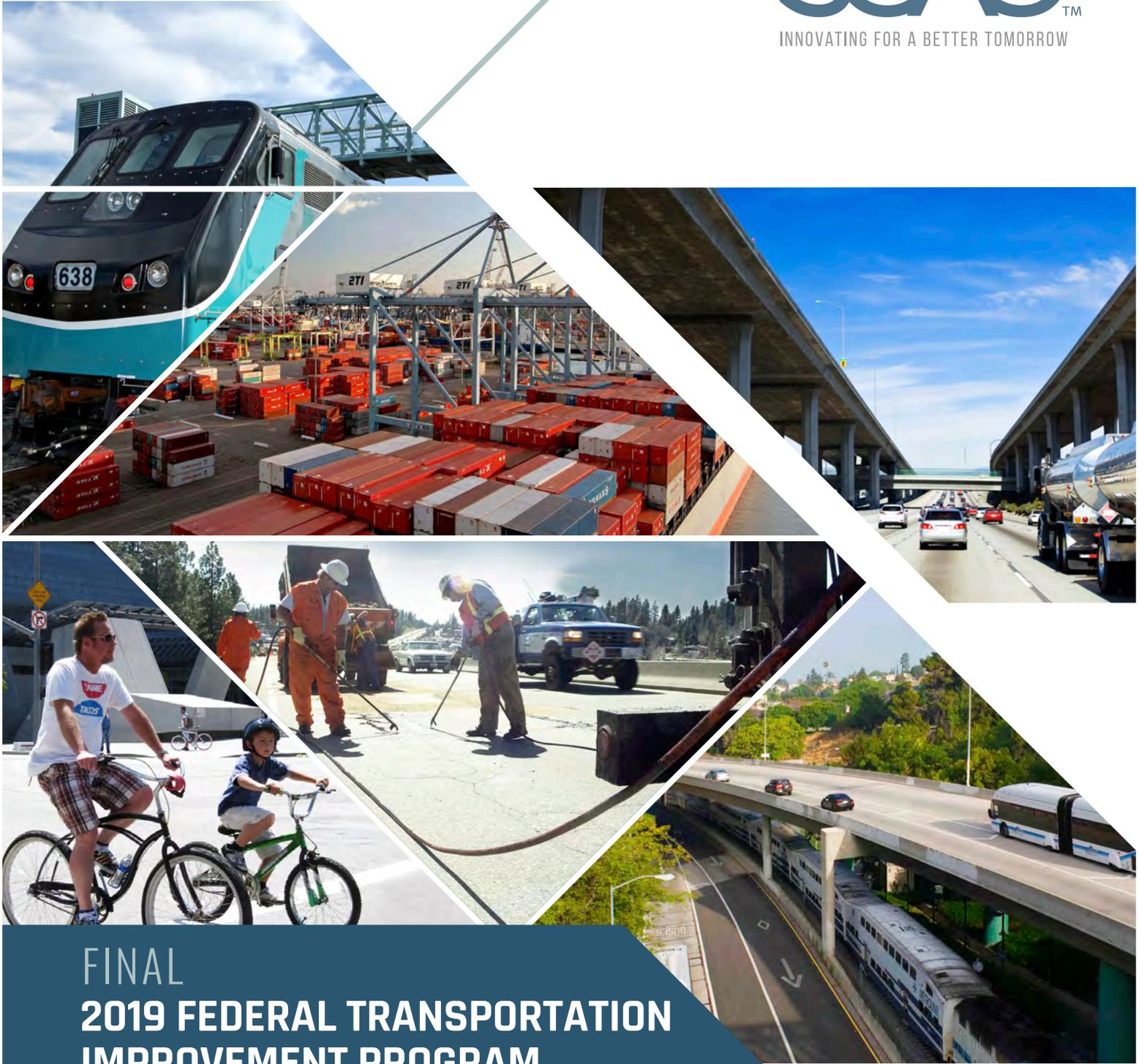




**SCAG**™

INNOVATING FOR A BETTER TOMORROW



# FINAL 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

TECHNICAL APPENDIX  
VOLUME II OF III

FY 2018/19 - 2023/24  
September 2018

# VISION

Southern California's Catalyst  
for a Brighter Future

# MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

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2019

**FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

*(FISCAL YEAR 2018/19-2023/24)*

**TECHNICAL APPENDIX**

*(Volume II of III)*

*September 2018*



# Section I

# Conformity Requirements & Findings

# SECTION I

## CONFORMITY REQUIREMENTS AND FINDINGS

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# ***CONFORMITY REQUIREMENTS AND FINDINGS***

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## ***PREFACE***

The federally required transportation conformity analyses and findings for the 2019 Federal Transportation Improvement Program (FTIP) are set forth in the following sections. These analyses also update the conformity analyses for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). 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 2019 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 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 a RTP for a 20-year minimum period. Additionally, SCAG must develop a 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 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 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 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 above Ozone nonattainment areas and serious CO nonattainment areas, are strategies to reduce emissions from on-road mobile sources. The 2019 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 SIP. Conformity currently applies to areas that are designated nonattainment, and those re-designated to attainment after 1990, maintenance areas, with plans developed for the specific transportation-related criteria pollutants. Conformity for the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. The transportation conformity regulations are found in 40 CFR part 93 and provisions related to conformity SIPs are found in 40 CFR 51.390.

## ***CLEAN AIR ACT AREA DESIGNATIONS IN THE SCAG REGION***

Four criteria air pollutants are subject to transportation conformity for the 2019 FTIP:

- 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.
- Nitrogen Dioxide (NO<sub>2</sub>) - created under the high pressure and temperature conditions in internal combustion engines. It impacts the respiratory system and degrades air visibility due to its brownish color.
- Ozone - formed by the reaction between volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>) in the presence of sunlight. Ozone negatively impacts the respiratory system.
- Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) - 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**

SCAG is a six-county region that 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 Pechanga Areas of Indian Country for the 2008 ozone standard, the SCAB is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). For the 2008 ozone standard, the Morongo and 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/Maintenance Areas in the SCAG Region<sup>1</sup>

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

- Most of Imperial County Portion of SSAB – nonattainment for 1997 and 2008 8-hour ozone; and PM<sub>10</sub>
- Urbanized area of Imperial County portion of SSAB-nonattainment for PM<sub>2.5</sub> (2006 24-hour and 2012 Annual Standards<sup>2</sup>)
- Morongo Indian Reservation Portion of SCAB – nonattainment area for 1997 and 2008 8-hour ozone
- Pechanga Indian Reservation Portion of SCAB – nonattainment area for 1997 and 8-hour ozone
- Riverside County Portion of SSAB (Coachella Valley) – nonattainment area for: 1997 & 2008 8-hour ozone and PM<sub>10</sub>
- San Bernardino County portion of MDAB:
  - Searles Valley – nonattainment for PM<sub>10</sub>
  - San Bernardino County (excluding the Searles Valley area) – nonattainment area for PM<sub>10</sub>
- SCAB – nonattainment for PM<sub>2.5</sub> (1997 & 2006 24-hour and 2012 Annual standards) and 8-hour ozone; maintenance area for CO; NO<sub>2</sub> and PM<sub>10</sub>.

<sup>1</sup> U.S. EPA finalized the final area designations for the 2015 8-hour Ozone NAAQS on April 30, 2018. However, transportation conformity for the standards will not apply until one year after the effective date of the final area designations, anticipated in June or July of 2019.

On April 23, 2018, the FHWA/FTA released an Interim Guidance on Conformity Requirements for the 1997 Ozone NAAQS. The Guidance identifies 82 areas in the U.S. that are impacted by the February 16, 2018 D.C. Circuit Court decision regarding the revocation of the 1997 Ozone NAAQS. However, none of the ozone nonattainment areas within the SCAG region is included in the 82 identified areas. In addition, on April 23, 2018, the U.S. EPA filed a Petition for Panel Rehearing. Nonetheless, the emissions analysis for the 1997 8-hour ozone standards is included in the transportation conformity analysis just in case it would be needed.

Effective October 24, 2016, U.S. EPA revoked the 1997 Primary Annual PM<sub>2.5</sub> NAAQS in areas that have always been designated as attainment and in maintenance of that NAAQS and in areas that will be redesignated to attainment of that NAAQS. However, the 1997 Primary 24-hour PM<sub>2.5</sub> NAAQS continues to apply to the SCAB.

<sup>2</sup> The Imperial County nonattainment area was determined by the U.S. EPA to have attained the 2006 24-hour PM<sub>2.5</sub> NAAQS effective May 12, 2017. Nonetheless, the Imperial County nonattainment area will remain designated nonattainment for the 2006 24-hour PM<sub>2.5</sub> NAAQS until such time as the EPA determines that the Imperial County nonattainment area meets the CAA requirements for redesignation to attainment.

- Ventura County Portion of SCCAB – nonattainment area for 1997 and 8-hour ozone
- Western MDAB (Antelope Valley portion of Los Angeles County and San Bernardino County portion of MDAB excluding Searles Valley) – nonattainment area for 1997 and 2008 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.

## **Applicable Emissions Budgets in the SCAG Region**

For the 2019 FTIP conformity determination, the applicable emissions budgets are established in the SIPs and found adequate by EPA as described below:

- Ventura County Portion of SCCAB
  - 2008 8-Hour Ozone Early Progress Plan (budgets effective May 20, 2008)
- SCAB
  - 2007 Ozone SIP (budgets effective April 30, 2012)
  - 2016 2006 24-hour PM<sub>2.5</sub> NAAQS SIP (budgets effective January 22, 2018)
  - 2007 CO SIP (Maintenance Plan) (budgets effective June 11, 2007)
  - 2007 NO<sub>2</sub> SIP (Maintenance Plan) (budgets effective January 4, 2010)
  - 2010 PM<sub>10</sub> SIP (Maintenance Plan) (budgets effective July 26, 2013)
- Riverside County Portion of SSAB (Coachella Valley)
  - 2008 8-Hour Ozone Early Progress Plan (budgets effective May 22, 2008)
  - 2003 PM<sub>10</sub> SIP (budgets effective April 9, 2004)
- Western MDAB (Antelope Valley and portion of Los Angeles County and San Bernardino County portion of MDAB excluding Searles Valley)
  - 2008 8-Hour Ozone Early Progress Plan (budgets effective May 20, 2008)
- Imperial County Portion of SSAB (Ozone)
  - 2008 8-Hour Ozone Early Progress Plan (budgets effective May 20, 2008)

## **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 2019 FTIP. At the present time, there is no federally approved SIP for the following areas.

- San Bernardino County Portion of MDAB (PM<sub>10</sub>)
- Searles Valley Portion of MDAB (PM<sub>10</sub>)
- Imperial County Portion of SSAB (PM<sub>10</sub> and PM<sub>2.5</sub>)

## 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 EPA's Transportation Conformity Rule analyses. The two SIPs with TCM strategies are:

### 2012 South Coast AQMP/SIP (SCAB)

Effective October 3, 2014, the U.S. EPA approved the portions of the SCAQMD's Final 2012 Air Quality Management Plan that updated the approved control strategy for the 1997 8-hour ozone standard and that provided a demonstration of attainment of the 1-hour ozone standard by December 31, 2022. As a result, the 2012 South Coast Ozone AQMP/SIP is the applicable Ozone SIP for the SCAB. It is important to note that the TCM categories in the 2012 Ozone AQMP/SIP are consistent with the TCM categories in the 1994/1997/2003/2007 Ozone AQMPs/SIPs.

### 2007 Ozone SIP (Ventura County Portion of SCCAB)

The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding. The EPA approved the 1994 Ozone SIP revisions on January 8, 1997. The 2007 Ozone AQMP/SIP revision (which EPA has not taken an action on) makes no changes to previously approved TCMs contained in the 1994 SIP (as amended in 1995). Effective July 27, 2009, EPA took a final action to find that the Ventura County attained the revoked 1-hour ozone standard by its attainment date. Effective January 2, 2013, EPA took another final action to find that the Ventura County attained the 1997 8-hour ozone standard by its attainment date.

It is 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 remain applicable.

There are no applicable TCMs in any other federal non-attainment or maintenance areas in the SCAG region. For more information on TCMs and timely implementation of the TCMs, see Section III of this document.

## ***CONFORMITY STATUS OF CURRENT RTP AND FTIP***

The conformity determination for the 2016 RTP/SCS and the 2017 FTIP received federal approval on June 1 and December 16, 2016, respectively. The FHWA/FTA approved the conformity determinations for the 2016 RTP/SCS Amendment #1 and the 2017 FTIP Consistency Amendment #17-03 on May 12, 2017, and for the 2016 RTP/SCS Amendment #2 and the 2017 FTIP

Consistency Amendment #17-07 on August 1 2017. The conformity determination is valid through June 1, 2020.

## ***CONFORMITY TESTS AND FINDINGS***

Under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations, SCAG's 2019 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 2019 FTIP under the required federal tests:

- ✓ **Consistency with 2016-2040 RTP/SCS Test**

**Finding:** SCAG's 2019 FTIP (project listing) is consistent with the 2016-2040 RTP/SCS as previously amended (policies, programs, and projects).

- ✓ **Regional Emissions Tests**

These findings are based on the regional emissions test analyses shown in Tables 21 - 48 in Section II of this Technical Appendix.

**Finding:** The regional emissions analyses for the 2019 FTIP is an update to the regional emissions analyses for the 2016-2040 RTP/SCS as previously amended.

**Finding:** The 2019 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).

**Finding:** The 2019 FTIP regional emissions for ozone precursors (1997 and/or 2008 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of 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:** The 2019 FTIP regional emissions for NO<sub>2</sub> meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

**Finding:** The 2019 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

**Finding:** The 2019 FTIP regional emissions for PM<sub>10</sub> 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:** The 2019 FTIP regional emissions for PM<sub>10</sub> 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:** The 2019 FTIP regional emissions analysis for PM<sub>2.5</sub> 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 TCM 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.

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

**Finding:** The 2019 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 2019 FTIP was discussed with the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on multiple occasions (September 26, 2017; October 24, 2017; December 5, 2017;

February 6, 2018; March 27, 2018; April 24, 2018; and May 22, 2018; and June 26, 2018). The draft conformity analysis was released for a 30-day public review on July 10, 2018. Two public hearings were held on July 17 and July 26, 2018 at SCAG’s Los Angeles office with video-conferencing available from the County Regional Offices. The 2019 FTIP was also presented to the Regional Transportation CEOs at their meeting held in August 2018, fulfilling the consultation requirements of AB 1246 as codified in Public Utilities Code Sections 130058 and 130059. The 2019 FTIP is posted on the SCAG website, was noticed in numerous newspapers, and distributed to libraries throughout the region. All comments on the 2019 FTIP have been documented and responded to accordingly.

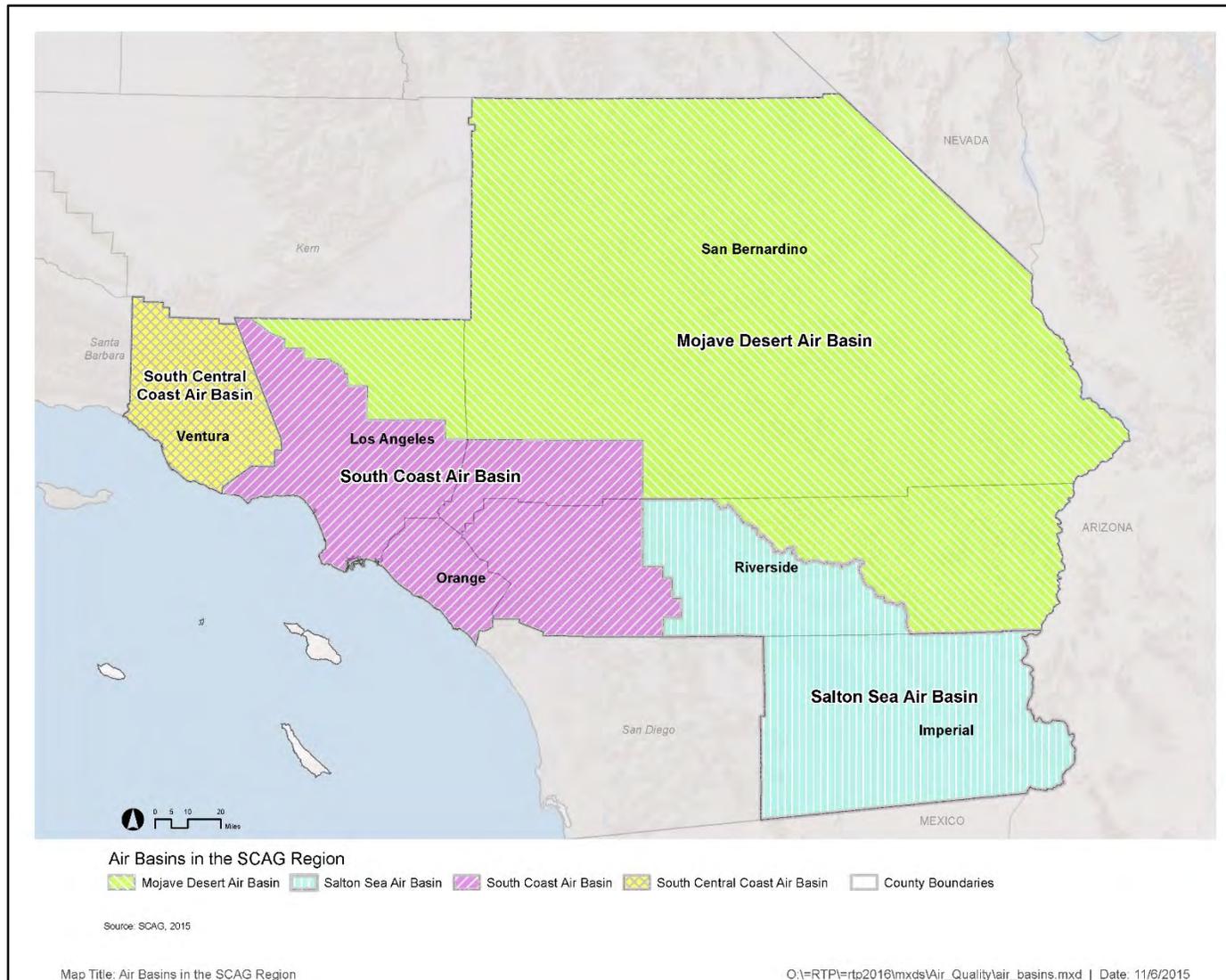
✓ **Financial Constraint Test**

**Finding:** The 2019 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 2019 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.

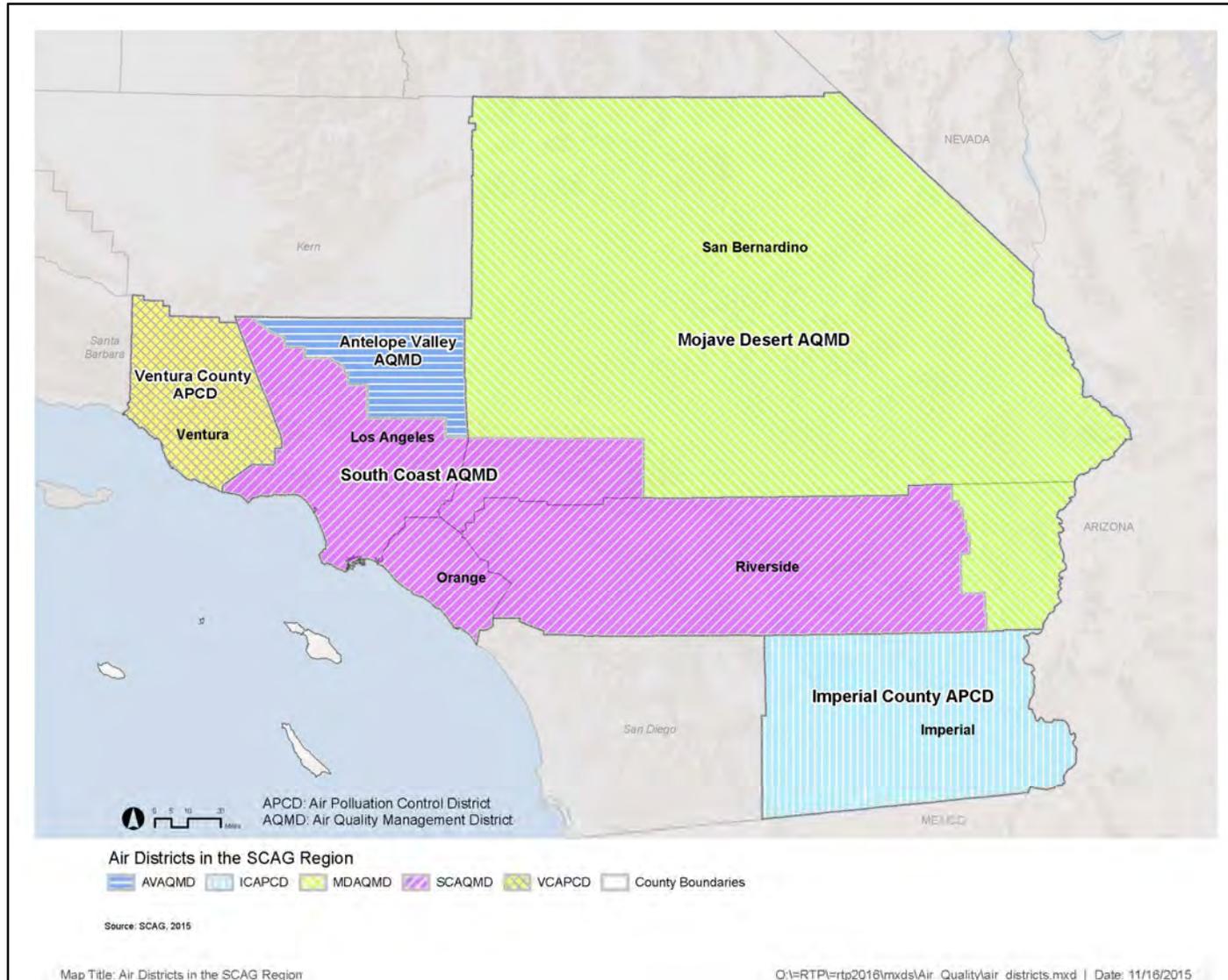
## EXHIBIT A: MAPS

- **Air Basins**
- **Air Districts**
- **Federal Nonattainment and Maintenance Areas**

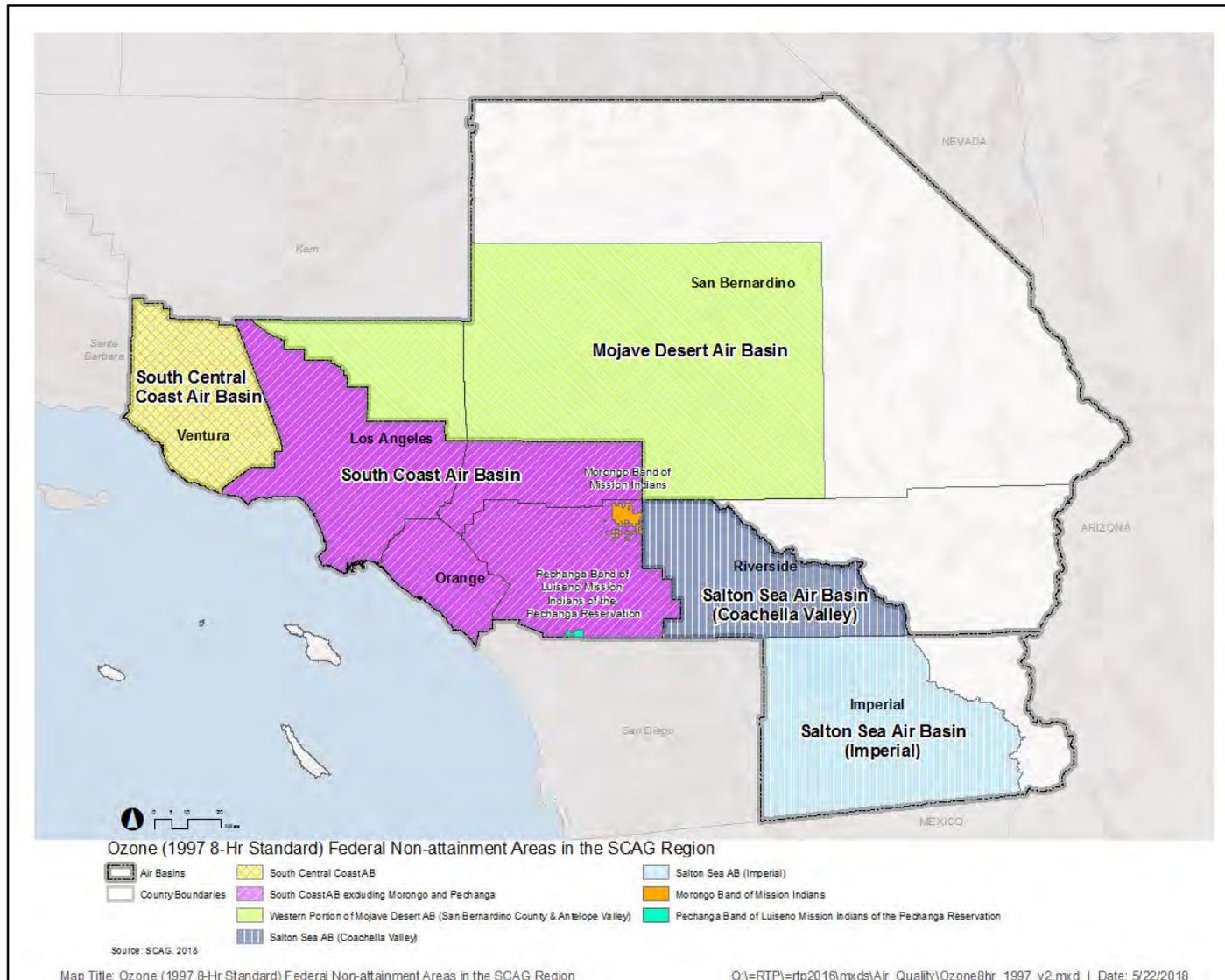
### Exhibit 1 Air Basins in the SCAG Region



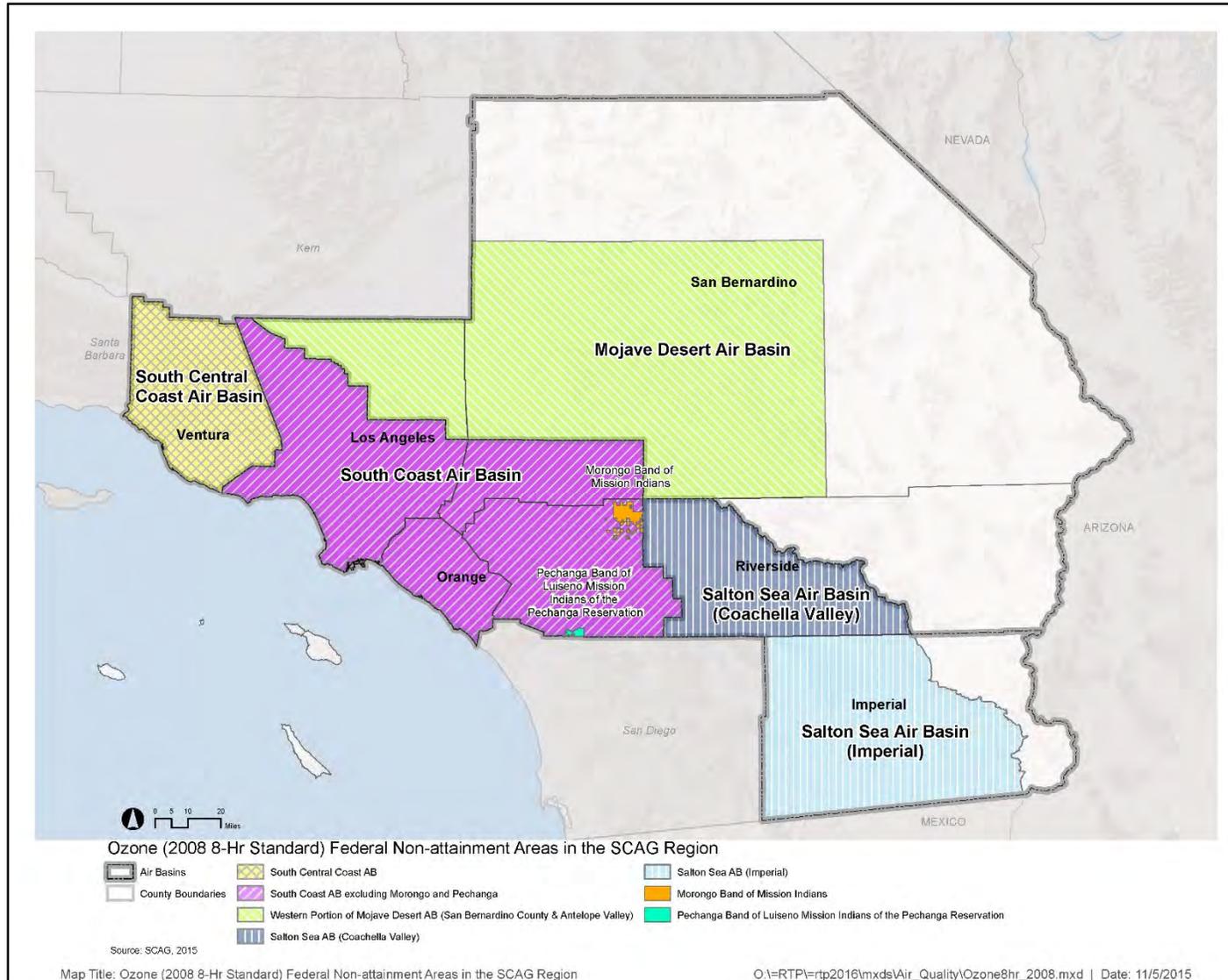
### Exhibit 2 Air Districts in the SCAG region



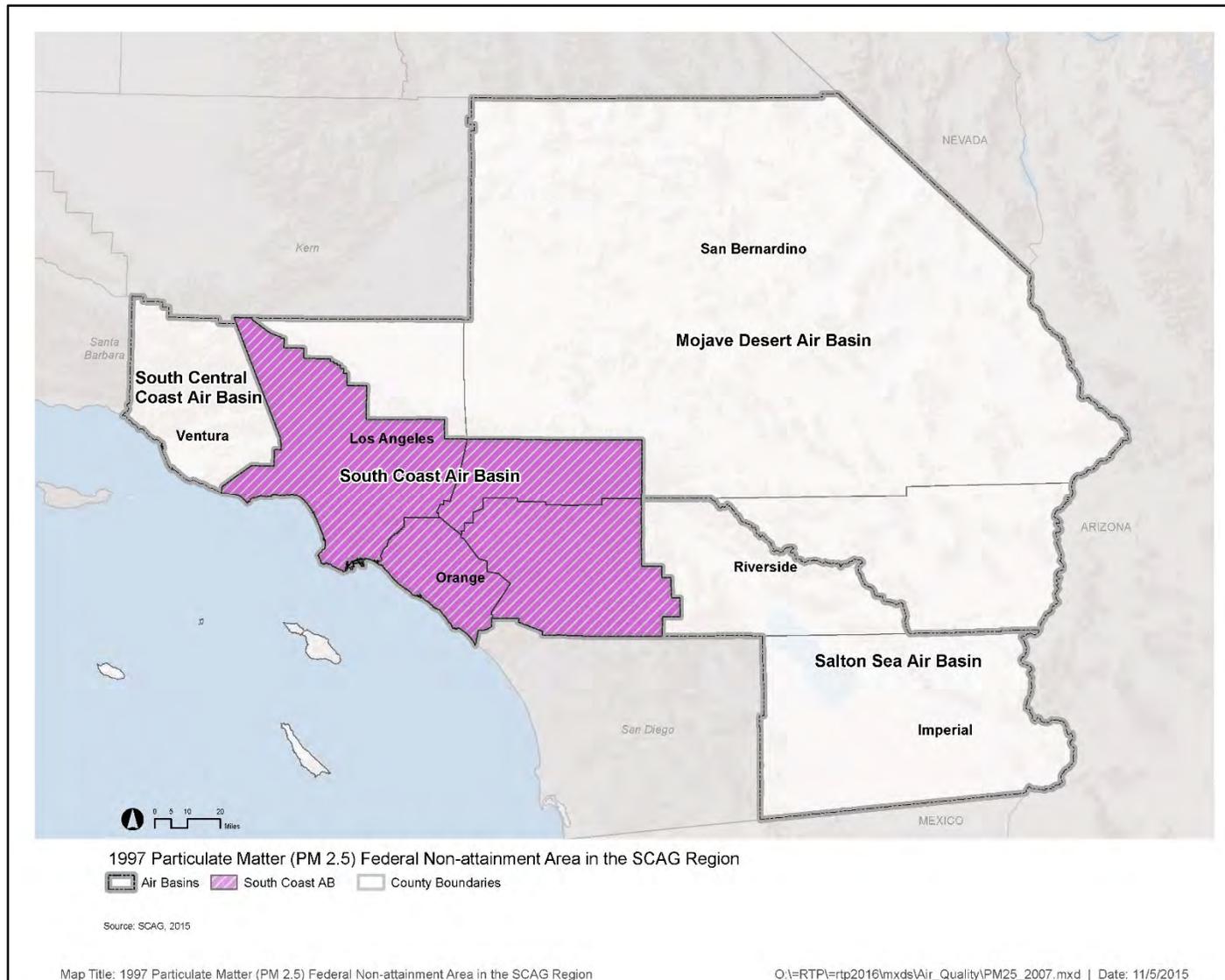
### Exhibit 3 Federal Nonattainment and Maintenance Areas in the SCAG region – 1997 8-hour Ozone



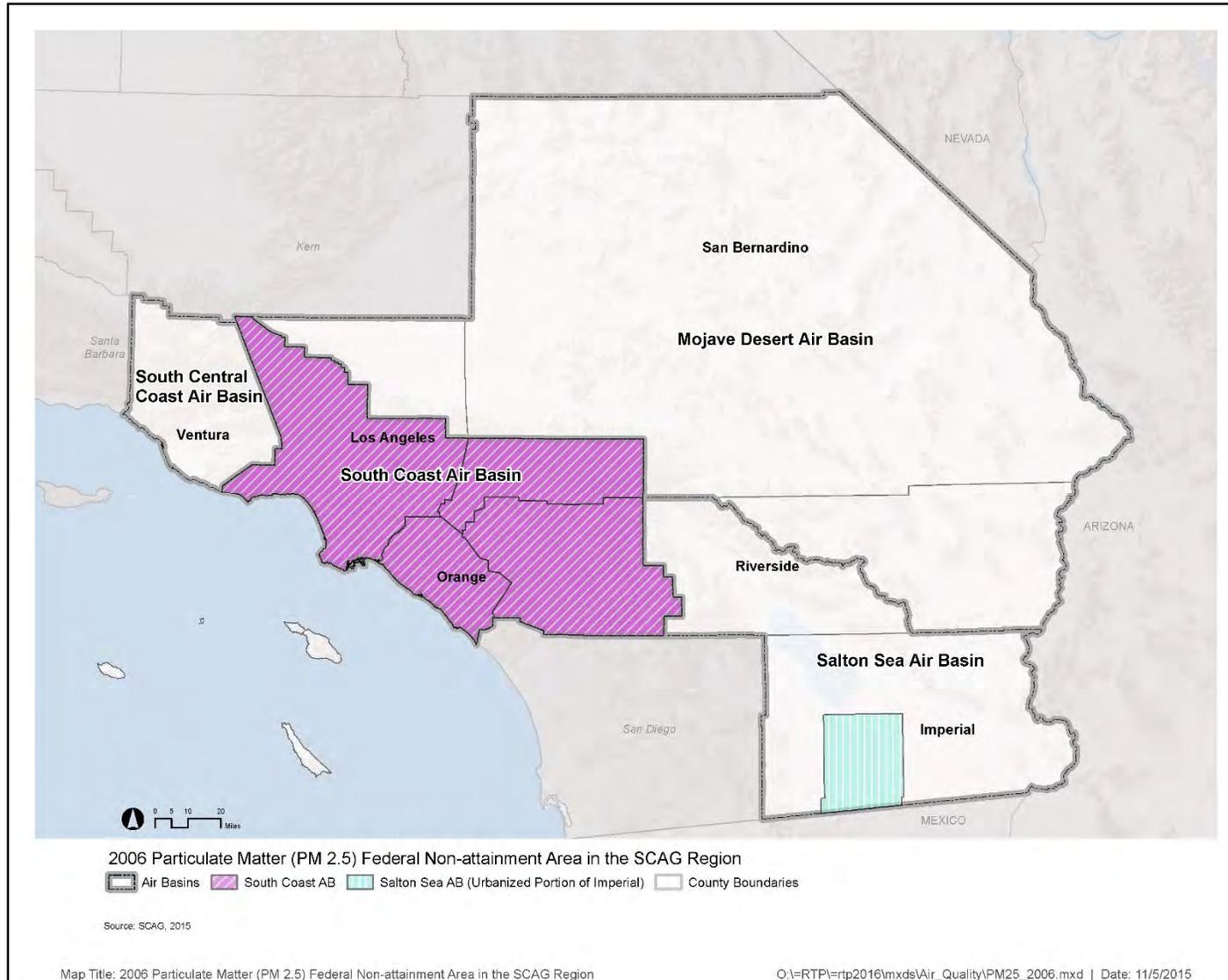
### Exhibit 4 Federal Nonattainment and Maintenance Areas in the SCAG region – 2008 8-hour Ozone



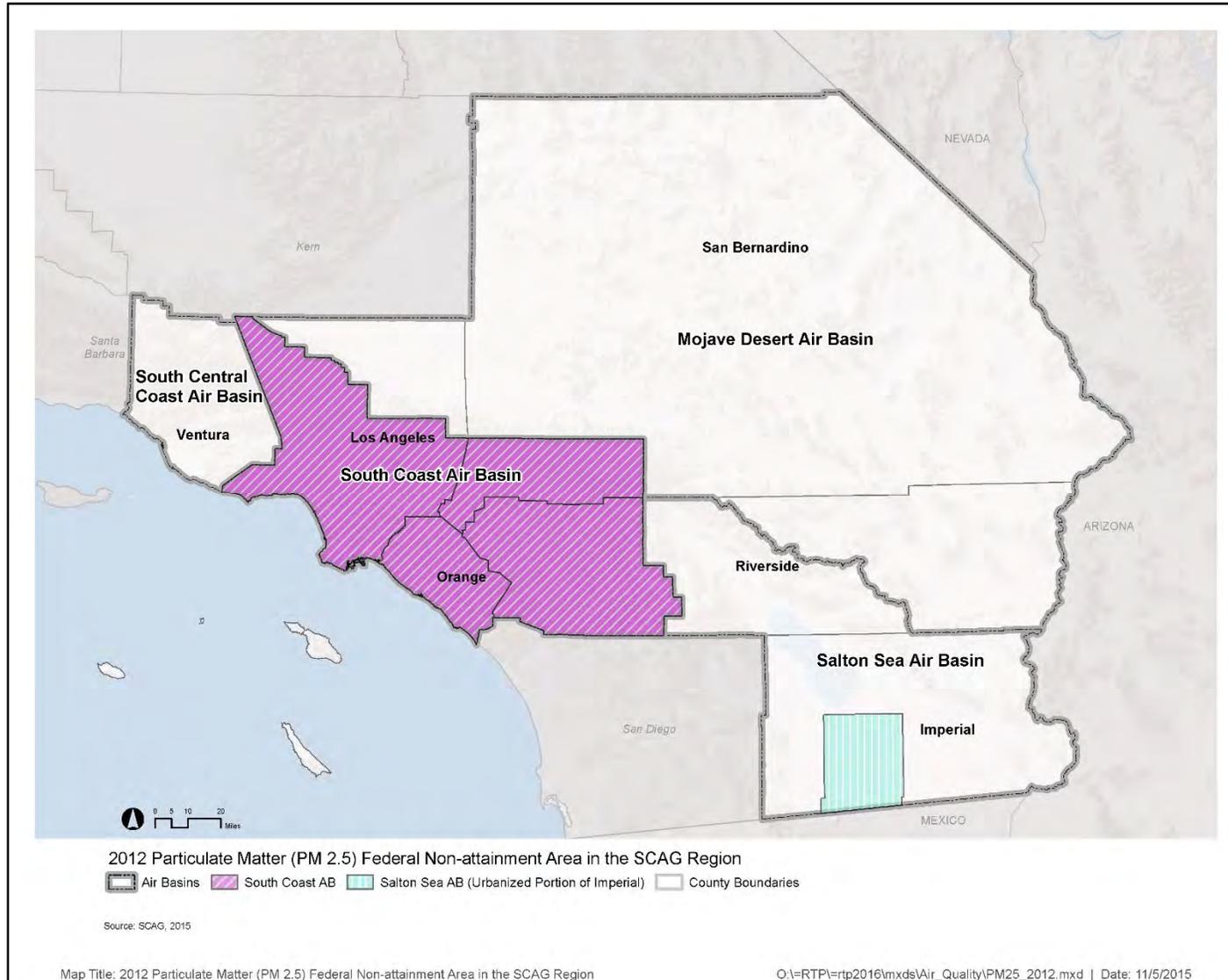
### Exhibit 5 Federal Nonattainment Areas in the SCAG region – 1997 PM<sub>2.5</sub>



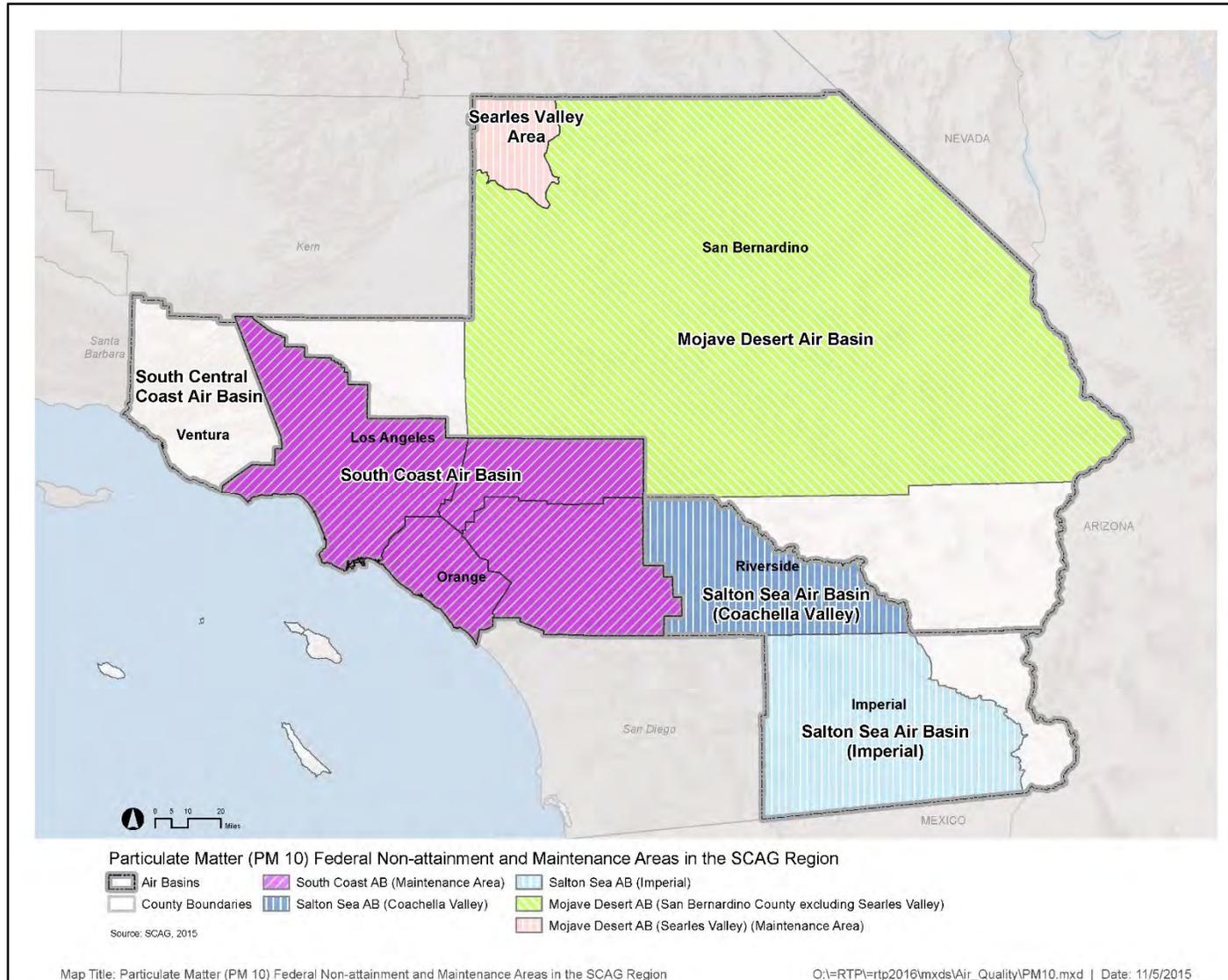
**Exhibit 6 Federal Nonattainment Areas in the SCAG region – 2006 PM<sub>2.5</sub>**



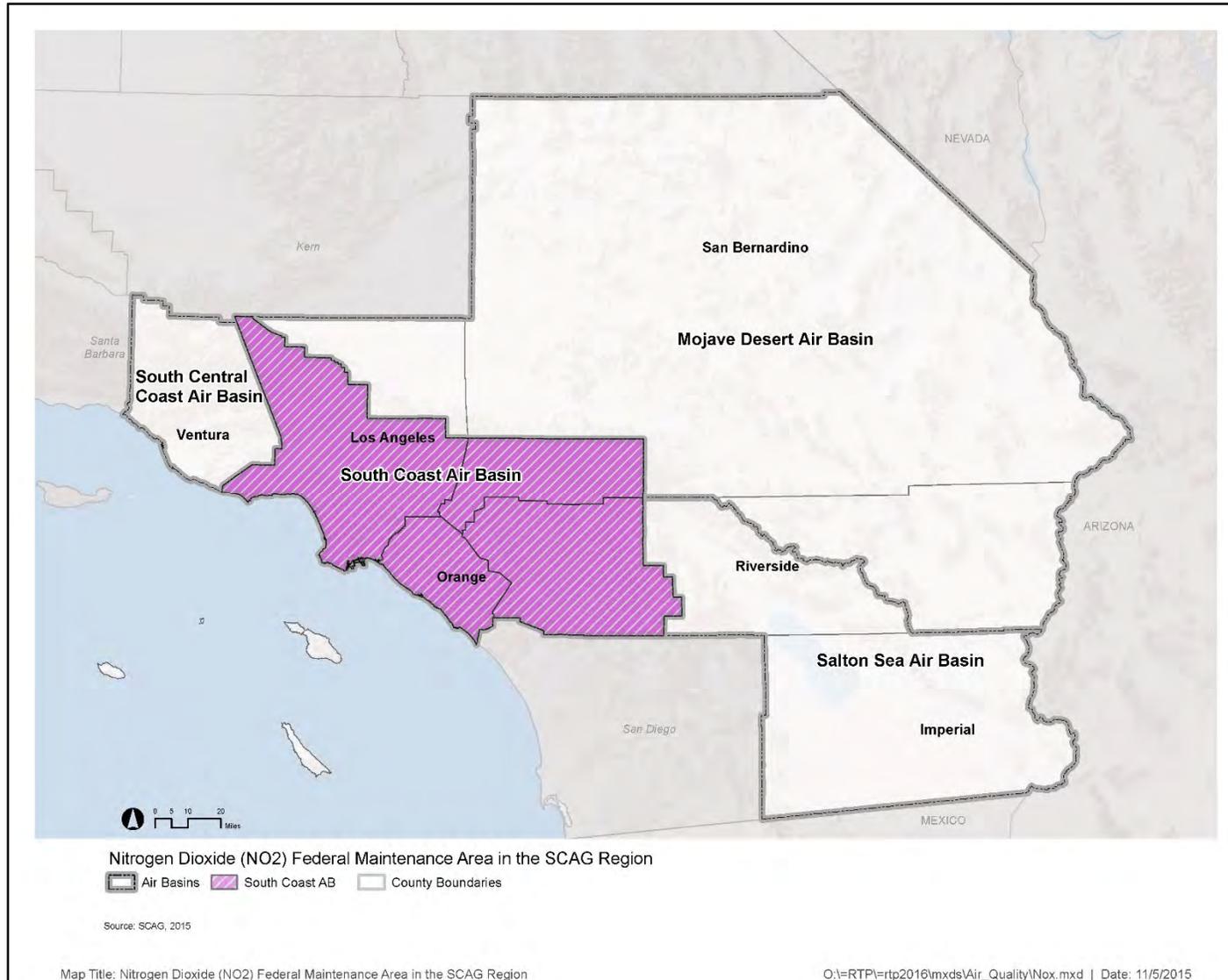
**Exhibit 7 Federal Nonattainment Areas in the SCAG region – 2012 PM<sub>2.5</sub>**



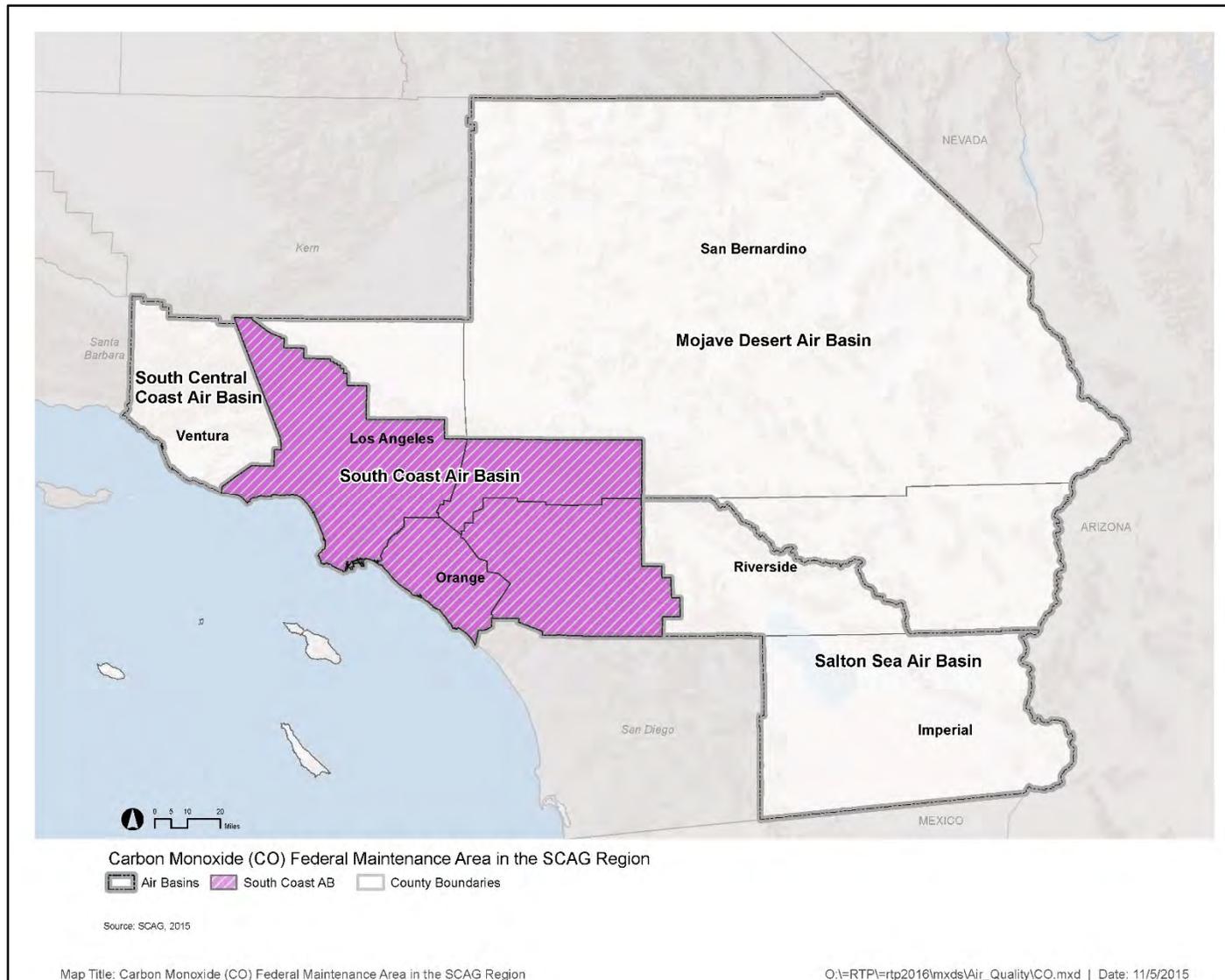
### Exhibit 8 Federal Nonattainment in the SCAG region - PM<sub>10</sub>



### Exhibit 9 Federal Maintenance Area in the SCAG region - NO<sub>2</sub>



### Exhibit 10 Federal Maintenance Area in the SCAG region – CO



# **Section II**

# **Regional Emissions**

# **Analysis**

## SECTION II

# REGIONAL EMISSIONS ANALYSIS

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## ***REGIONAL EMISSIONS ANALYSIS***

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### ***BACKGROUND***

SCAG's Regional Travel Demand Model is an advanced four step model that meets and in many cases exceeds the state of the practice. The Model meets all the requirements of the Transportation Conformity Rule, specifically 40 CFR 93.122(b) (see Table 10). 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 stakeholders 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 (2012) travel conditions, which is the base year for the 2016-2040 RTP/SCS (see Year 2012 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 by Census Block Group** – Socioeconomic data (SED), which describes population, households, and employment at Block Group level, are used as major input to SCAG's Regional Travel Demand Model. The concept is that travel is a derived demand, which is directly related to the demographics and economic characteristics of households. The model uses both aggregate and disaggregate SED. The aggregate data are counts of population, households and employment for each TAZ. The disaggregate data are Public Use Microdata Sample (PUMS) records from the Census, which contain detailed information about person and household characteristics in the region.

**Highway Networks** – The highway networks were originally developed from the Thomas Brothers GIS database and then updated with street inventory survey data (the latest SCAG region

street inventory survey was conducted in year 2008) in the TransCAD environment. The networks include detailed coding of the region's freeway system (mixed-flow lane, auxiliary lane, HOV lane, HOT lane, toll lane, truck lane, etc.) as well as arterials, major collectors, and some minor collectors. Separate highway networks for each time period were developed to simulate time of day differences in roadway capacity and vehicle travel restrictions, such as arterial parking restrictions during peak hours, HOV lane minimum vehicle occupancy requirement, and heavy-duty vehicle restrictions on certain roadways.

**Land Use and Accessibility for Auto Ownership Model** – Accessibility refers to the ease of reaching goods, services, activities, and destinations. Many factors affect accessibility, including the quality and affordability of transport options, transport system connectivity, and land use patterns. The auto and non-auto accessibilities of a zone directly influence household auto ownership. Land use patterns, in particular high density and mixed-use developments, also directly influence household auto ownership.

**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.

**Transit Networks** – The transit networks include more than 3,000 existing and future transit routes/patterns, representing approximately 70 transit operators with fixed route service over the entire SCAG region. The transit routes are completely compatible with the highway geography. Separate transit networks are developed for five time periods based on the transit service information contained in the up-to-date Los Angeles County Metropolitan Transportation Authority (LACMTA) Transit Trip Master database and data collected from transit agencies not included in the TripMaster database. Transit services are grouped into 8 transit modes (Local Bus, Rapid Bus, Express Bus, Bus Rapid Transit (BRT), Transit Way, Urban Rail, Commuter Rail, and High Speed Rail (HSR)), according to their service characteristics and fare structures. The transit networks include detailed representation of all rail stations, transfer opportunities among the different modes and between transit routes and park-and-ride locations. A TeleAtlas street network along with Census Block level data is used to calculate walk accessibilities and to develop walk access to transit.

**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. A cordon traffic origin-destination survey was conducted in year 2003 and the results were used to develop inter-regional Light and Medium (LM) duty vehicle trip matrices, including External-to-External (E-E), External-to-Internal (E-I), and Internal-to-External (I-E) trips. The origin-destination survey is updated for the 2016-2040 RTP/SCS and the 2017 FTIP.

**Airport Trips** – Airports trips include passenger trips and cargo trips, and are represented by approximately 100 zones in the SCAG modeling area. The daily airport passenger trips are disaggregated into regional model TAZ and further split into five time periods by four modes of travel: drive alone, 2-person carpool, 3-person carpool, 4-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

**Household Classification and Population Synthesizer** – This module classifies zonal households into several household segments. Prior to the application of Auto Ownership module, households are classified across the following four attributes:

1. Household Size (4 categories): the number of one-person households, two-person households, three-person households, and four or more person households.
2. Number of Workers (4 categories): the number of households with no worker, one worker, two workers, and three workers or more.
3. Household Income (4 categories): the number of households with annual household income (in 2011 dollars) less than \$35,000 (Low), \$35,000 - \$74,999 (Medium), \$75,000 - \$149,999 (High), and \$150,000 or more (Very High).
4. Type of Dwelling Unit (2 categories): number of households living in single-family detached housing, and living in other housing.

For Home-Based-Work (HBW) trip generation, trips are estimated for five household markets which are carried out through trip distribution and model choice:

1. Zero car households
2. Car insufficient households
3. Car sufficient household, Low income (less than \$35,000)
4. Car sufficient household, Medium income (\$35,000-\$74,999)
5. Car sufficient household, High income (\$75,000 or greater)

The Population Synthesizer is a module that generates a synthetic population by expanding existing disaggregate sample data (from 2010 Census PUMS data) 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.

**Auto Ownership Model** – The auto ownership model provides an estimate of households by auto ownership level (0, 1, 2, 3, 4 or more) for each zone. This information is used in trip generation models to estimate zonal person trips. The basic structure of the auto ownership model is a multinomial logit formulation, using input socioeconomic variables (household size, household income, number of workers, and type of dwelling unit) and land use and accessibility variables (mixed residential and employment, density, transit, and non-motorized accessibility).

**Trip Generation Model** – Trip generation is the process of estimating daily person trips generated by (i.e., trip production) and attracted to (i.e., trip attraction) each TAZ on an average weekday. The trip generation model contains 9 trip purposes, each subdivided into different household markets. The total trips produced by TAZ were estimated for each of the following purposes:

1. Home-based work (HBW) There are two types of HBW trips. “Direct” home-work trips directly between home and work. “Strategic” home-work trips include one or more intermediate stops between home and work
2. Home-based school (HBSC)
3. Home-based college/university (HBCU)
4. Home-based shopping (HBS)
5. Home-based social-recreational (HBSR)
6. Home-based serving-passenger (HBSP)
7. Home-based other (HBO)
8. Work-based other (WBO)
9. Other-based other (OBO) trips.

**Trip Distribution Models** – The trip distribution model estimates the number of trips from each TAZ to each other TAZ. Destination choice models are developed for HBW, HBS, HBSR, HBSP, HBO, WBO, and OBO trip purposes while a gravity model approach is used to distribute trips for HBSC and HBCU trip purposes.

**Mode Choice Models** – Mode choice is the process of taking the zone-to-zone person trips by trip purpose from the trip distribution model, and determining how many of these trips are made by various travel modes. The SCAG mode choice model is a nested logit model. The top branch of the nesting structure includes Auto, Transit, and Non-Motorized. The branch under Auto includes Drive Alone and Shared Ride which is further split into 2-person carpool, 3-person carpool, and 4-or-more person carpool. The branch under Transit includes Local Bus, Rapid Bus, Express Bus, BRT, Transit Way, Urban Rail, Commuter Rail, and High Speed Rail (HSR). The branch under Non-Motorized includes Walk and Bicycle. Separate mode choice models are estimated for each trip purpose and time period. Mode choice is a function of level of service attributes (in-vehicle travel time, out-of-vehicle travel time, fares, parking fees, roadway tolls, auto operating costs), household attributes such as income, and zonal attributes such as residential and employment densities. Currently the region includes more than 11,000 miles of limited access roadways, 900+ miles of HOV (2 and 3 and more persons) roadways, two dynamically priced HOT facilities and several toll roads.

**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 for a two-digit NAICS code by the number of employees in that category and 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 developed using an econometric model to estimate inbound and outbound commodity flows by counties. The county to county commodity data are allocated to the zonal level based on NAICS employee distribution and then converted to trucks trips using observed data collected during model development. 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, 2-person carpool using HOV, 2-person carpool using general purpose lanes, 3 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 mode choice models are aggregated by access mode and time period, and then assigned to transit networks for each time period. The vehicle trip tables obtained from mode choice, airport, and heavy duty 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 are 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 including 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** – The socio-economic data for year 2012 consists of various marginal and joint distributions of population and households for each TAZ. A total of 65 socio-economic variables and eight joint distribution of two or more variables are developed as model inputs. Those variables include population, households, school enrollments, household income, workers and employment, etc. These variables are available at TAZ level.

**Auto Ownership Model Outputs** – The auto ownership model generates households by auto ownership, in other words, the number of households with 0 car, 1 car, 2 cars, 3 cars, and 4 or more cars for each zone, which are the inputs to the Trip Generation Model. The key findings are: Auto availability increases with household size, household income and the number of workers in the household, and decreases for households living in multifamily housing. Auto availability decreases with increasing transit and walk accessibility to employment, and also decreases with increasing mixed density.

**Trip Generation Model Outputs** – The output from the trip generation model includes daily person trips from an average weekday by households within each TAZ. The model contains a series of models to estimate trip production and attractions by trip purpose. There are ten trip purposes, each subdivided into different household markets. A market stratification is defined by household income and car sufficiency. The car sufficiency is defined relative to household workers for HBW trips and relative to household size for HBO trips.

**Trip Distribution Model Outputs** – Eight destination choice models were estimated. The HBWD, HBWS, HBSH, HBSR, HBSP, and HBO models are stratified by the car sufficiency/income market segments. The WBO and OBO models are not stratified as is customary for non-home-based models. Several different measures of the fit of the model to the observed data were examined, including average trip length by trip purpose, time period and trip market level, average trip length by trip purpose market and density level, trip length distribution and coincidence ratio, and ACS 5-year county-level worker flow patterns.

**Mode Choice Model Outputs** – Mode choice model are similarly stratified as Trip Distribution models, in order to better reflect the effect of transit-dependent users on mode and destination choice. The various travel modes are estimated by the model. The outputs from the Time of Day Model include passenger vehicle trip matrices in OD format by time period and occupancy level. These matrices are then combined with external trips, airport trips, and HDT trips to produce final vehicle OD matrices (3 passenger vehicle classes and 3 HDT classes in 5 time periods) for the Network Assignment step. The five passenger vehicle classes are drive alone, 2-person carpool, using HOV lane, 3-person+ carpool using HOV lane, 2-person carpool using GP (general purpose) lane, and 3-person+ carpool using GP lanes. The 3 HDT classes are light HDT, medium HDT, and heavy HDT. Transit person trips matrices for each of five time periods are also produced in this step for transit assignment.

**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.

### ***2019 FTIP MODELING ASSUMPTIONS***

**Socio-Economic Data** – Tables 1 and 2 show population and employment summaries by county and air basin which reflect current trends. This forecast has been in development since 2012 under SCAG’s Community, Economic and Human Development (CEHD) Policy Committee’s guidance, and in collaboration with SCAG’s subregions and local jurisdictions. The process involved several major steps outlined as follows:

1. 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 and Internal Revenue Service and the California Department of Finance and Employment Development Department.
2. Analyze key assumptions (fertility rate, mortality rate, net immigration, labor force rates, headship rate, etc) and forecast methodologies.
3. Conduct panel of expert reviews.
4. Collaborate with peer agencies and local jurisdictions including one on one meetings.

The comprehensive discussion of the socio-economic data is included in the 2016-2040 RTP/SCS Growth Forecast Appendix.

**Table 1 Summary of Population Data (000s)**

County	Air Basin	2019	2020	2021	2023	2026	2030	2031	2040
<b>Imperial</b>	SSAB	228	234	237	242	250	260	262	282
<b>Los Angeles</b>	SCAB	9,855	9,900	9,948	10,045	10,191	10,385	10,433	10,937
	MDAB	416	422	428	440	458	483	489	572
<b>Orange</b>	SCAB	3,247	3,271	3,287	3,319	3,360	3,397	3,404	3,461
<b>Riverside</b>	SCAB	1,933	1,954	1,981	2,036	2,119	2,228	2,256	2,446
	MDAB	28	29	31	35	40	48	49	64
	SSAB	489	497	506	524	551	587	596	673
<b>San Bernardino</b>	SCAB	1,629	1,641	1,659	1,697	1,753	1,829	1,847	1,978
	MDAB	552	557	567	588	620	662	673	753
<b>Ventura</b>	SCCAB	880	886	890	898	910	925	929	966
<b>SCAG Region</b>	SSAB	717	732	743	766	801	847	859	955
	SCAB	16,665	16,765	16,876	17,097	17,423	17,839	17,940	18,822
	MDAB	996	1,007	1,026	1,063	1,118	1,192	1,211	1,389
	SCCAB	880	886	890	898	910	925	929	966
<b>Total</b>		19,258	19,390	19,535	19,824	20,252	20,804	20,939	22,132

*Rounded to nearest thousand*

**TABLE 2 Summary of Employment Data (000s)**

County	Air Basin	2019	2020	2021	2023	2026	2030	2031	2040
Imperial	SSAB	96	102	103	106	109	114	116	125
Los Angeles	SCAB	4,514	4,565	4,590	4,639	4,712	4,810	4,835	5,084
	MDAB	93	94	96	100	106	114	116	137
Orange	SCAB	1,709	1,730	1,743	1,767	1,801	1,836	1,843	1,899
Riverside	SCAB	612	633	646	672	710	761	774	870
	MDAB	7	7	7	8	8	9	9	11
	SSAB	201	208	213	222	236	254	259	293
San Bernardino	SCAB	643	655	666	687	719	761	771	837
	MDAB	131	134	138	144	154	168	171	191
Ventura	SCCAB	369	375	377	382	388	398	400	420
SCAG Region	SSAB	297	310	316	328	345	368	374	418
	SCAB	7,478	7,583	7,644	7,764	7,942	8,169	8,223	8,690
	MDAB	230	235	241	252	269	291	297	340
	SCCAB	369	375	377	382	388	398	400	420
<b>Total</b>		<b>8,374</b>	<b>8,503</b>	<b>8,577</b>	<b>8,725</b>	<b>8,944</b>	<b>9,226</b>	<b>9,294</b>	<b>9,868</b>

*Rounded to nearest thousand*

**Networks** – A summary of the transportation system attributes for the highway and transit networks for Years 2019 to 2040 are shown in Tables 3, 4 and 5. Lane mile data includes freeway to freeway connectors. Other freeway ramps, freeway Type 3 lanes, and centroid connectors are not included. 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 Modeling List Appendix.

**TABLE 3 Summary of Highway Network Lane Miles**

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
<b>SCAB</b>					
2019 Build	8,269	1,101	28,512	11,145	49,027
2020 Build	8,453	1,151	28,783	11,253	49,640
2021 Build	8,460	1,162	28,861	11,280	49,763
2021 No Build	8,453	1,155	28,342	11,099	49,049
2023 Build	8,520	1,197	29,143	11,453	50,313
2026 Build	8,596	1,422	29,551	11,620	51,189
2030 Build	8,699	1,553	29,768	11,830	51,850
2031 Build	8,716	1,583	29,768	11,832	51,899
2031 No Build	8,510	1,236	28,439	11,135	49,320
2040 Build	8,936	1,670	30,331	11,999	52,936
2040 No Build	8,533	1,238	28,528	11,136	49,435
<b>SCCAB</b>					
2019 Build	533	9	1,795	1,008	3,345
2020 Build	535	9	1,801	1,009	3,354
2021 Build	535	9	1,810	1,010	3,364
2021 No Build	532	9	1,796	1,009	3,346
2023 Build	535	9	1,819	1,010	3,373
2026 Build	534	9	1,820	1,010	3,373
2030 Build	563	61	1,858	1,017	3,499
2031 Build	563	61	1,858	1,017	3,499
2031 No Build	532	9	1,796	1,009	3,346
2040 Build	563	61	1,858	1,017	3,499
2040 No Build	532	9	1,796	1,009	3,346
<b>MDAB</b>					
2019 Build	1,892	23	4,127	6,747	12,789
2020 Build	2,261	23	4,556	6,780	13,620

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2021 Build	2,260	23	4,553	6,793	13,629
2021 No Build	1,893	23	4,144	6,738	12,798
2023 Build	2,260	23	4,600	6,808	13,691
2026 Build	2,260	23	4,661	6,841	13,785
2030 Build	2,260	73	4,785	6,885	14,003
2031 Build	2,263	73	4,779	6,889	14,004
2031 No Build	1,893	23	4,183	6,739	12,838
2040 Build	2,260	101	5,164	7,136	14,661
2040 No Build	1,893	23	4,177	6,739	12,832
<b>SSAB (Coachella)</b>					
2019 Build	390	0	1,278	1,201	2,869
2020 Build	393	0	1,310	1,234	2,937
2021 Build	393	0	1,321	1,227	2,941
2021 No Build	392	0	1,269	1,198	2,859
2023 Build	393	0	1,398	1,287	3,078
2026 Build	397	0	1,463	1,374	3,234
2030 Build	397	0	1,483	1,419	3,299
2031 Build	397	0	1,496	1,425	3,318
2031 No Build	392	0	1,278	1,201	2,871
2040 Build	397	0	1,520	1,456	3,373
2040 No Build	392	0	1,279	1,207	2,878
<b>SSAB (Imperial)</b>					
2019 Build	380	0	1,156	2,464	4,000
2020 Build	380	0	1,170	2,464	4,014
2021 Build	380	0	1,170	2,464	4,014
2021 No Build	380	0	1,156	2,465	4,001
2023 Build	380	0	1,171	2,464	4,015
2026 Build	380	0	1,212	2,466	4,058

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2030 Build	417	0	1,200	2,465	4,082
2031 Build	417	0	1,200	2,465	4,082
2031 No Build	380	0	1,157	2,465	4,002
2040 Build	417	0	1,200	2,465	4,082
2040 No Build	380	0	1,157	2,465	4,002
<b>Total SCAG Region</b>					
2019 Build	11,464	1,133	36,868	22,565	72,030
2020 Build	12,022	1,183	37,620	22,740	73,565
2021 Build	12,028	1,194	37,715	22,774	73,711
2021 No Build	11,650	1,187	36,707	22,509	72,053
2023 Build	12,088	1,229	38,131	23,022	74,470
2026 Build	12,167	1,454	38,707	23,311	75,639
2030 Build	12,336	1,687	39,094	23,616	76,733
2031 Build	12,356	1,717	39,101	23,628	76,802
2031 No Build	11,707	1,268	36,853	22,549	72,377
2040 Build	12,573	1,832	40,073	24,073	78,551
2040 No Build	11,730	1,270	36,937	22,556	72,493

**TABLE 4 Summary of Transit Route Pattern Miles (Peak Period)**

<b>Network</b>	<b>Local Bus</b>	<b>Express Bus</b>	<b>Rail</b>	<b>HSRT</b>	<b>Total</b>
2019 Build	10,019	1,871	994	0	12,884
2020 Build	10,035	1,921	1,002	55	13,013
2021 Build	10,039	2,021	1,030	55	13,145
2021 No Build	10,040	1,976	1,020	0	13,036
2023 Build	10,063	2,021	1,045	55	13,184
2026 Build	10,070	1,986	1,048	55	13,159
2030 Build	10,070	2,045	1,099	124	13,338
2031 Build	10,070	1,986	1,099	124	13,279
2031 No Build	10,031	1,941	1,039	0	13,011
2040 Build	10,074	2,323	1,145	124	13,666
2040 No Build	10,030	1,941	1,039	0	13,010

**TABLE 5 Summary of Transit Service Miles**

Network	Local Bus	Express Bus	Rail	HSRT	Total
2019 Build	452,091	40,853	48,472	0	541,416
2020 Build	452,575	42,732	48,860	6,174	550,341
2021 Build	452,743	46,751	62,459	6,174	568,127
2021 No Build	452,233	42,121	50,084	0	544,438
2023 Build	461,369	46,751	74,588	6,174	588,882
2026 Build	461,345	46,054	75,549	6,174	589,122
2030 Build	461,347	46,289	92,600	16,210	616,446
2031 Build	461,347	46,054	92,601	16,210	616,212
2031 No Build	455,678	41,424	64,777	0	561,879
2040 Build	468,375	60,412	110,987	16,210	655,984
2040 No Build	455,667	41,423	64,801	0	561,891

**Work-at-Home and Telecommuting** – Home-Based-Work trips were reduced for Work-at-Home, Telecommuting, Flexible Work Schedules and Parking Subsidies. In year 2017, Work-at-Home trips were 5.56 percent and Telecommute trips were 3.66 percent and Flexible work schedule were 0.59 percent for a total Home-Based-Work trip reduction of 9.81 percent. Table 6 below shows the total reductions to the home-based-work person trips over the 2012 base as applied in the trip generation model.

**Table 6 Total Home-Based-Work Person Trip Reductions**

Category	2019	2020	2021	2023	2026	2030	2031	2040
Work-at-Home	5.79%	5.91%	6.01%	6.21%	6.53%	6.97%	7.09%	8.13%
Telecommute	5.01%	5.70%	5.87%	6.21%	6.77%	7.58%	7.80%	10.00%
Flexible work schedules	1.76%	2.34%	2.41%	2.54%	2.76%	3.08%	3.16%	3.49%
Parking subsidies	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.61%	2.97%
Total Trip Reductions	12.56%	13.95%	14.28%	14.96%	16.05%	17.63%	18.67%	24.59%
Increase over 2012 Base	5.17%	6.56%	6.89%	7.57%	8.66%	10.24%	11.28%	17.20%

**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 7 lists the auto operating costs used for 2016-2040 RTP/SCS and 2017 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.

**Table 7 Auto Operating Costs**

Category	2019	2020	2021	2023	2026	2030	2031	2040
Auto Operating Cost *	25.76	26.04	26.02	25.95	28.21	29.12	29.48	33.00

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

**Transit Fares** – The transit network includes three types of transit fares: base boarding fares, zone fares, and transfer fares; and two types of fare factors: base fare factor and transfer fare factor. Fare values were collected through the Transit Level of Service Data Collection program. Considering the complex fare structure for most carriers, only published full cash fares for initial boarding and transfers are used to represent the base fare and transfer fare. To account for the revenue composition of different fare types, such as one-way walkup fares, daily/weekly/monthly passes, Senior/Student/Disabled fares, and other special fares, base fare factors and transfer fare factors

are estimated from the boarding and revenue data provided by transit operators. By applying fare factors to the published full cash fare, the resulting fares represent actual fares paid by an average passenger. Finally, all boarding fares (base fare and transfer fare) are converted into 2011 dollars using a CPI adjustment factor derived from the CPI factor published by the US Department of Labor for the Los Angeles-Riverside-Orange County metropolitan area.

The fare structure varies significantly by operator and by service for the same operator. For example, LACMTA has both local and express bus service. For local bus, the general fare was a flat rate of \$1.50 in 2012. For express bus, there was a surcharge of \$0.70 for each zone in addition to the \$1.50 fare. However, OCTA, another major operator in the region, charged a general fare of \$1.50 for local bus in 2012. For express bus, the fare was a flat rate of \$4.00 or \$6.00 depending on the route. To accommodate variations in the fares for different routes, the transit network codes general flat fares (i.e., base fares, transfer fares) at the route level, while the fare factors are calculated at the carrier level.

Two other major operators, Metrolink and Amtrak, follow a zone-based fare structure. For example, Metrolink fares are calculated with a distance-based formula using the shortest driving distance between stations, with an 80-mile maximum charge. To capture the published cash fare between two station pairs, a fare matrix was developed for Metrolink and Amtrak. Similarly, the LACMTA Express bus and Los Angeles Department of Transportation (LADOT) Commuter Express bus that have zone-based fare are also included as a zone-to-zone fare matrix. Similar to the development of fare factors for flat-rate routes, a fare factor matrix was developed based on Metrolink sales and boarding data to represent the weighted average fare for each station pair. In addition, regression analysis was conducted to generate the relationship between the distance and fares for Metrolink to predict future fares for new stations.

No real cost increase in transit fares was assumed from 2012 to 2040.

**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 8 below). Free flow speeds are based on posted speeds.

**Table 8 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

**Toll Roads** – There were approximately 325 lane miles of toll roads in 2012, increasing to about 1,855 toll/HOT lanes in 2040. This includes a regional Express Lane network (Table 9) 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 9 Express/HOT Lane Network**

County	Route	From	To
Los Angeles	I-405	I-5 (North SF Valley)	LA/OC County Line
Los Angeles	I-110	Adams Blvd (s/o I-10)	I-405
Los Angeles	I-10	Alameda St	I-710
Los Angeles	I-10	I-710	I-605
Los Angeles	I-10	I-605	LA/SB County line
Los Angeles	I-105	I-405	I-605
Los Angeles	I-605	LA/OC Line	I-10
Orange	I-605	I-405	LA/OC County Line
Orange	I-405	LA/OC County Line	SR-55
Orange	SR-55	I-405	SR-91
Orange	SR-73	I-405	MacArthur
Orange	SR-91	SR-55	Riv/OC County Line
Riverside	I-15	Riv/SB County Line	SR-74
Riverside	SR-91	OC/RV County Line	I-15
San Bernardino	I-10	LA/SB County Line	I-15
San Bernardino	I-10	I-15	Ford St
San Bernardino	I-15	HDC	SR-395
San Bernardino	I-15	SR-395	I-215
San Bernardino	I-15	I-215	Riv/SB County Line

**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 10 on the following page is a summary of the conformity requirements related to travel demand model and how SCAG’s regional travel demand model satisfies these requirements.

**Table 10 Conformity Requirements Related to Travel Demand Model**

CFR	Requirement	How Requirement is Satisfied
93.122(b)(1 )(i)	Network-based travel models must be validated against observed counts (peak and off-peak, if possible) for a base year that is not more than 10 years prior to the date of the conformity determination. Model forecasts must be analyzed for reasonableness and compared to historical trends and other factors, and the results must be documented.	The SCAG travel demand models were estimated and calibrated using data from SCAG’s Year 2000 Post-Census Regional Travel Survey, 2003 External Travel Survey, the 2010 US Census and various Transit on-board Surveys. The model was validated against 2012 ground counts and 2012 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 2016-2040 RTP/SCS and documented in 2016-2040 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.

<b>CFR</b>	<b>Requirement</b>	<b>How Requirement is Satisfied</b>
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

## SUMMARY OF REGIONAL VEHICLE MILES TRAVELED

Table 11 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 11 VMT Summary (in Thousands)**

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
	<b>2019 BUILD</b>			<b>2020 BUILD</b>		
SCCAB	19,928	1,067	20,995	19,841	1,087	20,928
SCAB	372,922	25,354	398,275	369,906	25,768	395,674
MDAB	32,311	6,031	38,342	33,056	6,334	39,390
SSAB	16,825	2,990	19,816	16,975	3,177	20,153
<b>Total</b>	441,985	35,443	477,428	439,778	36,366	476,144
	<b>2021 BUILD</b>			<b>2021 NO-BUILD</b>		
SCCAB	19,938	1,107	21,045	20,646	1,107	21,754
SCAB	372,520	26,295	398,815	386,379	26,153	412,532
MDAB	33,690	6,545	40,235	34,004	6,384	40,388
SSAB	17,308	3,268	20,576	17,767	3,273	21,040
<b>Total</b>	443,456	37,215	480,671	458,795	36,917	495,712
	<b>2023 BUILD</b>			<b>2026 BUILD</b>		
SCCAB	20,098	1,149	21,247	19,758	1,215	20,973
SCAB	377,249	27,316	404,564	372,483	28,896	401,379
MDAB	34,797	7,004	41,800	35,958	7,778	43,736
SSAB	17,915	3,464	21,379	18,309	3,793	22,103
<b>Total</b>	450,058	38,932	488,990	446,507	41,683	488,190

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
	<b>2031 BUILD</b>			<b>2031 NO-BUILD</b>		
SCCAB	19,907	1,343	21,250	21,097	1,342	22,439
SCAB	374,204	31,685	405,890	399,002	31,462	430,464
MDAB	38,540	9,456	47,995	39,362	9,219	48,581
SSAB	19,445	4,424	23,869	20,433	4,431	24,864
<b>Total</b>	452,096	46,909	499,004	479,894	46,453	526,348
	<b>2040 BUILD</b>			<b>2040 NO-BUILD</b>		
SCCAB	19,515	1,618	21,133	21,019	1,618	22,637
SCAB	368,410	37,371	405,780	398,571	37,302	435,874
MDAB	43,439	13,426	56,865	43,859	13,097	56,956
SSAB	21,015	5,708	26,723	22,563	5,719	28,282
<b>Total</b>	452,379	58,123	510,502	486,012	57,736	543,748

## ***2019 FTIP REGIONAL EMISSIONS ANALYSIS***

EPA's Transportation Conformity Rule requires that the 2019 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.

**2019 FTIP Conformity Baseline Year** – The conformity baseline year is 2014 for 2012 PM<sub>2.5</sub> NAAQS; 2011 for 2008 8-hour ozone; 2008 for 2006 PM<sub>2.5</sub>; 2002 for 1997 PM<sub>2.5</sub>; 1990 for all other pollutants.

**2019 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 (FY2016-2017).

**2019 FTIP Build** – The “Build” scenario is generally defined as all FTIP projects, including the 2019 FTIP No Build, and the future transportation system that will result from full implementation of the 2019 FTIP and the 2016-2040 RTP/SCS.

For more specific individual project information as part of the FTIP modeling and regional emissions analysis, refer to the 2019 FTIP Modeled Projects list (pg II-41).

Section 93.122(d)(2) of the EPA Transportation Conformity Rule 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 2019 FTIP PM regional emissions analyses include construction emissions as appropriate.

The on-road motor emissions estimates for the 2019 FTIP were analyzed using the EMFAC2014 emission model developed by ARB. 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 2019 FTIP**

The required regional emissions tests for the 2019 FTIP are presented in Tables 12 through 20. Since transportation conformity findings must go out to the RTP's horizon year (i.e. 2040), the latest budget years deemed adequate by U.S. EPA serve as the budgets for future years in each emissions test.

**Table 12 South Central Coast Air Basin – Ventura County Portion**

Modeling Year	2020	2030	2040
NAAQS	Ozone <sup>a</sup>	Ozone	Ozone

**Table 13 South Coast Air Basin**

Modeling Year	2019	2020	2021	2023 <sup>1</sup>	2030	2031	2040
NAAQS		Ozone <sup>b</sup>		Ozone <sup>b</sup>		Ozone <sup>a</sup>	Ozone
	PM <sub>2.5</sub> <sup>a</sup> (2006 NAAQS)		PM <sub>2.5</sub> <sup>a</sup> (2012 NAAQS)		PM <sub>2.5</sub>		PM <sub>2.5</sub>
		PM <sub>10</sub> <sup>b</sup>			PM <sub>10</sub> <sup>b</sup>		PM <sub>10</sub>
		CO			CO		CO
		NO <sub>2</sub>			NO <sub>2</sub>		NO <sub>2</sub>

<sup>a</sup> Attainment year

<sup>b</sup> Budget year

Note: 2030 is allowed to be done by interpolation per U.S. EPA Transportation Conformity Regulations

**Table 14 Morongo Ozone Non-attainment Area**

Modeling Year	2020	2023	2031	2040
NAAQS	Ozone <sup>a,b</sup>	Ozone <sup>b</sup>	Ozone	Ozone

**Table 15 Pechanga Ozone Non-attainment Area**

Modeling Year	2020	2023	2031	2040
NAAQS	Ozone <sup>b</sup>	Ozone <sup>b</sup>	Ozone	Ozone

<sup>1</sup> If the transportation conformity requirements for the 1997 8-hour Ozone NAAQS are reinstated as a result of the February 16, 2018 D.C. Circuit Court Ruling, the year 2023 will be reverted back to be the statutory attainment year and the 2023 Ozone emission budgets will be the attainment budgets for the 1997 Ozone standards.

**Table 16 Western Mojave Desert Air Basin – Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of MDAB excluding Searles Valley**

Modeling Year	2020	2026	2031	2040
NAAQS	Ozone	Ozone <sup>a</sup>	Ozone	Ozone

**Table 17 Mojave Desert Air Basin –San Bernardino County Portion**

Modeling Year	2021	2031	2040
NAAQS	PM <sub>10</sub> *	PM <sub>10</sub> *	PM <sub>10</sub> *

\* Build/No-Build test

**Table 18 Mojave Desert Air Basin – Searles Valley Portion**

Modeling Year	2021	2031	2040
NAAQS	PM <sub>10</sub> *	PM <sub>10</sub> *	PM <sub>10</sub> *

\* Build/No-Build test

**Table 19 Salton Sea Air Basin – Coachella Valley Portion**

Modeling Year	2021	2026	2031	2040
NAAQS	Ozone	Ozone <sup>a</sup>	Ozone	Ozone
	PM <sub>10</sub>		PM <sub>10</sub>	PM <sub>10</sub>

**Table 20 Salton Sea Air Basin – Imperial County Portion**

Modeling Year	2021	2031	2040
NAAQS	Ozone	Ozone	Ozone
	PM <sub>2.5</sub> *	PM <sub>2.5</sub> *	PM <sub>2.5</sub> *
	PM <sub>10</sub> *	PM <sub>10</sub> *	PM <sub>10</sub> *

\* Build/No-Build test

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 is the latest emission model approved by U.S. EPA on December 14, 2016. 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 21 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		2020	2030	2040
ROG*	Budget	13	13	13
	2019 FTIP	5	3	2
Budget – 2019 FTIP		8	10	11
NOx	Budget	19	19	19
	2019 FTIP	6	3	3
Budget – 2019 FTIP		13	16	16

\* *Reactive Organic Gases*

**SOUTH COAST AIR BASIN****Table 22 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		Nonattainment Area	2020	2023	2031	2040
ROG	Budget	SCAB	108	99	99	99
	2019 FTIP	Morongo	0.4	0.3	0.2	0.2
		Pechanga	0.1	0.1	0.0	0.0
		SCAB excluding Morongo and Pechanga	79.3	67.3	49.1	37.1
		Sum	79.8	67.7	49.3	37.3
		SCAB	80	68	50	38
	Budget – 2019 FTIP			28	31	49
NOx	Budget	SCAB	185	140	140	140
	2019 FTIP	Morongo	1.8	1.1	0.7	0.6
		Pechanga	0.7	0.5	0.3	0.2
		SCAB excluding Morongo and Pechanga	137.7	86.6	64.0	59.1
		Sum	140.2	88.2	65.0	59.9
		SCAB	141	89	65	60
	Budget – 2019 FTIP			44	51	75

**Table 23 1997, 2006, and 2012 PM<sub>2.5</sub> (Annual Emissions [Tons/Day])**

Pollutant		2019	2021	2030	2040
ROG	Budget	83	83	83	83
	2019 FTIP	76	72	48	35
Budget – 2019 FTIP		7	11	35	48
NO <sub>x</sub>	Budget	169	169	169	169
	2019 FTIP	165	136	71	63
Budget – 2019 FTIP		4	33	98	106
PM <sub>2.5</sub>	Budget	20	20	20	20
	2019 FTIP	19	19	19	19
Budget – 2019 FTIP		1	1	1	1

**Table 24 PM<sub>10</sub> (Annual Emissions [Tons/Day])**

Pollutant		2020	2030	2040
ROG	Budget	110	81	81
	2019 FTIP	73	47	33
Budget – 2019 FTIP		37	34	48
NO <sub>x</sub>	Budget	180	116	116
	2019 FTIP	149	71	63
Budget – 2019 FTIP		31	45	53
PM <sub>10</sub>	Budget	164	175	175
	2019 FTIP	80	86	86
Budget – 2019 FTIP		84	89	89

**Table 25 CO (Winter Emissions [Tons/Day])**

Pollutant		2020	2030	2040
CO	Budget	2,137	2,137	2,137
	2019 FTIP	573	317	237
Budget – 2019 FTIP		1,564	1,820	1,900

**Table 26 NO<sub>2</sub> (Winter Emissions [Tons/Day])**

Pollutant		2020	2030	2040
NO <sub>2</sub>	Budget	680	680	680
	2019 FTIP	148	70	62
Budget – 2019 FTIP		532	610	618

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

**Table 27 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		2020	2026	2031	2040
ROG	Budget	22	22	22	22
	2019 FTIP	8	6	6	5
Budget – 2019 FTIP		14	16	16	17
NO <sub>x</sub>	Budget	77	77	77	77
	2019 FTIP	18	10	9	11
Budget – 2019 FTIP		59	67	68	66

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

**Table 28 PM<sub>10</sub> (Annual Emissions [Tons/Day])**

Pollutant		2021	2031	2040
PM <sub>10</sub>	No Build	9.9	12.2	14.2
	Build	8.9	10.9	12.6
No Build – Build		1.0	1.3	1.6

**MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION****Table 29 PM<sub>10</sub> (Annual Emissions [Tons/Day])**

Pollutant		2021	2031	2040
PM <sub>10</sub>	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 30 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		2020	2026	2031	2040
ROG	Budget	7	7	7	7
	2019 FTIP	4	3	3	3
Budget – 2019 FTIP		3	4	4	4
NO <sub>x</sub>	Budget	26	26	26	26
	2019 FTIP	8	5	4	5
Budget – 2019 FTIP		18	21	22	21

**Table 31 PM<sub>10</sub> (Annual Emissions [Tons/Day])**

Pollutant		2021	2031	2040
PM <sub>10</sub>	Budget	10.9	10.9	10.9
	2019 FTIP	4.9	5.6	5.9
Budget – 2019 FTIP		6.0	5.3	5.0

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

**SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION****Table 32 1997 and 2008 Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		2021	2031	2040
ROG	Budget	7	7	7
	2019 FTIP	3	3	2
Budget – 2019 FTIP		4	4	5
NO <sub>x</sub>	Budget	17	17	17
	2019 FTIP	5	4	4
Budget – 2019 FTIP		12	13	13

**Table 33 2006 and 2012 PM<sub>2.5</sub> (Annual Emissions [Tons/Day])**

Pollutant		2021	2031	2040
NO <sub>x</sub>	No Build	2.4	1.6	1.6
	Build	2.4	1.6	1.6
No Build – Build		0.0	0.0	0.0
PM <sub>2.5</sub>	No Build	0.2	0.2	0.2
	Build	0.2	0.2	0.2
No Build – Build		0.0	0.0	0.0

**Table 34 PM<sub>10</sub> (Annual Emissions [Tons/Day])**

Pollutant		2021	2031	2040
PM <sub>10</sub>	No Build	1.3	1.6	1.8
	Build	1.0	1.2	1.4
No Build – Build		0.3	0.4	0.4

DETAILED EMISSIONS ANALYSES

The following tables present further detail of the emissions analyses for all non-attainment 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 35 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		2020	2030	2040
ROG	2019 FTIP	4.2	2.5	1.7
Total Emissions		5	3	2
Emission Budget		13	13	13
Budget – Emissions		8	10	11
NOx	2019 FTIP	6.0	2.7	2.2
Total Emissions		6	3	3
Emission Budget		19	19	19
Budget – Emissions		13	16	16

**SOUTH COAST AIR BASIN****Table 36 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		Nonattainment Area	2020	2023	2031	2040
ROG	Budget	SCAB	108	99	99	99
	2019 FTIP	Morongo	0.4	0.3	0.2	0.2
		Pechanga	0.1	0.1	0.0	0.0
		SCAB excluding Morongo and Pechanga	79.3	67.3	49.1	37.1
		Sum	79.8	67.7	49.3	37.3
		SCAB	80	68	50	38
	Budget – 2019 FTIP		28	31	49	61
NO <sub>x</sub>	Budget	SCAB	185	140	140	140
	2019 FTIP	Morongo	1.8	1.1	0.7	0.6
		Pechanga	0.7	0.5	0.3	0.2
		SCAB excluding Morongo and Pechanga	137.7	86.6	64.0	59.1
		Sum	140.2	88.2	65.0	59.9
		SCAB	141	89	66	60
	Budget – 2019 FTIP		44	51	74	80

**Table 37 1997, 2006, and 2012 PM<sub>2.5</sub> (Annual Emissions [Tons/Day])**

Pollutant		2019	2021	2030	2040
ROG	2019 FTIP	82.6	71.8	49.0	35.4
Baseline Adjustments		-7.2	n/a	-1.8	-0.5
Sum		75.4	71.8	47.2	34.9
Total Emissions		76	72	48	35
Emission Budget		83	83	83	83
Budget – Emissions		7	11	35	48
NOX	2019 FTIP	166.8	135.2	70.8	63.0
Baseline Adjustments		-1.9	n/a	-0.1	0.0
Sum		164.9	135.2	70.7	63.0
Total Emissions		165	136	71	63
Emission Budget		169	169	169	169
Budget – Emissions		4	33	98	106
PM <sub>2.5</sub>	2019 FTIP	10.8	10.2	10.0	9.8
Re-entrained Road Dust Paved		7.1	7.2	7.7	7.9
Re-entrained Road Dust Unpaved *		0.6	0.6	0.6	0.6
Road Construction Dust *		0.3	0.4	0.8	0.5
NO <sub>x</sub> to PM <sub>2.5</sub> Trading		0.0	0.0	0.0	0.0
Sum		18.8	18.4	19.0	18.8
Total Emissions**		19	19	19	19
Emission Budget		20	20	20	20
Budget – Emissions		1	1	1	1

\* The detailed PM<sub>2.5</sub> emission budgets were provided by ARB on March 8, 2012.

\*\* Although the NO<sub>x</sub> to PM<sub>2.5</sub> (10 to 1) trading mechanism was approved by EPA on November 9, 2011, no such trading is needed and thus not included in the Plan PM<sub>2.5</sub> emissions.

**Table 38 PM<sub>10</sub> (Annual [Tons/Day])**

Pollutant		2020	2030	2040
ROG	2019 FTIP	76.3	49.0	35.4
Smog Check Reductions*		-3.8	-2.8	-2.8
Sum		72.5	46.2	32.6
Total Emissions		73	47	33
Emission Budget		110	81	81
Budget – Emissions		37	34	48
NOX	2019 FTIP	150.2	70.8	63.0
Smog Check Reductions*		-1.7	0.0	0.0
Sum		148.5	70.8	63.0
Total Emissions		149	71	63
Emission Budget		180	116	116
Budget – Emissions		31	45	53
PM <sub>10</sub>	2019 FTIP	24.0	23.9	24.0
Re-entrained Road Dust Paved		47.3	51.1	52.8
Re-entrained Road Dust Unpaved**		5.8	5.8	5.8
Road Construction Dust		2.7	5.1	3.4
Sum		79.8	85.9	86.0
Total Emissions		80	86	86
Emission Budget		164	175	175
Budget – Emissions		84	89	89

\* Provided by ARB.

\*\* Provided by SCAQMD.

**Table 39 CO (Winter Emissions [Tons/Day])**

Pollutant		2020	2030	2040
CO	2019 FTIP	572.3	316.8	236.9
Total Emissions		573	317	237
Emission Budgets		2,137	2137	2137
Budget – Emissions		1,564	1820	1900

**Table 40 NO<sub>2</sub> (Winter Emissions [Tons/Day])**

Pollutant		2020	2030	2040
NO <sub>2</sub>	2019 FTIP	147.4	69.5	61.9
Total Emissions		148	70	62
Emission Budgets		680	680	680
Budget – Emissions		532	610	618

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

**Table 41 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		2020	2026	2031	2040
ROG	2019 FTIP	7.8	6.0	5.2	4.3
Total Emissions		8	6	6	5
Emission Budget		22	22	22	22
Budget – Emissions		14	16	16	17
NO <sub>x</sub>	2019 FTIP	17.4	9.7	8.9	10.1
Total Emissions		18	10	9	11
Emission Budget		77	77	77	77
Budget – Emissions		59	67	68	66

**MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION**

**Table 42 PM<sub>10</sub> (Annual Emissions [Tons/Day])**

Pollutant		2021	2031	2040
PM <sub>10</sub> No-Build	Re-entrained Road Dust	8.1	10.0	11.6
	Motor Vehicle	1.8	2.2	2.6
	Total Emissions	9.9	12.2	14.2
PM <sub>10</sub> Build	Re-entrained Road Dust	7.7	9.2	10.3
	Paving Unpaved Roads	-0.6	-0.4	-0.3
	Motor Vehicle	1.8	2.1	2.6
	Total Emissions	8.9	10.9	12.6
No Build – Build		1.0	1.2	1.6

**MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION****Table 43 PM<sub>10</sub> (Annual Emissions [Tons/Day])**

Pollutant		2021	2031	2040
PM <sub>10</sub>	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 44 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		2021	2026	2031	2040
ROG	2019 FTIP	3.5	2.9	2.6	2.3
Total Emissions		4	3	3	3
Emission Budget		7	7	7	7
Budget – Emissions		3	4	4	4
NO <sub>x</sub>	2019 FTIP	7.4	4.1	3.8	4.0
Total Emissions		8	5	4	5
Emission Budget		26	26	26	26
Budget – Emissions		18	21	22	21

\* Provided by ARB.

**Table 45 PM<sub>10</sub> (Annual [Tons/Day])**

Pollutant		2021	2031	2040
PM <sub>10</sub>	2019 FTIP	0.9	1.0	1.2
Re-entrained Road Dust Paved		2.1	2.4	2.7
Re-entrained Road Dust Unpaved *		1.7	1.7	1.7
Road Construction Dust *		0.2	0.4	0.3
Total Emissions		4.9	5.6	5.9
Emission Budget		10.9	10.9	10.9
Budget – Emissions		6.0	5.3	5.0

\* Provided by SCAQMD.

### SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

**Table 46 1997 and 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		2021	2031	2040
ROG	2019 FTIP	2.6	2.0	1.8
Total Emissions		3	3	2
Emission Budget		7	7	7
Budget – Emissions		4	4	5
NO <sub>x</sub>	2019 FTIP	4.9	3.1	3.4
Total Emissions		5	4	4
Emission Budget		17	17	17
Budget – Emissions		12	13	13

**Table 47 2006 and 2012 PM<sub>2.5</sub> (Annual [Tons/Day])**

Pollutant		2021	2031	2040
NOX	No-Build	2.4	1.6	1.6
	FTIP Build	2.4	1.6	1.6
No Build – Build		0.0	0.0	0.0
PM <sub>2.5</sub> No-Build	Re-entrained Road Dust	0.1	0.1	0.1
	Motor Vehicle	0.1	0.1	0.1
	Total Emissions	0.2	0.2	0.2
PM <sub>2.5</sub> Build	Re-entrained Road Dust	0.1	0.1	0.1
	Motor Vehicle	0.1	0.1	0.1
	Total Emissions	0.2	0.2	0.2
No Build – Build		0.0	0.0	0.0

**Table 48 PM<sub>10</sub> (Annual [Tons/Day])**

Pollutant		2021	2031	2040
PM <sub>10</sub> No-Build	Re-entrained Road Dust	0.9	1.1	1.2
	Motor Vehicle	0.4	0.5	0.6
	Total Emissions	1.3	1.6	1.8
PM <sub>10</sub> FTIP Build	Re-entrained Road Dust	0.6	0.7	0.8
	Motor Vehicle	0.4	0.5	0.6
	Total Emissions	1.0	1.2	1.4
No Build – Build		0.3	0.4	0.4

## ***LISTING OF MODELED PROJECTS IN 2019 FTIP***

The 2019 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 2019 FTIP and locate the project by the project number.

Please visit [http://ftip.scag.ca.gov/Documents/F2019-FTIP\\_TA\\_Sec02.pdf](http://ftip.scag.ca.gov/Documents/F2019-FTIP_TA_Sec02.pdf) (Technical Appendix-Section II: Regional Emissions Analysis) for a full size version of the following modeled project listings.

# **IMPERIAL COUNTY**

## **Modeled Projects**

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Imperial	CALTRANS	State Highway	6120002	0515			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.	Resonconstruct Interchange	2	4	
Imperial	CALTRANS	State Highway	8020B	8020B			In Callexico from V V Williams Ave to Ollie Ave, widen SR 98 from 2 to 4 lanes, Demo ID 416. Project using toll credits to match Demo funds and CBIP funds.	X	2018	SR 98	0.3 m	VV Williams	Ollie Ave.	Widen Conventional Highway from 2-4 lanes	2	4	
Imperial	CALTRANS	State Highway	6M04018	IMP0523a			In El Centro on Dogwood Rd. Reconstruct and Widen Bridge from 2 to 4 lanes; with 2 turn lanes (Demo ID 409 - HPP 950)	X	2017	I-8	.05 m	Dogwood	Dogwood	Widening and reconstruction of an interchange	2	4	
Imperial	CALEXICO	Local Highway	6OM0701	IMP091001			Widen and Improve Cesar Chavez Blvd. to 5 lanes (3+2) from 2nd Street to SR 98. Other improvements include: surface rehab, turn lanes, traffic signal, lighting, and sidewalks	X	2018	Cesar Chavez Blvd.	.91 miles	2nd Street	SR 98	Widen Roadway	4	5	
Imperial	CALTRANS	State Highway	6120003	IMP1301003			SR-98 FROM 0.2 MILES WEST OF SR-111 TO ROCKWOOD AVENUE. WIDENING SR-98 FROM FOUR TO SIX LANES, DEMO ID 417. Project using \$800 of toll credits to match DEMO funds.	X	2017	SR-98	0.35 miles	0.2 miles west of SR-111	Rockwood Avenue	Widening of SR-98 from Four to Six Lanes	4	6	
Imperial	EL CENTRO	Local Highway	1161L001	IMP160901			Imperial Avenue Extension South - new roadway from I-8 to McCabe Road. Phase 1 includes 4 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	Imperial Avenue	0.1	I-8	Wake Avenue	New road	0	4	Imperial Avenue Extension South - new roadway from I-8 to Wake Avenue Six (6) new lanes. Wake Avenue - new roadway from Imperial Avenue to Cypress Drive two (2) new lanes. -VM 9-15-16Imperial Avenue Extension South - new roadway from I-8 to Wake Avenue four (4) new lanes. Wake Avenue - new roadway from Imperial Avenue to Cypress Drive two (2) new lanes. -VM 11-22-16
Imperial	EL CENTRO	Local Highway	1161L001	IMP160901			Imperial Avenue Extension South - new roadway from I-8 to McCabe Road. Phase 1 includes 4 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	Wake Avenue	0.23	Imperial Avenue	Cypress Drive	New road	0	2	Imperial Avenue Extension South - new roadway from I-8 to Wake Avenue Six (6) new lanes. Wake Avenue - new roadway from Imperial Avenue to Cypress Drive two (2) new lanes. -VM 9-15-16Imperial Avenue Extension South - new roadway from I-8 to Wake Avenue four (4) new lanes. Wake Avenue - new roadway from Imperial Avenue to Cypress Drive two (2) new lanes. -VM 11-22-16

# **LOS ANGELES COUNTY**

## **Modeled Projects**

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Los Angeles	LOS ANGELES COUNTY MTA (METRO)	State Highway	1162S010	1162S010	SR-14	Kern County Line	I-5 North Capacity Enhancement (Truck Only)		2039	I-5		SR-14	Kern County	Existing 4 Mixed Flow lanes in each direction.	4	5	Adding 1 Truck lane in each direction from SR 14 to Kern County Line
Los Angeles	LOS ANGELES COUNTY MTA (METRO)	State Highway	1162S011	1162S011	I-405	I-605	I-105 Express Lane from I-405 to I-605		2029	I-105	16 miles	I-405	I-605	Existing 1 HOV and 3 to 4 Mixed Flow lanes in each direction.	5	6	PM 1.63/17.82. EA 31450. Existing 1 HOV and 3 to 4 Mixed Flow lanes in each direction. Restriping existing HOV lane to create 2 ExpressLanes each direction.
Los Angeles	LOS ANGELES COUNTY MTA (METRO)	State Highway	1162S012	1162S012	I-10	US-101	Sepulveda Pass Transit Corridor (Ph 1)		2026	I-405	10 miles	I-10	US-101	Existing 4 Mixed Flow lanes and 1 HOV lane in each direction.	5	6	Existing 4 Mixed Flow lanes and 1 HOV lane in each direction. Restriping the HOV lane with existing ROW to add 2 Expresslanes in each direction.
Los Angeles	CALTRANS	State Highway	LA000357	LA000357			Route 005: --- FROM ROUTE 170 TO ROUTE 118 ONE HOV LANE IN EACH DIRECTION (10 TO 12 LANES) INCLUDING THE RECONSTRUCTION OF THE I-5/SR-170 MIXED FLOW CONNECTOR AND THE CONSTRUCTION OF THE I-5/SR-170 HOV TO HOV CONNECTOR (CFP 345) (2001 CFP 8339; CFP2197). (EA# 121901, PPNO 0158K) (TCRP#41.2)	X	2015	5	3	ROUTE 170	ROUTE 118	ADD HOV LANE	10	12	
Los Angeles	CALTRANS	State Highway	LA000358	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	X	2019	5	8	SR 134	SR 170	ADDITIONAL HOV LANE IN EACH DIRECTION	8	10	
Los Angeles	CALTRANS	State Highway	LA000358	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	x	2019	5	8	SR 134	SR 170	ADDITIONAL HOV LANE IN EACH DIRECTION	8	10	
Los Angeles	LONG BEACH	State Highway	LA000512	LA000512	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.	X	2019	710	2000	Pico Avenue	SR-47	Replace 5-lane bridge with a 6-lane bridge	5	6	
Los Angeles	LONG BEACH	State Highway	LA000512	LA000512	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.	x	2019	710	2000	Pico Avenue	SR-47	Replace 5-lane bridge with a 6-lane bridge	5	6	
Los Angeles	CALTRANS	State Highway	LA000548	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)-(use toll credits as local match).	X	2018	10	4.1	33.4	37.5	HOV LANES	8	10	
Los Angeles	CALTRANS	State Highway	LA000548	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)-(use toll credits as local match).	x	2019	10	4.1	33.4	37.5	HOV LANES	8	10	
Los Angeles	BURBANK GLENDALE PASADENA AIRPORT	Transit	7120010	LA000789A			BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK: CONSTRUCTION OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES, INCLUDING CONSTRUCTION OF A NEW METROLINK STATION AT HOLLYWOOD WAY/SAN FERNANDO ROAD ON THE ANTELOPE VALLEY LINE AND A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. (CONSTRUCTION OF LA000789)	X	2018								
Los Angeles	Foothill Transit Authority	Transit	LA0B311	LA0B311			Park and Ride Facility (Transit Oriented Neighborhood f	X	2020								Park and Ride located at 600 S. Brea Canyon Road, 622 parking spots.

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	LA0B408	LA0B408			Route 405: ADD A 10-MILE HOV LANE ON THE NORTHBOUND 405 BETWEEN I-10 AND U.S. 101 IN LA FROM RTE 10 TO RTE 101 WIDEN FOR HOV LANE & MODIFY RAMP, & HOV INGRESS/EGRESS AT SANTA MONICA BLV(EA 12030, PPN0 0851G, SAFETLU SECTION 1302 #18, 1934 #20)	X	2016	405	10.2 Mi	10	101	Addition of a HOV lane	5	6	
Los Angeles	CALTRANS	State Highway	LA0B875	LA0B875			Route 10: HOV LANES AND PAVEMENT REHAB FROM CITRUS TO ROUTE 57 - (EA# 11934+31120 = 1193U, PPN0# 0310B+4812=0310B).USE TOLL CREDIT AS LOCAL MATCH	X	2018	10	0	Citrus	57/210	Route 10: HOV LANES FROM CITRUS TO ROUTE 57/210	0	0	
Los Angeles	CALTRANS	State Highway	LA0B875	LA0B875			Route 10: HOV LANES AND PAVEMENT REHAB FROM CITRUS TO ROUTE 57 (EA# 11934 + 31120 = 1193U, PPN0 0310B+4812=0310B). USE TOLL CREDIT AS LOCAL MATCH.	x	2021	10	0	Citrus	57/210	Route 10: HOV LANES FROM CITRUS TO ROUTE 57/210	0	0	
Los Angeles	CALTRANS	State Highway	LA0B951	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, PPN0 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	CALTRANS	State Highway	LA0B951	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, PPN0 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	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRA	X	2019								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRA	X	2019								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRA	X	2019								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRA	X	2019								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRA	X	2019								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRA	X	2019								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRA	X	2019								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRA	X	2019								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRA	X	2019								
Los Angeles	LOS ANGELES, CITY OF	Transit	LA0C53	LA0C53	N/A	N/A	HOLLYWOOD INTERMODAL TRANSPORTATION AND PUBLIC PARKING CENTER ON HAWTHORNE AVE. BETWEEN HIGHLAND AVENUE AND NORTH ORANGE DRIVE (EXIST 500 SP PARK STRUCTURE).TCRP#49.2	X	2020								
Los Angeles	LOS ANGELES, CITY OF	Transit	LA0C53	LA0C53	N/A	N/A	HOLLYWOOD INTERMODAL TRANSPORTATION AND PUBLIC PARKING CENTER ON HAWTHORNE AVE. BETWEEN HIGHLAND AVENUE AND NORTH ORANGE DRIVE (EXIST 500 SP PARK STRUCTURE).TCRP#49.2	x	2020								
Los Angeles	LOS ANGELES, CITY OF	Local Highway	LA0C8042	LA0C8042	Mason Ave	Winnetka Ave	VANOWEN ST BRIDGE (BR NO. 53C1362) WIDENING & REHAB. PROJECT WILL WIDEN EXISTING BRIDGE TO MATCH THE STREET IT WILL ALLOW INC TRAFFIC FLOW AND SAFETY. CONSTRUCT BIKE PATH UNDER. PPN0 3095 3378 AB 3090	X	2014	Vanowen St	0.25 mi	Mason Ave	Winnetka Ave	Bridge widening	4	6	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	LA0C8046	LA0C8046	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. PPN0 3097.	x	2021	Burbank Blvd	0.6 mi.	Lankershim Blvd	Cleon Ave	Widening street from 2 lanes to 4 lanes	2	4	



County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0D198	LA0D198			CRENSHAW/LAX TRANSIT CORRIDOR - The Crenshaw	X	2021								
Los Angeles	REDONDO BEACH	Transit	LA0D29	LA0D29			CITY BUS TRANSFER STATION. Relocate existing tra	X	2019								
Los Angeles	CALTRANS	State Highway	LA0D332	LA0D332			ROUTE 405: IN LOS ANGELES: FROM LA TIJERA BLVD TO JEFFERSON BLVD; ADD AUXILIARY LANE PPN0: 3348 EA: 24130	X	2015	405	1.4	LA TIJERA BLVD	JEFFERSON BLVD	Add NB AUX lane	5	6	
Los Angeles	PORT OF LOS ANGELES	Local Highway	LA0D390	LA0D390	I-110/JSG ramps	I-110/SR47 Connector	At I-110 NB at John S Gibson Blvd NB ramps & NB SR-47/I-110 connector. Widen SB 47 to NB 110 connector from 1 to 2 Ins begin at SB 47 PM 0.72 (Station 535+00) just W of Front St on-ramp. Add through ln continues on NB 110 & ends just N of the J S Gibson off-ramp. Widen NB 110/J S Gibson on-ramp to improve access to Fwy & intersection of J S Gibson/110 NB ramps w/ improved turn radii & re-striping	X	2016	John S. Gibson NB Ramps	.99 miles	I-110/JSG ramps	I-110/SR47 Connector	Widening	1	2	
Los Angeles	INDUSTRY	State Highway	1M0104	LA0D393	Brea Canyon	Golden Springs	GRAND AVENUE/SR 57/60 INTERCHANGE MODIFICATION: RESTRIPE THE EXISTING GRAND AVE, ADD WB ON-RAMP AND ADD WB AUX LANE, ADD SECOND SB LFT TURN LN AT EB RAMP (09 CFP 3137)	X	2017	60	0.61	NA	NA	New onramp	0	1	
Los Angeles	INDUSTRY	State Highway	1M0104	LA0D393	Brea Canyon	Golden Springs	GRAND AVENUE/SR 57/60 INTERCHANGE MODIFICATION: RESTRIPE THE EXISTING GRAND AVE, ADD WB ON-RAMP AND ADD WB AUX LANE, ADD SECOND SB LFT TURN LN AT EB RAMP (09 CFP 3137)	x	2019	60	0.61	NA	NA	New onramp	0	1	
Los Angeles	DIAMOND BAR	State Highway	LA0D399	LA0D399			Route 60: CONSTRUCTION OF NEW PARTIAL DIAMOND INTERCHANGE FOR STATE ROUTE 60 (SR-60) AT LEMON AVE (SAFETA-LU # 587).	X	2016	60	1.0 mi	Rt. 60	Lemon Avenue	CONSTRUCTION OF NEW PARTIAL DIAMOND INTERCHANGE FOR SR-60 AT LEMON AVENUE	8	8	
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	LA0D441	LA0D441	605	605	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.	X	2020	605	1000'	EB Valley18.7 6	EB Valley19.7 7	Phase 4 widen EB Valley to 3 lanes in advance of SB ramps intersection.	2 lanes	3 lanes	
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	LA0D441	LA0D441	605	605	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.	X	2020	605	1500'	SB On Ramp18.7 6	SB On Ramp19.7 7	Phase 2a, remove Phase 1 improvement and construct dual WB to SB lanes to SB on-ramp and reconstruct entire SB on-ramp	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	LA0D441	LA0D441	605	605	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.	X	2020	605	350'	Valley Blvd @ 605	Valley Blvd @ 605	Phase 1: right turn from Valley onto existing SB on-ramp.	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	LA0D441	LA0D441	605	605	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.	X	2020	605	1200'	Valley Blvd18.76	Valley Blvd19.77	Phase 2b, remove Phase 1 improvement and construct dual WB to SB lanes to SB on-ramp and reconstruct entire SB on-ramp	2 Lanes	N/A	
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	LA0D441	LA0D441	605	605	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.	X	2020	605	100'	NB Off-ramp18.76	NB Off-ramp19.77	Phase 3a, improvements at Valley/Temple/NB 605 off-ramp intersection	2	N/A	
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	LA0D441	LA0D441	605	605	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.	X	2020	605	600'	TEMPLE18.76	TEMPLE18.76	Phase 3b, improvements at Valley/Temple/NB 605 off-ramp intersection.	N/A	6	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	LA0D441	LA0D441	605	605	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.	X	2020	605	1200'	Valley18.76	Valley19.77	Phase 3c, improvements at Valley/Temple/NB 605 off-ramp intersection,	2 Lanes	N/A	
Los Angeles	LOS ANGELES COUNTY MTA	Local Highway	LA0D442	LA0D442	@ 605	Rose Hills	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.	X	2022	605	1.6	Rose Hill Road	SR 60	RETROFITTING THE EXISTING TWO-LANE WIDE PECK ROAD BRIDGE	4	5	
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	LA0D442	LA0D442	@ 605	Rose Hills	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.		2022	605	1.6	Rose Hill Road	SR 60	RETROFITTING THE EXISTING TWO-LANE WIDE PECK ROAD BRIDGE	4	5	
Los Angeles	LANCASTER	Local Highway	LA0D447	LA0D447	SR 14	60th Street West	AVENUE L GAP CLOSURE FROM 60TH STREET WEST TO 30th West, Adding an additional lane in each direction, including a median (within City Jurisdiction)	x	2019	Avenue L	3 mile	SR 14	60th Street West	Widening of Avenue L	2	4	
Los Angeles	ALAMEDA CORRIDOR TRANSPORTATION AGENCY	State Highway	LA0D45	LA0D45			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)	X	2030	47	1.4	Henry Ford Avenue4.4	Maurentani a Streets5.8	Expressway (Segment 2)	0	4	
Los Angeles	ALAMEDA CORRIDOR TRANSPORTATION AGENCY	State Highway	LA0D45	LA0D45			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)	X	2030	47	0.79	Ocean Boulevard - EB2.9	SR47 NB3.7	Flyover (Segment 3)	0	2	
Los Angeles	ALAMEDA CORRIDOR TRANSPORTATION AGENCY	State Highway	LA0D45	LA0D45			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	Maurentani a Street	Expressway	0	4	
Los Angeles	ALAMEDA CORRIDOR TRANSPORTATION AGENCY	State Highway	LA0D45	LA0D45			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	
Los Angeles	INDUSTRY	State Highway	1M0104	LA0D450			RECONSTRUCT SR 60/GRAND AV INTERCHANGE - WIDEN GRAND AV: SB ADD 1 THRU 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.	X	2024	60	3500'	west junction	east junction	EB bypass lane on hwy	16	17	
Los Angeles	INDUSTRY	State Highway	1M0104	LA0D450			RECONSTRUCT SR 60/GRAND AV INTERCHANGE - WIDEN GRAND AV: SB ADD 1 THRU 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.	x	2024	60	1.23	west junction	east junction	EB bypass lane on hwy	16	17	
Los Angeles	CALTRANS	State Highway	LA0D451	LA0D451			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). PPN# 3325,3326,3327,3328(=4560),3329,3331(= 4351 + 4352 + 5353 + 4356 + 4354 + 4357) (use toll credits as local match)	X	2023	138	0	AVE T	ROUTE 18	ADD LANE	2	4	

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Los Angeles	CALTRANS	State Highway	LA0D451	LA0D451			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)	x	2023		138	0	AVE T	ROUTE 18	ADD LANE	2	4	
Los Angeles	ALAMEDA CORRIDOR TRANSPORTATION AGENCY	State Highway	LA0D45	LA0D45A			SR-47 EXPRESSWAY:REPLACEMENT OF SCHUYLER HEIM BRIDGE (Segment 1): ACTA completing PE, ROW, and Design Support during Construction; SAFETEA-LU #712 & #3797.	X	2017	47	16368	Ocean Blvd.	Henry Ford Avenue	Seismic upgrade and traffic flow improvement	6	6		
Los Angeles	LOS ANGELES COUNTY	Local Highway	LA0D461	LA0D461	HILLCREST PKWY	LAKE HUGHES RD	RECONSTRUCT- THE OLD ROAD FROM HILLCREST PARKWAY TO LAKE HUGHES RD & WIDEN FROM 40' TO 68', 2 VEH. LANES and a 5' CLASS II BIKELANE IN EA DIR & STRIPPED MEDIAN (FROM 2 TO 4 LNS 2 EA DIR) for 2.1 miles.	X	2021	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	LOS ANGELES COUNTY	Local Highway	LA0D461	LA0D461	HILLCREST PKWY	LAKE HUGHES RD	RECONSTRUCT- THE OLD ROAD FROM HILLCREST PARKWAY TO LAKE HUGHES RD & WIDEN FROM 40' TO 68', 2 VEH. LANES and a 5' CLASS II BIKELANE IN EA DIR & STRIPPED MEDIAN (FROM 2 TO 4 LNS 2 EA DIR) for 2.1 miles.	x	2021	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	LOS ANGELES COUNTY	Local Highway	LA0D465	LA0D465	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.	x	2020	Colima	2.1	Hacienda	Fullerton	Roadway Widening and Intersection Improvements	2	3		
Los Angeles	SANTA CLARITA	Local Highway	LA0D476	LA0D476	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		2023	Via Princessa	1	Magic Mountain Pkwy	Golden Valley Road	New road segment	0	6		
Los Angeles	SANTA CLARITA	Local Highway	LA0D476	LA0D476	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		2023	Via Princessa	1	Magic Mountain Pkwy	Golden Valley Road	New road segment	0	6		
Los Angeles	CALTRANS	State Highway	LA0D73	LA0D73			Route 5: 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, 31320 PPNO 2808 = 4153, 2808, 4154, 4155, 4156, 4841). TCRP#42.2&42.1 (USE TOLL CREDITS AS LOCAL MATCH)	X	2019	5	6.7	ORANGE CO LINE	605 JUNCTION	WIDEN FOR HOV 7 MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW	6	10		
Los Angeles	CALTRANS	State Highway	LA0D73	LA0D73			Route 5: 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, 21593, 21594, 21595, 31320 PPNO 2808 = 4153, 2808, 4154, 4155, 4156, 4841). TCRP#42.2&42.1 (USE TOLL CREDITS AS LOCAL MATCH)	X	2019	999	6.7	ORANGE CO LINE	605 JUNCTION	WIDEN FOR HOV 7 MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW	6	10		
Los Angeles	CALTRANS	State Highway	LA0D73	LA0D73			Route 005: LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTION. WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0 = 21591, 21592+31320=2159U, 21593, 21594, 21595 PPNO 2808 = 4153, 2808, 4154, 4155, 4156, 4841). TCRP#42.2&42.1 (USE TOLL CREDITS AS LOCAL MATCH)	x	2019	5	6.7	ORANGE CO LINE	605 JUNCTION	WIDEN FOR HOV 7 MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW	6	10		
Los Angeles	CALTRANS	State Highway	LA0D73B	LA0D73B			Route 5: IN NORWALK: FROM ORANGE COUNTY LINE TO ROUTE 605: CARMENITA INTERCHANGE IMPROVEMENT (EA 2159C0, PPNO 2808A) (TCRP 42.3, & 43)	X	2017	5	1.2	CARMENITA	CARMENITA	RECONSTRUCT CARMENITA I/C	6	6		
Los Angeles	CALTRANS	State Highway	LA0D73B	LA0D73B			Route 5: IN NORWALK: FROM ORANGE COUNTY LINE TO ROUTE 605: CARMENITA INTERCHANGE IMPROVEMENT (EA 2159C0, PPNO 2808A) (TCRP 42.3, & 43)	x	2019	5	1.2	CARMENITA	CARMENITA	RECONSTRUCT CARMENITA I/C	6	6		



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Los Angeles	LOS ANGELES COUNTY MTA	State Highway	LA0G1099	LA0G1099			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.		2020	999	0	P8/SR-14	Dale Evans Parkway	Highway design between Avenue P-8/SR-14 and HDC/Dale Evans Parkway	0	8	
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	LA0G1099	LA0G1099			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.		2020	999	0	P8/SR-14	Dale Evans Parkway	Highway design between Avenue P-8/SR-14 and HDC/Dale Evans Parkway	0	8	
Los Angeles	PICO RIVERA	Local Highway	1AL04	LA0G1105	True Avenue	Orr and Day Road	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.		2023	Telegraph Road	0	True Avenue	Orr and Day Road	Replacing existing four-lane bridge with two separate three-lane CIP/PS Conc. Box.	4	6	
Los Angeles	PICO RIVERA	Local Highway	1AL04	LA0G1105	True Avenue	Orr and Day Road	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. Project combined with LAF9122, i.e. LAF9122 funds were added here.	x	2023	Telegraph Road	0.45	True Avenue	Orr and Day Road	Replacing existing four-lane bridge with two separate three-lane CIP/PS Conc. Box.	4	6	
Los Angeles	PICO RIVERA	Local Highway	1AL04	LA0G1106	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.		2023	Washington Boulevard	0	Paramount Boulevard	Montebello Boulevard	Replacing existing 6-lane bridge with an 8-lane bridge increasing capacity.	6	8	
Los Angeles	PICO RIVERA	Local Highway	1AL04	LA0G1106	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.		2024	Washington Boulevard	0.8	Paramount Boulevard	Montebello Boulevard	Replacing existing 6-lane bridge with an 8-lane bridge increasing capacity.	6	8	
Los Angeles	CALTRANS	State Highway	1ITS04	LA0G1116			Route 001: PACIFIC COAST HIGHWAY AND PARALLEL ARTERIALS FROM I-105 TO I-110: SIGNAL SYNCHRONIZATION (EA 30990 PPNO 4800)	X	2019	1	14.45	I-110	I-105	SIGNAL SYNCHRONIZATION	4	4	
Los Angeles	CALTRANS	State Highway	1ITS04	LA0G1116			Route 001: PACIFIC COAST HIGHWAY AND PARALLEL ARTERIALS FROM I-105 TO I-110: SIGNAL SYNCHRONIZATION (EA 30990 PPNO 4800)	x	2019	1	14.45	I-110	I-105	SIGNAL SYNCHRONIZATION	4	4	
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	REG0703	LA0G1119			Improvements to the I-605/SR-91 Interchange consist of adding an additional general purpose lane, adding auxiliary lanes, and on/off ramp improvements. (PA&ED only)		2019	605	3	Excelsior Drive U/C	Carson St/Del Arno Blvd.	Improvements to the I-605/SR-91 Interchange consist of adding an additional general purpose lane, adding auxiliary lanes, and on/off ramp improvements	5	7	
Los Angeles	BALDWIN PARK	Local Highway	7120004	LA0G1140	Los Angeles St	Arrow Hwy	Complete street improvements along Maine Ave. from Los Angeles St. to Arrow Hwy. Improvements involve the reconfiguration of the corridor by means of road diet. Project components include (1) Class II bike ways (2) Road diet from 4 travel lanes to 2 lanes (3) Share left turn lanes (4) Curb extension at 13 intersections (5) Sidewalk extension (6) High visibility crosswalks (7) Replacing ped signals at 5 intersections (8) Ped lighting and (9) ADA improvements		2018	Maine Ave	5280	Los Angeles St	Arrow Hwy	Complete St improvements including Road Diet	4	2	
Los Angeles	HUNTINGTON PARK	Local Highway	7120004	LA0G1141	Randolph St	Santa Ana St	State St. Complete Street project between Randolph St and Santa Ana St (1.5 mile) proposes improvements that will help improve State Street's overall operation and efficiency while promoting bicycling and walking within Huntington Park.		2017	State Street	7920	Randolph St	Santa Ana St	Complete st improvements including road diet	2	1	
Los Angeles	PARAMOUNT	Local Highway	1AL04	LA0G1147	70th Street	Howers Street	Garfield Avenue Improvements from 70th Street to Howers 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.		2019	Garfield Avenue	2	70th Street	Howers 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	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0101	LA0G1161			Crenshaw/LAX accommodations near 96th Street/Aviation Boulevard not to preclude future Metro rail connections. Toll Credits of \$2,127 will be utilized in FY17/18 to match CMAQ for CON. The accommodations identified to date involve utility relocation, redesign and construction of mainline tracks to provide for future station platforms at AMC (96th Street) transit station, relocation of special track work, and grade crossing modifications	x	2019								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0101	LA0G1162			Airport Metro Connector. Toll Credits - Local and State Hwy of \$2,174 will be used to match FY18 federal funds for the PE phase		2024								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0101	LA0G1162			Airport Metro Connector. Toll Credits - Local and State Hwy of \$2,174 will be used to match FY18 federal funds for the PE phase		2024								
Los Angeles	GARDENA	Transit	7120009	LA0G1164			Line 1X-Expand Transit Bus Service on I-110 Freeway.	X	2019								
Los Angeles	LOS ANGELES, CITY OF	Transit	7120009	LA0G1165			Commuter Express Service Expansion to Alleviate Congestion on Harbor Freeway: Purchase one new commuter express bus and extension of several AM & PM trips on Express Route 438.	X	2018								
Los Angeles	TORRANCE	Transit	7120009	LA0G1166			Torrance Transit Expansion of Line #1 and Line #4 HOTL Lane Service *: Transit expansion of Line #1 and #4 to include mid-day and weekend service. The acquisition of 5 40-foot CNG buses.	X	2015								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	7120010	LA0G1169			Brighton to Roxford double track: This project includes		2021								
Los Angeles	GLENDALE	Local Highway	1ITS04	LA0G1208	Alan Ave.	S. Glendale Ave	Traffic Signal Synchronization - along parallel arterials, I-5 North corridor: This project provides for an upgrade to the traffic signal communication facilities to improve signal coordination along regional arterials in the vicinity of the I-5 North construction corridor.		2017	San Fernando Rd.	0	Alan Ave.	S. Glendale Ave	Traffic Signal Synchronization	4	4	
Los Angeles	GLENDALE	Local Highway	1ITS04	LA0G1208	Alan Ave.	S. Glendale Ave	Traffic Signal Synchronization - along parallel arterials, I-5 North corridor: This project provides for an upgrade to the traffic signal communication facilities to improve signal coordination along regional arterials in the vicinity of the I-5 North construction corridor.	x	2020	San Fernando Rd.	0	Alan Ave.	S. Glendale Ave	Traffic Signal Synchronization	4	4	
Los Angeles	BURBANK	Local Highway	1ITS04	LA0G1211	San Fernando Blvd	Magnolia	This project would provide traffic signal upgrades, signal controller upgrades, timing plans, and traffic signal system monitoring to intersections on arterial streets within 1 mile of the Interstate 5 corridor. Scope includes augmenting Burbank TMC staff for monitoring signal coordination and police traffic control during the life of the construction project.	x	2019	Glenoaks blvd	0	San Fernando Blvd	Magnolia	Traffic Signal Synch for I-5 mitigation	0	0	
Los Angeles	FOOTHILL TRANSIT ZONE	Transit	7120006	LA0G1234			Mt. San Antonio College (MSAC) Transit Center. The T	x	2022								
Los Angeles	CULVER CITY	Transit	1TR1017	LA0G1259			Culver City Multi-modal Transit Center (PE Only)		2025								
Los Angeles	TORRANCE	Transit	1TR1010	LA0G1280			Purchase of seven (7) all electric buses for a new circulator service.		2022								
Los Angeles	ANTELOPE VALLEY TRANSIT AUTHORITY	Transit	1TR1010	LA0G1281			Expansion Buses - AVTA Purchasing electric buses to relieve over-crowding. Thirteen (13) 60ft. articulated electric buses and sixteen (16) 45ft. commuter electronic buses	X	2019								
Los Angeles	MALIBU	State Highway	7120005	LA0G1289			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	SANTA MONICA	Local Highway	1AL04	LA0G1296	Ocean Ave.	Ocean Ave	BRIDGE NO. 53C1900, COLORADO AVE OVER APPIAN WAY/PROMENADE, 0.6 MI W/O LINCOLN BLVD. Replace existing 2 lane bridge with new 2 lane bridge. 3/14/2011: Toll Credits programmed for PE & CON. (Lump Sum bridge project 53C1900 (5107-(033)).		2021	Moss Avenue	215	Apian Way	Santa Monica Pier	New two-lane vehicle bridge at Moss Avenue between Apian Way and Santa Monica Pier over Ocean Front Walk.	0	2	

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Los Angeles	SANTA MONICA	Local Highway	1AL04	LA0G1296	Ocean Ave.	Ocean Ave.	BRIDGE NO. 53C1900, COLORADO AVE OVER APPIAN WAY/PROMENDAE, 0.6 MI W/O LINCOLN BLVD. Replace existing 2 lane bridge with new 2 lane bridge. 3/14/2011: Toll Credits programmed for PE & CON. (Lump Sum bridge project 53C1900 (5107-033)).		2021	Lyons Avenue	500	Railroad Avenue	500 feet easterly of future Dockweiler Drive	2 lane each dir, 8ft sidewalk, Class II bike	0	4	
Los Angeles	SANTA MONICA	Local Highway	1AL04	LA0G1296	Ocean Ave.	Pier	BRIDGE NO. 53C1900, COLORADO AVE OVER APPIAN WAY/PROMENDAE, 0.6 MI W/O LINCOLN BLVD. Replace existing 2 lane bridge with new 2 lane bridge. 3/14/2011: Toll Credits utilized. (Lump Sum bridge project 53C1900 (5107-033)).		2021	Colorado Ave. Over Applan Way/Promenade, 0.6 MI W/O Lincoln Blvd.	600	Ocean Ave.	Pier	Replace existing vehicle between Ocean Ave. and Santa Monica Pier over Applan Way for pedestrian, bicycle, emergency and limited access at the existing alignment	2	0	
Los Angeles	SANTA MONICA	Local Highway	1AL04	LA0G1296	Ocean Ave.	Pier	BRIDGE NO. 53C1900, COLORADO AVE OVER APPIAN WAY/PROMENDAE, 0.6 MI W/O LINCOLN BLVD. Replace existing 2 lane bridge with new 2 lane bridge. 3/14/2011: Toll Credits utilized. (Lump Sum bridge project 53C1900 (5107-033)).		2021	Moss Avenue	215	Apian Way	Santa Monica Pier	New two-lane vehicle bridge at Moss Avenue between Apian Way and Santa Monica Pier over Ocean Front Walk.	0	2	
Los Angeles	SOUTHERN CALIF REGIONAL RAIL AUTHORITY	Transit	1TR1015	LA0G1298			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.	x	2019								
Los Angeles	HAWTHORNE	Local Highway	1ITS04	LA0G1321	Felton Ave	Crenshaw Blvd.	The scope involves all phases PAVED, 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.	x	2019	120th Street	2.25	Felton Ave	Crenshaw Blvd.	Signal modification	4	4	
Los Angeles	SANTA FE SPRINGS	Local Highway	1AL04	LA0G1336	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).		2018	Florence Avenue	2650	Orr & Day Road	Pioneer Boulevard	widening from 2 to 3 lanes in each direction	2	3	
Los Angeles	LOS ANGELES, CITY OF	Transit	1TR1010	LA0G1349			Purchase 35 alternative-fuel 30-foot buses to expand D	x	2022								
Los Angeles	HAWTHORNE	Local Highway	1ITS04	LA0G1353	126th St	111th St	Project enhances existing multi-modal services as well as integrating new such as a Class II Bicycle Lane improved pedestrian support such as wider sidewalk pedestrian crossing signals with countdown capability improved access between transit vehicles and transit patrons through relocation and adjustment of transit stops and improved signalization along the Boulevard all of which provide a well-balanced network of circulation to region. Improvement to the storm drain system.	x	2021	107	1m	126th St	111th St	Traffic signal	7	7	
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	1HL08D01	LA0G138			LACRD - HOT lanes on the I-10 from Alameda St./Union Station to I-605, and on I-110 from 182 St./Artesia Transit Center to Adams Blvd. Conversion of HOV lanes to HOT lanes.(Infrastructure/pavement)(1HL08D01, 1HL08D03)	X	2014	110	0	182 St./Artesia Transit Center	Adams Blvd.	conversion of HOV lanes to HOT lanes	2	2	
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	1HL08D01	LA0G138			LACRD - HOT lanes on the I-10 from Alameda St./Union Station to I-605, and on I-110 from 182 St./Artesia Transit Center to Adams Blvd. Conversion of HOV lanes to HOT lanes.(Infrastructure/pavement)(1HL08D01, 1HL08D03)	X	2014	10	15.5	Alameda St./Union Station17.1	I-60532.6	conversion of HOV lanes to HOT lanes	1	2	
Los Angeles	LOS ANGELES COUNTY MTA	State Highway	1HL08D01	LA0G139			LACRD - Expand capacity of the I-10 HOT lane (restriping and buffer changes). Restripe to add a second lane (WB - Santa Anita to I-710; EB - I-710 to Baldwin Ave.)for HOT Lanes on the I-10. (RTP# 1HL08D01)	X	2014	10	11.1	Union Station	El Monte Station	0	1	1	





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Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0G447	LA0G447			Metro Purple Line Westside Subway Extension Section	X	2023								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0G447	LA0G447			Metro Purple Line Westside Subway Extension Section	X	2023								
Los Angeles	CULVER CITY	Local Highway	LA0G451	LA0G451	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....	x	2019	HIGUERA ST	400	EASTHAM DR.	JEFFERSON BLVD.	Replace Bridge and add one lane	3	4	
Los Angeles	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	Transit	LA29212XY	LA0G558			Gold Line Foothill LRT Extension - Pasadena to Azusa	X	2017								
Los Angeles	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	Transit	LA29212XY	LA0G558			Gold Line Foothill LRT Extension - Pasadena to Azusa	X	2017								
Los Angeles	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	Transit	LA29212XY	LA0G558			Gold Line Foothill LRT Extension - Pasadena to Azusa	X	2017								
Los Angeles	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	Transit	LA29212XY	LA0G558			Gold Line Foothill LRT Extension - Pasadena to Azusa	X	2017								
Los Angeles	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	Transit	LA29212XY	LA0G558			Gold Line Foothill LRT Extension - Pasadena to Azusa	X	2017								
Los Angeles	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	Transit	LA29212XY	LA0G558			Gold Line Foothill LRT Extension - Pasadena to Azusa	X	2017								
Los Angeles	WESTLAKE VILLAGE	State Highway	1AL04	LA0G598			Design and construction of a Park and Ride facility (31107 Thousand Oaks Blvd) with 375 parking spaces at the proposed community recreational facility will construction of a access road, retaining walls to the park and ride facility, bus stop shelter for waiting passengers, necessary drainage, utility and landscaping and irrigation improvements.	X	2019	101	0	Na	NA	31107 Thousand Oaks Blvd - 375 space Park and ride	NA	NA	
Los Angeles	WESTLAKE VILLAGE	State Highway	1AL04	LA0G598			Design and construction of a Park and Ride facility (31107 Thousand Oaks Blvd) with 375 parking spaces at the proposed community recreational facility will construction of a access road, retaining walls to the park and ride facility, bus stop shelter for waiting passengers, necessary drainage, utility and landscaping and irrigation improvements.	x	2019	101	0	Na	NA	31107 Thousand Oaks Blvd - 375 space Park and ride	NA	NA	
Los Angeles	CALABASAS	State Highway	1AL04	LA0G606			This project would redesign the intersection at the Parkway Calabasas on/off ramp for the US101. Presently, traffic queues obstruct through traffic along Calabasas Road, and there are no pedestrian improvements. This project would widen Calabasas Road from Mureau Road to the Parkway Calabasas offramp and provide bike lanes and sidewalks.	X	2017	101	2439	Mureau Road	Parkway Calabasas SB Onramp	HOV lane, double turn, ped and bike enhance	2	4	

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Los Angeles	CALABASAS	Local Highway	1AL04	LA0G607	Paul Revere Drive	Southern City Limit	Mulholland Highway Operational Improvement - The project will create consistency by establishing 2 lanes and a center divider (Currently the road varies between 2, 3, and 4 lanes throughout the project area). Project includes right turn pockets – 4 for a total of 560 feet. This project benefits the region through improving traffic flow and circulation; this corridor is part of the LVM CoG Emergency Management Corridor and is also a nationally renowned corridor.		2017	Mulholland Hwy	1,773	Paul Revere Drive	Southern City Limit	Reduction of vehicular conflicts, bulb outs for pedestrian safety, sight line improvements, improved turning movements	3	2	
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Ea	x	2022								
Los Angeles	LOS ANGELES, CITY OF	Transit	UT101	LA0G642			Metro Purple Line Westside Subway Extension Section	x	2035								
Los Angeles	LOS ANGELES, CITY OF	Transit	UT101	LA0G642			Metro Purple Line Westside Subway Extension Section	x	2035								
Los Angeles	HAWTHORNE	Local Highway	LAE2906	LA0G737	Aviation Blvd.	I-405	Marine Avenue and Aviation Boulevard Intersection improvement project includes street Widening. Proposing to widen the north side of Marine Avenue to add the needed lane capacity on Marine Avenue at Aviation Boulevard. This project will require 23' of dedication from FFA right-of-way on the north side of Marine Avenue to accommodate a second westbound left-turn lane (resulting in double left-turn lanes), a 3rd westbound through lane and a dedicated westbound right-turn pocket		2017	Marine Ave.	660	Aviation Blvd.	I-405	WIDENING TO PROVIDE 3 ADDITIONAL LANES AT INTERSECTION	5	8	
Los Angeles	SANTA CLARITA	Local Highway	LA0G740	LA0G740	Wiley Canyon Road	Railroad Avenue	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE LYONS AVENUE FROM WILEY CANYON ROAD TO RAILROAD AVENUE TO ACCOMMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 1.7 MILES		2020	Lyons Avenue	1.7	Wiley Canyon Road	Railroad Avenue	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G740	LA0G740	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		2022	Lyons Avenue	1.7	Wiley Canyon Road	Railroad Avenue	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G742	LA0G742	McBean Parkway	Lyons Avenue	RESTRIPE ORCHARD VILLAGE ROAD FROM MCBEAN PARKWAY TO LYONS AVENUE FROM 4 TO 6 LANES; APPROXIMATELY 1.3 MILES		2020	Orchard Village Road	1.3	McBean Parkway	Lyons Avenue	Restripe	4	6	

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Los Angeles	SANTA CLARITA	Local Highway	LA0G742	LA0G742	McBean Parkway	Lyons Avenue	RESTRIPE ORCHARD VILLAGE ROAD FROM MCBEAN PARKWAY TO LYONS AVENUE FROM 4 TO 6 LANES; APPROXIMATELY 1.3 MILES		2021	Orchard Village Road	1.3	McBean Parkway	Lyons Avenue	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G743	LA0G743	Railroad Avenue	Carl Court	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE NEWHALL AVENUE FROM RAILROAD AVENUE TO CARL COURT TO ACCOMMODATE A CHNGAE FROM 4 TO 6 LANES; APPROXIMATELY 0.4 MILES		2018	Newhall Avenue	0.4	Railroad Avenue	Carl Court	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G744	LA0G744	Newhall Avenue	Bouquet Canyon Road	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE RAILROAD AVENUE FROM NEWHALL AVENUE TO BOUQUET CANYON ROAD TO ACCOMMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 3 MILES		2021	Railroad Avenue	3	Newhall Avenue	Bouquet Canyon Road	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G744	LA0G744	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		2024	Railroad Avenue	3	Newhall Avenue	Bouquet Canyon Road	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G745	LA0G745	Seco Canyon Road	Plum Canyon Road	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE BOUQUET CANYON ROAD FROM SECO CANYON ROAD TO PLUM CANYON ROAD TO ACCOMMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 2.2 MILES		2023	Bouquet Canyon Road	2.2	Seco Canyon Road	Plum Canyon Road	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G746	LA0G746	Bouquet Canyon Road	City Limit	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE PLUM CANYON ROAD FROM BOUQUET CANYON ROAD TO CITY LIMIT TO ACCOMMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 0.5 MILES		2021	Plum Canyon Road	0.5	Bouquet Canyon Road	City Limit	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G746	LA0G746	Bouquet Canyon Road	City Limit	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE PLUM CANYON ROAD FROM BOUQUET CANYON ROAD TO CITY LIMIT TO ACCOMMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 0.5 MILES		2023	Plum Canyon Road	0.5	Bouquet Canyon Road	City Limit	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G747	LA0G747	Soledad Canyon Road	City Limit	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE WHITES CANYON ROAD FROM SOLEDAD CANYON ROAD TO CITY LIMIT TO ACCOMMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 2 MILES		2021	Whites Canyon Road	2	Soledad Canyon Road	City Limit	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G747	LA0G747	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		2023	Whites Canyon Road	2	Soledad Canyon Road	City Limit	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G748	LA0G748	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.	x	2022	Golden Valley Road	2.5	Golden Valley Road 2.5 Soledad Canyon Road	Sierra Highway	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G751	LA0G751	Via Princessa	City Limit	CONSTRUCT INTERSECTION IMPORVEMENTS, WIDEN AND RESTRIPE SIERRA HIGHWAY FROM VIA PRINCESSA TO CITY LIMIT TO ACCOMMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 5.5 MILES		2021	Sierra Highway	5.5	Via Princessa	City Limit	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G751	LA0G751	Via Princessa	City Limit	CONSTRUCT INTERSECTION IMPORVEMENTS, WIDEN AND RESTRIPE SIERRA HIGHWAY FROM VIA PRINCESSA TO CITY LIMIT TO ACCOMMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 5.5 MILES		2023	Sierra Highway	5.5	Via Princessa	City Limit	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0G754	LA0G754	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)		2018	Vista Canyon Road	750'	Jakes Way	Soledad Canyon	New roadway	0	2	
Los Angeles	SANTA CLARITA	Local Highway	LA0G754	LA0G754	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)	x	2021	Vista Canyon Road	750'	Jakes Way	Soledad Canyon	New roadway	0	2	
Los Angeles	SANTA CLARITA	Local Highway	LA0G755	LA0G755	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		2023	Newhall Ranch Road	607	McBean Pkwy	Avenue Tibbitts	Widen Bridge	6	8	

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Los Angeles	SANTA CLARITA	Local Highway	LA0G755	LA0G755	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	x	2023	Newhall Ranch Road	607	McBean Pkwy	Avenue Tibbitts	Widen Bridge	6	8	
Los Angeles	SANTA CLARITA	Transit	REG0703	LA0G774			Vista Canyon Ranch Transit Center - relocate the exist	x	2019								
Los Angeles	LONG BEACH	Local Highway	LA0G830	LA0G830	N/A	N/A	I-710 Improvements/Shoemaker Bridge - Downtown Exits. The project makes bicycle, pedestrian, and streetscape improvements on major thoroughfares.		2020	N/A	N/A	N/A	N/A	Replace existing bridge and off ramps	7	4	
Los Angeles	LONG BEACH	Local Highway	LA0G830	LA0G830	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.		2020	N/A	1.61	N/A	N/A	Replace existing bridge and off ramps	7	4	
Los Angeles	INGLEWOOD	Local Highway	1ITS04	LA0G843	City Limits	City Limits	Measure R ITS Phase IV - Part A of a two part ITS improvement project. Design and construction of approximately 2.7 miles of communication infrastructure along La Brea, Florence, Crenshaw, Manchester and Centinela. Signal synchronization (approx. 20 locations); design and construction of system detection (approx. 40 intersections); changeable message signs (2 locations); CCTV cameras (approx. 6 locations) and traffic management center equipment and communication network integration.		2016	Multiple - Need more road entries	0	City Limits	City Limits	N/A	0	0	
Los Angeles	MONTEBELLO	Transit	1TR1010	LA0G862			PURCHASE OF SEVEN (7) ALTERNATIVE FUEL EXPANSION TRANSIT BUSES	X	2018								
Los Angeles	CALTRANS	State Highway	REG0703	LA0G874			Route 405: Reconfigure Crenshaw Blvd on / off Ramps: construct a new SB I-405 on-ramp and freeway & local streets widening [EA 29360 PPN0 4551]		2022	405	1	crenshaw blvd	crenshaw blvd	N/A	0	0	
Los Angeles	CALTRANS	State Highway	REG0703	LA0G874			Route 405: Reconfigure Crenshaw Blvd on / off Ramps: construct a new SB I-405 on-ramp and freeway & local streets widening [EA 29360 PPN0 4551]		2022	405	1	crenshaw blvd	crenshaw blvd	N/A	0	0	
Los Angeles	PALMDALE	State Highway	1AL04	LA0G894	5th Street	10th	Widen & modify exist. striping to 3 lanes in each direction on SR 138 from 5th E - 10th E; Intersection modifications/upgrades at Palmdale Blvd/6th E. & Palmdale Blvd/Sierra Highway; Relocation of exist. railroad signal mast-arms & rail equipment; S/O Palmdale Blvd. widen Sierra Hwy from 4 to 6 lanes to Ave R (include S/B Sierra Hwy right turn lane @ Ave R); N/O Palmdale Blvd., widen Sierra Hwy from 4 to 6 lanes to Ave Q; Extend Class 1 bike lane, 800' on west side of Sierra Hwy to Ave R.	X	2019	138	0.5	5th Street East	10th Street East	Widen to three lanes in each direction.	4	6	
Los Angeles	PALMDALE	State Highway	1AL04	LA0G894	5th Street	10th	Widen & modify exist. striping to 3 lanes in each direction on SR 138 from 5th E - 10th E; Intersection modifications/upgrades at Palmdale Blvd/6th E. & Palmdale Blvd/Sierra Highway; Relocation of exist. railroad signal mast-arms & rail equipment; S/O Palmdale Blvd. widen Sierra Hwy from 4 to 6 lanes to Ave R (include S/B Sierra Hwy right turn lane @ Ave R); N/O Palmdale Blvd., widen Sierra Hwy from 4 to 6 lanes to Ave Q; Extend Class 1 bike lane, 800' on west side of Sierra Hwy to Ave R.	x	2022	138	0.5	5th Street East	10th Street East	Widen to three lanes in each direction.	4	6	
Los Angeles	PALMDALE	Local Highway	1AL04	LA0G895	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.	x	2023	10th Street West	0.39	Rancho Vista Blvd/Ave. F	O-8	10th Street West and SR 14 ramp modification	4	6	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Los Angeles	PALMDALE	State Highway	1AL04	LA0G896	Avenue Q	Palmdale Blvd	Wdn off-ramps 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; Modify SB off ramp allowing widening from Ave Q - Palmdale Blvd - under LA0G897	X	2020	14	.48 mi	Ave Q	Pmdl Blvd	Widen NB SR-14 mainline with auxiliary lane;	N/A	4 NB, 3 + carpool S	
Los Angeles	PALMDALE	State Highway	1AL04	LA0G896	Avenue Q	Palmdale Blvd	Wdn off-ramps 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; Modify SB off ramp allowing widening from Ave Q - Palmdale Blvd - under LA0G897	x	2021	14	.48 mi	Ave Q	Pmdl Blvd	Widen NB SR-14 mainline with auxiliary lane;	N/A	4 NB, 3 + carpool S	
Los Angeles	PALMDALE	State Highway	1AL04	LA0G897	Rancho Vista Blvd	Palmdale Blvd	SR 138/14: Widening from Rancho Vista Blvd(RVB) to Pmdl Blvd. Improve SR 138 (SR14) n/b off-ramp onto RVB/Ave P. Impr traffic signal and construct rdwy impvmts at the following intersection: SR138 (SR14) n/b off-ramp at RVB/AveP. Improve the following intersection: s/b Rancho Vista Blvd/Avenue P on-ramp SR138 (SR-14). Improve SR138 at Technology Dr bridge structure. Widen SB SR138 (SR-14) beg S/o RVB /Ave P and ext to Pmdl Blvd. Add1 mainline lane impvmts between RVB /Ave P and Pmdl Blvd.	X	2018	138	1.66	Rancho Vista Blvd(RVB)	Palmdale Blvd	Widening	6	8	
Los Angeles	PALMDALE	State Highway	1AL04	LA0G897	Rancho Vista Blvd	Palmdale Blvd	SR 138/14: Widening from Rancho Vista Blvd(RVB) to Pmdl Blvd. Improve SR 138 (SR14) n/b off-ramp onto RVB/Ave P. Impr traffic signal and construct rdwy impvmts at the following intersection: SR138 (SR14) n/b off-ramp at RVB/AveP. Improve the following intersection: s/b Rancho Vista Blvd/Avenue P on-ramp SR138 (SR-14). Improve SR138 at Technology Dr bridge structure. Widen SB SR138 (SR-14) beg S/o RVB /Ave P and ext to Pmdl Blvd. Add1 mainline lane impvmts between RVB /Ave P and Pmdl Blvd.	X	2018	14	1.66	S/o RVB /Ave P59.55	Palmdale Blvd61.21	Widening	6	8	
Los Angeles	PALMDALE	State Highway	1AL04	LA0G897	Rancho Vista Blvd	Palmdale Blvd	SR 138/14: Widening from Rancho Vista Blvd(RVB) to Pmdl Blvd. Improve SR 138 (SR14) n/b off-ramp onto RVB/Ave P. Impr traffic signal and construct rdwy impvmts at the following intersection: SR138 (SR14) n/b off-ramp at RVB/AveP. Improve the following intersection: s/b Rancho Vista Blvd/Avenue P on-ramp SR138 (SR-14). Improve SR138 at Technology Dr bridge structure. Widen SB SR138 (SR-14) beg S/o RVB /Ave P and ext to Pmdl Blvd. Add1 mainline lane impvmts between RVB /Ave P and Pmdl Blvd.	x	2020	138	1.66	Rancho Vista Blvd(RVB)	Palmdale Blvd	Widening	6	8	
Los Angeles	PALMDALE	State Highway	1AL04	LA0G897	Rancho Vista Blvd	Palmdale Blvd	SR 138/14: Widening from Rancho Vista Blvd(RVB) to Pmdl Blvd. Improve SR 138 (SR14) n/b off-ramp onto RVB/Ave P. Impr traffic signal and construct rdwy impvmts at the following intersection: SR138 (SR14) n/b off-ramp at RVB/AveP. Improve the following intersection: s/b Rancho Vista Blvd/Avenue P on-ramp SR138 (SR-14). Improve SR138 at Technology Dr bridge structure. Widen SB SR138 (SR-14) beg S/o RVB /Ave P and ext to Pmdl Blvd. Add1 mainline lane impvmts between RVB /Ave P and Pmdl Blvd.	x	2020	14	1.66	S/o RVB /Ave P59.55	Palmdale Blvd61.21	Widening	6	8	
Los Angeles	PALMDALE	State Highway	1AL04	LA0G898	Avenue N	Avenue N	Improvement of SR 14 on and off ramps at Ave N; Install traffic signals/signal interconnect and intersection widening at SR 14/Ave N on and off ramp locations; Improve SR 14/Ave N bridge structure; improve Ave N between SR 14 & 10th W; construct additional mainline improvements on SR 14 near Ave N on and off ramp approaches.	X	2020	14	arpoX 200'	off-ramp approaches	off-ramp approaches	Wideing off/on ramps for ease of exit & on Ave N bridge over SR 138	2-4each dir	6-8 each dir	

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Los Angeles	PALMDALE	State Highway	1AL04	LA0G898	Avenue N	Avenue N	Palmdale Improvement of SR 14 on and off ramps at Ave N; Install traffic signals/signal interconnect and intersection widening at SR 14/Ave N on and off ramp locations; Improve SR 14/Ave N bridge structure; improve Ave N between SR 14 & 10th W; construct additional mainline improvements on SR 14 near Ave N on and off ramp approaches.	x	2024	14	arpoX 200'			off-ramp approaches	off-ramp approaches	Wideing off/on ramps for ease of exit & on Ave N bridge over SR 138	2-4each dir	6-8 each dir	
Los Angeles	LOS ANGELES, CITY OF	Transit	LA0G901	LA0G901			Historic Los Angeles Streetcar	X	2021										
Los Angeles	LANCASTER	Local Highway	1AL04	LA0G927	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.	x	2020	Avenue G	0.6	10th Street West	25th Street West	Widen overcrossing from one to three lanes in each direction	2	6			
Los Angeles	LANCASTER	Local Highway	1AL04	LA0G928	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.	x	2020	Avenue J	0.1	15th Street West	30th Street West	No change to thru lanes except for new on/off ramps	6	6			
Los Angeles	LANCASTER	Local Highway	1AL04	LA0G928	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.	x	2020	138	0.24	67.71	67.95	new southbound on ramp	0	1			
Los Angeles	LANCASTER	Local Highway	1AL04	LA0G928	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.	x	2020	138	0.23	67.72	67.95	new northbound off ramp	0	1			
Los Angeles	LANCASTER	Local Highway	1AL04	LA0G929	10th St W	12th St W	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.		2020	Avenue K	.2 mi	10th St W	12th St W	Widen from 2 to 3 in WB direction	2WB	3WB			
Los Angeles	LANCASTER	Local Highway	1AL04	LA0G929	10th St W	12th St W	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.	x	2020	Avenue K	.2 mi	10th St W	12th St W	Widen from 2 to 3 in WB direction	2 WB	3 WB			
Los Angeles	LANCASTER	Local Highway	1AL04	LA0G931	Avenue M	10th Street West	SR138 (SR-14) Avenue M Interchange. Project will widen Avenue M and the Avenue M overcrossing from one to three lanes in each direction, interchange geometric enhancements, traffic signals at on and off ramps, landscaping, intersection modifications on Avenue M at 10th Street West and 20th Street West, and pedestrian improvements, including new sidewalk and pedestrian curb ramps.		2019	SR138 (SR-14)	0.35	Avenue M	10th Street West	Widen Avenue M overcrossing from one to three lanes in each direction.	2	6			



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Los Angeles	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	Transit	1120006	LA29212XY			METRO RAIL GOLD LINE FOOTHILL EXTENSION - A	x	2035								
Los Angeles	SANTA CLARITA	Local Highway	LA960170	LA960170	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		2023	Magic Mountain Pkwy	0.5	San Fernando Road	Via Princessa	New bridge and roadway.	0	6	
Los Angeles	SANTA CLARITA	Local Highway	LA960170	LA960170	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		2023	Magic Mountain Pkwy	0.5	San Fernando Road	Via Princessa	New bridge and roadway.	0	6	
Los Angeles	SANTA CLARITA	Local Highway	LA9708004	LA9708004	Bouquet Canyon	Soledad Canyon	SANTA CLARITA PARKWAY FROM BOUQUET CYN RD/SOLEDAD CYN INSTALL NEW ROADWAY (0 TO 4 LANES) (2.5 MILE)		2020	Santa Clarita Parkway	1.1	Bouquet Canyon	Soledad Canyon	New roadway	0	4	
Los Angeles	SANTA CLARITA	Local Highway	LA9708004	LA9708004	Bouquet Canyon	Soledad Canyon	SANTA CLARITA PARKWAY (1 OF 3) FROM BOUQUET CYN RD/SOLEDAD CYN INSTALL NEW ROADWAY (0 TO 4 LANES) (2.5 MILE)	x	2024	Santa Clarita Parkway	1.1	Bouquet Canyon	Soledad Canyon	New roadway	0	4	
Los Angeles	SAN GABRIEL VALLEY COG	Local Highway	LA990359	LA990359	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.	X	2018	Walnut Drive North	2600 LF	Nogales	City/County limit	widening to improve safety	2	4	
Los Angeles	SAN GABRIEL VALLEY COG	Local Highway	LA990359	LA990359	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.	X	2018	Gale Avenue	2600ft	Nogales	City/County limit	widening to improve safety	2	4	
Los Angeles	SAN GABRIEL VALLEY COG	Local Highway	LA990359	LA990359	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.	x	2023	Walnut Drive North	2600 LF	Nogales	City/County limit	widening to improve safety	2	4	
Los Angeles	SAN GABRIEL VALLEY COG	Local Highway	LA990359	LA990359	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.	x	2023	Gale Avenue	2600ft	Nogales	City/County limit	widening to improve safety	2	4	
Los Angeles	SANTA CLARITA	Local Highway	LA9910013	LA9910013	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	X	2020	Via Princessa	0.9	Golden Valley Road	Isabella Pkwy	New Roadway	0	6	
Los Angeles	SANTA CLARITA	Local Highway	LA9910013	LA9910013	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	x	2020	Via Princessa	0.9	Golden Valley Road	Isabella Pkwy	New Roadway	0	6	



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Los Angeles	CALTRANS	State Highway	LAE0465	LAE0465			Route 005: Phase 1 Of 3-- In Santa Clarita from Route 14 to Pico Canyon/Lyons Avenue in the southbound direction and from Route 14 to Gavin Canyon Road in the northbound direction. Const truck climbing lanes. (Ea 2332A, Ppno 3189), (Safetee-Lu#465 Funded Paed For This Phase Included In LA0G440).	X	2016	5	3.7	PICO CYN/LYONS AVE	SR-14	ADD ONE TRUCK CLIMBING LANES ON SB	4	5	
Los Angeles	CALTRANS	State Highway	LAE0465	LAE0465			Route 005: Phase 1 Of 3-- In Santa Clarita from Route 14 to Pico Canyon/Lyons Avenue in the southbound direction and from Route 14 to Gavin Canyon Road in the northbound direction. Const truck climbing lanes. (Ea 2332A, Ppno 3189), (Safetee-Lu#465 Funded Paed For This Phase Included In LA0G440).	X	2016	5	3.7	SR-1446.3	GAVIN50	ADD ONE TRUCK CLIMBING LANES ON NB	4	5	
Los Angeles	LAWNDALE	Local Highway	1AL04	LAE2906	Manhattan Bch Blvd.	Marine Avenue	Inglewood Avenue Widening Phase I-II: Inglewood Widening between Manhattan Beach Blvd and West 156th Street the roadway widening along east side of Inglewood Avenue to accommodate a dedicated third lane in the north bound direction (Phase I); and Inglewood Avenue at Marine Avenue for roadway widening to accommodate three dedicated right turn lane pockets, as well as modification to the signal system to improve traffic operations at this intersection (Phase II).	X	2016	Inglewood Avenue	.5 miles	Manhattan Bch Blvd.	Marine Avenue	Inglewood Ave/Marine Ave intersection improvement	2	3	
Los Angeles	CULVER CITY	Local Highway	LAE3069	LAE3069	Playa Street	Green Valley Circle	SEPULVEDA BOULEVARD WIDENING PROJECT TO ADD A THIRD SOUTHBOUND LANE ON SEPULVEDA BOULEVARD WITHIN THE EXISTING RIGHT OF WAY BETWEEN JEFFERSON BL/PLAYA STREET TO GREEN VALLEY CIRCLE.Sepulveda Bl from Sawtell Ave to Jefferson/Playa St will be re-striped.	X	2016	Sepulveda Boulevard	1 mi	Playa Street	Green Valley Circle	Widen to add a 3rd SB lane on Sepulveda (current 3NB, 2 SB)	5	6	
Los Angeles	COMMERCE	Local Highway	LAE3085	LAE3085	I-5	350' West of Indiana	Widen and reconstruct Washington Boulevard from western City boundary at Vernon [350' west of Indiana Street] to I-5 Freeway at Telegraph Rd., widen from 2 lanes to 3 lanes in each direction, increase turn radius and medians, upgrade traffic signals and street lighting and improve sidewalks.	X	2017	Washington Boulevard	1.5	I-5	350' West of Indiana	Widening and Reconstruction	4	6	
Los Angeles	CARSON, CITY OF	State Highway	LAF1103	LAF1103			Route 405: Wilmington Avenue Interchange Modification at I-405. Improve I-405/Wilmington Avenue interchange by adding a new northbound on-ramp and widening of Wilmington Avenue, 223rd, and existing on- and off-ramps.	X	2017	405	1100	223rd Street	Existing On/Off Ramp	Widen Wilmington and adding new NB on Ramp	6	7	
Los Angeles	CARSON, CITY OF	State Highway	LAF1103	LAF1103			Route 405: Wilmington Avenue Interchange Modification at I-405. Improve I-405/Wilmington Avenue interchange by adding a new northbound on-ramp and widening of Wilmington Avenue, 223rd, and existing on- and off-ramps. [CITY PROJ NO. 919]	x	2019	405	1100	223rd Street	Existing On/Off Ramp	Widen Wilmington and adding new NB on Ramp	6	7	
Los Angeles	PALMDALE	Local Highway	1AL04	LAF1104	Fairway Drive	10th Street East	Rancho Vista Blvd (RVB) Grade Separation at Sierra HWY/UPRR/Metrolink RR Crossing and applicable connector Ramps/Roads and Auxiliary Roads and Improvements: PHASE 1-Construct new 2 lane road - 4th Street East from 3rd Street East to Technology Drive. Widening Technology Drive (P-8) from Division Street to Sierra Hwy (4-6 Lanes). Also signalized intersections, right/left turn pockets, bike and pedestrian lanes (approx 1.5 mi), pavement transitions, traffic striping, and drainage improvements.		2016	Rancho Vista Blvd/Ave P	1.4	Fairway Drive	10th Street East	Rancho Vista Blvd (RVB) Grade Separation	4	6	
Los Angeles	PALMDALE	Local Highway	1AL04	LAF1104	Fairway Drive	10th Street East	Rancho Vista Blvd (RVB) Grade Separation at Sierra HWY/UPRR/Metrolink RR Crossing and applicable connector Ramps/Roads and Auxiliary Roads and Improvements: PHASE 1-Construct new 2 lane road - 4th Street East from 3rd Street East to Technology Drive. Widening Technology Drive (P-8) from Division Street to Sierra Hwy (4-6 Lanes). Also signalized intersections, right/left turn pockets, bike and pedestrian lanes (approx 1.5 mi), pavement transitions, traffic striping, and drainage improvements.	x	2020	Rancho Vista Blvd/Ave P	1.4	Fairway Drive	10th Street East	Rancho Vista Blvd (RVB) Grade Separation	4	6	

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Los Angeles	PALMDALE	Local Highway	1AL04	LAF1104B	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	x	2020	Ave P-8	5	Division St	Sierra Hwy	Widening	4	6	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	1AL04	LAF1141	De Soto Ave.	Topanga Cyn	Victory Bl Widening from Topanga Cyn Bl to De Soto Av. Widen the south side of Victory Bl from Topanga Cyn Bl to De Soto Av to provide an additional EB travel lane		2019	Victory Bl.	1	De Soto Ave.	Topanga Cyn	Provide an additional EB travel lane	3 eb	4 eb	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	1AL04	LAF1141	De Soto Ave.	Topanga Cyn	Victory Bl Widening from Topanga Cyn Bl to De Soto Av. Widen the south side of Victory Bl from Topanga Cyn Bl to De Soto Av to provide an additional EB travel lane	x	2020	Victory Bl.	0.95	De Soto Ave.	Topanga Cyn	Provide an additional EB travel lane	3 eb	4 eb	
Los Angeles	ARCADIA	Local Highway	LAF1197	LAF1197	Colorado Place/OLO RADO PLACE	Santa Clara Street	Huntington Dr Capacity Improvements. MITIGATION COSTS EXCLUDED [Project involves traffic flow and capacity impacts incl the addition of a through lane, turn lanes & reconstruction of median & channelizing islands]	X	2014	HUNTINGTON DRIVE	400'	Colorado Place/OLO RADO PLACE	Santa Clara Street	Major Arterial	6	7	
Los Angeles	PALMDALE	Local Highway	1ITS04	LAF1300	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. (4 signals)		2016	Various Streets	N/A	Lancaster	Palmdale	signal synch	N/A	N/A	
Los Angeles	PALMDALE	Local Highway	1ITS04	LAF1300	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. (4 signals)	x	2019	Various Streets	N/A	Lancaster	Palmdale	signal synch	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF1311	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.		2017	South Bay	N/A	Various	Various	Signal Sync - 50 Intersections	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF1311	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.	x	2020	South Bay	N/A	Various	Various	Signal Sync - 50 Intersections	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF1312	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.	x	2020	Gateway Cities	N/A	Various	Various	N/A	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF1321	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.		2017	Multi Jurisdictional	N/A	Various	Various	N/A	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF1321	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.	x	2020	Multi Jurisdictional	N/A	Various	Various	N/A	N/A	N/A	
Los Angeles	LONG BEACH	Local Highway	1ITS04	LAF1341	Alamitos Ave.	Livingston Drive	Ocean Bl. Signal Synchronization and Enhancement Project. Installation of new signals, interconnect, pedestrian safety enhancements, ADA access ramps, transit information systems, and traffic signal upgrades and reconstruction. Ocean Bl,Alamitos to Livingston		2014	Ocean Blvd.	N/A	Alamitos Ave.	Livingston Drive	N/A	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Transit	1TL104	LAF1414			Third Street & La Verne Avenue Parking Lot. Construct a parking lot at Third Street and La Verne Avenue to provide 87 spaces including 4 ADA compliant spaces for a park and ride lot for Metro Gold Line and other transit users.	X	2019								
Los Angeles	SANTA CLARITA	Local Highway	1AL04	LAF3105	MAGIC MOUNTAIN	NEWHALL RANCH ROAD	McBean Parkway Widening/Gap Closure over Santa Clara River. Widen McBean Parkway Bridge to 8 lanes and construct Class I Bike Path between McBean Parkway and Santa Clara River Trail.(distance .25 mi)		2016	MCBEAN PKWY	0.25	MAGIC MOUNTAIN	NEWHALL RANCH ROAD	Widen McBean Parkway Bridge to 8 lanes and construct Class I path connection	6	8	



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Los Angeles	SAN DIMAS	Local Highway	1ITS04	LAF3307	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).		2020	Cataract Ave/Bonita Ave	n/a	Eucla	San Dimas Cyn.	signal sync	n/a	n/a	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF3308	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.		2017	San Gabriel Valley	N/A	Various	Cities	Traffic Signal Synchronization	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF3308	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.	x	2020	San Gabriel Valley	N/A	Various	Cities	Traffic Signal Synchronization	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF3309	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 Cities area. (aprox. 126 signals)	x	2020	Gateway Cities	N/A	Various Gateway	Cities	N/A	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF3310	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)		2017	Southbay Forum	N/A	Various	Southbay Cities	N/A	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF3310	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)	x	2020	Southbay Forum	N/A	Various	Southbay Cities	N/A	N/A	N/A	
Los Angeles	TORRANCE	Local Highway	1ITS04	LAF3312	city limit	city limit	City of Torrance ITS & Traffic Improvements. Implement ITS components at locations not covered by '95 Metro CFP South Bay Signal Synch Project, to provide effective citywide and multi-jurisdictional traffic management. *Crenshaw Blvd between PCH and the most south City controlled signalized intersection.( aprox. 3 signals)		2016	Various Streets citywide	N/A	city limit	city limit	N/A	N/A	N/A	
Los Angeles	GARDENA	Transit	1TL104	LAF3405			Purchase three alternative fuel 40-foot transit buses for service expansion.	x	2019								
Los Angeles	AZUSA	Transit	1O0705	LAF3434			Azusa Intermodal Transit Center. Construct regional Azusa Intermodal Transit Center to accommodate existing and future parking demand and support effective transit use. Park n Ride, the structure would be located on the southeast quadrant of Alameda Ave./Santa Fe -- 511 parking spaces. This project is split from LA0B311.	X	2017								
Los Angeles	PASADENA	Local Highway	1AL04	LAF3522	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	Cordova Street	1.5 mi	Hill Street	Arroyo Parkway	Removal of 2 through traffic lanes	4	2	
Los Angeles	PASADENA	Local Highway	1AL04	LAF3522	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	Cordova Street	1.5 mi	Hill Street	Arroyo Parkway	Removal of 2 through traffic lanes	4	2	
Los Angeles	INDUSTRY	Local Highway	LAF5100	LAF5100	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.		2019	Grand Avenue	0.2	SR 60	Lavender Dr	add 2 thru SB lanes and 1 thru NB lane & improve intersection	4	7	

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Los Angeles	INDUSTRY	Local Highway	LAF5100	LAF5100	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.		2019	Golden Springs Dr	0.2	Copley Dr	Racquet Club Dr.	Add WB left-turn lane and a dedicated right-turn lane	4	4	
Los Angeles	INDUSTRY	Local Highway	LAF5100	LAF5100	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.		2019	Grand Ave	NA	Golden Springs Dr	Golden Springs Dr	Intersections Improvements	N/A	N/A	
Los Angeles	INDUSTRY	Local Highway	LAF5100	LAF5100	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.	x	2019	Grand Avenue	0.2	SR 60	Lavender Dr	add 2 thru SB lanes and 1 thru NB lane & improve intersection	4	7	
Los Angeles	INDUSTRY	Local Highway	LAF5100	LAF5100	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.	x	2019	Grand Ave	NA	Golden Springs Dr	Golden Springs Dr	Intersections Improvements	NA	NA	
Los Angeles	INDUSTRY	Local Highway	LAF5100	LAF5100	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.	x	2019	Golden Springs Dr	0.2	Copley Dr	Racquet Club Dr.	Add WB left-turn lane and a dedicated right-turn lane	4	4	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1AL04	LAF5115	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.		2021	Avenue L	1.7 mi	40 th Street West	57th Street	1 additional lane in each direction	2	4	
Los Angeles	INGLEWOOD	Local Highway	1ITS04	LAF5300	Centinela	Florence	City of Inglewood ITS - Phase IV. 2.7 miles of fiber-optics on La Cienega Blvd., Centinela Ave., Florence Ave. and Prairie Ave. New CCTV, speed detection systems and web-based traveler information. Upgrade the current Traffic Control System (TCS) to Adaptive TCS and replace 5 Type 170 controllers with Type 2070 controllers on Prairie Ave. There are approximately 23 intersections that will receive various ITS improvements.		2019	La Cienega	1.1	Centinela	Florence	Fiber Optics and Conduit	6	6	
Los Angeles	INGLEWOOD	Local Highway	1ITS04	LAF5300	Centinela	Florence	City of Inglewood ITS - Phase IV. 2.7 miles of fiber-optics on La Cienega Blvd., Centinela Ave., Florence Ave. and Prairie Ave. New CCTV, speed detection systems and web-based traveler information. Upgrade the current Traffic Control System (TCS) to Adaptive TCS and replace 5 Type 170 controllers with Type 2070 controllers on Prairie Ave. There are approximately 23 intersections that will receive various ITS improvements.		2019	Centinela Ave	0.25	Beach	La Cienega	Fiber Optic connection to existing ITS improvements, CCTV improvements	5	5	

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Los Angeles	INGLEWOOD	Local Highway	1ITS04	LAF5300	Centinela	Florence	City of Inglewood ITS - Phase IV. 2.7 miles of fiber-optics on La Cienega Blvd., Centinela Ave., Florence Ave. and Prairie Ave. New CCTV, speed detection systems and web-based traveler information. Upgrade the current Traffic Control System (TCS) to Adaptive TCS and replace 5 Type 170 controllers with Type 2070 controllers on Prairie Ave. There are approximately 23 intersections that will receive various ITS improvements.		2019	Florence Ave.	0.35	La Cienega	Oak	Fiber Optic connection to existing ITS improvements, Speed Detection system, Adaptive Traffic Control System (citywide), ATIS	5	5	
Los Angeles	INGLEWOOD	Local Highway	1ITS04	LAF5300	Centinela	Florence	City of Inglewood ITS - Phase IV. 2.7 miles of fiber-optics on La Cienega Blvd., Centinela Ave., Florence Ave. and Prairie Ave. New CCTV, speed detection systems and web-based traveler information. Upgrade the current Traffic Control System (TCS) to Adaptive TCS and replace 5 Type 170 controllers with Type 2070 controllers on Prairie Ave. There are approximately 23 intersections that will receive various ITS improvements.		2019	Prairie Avenue	1	Century	Imperial	Controller Updgrades, Fiber Optic Improvements, CCTV, Speed Detection system, Adaptive Traffic Control System (citywide), ATIS	6	6	
Los Angeles	INGLEWOOD	Local Highway	1ITS04	LAF5300	Centinela	Florence	City of Inglewood ITS - Phase IV. 2.5 miles of fiber-optics on La Cienega Blvd., Centinela Ave., Florence Ave. and Prairie Ave. New CCTV, speed detection systems and web-based traveler information. Upgrade the current Traffic Control System (TCS) to Adaptive TCS and replace 4 Type 170 controllers with Type 2070 controllers on Prairie Ave. There are approximately 23 intersections that will receive various ITS improvements. And, upgrade legacy Ethernet switches to enhance operational system.	x	2019	La Cienega	1.1	Centinela	Florence	Fiber Optics and Conduit	6	6	
Los Angeles	INGLEWOOD	Local Highway	1ITS04	LAF5300	Centinela	Florence	City of Inglewood ITS - Phase IV. 2.5 miles of fiber-optics on La Cienega Blvd., Centinela Ave., Florence Ave. and Prairie Ave. New CCTV, speed detection systems and web-based traveler information. Upgrade the current Traffic Control System (TCS) to Adaptive TCS and replace 4 Type 170 controllers with Type 2070 controllers on Prairie Ave. There are approximately 23 intersections that will receive various ITS improvements. And, upgrade legacy Ethernet switches to enhance operational system.	x	2019	Prairie Avenue	1	Century	Imperial	Controller Updgrades, Fiber Optic Improvements, CCTV, Speed Detection system, Adaptive Traffic Control System (citywide), ATIS	6	6	
Los Angeles	INGLEWOOD	Local Highway	1ITS04	LAF5300	Centinela	Florence	City of Inglewood ITS - Phase IV. 2.5 miles of fiber-optics on La Cienega Blvd., Centinela Ave., Florence Ave. and Prairie Ave. New CCTV, speed detection systems and web-based traveler information. Upgrade the current Traffic Control System (TCS) to Adaptive TCS and replace 4 Type 170 controllers with Type 2070 controllers on Prairie Ave. There are approximately 23 intersections that will receive various ITS improvements. And, upgrade legacy Ethernet switches to enhance operational system.	x	2019	Florence Ave.	0.35	La Cienega	Oak	Fiber Optic connection to existing ITS improvements, Speed Detection system, Adaptive Traffic Control System (citywide), ATIS	5	5	
Los Angeles	INGLEWOOD	Local Highway	1ITS04	LAF5300	Centinela	Florence	City of Inglewood ITS - Phase IV. 2.5 miles of fiber-optics on La Cienega Blvd., Centinela Ave., Florence Ave. and Prairie Ave. New CCTV, speed detection systems and web-based traveler information. Upgrade the current Traffic Control System (TCS) to Adaptive TCS and replace 4 Type 170 controllers with Type 2070 controllers on Prairie Ave. There are approximately 23 intersections that will receive various ITS improvements. And, upgrade legacy Ethernet switches to enhance operational system.	x	2019	Centinela Ave	0.25	Beach	La Cienega	Fiber Optic connection to existing ITS improvements, CCTV improvements	5	5	
Los Angeles	REDONDO BEACH	Local Highway	1ITS04	LAF5301	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	SANTA CLARITA	Local Highway	1ITS04	LAF5303	CITYWIDE	CITYWIDE	Deploys an adaptive traffic signal system on 12 corridors with 101 traffic signals: McBean Pkwy, Magic Mountain Pkwy, Wiley Canyon Rd, Orchard Village Rd, Lyons Av, Railroad Av, Newhall Av, Bouquet Cynyn Rd, Golden Valley Rd, Newhall Ranch Rd, Sierra Hwy, and Via Princesa.	x	2019	CITYWIDE	N/A	CITYWIDE	CITYWIDE	Signal Synch	N/A	N/A	

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Los Angeles	PASADENA	Local Highway	1ITS04	LAF5305	Hill Ave	Sierra Madre Villa Ave	Mobility Corridors - Rose Bowl Access Systems along Colorado Bl, Lincoln Bl and Orange Grove Bl in the City of Pasadena. Signal Synchronization of 28 intersections - upgraded and signal sync. Project improvements include: new 332-type traffic-signal cabinets, advanced Type 2070 traffic-signal controllers, new vehicular video-detection systems and advanced communication systems (fiber optic cable and communication devices necessary) to allow for connectivity to the City's TMC.	x	2019	Colorado Blvd	2.1 mi	Hill Ave	Sierra Madre Villa Ave	Signal Sync	4	4	
Los Angeles	BURBANK	Local Highway	1ITS04	LAF5306	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.	x	2019	Buena Vista St.	NA	Glenoaks Ave.	SR-134	Signal Syn	NA	NA	
Los Angeles	GLENDALE	Local Highway	1ITS04	LAF5307	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.	x	2019	Citywide	N/A	Citywide	Citywide	N/A	N/A	N/A	
Los Angeles	SOUTH PASADENA	Local Highway	1ITS04	LAF5308	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.	x	2019	Fair Oaks	N/A	Columbia	Huntington	signal synchron	N/A	N/A	
Los Angeles	AZUSA	Local Highway	1ITS04	LAF5309	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.	x	2019	City-wide	n/a	NA	NA	signal sync	n/a	n/a	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF5310	Various	Cities	Ramona Boulevard/Badillo Street/Covina Boulevard TSSP/BSP. Implementation of a Traffic Signal Synchronization Project (TSSP) on Ramona Bl/Badillo St/Covina Bl from Santa Anita Av to the 57 Freeway. A Bus Signal Priority (BSP) project will be implemented on Ramona Bl/Badillo St from Tyler Av to Grand Av to give transit priority for Foothill Transit operations (approx. 48 signal locations)		2020	Ramona Boulevard/Badillo Street/Covina Boulevard	N/A	Various	Cities	signal synchron	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF5310	Various	Cities	Ramona Boulevard/Badillo Street/Covina Boulevard TSSP/BSP. Implementation of a Traffic Signal Synchronization Project (TSSP) on Ramona Bl/Badillo St/Covina Bl from Santa Anita Av to the 57 Freeway. A Bus Signal Priority (BSP) project will be implemented on Ramona Bl/Badillo St from Tyler Av to Grand Av to give transit priority for Foothill Transit operations (approx. 48 signal locations)	x	2020	Ramona Boulevard/Badillo Street/Covina Boulevard	N/A	Various	Cities	signal synchron	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1AL04	LAF5314	Et	Al	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.(aproximately 17 signals included)		2020	Various Streets in Gateway COG	N/A	Et	Al	signal synchron	N/A	N/A	

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Los Angeles	WHITTIER	Local Highway	1AL04	LAF5314	Et	Al	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.(aproximaty 17 signals included)		2020	Various Streets in Gateway COG	N/A	Et	Al	signal synchron	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1AL04	LAF5315	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)		2020	San Gabriel Valley COG	na	Various	Streets	Signal Sync	na	na	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1AL04	LAF5315	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)		2020	San Gabriel Valley COG	na	Various	Streets	Signal Sync	na	na	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF5316	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 warrant and feasible roadway improvements along the routes to improve overall progression.		2020	South Bay TSSP Various Streets	N/A	Et	Al	signal synchron	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF5316	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 warrant and feasible roadway improvements along the routes to improve overall progression.	x	2020	South Bay TSSP Various Streets	N/A	Et	Al	signal synchron	N/A	N/A	
Los Angeles	HAWTHORNE	Local Highway	1AL04	LAF7101	105 freeway	south city limit	PRAIRIE AVENUE MOBILITY PROJECT : (1) Widens Prairie 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 facilities, and upgrades ADA access ramps, new median curbs and landscaping at intersections.		2019	Prairie Ave.	13000	105 freeway	south city limit	N/A	7	8	
Los Angeles	HAWTHORNE	Local Highway	1AL04	LAF7101	105 freeway	south city limit	PRAIRIE AVENUE MOBILITY PROJECT : (1) Widens Prairie 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 facilities, and upgrades ADA access ramps, new median curbs and landscaping at intersections.		2019	Prairie Ave.	13000	105 freeway	south city limit	N/A	7	8	
Los Angeles	SANTA CLARITA	Local Highway	1AL04	LAF7105	Railroad Avenue	500 feet easterly of future Dockweiler Drive	LYONS AV/DOCKWEILER DR EXTENSION : (1) Extends the two lanes in each direction on Lyons Av from Railroad Av, east for a distance of approx 500 ft to connect with a future extension planned for Dockweiler Dr. (2) Constructs 8-ft sidewalks and Class II bike lanes on both sides. (3) Includes ped/bike facilities and landscaping.		2019	Lyons Avenue	500	Railroad Avenue	500 feet easterly of future Dockweiler Drive	2 lane each dir, 8ft sidewalk, Class II bike	0	4	
Los Angeles	SANTA CLARITA	Local Highway	1AL04	LAF7105	Railroad Avenue	500 feet easterly of future Dockweiler Drive	LYONS AV/DOCKWEILER DR EXTENSION (1 of 2): Extends the two lanes in each direction on Lyons Av from Railroad Av, east for a distance of approx 500 ft to connect with a future extension planned for Dockweiler Dr. Constructs 8-ft sidewalks and Class II bike lanes on both sides. Includes ped/bike facilities and landscaping.	x	2019	Lyons Avenue	0.5	Railroad Avenue	500 feet easterly of future Dockweiler Drive	2 lane each dir, 8ft sidewalk, Class II bike	0	4	

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Los Angeles	LOS ANGELES, CITY OF	Local Highway	1AL04	LAF7109	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.		2020	Soto Street	2963	Multnomah Street	N. Mission Road	N/A	3	4	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	1AL04	LAF7109	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.	x	2020	Soto Street	2963	Multnomah Street	N. Mission Road	N/A	3	4	
Los Angeles	DOWNEY	Local Highway	1AL04	LAF7118	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.	x	2022	Florence Avenue	708	Lesterford Ave.	I-5 off ramp/Little Lake Rd.	Bridge replacement	4	6	
Los Angeles	PALMDALE	Local Highway	1AL04	LAF7121	23rd Street West	15th Street West	RANCHO VISTA BOULEVARD WIDENING : Widens two segments of Rancho Vista blvd (total 1.4 miles) between 23rd st W and 15th st W (0.9 mile) and between Arnie Quinones Park and West Av N (0.5 miles), to accommodate 3 continuous lanes without gaps or bottlenecks, 10-ft sidewalk, and 5-ft Class III bike route in each direction.		2019	Rancho Vista	2600	Arnie Quinones Park	Arnie Quinones Park	Construct one additional eastbound and one additional westbound lane to match the existing cross section east and west of this roadway segment. Sidewalks will also be constructed to provide	3	4	
Los Angeles	PALMDALE	Local Highway	1AL04	LAF7121	23rd Street West	15th Street West	RANCHO VISTA BOULEVARD WIDENING : Widens two segments of Rancho Vista blvd (total 1.4 miles) between 23rd st W and 15th st W (0.9 mile) and between Arnie Quinones Park and West Av N (0.5 miles), to accommodate 3 continuous lanes without gaps or bottlenecks, 10-ft sidewalk, and 5-ft Class III bike route in each direction.		2019	Rancho Vista	4900	23rd Street West	15th Street West	N/A	4	6	
Los Angeles	PALMDALE	Local Highway	1AL04	LAF7121	27th Street West	15th Street West	RANCHO VISTA BOULEVARD WIDENING : Widen two segments of Rancho Vista Blvd (total 1.8 miles): 1) between 27th Street West and 15th Street West (1.3 mile), and 2) 50th Street W between Avenue N and Avenue N-8 (0.5 miles), to accommodate two to three continuous lanes without gaps or bottlenecks, 8-ft sidewalk, and Class III bike route in each direction (4,700 linear ft of sidewalk).	x	2020	Rancho Vista	6800	27th Street West	15th Street West	N/A	4	6	
Los Angeles	PALMDALE	Local Highway	1AL04	LAF7121	27th Street West	15th Street West	RANCHO VISTA BOULEVARD WIDENING : Widen two segments of Rancho Vista Blvd (total 1.8 miles): 1) between 27th Street West and 15th Street West (1.3 mile), and 2) 50th Street W between Avenue N and Avenue N-8 (0.5 miles), to accommodate two to three continuous lanes without gaps or bottlenecks, 8-ft sidewalk, and Class III bike route in each direction (4,700 linear ft of sidewalk).	x	2020	50th Street W	2600	Avenue N	Avenue N-8	Construct one additional eastbound and one additional westbound lane to match the existing cross section east and west of this roadway segment. Sidewalks will also be constructed to provide	3	4	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	1AL04	LAF7123	Cahuenga Boulevard	Vineland Avenue	MAGNOLIA BOULEVARD WIDENING (NORTH SIDE), CAHUENGA BOULEVARD TO VINELAND : (1) Widens Magnolia Bl from a 50-ft to a 65-ft roadway for approximately 0.57 miles from Cahuenga Bl to Vineland Av to accommodate a center left-turn lane, on-street parking, and two traffic lanes in each direction. (2) Install 8-ft continuous sidewalk. (3) Improvements to traffic signals, lights, and general landscaping.		2019	Magnolia Boulevard	3000	Cahuenga Boulevard	Vineland Avenue	N/A	3	4	

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Los Angeles	LOS ANGELES, CITY OF	Local Highway	1AL04	LAF7123	Cahuenga Boulevard	Vineland Avenue	MAGNOLIA BOULEVARD WIDENING (NORTH SIDE) CAHUENGA BOULEVARD TO VINELAND : (1) Widens Magnolia Bl from a 50-ft to a 65-ft roadway for approximately 3,000 linear feet from Cahuenga Bl to Vineland Av to accommodate a center left-turn lane, on-street parking, and two traffic lanes in each direction. (2) Install 8-ft continuous sidewalk. (3) Improvements to traffic signals, lights, and general landscaping.	x	2020	Magnolia Boulevard	3000	Cahuenga Boulevard	Vineland Avenue	N/A	3	4	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	1AL04	LAF7131	Alameda Street	Grape Street	CENTURY BOULEVARD EXTENSION BETWEEN GRAPE STREET AND ALAMEDA STREET : Extends Century Bl by approx 2,600 ft from Grape St to Alameda St with a 2 lane roadway, sidewalks on both sides, Class II bike lane, ped/bike facilities, and landscaping.		2020	Century Blvd	2530	Alameda Street	Grape Street	N/A	0	2	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	1AL04	LAF7131	Alameda Street	Grape Street	CENTURY BOULEVARD EXTENSION BETWEEN GRAPE STREET AND ALAMEDA STREET : Extends Century Bl by approx 2,600 ft from Grape St to Alameda St with a 2 lane roadway, sidewalks on both sides, Class II bike lane, ped/bike facilities, and landscaping.	x	2020	Century Blvd	2530	Alameda Street	Grape Street	N/A	0	2	
Los Angeles	INDUSTRY	State Highway	1M0104	LAF7200	SB SR-57 drop lane	Grand Avenue off-ramp	WB SR-60/SB SR-57 GRAND AVENUE OFF RAMP INTERCHANGE : Add WB SR-60 auxiliary lane from SB SR-57 to Grand Avenue Off-Ramp to improve truck mobility and reduce congestion.	X	2020	60	2665	SB SR-57 drop lane	Grand Avenue off-ramp	Extend #3 lane on SR-57 that is dropped at the SR-60 merge to Grand Avenue as an Auxiliary Lane. Leads to a off-only lane at Grand Ave.	6	7	
Los Angeles	INDUSTRY	State Highway	1M0104	LAF7200	SB SR-57 drop lane	Grand Avenue off-ramp	WB SR-60/SB SR-57 GRAND AVENUE OFF RAMP INTERCHANGE : Add WB SR-60 auxiliary lane from SB SR-57 to Grand Avenue Off-Ramp to improve truck mobility and reduce congestion.	X	2020	60	1400	Beginning of Grand Ave Off-ramp	Intersection with Grand Ave	widening ramp from 3 to 5 lanes	3	5	
Los Angeles	INDUSTRY	State Highway	1M0104	LAF7200	SB SR-57 drop lane	Grand Avenue off-ramp	WB SR-60/SB SR-57 GRAND AVENUE OFF RAMP INTERCHANGE : Add WB SR-60 auxiliary lane from SB SR-57 to Grand Avenue Off-Ramp to improve truck mobility and reduce congestion.	X	2020	60	900	Grand Ave OC	300 north of WB SR-60 Intersection Grand Ave OC	move WB SR-60 ramp intersection 100 north and widen intersection to accommodate additional lanes (300 south to north of proposed intersection).	5	6	
Los Angeles	INDUSTRY	State Highway	1M0104	LAF7200	SB SR-57 drop lane	Grand Avenue off-ramp	WB SR-60/SB SR-57 GRAND AVENUE OFF RAMP INTERCHANGE : Add WB SR-60 auxiliary lane from SB SR-57 to Grand Avenue Off-Ramp to improve truck mobility and reduce congestion.	x	2020	60	2665	SB SR-57 drop lane	Grand Avenue off-ramp	Extend #3 lane on SR-57 that is dropped at the SR-60 merge to Grand Avenue as an Auxiliary Lane. Leads to a off-only lane at Grand Ave.	6	7	
Los Angeles	INDUSTRY	State Highway	1M0104	LAF7200	SB SR-57 drop lane	Grand Avenue off-ramp	WB SR-60/SB SR-57 GRAND AVENUE OFF RAMP INTERCHANGE : Add WB SR-60 auxiliary lane from SB SR-57 to Grand Avenue Off-Ramp to improve truck mobility and reduce congestion.	x	2020	60	1400	Beginning of Grand Ave Off-ramp	Intersection with Grand Ave	widening ramp from 3 to 5 lanes	3	5	
Los Angeles	INDUSTRY	State Highway	1M0104	LAF7200	SB SR-57 drop lane	Grand Avenue off-ramp	WB SR-60/SB SR-57 GRAND AVENUE OFF RAMP INTERCHANGE : Add WB SR-60 auxiliary lane from SB SR-57 to Grand Avenue Off-Ramp to improve truck mobility and reduce congestion.	x	2020	60	900	Grand Ave OC	300 north of WB SR-60 Intersection Grand Ave OC	move WB SR-60 ramp intersection 100 north and widen intersection to accommodate additional lanes (300 south to north of proposed intersection).	5	6	
Los Angeles	LONG BEACH	Local Highway	1AL04	LAF7204	Pico Avenue	Edison Avenue	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION : (1) Realigns Pier B St between Pico Av and Pier A Wy and widens into 2 lanes in each direction to improve goods movement mobility and enhance pedestrian travel. (2) Constructs new sidewalk on the south side of Pier B St. (3) Constructs J-hook flyover to connect Pier B St with Anaheim St.		2024	Pier B Street	3168	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	LONG BEACH	Local Highway	1AL04	LAF7204	Pico Avenue	Edison Avenue	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION : (1) Realigns Pier B St between Pico Av and Pier A Wy and widens into 2 lanes in each direction to improve goods movement mobility and enhance pedestrian travel. (2) Constructs new sidewalk on the south side of Pier B St. (3) Close the at-grade railroad crossing at 9th Street.		2026	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	LOS ANGELES, CITY OF	Local Highway	1AL04	LAF7205	ANAHEIM ST.	MAURETA NIA 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.	x	2019	ALAMEDA ST.	3600	ANAHEIM ST.	MAURETA NIA AVE.	Widen roadway to 3 lanes in each direction	4	6	

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Los Angeles	LOS ANGELES, CITY OF	Local Highway	1AL04	LAF7207	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.	x	2020	Anaheim Street	1690	Farragut Avenue	Dominguez Channel	This Project will upgrade Anaheim Street from Farragut Ave. to Dominguez Channel to a Major Highway standards. Widening from 78 to 84 feet. Increasing lanes from four to six.	4	6	
Los Angeles	CULVER CITY	Local Highway	1ITS04	LAF7303	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)	x	2019	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	
Los Angeles	PALMDALE	Local Highway	1ITS04	LAF7304	40th	70th	NORTH COUNTY ITS - PALMDALE EXTENSION (Fiber from Avenue R 40th East - 70th East & Avenue S 55th East - 60th East; New signals at R/65th East, R/70th East and S/60th East, also include 8 CCTV's)	x	2022	Avenue S	0.5	55th	60th	ITS improvement and a new signal	.	.	
Los Angeles	PALMDALE	Local Highway	1ITS04	LAF7304	40th	70th	NORTH COUNTY ITS - PALMDALE EXTENSION (Fiber from Avenue R 40th East - 70th East & Avenue S 55th East - 60th East; New signals at R/65th East, R/70th East and S/60th East, also include 8 CCTV's)	x	2022	Avenue R	3	40th	70th	ITS improvement and new signals	.	.	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF7305	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.		2021	Norwalk Bl, San Antonio Dr, Pioneer Bl	0	Beverly Blvd	Carson St	Signal Synch project	0	0	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF7305	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.		2021	Norwalk Bl, San Antonio Dr, Pioneer Bl	0	Beverly Blvd	Carson St	Signal Synch project	0	0	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF7306	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.		2021	Foothill Boulevard	0	Lowell Ave	Crown Ave	Signal Synch project	0	0	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF7307	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).		2021	Peck Road	0	Hemlock St	Workman Mill Rd	Signal Synch project	0	0	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF7307	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).		2021	Peck Road	0	Hemlock St	Workman Mill Rd	Signal Synch project	0	0	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF7308	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).		2021	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	

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Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF7308	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).		2021	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	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF7308	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).		2021	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	SOUTH GATE	Local Highway	1ITS04	LAF7309	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).		2019	Tweedy Blvd	0	Alameda St	Atlantic Ave	Signal Synchronization Project	0	0	
Los Angeles	SOUTH GATE	Local Highway	1ITS04	LAF7309	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).		2021	Tweedy Blvd	0	Alameda St	Atlantic Ave	Signal Synchronization Project	0	0	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF7310	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.		2021	Normandie Avenue	10560	92nd Street	El Segundo Blvd	Time-based traffic signal synchronization, equipment upgrades and intersection operations improvements.	4	4	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF7310	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.		2021	Manhattan Beach Blvd	28512	Manhattan Ave	Manhattan Ave	Time-based traffic signal synchronization, equipment upgrades and intersection operations improvements.	6	6	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF7310	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.		2021	Hawthorn Blvd	15840	Imperial Highway	Manhattan Beach Blvd	Time-based traffic signal synchronization, equipment upgrades and intersection operations improvements.	8	8	



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Los Angeles	REDONDO BEACH	Local Highway	1O1007	LAF7521	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.	x	2023	Prospect Ave	3.33	Anita St	S. Pacific Coast Hwy	Road diet and install Class II bike lane	4	2	
Los Angeles	REDONDO BEACH	Local Highway	1O1007	LAF7521	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.	x	2023	Catalina	1.63	Pearl St	S. Pacific Coast Highway	Road Diet and install Class I bike lane	4	2	
Los Angeles	REDONDO BEACH	Local Highway	1O1008	LAF7521	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	Road Diet: 4 lanes to 2 travel lanes plus center turn lane & Class II bike lanes. Check the attached conceptual plan for details *179759054-6
Los Angeles	REDONDO BEACH	Local Highway	1O1008	LAF7521	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	Road Diet: 4 lanes to 2 travel lanes plus center turn lane & Class II bike lanes. Check the attached conceptual plan for details *179759054-6
Los Angeles	LAWDALE	Local Highway	1AL04	LAF9101	Prairie 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.	x	2023	Redondo Beach Boulevard	3700	Prairie 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	LAWDALE	Local Highway	1AL04	LAF9101	Prairie 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.	x	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	LAWDALE	Local Highway	1AL04	LAF9101	Prairie 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.	x	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	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Los Angeles	HAWTHORNE	Local Highway	1O1007	LAF9102	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	ROSEMEAD	Local Highway	2016A319	LAF9110	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	LOS ANGELES COUNTY	Local Highway	1AL04	LAF9114	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		2021	Fullerton Road	0.45	Camino Bello	SR-60 ramp	Widen Fullerton Road from SR-60 EB ramp to Camino Bello	2	3	
Los Angeles	SANTA CLARITA	Local Highway	1AL04	LAF9118	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	LANCASTER	Local Highway	1AL04	LAF9131	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		2023	14th Street West	1320	Avenue J-2	Avenue J-3	New complete street (1 lane each direction)	0	2	
Los Angeles	LANCASTER	Local Highway	1AL04	LAF9131	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		2023	Avenue J-2	1320	13th Street West	14th Street West	New complete street (1 lane each direction)	0	2	
Los Angeles	LANCASTER	Local Highway	1AL04	LAF9131	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		2023	13th Street West	1320	Avenue J-2	Avenue J-8	New complete street (1 lane each direction)	0	2	
Los Angeles	LANCASTER	Local Highway	1AL04	LAF9131	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		2023	Women's Center	1320	Avenue J-3	Avenue J-5	New complete street (1 lane each direction)	0	2	
Los Angeles	LANCASTER	Local Highway	1AL04	LAF9131	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		2023	Avenue J-5	1320	13th Street West	12th Street West	New complete street (1 lane each direction)	0	2	
Los Angeles	LANCASTER	Local Highway	1AL04	LAF9131	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		2023	Avenue J-5	1320	15th Street West	13th Street West	New complete street (1 lane each direction)	0	2	
Los Angeles	LANCASTER	Local Highway	1AL04	LAF9131	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		2023	17th Street West	1320	Avenue J	Avenue J-8	New complete street (1 lane each direction)	0	2	
Los Angeles	LANCASTER	Local Highway	1AL04	LAF9131	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		2023	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	CALABASAS	Local Highway	1ITS04	LAF9300	Mureau Road	Lost Hills Road	The proposed project is to synchronize and add interconnect along Las Virgenes Road and synchronize Mulholland Highway and Old Topanga Canyon Road	x	2022	Mulholland Highway	5280	Old Topanga Canyon Road	Mulholland Drive	Signal synchronization for 2 signals	1	1	
Los Angeles	CALABASAS	Local Highway	1ITS04	LAF9300	Mureau Road	Lost Hills Road	The proposed project is to synchronize and add interconnect along Las Virgenes Road and synchronize Mulholland Highway and Old Topanga Canyon Road	x	2022	Old Topanga Canyon Road	5280	Park Ora Road	Mulholland Highway	Signal synchronization for 3 signals	1	1	
Los Angeles	CALABASAS	Local Highway	1ITS04	LAF9300	Mureau Road	Lost Hills Road	The proposed project is to synchronize and add interconnect along Las Virgenes Road and synchronize Mulholland Highway and Old Topanga Canyon Road	x	2022	Las Virgenes Road	10560	Mureau Road	Lost Hills Road	Signal synchronization for 9 signals	2	2	
Los Angeles	CALTRANS	Local Highway	1O1012	LAF9301	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].	x	2021	FOOTHILL BLVD	27.5	SR-134	I-605	IMPLEMENTATION OF TRANSPORTATION MANAGEMENT SYSTEM	4	4	

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Los Angeles	INGLEWOOD	Local Highway	1ITS04	LAF9307	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.	x	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	INGLEWOOD	Local Highway	1ITS04	LAF9307	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.	x	2022	Century Blvd	0	Prairie Ave	Prairie Ave	Changeable message signs	6	6	
Los Angeles	INGLEWOOD	Local Highway	1ITS04	LAF9307	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.	x	2022	Manchester Blvd	7920	Prairie Blvd	Van Ness Ave	Upgrade traffic signal controller	4	4	
Los Angeles	SAN FERNANDO	Local Highway	1ITS04	LAF9313	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.	x	2023	San Fernando Mission Boulevard	3062	San Fernando Road	Omelyveny Avenue	6 signal synchronization intersections	4	4	
Los Angeles	SAN FERNANDO	Local Highway	1ITS04	LAF9313	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.	x	2023	Brand Boulevard	3062	Celis Street	San Fernando Road	6 signal synchronization intersections	4	4	
Los Angeles	SAN FERNANDO	Local Highway	1ITS04	LAF9313	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.	x	2023	Hubbard Street	2059	Frank Modugno Drive/1st Street	San Fernando Road	2 signal synchronization intersections; 1 changeable message sign	4	4	
Los Angeles	SAN FERNANDO	Local Highway	1ITS04	LAF9313	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.	x	2023	Glenoaks Boulevard	6706	Griswold Avenue	Orange Grove Avenue	4 signal synchronization intersections	4	4	
Los Angeles	SAN FERNANDO	Local Highway	1ITS04	LAF9313	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.	x	2023	Maclay Avenue	7075	First Street	San Fernando Road	7 signal synchronization intersections	2	2	
Los Angeles	SAN FERNANDO	Local Highway	1ITS04	LAF9313	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.	x	2023	Truman Street	5966	Wolfskill Street	Hubbard Street	6 signal synchronization intersections; 2 changeable message signs	4	4	
Los Angeles	LONG BEACH	Local Highway	1ITS04	LAF9314	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	x	2022	Various	2.4 mi	Shoreline Dr	Park Ave	signal synchronization	4	4	
Los Angeles	LOS ANGELES, CITY OF	Transit	2016A319	LAF9422			LADOT will procure seven (7) 30-ft clean fuel vehicles to reduce headways on six selected DASH routes		2024								
Los Angeles	LOS ANGELES, CITY OF	Transit	2016A319	LAF9422			LADOT will procure seven (7) 30-ft clean fuel vehicles to reduce headways on six selected DASH routes		2024								
Los Angeles	LOS ANGELES, CITY OF	Transit	2016A319	LAF9422			LADOT will procure seven (7) 30-ft clean fuel vehicles to reduce headways on six selected DASH routes		2024								
Los Angeles	PASADENA	Local Highway	1NL04	LAF9516	Arroyo Parkway	Wilson Avenue	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	Union Street	6.336	Arroyo Parkway	Wilson Avenue	Road Diet & Class I Bicycle Path	3	2	
Los Angeles	SOUTH PASADENA	Local Highway	LAOB422	LAOB422	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.	x	2021	Fair Oaks	616'	Fair oaks	110 SB	New Hook Ramp	0	1	
Los Angeles	SOUTH PASADENA	Local Highway	LAOB422	LAOB422	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.	x	2021	110 NB Off-ramp	440'	110 NB	Fair Oaks	Expans off-ramp	1	2	

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Los Angeles	SOUTH PASADENA	Local Highway	LAOB422	LAOB422	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.	x	2021	Fair Oaks	0	State Street	Grevalia	Improvement of intersection and transition lanes on to the SR-110.	NA	NA	
Los Angeles	LOS ANGELES COUNTY MTA	Local Highway	1AL04	LATP16S003	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.		2022	Alameda Street	0.3	Arcadia	Cesar Chavez	Road diet to improve ped/bike environment	6	4	
Los Angeles	BALDWIN PARK	Local Highway	1AL04	LATP17M015	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	BALDWIN PARK	Local Highway	1AL04	LATP17M015	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	PASADENA	Local Highway	1AL04	LATP17M021	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	LOS ANGELES, CITY OF	Local Highway	1AL04	LATP17S005	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).		2023	Jefferson Boulevard	5280	Vermont Avenue	Western Avenue	road diet to make room for buffered bike lanes	4	2	
Los Angeles	LONG BEACH	Local Highway	1AL04	LATP17S013	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	LOS ANGELES COUNTY	Local Highway	1ITS04	LATR02018	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 Whittier Blvd. that serves Metro Rapid Line 720 and provides parallel capacity to the 1-10 ExpressLanes.	x	2020	Whittier Blvd	3.3	Indiana Ave	Saybrook Ave	ITS along Whittier Blvd	4	4	
Los Angeles	GARDENA	Local Highway	1ITS04	LATR02020	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.	x	2021	Vermont Ave	3.5	El Segundo Blvd	182nd St	Signal Priority	4	4	
Los Angeles	GARDENA	Local Highway	1ITS04	LATR02020	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.	x	2021	182nd St	0.8	Normandie Ave	Harbor Gateway Transit Center	Signal Priority	4	4	

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Los Angeles	GARDENA	Local Highway	1ITS04	LATR02020	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.	x	2021	Normandie Ave	0.5	Artesia Blvd	182nd St	Signal Priority	4	4	
Los Angeles	GARDENA	Local Highway	1ITS04	LATR02020	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.	x	2021	Artesia Blvd	0.6	Western Ave	Normandie Ave	Signal Priority	4	4	
Los Angeles	GARDENA	Local Highway	1ITS04	LATR02020	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.	x	2021	Western Ave	3	El Segundo Blvd	Artesia Blvd	Signal Priority	4	4	

# **ORANGE COUNTY**

## **Modeled Projects**

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Orange	TCA	State Highway	10254	10254			SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC - SR 73). 15 MI TOLL RD BETWEEN I-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.	X	2020	73	15.85	I-5	Bison	Widening	6	8	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Local Highway	ORA000118	ORA000118	Burt Road	Oak Canyon Road / Laguna Canyon Road	SAND CYN RD @ SCRRRA TRACKS (BURT RD TO LAGUNA CANYON/OAK CANYON) - RAILROAD GRADE SEPARATION, WIDENS FROM 4 TO 6 LANES. CO LEAD WITH IRVINE	X	2014	Sand Canyon	0.1	Burt Road	Oak Canyon Road / Laguna Canyon Road	Grade Separation	4	6	
Orange	MISSION VIEJO	Local Highway	ORA000173	ORA000173	Muriland	Chrisanta	LA PAZ RD (MURILANDS/I-5 TO CHRISANTA DR) WIDENING FROM 4 TO 6 LANES BRIDGE # 55C0215	X	2019	La Paz Rd	1500 ft	Muriland	Chrisanta	WIDENING	4	6	
Orange	CALTRANS	State Highway	ORA000193	ORA000193			HOV connectors from SR-22 to I-405, between Seal Beach Blvd. (I-405 PM 022.558) and Valley View St. (SR-22 PM R000.917), with a second HOV lane in each direction on I-405 between the two direct connectors. Toll Credit Match for CMAQ.	X	2014	22	0.64	Seal Beach Blvd.	Valley View St.	HOV Connectors from SR-22 to I-405	1	2	
Orange	CALTRANS	State Highway	ORA000193	ORA000194			HOV connectors from I-405 to I-605, between Katella Ave. (I-605 PM R001.104) and Seal Beach Blvd. (I-405 PM 022.643), with a second HOV lane in each direction on I-405 between the two direct connectors. Toll Credits for CMAQ.	X	2014	405	0.19	Katella	Seal Beach Blvd		4	4	
Orange	CALTRANS	State Highway	2TK01116	ORA000820			SR-57 TRUCK CLIMBING AUX LANE FROM LAMBERT TO LA CO. LINE (PE ONLY)(PPNO 3847A)		2030	57	-20.52	Lambert	Los Angeles County Line	add truck climbing lane	5	6	
Orange	CALTRANS	State Highway	2M01125	ORA000821			SR-91 WB (SR-55 THROUGH TUSTIN INTERCHANGE) EXTEND LANE AND RECONSTRUCT AUX. LANE. PPNO 4587A EA 0C560)	X	2016	91	1.2	SR-55	Tustin Interchange	Extend land on SR-91 from SR-55 through Tustin Interchange	3	4	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2M01126	ORA000822			CONNECT EXISTING AUXILIARY LANE THROUGH INTERCHANGES ON WB SR-91 BETWEEN SR-57 AND I-5 WITH ITS ELEMENTS PPNO 4516A EA 0C5700	X	2015	91	4.6	SR-57	I-5	continue auxiliary lane	3	4	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	ORA030605	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	X	2026	405	0	0 n/a Goldenwest Bridge	0 n/a Goldenwest Bridge	widen bridge over I-405	5	6	Add NB Aux approaching Euclid NB off-ramp. Add NB Aux btwn Seal Beach Blvd NB on and the N405-W22 connector. Extend SB Aux btwn Euclid SB on and Harbor SB off. Remove SB Aux btwn Beach SB on and Magnolia SB off. See provided project fact sheet for other I/C improvements. Improvements also extend onto SR-22: EB from PM 0.7 to PM 1.0 (vacinity of Valley View) WB from PM 0.6 to PM0.7 (vacinity of 7th Street)
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	ORA030605	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	X	2026	405	0	0 n/a Bolsa Chica Road	0 n/a Duncannon	3000 ft street widening (ORA151)	5	6	Add NB Aux approaching Euclid NB off-ramp. Add NB Aux btwn Seal Beach Blvd NB on and the N405-W22 connector. Extend SB Aux btwn Euclid SB on and Harbor SB off. Remove SB Aux btwn Beach SB on and Magnolia SB off. See provided project fact sheet for other I/C improvements. Improvements also extend onto SR-22: EB from PM 0.7 to PM 1.0 (vacinity of Valley View) WB from PM 0.6 to PM0.7 (vacinity of 7th Street)
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	ORA030605	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	X	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	Add NB Aux approaching Euclid NB off-ramp. Add NB Aux btwn Seal Beach Blvd NB on and the N405-W22 connector. Extend SB Aux btwn Euclid SB on and Harbor SB off. Remove SB Aux btwn Beach SB on and Magnolia SB off. See provided project fact sheet for other I/C improvements. Improvements also extend onto SR-22: EB from PM 0.7 to PM 1.0 (vacinity of Valley View) WB from PM 0.6 to PM0.7 (vacinity of 7th Street)

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Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	ORA030605	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	X	2026	Beach Blvd	0	0 Beach	0 Beach	Construct 4th NB lane on Beach overcrossing (ORA100507)	3	4	Add NB Aux approaching Euclid NB off-ramp. Add NB Aux btwn Seal Beach Blvd NB on and the N405-W22 connector. Extend SB Aux btwn Euclid SB on and Harbor SB off. Remove SB Aux btwn Beach SB on and Magnolia SB off. See provided project fact sheet for other I/C improvements. Improvements also extend onto SR-22: EB from PM 0.7 to PM 1.0 (vicinity of Valley View) WB from PM 0.6 to PM0.7 (vicinity of 7th Street)
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	ORA030605	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	X	2026	405	0	0 Beach/Edinger	0 Beach/Edinger	Remove off ramp NE corner (ORA100507)	1	0	Add NB Aux approaching Euclid NB off-ramp. Add NB Aux btwn Seal Beach Blvd NB on and the N405-W22 connector. Extend SB Aux btwn Euclid SB on and Harbor SB off. Remove SB Aux btwn Beach SB on and Magnolia SB off. See provided project fact sheet for other I/C improvements. Improvements also extend onto SR-22: EB from PM 0.7 to PM 1.0 (vicinity of Valley View) WB from PM 0.6 to PM0.7 (vicinity of 7th Street)
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	ORA030605	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	X	2026	405	0	0 17.8 chestnut	0 17.8 goldenwest	Bridge Widening (ORA045)	4	6	Add NB Aux approaching Euclid NB off-ramp. Add NB Aux btwn Seal Beach Blvd NB on and the N405-W22 connector. Extend SB Aux btwn Euclid SB on and Harbor SB off. Remove SB Aux btwn Beach SB on and Magnolia SB off. See provided project fact sheet for other I/C improvements. Improvements also extend onto SR-22: EB from PM 0.7 to PM 1.0 (vicinity of Valley View) WB from PM 0.6 to PM0.7 (vicinity of 7th Street)
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2H0706	ORA030605 A			I-405 from SR-73 to I-605. Convert existing HOV to HOT. Add 1 additional HOT lane each direction and add a HOT direct connector to SR-73 (by 2035). Phase 1 Project listed under ORA030605		2035	405	14.9	SR-73	I-605		0	0	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit	ORA030612	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	X	2021								Placentia Transit Station - Construct new station, platforms, third track installation for BNSF freight by-pass.
Orange	TCA	State Highway	ORA050	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.	X	2020	241	-26.4	SR-91	15/Jamboree	Widening	4	8	
Orange	TCA	State Highway	ORA051	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.	X	2020	241	12.7	Oso	Sr-261	Ultimate Project Widening	2	4	
Orange	TCA	State Highway	ORA052	ORA052			FOOTHILL TRANSPORTATION CORRIDOR-SOUTH (FTC-S - SR 241). 10.3 MI TOLL ROAD BETWEEN SAN DIEGO COUNTY LINE AND OSO PKWY. 2 M/F EA DIR FROM OSO PKWY TO SAN DIEGO CO LINE BY 2026.		2030	241	-10.3	I-5	Oso	New Highway	0	4	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit	2TR1001	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)	X	2021								
Orange	Orange County	Local Highway	2A0704	ORA082401	Antonio Parkway	8500' EAST OF ANTONIO	COW CAMP ROAD SEGMENT 1 - ADD 2 LANES EACH DIRECTION FROM ANTONIO TO 8500' EAST OF ANTONIO		2016	COW CAMP ROAD	1.6 Miles	Antonio Parkway	8500' EAST OF ANTONIO	Construct new Road	0	4	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Orange	MISSION VIEJO	Local Highway	2A0801	ORA082405	Blasco	I-5	Widen Oso Parkway from Country Club Drive to Interstate 5 - Project will widen both the east bound and west bound directions from the current three lanes in each direction to four lanes in each direction.	X	2015	Oso Parkway	2400	Blasco	I-5	add east and west bound lane	6	8	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit	2TR0704	ORA085001			Orange Transportation Center Parking Structure - project will provide approximately 600 additional transit parking spaces at the Orange Station Parking Center. (Utilize Transit Development Credit Match FHWA Transfer FY 16/17 for \$337 and CMAQ FY 16/17 for \$130)	X	2020								Add 600 additional parking spaces.
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2M0733	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.	X	2023	55	2.82		7.09 I-405 9.91 I-5	Add 1 HOV Lane	1	2	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2M0733	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.	X	2023	55	4.03	I-405	I-5	Add 1 MF each direction	4	5	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit	2TR0704	ORA110304			Goldenwest Transportation Center. Construct a surface parking lot (300 Spaces)	X	2016								
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2H01143	ORA111001			Interstate 5 Add 1 HOV in each direction from South of Pacific Coast Highway to San Juan Creek Road. PPNO:2531F	X	2018	5	2.5	Pacific Coast Highway	San Juan Creek Road	Add 1 HOV lane in each direction	4	5	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2H01143	ORA111002			Interstate 5 Add 1 HOV in each direction from South of Avenida Vista Hermosa to South of Pacific Coast Highway. PPNO 2531E	X	2018	5	2.5	Avenida Vista Hermosa	Pacific Coast Highway	Add 1 HOV lane in each direction	4	5	
Orange	TCA	State Highway	2T01135	ORA111207			241/91 EXPRESS LANES (HOT) CONNECTOR: NB SR-241 TO EB SR-91, WB SR-91 TO SB SR-241		2035	241	3	SR-241	SR-91	HOT/HOV connector from SR-241 to SR-91	0	1	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2H0703	ORA111210			I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION (PPNO 2883A). Signage from PM 31.1 to 37.7. (Utilize toll credit match)	X	2020	5	2.9	SR-55	SR-57	ADD 1 HOV LANE EACH DIRECTION	6	7	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2M0730	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.	X	2023	5	1.1	17.1 Alicia Parkway	18.9 El Toro Road	Extend 2nd HOV	4	5	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2M0730	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.	X	2023	5	1.8	17.1 El Toro Road	18.9 Alicia Parkway	Extend 2nd HOV	4	5	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2M0730	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.	X	2023	5	1.8	Alicia Parkway	El Toro Road	Add 1 GP lane each direction	4	5	
Orange	ANAHEIM	Local Highway	2A0704	ORA112622	600' north of I-5	SR-91	Brookhurst St (600' north of I-5 to SR-91). Add one lane each direction. From 4 to 6 lane facility with raised median. The project will include six-foot-wide Class II bikeways, ten-foot wide parkways/sidewalks and concrete soundwalls along the east and/or west sides of Brookhurst St. Consistent with the 2012 RTP		2018	Brookhurst	0.4	600' north of I-5	SR-91	add one lane each direction, raised median	4	6	
Orange	CALTRANS	State Highway	2M04131	ORA113030			Widen Ramp for Deceleration Lane - NB I-405 from 1 mile north of Jeffery Rd to Culver Dr. 0.6 Miles. Split from ORA001105	X	2014	405	0.6	Jeffery Rd	Culver Dr		1	1	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Orange	IRVINE	Local Highway	ORA120315	ORA120315	I-5	BURT	IRVINE - SAND CANYON @ I-5 (ADD 3RD AND 4TH NB AND SB THRU LNS ON SND CYN; IMP EB APPROACH ADD 2 LFT TRN LNS, 1 THRU LN, & 1 RT TRN LN)		2014	Sand Canyon	0.4	I-5	BURT	Underpass with one lane each direction	4	6	
Orange	ANAHEIM	Transit	ORA120318	ORA120318			ANAHEIM REGIONAL TRANS INTERMODAL CENTER (ARTIC) PHASE I - INCLUDE EXPAND OF EXIST AMTRAK/METROLINK STATION AT ANA STAD TO PROVIDE ACCESS W/ TRANS SVC.	X	2018								
Orange	BREA	State Highway	ORA120320	ORA120320			SR-57/LAMBERT RD INTERCHANGE IMPROVEMENTS - RECONFIG EXISTING DIAMOND INTERCHANGE TO LOOP RAMP, ADD SB LN ON OFFRAMP (PPNO 3834)	X	2023	57	1.7	SR-57	Lambert	Reconfigure existing diamond interchange to loop ramp	6	6	
Orange	SAN JUAN CAPISTRANO	State Highway	ORA120326	ORA120326			RECONSTRUCT I-5/SR-74 INTERCHANGE (IN SAN JUAN CAPISTRANO, ON ROUTE 74 FROM ROUTE 5 TO EAST OF THE CITY LIMIT. RECONSTRUCT THE ROUTE 74 AND ROUTE 5 INTERCHANGE) PPNO 4102 DUAL LEAD SJC CALTRANS. Split with ORA112601	X	2014	5	1.59	San Juan Capistrano Rte 74	Rte 5	RECONSTRUCT I-5/SR-74 INTERCHANGE	4	4	
Orange	ANAHEIM	Local Highway	ORA120501	ORA120501	S/O Ball Road	N/O Katella Avenue	BROOKHURST STREET WIDENING FROM S/O BALL ROAD TO N/O KATELLA AVENUE (4-6 lanes)		2014	Brookhurst Street	0.94	S/O Ball Road	N/O Katella Avenue	Widening	4	6	
Orange	ORANGE COUNTY	Local Highway	ORA120504	ORA120504	La Pata	Calle Saluda	ORANGE COUNTY - LA PATA AVENUE WIDENING & GAP CLOSURE; GAP CLOSURE - ADD 4 LNS (EXISTING LA PATA TERMINUS TO CALLE SALUDA)		2018	La Pata	2700	La Pata	Calle Saluda	LA PATA AVENUE WIDENING & GAP CLOSURE	3	5	
Orange	SANTA ANA	Local Highway	ORA120520	ORA120520	1st	4th	SANTA ANA - GRAND AVENUE WIDENING (FRM 1ST TO 4TH; FRM 2 TO 3 LNS )	X	2014	Grand Avenue	1000 ft	1st	4th	2 to 3 lanes	2	3	
Orange	SANTA ANA	Local Highway	ORA120521	ORA120521	Susan	Fairview	SANTA ANA - FIRST STREET WIDENING (FRM SUSAN TO FAIRVIEW; FRM 4 TO 6 LNS) BRIDGE 55C0022	X	2014	First Street	0.5	Susan	Fairview	replace bridge widen road	4	6	
Orange	HUNTINGTON BEACH	Local Highway	ORA120522	ORA120522	Huntington	Delaware	HUNTINGTON BEACH - ATLANTA AVE WIDENING (FRM HUNTINGTON TO DELEWARE; FRM 2 TO 4 LNS)	X	2018	Atlanta Avenue	700	Huntington	Delaware	ATLANTA AVE WIDENING	2	4	
Orange	SANTA ANA	Local Highway	ORA125	ORA125	Memory Lane	17th Street	BRISTOL ST (MEMORY LANE TO 17TH STREET AND 3RD STREET TO ST. ANDREWS PLACE) WIDEN FROM 4 TO 6 LANES. Split project ORA150003, ORA150004, ORA150005, ORA150006.	X	2013	Bristol Street	0.9	Memory Lane	17th Street	Widen	4	6	
Orange	ORANGE COUNTY	Local Highway	ORA120504	ORA130305	Ortega Hwy	Rd Terminus	LA PATA AVENUE WIDENING & GAP CLOSURE (WIDEN FROM 3 TO 5 LNS (2,700 FT S/O ORTEGA HWY TO RD TERMINUS) PA&ED and PS&E only (Split from ORA120504)		2014	La Pata	10000 ft	Ortega Hwy	Rd Terminus	LA PATA AVENUE WIDENING & GAP CLOSURE	3	5	
Orange	ORANGE COUNTY	Local Highway	ORA120504	ORA130305	Ortega Hwy	Rd Terminus	LA PATA AVENUE WIDENING & GAP CLOSURE (WIDEN FROM 3 TO 5 LNS (2,700 FT S/O ORTEGA HWY TO RD TERMINUS) PA&ED and PS&E only (Split from ORA120504)		2015	La Pata	10000 ft	Ortega Hwy	Rd Terminus	LA PATA AVENUE WIDENING & GAP CLOSURE	3	5	
Orange	CYPRESS	Local Highway	2A0704	ORA130401	Walker Street	Angela Avenue	Widen Cerritos Avenue Eastbound 4 to 5 lanes, from Walker Street to Angela Avenue.		2014	Cerritos Avenue	750 feet	Walker Street	Angela Avenue	In the City of Cypress, widen Cerritos Ave. EB to eliminate chokepoint	4	5	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2M0717	ORA131105			El Toro Road Interchange - on I-5 from Los Alisos Boulevard Overcrossing to Ridge Route Drive. (utilize toll credit match for RSTP)		2030	5	1.4	Los Alisos/El Toro	Los Alisos/El Toro	Ramp improvements	0	0	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Local Highway	2A0705	ORA131108	Various	Various	2011 CTFP REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM. 102 MILES AND 355 SIGNALIZED INTERSECTIONS ALONG 10 HIGH VOLUME REGIONAL TRAFFIC CORRIDORS.		2015	Various	0.1	Various	Various	Traffic Signal Synch	0	0	
Orange	PLACENTIA	Local Highway	2A0704	ORA131701	Carbon Canyon Channel	Carbon Canyon Channel	GOLDEN AVENUE OVER CARBON CANYON CHANNEL - REPLACE 2 TO 4 LANE BRIDGE (BRIDGE # 55C0192)		2024	GOLDEN AVENUE	0.2	Carbon Canyon Channel	Carbon Canyon Channel	Replace bridge and widen	2	4	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2M0730	ORA131711			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)	X	2024	5	2.1	SR-73	Oso Creek	Add 1 GP lane each direction	4	5	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2M0730	ORA131712			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)	X	2023	5	2.6	Oso Creek	Alicia Parkway	Add 1 GP lane each direction	4	5	
Orange	TUSTIN	Local Highway	2A0704	ORA150002	Redhill Avenue	Tustin Ranch Rd	Warner Avenue extension (new construction) from Redhill Avenue to Tustin Ranch Road. 3 new lanes in each direction for a total of 6 lanes.		2016	Warner Avenue	0.7	Redhill Avenue	Tustin Ranch Rd	New facility: construction of new roadway extension	0	6	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details	
Orange	SANTA ANA	Local Highway	ORA125	ORA150003	Warner	St Andrew	Bristol Street Widening from Warner Avenue to St. Andrew Place. Widen from 4 to 6 lanes. Phase IV. Split from ORA125		2018	Bristol Street	0.5	Warner	St Andrew	Widen.	4	6		
Orange	SANTA ANA	Local Highway	ORA125	ORA150004	Civic Center	Washington	Bristol Street Widening from Civic Center Drive to Washington Avenue. Widen from 4 to 6 lanes. Phase IIIA. Split from ORA125		2018	Bristol	0.3	Civic Center	Washington	Widen	4	6		
Orange	SANTA ANA	Local Highway	ORA125	ORA150005	Washington	17th	Bristol Street Widening from Washington Avenue to 17th Street. Widen from 4 to 6 lanes. Phase IIIB. Split from ORA125	X	2018	Bristol	0.3	Washington	17th	Widen	4	6		
Orange	SANTA ANA	Local Highway	ORA125	ORA150006	3rd	Civic Center	Bristol Street Widening from 3rd Street to Civic Center. Widen from 4 to 6 lanes. Phase II. Split from ORA125		2016	Bristol Street	0.3	3rd	Civic Center	Widen	4	6		
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit	ORA151309	ORA151309			Five 40' Compressed Natural Gas Expansion Buses (Route 560)	X	2022									
Orange	ORANGE COUNTY	Local Highway	2A0704	ORA170001	Canyon Dale Drive	Tonner Canyon Road	Brea Blvd/Brea Canyon Road Widening Improvement- Brea Blvd/Brea Canyon Rd is a parallel to the SR-57 Freeway stretching 5 miles across county lines (Orange and Los Angeles). Proposed improvements include widening the existing two lane undivided roadway to four lane modified Primary roadway and replacing three bridges over Brea Creek. (PA&ED and P&SE phase)		2020	Brea Boulevard/ Brea Canyon Road	9500-ft		Canyon Dale Drive	Tonner Canyon Road	Widen existing 2-lane roadway to 4-lane primary highway to alleviate traffic congestion to the SR-57 Freeway.	2	4	
Orange	Orange County	Local Highway	2A0704	ORA170003	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		2019	Cow Camp Road	2.59 miles	8500' EAST OF ANTONIO	Ortega Highway	ADD (2-3) LANES EACH DIRECTION	0	6		
Orange	SANTA ANA	Local Highway	2A0704	ORA170007	9th Street	16th Street	Fairview Street is classified as north-south Major Arterial per the City's General Plan Circulation Element (GPCE) and the County of Orange's Master Plan of Arterial Highway (MPAH). The City of Santa Ana is proposing to widen Fairview Street between 9th Street and 16th Street from a four-lane roadway to a 6-lane arterial to provide adequate vehicular capacity within the City's northern limits. (Bridge #55C-0513)		2023	Fairview Street	0.4	9th Street	16th Street	Street Widening	4	6		
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit	2L206	ORA171401			Six 40' Compressed Natural Gas Expansion Buses (Route 529)		2024									
Orange	TUSTIN	Local Highway	ORA55244	ORA55244	Walnut Avenue	Warner Avenue	Tustin Ranch Road extension from Walnut Avenue to Valencica Avenue including construction of a bridge over the OCTA/SCRRA railway line and Edinger Avenue. 3 new lanes in each direction for a total of 6.	X	2014	Tustin Ranch Road	1.5	Walnut Avenue	Warner Avenue	New facility: construction of new roadway extension	0	6		
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2H01143	ORA990929			Interstate 5 Add 1 HOV in each direction from South Avenida Pico to South of Avenida Vista Hermosa and Reconfigure Avenida Pico Interchange. PPNO:2531D (Utilize toll credit match for CMAQ, IMD, and STIP). Combine with ORA150401. HOV signage from PM 2.1 to 3.7	X	2018	5	0.7	Avenida Pico	Avenida Vista Hermosa	Add 1 HOV lane in each direction	4	5		

# **RIVERSIDE COUNTY**

## **Modeled Projects**

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Riverside	RIVERSIDE COUNTY	State Highway	47520	47520	Varner Rd	UPRR	AT I-10/JEFFERSON ST IC: RECONSTRUCT, REALIGN, & WIDEN IC 2 TO 6 LANES (SOUTHERLY OF VARNER RD TO UPRR), WIDEN RAMPS, ADD NEW ENTRY RAMPS, INCLUDING RAMP METERING (NO HOV PREFERENTIAL LANE INCLUDED), ADD ACCEL/DECEL LANES AT WB ENTRY AND EB EXIT (<1/4 MILE), AND ADD DEDICATED RIGHT-TURN LANES. (EA: 47520)	X	2018	I-10/Jefferson St EB Entry Ramp	1400'	Jefferson St	I-10		1	2	
Riverside	RIVERSIDE COUNTY	State Highway	47520	47520	Varner Rd	UPRR	AT I-10/JEFFERSON ST IC: RECONSTRUCT, REALIGN, & WIDEN IC 2 TO 6 LANES (SOUTHERLY OF VARNER RD TO UPRR), WIDEN RAMPS, ADD NEW ENTRY RAMPS, INCLUDING RAMP METERING (NO HOV PREFERENTIAL LANE INCLUDED), ADD ACCEL/DECEL LANES AT WB ENTRY AND EB EXIT (<1/4 MILE), AND ADD DEDICATED RIGHT-TURN LANES. (EA: 47520)	X	2018	I-10/Jefferson St EB Exit Ramp	1700'	I-10	Jefferson St		2	4	
Riverside	RIVERSIDE COUNTY	State Highway	47520	47520	Varner Rd	UPRR	AT I-10/JEFFERSON ST IC: RECONSTRUCT, REALIGN, & WIDEN IC 2 TO 6 LANES (SOUTHERLY OF VARNER RD TO UPRR), WIDEN RAMPS, ADD NEW ENTRY RAMPS, INCLUDING RAMP METERING (NO HOV PREFERENTIAL LANE INCLUDED), ADD ACCEL/DECEL LANES AT WB ENTRY AND EB EXIT (<1/4 MILE), AND ADD DEDICATED RIGHT-TURN LANES. (EA: 47520)	X	2018	I-10/Jefferson St WB Entry Ramp	1400'	Jefferson St	I-10		1	2	
Riverside	RIVERSIDE COUNTY	State Highway	47520	47520	Varner Rd	UPRR	AT I-10/JEFFERSON ST IC: RECONSTRUCT, REALIGN, & WIDEN IC 2 TO 6 LANES (SOUTHERLY OF VARNER RD TO UPRR), WIDEN RAMPS, ADD NEW ENTRY RAMPS, INCLUDING RAMP METERING (NO HOV PREFERENTIAL LANE INCLUDED), ADD ACCEL/DECEL LANES AT WB ENTRY AND EB EXIT (<1/4 MILE), AND ADD DEDICATED RIGHT-TURN LANES. (EA: 47520)	X	2018	I-10/Jefferson St WB Entry Ramp	1700'	Jefferson St	I-10		2	2	
Riverside	RIVERSIDE COUNTY	State Highway	47520	47520	Varner Rd	UPRR	AT I-10/JEFFERSON ST IC: RECONSTRUCT, REALIGN, & WIDEN IC 2 TO 6 LANES (SOUTHERLY OF VARNER RD TO UPRR), WIDEN RAMPS, ADD NEW ENTRY RAMPS, INCLUDING RAMP METERING (NO HOV PREFERENTIAL LANE INCLUDED), ADD ACCEL/DECEL LANES AT WB ENTRY AND EB EXIT (<1/4 MILE), AND ADD DEDICATED RIGHT-TURN LANES. (EA: 47520)	X	2018	I-10/Jefferson St WB Exit Ramp	1800'	I-10	Jefferson St		1	3	
Riverside	RIVERSIDE COUNTY	State Highway	47520	47520	Varner Rd	UPRR	AT I-10/JEFFERSON ST IC: RECONSTRUCT, REALIGN, & WIDEN IC 2 TO 6 LANES (SOUTHERLY OF VARNER RD TO UPRR), WIDEN RAMPS, ADD NEW ENTRY RAMPS, INCLUDING RAMP METERING (NO HOV PREFERENTIAL LANE INCLUDED), ADD ACCEL/DECEL LANES AT WB ENTRY AND EB EXIT (<1/4 MILE), AND ADD DEDICATED RIGHT-TURN LANES. (EA: 47520)	X	2018	Jefferson St	3600'	just s/o Varner Rd	UPRR		2	6	
Riverside	RIVERSIDE COUNTY	State Highway	47520	47520	Varner Rd	UPRR	AT I-10/JEFFERSON ST IC: RECONSTRUCT, REALIGN, & WIDEN IC 2 TO 6 LANES (SOUTHERLY OF VARNER RD TO UPRR), WIDEN RAMPS, ADD NEW ENTRY RAMPS, INCLUDING RAMP METERING (NO HOV PREFERENTIAL LANE INCLUDED), ADD ACCEL/DECEL LANES AT WB ENTRY AND EB EXIT (<1/4 MILE), AND ADD DEDICATED RIGHT-TURN LANES. (EA: 47520)	X	2018	Jefferson St	550'	s/o Varner Rd	WB entry ramp		n/a	1	
Riverside	RIVERSIDE COUNTY	State Highway	47520	47520	Varner Rd	UPRR	AT I-10/JEFFERSON ST IC: RECONSTRUCT, REALIGN, & WIDEN IC 2 TO 6 LANES (SOUTHERLY OF VARNER RD TO UPRR), WIDEN RAMPS, ADD NEW ENTRY RAMPS, INCLUDING RAMP METERING (NO HOV PREFERENTIAL LANE INCLUDED), ADD ACCEL/DECEL LANES AT WB ENTRY AND EB EXIT (<1/4 MILE), AND ADD DEDICATED RIGHT-TURN LANES. (EA: 47520)	X	2018	Jefferson St	600'	WB entry ramp	EB entry ramp		n/a	1	
Riverside	RIVERSIDE COUNTY	State Highway	47520	47520	Varner Rd	UPRR	AT I-10/JEFFERSON ST IC: RECONSTRUCT, REALIGN, & WIDEN IC 2 TO 6 LANES (SOUTHERLY OF VARNER RD TO UPRR), WIDEN RAMPS, ADD NEW ENTRY RAMPS, INCLUDING RAMP METERING (NO HOV PREFERENTIAL LANE INCLUDED), ADD ACCEL/DECEL LANES AT WB ENTRY AND EB EXIT (<1/4 MILE), AND ADD DEDICATED RIGHT-TURN LANES. (EA: 47520)	X	2018	Jefferson St	650'	north of new EB loop entry ramp	New WB loop entry ramp		n/a	1	

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Riverside	RIVERSIDE COUNTY	State Highway	47520	47520	Varner Rd	UPRR	AT I-10/JEFFERSON ST IC: RECONSTRUCT, REALIGN, & WIDEN IC 2 TO 6 LANES (SOUTHERLY OF VARNER RD TO UPRR), WIDEN RAMPS, ADD NEW ENTRY RAMPS, INCLUDING RAMP METERING (NO HOV PREFERENTIAL LANE INCLUDED), ADD ACCEL/DECEL LANES AT WB ENTRY AND EB EXIT (<1/4 MILE), AND ADD DEDICATED RIGHT-TURN LANES. (EA: 47520)	X	2018	Jefferson St.	250'	WB entry ramp	s/o Varner Rd.		n/a	1	
Riverside	TEMECULA	Local Highway	991203	991203	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.	X	2023	Overland Dr.	382.79	Commerce Center Dr.	Avenida Alvarado/Diaz Rd.	Construction of a 4-In Overland Dr. Ext. (2 Ins in ea dir)	n/a	4	
Riverside	TEMECULA	Local Highway	991206	991206			BUTTERFIELD STAGE RD EXTENSIONS: EXTEND MURRIETA HOT SPRINGS RD (4 LNS) FROM BUTTERFIELD STAGE RD TO SERAPHINA RD; BUTTERFIELD STAGE RD (4 LNS) FROM RANCHO CALIFORNIA RD TO MURRIETA HOT SPRINGS RD; & NICHOLAS RD (4 LNS) FROM BUTTERFIELD STAGE RD. TO CALLE GIRASOL	X	2014	Butterfield Stage Rd.	2.2 miles	Rancho California Rd.	Murrieta Hot Springs Rd.		n/a	4	
Riverside	TEMECULA	Local Highway	991206	991206			BUTTERFIELD STAGE RD EXTENSIONS: EXTEND MURRIETA HOT SPRINGS RD (4 LNS) FROM BUTTERFIELD STAGE RD TO SERAPHINA RD; BUTTERFIELD STAGE RD (4 LNS) FROM RANCHO CALIFORNIA RD TO MURRIETA HOT SPRINGS RD; & NICHOLAS RD (4 LNS) FROM BUTTERFIELD STAGE RD. TO CALLE GIRASOL	X	2014	Murrieta Hot Springs Rd.	1.25 miles	Butterfield Stage Rd.	Seraphina Rd.		n/a	4	
Riverside	TEMECULA	Local Highway	991206	991206			BUTTERFIELD STAGE RD EXTENSIONS: EXTEND MURRIETA HOT SPRINGS RD (4 LNS) FROM BUTTERFIELD STAGE RD TO SERAPHINA RD; BUTTERFIELD STAGE RD (4 LNS) FROM RANCHO CALIFORNIA RD TO MURRIETA HOT SPRINGS RD; & NICHOLAS RD (4 LNS) FROM BUTTERFIELD STAGE RD. TO CALLE GIRASOL	X	2014	Nicholas Rd.	.75 miles	Butterfield Stage Rd.	Calle Girasol		n/a	4	
Riverside	TEMECULA	Local Highway	991203	991203A			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.		2026	Over Murrieta Creek	348 feet	Enterprise Cir West	Diaz Rd	Construct 4 In bridge over Murrieta Creek (2 Ins in ea dir)	0	4	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	WB Railroad Cny Rd.	.09 miles	Summerhill Dr/Grape St	500 ft E/O Summerhill	Restripe existing 5 Ins as follows: 3WB thru Ins & 2WB left turn Ins	5	5	I-15 along the RR Canyon Rd does not include HOV lanes on the mainline. Project will be a non-reportable TCM category.
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	WB Railroad Cny Rd.	.15 miles	Summerhill Dr/Grape St	SB exit ramps	Widen from 2 to 3 WB thru lanes	2	3	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	EB Railroad Cny Rd.	.15 miles	Summerhill Dr/Grape St	SB entry ramps	Restripe existing 5 Ins as follows: 2EB thru Ins, 1EB right In, & 2 dual left turn In	5	5	

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Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	EB Railroad Cyn 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	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	I-15 NB Deceleration Ln	.29 miles	NB 1-15	NB Railroad Cyn exit hook ramp	Construct NB exit ramp deceleration in (3 GP + 1 deceleration ln)	3	4	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	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	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	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	I-15 along the RR Canyon Rd does not include HOV lanes on the mainline. Project will be a non-reportable TCM category.
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	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	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	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	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	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	

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Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	I-15 Railroad Cyn SB acceleration In	.30 miles	SB on ramp	I-15	Construct SB acceleration In from SB on-ramp from 3 to 4 mainline lns (3 GP & 1 auxiliary In)	3	4	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	I-15/Railroad Cyn Rd. SB Exit Ramp	.25 miles	I-15	Railroad Cyn Rd.	SB Exit Ramp widen existing shoulders & maintain existing 4 In configuration: 1 dedicated right turn In; 1 thru In (with option to make a right turn); and dual left turn lanes.	4	4	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	I-15 Franklin St IC NB	.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 In.	0	4	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	I-15 Franklin St IC SB	.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 In.	0	4	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	I-15 Franklin St NB	.33 miles	New Franklin St IC	Main St. IC	Construct new connection between IC to accommodate 3 GP lns + 1 Aux In.	0	4	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	I-15 Franklin St SB	.32 miles	New Franklin St IC	Main St. IC	Construct new connection between IC to accommodate 3 GP lns + 1 Aux In.	0	4	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	I-15 Franklin St NB Exit Ramp	.27 miles	I-15	New Franklin St	Construct new I-15 Franklin St NB Exit Ramp, from 1 In at I-15 to 2 lns (1 right In & 1 thru In with option to turn left) @ Franklin St.	0	2	

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Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	New Franklin St.	0.3 miles	Auto Center Dr./Casino Dr.	Camino Del Norte	Construct New 4 In OC with left turn lane and dedicated right turn lane at the on-ramp intersection	0	6	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	New Franklin St.	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	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	I-15 Franklin St. NB Entry Ramp	.26 miles	New Franklin St.	I-15	Construct new I-15 Franklin St NB Entry ramp - From 2 Ins (1 GP & 1 HOV) @ Franklin St merging to 1 In connection to mainline auxiliary In (HOV In .13 mls in length)	0	2	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	I-15/Franklin St. SB Entry Ramp	.27 miles	New Franklin St.	I-15	Construct new I-15 Franklin St. SB entry ramp - 2 Ins (1 GP & 1 HOV) at Franklin St merging to 1 In with connection to mainline auxiliary In (HOV In .15 mls in length)	0	2	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	I-15 Franklin St SB Exit Ramp	.32 miles	I-15	Franklin St.	Construct new I-15 Franklin St. SB exit ramp - 1 In at mainline I-15 expanding to 3 Ins at connection to Franklin St.	0	3	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	Canyon View Estates Extension	.32 miles	Existing Franklin St.	New Franklin St.	Construct Cyn Estates Drive Extension from existing Franklin St. to New Franklin St.- extend 2 Ins (1 In in each direction with turn In) and turn pockets at intersections	0	2	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	Camino Del Norte Extension	.59 miles	New Franklin St.	Existing Camino Del Norte	Extension of Camino Del Norte to the north, extending 2 Ins (1 In in each direction with turn In) and turn pockets at intersections.	0	2	

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Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	Auto Center Dr. Extension	.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 In in each direction, plus turning lns)	0	4	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	Auto Center Dr. Extension	.46 miles	New Franklin St	Adobe St.	Construct Auto Center Dr. extension from New Franklin St to Adobe St -- 2 thru lanes (1 In in each direction, plus turning lns)	0	2	
Riverside	LAKE ELSINORE	State Highway	RIV010206	RIV010206	.7 miles S/O RR Cyn Rd. (PM 18.52)	Main St. (PM 20.96)	AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LNS (SUMMERHILL DR - MISSION TR), RCNSTCT 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 (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LN		2027	I-15 Main St SB entrance ramp	.25 miles	Main Street	I-15	Realign & reconstruct SB Main St. entrance ramp -- 2 lns (1 GP & 1 HOV) to 1 In with connection to mainline auxiliary (HOV In is .13 miles in length)	1	2	I-15 along the RR Canyon Rd does not include HOV lanes on the mainline. Project will be a non-reportable TCM category.
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206A	.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 1-2 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 & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	x	2021	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	Lake Elsinore	State Highway	RIV010206	RIV010206A	.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 1-2 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 & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	x	2021	WB Railroad Cny Rd.	.15 miles	Summerhill Dr/Grape St.	SB exit ramps	Widen from 2 to 3 WB thru lanes	2	3	
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206A	.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 1-2 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 & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	x	2021	EB Railroad Cny Rd.	.15 miles	Summerhill Dr/Grape St.	SB entry ramps	Restripe existing 5 lns as follows: 2EB thru lns, 1EB right In, & 2 dual left turn In	5	5	
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206A	.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 1-2 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 & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	x	2021	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 In	3	4	

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Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206A	.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 1-2 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 & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	x	2021	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	
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206A	.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 1-2 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 & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	x	2021	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 ins (1Rt & 2 Lt) @ Grape St	3	3	
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206A	.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 1-2 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 & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	x	2021	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	Lake Elsinore	State Highway	RIV010206	RIV010206A	.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 1-2 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 & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	x	2021	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	Lake Elsinore	State Highway	RIV010206	RIV010206A	.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 1-2 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 & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	x	2021	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	Lake Elsinore	State Highway	RIV010206	RIV010206A	.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 1-2 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 & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	x	2021	I-15 /Railroad Cyn Rd. SB Entrance Ramp	.34 miles	Railroad Cyn Rd	I-15	SB entrance ramp widen from 1 to 3 ins (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	

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Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206A	.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 1-2 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 & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	x	2021	I-15 Railroad Cyn SB acceleration ln	.30 miles	SB on ramp	I-15	Construct SB acceleration ln from SB on-ramp from 3 to 4 mainline lns (3 GP & 1 auxiliary ln)	3	4	
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206A	.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 1-2 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 & SPOT IMPRVNT REMOVE EX. OH SIGN AT PM 17.8 & INSTALL NEW OH SIGN AT PM 17.5 & 18.1 (PPNO 3004U).	x	2021	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	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	I-15 Franklin St IC NB	.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	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	I-15 Franklin St IC SB	.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	
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	I-15 Franklin St NB	.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	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	I-15 Franklin St SB	.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	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	I-15 Franklin St NB Exit Ramp	.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	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	New Franklin St.	0.3 miles	Auto Center Dr./Casino Dr.	Camino Del Norte	Construct New 4 In OC with left turn lane and dedicated right turn lane at the on-ramp intersection	0	6	
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	New Franklin St.	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	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	I-15 Franklin St. NB Entry Ramp	.26 miles	New Franklin St.	I-15	Construct new I-15 Franklin St NB Entry ramp - From 2 Ins (1 GP & 1 HOV) @ Franklin St merging to 1 In connection to mainline auxiliary In (HOV In .13 mls in length)	0	2	
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	I-15 Franklin St. SB Entry Ramp	.27 miles	New Franklin St.	I-15	Construct new I-15 Franklin St. SB entry ramp - 2 Ins (1 GP & 1 HOV) at Franklin St merging to 1 In with connection to mainline auxiliary In (HOV In .15 mls in length)	0	2	
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	I-15 Franklin St SB Exit Ramp	.32 miles	I-15	Franklin St.	Construct new I-15 Franklin St. SB exit ramp - 1 In at mainline I-15 expanding to 3 Ins at connection to Franklin St.	0	3	
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	Canyon View Estates Extension	.32 miles	Existing Franklin St.	New Franklin St.	Construct Cyn Estates Drive Extension from existing Franklin St. to New Franklin St.- extend 2 Ins (1 In in each direction with turn In) and turn pockets at intersections	0	2	
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	Camino Del Norte Extension	.59 miles	New Franklin St	Existing Camino Del Norte	Extension of Camino Del Norte to the north, extending 2 Ins (1 In in each direction with turn In) and turn pockets at intersections.	0	2	
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	Auto Center Dr. Extension	.15 miles	Existing Franklin St.	New Franklin St.	Construct Auto Center Dr. extension from existing Franklin St. to new Franklin St -- 4 thru Ins (2 In in each direction, plus turning Ins)	0	4	

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Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	Auto Center Dr. Extension	.46 miles	New Franklin St	Adobe St.	Construct Auto Center Dr. extension from New Franklin St to Adobe St – 2 thru lanes (1 In in each direction, plus turning lns)	0	2	
Riverside	Lake Elsinore	State Highway	RIV010206	RIV010206B			AT I-15/FRANKLIN ST IC: CONS AUX LN SOUTH TO RR CYN RD, CONS AUX LN NORTH TO MAIN ST, WIDEN SB ON RAMP FROM MAIN ST FROM 1 TO 2 LNS, INSTALL NEW TRAFFIC SIGNALS AT THE MAIN ST RAMP INTERSECTION, CONS AUTO CENTER DR EXTENSION FROM OLD FRANKLIN ST OC TO FLINT ST AND EXTEND CANYON VIEW ESTATE-CAMINO DEL NORTE FROM OLD FRANKLIN ST TO EXISTING CAMINO DEL NORTE ABOUT 1800 FT S/O MAIN ST.		2032	I-15 Main St SB entrance ramp	.25 miles	Main Street	I-15	Realign & reconstruct SB Main St. entrance ramp – 2 lns (1 GP & 1 HOV) to 1 In with connection to mainline auxiliary In (HOV In is .13 miles in length)	1	2	
Riverside	CORONA	State Highway	RIV010208	RIV010208	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).	X	2020	Cajalco Rd	4175'	Temescal Cyn Rd	Bedford Cyn Rd	Widen from 2 to 6 lanes	2	6	
Riverside	CORONA	State Highway	RIV010208	RIV010208	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).	X	2020	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	CORONA	State Highway	RIV010208	RIV010208	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).	X	2020	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	CORONA	State Highway	RIV010208	RIV010208	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).	X	2020	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	CORONA	State Highway	RIV010208	RIV010208	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).	X	2020	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	

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Riverside	CORONA	State Highway	RIV010208	RIV010208	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).	X	2020	I-15/Cajalco Rd SB Entry Ramp	900'	Cajalco Rd	I-15		1	2	Widen from 1 lane ramp to 2 lane ramp
Riverside	CORONA	State Highway	RIV010208	RIV010208	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).	X	2020	I-15/Cajalco Rd SB Exit Ramp	1780'	I-15	Cajalco Rd		2	5	Widen from 2 lane ramp to 1 lane at mainline expanding to 2 rt turn and 3 left turn at arterial
Riverside	CORONA	Local Highway	RIV010209	RIV010209	Lincoln Ave	Paseo Grande	IN THE CITY OF CORONA - CONSTRUCT FOOTHILL PARKWAY WESTERLY EXTENSION 4 LANE ROAD FROM LINCOLN AVE TO PASEO GRANDE (APPROX 2.5 MILES)	X	2016	Foothill Pkwy Westerly Extension	2.5 miles	Lincoln Ave.	Paseo Grande		n/a	4	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	I-215/Scott Rd NB entry ramp	1640' ramp only + 1,000 single aux. In	Scott Rd	I-215		1	3	Project split due to funding constraints - Ph 1 included in this description is to start cons in 2017. Ph 1 improvements will improve LOS along the I-215 corridor.
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	I-215/Scott Rd NB Exit loop ramp	1300 ft loop ramp + 770 single aux In	I-215	Scott Rd		0	2	Add a new 2 In NB exit loop ramp with 770 ft decel In. Loop ramp for Scott Rd exit - WB traffic only.
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	I-215/Scott Rd SB Entry Loop Ramp	1800'	Scott Rd	I-215		n/a	3	Add a SB entry 3 lane loop ramp with 1 HOV, merging to 1 In at mainline (approx. 1,600' accel)
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	I-215/Scott Rd SB exit ramp	1450'	I-215	Scott Rd		2	4	Widen from 1 In exit ramp to 2 lns at mainline, widening from 2 to 4 lns at arterial & extending decel In for approx 1,400 ft.
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	Antelope Rd. - NB	70 ft.	Scott Rd.	North of Scott Rd.		1	2	Add one through lane
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	Antelope Rd. - SB	1066'	Scott Rd.	North of Scott Rd.		1	2	Add 1 thru In, 1 right turn lane for approx 180 ft and 1 left turn lane for approx 180 ft.

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Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	Scott Rd - WB	440 ft	E/O Antelope Rd	Antelope Rd.		1	3	Add 2 thru ins and 1 left turn in.
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	Scott Rd. - EB	370 ft.	Antelope Rd.	370 ft E/O Antelope Rd		2	3	Add 1 thru in. Work ends 970 ft E/O Antelope Rd. Length listed is three full lanes.
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	Scott Rd. - WB	356 ft.	Antelope Rd.	I-215 NB ramp		1	2	Add 1 thru in, and lengthen right turn in to approx. 356 ft.
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	Scott Rd. - EB	375 ft.	I-215 NB ramp	Antelope Rd.		2	2	Add 1 left turn in for approx 250 ft., and 1 right turn in for approx 375 ft.
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	Scott Rd. - WB	675 ft.	I-215 NB ramp	I-215 SB ramp		1	2	Add 1 thru in and 1 right turn in for approx. 520 ft.
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	Scott Rd. - EB	675 ft.	I-215 SB ramp	I-215 NB ramp		1	2	Add 1 thru in.
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	Scott Rd. - WB	765 ft.	I-215 SB ramp	Haun Rd.		1	2	Add 1 thru in., lengthen right turn in to approx. 253 ft., and lengthen left turn in to approx. 167 ft.
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	Scott Rd. - EB	765 ft.	Haun Rd.	I-215 SB ramp		2	2	Lengthen 1 right turn in to approx 485 ft to SB 215
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	Scott Rd. - WB	97 ft.	Haun Rd.	550 ft W/O Haun Rd.		1	2	Add 1 thru in- 97 ft at beginning of lane taper

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Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Hau Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMP; 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 RAMP INCLUDE HOV LN; RAMP INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	X	2020	Scott Rd. - EB	550 ft.	550 ft W/O Hau Rd	Hau Rd.	Tapered roadway from 1 to 3 lns; 97 ft right turn in., and 97 ft. left turn in.	1	2	
Riverside	Riverside County	State Highway	RIV011232B	RIV011232A	Antelope Rd.	Hau 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 RAMP - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMP INCLUDE HOV LN; RAMP 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	Riverside County	State Highway	RIV011232B	RIV011232A	Antelope Rd.	Hau 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 RAMP - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMP INCLUDE HOV LN; RAMP 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	Riverside County	State Highway	RIV011232B	RIV011232A	Antelope Rd.	Hau 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 RAMP - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMP INCLUDE HOV LN; RAMP 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	Riverside County	State Highway	RIV011232B	RIV011232A	Antelope Rd.	Hau 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 RAMP - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMP INCLUDE HOV LN; RAMP 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	Riverside County	State Highway	RIV011232B	RIV011232A	Antelope Rd.	Hau 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 RAMP - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMP INCLUDE HOV LN; RAMP 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	Riverside County	State Highway	RIV011232B	RIV011232A	Antelope Rd.	Hau 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 RAMP - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMP INCLUDE HOV LN; RAMP 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	
Riverside	Riverside County	State Highway	RIV011232B	RIV011232A	Antelope Rd.	Hau 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 RAMP - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMP INCLUDE HOV LN; RAMP 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	Riverside County	State Highway	RIV011232B	RIV011232A	Antelope Rd.	Hau 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 RAMP - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMP INCLUDE HOV LN; RAMP 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	

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Riverside	Riverside County	State Highway	RIV011232B	RIV011232A	Antelope Rd.	Hau 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	Riverside County	State Highway	RIV011232B	RIV011232A	Antelope Rd.	Hau 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	Hau Rd.	Lengthen 1 left turn ln for approx 253'.	2	2	
Riverside	Riverside County	State Highway	RIV011232B	RIV011232A	Antelope Rd.	Hau 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.	Hau Rd.	I-215 SB ramp	Add 2 thru lns and reduce right turn ln to SB 215 for approx 200'.	2	4	
Riverside	Riverside County	State Highway	RIV011232B	RIV011232A	Antelope Rd.	Hau 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 Hau Rd	Hau Rd.	Add 1 thru lane	2	3	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011233	RIV011233	Hamner Ave	Wineville Ave	AT I-15/LIMONITE AVE IC - RECONSTRUCT/WIDEN LIMONITE AVE FROM 4 TO 6 THROUGH LANES BETWEEN EASTVALE GATEWAY AND 475' E/O PATS RANCH RD, RECONST/WIDEN NB AND SB EXIT RAMPS FROM 3 TO 4 LANES, REPLACE NB AND SB ENTRY RAMPS WITH ENTRY LOOP RAMPS FROM 2 TO 3 LANES, ENTRY RAMPS INCLUDE HOV LANE, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES AND EXTENDED RIGHT TURN LANES (EA 0E150).	X	2019	I-15/Limonite Ave NB Exit Ramp	1700'	I-15	Limonite Ave	Widen from 1 lane ramp that widens to 3 lanes at arterial to 2 lane ramp at mainline widening to 4 lanes at arterial	1	2	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011233	RIV011233	Hamner Ave	Wineville Ave	AT I-15/LIMONITE AVE IC - RECONSTRUCT/WIDEN LIMONITE AVE FROM 4 TO 6 THROUGH LANES BETWEEN EASTVALE GATEWAY AND 475' E/O PATS RANCH RD, RECONST/WIDEN NB AND SB EXIT RAMPS FROM 3 TO 4 LANES, REPLACE NB AND SB ENTRY RAMPS WITH ENTRY LOOP RAMPS FROM 2 TO 3 LANES, ENTRY RAMPS INCLUDE HOV LANE, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES AND EXTENDED RIGHT TURN LANES (EA 0E150).	X	2019	I-15/Limonite Ave NB Loop Entry Ramp	1700'	Limonite Ave	I-15	Add new 3 lane NB loop entry ramp with accel lane that transitions to 1 lane at mainline	n/a	3	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011233	RIV011233	Hamner Ave	Wineville Ave	AT I-15/LIMONITE AVE IC - RECONSTRUCT/WIDEN LIMONITE AVE FROM 4 TO 6 THROUGH LANES BETWEEN EASTVALE GATEWAY AND 475' E/O PATS RANCH RD, RECONST/WIDEN NB AND SB EXIT RAMPS FROM 3 TO 4 LANES, REPLACE NB AND SB ENTRY RAMPS WITH ENTRY LOOP RAMPS FROM 2 TO 3 LANES, ENTRY RAMPS INCLUDE HOV LANE, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES AND EXTENDED RIGHT TURN LANES (EA 0E150).	X	2019	I-15/Limonite Ave SB Exit Ramp	1700'	I-15	Limonite Ave	Widen from 1 lane ramp that widens to 3 lanes at arterial to 2 lane ramp at mainline widening to 4 lanes at arterial	1	2	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011233	RIV011233	Hamner Ave	Wineville Ave	AT I-15/LIMONITE AVE IC - RECONSTRUCT/WIDEN LIMONITE AVE FROM 4 TO 6 THROUGH LANES BETWEEN EASTVALE GATEWAY AND 475' E/O PATS RANCH RD, RECONST/WIDEN NB AND SB EXIT RAMPS FROM 3 TO 4 LANES, REPLACE NB AND SB ENTRY RAMPS WITH ENTRY LOOP RAMPS FROM 2 TO 3 LANES, ENTRY RAMPS INCLUDE HOV LANE, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES AND EXTENDED RIGHT TURN LANES (EA 0E150).	X	2019	I-15/Limonite Ave SB Loop Entry Ramp	1700'	Limonite Ave	I-15	Add new 3 lane SB loop entry ramp with accel lane that transitions to 1 lane at mainline	n/a	3	

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Riverside	RIVERSIDE COUNTY	State Highway	RIV011233	RIV011233	Hamner Ave	Wineville Ave	AT I-15/LIMONITE AVE IC - RECONSTRUCT/WIDEN LIMONITE AVE FROM 4 TO 6 THROUGH LANES BETWEEN EASTVALE GATEWAY AND 475' E/O PATS RANCH RD. RECONST/WIDEN NB AND SB EXIT RAMP FROM 3 TO 4 LANES. REPLACE NB AND SB ENTRY RAMP WITH ENTRY LOOP RAMP FROM 2 TO 3 LANES. ENTRY RAMP INCLUDE HOV LANE. RAMP INCLUDE EXTENDED ACCELERATION/DECELERATION LANES AND EXTENDED RIGHT TURN LANES (EA 0E150).	X	2019	Limonite Ave	1675'	Approx 230' west of NB exit ramp	475' E/O Pats Ranch Rd		4	6	Widen from 4 to 6 lanes
Riverside	RIVERSIDE COUNTY	State Highway	RIV011233	RIV011233	Hamner Ave	Wineville Ave	AT I-15/LIMONITE AVE IC - RECONSTRUCT/WIDEN LIMONITE AVE FROM 4 TO 6 THROUGH LANES BETWEEN EASTVALE GATEWAY AND 475' E/O PATS RANCH RD. RECONST/WIDEN NB AND SB EXIT RAMP FROM 3 TO 4 LANES. REPLACE NB AND SB ENTRY RAMP WITH ENTRY LOOP RAMP FROM 2 TO 3 LANES. ENTRY RAMP INCLUDE HOV LANE. RAMP INCLUDE EXTENDED ACCELERATION/DECELERATION LANES AND EXTENDED RIGHT TURN LANES (EA 0E150).	X	2019	Limonite Ave	1100'	Eastvale Gateway	Approx 230' west of NB exit ramp		4	6	Widen from 4 to 6 lanes
Riverside	RIVERSIDE COUNTY	Local Highway	RIV011236	RIV011236	Whitewood Rd/Meadowlark Ln	Winchester	IN RIV COUNTY & MURRIETA - EXTEND/CONSTRUCT CLINTON KEITH ROAD (3 LANES TOTAL - APPROX 3.4 MILES) WITH 2 BRIDGES FROM ANTELOPE ROAD TO WINCHESTER ROAD (SR79)	X	2025	Clinton Keith Rd.	1.7 miles	Whitewood Rd./Meadowlark Ln.	Trois Valley Rd.	Widening from 4 to 6 lanes - 3 in each direction	4	6	
Riverside	RIVERSIDE COUNTY	Local Highway	RIV011236	RIV011236	Whitewood Rd/Meadowlark Ln	Winchester	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.	X	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	RIVERSIDE COUNTY	Local Highway	RIV011236	RIV011236	Whitewood Rd/Meadowlark Ln	Winchester	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.	X	2025	Clinton Keith Rd.	.63 miles	Leon Rd.	SR79	New 6 lane facility - 3 lanes in each direction	0	6	
Riverside	COACHELLA	State Highway	RIV030901	RIV030901	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 RAMP (2 LANES), EB & WB LOOP ENTRY RAMP (2 LANES) & ADD ACC LN 3,800' WB DIR, WEST OF IC (EA: 45210)	X	2020	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	COACHELLA	State Highway	RIV030901	RIV030901	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 RAMP (2 LANES), EB & WB LOOP ENTRY RAMP (2 LANES) & ADD ACC LN 3,800' WB DIR, WEST OF IC (EA: 45210)	X	2020	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	COACHELLA	State Highway	RIV030901	RIV030901	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 RAMP (2 LANES), EB & WB LOOP ENTRY RAMP (2 LANES) & ADD ACC LN 3,800' WB DIR, WEST OF IC (EA: 45210)	X	2020	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	COACHELLA	State Highway	RIV030901	RIV030901	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 RAMP (2 LANES), EB & WB LOOP ENTRY RAMP (2 LANES) & ADD ACC LN 3,800' WB DIR, WEST OF IC (EA: 45210)	X	2020	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	

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Riverside	COACHELLA	State Highway	RIV030901	RIV030901	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 RAMP (2 LANES), EB & WB LOOP ENTRY RAMP (2 LANES) & ADD ACC LN 3,800' WB DIR, WEST OF IC (EA: 45210)	X	2020	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	COACHELLA	State Highway	RIV030901	RIV030901	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 RAMP (2 LANES), EB & WB LOOP ENTRY RAMP (2 LANES) & ADD ACC LN 3,800' WB DIR, WEST OF IC (EA: 45210)	X	2020	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	COACHELLA	State Highway	RIV030901	RIV030901	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 RAMP (2 LANES) & ADD ACC LN 3,800' WB DIR, WEST OF IC (EA: 45210)	X	2020	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	
Riverside	COACHELLA	State Highway	RIV030901	RIV030901	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 RAMP (2 LANES) & ADD ACC LN 3,800' WB DIR, WEST OF IC (EA: 45210)	X	2020	I-10	3800'	W/O I-10	I-10	Add acceleration lane 3,800' WB direction W/O I-10	0	1	
Riverside	RIVERSIDE COUNTY	Local Highway	RIV031202	RIV031202			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.	x	2023	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	MURRIETA	Local Highway	RIV031204	RIV031204	Washington Ave.	Adams Ave.	IN MURRIETA - CONSTRUCT NEW 2 LANE GUAVA ST. BRIDGE (400') OVER MURRIETA CREEK FROM WASHINGTON AVE TO ADAMS AVE W/ SHOULDERS & ALL REQUIRED APPROACHES (BR#: 56C0182)	X	2020	Guava St.	400 ft.	Washington Ave.	Adams Ave.	Construct a new 2 through lane bridge (1 lane in ea dir)	n/a	2	
Riverside	PALM SPRINGS	Local Highway	RIV031205	RIV031205	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).		2024	Ramon Rd.	1 mile	El Cielo Rd.	Sunrise Way	Widening from 4 to 6 through lanes (3 in ea dir)	4	6	
Riverside	PALM DESERT	State Highway	RIV031209	RIV031209	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	X	2020	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	PALM DESERT	State Highway	RIV031209	RIV031209	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	X	2020	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	PALM DESERT	State Highway	RIV031209	RIV031209	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)	X	2020	I-10 WB	2900'	Cook St IC entry ramp	Just beyond Portola Ave IC exit ramp	Extend WB 4th lane	3	4	
Riverside	PALM DESERT	State Highway	RIV031209	RIV031209	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)	X	2020	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	PALM DESERT	State Highway	RIV031209	RIV031209	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)	X	2020	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	PALM DESERT	State Highway	RIV031209	RIV031209	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)	X	2020	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	PALM DESERT	State Highway	RIV031209	RIV031209	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)	X	2020	I-10/Portola Ave EB exit ramp	1700'	I-10	Portola Ave	Add new 2 lane EB exit ramp	n/a	2	
Riverside	PALM DESERT	State Highway	RIV031209	RIV031209	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)	X	2020	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	
Riverside	PALM DESERT	State Highway	RIV031209	RIV031209	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)	X	2020	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	

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Riverside	PALM DESERT	State Highway	RIV031209	RIV031209	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)	X	2020	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	PALM DESERT	State Highway	RIV031209	RIV031209	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)	X	2020	Portola Ave	2500'	Dinah Shore Dr	Varner Rd	Construct Portola Ave IC with 6 through lanes	n/a	6	
Riverside	PALM DESERT	State Highway	RIV031209	RIV031209	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)	X	2020	Varner Rd	1000'	East of Portola Ave	West of Portola Ave.	Relocate/widen from 2 to 4 through lanes	2	4	
Riverside	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	

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Riverside	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	
Riverside	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	
Riverside	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	

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Riverside	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	2028	NB Collector Distributor Lanes	808 meters	Approx half way 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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	2028	SB Collector Distributor Lanes	1017 meters	I-215 flyover	Approx half way between SB I-215 flyover and French Valley Pkwy IC	Ph III: Add 2 lane CD lane system	n/a	2	
Riverside	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	2028	SB Collector Distributor Lanes	1348 meters	n/o SB I-215 flyover	Approx half way between SB I-215 flyover and French Valley Pkwy IC	Ph III: Add 2 lane CD lane system	n/a	2	
Riverside	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	2028	SB Collector Distributor Lanes	776 meters	s/o SB I-215 flyover	Approx half way between SB I-215 flyover and French Valley Pkwy IC	Ph III: Add 2 lane Connector system	n/a	2	
Riverside	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	2028	SB Collector Distributor Lanes	949 meters	Approx half way 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	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	2028	SB I-215 to SB I-15 Connector	776 meters	S/O SB I-215 flyover	Approx. half way between SB I-215 flyover and French Valley Pkwy IC	Ph III: Remove connector	2	n/a	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Riverside	TEMECULA	State Highway	RIV031215	RIV031215	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).	x	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	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	2040	I-215	1.4 miles	Mid County Parkway	Nuevo Rd	Construct 2 auxiliary lanes (1 in ea dir)	n/a	2	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	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	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	2040	I-215	6.3 miles	Nuevo Rd	Van Buren Blvd	Construct 2 mixed flow lanes (1 in each dir)	6	8	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	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 Ins reflect Ins for the MCP; PMs 13.7 -14.3	n/a	6	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	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 Ins reflect Ins for the MCP; PMs 4.8 - 5.5.	n/a	6	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	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 Ins reflect Ins for the MCP; PMs .8 - 1.3.	n/a	6	

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Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	2040	Mid County Parkway	.6 miles	Mid County Parkway/ark Center IC	Mid County Parkway/ark Center IC	Construct new IC (OC) - the identified thru Ins reflect Ins for the MCP; PMs 9.1 - 9.7.	n/a	6	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	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 Ins reflect Ins for the MCP; PMs 6.8 - 7.4	n/a	6	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	2040	Mid County Parkway	.7 miles	Mid County Parkway/St h SU/Town Center IC	Mid County Parkway/St h SU/Town Center IC	Construct new IC (OC) - the identified thru Ins reflect Ins for the MCP; PMs 7.9 - 8.6	n/a	6	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	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 Ins reflect Ins for the MCP; PMs 3.8 - 4.5.	n/a	6	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	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 Ins reflect Ins for the MCP; PMs 2.0 - 2.7.	n/a	6	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	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 Ins reflect Ins for the MCP; PMs 13.9 - 14.6.	n/a	6	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	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 Ins reflect Ins for the MCP; PMs 12.5 - 13.2	n/a	6	

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Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	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	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	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	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	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	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	2040	Mid County Parkway	1.0 mile	Evans Rd.	Antelope Rd.	Construct 1 eastbound auxiliary lane	n/a	1	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	2040	Mid County Parkway	1.0 mile	Redlands Ave.	Evans Rd.	Construct 2 auxiliary lanes (1 in ea dir)	n/a	2	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Local Highway	RIV031218	RIV031218	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).	x	2040	Mid County Parkway	15.7 miles	I-215	East of SR 79/Sanders on Ave/Ramona Blvd.	Construct 6 through lanes (3 in ea dir)	n/a	6	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMP 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 WEST 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-RAMP, INSTALL NEW TRAFFIC SIGNALS AT INDIAN AVE, EAST FRONTAGE RD & RAMP INTRSCNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	Existing West Frontage Rd	0.0 miles	Placentia Ave	North of Placentia Ave	Eliminate existing West Frontage Rd Connection	2	0	

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Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMP 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	Existing West Frontage Rd	0.0 miles	Placentia Ave	South of Placentia Ave	Eliminate existing West Frontage Rd Connection	2	0	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMP 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	New SB off Ramp	0.35 miles	I-215 South	Placentia Ave	Construct new SB off ramp from 1 In at freeway exit to 3 Ins at Placentia Ave	0	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMP 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	New SB on Ramp	0.34 miles	Placentia Ave	I-215 Southbound	Construct New SB on ramp from 3 Ins at Placentia merging to 1 In at the SB I-215	0	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMP 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	New NB off Ramp	0.35 miles	I-215 Northbound	Placentia Ave OC	Construct new NB off ramp from 1 In exit at I-215 and widening to 3 Ins at Placentia Ave (LT, Thur-LT & RT LN)	0	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMP 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	New NB on Ramp	0.34	Placentia Ave	NB I-215	Construct new 3 LN NB on Ramp from Placentia Ave merging to 1 In entrance at I-215	0	3	

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Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	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	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	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	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	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)	1	4	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	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	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	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	

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Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMP 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	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	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMP 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	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	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMP 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	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	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMP 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	EB Placentia Avenue	0.11 miles	NB Ramp Intersection	East Frontage Road	Widen EB Placentia to 3 lanes (Rt Ln & 2-Thru Ln)	1	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV031218	RIV031218A			I-215/PLACENTIA (PL) AVE IC: CONS OF NEW ON/OFF RAMP 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 WEST 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, EAST FRONTAGE RD & RAMP INTRSCNTNS & ADVANCE FWY OH SIGNS AT SPOT LOCATIONS AT PM R27.9, R, R30.7, R31.0, & R32.8.		2021	EB Placentia Avenue	0.16 miles	East Frontage Road	Indian Avenue	Widen EB Placentia to 3 lanes (Rt Ln, 1-Thru Ln, & 1 Lt Ln)	1	3	
Riverside	MORENO VALLEY	State Highway	RIV041052	RIV041052	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).	X	2022	Moreno Beach Dr	2000'	Just beyond WB exit ramps	EB exit ramp/Eucalyptus Ave	Widen from 2 to 6 lanes	2	6	

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Riverside	MORENO VALLEY	State Highway	RIV041052	RIV041052	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 RAMP (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).	X	2022	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	MORENO VALLEY	State Highway	RIV041052	RIV041052	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 RAMP (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).	X	2022	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	
Riverside	MORENO VALLEY	State Highway	RIV041052	RIV041052	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 RAMP (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).	X	2022	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	MORENO VALLEY	State Highway	RIV041052	RIV041052	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 RAMP (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).	X	2022	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	MORENO VALLEY	State Highway	RIV050533	RIV050533	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 182 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR), WIDEN RAMP 1 TO 2&3 LNS (ENTRY RAMP INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)	x	2026	Cactus Ave EB	2650'	Approx 300' west of BNSF RR	1300' east of Veterans Way	Widen from 2 to 3 lanes	2	3	
Riverside	MORENO VALLEY	State Highway	RIV050533	RIV050533	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 182 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR), WIDEN RAMP 1 TO 2&3 LNS (ENTRY RAMP INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)	x	2026	Cactus Ave WB	2350'	Commerce St	Approx 600' west of BNSF RR	Widen from 1&2 lanes to 3 lanes	40545	3	
Riverside	MORENO VALLEY	State Highway	RIV050533	RIV050533	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 182 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR), WIDEN RAMP 1 TO 2&3 LNS (ENTRY RAMP INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)	x	2026	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	MORENO VALLEY	State Highway	RIV050533	RIV050533	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 182 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR), WIDEN RAMP 1 TO 2&3 LNS (ENTRY RAMP INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)	x	2026	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	

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Riverside	MORENO VALLEY	State Highway	RIV050533	RIV050533	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 RAMP 1 TO 2&3 LNS (ENTRY RAMP INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)	x	2026	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	MORENO VALLEY	State Highway	RIV050533	RIV050533	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 RAMP 1 TO 2&3 LNS (ENTRY RAMP INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)	x	2026	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	MORENO VALLEY	State Highway	RIV050533	RIV050533	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 RAMP 1 TO 2&3 LNS (ENTRY RAMP INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)	x	2026	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	
Riverside	MORENO VALLEY	State Highway	RIV050533	RIV050533	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 RAMP 1 TO 2&3 LNS (ENTRY RAMP INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)	x	2026	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	MORENO VALLEY	State Highway	RIV050533	RIV050533	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 RAMP 1 TO 2&3 LNS (ENTRY RAMP INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)	x	2026	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	MORENO VALLEY	State Highway	RIV050533	RIV050533	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 RAMP 1 TO 2&3 LNS (ENTRY RAMP INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)	x	2026	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	RIVERSIDE COUNTY	State Highway	RIV050534	RIV050534	Haun Rd	Antelope Rd	AT I-215/NEWPORT RD IC: RECONSTRUCT/WIDEN FROM 4 TO 6 THROUGH LANES BETWEEN HAUN RD AND ANTELOPE RD, RELOCATE NB AND SB EXIT RAMP (3 LANES), RECONFIGURE NB & SB ENTRY RAMP TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMP (2 LANES), INCLUDE EXTENDED RAMP ACCELERATION/DECELERATION LANES, ADD EXTENDED DEDICATED RIGHT-TURN LANES (EA: 0J440)	x	2017	I-215/Newport Rd NB Entry Loop Ramp	800'	Newport Rd	I-215		n/a	2	

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Riverside	RIVERSIDE COUNTY	State Highway	RIV050534	RIV050534	Haun Rd	Antelope Rd	AT I-215/NEWPORT RD IC: RECONSTRUCT/WIDEN FROM 4 TO 6 THROUGH LANES BETWEEN HAUN RD AND ANTELOPE RD, RELOCATE NB AND SB EXIT RAMP (3 LANES), RECONFIGURE NB & SB ENTRY RAMP TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMP (2 LANES), INCLUDE EXTENDED RAMP ACCELERATION/DECELERATION LANES, ADD EXTENDED DEDICATED RIGHT-TURN LANES (EA: 0J440)	X	2017	I-215/Newport Rd NB Entry Ramp	1400'	Newport Rd	I-215		2	2	
Riverside	RIVERSIDE COUNTY	State Highway	RIV050534	RIV050534	Haun Rd	Antelope Rd	AT I-215/NEWPORT RD IC: RECONSTRUCT/WIDEN FROM 4 TO 6 THROUGH LANES BETWEEN HAUN RD AND ANTELOPE RD, RELOCATE NB AND SB EXIT RAMP (3 LANES), RECONFIGURE NB & SB ENTRY RAMP TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMP (2 LANES), INCLUDE EXTENDED RAMP ACCELERATION/DECELERATION LANES, ADD EXTENDED DEDICATED RIGHT-TURN LANES (EA: 0J440)	X	2017	I-215/Newport Rd NB Exit Ramp Decel Lane	1300'	I-215	Newport Rd		n/a	1	
Riverside	RIVERSIDE COUNTY	State Highway	RIV050534	RIV050534	Haun Rd	Antelope Rd	AT I-215/NEWPORT RD IC: RECONSTRUCT/WIDEN FROM 4 TO 6 THROUGH LANES BETWEEN HAUN RD AND ANTELOPE RD, RELOCATE NB AND SB EXIT RAMP (3 LANES), RECONFIGURE NB & SB ENTRY RAMP TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMP (2 LANES), INCLUDE EXTENDED RAMP ACCELERATION/DECELERATION LANES, ADD EXTENDED DEDICATED RIGHT-TURN LANES (EA: 0J440)	X	2017	I-215/Newport Rd SB Entry Loop Ramp	800'	Newport Rd	I-215		n/a	2	
Riverside	RIVERSIDE COUNTY	State Highway	RIV050534	RIV050534	Haun Rd	Antelope Rd	AT I-215/NEWPORT RD IC: RECONSTRUCT/WIDEN FROM 4 TO 6 THROUGH LANES BETWEEN HAUN RD AND ANTELOPE RD, RELOCATE NB AND SB EXIT RAMP (3 LANES), RECONFIGURE NB & SB ENTRY RAMP TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMP (2 LANES), INCLUDE EXTENDED RAMP ACCELERATION/DECELERATION LANES, ADD EXTENDED DEDICATED RIGHT-TURN LANES (EA: 0J440)	X	2017	I-215/Newport Rd SB Entry Ramp	1300'	Newport Rd	I-215		2	3	
Riverside	RIVERSIDE COUNTY	State Highway	RIV050534	RIV050534	Haun Rd	Antelope Rd	AT I-215/NEWPORT RD IC: RECONSTRUCT/WIDEN FROM 4 TO 6 THROUGH LANES BETWEEN HAUN RD AND ANTELOPE RD, RELOCATE NB AND SB EXIT RAMP (3 LANES), RECONFIGURE NB & SB ENTRY RAMP TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMP (2 LANES), INCLUDE EXTENDED RAMP ACCELERATION/DECELERATION LANES, ADD EXTENDED DEDICATED RIGHT-TURN LANES (EA: 0J440)	X	2017	Newport Rd	1400'	Haun Rd	NB loop entry ramp		n/a	1	
Riverside	RIVERSIDE COUNTY	State Highway	RIV050534	RIV050534	Haun Rd	Antelope Rd	AT I-215/NEWPORT RD IC: RECONSTRUCT/WIDEN FROM 4 TO 6 THROUGH LANES BETWEEN HAUN RD AND ANTELOPE RD, RELOCATE NB AND SB EXIT RAMP (3 LANES), RECONFIGURE NB & SB ENTRY RAMP TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMP (2 LANES), INCLUDE EXTENDED RAMP ACCELERATION/DECELERATION LANES, ADD EXTENDED DEDICATED RIGHT-TURN LANES (EA: 0J440)	X	2017	Newport Rd	1650'	Antelope Rd	SB loop entry ramp		n/a	1	
Riverside	RIVERSIDE COUNTY	State Highway	RIV050534	RIV050534	Haun Rd	Antelope Rd	AT I-215/NEWPORT RD IC: RECONSTRUCT/WIDEN FROM 4 TO 6 THROUGH LANES BETWEEN HAUN RD AND ANTELOPE RD, RELOCATE NB AND SB EXIT RAMP (3 LANES), RECONFIGURE NB & SB ENTRY RAMP TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMP (2 LANES), INCLUDE EXTENDED RAMP ACCELERATION/DECELERATION LANES, ADD EXTENDED DEDICATED RIGHT-TURN LANES (EA: 0J440)	X	2017	Newport Rd	2400'	Haun Rd	Antelope Rd		4	6	

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Riverside	BEAUMONT	State Highway	RIV050535	RIV050535	Heartland Pkwy South	4th St	ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH1-CONST. NEW POTRERO 6 LN OC (3 LNS EACH DIR) W/TEMP CONNECT TO WESTERN KNOLLS (EA34141/34143). PH2: NEW IC ON/OFF 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).	X	2020	SR-60/Potrero Blvd WB Loop Entry Ramp	1760'	Potrero Blvd	SR-60	Add new WB loop entry 2 lanes at arterial merging to 1 lane at mainline with HOV preferential with ramp meter (2 lanes at meter)	n/a	2	
Riverside	BEAUMONT	State Highway	RIV050535	RIV050535	Heartland Pkwy South	4th St	ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH1-CONST. NEW POTRERO 6 LN OC (3 LNS EACH DIR) W/TEMP CONNECT TO WESTERN KNOLLS (EA34141/34143). PH2: NEW IC ON/OFF 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).	X	2020	WB Aux Lane	1452'	SR-60	WB Exit Ramp	Add new WB Auxiliary lane to WB exit ramp	n/a	1	
Riverside	BEAUMONT	State Highway	RIV050535	RIV050535	Heartland Pkwy South	4th St	ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH1-CONST. NEW POTRERO 6 LN OC (3 LNS EACH DIR) W/TEMP CONNECT TO WESTERN KNOLLS (EA34141/34143). PH2: NEW IC ON/OFF 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).	X	2020	EB Aux Lane	1395'	SR-60	EB Exit Ramp	Add new EB Auxiliary lane to EB exit ramp	n/a	1	
Riverside	BEAUMONT	State Highway	RIV050535	RIV050535	Heartland Pkwy South	4th St	ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH1-CONST. NEW POTRERO 6 LN OC (3 LNS EACH DIR) W/TEMP CONNECT TO WESTERN KNOLLS (EA34141/34143). PH2: NEW IC ON/OFF 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).	X	2020	Potrero Blvd	6680'	Heartland Pkwy South	4th St	Construct Potrero Blvd IC with 6 through lanes	n/a	6	
Riverside	BEAUMONT	State Highway	RIV050535	RIV050535	Heartland Pkwy South	4th St	ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH1-CONST. NEW POTRERO 6 LN OC (3 LNS EACH DIR) W/TEMP CONNECT TO WESTERN KNOLLS (EA34141/34143). PH2: NEW IC ON/OFF 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).	X	2020	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	BEAUMONT	State Highway	RIV050535	RIV050535	Heartland Pkwy South	4th St	ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH1-CONST. NEW POTRERO 6 LN OC (3 LNS EACH DIR) W/TEMP CONNECT TO WESTERN KNOLLS (EA34141/34143). PH2: NEW IC ON/OFF 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).	X	2020	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	BEAUMONT	State Highway	RIV050535	RIV050535	Heartland Pkwy South	4th St	ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH1-CONST. NEW POTRERO 6 LN OC (3 LNS EACH DIR) W/TEMP CONNECT TO WESTERN KNOLLS (EA34141/34143). PH2: NEW IC ON/OFF 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).	X	2020	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	

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Riverside	BEAUMONT	State Highway	RIV050535	RIV050535	Heartland Pkwy South	4th St	ON SR60 BTWN JACK RABBIT TR & SR60I-10 JCT. PH1-CONST. NEW POTRERO 6 LN OC (3 LNS EACH DIR) W/TEMP CONNECT TO WESTERN KNOLLS (EA34141/34143). PH2: NEW IC ON/OFF RAMP. CONST. WB/EB EXIT & ENTRY RAMP (2 LNS) & WB/EB LOOP ENTRY RAMP (2 LNS) (ENTRY RAMP INCL HOV LANE). INCL EB/WB AUX LNS AT EXIT RAMP. REALIGN WESTERN KNOLLS AVE, AND REMOVE WESTERN KNOLLS AVE CONNECTION TO SR60 (EA34142/34143).	X	2020	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	BEAUMONT	State Highway	RIV050535	RIV050535	Heartland Pkwy South	4th St	ON SR60 BTWN JACK RABBIT TR & SR60I-10 JCT. PH1-CONST. NEW POTRERO 6 LN OC (3 LNS EACH DIR) W/TEMP CONNECT TO WESTERN KNOLLS (EA34141/34143). PH2: NEW IC ON/OFF RAMP. CONST. WB/EB EXIT & ENTRY RAMP (2 LNS) & WB/EB LOOP ENTRY RAMP (2 LNS) (ENTRY RAMP INCL HOV LANE). INCL EB/WB AUX LNS AT EXIT RAMP. REALIGN WESTERN KNOLLS AVE, AND REMOVE WESTERN KNOLLS AVE CONNECTION TO SR60 (EA34142/34143).	X	2020	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	CALIMESA	Local Highway	RIV060102	RIV060102	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)	X	2022	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	CALIMESA	Local Highway	RIV060102	RIV060102	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)	X	2022	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	CALIMESA	Local Highway	RIV060102	RIV060102	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)	X	2022	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	CALIMESA	Local Highway	RIV060102	RIV060102	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)	X	2022	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	LAKE ELSINORE	State Highway	RIV060109	RIV060109	1,000' w/o Collier Ave	RIVERSIDE ST.	AT I-15/SR74 (CENTRAL AVE) IC JCT MOD. BTWN 1,000 FT W/O COLLIER AVE TO RIVERSIDE ST. ADD NB LOOP ENTRY RAMP WITH ACCEL LN. REALIGN NB ENTRY & EXIT RAMP. ADD SB ACCEL/DECEL LNS. ADD NB DECEL LN. WIDEN SR 74 FROM RIVERSIDE DR. TO CENTRAL AVE 2 TO 4 THROUGH LANES AND FROM COLLIER AVE TO CAMBERN AVE FROM 6 TO 8 THRU LNS. CONST NEW RIVERSIDE AVE OC & SR74 PM 15.5 to 18.5 (EA: 0F3100).		2021	Central Ave (SR74)	2.25 miles	Collier Ave	Riverside St.	Widen from 4 to 8 lanes	4	8	

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Riverside	LAKE ELSINORE	State Highway	RIV060109	RIV060109	1,000' w/o Collier Ave	RIVERSIDE ST.	AT I-15/SR74 (CENTRAL AVE) IC JCT MOD. BTWN 1,000 FT W/O COLLIER AVE TO RIVERSIDE ST: ADD NB LOOP ENTRY RAMP WITH ACCEL LN, REALIGN NB ENTRY & EXIT RAMPS, ADD SB ACCEL/DECEL LNS, ADD NB DECEL LN, WIDEN SR 74 FROM RIVERSIDE DR. TO CENTRAL AVE 2 TO 4 THROUGH LANES AND FROM COLLIER AVE TO CAMBERN AVE FROM 6 TO 8 THRU LNS, CONST NEW RIVERSIDE AVE OC & SR74 PM 15.5 to 18.5 (EA: 0F3100).		2021	Collier Ave (SR74)	.5 miles	Riverside Dr	Central Ave		2	4	Widen from 2 to 4 lanes
Riverside	LAKE ELSINORE	State Highway	RIV060109	RIV060109	1,000' w/o Collier Ave	RIVERSIDE ST.	AT I-15/SR74 (CENTRAL AVE) IC JCT MOD. BTWN 1,000 FT W/O COLLIER AVE TO RIVERSIDE ST: ADD NB LOOP ENTRY RAMP WITH ACCEL LN, REALIGN NB ENTRY & EXIT RAMPS, ADD SB ACCEL/DECEL LNS, ADD NB DECEL LN, WIDEN SR 74 FROM RIVERSIDE DR. TO CENTRAL AVE 2 TO 4 THROUGH LANES AND FROM COLLIER AVE TO CAMBERN AVE FROM 6 TO 8 THRU LNS, CONST NEW RIVERSIDE AVE OC & SR74 PM 15.5 to 18.5 (EA: 0F3100).		2021	I-15/SR-74 (Central Ave) NB Entry Ramp	.5 miles	Central Ave	I-15		1	2	Widen from 1 lane entry to mainline to 1 lane +HOV entry to mainline
Riverside	LAKE ELSINORE	State Highway	RIV060109	RIV060109	1,000' w/o Collier Ave	RIVERSIDE ST.	AT I-15/SR74 (CENTRAL AVE) IC JCT MOD. BTWN 1,000 FT W/O COLLIER AVE TO RIVERSIDE ST: ADD NB LOOP ENTRY RAMP WITH ACCEL LN, REALIGN NB ENTRY & EXIT RAMPS, ADD SB ACCEL/DECEL LNS, ADD NB DECEL LN, WIDEN SR 74 FROM RIVERSIDE DR. TO CENTRAL AVE 2 TO 4 THROUGH LANES AND FROM COLLIER AVE TO CAMBERN AVE FROM 6 TO 8 THRU LNS, CONST NEW RIVERSIDE AVE OC & SR74 PM 15.5 to 18.5 (EA: 0F3100).		2021	I-15/SR-74 (Central Ave) NB Exit Ramp	.5 miles	I-15	Central Ave		2	4	Realign and widen from 1 lane off mainline/2 at arterial to 1 lane at mainline/4 at arterial.
Riverside	LAKE ELSINORE	State Highway	RIV060109	RIV060109	1,000' w/o Collier Ave	RIVERSIDE ST.	AT I-15/SR74 (CENTRAL AVE) IC JCT MOD. BTWN 1,000 FT W/O COLLIER AVE TO RIVERSIDE ST: ADD NB LOOP ENTRY RAMP WITH ACCEL LN, REALIGN NB ENTRY & EXIT RAMPS, ADD SB ACCEL/DECEL LNS, ADD NB DECEL LN, WIDEN SR 74 FROM RIVERSIDE DR. TO CENTRAL AVE 2 TO 4 THROUGH LANES AND FROM COLLIER AVE TO CAMBERN AVE FROM 6 TO 8 THRU LNS, CONST NEW RIVERSIDE AVE OC & SR74 PM 15.5 to 18.5 (EA: 0F3100).		2021	I-15/SR-74 (Central Ave) NB Loop Entry Ramp	.75 miles	Central Ave	I-15		n/a	1	Add new 1 lane NB loop entry ramp w/HOV lane
Riverside	LAKE ELSINORE	State Highway	RIV060109	RIV060109	1,000' w/o Collier Ave	RIVERSIDE ST.	AT I-15/SR74 (CENTRAL AVE) IC JCT MOD. BTWN 1,000 FT W/O COLLIER AVE TO RIVERSIDE ST: ADD NB LOOP ENTRY RAMP WITH ACCEL LN, REALIGN NB ENTRY & EXIT RAMPS, ADD SB ACCEL/DECEL LNS, ADD NB DECEL LN, WIDEN SR 74 FROM RIVERSIDE DR. TO CENTRAL AVE 2 TO 4 THROUGH LANES AND FROM COLLIER AVE TO CAMBERN AVE FROM 6 TO 8 THRU LNS, CONST NEW RIVERSIDE AVE OC & SR74 PM 15.5 to 18.5 (EA: 0F3100).		2021	Riverside Dr	2.5 miles	Collier Ave	Cambren Ave		n/a	4	Construct new 4 lane OC across I-15
Riverside	PERRIS	State Highway	RIV060111	RIV060111			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		2	4	Widen from 2 to 4 lanes
Riverside	TEMECULA	Local Highway	RIV060113	RIV060113			CONSTRUCT NEW 4 LANE BRIDGE OVER MURRIETA CREEK (PART OF WESTERN BYPASS CORRIDOR) INCLUDING APPROACHES, CURB & GUTTER, SIDEWALKS, & STORM DRAIN FACILITIES	X	2023	Murrieta Creek Bridge	288'	Existing terminus of Western Bypass (St)	Pujol St.		n/a	4	New 4-in bridge over Murrieta Creek
Riverside	TEMECULA	Local Highway	RIV060114	RIV060114			IN SOUTHWEST TEMECULA: DESIGN AND CONSTRUCT 4 LANE WESTERN BYPASS CORRIDOR (PHASE 1) FROM SR79 SOUTH TO RANCHO CALIFORNIA RD	X	2023	Western Bypass Corridor - Ph I	1.75 miles	SR79 south	Rancho California Rd.		0	4	New 4-in arterial facility - 2 lanes in ea direction.

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Riverside	BEAUMONT	State Highway	RIV060115	RIV060115	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).		2022	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	BEAUMONT	State Highway	RIV060115	RIV060115	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).		2022	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	BEAUMONT	State Highway	RIV060115	RIV060115	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).		2022	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	
Riverside	BEAUMONT	State Highway	RIV060115	RIV060115	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).		2022	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	BEAUMONT	State Highway	RIV060115	RIV060115	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).		2022	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	BEAUMONT	State Highway	RIV060115	RIV060115	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).		2022	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	BEAUMONT	State Highway	RIV060115	RIV060115	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).		2022	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	

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Riverside	CALIMESA	State Highway	RIV060116	RIV060116	Calimesa Blvd	Roberts Rd	I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING WITH TWO 90 FT. RADIUS ON/OFF RAMP ROUNDABOUTS AND WILL EXTEND 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 RAMP WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2028	Calimesa Blvd.	650'	Cherry Valley Blvd.	650' N/O Cherry Valley Blvd.	Realign Calimesa Blvd. 620' to the East	2	2	
Riverside	CALIMESA	State Highway	RIV060116	RIV060116	Calimesa Blvd	Roberts Rd	I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING WITH TWO 90 FT. RADIUS ON/OFF RAMP ROUNDABOUTS AND WILL EXTEND 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 RAMP WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2028	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	CALIMESA	State Highway	RIV060116	RIV060116	Calimesa Blvd	Roberts Rd	I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING WITH TWO 90 FT. RADIUS ON/OFF RAMP ROUNDABOUTS AND WILL EXTEND 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 RAMP WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2028	Cherry Valley Blvd.	1000'	EB exit ramp	Approx. 1,000' W/O Roberts Rd.	Widen from 2 to 4 lanes	2	4	
Riverside	CALIMESA	State Highway	RIV060116	RIV060116	Calimesa Blvd	Roberts Rd	I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING WITH TWO 90 FT. RADIUS ON/OFF RAMP ROUNDABOUTS AND WILL EXTEND 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 RAMP WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2028	Cherry Valley Blvd.	500'	Calimesa Blvd.	500' E/O Calimesa Blvd.	Widen from 2 to 5 (3EB/2WB) lanes	2	5	
Riverside	CALIMESA	State Highway	RIV060116	RIV060116	Calimesa Blvd	Roberts Rd	I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING WITH TWO 90 FT. RADIUS ON/OFF RAMP ROUNDABOUTS AND WILL EXTEND 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 RAMP WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2028	Cherry Valley Blvd.	700'	Calimesa Blvd.	WB exit ramp	Widen from 2 to 5 (3EB/2WB) lanes	2	5	
Riverside	CALIMESA	State Highway	RIV060116	RIV060116	Calimesa Blvd	Roberts Rd	I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING WITH TWO 90 FT. RADIUS ON/OFF RAMP ROUNDABOUTS AND WILL EXTEND 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 RAMP WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2028	I-10/Cherry Valley Blvd. EB Entry Ramp	950'	Cherry Valley Blvd.	I-10	Realign entry ramp 220' to the southwest	1	1	
Riverside	CALIMESA	State Highway	RIV060116	RIV060116	Calimesa Blvd	Roberts Rd	I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING WITH TWO 90 FT. RADIUS ON/OFF RAMP ROUNDABOUTS AND WILL EXTEND 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 RAMP WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2028	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	

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Riverside	CALIMESA	State Highway	RIV060116	RIV060116	Calimesa Blvd	Roberts Rd	I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING WITH TWO 90 FT. RADIUS ON/OFF RAMP ROUNDABOUTS AND WILL EXTEND 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 RAMP WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2028	I-10/Cherry Valley Blvd. WB Entry Ramp	1200'	Cherry Valley Blvd.	I-10	Realign entry ramp 20' to the northeast	1	1	
Riverside	CALIMESA	State Highway	RIV060116	RIV060116	Calimesa Blvd	Roberts Rd	I-10/CHERRY VALLEY BLVD IC: REPLACEMENT OF EXISTING CURVED OVERCROSSING WITH TWO 90 FT. RADIUS ON/OFF RAMP ROUNDABOUTS AND WILL EXTEND 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 RAMP WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2028	I-10/Cherry Valley Blvd. WB Exit Ramp	1400'	I-10	Cherry Valley Blvd.	Reconfigure as hook ramp and widen from 1 lane to 1 lane at mainline expanding to 3 turn lanes at arterial	2	3	
Riverside	CALIMESA	State Highway	RIV060117	RIV060117	Woodhouse Rd	Calimesa Blvd	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMP - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, 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 merge back to 1 lane at mainline incl. HOV	1	2	
Riverside	CALIMESA	State Highway	RIV060117	RIV060117	Woodhouse Rd	Calimesa Blvd	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMP - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)		2035	I-10/Singleton Rd EB exit ramp	1100'	I-10	Singleton Rd	Add new EB exit ramp with 1 lane off mainline expanding to 3 turn lanes at arterial	0	3	
Riverside	CALIMESA	State Highway	RIV060117	RIV060117	Woodhouse Rd	Calimesa Blvd	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMP - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, 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	CALIMESA	State Highway	RIV060117	RIV060117	Woodhouse Rd	Calimesa Blvd	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMP - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, 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	CALIMESA	State Highway	RIV060117	RIV060117	Woodhouse Rd	Calimesa Blvd	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMP - EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, 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	

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Riverside	CALIMESA	State Highway	RIV060117	RIV060117	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, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, 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	
Riverside	CALIMESA	State Highway	RIV060117	RIV060117	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, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, 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	COACHELLA	State Highway	RIV061159	RIV061159	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. IMPRVMENTS 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)	X	2030	Ave 50	1500 ft.	E/O Coachella Storm Water Channel	east of Tyler St	Widen from 2 to 6 lanes	2	6	
Riverside	COACHELLA	State Highway	RIV061159	RIV061159	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. IMPRVMENTS 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)	X	2030	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	COACHELLA	State Highway	RIV061159	RIV061159	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. IMPRVMENTS 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)	X	2030	SR-86S/Ave 50 NB Entry Ramp	1680 ft.	Ave 50	SR-86S	Add new 1 lane NB entry ramp	n/a	2	
Riverside	COACHELLA	State Highway	RIV061159	RIV061159	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. IMPRVMENTS 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)	X	2030	SR-86S/Ave 50 NB Exit Ramp	1440 ft.	SR-86S	Ave 50	Add new 1 lane NB exit ramp	n/a	2	
Riverside	COACHELLA	State Highway	RIV061159	RIV061159	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. IMPRVMENTS 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)	X	2030	SR-86S/Ave 50 SB Entry Ramp	2280 ft.	Ave 50	SR-86S	Add new 1 lane SB entry ramp	n/a	2	
Riverside	COACHELLA	State Highway	RIV061159	RIV061159	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. IMPRVMENTS 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)	X	2030	SR-86S/Ave 50 SB Exit Ramp	1260 ft.	SR-86S	Ave 50	Add new 1 lane SB exit ramp	n/a	2	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV070308	RIV070308	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 SAFETEAU/DEMO-TEA21/STP, RESPECTIVELY. \$159 TOLL CREDITS WILL BE USED IN R/W TO MATCH DEMO-SAFETEAU.)	x	2023	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	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV070308	RIV070308	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 SAFETEAU/DEMO-TEA21/STP, RESPECTIVELY. \$159 TOLL CREDITS WILL BE USED IN R/W TO MATCH DEMO-SAFETEAU.)	x	2023	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	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV070308	RIV070308	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 SAFETEAU/DEMO-TEA21/STP, RESPECTIVELY. \$159 TOLL CREDITS WILL BE USED IN R/W TO MATCH DEMO-SAFETEAU.)	x	2023	SR-91/SR-71	5700'	EB SR-91	NB SR-71	Replace 1 lane connector with 2 lane loop direct connector	1	2	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV070309	RIV070309	Scott Rd	Nuevo Rd	ON I-215 IN SOUTHWEST RIVERSIDE COUNTY FROM SCOTT RD TO NUEVO RD IC. CONSTRUCT A MIXED FLOW LANE IN EACH DIRECTION AND RECONSTRUCT AUX LANES BETWEEN D ST IC AND NUEVO RD IC (EA: 0F162)	X	2015	I-215	14.3 mi	Scott Rd	Nuevo Rd		4	6	
Riverside	MORENO VALLEY	Local Highway	RIV071240	RIV071240	Veterans Way	Heacock Ave.	IN THE CITY OF MORENO VALLEY - EAST BOUND CACTUS AVE WIDENING BETWEEN VETERANS WAY & HEACOCK: WIDENING OF EAST BOUND CACTUS AVE FROM 2 TO 3 LANES, INCLUDING TRAFFIC SIGNAL MODIFICATIONS WITHIN THE PROJECT REACH, CHANNELIZATION, AND SIGNAL INTERCONNECT SYSTEM (6 SIGNALS).	X	2015	EB Cactus Ave.	1.31 miles	Veterans Way	Heacock St.		2	3	
Riverside	MORENO VALLEY	Local Highway	RIV071240	RIV071240	Veterans Way	Heacock Ave.	IN THE CITY OF MORENO VALLEY - EAST BOUND CACTUS AVE WIDENING BETWEEN VETERANS WAY & HEACOCK: WIDENING OF EAST BOUND CACTUS AVE FROM 2 TO 3 LANES, INCLUDING TRAFFIC SIGNAL MODIFICATIONS WITHIN THE PROJECT REACH, CHANNELIZATION, AND SIGNAL INTERCONNECT SYSTEM (6 SIGNALS).	X	2015	CACTUS AVE.	1.5 miles	COMMERCE CENTER DR.	HEACOCK ST.		n/a	n/a	
Riverside	MORENO VALLEY	State Highway	3A07045	RIV071242	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).		2024	Indian St	.25 miles	150' south of Sunnymead Blvd	Hemlock Ave	Widen OC from 2 to 4 lanes	2	4	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-I15), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-I15); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	D St	1670'	Lincoln Ave	Buena Vista Ave		0	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-I15), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-I15); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	I-15	1.7 miles	Tolled express lane median direct connector	Ontario Ave IC		0	1	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-I15), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-I15); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	NB Main St	285'	WB SR-91 Exit Ramp	Grand Blvd		0	1	

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Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	NB Main St	800'	4th St	WB SR-91 Entry Ramp		2	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SB Auto Center Dr	180'	Wardlow Rd	WB SR-91 Entry Ramp		1	2	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SB Main St	375'	Grand Blvd	WB SR-91 Entry Ramp		2	4	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SB Main St	960'	WB SR-91 Entry Ramp	4th St		2	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91	0.8 miles	I-15 Sep	Promenade Ave		1	1	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91	1.0 miles	I-15 IC	I-15 Sep		1	1	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91	1.0 miles	I-15 IC	I-15 Sep		3	4	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91	1.2 miles	Main St	I-15		0	2/3/2004	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91	2,000 ft.	SR-71 IC	Auto Center Drive IC		0	1	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91	2.2 miles	Orange County Line	Green River Road IC		0	1	

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Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91	2.25 miles	Promenade Ave	Pierce St		3	4	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91	4.8 miles	SR-71	I-15 IC		4	5	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91	4.8 miles	SR-71	I-15 IC		0/1	2-Jan	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91	6.4 miles	Orange County Line	I-15 IC		1	2	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/Green River Rd IC - WB Exit Ramp	1438'	WB SR-91	Green River Rd		2	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/I-15	8,760 ft.	EB SR-91	SB I-15		0	1	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/I-15	8,760 ft.	NB I-15	WB SR-91		0	1	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/Lincoln Ave - WB Entry Ramp	1670'	Lincoln Ave	WB SR-91		3	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/Lincoln Ave/D St - EB Entry Ramp	1765'	EB SR-91	D St		2	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/Lincoln Ave/D St - EB Exit Ramp	975'	EB SR-91	D St		1	3	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/Main St IC - EB Exit Ramp	1085'	EB SR-91	Main St		3	4	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/Main St IC - WB Entry Ramp	1740'	Main St	WB SR-91		2	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/Maple St/6th St IC - EB Exit Ramp	2625'	EB SR-91	Maple St/6th St		2	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/Maple St/6th St IC - WB Entry Ramp	2955'	Maple St/6th St	WB SR-91		2	2	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/Maple St/6th St IC - WB Exit Ramp	1180'	WB SR-91	Maple St/6th St		2	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/Paseo Grande - EB Entry Ramp	600'	Paseo Grande/6th St	EB SR-91		0	1	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/Serfas Club Dr IC - EB Exit Ramp	1140'	EB SR-91	Serfas Club Dr		2	3	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-115)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-115), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-115); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	X	2017	SR-91/Serfas Club Dr IC - WB Exit Ramp	2575'	WB SR-91	Serfas Club Dr		2	3	
Riverside	CATHEDRAL CITY	State Highway	3M0720	RIV071251	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)		2026	Da Vall Dr	2.25 mi	Varner Rd	Ramon Rd	Construct Da Vall IC with 6 through lanes	n/a	6	
Riverside	CATHEDRAL CITY	State Highway	3M0720	RIV071251	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)		2026	I-10 EB Aux Lanes	1.4 mi	Date Palm Dr	Da Vall Dr	Add 1 EB aux lane	n/a	1	

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Riverside	CATHEDRAL CITY	State Highway	3M0720	RIV071251	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)		2026	I-10 EB Aux Lanes	2 mi	Da Vall Dr	Bob Hope Dr		n/a	1	Add 1 EB aux lane
Riverside	CATHEDRAL CITY	State Highway	3M0720	RIV071251	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)		2026	I-10 WB Aux Lanes	1.4 mi	Da Vall Dr	Date Palm Dr		n/a	1	Add 1 WB aux lane
Riverside	CATHEDRAL CITY	State Highway	3M0720	RIV071251	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)		2026	I-10 WB Aux Lanes	2 mi	Bob Hope Dr	Da Vall Dr		n/a	1	Add 1 WB aux lane
Riverside	CATHEDRAL CITY	State Highway	3M0720	RIV071251	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)		2026	I-10/Da Vall Dr EB entry ramp	0.25 mi	Da Vall Dr	I-10		n/a	2	Add new 2 lane EB entry ramp
Riverside	CATHEDRAL CITY	State Highway	3M0720	RIV071251	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)		2026	I-10/Da Vall Dr EB exit ramp	0.33 mi	I-10	Da Vall Dr		n/a	2	Add new 2 lane EB exit ramp
Riverside	CATHEDRAL CITY	State Highway	3M0720	RIV071251	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)		2026	I-10/Da Vall Dr EB loop entry ramp	0.4 mi	Da Vall Dr	I-10		n/a	2	Add new 2 lane EB loop entry ramp
Riverside	CATHEDRAL CITY	State Highway	3M0720	RIV071251	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)		2026	I-10/Da Vall Dr WB entry ramp	0.25 mi	Da Vall Dr	I-10		n/a	2	Add new 2 lane WB entry ramp
Riverside	CATHEDRAL CITY	State Highway	3M0720	RIV071251	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)		2026	I-10/Da Vall Dr WB exit ramp	0.33 mi	I-10	Da Vall Dr		n/a	2	Add new 2 lane WB exit ramp
Riverside	CATHEDRAL CITY	State Highway	3M0720	RIV071251	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)		2026	I-10/Da Vall Dr WB loop entry ramp	0.4 mi	Da Vall Dr	I-10		n/a	2	Add new 2 lane WB loop entry ramp
Riverside	INDIO	State Highway	3A07020	RIV071252	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 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL. RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES. MODIFY TRAFFIC SIGNALS	X	2023	I-10/Jackson St EB entry ramp	620'	Jackson St	I-10		1	2	Widen from 1 lane to 2 lanes at arterial merging to 1 lane at mainline (no HOV)
Riverside	INDIO	State Highway	3A07020	RIV071252	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 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL. RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES. MODIFY TRAFFIC SIGNALS	X	2023	I-10/Jackson St EB exit ramp	1000'	I-10	Jackson St		1	2	Widen from 1 lane to 1 lane at mainline expanding to 2 turn lanes at arterial

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Riverside	INDIO	State Highway	3A07020	RIV071252	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 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMP 1 TO 2 LANES, MODIFY TRAFFIC SIGNALS	X	2023	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	INDIO	State Highway	3A07020	RIV071252	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 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMP 1 TO 2 LANES, MODIFY TRAFFIC SIGNALS	X	2023	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	INDIO	State Highway	3A07020	RIV071252	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 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM SHOWCASE PKWY TO SOUTH OF WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMP 1 TO 2 LANES, MODIFY TRAFFIC SIGNALS	X	2023	Jackson St.	2500'	Showcase	S/O Whitewater River Channel	Widen from 2 to 6 lanes	2	6	
Riverside	INDIO	State Highway	3A07021	RIV071253	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 RAMP 1 TO 2 LANES, AND EXTEND RAMP WITH ACCELERATION/DECELERATION LANES	X	2025	Golf Center Pkwy	2407'	Ave 44	s/o Whitewater River Channel	Widen from 4 to 6 lanes incl bridge over channel	4	6	
Riverside	INDIO	State Highway	3A07021	RIV071253	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 RAMP 1 TO 2 LANES, AND EXTEND RAMP WITH ACCELERATION/DECELERATION LANES	X	2025	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	INDIO	State Highway	3A07021	RIV071253	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 RAMP 1 TO 2 LANES, AND EXTEND RAMP WITH ACCELERATION/DECELERATION LANES	X	2025	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	INDIO	State Highway	3A07021	RIV071253	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 RAMP 1 TO 2 LANES, AND EXTEND RAMP WITH ACCELERATION/DECELERATION LANES	X	2025	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	INDIO	State Highway	3A07021	RIV071253	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 RAMP 1 TO 2 LANES, AND EXTEND RAMP WITH ACCELERATION/DECELERATION LANES	X	2025	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	
Riverside	INDIO	State Highway	3A07022	RIV071254	Avenue 42	S/O Whitewater River Channel	ON I-10 IN INDIO AT MONROE ST IC: RECONSTRUCT/WIDEN IC FROM 2 TO 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM AVENUE 42 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMP 1 TO 2 LANES, AND EXTEND RAMP WITH ACCELERATION/DECELERATION LANES (EA: 0K730K)	X	2023	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	INDIO	State Highway	3A07022	RIV071254	Avenue 42	S/O Whitewater River Channel	ON I-10 IN INDIO AT MONROE ST IC: RECONSTRUCT/WIDEN IC FROM 2 TO 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM AVENUE 42 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMP 1 TO 2 LANES, AND EXTEND RAMP WITH ACCELERATION/DECELERATION LANES (EA: 0K730K)	X	2023	I-10/Monroe St EB exit ramp	1305'	I-10	Monroe St	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	INDIO	State Highway	3A07022	RIV071254	Avenue 42	S/O Whitewater River Channel	ON I-10 IN INDIO AT MONROE ST IC: RECONSTRUCT/WIDEN IC FROM 2 TO 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM AVENUE 42 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES (EA: 0K730K)	X	2023	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	INDIO	State Highway	3A07022	RIV071254	Avenue 42	S/O Whitewater River Channel	ON I-10 IN INDIO AT MONROE ST IC: RECONSTRUCT/WIDEN IC FROM 2 TO 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM AVENUE 42 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES (EA: 0K730K)	X	2023	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 2 turn lanes at arterial	1	2	
Riverside	INDIO	State Highway	3A07022	RIV071254	Avenue 42	S/O Whitewater River Channel	ON I-10 IN INDIO AT MONROE ST IC: RECONSTRUCT/WIDEN IC FROM 2 TO 6 THROUGH LANES INCLUDING BRIDGE OVER WHITEWATER RIVER CHANNEL FROM AVENUE 42 TO S/O WHITEWATER RIVER CHANNEL, RECONSTRUCT/WIDEN RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES (EA: 0K730K)	X	2023	Monroe St	3000'	Ave 42	s/o Whitewater River Channel	Widen from 2 to 6 lanes incl bridge over channel	2	6	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV071267	RIV071267	SR60 (PM 51.4)	Cajalco Rd. (PM 36.8)	I-15 IN RIVERSIDE CO: CONST. 4 TOLL EXPRESS LANES (TEL) (2 TEL EA DIR) FROM CANTU-GALLEANO RANCH RD. TO HIDDEN VALLEY PKWY & FROM THE END OF SR91 TEL TO EL CERRITO RD., & CONST. 2 TEL (1 TEL EA DIR) SR60 - CANTU-GALLEANO RANCH RD., HIDDEN VALLEY PKWY - END OF SR91 TEL, & EL CERRITO RD - CAJALCO RD. ADV. SIGN. WILL BE INST. AT THE SO. END BTWN PM 34.7 TO PM 36.6 (CAJALCO RD) & AT NO. END BTWN PM	X	2020	I-15	1.5 miles	SR60 - PM 51.4	Cantu-Galleano Ranch Rd - PM 49.9	Add 1 Toll Express Lns (TEL) in each direction	0	2	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV071267	RIV071267	SR60 (PM 51.4)	Cajalco Rd. (PM 36.8)	I-15 IN RIVERSIDE CO: CONST. 4 TOLL EXPRESS LANES (TEL) (2 TEL EA DIR) FROM CANTU-GALLEANO RANCH RD. TO HIDDEN VALLEY PKWY & FROM THE END OF SR91 TEL TO EL CERRITO RD., & CONST. 2 TEL (1 TEL EA DIR) SR60 - CANTU-GALLEANO RANCH RD., HIDDEN VALLEY PKWY - END OF SR91 TEL, & EL CERRITO RD - CAJALCO RD. ADV. SIGN. WILL BE INST. AT THE SO. END BTWN PM 34.7 TO PM 36.6 (CAJALCO RD) & AT NO. END BTWN PM	X	2020	I-15	7.0 miles	Cantu-Galleano Ranch Rd - PM 49.9	Hidden Valley Pkwy - PM 42.9	Add 2 Toll Express Lanes (TEL) in each direction	0	4	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV071267	RIV071267	SR60 (PM 51.4)	Cajalco Rd. (PM 36.8)	I-15 IN RIVERSIDE CO: CONST. 4 TOLL EXPRESS LANES (TEL) (2 TEL EA DIR) FROM CANTU-GALLEANO RANCH RD. TO HIDDEN VALLEY PKWY & FROM THE END OF SR91 TEL TO EL CERRITO RD., & CONST. 2 TEL (1 TEL EA DIR) SR60 - CANTU-GALLEANO RANCH RD., HIDDEN VALLEY PKWY - END OF SR91 TEL, & EL CERRITO RD - CAJALCO RD. ADV. SIGN. WILL BE INST. AT THE SO. END BTWN PM 34.7 TO PM 36.6 (CAJALCO RD) & AT NO. END BTWN PM	X	2020	I-15	4.4 miles	Hidden Valley Pkwy - PM 42.9	End of SR91 TEL - PM 38.5	Add 1 Toll Express Ln (TE) lane in each direction	0	2	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV071267	RIV071267	SR60 (PM 51.4)	Cajalco Rd. (PM 36.8)	I-15 IN RIVERSIDE CO: CONST. 4 TOLL EXPRESS LANES (TEL) (2 TEL EA DIR) FROM CANTU-GALLEANO RANCH RD. TO HIDDEN VALLEY PKWY & FROM THE END OF SR91 TEL TO EL CERRITO RD., & CONST. 2 TEL (1 TEL EA DIR) SR60 - CANTU-GALLEANO RANCH RD., HIDDEN VALLEY PKWY - END OF SR91 TEL, & EL CERRITO RD - CAJALCO RD. ADV. SIGN. WILL BE INST. AT THE SO. END BTWN PM 34.7 TO PM 36.6 (CAJALCO RD) & AT NO. END BTWN PM	X	2020	I-15	0.7 miles	End of SR91 TEL - PM 38.5	El Cerrito - PM 37.8	Add 2 Toll Express Lanes (TEL) in each direction	0	4	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV071267	RIV071267	SR60 (PM 51.4)	Cajalco Rd. (PM 36.8)	I-15 IN RIVERSIDE CO: CONST. 4 TOLL EXPRESS LANES (TEL) (2 TEL EA DIR) FROM CANTU-GALLEANO RANCH RD. TO HIDDEN VALLEY PKWY & FROM THE END OF SR91 TEL TO EL CERRITO RD., & CONST. 2 TEL (1 TEL EA DIR) SR60 - CANTU-GALLEANO RANCH RD., HIDDEN VALLEY PKWY - END OF SR91 TEL, & EL CERRITO RD - CAJALCO RD. ADV. SIGN. WILL BE INST. AT THE SO. END BTWN PM 34.7 TO PM 36.6 (CAJALCO RD) & AT NO. END BTWN PM	X	2020	I-15	1.2 miles	El Cerrito - PM 37.8	Cajalco Rd - PM 36.6	Add 1 Toll Express Lane (TEL) in each direction	0	2	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Riverside	COACHELLA	State Highway	3M0717	RIV071274	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).		2023	Ave 52	n/a	Coachella Storm Water Channel	Polk St		2	6	Widen from 2 to 6 lanes
Riverside	COACHELLA	State Highway	3M0717	RIV071274	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).		2023	SR-86S/Ave 52 Entry and Exit Ramps	0.25 mi	0.25 mi	ramp		n/a	1	Add extended accel/decel lanes to entry and exit ramps
Riverside	COACHELLA	State Highway	3M0717	RIV071274	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).		2023	SR-86S/Ave 52 NB Entry Ramp	2050 ft.	Ave 52	SR-86S		n/a	2	Add new NB entry ramp with 2 lanes at arterial merging to 1 lane at mainline
Riverside	COACHELLA	State Highway	3M0717	RIV071274	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).		2023	SR-86S/Ave 52 NB Exit Ramp	1500 ft.	SR-86S	Ave 52		n/a	2	Add new NB exit ramp with 1 lane off mainline expanding to 2 turn lanes at arterial
Riverside	COACHELLA	State Highway	3M0717	RIV071274	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).		2023	SR-86S/Ave 52 SB Entry Ramp	1450 ft.	Ave 52	SR-86S		n/a	2	Add new SB entry ramp with 2 lanes at arterial merging to 1 lane at mainline
Riverside	COACHELLA	State Highway	3M0717	RIV071274	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).		2023	SR-86S/Ave 52 SB Exit Ramp	1300 ft.	SR-86S	Ave 52		n/a	2	Add new SB exit ramp with 1 lane off mainline expanding to 2 turn lanes at arterial
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	3H07A	RIV071276	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		n/a	2	Add 1 NB and 1 SB HOV lane
Riverside	RIVERSIDE COUNTY	Local Highway	3G0705	RIV071288			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.	x	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	RIVERSIDE COUNTY	Local Highway	3G0705	RIV071288			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.	x	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	

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Riverside	RIVERSIDE COUNTY	Local Highway	3G0705	RIV071288			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.	x	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	RIVERSIDE COUNTY	Local Highway	3G0705	RIV071288			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.	x	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	MURRIETA	State Highway	3M0730	RIV080901	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)	X	2022	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	MORENO VALLEY	State Highway	3M0712	RIV080902	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		2025	Redlands Blvd	2300'	Spruce Ave	Fir Ave	Widen from 2 to 6 lanes	2	6	
Riverside	MORENO VALLEY	State Highway	3M0712	RIV080902	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		2025	SR-60 EB Aux Lanes	1000'	1000' w/o Redlands Blvd	Redlands Blvd	Add 1 EB aux lane	n/a	1	
Riverside	MORENO VALLEY	State Highway	3M0712	RIV080902	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		2025	SR-60 EB Aux Lanes	1700'	1700' e/o Redlands Blvd	Redlands Blvd	Add 1 EB aux lane	n/a	1	
Riverside	MORENO VALLEY	State Highway	3M0712	RIV080902	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		2025	SR-60 WB Aux Lanes	1000'	1000' w/o Redlands Blvd	Redlands Blvd	Add 1 WB aux lane	n/a	1	
Riverside	MORENO VALLEY	State Highway	3M0712	RIV080902	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		2025	SR-60 WB Aux Lanes	1700'	1700' e/o Redlands Blvd	Redlands Blvd	Add 1 WB aux lane	n/a	1	
Riverside	MORENO VALLEY	State Highway	3M0712	RIV080902	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		2025	SR-60/Redlands Blvd EB Entry Ramp	1750'	Redlands Blvd	SR-60	Widen from 1 lane to 2 lanes at arterial merging to 1 lane at mainline w/ HOV	1	2	

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Riverside	MORENO VALLEY	State Highway	3M0712	RIV080902	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		2025	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	MORENO VALLEY	State Highway	3M0712	RIV080902	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		2025	SR-60/Redlands Blvd WB Entry Ramp	1400'	Redlands Blvd	SR-60	Widen from 1 lane to 3 lanes at arterial merging to 1 lane at mainline w/ HOV	1	3	
Riverside	MORENO VALLEY	State Highway	3M0712	RIV080902	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		2025	SR-60/Redlands Blvd 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	MORENO VALLEY	State Highway	3M0714	RIV080903	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		2026	Gilman Springs Rd	2500'	Eucalyptus St	Ramps n/o SR-60	Widen from 2 to 6 lanes	2	6	
Riverside	MORENO VALLEY	State Highway	3M0714	RIV080903	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		2026	SR-60 EB Aux Lanes	1200'	1200' w/o Gilman Springs Rd	Gilman Springs Rd	Add 1 EB aux lane	n/a	1	
Riverside	MORENO VALLEY	State Highway	3M0714	RIV080903	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		2026	SR-60 WB Aux Lanes	2200'	2200' w/o Gilman Springs Rd	Gilman Springs Rd	Add 1 WB aux lane	n/a	1	
Riverside	MORENO VALLEY	State Highway	3M0714	RIV080903	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		2026	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	MORENO VALLEY	State Highway	3M0714	RIV080903	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		2026	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	

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Riverside	MORENO VALLEY	State Highway	3M0714	RIV080903	at SR-60		AT SR-60/GILMAN SPRINGS RD IC - REALIGN GILMAN SPRINGS RD/REMOVE EXISTING EB/WB RAMP; 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 RAMP FROM 1 LANE TO 2 LANES W/ HOV; WIDEN EB EXIT RAMP 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		2026	SR-60/Gilman Springs Rd WB Entry Ramp	2100'	Gilman Springs Rd	SR-60		1	2	Widen from 1 lane to 2 lanes at arterial merging to 1 lane at mainline w/ HOV
Riverside	MORENO VALLEY	State Highway	3M0714	RIV080903	at SR-60		AT SR-60/GILMAN SPRINGS RD IC - REALIGN GILMAN SPRINGS RD/REMOVE EXISTING EB/WB RAMP; 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 RAMP FROM 1 LANE TO 2 LANES W/ HOV; WIDEN EB EXIT RAMP 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		2026	SR-60/Gilman Springs Rd WB Exit Ramp	2000'	SR-60	Gilman Springs Rd		1	3	Widen from 1 lane ramp to 1 lane at mainline expanding to 2 lanes in ramp then 3 lanes at arterial
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FRM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMP 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)	X	2023	SR-60 EB Aux Lanes	1400'	1400' e/o Theodore St	Theodore St		n/a	1	Add 1 EB aux lane 1400' E/O Theodore St. to Theodore S.
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FRM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMP 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)	X	2023	SR-60 EB Aux Lanes	2500'	2500' w/o Theodore St	Theodore St		n/a	1	Add 1 EB aux lane
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FRM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMP 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)	X	2023	SR-60 WB Aux Lanes	2300'	2300' w/o Theodore St	Theodore St		n/a	1	Add 1 WB aux lane
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FRM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMP 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)	X	2023	SR-60 WB Aux Lanes	1700'	1700' e/o Theodore St	Theodore St		n/a	1	Add 1 WB aux lane 1700' E/O Theodore St. to Theodore St.
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FRM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMP 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)	X	2023	SR-60/Theodore St EB Entry Ramp	1800'	Theodore St	SR-60		1	2	Widen from 1 lane to 2 lanes at arterial merging to 1 lane at aux ln w/ HOV
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FRM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMP 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)	X	2023	SR-60/Theodore St EB Exit Ramp	2000'	SR-60	Theodore St		1	3	Widen from 1 lane ramp to 2 lanes at aux ln, expanding to 3 lns at arterial

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Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FRM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMP 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)	X	2023	SR-60/Theodore St EB Loop Entry Ramp	2000'	Theodore St	SR-60		n/a	2	Add new 2 In EB loop entry ramp merging to 1 In at mainline w/ HOV
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FRM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMP 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)	X	2023	SR-60/Theodore St WB Entry Ramp	2700'	Theodore St	SR-60		1	3	Widen from 1 lane to 3 lanes at arterial merging to 1 lane at aux in w/ HOV
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FRM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMP 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)	X	2023	SR-60/Theodore St WB Exit Ramp	2000'	SR-60	Theodore St		1	3	Widen from 1 lane ramp to 2 lanes at aux in expanding to 3 lns at arterial
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FRM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMP 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)	X	2023	Theodore St	2800'	600' N/O DRACAEA	EB RAMPS		2	6	Widen from 2 to 6 lanes
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FRM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMP 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)	X	2023	Theodore St	1900'	EB RAMPS	800' S/O IRONWOOD		2	4	Widen from 2 to 4 lanes
Riverside	MORENO VALLEY	Local Highway	3A01WT049A	RIV080905	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	Alessandro Blvd.	1.5 miles	I-215	Frederick St.		4	6	Widening to 6 lanes (3 in each direction)
Riverside	MORENO VALLEY	Local Highway	3A01WT051	RIV080907	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. (PA&E ONLY)		2021	Alessandro Blvd.	34,200 ft.	Nason St.	Gilman Springs Rd.		2	4	Widening from 2 to 4 through lanes (2 in each direction)
Riverside	MORENO VALLEY	Local Highway	3A01WT053	RIV080908	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&E ONLY)		2022	Gilman Springs Rd.	15,750 ft.	SR60	Alessandro Blvd.		2	6	Widening from 2 to 6 through lanes (3 in each direction)
Riverside	MORENO VALLEY	Local Highway	3A01WT153	RIV080909	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.		2022	Gilman Springs Rd.	19,000 ft.	Alessandro Blvd.	Bridge St.		2	6	Widening from 2 to 6 through lanes (3 in ea direction)

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Riverside	MORENO VALLEY	Local Highway	3A04WT054	RIV080910	Cactus Ave	San Michele Rd	IN THE CITY OF MORENO VALLEY - WIDEN HEACOCK ST BETWEEN CACTUS AVE AND SAN MICHELE RD FROM 2 TO 4 LANES INCLUDING CURB, GUTTER, SIDEWALK, AND SIGNAL.	x	2017	Heacock St.	2.93 miles	Cactus Ave.	San Michele Rd.		2	4	
Riverside	MORENO VALLEY	Local Highway	3A0801	RIV080911	San Michele Rd	Oleander Ave (in Perris)	IN THE CITY OF MORENO VALLEY - WIDEN HEACOCK ST BETWEEN SAN MICHELE RD AND HARLEY KNOX RD, FROM 2 TO 4 LANES; REALIGN HEACOCK ST WITHIN PROJECT LIMITS BETWEEN NANDINA AND HARLEY KNOX; REPLACE BRIDGE OVER PVSD LATERAL B.	x	2021	Heacock St.	4,700 ft.	San Michele Rd. (Moreno Valley)	Harley Knox Rd. (City of Perris)	widening from 2 to 4 lanes (2 in each direction)	2	4	
Riverside	MORENO VALLEY	Local Highway	3A04WT056B	RIV080912	500' west of Clark St	Day St	IN THE CITY OF MORENO VALLEY - WIDEN BOX SPRINGS RD BETWEEN 500' WEST OF CLARK ST AND DAY ST FROM 2 TO 4 LANES. INCLUDES UTILITY RELOCATION, GRADING, DRAINAGE, CURB, GUTTER, RETAINING WALLS, SIGNAGE, AND STRIPING.		2027	Box Springs Rd.	.6 miles	500' W/O Clark St.	Day St.	Widening from 2 to 4 lanes (2 in each direction)	2	4	
Riverside	MORENO VALLEY	Local Highway	3A04WT056F	RIV080915	Perris Blvd	Vista de Cerros Dr.	IN THE CITY OF MORENO VALLEY - WIDEN IRONWOOD AVE BETWEEN PERRIS BLVD AND VISTA DE CERROS DR. FROM 2 TO 5 LANES (2 LANES IN EACH DIRECTION AND 1 CENTER TURNING LANE). ADDITIONAL IMPROVEMENTS INCLUDE SIGNAL MODIFICATIONS, LIGHTING, DRAINAGE, CURB, GUTTER, STRIPING, AND SIDEWALK.		2029	Ironwood Ave.	0.7 miles	Perris Blvd.	Vista de Cerros Dr.	Widening from 2 to 5 lanes (2 in ea direction plus 1 center turning lane)	2	4	
Riverside	MORENO VALLEY	Local Highway	3A07155	RIV080917	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.		2022	Moreno Beach Dr.	1.6 miles	Cactus Ave.	Auto Mall Dr.	Widening from 2 to 6 lanes (3 in each direction)	2	6	
Riverside	MORENO VALLEY	Local Highway	3A07156	RIV080918	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.		2024	Redlands Blvd.	10,500 ft.	SR60	Cactus Ave.	Local arterial widening from 2 to 4 through lanes.	2	4	
Riverside	RIVERSIDE COUNTY	Local Highway	3A04WT137A	RIV090903	TEMESCAL CANYON RD.	I-215	IN RIVERSIDE COUNTY ON CAJALCO RD - CAJALCO RD. WIDENING FROM 2 TO 4 THRU LNS (2 IN EA DIR) FROM TEMESCAL CANYON RD. TO HARVILL AVE AND FROM 4 TO 6 LANES FROM HARVILL AVE TO I-215, INCLUDING TURN POCKETS AND A BRIDGE RECONSTRUCTION OVER A WATER CROSSING (RTP IDS: 3A04WT137 AND 3A04WT138) (PA&ED ONLY) (\$803 IN FY 09/10 AND \$344.01 IN FY 15/16 OF TC USED FOR STPL MATCH IN PA&ED).		2028	Cajalco Rd.	16 miles	Temescal Canyon Rd.	I-215	Widening from 2 to 4 thru lanes (2 in ea dir)	2	4	
Riverside	RIVERSIDE COUNTY	Local Highway	3A04WT137A	RIV090903	TEMESCAL CANYON RD.	I-215	IN RIVERSIDE COUNTY ON CAJALCO RD - CAJALCO RD. WIDENING FROM 2 TO 4 THRU LNS (2 IN EA DIR) FROM TEMESCAL CANYON RD. TO HARVILL AVE AND FROM 4 TO 6 LANES FROM HARVILL AVE TO I-215, INCLUDING TURN POCKETS AND A BRIDGE RECONSTRUCTION OVER A WATER CROSSING (RTP IDS: 3A04WT137 AND 3A04WT138) (PA&ED ONLY) (\$803 IN FY 09/10 AND \$344.01 IN FY 15/16 OF TC USED FOR STPL MATCH IN PA&ED).		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	MORENO VALLEY	Local Highway	3A0808	RIV090908	Alessandro Blvd	Eucalyptus Ave	IN MORENO VALLEY, WIDEN THEODORE ST 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.		2024	Theodore St.	6,600 ft.	Alessandro Blvd.	Eucalyptus Ave.	Widening from 2 to 4 thru lanes (2 in ea dir)	2	4	
Riverside	MORENO VALLEY	Local Highway	3A0807	RIV090909	Eucalyptus Ave	EB SR-60 Ramps	IN MORENO VALLEY, WIDEN THEODORE ST 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.	x	2020	Theodore St.	2,000 ft.	Eucalyptus Ave.	SR60 EB ramps	Widen from 1 to 2 thru lanes (1 In in ea dir) + 1 aux. In in ea dir	2	4	
Riverside	MORENO VALLEY	Local Highway	3A0806	RIV090910	WB SR-60 Ramps	Ironwood Ave	IN MORENO VALLEY, WIDEN 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.	x	2023	Theodore St.	2,000 ft.	SR-60 WB ramps	Ironwood Ave.	Widening from 2 to 4 thru lanes (2 in ea dir)	2	4	

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Riverside	MORENO VALLEY	Local Highway	3A0805	RIV090911	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.	X	2021	Kitching St.	5,300 ft.	Gentian Ave.	Cactus Ave.	Widening from 2 to 4 thru lns (2 in ea dir)	2	4	
Riverside	MORENO VALLEY	Local Highway	3A0805	RIV090911	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.	X	2021	Kitching St.	620 ft.	620' S/O Alessandro	Alessandro	Widening from 2 to 4 lns (2 in ea dir).	2	4	
Riverside	MORENO VALLEY	Local Highway	3A0805	RIV090911	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.	X	2021	Kitching	620 ft.	Cactus Ave.	620' S/O Alessandro Blvd.	Widening from 2 to 4 thru lanes (2 in ea dir)	2	4	
Riverside	DESERT HOT SPRINGS	Local Highway	3A07023	RIV091001	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).		2023	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	MORENO VALLEY	Local Highway	3A10WT02	RIV091002	Redlands Blvd.	Theodore St.	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 THEODORE STREET, INCLUDING THE INSTALLATION OF MEDIANS, LEFT TURN POCKETS, DEDICATED RIGHT TURN LANES, DRAINAGE IMPROVEMENTS, LANDSCAPING, SIDEWALKS, AND A CLASS I BIKE PATH.	X	2015	Eucalyptus Ave.	6000 ft	Redlands Blvd.	Theodore St.		n/a	3	
Riverside	MORENO VALLEY	Local Highway	3A10WT02	RIV091002	Redlands Blvd.	Theodore St.	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 THEODORE STREET, INCLUDING THE INSTALLATION OF MEDIANS, LEFT TURN POCKETS, DEDICATED RIGHT TURN LANES, DRAINAGE IMPROVEMENTS, LANDSCAPING, SIDEWALKS, AND A CLASS I BIKE PATH.		2024	Eucalyptus Ave.	6000 ft	Redlands Blvd.	Theodore St.	New facility - 2 lns WB & 1 In EB	n/a	3	
Riverside	MORENO VALLEY	Local Highway	3AL304	RIV091003			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY - EUCALYPTUS AVE. WIDENING/EXTENSION: CONSTRUCTION OF A 4TH THROUGH LANE IN THE EASTERN DIRECTION FROM REDLANDS BLVD. TO THEODORE ST & EXTENSION OF EUCALYPTUS AVE. TO REDLANDS BLVD., WITH A SIGNALIZED INTERSECTION.	X	2022	Eucalyptus Ave. Extension	6000 ft.	Redlands Blvd.	Theodore St.	Add 1 lane to the EB (total EB would be 2 lns)	3	4	
Riverside	INDIAN WELLS	Local Highway	3A07316	RIV091006	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: WIDEN 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	LAKE ELSINORE	State Highway	3A04WT047	RIV091007	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).		2022	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	RANCHO MIRAGE	Local Highway	3A07128	RIV091010	Hovley Ln West	Park View Dr.	IN EASTERN RIVERSIDE COUNTY IN THE COACHELLA VALLEY - MONTEREY AVE WIDENING FROM 4 TO 6 THROUGH LANES (ADDING A 3RD NB & SB THROUGH LANE) FROM HOVLEY LANE WEST TO PARK VIEW DR IN THE CITIES OF RANCHO MIRAGE AND PALM DESERT, INCLUDING TS MODIFICATION, AND SIGNING AND STRIPING IMPROVEMENTS (RTP ID 3A07116 & 3A07128).		2019	Monterey Ave.	3,960 ft.	Hovley Ln. West	Park View Dr.		4	6	

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Riverside	CATHEDRAL CITY	Local Highway	3A07027	RIV091011	Via Estrada to the north	Perez Rd. to the south	IN EASTERN RIVERSIDE COUNTY IN THE COACHELLA VALLEY - DATE PALM DR OVER THE WHITEWATER RIVER: WIDENING OF DATE PALM DR FROM 4 TO 6 LNS (3 LNS IN EA DIR), FROM APPROX. 350 FT S/O THE BRIDGE TO 250 FT N/O THE BRIDGE (VIA ESTRADA TO THE NORTH AND PEREZ RD. TO THE SOUTH), INCLUDING THE CONSTRUCTION OF A RAISED MEDIAN AND SIDEWALK ALONG THE EAST SIDE OF THE PROJECT (BRIDGE NO. 56C0189).	y	2018	Date Palm Dr. over the Whitewater River	1,350 ft.	Via Estrada to the north	Perez Rd. to the south	widening from 4 to 6 through lanes (3 in ea dir)	4	6	
Riverside	PERRIS	State Highway	3M04WT009	RIV091012			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).		2025	Matthews Rd	0.3 mi	Case Rd	SB ramps	Realign/widen from 2 to 4 lanes	2	4	
Riverside	PERRIS	State Highway	3M04WT009	RIV091012			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).		2025	Matthews Rd	0.4 mi	SB Ramps	Trumble Rd	Add 1 lane in WB direction for 2 lanes in each direction	3	4	
Riverside	INDIO	Local Highway	ITS08	RIV091208	Ave. 44	Ave. 45	IN COACHELLA VALLEY IN THE CITY OF INDIO - JACKSON ST TRAFFIC SIGNAL INTERCONNECT AND TRAFFIC SIGNAL INSTALL: INSTALL A NEW TS AT JACKSON ST & MARKET ST/DILLON AVE., & INSTALL OF A WIRELESS INTERCONNECT SYSTEM ON JACKSON ST BTWN AVE. 44 TO THE NO. & AVE. 45 TO THE SO., A DISTANCE OF APPROX. 1 MILE. INTERCONNECT SYSTEM INCLUDES 2 EXIST. TS & 1 NEW TS (\$38 TOLL CREDITS USED FOR CMAQ MATCH IN CONS).	X	2016	JACKSON ST.	1 mile	AVENUE 44	AVENUE 45		4	4	
Riverside	INDIAN WELLS	Local Highway	3A07258	RIV091209	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 EL DORADO & 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).		2022	Hwy 111	2.1 miles	El Dorado Dr.	East City Limits (W/O Washington Ave)	Add a 3rd EB & a 3rd WB lane.	4	6	
Riverside	BEAUMONT	Local Highway	3AL204	RIV100102	.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 PREFAB 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.	x	2024	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	MURRIETA	State Highway	3M10WT03	RIV100107	500' w/o I-215 CL	500' e/o I-215 CL	IN SW RIVERSIDE CO. I-215/KELLER RD. IC: REPLACE EXISTING 2-LN I-215/KELLER RD. UNDERPASS WITH A NEW 4-LN (2 LNS IN EA DIR), AUX LANES AT THE SB OFF-RAMP & NB OFF-RAMP (APPROX. 2,400'), ADD 3-LN NB/SB OFF RAMP, 2-LN NB/SB ON-RAMPS W/HOV, SWS, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2022	Keller Rd	3000'	1500' 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	MURRIETA	State Highway	3M10WT03	RIV100107	500' w/o I-215 CL	500' e/o I-215 CL	IN SW RIVERSIDE CO. I-215/KELLER RD. IC: REPLACE EXISTING 2-LN I-215/KELLER RD. UNDERPASS WITH A NEW 4-LN (2 LNS IN EA DIR), AUX LANES AT THE SB OFF-RAMP & NB OFF-RAMP (APPROX. 2,400'), ADD 3-LN NB/SB OFF RAMP, 2-LN NB/SB ON-RAMPS W/HOV, SWS, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2022	I-215/Keller Rd NB Entry Ramp	1500'	Keller Rd	I-215	Add 2 lane NB entry ramp w/HOV	0	2	

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Riverside	MURRIETA	State Highway	3M10WT03	RIV100107	500' w/o I-215 CL	500' e/o I-215 CL	IN SW RIVERSIDE CO. I-215/KELLER RD. IC: REPLACE EXISTING 2-LN I-215/KELLER RD. UNDERPASS WITH A NEW 4-LN (2 LNS IN EA DIR), AUX LANES AT THE SB OFF-RAMP & NB OFF-RAMP (APPROX. 2,400'), ADD 3-LN NB/SB OFF RAMP, 2-LN NB/SB ON-RAMP W/HOV, SWS, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2022	I-215/Keller Rd SB Entry Ramp	1700'	Keller Rd	I-215		0	2	Add 2 lane SB entry ramp w/HOV
Riverside	MURRIETA	State Highway	3M10WT03	RIV100107	500' w/o I-215 CL	500' e/o I-215 CL	IN SW RIVERSIDE CO. I-215/KELLER RD. IC: REPLACE EXISTING 2-LN I-215/KELLER RD. UNDERPASS WITH A NEW 4-LN (2 LNS IN EA DIR), AUX LANES AT THE SB OFF-RAMP & NB OFF-RAMP (APPROX. 2,400'), ADD 3-LN NB/SB OFF RAMP, 2-LN NB/SB ON-RAMP W/HOV, SWS, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2022	I-215/Keller Rd NB Exit Ramp	1600'	I-215	Keller Rd		0	3	Add 3 lane NB exit ramp
Riverside	MURRIETA	State Highway	3M10WT03	RIV100107	500' w/o I-215 CL	500' e/o I-215 CL	IN SW RIVERSIDE CO. I-215/KELLER RD. IC: REPLACE EXISTING 2-LN I-215/KELLER RD. UNDERPASS WITH A NEW 4-LN (2 LNS IN EA DIR), AUX LANES AT THE SB OFF-RAMP & NB OFF-RAMP (APPROX. 2,400'), ADD 3-LN NB/SB OFF RAMP, 2-LN NB/SB ON-RAMP W/HOV, SWS, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2022	I-215/Keller Rd SB Exit Ramp	1500'	I-215	Keller Rd		0	3	Add 3 lane SB exit ramp
Riverside	MURRIETA	State Highway	3M10WT03	RIV100107	500' w/o I-215 CL	500' e/o I-215 CL	IN SW RIVERSIDE CO. I-215/KELLER RD. IC: REPLACE EXISTING 2-LN I-215/KELLER RD. UNDERPASS WITH A NEW 4-LN (2 LNS IN EA DIR), AUX LANES AT THE SB OFF-RAMP & NB OFF-RAMP (APPROX. 2,400'), ADD 3-LN NB/SB OFF RAMP, 2-LN NB/SB ON-RAMP W/HOV, SWS, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2022	I-215 SB Aux Lane	2400'	Scott Rd. SB entry ramp	Keller Rd SB exit ramp		0	1	Add 1 SB aux lane
Riverside	MURRIETA	State Highway	3M10WT03	RIV100107	500' w/o I-215 CL	500' e/o I-215 CL	IN SW RIVERSIDE CO. I-215/KELLER RD. IC: REPLACE EXISTING 2-LN I-215/KELLER RD. UNDERPASS WITH A NEW 4-LN (2 LNS IN EA DIR), AUX LANES AT THE SB OFF-RAMP & NB OFF-RAMP (APPROX. 2,400'), ADD 3-LN NB/SB OFF RAMP, 2-LN NB/SB ON-RAMP W/HOV, SWS, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2022	I-215 NB Aux Lane	2400'	Keller Rd SB entry ramp	Scott Rd. NB entry ramp		0	1	Add 1 NB Aux Lane
Riverside	MURRIETA	State Highway	3M10WT03	RIV100107	500' w/o I-215 CL	500' e/o I-215 CL	IN SW RIVERSIDE CO. I-215/KELLER RD. IC: REPLACE EXISTING 2-LN I-215/KELLER RD. UNDERPASS WITH A NEW 4-LN (2 LNS IN EA DIR), AUX LANES AT THE SB OFF-RAMP & NB OFF-RAMP (APPROX. 2,400'), ADD 3-LN NB/SB OFF RAMP, 2-LN NB/SB ON-RAMP W/HOV, SWS, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2022	I-215/Keller Rd NB Loop entry ramp	1400'	Keller Rd.	I-215		0	1	Add 1 NB loop entry ramp
Riverside	CALTRANS	State Highway	3M0738	RIV110122	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		2	3	Construct third mixed flow lane in the median
Riverside	CALTRANS	State Highway	3M0738	RIV110122	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		0	1	Construct one Auxiliary lane
Riverside	PALM SPRINGS	Local Highway	3A07100	RIV110124			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.	x	2025	RAMON RD.	1,654'	200' W/O RAMON RD. BRIDGE	310' E/O RAMON RD. BRIDGE TO LANDAU BLVD.		4	6	WIDENING FROM 4 TO 6 LANES - 3 Ins in each direction

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Riverside	PALM SPRINGS	Local Highway	3A07100	RIV110124			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.	x	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 In & one EB In btwn 200 W/O Ramon Rd. Bridge to Crossley Rd.	5	6	
Riverside	PALM SPRINGS	Local Highway	3A07100	RIV110124			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.	x	2025	Ramon Rd.	640'	310' E/O Landau Blvd.,	Avenida La Paloma	Add one WB through lane	5	6	
Riverside	RANCHO MIRAGE	Local Highway	3A07067	RIV110130	Dinah Shore Dr.	Gerald Ford Dr.	IN COACHELLA VALLEY IN RANCHO MIRAGE - WIDENING OF SOUTH BOUND MONTEREY AVE. FROM 2 TO 3 LANES FROM DINAH SHORE DR TO GERALD FORD DR. (APPROX. 3,480 L.F.). OTHER IMPROVEMENTS INCLUDE INSTALLATION OF CURB AND GUTTER, DRAINAGE IMPROVEMENTS (RETENTION BASINS), SIGNING AND STRIPING, AND TRAFFIC SIGNAL MODIFICATION AT GINGER ROGERS RD.		2016	Monterey Ave. SB	3,480 L.F.	Dinah Shore Dr.	Gerald Ford Dr.		2	3	
Riverside	RIVERSIDE COUNTY	State Highway	30M0701	RIV110302	3500" w/o existing ramps to Hobson Way	Riviera Dr/Inspection station	ON I-10 IN THE CITY OF BLYTHE - PROVIDE NEW W/B ON AND W/B OFF RAMP TO HOBSON WAY APPROX 3,500" W/O EXISTING RAMP TO RIVIERA DR/INSPECTION STATION. THE NEW RAMP WILL REPLACE EXISTING CONNECTION TO RIVIERA DR. \$93 TC UTILIZATION FY 2014/15 FOR STPL CONSTRUCTION FUNDS.	X	2016	I-10	0.284	3500' w/o of existing ramps	Riviera Drive		0	1	
Riverside	CATHEDRAL CITY	Local Highway	3A07028	RIV110501	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.		2022	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	COACHELLA	Local Highway	RIV110825	RIV110825			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 INTRCTN. INCLUDING BIKE LANES, SIDEWALKS, RECONSTRUCT TRAFFIC SIGNAL/DRIVEWAYS, CHANNEL SCOUR PRCTCN, & 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	RIVERSIDE COUNTY	Local Highway	3A04WT165	RIV111003			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF JURUPA VALLEY - MARKET STREET BRIDGE REPLACEMENT: REPLACE THE EXISTING TWO LANE (ONE LANE IN EACH DIRECTION) MARKET STREET BRIDGE OVER THE SANTA ANA RIVER, 0.4 MILES NORTHWEST OF SR60 WITH A FOUR LANE (TWO LANES IN EACH DIRECTION) BRIDGE. BRIDGE NO. 56C0024		2025	MARKET ST.	1,595 ft	Santa Ana River	SANTA ANA RIVER	WIDEN FROM 2 TO 4 LANES - MAIN BRIDGE 1,195 FT, PLUS 200 FT ON EACH SIDE OF THE BRIDGE APPROACHES	2	4	
Riverside	MURRIETA	Local Highway	RIV111131	RIV111131	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 c&gs.	0	4	



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Riverside	PERRIS	State Highway	3M04WT014	RIV131003			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.		2025	I-215 OC	1 mile	START OF THE BRIDGE (OC)	END OF THE BRIDGE (OC)	Widening from 4 to 6 lanes (3 in each direction) across the OC	2	3	
Riverside	PERRIS	State Highway	3M04WT014	RIV131003			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.		2025	NB ENTRY RAMP	1200'	Nuevo	I-215	Add one NB entry ramp from Nuevo to I-215	2	3	
Riverside	PERRIS	State Highway	3M04WT014	RIV131003			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.		2025	I-215	1200'	SB ENTRY RAMP	I-215	Add one SB entry ramp from Nuevo to I-215	2	3	
Riverside	PERRIS	State Highway	3M04WT014	RIV131006			IN THE CITY OF PERRIS - I-215 AT NUEVO RD IC IMP.: WIDENING OF NB AND SB OFF RAMP FROM 2 TO 3 LNS. ADD. OF WB RT TURN LN ONTO THE NB I-215 ON RAMP (WID. FROM 2 TO 3 LANES, 2 EXIST. THRU LNS + 1 NEW RT TURN LN), AND ADDITION OF WB LEFT TURN LN ONTO SB I-215 ON RAMP (WID. FROM 3 TO 4 LNS - 2 THRU EXIST LNS, 1 LEFT TURN LN + 1 NEW LEFT TURN LANE) & SW INSTALL E/O OC.	X	2017	I-215 OC AT NUEVO RD.	1200'	I-215	NUEVO RD.		2	3	
Riverside	PERRIS	State Highway	3M04WT014	RIV131006			IN THE CITY OF PERRIS - I-215 AT NUEVO RD IC IMP.: WIDENING OF NB AND SB OFF RAMP FROM 2 TO 3 LNS. ADD. OF WB RT TURN LN ONTO THE NB I-215 ON RAMP (WID. FROM 2 TO 3 LANES, 2 EXIST. THRU LNS + 1 NEW RT TURN LN), AND ADDITION OF WB LEFT TURN LN ONTO SB I-215 ON RAMP (WID. FROM 3 TO 4 LNS - 2 THRU EXIST LNS, 1 LEFT TURN LN + 1 NEW LEFT TURN LANE) & SW INSTALL E/O OC.	X	2017	I-215 OC AT NUEVO RD.	1200'	I-215	NUEVO RD.		2	3	
Riverside	PERRIS	State Highway	3M04WT014	RIV131006			IN THE CITY OF PERRIS - I-215 AT NUEVO RD IC IMP.: WIDENING OF NB AND SB OFF RAMP FROM 2 TO 3 LNS. ADD. OF WB RT TURN LN ONTO THE NB I-215 ON RAMP (WID. FROM 2 TO 3 LANES, 2 EXIST. THRU LNS + 1 NEW RT TURN LN), AND ADDITION OF WB LEFT TURN LN ONTO SB I-215 ON RAMP (WID. FROM 3 TO 4 LNS - 2 THRU EXIST LNS, 1 LEFT TURN LN + 1 NEW LEFT TURN LANE) & SW INSTALL E/O OC.	X	2017	NUEVO RD.	100'	NUEVO RD.	SB I-215 ON RAMP		3	4	
Riverside	PERRIS	State Highway	3M04WT014	RIV131006			IN THE CITY OF PERRIS - I-215 AT NUEVO RD IC IMP.: WIDENING OF NB AND SB OFF RAMP FROM 2 TO 3 LNS. ADD. OF WB RT TURN LN ONTO THE NB I-215 ON RAMP (WID. FROM 2 TO 3 LANES, 2 EXIST. THRU LNS + 1 NEW RT TURN LN), AND ADDITION OF WB LEFT TURN LN ONTO SB I-215 ON RAMP (WID. FROM 3 TO 4 LNS - 2 THRU EXIST LNS, 1 LEFT TURN LN + 1 NEW LEFT TURN LANE) & SW INSTALL E/O OC.	X	2017	NUEVO RD.	200'	NUEVO RD.	NB I-215 ON RAMP		2	3	
Riverside	LAKE ELSINORE	State Highway	3AL204	RIV131127			IN LAKE ELSINORE - INTERSECTION WIDENING AND TRAFFIC SIGNAL INSTALLATION - RIVERSIDE DR/SR74 AT GRAND AVE: WIDEN RIVERSIDE DR/SR74 FROM 3 TO 6 LANES AND GRAND AVENUE FROM 2 TO 4 LANES AND INSTALL TRAFFIC SIGNAL AT THE T-INTERSECTION OF RIVERSIDE DR/SR74 AT GRAND AVE.	X	2018	Riverside Dr./SR74	.40 miles	Lakeside HS Stadium Way	Fairview St.		3	6	
Riverside	LAKE ELSINORE	State Highway	3AL204	RIV131127			IN LAKE ELSINORE - INTERSECTION WIDENING AND TRAFFIC SIGNAL INSTALLATION - RIVERSIDE DR/SR74 AT GRAND AVE: WIDEN RIVERSIDE DR/SR74 FROM 3 TO 6 LANES AND GRAND AVENUE FROM 2 TO 4 LANES AND INSTALL TRAFFIC SIGNAL AT THE T-INTERSECTION OF RIVERSIDE DR/SR74 AT GRAND AVE.	X	2018	Grand Ave.	.18 miles	Riverside Dr/SR74	Temple St.		2	4	

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Riverside	Lake Elsinore	State Highway	3AL204	RIV131127			IN LAKE ELSINORE - INTERSECTION WIDENING AND TRAFFIC SIGNAL INSTALLATION - RIVERSIDE DR/SR74 AT GRAND AVE: WIDEN RIVERSIDE DR/SR74 FROM 3 TO 6 LANES AND GRAND AVENUE FROM 2 TO 4 LANES AND INSTALL TRAFFIC SIGNAL AT THE T-INTERSECTION OF RIVERSIDE DR/SR74 AT GRAND AVE.	x	2021	Riverside Dr/SR74	.40 miles	Lakeside HS Stadium Way	Fairview St.	Widen Riverside Dr/SR 74 from 3 to 6 lanes	3	6	
Riverside	Lake Elsinore	State Highway	3AL204	RIV131127			IN LAKE ELSINORE - INTERSECTION WIDENING AND TRAFFIC SIGNAL INSTALLATION - RIVERSIDE DR/SR74 AT GRAND AVE: WIDEN RIVERSIDE DR/SR74 FROM 3 TO 6 LANES AND GRAND AVENUE FROM 2 TO 4 LANES AND INSTALL TRAFFIC SIGNAL AT THE T-INTERSECTION OF RIVERSIDE DR/SR74 AT GRAND AVE.	x	2021	Grand Ave.	.18 miles	Riverside Dr/SR74	Temple St.	Widen from 2 to 4 through lanes (2 in ea dir)	2	4	
Riverside	CALIMESA	State Highway	RIV131201	RIV131201	7TH PLACE	CALIMESA BLVD.	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10/COUNTY LINE WITH TWO 90 FT RADIUS ON/OFF RAMP ROUNDABOUTS, 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 RAMP 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	
Riverside	CALIMESA	State Highway	RIV131201	RIV131201	7TH PLACE	CALIMESA BLVD.	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10/COUNTY LINE WITH TWO 90 FT RADIUS ON/OFF RAMP ROUNDABOUTS, 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 RAMP 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	CALIMESA	State Highway	RIV131201	RIV131201	7TH PLACE	CALIMESA BLVD.	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10/COUNTY LINE WITH TWO 90 FT RADIUS ON/OFF RAMP ROUNDABOUTS, 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 RAMP 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	CALIMESA	State Highway	RIV131201	RIV131201	7TH PLACE	CALIMESA BLVD.	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10/COUNTY LINE WITH TWO 90 FT RADIUS ON/OFF RAMP ROUNDABOUTS, 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 RAMP WITH MINOR RAMP WIDENING.		2030	I-10/SINGLE TON 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 ARTERIAL	1	2	
Riverside	CALIMESA	State Highway	RIV131201	RIV131201	7TH PLACE	CALIMESA BLVD.	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10/COUNTY LINE WITH TWO 90 FT RADIUS ON/OFF RAMP ROUNDABOUTS, 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 RAMP 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	CALIMESA	State Highway	RIV131201	RIV131201	7TH PLACE	CALIMESA BLVD.	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10/COUNTY LINE WITH TWO 90 FT RADIUS ON/OFF RAMP ROUNDABOUTS, 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 RAMP 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	CALIMESA	State Highway	RIV131201	RIV131201	7TH PLACE	CALIMESA BLVD.	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10/COUNTY LINE WITH TWO 90 FT RADIUS ON/OFF RAMP ROUNDABOUTS, 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 RAMP 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	

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Riverside	RIVERSIDE, CITY OF	State Highway	3M01WT022	RIV131202			IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMP 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	
Riverside	RIVERSIDE, CITY OF	State Highway	3M01WT022	RIV131202			IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMP 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	RIVERSIDE, CITY OF	State Highway	3M01WT022	RIV131202			IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMP 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	RIVERSIDE COUNTY	Local Highway	3A04WT179	RIV140401			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	Nuevo Road	1056 Ft	Bridge over San Jacinto River	Bridge over San Jacinto River	Widen bridge from 2 to 4 lanes	2	4	
Riverside	SUNLINE TRANSIT AGENCY	Transit	3TL504	RIV140810			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).	x	2020								
Riverside	COACHELLA VALLEY ASSOC OF GOVERNMENTS	Local Highway	3ITS08	RIV140820			IN EASTERN RIVERSIDE COUNTY FOR CVAG: REGIONAL SIGNAL SYNCHRONIZATION PROGRAM THROUGH THE COACHELLA VALLEY INCLUDING BUT NOT LIMITED TO SIGNAL UPGRADES, COMMUNICATION SYSTEMS, HARDWARE AND SOFTWARE. (PM 2.5 BENEFITS)	x	2022	Coachella Valley	N/A	Western Coachella Valley	Eastern Coachella Valley	Synchronize signals along arterials in the Coachella Valley	N/A	N/A	
Riverside	SUNLINE TRANSIT AGENCY	Transit	3TL504	RIV140822			IN COACHELLA VALLEY FOR SUNLINE TRANSIT AGENCY: PURCHASE OF TWO NEW BUSES AND OPERATIONS OF NEW BUS SERVICE THAT WILL DIRECTLY LINK DESERT HOT SPRINGS AND PALM DESERT. SERVICE TO OPERATE ON WEEKDAYS AND WILL INCLUDE FOUR TRIPS IN THE MORNING (HOURLY) FROM DESERT HOT SPRINGS TO PALM DESERT AND FOUR TRIPS IN THE AFTERNOON (HOURLY) FROM PALM DESERT TO DESERT HOT SPRINGS.	X	2019								
Riverside	RIVERSIDE COUNTY	Local Highway	3A04WT197	RIV150901			IN WESTERN RIVERSIDE COUNTY SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER AND CURB RAMPS IN THREE SEGMENTS; SEGMENT 1:EL CERRITO RD TO TOM BARNES ST.(.7 MI) (SPLIT PROJ. RIV150901A); SEGMENT 2: DOS LAGOS DR TO PULSAR CT (.7 MI) (RIV150901); AND SEGMENT 3: DAWSON CYN RD TO NORTH .7 MILES (.7 MI) (RIV150901).	x	2023	Temescal Canyon Rd	.7 miles	El Cerrito Rd	Tom Barnes St	Widen Temescal Canyon Rd from 2 to 4 lanes	2	4	
Riverside	RIVERSIDE COUNTY	Local Highway	3A04WT197	RIV150901			IN WESTERN RIVERSIDE COUNTY SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER AND CURB RAMPS IN THREE SEGMENTS; SEGMENT 1:EL CERRITO RD TO TOM BARNES ST.(.7 MI) (SPLIT PROJ. RIV150901A); SEGMENT 2: DOS LAGOS DR TO PULSAR CT (.7 MI) (RIV150901); AND SEGMENT 3: DAWSON CYN RD TO NORTH .7 MILES (.7 MI) (RIV150901).	x	2023	Temescal Canyon Rd	.7 miles	Dos Lagos Dr	Pulsar Court	Widen Temescal Canyon Rd from 2 to 4 lanes	2	4	

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Riverside	RIVERSIDE COUNTY	Local Highway	3A04WT197	RIV150901			IN WESTERN RIVERSIDE COUNTY SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER AND CURB RAMPS IN THREE SEGMENTS; SEGMENT 1:EL CERRITO RD TO TOM BARNES ST.(.7 MI) (SPLIT PROJ. RIV150901A) ; SEGMENT 2: DOS LAGOS DR TO PULSAR CT (.7 MI) (RIV150901); AND SEGMENT 3: DAWSON CYN RD TO NORTH .7 MILES (.7 MI) (RIV150901).	x	2023	Temescal Canyon Rd	.7 miles	Dawson Canyon Rd	.7 miles North of Dawson Canyon Rd	Widen Temescal Canyon Rd from 2 to 4 lanes	2	4	
Riverside	RIVERSIDE COUNTY	Local Highway	3A04WT197	RIV150901A			IN WESTERN RIVERSIDE COUNTY SOUTHEAST OF CORONA - (GAP CLOSURE) WIDEN TEMESCAL CYN ROAD FROM TWO TO FOUR LANES INCLUDING BUT NOT LIMITED TO CURB&GUTTER AND CURB RAMPS IN SEGMENT 1: EL CERRITO RD TO TOM BARNES ST.(.7 MI) (SEGMENT 1 OF RIV150901 - NEW SPLIT PROJECT) (PA&ED ONLY).		2023	Temescal Canyon Rd	.7 miles	El Cerrito Rd	Tom Barnes St	Widen Temescal Canyon Rd from 2 to 4 lanes	2	4	
Riverside	INDIO	Local Highway	3A07031	RIV151001			IN EASTERN RIVERSIDE COUNTY FOR THE CITY OF INDIO - RECONSTRUCT AND IMPROVE HIGHWAY 111 FROM 760 FT WEST OF MADISON ST TO RUBIDOUX ST INCLUDING UPDATING ALL TRAFFIC SIGNALS AND UPDATE ALL SIDEWALKS, RAMPS AND DRIVEWAYS TO CURRENT ADA STANDARDS. WIDEN OF HIGHWAY 111 FROM 4 LANES (2 IN EACH DIR) TO 6 LANES (3 IN EACH DIR).	x	2019	Highway 111	6300 ft	760 Ft west of Madison Street	Rubidoux Street	2 lanes in each direction to 3 lanes in each direction	2	3	
Riverside	LAKE ELSINORE	Local Highway	RIV010206	RIV151102			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 SW (390LF) ON SOUTHERN SIDE OF CANYONE ESTATES DR.	x	2022	Camino Del Norte	.59 miles	New Franklin St.	Main St.	Construct / Expand Camino Del Norte as a 2-lane arterial	0	2	Camino Del Norte and Canyon Estates Dr improvement has been modeled in 2015 FTIP consistency amendment as part of I-15/RR Canyon Rd IC FTIP ID: RIV010206
Riverside	LAKE ELSINORE	Local Highway	RIV010206	RIV151102			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 SW (390LF) ON SOUTHERN SIDE OF CANYONE ESTATES DR.	x	2022	Canyon Estates Dr.	.32 miles	Existing Franklin St.	New Franklin St.	Construct / extend Canon Estate Dr. as a 2 lane arterial	0	2	Camino Del Norte and Canyon Estates Dr improvement has been modeled in 2015 FTIP consistency amendment as part of I-15/RR Canyon Rd IC FTIP ID: RIV010206
Riverside	MORENO VALLEY	Local Highway	3160036	RIV151103			IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF MORENO VALLEY - CONSTRUCT NEW 4 LANE 64 FT WIDE CURB TO CURB BRIDGE (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.	x	2024	INDIAN ST	450 ft	SUPERIOR AVE	SAN MICHELE RD	Construct New Bridge over Perris Valley Storm Channel	0	4	
Riverside	MORENO VALLEY	Local Highway	3ITS07	RIV151202			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)		2020	Alessandro Blvd	1 mile	Heacock St	Perris Blvd	Synchronize signals along this corridor	N/A	N/A	
Riverside	MORENO VALLEY	Local Highway	3ITS07	RIV151202			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)		2020	Perris Blvd	6.2 miles	Ironwood Ave	Harley Knox Rd	Synchronize signals along this corridor	N/A	N/A	

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Riverside	MORENO VALLEY	Local Highway	3ITS07	RIV151202			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)		2020	Cactus Ave	1 mile	Perris Blvd	Lasselle St	Synchronize signals along this corridor	N/A	N/A	
Riverside	MORENO VALLEY	Local Highway	3ITS07	RIV151202			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)		2020	Eucalyptus Ave	1.5 miles	Old I-215	Towngate Blvd	Synchronize signals along this corridor	N/A	N/A	
Riverside	MORENO VALLEY	Local Highway	3ITS07	RIV151202			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)		2020	Heacock St	2.5 miles	Ironwood Ave	Cactus Ave	Synchronize signals along this corridor	N/A	N/A	
Riverside	MORENO VALLEY	Local Highway	3ITS07	RIV151202			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)		2020	Ironwood Ave	2 miles	Pigeon Pass Rd	Perris Blvd	Synchronize signals along this corridor	N/A	N/A	
Riverside	MORENO VALLEY	Local Highway	3ITS07	RIV151202			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)		2020	Lasselle St	2 miles	Cactus Ave	Krameria Ave	Synchronize signals along this corridor	N/A	N/A	
Riverside	RIVERSIDE, CITY OF	Local Highway	7120006	RIV151205			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE - INSTALL FIBER-OPTIC SIGNAL INTERCONNECT IMPROVEMENTS ON MARKET ST/MAGNOLIA AVE FROM FIRST ST TO BUCHANAN ST AND INSTALL MISSING CONDUITS ON MAGNOLIA AVE FROM LA SIERRA AVE TO PIERCE ST UPDATING 49 SIGNALIZED INTERSECTIONS		2016	Market St/Magnolia Ave	10.4 miles	First St	Buchanan St		N/A	N/A	
Riverside	RIVERSIDE TRANSIT AGENCY	Transit	3120034	RIV151211			IN WESTERN RIVERSIDE COUNTY FOR RTA: RAPIDLINK SERVICE ALONG THE RTE 1 SERVICE AREA DURING WEEKDAY PEAK COMMUTE PERIODS ALONG UNIVERSITY AND MAGNOLIA AVES (RIVERSIDE/CORONA CORRIDOR) BETWEEN UCR AND CORONA. THIS INCLUDES PURCHASE OF 14 NEW BUSES (40 FT) AND OPERATING ASSISTANCE FOR THE FIRST THREE TO FIVE YEARS OF SERVICE. (CMAQ - \$9.212K) (BENEFITS FOR PM 2.5 = .239 kg/day; PM 10 = .258 kg/day)	x	2020	SR-60	2.5 Miles	edlands Blvd	man Springs	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	RIVERSIDE, CITY OF	Local Highway	3AL304	RIV151216			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE - WIDENING OF MAGNOLIA AVENUE WITHIN EXISTING R/W FROM 4 TO 6 LANES (2 EA DIR TO 3 EA DIR) FROM BUCHANAN ST TO BANBURY DRIVE.	x	2018	Magnolia Avenue	12,150 FT	Buchanan Ave	Banbury Dr	WIDEN MAGNOLIA AVENUE FROM 4 LANES TO 6 LANES (2 LN EA DIR TO 3 LN EA DIR) FROM BUCHANAN AVE TO BANBURY DR	4	6	
Riverside	COACHELLA	Local Highway	3A07057	RIV151217			IN EASTERN RIVERSIDE COUNTY IN THE CITY OF COACHELLA - WIDENING OF AVENUE 48 FROM 2 TO 6 LANES (1 LN EA DIR TO 3 LNS EA DIR) FROM JACKSON RD TO VAN BUREN ST INCLUDING TRAFFIC SIGNAL MODIFICATIONS, STREET LIGHTING, DRAINAGE IMPROVEMENTS INCLUDING SIDEWALK AND BICYCLE LANES AND LANDSCAPING	x	2019	AVENUE 48	5280 FT	JACKSON ROAD	VAN BUREN STREET	WIDEN AVENUE 48 FROM 2 LANES TO 6 LANES (1 LN EA DIR TO 3 LN EA DIR) FROM JACKSON RD TO VAN BUREN ST	2	6	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	I-215/McCall Blvd. NB Entry Ramp	1600'	McCall Blvd.	I-215	Widen NB entry ramps from 1 In to 2 Ins, ramp at arterial merging to 1 In at mainline (metered ramp)	1	2	

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Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	I-215/McCall Blvd. SB Entry Ramp	1600'	McCall Blvd.	I-215	Widen SB entry ramp from 1 In to 2 Ins, ramp at arterial merging to 1 In at mainline (metered ramp)	1	2	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	McCall Blvd.	200'	Bradley Rd.	SB Entry Ramp0	Add one EB dedicated right-turn lane	0	1	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	McCall Blvd.	180'	Encanto Dr.	NB Entry Ramp	Add 1 WB dedicated right-turn lane	0	1	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	McCall Blvd.	250'	SB Entry Ramp	NB Entry Ramp	Add 1 EB left turn lane for dual left turn lanes	1	2	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	McCall Blvd.	250'	NB Entry Ramp	SB Entry Ramp	Add 1 WB left turn lane for dual left turn lanes	1	2	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	McCall Blvd.	130'	Sun City Blvd.	Bradley R.	Add 1 EB left turn lane for dual left turn lanes	1	2	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	McCall Blvd.	300'	Bradley Rd.	SB Entry Ramp	Add 1 WB left turn lane for dual left turn lanes	1	2	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	McCall Blvd.	120'	Sun City Blvd.	Bradley Rd.	Add 1 EB dedicated right turn lane	0	1	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	Bradley Rd.	150'	Cherry Hills Blvd.	McCall Blvd.	Add 1 NB right turn lane for dual right turn lanes	1	2	

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Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	McCall Blvd.	175'	NB Entry Ramp	Encanto Dr.	Add 1 EB left turn lane for dual left turn lanes	1	2	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	McCall Blvd.	150'	Sherman Rd.	Encanto Dr.	Add 1 WB dedicated right turn lane	0	1	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	Encanto Dr.	100'	Shadel Rd.	McCall Blvd.	Add 1 SB dedicated right turn lane	0	1	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	McCall Blvd.	3100'	Sun City Blvd.	Encanto Dr.	Widen from 4 to 6 lanes	4	6	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	I-215/McCall Blvd. NB exit ramp	300'	I-215	McCall Blvd.	Add 1 NB right turn lane for dual right turn lanes	1	2	
Riverside	MENIFEE	State Highway	3M0719	RIV151218	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).	x	2022	I-215/McCall Blvd. SB Exit Ramp	300'	I-215	McCall Blvd.	Add 1 SB left turn lane for dual left turn lanes	1	2	
Riverside	MENIFEE	State Highway	REG0701	RIV151219	Hau	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, RESTRIPIING OF HANOVER LANE AND ALBION LANE, AND CONSTRUCTION OF AN ACCESS ROAD FOR BUSINESS ON THE WEST SIDE OF I-215 (EA 1F980).	x	2022	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	MENIFEE	State Highway	REG0701	RIV151219	Hau	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, RESTRIPIING OF HANOVER LANE AND ALBION LANE, AND CONSTRUCTION OF AN ACCESS ROAD FOR BUSINESS ON THE WEST SIDE OF I-215 (EA 1F980).	X	2022	I-215 OC at Holland Rd.	328'	Hau	Hanover Ln.	Construct new 4 lane overcrossing (2 lns in ea dir)	0	4	
Riverside	MORENO VALLEY	State Highway	7120003	RIV151220	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.		2024	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	

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Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV071250B	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 AUXILIARY LANE ALONG SR91. CONSTRUCT ADDITIONAL SIGNAGE ALONG SR91 AT PM R18.0 IN OR COUNTY.	x	2023	I-15	4000 ft	SB-15	WB-91	Add TEL med direct connector SB 15 to WB 91	0	1	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV071250B	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 AUXILIARY LANE ALONG SR91. CONSTRUCT ADDITIONAL SIGNAGE ALONG SR91 AT PM R18.0 IN OR COUNTY.	x	2023	SR91	5350 ft	EB91	NB15	Add TEL med direct connector to EB 91 to NB 15	0	1	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV071250B	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 AUXILIARY LANE ALONG SR91. CONSTRUCT ADDITIONAL SIGNAGE ALONG SR91 AT PM R18.0 IN OR COUNTY.	x	2023	SR91	4600 ft	West of I-15	Promenade Ave	Extend auxiliary lane along EB91	0	0	
Riverside	RIVERSIDE TRANSIT AGENCY	Transit	3120034	RIV160201			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.	x	2021								RTP ID - Various Agencies includes 7120008,Point-to-Pointe (Express) Service for Line 200 and Line 205 Express Service from Downtown Riverside to ARTIC and from Temecula to Village at Orange utilizing the 91 HOT lanes. RTP ID 3120034 is Regional Flyer Vehicle Fleet for Express and Rapid Bus Service Expansion. Modeling Details: Routes 200 and 205 do not have any base service; Route 200 has 3 trips in each direction in both AM and PM peak, Route length is 43.17 miles with a projected one way trip time of 1 hr 42 min; and Route 205 has 2 trips in each direction in both AM and PM peak, route length is 58.15 miles and projected one way trip time is 2hr. 8 min. (60 min. headway each, 30 min. combined)
Riverside	RIVERSIDE TRANSIT AGENCY	Transit	3120034	RIV160201			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.	x	2021								RTP ID - Various Agencies includes 7120008,Point-to-Pointe (Express) Service for Line 200 and Line 205 Express Service from Downtown Riverside to ARTIC and from Temecula to Village at Orange utilizing the 91 HOT lanes. RTP ID 3120034 is Regional Flyer Vehicle Fleet for Express and Rapid Bus Service Expansion. Modeling Details: Routes 200 and 205 do not have any base service; Route 200 has 3 trips in each direction in both AM and PM peak, Route length is 43.17 miles with a projected one way trip time of 1 hr 42 min; and Route 205 has 2 trips in each direction in both AM and PM peak, route length is 58.15 miles and projected one way trip time is 2hr. 8 min. (60 min. headway each, 30 min. combined)
Riverside	Corona	Local Highway	3161L005	RIV160405	El Camino Ave	1,000' E/O All American Way	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	Magnolia Ave	0.2	El Camino Ave	1,000' E/O All American Way	Increase from 4 to 6 lanes	2	3	

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Riverside	Corona	Local Highway	3161L005	RIV160405			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	Magnolia Ave	0.2	El Camino Ave	1,000' E/O All American Way	Increase from 4 to 6 lanes	2	3	
Riverside	La Quinta	Local Highway	3161L001	RIV160901	Washington St	Park Ave	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	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	Widening of Ave 50 from 1 to 2 lanes westbound. Eastbound is already 2 lanes. Project to install 1,700 ft of sidewalk and Class II bike lanes.
Riverside	La Quinta	Local Highway	3161L001	RIV160901	Washington St	Park Ave	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	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	Widening of Ave 50 from 1 to 2 lanes westbound. Eastbound is already 2 lanes. Project to install 1,700 ft of sidewalk and Class II bike lanes.
Riverside	Lake Elsinore	Local Highway	3161L009	RIV160902	2,186 ft. W/O Lake Street	Westerly city limits	IN LAKE ELSINORE - CONS OF A NEW 4-LANE DIVIDED ROADWAY, REALIGNING EXISTING TEMESCAL CANYON ROAD AND REPLACE EXISTING 2-LANE UNIMPROVED TEMESCAL CANYON ROAD FROM LAKE STREET TO 650 FT EASTERLY OF CITY'S WESTERLY BOUNDARY. SEGMENT OF THIS REALIGNED ROAD INCLUDES A 706' SECTION THAT HAS A 375' BRIDGE FUNDED BY HBP LISTED SEPARATELY UNDER RIV111203.		2023	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	MARCH JOINT POWERS AUTHORITY	Local Highway	3AL304	RIV170130			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 March Air Field Museum to Nandina as a 4-ln (2 lns in ea dir) with center turn median	0	4	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Transit	REG0702	RIV170301			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE LA SIERRA METROLINK PARKING LOT EXPANSION: EXPANSION OF LA SIERRA METROLINK PARKING LOT FROM 1,000 TO 1,496 SPACES TO PROVIDE FOR EXISTING DEMAND OF INTERCITY AND COMMUTER RAIL AND BUS PASSENGERS, INCLUDING SIX BUS BAYS. OTHER IMPROVEMENTS INCLUDE A NEW SIGNALIZED ACCESS/DRIVEWAY ONTO INDIANA AVE, SMALL STORAGE BUILDING, & RESTROOM FACILITY.	x	2020								Expansion of Metrolink Parking Lot at La Sierra: Expand the existing parking lot at La Sierra Metrolink Station, (10901 Indiana Ave., Riverside, CA 92503) for both intercity and commuter rail and bus passengers. There are currently 1,000 spaces available. RCTC is implementing a parking lot expansion to include an additional 496 spaces and six bus bays to accommodate RTA Express Lane Service 200 that originates at Metrolink San Bernardino Transit Center with stops along Riverside Downtown Metrolink Station, Metrolink La Sierra, the Village at Orange, ARTIC, Disneyland, and Anaheim Convention Center. The 496 parking spaces will provide for existing and future demand. The parking lot expansion will provide for ADA parking, RTA express service, commuter rail, and vanpool. Other improvements include a small storage building (maintenance purpose), restroom facilities for RTA bus drivers, a new signalized access/driveway onto Indiana Ave., and a right turn overlap through striping at the intersection of Indiana and La Sierra
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	3160001	RIV170901			IN WESTERN RIVERSIDE COUNTY - I-15 EXPRESS LANES SOUTHERN EXTENSION (GENERALLY IN THE MEDIAN) FROM CAJALCO RD. (PM 36.8) IN THE CITY OF CORONA TO APPROXIMATELY SR-74 (PM 22.3) IN THE CITY OF LAKE ELSINORE (PPNO 3009X).		2027	I-15	14.5 miles	Cajalco Rd. (I-15 PM 36.8)	SR74 (PM 22.3)	Const 4 toll exps lns-2 in each direction.	0	4	

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Riverside	CITY OF EASTVALE	Local Highway	2016A319	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).		2019	65th Street	10500 ft	Hamner Ave.	Archibald Ave.	10,500 ft of road diet from 4 Ins to 2 Ins	4	2	
Riverside	PERRIS	State Highway	3A04WT059	RIV180101			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS: I-215 AT HARLEY KNOX BLVD. IC IMPROVEMENT - RECONSTRUCT AND WIDEN HARLEY KNOX BLVD. IC FROM 2 TO 4 LANES AND RECONSTRUCT/WIDEN RAMPS.		2022	Harley Knox Blvd	.40 miles	Harvill Ave	Western Way	Widen Harley Knox from 2 to 4 Ins (2 in ea dir) with dual turn Ins at ramp intersection (EB & WB)	2	4	
Riverside	PERRIS	State Highway	3A04WT059	RIV180101			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS: I-215 AT HARLEY KNOX BLVD. IC IMPROVEMENT - RECONSTRUCT AND WIDEN HARLEY KNOX BLVD. IC FROM 2 TO 4 LANES AND RECONSTRUCT/WIDEN RAMPS.		2022	SB off Ramp	.34 miles	SB off ramp intersection	.34 miles n/o SB off ramp intersection	Widen SB off ramp from 1 In at freeway exit to 2 Ins at Harley Knox Blvd (2 LT pockets, middle In is a left/thru In & RT pocket for both off-ramps)	1	2	
Riverside	PERRIS	State Highway	3A04WT059	RIV180101			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS: I-215 AT HARLEY KNOX BLVD. IC IMPROVEMENT - RECONSTRUCT AND WIDEN HARLEY KNOX BLVD. IC FROM 2 TO 4 LANES AND RECONSTRUCT/WIDEN RAMPS.		2022	SB on Ramp	.34 miles	SB on ramp intersection	.34 miles s/o SB on ramp intersection	Widen SB on ramp from 1 to 3 Ins (1 In is a carpool In) merging to 1 In at the mainline. On ramp will be metered.	1	3	
Riverside	PERRIS	State Highway	3A04WT059	RIV180101			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS: I-215 AT HARLEY KNOX BLVD. IC IMPROVEMENT - RECONSTRUCT AND WIDEN HARLEY KNOX BLVD. IC FROM 2 TO 4 LANES AND RECONSTRUCT/WIDEN RAMPS.		2022	NB on Ramp	.34 miles	Harley Knox	NB I-215	Widen from 2 Ins at the arterial to 3 Ins, merging to 1 In at mainline	2	3	
Riverside	PERRIS	State Highway	3A04WT059	RIV180101			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS: I-215 AT HARLEY KNOX BLVD. IC IMPROVEMENT - RECONSTRUCT AND WIDEN HARLEY KNOX BLVD. IC FROM 2 TO 4 LANES AND RECONSTRUCT/WIDEN RAMPS.		2022	NB off ramp	.34 miles	I-215 NB	Harley Knox OC	Widen from 1 In exit at I-215 to 3 Ins at Harley Knox (1 LT, 1 thru In, 1 RT)	1	3	
Riverside	CORONA	State Highway	2016A319	RIV180102			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/WADA RAMPS ON THE SOUTH SIDE OF ONTARIO AVE BETWEEN COMPTON AVE AND E/O STATE ST.		2021	Ontario Ave	1500 feet	330' w/o Compton Ave	320' e/o I-15 N/B Ramps	Widen and realign 5 Ins to 7 Ins on Ontario Ave under I-15	5	7	
Riverside	BEAUMONT	Local Highway	3G01G26	RIV180105			IN WESTERN RIV CO IN THE CITY OF BEAUMONT - GRADE SEPERATION UNDER CROSSING AT CALIFORNIA AVE UPRR, INCLUDING WIDENING OF CALIFORNIA AVE FROM 1ST ST TO 6TH ST FROM 2 TO 4 LANES.		2025	California Avenue	.46 Miles	1st Street	6th Street	Grade Seperation under crossing at California Ave	2	4	
Riverside	CATHEDRAL CITY	Local Highway	3A01CV091	RIV180106			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.		2026	Varner Road	4.4 miles	Date Palm Drive	Bob Hope Dr	Widen Varner Road to 4 lanes, with center median	2	4	
Riverside	CATHEDRAL CITY	Local Highway	3A01CV089	RIV180107			IN COACHELLA VALLEY FOR CITY OF CATHEDRAL CITY - WIDENING OF VARNER ROAD FROM 2 TO 6 LANES (3 LANES EA DIRECTION) WITH CENTER MEDIAN AND BOX CULVERTS AT LONGS CREEK CROSSING.		2025	Varner Road	1.53	Palm Drive	Mountain View Dr	Widen Varner Rd from 2 to 6 Ins (3ea dir)	2	6	
Riverside	CATHEDRAL CITY	Local Highway	3A01CV089	RIV180107			IN COACHELLA VALLEY FOR CITY OF CATHEDRAL CITY - WIDENING OF VARNER ROAD FROM 2 TO 6 LANES (3 LANES EA DIRECTION) WITH CENTER MEDIAN AND BOX CULVERTS AT LONGS CREEK CROSSING.		2025	Varner Road	2.14	Mountain View	Date Palm	Widen Varner Road from 2 to 6Ins (3ea dir)	2	6	
Riverside	CATHEDRAL CITY	State Highway	3M0722	RIV180108			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	0	6	
Riverside	CATHEDRAL CITY	State Highway	3M0722	RIV180108			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	0	6	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Riverside	CATHEDRAL CITY	State Highway	3M0722	RIV180108			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	0	6	
Riverside	RIVERSIDE COUNTY	Local Highway	3120036	RIV180111			IN WESTERN RIV CO IN THE CITY OF JURUPA VALLEY - ON JURUPA ROAD, CONSTRUCT A 2 LANE GRADE SEPARATION, CROSSING THE UPRR AND VAN BUREN BLVD WITH RECONSTRUCTED CONNECTION TO VAN BUREN BLVD.		2023	Jurupa Rd	.35 miles	Cedar St	E'ly of Felspar St	Construct a 2 lane Grade Separation from Cedar St to E'ly of Felspar St	2	2	
Riverside	CITY OF EASTVALE	Local Highway	3A01WT124	RIV180114			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	CITY OF EASTVALE	Local Highway	3A01WT158	RIV180115			IN WESTERN RIV CO IN THE CITY OF EASTVALE - WIDENING OF HAMNER AVE FROM 2 TO 6 LANES (3-LANES EA DIR) BETWEEN CANTU GALLEANO RANCH RD AND LIMONITE AVE (APPROX 2 MILES).		2026	Hamner Ave	2 miles	Cantu Galleano Ranch Rd	Limonite Ave	Widen Hamner Ave from 2 to 6 lanes btwn Cantu Galleano and Limonite Ave	2	6	
Riverside	CITY OF EASTVALE	Local Highway	3120002	RIV180116			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	CITY OF EASTVALE	Local Highway	3A04WT186	RIV180117			IN WESTERN RIV CO IN THE CITY OF EASTVALE - WIDENING OF SCHLEISMAN RD FROM 2 TO 4 LANES (2-LANES EA DIR) BETWEEN THE SAN BERNARDINO COUNTY LINE TO HARRISON AVE (APPROX 1.5 MILES).		2026	Schleisman Rd	1.5 miles	San Bernardino County Line	Harrison Ave	Widen Schleisman Ave from 2 to 4 lanes btwn San Bernardino County Line and Harrison Ave	2	4	
Riverside	CITY OF EASTVALE	Local Highway	3A04WT188	RIV180118			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 HAMNER AVE (APPROX 1.1 MILES).		2026	Schleisman Rd	1.1 miles	Sumner Ave	Hamner Ave	Widen Schleisman Ave from 2 to 4 lanes btwn Sumner Ave and Hamner Ave	2	4	
Riverside	MARCH JOINT POWERS AUTHORITY	Local Highway	2016A319	RIV180119			IN WESTERN RIV CO IN THE MARCH JPA - CONSTRUCT EXTENSION OF 2-LANE LOCAL CONNECTOR ON BARTON DR FROM CAMINO DEL SOL TO GROVE COMMUNITY DR.		2024	Barton Drive	.75 miles	Camino Del Sol	Grove Community Dr	Extend Barton Dr 1 In ea dir btwn Camino Del Sol and Grove Community Dr	0	2	
Riverside	MARCH JOINT POWERS AUTHORITY	Local Highway	2016A319	RIV180120			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.		2024	Cactus Ave	1.61mi	Meridian Pkwy	Barton Drive	Extension of Cactus Ave (2lns ea dir), from Meridian Pkwy to Barton Dr	0	4	
Riverside	MARCH JOINT POWERS AUTHORITY	Local Highway	2016A319	RIV180121			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.		2024	San Gorgonia Ave	0.5	Alessandro Blvd	Cactus Ave	Extend San Gorgonio Dr from Alessandro Blvd to Cactus Ave	0	4	
Riverside	MORENO VALLEY	Local Highway	3A01WT049A	RIV180122			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.		2026	Alessandro	.21 miles	I-215	Old 215	Widen Alessandro from 4 to 6 lanes frin I-215 to Old 215	4	6	
Riverside	MORENO VALLEY	Local Highway	3A01WT049A	RIV180123			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.		2026	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	

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Riverside	MORENO VALLEY	Local Highway	3A01WT050C	RIV180124			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.		2026	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	MORENO VALLEY	Local Highway	3A01WT050C	RIV180125			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.		2026	Alessandro	1 mile	Lasselle st	Nason St	Widen Alessandro from 2 to 6 lanes btwn Lasselle St and Nason St	2	6	
Riverside	WILDOMAR	Local Highway	3A01WT133	RIV180126A			IN WESTERN RIV CO IN THE CITY OF WILDOMAR - PH 1: WIDEN BUNDY CANYON RD FROM 2 TO 4 LANES FROM I-15 TO MURRIETA RD. PH 2 IN RIV180126B.		2022	Bundy Canyon Rd	4.3 miles	I-15	Murrieta Rd	Widening from 2 to 4 lanes	2	4	
Riverside	WILDOMAR	Local Highway	3A01WT134	RIV180126B			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.		2025	Bundy Canyon Rd	0.85 miles	Mission Trail	I-15	Widening from 2 to 4 lanes	2	4	
Riverside	WILDOMAR	Local Highway	3A01WT071	RIV180127			IN WESTERN RIV CO IN THE CITY OF WILDOMAR - WIDENING OF CLINTON KEITH RD FROM ARYA RD TO COPPER CRAFT FROM 3 TO 6 LANES (3 LNS EA DIRECTION).		2025	Clinton Keith Rd	1.8 miles	Arya Rd	Copper Craft Dr	Widening from 3 to 6 lanes	3	6	
Riverside	WILDOMAR	Local Highway	2016A319	RIV180128			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	BEAUMONT	Local Highway	2016A319	RIV180129			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.		2022	Pennsylvania Ave	2700ft	1st Street	6th Street	Widen Pennsylvania Ave from 2 to 4 lanes (2ln ea dir)	2	4	
Riverside	RIVERSIDE TRANSIT AGENCY	Transit	2016A319	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/CANOPES, 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).		2025								
Riverside	TEMECULA	Local Highway	3160042	RIV180134			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.		2022	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	TEMECULA	Local Highway	3A01WT222A	RIV180135			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)		2023	Diaz Road	2.14 miles	Winchester Road	Rancho California Road	Widen Diaz Rd from 2 to 4 lanes from Winchester Rd to Racho California Rd	2	4	
Riverside	MENIFEE	Local Highway	2016A319	RIV180136			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	MENIFEE	Local Highway	2016A319	RIV180137			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	MENIFEE	Local Highway	3A04WT177	RIV180139			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.		2024	Newport Rd	1 miles	Murrieta Rd	Bradley	Add 3rd lane Eastbound	5	6	



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Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Transit	RIV520109	RIV520109			RECONSTRUCT & UPGRADE SAN JACINTO BRANCH LINE FOR RAIL PASSENGER SERVICE (RIVERSIDE TO PERRIS) (PERRIS VALLEY LINE) (FY 07 5307) (UZA: RIV-SAN).	X	2015								
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Transit	RIV520109	RIV520109			RECONSTRUCT & UPGRADE SAN JACINTO BRANCH LINE FOR RAIL PASSENGER SERVICE (RIVERSIDE TO PERRIS) (PERRIS VALLEY LINE) (FY 07 5307) (UZA: RIV-SAN).	X	2015								
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV62024	RIV62024	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.	X	2020	SR-79	18.02 mi	2.0 km south of Domenigoni Pkwy	Gilman Springs Rd		2	4	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV62024	RIV62024	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.	x	2025	SR-79	18.02 mi	2.0 km south of Domenigoni Pkwy	Gilman Springs Rd	Widen from 2 to 4 lanes	2	4	
Riverside	TEMECULA	Local Highway	RIV62029	RIV62029	La Paz St	SR 79 South	IN SOUTHWEST RIVERSIDE COUNTY IN TEMECULA ON TEMECULA PKWY (FORMERLY SR79) AT LA PAZ ST: ACQUIRE LAND, DESIGN AND CONSTRUCT PARK-AND-RIDE LOT - 157 SPACES. OTHER IMPROVEMENTS INCLUDE THE CONSTRUCTION OF 10 BICYCLE LOCKERS, PASSENGER LOAD/UNLOAD ZONE AND ADA ACCESSIBLE PARKING.	X	2016	Former SR-79 & LA PAZ ST. P-N-R	n/a	La Paz St.	Wabash Ln.		n/a	n/a	
Riverside	TEMECULA	State Highway	RIV62031	RIV62031	Front St	Bedford Ct	I-15/SR79 SO. IC: REMOVE SB EXIT RAMP, ADD NEW SB EXIT LOOP RAMP, REALIGN SB EXIT RAMP (2 LNS) W/AUX LN. WIDEN SB ENTRY 1 TO 3, NB EXIT 1 TO 4, NB ENTRY 1 TO 3 & RECON SR79S.	X	2018	I-15/SR-79 South NB entry ramp	3574'	SR-79 South	I-15	Widen ramp from 2 lanes at arterial merging to 1 lane at mainline to 3 lanes at arterial merging to 1 lane at mainline with approx. 1/4 mi accel lane and HOV preferential	2	3	
Riverside	TEMECULA	State Highway	RIV62031	RIV62031	Front St	Bedford Ct	I-15/SR79 SO. IC: REMOVE SB EXIT RAMP, ADD NEW SB EXIT LOOP RAMP, REALIGN SB EXIT RAMP (2 LNS) W/AUX LN. WIDEN SB ENTRY 1 TO 3, NB EXIT 1 TO 4, NB ENTRY 1 TO 3 & RECON SR79S.	X	2018	I-15/SR-79 South NB exit ramp	1352'	I-15	SR-79 South	Widen ramp from 2 lanes at mainline expanding to 3 lanes at arterial to 2 lanes at mainline quickly expanding to 2 lanes and then to 4 turn lanes at arterial	2	4	
Riverside	TEMECULA	State Highway	RIV62031	RIV62031	Front St	Bedford Ct	I-15/SR79 SO. IC: REMOVE SB EXIT RAMP, ADD NEW SB EXIT LOOP RAMP, REALIGN SB EXIT RAMP (2 LNS) W/AUX LN. WIDEN SB ENTRY 1 TO 3, NB EXIT 1 TO 4, NB ENTRY 1 TO 3 & RECON SR79S.	X	2018	I-15/SR-79 South SB entry ramp	2795'	SR-79 South	I-15	Widen ramp from 2 lanes at arterial merging to 1 lane at mainline to 3 lanes at arterial merging to 1 lane at mainline w/HOV preferential and ext accel lane (approx 1/4 mi)	2	3	
Riverside	TEMECULA	State Highway	RIV62031	RIV62031	Front St	Bedford Ct	I-15/SR79 SO. IC: REMOVE SB EXIT RAMP, ADD NEW SB EXIT LOOP RAMP, REALIGN SB EXIT RAMP (2 LNS) W/AUX LN. WIDEN SB ENTRY 1 TO 3, NB EXIT 1 TO 4, NB ENTRY 1 TO 3 & RECON SR79S.	X	2018	I-15/SR-79 South SB exit loop ramp	3230'	I-15	SR-79 South	Add new SB exit loop ramp with 2 lanes at mainline expanding to 4 lanes at arterial incl extended decel lane (approx 1/4 mi)	n/a	2	
Riverside	TEMECULA	State Highway	RIV62031	RIV62031	Front St	Bedford Ct	I-15/SR79 SO. IC: REMOVE SB EXIT RAMP, ADD NEW SB EXIT LOOP RAMP, REALIGN SB EXIT RAMP (2 LNS) W/AUX LN. WIDEN SB ENTRY 1 TO 3, NB EXIT 1 TO 4, NB ENTRY 1 TO 3 & RECON SR79S.	X	2018	I-15/SR-79 South SB exit ramp	1000'	I-15	SR-79 South	Remove existing SB exit ramp 1 lane to 3 lanes at arterial	1	n/a	
Riverside	PALM SPRINGS	Local Highway	RIV990727	RIV990727	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).	X	2022	Indian Canyon Dr.	3,000 ft.	UPRR Overcrossing (Bridge No. 56C0025)	Garnet Ave. (Bridge No. 56C0025)		2	6	
Riverside	PALM SPRINGS	Local Highway	RIV990727	RIV990727	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).	x	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	

# **SAN BERNARDINO COUNTY**

## **Modeled Projects**

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*September 2018*



County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
San Bernardino	VARIOUS AGENCIES	State Highway	713	713			I-215 CORRIDOR NORTH - IN SAN BERNARDINO, ON I-215 FROM RTE 10 TO RTE 210 - ADD 2 HOV & 2 MIXED FLOW LNS (1 IN EA. DIR.) AND OPERATIONAL IMP INCLUDING AUX LANES AND BRAIDED RAMP (M003)	X	2015	I-215	n/a	I-10	SR210		3	6	
San Bernardino	VARIOUS AGENCIES	State Highway	1830	1830			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).	X	2022	Cedar Ave	About 0.61 Miles	Bloomington Ave	Orange St	Widen 4-6 lanes with left and right turn lanes	4	6	
San Bernardino	VARIOUS AGENCIES	State Highway	1830	1830			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).	X	2022	WB Off Ramp	na	WB Off Ramp	WB Off Ramp	Add 2 lanes to the WB Off ramp within the gore area	1	1	
San Bernardino	VARIOUS AGENCIES	State Highway	1830	1830			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).	X	2022	EB Off Ramp	na	EB Off Ramp	EB Off Ramp	Add 1 lane on EB Off ramp within and beyond the gore area	2	1	
San Bernardino	CALTRANS	State Highway	4351	4351			SR58 EXPRESSWAY-REALIGN AND WIDEN FROM 2-4 LANE EXPRESSWAY. NEW INTERCHANGES AT LENWOOD RD AND HINKLEY RD. 2.4 MILES WEST OF HIDDEN RIVER RD. TO 0.7 MILES EAST OF LENWOOD ROAD - REALIGN AND WIDEN TO 4 LANE EXPRESSWAY (2-4 LANES) (PHASE 2)	X	2017	SR 58 EXPRESSWAY	n/a	2.8 MILES WEST OF HIDDEN RIVER RD.	0.7 MILES EAST OF LENWOOD RD.		2	4	
San Bernardino	CALTRANS	State Highway	34011	34011			NEAR WRIGHTWOOD FROM PHELAN RD TO I-15 WIDEN FROM 2 TO 4 LANES WITH MEDIAN(EA3401U)	X	2018	RTE. 138	12.3 MILES	I-15	PHELAN RD.		2	4	
San Bernardino	CALTRANS	State Highway	0A6410	34013			NEAR THE I-215/SR-138 CAJON JUNCTION: ABOUT 1/2 A MILE WEST ALONG SR-138; WIDEN 2 BNSF BRIDGE STRUCTURES 2-4 LANES.	X	2018	SR-138 ABOUT 0.4 MILES WEST OF THE I-215/SR-138 IC	ABOUT 300 FT	BRIDGE STRUCTURE	BRIDGE STRUCTURE		2	4	
San Bernardino	CALTRANS	State Highway	0A6410	34013			NEAR THE I-215/SR-138 CAJON JUNCTION: ABOUT 1/2 A MILE WEST ALONG SR-138; WIDEN 2 BNSF BRIDGE STRUCTURES 2-4 LANES.	X	2018	SR-138 ABOUT 0.88 MILES WEST OF THE I-215/SR-138 IC	ABOUT 220 FT	BRIDGE STRUCTURE	BRIDGE STRUCTURE		2	4	
San Bernardino	CALTRANS	State Highway	34040	34040			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)		2020	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	CALTRANS	State Highway	34770	34770			0.4 MILES WEST OF KERN CO LINE TO 7.5 MI EAST OF JCT RTE 395 - CONSTRUCT 4 LANE EXPRESSWAY ON NEW ALIGNMENT. NEW INTERCHANGE AT US 395 AND SR 58 (PPNO: 0215C)	X	2020	SR58	13.3 MILES	0.4 MILES WEST KERN COUNTY LINE	US395	NEW 4 LANE EXPRESSWAY WITH NEW INTERCHANGE	2	4	
San Bernardino	CALTRANS	State Highway	35556	35556			IN THE CITY OF VICTORVILLE FROM 0.5 MILES NORTH OF MOJAVE DRIVE TO 1.5 NORTH OF EXISTING STODDARD WELLS ROAD OVERCROSSING. RECONSTRUCT D/E/STODDARD WELLS RD ICs. WIDEN BRIDGES (NO NEW LANES). CONSTRUCT NEW COLLECTOR DISTRIBUTOR RD OVER D/E/AND BNSF RR TO PARRALLEL I-15 NB INCLUDES ITS OWN BRIDGE. RECONSTR/REALIGN EAST/WEST FRONTAGE RDS. CONST NEW AUX LN. (REFER TO MODELING DETAILS)(CA061)	X	2018	NEW COLLECTOR DISTRIBUTOR	N/A	I-15 NB	I-15 NB		0	1	
San Bernardino	CALTRANS	State Highway	35556	35556			IN THE CITY OF VICTORVILLE FROM 0.5 MILES NORTH OF MOJAVE DRIVE TO 1.5 NORTH OF EXISTING STODDARD WELLS ROAD OVERCROSSING. RECONSTRUCT D/E/STODDARD WELLS RD ICs. WIDEN BRIDGES (NO NEW LANES). CONSTRUCT NEW COLLECTOR DISTRIBUTOR RD OVER D/E/AND BNSF RR TO PARRALLEL I-15 NB INCLUDES ITS OWN BRIDGE. RECONSTR/REALIGN EAST/WEST FRONTAGE RDS. CONST NEW AUX LN. (REFER TO MODELING DETAILS)(CA061)	X	2018	D ST./E ST./STODDARD WELLS RD.	N/A	0.6 MILES N/O MOJAVE DR	1 MILE NORTH OF EXISTING STODDARD WELLS ROAD WELLS OVERCROSSING		3	3	

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San Bernardino	CALTRANS	State Highway	35556	35556			IN THE CITY OF VICTORVILLE FROM 0.5 MILES NORTH OF MOJAVE DRIVE TO 1.5 NORTH OF EXISTING STODDARD WELLS ROAD OVERCROSSING. RECONSTRUCT D/E/STODDARD WELLS RD ICs. WIDEN BRIDGES (NO NEW LANES). CONSTRUCT NEW COLLECTOR DISTRIBUTOR RD OVER D/E/AND BNSF RR TO PARRALLEL I-15 NB INCLUDES ITS OWN BRIDGE. RECONST/REALIGN EAST/WEST FRONTAGE RDS. CONST NEW AUX LN. (REFER TO MODELING DETAILS)(CA061)	X	2018	I-15 NB RAMPS	N/A	EXISTING	NEW DISTRIBUTOR RD		N/A	N/A	
San Bernardino	CALTRANS	State Highway	35556	35556			IN THE CITY OF VICTORVILLE FROM 0.5 MILES NORTH OF MOJAVE DRIVE TO 1.5 NORTH OF EXISTING STODDARD WELLS ROAD OVERCROSSING. RECONSTRUCT D/E/STODDARD WELLS RD ICs. WIDEN BRIDGES (NO NEW LANES). CONSTRUCT NEW COLLECTOR DISTRIBUTOR RD OVER D/E/AND BNSF RR TO PARRALLEL I-15 NB INCLUDES ITS OWN BRIDGE. RECONST/REALIGN EAST/WEST FRONTAGE RDS. CONST NEW AUX LN. (REFER TO MODELING DETAILS)(CA061)	X	2018	I-15 SB	N/A	EXISTING STODARD WELL RD	D & E STREET INTERCHANGE		0	1	
San Bernardino	CALTRANS	State Highway	35556	35556			IN THE CITY OF VICTORVILLE FROM 0.5 MILES NORTH OF MOJAVE DRIVE TO 1.5 NORTH OF EXISTING STODDARD WELLS ROAD OVERCROSSING. RECONSTRUCT D/E/STODDARD WELLS RD ICs. WIDEN BRIDGES (NO NEW LANES). CONSTRUCT NEW COLLECTOR DISTRIBUTOR RD OVER D/E/AND BNSF RR TO PARRALLEL I-15 NB INCLUDES ITS OWN BRIDGE. RECONST/REALIGN EAST/WEST FRONTAGE RDS. CONST NEW AUX LN. (REFER TO MODELING DETAILS)(CA061)	X	2018	I-15 SB OFF RAMP	N/A	I-15 SB EXIT RAMP	EXISTING STODDARD WELLS RD OFF RAMP TERMINI		0	1	
San Bernardino	SANBAG	State Highway	44810	44811			I-10 TIPPECANOE INTERCHANGE ADD EASTBOUND OFF-RAMP AUXILIARY LN FROM WATERMAN ON-RAMP TO TIPPECANOE OFF-RAMP AND WIDEN BRIDGE (NON-CAPACITY)(FORMERLY PART OF RTP ID 44810)	X	2015	I-10	N/A	TIPPECANOE IC	TIPPECANOE IC		8	8	
San Bernardino	SANBAG	State Highway	44810	44811			I-10 TIPPECANOE INTERCHANGE ADD EASTBOUND OFF-RAMP AUXILIARY LN FROM WATERMAN ON-RAMP TO TIPPECANOE OFF-RAMP AND WIDEN BRIDGE (NON-CAPACITY)(FORMERLY PART OF RTP ID 44810)	X	2015	I-10	N/A	WATERMAN AVE. EASTBOUND ON-RAMP	TIPPECANOE EASTBOUND OFF-RAMP		0	1	
San Bernardino	SANBAG	State Highway	44810	44812			I-10 TIPPECANOE RECONFIGURE INTERCHANGE & LOCAL RD IMP/MOD (HP 1366)(WESTBOUND - PHASE II)(FORMERLY PART OF RTP ID 44810)	X	2017	I-10	1.3 MILES	TIPPECANOE	TIPPECANOE		2	4	
San Bernardino	RANCHO CUCAMONGA	Local Highway	200023	200023			CHERRY AV FROM SOUTH CITY LIMITS TO WILSON AV - WIDEN FROM 2 TO 4 LANES	X	2017	CHERRY AVE	0	SOUTH CITY LIMITS	WILSON AVE		2	4	
San Bernardino	REDLANDS	Local Highway	200035	200035			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	X	2022	WABASH AVE	n/a	5TH AVE	I-10 FREEWAY		n/a	2	
San Bernardino	RANCHO CUCAMONGA	State Highway	200048	200048			I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400FT S/O: 1800FT w/o EAST AVE. TO 1500FT E/O EAST AVE-WIDEN RAMPS (INCLUDING BRIDGES), WIDEN BASELINE RD. FROM 4-6 LNS. WIDEN EAST AVE. FROM 2-4 LNS. REALIGN AND WIDEN S/B AND N/B DIAMOND RAMPS FROM 1-2 LNS (INCLUD BRIDGES, AD S.B LOOP ON-RAMP (INCL BRIDGES) ADD I-15 ACCEL/DECEL LNS, AND OPERATIONAL IMPRVMENTS (EA497100)(CA435)	X	2017	I-15	n/a	BASELINE	n/a		1	2	
San Bernardino	RANCHO CUCAMONGA	State Highway	200048	200048			I-15 AT BASELINE INTERCHANGE - FROM 1,800 N/O BASELINE TO 2,400FT S/O: 1800FT w/o EAST AVE. TO 1500FT E/O EAST AVE-WIDEN RAMPS (INCLUDING BRIDGES), WIDEN BASELINE RD. FROM 4-6 LNS. WIDEN EAST AVE. FROM 2-4 LNS. REALIGN AND WIDEN S/B AND N/B DIAMOND RAMPS FROM 1-2 LNS (INCLUDG BRIDGES, AD S.B LOOP ON-RAMP (INCL BRIDGES) ADD I-15 ACCEL/DECEL LNS, AND OPERATIONAL IMPRVMENTS (EA497100)(CA435)	X	2017	BASELINE RD.	3,300 FT	1,800 FT WEST OF EAST AVE.	1,500 FT EAST OF EAST AVE.		4	6	



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San Bernardino	VARIOUS AGENCIES	State Highway	4M0802	200451			US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM SR18 TO CHAMBERLAINE WAY -INTERIM WIDENING-WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS(EA OF631)(Toll Credits: FY17/18 \$2,217 for STP, TC to match EARREPU)(PPNO 0260J)	X	2020	US-395	ABOUT 5.5 MILES	SR18	CHAMBERLAINE WAY		2	4	
San Bernardino	ONTARIO	State Highway	200602	200602			SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACCOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES	X	2025	SR60	n/a	VINEYARD AVE. IC	VINEYARD AVE. IC		n/a	n/a	
San Bernardino	ONTARIO	State Highway	200602	200602			SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACCOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES	X	2025	SR-60 RAMPS	N/A	SR-60	VINEYARD AVE. IC		4	6	
San Bernardino	RIALTO	Local Highway	200603	200603			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)	X	2021	RIVERSIDE AVE	0.02	S/O I-10	SLOVER AVE.	RR BRIDGE MODIFICATION	5	7	
San Bernardino	ONTARIO	State Highway	200604	200604			SR60 AT GROVE AVENUE INTERCHANGE RECONSTRUCTION AND GROVE AVE. +/-300 FT. N/S OF SR 60-WIDEN FROM 4-6 LANES	X	2025	SR-60	n/a	GROVE AVE.	GROVE AVE.		4	6	
San Bernardino	SAN BERNARDINO, CITY OF	Local Highway	200609	200609			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)	X	2019	MT. VIEW	.86 MILES	RIVERVIEW	Coulston	Widen Mt. View 2-4 lanes	2	4	
San Bernardino	SANBAG	State Highway	200614	200614			I-215 BI-COUNTY HOV LANE GAP CLOSURE PROJECT- ADD 1 HOV LANE IN EACH DIRECTION FROM SPRUCE ST. ON RV 91 TO ORANGE SHOW RD.(ALSO INCLUDES RTP 4M0803 (STIP 2010 \$24881 RCTC and \$45089 SANBAG)(M003)	X	2017	I-215	5.1 MILES	SPRUCE ST	ORANGE SHOW RD		0	2	
San Bernardino	SAN BERNARDINO COUNTY	Local Highway	200619	200619			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)	X	2020	GLEN HELEN PARKWAY	4 MILES	0.2 MILES EAST OF CAJON CREEK	0.2 MILES WEST OF CAJON CREEK		2	4	
San Bernardino	SANBAG	Local Highway	200622	200622			LENWOOD GRADE SEPARATION - NORTH OF WEST MAIN ST; APPROX.400 FT. N/O TO 600 FT. S/O BNSF AND SANTA FE RR RIGHT-OF-WAY-4 TRAVEL LANE GRADE SEPARATION (CA627)	X	2017	LENWOOD	N/A	NORTH OF WEST MAIN ST; APPROX. 400 FT. N/O	600 FT. S/O BNSF AND SANTA FE RR RIGHT OF WAY		2	4	
San Bernardino	ONTARIO	State Highway	200803	200803			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.	X	2022	I10	n/a	VINEYARD AVE. IC	VINEYARD AVE. IC		4	6	
San Bernardino	SAN BERNARDINO COUNTY	Local Highway	200810	200810			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)	X	2023	BAKER BLVD	n/a	150' E/O MOJAVE FLOOD CHANNEL	BRIDGE SPAN		2	4	
San Bernardino	SAN BERNARDINO COUNTY	Local Highway	200816	200816			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)	X	2020	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	SAN BERNARDINO COUNTY	Local Highway	200835	200835			SAN BERNARDINO AVE. FROM CHERRY AVE. TO FONTANA CITY LIMITS (ELM AVE.) (1.27 MILES)-WIDEN 2-4 LANES (North side only)	X	2020	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	SAN BERNARDINO COUNTY	Local Highway	200843	200843			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	X	2022	RECHE CANYON RD.	0.078 MILES	1.20 MILES OF S. BARTON ROAD	0.42 MILES SOUTH OF BARTON RD		2	4	
San Bernardino	COLTON	Local Highway	200856	200856			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)	X	2020	MT. VERNON BRIDGE	n/a	M ST.	I-10 ON RAMP	WIDEN BRIDGE FROM 2-4 LANES	2	4	
San Bernardino	UPLAND	Local Highway	200630	201101			ARROW ROUTE WIDENING FROM 2 TO 4 LANES. BRIDGE AND STREET WIDENING FOR ARROW ROUTE, FROM MONTE VISTA AVENUE TO CENTRAL AVENUE	X	2020	Arrow Rt.	2600	Monte Vista	Benson		2	4	
San Bernardino	GRAND TERRACE	Local Highway	4A07268	201105			MICHIGAN AVENUE WIDENING (2.4 LANES) FROM COMMERCE WAY TO MAIN STREET	X	2022	MICHIGAN AVENUE WIDENING	n/a	COMMERCE WAY	MAIN ST.		2	4	
San Bernardino	GRAND TERRACE	Local Highway	4A01008	201106			COMMERCE WAY FROM MICHIGAN AVENUE TO BARTON ROAD AT VIVIENDA AVENUE. NEW ROAD - 4 LANE ROAD EXTENSION	X	2020	COMMERCE WAY	n/a	MICHIGAN AVENUE	BARTON ROAD/VIVIENDA		n/a	4	
San Bernardino	SANBAG	State Highway	4M04050	201114			WIDENING OF CENTRAL AVENUE BRIDGE CROSSING SR-60 TO ACCOMMODATE WIDENING OF RAMPS AND THE DESIGNATED FREEWAY LANES.	X	2020	CENTRAL AVENUE NORTHBOUND	ABOUT 0.12 MILES	EASTBOUND RAMPS	WESTBOUND RAMPS	ADD ONE DESIGNATED LEFT TURN LAN	3	4	

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San Bernardino	SANBAG	State Highway	4M04050	201114			WIDENING OF CENTRAL AVENUE BRIDGE CROSSING SR-60 TO ACCOMMODATE WIDENING OF RAMP AND THE DESIGNATED FREEWAY LANES.	X	2020	CENTRAL AVENUE SOUTHBOUND	ABOUT 0.12 MILES	EASTBOUND RAMP	WESTBOUND RAMP	ADD ONE DESIGNATED LEFT TURN LANE	3	4	
San Bernardino	SANBAG	State Highway	4M04050	201114			WIDENING OF CENTRAL AVENUE BRIDGE CROSSING SR-60 TO ACCOMMODATE WIDENING OF RAMP AND THE DESIGNATED FREEWAY LANES.	X	2020	CENTRAL AVE	ABOUT 0.12 MILES	EASTBOUND RAMP	WESTBOUND RAMP	EXISTING SHARED NB/SB DESIGNATED	1	1	
San Bernardino	SANBAG	State Highway	4M04050	201114			WIDENING OF CENTRAL AVENUE BRIDGE CROSSING SR-60 TO ACCOMMODATE WIDENING OF RAMP AND THE DESIGNATED FREEWAY LANES.	X	2020	SR-60 EASTBOUND/WESTBOUND ON-RAMP	ABOUT 0.25 MILES	ON-RAMP	ON-RAMP		1	3	
San Bernardino	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	State Highway	4M07017	201132			SR-60 AT ARCHIBALD AVENUE; WIDEN WB AND EB ENTRY RAMP (ADD 1 LANE); WIDEN WB AND EB EXIT RAMP (ADD LEFT TURN LANE); ADD ADDITIONAL LEFT TURN LANE FROM ARCHIBALD AVE TO SR-60 ENTRY RAMP. (non-capacity enhancing along Archibald).	X	2021	SR60	n/a	ARCHIBALD AVE	ARCHIBALD AVE		4	6	
San Bernardino	FONTANA	Local Highway	4A01132	201147			SLOVER AVENUE FROM ETIWANDA AVENUE TO 800 FEET EAST OF ETIWANDA AVENUE WIDEN FROM 2-4 LANES	X	2019	SLOVER AVENUE	n/a	ETIWANDA AVENUE	800 FT. EAST OF ETIWANDA AVENUE		2	4	
San Bernardino	HIGHLAND	Local Highway	20061014	201156			GREENSPOT RD. FROM SANTA PAULA ST. TO SOUTH CITY LIMIT - WIDEN FROM 2-4 LANES WITH MEDIAN (2.2 MILES)	X	2022	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	COLTON	Local Highway	4A07106	201157			WASHINGTON ST. FROM 0.90 MILES WEST OF MT. VERNON AVE TO LA CADENA CONSTRUCT NEW 4 LANE ROADWAY (PAVED ONLY)		2020	WASHINGTON STREET	ABOUT 0.5 MILES	0.90 MILES WEST OF MT. VERNON AVE	LA CADENA		0	4	
San Bernardino	COLTON	Local Highway	4A07226	201158			AGUA MANSO FROM RIALTO CHANNEL TO RANCHO AVE. 2-4 LANE WIDENING	X	2021	AGUA MANSO	1.30 MILES	RIALTO CHANNEL	RANCHO AVE.		2	4	
San Bernardino	SAN BERNARDINO, CITY OF	Local Highway	4A07263	201169			H STREET FROM KENDALL DRIVE TO 40TH STREET WIDENING FROM 2-4 LANES		2021	H STREET	0.17 MILES	KENDALL DR.	40TH STREET	WIDEN	2	4	
San Bernardino	SAN BERNARDINO, CITY OF	Local Highway	4A07119	201170			5TH STREET FROM STERLING AVE TO VICTORIA AVE WIDEN FROM 2-4 LANES.		2020	5TH STREET	1 MILE	STERLING AVE	VICTORIA	Widen	2	4	
San Bernardino	HIGHLAND	Local Highway	200852	201180			DEL ROSA DRIVE FROM 5TH STREET TO 6TH STREET-WIDEN FROM 2 TO 4 LANES (0.2 MILES)FORMERLY PART OF PROJECT ID 200852	X	2022	DEL ROSA DRIVE	0.2	5TH STREET	6TH STREET		2	4	
San Bernardino	HIGHLAND	Local Highway	4A07142	201182			TIPPECANOE AVENUE FROM 3RD STREET TO 5TH STREET - WIDEN FROM 2-4 LANES (0.3 MILES)FORMERLY PART OF PROJECT ID 200852		2022	TIPPECANOE	0.3 MILES	3RD STREET	5TH STREET	Widen	2	4	
San Bernardino	HIGHLAND	Local Highway	4A01368	201183			5TH ST FROM TIPPECANOE AVENUE TO DEL ROSA DR.-WIDEN FROM 2-4 LANES		2022	5TH STREET	2 MILES	TIPPECANOE AVENUE	VICTORIA AVENUE		2	4	
San Bernardino	SAN BERNARDINO, CITY OF	Local Highway	4OM0701	201184			STERLING AVE FROM 3RD STREET TO 5TH STREET WIDEN FROM 2-4 LANES (0.13 MILES)FORMERLY PART OF PROJECT ID 200852		2017	STERLING AVE	0.13 MILES	3RD STREET	5TH STREET	WIDEN	2	4	
San Bernardino	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	State Highway	REG0701	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 RAMP - WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970)	X	2021	SR210 RAMP	ABOUT 0.5 MILES ALL TOTAL	SR210	BASE LINE		1	3	
San Bernardino	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	State Highway	REG0701	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 RAMP - WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970)	X	2021	BASE LINE	0.1 MILES	BETWEEN SR 210 RAMP	n/a		4	6	
San Bernardino	HIGHLAND	Local Highway	4OM0701	201191			BASE LINE FROM SEINE AVENUE TO STONEY CREEK DRIVE - WIDEN FROM 4-6 LANES (0.2 MILES)		2022	BASE LINE	0.2 MILES	SEINE AVENUE	STONEY CREEK DRIVE		4	6	
San Bernardino	ONTARIO	State Highway	2002160	2002160			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).		2027	I-10	n/a	GROVE INTERCHANGE	GROVE AVE.	WIDENING	4	6	
San Bernardino	ONTARIO	State Highway	2002160	2002160			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).		2027	4TH STREET	<0.2 miles	GROVE AVE	BAKER AVE	WIDEN BETWEEN RAMP	2	4	
San Bernardino	YUCAIPA	Local Highway	4A04418	2011155			YUCAIPA BLVD. IMPROVEMENTS - YUCAIPA BLVD FRIN 15TH ST. TO I-10 FREEWAY- WIDEN FROM 4-6 LANES (PHASED PROJECT)		2018	YUCAIPA BLVD.	ABOUT 1.32 MILES	15TH ST.	I-10 FREEWAY		4	6	

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San Bernardino	YUCAIPA	Local Highway	4AL04	2011157			AVENUE E IMPROVEMENTS FROM BRYANT ST. TO 5TH STREET, WIDEN 2-4 LANES (PHASED PROJECT)		2015	AVENUE E	n/a	BRYANT ST.	5TH STREET		2	4	
San Bernardino	REDLANDS	Local Highway	20020202	20020202			REDLANDS PARK ONCE PROGRAM - NEW PARKING STRUCTURE BETWEEN EUREKA AND 3RD ST. S/O STUART AND N/O RR APPROX. 200 SPACES (NOT PNR) (THIS PROJECT REPLACES 200421)		2015	EUREKA	n/a	3RD	S OF STUART		0	0	
San Bernardino	SAN BERNARDINO COUNTY	Local Highway	20040210	20040210			SUMMIT VALLEY ROAD - FROM SH138 TO RANCHERO ROAD-WIDEN FROM 2-4 LANES		2018	SUMMIT VALLEY ROAD	n/a	SH 138	RANCHERO RD		2	4	
San Bernardino	SANBAG	Transit	4TR0101	20061012			DOWNTOWN S.B. PASSENGER RAIL - FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW TRANSIT STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO	X	2017								
San Bernardino	HIGHLAND	Local Highway	20061015	20061015			GREENSPOT ROAD BRIDGE AT SANTA ANA RIVER - GREENSPOT RD. CONSTRUCT NEW 4 LANE BRIDGE (STRIPING FOR 2 LANES) AT SAR W/ CHANNEL IMPROVMENTS-REALIGN APPROX 2400 FT OF 2 LANE RD.(54C0368) - EXISTING BRIDGE WILL BE PRESERVED AND REHABILITATED FOR PEDESTRIAN, BICYCLE, AND EQUESTRIAN USES. (Toll Credits: HBRR-L in R/W & CON/ TEA in CON)		2016	GREENSPOT ROAD BRIDGE	ABOUT 0.5 MILES	SANTA ANA RIVER	SANTA ANA RIVER		n/a	4	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	CAJON BLVD	N/A	BEGINNING AT CURRENT INTERSECTION OF CAJON & DEVORE RD	600 FT N/O INTERSECTION, THEN 2 LNS TO INTERSECTION OF CAJON & KENWOOD	CONSTRUCT 2 LN CAJON BLVD (NORTH 4,000 FT CURRENTLY EXISTS BUT IS CLOSED TO TRAFFIC; PROJECT WILL RE-OPEN FOR PUBLIC USE.)	0	2	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 NB	N/A	1,700 FT N/O GLEN HELEN PKWY	1,800 FT S/O 15/215 I/C	ADD 1 AUX LN	0	1	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 NB	N/A	1,000 S/O 15/215 I/C	3,000 FT N/O KENWOOD	ADD 2 TRUCK LANES	0	2	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 NB	N/A	2,900 FT N/O KENWOOD	4,700 N/O KENWOOD	CONSTRUCT AUX LN FOR NB TRUCKS BYPASS	0	1	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 NB	1,900 FT	3,200 FT S/O 15/215 I/C	SB DEVORE RD. ON I-215	ADD 1 DECELERATION LANE	0	1	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 NB	n/a	3,800 FT S/O GLEN HELEN	1,000 FT S/O 15/215 I/C	ADD 1 MF LN	4	5	

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San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 NB	N/A	2,100 N/O 15/215 IC	600 FT S/O KENWOOD	ADD 1 MF LN	4	5	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 NB, KENWOOD OFF-RAMP	N/A	700 FT S/O KENWOOD	RAMP TERMINI	WIDEN KENWOOD OFF-RAMP FROM 1 TO 2 LNS	1	2	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 NB, KENWOOD ON-RAMP	N/A	KENWOOD	400 FT N/O INTERSECTION	WIDEN KENWOOD ON-RAMP FROM 1-2 LNS	1	2	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 SB	N/A	1,900 FT S/O 15/215 IC	1,500 FT N/O GLEN HELEN	ADD 1 AUX (#5 LN)	0	1	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 SB	N/A	5,200 FT S/O KENWOOD	1,500 FT S/O GLEN HELEN PKWY	ADD 1 MF (#4 LN)	0	1	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 SB	N/A	5,200 FT S/O KENWOOD	6,200 FT S/O KENWOOD	CONSTRUCT 1 AUX/MERGING LN FRO SB TRUCK BYPASS	0	1	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 SB	N/A	1,900 FT N/O KENWOOD	1,600 FT S/O KENWOOD	ADD 1 MF (#7 LN)	0	1	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 SB	N/A	3,800 FT N/O KENWOOD	1,600 FT S/O KENWOOD	ADD 1 MF (#6 LN)	0	1	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 SB	N/A	1,600 FT SOUTH OF KENWOOD	5,300 FT SOUTH OF KENWOOD	CONSTRUCT TRUCK BYPASS 2 LNS	0	2	

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San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 SB	N/A	5,400 FT N/O KENWOOD	1,200 FT S/O KENWOOD	ADD 1 MF (#5 LN)	0	1	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 SB KENWOOD OFF-RAMP	N/A	2,700 FT N/O KENWOOD	INTERSECTION	RECONSTRUCT KENWOOD OFF-RAMP AND ADD 1 TURNING LANE FROM 1,400 FT N/O KENWOOD TO INTERSECTION	0	1	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-15 SB KENWOOD ON-RAMP	N/A	INTERSECTION	2,300 FT S/O KENWOOD	RECONSTRUCT KENWOOD 1-LANE ON-RAMP TO 2-LANE ONRAMP CONNECTING WITH TRUCK BYPASS	0	0	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-215 NB	N/A	200 FT S/O 15/215 IC	2,800 FT N/O 15/215 IC	CONSTRUCT 1 TRUCK BYPASS LN	0	1	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-215 NB	N/A	2,400 FT S/O DEVORE RD	2,900 FT N/O 15/215 IC (FWY TO FWY CONNECTOR)	ADD 1 MF LN	0	1	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-215 SB	N/A	200 FT S/O 15/215 IC	INTERSECTION	RECONFIGURE DEVORE OFFRAMP FROM HOOK RAMP TO STANDARD DIAMOND INTERCHANGE	0	0	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-215 SB	N/A	INTERSECTION	1,500 FT S/O DEVORE RD	RECONFIGURE DEVORE ONRAMP FROM HOOK RAMP TO STANDARD DIAMOND INTERCHANGE	0	0	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-215 NB	N/A	1,300 FT S/O DEVORE RD	INTERSECTION	RECONSTRUCT DEVORE RD OFFRAMP	0	0	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-215 NB	N/A	INTERSECTION	2,100 FT N/O DEVORE RD	RECONSTRUCT ON-RAMP, REPLACING LOOP ON-RAMP WITH STANDARD DIAMOND.	0	0	

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San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-215 NB	N/A	200 FT S/O DEVORE RD	1,900 FT N/O DEVORE RD	RECONSTRUCT PORTION OF NB 215 CONNECTOR TO SB 15	0	0	
San Bernardino	CALTRANS	State Highway	20061201	20061201			I-15/I-215 I/C IMPROVMTS-DEVORE I/C S/O GLEN HELEN PARKWY TO N/O KENWOOD & I-215 FROM S/O DEVORE RD. I/C TO I-15 (16.0-17.8) ADD 1 M/F LN IN EA DIR TO EXISTG 3 M/F LNS FROM 3800 FT S/O GLEN HELEN PARKWY TO 3100 FT N/O I-215 I/C ADD 1 DECEL LN FROM 3200 FT S/O 15/215/C OFFRMP TO S/B DEVORE ON I-215, CONSTRUCT TRUCK BYPASS LNS.	X	2017	I-215 SB	N/A	300 FT N/O 15/215 IC	4,500 FT S/O DEVORE RD	ADD 1 MF LN	0	1	
San Bernardino	HIGHLAND	Local Highway	4A07308	20082402			WIDEN BASE LINE BETWEEN CHURCH AVE AND BUCKEYE ST FROM 4-6 LANES	X	2022	BASELINE	ABOUT 0.07 MILES	CHURCH	BUCKEYE ST.		4	6	
San Bernardino	CHINO HILLS	Local Highway	4A1002	20083402			PEYTON DRIVE FROM EUCALYPTUS TO SR142, WIDEN PEYTON 2-4 LANES WITH MARKED BIKE LANES IN EACH DIRECTION; CONSTRUCT EUCALYPTUS AVE FROM PEYTON DRIVE TO CHINO HILLS COMMUNITY PARK ENTRANCE, CONSTRUCT 2 LN RD; IMPROVE ENGLISH CHANNEL	X	2017	PEYTON DRIVE	n/a	EUCALYPTUS	SR 142		2	4	
San Bernardino	CHINO HILLS	Local Highway	4A1002	20083402			PEYTON DRIVE FROM EUCALYPTUS TO SR142, WIDEN PEYTON 2-4 LANES WITH MARKED BIKE LANES IN EACH DIRECTION; CONSTRUCT EUCALYPTUS AVE FROM PEYTON DRIVE TO CHINO HILLS COMMUNITY PARK ENTRANCE, CONSTRUCT 2 LN RD; IMPROVE ENGLISH CHANNEL	X	2017	EUCALYPTUS	n/a	PEYTON DR	CHINO HILLS COMMUNITY PARK		n/a	2	
San Bernardino	HESPERIA	Local Highway	20084104	20084104			JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395. CITY 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.	X	2019	JOSHUA ST	0	W OF US 395	I-15		0	0	
San Bernardino	SANBAG	State Highway	4M1007	20110110			CONSTRUCT NEW FULL-SERVICE INTERCHANGE WITH DIAMOND CONFIGURATION AT SR-210 AND PEPPER AVENUE IN THE CITY OF RIALTO. ADD WB AND EB ACCEL AND DECEL LANES AND WIDEN PEPPER FROM 2-4 LANES FROM HIGHLAND AVE. TO EXISTING 4 LANE SECTION S/O INTERCHANGE	X	2018	SR210	N/A	AT PEPPER AVE.	n/a		2	4	
San Bernardino	COLTON	Local Highway	4A01069	20110601			LA CADENA DR OVER SANTA ANA RIVER, 1.5 MI SOUTH OF I-10 - REPLACE EXISTING 4 LANE BRIDGE WITH 6 LANE BRIDGE (54C0077)		2019	LA CADENA DR	n/a	OVER SANTA ANA RIVER	n/a		4	6	
San Bernardino	SANBAG	State Highway	4M01005	20111625			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 DECELERATION LANE AT HIGHLAND AVE E/B OFF RAMP EXTENDING TO STERLING AVENUE, AND INCLUDES ROAD REHAB. (Under 1/4 miles length)	X	2021	210	7.2 MILES	HIGHLAND AVE	LUGONIA	ADDING 1 LANE IN EACH DIRECTION	4	6	
San Bernardino	VICTOR VALLEY TRANSIT AUTHORITY	Transit	4TL104	20112006			BUS PURCHASES (ongoing): FY16 PURCHASE 2 EXP. REGIONAL BUSES & 2 EXP. COUNTY BUSES (Routes 24 & 49)	X	2018								Please see "FTIP 20112006" tab for additional details.
San Bernardino	VICTOR VALLEY TRANSIT AUTHORITY	Transit	4TL104	20112006			BUS PURCHASES (ongoing): FY16 PURCHASE 2 EXP. REGIONAL BUSES & 2 EXP. COUNTY BUSES (Routes 24 & 49)	X	2018								Please see "FTIP 20112006" tab for additional details.
San Bernardino	SANBAG	State Highway	SBD41339	20130102			REPLACE PEPPER AVENUE BRIDGE STRUCTURE OVER I-10 WIDEN FROM 3-5 LANES TO PROVIDE FOR ONE ADDITIONAL THROUGH LANE, ONE ADDITIONAL SOUTHBOUND TURN LANE AND CONSTRUCT MINOR RAMP IMPROVEMENTS, MINOR ARTERIAL STREET IMPROVEMENTS, AND ANCLLARY IMPROVEMENTS. (Toll Credits: FY14/15 CON; DEMO & IMD)	X	2017	Pepper Ave Bridge over I-10	NA	North limit of bridge	South limit of bridge		3	5	
San Bernardino	HIGHLAND	Local Highway	20130401	20130401	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.		2019	Orange Street	5800 ft	N/O Pioneer Ave-Bridge	N/O Pioneer Ave Bridge		2	4	

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San Bernardino	SAN BERNARDINO COUNTY	Local Highway	20130402	20130402	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 54C0127 with 4 lane bridge	X	2022	Baker Blvd.	Approx. 0.67 Miles	West I-15 Ramps	SH 127		2	4	
San Bernardino	MONTCLAIR	Local Highway	4G07421	20150001			BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI S HOLT AVENUE. Bridge rehabilitate. Rehabilitate existing four lane bridge with six lane bridge with sidewalks. Project must appear in 20 year RTP. Toll credits to match EARREPU.		2022	Central Avenue	About 480 feet	About 0.25 miles north of Mission Blvd.	About 0.15 miles south of Holt Blvd.		4	6	
San Bernardino	APPLE VALLEY	Local Highway	REG0703	20150003			IN APPLE VALLEY: YUCCA LOMA ROAD FROM EASTERN TERMINUS OF YUCCA LOMA BRIDGE TO APPLE VALLEY ROAD; WIDEN 2-4 LANES (INCLUDES APPLE VALLEY SAFE ROUTES TO SCHOOL ATP CYCLE 1 PROJECT 0540). THIS PROJECT IS THE EASTERN PHASE OF THE YUCCA LOMA BRIDGE/INTERSTATE 15 CONGESTION RELIEF PROJECT. (No scope change)	X	2017	YUCCA LOMA ROAD	ABOUT 0.5 MILES	WESTERN TERMINUS OF YUCCA LOMA ROAD	APPLE VALLEY ROAD		2	4	
San Bernardino	RANCHO CUCAMONGA	Local Highway	20010133	20150004			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	FONTANA	Local Highway	200006	20150005			CITRUS AVENUE FROM JURUPA TO SLOVER - WIDEN FROM 2-4 LANES W/LEFT TURN LANES AT INTERSECTIONS (SLOVER, SANTA ANA AVE & JURUPA-3 INTERSECTIONS)	X	2018	CITRUS AVE	ABOUT 1 MILE	JURUPA	SLOVER	WIDEN 2-4 LANES	2	4	
San Bernardino	FONTANA	Local Highway	200006	20150005			CITRUS AVENUE FROM JURUPA TO SLOVER - WIDEN FROM 2-4 LANES W/LEFT TURN LANES AT INTERSECTIONS (SLOVER, SANTA ANA AVE & JURUPA-3 INTERSECTIONS)	X	2018	CITRUS AVE	N/A	@ SLOVER INTERSECTION	N/A	LEFT TURN LANES	0	1	
San Bernardino	FONTANA	Local Highway	200006	20150005			CITRUS AVENUE FROM JURUPA TO SLOVER - WIDEN FROM 2-4 LANES W/LEFT TURN LANES AT INTERSECTIONS (SLOVER, SANTA ANA AVE & JURUPA-3 INTERSECTIONS)	X	2018	CITRUS AVE	N/A	@ SANTA ANA AVE INTERSECTION	N/A	LEFT TURN LANES	0	1	
San Bernardino	FONTANA	Local Highway	200006	20150005			CITRUS AVENUE FROM JURUPA TO SLOVER - WIDEN FROM 2-4 LANES W/LEFT TURN LANES AT INTERSECTIONS (SLOVER, SANTA ANA AVE & JURUPA-3 INTERSECTIONS)	X	2018	CITRUS AVE	N/A	@ JURUPA INTERSECTION	N/A	LEFT TURN LANES	0	1	
San Bernardino	HESPERIA	Local Highway	SBD55025	20150008			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)	X	2025	MAIN STREET	ABOUT 1.93 MILES	I-15	MAPLE		4	6	
San Bernardino	HESPERIA	Local Highway	SBD55025	20150008			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)	X	2025	MAIN STREET	ABOUT 1.25 MILES	MAPLE	11TH		4	6	
San Bernardino	HESPERIA	Local Highway	SBD55025	20150008			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)	X	2025	MAIN STREET	ABOUT 1.13 MILES	I-15	SR 395		4	6	
San Bernardino	SAN BERNARDINO COUNTY	Local Highway	4G0167	20150009			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	SAN BERNARDINO COUNTY	Local Highway	4A07259	20150010			SLOVER AVE PHASE II: TAMARIND AVE TO ALDER / LINDEN AVE TO CEDAR AVE; WIDEN 2-4 LNS		2017	SLOVER AVE	ABOUT 0.25 MILES	TAMARIND AVE	ALDER		2	4	
San Bernardino	SAN BERNARDINO COUNTY	Local Highway	4A07259	20150010			SLOVER AVE PHASE II: TAMARIND AVE TO ALDER / LINDEN AVE TO CEDAR AVE; WIDEN 2-4 LNS		2017	SLOVER AVE	ABOUT 0.25 MILES	LINDEN AVE	CEDAR AVE		2	4	
San Bernardino	BARSTOW	State Highway	4M01041	20150015			IN BARSTOW: I-15/MORTON STREET INTERCHANGE; CONSTRUCT NEW INTERCHANGE. INCLUDES A 6 LN BRIDGE OVER I-15, 2 THROUGH LNS EACH WAY, TURN LANES, AND EMERGENCY LANE. CONSTRUCTION OF NEW 4 LN ROADWAY FROM 100 FT WEST OF IC TO OUTLET CENTER DRIVE (PA&ED ONLY)		2024	I-15	NA	MORTON STREET	MORTON STREET	CONSTRUCT NEW BRIDGE OVER I-15 A	0	6	

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San Bernardino	BARSTOW	State Highway	4M01041	20150015			IN BARSTOW: I-15/MORTON STREET INTERCHANGE; CONSTRUCT NEW INTERCHANGE. INCLUDES A 6 LN BRIDGE OVER I-15, 2 THROUGH LNS EACH WAY, TURN LANES, AND EMERGENCY LANE. CONSTRUCTION OF NEW 4 LN ROADWAY FROM 100 FT WEST OF IC TO OUTLET CENTER DRIVE (PA&ED ONLY)		2024	MORTON STREET	ABOUT 0.5 MILES INCLUDING BRIDGE OVER FREEWAY	100 FT WEST OF NEW I-15/MORTON IC BRIDGE	OUTLET CENTER DRIVE	PAVE MORTON STREET ROADWAY 4 L	0	4	
San Bernardino	ONTARIO	Local Highway	2002160	20150201			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.	X	2027	GROVE AVE	ABOUT 1.44 MILES	FOURTH ST	AIRPORT DRIVE		4	6	
San Bernardino	OMNITRANS	Transit	4TR0101	20151301			REDLANDS PASSENGER RAIL PROJECT (RPRP): NEW PASSENGER RAIL SERVICE FROM RIALTO / E ST IN SAN BERNARDINO TO REDLANDS. (SBCTA is sub recipient of FTA funds & is actual project Lead Agency)(TD Credits: 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)	X	2021								
San Bernardino	OMNITRANS	Transit	4TR0101	20151301			REDLANDS PASSENGER RAIL PROJECT (RPRP): NEW PASSENGER RAIL SERVICE FROM RIALTO / E ST IN SAN BERNARDINO TO REDLANDS. (SBCTA is sub recipient of FTA funds & is actual project Lead Agency)(TD Credits: 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)	X	2021								
San Bernardino	OMNITRANS	Transit	4TR0101	20151301			REDLANDS PASSENGER RAIL PROJECT (RPRP): NEW PASSENGER RAIL SERVICE FROM RIALTO / E ST IN SAN BERNARDINO TO REDLANDS. (SBCTA is sub recipient of FTA funds & is actual project Lead Agency)(TD Credits: 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)	X	2021								
San Bernardino	OMNITRANS	Transit	4TR0101	20151301			REDLANDS PASSENGER RAIL PROJECT (RPRP): NEW PASSENGER RAIL SERVICE FROM RIALTO / E ST IN SAN BERNARDINO TO REDLANDS. (SBCTA is sub recipient of FTA funds & is actual project Lead Agency)(TD Credits: 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)	X	2021								
San Bernardino	YUCAIPA	Local Highway	4A07248	20151505			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 Bryant St.. Install Roundabout at Yucaipa Blvd & Bryant St. (Phased Project)	X	2020	Avenue E	about 0.25 miles	5th Street	4th Street	Widen 2-4 lanes	2	4	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 NORTHBOUND	ABOUT 1.35 MILES	CANTU GALLEANO RANCH ROAD	SR-60	CONST 1 NEW EXPRESS LANE (RCTC)	1	1	

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San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 NORTHBOUND	ABOUT 1.82 MILE	SR-60	JURUPA	CONST 2 NEW EXPRESS LANES	0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 NORTHBOUND	ABOUT 0.41 MILE	0.23 MILE SOUTH OF JURUPA ST	0.18 MILE NORTH OF JURUPA ST	CONST 1 INGRESS LANE FOR CANTU GALLEANO RANCH RD AND SR-60/NB EGRESS LANE FOR I-10 AND FOURTH ST	0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 NORTHBOUND	ABOUT 1.36 MILES	JURUPA	I-10	CONST 2 NEW EXPRESS LANES	0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 NORTHBOUND	ABOUT 0.68 MILES	I-10	FOURTH STREET	CONST 2 NEW EXPRESS LANES	0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 NORTHBOUND	ABOUT 2.24 MILES	FOURTH STREET	FOOTHILL BLVD	CONST 2 NEW EXPRESS LANES	0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 NORTHBOUND	ABOUT 0.47 MILE	0.88 MILE NORTH OF FOURTH STREET	0.89 MILE SOUTH OF FOOTHILL BLVD	CONST 1 INGRESS LANE FOR JURUPA, I-10, AND FOURTH ST./NB EGRESS LANE FOR FOOTHILL BLVD AND BASELINE RD	0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 NORTHBOUND	ABOUT 1.48 MILES	FOOTHILL BLVD	BASELINE RD	CONST 2 NEW EXPRESS LANES	0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 NORTHBOUND	ABOUT 0.47 MILES	BASELINE RD	1 MILE SOUTH OF SR-210	CONST 2 NEW EXPRESS LANES	0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 NORTHBOUND	ABOUT 1.78 MILES	SUMMIT AVE	0.34 MILE NORTH OF DUNCAN CANYON RD	CONST 1 NEW EXPRESS LANE, END AT 0.34 MILE NORTH OF DUNCAN CANYON RD	0	1	

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San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 SOUTHBOUND	ABOUT 1.47 MILES	SR-210	BASELINE RD	CONST 1 NEW EXPRESS LANE	0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 SOUTHBOUND	ABOUT 1.48 MILES	BASELINE RD	FOOTHILL BLVD	CONST 2 NEW EXPRESS LANES	0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 SOUTHBOUND	ABOUT 2.24 MILES	FOOTHILL BLVD	FOURTH ST	CONST 2 NEW EXPRESS LANES	0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 SOUTHBOUND	ABOUT 0.47 MILES	0.8 MILE SOUTH OF FOOTHILL BLVD	0.96 MILE NORTH OF FOURTH ST	CONST 1 INGRESS LN FOR FOOTHILL BLVD AND BASELINE RD/EGRESS LN FOR FOURTH ST, I-10, AND JURUPA ST	0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 SOUTHBOUND	ABOUT 0.68 MILES	FOURTH ST	I-10	CONST 2 NEW EXPRESS LANES	0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 SOUTHBOUND	ABOUT 1.36 MILES	I-10	JURUPA ST	CONST 2 NEW EXPRESS LANES	0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 SOUTHBOUND	ABOUT 1.82 MILES	JURUPA ST	SR-60	CONST 2 NEW EXPRESS LANES	0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 SOUTHBOUND	ABOUT 1.82 MILES	0.3 MILES NORTH OF JURUPA ST	JURUPA ST	CONST 1 INGRESS LN FOR I-10 AND FOURTH ST/EGRESS LN FOR SR-60 AND CANTU GALLEANO RANCH RD	0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 SOUTHBOUND	ABOUT 1.35 MILES	SR-60	CANTU GALLEANO RANCH RD	CONST 1 NEW EXPRESS LANE (RCTC)	1	1	

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San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 SOUTHBOUND	ABOUT 1.36 MILES	SUMMIT AVE	SR-210	CONST 1 NEW EXPRESS LANE	0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 NORTHBOUND	ABOUT 2.36 MILES	1 MILE SOUTH OF SR-210	SUMMIT AVE	CONST 1 NEW EXPRESS LANES	0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 SOUTHBOUND	ABOUT 0.96 MILES	0.47 MILE SOUTH OF DUNCAN CANYON RD	SUMMIT AVE	CONST 1 NEW EXPRESS LN STARTING JUST SOUTH OF DUNCAN CANYON RD	0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 NORTHBOUND	ABOUT 0.85 MILE	0.74 MILE SOUTH OF JURUPA ST	0.18 MILE NORTH OF JURUPA ST	CONST 1 AUX LN	0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 NORTHBOUND	ABOUT 1.42 MILES	0.55 MILE NORTH OF FOURTH ST	0.27 MILE SOUTH OF FOOTHILL BLVD	CONST 1 AUX LANE	0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 SOUTHBOUND	ABOUT 0.93	0.45 MILE SOUTH OF I-10	JURUPA ST	ADD AN ADDITIONAL AUX LANE TO THE EXISTING 1.	1	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			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.		2024	I-15 SOUTHBOUND	ABOUT 0.93 MILES	JURUPA ST	0.90 MILE NORTH OF SR-60	CONST 1 AUX LN	0	1	
San Bernardino	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	

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San Bernardino	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	
San Bernardino	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	

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San Bernardino	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	
San Bernardino	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	

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San Bernardino	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	
San Bernardino	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1); FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	2022	I-10	0.38 MILES	STA 1115+00	STA 1135+00	INGRESS/EGRESS LOCATION - MOUNTAIN AVE IC	0	1	
San Bernardino	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	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	VARIOUS AGENCIES	State Highway	4122004	20159902			I-10 CORRIDOR EXPRESS LANE WIDENING (Contract 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. Toll Credits to match STP & CMAQ.	X	2022	I-10	0.49 MILES	STA 1419+00	STA 1445+00	INGRESS/EGRESS LOCATION - HAVEN AVE IC AREA	0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	I-10	ABOUT 18.21 MILES	I-10/I-15 INTERCHANGE	CALIFORNIA STREET	ADD TWO EXPRESS LANES IN EACH DIRECTION	0	4	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	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	

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San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	I-10 WESTBOUND	ABOUT 4.88 MILES	CALIFORNIA STREET	FORD STREET	ADD ONE EXPRESS LN IN WB DIRECTION (STA 2505+00 TO 2763+00)	0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	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	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	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	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	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	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	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	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	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	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	REDLANDS BLVD EB - ONRAMP	920 FT	REDLANDS BLVD EB - ONRAMP	REDLANDS BLVD EB - ONRAMP	ADD A HOV BYPASS LANE	0	1	

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San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	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	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	FORD ST WB ON-RAMP	395 FT	FORD ST WB ON-RAMP	FORD ST WB ON-RAMP	ADDITIONAL GP LANE	0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	I-10	0.47 MILES	STA 1635+00	STA 1660+00		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	I-10	0.47 MILES	STA 1791+00	STA 1816+00		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	I-10	0.43 MILES	STA 1966+00	STA 1989+00		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	I-10	0.40 MILES	STA 2099+00	STA 2120+00		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	I-10	0.50 MILES	STA 2377+00	STA 2403+00		0	1	

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San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	I-10	0.45 MILES	STA 2483+00	STA 2507+00		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	I-10	0.43 MILES	STA 2625+00	STA 2648+00		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	TENNESSEE ST IC	NA	TENNESSEE ST AND I-10 WB RAMP INTERSECTION	TENNESSEE ST AND I-10 WB RAMP INTERSECTION		3	4	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	TENNESSEE ST IC	NA	TENNESSEE ST AND I-10 EB RAMP INTERSECTION	TENNESSEE ST AND I-10 EB RAMP INTERSECTION		2	3	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	TENNESSEE ST IC	NA	TENNESSEE ST AND I-10 EB RAMP INTERSECTION	TENNESSEE ST AND I-10 EB RAMP INTERSECTION		3	4	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	TENNESSEE ST IC	NA	TENNESSEE ST AND I-10 EB RAMP INTERSECTION	TENNESSEE ST AND I-10 EB RAMP INTERSECTION		2	3	
San Bernardino	SANBAG	State Highway	4120005	20159903			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. (PPNO 0314K)		2024	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	VARIOUS AGENCIES	State Highway	4M07002	20159906			I-10MONTE 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	CALTRANS	State Highway	4M07008	20170102			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)		2022	SR-60	5,100'	HAVEN AVE WB OFF-RAMP	ARCHIBALD WB OFF RAMP	ADD 1 NEW AUX LANE	1	2	

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San Bernardino	CALTRANS	State Highway	4M07008	20170102			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)		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	CALTRANS	State Highway	4M07008	20170102			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)		2022	SR-60	ABOUT 1,100 FT	1,100 FT EAST OF ARCHIBALD AVE EB OFF-RAMP	ARCHIBALD AVENUE WB OFF-RAMP	ADD 1 NEW DECEL LANE	0	1	
San Bernardino	CALTRANS	State Highway	4M07008	20170102			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)		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	CALTRANS	State Highway	4M07008	20170102			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)		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	CALTRANS	State Highway	4M07008	20170102			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)		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	VARIOUS AGENCIES	State Highway	2002160	20171102			I-10 at 4th Street Bridge Replacement: Widen 4th St from 2-4 lanes under the bridge. (child project of FTIP ID 2002160).	X	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	VARIOUS AGENCIES	State Highway	4160003	20171104	I-10	Euclid Ave	I-10 Euclid Interchange Improvement Project.	X	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	VARIOUS AGENCIES		4160003	20171104			I-10 Euclid Interchange Improvement Project.	X	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	VARIOUS AGENCIES		4160003	20171104			I-10 Euclid Interchange Improvement Project.	X	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	
San Bernardino	VARIOUS AGENCIES		4160003	20171104			I-10 Euclid Interchange Improvement Project.	X	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	VARIOUS AGENCIES		4160003	20171104			I-10 Euclid Interchange Improvement Project.	X	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	VARIOUS AGENCIES		4160003	20171104			I-10 Euclid Interchange Improvement Project.	X	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	VARIOUS AGENCIES		4160003	20171104			I-10 Euclid Interchange Improvement Project.	X	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	CALTRANS	State Highway	4M07008	20179701			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	CALTRANS	State Highway	4M07008	20179701			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	CALTRANS	State Highway	4M07008	20179701			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	CALTRANS	State Highway	4M07008	20179701			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	CALTRANS	State Highway	4M07008	20179701			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	CALTRANS	State Highway	4M07008	20179701			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	CALTRANS	State Highway	4M07008	20179701			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	CALTRANS	State Highway	4M07008	20179701			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	

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San Bernardino	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	State Highway	20179901	20179901			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 (PNO 3009C)		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	HIGHLAND	Local Highway	20190001	20190001			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 In at the mainline. (Combines prior projs 2011153 & 2011154)		2022	5th St	0.1 mile	East edge of City Creek Bridge	EB SR210 ramps	widen/restripe	4	6	
San Bernardino	HIGHLAND	Local Highway	20190001	20190001			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 In at the mainline. (Combines prior projs 2011153 & 2011154)		2022	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	HIGHLAND	Local Highway	20190001	20190001			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 In at the mainline. (Combines prior projs 2011153 & 2011154)		2022	East & West Bound Ramps	na	na	na	Widen ramps where they meet 5th St. Remain 1 lane at the mainline.	2	3	
San Bernardino	HIGHLAND	Local Highway	20190003	20190003			In Highland: 3rd & 5th St Corridor Improvements: Widen 0.4 miles of 3rd St b/w Palm Ave & 5th St 2-4 Ins; 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 Ins; 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	HIGHLAND	Local Highway	20190003	20190003			In Highland: 3rd & 5th St Corridor Improvements: Widen 0.4 miles of 3rd St b/w Palm Ave & 5th St 2-4 Ins; 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 Ins; 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 Northeastly Terminus	5th Street / Church Ave Intersection	Extend 3rd Street to Intersection of 5th and Church Ave	0	2	
San Bernardino	HIGHLAND	Local Highway	20190003	20190003			In Highland: 3rd & 5th St Corridor Improvements: Widen 0.4 miles of 3rd St b/w Palm Ave & 5th St 2-4 Ins; 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 Ins; 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	RIALTO	Transit	20190005	20190005			Rialto Metrolink Station (Phase 2): Increase parking spaces from 297 to 397 (additional 100 spaces) and other station improvements.		2019								
San Bernardino	Fontana	Local Highway	20190006	20190006			Foothill Boulevard: Oleander Ave to Cypress Ave; Widen 4-6 lanes	X	2019	Foothill Blvd	0.25 miles	Oleander Ave	Cypress Ave	Widen	4	6	
San Bernardino	Fontana	Local Highway	20190007	20190007			Foothill Boulevard: Sierra Ave to Mango Ave; Widen 4-6 lanes	X	2019	Foothill Blvd	about 0.25 miles	Sierra Ave	Mango Ave	Widen	4	6	
San Bernardino	CALTRANS	State Highway	20190009	20190009			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	CALTRANS	State Highway	20190009	20190009			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	

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San Bernardino	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	State Highway	20190010	20190010			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).		2023	Mt Vernon	About 1,000 FT	East Valley Blvd	I-10 EB on/off ramps	Widen bridge structure to accommodate additional through lanes. South bound traffic reduces to one lane along the existing bridge. Widen to two SB through lanes. NB remains two through lanes.	3	4	
San Bernardino	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	State Highway	20190010	20190010			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).		2023	Mt Vernon	About 300 FT	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	VICTOR VALLEY TRANSIT AUTHORITY	Transit	20190011	20190011			VVTA Regional Expansion Buses: Route 59 (1 bus) & Route 65 (2 buses)		2022								
San Bernardino	VICTOR VALLEY TRANSIT AUTHORITY	Transit	20190011	20190011			VVTA Regional Expansion Buses: Route 59 (1 bus) & Route 65 (2 buses)		2022								
San Bernardino	VICTOR VALLEY TRANSIT AUTHORITY	Transit	20190011	20190011			VVTA Regional Expansion Buses: Route 59 (1 bus) & Route 65 (2 buses)		2022								
San Bernardino	RIALTO	Local Highway	20190012	20190012			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	SAN BERNARDINO COUNTY	Local Highway	20190014	20190014			San Bernardino County: Widen Rancho St. 2-4 lanes - From 0.3 M E/O Mariposa to Hesperia CL (3 miles)		2020	Rancho	3 miles	0.3 Miles E/O Mariposa	Hesperia CL	Widen Rancho St. 2-4 lanes	2	4	
San Bernardino	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	Transit	20190015	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.		2023								
San Bernardino	NEEDLES	Transit	R589TA	R589TA			INTERSTATE - LOS ANGELES/CHICAGO AT EL GARCES STATION MULTIMODAL - STATION - FACILITY	X	2016								
San Bernardino	CHINO	Local Highway	SBD031118	SBD031118			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	CHINO	Local Highway	SBD031152	SBD031152			RIVERSIDE DRIVE AT SAN ANTONIO FLOOD CONTROL CHANNEL WIDEN BRIDGE FROM 4 LANES TO 6 LANES (PA&E Only)	X	2022	RIVERSIDE AVE	n/a	AT SAN ANTONIO FLOOD CONTROL	AT SAN ANTONIO FLOOD CONTROL	WIDEN BRIDGE FROM 4-6 LANES	4	6	
San Bernardino	FONTANA	Local Highway	SBD031217	SBD031217			BEECH AVENUE FOOTHILL TO MILLER AVE WIDEN FROM 2 LANES TO 4 LANES	X	2019	BEECH AVENUE	n/a	FOOTHILL	MILLER	WIDEN	2	4	
San Bernardino	FONTANA	Local Highway	SBD031227	SBD031227			JURUPA AVENUE ETIWANDA TO SIERRA AVENUE CONSTRUCT 6 LANE ROAD	X	2017	JURUPA AVENUE	about 2.31 miles	Hemlock Ave	SIERRA AVENUE		2	6	
San Bernardino	FONTANA	Local Highway	SBD031227	SBD031227			JURUPA AVENUE ETIWANDA TO SIERRA AVENUE CONSTRUCT 6 LANE ROAD	X	2017	JURUPA AVENUE	about 1 mile	ETIWANDA AVE	Mulberry Ave		2	4	
San Bernardino	FONTANA	Local Highway	SBD031246	SBD031246			FOOTHILL BOULEVARD: Citrus Ave to Oleander - Widen 4-6 lanes.		2017	FOOTHILL BOULEVARD	about 0.27 miles	CITRUS AVENUE	Oleander Ave		4	6	
San Bernardino	FONTANA	Local Highway	SBD031266	SBD031266			SIERRA AVENUE FOOTHILL BOULEVARD TO BASELINE AVENUE- WIDEN FROM 4 TO 6 LANES	X	2020	SIERRA AVENUE	n/a	FOOTHILL BOULEVARD	BASELINE AVENUE		4	6	
San Bernardino	SANBAG	State Highway	SBD031279	SBD031279			IN HESPERIA AT I-15 AND RANCHERO ROAD - CONSTRUCT 6 LANE INTERCHANGE WITH LEFT AND RIGHT TURN LANES, INCLUDING 1300 FT. AUX LANE PRIOR TO N/B OFF RAMP AND 3200 FT. AUX LANE FROM TO S/B LOOP ON RAMP	X	2015	I-15	n/a	AT RANCHERO RD	n/a		n/a	n/a	
San Bernardino	RIALTO	Local Highway	SBD031361	SBD031361			AYALA DRIVE BASELINE ROAD TO SR210 WIDEN FROM 2 LANES TO 4 LANES (2 LNS EACH DIR)	X	2015	AYALA DRIVE	n/a	SR210	BASELINE		2	4	
San Bernardino	VARIOUS AGENCIES	State Highway	SBD31850	SBD31850			IN GRAND TERRACE @ I-215 BARTON RD INTERCHANGE RECONSTRUCT OVERCROSSING & RAMPS W/ ROUNDABOUT WEST OF I-215. LOCAL ST WORK TO INCLUDE REMOVAL OF LA CROSSE AVE BETWEEN VIVENDA AVE & BARTON RD, REPLACE W/ NEW LOCAL RD; IMPROVEMENTS TO BARTON RD & MICHIGAN WAY ST/VIVENDA AVE INTERSEC & EXTENSION OF COMMERCE WY (Toll Credits used to match DEMO: ENG & ROW)	X	2019	I-215	1.08	JUST WEST OF DEBERRY STREET	JUST WEST OF NEWPORT ROAD	RECONSTRUCT BARTON RD. I/C WITH MODIFIED PARTIAL CLOVERLEAF CONFG. CONSTRUCT O/C ADD APPROX 1,500' AUX LN AT NB EXIT;CONSTRUCT NEW 1,000' 4 LANE SECTION OF COMMERCE WAY;ADD 2 LANES TO 3200 FT. SECTI	3	3	
San Bernardino	LOMA LINDA	Local Highway	SBD31876	SBD31876			CALIFORNIA STREET BARTON ROAD TO REDLANDS BOULEVARD WIDEN FROM 2 TO 4 LANES	X	2021	CALIFORNIA STREET	n/a	REDLANDS BOULEVARD	BARTON ROAD		2	4	

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San Bernardino	SAN BERNARDINO, CITY OF	Local Highway	SBD41316	SBD41316			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	SAN BERNARDINO, CITY OF	Local Highway	SBD41317	SBD41317			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	TWENTYNINE PALMS	Local Highway	SBD41427	SBD41427			AMBOY ROAD - LEAR AVE TO ADOBE RD. (5.5 MILES) CONSTRUCT NEW 2 LANE ROAD (ONE LANE IN EACH DIRECTION)(PA&ED ONLY)		2020	AMBOY RD	5.5 MILES	LEAR	ADOBE		n/a	2	
San Bernardino	APPLE VALLEY	Local Highway	SBD55011	SBD55011			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)	X	2022	YUCCA LOMA RD	About 1 mile	APPLE VALLEY RD	Rincon Road	WIDEN FROM 2-4 LANES	2	4	
San Bernardino	HESPERIA	Local Highway	SBD55030	SBD55030			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	HIGHLAND	Local Highway	SBD55031	SBD55031			ALABAMA STREET FROM 3RD STREET TO SOUTH CITY LIMITS - WIDEN FROM 2 TO 3 NB LANES (0.25 MILES)	X	2021	ALABAMA STREET	0.25 MILES	3RD STREET	SOUTH CITY LIMITS	WIDEN NORTHBOUND	2	3	
San Bernardino	HIGHLAND	Local Highway	SBD55033	SBD55033			BOULDER AVE. FROM GREENSPOT TO SOUTH CITY LIMITS - WIDEN FROM 2-4 LANES (0.70 MILES)		2020	BOULDER AVENUE	0.7 MILES	GREENSPOT ROAD/5TH ST	SOUTH CITY LIMITS		2	4	
San Bernardino	REDLANDS	Local Highway	SBD58044	SBD58044			CITRUS AVENUE AUBURN CT. TO WABASH AVENUE WIDEN FROM 2 TO 4 LANES	X	2015	CITRUS AVE	n/a	AUBURN CT	WABASH AVE		2	4	
San Bernardino	ONTARIO	Local Highway	SBD59004	SBD59004			FRANCIS ST. FROM BON VIEW AVE TO GROVE WIDENING 2 TO 4 LANES (STORM DRAIN FROM BON VIEW TO PARCO)		2019	FRANCIS ST	n/a	BON VIEW AVE.	GROVE AVE.		2	4	
San Bernardino	SAN BERNARDINO, CITY OF	Local Highway	SBD59019	SBD59019			40TH ST. FROM JOHNSON LANE TO ELECTRIC AVENUE. ACQUIRE ROW AND WIDEN ROAD FROM 2 TO 4 LANES (1,200 FT.)	X	2021	40th ST	0.30 MILES	JOHNSON LANE	ELECTRIC AVE	WIDEN 2-4 LANES	2	4	
San Bernardino	SAN BERNARDINO, CITY OF	Local Highway	SBD59021	SBD59021			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	
San Bernardino	SAN BERNARDINO, CITY OF	State Highway	SBD59204	SBD59204			I-215 AT UNIVERSITY PARKWAY INTERCHANGE - RECONSTRUCT INTERCHANGE	X	2022	I-215	n/a	UNIVERSITY	UNIVERSITY		4	4	
San Bernardino	VICTORVILLE	Local Highway	SBD97147	SBD97147			GREEN TREE BLVD AT AT&SF RAILROAD CONSTRUCT 4-LANE BR & CONNECT TO HESPERIA & RIDGECREST RD (Toll Credits used to match EARREPU)	X	2021	GREEN TREE BLVD	n/a	HESPERIA RD	RIDGECREST ROAD			4	

# **VENTURA COUNTY**

## **Modeled Projects**

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Ventura	SIMI VALLEY	State Highway	6566	6566			NEAR SIMI VALLEY AT ALAMOS CYN RD ADD RAMP	X	2020	ROUTE 101 NB OFFRAMP AT ALAMOS CANYON	0.1	ROUTE 118	ALAMOS CANYON ROAD		n/a	1	
Ventura	SIMI VALLEY	State Highway	6566	6566			NEAR SIMI VALLEY AT ALAMOS CYN RD ADD RAMP	X	2020	ROUTE 101 NB ONRAMP AT ALAMOS CANYON	0.1	ALAMOS CANYON ROAD	ROUTE 118		n/a	1	
Ventura	SIMI VALLEY	State Highway	6566	6566			NEAR SIMI VALLEY AT ALAMOS CYN RD ADD RAMP	X	2020	ROUTE 101 SB OFFRAMP AT ALAMOS CANYON	0.1	ROUTE 118	ALAMOS CANYON ROAD		n/a	1	
Ventura	SIMI VALLEY	State Highway	6566	6566			NEAR SIMI VALLEY AT ALAMOS CYN RD ADD RAMP	X	2020	ROUTE 101 SB ONRAMP AT ALAMOS CANYON AT ALAMOS CANYON	0.1	ALAMOS CANYON ROAD	ROUTE 118		n/a	1	
Ventura	MOORPARK	State Highway	12020	12020			IN MOORPARK LOS ANGELES AVE WIDEN FROM 4 TO 6 LANES BETWEEN MAUREEN AND LETA YANCY	X	2016	Rte 118 los angeles ave	0	maureen	leta yancy		4	6	
Ventura	SAN BUENAVENTURA	State Highway	VEN010202	VEN010202			RECONFIGURE N/B CALIFORNIA ST OFFRAMP (RECONFIGURE RAMP TO TERMINATE AT OAKS ST INSTEAD OF THE CURRENT CALIFORNIA ST LOCATION)		2023	RTE 101 CALIFORNIA ST NB OFFRAMP	0.1	START CALIF ST NB ONRAMP	END CALIF ST NB ONRAMP		1	1	
Ventura	VENTURA COUNTY	Local Highway	VEN011202	VEN011202	Oxnard CL	Rice Rd	HUENEME RD FROM OXNARD CITY LIMITS TO RICE RD - WIDEN FROM 2 TO 4 LANES (PHASE I)		2024	HUENEME ROAD	1.4	OXNARD CITY LIMIT	RICE ROAD		2	4	
Ventura	CALTRANS	State Highway	VEN011205	VEN011205			IN T.O. IMPROVEMENTS AT VAR LOCATIONS LA CNTY LINE-MOORPARK RD: CONV AUX LANES TO MF LANES, ADD 1 LANE EACH DIRECTION BY SHIFTING CL NORTHWARDS & WIDENING ON NB SIDE, REALIGN & WIDEN RAMP, CONSTR SOUNDWALLS (EA 195211, 19522), WIDEN 3 BRIDGES ON NORTHSIDE (HAMP SHIRE UC, CONEJO SCHOOL UC, & MOORPARK UC); IMPROVE 101/23 CONNECTORS.(STP=FY 2010 APPROPS EARMARK)(INCL RT 23 PM 3.3/3.8) STPL-R FY15/16 I	X	2018	ROUTE 101	0.7	L.A. COUNTY LINE	WESTLAKE BLVD	RESTRIPE LANES FOR TRANSITION - NO THROUGH LANES ADDED	6	6	
Ventura	CALTRANS	State Highway	VEN011205	VEN011205			IN T.O. IMPROVEMENTS AT VAR LOCATIONS LA CNTY LINE-MOORPARK RD: CONV AUX LANES TO MF LANES, ADD 1 LANE EACH DIRECTION BY SHIFTING CL NORTHWARDS & WIDENING ON NB SIDE, REALIGN & WIDEN RAMP, CONSTR SOUNDWALLS (EA 195211, 19522), WIDEN 3 BRIDGES ON NORTHSIDE (HAMP SHIRE UC, CONEJO SCHOOL UC, & MOORPARK UC); IMPROVE 101/23 CONNECTORS.(STP=FY 2010 APPROPS EARMARK)(INCL RT 23 PM 3.3/3.8) STPL-R FY15/16 I	X	2018	ROUTE 101	1.5	ROUTE 23 CONNECTOR	HAMP SHIRE ROAD	RESTRIPE FROM 5 TO 6 LANES	5	6	
Ventura	CALTRANS	State Highway	VEN011205	VEN011205			IN T.O. IMPROVEMENTS AT VAR LOCATIONS LA CNTY LINE-MOORPARK RD: CONV AUX LANES TO MF LANES, ADD 1 LANE EACH DIRECTION BY SHIFTING CL NORTHWARDS & WIDENING ON NB SIDE, REALIGN & WIDEN RAMP, CONSTR SOUNDWALLS (EA 195211, 19522), WIDEN 3 BRIDGES ON NORTHSIDE (HAMP SHIRE UC, CONEJO SCHOOL UC, & MOORPARK UC); IMPROVE 101/23 CONNECTORS.(STP=FY 2010 APPROPS EARMARK)(INCL RT 23 PM 3.3/3.8) STPL-R FY15/16 I	X	2018	ROUTE 101 NB	0.5	ROUTE 23 NB CONNECTOR	MOORPARK ROAD	LANE (FROM 4 TO 5)	4	5	
Ventura	CALTRANS	State Highway	VEN011205	VEN011205			IN T.O. IMPROVEMENTS AT VAR LOCATIONS LA CNTY LINE-MOORPARK RD: CONV AUX LANES TO MF LANES, ADD 1 LANE EACH DIRECTION BY SHIFTING CL NORTHWARDS & WIDENING ON NB SIDE, REALIGN & WIDEN RAMP, CONSTR SOUNDWALLS (EA 195211, 19522), WIDEN 3 BRIDGES ON NORTHSIDE (HAMP SHIRE UC, CONEJO SCHOOL UC, & MOORPARK UC); IMPROVE 101/23 CONNECTORS.(STP=FY 2010 APPROPS EARMARK)(INCL RT 23 PM 3.3/3.8) STPL-R FY15/16 I	X	2018	ROUTE 101 NB	0.6	HAMP SHIRE ROAD	CONEJO SCHOOL ROAD	LANES (WIDEN FROM 5 TO 6)	5	6	
Ventura	CALTRANS	State Highway	VEN011205	VEN011205			IN T.O. IMPROVEMENTS AT VAR LOCATIONS LA CNTY LINE-MOORPARK RD: CONV AUX LANES TO MF LANES, ADD 1 LANE EACH DIRECTION BY SHIFTING CL NORTHWARDS & WIDENING ON NB SIDE, REALIGN & WIDEN RAMP, CONSTR SOUNDWALLS (EA 195211, 19522), WIDEN 3 BRIDGES ON NORTHSIDE (HAMP SHIRE UC, CONEJO SCHOOL UC, & MOORPARK UC); IMPROVE 101/23 CONNECTORS.(STP=FY 2010 APPROPS EARMARK)(INCL RT 23 PM 3.3/3.8) STPL-R FY15/16 I	X	2018	ROUTE 101 NB	0.8	WESTLAKE BLVD	HAMP SHIRE RD	LANE (WIDEN FROM 4 TO 5)	4	5	

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Ventura	CALTRANS	State Highway	VEN011205	VEN011205			IN T.O. IMPROVEMENTS AT VAR LOCATIONS LA CNTY LINE-MOORPARK RD: CONV AUX LANES TO MF LANES, ADD 1 LANE EACH DIRECTION BY SHIFTING CL NORTHWARDS & WIDENING ON NB SIDE, REALIGN & WIDEN RAMPS, CONSTR SOUNDWALLS (EA 195211, 19522), WIDEN 3 BRIDGES ON NORTHSIDE (HAMPSHIRE UC, CONEJO SCHOOL UC, & MOORPARK UC); IMPROVE 101/23 CONNECTORS.(STP=FY 2010 APPROPS EARMARK)(INCL RT 23 PM 3.3/3.8) STPL-R FY15/16 I	X	2018	ROUTE 101 NB OFFRAMP TO MOORPARK ROAD	0.1	ROUTE 101	MOORPARK ROAD	OFFRAMP FROM 1 T	1	2	
Ventura	CALTRANS	State Highway	VEN011205	VEN011205			IN T.O. IMPROVEMENTS AT VAR LOCATIONS LA CNTY LINE-MOORPARK RD: CONV AUX LANES TO MF LANES, ADD 1 LANE EACH DIRECTION BY SHIFTING CL NORTHWARDS & WIDENING ON NB SIDE, REALIGN & WIDEN RAMPS, CONSTR SOUNDWALLS (EA 195211, 19522), WIDEN 3 BRIDGES ON NORTHSIDE (HAMPSHIRE UC, CONEJO SCHOOL UC, & MOORPARK UC); IMPROVE 101/23 CONNECTORS.(STP=FY 2010 APPROPS EARMARK)(INCL RT 23 PM 3.3/3.8) STPL-R FY15/16 I	X	2018	ROUTE 101 SB	0.6	HAMPSHIRE ROAD	CONEJO SCHOOL ROAD	IES (WIDEN FROM 5	5	6	
Ventura	CALTRANS	State Highway	VEN011205	VEN011205			IN T.O. IMPROVEMENTS AT VAR LOCATIONS LA CNTY LINE-MOORPARK RD: CONV AUX LANES TO MF LANES, ADD 1 LANE EACH DIRECTION BY SHIFTING CL NORTHWARDS & WIDENING ON NB SIDE, REALIGN & WIDEN RAMPS, CONSTR SOUNDWALLS (EA 195211, 19522), WIDEN 3 BRIDGES ON NORTHSIDE (HAMPSHIRE UC, CONEJO SCHOOL UC, & MOORPARK UC); IMPROVE 101/23 CONNECTORS.(STP=FY 2010 APPROPS EARMARK)(INCL RT 23 PM 3.3/3.8) STPL-R FY15/16 I	X	2018	ROUTE 23 SB TO ROUTE 23 NB CONNECTOR	0.2	ROUTE 23	ROUTE 101	CONNECTOR FROM 1	1	2	
Ventura	CAMARILLO	State Highway	VEN031226	VEN031226			IN CAMARILLO ROUTE 101 AT PLEASANT VALLEY ROAD IMPROVE INTERSECTION WITH SOUTHBOUND RAMPS - WIDEN ONRAMP ENTRANCE FROM 1 TO 2 LANES		2024	ROUTE 101 SB ON-RAMP	0.1	PLEASANT VALLEY ROAD	ROUTE 101		1	2	
Ventura	CAMARILLO	State Highway	VEN031226	VEN031226			IN CAMARILLO ROUTE 101 AT PLEASANT VALLEY ROAD IMPROVE INTERSECTION WITH SOUTHBOUND RAMPS - WIDEN ONRAMP ENTRANCE FROM 1 TO 2 LANES		2024	route 101	0.1	pleasant valley road	pleasant valley road		6	6	
Ventura	OXNARD	State Highway	VEN040401	VEN040401			IN OXNARD AT RICE AVE. RAILROAD GRADE SEPARATION - INCLUDES WIDENING OF RICE FROM STURGIS ROAD TO 1350' SOUTH OF FIFTH STREET		2022	RICE AVENUE	0.57	STURGIS ROAD	1350' SOUTH OF FIFTH STREET	WIDEN FROM 4 TO 6 LANES TOTAL OF BOTH DIRECTIONS	4	6	
Ventura	OXNARD	State Highway	VEN040401	VEN040401			IN OXNARD AT RICE AVE. RAILROAD GRADE SEPARATION - INCLUDES WIDENING OF RICE FROM STURGIS ROAD TO 1350' SOUTH OF FIFTH STREET		2022	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	OXNARD	State Highway	VEN040401	VEN040401			IN OXNARD AT RICE AVE. RAILROAD GRADE SEPARATION - INCLUDES WIDENING OF RICE FROM STURGIS ROAD TO 1350' SOUTH OF FIFTH STREET		2022	NEW CONNECTOR	700'	FIFTH STREET 500' E OF RICE AVENUE	RICE AVENUE 300' S OF FIFTH STREET	NEW ROAD W/ SIGNALIZE INTERSECTION @ FIFTH, RIGHT TURN ONLY @ RICE	0	2	
Ventura	OXNARD	State Highway	VEN040401	VEN040401			IN OXNARD AT RICE AVE. RAILROAD GRADE SEPARATION - INCLUDES WIDENING OF RICE FROM STURGIS ROAD TO 1350' SOUTH OF FIFTH STREET		2022	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	CAMARILLO	Local Highway	VEN040502	VEN040502			SANTA ROSA ROAD FROM UPLAND ROAD TO WOODCREEK ROAD WIDEN FROM TWO TO FOUR LANES AND ADD BIKE LANES	X	2016	santa rosa rd	0	upland	woodcreek		2	4	
Ventura	CAMARILLO	State Highway	VEN051210	VEN051210			IN CAMARILLO RECONFIGURE CENTRAL AVENUE / ROUTE 101 INTERCHANGE (includes Central Ave bridge widening from 1 to 2 lanes each direction)		2024	Central Avenue	0.1	Route 101 south interchange ramps	Route 101 north interchange ramps		2	4	
Ventura	CAMARILLO	Local Highway	VEN051211	VEN051211			LAS POSAS ROAD FROM VENTURA BLVD TO PLEASANT VALLEY ROAD WIDEN FROM 2 TO 6 LANES		2024	Las Posas Road	0.7	Ventura Blvd	Pleasant Valley Rd	widening	2	6	
Ventura	MOORPARK	State Highway	VEN051213	VEN051213			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 AND UPGRADE RAIL CROSSING.		2021	Route 23 - Moorpark Road	0.5	3rd st.	Casey Road		2	4	



County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details	
Ventura	OXNARD	Local Highway	VEN110112	VEN110112			VICTORIA AVENUE FROM GUM TREE ST TO GONZALES RD SIDEWALK AND DRAINAGE IMPROVEMENTS, RESTRIPIPING TO PROVIDE THREE NB THROUGH LANES AND BIKE LANE		2014	Victoria Ave NB	0.4	Gonzales Rd	Gum Tree St	Widen NB 2 to 3 lanes	2	3		
Ventura	SIMI VALLEY	Local Highway	5AL07	VEN120103			WIDEN EASTBOUND MADERA ROAD FROM TWO TO THREE LANES FROM COUNTRY CLUB DRIVE WEST TO WOOD RANCH PARKWAY (3,400'). (STPL-R IN FY 14/15 INCLUDES \$102 TOLL CREDITS FOR CONSTRUCTION).		2015	Madera Road Eastbound	3400 feet	Country Club Drive West	Wood Ranch Parkway		2	3		
Ventura	SIMI VALLEY	Local Highway	5AL07	VEN121201			Madera Rd in Simi Valley. Widen eastside from Simi Village Dr to Los Angeles Ave to add third lane and right-turn lane. (STPL-R INCLUDES TOLL CREDITS OF \$61 IN FY 14/15 FOR CON).	X	2015	Madera Rd	0.2	Simi Village Dr	Los Angeles Ave		2	3		
Ventura	VENTURA COUNTY	Local Highway	5A0709	VEN130104			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	VENTURA COUNTY	Local Highway	5A0709	VEN130104			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	CAMARILLO	Local Highway	5AL07	VEN131204			ON LEWIS ROAD FROM VENTURA BLVD TO CITY LIMITS (NORTH). WIDEN FROM 2 TO 4 LANES, 13,000 FT LENGTH.		2024	Lewis Road	13,000 feet	Ventura Blvd	City Limits	Widen from 2 to 4 lanes	2	4		
Ventura	CAMARILLO	Local Highway	5A0721	VEN131205			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	CAMARILLO	Local Highway	5A0725	VEN131207			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	CAMARILLO	Transit	5TL0703	VEN140802			PURCHASE TWO (2) EXPANSION 16-PASSENGER BUSES FOR GENERAL DIAL A RIDE SERVICE.	X	2018									
Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	Transit	5TL04	VEN150608			THREE YEAR DEMONSTRATION EXPRESS BUS SERVICE - EAST/WEST COUNTY CONNECTOR SERVING SIMI VALLEY, MOORPARK, CAMARILLO, AND VENTURA (TDC in FY 16/17 in the amount of \$550)	X	2020									Please see "FTIP VEN150608" tab for additional details
Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	Transit	5TL04	VEN150608			THREE YEAR DEMONSTRATION EXPRESS BUS SERVICE - EAST/WEST COUNTY CONNECTOR SERVING SIMI VALLEY, MOORPARK, CAMARILLO, AND VENTURA (TDC in FY 16/17 in the amount of \$550)	X	2020									Please see "FTIP VEN150608" tab for additional details
Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	Transit	5TL04	VEN150608			THREE YEAR DEMONSTRATION EXPRESS BUS SERVICE - EAST/WEST COUNTY CONNECTOR SERVING SIMI VALLEY, MOORPARK, CAMARILLO, AND VENTURA (TDC in FY 16/17 in the amount of \$550)	X	2020									Please see "FTIP VEN150608" tab for additional details
Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	Transit	5TL04	VEN150608			THREE YEAR DEMONSTRATION EXPRESS BUS SERVICE - EAST/WEST COUNTY CONNECTOR SERVING SIMI VALLEY, MOORPARK, CAMARILLO, AND VENTURA (TDC in FY 16/17 in the amount of \$550)	X	2020									Please see "FTIP VEN150608" tab for additional details
Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	Transit	5TL04	VEN150608			THREE YEAR DEMONSTRATION EXPRESS BUS SERVICE - EAST/WEST COUNTY CONNECTOR SERVING SIMI VALLEY, MOORPARK, CAMARILLO, AND VENTURA (TDC in FY 16/17 in the amount of \$550)	X	2020									Please see "FTIP VEN150608" tab for additional details
Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	Transit	5TL04	VEN150608			THREE YEAR DEMONSTRATION EXPRESS BUS SERVICE - EAST/WEST COUNTY CONNECTOR SERVING SIMI VALLEY, MOORPARK, CAMARILLO, AND VENTURA (TDC in FY 16/17 in the amount of \$550)	X	2020									Please see "FTIP VEN150608" tab for additional details
Ventura	VENTURA COUNTY TRANS COMMISSION (VCTC)	Transit	5TL04	VEN150608			THREE YEAR DEMONSTRATION EXPRESS BUS SERVICE - EAST/WEST COUNTY CONNECTOR SERVING SIMI VALLEY, MOORPARK, CAMARILLO, AND VENTURA (TDC in FY 16/17 in the amount of \$550)	X	2020									Please see "FTIP VEN150608" tab for additional details

County	Lead Agency	System	RTP ID	FTIP ID	From	To	Description	Baseline	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	Additional Model Details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL04	VEN150609			THREE-YEAR DEMONSTRATION SERVICE BUS ROUTE FROM NYLAND ACRES IN OXNARD TO WELLS CENTER IN VENTURA	X	2018								Please see "FTIP VEN150609" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2020								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2020								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2020								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2020								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2020								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2020								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2020								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2020								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2020								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2020								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2020								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2020								Please see "FTIP VEN151101" tab for additional details
Ventura	THOUSAND OAKS	Transit	5TL0703	VEN151102			PURCHASE 4 CNG BUSES FOR EXPANSION	X	2017								Please see "FTIP VEN151102" tab for additional details
Ventura	VENTURA COUNTY	Local Highway	5A0708	VEN170105			HARBOR BOULEVARD AT GONZALES ROAD - ADD 2ND SOUTHBOUND THROUGH LANE AND 2ND NORTHBOUND THROUGH LANE.		2024	HARBOR BOULEVARD	AT THE INTERSECTION	@ GONZALES ROAD	AT THE INTERSECTION	WIDENING	2	4	
Ventura	VENTURA COUNTY	Local Highway	5A0720	VEN170110			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)		2024	HARBOUR BOULEVARD	1.99 MILES	OXNARD CITY LIMITS	VENTURA CITY LIMITS	WIDENING	2	4	
Ventura	MOORPARK	State Highway	VEN34089	VEN34089			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	X	2019	ROUTE 118 (L.A. AVE)	0.6	ROUTE 23 (MOORPARK AVE)	EAST OF SPRING		4	6	
Ventura	OXNARD	Local Highway	VEN34094	VEN34094			IN OXNARD HUENEME RD SAVIERS TO ARCTURUS WIDEN AND CONSTRUCT FROM 2 TO 4 LANES (SAFETEA-LU PROJECT #735TIP)	X	2014	HUENEME RD	0.3	SAVIERS	ARCTURUS		2	4	
Ventura	OXNARD	Local Highway	VEN34095	VEN34095			IN OXNARD COLONIA RD/CAMINO DEL SOL OXNARD BOULEVARD (RT 1) TO ENTRADA DR CONSTRUCT 4 LANES	X	2023	COLONIA RD/CAMINO DEL SOL	0.3	ROUTE 1 (OXNARD BLVD)	ENTRADA		2	4	
Ventura	CAMARILLO	Local Highway	VEN54019	VEN54019			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	

# **Section III**

## **Timely Implementation of TCMs**

# SECTION III

## TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES (TCMs)

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## TIMELY IMPLEMENTATION OF TCMS

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### ***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 2018/19-2019/20) of the 2019 FTIP. The findings are required only for the applicable TCM projects contained in the approved SIPs for the relevant air basins.

### ***TRANSPORTATION CONFORMITY RULE***

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<sup>1</sup>.*

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;*

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<sup>1</sup> U.S. EPA, Transportation Conformity Regulations Updated April 2012, page 8.

- *Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;*
- *Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;*
- *Programs to control extended idling of vehicles;*
- *Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;*
- *Employer-sponsored programs to permit flexible work schedules;*
- *Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;*
- *Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and*
- *Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.<sup>2</sup>*

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.

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<sup>2</sup> 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<sup>3</sup>.*

## **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 EPA's Transportation Conformity Rule analyses. The two SIPs with TCM strategies are:

### **South Coast AQMP/SIP (SCAB)**

Effective October 3, 2014, the U.S. EPA approved the portions of the SCAQMD's Final 2012 Air Quality Management Plan that updated the approved control strategy for the 1997 8-hour ozone standard and that provided a demonstration of attainment of the 1-hour ozone standard by December 31, 2022. As a result, the 2012 South Coast AQMP/ Ozone SIP is the applicable Ozone SIP for the SCAB. It is important to note that the TCM categories in the 2012 Ozone AQMP/SIP are consistent with the TCM categories in the 1994/1997/2003/2007 Ozone AQMPs/SIPs. In addition, submitted to and currently under review by the U.S. EPA in April 2017, the 2016 South Coast AQMP/Ozone SIP makes no changes to previously approved TCMs contained in the 2012 South Coast AQMP/Ozone SIP.

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

The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding. The EPA approved the 1994 Ozone SIP revisions on January 8, 1997. The 2007 Ozone AQMP/SIP revision (which EPA has not taken an action on) makes no changes to previously approved TCMs contained in the 1994 SIP (as amended in 1995). Effective July 27, 2009, EPA took a final action to find that the Ventura County attained the revoked 1-hour ozone standard by its attainment date. Effective January 2, 2013, EPA took another final action to find that the Ventura County attained the 1997 8-hour ozone standard by its attainment date.

It is 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 remain applicable.

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<sup>3</sup> U.S. EPA, Transportation Conformity Regulations Updated April 2012, page 22.

There are no applicable TCMs in any other federal non-attainment or maintenance areas in the SCAG region. 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., those projects first identified in the 2019 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 2019 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 (the 2016-2040 RTP/SCS and 2017 FTIP as amended). 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 2012 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 2012 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**

<b>LEAD AGENCY</b>	<b>PROJECT ID</b>	<b>PROJECT DESCRIPTION</b>	<b>ORIGINAL COMPLETION DATE</b>	<b>2017 FTIP COMPLETION DATE</b>	<b>2019 FTIP COMPLETION DATE</b>	<b>2019 FTIP PROJECT STATUS</b>
AVALON	LAF9600	CITY OF AVALON FIVE-CORNER COMPREHENSIVE PEDESTRIAN PROJECT (>.25 MI)	2020	2020	2021	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO FUNDING AGREEMENT. THE FUNDING AGREEMENT WAS EXECUTED ON 5/18/2018.
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	12/1/2019	12/1/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.  SECURING LOCAL MATCH FUNDING THROUGH BONDING OF MR FUNDS.
BALDWIN PARK	LA0G1178	EXPANSION OF THE CITY'S CIRCULATOR SHUTTLE TO CONNECT TO BUSINESS AND MEDICAL COMMUTERS FROM THE BALDWIN PARK TRANSIT CENTER AND METROLINK STATION TO THE CITY'S MAIN BUSINESS CENTERS. PURCHASE OF 2 CNG BUSES.	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
BURBANK	LA0G1211	THIS PROJECT WOULD PROVIDE TRAFFIC SIGNAL UPGRADES, SIGNAL CONTROLLER UPGRADES, TIMING PLANS, AND TRAFFIC SIGNAL SYSTEM MONITORING TO INTERSECTIONS ON ARTERIAL STREETS WITHIN 1 MILE OF THE INTERSTATE 5 CORRIDOR. SCOPE INCLUDES AUGMENTING BURBANK TMC STAFF FOR MONITORING SIGNAL COORDINATION AND POLICE TRAFFIC CONTROL DURING THE LIFE OF THE CONSTRUCTION PROJECT.	7/30/2019	7/30/2019	7/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	10/30/2017	12/31/2021	OBSTACLES ARE BEING OVERCOME.  DELAY BECAUSE BIKEWAY ROW HAD TO BE EXCAVATED FOR CALTRANS I-5 NORTH/ EMPIRE INTERCHANGE PROJECT
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	1/1/2019	6/30/2019	OBSTACLES ARE BEING OVERCOME.  UNDER CONSTRUCTION.
BURBANK	LAF9315	TRAFFIC RESPONSIVE SYSTEM INVOLVING ADVANCED TRAFFIC CONTROLLERS, COMMUNICATIONS, VIDEO SURVEILLANCE, AND BICYCLE AND SYSTEM DETECTION FOR 33 INTERSECTIONS IN THE CITY OF BURBANK	12/21/2021	12/21/2021	12/21/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
CALABASAS	LAF9300	THE PROPOSED PROJECT IS TO SYNCHRONIZE AND ADD INTERCONNECT ALONG LAS VIGENES ROAD AND SYNCHRONIZE MULHOLLAND HIGHWAY AND OLD TOPANGA CANYON ROAD	6/30/2022	6/30/2022	6/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
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	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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)-(USE TOLL CREDITS AS LOCAL MATCH).	2030/2015	10/31/2018	4/29/2019	OBSTACLES ARE BEING OVERCOME.  ALL FUNDS ARE OBLIGATED. UNDER CONSTRUCTION.
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	1/4/2018	12/3/2021	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO COMBINING WITH A ROADWAY REHABILITATION PROJECT, RESULTING IN MAJOR DESIGN CHANGES.  MAJOR DESIGN CHANGES HAVE BEEN COMPLETED. CURRENTLY UNDER CONSTRUCTION.
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 2017 FTIP.
CALTRANS	LA0D73	ROUTE 5: 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, 31320 PPNO 2808 = 4153, 2808, 4154, 4155, 4156, 4841). TCRP#42.2&42.1 (USE TOLL CREDITS AS LOCAL MATCH)	2014	9/12/2019	9/12/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
CALTRANS	LA0G1116	ROUTE 001: PACIFIC COAST HIGHWAY AND PARALLEL ARTERIALS FROM I-105 TO I-110: SIGNAL SYNCHRONIZATION (EA 30990 PPNO 4800)	12/31/2019	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
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	12/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	12/31/2018	12/31/2019	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO RFP PREPARATION AND DESIGN PROCESS.
CARSON, CITY OF	LA0G1179	TRANSFORM MAINTENANCE ROAD TO A NEW 1.3 MILE CLASS I BIKE PED PATH ON DOMINGUEZ CHANNEL. IMPROVEMENTS INCLUDE IMPROVING HORIZONTAL AND VERTICAL GEOMETRY FOR IMPROVED SIGHT DISTANCE, ADDING A GUARDRAIL TO EXISTING BRIDGE, AND IMPROVING THE AVALON BLVD. INTERSECTION SIGNAL.	12/30/2018	12/30/2018	12/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
CARSON, CITY OF	LAF7322	BROADWAY INTERSECTION IMPROVEMENTS TRAFFIC SIGNAL MODIFICATION: DESIGN AND MODIFY FIVE SIGNALIZED INTERSECTIONS ON BROADWAY BETWEEN ALONDRA BLVD AND VICTORIA ST TO INCLUDE LONGER SIGNAL MAST ARMS TO IMPROVE VISIBILITY OF SIGNAL INDICATIONS, IMPROVE LIGHTING, UPGRADE SIGNAL CABINET AND EQUIPMENT, IMPROVE SIGNAL TIMING, AND IMPROVE THE OPERATION OF THE INTERSECTIONS BY ADDING PROTECTIVE/PERMISSIVE LEFT-TURN PHASING AS WARRANTED.	12/31/2017	6/30/2018	6/30/2019	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO RETIREMENT OF PROJECT MANAGER.
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	8/1/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
COMPTON	LATP17S012	THIS PROJECT IS THE FINAL DESIGN AND CONSTRUCTION OF 29/68 MILES OF GAP CLOSURE IN THE BIKE LANE NETWORK IN THE CITIES OF COMPTON AND CARSON. PROJECT ELEMENTS INCLUDE CLASS I, II, AND III BIKE LANE IMPROVEMENTS INCLUDING STRIPING, BIKE SHARROWS, DIRECTIONAL PAINTED GREEN LINES AND WAYFINDING SIGNAGE. UTILIZING TOLL CREDITS TO MATCH ATP.	12/31/2022	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.  REPLACED LA0G1141 AND LA0G1269 IN 2017 FTIP AMENDMENT #17-11.
COVINA	LAF5501	CITY OF COVINA BICYCLE NETWORK-CONSTRUCT CLASS II BIKE LANES ON CITRUS AV (1.8 MI), FRONT ST (0.13 MI), SECOND AV (0.87 MI), BADILLO ST (3.61 MI) AND AZUSA AV (1.53 MILES). THIS PROJECT PROVIDES DIRECT CONNECTIVITY TO A REGIONALLY SIGNIFICANT BIKE-TRANSIT HUB (COVINA METROLINK STATION) IDENTIFIED IN METRO'S 2006 BICYCLE TRANSPORTATION STRATEGIC PLAN. THE PROJECT WILL ALSO PROVIDE SECURE BIKE PARKING AT A LOCATION DETERMINED TO HAVE SIGNIFICANT NEED FOR BICYCLISTS.	4/30/2019	4/30/2019	4/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	12/1/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
CULVER CITY	LAF5302	PROJECT WILL UPGRADE THE CURRENT TRAFFIC CONTROL SYSTEM TO AN ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS). PROJECT WILL REPLACE 90 TYPE 170 CONTROLLERS WITH TYPE 2070, ADD ADDITIONAL VEHICLE DETECTORS AT 102 LOCATIONS, AND UPGRADE COMMUNICATIONS EQUIPMENT AND CONNECTION TO FIBER-OPTIC BACKBONE. THE ATCS WILL CONTROL 102 INTERSECTIONS THROUGHOUT CULVER CITY.	3/1/2019	3/1/2019	3/1/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
CULVER CITY	LAF7303	NETWORK-WIDE SIGNAL SYNC WITH VID & ARTERIAL PERFORMANCE MEASUREMENT SYSTEM FOR ATCS: (1) OPTIMIZES SIGNAL COORDINATION TIMING NETWORK-WIDE. (2) UPGRADES MAJOR INTERSECTIONS WITH ENHANCED SYSTEM DETECTION AND ARTERIAL PERFORMANCE MEASUREMENT CAPABILITIES ALONG WASHINGTON BL, SEPULVEDA BL, JEFFERSON BL, AND OTHERS. (16 SIGNALS THAT ARE SYNCHED)	12/31/2018	12/31/2018	6/30/2019	OBSTACLES ARE BEING OVERCOME.  FINALIZING DESIGN. CON WILL START IN JUNE 2018.
CULVER CITY MUNI BUS LINES	LAF3317	BUS SIGNAL PRIORITY IN CULVER CITY. DESIGN, DEVELOP & INSTALL WIRELESS BUS SIGNAL PRIORITY SYSTEM ON CULVER CITY BUS FLEET AND AT INTERSECTIONS TO INCREASE OPERATION EFFICIENCY & TRAVEL TIME SAVINGS. THE PROJECT INCLUDES INTERSECTIONS WITH TRANSIT SERVICE WITHIN THE BOUNDARY OF THE CITY OF CULVER CITY.	6/30/2017	6/30/2018	6/30/2020	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO CANCELATION OF DESIGN BUILD RFP AS A RESULT OF PROTEST. SECOND RFP HAS BEEN COMPLETED AND CONTRACT HAS BEEN EXECUTED WITH SELECTED VENDOR.
CULVER CITY MUNI BUS LINES	LAF3729	REAL-TIME BUS ARRIVAL INFORMATION SYSTEM. DEVELOP & INSTALL ON 60 BUS STOP REAL-TIME BUS ARRIVAL INFORMATION SYSTEM USING INTELLIGENT TRANSPORTATION SYSTEM (ITS) TECHNOLOGY TO DISSEMINATE NEXT BUS INFO TO TRAVELERS. THE PROJECT'S PHYSICAL COMPONENT IS LOCATED AT BUS STOPS AND TRANSIT CENTER WITHIN THE CITY OF CULVER CITY. THE NON-PHYSICAL COMPONENT OF THE PROJECT IS LOCATED ON A WEB SERVER.	6/30/2018	6/30/2018	6/30/2020	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO CANCELATION OF DESIGN BUILD RFP FOR A LINKED PROEJECT (LAF3317). SECOND RFP HAS BEEN COMPLETED AND CONTRACT HAS BEEN EXECUTED WITH SELECTED VENDOR.
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	9/1/2017	12/31/2018	OBSTACLES ARE BEING OVERCOME.  PROJECT ORIGINALLY UNDERFUNDED; CURRENTLY IN FINAL DESIGN, ROW CERTIFICATION OBTAINED.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
DOWNEY	LAF3304	WOODRUFF AV FIBER-OPTIC TRAFFIC SIGNAL COMMUNICATIONS PROJ. INSTALL FIBER-OPTIC COMMUNICATION & VIDEO DETECTION SYSTEM ON WOODRUFF AV & INTERCONNECT IT TO EXISTING FIBER BACKBONE TO DEVELOP AN ETHERNET-BASED COMMUNICATION NETWORK.	7/31/2018	7/31/2018	12/31/2019	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO EXECUTION OF FUNDING AGREEMENT
DUARTE	LAF5627	DUARTE GOLD LINE STATION PEDESTRIAN IMPROVEMENTS. THIS PROJECT IS LOCATED IN DUARTE ON DUARTE RD BETWEEN HIGHLAND AV AND BUENA VISTA ST. IT WILL FUND PEDESTRIAN IMPROVEMENTS AROUND THE DUARTE GOLD LINE STATION, CONNECTING THE STATION WITH SURROUNDING LAND USES AND OTHER TRANSIT LINES BY CONSTRUCTING SIDEWALK ON THE NORTH SIDE OF DUARTE RD AND INSTALLING PEDESTRIAN LIGHTING, LANDSCAPING, BENCHES, TRASH RECEPTACLES, CURB RAMPS, PEDESTRIAN CROSSINGS, AND WAYFINDING SIGNS.	6/1/2017	6/1/2017	12/31/2018	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO CHANGE OF PROJECT MANAGER.
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	12/30/2018	12/30/2019	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO COORDINATION TO MODIFY LOCATIONS OF IMPROVEMENT.
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	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
FOOTHILL TRANSIT ZONE	LA0B311	PARK AND RIDE FACILITY (TRANSIT ORIENTED NEIGHBORHOOD PROGRAM) IN THE CITY OF INDUSTRY. AZUSA PROJECT UNDER LAF3434.	2/31/2015	2/31/2015	12/31/2020	OBSTACLES ARE BEING OVERCOME.  PARK AND RIDE FACILITIES IN CITIES OF INDUSTRY AND AZUSA COMPLETED.
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 2017 FTIP.
GARDENA	LA0G1164	LINE 1X-EXPAND TRANSIT BUS SERVICE ON I-110 FREEWAY: EXPANSION OF LINE 1X TRANSIT SERVICE TO PROVIDE MID-DAY SERVICE. THIS PROJECT IS FUNDED BY THE METRO'S EXPRESSLANES TOLL REVENUE REINVESTMENT PROGRAM.	6/30/2018	6/30/2018	6/30/2019	NO DELAY. ON-GOING TRANIST BUS SERVICE.
GARDENA	LA0G1175	COMPUTER AUTOMATED DISPATCHING/AUTOMATED VEHICLE LOCATION (CAD/AVL) SOLUTION WITH REAL TIME PASSENGER INFORMATION NETWORK.	12/30/2016	12/30/2016	12/30/2019	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO COMPLETE MANAGEMENT CHANGE. A NEW DIRECTOR AND A NEW STAFF WERE HIRED. CURRENTLY WORKING ON A SCOPE OF WORK FOR TECHNICAL ASSISTANCE, WHICH WILL BE ISSUED FOR SOLICITATION IN FIRST QUARTER OF 2018.
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	12/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
GLENDALE	LA0G809	CONSTRUCTION OF CITYWIDE BIKEWAY FACILITY THIS PROJECT INCLUDES CONSTRUCTION OF CLASS II, AND SHARROWS RECOMMENDED IN THE GLENDALE BICYCLE MASTER PLAN AND INSTALLATION OF CITYWIDE BIKE RACKS, AND OTHER AMENITIES RELATED TO BICYCLE. THE PROJECT LENGTH MAY INCLUDE OVER 12 MILES OF BIKE LANES.	12/1/2018	12/1/2018	12/1/2018	LA0G1248 HAS BEEN COMPLETED AND HAS MET TCM REQUIREMENTS. THIS PROJECT IS SIMPLY A DUPLICATE RECORD OF LA0G1248

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
GLENDALE	LA0G1208	TRAFFIC SIGNAL SYNCHRONIZATION – ALONG PARALLEL ARTERIALS, I-5 NORTH CORRIDOR: THIS PROJECT PROVIDES FOR AN UPGRADE TO THE TRAFFIC SIGNAL COMMUNICATION FACILITIES TO IMPROVE SIGNAL COORDINATION ALONG REGIONAL ARTERIALS IN THE VICINITY OF THE I-5 NORTH CONSTRUCTION CORRIDOR.	8/31/2017	8/31/2017	12/31/2020	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO DIFFICULTY WITH CONTRACTOR OBTAINING MATERIAL. CURRENTLY UNDER CONSTRUCTION
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	12/1/2019	12/1/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
HAWTHORNE	LA0G1321	THE PROJECT WILL ENVIRONMENTALLY CLEAR AND DESIGN TRAFFIC SIGNAL MODIFICATIONS, TRAFFIC STRIPING, ADJUSTMENT OF UTILITIES, EXCAVATION...	6/15/2019	6/15/2019	6/15/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
HAWTHORNE	LA0G1353	PROJECT ENHANCES EXISTING MULTI-MODAL SERVICES AS WELL AS INTEGRATING NEW SUCH AS A CLASS II BIKE LANE IMPROVED PEDESTRIAN SUPPORT SUCH AS WIDER SIDEWALK PEDESTRIAN CROSSING SIGNALS WITH COUNTDOWN CAPABILITY IMPROVED ACCESS BETWEEN TRANSIT VEHICLES AND TRANSIT PATRONS THROUGH RELOCATION AND ADJUSTMENT OF TRANSIT STOPS AND IMPROVED SIGNALIZATION ALONG THE BOULEVARD	12/1/2021	12/1/2021	12/1/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
HUNTINGTON PARK	LAF7312	HUNTINGTON PARK SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENT: (1) SYNCHRONIZES SIGNALIZED INTERSECTIONS, RECONFIGURES TRAFFIC LANES TO ALLOW DUAL TURNING LANES, INSTALLS CHANGEABLE MESSAGE SIGNS ALONG PACIFIC BL. (2) SIGNAL IMPROVEMENTS INCLUDING CONTROLLER UPGRADES, NEW MASTS, VIDEO ACTIVATED TRAFFIC CONTROLLERS, AND SYNCHRONIZATION OF SIGNALIZED MID-BLOCK PEDESTRIAN CROSSINGS ON PACIFIC BL.	3/20/2019	3/20/2019	3/20/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 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	6/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
LA VERNE	LAF7524	LA VERNE REGIONAL COMMUTER BICYCLE GAP CLOSURE PROJECT. A RANGE OF PROPOSED ENHANCEMENTS WILL SIGNIFICANTLY IMPROVE THE BICYCLE INFRASTRUCTURE IN THE CITY OF LA VERNE AND STRENGTHEN REGIONAL CONNECTIVITY BY CLOSING CRITICAL GAPS IN AN INTEGRATED BIKE NETWORK SPANNING THE NORTHEASTERN SAN GABRIEL VALLEY	12/1/2019	12/1/2019	12/1/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	10/31/2019	10/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	11/1/2019	11/1/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
LONG BEACH	LAF5503	CITY OF LONG BEACH PHASE II BIKE SHARE PROGRAM. THIS PROJECT IS LOCATED IN THE CITY OF LONG BEACH AND WILL IMPLEMENT A PHASE II BIKE-SHARE PROGRAM. FUNDS ARE REQUESTED FOR THE PURCHASE AND INSTALLATION OF 500 BIKES, 50 DOCKING STATIONS AND KIOSKS, AND WAYFINDING/SIGNAGE. THE PROJECT WILL SUPPORT LOCAL AND METRO TRANSIT STATIONS, EMPLOYMENT AREAS, BUSINESS DISTRICTS, AND MAJOR ACTIVITY NODES.	6/30/2019	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
LONG BEACH	LAF7313	LONG BEACHS METRO BLUE LINE SIGNAL PRIORITIZATION: (1) ENHANCES TRANSIT SIGNAL PRIORITIES AT 33 SIGNALIZED INTERSECTIONS ALONG METRO BLUE LINE (MBL) ROUTE, (2) IMPROVES LRT RAILROAD CROSSING AT SPRING ST AND METRO BLUE LINE, AND (3) UPGRADES BUS SIGNAL PRIORITY CONTROLLERS AT 52 SIGNALIZED INTERSECTIONS ALONG ATLANTIC AVE BETWEEN SR-91 AND OCEAN BLVD. SAFETY TYPE OF PROJECT.	12/30/2020	12/30/2020	12/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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 2017 FTIP.
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	1/31/2020	1/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LA0G901	HISTORIC LOS ANGELES STREETCAR	6/30/2017	6/30/2019	2021	<p>OBSTACLES ARE BEING OVERCOME.</p> <p>DELAY DUE TO THE COMPLETION OF ENVIRONMENTAL DOCUMENTATION.</p> <p>THE CEQA PROCESS IS COMPLETE AND THE NEPA PROCESS IS NEARING COMPLETION.</p>
LOS ANGELES, CITY OF	LA0G1165	COMMUTER EXPRESS SERVICE EXPANSION TO ALLEVIATE CONGESTION ON HARBOR FREEWAY: PURCHASE ONE NEW COMMUTER EXPRESS BUS AND EXTENSION OF SEVERAL AM & PM TRIPS ON EXPRESS ROUTE 438.	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
LOS ANGELES, CITY OF	LA0G1216	UPGRADE EXISTING ATSAC TRAFFIC SIGNALS IN THE GLENOAKS/SAN FERNANDO AND I-5 FREEWAY CORRIDOR TO INCLUDE REAL-TIME ADAPTIVE TRAFFIC AND SIGNAL CONTROL CAPABILITY, INSTALL 2 ADDITIONAL VIDEO SURVEILLANCE AND ITS COMMUNICATIONS EQUIPMENT, AND RE-TIME TRAFFIC SIGNAL TIMING TO ACCOMMODATE TRAFFIC FLUCTUATIONS.	7/30/2020	7/30/2020	7/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	1/1/2018	12/31/2019	<p>OBSTACLES ARE BEING OVERCOME.</p> <p>DELAY DUE TO ADDITIONAL SAFETY IMPROVEMENTS IDENTIFIED. CURRENTLY IN DESIGN PHASE AND CONSTRUCTION WILL START IN SEPTEMBER 2018.</p>

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF1708	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM. INSTALLATION OF ELECTRONIC, DIRECTION AND PARKING AVAILABILITY SIGNS WITH INTERNET CONNECTIVITY TO PROVIDE ADVANCE AND REAL-TIME INFORMATION INTENDED TO INCREASE TRANSIT RIDERSHIP	2015	12/31/2017	12/31/2019	<p>OBSTACLES ARE BEING OVERCOME.</p> <p>DELAY DUE TO ON-GOING ENVIRONMENTAL PROCESS. CITY HAD TO ENGAGE A HISTORICAL RESOURCE EXPERT TO ANALYZE CULTURAL IMPACT.</p> <p>ANALYSIS WAS COMPLETED AND CITY IS PREPARING PES FORM TO FINALIZE ENVIRONMENTAL PROCESS.</p>
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.	12/1/2015	12/31/2017	12/31/2019	<p>OBSTACLES ARE BEING OVERCOME.</p> <p>DELAY DUE TO ROW ACQUISITION AND UTILITY RELOCATION ISSUES.</p> <p>CITY HAS BEEN WORKING WITH LAND OWNERS TO FINALIZE ACQUISITION. EXPECTED TO BE COMPLETED BY SUMMER OF 2018. CONSTRUCTION WILL START IN 2018.</p>
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	1/1/2018	12/31/2019	<p>OBSTACLES ARE BEING OVERCOME.</p> <p>DELAY DUE TO ADDITIONAL SAFETY IMPROVEMENTS IDENTIFIED.</p> <p>CURRENTLY IN DESIGN PHASE AND CONSTRUCTION WILL START IN SEPTEMBER 2018.</p>

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF3644	BROADWAY HISTORIC THEATER DISTRICT PEDESTRIAN IMPROVEMENTS 4TH-6TH STREETS. THE PROJECT WILL IMPROVE PEDESTRIAN SAFETY BY INSTALLING CURB EXTENSIONS, WIDENING SIDEWALKS, IMPROVING PEDESTRIAN LIGHTING, ENHANCING CROSSWALKS, AND PROVIDE PEDESTRIAN AMENITIES; BENCHES, STREET TREES, LANDSCAPED BUFFERS FROM TRAFFIC AND 10 BIKE RACKS. UTILIZING TOLL CREDITS TO MATCH ATP FUNDS.	11/2/2022	11/2/2022	11/2/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
LOS ANGELES, CITY OF	LAF5620	EXPO LINE - TRANSIT/PEDESTRIAN LINKAGES - WEST. IT WILL FUND PEDESTRIAN IMPROVEMENTS BY INSTALLING DECORATIVE SIDEWALKS, STREET TREES, NEW AND UPGRADED ACCESS RAMPS, TRASH RECEPTACLES, BENCHES, BICYCLE RACKS, PEDESTRIAN LIGHTING, AND DECORATIVE CROSSWALKS. FUNDS ARE REQUESTED FOR DESIGN AND CONSTRUCTION COSTS. PEDESTRIAN LINKAGES 2.5 MILES.	7/1/2018	7/1/2018	7/1/2019	OBSTACLES ARE BEING OVERCOME.  ALL ATP FUNDS HAVE BEEN OBLIGATED AND PROJECT IS UNDER CONSTRUCTION.
LOS ANGELES, CITY OF	LAF7131	CENTURY BOULEVARD EXTENSION BETWEEN GRAPE STREET AND ALAMEDA STREET	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
LOS ANGELES, CITY OF	LAF7628	WATTS STREETSCAPE IMPROVEMENTS PHASE 2: INSTALLS ADA RAMPS, LANDSCAPING STREET TREES, STREET FURNITURE, PED LIGHTING, CROSSWALK ENHANCEMENTS, CURB EXTENSIONS, SHARROWS, AND PED & BIKE WAYFINDING SIGNAGE.	12/31/2019	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
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	6/1/2020	6/1/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	4/26/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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 2017 FTIP.
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	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 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	12/15/2020	12/15/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
LOS ANGELES COUNTY	LA0G1161	CRENSHAW/LAX ACCOMMODATIONS NEAR 96TH STREET/AVIATION BOULEVARD NOT TO PRECLUDE FUTURE METRO RAIL CONNECTIONS. TOLL CREDITS OF \$2,127 WILL BE UTILIZED IN FY17/18 TO MATCH CMAQ FOR CON. THE ACCOMMODATIONS IDENTIFIED TO DATE INVOLVE UTILITY RELOCATION, REDESIGN AND CONSTRUCTION OF MAINLINE TRACKS TO PROVIDE FOR FUTURE STATION PLATFORMS AT AMC (96TH STREET) TRANSIT STATION, RELOCATION OF SPECIAL TRACK WORK, AND GRADE CROSSING MODIFICATIONS	12/31/2019	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	9/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	12/31/2017	12/31/2020	OBSTACLES ARE BEING OVERCOME.  CONSTRUCTION NEAR COMPLETION FOR TWO ROUTES. STARTING DESIGN PROCESS FOR ADDITIONAL TSSP ROUTE.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 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	12/31/2017	12/31/2020	OBSTACLES ARE BEING OVERCOME.  WORKING WITH METRO TO PROCESS AMENDED MOU TO PROGRAM DEFERRED FUNDS. CONSTRUCTION NEAR COMPLETION FOR FOUR ROUTES.
LOS ANGELES COUNTY	LAF1511	EASTSIDE LIGHT RAIL BIKE INTERFACE PROJECT. PROJECT INCLUDES DESIGN AND CONSTRUCTION OF BIKE ROUTES WITH APPROPRIATE SIGNAGE AND STRIPING TO ACCESS METRO GOLD LINE STATIONS.. TOLL CREDITS - LOCAL AND STATE HWY OF \$20 WILL BE USED TO MATCH FY16 FEDERAL FUNDS FOR THE CON PHASE	10/21/2014	12/31/2017	12/31/2019	OBSTACLES ARE BEING OVERCOME.  DELAYS WERE ENCOUNTERED DURING DESIGN PHASE AND COORDINATION WITH CTC WAS REQUIRED TO PREVENT FUNDING FROM LAPSING. AN ALLOCATION EXTENSION HAS BEEN SECURED.
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	12/31/2017	12/31/2020	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO FUNDS DEFERRED FOR CONSTRUCTION.  WORKING WITH METRO TO PROCESS AMENDED MOU TO PROGRAM DEFERRED FUNDS. IN DESIGN.
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	12/31/2017	12/31/2020	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO FUNDS DEFERRED FOR CONSTRUCTION.  WORKING WITH METRO TO PROCESS AMENDED MOU TO PROGRAM DEFERRED FUNDS. IN DESIGN.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
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	12/31/2017	12/31/2020	<p>OBSTACLES ARE BEING OVERCOME.</p> <p>DELAY DUE TO FUNDS DEFERRED FOR CONSTRUCTION.</p> <p>WORKING WITH METRO TO PROCESS AMENDED MOU TO PROGRAM DEFERRED FUNDS. IN DESIGN.</p>
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	6/30/2019	6/30/2020	<p>OBSTACLES ARE BEING OVERCOME.</p> <p>DELAY DUE TO COMPLEXITY OF SIGNAL COORDINATION WITH EXISTING SYSTEM AS WELL AS OTHER ITS PROJECTS.</p> <p>COUNTY HAS BEEN DEVELOPING COMPEREHENSIVE DESIGN GUIDELINES FOR COUNTY ITS INFRASTRUCTURE. NEW GUIDELINES WILL FASTEN ITS DESIGN PROCESS.</p> <p>PROJECT IS CURRENTLY IN DESIGN PHASE.</p>

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF5314	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - IMPROVE TRAFFIC SIGNAL OPERATIONS BY UPGRADING EACH TRAFFIC SIGNAL TO FEDERAL AND STATE STANDARDS, PROVIDING ADDITIONAL VEHICLE DETECTION TO ENABLE OPERATION AS A FULLY TRAFFIC-ACTUATED SIGNAL, INSTALLING THE APPROPRIATE COMPONENTS TO ENABLE EACH SIGNAL TO BE CAPABLE OF TIME-BASED COORDINATION AND RETIMING SIGNALS TO IMPROVE THE OVERALL PROGRESSION OF TRAFFIC.(APROXIMATLY 17 SIGNALS INCLUDED)	6/30/2019	6/30/2019	6/30/2020	<p>OBSTACLES ARE BEING OVERCOME.</p> <p>DELAY DUE TO COMPLEXITY OF SIGNAL COORDINATION WITH EXISTING SYSTEM AS WELL AS OTHER ITS PROJECTS.</p> <p>COUNTY HAS BEEN DEVELOPING COMPEREHENSIVE DESIGN GUIDELINES FOR COUNTY ITS INFRASTRUCTURE. NEW GUIDELINES WILL FASTEN THE ITS DESIGN PROCESS.</p> <p>PROJECT IS CURRENTLY IN DESIGN PHASE.</p>
LOS ANGELES COUNTY	LAF5315	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. THIS PROJECT INCLUDES 6 INTERSECTIONS AT MYRTLE AV/PECK RD BETWEEN HUNTINGTON DR AND CLARK ST AND PROVIDES FOR SYSTEM WIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS. (APROX. 20+ SIGNALS)	6/30/2019	6/30/2019	3/31/2020	<p>OBSTACLES ARE BEING OVERCOME.</p> <p>DELAY DUE TO COMPLEXITY OF SIGNAL COORDINATION WITH EXISTING SYSTEM AS WELL AS OTHER ITS PROJECTS.</p> <p>COUNTY HAS BEEN DEVELOPING COMPEREHENSIVE DESIGN GUIDELINES FOR COUNTY ITS INFRASTRUCTURE. NEW GUIDELINES WILL FASTEN THE ITS DESIGN PROCESS.</p> <p>PROJECT IS CURRENTLY IN DESIGN PHASE.</p>

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF5316	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - SYSTEMWIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS IN SOUTH BAY REGION. 25 SIGNALS SYSTEM WIDE. ADDITIONALLY, THIS PROJECT WILL INSTALL ANY WARRANTED AND FEASIBLE ROADWAY IMPROVEMENTS ALONG THE ROUTES TO IMPROVE OVERALL PROGRESSION.	6/30/2019	6/30/2019	6/30/2020	<p>OBSTACLES ARE BEING OVERCOME.</p> <p>DELAY DUE TO COMPLEXITY OF SIGNAL COORDINATION WITH EXISTING SYSTEM AS WELL AS OTHER ITS PROJECTS.</p> <p>COUNTY HAS BEEN DEVELOPING COMPEREHENSIVE DESIGN GUIDELINES FOR COUNTY ITS INFRASTRUCTURE. NEW GUIDELINES WILL FASTEN THE ITS DESIGN PROCESS.</p> <p>PROJECT IS CURRENTLY IN DESIGN PHASE.</p>
LOS ANGELES COUNTY	LAF5514	VERMONT AVE BIKE LANE - MANCHESTER BLVD TO EL SEGUNDO BLVD. FUNDS ARE REQUESTED TO DESIGN AND CONSTRUCT CLASS II BIKE LANES ON VERMONT AV (3.0 MILES). SHORT TERM BICYCLE RACKS (14) ARE ALSO PROPOSED AT KEY DESTINATIONS.. TOLL CREDITS - LOCAL AND STATE HWYOF \$10 WILL BE USED TO MATCH FY17 FEDERAL FUNDS FOR THE CON PHASE	2/26/2019	2/26/2019	2/26/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
LOS ANGELES COUNTY	LAF5515	FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS.DESIGN AND CONSTRUCT 11.19 MILES OF CLASS III BIKE ROUTES WITH SHARROWS AND ENHANCED TREATMENTS (BICYCLE BOULEVARD). SHORT-TERM BICYCLE PARKING WILL BE PROVIDED AND LIMIT LINE LOOP DETECTORS WILL BE UPGRADED TO DETECT BICYCLES AT ALL REQUIRED SIGNALIZED INTERSECTIONS. \$176K IN TOLL CREDITS WILL BE USED TO MATCH FEDERAL FUNDS (ATP AND STP-LOCAL)	10/30/2020	10/30/2020	10/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
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	6/1/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.  A SUBSTITUTE PROJECT FOR LAE0332 IN 2017 FTIP AMENDMENT #17-02.
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	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
LOS ANGELES COUNTY	LAF7703	EXPERIENCELA 3.0-MOBILITY IN THE CLOUD : DEVELOPS AND IMPLEMENTS CLOUD COMPUTING BASED SOFTWARE TECHNOLOGY TO PROVIDE TRANSIT USERS LOCATION SPECIFIC INFORMATION VIA PERSONAL MOBILE DEVICES AND INTERACTIVE KIOSKS AT KEY TRANSPORTATION FACILITIES.	6/30/2019	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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 2017 FTIP.
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	6/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0C8114	LA CNTY RIDESHARE SERVICES; PROVIDE COMMUTE INFO, EMPLOYER ASSISTANCE AND INCENTIVE PROGRAMS THROUGH CORE & EMPLOYER RIDESHARE SERVICES & MTA INCENTIVE PROGRAMS. PPNO 9003	2009	12/30/2019	12/30/2019	NO DELAY. ON-GOING PROGRAM.
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	4/30/2021	4/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	3/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	5/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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 2017 FTIP.
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	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
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	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
LOS ANGELES COUNTY MTA	LA0G1051	EXTEND SEVERAL OF THE STUB-END TRACKS IN UNION STATION TO CONNECT WITH EXISTING MAINLINE TRACKS. THE PROJECT WILL SERVE THE EXISTING METROLINK, AMTRAK, AND NEW HIGH SPEED TRAIN PROJECT IN THIS CORRIDOR. IT WILL INCLUDE THE PREPARATION OF AN UPDATED ENVIRONMENTAL REPORT AND CLEARANCE, PREPARATION OF THE P/E DOCUMENTATION, PREPARATION OF FINAL PLANS, SPECIFICATIONS AND ESTIMATES, AND THE CONSTRUCTION OF THE PROJECT.	2/28/2019	2/28/2019	2/28/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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 2017 FTIP.
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	8/31/2020	8/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.  SUBSTITUTE A PORTION OF PROJECT (0.9 MILES) WITH LATP17M015 (1.3 MILES) IN #17-11.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 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	2/25/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	1/31/207	6/30/2019	6/30/201	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO ADDITIONAL COLLABORATION WITH CALTRANS AND CALABASAS AS RESULT OF ADDITIONAL MEASURE R FUNDS.
METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	LA29212XY	METRO RAIL GOLD LINE FOOTHILL EXTENSION - AZUSA TO CLAREMONT (LA COUNTY LINE) 12 MILE, 5 STATION LRT EXTENSION. SAFETEA-LU # 285 LEAD AGENCY WILL CHANGE TO METRO GOLD LINE.	6/30/2027	6/30/2027	6/30/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
MONTEREY PARK	LA0G1181	2.86 MILES CLASS III BIKE PATH. 1.96 MILES CLASS II BIKE PATH CONVERTED FROM ON-STREET PARKING AND MEDIAN. CLASS III BIKE PATH: MONTEREY PASS RD/GARVEY AVE (2.86 MILE). CLASS II BIKE PATH: CESAR CHAVEZ/RIGGIN (1.96 MILE)	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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 2017 FTIP.
NORWALK	LA0G1342	IMPERIAL HIGHWAY ITS PROJECT, FROM SAN GABRIEL RIVER TO SHOEMAKER ROAD: TRAFFIC SIGNAL SYNCHRONIZATION	7/1/2020	7/1/2020	7/1/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
PASADENA	LAF3301	METRO GOLD LINE AT-GRADE CROSSING MOBILITY ENHANCEMENTS. DEPLOYMENT OF ITS AT SIGNALIZED INTERSECTIONS ADJACENT TO METRO GOLD LINE AT-GRADE CROSSINGS TO PROVIDE ADAPTIVE TRAFFIC SIGNAL CONTROL TO IMPROVE MOBILITY & ENHANCE SAFETY. PROJECT INCLUDES 14 INTERSECTIONS.	5/1/2016	12/30/2018	12/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.  UNDER CONSTRUCTION.
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 2017 FTIP.
PASADENA	LAF5305	MOBILITY CORRIDORS - ROSE BOWL ACCESS SYSTEMS ALONG COLORADO BL, LINCOLN BL AND ORANGE GROVE BL IN THE CITY OF PASADENA. SIGNAL SYNCHRONIZATION OF 28 INTERSECTIONS - UPGRADED AND SIGNAL SYNC. PROJECT IMPROVEMENTS INCLUDE: NEW 332-TYPE TRAFFIC-SIGNAL CABINETS, ADVANCED TYPE 2070 TRAFFIC-SIGNAL CONTROLLERS, NEW VEHICULAR VIDEO-DETECTION SYSTEMS AND ADVANCED COMMUNICATION SYSTEMS (FIBER OPTIC CABLE AND COMMUNICATION DEVICES NECESSARY) TO ALLOW FOR CONNECTIVITY TO THE CITY'S TMC.	12/1/2019	12/1/2019	12/1/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.  COMBINED WITH LAF9516 IN 2017 FTIP AMENDMENT #17-11.
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	6/1/2019	6/1/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
POMONA	LA0G1135	DESIGN AND CONSTRUCT 14.5 MILE OF NEW BIKEWAYS AND IMPROVE PEDESTRIAN SAFETY THROUGH CROSSING IMPROVEMENTS AT EIGHT MAJOR INTERSECTIONS. BIKE IMPROVEMENTS INCLUDE 3.8 MILES OF CLASS II BUFFERED BIKE LANES, 2.9 MILES OF CLASS II BIKE LANES, AND 7.8 MILES OF CLASS III BIKE ROUTES.	9/30/2019	9/30/2019	9/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	12/31/2017	12/31/2019	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO COORDINATION AMONG MULTIPLE AGENCEIS AND PLANNING PROCESSES DELAYED CONSTRUCTION.  PLANS AND SPECIFICATIONS WERE COMPLETED IN MAY 2017. CONTRACT FOR CONSTRUCTION IS ESTIMATED TO BE AWARDED IN MARCH 2018 WITH CONSTRUCTION ESTIMATED TO BEGIN IN APRIL 2018.
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	6/30/2018	6/30/2020	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO PUBLIC OUTREACH AND COORDINATION EFFORTS. IT IS A CITY-WIDE PROJECT AND NEED TO COORDINATE SEVERAL STAKEHOLDERS.
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	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
SAN FERNANDO	LAF9313	THIS PROJECT IMPROVES OPERATION OF 6 MAJOR ARTERIALS BY SYNCHRONIZING 35 INTERSECTIONS ALONG 6 CORRIDORS, MINOR LANE/SIGNAL MODIFICATION & INSTALLATION OF 3 CHANGEABLE MESSAGE SIGNS.	3/31/2023	3/31/2023	3/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.  COMBINED WITH LAF7404.IN 2017 FTIP AMENDMENT #17-2.
SANTA CLARITA	LA0G1028	CONSTRUCT A PARK AND RIDE AT STATE ROUTE 14 AND NEWHALL AVENUE.	1/30/2019	1/30/2019	1/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
SANTA CLARITA	LAF5303	DEPLOYS AN ADAPTIVE TRAFFIC SIGNAL SYSTEM ON 12 CORRIDORS WITH 101 TRAFFIC SIGNALS: MCBEAN PKWY, MAGIC MOUNTAIN PKWY, WILEY CANYON RD, ORCHARD VILLAGE RD, LYONS AV, RAILROAD AV, NEWHALL AV, BOUQUET CNYN RD, GOLDEN VALLEY RD, NEWHALL RANCH RD, SIERRA HWY, AND VIA PRINCESSA.	12/1/2019	12/1/2019	12/1/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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 2017 FTIP.
SANTA MONICA	LAF3505	BIKE NETWORK LINKAGES TO EXPOSITION LIGHT RAIL PROJECT. BIKE NETWORK ENHANCEMENTS TO SUPPORT EXPOSITION LINE. INCREASED SAFETY AND CONVENIENCE WITH SIGNAL DETECTION, HIGHLY VISIBLE LANE MARKINGS AND NEW BIKE RACKS. THE PROJECT AREA IS LOCATED THROUGHOUT THE CITY OF SANTA MONICA AND NO MORE THAN TWO MILES FROM THE PROPOSED EXPOSITION LIGHT RAIL LINE STATIONS.	12/31/2016	12/31/2017	12/31/2019	OBSTACLES ARE BEING OVERCOME.  ROW CERTIFICATION RECEIVED ON 10/16/17. RFA FOR CONSTRUCTION SUBMITTED IN NOV, 2017. CONSTRUCTION WILL START IN EARLY 2018.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
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	5/29/2019	5/26/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	6/1/2019	6/1/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
SOUTHERN CALIF. REGIONAL RAIL AUTHORITY	LA0G1298	PROCUREMENT OF 2 NEW LOCOMOTIVES TO INCREASE METROLINK SERVICE FREQUENCY AND REDUCE HEADWAYS	12/31/2018	12/31/2018	12/31/2019	OBSTACLES ARE BEING OVERCOME.  LOCOMOTIVE CONTRACT HAS BEEN AWARDED.
TORRANCE	LA0G358	SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT AT 465 N. CRENSHAW BLVD., TORRANCE, CA 90503.	12/31/2015	12/31/2017	12/31/2019	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO ADDITION OF ELEMENTS TO PROJECT.  CONSTRUCTION BIDS OPENED IN NOVEMBER 2017. ANTICIPATING THAT THE CON STARTS IN EARLY 2018.

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

<b>LEAD AGENCY</b>	<b>PROJECT ID</b>	<b>PROJECT DESCRIPTION</b>	<b>ORIGINAL COMPLETION DATE</b>	<b>2017 FTIP COMPLETION DATE</b>	<b>2019 FTIP COMPLETION DATE</b>	<b>2019 FTIP PROJECT STATUS</b>
TORRANCE	LATP16M013	DOWNTOWN TORRANCE ACTIVE TRANSPORTATION IMPROVEMENT PROJECT. THE CITY OF TORRANCE WILL ENHANCE PEDESTRIAN AND BIKE USE IN HISTORIC DOWNTOWN BY COMPREHENSIVELY OVERHAULING 100,000 SQUARE FEET OF THE SIDEWALK SYSTEM IN THE PROJECT AREA, TRAFFIC STRIPING, SIGNS, PEDESTRIAN SIGNALS, AND BICYCLE PARKING AMENITIES.	6/30/2019	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	4/15/2019	4/15/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
AGOURA HILLS	LA0G739	AGOURA ROAD WIDENING. WIDEN AND REALIGN ROADWAY FROM WESTERLY CITY LIMITS TO CORNELL DRIVE (APROX 2 MILES). SOME AREAS ARE TWO LANES AND WILL BE WIDENED TO FOUR LANES. THE OTHER PORTIONS OF THE STREET ALREADY HAVE FOUR LANES. CONSTRUCT/MODIFY SIDEWALKS AND BIKE LANES (2 MILES); ADD LANDSCAPED MEDIANS	6/30/2017	6/30/2017	COMPLETE	
BALDWIN PARK	LA0G1140	COMPLETE STREET IMPROVEMENTS ALONG MAINE AVE. FROM LOS ANGELES ST. TO ARROW HWY. IMPROVEMENTS INVOLVE THE RECONFIGURATION OF THE CORRIDOR BY MEANS OF ROAD DIET. PROJECT COMPONENTS INCLUDE (1) CLASS II BIKE WAYS (2) ROAD DIET FROM 4 TRAVEL LANES TO 2 LANES (3) SHARE LEFT TURN LANES (4) CURB EXTENSION AT 13 INTERSECTIONS (5) SIDEWALK EXTENSION (6) HIGH VISIBILITY CROSSWALKS (7) REPLACING PED SIGNALS AT 5 INTERSECTIONS (8) PED LIGHTING AND (9) ADA IMPROVEMENTS	10/1/2018	10/1/2018	COMPLETE	
BALDWIN PARK	LAF3507	SOUTH BALDWIN PARK COMMUTER BIKEWAY PROJECT. CONSTRUCT 3-MILE COMMUTER CLASS I BIKE PATH ALONG SAN GABRIEL RIVER AND WALNUT CREEK CONNECTING TO MAJOR EMPLOYMENT CENTERS ON BALDWIN PARK BLVD.	9/30/2015	6/30/2018	COMPLETE	
BURBANK	LA0G916	MEASURE R ARROYO VERDUGO HIGHWAY OPERATIONAL IMPROVEMENTS ALONG SR-134 CORRIDOR. INCLUDES APPROXIMATELY 20+ INTERSECTIONS (NON-CONSECUTIVE) AND INCLUDES CCTV, SIGNAL/TURN-SIGNAL IMPROVEMENTS, FIBER COMMUNICATIONS AND VIDEO DETECTION.	12/1/2015	12/1/2016	COMPLETE	

**TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
BURBANK	LAF3313	BURBANK-GLENDALE TRAFFIC SYSTEM COORDINATION. REPLACE TYPE 170 TRAFFIC SIGNAL CONTROLLERS WITH TYPE 2070 & ASSOCIATED COMMUNICATIONS EQUIPMENT IN BURBANK & GLENDALE & INSTALL SYSTEM DETECTION ON GLENOAKS BL & SAN FERNANDO BL. CITY OF BURBANK AND CITY OF GLENDALE ALONG GLENOAKS BOULEVARD BETWEEN BUENA VISTA STREET IN BURBANK AND GENEVA STREET IN GLENDALE, AND ALONG SAN FERNANDOM BOULEVARD BETWEEN OLIVE AVENUE IN BURBANK AND GLENDALE AVENUE IN GLENDALE (SIG SYN - APROX. 65 SIGNALS).	12/1/2017	12/1/2017	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.	4/30/2020	4/30/2020		INSTALLING WAYFINDING SIGNS, NOT CAPACITY EXPANSION PROJECT, THUS NOT A COMMITTED TCM.
BURBANK GLENDALE PASADENA AIRPORT	LA000789 A	BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK: CONSTRUCTION OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES, INCLUDING CONSTRUCTION OF A NEW METROLINK STATION AT HOLLYWOOD WAY/SAN FERNANDO ROAD ON THE ANTELOPE VALLEY LINE AND A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. (CONSTRUCTION OF LA000789)	3/31/2017	3/31/2017	COMPLETE	
CALABASAS	LA0G1091	OLD TOWN CALABASAS PARK AND RIDE FACILITY, 72 SPACES. PLANNING, DESIGN AND CONSTRUCTION.	6/30/2017	6/30/2017	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
CALABASAS	LA0G606	THIS PROJECT WOULD REDESIGN THE INTERSECTION AT THE PARKWAY CALABASAS ON/OFF RAMP FOR THE US101. PRESENTLY, TRAFFIC QUEUES OBSTRUCT THROUGH TRAFFIC ALONG CALABASAS ROAD, AND THERE ARE NO PEDESTRIAN IMPROVEMENTS. THIS PROJECT WOULD WIDEN CALABASAS ROAD FROM MUREAU ROAD TO THE PARKWAY CALABASAS OFFRAMP AND PROVIDE BIKE LANES AND SIDEWALKS.	7/1/2015	12/31/2017	COMPLETE	
COMPTON	LA0G1131	WILMINGTON AVE SAFE STREETS PED/BICYCLE IMPROVEMENTS IS A PED/BIKE SAFETY IMPROVEMENT PROJECT FOR THE COMMUNITIES ADJACENT TO THE WILMINGTON AVENUE TRANSPORTATION CORRIDOR BY DEVELOPING SAFER PED CROSSINGS AND INTERSECTIONS AS WELL AS INSTALLING BIKE PATHS TO IMPROVE PED/BIKE SAFETY. TOTAL LENGTH OF CLASS II BIKE WAY IS 1.09 MILE ALONG WILMINGTON AVE BETWEEN EL SEGUNDO BLVD AND ROSECRANS AVE (0.9 MILE) AND ALONG ROSECRANS AVE BETWEEN WILMINGTON AVE AND COMPTON CREEK (0.19 MILE).	6/30/2018	6/30/2017	COMPLETE	
COMPTON	LAE2194	GREENLEAF ROW COMMUNITY ENHANCEMENT PROJECT DESIGN AND CONSTRUCTION OF BIKEWAY PED WALK WAY AND UPGRADE SIGNALIZATION	6/30/2017	6/30/2017	COMPLETE	TCM ELEMENTS OF PROJECTS HAVE BEEN COMPLETED.
CULVER CITY	LAF1717	REAL-TIME MOTORIST PARKING INFORMATION SYSTEM DEMONSTRATION.	6/30/2018	6/30/2018	COMPLETE.	
CULVER CITY	LAF3318	TRAFFIC MONITORING AND SURVEILLANCE SYSTEM GAP CLOSURE. DESIGN AND IMPLEMENTATION OF 14 CCTV CAMERA TRAFFIC MONITORING AND SURVEILLANCE SYSTEM, HUB SWITCHING EQUIPMENT AND APPROX. 4 MI OF FIBER OPTIC COMMUNICATION CABLES, AND EOC VIDEO.	12/30/2016	12/30/2016	COMPLETE	

**TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMs**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
DIAMOND BAR	LAF7300	DIAMOND BAR ADAPTIVE TRAFFIC CONTROL SYSTEM PROJECT : INSTALLS ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS) AT SIGNALIZED INTERSECTIONS ON DIAMOND BAR BL, GOLDEN SPRINGS DR, AND GRAND AV. (2) PROVIDES FULLY TRAFFIC RESPONSIVE SIGNAL CONTROL SYSTEM BASED ON TRAFFIC DEMANDS.	6/30/2019	6/30/2019	COMPLETE	
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.	6/30/2018	6/30/2018	COMPLETE	
DUARTE	LAF5627	DUARTE GOLD LINE STATION PEDESTRIAN IMPROVEMENTS. THIS PROJECT IS LOCATED IN DUARTE ON DUARTE RD BETWEEN HIGHLAND AV AND BUENA VISTA ST. IT WILL FUND PEDESTRIAN IMPROVEMENTS AROUND THE DUARTE GOLD LINE STATION, CONNECTING THE STATION WITH SURROUNDING LAND USES AND OTHER TRANSIT LINES BY CONSTRUCTING SIDEWALK ON THE NORTH SIDE OF DUARTE RD AND INSTALLING PEDESTRIAN LIGHTING, LANDSCAPING, BENCHES, TRASH RECEPTACLES, CURB RAMPS, PEDESTRIAN CROSSINGS, AND WAYFINDING SIGNS.	6/1/2017	6/1/2017	COMPLETE	
GARDENA	LAF3306	THIS PROJECT WILL ALLOW GMBL TO IMPLEMENT TRANSIT SIGNAL PRIORITY ALONG ITS LINE 2 TO REDUCE TRANSIT TRAVEL TIMES AND ENHANCE ON TIME PERFORMANCE. SCOPE INCLUDES INSTALLATION OF TRAFFIC SIGNAL PRIORITY EQUIPMENT ALONG THE FOLLOWING STREETS IN THE CITY OF GARDENA: VERMONT AVE FROM EL SEGUNDO BLVD TO 182ND ST; WESTERN AVE FROM EL SEGUNDO BLVD TO CASSIDY ST; 182ND ST FROM NORMANDIE AVE TO THE HARBOR GATEWAY TRANSIT CENTER. THIS WILL INCLUDE UP TO 27 LOCATIONS.	6/30/2016	6/30/2016	COMPLETE	

**TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
GLENDALÉ	LA0G406	FAIRMONT AVE. PARK-N-RIDE FACILITY (83 PARKING SPACES) TO SERVE COMMUTERS USING SR-134, I-5. THE LOCATION OF THE PARK-N-RIDE IS FAIRMONT AVENUE AND SAN FERNANDO RD. ON THE SOUTH SIDE OF FAIRMONT AVENUE BETWEEN SAN FERNANDO ROAD AND SR-134 WESTBOUND FREEWAY RAMPS. THE WORK INCLUDES EARTHWORK, DRAINAGE, AND PLACEMENT OF AC, LIGHTING, LANDSCAPING, FENCING, AND SIGNAGE WORK. THE WORK ALSO INCLUDES INSTALLING A SIDEWALK FOR PEDESTRIAN ACCESS FROM SAN FERNANDO ROAD.	12/30/2014	12/30/2014	COMPLETE	
GLENDALÉ	LA0G809	CONSTRUCTION OF CITYWIDE BIKEWAY FACILITY THIS PROJECT INCLUDES CONSTRUCTION OF CLASS II, AND SHARROWS RECOMMENDED IN THE GLENDALÉ BICYCLE MASTER PLAN AND INSTALLATION OF CITYWIDE BIKE RACKS, AND OTHER AMENITIES RELATED TO BICYCLE. THE PROJECT LENGTH MAY INCLUDE OVER 12 MILES OF BIKE LANES.	12/1/2018	12/1/2018	COMPLETE	THIS PROJECT IS SIMPLY A DUPLICATE RECORD OF LA0G1248
GLENDALÉ	LA0G1148	SIGNAL INSTALLATION AT VARIOUS LOCATIONS- PACIFIC AVE. TRAFFIC SIGNAL MODIFICATIONS. SIGNAL SYNCH FOR SIX (6) INTERSECTIONS ALONG PACIFIC AVENUE.	6/1/2016	6/1/2018	COMPLETE	
GLENDALÉ	LA0G1248	INSTALLATION OF CLASS II COLORED BIKE LANES (0.85 MILES) AND CLASS III BIKE ROUTES ON SONORA AVENUE, ALLEN AVENUE, JUSTIN AVENUE, HAZEL STREET, DAVIS AVENUE, LAKE STREET, VALLEY VIEW ROAD, AND KENNETH ROAD.	12/1/2018	12/1/2018	COMPLETE	
GLENDALÉ	LAF3715	ADVANCED WAYFINDING AND GUIDANCE SYSTEM. INSTALLATION OF 10 PERMANENT CHANGEABLE MESSAGE SIGNS (LARGE) AND 20 STREET CHANGEABLE MESSAGE SIGNS (SMALL) THAT WILL PROVIDE REAL-TIME DYNAMIC DIRECTIONS TO AVAILABLE PARKING.	12/30/2018	12/30/2018	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMs						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
HAWTHORNE	LAF5101	EL SEGUNDO BOULEVARD IMPROVEMENT PROJECT. THIS PROJECT IS LOCATED IN THE CITY OF HAWTHORNE AND WILL IMPROVE EL SEGUNDO BL AT THE INTERSECTIONS OF HAWTHORNE BL, PRAIRIE AV, DOTY AV, CERISE AV, AND CHADRON AV, A DISTANCE OF 1.3 MILES. THE INTERSECTION OF EL SEGUNDO BL AND PRAIRIE AV WILL BE WIDENED TO ACCOMMODATE A DEDICATED WESTBOUND RIGHT-TURN LANE AND TO RESTRIPE EL SEGUNDO BL TO ACCOMMODATE DUAL LEFT-TURN LANES FOR BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS.	11/20/2017	11/20/2017	COMPLETE	
HUNTINGTON PARK	LA0G1141	STATE ST. COMPLETE STREET PROJECT BETWEEN RANDOLPH ST AND SANTA ANA ST (1.5 MILE) PROPOSES IMPROVEMENTS THAT WILL HELP IMPROVE STATE STREET'S OVERALL OPERATION AND EFFICIENCY WHILE PROMOTING BICYCLING AND WALKING WITHIN HUNTINGTON PARK.	5/1/2017	5/1/2017		REPLACED BY THE COMPTON-CARSON REGIONAL SAFE BICYCLING AND WAYFINDING PROJECT (LATP17S012) IN 2017 FTIP AMENDMENT #17-11.
INGLEWOOD	LA0G843	MEASURE R ITS PHASE IV - PART A OF A TWO PART ITS IMPROVEMENT PROJECT. DESIGN AND CONSTRUCTION OF APPROXIMATELY 2.7 MILES OF COMMUNICATION INFRASTRUCTURE ALONG LA BREA, FLORENCE, CRENSHAW, MANCHESTER AND CENTINELA. SIGNAL SYNCHRONIZATION (APPROX. 20 LOCATIONS); DESIGN AND CONSTRUCTION OF SYSTEM DETECTION (APPROX. 40 INTERSECTIONS); CHANGEABLE MESSAGE SIGNS (2 LOCATIONS); CCTV CAMERAS (APPROX. 6 LOCATIONS) AND TRAFFIC MANAGEMENT CENTER EQUIPMENT AND COMMUNICATION NETWORK INTEGRATION.	6/30/2016	6/30/2016	COMPLETE	
LONG BEACH	LAE0332	LONG BEACH PARK AND RIDE FACILITY AT 3RD STREET AND PACIFIC AVE SOUTH OF THE MTA BLUE LINE PACIFIC STATION. 300 TO 500 SPACE AND INCLUDE RESIDENTIAL AND COMMERCIAL DEVELOPMENT	10/1/2011	10/1/2011		FORMAL TCM SUBSTITUTION COMPLETE. REPLACED BY LA0G1028, LA0G1091, AND LAF7508, IN 2017 FTIP AMENDMENT #17-02
LONG BEACH	LAE1296	LONG BEACH INTELLIGENT TRANSPORTATION SYSTEM WILL EXPAND THE CITY FIBER OPTIC COMMUNICATION NETWORK TO DEPLOY/ INTEGRATE ITS PROJECTS (ADAPTIVE SIGNALS, TRANSIT SIGNAL PRIORITY, LIGHT RAIL SIGNAL PRIORITY, AND CONNECTIVITY TO CITY FACILITIES.	2011	12/31/2016	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 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.	1/1/2019	1/1/2019	COMPLETE	
LOS ANGELES, CITY OF	LA0G182	THE CENTRAL CITY EAST PROJECT WILL PROVIDE A FULLY TRAFFIC RESPONSIVE SIGNAL CONTROL SYSTEM TO APPROXIMATELY 150 INTERSECTIONS CURRENTLY OPERATIONAL WITH ATSAC CAPABILITY.	5/1/2014	12/31/2016	COMPLETE	
LOS ANGELES, CITY OF	LA0G686	HIGHLAND PARK PEDESTRIAN IMPROVEMENTS ALONG FIGUEROA BETWEEN AVENUE 50 AND AVENUE 60 APPROXIMATELY 1.75MILES.	12/31/2017		COMPLETE	
LOS ANGELES, CITY OF	LA0G1128	EXPO LINE BUNDY STATION FIRST ] LAST MILE IMPROVEMENTS. THIS PROJECT WILL ESTABLISH PEDESTRIAN/BIKE-FRIENDLY ROUTES TO THE EXPO/BUNDY STATION THROUGH TRAFFIC CALMING, SAFETY IMPROVEMENTS, WAYFINDING, AND PLACE MAKING. PROJECT ELEMENTS INCLUDE SHADE TREES, ACCESS RAMPS, NEW SIDEWALKS, MEDIAN REFUGE, BICYCLE PARKLET, CURB EXTENSIONS, PEDESTRIAN LIGHTING, BIKE RACKS, AND STREET FURNITURE.	6/30/2017	6/30/2017	COMPLETE	
LOS ANGELES, CITY OF	LA0G1215	INSTALL ATSAC TRAFFIC SIGNAL INTERCONNECT FROM GLENOAKS BL/HOLLYWOOD WAY TO GLENOAKS BL/CABRINI DR. INSTALL ATSAC FIBER CONNECTION BETWEEN FREEWAYS TERMINI TO SUN VALLEY AND EAGALE ROCK ATSAC HUBS; AND INSTALL TWO NEW ATSAC CAMERAS. THE PROJECT WILL MODIFY THREE SIGNALS FOR THE INSTALLATION OF INTERCONNECT.	7/30/2018	7/30/2018	COMPLETE	

<b>TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS</b>						
<b>LEAD AGENCY</b>	<b>PROJECT ID</b>	<b>PROJECT DESCRIPTION</b>	<b>ORIGINAL COMPLETION DATE</b>	<b>2017 FTIP COMPLETION DATE</b>	<b>2019 FTIP COMPLETION DATE</b>	<b>2019 FTIP PROJECT STATUS</b>
LOS ANGELES, CITY OF	LAF3314	INTELLIGENT TRANSPORTATION SYSTEM (ITS) COMMUNICATION SYSTEM. UPGRADE AND REPLACE UNDER CAPACITY COMMUNICATION SYSTEM HARDWARE IN ORDER TO PROVIDE A VIABLE AND COST EFFECTIVE COMMUNICATION LINK BETWEEN TRAFFIC CORRIDORS AND THE LA COUNTY IEN.	12/31/2015	12/31/2017	COMPLETE	
LOS ANGELES, CITY OF	LAF3315	CITY/COUNTY TRAFFIC MANAGEMENT INTEGRATION PHASE 2 PROJECT. INTEGRATE THE IEN TRAFFIC SIGNAL TIMING DATA AS SECOND LEVEL INPUTS INTO ATCS AND MAKE REVISIONS FROM 2007 CALL APPLICATION TO THIS PROJECT.	6/30/2015	6/30/2017	COMPLETE	
LOS ANGELES, CITY OF	LAF3513	DESIGN AND CONSTRUCT 3.85 MILE BIKEWAY ALONG FUTURE EXPOSITION LIGHT RAIL CORRIDOR BETWEEN VENICE/ROBERTSON BLVDS. AND SANTA MONICA CITY LIMITS AT CENTINELA. CLASS I AND CLASS II BIKEWAYS.	12/31/2015	12/31/2016	COMPLETE	
LOS ANGELES, CITY OF	LAF3646	ARTS DISTRICT/LITTLE TOKYO GOLD LINE STATION LINKAGES. PEDESTRIAN ENHANCEMENTS INCLUDING SIDEWALK/PATH PAVING; PED LIGHTS; STREET TREES/PLANTING; DISTRICT SIGNAGE; ENTRY ELEMENTS; STREET FURNITURE; CROSSWALK PAVING; AND BIKE PARKING. (10 BIKE RACKS)	12/31/2016	12/31/2017	COMPLETE	
LOS ANGELES, CITY OF	LAF3731	DOWNTOWN LA INTER-MODAL TRANSIT INFORMATION AND WAYFINDING. INSTALL TRANSIT INFORMATION MONITORS, VARIABLE MESSAGE SIGNS, INTERACTIVE KIOSKS & PARKING AVAILABILITY SIGNAGE ALONG BROADWAY CORRIDOR TO OLYMPIC.	12/31/2014	12/31/2017	COMPLETE	
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.	6/30/2018	6/30/2018	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF7707	LAST MILE FOLDING BIKE INCENTIVE PROGRAM: PROVIDES FINANCIAL INCENTIVES TO TRANSIT RIDERS TOWARDS THE PURCHASE OF 1,800 COLLAPSIBLE OR ELECTRIC BIKES TO USE IN CONJUNCTION WITH BUS AND RAIL SYSTEMS.	12/31/2018	12/31/2018	COMPLETE	
LOS ANGELES COUNTY	LA0C8120	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTI JURISDICTIONAL, SIGNAL SYSTEM IMPROVEMENTS ON REGIONAL ARTERIALS & ADVANCED ITS TECHNOLOGY. (APROX. 770 INTERSECTIONS)	12/31/2015	12/31/2016	COMPLETE	
LOS ANGELES COUNTY	LAF1514	EMERALD NECKLACE BIKE TRAIL PROJECT. DESIGN AND CONSTRUCT 1.1 MILES OF CLASS I BIKE PATH TO CONNECT DUARTE ROAD TO THE SAN GABRIEL RIVER BICYCLE TRAIL.	2011	12/31/2015	COMPLETE	
LOS ANGELES COUNTY MTA	LA0B408	ROUTE 405: ADD A 10-MILE HOV LANE ON THE NORTHBOUND 405 BETWEEN I-10 AND U.S. 101 IN LA FROM RTE 10 TO RTE 101 WIDEN FOR HOV LANE	6/30/2019	5/24/2016	COMPLETE	
LOS ANGELES COUNTY MTA	LA0C10	MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION. (INCLUDING E200-BUSP-095, LA CIENEGA INTERMODAL CENTER)	12/31/2012		COMPLETE	COMPLETED AND OPENED IN 2012. CARRY-OVER FOR PROGRAMMING PURPOSES IS NOT DELAY.
LOS ANGELES COUNTY MTA	LA0C8164	EXPOSITION BLVD RIGHT-OF-WAY BIKE PATH-WESTSIDE EXTENSION. DESIGN AND CONSTRUCTION OF 2.5 MILES OF CLASS 1 BIKEWAY, LIGHTING, LANDSCAPING & INTERSECTION IMPROVEMENTS. (PPNO# 3184)	2009	7/31/2018	COMPLETE	
LOS ANGELES COUNTY MTA	LA0F021	EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II - FROM CULVER CITY TO SANTA MONICA	12/31/2017	12/31/2017	COMPLETE	COMPLETED AND OPENED IN 2016. CARRY-OVER FOR PROGRAMMING PURPOSES IS NOT DELAY.
LOS ANGELES COUNTY MTA	LA0G440	ROUTE 005: PHASE 2, FROM SR-14 TO PARKER ROAD, CONSTRUCT HOV/HOT, TRUCK & AUX LANES (EA 2332E PPNO 3189B), SAFTETEA-LU#465.	12/31/2021			NOT A COMMITTED TCM DUE TO NO FUND PROGRAMMED FOR RIGHT OF WAY OR CONSTRUCTION IN FIRST TWO YEARS OF 2019 FTIP.

**TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0G1048	ACTON SIDING AND SECOND PLATFORM. LENGTHEN AN EXISTING SIDING WEST OF CP QUARTZ BY APPROX. 4,000 FEET INCLUDING A CROSSOVER, AND ADD A SECOND STATION PLATFORM AT VINCENT GRADE/ ACTON STATION. THE PROJECT WILL PROVIDE BENEFITS TO FREIGHT AND COMMUTER RAIL WITH IMPROVED OVERALL CAPACITY, TRACK OPERATIONS, AND SAFETY ALONG A VITAL SEGMENT OF THE ANTELOPE VALLEY LINE.	12/31/2016	12/31/2016	COMPLETE	
LOS ANGELES COUNTY MTA	LA0G1182	EXPRESS LANES - 84 BIKE STATION AND 840 BIKES FOR DEPLOYMENT OF THE BIKESHARE WITHIN 1 MILE RADIUS OF RAIL STATIONS.	12/30/2018	12/30/2018	COMPLETE	
LOS ANGELES COUNTY MTA	LA0G1184	DESIGN AND CONSTRUCT A HIGH-CAPACITY BIKE PARKING FACILITY TO ACCOMMODATE AT LEAST 300 PARKED BICYCLES IN A SECURE ENVIRONMENT.	12/30/2018	12/30/2018	COMPLETE	
LOS ANGELES COUNTY MTA	LA29202 W	WILSHIRE BLVD BRTPHASE I: 12.5-MI. CORRIDOR WITH 7.7-MI. PEAK PERIOD BUS LANE ON WILSHIRE WITHIN THE CITY AND COUNTY OF LA FROM VALENCIA ST. TO CITY OF SANTA MONICA. INCLUDES STREET WIDENING, CURB LANE REPAVING/RECONSTRUCTING, IMPROVED TRAFFIC SIGNAL TIMING & BUS SIGNAL PRIORITY. PHASE II: INCLUDES ENHANCED SHELTERS & LANDSCAPING; STREET REPAIR/RECONSTRUCTION; CONCRETE BUS PADS AND P&R FACILITIES.	2009/2010	12/30/2017	COMPLETE	
METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY	LA0G558	GOLD LINE FOOTHILL LRT EXTENSION - PASADENA TO AZUSA	12/31/2017	12/31/2017	COMPLETE	
MONTEBELLO	LA0G862	PURCHASE OF SEVEN (7) ALTERNATIVE FUEL EXPANSION TRANSIT BUSES	12/31/2016	12/31/2018	COMPLETE	
MONTEBELLO	LAES757	CUSTOMER INFORMATION SYSTEM PROJECT: INCLUDING AUTOMATIC VEHICLE LOCATION AND REAL-TIME PASSENGER INFORMATION SYSTEMS.	7/1/2016	7/1/2016	COMPLETE	

**TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMs**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
NORWALK	LAF3443	IMPROVEMENTS TO THE PEDESTRIAN PLAZA AT THE NORWALK/SANTA FE SPRINGS METRLINK STATION. IMPROVEMENTS INCLUDE DEVELOPMENT OF A CONTINUOUS NEW PEDESTRIAN WALKWAY AND BICYCLE PATH UTILIZING THE ROADBED ALONG THE NORTHERN EDGE OF THE PROPERTY. ADDITIONAL IMPROVEMENTS INCLUDE PASSENGER CAR PICK-UP/DROP-OFF AREA, PROPER SIGNAGE AND STRIPING, BUS SHELTER/SEATING AREA, SECURITY LIGHTING, AND LANDSCAPING AND INSTALLATION OF CLOSED CIRCUIT TELEVISION (CCTV) SURVEILLANCE SECURITY SYSTEM.	7/1/2017	7/1/2017	COMPLETE	
PASADENA	LAF3302	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III (SIGNAL SYNCHRONIZATION PROJECT 3+ SIGNALS). COMPLETE THE MAIN COMMUNICATION INFRASTRUCTURE SYSTEM OF THE ITS COMMUNICATION MASTER PLAN BY CLOSING ALL GAPS IN THE EXISTING FIBER COMMUNICATION NETWORK. AS STATED IN THE PROJECT DESCRIPTION, THIS PROJECT TARGETS CRITICAL EXISTING GAPS WITHIN THE CITY'S ITS FIBER MASTER PLAN.	5/1/2016	5/1/2016	COMPLETE	
PASADENA	LAF3501	DETECTION OF BICYCLES AT SIGNAL CONTROLLED INTERSECTIONS. BICYCLE DETECTION SYSTEMS AT INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS ALONG BIKE CORRIDORS. PROJECT CORRIDOR LENGTH IS 15.5 MILES.	5/1/2016	5/1/2017	COMPLETE	
PASADENA	LAF9516	INSTALL A TWO-WAY PROTECTED CYCLE TRACK ON UNION STREET FROM HILL AVENUE TO ARROYO PARKWAY. A ROAD DIET AND NEW TRAFFIC SIGNALS HEADS AT 14 INTERSECTIONS FOR CYCLISTS. CLASS III BIKE PATH ALONG HOLLISTON AVENUE BETWEEN UNION ST. AND CORDOVA ST.	2/1/2022	2/1/2022		DELETE/COMBINED WITH LATP17M021 IN 2017 FTIP AMENDMENT #17-11
SAN GABRIEL VALLEY COG	LA990359	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.	2003/2009	6/30/2018		GRADE SEPARATION AND ROADWAY WIDENING ARE NOT TCM.

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMs						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
SANTA CLARITA	LAF3300	ITS PHASE IV INTERCONNECT GAP CLOSURE AND SIGNAL SYNCH. THIS PROJECT INVOLVES RE-SYNCHRONIZING TRAFFIC SIGNALS ON ARTERIALS, DEPLOYING AN ADAPTIVE SIGNAL SYSTEM, AND A REDUNDANT FIBER-OPTIC INTERCONNECT SYSTEM. (APROX. 40+ SIGNALS)	12/31/2017	12/31/2019	COMPLETE	
SANTA CLARITA	LAF3535	CITYWIDE WAYFINDING PROGRAM FOR PEDESTRIANS AND BICYCLISTS. DIRECT USERS TO METROLINK STATIONS AND OTHER REGIONAL TRIP GENERATORS, DESIGN AND INSTALL WAYFINDING SIGNS ALONG THE CITY'S EXISTING NETWORK OF MULTI-USE PATHS, ON-STREET BIKEWAYS, PASEOS IN THE VALENCIA AND SAUGUS NEIGHBORHOODS, AND SIDEWALKS ALONG MOST MAJOR ROADWAYS.	12/31/2017	12/31/2017	COMPLETE	
SANTA CLARITA	LAF7404	VISTA CANYON REGIONAL TRANSIT CENTER: INSTALLS A NEW SEVEN-BAY BUS TRANSFER STATION THAT ALSO INCLUDES CANOPIES, BENCHES, LIGHT POLES, RESTROOM FACILITIES AND OTHER AMENITIES.	6/30/2019	6/30/2019	6/30/2019	COMBINED WITH LA0G774.IN 2017 FTIP AMENDMENT #17-2.
SANTA MONICA	LAF3703	A 'NO NET NEW TRIPS' RIDESHARE TOOLKIT. DEVELOP A TDM TOOLKIT WITH ONLINE MULTI-MODAL MOBILITY INFORMATION, BIKE ACCOMMODATIONS, 300 WALKING-ROLLING CARTS, 75 BIKE LOCKERS & INCENTIVE PROGRAMS FOR EMPLOYERS, SCHOOLS & NEIGHBORHOODS. WITHIN THE CITY OF SANTA MONICA IN DEMAND MANAGEMENT AREAS AS DEFINED IN THE LAND USE AND CIRCULATION ELEMENT (LUCE) ADOPTED JULY 2010.	6/30/2014	6/30/2016	COMPLETE	
SANTA MONICA	LAF5524	IMPLEMENTATION OF A SANTA MONICA BIKE-SHARE PROGRAM, INCLUDING THE PURCHASE AND INSTALLATION OF 250 BIKES AND 25 DOCKING STATIONS TO BE LOCATED AT ACTIVITY NODES AND TRANSIT STATIONS (INCLUDING EXPO LRT STATIONS). TWO VEHICLES WILL BE ACQUIRED AND OUTFITTED TO TRANSPORT AND REDISTRIBUTE BICYCLES BETWEEN STATIONS AS NEEDED. THE BIKE-SHARE DOCKING STATIONS WILL BE SOLAR POWERED WHERE APPROPRIATE AND INCLUDE A TECHNOLOGY PLATFORM FOR SYSTEM OPERATION THROUGH THE WEB AND SMART PHONE APPLICATIONS.	6/30/2019	6/30/2019	COMPLETE	

**TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
TEMPLE CITY	LA0G1269	LAS TUNAS CORRIDOR COMPLETE STREETS (BIKE AND PED) IMPROVEMENTS PROJECT. INSTALLATION OF CLASS II BIKE LANES AND END-OF-TRIP FACILITIES FOR 1.4 MI WITHIN THE CITY LIMITS FROM NORTH MUSCATEL AVE. TO EASTERN CITY LIMIT BETWEEN ROWLAND AVE. AND SOUTH BALDWIN AVE. MODIFY ON-STREET PARKING, UPDATE PEDESTRIAN LIGHTING AND SIGNAL HEADS AND ADA IMPROVEMENTS. *LA0G1269 COMBINES LAF7526, LAF7618, AND LAF7812.	12/1/2019	12/1/2019		REPLACED BY THE COMPTON-CARSON REGIONAL SAFE BICYCLING AND WAYFINDING PROJECT (LATP17S012) IN AMENDMENT #17-11.
TORRANCE	LA0G1002	IMPLEMENTATION OF VARIOUS ITS COMPONENTS AT LOCATIONS NOT COVERED BY PREVIOUS 1995 METRO CFP UNDER SOUTH BAY SIGNAL SYNCHRONIZATION. THIS PROJECT WILL UPGRADES SIGNALS AND ITS COMPONENTS ALONG MAJOR ARTERIALS WITHIN THE CITY; CCTV MODULE AND CCTV CAMERAS, VIDEO DETECTION AND CONTROLLER UPGRADES AT VARIOUS LOCATIONS	6/30/2017		COMPLETE	
TORRANCE	LAF3312	CITY OF TORRANCE ITS & TRAFFIC IMPROVEMENTS. IMPLEMENT ITS COMPONENTS AT LOCATIONS NOT COVERED BY '95 METRO CFP SOUTH BAY SIGNAL SYNCH PROJECT, TO PROVIDE EFFECTIVE CITYWIDE AND MULTI-JURISDICTIONAL TRAFFIC MANAGEMENT. *CRENSHAW BLVD BETWEEN PCH AND THE MOST SOUTH CITY CONTROLLED SIGNALIZED INTERSECTION.( APROX. 3 SIGNALS)	12/31/2016	12/31/2016	COMPLETE	
WHITTIER	LA0G257	WHITTIER GREENERY TRAILHEAD PARK. EXTENSION OF WHITTIER GREENERY TRAIL FROM MILLS AVENUE TO 300 FEET EAST OF MILLS AVENUE IN CONJUNCTION WITH CONSTRUCTION OF NEW TRAILHEAD PARK AND 20 SPACE PARK & RIDE PARKING LOT.	12/31/2015	9/30/2017	COMPLETE	

**TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2019 FTIP COMPLETION YEAR
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
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
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
GLENDALE	LA0G1411	HONOLULU AVE AND MONTROSE AVE AT PENNSYLVANIA AVE TRAFFIC SIGNAL MODIFICATION	12/31/2023
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	12/1/2021
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
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
HUNTINGTON PARK	LAF7702	DOWNTOWN HUNTINGTON PARK I-PARK SYSTEM IMPLEMENTATION : PROVIDES 4 CHANGEABLE MESSAGING PARKING SIGNS, 12 WAYFINDING PARKING SIGNS, 10 BICYCLE RACKS, AND 6 BICYCLE LOCKERS AT THE DOWNTOWN SHARED PARKING DISTRICT ALONG PACIFIC BL TO IMPROVE BICYCLE ACCESS AND IMPROVE TRAFFIC CIRCULATION.	6/30/2019
INGLEWOOD	LAF7319	INGLEWOOD ITS - PHASE V : (1) DESIGNS AND CONSTRUCTS COMPUTERIZED TRAFFIC CONTROL AND MONITORING SYSTEMS. (2) EXPANDS CENTRAL TRAFFIC CONTROL AND ADVANCE TRAFFIC MANAGEMENT AT 39 INTERSECTIONS (3) IMPROVES 6.13 MILES OF FIBER OPTIC COMMUNICATIONS, 4) EXPANDS CCTV AT 10 INTERSECTIONS, 5) INSTALLS CHANGEABLE MESSAGE SIGNS AT 2 INTERSECTIONS, AND 6) INSTALLS NEW COMMUNICATION HUBS AT 3 INTERSECTIONS.	3/30/2019

**TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2019 FTIP COMPLETION YEAR
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
LOS ANGELES, CITY OF	LAF9422	LADOT WILL PROCURE 7 30-FT CLEAN FUEL VEHICLES TO REDUCE HEADWAYS ON SIX SELECTED DASH ROUTES	4/30/2024
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
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
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
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
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
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
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

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2019 FTIP COMPLETION YEAR
LOS ANGELES COUNTY MTA	LA0G1149	IMPROVEMENTS AT FOUR SITES ALONG CESAR CHAVEZ AVENUE, THE PERIMETER OF THE LOS ANGELES UNION STATION, AT ALAMEDA AND VIGNES STREETS. LAND WILL BE ACQUIRED FOR A BUS PAVILION, BIKE FACILITIES, AND ENHANCED LANDSCAPING AT ONE SITE. STREET FURNITURE WILL BE REPLACED AND UPDATED AT THE THREE OTHER SITES. A CONTINENTAL CROSSWALK WILL BE INSTALLED ON ALL FOUR SEGMENTS OF THE INTERSECTION AT CESAR CHAVEZ AVENUE AND VIGNES STREET	12/31/2019
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
PASADENA	LAF3701	PASADENA ARTS ENHANCED PASSENGER INFORMATION	12/31/2021
REDONDO BEACH	LA0G1423	PURCHASE AND INSTALL A REAL TIME PASSENGER INFORMATION SYSTEM ON BEACH CITIES TRANSIT FIXED ROUTE BUSES	6/30/2021
REDONDO BEACH	LAF5301	GRANT AVE SIGNAL IMPROVEMENTS	6/30/2022
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
SANTA MONICA	LAF7320	THIS PROJECT WILL ENHANCE THE EXISTING TRAFFIC MANAGEMENT SYSTEM WITH THE INSTALLATION OF VIDEO DETECTION SYSTEMS.	12/31/2021
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	12/1/2022
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
WESTLAKE VILLAGE	LA0G598	DESIGN AND CONSTRUCTION OF A PARK AND RIDE FACILITY (31107 THOUSAND OAKS BLVD) WITH 375 PARKING SPACES AT THE PROPOSED COMMUNITY RECREATIONAL FACILITY WILL	10/1/2019

**ORANGE COUNTY**

<b>TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION</b>						
<b>LEAD AGENCY</b>	<b>PROJECT ID</b>	<b>PROJECT DESCRIPTION</b>	<b>ORIGINAL COMPLETION DATE</b>	<b>2017 FTIP COMPLETION DATE</b>	<b>2019 FTIP COMPLETION DATE</b>	<b>2019 FTIP PROJECT STATUS</b>
ANAHEIM	ORA113001	ARTIC TO WEST ANAHEIM 4TH DISTRICT BIKEWAY CONNECTOR PROJECT. CONSTRUCT 3.77 MILES OF CLASS II BIKE LANES AND 4.19 MILES OF CLASS III SHARROWS ALONG A CONTINUOUS CORRIDOR TOTALING 7.96 MILES. FROM BALL ROAD AND MAGNOLIA AVENUE TO ARTIC REGIONAL TRANSPORTATION HUB AND THE SANTA ANA RIVER TRAIL.	10/1/2019	10/1/2019	10/1/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.  CONSTRUCTION TO START DECEMBER 2017. ANTICIPATES CONSTRUCTION COMPLETION MID-2018.
BEAUMONT	RIV171204	IN THE CITY OF BEAUMONT: 8TH STREET BIKE LANE AND SIDEWALK IMPROVEMENTS BETWEEN PENNSYLVANIA AVE AND XENIA AVE APPROX. 6,800 LINEAR FEET OF SIDEWALK AND CLASS III BIKE LANES ALONG 8TH ST.	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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 2017 FTIP.  FINALIZING ENV DOC AS OF DEC 2017 AND PENDING PUBIC REVIEW. PENDING ATP ROW ALLOCATION WHICH IS CONTINGENT UPON CTC APPROVAL IN MARCH 2018.
LAKE ELSINORE	RIV171205	IN THE CITY OF LAKE ELSINORE: INSTALLATION OF MISSING LINK SIDEWALKS ON CHANEY STREET FROM W. FLINT ST TO W. SUMNER AVE APPROX. 1,800 LF; ON W. SUMNER AVE, MOHR ST AND DAVID ST BETWEEN CHANEY ST AND W. LAKESHORE DR APPROX. 910 LF; AND ON W. LAKESHORE DR BETWEEN MACHADO ST AND WISE ST APPROX. 1,350 LF.	12/31/2019	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
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	6/30/2020	6/30/2021	OBSTACLES ARE BEING OVERCOME.  STARTED CONSTRUCTION BID PACKAGE IN DEC 2017. CRITICAL PATH IS BNSF SHARED USE AGREEMENT APPROVAL. CANNOT START CONSTRUCTION UNTIL AGREEMENT IS IN PLACE.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA65002	RIDESHARE SERVICES RIDEGUIDE, DATABASE, CUSTOMER INFO, AND MARKETING (ORANGE COUNTY PORTION).	2010	12/30/2020	12/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	7/23/2020	7/23/2021	OBSTACLES ARE BEING OVEROME.  ENVIRONMENTAL APPROVAL AND ENGINEERING PROCUREMENT PROCESS TOOK LONGER THAN EXPECTED.  ENVIRONMENTAL APPROVED JUNE 2017. CRITICAL PATH IS BNSF SHARED USE AGREEMENT APPROVAL. CANNOT START CONSTRUCTION UNTIL AGREEMENT IS IN PLACE.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA111002	INTERSTATE 5 ADD 1 HOV IN EACH DIRECTION FROM SOUTH OF AVENIDA VISTA HERMOSA TO SOUTH OF PACIFIC COAST HIGHWAY. PPNO 2531E	10/1/2016	10/26/2016	12/31/2018	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO UNFORESEEN DIFFERING SITE CONDITIONS REGARDING A RETAINING WALL

**TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA111210	I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION (PPNO 2883A)	12/1/2018	2/1/2020	2/1/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.  OBTAINED ROW CERT IN SEPT 2017. ANTICIPATES TO START CONSTRUCTION JULY 2018.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	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	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.  ANTICIPATES TO COMPLETE DESIGN IN JULY 2018.
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	1/31/2017	9/30/2024	ON-GOING PROGRAM. NO DELAY.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA130099	PURCHASE (15) EXPANSION PARATRANSIT VANS (OCTA) - (8) IN FY 2016-17 AND (7) IN FY 2017-18	12/30/2020	ORA130099	ORA130099	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA990929	INTERSTATE 5 ADD 1 HOV IN EACH DIRECTION FROM SOUTH OF AVENIDA PICO TO SOUTH OF AVENIDA VISTA HERMOSA AND RECONFIGURE AVENIDA PICO INTERCHANGE. PPNO:2531D (UTILIZE TOLL CREDIT MATCH FOR IMD AND STIP)	7/1/2017	7/1/2017	12/31/2018	OBSTACLES ARE BEING OVERCOME.  UNDER CONSTRUCTION.
TCA	10254	SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC – SR 73). 15 MI TOLL RD BETWEEN I-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	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

**TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 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 2017 FTIP.
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	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
TCA	ORA111207	241/91 EXPRESS LANES (HOT) CONNECTOR: NB SR-241 TO EB SR091, WB SR-91 TO SB SR241, PER SCAG/TCA MOU 4/05/01	12/31/2020	12/31/2020	12/31/2020	UNDER SUBSTITUTION.

**TABLE III-2.2 ORANGE COUNTY COMPLETED/CORRECTED TCMS**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
ANAHEIM	ORA112622	BROOKHURST ST (600' NORTH OF I-5 TO SR-91). ADD ONE LANE EACH DIRECTION. FROM 4 TO 6 LANE FACILITY WITH RAISED MEDIAN. THE PROJECT WILL INCLUDE SIX-FOOT-WIDE CLASS II BIKEWAYS, TEN-FOOT WIDE PARKWAYS/SIDEWALKS AND CONCRETE SOUNDWALLS ALONG THE EAST AND/OR WEST SIDES OF BROOKHURST ST. CONSISTENT WITH THE 2012RTP.	6/30/2017	6/30/2017	COMPLETE	
ANAHEIM	ORA120318	ANAHEIM REGIONAL TRANS INTERMODAL CENTER (ARTIC) PHASE I - INCLUDE EXPAND OF EXIST AMTRAK/METROLINK STATION AT ANA STAD TO PROVIDE ACCESS W/ TRANS SVC.	6/30/2018	6/30/2018	COMPLETE	CONSTRUCTION IS COMPLETE. PROJECT IN CLOSEOUT PHASE.
BREA	ORA150103	THE TRACKS AT BREA SEGMENTS 2 & 3. CONSTRUCTION CLASS I BICYCLE/PEDESTRIAN TRAIL ALONG 1.15 MILE LONG SECTION ON THE TRACKS AT BREA. SEGMENT 2 FROM BREA FLOOD CONTROL CHANNEL TO NORTH BREA BOULEVARD. SEGMENT 3 FROM NORTH BREA BOULEVARD TO STATE COLLEGE BOULEVARD.	7/30/2017	7/30/2017	COMPLETE	OPEN TO PUBLIC. CARRY-OVER FOR PROGRAMMING PURPOSES IS NOT DELAY.
CYPRESS	ORA131706	CERRITOS AVENUE BIKE CORRIDOR IMPROVEMENTS (FROM DENNI STREET TO WALKER STREET) - CONSTRUCT AN OFF-ROAD BIKE PATH TO REPLACE AN EXISTING ON-STREET BIKE ROUTE TO IMPROVE SAFETY AND CONNECTIVITY. CLASS 1 FOR 1 MILE. TOLL CREDIT MATCH FOR ATP-MPO.	7/1/2017	7/1/2017	COMPLETE	
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA111001	INTERSTATE 5 ADD 1 HOV IN EACH DIRECTION FROM SOUTH OF PACIFIC COAST HIGHWAY TO SAN JUAN CREEK ROAD. PPNO:2531F	11/1/2016	11/1/2016	COMPLETE	
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA111209	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 - CMAQ FY13/14 FOR \$438 AND FY14/15 FOR \$1,832)(PPNO 2107)	8/31/2018	1/21/2020		NOT A CAPACITY EXPANSION PROJECT, NOT A COMMITTED TCM.

**TABLE III-2.2 ORANGE COUNTY COMPLETED/CORRECTED TCMS**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
SANTA ANA	ORA131709	NEWHOPE-CIVIC CENTER-GRAND CLASS II BIKE LANES PROJECT - CLASS II 0.45 MILE ON NEWHOPE STREET FROM FIRST STREET TO MCFADDEN AVENUE. CLASS II 0.87 MILE SEGMENT ON CIVIC CENTER DRIVE FROM BRISTOL TO BROADWAY. CLASS II 1.25 MILE SEGMENT ON GRAND AVENUE FROM 21ST STREET TO FAIRHAVEN AVENUE. TOLL CREDITS FY 14/15 CON FOR \$31,349.	7/1/2017	7/1/2017	COMPLETE	
SANTA ANA	ORA150106	DEVELOP, DESIGN, AND CONSTRUCT BISHOP-PACIFIC-SHELTON BIKE BOULEVARDS. CONSTRUCT CLASS III FACILITIES ALONG BISHOP STREET, PACIFIC AVENUE, AND SHELTON STREET. DEVELOPMENT, DESIGN, AND CONSTRUCTION. INCLUDES BULB OUTS, TRAFFIC CIRCLES, AND TRAFFIC TURNING RESTRICTIONS AND/OR SPEED BUMPS. IMPROVEMENTS ALONG 2.268 MILES OF BIKEWAYS. TOLL CREDITS FOR FY 14/15 PA&ED/PS&E FOR \$8,029, FY 15/16 CON FOR \$100,936.	12/31/2017	12/31/2017	COMPLETE	
TCA	ORA052	FOOTHILL TRANSPORTATION CORRIDOR-SOUTH (FTC-S - SR 241). 10.3 MI TOLL ROAD BETWEEN SAN DIEGO COUNTY LINE AND OSO PKWY, CONSISTENT WITH SCAG/TCA MOU 4/05/01. 2 M/F EA DIR FROM OSO PKWY TO COW CAMP RD BY 2017. 2 M/F EA DIR FROM COW CAMP RD TO SAN DIEGO CO LINE BY 2021. 1 ADDITIONAL M/F EA DIR PLS CLIMBING & AUX LANES BY 2030.	2015/2010	2021/2030		SUBSTITUTED WITH ORA111207
VARIOUS AGENCIES	ORA150602	ABRAZAR - 2 MEDIUM EXPANSION BUSES, 7 EXPANSION MINIVANS, AND 6 SMALL EXPANSION BUSES. (TRANSIT DEVELOPMENT CREDITS MATCH – FTA 5310 FY14/15 FOR \$163)	4/30/2017	4/30/2017	COMPLETE	
VARIOUS AGENCIES	ORA152203	ABRAZAR - 6 SMALL EXPANSION BUSES, 2 MEDIUM EXPANSION BUSES, 7 EXPANSION MINIVANS, (PARATRANSIT VEHICLES) AND 10 COMPUTER HARDWARE (TRANSIT DEVELOPMENT CREDITS MATCH – FTA 5310 FY15/16 FOR \$175)	4/30/2019		COMPLETE	

TABLE III-2.3 ORANGE COUNTY NEW TCMS			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2019 FTIP COMPLETION YEAR
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
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
FULLERTON	ORA152207	CITYWIDE BICYCLE AND PEDESTRIAN IMPROVEMENT - BICYCLE AND PEDESTRIAN SAFETY ENHANCEMENTS TO SEVEN LOCATIONS: COMMONWEALTH AVE BETWEEN STATE COLLEGE BLVD AND CHAPMAN AVE (0.50 MILE CORRIDOR), VALENCIA DR BETWEEN BROOKHURST RD AND MEADE AVE (1.3 MILE CORRIDOR), WALNUT AVE BETWEEN HIGHLAND AVE AND LEMON ST (0.50 MILE CORRIDOR), RICHMAN AVE BETWEEN WALNUT AVE AND HOUSTON AVE (0.95 MILE CORRIDOR), ASSOCIATED RD BETWEEN YORBA LINDA BLVD AND IMPERIAL HWY (1.25 MILE CORRIDOR), DOROTHY LANE BETWEEN ACACIA AVE AND LONGVIEW AVE (0.80 MILE CORRIDOR), AND ACACIA AVE BETWEEN CHAPMAN AVE AND DOROTHY LANE (0.50 MILE CORRIDOR). ENHANCEMENTS INCLUDES ADDING/WIDENING CLASS II BIKE LANES, BIKE DETECTORS/LOOPS, INSTALL/REPLACE CROSSWALKS, SHARROWS, WAYFINDINGS, AND TRAFFIC SIGNS.	3/1/2023
FULLERTON	ORA152208	WILSHIRE AVENUE BICYCLE BOULEVARD - BIKEWAY ENHANCEMENTS ON A 2.3 MILE SEGMENT OF WILSHIRE AVENUE BETWEEN WOODS AVENUE AND ACACIA AVENUE NEAR DOWNTOWN FULLERTON. IMPROVEMENTS INCLUDES INSTALLATION OF TRAFFIC SIGNAL, INTERSECTION CROSSING, SIDEWALKS, NEW STREET LIGHTS, TRAFFIC CIRCLES, STRIPING FOR SHARROWS, AND NEW SIGNS.	6/1/2023
GARDEN GROVE	ORA170202	CITY OF GARDEN GROVE, BICYCLE CORRIDOR IMPROVEMENTS THE CITY OF GARDEN GROVE'S BICYCLE CORRIDOR IMPROVEMENTS PROJECT WILL DESIGN AND CONSTRUCT 6.34 MILES OF NEW BIKEWAYS AND IMPROVE 8.35 MILES OF EXISTING, BUT UNDERUTILIZED BIKEWAYS. BICYCLE FACILITY IMPROVEMENTS INCLUDE CREATING NEW BIKE LANES THROUGH ROAD REBALANCING (2.54 MI ON WEST STREET AND GILBERT STREET), STRIPING BUFFERS TO EXISTING BIKE LANES (5 MI ON BROOKHURST STREET, CHAPMAN AVENUE AND LAMPSON AVENUE), STRIPING BIKE LANE NETWORK GAPS (0.6 MI ON BROOKHURST STREET), IMPROVING AND CREATING BICYCLE ROUTES (6.5 MI ON LAMPSON AVNUE, GILBERT AVENUE, IMPERIAL AVENUE, SHAPEEL STREET AND DODARA DRIVE) AND PROVIDE BICYCLE WAYFINDING SIGNS ALONG ALL THE PROPOSED CORRIDORS (14.76 MI).	10/1/2023
ORANGE COUNTY	ORA170204	PETERS CANYON BIKEWAY EXTENSION A CLASS I BIKEWAY/SHARED-USE PATH ALONG THE EAST SIDE OF JAMBOREE RD. FROM CANYON VIEW AVE. SOUTH TO PORTOLA PKWY. (3.1 MILES)	12/1/2013
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

<b>TABLE III-2.3 ORANGE COUNTY NEW TCMS</b>			
<b>LEAD AGENCY</b>	<b>PROJECT ID</b>	<b>PROJECT DESCRIPTION</b>	<b>2019 FTIP COMPLETION YEAR</b>
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
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
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA085001	ORANGE TRANSPORTATION CENTER PARKING STRUCTURE - PROJECT WILL PROVIDE APPROXIMATELY 600 ADDITIONAL TRANSIT PARKING SPACES AT THE ORANGE STATION PARKING CENTER. (UTILIZE TRANSIT DEVELOPMENT CREDIT MATCH FHWA	2/6/2020
ORANGE COUNTY TRANS AUTHORITY (OCTA)	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
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA151309	FIVE 40' COMPRESSED NATURAL GAS EXPANSION BUSES (ROUTE 560)	9/30/2022
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA171401	SIX 40' COMPRESSED NATURAL GAS EXPANSION BUSES (ROUTE 529)	9/30/2024
SAN CLEMENTE	ORA151510	CONCORDIA ELEMENTARY SRTS PEDESTRIAN & BICYCLE LANE IMPROVEMENT - CONSTRUCTING A MISSING ONE HALF MILE SEGMENT OF SIDEWALK, IMPLEMENTING CURB EXTENSIONS AT 12 INTERSECTIONS TO IMPROVE THE WALKABILITY, WIDENING EXISTING BICYCLE LANES 20%, AND IMPLEMENTING A SEGMENT OF BUFFERED BIKE LANES. ATP STATE-ONLY FUNDED.	6/30/2022
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

**TABLE III-2.3 ORANGE COUNTY NEW TCMS**

<b>LEAD AGENCY</b>	<b>PROJECT ID</b>	<b>PROJECT DESCRIPTION</b>	<b>2019 FTIP COMPLETION YEAR</b>
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
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
SANTA ANA	ORA170802	FIRST STREET PEDESTRIAN IMPROVEMENTS - WIDEN EXISTING SIDEWALKS BY THREE FEET, NARROW THE VEHICLE LANES, CONSTRUCT ADA IMPROVEMENTS ON SIDEWALKS AND WHEEL CHAIR 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
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

**RIVERSIDE COUNTY**

**TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 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	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
JURUPA VALLEY, CITY OF	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	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
MORENO VALLEY	RIV151202	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)	12/31/2016	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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, & RESTRIPIING & INSTALL 6 FT CLASS II BIKE LNS FOR 0.8 MI WITH 2 FT BUFFERS	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

**TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
RIVERSIDE, CITY OF	RIV140843	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE-WELLS/ARLANZA SIDEWALK IMPROVEMENTS: INSTALL ADA RAMPS, DRIVEWAY APPROACHES & 32,730 SQ FT OF SIDEWALK ON ONE SIDE OF FIVE STREETS (CHALLEN AVE, IVANHOE AVE, KENT AVE, RUTLAND AVE, BABB AVE) SURROUNDING WELLS MIDDLE SCHOOL AND ARLANZA ELEMENTARY SCHOOL. TC USED TO MATCH ATP FUNDS	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
RIVERSIDE, CITY OF	RIV140844	IN WESTERN RIVERSIDE CO. IN THE CITY OF RIVERSIDE - NORTE VISTA SIDEWALK IMPROVEMENTS: INSTALL ADA RAMPS, DRIVEWAY APPROACHES & 94,200 SQ.FT. OF SIDEWALK ON ONE SIDE OF FOUR STREETS (GAYLORD ST, JONES AVE, CHADBOURNE AVE, BUSHNELL AVE) NEAR NORTE VISTA HIGH SCHOOL, ROSEMARY KENNEDY ELEMENTARY SCHOOL, AND TWINHILL ELEMENTARY SCHOOL. TC USED TO MATCH ATP	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
RIVERSIDE, CITY OF	RIV140852	IN WESTERN RIVERSIDE CO. IN THE CITY OF RIVERSIDE – DOWNTOWN & ADJOINING AREAS BICYCLE AND PED IMPROVEMENTS: 17 MILES OF BIKE LANES, 2,500 FT. OF CONNECTING SIDEWALKS, BIKE STATION AT METROLINK, CONNECTIVITY MAP KIOSKS, TWO NEW HAWK SIGNALS, BIKE STAGING AREA, BIKE SHARE TERMINAL, BIKE CORRALS, BIKE BLVD, PEDESTRIAN SIGNALS, WALKING PATH, ALL-WAY STOP CROSSWALK & NEW SIDEWALK.	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
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	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

**TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
RIVERSIDE COUNTY	RIV140838	IN WESTERN RIVERSIDE CO. FOR THE COUNTY OF RIVERSIDE IN MEAD VALLEY-CLARK ST S/W & INTERSECTION SAFETY IMPROVEMENTS: ON EASTSIDE OF CLARK ST B/W RIDER ST AND CAJALCO RD, CONSTRUCT APPROX. 2,000 L.F. OF CONCRETE SIDEWALK, CURB & GUTTER, PAVEMENT IMPROVEMENTS, NEW CURB RAMPS MEETING LATEST ADA REQS, DRIVEWAY APPROACHES, SIGNS, MARKINGS, & OTHER INCIDENTAL ITEMS TO IMPROVE PEDESTRIAN SAFETY.	12/31/2021	12/31/2021	12/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.  PROJECT JUST RECEIVED ATP FUNDS FOR CONSTRUCTION FROM ATP CYCLE 3 AUGMENTATION.
RIVERSIDE COUNTY	RIV151210	IN WESTERN RIVERSIDE COUNTY FOR THE COUNTY OF RIVERSIDE - CONSTRUCTION OF A 7.2 MILE MULTI-MODAL URBAN TRAIL ALONG THE SALT CREEK FLOOD CONTROL CHANNEL BETWEEN THE COMMUNITIES OF HEMET, MENIFEE AND CANYON LAKE. THE MULTI-MODAL TRAIL WILL INCLUDE A 16 FT WIDE CLASS I BIKEWAY AND 12 FT WIDE DECOMPOSED GRANITE PEDESTRIAL TRAIL	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE WITH SCOPE REDUCTION.  PROJECT HAD A SCOPE REDUCTION AND TCM SUBSTITUTIONS WERE APPROVED AND ADDED IN 2017 FTIP #16.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV071267	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.	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.  UNDER CONSTRUCTION.
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	12/30/2022	12/30/2022	NO DELAY. ON-GOING PROGRAM.

**TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 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	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
RIVERSIDE TRANSIT AGENCY	RIV160201	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.	12/31/2021	12/31/2021	12/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
RIVERSIDE TRANSIT AGENCY	RIV151211	IN WESTERN RIVERSIDE COUNTY FOR RTA: RAPIDLINK SERVICE ALONG THE RTE 1 SERVICE AREA DURING WEEKDAY PEAK COMMUTE PERIODS ALONG UNIVERSITY AND MAGNOLIA AVES (RIVERSIDE/CORONA CORRIDOR) BETWEEN UCR AND CORONA. THIS INCLUDES PURCHASE OF 14 NEW BUSES (40 FT) AND OPERATING ASSISTANCE FOR THE FIRST THREE TO FIVE YEARS OF SERVICE. (CMAQ - \$9,212K) (BENEFITS FOR PM 2.5 = .239 KG/DAY; PM 10 = .258 KG/DAY)	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.  SERVICE STARTED AUGUST 2017.
SAN JACINTO	RIV160403	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF SAN JACINTO - INSTALLATION OF APPROX. 36,900 LF OF CLASS II AND III BIKE LANES, APPROX 12,900 LF OF SIDEWALK, PEDESTRIAN RAMPS, FOUR-WAY STOPS, AND TRAFFIC SIGNAL.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
WILDOMAR	RIV151213	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR - WIDENING OF GRAND AVE (CLINTON KEITH RD TO DAVID BROWN MIDDLE SCHOOL) TO INCLUDE A CLASS II BIKE LANE AND MINIMAL WORK TO INCORPORATE CLASS II/III BIKE LANES ON CLINTON KEITH RD FROM GRAND AVE TO GEORGE AVE. IMPROVEMENTS INCLUDE A TOTAL OF 7,300 LF OF NEW BIKE LANES (PM 2.5 BENEFITS).	12/31/2015	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

<b>TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION</b>						
<b>LEAD AGENCY</b>	<b>PROJECT ID</b>	<b>PROJECT DESCRIPTION</b>	<b>ORIGINAL COMPLETION DATE</b>	<b>2017 FTIP COMPLETION DATE</b>	<b>2019 FTIP COMPLETION DATE</b>	<b>2019 FTIP PROJECT STATUS</b>
WILDOMAR	RIV151214	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR - WIDENING OF GRAND AVE (CORYDON RD TO DAVID BROWN MIDDLE SCHOOL) TO INCLUDE A CLASS II BIKE LANES. IMPROVEMENTS INCLUDE A TOTAL OF 12,000 LF OF NEW BIKE LANES	12/31/2016	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.

**TABLE III-3.2 RIVERSIDE COUNTY COMPLETED/CORRECTED TCMS**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
PERRIS	RIV140850	IN WESTERN RIVERSIDE CO. IN THE CITY OF PERRIS – MURRIETA RD PED IMPROVEMENTS: INSTALL 1.0 MILE OF SIDEWALK GAPS, CURB & GUTTER ON W-SIDE OF MURRIETA RD W/ CLASS II BIKE LANES IN BOTH DIRECTIONS B/W SAN JACINTO AVE & 1000' NORTH OF NUEVO RD; 10' WIDE BRIDGE OVER METZ FLOOD CONTROL CHANNEL; TRAFFIC SIGNAL AT MURRIETA & NUEVO RDS; NEW SIDEWALK ON DALE ST B/W WILSON & MURRIETA RD. TC TO MATCH ATP	12/31/2020	12/31/2020	COMPLETE	
RIVERSIDE, CITY OF	RIV151205	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE - INSTALL FIBER-OPTIC SIGNAL INTERCONNECT IMPROVEMENTS ON MARKET ST/MAGNOLIA AVE FROM FIRST ST TO BUCHANAN ST AND INSTALL MISSING CONDUITS ON MAGNOLIA AVE FROM LA SIERRA AVE TO PIERCE ST UPDATING 49 SIGNALIZED INTERSECTIONS	12/31/2016	12/31/2016	COMPLETE	
RIVERSIDE, CITY OF	RIV151209	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE - INSTALL UP TO FOUR BICYCLE STATIONS AND PROVIDE FORTY BICYCLES, TEN AT EACH STATION, TO IMPLEMENT A BIKE SHARE PROGRAM IN THE VICINITY OF DOWNTOWN RIVERSIDE, RIVERSIDE METROLINK STATION AND UNIVERSITY OF CALIFORNIA IN RIVERSIDE.	12/31/2015	12/31/2016	COMPLETE	
RIVERSIDE, CITY OF	RIV151215	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE - CONSTRUCTION OF SIDEWALK ON ONE SIDE OF BRUCE STREET FROM ADAIR AVE TO LAKE AVE. IMPROVEMENTS INCLUDE A TOTAL OF 2,100 LF OF NEW SIDEWALK	12/31/2016	10/31/2016	COMPLETE	
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV071250	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-I15)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-I15), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-I15); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	7/31/2017	9/4/2017	COMPLETE	

**TABLE III-3.2 RIVERSIDE COUNTY COMPLETED/CORRECTED TCMS**

<b>LEAD AGENCY</b>	<b>PROJECT ID</b>	<b>PROJECT DESCRIPTION</b>	<b>ORIGINAL COMPLETION DATE</b>	<b>2016 RTP/SCS COMPLETION DATE</b>	<b>2017 FTIP COMPLETION DATE</b>	<b>2019 FTIP PROJECT STATUS</b>
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV520111	REGIONAL RIDESHARE - CONTINUING PROGRAM.	2009	6/30/2018	COMPLETE	
SAN JACINTO	RIV140856	IN WESTERN RIVERSIDE CO. IN THE CITY OF SAN JACINTO – SAFE & ACTIVE SAN JACINTO SRTS: INFRASTRUCTURE INCLUDES 33,275 SQ. FT. OF NEW SIDEWALK, 5,215 SQ. FT. OF EXISTING SIDEWALK UPGRADES, 52,800 SQ. FT. OF BIKE TRAILS WITHIN WALKING DISTANCE TO SCHOOLS; NON-INFRASTRUCTURE INCLUDES PED/BIKE SAFETY EDUCATION, SRTS WORKSHOPS, DEVELOPMENT OF SRTS PLANS FOR EACH SCHOOL, AND OUTREACH.	12/31/2020	12/31/2020	COMPLETE	
TEMECULA	RIV62029	IN SOUTHWEST RIVERSIDE COUNTY IN TEMECULA ON TEMECULA PKWY (FORMERLY SR79) AT LA PAZ ST: ACQUIRE LAND, DESIGN AND CONSTRUCT PARK-AND-RIDE LOT - 157 SPACES. OTHER IMPROVEMENTS INCLUDE THE CONSTRUCTION OF 10 BICYCLE LOCKERS, PASSENGER LOAD/UNLOAD ZONE AND ADA ACCESSIBLE PARKING.	2004/2007	9/1/2016	COMPLETE	

<b>TABLE III-3.3 RIVERSIDE COUNTY NEW TCMS</b>			
<b>LEAD AGENCY</b>	<b>PROJECT ID</b>	<b>PROJECT DESCRIPTION</b>	<b>2019 FTIP COMPLETION YEAR</b>
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
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
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
RIVERSIDE	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)	03/30/2023
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

**SAN BERNARDINO COUNTY**

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
OMNITRANS	20150109	PEDESTRIAN & BICYCLE ACCESS IMPROVEMENTS WITHIN 1/2 MILE OF RAPID TRANSIT STATIONS, INCLUDING SIDEWALK AND CURB RAMP REPLACEMENT & BIKE PARKING AT STATIONS (TERMINI AT POMONA DOWNTOWN METROLINK STATION & KAISER MEDICAL CENTER FONTANA, FOLLOWING HOLT AVE/BLVD, ARCHIBALD AVE, MILLIKEN AVE, FOOTHILL BLVD, & SIERRA AVE).	3/31/2018	3/31/2018	1/31/2019	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO BECOMING A SEPARATE CONSTRUCTION PACKAGE.
OMNITRANS	20150307	COUNTY-WIDE VANPOOL PROJECT (Ongoing)(TDC: FY15/16 CMAQ CON \$460k)	06/30/2016	06/30/2016	2030	ON-GOING PROGRAM. NO DELAY.  SUBSTITUTE FOR 20040825
SANBAG	2011150	SOUTH COAST AIR BASIN RIDESHARE PROGRAM (ONGOING)(TOLL CREDITS ARE BEING USED AS MATCH FOR CMAQ IN FY16/17 \$208, FY18/19 \$208)	12/1/2015	12/31/2020	12/31/2020	NO DELAY. ON-GOING PROGRAM.
SANBAG	20150108	BICYCLE AND PEDESTRIAN ACCESSIBILITY IMPROVEMENTS ALONG SIX METROLINK TRANSIT STATIONS (MONTCLAIR, UPLAND, RANCHO CUCAMONGA, FONTANA, RIALTO, AND SAN BERNARDINO) PHASE I. (TOLL CREDIT TO MATCH ATP IN ALL PHASES)	12/31/2021	12/31/2021	12/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
SANBAG	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	3/1/2022	8/1/2022	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO ADDITIONAL TIME REQUIRED TO COMPLETE RFP AND TIFIA FINANCIAL PLAN WORK.  IN PROCUREMENT PHASE OF A DESIGN BUILD CONTRACT.

TABLE III-4.1 SAN BERNARDINO COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
SANBAG	SBD031505	GROUPED PROJECTS FOR LTF ARTICLE 3 PROJECTS LTF, ARTICLE 3 BICYCLE/ PEDESTRIAN PROJECTS AT VARIOUS LOCATIONS (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126, 127,128, EXEMPT TABLES 2 & 3)	12/1/2015	12/1/2019	12/1/2019	NO DELAY. ON-GOING PROGRAM.
SANBAG	20151301	REDLANDS PASSENGER RAIL PROGRAM (RPRP): EXTEND METROLINK RAIL SERVICE TO REDLANDS	12/31/2020	12/31/2020	4/30/2021	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO ADDITIONAL DESIGN REQUIRED.

TABLE III-4.2 SAN BERNARDINO COUNTY COMPLETED/CORRECTED TCMS						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
HIGHLAND	20061015	GREENSPOT ROAD BRIDGE AT SANTA ANA RIVER - GREENSPOT RD.CONSTRUCT NEW 4 LANE BRIDGE (STRIPING FOR 2 LANES) AT SAR W/ CHANNEL IMPROVMENTS-REALIGN APPROX 2400 FT OF 2 LANE RD.(54C0368) - EXISTING BRIDGE WILL BE PRESERVED AND REHABILITATED FOR PEDESTRIAN, BICYCLE, AND EQUESTRIAN USES. (TOLL CREDITS: HBRR-L IN R/W & CON/ TEA IN CON)	12/30/2014	12/31/2016	COMPLETE	PROJECT HAS BEEN OPEN TO TRAFFIC BUT WAS AWAITING CLOSE OUT.
SANBAG	20061012	DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW TRANSIT STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO	10/10/2014	6/1/2017	COMPLETE	OPEN TO TRAFFIC SINCE 12/18/17
VARIOUS	713	I-215 CORRIDOR NORTH - IN SAN BERNARDINO, ON I-215 FROM RTE 10 TO RTE 210 - ADD 2 HOV & 2 MIXED FLOW LNS (1 IN EA. DIR.) AND OPERATIONAL IMP INCLUDING AUX LANES AND BRAIDED RAMP (M003)	12/1/2010	12/31/2015	COMPLETE	PROJECT HAS BEEN OPEN TO TRAFFIC BUT WAS AWAITING CLOSE OUT.

TABLE III-4.3 SAN BERNARDINO COUNTY NEW TCMS			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2019 FTIP COMPLETION YEAR
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

**VENTURA COUNTY**

<b>TABLE III-5.1 VENTURA COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION</b>						
<b>LEAD AGENCY</b>	<b>PROJECT ID</b>	<b>PROJECT DESCRIPTION</b>	<b>ORIGINAL COMPLETION DATE</b>	<b>2017 FTIP COMPLETION DATE</b>	<b>2019 FTIP COMPLETION DATE</b>	<b>2019 FTIP PROJECT STATUS</b>
GOLD COAST TRANSIT DISTRICT	VEN151101	PURCHASE 5 BUSES FOR EXPANSION	9/28/2018	9/28/2018	6/30/2020	OBSTACLES ARE BEING OVERCOME.  DELAY MAINLY DUE TO INADEQUATE EXISTING FACILITY TO HOUSE THE NEW BUSES.  NEW FACILITY IS SCHEDULED TO BE OPEN DECEMBER 2018. BUSES WERE ORDERED AT BEGINNING OF 2018 AND ARE EXPECTED TO BE DELIVERED IN JUNE 2019.
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.	5/31/2015	8/31/2016	12/31/2019	OBSTACLES ARE BEING OVERCOME.  PROJECT IS 80% DESIGNED CONSTRUCTION TO BEGIN IN 18/19
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	8/31/2018	12/31/2019	OBSTACLES ARE BEING OVERCOME.  DESIGN TO BE COMPLETED IN FY 17/18 AND CONSTRUCTION AND CLOSE OUT IN FY 18/19.
OXNARD	VEN150907	OXNARD BLVD. BICYCLE & PEDESTRIAN FACILITIES FROM 101 FREEWAY TO GONZALES ROAD APPROXIMATELY 14,800 FEET.	12/29/2017	12/29/2017	12/31/2019	OBSTACLES ARE BEING OVERCOME.  DESIGN TO BEGIN IN FY 17/18 AND COMPLETED IN 18/19 WITH CONSTRUCTION BEGINNING IN 18/19 AND CLOSEOUT SCHEDULED FOR FY 20/21

TABLE III-5.1 VENTURA COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
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 MILE). (CMAQ INCLUDES TOLL CREDITS OF \$15 IN PRIOR FOR PE, AND \$406 IN 15/16 FOR CON.)	12/31/2016	12/31/2016	12/31/2018	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO BIDS OVER BUDGET.  PROJECT RECEIVED ADDITIONAL FUNDS AND IS OUT TO BID.
SIMI VALLEY	VEN170416	WEST LOS ANGELES AVENUE IN SIMI VALLEY, WIDEN 10 FEET TO ADD BIKE LANES AND SIDEWALK FROM THE PUBLIC SERVICES CENTER TO ALAMOS CREEK (0.5 MILES). SPLIT PROJECT - PARENT PROJECT VEN120417.	12/31/2018	7/1/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2017 FTIP.
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN040405	AUTOMATIC VEHICLE LOCATOR SYSTEM UPGRADE FOR REAL-TIME BUS STOP SIGNAGE (ASSOCIATED TRANSIT IMPROVEMENT)	7/1/2018	7/1/2018	7/1/2019	OBSTACLES ARE BEING OVERCOME.  CONTRACT AWARDED.
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN93017	REGIONAL RIDESHARE PROGRAM FOR 14/15, 15/16, 16/17, 17/18.	2010	6/30/2019	6/30/2019	NO DELAY. ON-GOING PROGRAM.

TABLE III-5.2 VENTURA COUNTY COMPLETED/CORRECTED TCMS						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
CAMARILLO	VEN040502	SANTA ROSA ROAD FROM UPLAND ROAD TO WOODCREEK ROAD WIDEN FROM TWO TO FOUR LANES AND ADD BIKE LANES	9/30/2008	7/1/2016	COMPLETE	

**TABLE III-5.2 VENTURA COUNTY COMPLETED/CORRECTED TCMs**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2019 FTIP PROJECT STATUS
SAN BUENA-VENTURA	VEN140804	IN SAN BUENAVENTURA, CONSTRUCT SIDEWALK AND CLASS II AND III BIKE LANES ON CEDAR ST BETWEEN PROSPECT AND POL ST (0.3 MI). VARIOUS SIDEWALK, CURB IMPROVEMENTS ON VENTURA AVE BETWEEN KELLOGG ST AND SHOSHONE ST (0.9 MI). FLASHING BEACONS TO BE INSTALLED ON VENTURA AVE. EXISTING BEACONS TO BE UPDATED.	3/1/2017	3/1/2018	COMPLETE	
SANTA PAULA	VEN111102	SANTA PAULA BIKE TRAIL IMPROVEMENTS INCLUDING BIKE/PEDESTRIAN IMPROVEMENTS AT 16 ADJACENT INTERSECTIONS AND CONSTRUCTION OF ONE REST AREA SHADE STRUCTURE, \$127 TOLL CREDITS IN PRIOR YEAR FOR CONSTRUCTION	6/1/2015	12/29/2017	COMPLETE	
SANTA PAULA	VEN140806	IN SANTA PAULA ON 10TH ST (SR 150) CONSTRUCT NEW CLASS II BIKE LANE BETWEEN SR 126 AND SANTA PAULA ST (1.2 MI). REPAIR SIDEWALKS, ENHANCE CROSSWALKS, ADD BIKE AMENITIES, BENCHES AND LANDSCAPING.	12/1/2016	11/16/2016	COMPLETE	
SIMI VALLEY	VEN140805	IN SIMI VALLEY, ARROYO SIMI GREENWAY BIKE TRAIL PHASE 3. PAVE CLASS I BIKE TRAIL ON SOUTH SIDE OF ARROYO SIMI FROM MADERA RD TO FIRST ST (0.9 MI). INCLUDES LANDSCAPING ALONG FIFTH ST TRAIL AND PEDESTRIAN/BIKE BRIDGE OVER ARROYO SIMI NEAR FIFTH ST.	12/1/2017	12/1/2017	COMPLETE	
VENTURA COUNTY	VEN150615	NEAR POINT MUGU, ADD CLASS 2 BIKE LANES ON BOTH SIDES OF LAS POSAS RD BETWEEN LAGUNA ROAD AND STATE ROUTE 1 TO ELIMINATE A GAP (4.4 MILES)	10/1/2017	10/1/2017	COMPLETE	
VENTURA COUNTY	VEN150617	NEAR OAK VIEW BETWEEN VENTURA AND OJAI, WIDEN SANTA ANA RD TO PROVIDE CLASS 2 AND 3 BICYCLE LANES ON BOTH SIDES OF THE ROAD (1.8 MILES) BETWEEN MILEPOST 2.0 (S/O SANTA ANA BLVD) AND MILEPOST 3.81 (N/O SANTA ANA BLVD)	10/1/2017	10/1/2017	COMPLETE	
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN121002	FARE COLLECTION AND RIDERSHIP MONITORING EQUIPMENT AND MAINTENANCE	7/1/2018	7/1/2018		NON-CAPACITY ITS PROJECT. NOT A COMMITTED TCM.

**TABLE III-5.3 VENTURA COUNTY NEW TCMS**

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2019 FTIP COMPLETION YEAR
CAMARILLO	VEN160103	PLEASANT VALLEY ROAD CLASS 2 BIKE LANES PROJECT FROM 5TH STREET TO LAS POSAS ROAD (APPROXIMATELY 8,700 FEET)	12/31/2020
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
VENTURA COUNTY	VEN190111	IN VENTURA COUNTY, CONSTRUCTION OF 1.96 MILES OF CLASS II BIKE LANES ALONG SESPE STREET FROM SOUTH MOUNTAIN ROAD TO RIVERSIDE AVENUE.	8/30/2019
VENTURA COUNTY	VEN190112	IN VENTURA COUNTY, CASITAS VISTA ROAD FROM VENTURA AVENUE TO SANTA ANA ROAD CLASS II BIKE LANES; 1.42 MILES IN LENGTH	7/20/2019

# Section IV

# Financial Plan

# SECTION IV

## FINANCIAL PLAN

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## 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 2019 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 2019 FTIP. SCAG has received final resolutions from each of the county transportation commissions certifying financial constraint (see Attachment B). Additionally, the 2019 FTIP is consistent with the adopted 2016-2040 RTP/SCS (April 7, 2016) as required by the California Government Code, Section 65080.

SCAG’s 2019 FTIP utilizes the 2018 State Transportation Improvement Program (STIP) Fund Estimate, adopted by the California Transportation Commission on August 26, 2017. Additionally, programming levels for the Regional Surface Transportation Program (RSTP) 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 2019 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 2019 FTIP revenues and programming estimates are expressed in year-of-expenditure (or nominal) dollars.

## Financial Capacity

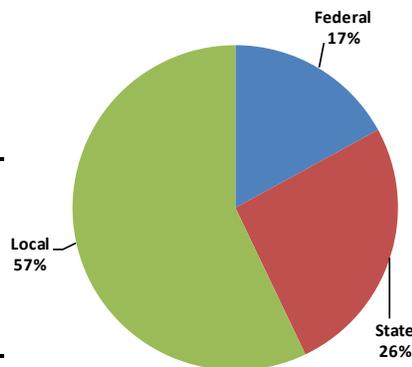
### 2019 FTIP SOURCES AND USES OF FUNDS

The following financial capacity assessment for the 2019 FTIP shows that programming totals do not exceed projected revenues for the SCAG region. The 2019 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 2019 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 2019 FTIP is \$34.6 billion. Local funds comprise 60 percent of total dollars programmed in the 2019 FTIP, state funds 26 percent and federal funds 17 percent. Uses of funds in the 2019 FTIP by modal category show that state highway projects total 41 percent of funds programmed, transit projects 38 percent, and local highway projects 21 percent.

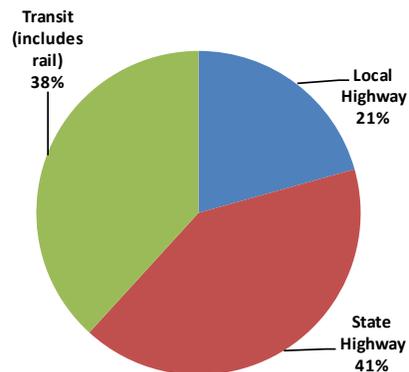
**Figure 1**  
**Summary of 2019 FTIP by Funding Source**  
*(in 000's)*

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<b>2018/19</b>	\$ 2,107,193	\$ 2,813,254	\$ 5,199,082	\$ 10,119,529
<b>2019/20</b>	\$ 1,148,032	\$ 2,453,315	\$ 4,289,819	\$ 7,891,166
<b>2020/21</b>	\$ 1,032,479	\$ 1,384,687	\$ 3,831,677	\$ 6,248,843
<b>2021/22</b>	\$ 878,569	\$ 982,370	\$ 3,461,486	\$ 5,322,425
<b>2022/23</b>	\$ 386,351	\$ 1,221,483	\$ 885,843	\$ 2,493,677
<b>2023/24</b>	\$ 327,033	\$ 79,231	\$ 2,086,210	\$ 2,492,474
<b>Total</b>	\$ 5,879,657	\$ 8,934,340	\$ 19,754,117	\$ 34,568,114
<b>% of Total</b>	17%	26%	57%	100%



**Figure 2**  
**Summary of 2019 FTIP by All Programs**  
*(in 000's)*

	<i>Local Highway</i>	<i>State Highway</i>	<i>Transit (includes rail)</i>	<i>Total</i>
<b>2018/19</b>	\$ 2,165,273	\$ 3,956,631	\$ 3,997,625	\$ 10,119,529
<b>2019/20</b>	\$ 1,658,397	\$ 3,123,350	\$ 3,109,419	\$ 7,891,166
<b>2020/21</b>	\$ 1,098,574	\$ 3,050,009	\$ 2,100,260	\$ 6,248,843
<b>2021/22</b>	\$ 523,945	\$ 3,027,164	\$ 1,771,316	\$ 5,322,425
<b>2022/23</b>	\$ 1,100,119	\$ 346,176	\$ 1,047,382	\$ 2,493,677
<b>2023/24</b>	\$ 573,083	\$ 761,638	\$ 1,157,753	\$ 2,492,474
<b>Total</b>	\$ 7,119,391	\$ 14,264,968	\$ 13,183,755	\$ 34,568,114
<b>% of Total</b>	21%	41%	38%	100%



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 (FY2018/19 – FY2021/22); a corresponding table showing programmed totals; and a final table comparing revenue estimates to the programmed totals.

## Financial Condition

The 2019 FTIP is consistent with the financial forecasting model developed by SCAG for the region's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)—the long-range transportation plan for the six-county SCAG region. The policies and investment strategies of SCAG's 2016 RTP/SCS set the framework for the 2019 FTIP. Further, the financial plan for the 2016 RTP/SCS 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.

#### Population and Employment Growth

The SCAG region is the second most populated metropolitan area in the United States. By July 1, 2017, the region's population had reached 19.1 million residents, a 5.4 percent increase (1.0 million more people) since 2010. Los Angeles County and Orange County account for 63.3 percent of the region's population growth over the last seven years, adding 0.6 million residents, while Riverside and San Bernardino Counties together added 0.3 million residents. In terms of relative growth, Riverside and Imperial Counties were the fastest growing areas in the region. Riverside County grew by 8.8 percent and Imperial County grew by 7.7 percent. Los Angeles and Ventura Counties were the slowest growing counties, in terms of percentage—only 4.4 and 3.8 percent increases, respectively, during the same period (between 2010 and 2017).

	Population		Change 2010–2017	
	2010	2017	Number	Percent
Imperial County	175,200	188,650	13,450	7.7%
Los Angeles County	9,838,771	10,271,792	433,021	4.4%
Orange County	3,014,677	3,200,748	186,071	6.2%
Riverside County	2,196,083	2,389,723	193,640	8.8%
San Bernardino County	2,043,484	2,163,680	120,196	5.9%
Ventura County	824,441	856,111	31,670	3.8%
<b>SCAG Region</b>	<b>18,092,656</b>	<b>19,070,704</b>	<b>978,048</b>	<b>5.4%</b>

Source: State of California, Department of Finance

The region's total employment was estimated to be 8.9 million in 2017, increasing by 1.1 million employed workers (14.7 percent) since 2010. The largest gains in employment between 2010 and 2017 were experienced in Los Angeles County (Los Angeles-Long Beach-Glendale MSA), which grew by 581,300 employed workers (13.5 percent). Riverside and San Bernardino counties grew by over 20 percent (21.0 percent and 23.5 percent, respectively), adding 174,800 and 176,300 employed workers, respectively. Regional unemployment dropped down from 12.3 percent in 2010 to 4.6 percent in 2017. In 2017, regional unemployment ranged from a low of 3.5 percent in Orange County (Anaheim-Santa Ana-Irvine MSA) to a high of 19.1 percent in Imperial County (El Centro MSA).

	Civilian Employment		Change 2010–2017	
	2010	2017	Number	Percent
El Centro MSA	56,000	59,900	3,900	7.0%
Los Angeles-Long Beach-Glendale MSA	4,302,300	4,883,600	581,300	13.5%
Anaheim-Santa Ana-Irvine MSA	1,387,400	1,562,200	174,800	12.6%
Riverside County portion of Riverside-San Bernardino-Ontario MSA	841,300	1,017,600	176,300	21.0%
San Bernardino County portion of Riverside-San Bernardino-Ontario MSA	769,900	950,800	180,900	23.5%
Oxnard-Thousand Oaks-Ventura MSA	383,400	407,000	23,600	6.2%
<b>SCAG Region</b>	<b>7,740,300</b>	<b>8,881,100</b>	<b>1,140,800</b>	<b>14.7%</b>

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 \$41,113. By 2016, per capita income grew to \$51,993, an increase of 26.5 percent. After adjusting for inflation, regional per capita income

increased from 2010 to 2016 by 11.5 percent. If the SCAG region was a state, it would rank as the 18<sup>th</sup> highest per capita income in 2010 and 14<sup>th</sup> highest per capita income in 2016.

	Per Capita Income (2016\$)		Change 2010–2016	
	2010	2016	Number	Percent
Imperial County	\$32,791	\$34,122	\$1,331	4.1%
Los Angeles County	\$49,038	\$55,624	\$6,585	13.4%
Orange County	\$56,186	\$62,071	\$5,885	10.5%
Riverside County	\$34,458	\$36,782	\$2,325	6.7%
San Bernardino County	\$33,195	\$36,835	\$3,640	11.0%
Ventura County	\$51,680	\$55,779	\$4,100	7.9%
<b>SCAG Region</b>	<b>\$46,631</b>	<b>\$51,993</b>	<b>\$5,363</b>	<b>11.5%</b>

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

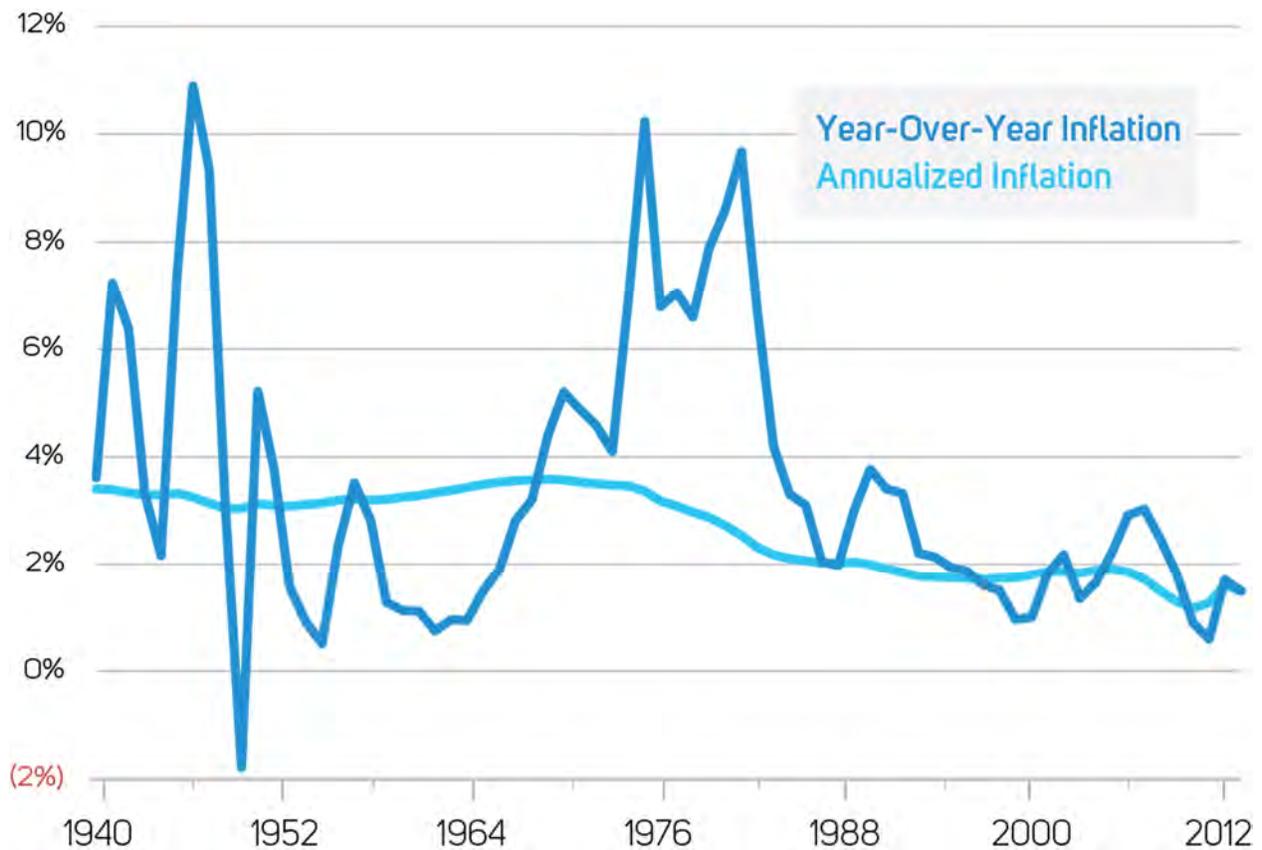
## ECONOMIC OUTLOOK

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.

### 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 2.4 percent inflation rate was used in the 2016 RTP/SCS financial plan to adjust constant dollar revenue forecasts into nominal (or year-of-expenditure) dollars.

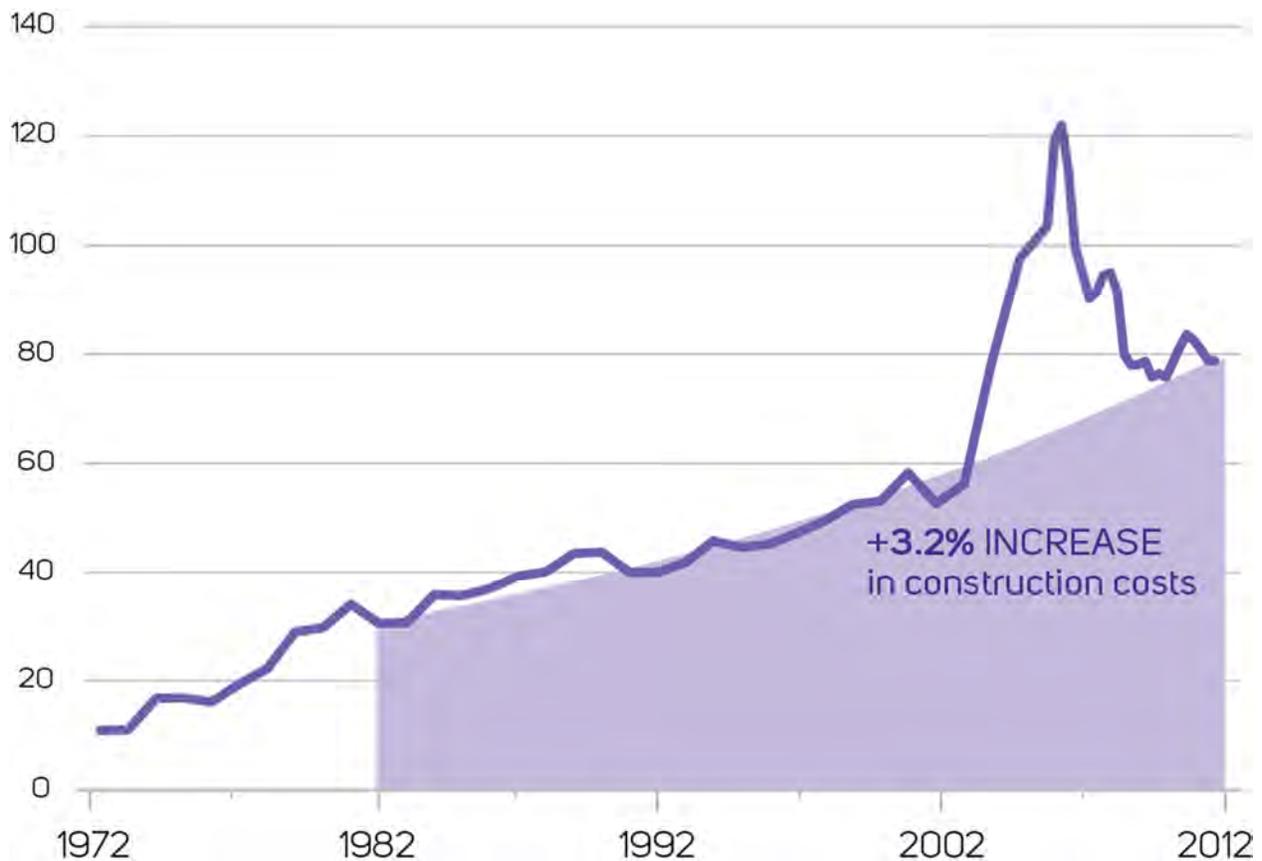
**FIGURE 3 HISTORICAL INFLATION TRENDS**



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. After spiking dramatically in 2007, construction costs have corrected in recent years. 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 2016 RTP/SCS financial plan uses a 3.2 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 FY1982 to FY2012, statewide retail sales averaged an annual growth rate of 1.8 percent in real terms (when the effects of inflation are eliminated). The 2016 RTP/SCS financial plan assumes retail sales growth ranging from 1.8 percent to 3.9 percent annually in real terms.

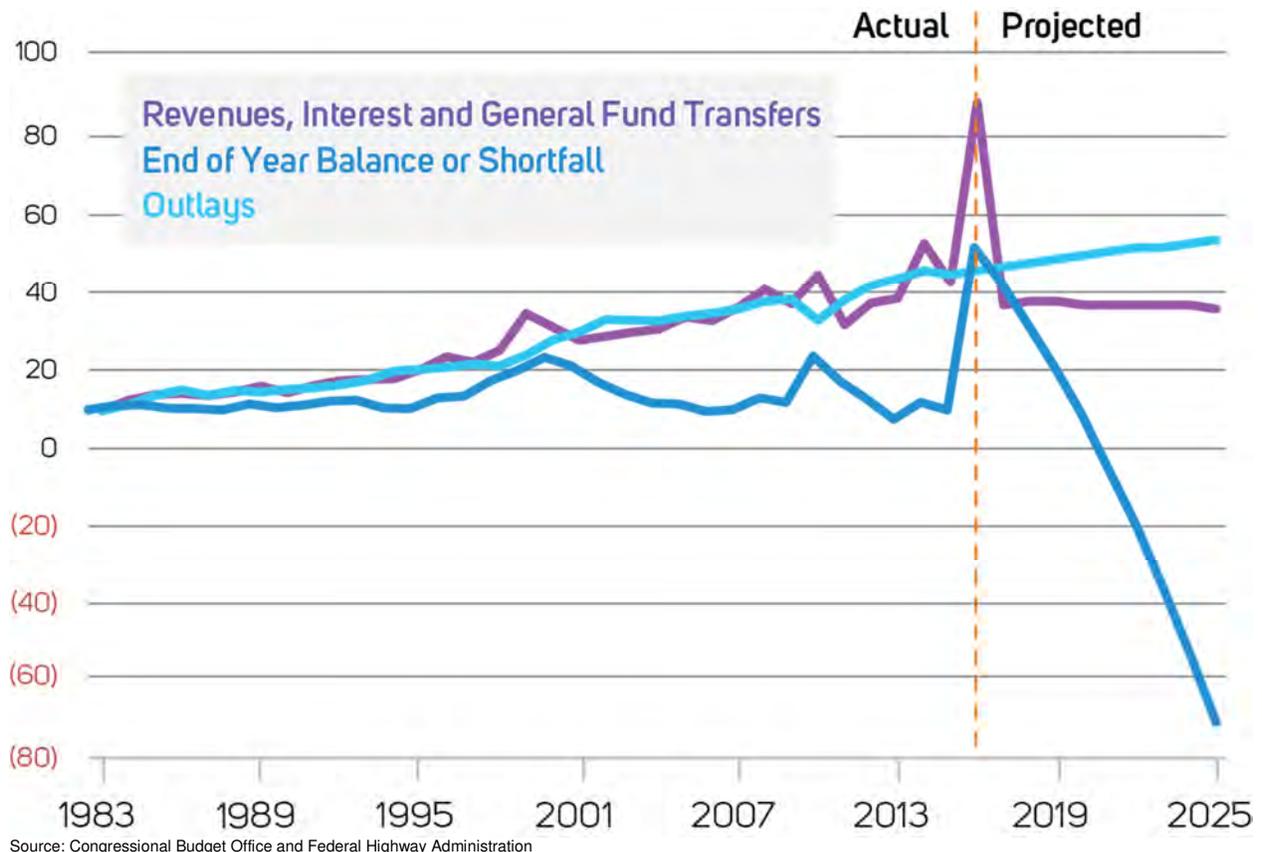
## Status of the Federal Highway Trust Fund

The Federal Highway Trust Fund provides federal highway and transit funding from a nationally imposed 18.3-cent per gallon gasoline tax. Since 2008, the Trust Fund has failed to meet its obligations and has required the United States Congress to 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.

At the time of the 2016 RTP/SCS adoption, nearly a decade has passed without substantive Congressional agreement on a long-term solution to provide adequate funding for the Trust Fund. The FAST Act relies on \$70 billion of one-time, non-user fees to keep the Trust Fund solvent

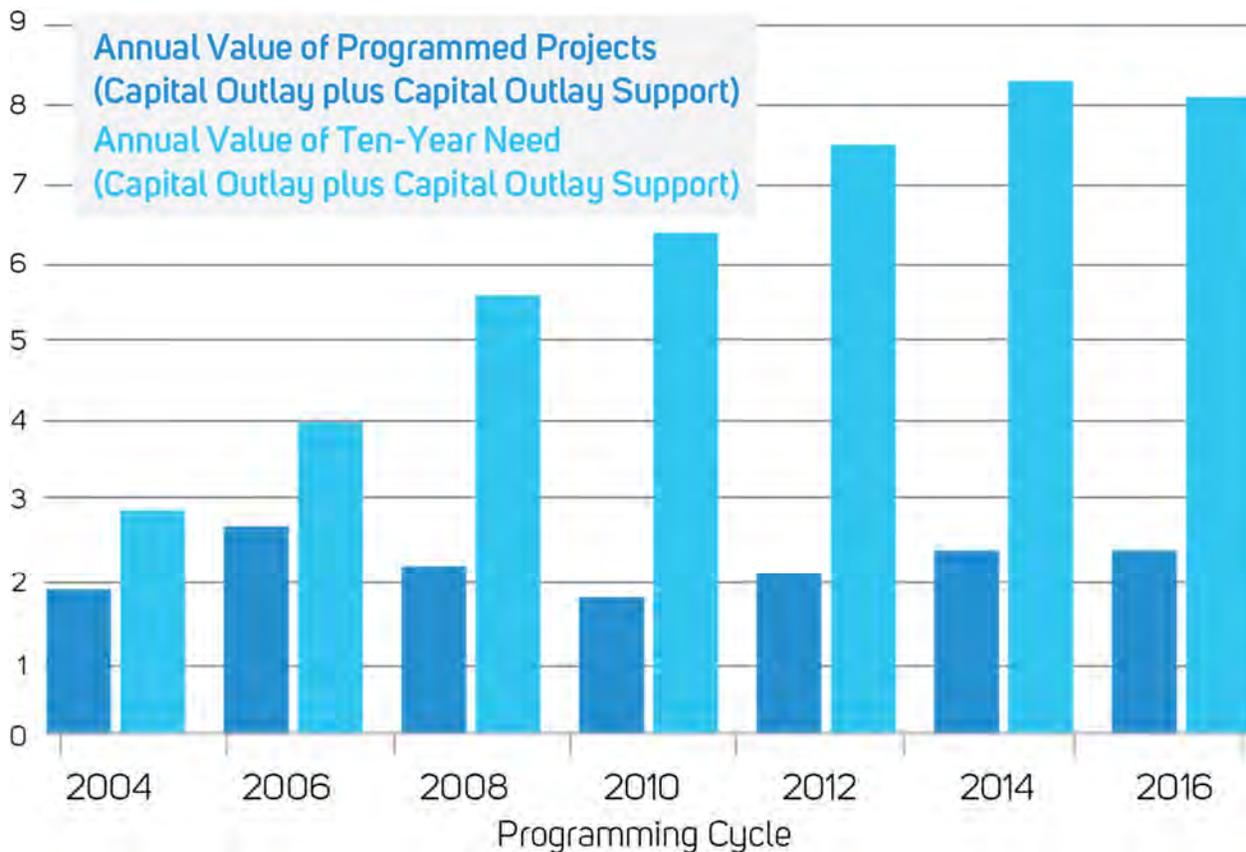
through 2020. It does not address the present, long-term structural deficiency that exists in funding the Trust Fund. Although the 2016 RTP/SCS financial plan assumes that Congress will reach agreement on reauthorizing federal spending for transportation programs over the plan horizon, the core revenues available from the Trust Fund are expected to decline due to increasing fuel efficiency and other factors.

**FIGURE 5 STATUS OF THE FEDERAL HIGHWAY TRUST FUND**



### Status of the State Highway Account

Prior to passage of Senate Bill 1 (Beall, 2017) also known as the Road Repair and Accountability Act of 2017, the effective state gas excise tax rate of 18 cents per gallon had 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 2015 Ten-Year SHOPP Plan identified \$8.0 billion in statewide annual needs, while expenditures programmed for the four years covered by the 2016 SHOPP were only \$2.3 billion annually. The 2017 Ten-Year SHOPP Plan (not included in Figure 6) identified \$8.5 billion in statewide annual needs, while expenditures programmed for the four years covered by the 2018 SHOPP were only \$4.4 annually.

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

Source: California Department of Transportation

## 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.

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

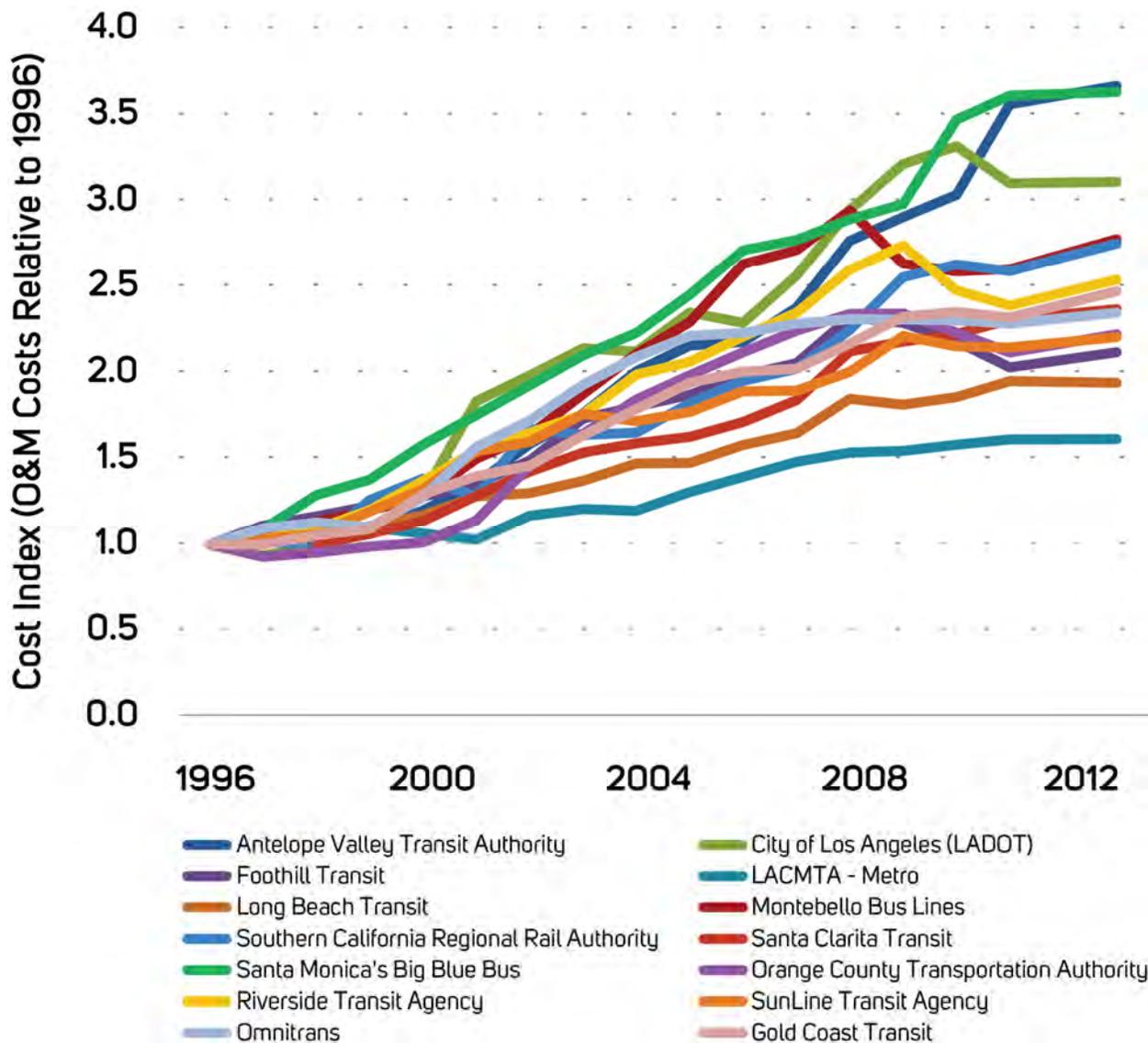
As a part of the region's commitment to preserving existing transportation assets, costs associated with operating and maintaining both the state highway and arterial systems are reflected in SCAG's financial forecasting model. SCAG's 2016 RTP/SCS identifies a total of \$103.0 billion in costs (through FY2040) 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-2025) 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 annually 1 to 10 percent in real terms, 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 2016 RTP/SCS financial forecasting model, transit O&M costs are estimated based upon historical increases:

- The regional average increase (2.7 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 2016 RTP/SCS financial forecast identifies \$172.4 billion in transit and passenger rail O&M costs through FY2040.

## Debt Management Policies

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

- As of June 30, 2017, Imperial County Local Transportation Authority (ICLTA) had a total of \$44.0 million in long-term outstanding debt related to bonds secured by sales tax revenue.<sup>1</sup>
- As of June 30, 2017, Los Angeles County Metropolitan Transportation Authority (LACMTA) had a total of \$5,206.3 million in long-term debt outstanding. Of this amount, \$3,717.2 million relates to bonds secured by sales tax revenue, \$105.8 million is secured by farebox and other general revenues and \$228.0 million relates to lease/leaseback obligations.<sup>2</sup>
- As of June 30, 2017, Orange County Transportation Authority (OCTA) had \$427.1 million in bonds outstanding compared to \$439.9 million as of June 30, 2016. The June 30, 2017 \$427.1 outstanding amount was comprised of \$318.0 million in sales tax revenue bonds and \$109.1 million in revenue refunding bonds.<sup>3</sup>
- As of June 30, 2017, Riverside County Transportation Commission (RCTC) had \$1,451.5 million in sales tax and toll revenue bonds, Transportation Infrastructure Finance and

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<sup>1</sup> ICLTA Annual Financial and Compliance Report for the year ended June 30, 2017

<sup>2</sup> LACMTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2017

<sup>3</sup> OCTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2017

Innovation Act (TIFIA) loan, and commercial paper notes. The sales tax debt limitation for RCTC under the 2009 Measure A program is \$975.0 million, which exceeds the total outstanding debt of \$786.2 million. RCTC also authorized the issuance of toll revenue bonds not to exceed \$900.0 million, which is in excess of the total outstanding debt of \$628.6 million. The TIFIA loan, which is a toll revenue bond that is subordinate to the senior toll revenue bonds, provides federal funding up to \$421.1 million.<sup>4</sup>

- As of June 30, 2017, San Bernardino County Transportation Authority (SBCTA) had \$195.3 million in sales tax revenue bonds outstanding. The voters of San Bernardino County approved Ordinance 04-02 in November 2004 which authorized debt not to exceed the total amount of the 2010–2040 Measure I sales tax.<sup>5</sup>

## Conclusion

The financial conditions presented provide the overall context for the 2019 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 2016 RTP/SCS. Further, the 2019 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 2019 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.

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<sup>4</sup> RCTC Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2017

<sup>5</sup> SBCTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2017

## ***Attachments***

***Attachment A***  
***Funding Sources***

<b>2019 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
1103-F	HSR-RAIL-HIGHWAY CROSSING HAZARD	FEDERAL
1112	RECREATIONAL TRAILS	FEDERAL
17EARREP	2017 EARMARK REPURPOSING	FEDERAL
2006EAR	FFY 2006 APPROPRIATIONS EARMARKS	FEDERAL
2008EAR	FFY 2008 APPROPRIATIONS EARMARKS	FEDERAL
2009EAR	FFY 2009 APPROPRIATIONS EARMARKS	FEDERAL
2010EAR	FFY 2010 APPROPRIATIONS EARMARKS	FEDERAL
2011FDG	2011 FED DISC GRANTS	FEDERAL
5207	INTELLIGENT TRANS SYS	FEDERAL
5303	METROPOLITAN PLANNING PROGRAM - 5303	FTA
5304	METROPOLITAN PLANNING PROGRAM - 5304	FTA
5305	METROPOLITAN PLANNING PROGRAM - 5305	FTA
5307	FTA 5307 UZA FORMULAR	FTA
5307-OP	FTA 5307-OPERATING	FTA
5307-TR	FTA 5307 (FHWA TRANSFER FUNDS)	FTA
5307CAM	CAMARILLO URBANIZED AREA	FTA
5307ECC	5307 EL CENTRO-CALEXICO URBANIZED AREA	FTA
5307H	HEMET URBANIZED AREA	FTA
5307IC	INDIO-CATHEDRAL CITY URBANIZED AREA	FTA
5307LA	LOS ANGELES/LONG BEACH/SANTA ANA URBANIZED AREA	FTA
5307LP	LANCASTER/PALMDALE URBANIZED AREA	FTA
5307MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA	FTA
5307MV	MISSION VIEJO URBANIZED AREA	FTA
5307OX	OXNARD URBANIZED AREA	FTA
5307RS	RIVERSIDE/SAN BERNARDINO URBANIZED AREA	FTA
5307SC	SANTA CLARITA URBANIZED AREA	FTA
5307SV	SIMI VALLEY URBANIZED AREA	FTA
5307TO	THOUSAND OAKS URBANIZED AREA	FTA
5307VH	VICTORVILLE-HESPERIA URBANIZED AREA - FP	FTA
5308	CLEAN FUEL FORMULA	FTA
5309a	FTA 5309(A) GUIDEWY	FTA
5309b	FTA 5309(B) NEW RAIL	FTA
5309c	FTA 5309(C) BUS	FTA

<b>2019 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
5310	FTA 5310 ELD AND DISABI	FTA
5310-TR	FTA 5310 (FHWA TRANSFER FUNDS)	FTA
5310CAM	CAMARILLO URBANIZED AREA - EM	FTA
5310H	HEMET URBANIZED AREA - EM	FTA
5310IC	INDIO-CATHEDRAL CITY URBANIZED AREA - EM	FTA
5310LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - EM	FTA
5310LP	LANCASTER-PALMDALE URBANIZED AREA - EM	FTA
5310MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA - EM	FTA
5310MV	MISSION VIEJO URBANIZED AREA - EM	FTA
5310OX	OXNARD URBANIZED AREA - EM	FTA
5310RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - EM	FTA
5310SC	SANTA CLARITA URBANIZED AREA - EM	FTA
5310SV	SIMI VALLEY URBANIZED AREA - EM	FTA
5310TO	THOUSAND OAKS URBANIZED AREA - EM	FTA
5310VH	VICTORVILLE-HESPERIA URBANIZED AREA - EM	FTA
5311	5311 - NONURBANIZED AREA FORMULA PROGRAM	FTA
5311 PR	FTA 5311 NON UZA - PRIOR OBL	FTA
5311F	5311F - INTERCITY BUS	FTA
5312	NATIONAL RESEARCH AND TECHNOLOGY	FTA
5313	STATE PLNG AND RESEARCH	FTA
5316	FTA 5316 JOB ACCESS PROGRAM	FTA
5317	FTA 5317 NEW FREEDOM PROGRAM	FTA
5320	5320 - TRANSIT IN THE PARKS	FTA
5324	5324 - EMERGENCY RELIEF PROGRAM	FTA
5329	5329 - PUBLIC TRANSPORTATION SAFETY PROGRAM	FTA
5337	5337 - STATE OF GOOD REPAIR GRANTS	FTA
5337-SGR	5337 STATE OF GOOD REPAIR	FTA
5337CAM	CAMARILLO URBANIZED AREA - SGR	FTA

<b>2019 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
5337LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - SGR	FTA
5337LP	LANCASTER-PALMDALE URBANIZED AREA - SGR	FTA
5337MV	MISSION VIEJO URBANIZED AREA - SGR	FTA
5337OX	OXNARD URBANIZED AREA - SGR	FTA
5337RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA	FTA
5337SV	SIMI VALLEY URBANIZED AREA - SGR	FTA
5337TO	THOUSAND OAKS URBANIZED AREA - SGR	FTA
5339	5339 - BUS AND BUS FACILITIES FORMULA GRANTS	FTA
5339C	LOW OR NO EMISSION VEHICLE PROGRAM – 5339(C)	FTA
5339CAM	CAMARILLO URBANIZED AREA - BFG	FTA
5339H	HEMET URBANIZED AREA - BFG	FTA
5339IC	INDIO-CATHEDRAL CITY URBANIZED AREA - BFG	FTA
5339LA	LOS ANGELES -LONG BEACH-ANAHEIM URBANIZED AREA - BFG	FTA
5339LP	LANCASTER-PALMDALE URBANIZED AREA - BFG	FTA
5339MT	MURRIETA-TEMECULA-MENIFEE URBANIZED AREA - BFG	FTA
5339MV	MISSION VIEJO URBANIZED AREA - BFG	FTA
5339OX	OXNARD URBANIZED AREA - BFG	FTA
5339RS	RIVERSIDE-SAN BERNARDINO URBANIZED AREA - BFG	FTA
5339SC	SANTA CLARITA URBANIZED AREA - BFG	FTA
5339SV	SIMI VALLEY URBANIZED AREA - BFG	FTA
5339TO	THOUSAND OAKS URBANIZED AREA - BFG	FTA
5339VH	VICTORVILLE-HESPERIA URBANIZED AREA	FTA
5340	GROWING STATES AND HIGH DENSITY STATES FORMULA	FTA
5394	ROGAN HR5394	FEDERAL
AB2766	STATE AB2766	STATE

<b>2019 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
ADCONST	LOCAL - ADVANCED CONSTRUCTION	LOCAL
AGCY-AC	AGENCY - ADV CONSTRUCTION	LOCAL
AGENCY	AGENCY	LOCAL
AIR	AIR BOARD	LOCAL
ALTFUEL	CEC-ALTERNATIVE FUEL	STATE
AMTRAK	AMTRAK	FEDERAL
AR-5307	ARRA - FTA 5307	FTA
AR-5309	ARRA - FTA 5309	FTA
AR-5311	ARRA - FTA 5311	FTA
AR-FLH	ARRA - FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL
AR-RSTP	ARRA - REGIONAL SURFACE TRANSPORTATION PROGRAM	FEDERAL
AR-STP	ARRA - SURFACE TRANSPORTATION PROGRAM	FEDERAL
AR-TE-S	ARRA - STATE TRANSPORTATION ENHANCEMENT	FEDERAL
ARRA-FRA	ARRA - FEDERAL RAILROAD ADMINISTRATION	FRA
ARRA-HM	ARRA - HIGHWAY MAINTENANCE (HM)	FEDERAL
ARRA-SH	ARRA - SHOPP	STATE
ARRA-TE	ARRA - TRANSPORTATION ENHANCEMENT	FEDERAL
ARRAIIP	ARRA - STIP IIP	FEDERAL
ARRARIP	ARRA - STIP RIP	FEDERAL
ATCMT	ADVANCE TRANS AND CONGESTION MGMT	FEDERAL
ATP	ACTIVE TRANSPORTATION PROGRAM	STATE
ATP-MPO	ACTIVE TRANSPORTATION PROGRAM - MPO	STATE
BENEFIT	BENEFIT ASSESS DIST	LOCAL
BIA	BU OF INDIAN AFFAIRS	FEDERAL
BOND-SH	SHOPP AUGMENTATION	STATE
BONDL	BONDS - LOCAL	LOCAL
BR-LOCS	BRIDGE LOCAL SEISMIC	FEDERAL
BUS-PRO	BUS AND BUS-RELATED PROJECTS	FTA
CAPTRAD	CAP AND TRADE PROGRAM	STATE
CBIP	FHWA CORRIDORS AND BORDERS PROGRAM	FEDERAL
CDBG	COMMUNITY DEVELOPMENT BLOCK GRANT	FEDERAL
CIIP	CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM	FEDERAL

<b>2019 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
CITY	CITY FUNDS	LOCAL
CMAQ	CMAQ	FEDERAL
CMAQ-AC	CMAQ-ADVANCE CONSTRUCTION	LOCAL
CMIA	CORRIDOR MOBILITY PROGRAM	STATE
CMOYER	CARL MOYER FUNDS	STATE
CO	COUNTY	LOCAL
CRD	CRD-77J0	FEDERAL
CT-TIRCP	TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM	STATE
CTSGP	CALIFORNIA TRANSIT SECURITY GRANT PROGRAM	STATE
DBR	BRIDGE DISCRETIONARY - REPLACEMENT /REHABILITATION	FEDERAL
DEMISTE	DEMO - ISTE A	FEDERAL
DEMO	DEMO-PRE ISTE A	FEDERAL
DEMOACE	DEMO - SAFETEA LU ACE	FEDERAL
DEMOSTL	DEMO-SAFETEA-LU	FEDERAL
DEMOT21	DEMO - TEA 21	FEDERAL
DEMSTLAC	DEMO SAFETEA-LU ADVANCE CONSTRUCTION	LOCAL
DEV FEE	DEVELOPER FEES	LOCAL
DOC	DEPT COMMERCE	FEDERAL
DOD	DEFENSE FUNDS	FEDERAL
DS-NH-G	GARVEE DEBT SERVICE PAYMENT	FEDERAL
EARREPU	2016 EARMARK REPURPOSING	FEDERAL
ECREC	ECONOMIC RECOVERY	LOCAL
ECREC-T	ECONOMIC RECOVERY - TRANSIT	LOCAL
EDA	EDA GRANT	FEDERAL
ER-LOC	EMERGENCY RELIEF - LOCAL	FEDERAL
ER-S	EMERGENCY RELIEF - STATE	STATE
ER-STATE	STATE EMERGENCY REPAIR	STATE
ERV TUMF	EASTERN RIV TUMF	LOCAL
FARE	FARE REVENUE	LOCAL
FBP	FERRY BOAT FORMULA PROGRAM	LOCAL
FEE	FEE	LOCAL
FEMA	FEMA	FEDERAL

<b>2019 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
FERRY	CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES	FEDERAL
FERRY-D	1064 FERRY DISCRETIONARY	STATE
FLAP	FEDERAL LANDS ACCESS PROGRAM	FEDERAL
FLH	FEDERAL LANDS HIGHWAYS PROGRAM	FEDERAL
FLTP	FEDERAL LANDS TRANSPORTATION PROGRAM	FEDERAL
FRA	FEDERAL RAILROAD ADMINISTRATION EARMARK	FRA
FTATRANS	FTA TRANSFER FROM PRIOR FTIP	FTA
GAS-CITY	GAS TAX (SUBVENTION TO CITIES)	LOCAL
GAS-CO	GAS TAX (SUBVENTION TO COUNTIES)	LOCAL
GEN	GENERAL FUNDS	LOCAL
GEN-CITY	CITY GENERAL FUNDS	LOCAL
GEN-CO	COUNTY GENERAL FUNDS	LOCAL
GRV-NH	NATIONAL HIGHWAY SYSTEM (GARVEE)	FEDERAL
GRV-SH	GARVEE BOND FINANCING	STATE
GRV-STP	SURFACE TRANS PROG - GARVEE	FEDERAL
HBRR-L	BRIDGE - LOCAL	STATE
HBRR-S	HBRR - STATE	STATE
HFL	HIGHWAYS FOR LIFE	FEDERAL
HM	HIGHWAY MAINTENANCE	STATE
HPP	HIGH PRIORITY PROJECTS (HPP) AND DEMO	FEDERAL
HPP-ACC	ADVANCED CONSTRUCTION CONVERSION	FEDERAL
HPP-RE	HIGH PRIORITY PROJECTS PROGRAM - ADVANCE CONSTRUCTION CONVERSION	LOCAL
HRCSA	HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT	FEDERAL
HRRRP	HIGH RISK RURAL ROAD PROGRAM	FEDERAL
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	FEDERAL
HSIP-CT	HSIP - CT MINOR PROGRAM	FEDERAL
HSPTB	HIGH-SPEED PASSENGER TRAIN BOND PROGRAM	STATE
HUD	HOUSING AND URBAN DEV	FEDERAL
I	INTERSTATE	FEDERAL

<b>2019 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
IBRC	INNOVATIVE BRIDGE RESEARCH AND CONSTRUCTION PROGRAM	FEDERAL
IM	INTERSTATE MAINTENANC	FEDERAL
IM-2764	INTERSTATE MAINT. DISCRETIONARY - H.R. 2764	FEDERAL
IM-4818	INTERSTATE MAINT. HR4818	FEDERAL
IM-EAR	INTERSTATE MAINTENANC - EARMARK	FEDERAL
IM-IIP	INTERSTATE MAINTENANCE - IIP	STATE
IM-RIP	INTERSTATE MAINTENANCE - RIP	STATE
IM-SHOP	INTERSTATE MAINTENANC-SHOPP	STATE
IMD	INTERSTATE MAINTENANCE DISCRETIONARY	FEDERAL
INV	INVESTMENT INCOME	LOCAL
IRI-1B	INTERCITY RAIL IMPROVEMENTS	STATE
IS	INTERSTATE SUBSTITUT	FEDERAL
LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT	STATE
LOC-AC	LOCAL ADVANCE CONSTRUCTION	LOCAL
LOWNO-CT	LOW OR NO EMISSION VEHICLE PROGRAM (CAP AND TRADE)	STATE
LSRCRTS	LOCAL STREET AND ROAD, CONGESTION	STATE
LTF	LOCAL TRANS FUNDS	LOCAL
MATCH	STATE MATCH	STATE
MEA_R	MEASURE R	LOCAL
MELLO	MELLO ROOS	LOCAL
MM35	MEASURE M 35% TRANS CON	LOCAL
MR02	MEASURE R 02 - METRO RAIL TRANSIT CAPITAL	LOCAL
MR03	MEASURE R 03 - METROLINK CAPITAL	LOCAL
MR05	MEASURE R 05 - RAIL OPERATIONS	LOCAL
MR15	MEASURE R 15 - LOCAL RETURN	LOCAL
MR20B	MEASURE R 20B - BUS OPERATIONS	LOCAL
MR20H	MEASURE R 20H - HIGHWAY CAPITAL	LOCAL
MR35	MEASURE R 35 - RAIL BUS RAPID TRANSIT CAPITAL	LOCAL
NCIIP	NAT'L CORRIDOR INFRASTRUCTURE IMP PROGRAM	FEDERAL
NH	NATIONAL HWY SYSTEM	FEDERAL
NH-GIIP	NAT'L HWY - GRANDFATHER IIP	STATE

<b>2019 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
NH-GRIP	NAT'L HWY-GRANDFATHER RIP	STATE
NH-HM	NATIONAL HWY SYSTEM - HM	STATE
NH-IIP	NATIONAL HWY SYSTEM - IIP	STATE
NH-RIP	NATIONAL HWY SYSTEM - RIP	STATE
NH-SHOP	NATIONAL HWY SYSTEM-SHOPP	STATE
NPSF	NATIONAL PARK SERVICE FUNDS	FEDERAL
NRTP	NATIONAL RESEARCH AND TECHNOLOGY PROGRAM	FTA
NSBP	SCENIC BYWAYS DISCRET	FEDERAL
OES	OFFICE OF EMERGENCY SERVICES	STATE
ORA-BCK	ORANGE M - TURNBACK	LOCAL
ORA-FWY	ORANGE M - FREEWAY	LOCAL
ORA-GMA	ORANGE M - GMA	LOCAL
ORA-IIP	ORANGE M - IIP	LOCAL
ORA-PAH	ORANGE M - MPAH	LOCAL
ORA-RIP	ORANGE M - REG I/C	LOCAL
ORA-SIP	ORANGE M - SIGNALS	LOCAL
ORA-SSP	ORANGE M - SMARTST	LOCAL
ORA-TDM	ORANGE M - TDM	LOCAL
ORA-TRN	ORANGE M - TRANSIT	LOCAL
ORAFWY2	ORANGE M2 - FREEWAY	LOCAL
ORAM2RC	ORANGE CO. MEASURE M2 - REGIONAL CAPACITY	LOCAL
ORAM2SS	ORANGE CO. MEASURE M2 - SIGNAL SYNCHRONIZATION	LOCAL
ORAM2TR	ORANGE CO. MEASURE M2 - TRANSIT	LOCAL
P-TAX	PROPERTY TAX	LOCAL
P116	PROP 116	STATE
PC10	PROP "C10" FUNDS	LOCAL
PC20	PROP "C20" FUNDS	LOCAL
PC25	PROP "C25" FUNDS	LOCAL
PC40	PROP C"40" FUNDS	LOCAL
PC5	PROP "C5" FUNDS	LOCAL
PLH	PUBLIC LAND HWYS	FEDERAL
PNRS	PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE	FEDERAL



<b>2019 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
PNRSAC	ADV CONSTR. PROJECTS OF NAT'L AND REG'L SIGNIFICANCE	LOCAL
PORT	PORT FUNDS	LOCAL
PROPA	PROP "A" FUNDS	LOCAL
PROPALR	PROP "A" LOCAL RETURN	LOCAL
PTA	PUBLIC TRANSIT ACCT	STATE
PTA-IIP	PUBLIC TRANSIT ACCT - IIP	STATE
PTA-PRI	PUBLIC TRANSIT ACCT - PRIOR STIP	STATE
PTA-RIP	PUBLIC TRANSIT ACCOUNT - RIP	STATE
PTMISEA	PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT.	STATE
PVT	PRIVATE FUNDS	LOCAL
RED	REDEVELOPMENT FUNDS	LOCAL
RSTP-AC	RSTP - ADVANCE CONSTRUCTION	LOCAL
S-PARK	STATE PARK FUNDS	STATE
SB 132	SENATE BILL 132	STATE
SB1-CC	SB1 SOLUTIONS FOR CONGESTED CORRIDORS	STATE
SB1-LPPC	SB1 LOCAL PARTNERSHIP COMPETITIVE FUNDS	STATE
SB1-LPPF	SB1 LOCAL PARTNERSHIP FORMULA FUNDS	STATE
SB1-LR	SB 1 LOCAL STREETS AND ROADS	STATE
SB1-TCEP	SB1TRADE CORRIDOR ENHANCEMENT	STATE
SC3090	STATE CASH (AB 3090)	STATE
SCE129	SECTION 129 - SURFACE TRANSPORTATION PRIORITIES	FEDERAL
SEC112	SECTION 112	FEDERAL
SEC115	SECTION 115	FEDERAL
SEC117	SECTION 117	FEDERAL
SEC125	SECTION 125 - SURFACE TRANSPORTATION PRIORITIES	FEDERAL
SEC190	SECTION 190 GRADE SEPARATION PROGRAM	STATE
SEC330	SECTION 330	FEDERAL
SH-TCIF	SHOPP ADVANCE CONSTRUCTION - TCIF	STATE
SHOPPAC	SHOPP - ADVANCE CONSTRUCTION	STATE
SHOPPACP	SHOPP AC-PRIOR	STATE

<b>2019 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
SHPACMIN	SHOPP ADVANCE CONSTRUCTION (AC) - CT MINOR	STATE
SHRP2	STRATEGIC HIGHWAY RESEARCH PROGRAM	FEDERAL
SLP	STATE LOCAL PARTNER	STATE
SR2S	SAFE ROUTES TO SCHOOL (SR2S)	STATE
SRTS	SAFE ROUTE TO SCHOOLS	FEDERAL
ST-CASH	STATE CASH	STATE
ST-SPR	PARTNERSHIP PLANNING GRANT	STATE
STA	STATE TRANSIT ASSIST	STATE
STA-1B	STATE TRANSIT ASSISTANCE - PROPOSITION 1B FUNDS	STATE
STA-BLA	STATE BIKE LANE ACT.	STATE
STA-PUC	STATE PUC	STATE
STAL-S	STATE LEGIS - STATE	STATE
STAMIN	STATE MINOR PROGRAM	STATE
STBG-L	SURFACE TRANS BLK GRNT LOCAL	FEDERAL
STBG-R	SURFACE TRANS BLK GRNT REGIONAL	FEDERAL
STC-IPPP	STATE CASH - IPP PRIOR	STATE
STC-RIPP	STATE CASH - RIP PRIOR	STATE
STCASGI	STATE CASH - GRANDFATHERED IIP	STATE
STCASHCT	STATE CASH - CT MINOR PROGRAM	STATE
STCASHg	STATE CASH - GRNDFTHR RIP	STATE
STCASHHM	STATE CASH – HM	STATE
STCASHI	STATE CASH - IIP	STATE
STCASHP	STATE CASH - PRIOR STIP	STATE
STCASHR	STATE CASH - RIP	STATE
STCASHS	STATE CASH- SHOPP	STATE
STCRSP	STATE CASH - PRIOR RETROFIT SOUNDWALL PROGRAM	STATE
STIM2-L	ECONOMIC STIMULUS II – LOCAL	FTA
STIM2-S	ECONOMIC STIMULUS II – STATE	FEDERAL
STIP-AC	STIP ADVANCE CONS	STATE
STIPACIP	STIP ADVANCE CON-IIP	STATE
STIPACRP	STIP ADVANCE CON-RIP	STATE
STIPPRI	STIP PRIOR	STATE
STP	SURFACE TRANS PROG	FEDERAL

<b>2019 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
STP-2764	SURFACE TRANSPORTATION PROGRAM - H.R. 2764	FEDERAL
STP-3090	SURFACE TRANSPORTATION PROGRAM AB 3090	FEDERAL
STP-GI	STP-GRANDFATHER IIP	STATE
STP-GR	STP-GRANDFATHER RIP	STATE
STP-HM	SURFACE TRANSPORTATION PROGRAM - HM	STATE
STP-IIP	SURFACE TRANS PROG - IIP	STATE
STP-RIP	SURFACE TRANS PROG - RIP	STATE
STP-RL	RAILWAY-HIGHWAY CROSSINGS	FEDERAL
STP4818	SURFACE TRANS PROG - HR4818	FEDERAL
STPACIPP	STIP ADVANCE CON-PIIP	STATE
STPACRPP	STIP ADVANCE CON-PRIP	STATE
STPE	STP ENHANCEMENT IPP PRIOR	STATE
STPE-I	STP ENHANCE-IIP TEA	STATE
STPE-L	STP ENHANCE-LOCAL TEA	FEDERAL
STPE-P	STP-ENTRANCEMENT PRIOR STIP	STATE
STPE-PR	STP ENHANCE-PRIOR RIP TEA	STATE
STPE-R	STP ENHANCE-RIP TEA	STATE
STPE-S	STP ENHANCE-SHOPP TEA	STATE
STPE-SH	STP ENHANCE-SHOPP TEA	STATE
STPG-L	STP SAFETY LOCAL	FEDERAL
STPIIP3	SURFACE TRANS PROG-IIP AB 3090	STATE
STPL	STP LOCAL	FEDERAL
STPL-EX	RSTP EXCHANGE FUNDS	LOCAL
STPL-R	STP LOCAL - REGIONAL	FEDERAL
STPR	SURFACE TRANS. PRIORITIES	FEDERAL
STPR-L	STP RAILROAD LOCAL	FEDERAL
STPR-S	STP RAILROAD	FEDERAL
STPRIP3	SURFACE TRANS PROG-RIP AB3090	STATE
STPSHOP	SURFACE TRANS PROG-SHOPP	STATE
STSHOPPP	STATE CASH-SHOPP PRIOR	STATE
TAP	TRANSPORTATION ALTERNATIVES PROGRAM	FEDERAL
TCIF	TRADE CORRIDOR PROGRAM	STATE
TCRF	TRAFFIC CONGESTION RELIEF	STATE
TCSPPP	TRANS AND COMM AND SYS PRESRV PILOT PROG	FEDERAL

<b>2019 FTIP FUND SOURCE LISTING</b>		
<b>FUND TYPE</b>	<b>DESCRIPTION</b>	<b>FUND SOURCE</b>
TDA	TDA	LOCAL
TDA3	TDA ARTICLE #3	LOCAL
TDA4	TDA ARTICLE #4	LOCAL
TDA4.5	TDA ARTICLE #4.5	LOCAL
TDA8	TDA ARTICLE #8	LOCAL
THPP	TRIBAL HIGH PRIORITY PROJECTS (THPP)	FEDERAL
TI	TRANSPORTATION IMPROVEMENTS (TI)	NULL
TIFIA	TRANSPORTATION INFRASTRUCTURE FINANCE & INNOVATION ACT	INNOVATIVE FINANCE
TIGER	TIGER DISCRETIONARY GRANT	FEDERAL
TIGER13	2013 TIGER GRANTS	FEDERAL
TIGGER	TRANSIT INVESTMENT FOR GREENHOUSE GAS AND ENERGY REDUCTION	FTA
TLSP	TRAFFIC LIGHT SYNCHRONIZATION PROGRAM	STATE
TOD	TRANS ORIENTED DEV PLANNING PILOT PROGRAM	FTA
TOLLS	TOLLS	LOCAL
TPD	TRANS PLNG AND DEV	STATE
TRA FEE	TRAFFIC IMPACT FEES	LOCAL
TSSSDR	TRANSIT SYSTEM SAFETY, SECURITY AND DISASTER RESPONSE ACCOUNT	STATE
TTP	TRIBAL TRANSPORTATION PROGRAM	FEDERAL
UNIV	STATE UNIVERSITY	STATE
VPP	VALUE PRICING PILOT PROGRAM	FEDERAL
WRVTUMF	WESTERN RIV TUMF	LOCAL
XORA	MEASURE M	LOCAL
XRIV	RIV CO SALES TAX	LOCAL
XSBD	SBD CO MEASURE I	LOCAL

***Attachment B***  
***County Resolutions***

**RESOLUTION NO. 022818-6A**

**A RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) WHICH CERTIFIES THAT ICTC HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2018/2019-2023/2024 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM**

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

**WHEREAS**, the Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

**WHEREAS**, FAST Act 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 2018/19-2023/24 Imperial County Transportation Improvement Program with funding for FFY 2018/19 and 2019/20 available and committed, and reasonably committed for FFY 2020/2021 through 2023/24.

**NOW, THEREFORE, BE IT RESOLVED** by the ICTC that it affirms its continuing commitment to the projects in the FFY 2018/19-2023/24 Imperial County Transportation Improvement Program (TIP); and

**BE IT FURTHER RESOLVED**, that the FFY 2018/19-2023/24 Imperial County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2018/19-2023/24 ICTC TIP are consistent with the proposed 2018 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2018; and

2. All of 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 Program and Congestion Mitigation and Air Quality Program allocation to fund all of the projects in the FFY 2018/19-2023/24 Imperial County TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the TIP.
5. All the Federal Transit Administration funded projects are programmed within FAST Act Guaranteed Funding levels.

**PASSED AND ADOPTED** at a regular meeting of the Imperial County Transportation Commission held on February 28, 2018.

By:   
Chairman

ATTEST:

By: 

CRISTI LERMA  
Secretary to the Commission



**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN  
TRANSPORTATION AUTHORITY (LACMTA) CERTIFYING THAT LOS  
ANGELES COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN  
THE FFY 2018/19 – 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM  
AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS 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 Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

**WHEREAS**, the FAST Act 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) 2018/19 – 2023/24 Los Angeles County TIP with funding for FFY 2018/19 and 2019/20 available and committed, and reasonably committed for FFY 2020/21 through 2023/24.

**NOW, THEREFORE, BE IT RESOLVED** by the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2018/2019 – 2023/2024 Los Angeles County TIP; and

**BE IT FURTHER RESOLVED**, that the FFY 2018/19 – 2023/24 Los Angeles 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:

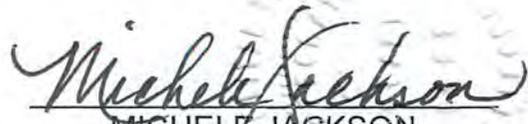
1. Projects in the FY2018/19 – 2023/24 Los Angeles County TIP are consistent with the 2018 State Transportation Improvement Program approved by the California Transportation Commission in March 2018;
2. All of the projects in the Los Angeles County TIP have complete funding identified in the 2018 STIP.
3. Los Angeles County has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality Improvement (CMAQ) Program allocations to fund all of the projects in the FFY 2018/19 – 2023/24 Los Angeles County TIP; and
4. The local match for projects funded with federal STBG and CMAQ program funds is identified in the Los Angeles County TIP; and
5. All the Federal Transit Administration funded projects are programmed within the FAST Act Guaranteed Funding levels.

CERTIFICATION

The undersigned, duly qualified and acting as Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the following was approved, by majority vote of all members of the Board of Directors, at a regular meeting of the Los Angeles County Metropolitan Transportation Authority held on May 24, 2018.

**13. SUBJECT: 2019 FEDERAL TRANSPORTATION 2018-0166  
IMPROVEMENT PROGRAM (TIP)**

ADOPTED ON CONSENT CALENDAR the Resolution for the 2019 Los Angeles County Transportation Improvement Program (TIP) as shown in Attachment A.

  
MICHELE JACKSON  
LACMTA Board Secretary

DATED: May 29, 2018

**RESOLUTION NO. 2018-005 OF THE BOARD OF DIRECTORS OF THE  
ORANGE COUNTY TRANSPORTATION AUTHORITY**

**FISCAL YEAR 2018-19 TO FISCAL YEAR 2023-24**

**FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

**A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION  
AUTHORITY, WHICH CERTIFIES THAT OCTA HAS THE RESOURCES TO  
FUND THE PROJECTS IN THE FEDERAL FISCAL YEAR 2018-19 – 2023-24  
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS  
COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM**

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

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a federal transportation improvement program for the metropolitan planning area; and

WHEREAS, the FAST Act also requires that the Federal Transportation Improvement Program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Orange County Transportation Authority (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 Transportation Improvement Program (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) 2018-19 through FFY 2023-24 Orange County Transportation Improvement Program (TIP) with funding for FFY 2018-19 and FFY 2019-20 available and committed, and reasonably committed for FFY 2020-21 through FFY 2023-24.

NOW, THEREFORE, BE IT RESOLVED by OCTA that it affirms its continuing commitment to the projects in the FFY 2018-19 through FFY 2023-24 Orange County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2018-19 through FFY 2023-24 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 2018-19 through FFY 2023-24 Orange County TIP are consistent with the proposed 2018 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission (CTC) in April 2018; and
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 2018 STIP cycle. The STIP is the County's number one priority for funding. The Orange County 2018 STIP Regional Transportation Improvement Program, as identified in the financial plan, will include sufficient transportation funds to complete the project. Therefore, as required by the FAST Act, 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 (CMAQ) Program appropriation to fund all of the projects in the FFY 2018-19 through FFY 2023-24 Orange County TIP; and
4. The local match for projects funded with federal STBG and CMAQ program funds is identified in the Orange County TIP, including the use of toll credit or transportation development credits.
5. All the Federal Transit Administration funded projects are programmed within the FAST Act guaranteed funding levels.

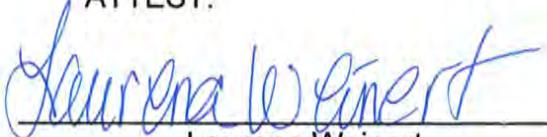
PASSED, APPROVED AND ADOPTED this 12<sup>th</sup> day of February 2018.

AYES: Chairwoman Bartlett, Vice Chairman Shaw, and Directors Davies, Delgleize, Do, Donchak, Hennessey, Jones, Mark A. Murphy, Richard Murphy, Murray, Pulido, Spitzer, and Winterbottom

NOES: None

ABSENT: Directors Nelson, Steel, and Tait

ATTEST:



Laurena Weinert  
Clerk of the Board



Lisa A. Bartlett, Chairwoman  
Orange County Transportation Authority

**RESOLUTION NO. 18-003**

**RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION CERTIFYING RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS IN THE FEDERAL FISCAL YEARS 2018/19 THROUGH 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM**

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

WHEREAS, the Fixing America Surface Transportation (FAST) Act requires SCAG to adopt a regional transportation improvement program for the metropolitan area; and

WHEREAS, the FAST Act 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 2018/19 through FFY 2023/24 Riverside County TIP with funding for FFY 2018/19 and FFY 2019/20 available and committed, and reasonably committed for FFY 2020/21 through FFY 2023/2024.

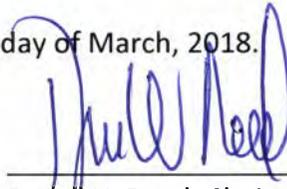
NOW, THEREFORE, BE IT RESOLVED by the RCTC that it affirms its continuing commitment to the projects in the FFY 2018/19 through FFY 2023/24 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2018/19 through FFY 2023/24 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 2018/19 through FFY 2023/24 Riverside County TIP are consistent with the proposed 2018 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission in April 2018; 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 Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) allocation to fund all of the projects in the FFY 2018/19 through FFY 2023/24 Riverside County TIP; and
4. The local match for projects funded with federal STP 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.

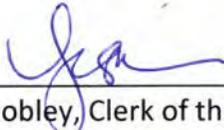
APPROVED AND ADOPTED this 14th day of March, 2018.



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Dana W. Reed, Chair  
Riverside County Transportation Commission

ATTEST:



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Lisa Mobley, Clerk of the Board  
Riverside County Transportation Commission

## *Minute Action*

AGENDA ITEM: 20

***Date:*** February 7, 2018

***Subject:***

2019 Federal Transportation Improvement Program

***Recommendation:***

That the Board, acting as the San Bernardino County Transportation Authority:

- A. Approve the 2019 San Bernardino County Transportation Improvement Program, as shown in Attachment 1 (under separate cover from agenda), to be submitted to Southern California Association of Governments for inclusion in the 2019 Federal Transportation Improvement Program (FTIP).
- B. Authorize SBCTA staff to amend the 2019 San Bernardino County Transportation Improvement Program as necessary to meet State, Federal, and responsible agency programming requirements.
- C. Approve Resolution No. 18-023, certifying that the San Bernardino County Transportation Authority and other project sponsors have resources available and committed for the first two years of the FTIP and reasonably available for the last four years to fund the projects in the Fiscal Years 2018/2019 through 2023/2024 Transportation Improvement Program and affirming its commitment to implement all projects in the program.

***Background:***

The Fixing America's Surface Transportation Act (FAST Act) requires Southern California Association of Governments (SCAG), the federally designated Metropolitan Planning Organization (MPO) as well as the state-designated transportation planning agency and multi-county designated transportation planning agency for the six-county Southern California region, to adopt a Transportation Improvement Program (TIP) for the region. The TIP must be consistent with the SCAG's long-range Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The region's adopted TIP is then submitted to the Department of Transportation (Caltrans), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) for final approval and adoption into the Federal Transportation Improvement Program (FTIP).

The FTIP is a listing of regionally significant and/or federally funded projects expected to be under development over the six-year period ending in federal Fiscal Year 2023/2024. It is updated every two years and amended frequently within that time period. San Bernardino County Transportation Authority (SBCTA) is responsible for submitting all transportation projects that are regionally significant or federally funded to SCAG for inclusion into the FTIP.

*Entity: San Bernardino County Transportation Authority*

Federal regulations require SCAG to determine that projects submitted in the FTIP must meet air quality conformity requirements in the federally designated non-attainment and maintenance areas and federal financial constraint regulations. Fiscal constraint regulations require that funds shown in the first two years of the FTIP are available and committed, and funds shown in the last four years are reasonably available.

To develop the 2019 FTIP, SBCTA staff has been working with the local jurisdictions, transit agencies, and Caltrans District 8 to obtain project information that reflects the latest project commitments. Attachment 1 (under separate cover from agenda) lists all projects that are recommended for inclusion in the 2019 FTIP. Staff requests the approval of the Program to be submitted to SCAG. Additionally, staff requests authorization to amend the FTIP in the future as required to reflect changes to project scope, schedule, or funding sources.

To demonstrate SBCTA's FTIP submittal meets financial constraint requirements, an adopted resolution must be included in the submittal. Resolution No. 18-023 certifies San Bernardino County Transportation Authority and other project sponsors have the resources to fund the projects submitted for inclusion in the FTIP and affirms the commitment to implement all of the projects submitted in the program.

***Financial Impact:***

This item is consistent with the adopted SBCTA budget.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on January 17, 2018. SBCTA General Counsel has reviewed this item and the draft resolution.

***Responsible Staff:***

Andrea Zureick, Director of Fund Administration

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Approved  
 Board of Directors  
 Date: February 7, 2018

Witnessed By:

**RESOLUTION NO. 18-023**

**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 2018/2019 – 2023/2024 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING THE COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS 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 Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a regional Transportation Improvement Program (TIP) for the metropolitan planning area; and

**WHEREAS**, the FAST Act 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 utilizing 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 2018/2019-2023/2024 San Bernardino County TIP with funding for Federal Fiscal Years 2018/2019 and 2019/2020 available and committed, and reasonably available for Federal Fiscal Years 2020/2021 through 2023/2024.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of the San Bernardino County Transportation Authority:

**Section 1.** SBCTA affirms its continuing commitment to the projects in the Federal Fiscal Years 2018/2019-2023/2024 San Bernardino County TIP.

**Section 2.** The Federal Fiscal Year 2018/2019-2023/2024 San Bernardino 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:

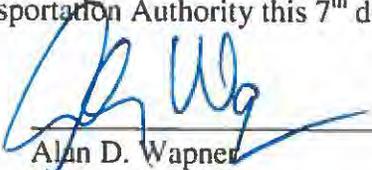
- a. Projects in the Federal Fiscal Years 2018/2019-2023/2024 San Bernardino County TIP are consistent with the proposed 2018 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2018; and
- b. All of the projects in the San Bernardino County TIP have complete funding identified in the Program except for following six projects, which will require additional funding in the 2018 STIP cycle:
  - 200451 – US395 Interim Widening (SR-18 to Chamberlaine Way)
  - 20151301 – Redlands Passenger Rail Project
  - 20159902 – I-10 Express Lanes (Contract 1)
  - 20159903 – I-10 Express Lanes (Contract 2)
  - 20179901 – I-10 East Bound Truck Climbing lane
  - SBD59303 - Set asides/reservations for future SB45-Planning, Programming and Monitoring

These projects are the County's priorities for 2018 STIP funds. The San Bernardino County 2018 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 FAST Act, 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; and

- c. 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 in the Federal Fiscal Years 2018/2019-2023/2024 San Bernardino County TIP; and
- d. The local match for projects funded with federal STBG and CMAQ Program funds is identified in the TIP.
- e. All the Federal Transit Administration funded projects are programmed within the FAST Act Guaranteed Funding levels.

**Section 3.** This resolution is effective upon the date of its approval by the SBCTA Board.

PASSED, APPROVED AND ADOPTED by the Board of San Bernardino County Transportation Authority this 7<sup>th</sup> day of February, 2018.

  
\_\_\_\_\_  
Alan D. Wapner  
President

ATTEST:   
\_\_\_\_\_  
Vicki Watson  
Clerk of the SBCTA Board

**RESOLUTION NO.18-02**

**A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2018/19 – 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM**

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

**WHEREAS**, the Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

**WHEREAS**, the FAST Act 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 2018/19-2023/24 Ventura County Transportation Improvement Program with funding for FFY 2018/19 and 2019/20 available and committed, and reasonably committed for FFY 2020/21 through 2023/24.

**NOW, THEREFORE, BE IT RESOLVED** by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FFY 2018/19-2023/24 Ventura County Transportation Improvement Program (TIP); and

**BE IT FURTHER RESOLVED**, that the FFY 2018/19-2023/24 Ventura 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:

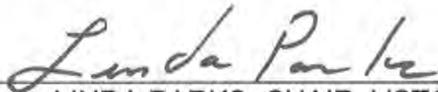
1. Projects in the FFY 2018/19-2023/24 Ventura County TIP are consistent with the proposed 2018 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2018.

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 2018/19-2023/24 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 FAST Act Guaranteed Funding levels.

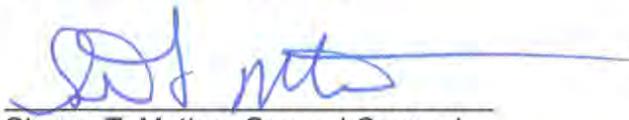
PASSED, APPROVED AND ADOPTED this 2 day of February, 2018

  
LINDA PARKS, CHAIR, VCTC

ATTEST:

  
Donna Cole, Clerk of the Commission

APPROVED AS TO FORM:

  
Steven T. Mattas, General Counsel

2/2/18  
Date

***Attachment C***  
***Transit Operator Financial Data***

# **ACCESS SERVICES INCORPORATED**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Agency



# **ANTELOPE VALLEY TRANSIT AUTHORITY**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

**Antelope Valley Transit Authority**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
FARE REVENUE	5,000,000	5,100,000	5,202,000	5,306,040	20,608,040	
JURISDICTIONAL CONTRIBUTIONS	3,312,101	3,345,222	3,378,674	3,412,461	13,448,458	
FEDERAL 5307 FUNDS	6,300,000	6,300,000	6,300,000	6,300,000	25,200,000	
OTHER FEDERAL OPERATING FUNDS	210,526	216,842	223,347	230,047	880,762	
AUXILIARY REVENUE	207,800	214,034	220,455	227,069	869,358	
MTA-MEASURE R	2,482,564	2,557,041	2,633,752	2,712,765	10,386,122	
MTA-Measure M	2,506,428	2,581,621	2,659,069	2,738,842	10,485,960	
MTA: PROP C	1,849,027	1,904,498	1,961,633	2,020,482	7,735,639	
MTA: PROP A	5,343,929	5,504,247	5,669,374	5,839,456	22,357,006	
CAPITAL	12,240,800	12,485,616	12,735,328	12,990,035	50,451,779	
<b>Revenue Total</b>	<b>39,453,175</b>	<b>40,209,120</b>	<b>40,983,633</b>	<b>41,777,195</b>	<b>162,423,124</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	78,623,260	8,070,000	9,070,915	6,980,000	102,744,175	
Operating	39,453,175	40,209,120	40,983,633	41,777,195	162,423,124	
<b>Expenditures Total</b>	<b>118,076,435</b>	<b>48,279,120</b>	<b>50,054,548</b>	<b>48,757,195</b>	<b>265,167,299</b>	

## **FOOTHILL TRANSIT**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

**Foothill Transit**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Operating Fares	15,523,987	16,300,186	16,463,188	16,627,820	64,915,181	
Operating Auxiliary	1,600,000	1,600,000	1,600,000	1,600,000	6,400,000	
Operating - TDA	30,974,801	33,798,064	35,704,680	23,733,594	124,211,139	
Operating - STA	3,574,500	3,645,990	3,718,910	3,793,288	14,732,688	
Operating - Measure R	11,484,502	11,714,192	11,948,475	12,187,446	47,334,615	
Operating - Measure M	10,144,733	10,347,627	10,554,579	10,765,671	41,812,610	
Operating - Prop A	21,410,914	21,839,132	22,275,914	22,721,433	88,247,393	
Operating - Prop C	4,235,164	4,319,867	4,406,264	4,494,389	17,455,684	
Other - Non-Transportation	1,600,000	-	-	-	1,600,000	
Operating - Sec 5307 Preventive Maintenance	-	-	-	13,948,529	13,948,529	
Capital - MOSIP	4,728,781	4,823,358	4,919,825	5,018,222	19,490,186	
Capital - Sec 5307	27,255,473	27,528,028	27,803,308	14,132,812	96,719,621	
Capital - SB1 State of Good Repair	800,000	816,000	832,320	848,966	3,297,286	
Capital - Metro Express Lanes	1,458,000	-	-	-	1,458,000	
Capital - BOS Sec 5307	5,308,618	-	-	-	5,308,618	
Capital - Sec 5339	3,875,000	1,740,000	-	-	5,615,000	
Capital - PTIMSEA (State)	5,965,704	-	-	-	5,965,704	
Capital - TIRCP (State)	-	-	5,000,000	-	5,000,000	
Capital - TDA	9,842,308	2,653,696	1,762,743	-	14,258,747	
					-	
					-	
					-	
<b>Revenue Total</b>	<b>159,782,485</b>	<b>141,126,140</b>	<b>146,990,206</b>	<b>129,872,170</b>	<b>577,771,001</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	59,233,885	37,561,082	40,318,196	20,000,000	157,113,163	
Operating	100,548,600	103,565,058	106,672,010	109,872,170	420,657,838	
<b>Expenditures Total</b>	<b>159,782,485</b>	<b>141,126,140</b>	<b>146,990,206</b>	<b>129,872,170</b>	<b>577,771,001</b>	

## **GARDENA MUNICIPAL BUS LINES**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Agency

**Gardena Municipal Bus Lines**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue	First 4 years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital - FTA 5307	2,422,686	1,014,544	3,466,452	3,563,355	10,467,037	
Capital - FTA CMAQ	1,674,000				1,674,000	
Capital - State Bond Prop 1B PTMISEA					-	
Capital - State Bond Prop 1B PTMISEA - Bridge	288,321	288,321			576,642	
Capital - State Bond Prop 1B Transit Security					-	
Capital - State Bond Prop 1B Transit Security - Bridge	65,452	65,452			130,904	
Capital - TDA	-	-			-	
Capital - STA	-	-			-	
Capital - MOSIP	1,026,064	1,046,585	1,067,517	1,088,867	4,229,034	
Capital - CA Energy Commision					-	
Operating - TDA	5,116,125	5,218,448	5,322,816	5,429,273	21,086,662	
Operating - STA	192,802	196,658	200,591	204,603	794,654	
Operating - Prop A Local Return	1,106,923	1,129,061	1,151,643	1,174,676	4,562,303	
Operating - Prop A E&H Incentive	146,085	149,007	151,987	155,027	602,105	
Operating - Prop A 40% Discretionary	3,376,188	3,443,712	3,512,586	3,582,838	13,915,323	
Operating - Prop C Discretionary	1,254,450	1,279,539	1,305,130	1,331,232	5,170,351	
Operating Measure R	2,075,133	2,116,636	2,158,968	2,202,148	8,552,885	
Operating Measure M	1,976,360	2,015,887	2,056,205	2,097,329	8,145,781	
Operating - FTA Preventive Maintenance	2,357,456	2,404,605	2,452,697	2,501,751	9,716,510	
Operating - Other	362,000	369,240	376,625	384,157	1,492,022	
Operating - CRD	1,088,180	800,000	800,000		2,688,180	
Operating - Fare Revenue	2,140,050	2,161,451	2,183,065	2,204,896	8,689,461	
<b>Revenue Total</b>	<b>26,668,275</b>	<b>23,699,145</b>	<b>26,206,282</b>	<b>25,920,151</b>	<b>102,493,854</b>	

**Expenditures**

Expenditures	First 4 years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	5,476,523	2,414,902	4,533,969	4,652,222	17,077,617	
Operating	21,191,752	21,284,243	21,672,313	21,267,929	85,416,237	
<b>Expenditures Total</b>	<b>26,668,275</b>	<b>23,699,145</b>	<b>26,206,282</b>	<b>25,920,151</b>	<b>102,493,854</b>	

## **LONG BEACH TRANSIT**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

**Long Beach Transit**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Operating- STA	3,812,344	3,888,591	3,966,363	4,045,690	15,712,988	
Operating - TDA	23,725,942	24,200,461	24,684,470	25,178,159	97,789,032	
Operating - Prop A	15,148,511	15,451,481	15,760,511	16,075,721	62,436,224	
Operating-Measure R	9,520,502	9,710,912	9,905,130	10,103,233	39,239,777	
Operating - Measure M	9,612,018	9,804,258	10,000,344	10,200,350	39,616,970	
Operating-Prop C	4,032,206	4,112,850	4,195,107	4,279,009	16,619,173	
Operating-Fares	15,538,442	15,849,211	16,166,195	16,489,519	64,043,367	
Operating-Advertising	570,000	581,400	593,028	604,889	2,349,317	
Operating-invest/misc	300,500	306,510	312,640	318,893	1,238,543	
Operating-FTA 5307	6,000,000	6,120,000	6,242,400	6,367,248	24,729,648	
		-	-	-	-	
Capital - FTA 5307	12,171,535	12,414,966	12,663,265	12,916,530	50,166,296	
Capital- FTA 5309	-	-	-	-	-	
Capital-State 1B Bond	1,335,138	1,361,841	1,389,078	1,416,859	5,502,915	
Capital - STA	-	-	-	-	-	
Capital- Prop C	4,587,785	4,679,541	4,773,132	4,868,594	18,909,051	
Capital - Measure R	-	-	-	-	-	
Capital - LBT	-	-	-	-	-	
<b>Revenue Total</b>	<b>106,354,923</b>	<b>108,482,021</b>	<b>110,651,662</b>	<b>112,864,695</b>	<b>438,353,301</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	18,094,458	18,456,347	18,825,474	19,201,984	74,578,263	
Operating	88,260,465	90,025,674	91,826,188	93,662,712	363,775,039	
<b>Expenditures Total</b>	<b>106,354,923</b>	<b>108,482,021</b>	<b>110,651,662</b>	<b>112,864,695</b>	<b>438,353,301</b>	

**CITY OF LOS ANGELES  
DEPARTMENT OF TRANSPORTATION (LADOT)**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

**Los Angeles Department of Transportation**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Op- Fares	11,313,656	11,313,656	11,313,656	11,313,656	45,254,624	
Op - Formula Allocation Procedure (FAP)	22,907,103	22,907,103	22,907,103	22,907,103	91,628,412	
Op- Prop C Discretionary	7,537,908	7,537,908	7,537,908	7,537,908	30,151,632	
Op- Prop C Security	1,332,259	1,332,259	1,332,259	1,332,259	5,329,036	
Op - Measure R	5,145,168	5,145,168	5,145,168	5,145,168	20,580,672	
Op - Measure M	5,194,624	5,194,624	5,194,624	5,194,624	20,778,496	
Op - Tier II	4,704,692	4,704,692	4,704,692	4,704,692	4,704,692	
Op - Advertising	800,000	800,000	800,000	800,000	3,200,000	
Op- Prop A LR	5,540,650	24,427,235	46,103,606	27,217,021	103,288,512	
					-	
					-	
					-	
					-	
					-	
					-	
Cap - 5307	8,847,569	8,847,569	8,847,569	8,847,569	35,390,276	
Cap - Prop 1B	1,383,771	1,383,771			2,767,542	
<b>Revenue Total</b>	<b>74,707,400</b>	<b>93,593,985</b>	<b>113,886,585</b>	<b>95,000,000</b>	<b>377,187,970</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital		18,886,585	18,886,585		37,773,170	
Operating	74,707,400	74,707,400	95,000,000	95,000,000	339,414,800	
<b>Expenditures Total</b>	<b>74,707,400</b>	<b>93,593,985</b>	<b>113,886,585</b>	<b>95,000,000</b>	<b>377,187,970</b>	

# LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Financial Data for FY 2019<sup>1</sup>

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<sup>1</sup> Proposed FY 2019 Budget, LACMTA

## Summary of Expenditures by Program

Program <sup>(1)</sup> Type (\$ in millions)	FY17 Budget	FY18 Proposed	\$ change	% change
<b>Metro Operations:</b>				
Bus	\$ 1,125.4	\$ 1,169.1	\$ 43.7	3.9%
Rail	464.2	519.6	55.4	11.9%
<b>Subtotal</b>	<b>\$ 1,589.6</b>	<b>\$ 1,688.7</b>	<b>\$ 99.1</b>	<b>6.2%</b>
Regional Activities & Other	18.2	17.3	(0.9)	-4.9%
<b>Total Metro Operations</b>	<b>\$ 1,607.8</b>	<b>\$ 1,706.0</b>	<b>\$ 98.2</b>	<b>6.1%</b>
<b>Metro Capital:</b>				
Transit Capital Expansion	1,699.4	1,682.3	\$ (17.1)	-1.0%
Operating Capital	380.5	388.6	8.1	2.1%
<b>Subtotal</b>	<b>\$ 2,079.9</b>	<b>\$ 2,070.9</b>	<b>\$ (9.0)</b>	<b>-0.4%</b>
Regional Rail Capital	51.1	66.0	14.9	29.2%
Highway Capital	381.9	79.6	(302.3)	-79.2%
<b>Total Metro Capital</b>	<b>\$ 2,512.9</b>	<b>\$ 2,216.5</b>	<b>\$ (296.4)</b>	<b>-11.8%</b>
<b>Total Metro Operations &amp; Capital</b>	<b>\$ 4,120.7</b>	<b>\$ 3,922.5</b>	<b>\$ (198.2)</b>	<b>-4.8%</b>
<b>Subsidy Funding Programs:</b>				
Regional Transit <sup>(2)</sup>	531.3	606.0	\$ 74.7	14.1%
Local Agencies	598.4	716.1	117.7	19.7%
Wilshire BRT	9.9	4.7	(5.2)	-52.5%
Federal Pass Throughs	37.1	44.7	7.6	20.5%
Fare Assistance	10.5	10.5	-	0.0%
Highway Subsidy	117.7	127.9	10.2	8.7%
<b>Total Subsidy Funding Programs</b>	<b>\$ 1,304.9</b>	<b>\$ 1,509.9</b>	<b>\$ 205.0</b>	<b>15.7%</b>
<b>Congestion Management:</b>				
Freeway Service Patrol	32.1	30.9	\$ (1.2)	-3.6%
ExpressLanes	52.4	44.3	(8.1)	-15.4%
Kenneth Hahn Call Box Program	12.9	8.1	(4.8)	-37.5%
Regional Integration of Intelligent Transportation System	6.0	5.3	(0.7)	-11.7%
Rideshare Services	9.5	9.1	(0.4)	-4.5%
<b>Total Congestion Management</b>	<b>\$ 112.9</b>	<b>\$ 97.7</b>	<b>\$ (15.2)</b>	<b>-13.5%</b>
<b>General Planning &amp; Programs:</b>				
Programs & Studies	\$ 31.3	34.3	\$ 3.0	9.6%
General Planning & Programming	56.6	70.8	14.2	25.1%
Legal, Audit, Transit Court, Oversight & Other	42.6	46.7	4.1	9.6%
Property Management/Union Station & Development	38.7	46.5	7.8	20.3%
<b>Total General Planning &amp; Programs</b>	<b>\$ 169.2</b>	<b>\$ 198.3</b>	<b>\$ 29.1</b>	<b>17.2%</b>
<b>Total Debt Service</b>	<b>\$ 320.1</b>	<b>\$ 383.2</b>	<b>\$ 63.1</b>	<b>19.7%</b>
<b>Total Expenditures by Program</b>	<b>\$ 6,027.8</b>	<b>\$ 6,111.6</b>	<b>\$ 83.8</b>	<b>1.4%</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Combines related program costs regardless of Generally Accepted Accounting Principles (GAAP) reporting criteria used for fund financial presentation on pages 32-37.

<sup>(2)</sup> Represents subsidies to Municipal Operators, Metrolink and Access Services Incorporated (ASI).

Los Angeles County Metropolitan Transportation Authority  
FY18 Proposed Budget

## Enterprise Fund Bus & Rail Operations

Summary of Resources, Expenses and Resulting (Deficit) / Surplus

	FY17 Budget	FY18 Proposed				
		Total	Bus	Rail	Transit Court	Regional Activities
<b>Resources and Expenses (\$ in millions)</b>						
<b>Transit Operations Resources</b>						
<b>Transit Fares and Other Revenues</b>						
Fares	\$ 323.4	\$ 323.4	\$ 231.8	\$ 91.6	\$ -	\$ -
Advertising	25.1	25.1	21.6	3.4	-	-
Other Revenues <sup>(1)</sup>	9.6	10.6	9.0	-	1.6	-
<b>Total Fare and Other Revenues</b>	<b>\$ 368.0</b>	<b>\$ 369.0</b>	<b>\$ 262.4</b>	<b>\$ 95.0</b>	<b>\$ 1.6</b>	<b>\$ -</b>
<b>Federal &amp; State Grants</b>						
Federal Preventive Maintenance	\$ 264.2	\$ 212.2	\$ 125.7	\$ 86.5	\$ -	\$ -
Federal CMAQ	41.2	40.0	-	40.0	-	-
Federal and States Grants	23.2	26.4	-	19.9	-	6.5
<b>Total Federal and State Grants</b>	<b>\$ 328.6</b>	<b>\$ 278.6</b>	<b>\$ 125.7</b>	<b>\$ 146.4</b>	<b>\$ -</b>	<b>\$ 6.5</b>
<b>Local Subsidies</b>						
Prop A - (40% Bus) & (35% Rail)	\$ 244.9	\$ 323.8	\$ 173.5	\$ 150.3	\$ -	\$ 0.1
Prop C - (40% Bus/Rail) & (5% Security)	282.8	171.0	157.8	-	-	13.2
Measure R - (20% Bus) & (5% Rail)	172.4	167.0	109.1	57.9	-	-
Measure M - (20% Bus), (5% Rail) & (2% ADA)	-	137.3	104.1	33.2	-	-
TDA Article 4	157.6	208.9	203.9	-	-	5.0
STA	37.5	42.2	10.2	32.0	-	-
Toll & Revenue Grant	3.6	11.7	11.7	-	-	-
General Fund & Other Funds	28.5	21.1	16.3	4.8	-	-
<b>Total Local Subsidies</b>	<b>\$ 927.4</b>	<b>\$ 1,082.9</b>	<b>\$ 786.6</b>	<b>\$ 278.1</b>	<b>\$ -</b>	<b>\$ 18.2</b>
<b>Total Transit Operations Resources</b>	<b>\$ 1,614.0</b>	<b>\$ 1,720.6</b>	<b>\$ 1,174.6</b>	<b>\$ 619.6</b>	<b>\$ 1.6</b>	<b>\$ 24.8</b>
<b>Transit Capital Resources</b>						
Federal, State & Local Grants	\$ 407.6	\$ 538.8	\$ 47.7	\$ 491.1	\$ -	\$ -
Local and State Sales Tax <sup>(2)</sup>	472.6	770.4	92.4	678.0	-	-
Other Capital Financing	1,169.0	761.8	15.7	746.1	-	-
<b>Total Transit Capital Resources</b>	<b>\$ 2,049.2</b>	<b>\$ 2,071.0</b>	<b>\$ 155.7</b>	<b>\$ 1,915.3</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Transit Operations &amp; Capital Resources</b>	<b>\$ 3,663.2</b>	<b>\$ 3,791.4</b>	<b>\$ 1,330.3</b>	<b>\$ 2,434.8</b>	<b>\$ 1.6</b>	<b>\$ 24.8</b>
<b>Transit Operations Expenses</b>						
Labor & Benefits	\$ 1,008.0	\$ 1,046.3	\$ 765.5	\$ 257.7	\$ 0.6	\$ 22.5
Fuel & Propulsion Power	77.4	72.6	26.3	46.3	-	-
Materials & Supplies	99.4	92.5	65.9	26.3	0.0	0.4
Contract and Professional Services	226.5	265.7	94.7	148.5	0.9	21.7
PL/PD and Other Insurance	53.1	48.5	43.7	4.8	-	-
Purchased Transportation	49.0	64.5	64.5	-	-	-
Allocated Overhead <sup>(3)</sup>	67.4	92.6	68.2	21.1	0.1	3.2
Regional Chargeback	-	-	18.9	6.4	-	(25.3)
Other Expenses <sup>(4)</sup>	33.2	37.6	26.9	8.4	0.0	2.4
<b>Total Transit Operations Expenses</b>	<b>\$ 1,614.0</b>	<b>\$ 1,720.6</b>	<b>\$ 1,174.6</b>	<b>\$ 619.6</b>	<b>\$ 1.6</b>	<b>\$ 24.8</b>
<b>Transit Capital Expenses Operating</b>	<b>2,022.5</b>	<b>2,038.6</b>	<b>155.7</b>	<b>1,882.9</b>	<b>-</b>	<b>-</b>
<b>Transit Capital Expenses Planning</b>	<b>26.6</b>	<b>32.4</b>	<b>-</b>	<b>32.4</b>	<b>-</b>	<b>-</b>
<b>Total Capital Expenses <sup>(5)</sup></b>	<b>\$ 2,049.2</b>	<b>\$ 2,071.0</b>	<b>\$ 155.7</b>	<b>\$ 1,915.3</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Transit Operations &amp; Capital Expenses</b>	<b>\$ 3,663.2</b>	<b>\$ 3,791.4</b>	<b>\$ 1,330.3</b>	<b>\$ 2,434.8</b>	<b>\$ 1.6</b>	<b>\$ 24.8</b>
<b>Transit Operations &amp; Capital (Deficit)/Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Other Revenues includes interest income, parking charges, vending revenues, county buy down, transit court and other miscellaneous revenues.

<sup>(2)</sup> Includes funding from Sales Tax, General Fund, State Repayment of Capital Project Loans, and State Proposition 1B cash funds.

<sup>(3)</sup> Year-to-year changes in overhead distribution reflect changes in overhead allocation approved by Federal funding partners.

<sup>(4)</sup> Other Expenses includes utilities and credits, taxes, advertisement/settlement, travel/mileage/meals and training/seminar/periodicals.

<sup>(5)</sup> Capital expenses for operations and construction project planning are combined for reporting purposes.

## Enterprise Fund Other Operations

### Summary of Resources, Expenses and Resulting (Deficit) / Surplus

Resources and Expenses (\$ in millions)	FY17 Budget	FY18 Proposed				
		Total	Union Station	Express Lanes	Bike Share	Park & Ride
<b>1 Other Transit Operations Resources</b>						
<b>2 Toll Fares and Other Revenues</b>						
3 Tolls & Violation Fines	\$ 60.0	\$ 63.0	\$ -	\$ 63.0	\$ -	\$ -
4 Rental & Lease Income	3.9	2.8	(1.0)	-	1.3	2.5
<b>5 Total Toll Fares and Other Revenues</b>	<b>\$ 63.9</b>	<b>\$ 65.8</b>	<b>\$ (1.0)</b>	<b>\$ 63.0</b>	<b>\$ 1.3</b>	<b>\$ 2.5</b>
<b>6 Federal &amp; State Grants</b>						
7 Federal CMAQ	\$ 0.5	\$ -	\$ -	\$ -	\$ -	\$ -
<b>8 Total Federal and State Grants</b>	<b>\$ 0.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>9 Local Subsidies</b>						
10 Prop A	\$ 0.3	\$ -	\$ -	\$ -	\$ -	\$ -
11 General Fund	5.6	2.7	-	-	2.7	-
12 City of LA	1.3	7.5	-	-	4.2	3.3
<b>13 Total Local Subsidies</b>	<b>\$ 7.2</b>	<b>\$ 10.2</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6.8</b>	<b>\$ 3.3</b>
<b>14 Total Other Transit Operations Resources</b>	<b>\$ 71.6</b>	<b>\$ 76.0</b>	<b>\$ (1.0)</b>	<b>\$ 63.0</b>	<b>\$ 8.2</b>	<b>\$ 5.8</b>
<b>15 Transit Other Operations Expenses</b>						
16 Labor & Benefits	\$ 3.9	\$ 3.6	\$ 0.5	\$ 1.9	\$ 0.5	\$ 0.8
17 Materials & Supplies	0.2	0.2	0.0	-	-	0.2
18 Contract and Professional Services	56.5	52.6	0.3	40.5	7.5	4.3
19 PL/PD and Other Insurance	0.2	0.2	0.2	-	-	-
20 Allocated Overhead	1.3	0.8	0.1	0.5	0.1	0.1
21 Other Expenses	0.3	1.5	-	1.4	0.1	0.1
<b>22 Total Other Transit Operations Expenses</b>	<b>\$ 62.4</b>	<b>\$ 58.9</b>	<b>\$ 1.1</b>	<b>\$ 44.3</b>	<b>\$ 8.2</b>	<b>\$ 5.4</b>
<b>23 Other Operations Non-Operating Expenses</b>						
24 Congestion Relief Reserve	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -
25 Swap with & Planning	-	7.6	-	7.6	-	-
26 Congestion Relief Transit Operating Subsidy	6.6	6.9	-	6.9	-	-
27 Congestion Relief Toll Revenue Grant Program <sup>(1)</sup>	7.0	5.5	-	5.5	-	-
<b>28 Total Other Operations Non-Operating Expenses</b>	<b>\$ 13.7</b>	<b>\$ 20.0</b>	<b>\$ -</b>	<b>\$ 20.0</b>	<b>\$ -</b>	<b>\$ -</b>
<b>29 Other Transit Operations Resources (Deficit)/Surplus <sup>(2)</sup></b>	<b>\$ (4.6)</b>	<b>\$ (3.0)</b>	<b>\$ (2.0)</b>	<b>\$ (1.4)</b>	<b>\$ -</b>	<b>\$ 0.4</b>

30 Note: Totals may not add due to rounding.

<sup>(1)</sup> Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.

<sup>(2)</sup> Current year deficit is funded with equity earned from prior years.

## **MONTEBELLO BUS LINES**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

**Montebello Bus Lines**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital 5307	15,888,122	10,000,000	10,000,000	10,000,000	45,888,122	Est. Bus Purchase 20-22
State PTMISEA	4,661,241	-			4,661,241	
State Prop 1B Sec.	-	-			-	
Capital - TDA	176,000	150,000	150,000	150,000	626,000	
Capital - Measure R Clean Fuel	-	\$ 197,713		\$ 205,622	403,335	
Capital Measure M	-	-			-	
Measure R Capital		-				
Operating - LCTOP					-	
Operating - TDA	8,090,822	8,252,638	8,417,691	8,586,045	33,347,195	
Operating - STA	304,904	311,002	317,222	323,566	1,256,693	
Operating - Prop A	5,339,224	5,446,008	5,554,928	5,666,027	22,006,187	
Operating - Prop C	3,243,611	3,308,483	3,374,653	3,442,146	13,368,894	
Operating - Measure R	3,281,690	3,347,324	3,414,270	3,482,556	13,525,839	
Operating-Measure M	1,875,291	1,912,797	1,951,053	1,990,074	7,729,216	
Operating - Fare Rev.	5,314,364	5,420,652	5,529,065	5,639,646	21,903,726	
	-	-	-	-	-	
Operating - Prop C 5% Security	479,657	489,250	499,035	509,016	1,976,958	
					-	
<b>Revenue Total</b>	<b>\$ 48,654,925</b>	<b>\$ 38,835,867</b>	<b>\$ 39,207,917</b>	<b>\$ 39,994,697</b>	<b>\$ 166,693,406</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	\$ 20,725,363	\$ 10,347,713	\$ 10,150,000	\$ 10,355,622	51,578,698	
Operating	\$ 27,929,562	\$ 28,488,154	\$ 29,057,917	\$ 29,639,075	115,114,708	
<b>Expenditures Total</b>	<b>48,654,925</b>	<b>38,835,867</b>	<b>39,207,917</b>	<b>39,994,697</b>	<b>166,693,406</b>	

## **NORWALK TRANSIT**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

**Norwalk Transit**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Operating - Fares	1,395,701	1,409,658	1,423,755	1,437,992	5,667,106	Fixed Route and Dial-a-Ride
Operating - Auxiliary Rev	36,560	36,926	37,295	37,668	148,448	Bus Exterior Advertising
Operating - Contract Bus Srvc	6,919	6,988	7,058	7,129	28,094	Fiesta Taxi Service Santa Fe Springs
Operating - TDA	3,049,739	3,080,236	3,111,039	3,142,149	12,383,163	n/a
Operating - STA	114,930	116,079	117,240	118,412	466,662	n/a
Operating - Prop A	4,221,844	4,264,062	4,306,703	4,349,770	17,142,380	n/a
Operating - Prop C	933,986	943,326	952,759	962,287	3,792,358	n/a
Operating - Measure R	1,236,657	1,249,024	1,261,514	1,274,129	5,021,323	n/a
Operating - Measure M	1,177,822	1,189,600	1,201,496	1,213,511	4,782,430	n/a
Operating - Misc.	125,182	126,434	127,698	128,975	508,289	Sale of Equipment, Scrap, Damage Recoveries, Fuel Recovery, etc.
Capital - Sec 5307	975,000	800,000	800,000	800,000	3,375,000	Capitalization of Prev. Maint.
Capital - Sec 5307	965,397	440,000	1,881,750	1,881,750	5,168,897	n/a
Capital - Measure R Clean Fuel	55,649	56,205	56,768	57,335	225,957	n/a
Capital - 1B Bonds*	1,159,649	113,959	116,238	118,563	1,508,409	PTMISEA & Bridge Funds *Major ITS Implementation Project in FY 18/19
					-	
<b>Revenue Total</b>	<b>15,455,035</b>	<b>13,832,498</b>	<b>15,401,312</b>	<b>15,529,670</b>	<b>60,218,516</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	(2,180,695)	(610,164)	(2,054,756)	(2,057,648)	(6,903,263)	
Operating	(13,274,340)	(13,222,333)	(13,346,557)	(13,472,022)	(53,315,252)	
<b>Expenditures Total</b>	<b>(15,455,035)</b>	<b>(13,832,498)</b>	<b>(15,401,312)</b>	<b>(15,529,670)</b>	<b>(60,218,516)</b>	

## **SANTA CLARITA TRANSIT**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

**Santa Clarita Transit**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Operating - Fares	3,806,123	3,806,123	3,806,123	3,806,123	15,224,492	
Operating - Special Transit Service	996,156	1,006,117	1,016,178	1,026,340	4,044,791	
Operating - L.A. County Contribution	1,800,000	1,800,000	1,800,000	1,800,000	7,200,000	
Operating - Prop C	471,703	481,137	490,760	500,575	1,944,175	
Operating - Prop A	4,952,096	5,051,138	5,152,160	5,255,203	20,410,597	
Operating - Measure R	2,489,007	2,538,788	2,589,563	2,641,355	10,258,713	
Operating - Measure M	2,370,535	2,417,945	2,466,304	2,515,630	9,770,414	
					-	
Capital - FTA 5307	4,138,493	4,542,546	4,405,045	6,548,964	19,635,048	
Capital - FTA 5339	-	-	-	-	-	
Capital - Prop C	-	-	-	-	-	
					-	
					-	
<b>Revenue Total</b>	<b>21,024,113</b>	<b>21,643,794</b>	<b>21,726,133</b>	<b>24,094,190</b>	<b>88,488,230</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	4,138,493	4,542,546	4,405,045	6,548,964	19,635,048	
Operating	16,885,620	17,101,248	17,321,088	17,545,226	68,853,182	
<b>Expenditures Total</b>	<b>21,024,113</b>	<b>21,643,794</b>	<b>21,726,133</b>	<b>24,094,190</b>	<b>88,488,230</b>	

## **SANTA MONICA BUS LINES**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

**Santa Monica Big Blue Bus**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
					-	
Passenger Revenues	11,038,473	11,148,857	11,260,346	11,372,949	44,820,625	
STAF	736,526	751,256	766,281	781,607	3,035,670	
TDA	19,722,393	20,312,092	20,927,549	21,555,375	82,517,409	
Prop A	12,960,656	13,284,672	13,616,789	13,957,208	53,819,325	
Prop A LR	453,848	464,786	475,662	485,936	1,880,232	
Measure R	7,999,528	8,238,714	8,488,347	8,742,997	33,469,586	
Measure M	7,618,764	7,846,565	8,084,316	8,326,846	31,876,491	
Prop C - BSIP	815,622	835,279	854,825	873,289	3,379,015	
Prop C - MOSIP	3,938,898	4,037,370	4,138,304	4,241,762	16,356,334	
Prop C - Transit Security	1,120,701	1,131,908	1,143,227	1,154,660	4,550,496	
Prop C - Foothill Mitigation	573,240	587,055	600,792	613,769	2,374,856	
Auxillary Revenue	2,493,124	2,518,055	2,543,237	2,568,668	10,123,084	
Other Revenues	2,604,560	2,659,865	2,706,485	2,754,352	10,725,262	
Capital - FTA 5307	9,420,642	9,656,158	9,897,562	10,145,001	39,119,362	
<b>Revenue Total</b>	<b>81,496,974</b>	<b>83,472,632</b>	<b>85,503,722</b>	<b>87,574,419</b>	<b>338,047,747</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	9,420,642	9,656,158	9,897,562	10,145,001	39,119,362	
Operating	72,076,332	73,816,474	75,606,160	77,429,418	298,928,385	
<b>Expenditures Total</b>	<b>81,496,974</b>	<b>83,472,632</b>	<b>85,503,722</b>	<b>87,574,419</b>	<b>338,047,747</b>	

## **TORRANCE TRANSIT**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority

**Torrance Transit**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital - FTA 5307	3,104,788	3,125,000	3,200,000	3,300,000	12,729,788	
Capital - Prop 1B PTMISEA Bridge Funding	248,786	-	-	-		
Capital - Prop 1B Security Bridge Funding	56,477	-	-	-		
Capital - Measure R Clean Fuels	-	134,000	-	134,000	268,000	
Capital - MOSIP	1,228,705	1,225,000	1,225,000	1,225,000		
Operating - TDA	6,126,528	6,127,000	6,127,000	6,127,000	24,507,528	
Operating - STA	230,879	231,000	231,000	231,000	923,879	
Operating - Prop A	4,042,964	4,043,000	4,043,000	4,043,000	16,171,964	
Operating - Prop C	3,488,624	3,500,000	3,500,000	3,500,000	13,988,624	
Operating - Prop C 5% Security	252,968	255,000	255,000	255,000	1,017,968	
Operating - Measure R	2,484,959	2,500,000	2,500,000	2,500,000	9,984,959	
Operating - Measure M	2,366,679	2,500,000	2,500,000	2,500,000	9,866,679	
Operating - Foothill Mitigation	179,149	180,000	180,000	180,000	719,149	
Operating - TSE	809,601	810,000	810,000	810,000	3,239,601	
Operating - Base Restructuring	725,204	725,000	725,000	725,000	2,900,204	
Operating - BSIP	240,702	240,000	240,000	240,000	960,702	
Operating - SB1	325,000	325,000	32,500	325,000	1,007,500	
Operating Fare Revenue	3,000,000	3,100,000	3,125,000	3,200,000	12,425,000	
					-	
<b>Revenue Total</b>	<b>28,912,013</b>	<b>29,020,000</b>	<b>28,693,500</b>	<b>29,295,000</b>	<b>110,711,545</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	4,638,756	4,484,000	4,425,000	4,659,000		
Operating	24,273,257	24,536,000	24,268,500	24,636,000		
<b>Expenditures Total</b>	<b>28,912,013</b>	<b>29,020,000</b>	<b>28,693,500</b>	<b>29,295,000</b>	<b>-</b>	

# **ORANGE COUNTY TRANSPORTATION AUTHORITY**

Financial Data for FY 2016-17 to FY 2018-19<sup>1</sup>

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<sup>1</sup> OCTA

## Cash Flow Statement - Bus Operations

(millions)	2014-15	2015-16	2016-17	2017-18	2018-19	2023-24	2028-29	2033-34
<b>Beginning Balance</b>	\$ 233.5	233.8	181.1	154.8	199.1	295.6	486.5	527.3
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
Sales Tax Revenue	150.9	161.5	171.2	180.3	188.9	229.6	281.8	346.0
Passenger Fares	58.2	59.7	63.5	68.6	70.6	86.2	104.7	123.9
Property Tax Revenue	12.3	12.4	12.5	12.7	12.8	13.4	14.1	14.8
Miscellaneous Revenues	1.9	1.4	0.9	0.9	1.0	1.1	1.2	1.3
Advertising Revenue	3.3	3.5	3.7	3.9	4.1	5.0	6.2	7.6
Alternative Fuel Tax Credit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Sources of funds</b>	\$ <b>226.6</b>	<b>238.5</b>	<b>252.0</b>	<b>266.4</b>	<b>277.4</b>	<b>335.3</b>	<b>408.0</b>	<b>493.7</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
Salaries and Benefits	114.5	112.1	112.2	110.8	116.3	135.0	156.9	172.8
Purchased Transportation Services	76.7	85.8	92.0	94.8	98.2	118.3	143.1	174.1
Administrative Service Expense	29.1	32.6	34.0	35.3	37.2	48.0	60.7	76.9
Maintenance, Parts and Fuel	29.0	26.8	25.6	27.7	29.4	40.6	57.2	82.2
Professional Services	15.6	16.0	16.4	17.3	17.7	20.0	22.5	25.3
General and Administrative	3.8	3.8	3.9	4.2	4.3	4.8	5.4	6.1
Other Operating Expense	5.6	6.0	6.3	6.6	6.9	8.0	9.3	10.9
<b>Total Uses of funds</b>	\$ <b>274.2</b>	<b>283.1</b>	<b>290.4</b>	<b>296.7</b>	<b>309.9</b>	<b>374.6</b>	<b>455.1</b>	<b>548.2</b>
<b>Net cash provided by operations</b>	\$ <b>(47.6)</b>	<b>(44.6)</b>	<b>(38.5)</b>	<b>(30.3)</b>	<b>(32.6)</b>	<b>(39.3)</b>	<b>(47.1)</b>	<b>(54.6)</b>
<b>Cash flows from non-capital financing activities:</b>								
Operating grants								
Federal Formula Grant 5307	54.6	61.3	51.4	52.9	54.7	64.9	77.2	71.1
CMAQ	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0
Operating transfers in								
Renewed Measure M	3.0	3.2	3.3	3.5	3.6	4.4	5.3	6.6
Rail Feeder	2.2	2.2	2.3	2.4	2.4	2.8	3.3	4.0
<b>Net cash provided by noncapital financing activities</b>	\$ <b>62.0</b>	<b>68.9</b>	<b>57.0</b>	<b>58.8</b>	<b>60.8</b>	<b>72.1</b>	<b>85.9</b>	<b>81.6</b>
<b>Cash flows from capital and related financing activities:</b>								
Capital grants/other capital revenues	74.6	30.6	30.8	28.8	29.1	30.2	31.4	32.8
Acquisition/construction of capital assets	(91.2)	(111.5)	(79.8)	(17.6)	(8.7)	(108.4)	(105.1)	(58.1)
<b>Net cash used by capital and related financing activities</b>	\$ <b>(16.6)</b>	<b>(80.9)</b>	<b>(49.0)</b>	<b>11.3</b>	<b>20.3</b>	<b>(78.2)</b>	<b>(73.6)</b>	<b>(25.3)</b>
<b>Cash flows from investing activities:</b>								
Interest on investments	2.5	3.9	4.1	4.6	6.8	13.1	20.9	22.3
<b>Net cash provided by investing activities</b>	\$ <b>2.5</b>	<b>3.9</b>	<b>4.1</b>	<b>4.6</b>	<b>6.8</b>	<b>13.1</b>	<b>20.9</b>	<b>22.3</b>
<b>Net increase/decrease in cash</b>	\$ <b>0.3</b>	<b>(52.7)</b>	<b>(26.3)</b>	<b>44.3</b>	<b>55.4</b>	<b>(32.3)</b>	<b>(14.0)</b>	<b>24.0</b>
<b>Available Cash</b>	\$ <b>233.8</b>	<b>181.1</b>	<b>154.8</b>	<b>199.1</b>	<b>254.5</b>	<b>263.3</b>	<b>472.5</b>	<b>551.3</b>

# **RIVERSIDE TRANSIT AGENCY**

Financial Data FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Riverside County Transportation Commission



**Table 10 Riverside Transit Agency FY 2018 - 2022 TUMF Transportation Improvement Program**

Fiscal Year		FY16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	Current	Total	Original
								Programmed Phase Balance	Programmed Payments/Exp	Programmed Phase Cost
Forecast Revenues <sup>1</sup>		\$ 357,000	\$ 364,140	\$ 364,140	\$ 371,423	\$ 371,423	\$ 371,423	\$ 16,900,168	\$ 1,516,905	\$ 16,587,717
Carryover (as of 6/30) <sup>2</sup>		\$ 15,057,619	\$ 15,057,619	\$ 13,636,209	\$ 8,073,530	\$ 2,197,886	\$ -	<i>TIP Amended June 2016</i>		
								5-Year Avail Forecase/Cash	5-Year Programmed	5-Year Balance
<b>Available Revenues</b>		<b>\$ 15,976,024</b> <sup>3</sup>	<b>\$ 15,421,759</b>	<b>\$ 14,000,349</b>	<b>\$ 8,444,953</b>	<b>\$ 2,569,309</b>	<b>\$ 371,423</b>	<b>\$ 16,863,106</b>	<b>\$ 13,642,673</b>	<b>\$ 3,220,433</b>
<b>Funded Expenditures</b>	Phase									
09-HS-RTA-1130	Hemet Mobility Hub <sup>4</sup>	ALL	\$0	\$ 469,559	\$ 1,500,000	\$ 1,500,000	\$ 735,526	\$ 4,205,085	\$ 70,903	\$ 4,275,988
12-NW-RTA-1131	UCR Mobility Hub	ALL	\$0	\$ 200,000	\$ 1,800,000	\$ 1,457,468		\$ 3,457,468	\$ -	\$ 3,457,468
09-SW-RTA-1132	Promenade Mobility Hub	ALL	\$0	\$ 200,000	\$ 1,491,819			\$ 1,691,819	\$ 978	\$ 1,692,797
07-NW-RTA-1118	Associated Transit Enhancements Program	ENH	\$106,804	\$ 361,780	\$ 449,600	\$ 449,600	\$ 349,817	\$ 1,610,797	\$ 133,390	\$ 1,744,187
11-NW-RTA-1143	Long Range Planning	ENH	\$0	\$ 240,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 306,033	\$ 293,967	\$ 600,000
11-NW-RTA-1147	Riverside Metrolink Station ENH	ENH	\$75,000					\$ -	\$ 75,000	\$ 75,000
13-NW-RTA-1174	Vine Street Mobility Hub <sup>5</sup>	ALL	\$3,000		\$ 100,000	\$ 1,954,549	\$ 1,463,966	\$ 365,390	\$ 3,883,905	\$ 3,000
13-NW-RTA-1168	RapidLink Gold Line	ALL	\$733,601	\$ 48,811				\$ 48,811	\$ 939,667	\$ 988,478
13-CN-RTA-1170	RapidLink Blue Line	ENH	\$0	\$ 200,000	\$ 500,000	\$ 800,000		\$ 1,500,000	\$ -	\$ 1,500,000
13-SW-RTA-1171	Associated Transit Enhancements	ENH	\$0	\$ 65,400	\$ 65,400	\$ 65,450		\$ 196,250	\$ -	\$ 196,250
Total Programmed Capital Improvements								\$ 16,900,168	\$ 1,516,905	\$ 18,417,073
Annual Capital Funded Expenditure		\$918,405	\$ 1,785,550	\$ 5,926,819	\$ 6,247,067	\$ 2,569,309	\$ 371,423			
<b>Projected Funded Balance carryover</b>		<b>\$15,057,619</b>	<b>\$ 13,636,209</b>	<b>\$ 8,073,530</b>	<b>\$ 2,197,886</b>	<b>\$ -</b>	<b>\$ -</b>			

Summary Table								
Fiscal Year	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	5-Year Avail Forecase/Cash	5-Year Programmed	5-Year Balance
<b>Available Revenue</b>	\$ 15,421,759	\$ 14,000,349	\$ 8,444,953	\$ 2,569,309	\$ 371,423			
<b>Programmed Phases</b>	\$ 1,785,550	\$ 5,926,819	\$ 6,247,067	\$ 2,569,309	\$ 371,423	<b>\$16,900,168</b>	<b>\$16,900,168</b>	<b>\$0</b>
<b>Carryover Balance</b>	\$ 13,636,209	\$ 8,073,530	\$ 2,197,886	\$ -	\$ -			

Notes:

- 1) Assume flat revenue for FY20 through FY22.
- 2) Assume the disbursement in Feb 2017 includes the revenue collected in the first half year of FY17.
- 3) Estimated based on the Feb 2017 disbursement and estimated FY17 expenditures
- 4) Project amount increased with FY16 and FY17 projected amounts.
- 5) Project amount increased with the project revenues from FY18 through FY22.

## **SUNLINE TRANSIT AGENCY**

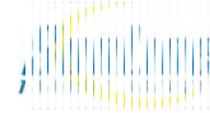
Financial Data FY 2017-18 to FY 2019-20<sup>1</sup>

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<sup>1</sup> Riverside County Transportation Commission



**TABLE 4**  
**SUMMARY OF FUNDS FOR FY 2017/2018**



**SunLine Transit Agency**  
**FY 2017/18**  
**Summary of Funds**  
**Requested**  
**Short Range Transit Plan**

**TABLE 4**

Table 4 - Summary of Funding Request for FY 2017/18

16May-17

Project Description	Total Amount of Funds	Total Carryover Amount	LTF	STA	Prop 1B Transit Security	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Carryover Section 5307 Indio/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	LoNo	Section 5339	LCTOP	LCTOP Carryover	AQIP	Carryover CMAQ	Other Revenue	Farebox	
<b>OPERATING</b>																				
Operating Assistance	\$33,237,664	\$1,025,530	\$18,363,491			\$5,153,400	\$2,943,412	\$1,025,530		\$344,995								\$242,464	\$2,984,372	
Line 80, 81	\$549,672	\$300,000	\$0											\$249,672	\$300,000					
Taxi Voucher Program	\$201,467	\$0	\$108,133						\$46,667									\$46,667		
Vanpool Program	\$132,796	\$13,280	\$119,516															\$13,280		
Line 20	\$258,427	\$230,000	\$28,427															\$230,000		
Commuter Link 220	\$500,000	\$0	\$134,233								\$365,767									
<b>Sub-total Operating</b>	<b>\$34,880,026</b>	<b>\$1,568,810</b>	<b>\$18,753,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,153,400</b>	<b>\$2,943,412</b>	<b>\$1,025,530</b>	<b>\$46,667</b>	<b>\$344,995</b>	<b>\$365,767</b>	<b>\$0</b>	<b>\$0</b>	<b>\$249,672</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$243,280</b>	<b>\$2,469,131</b>	<b>\$2,984,372</b>	
<b>CAPITAL</b>																				
	Capital Project Number	Total Amount of Funds With Carryover	Total Carryover Amount	LTF	STA	Prop 1B Transit Security	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Carryover Section 5307 Indio/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	LoNo	Section 5339	LCTOP	LCTOP Carryover	AQIP	Carryover CMAQ	Other Revenue	Farebox
Operations Facility Replacement Phase 2	SL-18-01	\$2,116,000	\$0		\$2,116,000															
Replacement Fixed Route Buses (3)	SL-18-02	\$2,040,000	\$0		\$858,518			\$734,588						\$446,894						
Transit Enhancement	SL-18-03	\$298,909	\$0			\$298,909														
Information Technology (IT) Projects	SL-18-04	\$450,000	\$0		\$90,000			\$360,000												
Fixed Route Bus Rehabilitation	SL-18-05	\$250,000	\$0		\$50,000			\$200,000												
Facility Improvements	SL-18-06	\$100,000	\$0		\$20,000			\$80,000												
Replacement Non-Revenue Support Vehicles (2 Supervisor, 2 Safety)	SL-18-07	\$240,000	\$0		\$48,000			\$192,000												
Maintenance Facility for Zero Emission Vehicles (ZEV)	SL-18-08	\$1,688,055	\$0		\$168,200							\$1,519,855								
Capital Bus Lease	SL-18-09	\$100,000	\$0		\$100,000															
Hydrogen Electric Hybrid FCB & Hydrogen Station	SL-18-10	\$3,123,591	\$0															\$3,123,591		
<b>Sub-total Capital</b>		<b>\$10,406,555</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,450,718</b>	<b>\$298,909</b>	<b>\$0</b>	<b>\$1,566,588</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,519,855</b>	<b>\$446,894</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,123,591</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Operating &amp; Capital</b>		<b>\$45,286,581</b>	<b>\$1,568,810</b>	<b>\$18,753,800</b>	<b>\$3,450,718</b>	<b>\$298,909</b>	<b>\$5,153,400</b>	<b>\$4,510,000</b>	<b>\$1,025,530</b>	<b>\$46,667</b>	<b>\$344,995</b>	<b>\$365,767</b>	<b>\$1,519,855</b>	<b>\$446,894</b>	<b>\$249,672</b>	<b>\$300,000</b>	<b>\$3,123,591</b>	<b>\$243,280</b>	<b>\$2,469,131</b>	<b>\$2,984,372</b>

**Project Funding Details**

<b>Target Budget</b>	\$34,880,026	Based on estimated FY18 budget
Projected FY17/18 LTF	\$18,753,800	Based on FY18+unallocated carryover funds
Projected FY17/18 Measure A	\$5,153,400	Based on revised RCTC Revenue Est., dated 4-14-17
Projected FY17/18 Section 5307 Operating Funds	\$2,943,412	FY18 based on unknown status of future Federal funding
Projected FY17/18 Carryover Section 5307 Operating Funds	\$1,025,530	Based on carryover from FY16 operating apportionment
Projected FY17/18 Section 5310 Operating Funds	\$46,667	Based on FY18 application to CalTrans, Estimated \$140,000 3 year project with toll credit match
Projected FY17/18 Section 5311 Operating Funds	\$710,762	Based on 5311 applications for regional and intercity apportionments per Ogbonna 4/12/17
Projected FY17/18 LCTOP Funds	\$549,672	Based on new appropriation estimates from RCTC Revenue Est. Dated 2-21-17 & FY17 est. carryover
Projected FY17/18 CMAQ Carryover	\$243,280	Based on estimated expenses for Line 20 & Van Pool contract utilizing grant # CA-95-X327.
Projected FY17/18 Other Revenues	\$2,469,131	Advertising revenue (\$220K), shelter maintenance revenue (\$112K), SRA overhead fee (\$29K), fueling revenue (\$1.2M), emission credits (\$750K), insurance recoveries (\$80K) & interest and other revenue (\$31.5K)
Projected FY17/18 Farebox Revenue	\$2,984,372	Based on continued decrease of 5% ridership for Fixed Route and 5% increase in Paratransit
Total Estimated Operating Funding Request	\$34,880,026	
Projected FY17/18 STA Capital	\$3,450,718	FY17/18 plus unallocated carryover
Projected FY17/18 Prop 1B Safety and Security	\$298,909	Based on CalOES appropriations
Projected FY17/18 5307 Capital	\$1,566,588	Based on estimated FY 17
LoNo	\$1,519,855	Award for SunLine's Center of Excellence from FTAs competitive LoNo program
Section 5339	\$446,894	Based on RCTC Revenue Est., dated 2-21-17
AQIP	\$3,123,591	Competitive award for SunLine's Hydrogen Bus and Hydrogen Station project. Remaining \$3.1M for SL-18-11 reflects remaining grant funding awarded in FY17. Total AQIP project award = \$12M.
Total Estimated Capital Funding Request	\$10,406,555	
<b>Total Funding Request</b>	<b>\$45,286,581</b>	



**TABLE 5.1**  
**SUMMARY OF FUNDS REQUESTED FOR FY 2018/2019**

TABLE 5.1

**FY 2018/19**  
**Summary of Fund Requested**  
**Short Range Transit Plan**

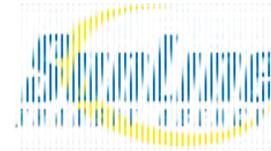


Table 5.1 - Summary of Funding Request for FY 2018/19

10-May-17

Project Description	Total Amount of Funds	Total Carryover Amount	LTF	Carryover LTF	STA	Carryover STA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	CMAQ Carryover	Other Revenue	Farebox
<b>OPERATING</b>																
Operating Assistance	\$34,599,771	\$4,283,248	\$16,520,028	\$4,283,248			\$5,308,002	\$3,000,000		\$341,572			\$249,672		\$1,951,370	\$2,945,879
Vanpool Program	\$571,396		\$23,334						\$23,334					\$478,062	\$46,667	
Commuter Link 220	\$138,325		\$27,665								\$110,660					
<b>Sub-total Operating</b>	<b>\$35,309,492</b>	<b>\$4,283,248</b>	<b>\$16,571,027</b>	<b>\$4,283,248</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,308,002</b>	<b>\$3,000,000</b>	<b>\$23,334</b>	<b>\$341,572</b>	<b>\$110,660</b>	<b>\$0</b>	<b>\$249,672</b>	<b>\$478,062</b>	<b>\$1,998,037</b>	<b>\$2,945,879</b>
<b>CAPITAL</b>																
Capital Project Number	Total Amount of Funds With Carryover	Total Carryover Amount	LTF	Carryover LTF	STA	Carryover STA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	CMAQ Carryover	Other Revenue	Farebox
Operations Facility Replacement Phase 3	SL-19-01	\$2,116,000	\$0		\$1,030,588			\$1,085,412								
Replacement Fixed Route Buses (3)	SL-19-02	\$2,070,894	\$0		\$769,412			\$854,588				\$446,894				
<b>Sub-total Capital</b>	<b>\$4,186,894</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,940,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$446,894</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Operating &amp; Capital</b>	<b>\$39,496,386</b>	<b>\$4,283,248</b>	<b>\$16,571,027</b>	<b>\$4,283,248</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$5,308,002</b>	<b>\$4,940,000</b>	<b>\$23,334</b>	<b>\$341,572</b>	<b>\$110,660</b>	<b>\$446,894</b>	<b>\$249,672</b>	<b>\$478,062</b>	<b>\$1,998,037</b>	<b>\$2,945,879</b>

**TABLE 5.2**  
**SUMMARY OF FUNDS REQUESTED FOR FY 2019/2020**

**SunLine Transit Agency**  
**FY 2019/20**  
**Summary of Fund Requested**  
**Short Range Transit Plan**

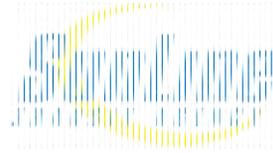


TABLE 5.2

Table 5.2 - Summary of Funding Request for FY 2019/20

10-May-17

Project Description		Total Amount of Funds	LTF	STA	Measure A	Section 5307 India/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	CMAQ Carryover	Other Revenue	Farebox
<b>OPERATING</b>														
Operating Assistance		\$35,587,031	\$18,994,089		\$5,600,000	\$3,000,000		\$341,572			\$500,000		\$3,951,370	\$3,200,000
Vanpool Program		\$571,396	\$23,334				\$23,334					\$478,062	\$46,667	
Line 20		\$190,508										\$190,508		
Commuter Link 220		\$138,325	\$27,665						\$110,660					
<b>Sub-total Operating</b>		<b>\$36,487,260</b>	<b>\$19,045,088</b>	<b>\$0</b>	<b>\$5,600,000</b>	<b>\$3,000,000</b>	<b>\$23,334</b>	<b>\$341,572</b>	<b>\$110,660</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$668,570</b>	<b>\$3,998,037</b>	<b>\$3,200,000</b>
<b>CAPITAL</b>														
	Capital Project Number	Total Amount of Funds With Carryover	LTF	STA	Measure A	Section 5307 India/Cathedral City Palm Springs	Section 5310	Section 5311	Section 5311 (f)	Section 5339	LCTOP	CMAQ Carryover	Other Revenue	Farebox
Replacement Fixed Route Buses (6)	SL-20-01	\$4,200,000		\$1,900,000		\$1,800,000				\$500,000				
Information Technology (IT) Projects	SL-20-02	\$350,000		\$70,000		\$280,000								
Replacement Paratransit Buses (4)	SL-20-03	\$540,000		\$108,000		\$432,000								
<b>Sub-total Capital</b>		<b>\$5,090,000</b>	<b>\$0</b>	<b>\$2,078,000</b>	<b>\$0</b>	<b>\$2,512,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Operating &amp; Capital</b>		<b>\$41,577,260</b>	<b>\$19,045,088</b>	<b>\$2,078,000</b>	<b>\$5,600,000</b>	<b>\$5,512,000</b>	<b>\$23,334</b>	<b>\$341,572</b>	<b>\$110,660</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$668,570</b>	<b>\$3,998,037</b>	<b>\$3,200,000</b>

# **MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY (MARTA)**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> San Bernardino County Transit Authority





# OMNITRANS

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> San Bernardino County Transit Authority



**Omnitrans**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Passenger Fares - Fixed Route	11,466,849	11,810,854	12,165,180	12,530,136	47,973,019	Fares have seen a dramatic decrease the out years are based on the most recent SRTP. Omnitrans will need to adjust out year actual to reflect actuals.
Passenger Fares - Access	1,535,748	1,581,820	1,629,275	1,678,153	6,424,997	
Advertising	655,000	655,000	655,000	655,000	2,620,000	
Interest and Other Non-Trans	1,530,000	1,575,900	1,623,177	1,671,872	6,400,949	
LTF	42,820,819	43,400,000	42,140,000	43,400,000	171,760,819	
FTA 5307	16,943,440	16,943,440	16,943,440	16,943,440	67,773,760	
STA	4,093,244	4,093,244	4,093,244	4,093,244	16,372,976	Funding is volatile so we project flat
Measure I	7,873,772	6,700,000	6,400,000	6,700,000	27,673,772	
Measure I Rail	622,463					Omnitrans is taking on the new rail service. This funding will change when Omnitrans takes on the service
Measure I CTSA	2,270,798	2,270,798	2,270,798	2,270,798	9,083,192	
Other Funds	1,500,000	1,000,000	1,000,000	1,000,000	4,500,000	
FTA 5339	1,723,500	1,723,500	1,723,500	1,723,500	6,894,000	
CMAQ	16,941,200		-	7,620,000	24,561,200	
LCTOP					-	
SGR					-	
<b>Revenue Total</b>	<b>109,976,833</b>	<b>91,754,557</b>	<b>90,643,614</b>	<b>100,286,143</b>	<b>392,038,684</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	33,884,660	16,943,440	16,943,440	24,563,400	92,334,940	
Operating	74,670,298	74,511,705	73,400,762	75,423,331	298,006,096	
<b>Expenditures Total</b>	<b>108,554,958</b>	<b>91,455,145</b>	<b>90,344,202</b>	<b>99,986,731</b>	<b>390,341,036</b>	

# **VICTOR VALLEY TRANSIT AUTHORITY**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> San Bernardino County Transit Authority



**VVTA**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Section 5307	6,932,681	6,932,681	6,932,681	6,932,681	27,730,724	
Section 5311	662,299	662,299	662,299	662,299	2,649,196	This has increased with the inclusion of City of Barstow to the JPA
Section 5339	721,973	721,973	721,973	721,973	2,887,892	
CMAQ	3,378,000	2,071,840	2,483,000	1,946,000	9,878,840	
LTF	15,857,952	16,333,691	16,823,701	17,328,412	66,343,756	Any excess dollars are returned to the Cities for Street and Roads purposes.
STA	581,304	137,385	137,385	137,385	993,459	
Measure I	1,129,842	1,163,737	1,198,649	1,234,609	4,726,837	
SGR	1,363,694	681,847	681,847	681,847	3,409,235	
LCTOP	629,575				629,575	
Other	223,000	223,000	223,000	223,000	892,000	
Fares	3,753,464	3,866,068	3,982,050	4,101,512	15,703,094	
AB2766	113,320	113,320	113,320	113,320	453,280	
					-	
<b>Revenue Total</b>	<b>35,347,104</b>	<b>32,907,841</b>	<b>33,959,906</b>	<b>34,083,038</b>	<b>136,297,889</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	13,607,227	10,545,726	10,956,886	10,419,886	45,529,725	
Operating	21,739,877	22,362,115	23,003,020	23,663,152	90,768,164	
<b>Expenditures Total</b>	<b>35,347,104</b>	<b>32,907,841</b>	<b>33,959,906</b>	<b>34,083,038</b>	<b>136,297,889</b>	

# **GOLD COAST TRANSIT**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Ventura County Transportation Commission

**GOLD COAST TRANSIT**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Calif. Local Transportation Funds (LTF)	15,495	15,960	16,439	16,932	64,826	
Federal Formula Funds	4,923	5,071	5,223	5,380	20,597	
Federal Funds, Other (CMAQ, JARC, ARRA)	618	637	656	676	2,587	
LTF Funds Deferred from Prior Year	3,111	2,000	1,760	1,600	8,471	
Calif. State Transit Assistance (STA) and Other	325	335	345	355	1,360	
Passenger Fares	3,250	3,348	3,448	3,551	13,597	
Local Support	-	-	-	-	-	
Advertising Revenue	165	170	175	180	690	
MAA Reimbursement Fares	250	258	266	274	1,048	
Calif. LCFS and Federal RIN Credit Revenue	700	721	743	765	2,929	
Other Revenue	40	3,040	40	40	3,160	
					-	
Less: Funds Appropriated to District Members for Public Transit Uses	(2,100)	(2,163)	(2,228)	(2,295)	(8,786)	
					-	
<b>Revenue Total</b>	<b>26,777</b>	<b>29,377</b>	<b>26,867</b>	<b>27,458</b>	<b>110,479</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	2,860	4,743	1,494	1,324	10,421	
Operating	23,917	24,634	25,373	26,134	100,058	
<b>Expenditures Total</b>	<b>26,777</b>	<b>29,377</b>	<b>26,867</b>	<b>27,458</b>	<b>110,479</b>	

# **SIMI VALLEY TRANSIT**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Ventura County Transportation Commission

**City of Simi Valley**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Fare Revenue	416,160	424,483	432,973	441,632	1,715,248	
Shleter Advertising	58,140	59,303	60,489	61,699	239,630	
Misc	61,200	62,424	63,672	64,946	252,242	
FTA 5307	2,696,831	2,696,831	2,750,768	2,805,783	10,950,213	
CMAQ	768,826	-	-	-	768,826	
State TDA/Prop 1B	4,295,804	4,295,804	4,381,720	4,469,354	17,442,683	
					-	
<b>Revenue Total</b>	<b>8,296,961</b>	<b>7,538,845</b>	<b>7,689,622</b>	<b>7,843,414</b>	<b>31,368,842</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital	3,102,700	1,250,000	310,000	1,790,100	6,452,800	
Operating	5,194,261	6,288,845	7,379,622	6,053,314	24,916,042	
<b>Expenditures Total</b>	<b>8,296,961</b>	<b>7,538,845</b>	<b>7,689,622</b>	<b>7,843,414</b>	<b>31,368,842</b>	

## **VCTC INTERCITY TRANSIT**

Financial Data for FY 2018-19 to FY 2021-22<sup>1</sup>

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<sup>1</sup> Ventura County Transportation Commission

**VCTC Intercity Transit**  
**FY 2018/2019 - 2021/2022**

**Revenues**

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
FTA (non CMAQ)	2,352,959	2,423,548	2,496,254	2,571,142	9,843,903	
LTF	72,980				72,980	
STA	4,210,842	4,337,167	4,467,282	4,601,301	17,616,592	
Local Contribution	1,403,000	1,445,090	1,488,443	1,533,096	5,869,629	
CMAQ	2,226,160	100,000	103,000	106,090	2,535,250	
LCTOP	884,959				884,959	
Farebox	1,000,000	1,030,000	1,060,900	1,092,727	4,183,627	
					-	
					-	
					-	
					-	
<b>Revenue Total</b>	<b>12,150,900</b>	<b>9,335,805</b>	<b>9,615,879</b>	<b>9,904,356</b>	<b>41,006,940</b>	

**Expenditures**

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 18/19	FY 19/20	FY 20/21	FY 21/22		
Capital (Fleet and Facility Leases)	1,299,750	1,338,743	1,378,905	1,420,272	5,437,669	
Capital (Bus Purchase)	2,138,100				2,138,100	
Capital (Prev Maintenance + Rebuilds)	1,164,030	1,198,951	1,234,919	1,271,967	4,869,867	
Operating (Contractor + Administration)	7,549,020	6,798,112	7,002,055	7,212,117	28,561,303	
<b>Expenditures Total</b>	<b>12,150,900</b>	<b>9,335,805</b>	<b>9,615,879</b>	<b>9,904,356</b>	<b>41,006,940</b>	

# **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)**

Financial Data for FY 2017-18<sup>1</sup>

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<sup>1</sup> Southern California Regional Rail Authority

### Exhibit 3.9 FY2017-18 Budget Revenue Sources and Use by Member Agency

Operating Budget	Metro	OCTA	RCTC	SBCTA	VCTC	System	Total FY 17-18	% of Total
<b>Local Funds for Operating</b>	<b>71,659</b>	<b>28,239</b>	<b>17,705</b>	<b>14,960</b>	<b>9,836</b>	-	<b>142,399</b>	<b>58.6%</b>
Operations	57,665	22,324	15,173	11,058	7,922	-	114,142	47.0%
Maintenance-of-Way (MOW)	13,994	5,915	2,532	3,902	1,914	-	28,257	11.6%
<b>Other Operating Revenues</b>	<b>51,219</b>	<b>25,671</b>	<b>8,433</b>	<b>12,124</b>	<b>3,199</b>	-	<b>100,646</b>	<b>41.4%</b>
Farebox Revenue	42,031	22,453	7,759	10,512	2,404	-	85,159	35.0%
Non-Fare Operating Revenue	1,136	687	7	57	251	-	2,137	0.9%
MOW Revenues	8,052	2,531	667	1,556	544	-	13,350	5.5%
<b>Total Funding Sources for Operating</b>	<b>122,877</b>	<b>53,910</b>	<b>26,139</b>	<b>27,084</b>	<b>13,035</b>	-	<b>243,045</b>	<b>100.0%</b>

<b>Total Operating Expenditures</b>	<b>122,877</b>	<b>53,910</b>	<b>26,139</b>	<b>27,084</b>	<b>13,035</b>	-	<b>243,045</b>	<b>100.0%</b>
Operating Expenditures (Excludes MOW)	100,832	45,464	22,939	21,626	10,577	-	201,438	82.9%
Maintenance-of-Way	22,046	8,446	3,200	5,458	2,458	-	41,607	17.1%

Capital Program Expenditure in FY18	Metro	OCTA	RCTC	SBCTA	VCTC	System	Total FY 17-18	% of Total
<b>Local Funds for Capital</b>	<b>2,385</b>	<b>52</b>	<b>29</b>	<b>70</b>	<b>19</b>	-	<b>2,556</b>	<b>1.4%</b>
New Capital	125	52	29	38	19	-	264	0.1%
Rehabilitation/Renovation	1,989	-	-	-	-	-	1,989	1.1%
Rotem Settlement	270	-	-	32	-	-	303	0.2%
<b>Other Capital Revenues</b>	-	-	-	-	-	<b>2,186</b>	<b>2,186</b>	<b>1.2%</b>
Interest on Lease Proceeds	-	-	-	-	-	-	-	0.0%
Other Non-Member (includes insurance recoveries)	-	-	-	-	-	58	58	0.0%
State Funds	-	-	-	-	-	1,290	1,290	0.7%
Federal Funds	-	-	-	-	-	838	838	0.5%
UPRR Funds	-	-	-	-	-	-	-	0.0%
<b>Carryover Expenditures in FY18</b>	<b>31,691</b>	<b>16,645</b>	<b>2,443</b>	<b>7,188</b>	<b>6,903</b>	<b>112,018</b>	<b>176,887</b>	<b>97.4%</b>
<b>Total Funding Sources for Capital Program</b>	<b>34,076</b>	<b>16,697</b>	<b>2,472</b>	<b>7,258</b>	<b>6,922</b>	<b>114,204</b>	<b>181,628</b>	<b>100.0%</b>

<b>Total Capital Program Expenditures in FY18</b>	<b>34,076</b>	<b>16,697</b>	<b>2,472</b>	<b>7,258</b>	<b>6,922</b>	<b>114,204</b>	<b>181,628</b>	<b>100.0%</b>
New Capital	125	52	29	38	19	-	264	0.1%
Rehabilitation/Renovation	1,989	-	-	-	-	2,186	4,175	2.3%
Rotem Settlement	270	-	-	32	-	-	303	0.2%
Carryover from prior year	31,691	16,645	2,443	7,188	6,903	112,018	176,887	97.4%

<b>Total Expenditures</b>	<b>156,953</b>	<b>70,607</b>	<b>28,610</b>	<b>34,342</b>	<b>19,957</b>	<b>114,204</b>	<b>424,673</b>	
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*Numbers may not foot due to rounding.*

*Note: Sources and use Exhibits 3.8 and 3.9 are reflective of the FY18 Proposed Budget prior to the modifications for unfunded amounts described in second paragraph of Section 3.6.*

***Attachment D***  
***Regional Funding and Expenditure Tables***

**TABLE 1: REVENUE**

**Southern California Association of Governments**

2018/2019 - 2023/2024 Federal Transportation Improvement Program

2019 FTIP Adoption

(\$'s in 1,000)

Funding Source/Program		4 YEARS (FTIP Cycle)				
		2018/2019	2019/2020	2020/2021	2021/2022	Total
Local	<b>Sales Tax</b>	\$2,206,154	\$1,090,109	\$1,315,603	\$1,448,007	\$6,059,873
	- City					
	- County	\$2,206,154	\$1,090,109	\$1,315,603	\$1,448,007	\$6,059,873
	<b>Gas Tax</b>	\$6				\$6
	- Gas Tax (Subventions to Cities)	\$6				\$6
	- Gas Tax (Subventions to Counties)					
	<b>Other Local Funds</b>	\$808,969	\$646,501	\$434,704	\$518,653	\$2,408,827
	- County General Funds	\$43,399	\$22,525	\$83,476	\$25	\$149,425
	- City General Funds	\$617,994	\$543,100	\$251,261	\$443,622	\$1,855,977
	- Street Taxes and Developer Fees	\$147,576	\$80,876	\$99,967	\$75,006	\$403,425
	- RSTP exchange funds					
	<b>Transit</b>	\$6,400	\$2,855	\$2,119	\$2,125	\$13,499
	- Transit Fares	\$6,400	\$2,855	\$2,119	\$2,125	\$13,499
	Other (See Appendix 1)	\$2,615,460	\$2,552,754	\$2,079,251	\$1,492,701	\$8,740,166
<b>Local Total</b>	<b>\$5,636,989</b>	<b>\$4,292,219</b>	<b>\$3,831,677</b>	<b>\$3,461,486</b>	<b>\$17,222,371</b>	
Regional	<b>Tolls</b>					
	- Bridge					
	- Corridor					
	- Regional Sales Tax					
	Other (See Appendix 2)					
<b>Regional Total</b>						
State	<b>State Highway Operations and Protection Program (SHOPP)</b>	\$1,899,955	\$1,902,704	\$656,204	\$781,459	\$5,240,322
	- SHOPP (Including Augmentation)	\$818,629	\$1,902,704	\$656,204	\$781,459	\$4,158,996
	- SHOPP Prior	\$1,078,604				\$1,078,604
	- State Minor Program	\$2,722				\$2,722
	<b>State Transportation Improvement Program (STIP)</b>	\$406,586	\$167,585	\$259,390	\$77,547	\$911,108
	- STIP (Including Augmentation)	\$404,186	\$167,585	\$259,390	\$77,547	\$908,708
	- STIP Prior	\$2,400				\$2,400
	<b>State Bond</b>	\$51,070	\$4,759	\$81,967		\$137,796
	- Proposition 1A (High Speed Passenger Train Bond Program)			\$46,000		\$46,000
	- Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and	\$51,070	\$4,759	\$35,967		\$91,796
	- Active Transportation Program	\$184,171	\$54,282	\$42,120		\$280,573
	- Highway Maintenance (HM) Program					
	- Highway Bridge Program (HBP)	\$89,740	\$98,373	\$108,211	\$50,957	\$347,281
	- Road Repair and Accountability Act of 2017 (SB1)	\$12,406	\$56,200			\$68,606
- Traffic Congestion Relief Program (TCRP)						
- State Transit Assistance (STA) (e.g. population/revenue based, Prop	\$6,149	\$2,248	\$1,795	\$1,280	\$11,472	
Other (See Appendix 3)	\$163,303	\$167,164	\$235,000	\$71,127	\$636,594	
<b>State Total</b>	<b>\$2,813,380</b>	<b>\$2,453,315</b>	<b>\$1,384,687</b>	<b>\$982,370</b>	<b>\$7,633,752</b>	
Federal Transit	- 5307/5340 - Urbanized Area Formula Grants	\$507,559	\$257,644	\$227,417	\$221,225	\$1,213,845
	- 5309 - Fixed Guideway Capital Improvement Starts	\$273				\$273
	- 5309b - New and Small Starts (Capital Investment Grants)	\$404,900	\$200,000	\$347,000	\$347,000	\$1,298,900
	- 5309c - Bus and Bus Related Grants	\$3,028		\$210		\$3,238
	- 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	\$79,184	\$8,808	\$2,449	\$2,449	\$92,890
	- 5311 - Formula Grants for Rural Areas	\$2,484	\$1,487	\$804	\$814	\$5,589
	- 5311f - Intercity Bus					
	- 5337 - State of Good Repair Grants	\$140,143	\$122,999	\$123,000	\$122,074	\$508,216
	- 5339 - Bus and Bus Facilities Formula Grants	\$18,597	\$6,638	\$3,630	\$530	\$29,395
	- FTA Transfer from Prior FTIP					
	Other (See Appendix 4)					
<b>Federal Transit Total</b>	<b>\$1,156,168</b>	<b>\$597,576</b>	<b>\$704,510</b>	<b>\$694,092</b>	<b>\$3,152,346</b>	

**TABLE 1: REVENUE**

**Southern California Association of Governments**

2018/2019 - 2023/2024 Federal Transportation Improvement Program

2019 FTIP Adoption

(\$'s in 1,000)

Funding Source/Program		4 YEARS (FSTIP Cycle)				
		2018/2019	2019/2020	2020/2021	2021/2022	Total
<b>Federal Highway</b>	- Congestion Mitigation and Air Quality (CMAQ) Improvement	\$261,997	\$267,236	\$267,141	\$267,043	\$1,063,417
	- Construction of Ferry Boats and Ferry Terminal Facilities					
	- Coordinated Border Infrastructure					
	- Federal Lands Access Program					
	- Federal Lands Transportation Program					
	- GARVEE Bonds Debt Service Payments					
	- High Priority Projects (HPP) and Demo	\$17,716	\$9,448	\$931		\$28,095
	- Highway Safety Improvement Program (HSIP)	\$49,026	\$42,421	\$31,402	\$46,025	\$168,874
	- National Highway Freight Program					
	- Nationally Significant Freight and Highway Projects					
	- Railway Highway Crossings	\$2,706				\$2,706
	- Recreational Trails Program	\$1,901				\$1,901
	- SAFETEA-LU Safe Routes to School (SRTS)					
	- Surface Transportation Block Grant Program (STBGP/RSTP)	\$250,741	\$257,113	\$257,029	\$256,939	\$1,021,822
	Other (See Appendix 5)	\$84,708	\$3,557	\$145	\$15,000	\$103,410
<b>Federal Highway Total</b>	<b>\$680,590</b>	<b>\$579,775</b>	<b>\$556,648</b>	<b>\$585,007</b>	<b>\$2,402,020</b>	
<b>Federal Railroad Administration</b>	Other Federal Railroad Administration (see Appendix 6)	\$1,523				\$1,523
	<b>Federal Railroad Administration Total</b>	<b>\$1,523</b>				<b>\$1,523</b>
<b>Federal Total</b>		<b>\$1,838,281</b>	<b>\$1,177,351</b>	<b>\$1,261,158</b>	<b>\$1,279,099</b>	<b>\$5,555,889</b>
<b>Innovative Finance</b>	- TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$368,196	\$144,414	\$24,707		\$537,317
	Other (See Appendix 7)					
	<b>Innovative Finance Total</b>	<b>\$368,196</b>	<b>\$144,414</b>	<b>\$24,707</b>		<b>\$537,317</b>
<b>REVENUE TOTAL</b>		<b>\$10,656,846</b>	<b>\$8,067,299</b>	<b>\$6,502,229</b>	<b>\$5,722,955</b>	<b>\$30,949,329</b>

**TABLE 2: PROGRAMMED**

**Southern California Association of Governments**  
 2018/2019 - 2023/2024 Federal Transportation Improvement Program  
 2019 FTIP Adoption  
 (\$'s in 1,000)

Funding Source/Program		4 YEARS (FSTIP Cycle)				
		2018/2019	2019/2020	2020/2021	2021/2022	Total
Local	<b>Sales Tax</b>	\$1,770,038	\$1,090,109	\$1,315,603	\$1,448,007	\$5,623,757
	- City					
	- County	\$1,770,038	\$1,090,109	\$1,315,603	\$1,448,007	\$5,623,757
	<b>Gas Tax</b>	\$6				\$6
	- Gas Tax (Subventions to Cities)	\$6				\$6
	- Gas Tax (Subventions to Counties)					
	<b>Other Local Funds</b>	\$807,348	\$646,501	\$434,704	\$518,653	\$2,407,206
	- County General Funds	\$43,399	\$22,525	\$83,476	\$25	\$149,425
	- City General Funds	\$616,373	\$543,100	\$251,261	\$443,622	\$1,854,356
	- Street Taxes and Developer Fees	\$147,576	\$80,876	\$99,967	\$75,006	\$403,425
	- RSTP exchange funds					
	<b>Transit</b>	\$6,400	\$2,855	\$2,119	\$2,125	\$13,499
	- Transit Fares	\$6,400	\$2,855	\$2,119	\$2,125	\$13,499
Other (See Appendix 1)	\$2,615,290	\$2,550,354	\$2,079,251	\$1,492,701	\$8,737,596	
<b>Local Total</b>	<b>\$5,199,082</b>	<b>\$4,289,819</b>	<b>\$3,831,677</b>	<b>\$3,461,486</b>	<b>\$16,782,064</b>	
Regional	<b>Tolls</b>					
	- Bridge					
	- Corridor					
	- Regional Sales Tax					
	Other (See Appendix 2)					
<b>Regional Total</b>						
State	<b>State Highway Operations and Protection Program (SHOPP)</b>	\$1,899,955	\$1,902,704	\$656,204	\$781,459	\$5,240,322
	- SHOPP (Including Augmentation)	\$818,629	\$1,902,704	\$656,204	\$781,459	\$4,158,996
	- SHOPP Prior	\$1,078,604				\$1,078,604
	- State Minor Program	\$2,722				\$2,722
	<b>State Transportation Improvement Program (STIP)</b>	\$406,586	\$167,585	\$259,390	\$77,547	\$911,108
	- STIP (Including Augmentation)	\$404,186	\$167,585	\$259,390	\$77,547	\$908,708
	- STIP Prior	\$2,400				\$2,400
	<b>State Bond</b>	\$51,070	\$4,759	\$81,967		\$137,796
	- Proposition 1A (High Speed Passenger Train Bond Program)			\$46,000		\$46,000
	- Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port	\$51,070	\$4,759	\$35,967		\$91,796
	- Active Transportation Program	\$184,171	\$54,282	\$42,120		\$280,573
	- Highway Maintenance (HM) Program					
	- Highway Bridge Program (HBP)	\$89,740	\$98,373	\$108,211	\$50,957	\$347,281
	- Road Repair and Accountability Act of 2017 (SB1)	\$12,406	\$56,200			\$68,606
	- Traffic Congestion Relief Program (TCRP)					
- State Transit Assistance (STA) (e.g. population/revenue based, Prop 42)	\$6,023	\$2,248	\$1,795	\$1,280	\$11,346	
Other (See Appendix 3)	\$163,303	\$167,164	\$235,000	\$71,127	\$636,594	
<b>State Total</b>	<b>\$2,813,254</b>	<b>\$2,453,315</b>	<b>\$1,384,687</b>	<b>\$982,370</b>	<b>\$7,633,626</b>	
Federal Transit	- 5307/5340 - Urbanized Area Formula Grants	\$506,845	\$257,644	\$227,417	\$221,225	\$1,213,131
	- 5309 - Fixed Guideway Capital Improvement Starts	\$273				\$273
	- 5309b - New and Small Starts (Capital Investment Grants)	\$404,900	\$200,000	\$347,000	\$347,000	\$1,298,900
	- 5309c - Bus and Bus Related Grants	\$3,028		\$210		\$3,238
	- 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	\$79,184	\$8,808	\$2,449	\$2,449	\$92,890
	- 5311 - Formula Grants for Rural Areas	\$2,484	\$1,487	\$804	\$814	\$5,589
	- 5311f - Intercity Bus					
	- 5337 - State of Good Repair Grants	\$140,143	\$122,999	\$123,000	\$122,074	\$508,216
	- 5339 - Bus and Bus Facilities Formula Grants	\$18,597	\$6,638	\$3,630	\$530	\$29,395
	- FTA Transfer from Prior FTIP					
	Other (See Appendix 4)					
<b>Federal Transit Total</b>	<b>\$1,155,454</b>	<b>\$597,576</b>	<b>\$704,510</b>	<b>\$694,092</b>	<b>\$3,151,632</b>	

**TABLE 2: PROGRAMMED**

**Southern California Association of Governments**  
 2018/2019 - 2023/2024 Federal Transportation Improvement Program  
 2019 FTIP Adoption  
 (\$'s in 1,000)

Funding Source/Program		4 YEARS (FSTIP Cycle)				
		2018/2019	2019/2020	2020/2021	2021/2022	Total
<b>Federal Highway</b>	- Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$204,868	\$179,898	\$199,889	\$91,029	\$675,684
	- Construction of Ferry Boats and Ferry Terminal Facilities					
	- Coordinated Border Infrastructure					
	- Federal Lands Access Program					
	- Federal Lands Transportation Program					
	- GARVEE Bonds Debt Service Payments					
	- High Priority Projects (HPP) and Demo	\$17,716	\$9,448	\$931		\$28,095
	- Highway Safety Improvement Program (HSIP)	\$49,026	\$42,421	\$31,402	\$46,025	\$168,874
	- National Highway Freight Program					
	- Nationally Significant Freight and Highway Projects					
	- Railway Highway Crossings	\$2,706				\$2,706
	- Recreational Trails Program	\$1,901				\$1,901
	- SAFETEA-LU Safe Routes to School (SRTS)					
	- Surface Transportation Block Grant Program (STBGP/RSTP)	\$209,300	\$170,718	\$70,895	\$32,423	\$483,336
	Other (See Appendix 5)	\$84,708	\$3,557	\$145	\$15,000	\$103,410
<b>Federal Highway Total</b>	<b>\$582,020</b>	<b>\$406,042</b>	<b>\$303,262</b>	<b>\$184,477</b>	<b>\$1,475,801</b>	
<b>Federal Railroad Administration</b>	Other Federal Railroad Administration (see Appendix 6)	\$1,523				\$1,523
	<b>Federal Railroad Administration Total</b>	<b>\$1,523</b>				<b>\$1,523</b>
<b>Federal Total</b>		<b>\$1,738,997</b>	<b>\$1,003,618</b>	<b>\$1,007,772</b>	<b>\$878,569</b>	<b>\$4,628,956</b>
<b>Innovative Finance</b>	- TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$368,196	\$144,414	\$24,707		\$537,317
	Other (See Appendix 7)					
	<b>Innovative Finance Total</b>	<b>\$368,196</b>	<b>\$144,414</b>	<b>\$24,707</b>		<b>\$537,317</b>
<b>PROGRAMMED TOTAL</b>		<b>\$10,119,529</b>	<b>\$7,891,166</b>	<b>\$6,248,843</b>	<b>\$5,322,425</b>	<b>\$29,581,963</b>

**TABLE 3: REVENUE VS PROGRAMMED**

**Southern California Association of Governments**

2018/2019 - 2023/2024 Federal Transportation Improvement Program

2019 FTIP Adoption

( \$`s in 1,000)

Funding Source/Program		4 YEARS (FSTIP Cycle)				
		2018/2019	2019/2020	2020/2021	2021/2022	Total
Local	<b>Sales Tax</b>	\$436,116				\$436,116
	- City					
	- County	\$436,116				\$436,116
	<b>Gas Tax</b>					
	- Gas Tax (Subventions to Cities)					
	- Gas Tax (Subventions to Counties)					
	<b>Other Local Funds</b>	\$1,621				\$1,621
	- County General Funds					
	- City General Funds	\$1,621				\$1,621
	- Street Taxes and Developer Fees					
	- RSTP exchange funds					
<b>Transit</b>						
- Transit Fares						
Other (See Appendix 1)	\$170	\$2,400			\$2,570	
<b>Local Total</b>	<b>\$437,907</b>	<b>\$2,400</b>			<b>\$440,307</b>	
Regional	<b>Tolls</b>					
	- Bridge					
	- Corridor					
	- Regional Sales Tax					
	Other (See Appendix 2)					
<b>Regional Total</b>						
State	<b>State Highway Operations and Protection Program (SHOPP)</b>					
	- SHOPP (Including Augmentation)					
	- SHOPP Prior					
	- State Minor Program					
	<b>State Transportation Improvement Program (STIP)</b>					
	- STIP (Including Augmentation)					
	- STIP Prior					
	<b>State Bond</b>					
	- Proposition 1A (High Speed Passenger Train Bond Program)					
	- Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and					
	- Active Transportation Program					
	- Highway Maintenance (HM) Program					
	- Highway Bridge Program (HBP)					
	- Road Repair and Accountability Act of 2017 (SB1)					
- Traffic Congestion Relief Program (TCRP)						
- State Transit Assistance (STA) (e.g. population/revenue based, Prop	\$126				\$126	
Other (See Appendix 3)						
<b>State Total</b>	<b>\$126</b>				<b>\$126</b>	
Federal Transit	- 5307/5340 - Urbanized Area Formula Grants	\$714				\$714
	- 5309 - Fixed Guideway Capital Improvement Starts					
	- 5309b - New and Small Starts (Capital Investment Grants)					
	- 5309c - Bus and Bus Related Grants					
	- 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
	- 5311 - Formula Grants for Rural Areas					
	- 5311f - Intercity Bus					
	- 5337 - State of Good Repair Grants					
	- 5339 - Bus and Bus Facilities Formula Grants					
	- FTA Transfer from Prior FTIP					
	Other (See Appendix 4)					
	<b>Federal Transit Total</b>	<b>\$714</b>				<b>\$714</b>

**TABLE 3: REVENUE VS PROGRAMMED**

**Southern California Association of Governments**

2018/2019 - 2023/2024 Federal Transportation Improvement Program

2019 FTIP Adoption

(\$`s in 1,000)

Funding Source/Program		4 YEARS (FSTIP Cycle)				
		2018/2019	2019/2020	2020/2021	2021/2022	Total
<b>Federal Highway</b>	- Congestion Mitigation and Air Quality (CMAQ) Improvement	\$57,129	\$87,338	\$67,252	\$176,014	\$387,733
	- Construction of Ferry Boats and Ferry Terminal Facilities					
	- Coordinated Border Infrastructure					
	- Federal Lands Access Program					
	- Federal Lands Transportation Program					
	- GARVEE Bonds Debt Service Payments					
	- High Priority Projects (HPP) and Demo					
	- Highway Safety Improvement Program (HSIP)					
	- National Highway Freight Program					
	- Nationally Significant Freight and Highway Projects					
	- Railway Highway Crossings					
	- Recreational Trails Program					
	- SAFETEA-LU Safe Routes to School (SRTS)					
	- Surface Transportation Block Grant Program (STBGP/RSTP)	\$41,441	\$86,395	\$186,134	\$224,516	\$538,486
	Other (See Appendix 5)					
<b>Federal Highway Total</b>	<b>\$98,570</b>	<b>\$173,733</b>	<b>\$253,386</b>	<b>\$400,530</b>	<b>\$926,219</b>	
<b>Federal Railroad Administration</b>	Other Federal Railroad Administration (see Appendix 6)					
	<b>Federal Railroad Administration Total</b>					
<b>Federal Total</b>		<b>\$99,284</b>	<b>\$173,733</b>	<b>\$253,386</b>	<b>\$400,530</b>	<b>\$926,933</b>
<b>Innovative Finance</b>	- TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other (See Appendix 7)					
<b>Innovative Finance Total</b>						
<b>REVENUE - PROGRAM TOTAL</b>		<b>\$537,317</b>	<b>\$176,133</b>	<b>\$253,386</b>	<b>\$400,530</b>	<b>\$1,367,366</b>

**2019 Federal Transportation Improvement Program  
Expenditure Summary by Program Category  
(All figures in \$000's)**

Category	Regional Summary							Total	%
	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024			
<b>Transit Improvement</b>									
Bus Equipment or Capital Lease	91,445	3,126	2,596	1,057	-	-	98,224	0%	
Bus Vehicles Expansion	32,550	4,110	1,376	-	-	-	38,036	0%	
Intercity/Heavy Rail Vehicles Expansion	100	-	-	-	131,000	131,000	262,100	1%	
Intercity/Heavy Rail Extension	1,707,035	1,108,274	1,155,607	1,035,457	724,642	599,548	6,330,563	18%	
Light Rail Equipment	36,000	175,000	-	-	-	-	211,000	1%	
Light Rail Extension	256,480	316,410	210,500	218,000	191,000	426,400	1,618,790	5%	
Light Rail Vehicles Expansion	410,632	43,628	27,800	-	-	-	482,060	1%	
Transit Equipment, Structures, Facilities	82,858	38,038	126,742	52,828	40,166	96,164	436,796	1%	
<b>Transit Improvement Subtotal</b>	<b>2,617,100</b>	<b>1,688,586</b>	<b>1,524,621</b>	<b>1,307,342</b>	<b>1,086,808</b>	<b>1,253,112</b>	<b>9,477,569</b>	<b>27%</b>	
<b>Transit Operations &amp; Maintenance</b>									
Bus Operations	247,077	76,371	181,640	46,673	615	670	553,046	2%	
Bus Vehicles Rehab/Replace	632,432	1,135,640	308,241	308,960	-	-	2,385,273	7%	
Commuter Rail Operations	8,719	1,675	1,676	750	-	-	12,820	0%	
Intercity/Heavy Rail Operations	172,936	29,453	7,284	7,284	-	-	216,957	1%	
Intercity/Heavy Rail Equipment	6,910	10,200	19,200	-	-	-	36,310	0%	
Paratransit	214,336	166,802	101,392	107,483	125	135	590,273	2%	
<b>Transit O&amp;M Subtotal</b>	<b>1,282,410</b>	<b>1,420,141</b>	<b>619,433</b>	<b>471,150</b>	<b>740</b>	<b>805</b>	<b>3,794,679</b>	<b>11%</b>	
<b>Highway Improvement</b>									
Auxiliary, Passing, Truck Climbing Lane	86,668	-	25,716	9,956	-	-	122,340	0%	
Bridge Improvement	58,776	65,696	43,482	14,469	245,305	13,300	441,028	1%	
Capacity Enhancing Improvements (Highway)	1,508,039	638,991	2,156,581	1,881,259	255,466	826,784	7,267,120	21%	
Grade Separations	298,687	232,984	370,407	106,595	43,000	157,759	1,209,432	4%	
HOV Lanes	427,302	348,656	178,255	291,153	38,529	-	1,283,895	4%	
Interchange, ramps, over/undercrossing	734,917	734,161	379,333	290,196	100,720	205,361	2,444,688	7%	
Non-Capacity Improvements	207,110	173,642	36,519	20,000	27,172	6,853	471,296	1%	
<b>Highway Improvement Subtotal</b>	<b>3,321,499</b>	<b>2,194,130</b>	<b>3,190,293</b>	<b>2,613,628</b>	<b>710,192</b>	<b>1,210,057</b>	<b>13,239,799</b>	<b>38%</b>	
<b>Highway Operations &amp; Maintenance</b>									
SHOPP Operations	296,907	186,285	29,434	25,748	-	3,250	541,624	2%	
SHOPP Rehabilitation	1,095,259	1,391,325	544,438	586,201	-	-	3,617,223	10%	
SHOPP Safety	443,435	318,830	66,432	169,510	-	-	998,207	3%	
Road Rehabilitation/Replacement	232,601	373,745	113,709	60,095	660,666	21,700	1,462,516	4%	
Safety Improvements	93,470	42,498	4,131	-	-	-	140,099	0%	
Soundwalls	1,520	3,000	-	-	-	-	4,520	0%	
<b>Highway O&amp;M Subtotal</b>	<b>2,163,192</b>	<b>2,315,683</b>	<b>758,144</b>	<b>841,554</b>	<b>660,666</b>	<b>24,950</b>	<b>6,764,189</b>	<b>20%</b>	
<b>ITS, TDM, and Non-Motorized</b>									
ITS	163,822	25,897	24,699	8,919	250	-	223,587	1%	
Bicycle and Pedestrian Facilities	350,299	147,688	69,090	10,412	2,000	-	579,489	2%	
Rideshare	17,386	643	443	443	-	-	18,915	0%	
TDM, Park and Ride (excl. ridematching)	27,776	4,915	4,459	3,224	-	-	40,374	0%	
<b>ITS, TDM, and Non-Motorized Subtotal</b>	<b>559,283</b>	<b>179,143</b>	<b>98,691</b>	<b>22,998</b>	<b>2,250</b>	<b>-</b>	<b>862,365</b>	<b>2%</b>	
<b>Other</b>									
Administration, Admin. Facilities, Vehicles, Misc.	58,961	12,500	314	4,239	4,538	150	80,702	0%	
Ferry Service	70	-	-	-	-	-	70	0%	
Land Acquisition	-	-	-	-	-	-	-	0%	
Landscaping	33,326	25,816	14,453	4,000	-	-	77,595	0%	
Planning	7,145	1,047	1,586	3,434	3,433	-	16,645	0%	
Study	13,618	3,908	3,530	-	25,050	-	46,106	0%	
Transportation Enhancement Activities	3,063	-	-	-	-	-	3,063	0%	
<b>Other Subtotal</b>	<b>116,183</b>	<b>43,271</b>	<b>19,883</b>	<b>11,673</b>	<b>33,021</b>	<b>150</b>	<b>224,181</b>	<b>1%</b>	
<b>Various Agencies Lump Amounts</b>	<b>\$ 52,452</b>	<b>\$ 47,626</b>	<b>\$ 34,153</b>	<b>\$ 50,455</b>			<b>\$ 184,686</b>	<b>1%</b>	
<b>Total</b>	<b>10,112,119</b>	<b>7,888,580</b>	<b>6,245,218</b>	<b>5,318,800</b>	<b>2,493,677</b>	<b>2,489,074</b>	<b>34,547,468</b>	<b>100%</b>	

***Attachment E***  
***Expedited Project Selection Procedures***

## **Expedited 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.

### **2. Project Programming**

Once the CTCs have programmed funds to projects, as required by state and federal statutes, projects are then included in 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 information 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.

### 3. 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 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 (CTCs), 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 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) or Highway Maintenance (HM) Program Manager may advance or delay projects programmed in the adopted SHOPP or HM 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-Railroad Grade Separation Program, the Highway Bridge Program (HBP), and High Risk Rural Roads (HRRR/HR3) Program to produce the four-year FTIP Program Schedule planning list. 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 2019 FTIP have been selected using the project selection procedures.

***Attachment F***  
***Amendment Approval Procedures***

## **Amendment and Administrative Modification Approval Procedures – SCAG Executive Director Authority**

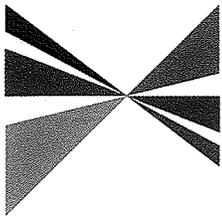
The Regional Council hereby grants authority to SCAG’s Executive Director to approve Federal Transportation Improvement Program (FTIP) amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved FTIP. These amendments must meet the following criteria:

- a. Changes that do not affect the regional emissions analysis.
- b. Changes that do not affect the timely implementation of the Transportation Control Measures.
- c. Changes that do not adversely impact financial constraint.
- d. Changes consistent with the adopted Regional Transportation Plan as amended.

Amendments triggered by an RTP/SCS amendment must be approved by the Regional Council.

Additionally, the SCAG Regional Council adopted a resolution on October 6, 2011 regarding Administrative Modification approval procedures. It is consistent with the FHWA and FTA letter dated June 3, 2011 and the SCAG Regional Council 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:

- a. SCAG must submit copies of the approved administrative modification to Caltrans, FHWA, and FTA.
- b. SCAG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for.
- c. 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.



**ASSOCIATION of GOVERNMENTS**

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President

Pam O'Connor, Santa Monica

First Vice President

Glen Becerra, Simi Valley

Second Vice President

Greg Pettis, Cathedral City

Immediate Past President

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**Executive/Administration Committee Chair**

Pam O'Connor, Santa Monica

**Policy Committee Chairs**

Community, Economic and

Human Development

Bill Jahn, Big Bear Lake

Energy & Environment

Margaret Clark, Rosemead

Transportation

Paul Glaab, Laguna Niguel

**RESOLUTION NO. 11-532-1**

**A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) GRANTING AUTHORITY TO SCAG'S EXECUTIVE DIRECTOR TO APPROVE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENTS AND TO APPROVE FTIP ADMINISTRATIVE MODIFICATIONS**

**WHEREAS**, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to U.S.C. §134(a) and (g) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP) pursuant to 23 U.S.C. §§134(g) 49 U.S.C. §5303(f) and 23 C.F.R. §450.312; and

**WHEREAS**, also pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and FTIP under California Government Code §§ 65080 and 65082 respectively; and

**WHEREAS**, on August 10, 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law, Pub. L. No. 109-59, Title VI, Section 6001(a), 119 Stat. 1839. SAFETEA-LU includes new and revised metropolitan transportation planning provisions and requires that the RTP and FTIP updates reflect these provisions beginning July 1, 2007; and

**WHEREAS**, under SAFETEA-LU and its implementing regulations under 23 CFR Part 450, and MPO shall develop a FTIP for the metropolitan planning area covering a period of no less than four years, and be updated at least every four years. In addition, the FTIP must also be updated every two years so as to be consistent with the State Transportation Improvement Program (STIP); and

**WHEREAS**, SCAG received a letter dated June 3, 2011 from Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) regarding revisions to the Federal State Transportation Improvement Program (FSTIP)/FTIP Amendments and Administrative Modification Procedures; and

**WHEREAS**, under the revised FHWA/FTA procedures, the Regional Council may delegate authority to the SCAG Executive Director to approve FTIP amendments and associated conformity determinations in accordance with requisite procedures; and

**WHEREAS**, under the revised FHWA/FTA procedures, SCAG may submit to the State Department of Transportation (Caltrans) a board action to approve administrative modifications to the FSTIP in accordance with requisite procedures, and to delegate the approval of such administrative modifications to the SCAG Executive Director.

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

1. The Regional Council hereby grants authority to the SCAG Executive Director to approve FTIP amendments and associated conformity determinations and to transmit to the state and federal agencies amendments to the most currently approved FTIP. These amendments must meet the following criteria:
  - a. Changes that do not affect the regional emissions analysis.
  - b. Changes that do not affect the timely implementation of the Transportation Control Measures.
  - c. Changes that do not adversely impact financial constraint.
  - d. Changes consistent with the adopted Regional Transportation Plan.
2. Amendments triggered by an RTP amendment must be approved by the Regional Council.
3. Consistent with the FHWA and FTA letter dated June 3, 2011, the SCAG Regional Council hereby accepts delegation from Caltrans and delegates authority to SCAG's Executive Director to approve FTIP Administrative Modifications for submittal into the FTSIP 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:

- a. SCAG must submit copies of the approved administrative modification to Caltrans, FHWA, and FTA.
  - b. SCAG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for.
  - c. 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.
4. SCAG staff shall request Caltrans approval of the delegation of authority procedures set forth above.

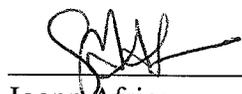
**APPROVED AND ADOPTED** by the Regional Council of the Southern California Association of Governments at its regular meeting on the 6<sup>th</sup> day of October 2011.

  
\_\_\_\_\_  
Pam O'Connor  
President  
Councilmember, City of Santa Monica

Attested by:

  
\_\_\_\_\_  
Hasan Ikhata  
Executive Director

Approved as to Form:

  
\_\_\_\_\_  
Joann Africa  
Chief Counsel

**Section V**  
**Environmental Justice &**  
**Public Notifications**

## **SECTION V**

# **ENVIRONMENTAL JUSTICE & PUBLIC NOTIFICATIONS**

## **Table of Contents**

Environmental Justice

Public Hearing Notice

Public Hearing July 17, 2018 Minutes

Public Hearing July 26, 2018 Minutes

Newspaper Public Notifications

Cover Letter Included with Distributed Draft 2019 FTIP

Distribution List of Public Libraries receiving the Draft 2019 FTIP

## **Environmental Justice**

The Final 2016-2040 RTP/SCS, approved by the SCAG Regional Council on April 7, 2016 (and approved by FHWA/FTA with regard to transportation conformity on June 1, 2016), included a comprehensive environmental justice analysis. The 2019 FTIP is consistent with the policies, programs, and projects included in the 2016-2040 RTP/SCS, and as such the environmental justice analysis included as part of the 2016-2040 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2019 FTIP.

A key component of the 2016-2040 RTP/SCS 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 seeking input from our environmental justice stakeholders. As part of the environmental justice analysis for the 2016-2040 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2016-2040 RTP/SCS on various environmental justice population groups. These performance measures included impacts related to tax burdens, share of transportation system usage, jobs-housing imbalance or mismatch, potential gentrification and displacement, air quality, health, noise, and rail related impacts. For additional information regarding these and other environment justice performance measures and the detailed environmental justice analysis, please see

[http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS\\_EnvironmentalJustice.pdf](http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_EnvironmentalJustice.pdf).

Additionally, SCAG is in the process of updating its 2014 PPP, and plan to adopt the 2018 PPP in September 2018. The 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).

### **Interagency Consultation and Public Participation**

As stated earlier in this document, the 2019 FTIP complies with applicable 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 Draft 2019 FTIP was discussed with the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on multiple occasions (September 26, 2017; October 24, 2017; December 5, 2017; February 6, 2018; March 27, 2018; April 24, 2018; and May 22, 2018; and June 26, 2018). The draft conformity analysis was released for a 30-day public review on July 10, 2018. Two public hearings were held on July 17 and July 26, 2018 at SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The Draft 2019 FTIP was presented to the Regional Transportation CEOs at their meeting held on August 17, 2018, fulfilling the consultation requirements of AB 1246 as codified in Public Utilities Code Sections 130058 and 130059. The Draft 2019 FTIP is posted on the SCAG website, was noticed in numerous newspapers, and distributed to libraries throughout the region. All comments on the Draft 2019 FTIP were documented and addressed accordingly.

SCAG, in cooperation with the CTCs, TCWG, and other local, state and federal partners, also completed the update to the 2019 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2019 FTIP. These guidelines serve as the manual for CTCs to develop their county TIP program and submit their TIPs through SCAG's FTIP database. SCAG received comments from stakeholders and revised the document as necessary. The Final Guidelines for the 2019 FTIP were approved by the SCAG Regional Council on September 7, 2017. For additional information on the 2019 FTIP Guidelines, please visit

<http://ftip.scag.ca.gov/Documents/Final2019FTIPGuidelines.pdf>



**DRAFT  
2019 FEDERAL TRANSPORTATION  
IMPROVEMENT PROGRAM**  
AND DRAFT AMENDMENT NO. 3 TO THE 2016 REGIONAL  
TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY  
(2016 RTP/SCS)

**PUBLIC HEARINGS**

In accordance with the Southern California Association of Governments' (SCAG) Public Participation Plan, SCAG would like to invite you to participate in the following Public Hearing:

**TUESDAY, JULY 17, 2018 AT 10:00 A.M. AND  
THURSDAY, JULY 26, 2018 AT 3:00 P.M.**

**SCAG LOS ANGELES OFFICE**  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
Phone: (213) 236-1800

**VIDEOCONFERENCING**

In an effort to obtain a greater amount of public participation, we will also provide videoconferencing opportunities at the following SCAG regional offices:

**IMPERIAL COUNTY**  
1503 North Imperial Avenue, Suite 104  
El Centro, CA 92243  
Phone: (760) 353-7800

**ORANGE COUNTY**  
600 South Main Street, Suite 1233  
Orange, CA 92868  
Phone: (714) 542-3687

**RIVERSIDE COUNTY**  
3403 10th Street, Suite 805  
Riverside, CA 92501  
Phone: (951) 784-1513

**SAN BERNARDINO COUNTY**  
1170 West 3rd Street, Suite 140  
San Bernardino, CA 92410  
Phone: (909) 806-3556

**VENTURA COUNTY**  
950 County Square Drive, Suite 101  
Ventura, CA 93003  
Phone: (805) 642-2800



**SPEAKING PROCEDURES**

If any member of the public would like to speak at the public hearing, they may register in advance by calling (213) 236-1929 or filling out a speaker card at the hearing. Generally, speakers will be provided three (3) minutes to speak.

If you have any other questions or comments, please visit our website at <http://ftip.scag.ca.gov> or email us at [gutierrez@scag.ca.gov](mailto:gutierrez@scag.ca.gov).

ADDITIONAL CONFERENCING SITES:

**CITY OF PALMDALE**  
38250 Sierra Highway  
Palmdale, CA 93550  
Phone: (661) 267-5347  
*(July 26 meeting only)*

**COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG)**  
73-710 Fred Waring Drive, Suite 200  
Palm Desert, CA 92260  
Phone: (760) 346-1127

**SOUTH BAY CITIES COUNCIL OF GOVERNMENTS (SBCCOG)**  
20285 S. Western Avenue, Suite 100  
Torrance, CA 90501  
Phone: (310) 371-7222, ext. 300





## NOTICE OF AVAILABILITY AND PUBLIC HEARINGS

### Draft 2019 Federal Transportation Improvement Program (FTIP) and Draft Amendment No. 3 to the 2016 – 2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
T: (213) 236-1800  
www.scag.ca.gov

The Southern California Association of Governments (SCAG) has prepared the Draft 2019 Federal Transportation Improvement Program (Draft 2019 FTIP) in compliance with the adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) and all federal and state requirements, including those set forth in the Fixing America's Surface Transportation Act (FAST ACT) and metropolitan planning regulations. SCAG has also prepared the Draft Amendment No. 3 to the 2016-2040 RTP/SCS to reflect additions or changes to a number of critical transportation projects that are ready to move forward toward the implementation phase.

#### REGIONAL COUNCIL OFFICERS

President  
Alan D. Wapner, San Bernardino  
County Transportation Authority

First Vice President  
Bill Jahn, Big Bear Lake

Second Vice President  
Randon Lane, Murrieta

Immediate Past President  
Margaret E. Finlay, Duarte

#### COMMITTEE CHAIRS

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County Transportation Authority

Community, Economic &  
Human Development  
Peggy Huang, Transportation  
Corridor Agencies

Energy & Environment  
Linda Parks, Ventura County

Transportation  
Curt Hagman, San Bernardino  
County

On July 9, 2018, the SCAG Executive Administration Committee approved release of the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016 – 2040 RTP/SCS for a 30-day public review and comment period, which concludes on August 8, 2018. The Draft 2019 FTIP is comprised of transportation projects for the six-county SCAG region: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Draft 2019 FTIP consists of three (3) volumes: (I) Executive Summary, (II) Technical Appendix, and (III) Project Listing part A and part B (consistent with the 2016 RTP/SCS). The Technical Appendix includes the federally required conformity analysis for the Draft 2019 FTIP. The Draft Amendment No. 3 to the 2016 – 2040 RTP/SCS is comprised of regionally significant transportation project changes for the same six-county region, and consists of a single document.

Included in the public review and public hearings of the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016 – 2040 RTP/SCS are the Federal Program of Projects for Fiscal Years 2018/2019-2021/2022 that are funded with Federal Transit Administration (FTA) Section 5307 and 5339 funds for all urbanized areas in the SCAG six-county region. The applicable urbanized areas are: Camarillo, El Centro–Calexico, Hemet, Indio–Cathedral City, Lancaster–Palmdale, Los Angeles–Long Beach–Anaheim, Mission Viejo–Lake Forest–San Clemente, Murrieta–Temecula–Menifee, Oxnard, Riverside–San Bernardino, Santa Clarita, Simi Valley, Thousand Oaks, Victorville–Hesperia, and Yuma AZ – CA\* (*Imperial County Portion*). This public notice of availability and associated public participation activities as well as the time established for public review and comments on the Draft 2019 FTIP will satisfy the public involvement requirements for the Program of Projects (POP) of the Section 5307 Program. Subsequent to public review, involvement and adoption, the final 2019 FTIP will function as the final program for the region, unless amended, and a final notice is not published. The projects are listed by each respective county in Volume III of the Draft 2019 FTIP.

The Draft 2019 FTIP and Draft Amendment No. 3 to the 2016 – 2040 RTP/SCS are available for public review on the SCAG website at <http://ftip.scag.ca.gov/Pages/2019/draft.aspx> and <http://scagrtpscs.net/Pages/Draft2016RTPSCSAmend03.aspx>. Copies are also available for public review at SCAG's main office in Los Angeles and its regional offices (Imperial, Orange, Riverside, San Bernardino, and Ventura). Copies of the Draft 2019 FTIP can also be found at public libraries throughout the region (library listing is available on the SCAG website). SCAG's Regional Council as the agency's governing board is tentatively scheduled to consider approval of the final 2019 FTIP and Amendment No. 3 to the 2016 – 2040 RTP/SCS on September 6, 2018.

SCAG will be holding two (2) public hearings regarding the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016 – 2040 RTP/SCS on the following dates, times and locations:

**(1) Tuesday, July 17, 2018 @ 10:00 AM**

SCAG Los Angeles Office  
900 Wilshire Blvd., Suite1700  
Los Angeles, CA 90017

**(2) Thursday, July 26, 2018 @ 3:00 PM**

SCAG Los Angeles Office  
900 Wilshire Blvd., Suite1700  
Los Angeles, CA 90017

One may also participate in the public hearings via their web browser or video conference. Please visit our website for the public hearing procedures, web browser instructions and video conference locations at <http://ftip.scaq.ca.gov>.

The purpose of the hearings is to receive public input and comments regarding the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016 – 2040 RTP/SCS, which may be used to facilitate changes where appropriate. SCAG encourages the public and all interested parties to submit comments and/or information, verbal or written, at the public hearings by no later than the close of the public comment period. Written comments will be accepted until 5:00 PM on August 8, 2018 and may be submitted electronically to [gutierre@scaq.ca.gov](mailto:gutierre@scaq.ca.gov), or by U.S. mail as follows:

**Southern California Association of Governments**  
**Attention: Pablo Gutierrez**  
**900 Wilshire Blvd., Suite1700**  
**Los Angeles, CA 90017**



## 公開說明會通知

### 2019 年聯邦運輸改善方案 (FTIP) 草案和 2016-2040 區域交通規劃/可持續社區策略報告 (RTP/SCS) 修改版本 3

SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
T: (213) 236-1800  
www.scag.ca.gov

根據已通過的 2016-2040 年區域運輸規劃/永續社區策略 (2016-2040 RTP/SCS) 及聯邦與加州的相關規定，包含修復美國地面運輸法案 (FAST ACT) 及大都會規劃的相關規定，南加州政府協會 (SCAG) 已籌備 2019 年聯邦運輸改善方案草案 (2019 FTIP 草案)。另外，SCAG 為 2016-2040 RTP / SCS 編制了修改版本 3，以反映一些增加或更改的準備實施的關鍵交通項目。

#### REGIONAL COUNCIL OFFICERS

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Curt Hagman, San Bernardino  
County

2018 年 7 月 9 日，SCAG 行政管理委員會核准發布 2019 FTIP 草案和 2016-2040 RTP / SCS 修改版本 3 為期 30 天的公開審查及徵詢意見階段，並於 2018 年 8 月 8 日結束。2019 FTIP 草案包含 SCAG 地區六郡的運輸計畫：Imperial、Los Angeles、Orange、Riverside、San Bernardino 及 Ventura。2019 FTIP 草案包含三 (3) 大部分：(I) 執行摘要、(II) 技術附錄，和 (III) 項目一覽表 (符合 2016 RTP/SCS)。技術附錄包含聯邦規定的 2019 FTIP 草案整合分析。2016-2040 RTP / SCS 修正版本 3 包含同樣六郡地區內的重大變更交通項目，并匯編在同一个文件里。

2019 FTIP 草案和 2016-2040 RTP / SCS 修改版本 3 的公開審查及公開說明會包含 2018/2019 - 2021/2022 會計年度 SCAG 六郡都市化地區由聯邦大眾運輸總署 (FTA) 章節 5307 及 5339 出資的聯邦計畫方案。適用都市化地區是：Camarillo、El Centro-Calexico、Hemet、Indio-Cathedral City、Lancaster-Palmdale、Los Angeles-Long Beach-Anaheim、Mission Viejo-Lake Forest-San Clemente、Murrieta-Temecula-Menifee、Oxnard、Riverside-San Bernardino、Santa Clarita、Simi Valley、Thousand Oaks、Victorville-Hesperia 及 Yuma AZ-CA\* (\*Imperial 郡部分)。此次公開說明會通知及公眾參與活動，以及 2019 FTIP 草案公開審查及徵詢意見的時間安排，將符合計畫方案 (POP) 的公眾參與規定。在公眾評論，參與和採納後，2019 FTIP 定案將是此地區的最終方案，除非有修正，最後通知將不再公布。2019 FTIP 草案的各郡計畫列在第三部分。

民眾可上 SCAG 網站 <http://ftip.scag.ca.gov/Pages/2019/draft.aspx> 和 <http://scagrtpscs.net/Pages/Draft2016RTPSCSAmend03.aspx> 查閱 2019 FTIP 草案和 2016-2040 RTP / SCS 修改版本 3。SCAG's Los Angeles 辦公室及各地區辦公室 (Imperial、Orange、Riverside、San Bernardino 及 Ventura) 也提供副本供民眾參考。地區各地的公共圖書館也提供 2019 FTIP 草案副本 (SCAG 網站提供圖書館一覽表)。SCAG's 區域議會是機構的管理委員會，暫定 2018 年 9 月 6 日考慮批准 2019 FTIP 最終方案和 2016-2040 RTP / SCS 修改版本 3。

SCAG 將舉辦兩場 (2) 2019 FTIP 草案和 2016-2040 RTP / SCS 修改版本 3 的公開說明會。日期、時間及地點如下：

(1) 2018 年 7 月 17 日星期二，上午 10 點	(2) 2018 年 7 月 26 日星期四，下午 3 點
SCAG Los Angeles Office 900 Wilshire Blvd., Suite 1700 Los Angeles, CA 90017	SCAG Los Angeles Office 900 Wilshire Blvd., Suite 1700 Los Angeles, CA 90017

民眾可通過個人電腦網頁瀏覽器或者視訊會議參加公開說明會。請上網 <http://ftip.scag.ca.gov> 查詢公開說明會流程，網頁瀏覽器說明及視訊會議地點。

說明會的目的是要徵詢民眾對於 2019 FTIP 草案和 2016-2040 RTP / SCS 修改版本 3 的相關意見，以便進行適當的修改。SCAG 鼓勵民眾及所有有興趣團體在公開說明會徵詢意見階段結束前提交書面意見及/或書面資訊。書面意見的截止日期是 2018 年 8 月 8 日下午 5 點，可傳送電子郵件至 [gutierrez@scag.ca.gov](mailto:gutierrez@scag.ca.gov)，或郵寄至：

**Southern California Association of Governments**  
**Attention : Pablo Gutierrez**  
**900 Wilshire Blvd., Suite 1700**  
**Los Angeles, CA 90017**



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Immediate Past President  
Margaret E. Finlay, Duarte

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Human Development  
Peggy Huang, Transportation  
Corridor Agencies

Energy & Environment  
Linda Parks, Ventura County

Transportation  
Curt Hagman, San Bernardino  
County

## 열람공고 및 공청회 안내

### 2019 연방교통개선프로그램안 (2019 FTIP 안) 과 2016-2040 지역교통계획 및 지속가능한 커뮤니티 개발전략수정안 #3 (2016-2040 RTP/SCS 수정안 #3)

남캘리포니아 정부 연합 (SCAG)은 이미 승인된 2016-2040 RTP/SCS, 미국 지상교통 개선법(Fixing America's Surface Transportation Act, (FAST ACT)) 및 광역도시권 계획과 관련된 규제 등을 포함한 연방정부 및 주정부의 법규에 따라 2019 FTIP 안을 마련하였습니다.

2018년 7월 9일의 SCAG 행정 위원회 결정에 따라 2019 FTIP 안과 2016-2040 RTP/SCS 수정안 #3 에 대하여 2018년 8월 8일 까지 30일 동안 주민의견을 수렴하고 있습니다. 2019 FTIP 안은 SCAG 지역 6개 카운티 (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura)의 교통 프로젝트들로 구성되어 있습니다. 2019 FTIP 안은 2016-2040 RTP/SCS 와 동일하게 (I) 요약본 (III) 부록 (III) 프로젝트 목록 A 와 B 등 세 권의 보고서로 구성되어 있습니다. 부록 (Technical Appendix)은 연방 정부의 규정에 따른 2019 FTIP 안에 대한 적합성 분석을 포함하고 있습니다. 또한, 2016-2040 RTP/SCS 수정안 #3 은 SCAG 지역 6개 카운티의 주요 교통프로젝트에 대한 변경사항을 포함하고 있습니다.

2019 FTIP 안과 2016-2040 RTP/SCS 수정안 #3 에 대한 주민공청회에는 SCAG 지역 내에서 2018/2019-2021/2022 회계년도 기간 중 연방 교통부 (Federal Transit Administration (FTA))의 섹션 5037 과 5339 의 재정지원을 받는 프로젝트들이 포함됩니다. 해당 지역은 다음과 같습니다: Camarillo, El Centro-Calexico, Hemet, Indio-Cathedral City, Lancaster-Palmdale, Los Angeles-Long Beach-Anaheim, Mission Viejo-Lake Forest-San Clemente, Murrieta-Temecula-Menifee, Oxnard, Riverside-San Bernardino, Santa Clarita, Simi Valley, Thousand Oaks, Victorville-Hesperia, and Yuma AZ - CA\* (\*Imperial County). 이번 열람공고 및 관련된 주민 참여 행사와 주민공청회는 섹션 5037 의 프로젝트들에 대한 주민참여규정에 따른 것입니다. 주민공청회 이후 승인이 확정되면, 2019 FTIP 안은 추가 수정이나 공고가 발표되지 않는 이상 SCAG 지역의 최종 계획이 될 예정입니다. 공청회

2019 FTIP 안과 2016-2040 RTP/SCS 수정안 #3 에 대한 주민공청회에는 SCAG 지역 내에서 2018/2019-2021/2022 회계년도 기간 중 연방 교통부 (Federal Transit Administration (FTA))의 섹션 5037 과 5339 의 재정지원을 받는 프로젝트들이 포함됩니다. 해당 지역은 다음과 같습니다: Camarillo, El Centro–Callexico, Hemet, Indio–Cathedral City, Lancaster–Palmdale, Los Angeles–Long Beach–Anaheim, Mission Viejo–Lake Forest–San Clemente, Murrieta–Temecula–Menifee, Oxnard, Riverside–San Bernardino, Santa Clarita, Simi Valley, Thousand Oaks, Victorville–Hesperia, and Yuma AZ – CA\* (\*Imperial County). 이번 열람공고 및 관련된 주민 참여 행사와 주민공청회는 섹션 5037 의 프로젝트들에 대한 주민참여규정에 따른 것입니다. 주민공청회 이후 승인이 확정되면, 2019 FTIP 안은 추가 수정이나 공고가 발표되지 않는 이상 SCAG 지역의 최종 계획이 될 예정입니다. 공청회 관련 프로젝트들은 2019 FTIP 안의 프로젝트 목록 보고서에 카운티별로 정리되어 있습니다.

2019 FTIP 안과 2016-2040 RTP/SCS 수정안 #3 은 SCAG 웹사이트

(<http://ftip.scag.ca.gov/Pages/2019/draft.aspx>)와

(<http://scagrtpscs.net/Pages/Draft2016RTPSCSAmend03.aspx>) 에서 열람이 가능합니다.

SCAG 로스앤젤레스 (Los Angeles) 사무소와 각 지역사무소 (Imperial, Orange, Riverside, San Bernardino, and Ventura)는 물론, 각 지역 공공도서관에서도 복사본 열람이 가능합니다 (공공도서관 리스트는 SCAG 웹사이트에 들어가시면 확인하실 수 있습니다). SCAG 지역 의회 (Regional Council)는 2019 FTIP 안과 2016-2040 지역교통계획 및 지속가능한 커뮤니티 개발전략수정안 #3 의 최종본을 2018 년 9 월 6 일에 승인할 예정입니다.

2019 FTIP 안과 2016-2040 RTP/SCS 수정안 #3 에 대한 공청회는 다음과 같이 두 번에 걸쳐 개최될 예정입니다:

(1) Tuesday, July 17, 2018 @ 10:00 AM

SCAG Los Angeles Office

900 Wilshire Blvd., Suite 1700

Los Angeles, CA 90017

(2) Thursday, July 26, 2018 @ 3:00 PM

SCAG Los Angeles Office

900 Wilshire Blvd., Suite 1700

Los Angeles, CA 90017

주민공청회는비디오 컨퍼런스 또는 인터넷 웹사이트를 통해 참가하실 수도 있습니다. 공청회 진행과정과 웹사이트 이용 방법 및 SCAG 지역사무소의 위치에 대한 자세한 내용은 <http://ftip.scag.ca.gov>에서 확인하실 수 있습니다.

이번 공청회의 목적은 2019 FTIP 안과 2016-2040 RTP/SCS 수정안 #3 에 대하여 주민의 의견을 듣고 반영하는 것입니다. 공청회 관련 의견은 서면으로도 제출이 가능하오니 좋은 의견이 있으신 주민 및 관련 단체의 많은 참여 바랍니다. 서면의견은 2018 년 8 월 8 일 오후 5 시까지 아래의 이메일 또는 주소로 보내실 수 있습니다.

이메일: [gutierre@scag.ca.gov](mailto:gutierre@scag.ca.gov)

주소:

Southern California Association of Governments

Attention: Pablo Gutierrez

900 Wilshire Blvd., Suite 1700

Los Angeles, CA 90017



## ANUNCIÓ DE LA DISPONIBILIDAD Y DE LAS AUDIENCIAS PÚBLICAS

### Para los documentos preliminares del Programa de Mejoramiento del Transporte Federal 2019 (FTIP, según sus siglas en inglés) – Draft 2019 Federal Transportation Improvement Program (FTIP) y La Enmienda No. 3 al Plan de Transporte Regional/Estrategia para Comunidades Sostenibles 2016 – 2040 (RTP/SCS 2016 – 2040)

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La Asociación de Gobiernos del Sur de California (SCAG, según sus siglas en inglés) ha elaborado el Borrador del Programa de Mejoramiento del Transporte Federal para el año 2019 (FTIP 2019) en conformidad con el Plan de Transporte Regional/Estrategia para Comunidades Sostenibles adoptados para el periodo de 2016 a 2040 (RTP/SCS 2016-2040) de SCAG y según los requisitos aplicables de las leyes federales y estatales, incluyendo éstos dispuestos en la Ley de Arreglando el Transporte de Superficie Terrestre de los Estados Unidos (mejor conocida como FAST ACT) y con los reglamentos de planificación metropolitana. SCAG también ha preparado la Enmienda No. 3 al RTP/SCS 2016 – 2040 para reflejar adiciones o cambios a varios proyectos de transporte críticos que están listos para avanzar hacia la fase de implementación.

El 9 de julio del 2018, el comité de administración ejecutiva de SCAG aprobó la distribución del Borrador del FTIP 2019 y la Enmienda No. 3 al RTP/SCS 2016 - 2040 por un periodo de treinta (30) días de revisión y comentario público el cual se concluye el 8 de agosto del 2018. El Borrador del FTIP 2019 incluye los proyectos de transporte para los siguientes seis condados dentro de la región de SCAG: Imperial, Los Angeles, Orange, Riverside, San Bernardino, y Ventura. El Borrador del FTIP 2019 cuenta con tres (3) volúmenes, (I) resumen ejecutivo, (II) apéndice técnico, y (III) lista de proyectos parte A y parte B (consistente con el RTP/SCS 2016-2040). El apéndice técnico incluye el análisis de la conformidad para el FTIP 2019 el cual es requerido según la ley federal. La Enmienda No. 3 al RTP/SCS 2016 – 2040 consiste de un solo documento que contiene cambios a proyectos de transporte dentro de la región de SCAG.

Incluido en la revisión pública y las audiencias públicas del Borrador del FTIP 2019 y la Enmienda No. 3 al RTP/SCS 2016 - 2040, está el Programa Federal de Proyectos para los años 2018/2019-2023/2024 que enumera los proyectos de transporte que han sido propuestos para la programación y que recibirán fondos federales de la sección 5307 y 5339 de la Administración Federal de Tránsito (FTA) para todas las áreas urbanizadas en la región que cubre los seis condados que forman parte de SCAG. Las áreas urbanizadas son: Camarillo, El Centro–Calexico, Hemet, Indio–Cathedral City, Lancaster–Palmdale, Los Angeles–Long Beach–Anaheim, Mission Viejo–Lake Forest–San Clemente, Murrieta–Temecula– Menifee, Oxnard, Riverside–San Bernardino, Santa Clarita, Simi Valley, Thousand Oaks, Victorville – Hesperia, Yuma AZ – CA\* (\*Porción del condado de Imperial). Este anuncio de disponibilidad y las actividades de la participación pública, así como el periodo establecido para la revisión y los comentarios públicos sobre el borrador del FTIP 2019 cumplen con los requisitos de participación pública para el Programa Federal de Proyectos (POP, por sus siglas en inglés) de la sección 5307. Posterior a la participación del público y la adopción, el documento final del FTIP 2019 funcionará como el programa final para la región, salvo que se modifique y que no se publique un aviso final. Los proyectos se muestran por condado en el Volumen III del Borrador del FTIP 2019.

El Borrador del FTIP 2019 y la Enmienda No. 3 al RTP/SCS 2016 - 2040 está disponible en la página de Internet de SCAG: <http://ftip.scag.ca.gov/Pages/2019/draft.aspx> y <http://scagrtpscs.net/Pages/Draft2016RTPSCSAmend03.aspx>. Copias también están disponibles para ser revisadas en las oficinas regionales de SCAG (Imperial, Orange, Riverside, San Bernardino, y Ventura) y en algunas bibliotecas públicas por toda la región (la lista de las bibliotecas está disponible en la página de Internet de SCAG). La junta gobernante de SCAG, conocida como el Concilio Regional, ha programado la fecha tentativa del 6 de septiembre 2018 para considerar la aprobación del documento Final del FTIP 2019 y la Enmienda No. 3 al RTP/SCS 2016 - 2040.

SCAG llevará a cabo dos (2) audiencias públicas para recibir testimonio público sobre el Borrador del FTIP 2019 y la Enmienda No. 3 al RTP/SCS 2016 – 2040 en las siguientes fechas, horarios y lugares:

**(1) Martes, 17 de julio del 2018 a las 10:00am**

Oficina de SCAG en Los Angeles  
900 Wilshire Blvd., Piso No. 17  
Los Angeles, CA 90017

**(2) Jueves, 26 de julio del 2018 a las 3:00pm**

Oficina de SCAG en Los Angeles  
900 Wilshire Blvd., Piso No. 17  
Los Angeles, CA 90017

Las audiencias públicas también estarán disponibles por medio de conferencia de video en las oficinas regionales de SCAG y también a través del navegador web. Favor de visitar nuestra página de Internet para ver los procedimientos de las audiencias públicas, las instrucciones del navegador web y los lugares que ofrecerán las audiencias públicas por medio de conferencia de video en <http://ftip.scag.ca.gov>.

El propósito de estas audiencias públicas son para recibir la opinión y los comentarios del público con respecto al Borrador del FTIP 2019 y la Enmienda No. 3 al RTP/SCS 2016 - 2040, el cual puede ser utilizado para facilitar cambios al plan cuando sea apropiado. SCAG anima al público y a todas las personas interesadas a presentar comentarios y/o información por escrito o por correo electrónico antes de las 5 de la tarde el 8 de agosto del 2018. Los comentarios por correo electrónico pueden ser enviados a [gutierre@scag.ca.gov](mailto:gutierre@scag.ca.gov), o por correo a:

Atención: Pablo Gutierrez  
Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017



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

### Dự Thảo Chương Trình Cải Thiện Giao Thông Liên Bang (FTIP) Năm 2019 và Bản Sửa Đổi Số 3 Cho Dự Thảo 2016-2040 Kế Hoạch Giao Thông Vận Tải Khu Vực/Chiến Lược Cộng Đồng Bền Vững (RTP/SCS)

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Energy & Environment  
Linda Parks, Ventura County

Transportation  
Curt Hagman, San Bernardino  
County

Hiệp Hội Các Cơ Quan Chính Quyền Nam California (SCAG) đã soạn xong Dự Thảo Chương Trình Cải Thiện Giao Thông Liên Bang Năm 2019 (Dự Thảo 2019 FTIP) tuân theo Kế Hoạch Giao Thông Vận Tải Khu Vực/Chiến Lược Cộng Đồng Bền Vững 2016-2040 (2016-2040 RTP/SCS) đã được thông qua và tất cả những yêu cầu của liên bang và tiểu bang, bao gồm cả những yêu cầu nêu trong Luật Sửa Chữa Giao Thông Vận Tải của Mỹ (FAST ACT) và những quy định quy hoạch đô thị. SCAG cùng đã soạn xong bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS để phản ánh các bổ sung hoặc thay đổi cho một số dự án giao thông quan trọng đã sẵn sàng để tiến tới giai đoạn thực hiện.

Ngày 9 Tháng 7 Năm 2018, Ủy Ban Điều Hành SCAG đã chấp thuận phát hành 30 ngày để cho người dân xem xét và góp ý về Dự Thảo 2019 FTIP và Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS, việc xem xét sẽ kết thúc vào Ngày 8 Tháng 8 Năm 2018. Dự Thảo 2019 FTIP bao gồm những dự án giao thông cho sáu quận trong khu vực của SCAG: Imperial, Los Angeles, Orange, Riverside, San Bernardino, và Ventura. Dự Thảo 2019 FTIP gồm có ba (3) tập: (I) Tóm Tắt Thực Hiện, (II) Phụ Lục Kỹ Thuật, và (III) Liệt Kê Dự Án Phần A và Phần B (phù hợp với 2016 RTP/SCS). Phụ Lục Kỹ Thuật bao gồm nội dung phân tích tính phù hợp cần thiết mà liên bang yêu cầu đối với Dự Thảo 2019 FTIP. Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS được bao gồm thay đổi dự án giao thông quan trọng trong vùng cho sáu quận trong vùng.

Bao gồm trong đợt công chúng xem xét và điều trần công khai Dự Thảo 2019 FTIP và Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS là Chương Trình của Liên Bang về những dự án cho Năm Tài Chính 2018/2019-2021/2022 được tài trợ bởi các quỹ Mục 5307 và 5339 của Cục Hành Chính Liên Bang Quá Cảnh (FTA) cho tất cả những vùng đô thị trong khu vực sáu quận SCAG. Những khu vực đô thị được áp dụng là: Camarillo, El Centro-Calexico, Hemet, Indio-Cathedral City, Lancaster-Palmdale, Los Angeles-Long Beach-Anaheim, Mission Viejo-Lake Forest-San Clemente, Murrieta-Temecula-Menifee, Oxnard, Riverside-San Bernardino, Santa Clarita, Simi Valley, Thousand Oaks, Victorville-Hesperia, và Yuma AZ-CA\* (\*Phần Quận Imperial). Bản thông báo này về chương trình sẵn có và những hoạt động tham gia của cộng đồng cũng như thời gian dành cho công chúng xem xét và nêu ý kiến về Dự Thảo 2019 FTIP sẽ đáp ứng yêu cầu tham gia của công chúng cho Chương Trình Các Dự Án (Program of Projects - POP). Tiếp sau phần tham gia và thông qua của công chúng, bản 2019 FTIP cuối cùng sẽ là chương trình cuối cùng cho khu vực, trừ khi bản thảo này được sửa đổi, và thông báo cuối cùng không được ban hành. Các dự án được liệt kê theo từng quận tương ứng nằm trong Tập III của Dự Thảo 2019 FTIP.

Dự Thảo 2019 FTIP và Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS có sẵn cho công chúng xem trên trang chủ SCAG tại <http://ftip.scag.ca.gov/Pages/2019/draft.aspx> và <http://scagrtpscs.net/Pages/Draft2016RTPSCSAmend03.aspx>. Bản sao cũng có sẵn cho công chúng xem tại văn phòng Los Angeles của SCAG và các văn phòng khu vực (Imperial, Orange, Riverside, San Bernardino, và Ventura). Bản sao của Dự Thảo 2019 FTIP cũng có thể được tìm thấy tại các thư viện công cộng trong khu vực (danh sách thư viện có trên trang chủ của SCAG). Hội Đồng Khu Vực của SCAG với tư cách là ban điều hành của cơ quan này dự kiến xem xét phê duyệt phiên bản cuối cùng của 2019 FTIP và Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS vào Ngày 6 Tháng 9 Năm 2018.

SCAG sẽ tổ chức hai phiên (2) điều trần trước công chúng về Dự Thảo 2019 FTIP và Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS vào ngày, giờ và địa điểm sau đây:

#### (1) Thứ Ba, 7/17/2018 Lúc 10:00 AM

SCAG Los Angeles Office  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017

#### (2) Thứ Năm 7/26/2018 Lúc 3:00 PM

SCAG Los Angeles Office  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017

Trang 2 Hiệp Hội Các Cơ Quan Chính Quyền Nam California (SCAG)  
Thông Báo về Chương Trình Sẵn Có và Điều Trần Công Cộng cho  
Dự Thảo 2017 FTIP và Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS

Công chúng cũng có thể tham gia các buổi điều trần trước công chúng thông qua trình duyệt web hoặc hội nghị video. Vui lòng truy cập trang chủ của chúng tôi để xem quy trình điều trần, hướng dẫn trình duyệt web và địa điểm hội nghị video tại <http://ftip.scag.ca.gov>.

Mục đích của các phiên điều trần nhằm tiếp thu góp ý của công chúng và ý kiến về Dự Thảo 2017 FTIP và Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS, mà có thể được sử dụng để tạo thuận lợi cho những sửa đổi thích hợp. SCAG khuyến khích công chúng và tất cả các bên quan tâm gửi ý kiến bằng văn bản và/hoặc thông tin bằng văn bản tại phiên điều trần và không muộn hơn thời hạn góp ý. Ý kiến bằng văn bản sẽ được thu nhận cho đến 5 giờ chiều Ngày 8 Tháng 8 Năm 2018 và có thể được đệ trình qua thư điện tử tới hộp thư [gutierre@scag.ca.gov](mailto:gutierre@scag.ca.gov), hoặc qua bưu điện Hoa Kỳ tại địa chỉ sau:

**Hiệp Hội Các Cơ Quan Chính Quyền Nam California**  
**Kính gửi: Pablo Gutierrez**  
**900 Wilshire Blvd., Suite 1700**  
**Los Angeles, CA 90017**

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Draft 2019 Federal Transportation Improvement Program (FTIP)  
and Draft Amendment #3 to the 2016–2040 RTP/SCS

Public Hearing

July 17, 2018

*Minutes*

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN AT THE DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND DRAFT AMENDMENT #3 TO THE 2016–2040 RTP/SCS PUBLIC HEARING. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG’S OFFICE.**

The Public Hearing was held at SCAG’s office in downtown Los Angeles. Videoconference was provided to SCAG Regional Offices in Orange County, Imperial County, Riverside County, San Bernardino County and Ventura County. Additional videoconference sites were available at the Coachella Valley Association of Governments (CVAG) and the South Bay Cities Council of Governments (SBCCOG). The meeting was called to order by Chair, Pablo Gutierrez, SCAG FTIP Acting Manager.

**CALL TO ORDER**

Pablo Gutierrez, SCAG FTIP Acting Manager, called the Public Hearing to order at 10:02 a.m. Mr. Gutierrez stated Southern California Association of Governments (SCAG) is currently circulating the Draft 2019 Federal Transportation Improvement Program (FTIP) for public review and comments. The FTIP and RTP/SCS are developed based on a “bottom-up approach”. The CTCs are the lead agencies that are in charge of prioritizing projects within their respective counties. As such, SCAG cannot unilaterally delete or change projects that are contained in the FTIP or RTP/SCS. The FTIP is a federally mandated list of transportation investment priorities in the SCAG region. Federal regulations require that the FTIP be updated at least every four years, SCAG updates it every two years to be consistent with the State Transportation Improvement Program (STIP). The FTIP is prepared by SCAG in coordination and consultation with the County Transportation Commissions (CTCs) through a bottoms-up approach, it is a multimodal list of capital improvements programmed with various federal, state, and local fund sources proposed over a six-year period. The FTIP is prioritized to implement the region’s overall strategy for providing mobility and improving both the efficiency and safety of the transportation system. It is the process by which the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) policies and goals are implemented. The FTIP is a dynamic document that is amended frequently to reflect updates to funding, schedules and program priority changes. The 2019 FTIP includes approximately 2,000 projects in the region, representing an investment of \$34.6 billion from 2018 to 2024. Funding programmed in the first two years are committed funds. Funds in years three and four are reasonably available. Funds in year five and six are for informational purposes. The Draft FTIP is available to the public at SCAG’s website, regional offices and public libraries around the region. The list of regional offices and libraries are posted on SCAG’s website.

Mr. Gutierrez introduced Daniel Tran, SCAG Regional Planner, to present the Draft Amendment #3 to the 2016–2040 RTP/SCS. Mr. Tran stated that concurrent to the Draft 2019 FTIP, staff has also prepared an RTP/SCS Amendment #3 which serves as a consistency amendment to the 2019 FTIP allowing for changes to long range RTP/SCS projects in addition to modeling changes to local and state highway and transit projects that will be carried forward as part of the 2019 FTIP.

Similar to the final 2016 RTP/SCS, RTP/SCS amendments must continue to demonstrate financial conformity, transportation conformity, achievement of GHG targets, and progress made toward meeting safety and transit asset management performance measures. The Draft 2016 RTP/SCS Amendment #3 meets all of these conditions. Specific changes include 187 project modifications to financially constrained RTP/SCS projects and 148 project modifications to FTIP projects.

The Draft 2019 FTIP and Draft Amendment #3 to the 2016–2040 RTP/SCS are available for review at SCAG headquarters, all SCAG regional offices, SCAG’s Website and also at libraries around the region. Comments can be submitted until 5:00 p.m. August 8, 2018. Mr. Gutierrez provided opportunity for public comments from SCAG’s downtown office and each of SCAG’s regional offices participating by videoconference.

### **PUBLIC COMMENT PERIOD**

Mark Baza, Executive Director of the Imperial County Transportation Commission, expressed his appreciation for the opportunity to comment and stated Imperial County is satisfied with the draft submittal as it was developed in collaboration with SCAG team to complete and, as always, meeting state and federal requirements.

Carol Gomez, South Coast Air Quality Management District, wanted to question the 87 tons of NOx reduction. She wants to know how SCAG came up with and if the number are real.

No other members of the public requested to comment at this time. Mr. Gutierrez kept the public hearing open for any other public commenters.

Mr. Gutierrez again asked if any other members of the public at the SCAG downtown office or the SCAG regional offices wanted to submit a comment. No other members of the public requested to comment.

### **ADJOURNMENT**

Having received no additional public comments Mr. Gutierrez adjourned the Public Hearing at 10:30 a.m. The next Public Hearing for the Draft 2019 Federal Transportation Improvement Program (FTIP) and the Draft Amendment #3 to the 2016–2040 RTP/SCS is July 26, 2018 at 3:00 p.m. at SCAG’s downtown office as well as videoconference to SCAG regional offices.

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Pablo Gutierrez, Acting Manager  
Federal Transportation Improvement Program

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Draft 2019 Federal Transportation Improvement Program (FTIP)  
and Draft Amendment #3 to the 2016–2040 RTP/SCS  
Public Hearing  
July 26, 2018  
*Minutes*

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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN AT THE DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND DRAFT AMENDMENT #3 TO THE 2016–2040 RTP/SCS PUBLIC HEARING. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG’S OFFICE.**

The Public Hearing was held at SCAG’s office in downtown Los Angeles. Videoconference was provided to SCAG Regional Offices in Orange County, Imperial County, Riverside County, San Bernardino County and Ventura County. Additional videoconference sites were available at the City of Palmdale, the Coachella Valley Association of Governments (CVAG), and the South Bay Cities Council of Governments (SBCCOG). The meeting was called to order by Chair, Pablo Gutierrez, SCAG FTIP Acting Manager.

**CALL TO ORDER**

Pablo Gutierrez, SCAG FTIP Acting Manager, called the Public Hearing to order at 3:11 p.m. Mr. Gutierrez stated Southern California Association of Governments (SCAG) is currently circulating the Draft 2019 Federal Transportation Improvement Program (FTIP) for public review and comments. The FTIP and RTP/SCS are developed based on a “bottom-up approach”. The CTCs are the lead agencies that are in charge of prioritizing projects within their respective counties. As such, SCAG cannot unilaterally delete or change projects that are contained in the FTIP or RTP/SCS. The FTIP is a federally mandated list of transportation investment priorities in the SCAG region. Federal regulations require that the FTIP be updated at least every four years, SCAG updates it every two years to be consistent with the State Transportation Improvement Program (STIP). The FTIP is prepared by SCAG in coordination and consultation with the County Transportation Commissions (CTCs) through a bottoms-up approach, it is a multimodal list of capital improvements programmed with various federal, state, and local fund sources proposed over a six-year period. The FTIP is prioritized to implement the region’s overall strategy for providing mobility and improving both the efficiency and safety of the transportation system. It is the process by which the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) policies and goals are implemented. The FTIP is a dynamic document that is amended frequently to reflect updates to funding, schedules and program priority changes. The 2019 FTIP includes approximately 2,000 projects in the region, representing an investment of \$34.6 billion from 2018 to 2024. Funding programmed in the first two years are committed funds. Funds in years three and four are reasonably available. Funds in year five and six are for informational purposes. The Draft FTIP is available to the public at SCAG’s website, regional offices and public libraries around the region. The list of regional offices and libraries are posted on SCAG’s website.

Mr. Gutierrez introduced Daniel Tran, SCAG Regional Planner, to present the Draft Amendment #3 to the 2016–2040 RTP/SCS. Mr. Tran stated that concurrent to the Draft 2019 FTIP, staff has also prepared an RTP/SCS Amendment #3 which serves as a consistency amendment to the 2019 FTIP allowing for changes to long range RTP/SCS projects in addition to modeling changes to local and state highway and transit projects that will be carried forward as part of the 2019 FTIP.

Similar to the final 2016 RTP/SCS, RTP/SCS amendments must continue to demonstrate financial conformity, transportation conformity, achievement of GHG targets, and progress made toward meeting safety and transit asset management performance measures. The Draft 2016 RTP/SCS Amendment #3 meets all of these conditions. Specific changes include 187 project modifications to financially constrained RTP/SCS projects and 148 project modifications to FTIP projects.

The Draft 2019 FTIP and Draft Amendment #3 to the 2016–2040 RTP/SCS are available for review at SCAG headquarters, all SCAG regional offices, SCAG’s Website and also at libraries around the region. Comments can be submitted until 5:00 p.m. August 8, 2018. Mr. Gutierrez provided opportunity for public comments from SCAG’s downtown office and each of SCAG’s regional offices participating by videoconference.

### **PUBLIC COMMENT PERIOD**

Gary Gileno, private citizen, made comments. Due to the length, please see the FTIP 19-15 comment in the Response to Comments table in Section VIII of the 2019 FTIP Technical Appendix.

Lorelle Moe-Luna of Riverside County Transportation Commission thanked SCAG for getting RCTC through the RTP Amendment.

No other members of the public requested to comment at this time. Mr. Gutierrez kept the public hearing open for any other public commenters.

Mr. Gutierrez again asked if any other members of the public at the SCAG downtown office or the SCAG regional offices wanted to submit a comment. No other members of the public requested to comment.

### **ADJOURNMENT**

Having received no additional public comments Mr. Gutierrez adjourned the Public Hearing at 3:37 p.m.

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Pablo Gutierrez, Acting Manager  
Federal Transportation Improvement Program

FIDAVIT OF PUBLICATION  
(2015.5 C.C.P.)

STATE OF CALIFORNIA

County of Imperial

resident of the County aforesaid; I am  
age of eighteen years, and not a party to  
sted in the above entitled matter. I am  
cipal clerk\* of the printer of the

Imperial Valley Press

paper of general circulation, printed and  
ed daily in the City of El Centro, County  
rial and which newspaper has been  
d a newspaper of general circulation by  
rior Court of the County of Imperial,  
California, under the date of October 9,  
ase Number 26775; that the notice, of  
he annexed is a printed copy, has been  
ed in each regular and entire issue of said  
per and not in any supplement thereof on  
owing dates, to-wit:

ie year 2018

y (or declare) under penalty of  
that the foregoing is true and

  
SIGNATURE

of Account: CALIFORNIA NEWSPAPER  
ICE  
Number: 11195087  
mber: 31423912



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NOTICE OF AVAILABILITY AND PUBLIC HEARINGS

Draft 2019 Federal Transportation Improvement Program (FTIP) and Draft  
Amendment No. 3 to the 2016-2040 Regional Transportation Plan/Sustainable  
Communities Strategy (RTP/SCS)

The Southern California Association of Governments (SCAG) has prepared the Draft 2019 Federal  
Transportation Improvement Program (Draft 2019 FTIP) in compliance with the adopted 2016-2040 Regional  
Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) and all federal and state  
requirements, including those set forth in the Fixing America's Surface Transportation Act (FAST ACT) and  
metropolitan planning regulations. SCAG has also prepared the Draft Amendment No. 3 to the 2016-2040  
RTP/SCS to reflect additions or changes to a number of critical transportation projects that are ready to move  
forward toward the implementation phase.

On July 9, 2018, the SCAG Executive Administration Committee approved release of the Draft 2019 FTIP and  
Draft Amendment No. 3 to the 2016-2040 RTP/SCS for a 30-day public review and comment period, which  
concludes on August 8, 2018. The Draft 2019 FTIP is comprised of transportation projects for the six-county  
SCAG region: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Draft 2019 FTIP  
consists of three (3) volumes: (I) Executive Summary, (II) Technical Appendix, and (III) Project Listing part A and  
part B (consistent with the 2016 RTP/SCS). The Technical Appendix includes the federally required conformity  
analysis for the Draft 2019 FTIP. The Draft Amendment No. 3 to the 2016-2040 RTP/SCS is comprised of  
regionally significant transportation project changes for the same six-county region, and consists of a single  
document.

Included in the public review and public hearings of the Draft 2019 FTIP and Draft Amendment No. 3 to the  
2016-2040 RTP/SCS are the Federal Program of Projects for Fiscal Years 2018/2019, 2021/2022 that are  
funded with Federal Transit Administration (FTA) Section 5307 and 5339 funds for all urbanized areas in the  
SCAG six-county region. The applicable urbanized areas are: Camarillo; El Centro-Calexico; Hemet, Indio-  
Cathedral City; Lancaster-Palmdale; Los Angeles-Long Beach-Anaheim; Mission Viejo-Lake Forest-San  
Clemente; Murrieta-Temecula-Menifee; Oxnard; Riverside-San Bernardino; Santa Clarita; Simi Valley;  
Thousand Oaks; Victorville-Hesperia; and Yuma AZ-CA\* (\*Imperial County Portion). This public notice of  
availability and associated public participation activities as well as the time established for public review and  
comments on the Draft 2019 FTIP will satisfy the public involvement requirements for the Program of Projects  
(POP) of the Section 5307 Program. Subsequent to public review, involvement and adoption, the final 2019  
FTIP will function as the final program for the region, unless amended, and a final notice is not published. The  
projects are listed by each respective county in Volume III of the Draft 2019 FTIP.

The Draft 2019 FTIP and Draft Amendment No. 3 to the 2016-2040 RTP/SCS are available for public review  
on the SCAG website at <http://ftip.scag.ca.gov/Pages/2019/draft.aspx> and <http://scagrtpscs.net/Pages/Draft2019RTPSCSAmend03.aspx>. Copies are also available for public review at SCAG's main office in Los  
Angeles and its regional offices (Imperial, Orange, Riverside, San Bernardino, and Ventura). Copies of the  
Draft 2019 FTIP can also be found at public libraries throughout the region (library listing is available on the  
SCAG website). SCAG's Regional Council as the agency's governing board is tentatively scheduled to consider  
approval of the final 2019 FTIP and Amendment No. 3 to the 2016-2040 RTP/SCS on September 6, 2018.

SCAG will be holding two (2) public hearings regarding the Draft 2019 FTIP and Draft Amendment No. 3 to the  
2016-2040 RTP/SCS on the following dates, times and locations:

- |   |   |
|---|---|
| (1) Tuesday, July 17, 2018 @ 10:00 a.m. | (2) Thursday, July 26, 2018 @ 3:00 p.m. |
| SCAG Los Angeles Office                 | SCAG Los Angeles Office                 |
| 900 Wilshire Blvd., Suite 1700          | 900 Wilshire Blvd., Suite 1700          |
| Los Angeles, CA 90017                   | Los Angeles, CA 90017                   |

One may also participate in the public hearings via their web browser or video conference. Please visit our  
website for the public hearing procedures, web browser instructions and video conference locations at <http://ftip.scag.ca.gov>.

The purpose of the hearings is to receive public input and comments regarding the Draft 2019 FTIP and Draft  
Amendment No. 3 to the 2016-2040 RTP/SCS, which may be used to facilitate changes where appropriate.  
SCAG encourages the public and all interested parties to submit comments and/or information, verbal or  
written, at the public hearings by no later than the close of the public comment period. Written comments will  
be accepted until 5:00 p.m. on August 8, 2018 and may be submitted electronically to [gutierre@scag.ca.gov](mailto:gutierre@scag.ca.gov)  
or by U.S. mail as follows:

Southern California Association of Governments  
Attention: Pablo Gutierrez  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
T: (213) 236-1800  
[www.scag.ca.gov](http://www.scag.ca.gov)



**LOS ANGELES SENTINEL**

\_\_\_\_\_  
This space for filing stamp only

3800 S CRENSHAW BLVD, LOS ANGELES, CA 90008  
Telephone (323) 299-3800 / Fax (323) 299-3896

TED DORJEE  
SOUTHERN CALIFORNIA ASSOC OF GOVERNMENT  
818 W 7TH ST 12TH FLOOR  
LOS ANGELES, CA - 90017

\_\_\_\_\_  
CNS#: 3144526

**PROOF OF PUBLICATION**

(2015.5 C.C.P.)

State of California                    )  
County of LOS ANGELES            ) ss

Notice Type: DPN - DISPLAY PUBLIC NOTICE

Ad Description:

**DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT**

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 LOS ANGELES SENTINEL, a newspaper published in the English language in the city of LOS ANGELES, 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 LOS ANGELES, State of California, under date of 08/25/1938, Case No. 430764. 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:

07/12/2018

Executed on: 07/12/2018  
At Los Angeles, California

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



\_\_\_\_\_  
Signature



Email

\* A 0 0 0 0 0 4 8 1 3 6 6 0 \*

## NOTICE OF AVAILABILITY AND PUBLIC HEARINGS

### **Draft 2019 Federal Transportation Improvement Program (FTIP) and Draft Amendment No. 3 to the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**

The Southern California Association of Governments (SCAG) has prepared the Draft 2019 Federal Transportation Improvement Program (Draft 2019 FTIP) in compliance with the adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) and all federal and state requirements, including those set forth in the Fixing America's Surface Transportation Act (FAST ACT) and metropolitan planning regulations. SCAG has also prepared the Draft Amendment No. 3 to the 2016-2040 RTP/SCS to reflect additions or changes to a number of critical transportation projects that are ready to move forward toward the implementation phase.

On July 9, 2018, the SCAG Executive Administration Committee approved release of the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016-2040 RTP/SCS for a 30-day public review and comment period, which concludes on August 8, 2018. The Draft 2019 FTIP is comprised of transportation projects for the six-county SCAG region: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Draft 2019 FTIP consists of three (3) volumes: (I) Executive Summary, (II) Technical Appendix, and (III) Project Listing part A and part B (consistent with the 2016 RTP/SCS). The Technical Appendix includes the federally required conformity analysis for the Draft 2019 FTIP. The Draft Amendment No. 3 to the 2016-2040 RTP/SCS is comprised of regionally significant transportation project changes for the same six-county region, and consists of a single document.

Included in the public review and public hearings of the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016-2040 RTP/SCS are the Federal Program of Projects for Fiscal Years 2018/2019-2021/2022 that are funded with Federal Transit Administration (FTA) Section 5307 and 5339 funds for all urbanized areas in the SCAG six-county region. The applicable urbanized areas are: Camarillo, El Centro-Calexico, Hemet, Indio-Cathedral City, Lancaster-Palmdale, Los Angeles-Long Beach-Anaheim, Mission Viejo-Lake Forest-San Clemente, Murrieta-Temecula-Menifee, Oxnard, Riverside-San Bernardino, Santa Clarita, Simi Valley, Thousand Oaks, Victorville-Hesperia, and Yuma AZ-CA\* (\*Imperial County Portion). This public notice of availability and associated public participation activities as well as the time established for public review and comments on the Draft 2019 FTIP will satisfy the public involvement requirements for the Program of Projects (POP) of the Section 5307 Program. Subsequent to public review, involvement and adoption, the final 2019 FTIP will function as the final program for the region, unless amended, and a final notice is not published. The projects are listed by each respective county in Volume III of the Draft 2019 FTIP.

The Draft 2019 FTIP and Draft Amendment No. 3 to the 2016-2040 RTP/SCS are available for public review on the SCAG website at <http://ftip.scag.ca.gov/Pages/2019/draft.aspx> and <http://scagrtpscscs.net/Pages/Draft2016RTPSCSAmend03.aspx>. Copies are also available for public review at SCAG's main office in Los Angeles and its regional offices (Imperial, Orange, Riverside, San Bernardino, and Ventura). Copies of the Draft 2019 FTIP can also be found at public libraries throughout the region (library listing is available on the SCAG website). SCAG's Regional Council as the agency's governing board is tentatively scheduled to consider approval of the final 2019 FTIP and Amendment No. 3 to the 2016-2040 RTP/SCS on September 6, 2018.

SCAG will be holding two (2) public hearings regarding the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016-2040 RTP/SCS on the following dates, times and locations:

**(1) Tuesday, July 17, 2018 @ 10:00 a.m.**

SCAG Los Angeles Office  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017

**(2) Thursday, July 26, 2018 @ 3:00 p.m.**

SCAG Los Angeles Office  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017

One may also participate in the public hearings via their web browser or video conference. Please visit our website for the public hearing procedures, web browser instructions and video conference locations at <http://ftip.scag.ca.gov>.

The purpose of the hearings is to receive public input and comments regarding the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016-2040 RTP/SCS, which may be used to facilitate changes where appropriate. SCAG encourages the public and all interested parties to submit comments and/or information, verbal or written, at the public hearings by no later than the close of the public comment period. Written comments will be accepted until 5:00 p.m. on August 8, 2018 and may be submitted electronically to [gutierrez@scag.ca.gov](mailto:gutierrez@scag.ca.gov), or by U.S. mail as follows:

**Southern California Association of Governments**  
Attention: Pablo Gutierrez  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017



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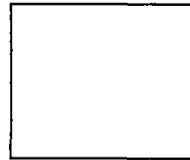
# Proof of Publication

## 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 11,

---

all in the year 2018

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

Dated at Los Angeles, California, this

11<sup>th</sup> day of July 2018

Signature

3144508

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## NOTICE OF AVAILABILITY AND PUBLIC HEARINGS

### **Draft 2019 Federal Transportation Improvement Program (FTIP) and Draft Amendment No. 3 to the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**

The Southern California Association of Governments (SCAG) has prepared the Draft 2019 Federal Transportation Improvement Program (Draft 2019 FTIP) in compliance with the adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) and all federal and state requirements, including those set forth in the Fixing America's Surface Transportation Act (FAST ACT) and metropolitan planning regulations. SCAG has also prepared the Draft Amendment No. 3 to the 2016-2040 RTP/SCS to reflect additions or changes to a number of critical transportation projects that are ready to move forward toward the implementation phase.

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**Southern California Association of Governments**

**Attention: Pablo Gutierrez**  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017



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900 Wilshire Blvd., Ste. 1700  
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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:

### **THE KOREA TIMES**

On the following dates:

07/11/2018

*See attached →*

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

Dated at Los Angeles, California, this

**17th day of July 2018**



Signature

**3144547**

*"The only Public Notice which is justifiable  
from the standpoint of true economy and the public interest,  
is that which reaches those who are affected by it"*



\* A 0 0 0 0 0 4 8 1 2 7 3 0 \*

## 열람공고 및 공청회 안내

### 2019 연방교통개선프로그램안 (2019 FTIP안)과 2016-2040 지역교통계획 및 지속가능한 커뮤니티 개발전략수정안 #3 (2016-2040 RTP/SCS수정안 #3)

남캘리포니아 정부 연합 (SCAG)은 이미 승인된 2016-2040 RTP/SCS, 미국 지상교통 개선법(Fixing America's Surface Transportation Act, (FAST ACT)) 및 광역도시권 계획과 관련된 규제 등을 포함한 연방정부 및 주정부의 법규에 따라 2019 FTIP 안을 마련하였습니다.

2018년 7월 9일의 SCAG 행정 위원회 결정에 따라 2019 FTIP안과 2016-2040 RTP/SCS 수정안 #3에 대하여 2018년 8월 8일 까지 30일 동안 주민의견을 수렴하고 있습니다. 2019 FTIP 안은 SCAG 지역 6개 카운티 (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura)의 교통 프로젝트들로 구성되어 있습니다. 2019 FTIP 안은 2016-2040 RTP/SCS와 동일하게 (I) 요약본 (II) 부록 (III) 프로젝트 목록 A와 B 등 세 권의 보고서로 구성되어 있습니다. 부록 (Technical Appendix)은 연방 정부의 규정에 따른 2019 FTIP 안에 대한 적합성 분석을 포함하고 있습니다. 또한, 2016-2040 RTP/SCS 수정안 #3은 SCAG 지역 6개 카운티의 주요 교통 프로젝트에 대한 변경사항을 포함하고 있습니다.

2019 FTIP 안과 2016-2040 RTP/SCS 수정안 #3에 대한 주민공청회에는 SCAG 지역 내에서 2018/2019-2021/2022 회계년도 기간 중 연방 교통부 (Federal Transit Administration (FTA))의 섹션 5037과 5339의 재정지원을 받는 프로젝트들이 포함됩니다. 해당 지역은 다음과 같습니다: Camarillo, El Centro-Calexico, Hemet, Indio-Cathedral City, Lancaster-Palmdale, Los Angeles-Long Beach-Anaheim, Mission Viejo-Lake Forest-San Clemente, Murrieta-Temecula-Menifee, Oxnard, Riverside-San Bernardino, Santa Clarita, Simi Valley, Thousand Oaks, Victorville-Hesperia; and Yuma AZ - CA\* (\*Imperial County). 이번 열람공고 및 관련된 주민 참여 행사와 주민공청회는 섹션 5037의 프로젝트들에 대한 주민참여규정에 따른 것입니다. 주민공청회 이후 승인이 확정되면, 2019 FTIP안은 추가 수정이나 공고가 발표되지 않는 이상 SCAG 지역의 최종 계획이 될 예정입니다. 공청회 관련 프로젝트들은 2019 FTIP 안의 프로젝트 목록 보고서에 카운티별로 정리되어 있습니다.

2019 FTIP 안과 2016-2040 RTP/SCS 수정안 #3은 SCAG 웹사이트 (<http://ftp.scag.ca.gov/Pages/2019/draft.aspx>)와 (<http://scagrtpscscs.net/Pages/Draft2016RTPSCSAmend03.aspx>) 에서 열람이 가능합니다. SCAG 로스앤젤레스 (Los Angeles) 사무소와 각 지역사무소 (Imperial, Orange, Riverside, San Bernardino, and Ventura)는 물론, 각 지역 공공도서관에서도 복사본 열람이 가능합니다 (공공도서관 리스트는 SCAG 웹사이트에 들어가시면 확인하실 수 있습니다). SCAG 지역 의회 (Regional Council)는 2019 FTIP안과 2016-2040 지역교통계획 및 지속가능한 커뮤니티 개발전략수정안 #3의 최종본을 2018년 9월 6일에 승인할 예정입니다.

2019 FTIP 안과 2016-2040 RTP/SCS 수정안 #3에 대한 공청회는 다음과 같이 두 번에 걸쳐 개최될 예정입니다:

(1) Tuesday, July 17, 2018 @ 10:00 AM  
SCAG Los Angeles Office  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017

(2) Thursday, July 26, 2018 @ 3:00 PM  
SCAG Los Angeles Office  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017

주민공청회는 비디오 컨퍼런스 또는 인터넷 웹사이트를 통해 참가하실 수도 있습니다. 공청회 진행과정과 웹사이트 이용 방법 및 SCAG 지역사무소의 위치에 대한 자세한 내용은 <http://ftp.scag.ca.gov>에서 확인하실 수 있습니다.

이번 공청회의 목적은 2019 FTIP 안과 2016-2040 RTP/SCS 수정안 #3에 대하여 주민의 의견을 듣고 반영하는 것입니다. 공청회 관련 의견은 서면으로도 제출이 가능하오니 좋은 의견이 있으신 주민 및 관련 단체의 많은 참여 바랍니다. 서면의견은 2018년 8월 8일 오후 5시까지 아래의 이메일 또는 주소로 보내실 수 있습니다. 이메일: [gutierrez@scag.ca.gov](mailto:gutierrez@scag.ca.gov)

주소:

Southern California Association of Governments  
Attention: Pablo Gutierrez  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017



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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:

**NGUOI VIET**

On the following dates:

07/11/2018

*See attached →*

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

Dated at Los Angeles, California, this

**6th day of August 2018**



Signature

**3144528**

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is that which reaches those who are affected by it"*



\* A 0 0 0 0 0 4 8 2 9 4 5 2 \*

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

### Dự Thảo Chương Trình Cải Thiện Giao Thông Liên Bang (FTIP) Năm 2019 và Bản Sửa Đổi Số 3 Cho Dự Thảo 2016-2040 Kế Hoạch Giao Thông Vận Tải Khu Vực/Chiến Lược Cộng Đồng Bền Vững (RTP/SCS)

Hiệp Hội Các Cơ Quan Chính Quyền Nam California (SCAG) đã soạn xong Dự Thảo Chương Trình Cải Thiện Giao Thông Liên Bang Năm 2019 (Dự Thảo 2019 FTIP) tuân theo Kế Hoạch Giao Thông Vận Tải Khu Vực/Chiến Lược Cộng Đồng Bền Vững 2016-2040 (2016-2040 RTP/SCS) đã được thông qua và tất cả những yêu cầu của liên bang và tiểu bang, bao gồm cả những yêu cầu nêu trong Luật Sửa Chữa Giao Thông Vận Tải của Mỹ (FAST ACT) và những quy định quy hoạch đô thị. SCAG cũng đã soạn xong bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS để phản ánh các bổ sung hoặc thay đổi cho một số dự án giao thông quan trọng đã sẵn sàng để tiến tới giai đoạn thực hiện.

Ngày 9 Tháng 7 Năm 2018, Ủy Ban Điều Hành SCAG đã chấp thuận phát hành 30 ngày để cho người dân xem xét và góp ý về Dự Thảo 2019 FTIP và Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS, việc xem xét sẽ kết thúc vào Ngày 8 Tháng 8 Năm 2018. Dự Thảo 2019 FTIP bao gồm những dự án giao thông cho sáu quận trong khu vực của SCAG: Imperial, Los Angeles, Orange, Riverside, San Bernardino, và Ventura. Dự Thảo 2019 FTIP gồm có ba (3) tập: (I) Tóm Tắt Thực Hiện, (II) Phụ Lục Kỹ Thuật, và (III) Liệt Kê Dự Án Phần A và Phần B (phù hợp với 2016 RTP/SCS). Phụ Lục Kỹ Thuật bao gồm nội dung phân tích tính phù hợp cần thiết mà liên bang yêu cầu đối với Dự Thảo 2019 FTIP. Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS được bao gồm thay đổi dự án giao thông quan trọng trong vùng cho sáu quận trong vùng.

Bao gồm trong đợt công chúng xem xét và điều trần công khai Dự Thảo 2019 FTIP và Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS là Chương Trình của Liên Bang về những dự án cho Năm Tài Chính 2018/2019-2021/2022 được tài trợ bởi các quỹ Mục 5307 và 5339 của Cục Hành Chính Liên Bang Quá Cảnh (FTA) cho tất cả những vùng đô thị trong khu vực sáu quận SCAG. Những khu vực đô thị được áp dụng là: Camarillo, El Centro-Calexico, Hemet, Indio-Cathedral City, Lancaster-Palmdale, Los Angeles-Long Beach-Anaheim, Mission Viejo-Lake Forest-San Clemente, Murrieta-Temecula-Menifee, Oxnard, Riverside-San Bernardino, Santa Clarita, Simi Valley, Thousand Oaks, Victorville-Hesperia, và Yuma AZ-CA\* (\*Phần Quận Imperial). Bản thông báo này về chương trình sẵn có và những hoạt động tham gia của cộng đồng cũng như thời gian dành cho công chúng xem xét và nêu ý kiến về Dự Thảo 2019 FTIP sẽ đáp ứng yêu cầu tham gia của công chúng cho Chương Trình Các Dự Án (Program of Projects - POP). Tiếp sau phần tham gia và thông qua của công chúng, bản 2019 FTIP cuối cùng sẽ là chương trình cuối cùng cho khu vực; trừ khi bản thảo này được sửa đổi, và thông báo cuối cùng không được ban hành. Các dự án được liệt kê theo từng quận tương ứng nằm trong Tập III của Dự Thảo 2019 FTIP.

Dự Thảo 2019 FTIP và Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS có sẵn cho công chúng xem trên trang chủ SCAG tại <http://ftip.scag.ca.gov/Pages/2019/draft.aspx> và <http://scagrtpscscs.net/Pages/Draft2016RTPSCSAmend03.aspx>. Bản sao cũng có sẵn cho công chúng xem tại văn phòng Los Angeles của SCAG và các văn phòng khu vực (Imperial, Orange, Riverside, San Bernardino, và Ventura). Bản sao của Dự Thảo 2019 FTIP cũng có thể được tìm thấy tại các thư viện công cộng trong khu vực (danh sách thư viện có trên trang chủ của SCAG). Hội Đồng Khu Vực của SCAG với tư cách là ban điều hành của cơ quan này dự kiến xem xét phê duyệt phiên bản cuối cùng của 2019 FTIP và Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS vào Ngày 6 Tháng 9 Năm 2018.

SCAG sẽ tổ chức hai phiên (2) điều trần trước công chúng về Dự Thảo 2019 FTIP và Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS vào ngày, giờ và địa điểm sau đây:

- |   |  |
|---|--|
| <b>(1) Thứ Ba, 7/17/2018 Lúc 10:00 AM</b> | <b>(2) Thứ Năm 7/26/2018 Lúc 3:00 PM</b> |
| <b>SCAG Los Angeles Office</b>            | <b>SCAG Los Angeles Office</b>           |
| <b>900 Wilshire Blvd., Suite 1700</b>     | <b>900 Wilshire Blvd., Suite 1700</b>    |
| <b>Los Angeles, CA 90017</b>              | <b>Los Angeles, CA 90017</b>             |

Công chúng cũng có thể tham gia các buổi điều trần trước công chúng thông qua trình duyệt web hoặc hội nghị video. Vui lòng truy cập trang chủ của chúng tôi để xem quy trình điều trần, hướng dẫn trình duyệt web và địa điểm hội nghị video tại <http://ftip.scag.ca.gov>.

Mục đích của các phiên điều trần nhằm tiếp thu góp ý của công chúng và ý kiến về Dự Thảo 2019 FTIP và Bản Sửa Đổi số 3 cho Dự Thảo 2016-2040 RTP/SCS, mà có thể được sử dụng để tạo thuận lợi cho những sửa đổi thích hợp. SCAG khuyến khích công chúng và tất cả các bên quan tâm gửi ý kiến bằng văn bản và/hoặc thông tin bằng văn bản tại phiên điều trần và không muộn hơn thời hạn góp ý. Ý kiến bằng văn bản sẽ được thu nhận cho đến 5 giờ chiều Ngày 8 Tháng 8 Năm 2018 và có thể được đệ trình qua thư điện tử tới [hộp thư gutierre@scag.ca.gov](mailto:hộp thư gutierre@scag.ca.gov), hoặc qua bưu điện Hoa Kỳ tại địa chỉ sau:

**Hiệp Hội Các Cơ Quan Chính Quyền Nam California**  
**Kính gửi: Pablo Gutierrez**  
**900 Wilshire Blvd., Suite 1700**  
**Los Angeles, CA 90017**



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**PROOF OF PUBLICATION**

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**La Opinión**

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**STATE OF CALIFORNIA**

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 11

all in the year 2018

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, 2018

Rosa Berumen  
Signature

AVD #017 Controlled  
Rev. 03/12

**2019 (FTIP, según sus siglas en inglés) – Draft 2019 Federal Transportation Improvement Program (FTIP) y La Enmienda No. 3 al Plan de Transporte Regional/Estrategia para Comunidades Sostenibles 2016 – 2040 (RTP/SCS 2016 – 2040)**

La Asociación de Gobiernos del Sur de California (SCAG, según sus siglas en inglés) ha elaborado el Borrador del Programa de Mejoramiento del Transporte Federal para el año 2019 (FTIP 2019) en conformidad con el Plan de Transporte Regional/Estrategia para Comunidades Sostenibles adoptados para el periodo de 2016 a 2040 (RTP/SCS 2016-2040) de SCAG y según los requisitos aplicables de las leyes federales y estatales, incluyendo éstos dispuestos en la Ley de Arreglando el Transporte de Superficie Terrestre de los Estados Unidos (mejor conocida como FAST ACT) y con los reglamentos de planificación metropolitana. SCAG también ha preparado la Enmienda No. 3 al RTP/SCS 2016-2040 para reflejar adiciones o cambios a varios proyectos de transporte críticos que están listos para avanzar hacia la fase de implementación.

El 9 de julio del 2018, el comité de administración ejecutiva de SCAG aprobó la distribución del Borrador del FTIP 2019 y la Enmienda No. 3 al RTP/SCS 2016-2040 por un periodo de treinta (30) días de revisión y comentario público el cual se concluye el 8 de agosto del 2018. El Borrador del FTIP 2019 incluye los proyectos de transporte para los siguientes seis condados dentro de la región de SCAG: Imperial, Los Angeles, Orange, Riverside, San Bernardino, y Ventura. El Borrador del FTIP 2019 cuenta con tres (3) volúmenes, (I) resumen ejecutivo, (II) apéndice técnico, y (III) lista de proyectos parte A y parte B (consistente con el RTP/SCS 2016-2040). El apéndice técnico incluye el análisis de la conformidad para el FTIP 2019 el cual es requerido según la ley federal. La Enmienda No. 3 al RTP/SCS 2016-2040 consiste de un solo documento que contiene cambios a proyectos de transporte dentro de la región de SCAG.

Incluido en la revisión pública y las audiencias públicas del Borrador del FTIP 2019 y la Enmienda No. 3 al RTP/SCS 2016-2040, está el Programa Federal de Proyectos para los años 2018/2019-2023/2024 que enumera los proyectos de transporte que han sido propuestos para la programación y que recibirán fondos federales de la sección 5307 y 5339 de la Administración Federal de Tránsito (FTA) para todas las áreas urbanizadas en la región cual cubre los seis condados que forman parte de SCAG. Las áreas urbanizadas son: Camarillo, El Centro-Calexico, Hemet, Indio-Cathedral City, Lancaster-Palmdale, Los Angeles-Long Beach-Anaheim, Mission Viejo-Lake Forest-San Clemente, Murrieta-Temecula-Menifee, Oxnard, Riverside-San Bernardino, Santa Clarita, Simi Valley, Thousand Oaks, Victorville - Hesperia, Yuma AZ - CA (\*Porción del condado de Imperial). Este anuncio de disponibilidad y las actividades de la participación pública, así como el periodo establecido para la revisión y los comentarios públicos sobre el borrador del FTIP 2019 cumplen con los requisitos de participación pública para el Programa Federal de Proyectos (POP, por sus siglas en inglés) de la sección 5307. Posterior a la participación del público y la adopción, el documento final del FTIP 2019 funcionará como el programa final para la región, salvo que se modifique y que no se publique un aviso final. Los proyectos se muestran por condado en el Volumen III del Borrador del FTIP 2019.

El Borrador del FTIP 2019 y la Enmienda No. 3 al RTP/SCS 2016-2040 está disponible en la página de Internet de SCAG: <http://ftip.scag.ca.gov/Pages/2019/draft.aspx> y <http://scagrtpscsc.net/Pages/Draft2016RTP-SCSAmend03.aspx>.

Copias también están disponibles para ser revisadas en las oficinas regionales de SCAG (Imperial, Orange, Riverside, San Bernardino, y Ventura) y en algunas bibliotecas públicas por toda la región (la lista de las bibliotecas está disponible en la página de Internet de SCAG). La junta gobernante de SCAG, conocida como el Concilio Regional, ha programado la fecha tentativa del 6 de septiembre 2018 para considerar la aprobación del documento Final del FTIP 2019 y la Enmienda No. 3 al RTP/SCS 2016-2040.

SCAG llevará a cabo dos (2) audiencias públicas para recibir testimonio público sobre el Borrador del FTIP 2019 y la Enmienda No. 3 al RTP/SCS 2016-2040 en las siguientes fechas, horarios y lugares:

- |   |  |
|---|--|
| <b>(1) Martes, 17 de julio del 2018 a las 10:00am</b> | <b>(2) Jueves, 26 de julio del 2018 a las 3:00pm</b> |
| <b>Oficina de SCAG en Los Angeles</b>                 | <b>Oficina de SCAG en Los Angeles</b>                |
| <b>900 Wilshire Blvd., Piso No. 17</b>                | <b>900 Wilshire Blvd., Piso No. 17</b>               |
| <b>Los Angeles, CA 90017</b>                          | <b>Los Angeles, CA 90017</b>                         |

Las audiencias públicas también estarán disponibles por medio de conferencia de video en las oficinas regionales de SCAG y también a través del navegador web. Favor de visitar nuestra página de Internet para ver los procedimientos de las audiencias públicas, las instrucciones del navegador web y los lugares que ofrecerán las audiencias públicas por medio de conferencia de video en <http://ftip.scag.ca.gov>.

El propósito de estas audiencias públicas son para recibir la opinión y los comentarios del público con respecto al Borrador del FTIP 2019 y la Enmienda No. 3 al RTP/SCS 2016-2040, el cual puede ser utilizado para facilitar cambios al plan cuando sea apropiado. SCAG anima al público y a todas las personas interesadas a presentar comentarios y/o información por escrito o por correo electrónico antes de las 5 de la tarde el 8 de agosto del 2018. Los comentarios por correo electrónico pueden ser enviados a [gutierre@scag.ca.gov](mailto:gutierre@scag.ca.gov); o por correo a:

**Atención: Pablo Gutierrez**  
**Southern California Association of Governments**  
**900 Wilshire Blvd., Suite 1700**  
**Los Angeles, CA 90017**



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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:

**WORLD JOURNAL (CHINESE DAILY NEWS)**

On the following dates:

07/11/2018

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

Dated at Los Angeles, California, this

**24th day of July 2018**

Signature



**3144549**

*"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"*



\* A 0 0 0 0 0 4 8 1 8 6 2 9 \*

## 公開說明會通知

### 2019年聯邦運輸改善方案 (FTIP) 草案和 2016-2040區域交通規劃/可持續社區策略報告 (RTP/SCS) 修改版本3

根據已通過的2016-2040年區域運輸規劃/永續社區策略 (2016-2040 RTP/SCS) 及聯邦與加州的相關規定, 包含修復美國地面運輸法案 (FAST ACT) 及大都會規劃的相關規定, 南加州政府協會 (SCAG) 已籌備2019年聯邦運輸改善方案草案 (2019 FTIP草案)。另外, SCAG為2016-2040 RTP / SCS編制了修改版本3, 以反映一些增加或更改的準備實施的關鍵交通項目。

2018年7月9日, SCAG行政管理委員會核准發布2019 FTIP草案和2016-2040 RTP / SCS修改版本3為期30天的公開審查及徵詢意見階段, 並於2018年8月8日結束。2019 FTIP草案包含SCAG地區六郡的運輸計畫: Imperial、Los Angeles、Orange、Riverside、San Bernardino及Ventura。2019 FTIP草案包含三 (3) 大部分: (I) 執行摘要、(II) 技術附錄, 和 (III) 項目一覽表 (符合2016 RTP/SCS)。技術附錄包含聯邦規定的2019 FTIP草案整合分析。2016-2040 RTP / SCS修正版本3包含同樣六郡地區的重大變更交通項目, 并在同一個文件里。

2019 FTIP草案和2016-2040 RTP / SCS修改版本3的公開審查及公開說明會包含2018/2019 - 2021/2022會計年度SCAG六郡都市化地區由聯邦大眾運輸總署 (FTA) 章節5307及5339出資的聯邦計畫方案。適用都市化地區是: Camarillo、El Centro-Calexico、Hemet、Indio-Cathedral City、Lancaster-Palmdale、Los Angeles-Long Beach-Anaheim、Mission Viejo-Lake Forest-San Clemente、Murrieta-Temecula-Menifee、Oxnard、Riverside-San Bernardino-Santa Clarita-Simi Valley、Thousand Oaks、Victorville-Hesperia及Yuma AZ - CA\* (\*Imperial郡部分)。此次公開說明會通知及公眾參與活動, 以及2019 FTIP草案公開審查及徵詢意見的時間安排, 將符合計畫方案 (POP) 的公眾參與規定。在公眾評論, 參與和採納後, 2019 FTIP定案將是此地區的最終方案, 除非有修正, 最後通知將不再公布。2019 FTIP草案的各郡計畫列在第三部分。

民眾可上SCAG網站<http://ftip.scag.ca.gov/Pages/2019/draft.aspx> 和<http://scagrtpscscs.net/Pages/Draft2016RTPSCSAmend03.aspx> 查閱2019 FTIP草案和2016-2040 RTP / SCS修改版本3。SCAG's Los Angeles辦公室及各地區辦公室 (Imperial、Orange、Riverside、San Bernardino及Ventura) 也提供副本供民眾參考。地區各地的公共圖書館也提供2019 FTIP草案副本 (SCAG網站提供圖書館一覽表)。SCAG's區域議會是機構的管理委員會, 暫定2018年9月6日考慮批准2019 FTIP最終方案和2016-2040 RTP / SCS修改版本3。

SCAG將舉辦兩場 (2) 2019 FTIP草案和2016-2040 RTP / SCS修改版本3的公開說明會。日期、時間及地點如下:

- |                                |                                |
|--------------------------------|--------------------------------|
| (1) 2018年7月17日星期二, 上午10點       | (2) 2018年7月26日星期四, 下午3點        |
| SCAG Los Angeles Office        | SCAG Los Angeles Office        |
| 900 Wilshire Blvd., Suite 1700 | 900 Wilshire Blvd., Suite 1700 |
| Los Angeles, CA 90017          | Los Angeles, CA 90017          |

民眾可通過個人電腦網頁瀏覽器或者視訊會議參加公開說明會。請上網<http://ftip.scag.ca.gov> 查詢公開說明會流程, 網頁瀏覽器說明及視訊會議地點。

說明會的目的是要徵詢民眾對於2019 FTIP草案和2016-2040 RTP / SCS修改版本3的相關意見, 以便進行適當的修改。SCAG鼓勵民眾及所有有興趣團體在公開說明會徵詢意見階段結束前提交書面意見及/或書面資訊。書面意見的截止日期是2018年8月8日下午5點, 可傳送電子郵件至gutierrez@scag.ca.gov, 或郵寄至:

Southern California Association of Governments  
Attention: Pablo Gutierrez  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017



SOUTHERN CALIFORNIA  
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2016  
2040 **RTPSCS**  
The Regional Transportation Plan/  
Sustainable Communities Strategy



## NOTICE OF AVAILABILITY AND PUBLIC HEARINGS

### **Draft 2019 Federal Transportation Improvement Program (FTIP) and Draft Amendment No. 3 to the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)**

The Southern California Association of Governments (SCAG) has prepared the Draft 2019 Federal Transportation Improvement Program (Draft 2019 FTIP) in compliance with the adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) and all federal and state requirements, including those set forth in the Fixing America's Surface Transportation Act (FAST ACT) and metropolitan planning regulations. SCAG has also prepared the Draft Amendment No. 3 to the 2016-2040 RTP/SCS to reflect additions or changes to a number of critical transportation projects that are ready to move forward toward the implementation phase.

On July 9, 2018, the SCAG Executive Administration Committee approved release of the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016-2040 RTP/SCS for a 30-day public review and comment period, which concludes on August 8, 2018. The Draft 2019 FTIP is comprised of transportation projects for the six-county SCAG region: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Draft 2019 FTIP consists of three (3) volumes: (I) Executive Summary, (II) Technical Appendix, and (III) Project Listing part A and part B (consistent with the 2016 RTP/SCS). The Technical Appendix includes the federally required conformity analysis for the Draft 2019 FTIP. The Draft Amendment No. 3 to the 2016-2040 RTP/SCS is comprised of regionally significant transportation project changes for the same six-county region, and consists of a single document.

Included in the public review and public hearings of the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016-2040 RTP/SCS are the Federal Program of Projects for Fiscal Years 2018/2019-2021/2022 that are funded with Federal Transit Administration (FTA) Section 5307 and 5339 funds for all urbanized areas in the SCAG six-county region. The applicable urbanized areas are: Camarillo, El Centro-Calexico, Hemet, Indio-Cathedral City, Lancaster-Palmdale, Los Angeles-Long Beach-Anaheim, Mission Viejo-Lake Forest-San Clemente, Murrieta-Temecula-Menifee, Oxnard, Riverside-San Bernardino, Santa Clarita, Simi Valley, Thousand Oaks, Victorville-Hesperia, and Yuma AZ-CA\* (\*Imperial County Portion). This public notice of availability and associated public participation activities as well as the time established for public review and comments on the Draft 2019 FTIP will satisfy the public involvement requirements for the Program of Projects (POP) of the Section 5307 Program. Subsequent to public review, involvement and adoption, the final 2019 FTIP will function as the final program for the region, unless amended, and a final notice is not published. The projects are listed by each respective county in Volume III of the Draft 2019 FTIP.

The Draft 2019 FTIP and Draft Amendment No. 3 to the 2016-2040 RTP/SCS are available for public review on the SCAG website at <http://ftip.scag.ca.gov/Pages/2019/draft.aspx> and <http://scagrtpscs.net/Pages/Draft2016RTPSCSAmend03.aspx>. Copies are also available for public review at SCAG's main office in Los Angeles and its regional offices (Imperial, Orange, Riverside, San Bernardino, and Ventura). Copies of the Draft 2019 FTIP can also be found at public libraries throughout the region (library listing is available on the SCAG website). SCAG's Regional Council as the agency's governing board is tentatively scheduled to consider approval of the final 2019 FTIP and Amendment No. 3 to the 2016-2040 RTP/SCS on September 6, 2018.

SCAG will be holding two (2) public hearings regarding the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016-2040 RTP/SCS on the following dates, times and locations:

**(1) Tuesday, July 17, 2018 @ 10:00 a.m.**

SCAG Los Angeles Office  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017

**(2) Thursday, July 26, 2018 @ 3:00 p.m.**

SCAG Los Angeles Office  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017

One may also participate in the public hearings via their web browser or video conference. Please visit our website for the public hearing procedures, web browser instructions and video conference locations at <http://ftip.scag.ca.gov>.

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**Southern California Association of Governments**  
Attention: Pablo Gutierrez  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
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Publication(s): The Press-Enterprise

### PROOF OF PUBLICATION OF

Ad Desc.: / 3144522

I am a citizen of the United States. I am over the age of eighteen years and not a party to or interested in the above entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper in general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

**07/11/2018**

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

Date: July 11, 2018  
At: Riverside, California

  
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## NOTICE OF AVAILABILITY AND PUBLIC HEARINGS

### Draft 2019 Federal Transportation Improvement Program (FTIP) and Draft Amendment No. 3 to the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

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- |  |  |
|--|--|
| <b>(1) Tuesday, July 17, 2018 @ 10:00 a.m.</b> | <b>(2) Thursday, July 26, 2018 @ 3:00 p.m.</b> |
| SCAG Los Angeles Office                        | SCAG Los Angeles Office                        |
| 900 Wilshire Blvd., Suite 1700                 | 900 Wilshire Blvd., Suite 1700                 |
| Los Angeles, CA 90017                          | Los Angeles, CA 90017                          |

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**PROOF OF  
PUBLICATION**

**STATE OF CALIFORNIA SS.  
COUNTY OF RIVERSIDE**

CA Newspaper SVC Bureau  
P.O. BOX 60460  
LOS ANGELES, CA 90060

I am over the age of 18 years old, a citizen of the United States and not a party to, or have interest in this matter. I hereby certify that the attached advertisement appeared in said newspaper (set in type not smaller than non pariel) in each and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

7/11/18

I acknowledge that I am a principal clerk of the printer of The Desert Sun, printed and published weekly I the City of Palm Springs, County of Riverside, State of California. The Desert Sun was adjudicated a Newspaper of general circulation on March 24, 1988 by the Superior Court of the County of Riverside, State of California Case No. 191236.

I declare under penalty of perjury that the foregoing is true and correct. Executed on this 2nd of July 2018 in Green Bay, Wisconsin, County of Brown

  
DECLARANT

3111577



## NOTICE OF AVAILABILITY AND PUBLIC HEARINGS

### Draft 2019 Federal Transportation Improvement Program (FTIP) and Draft Amendment No. 3 to the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

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**PROOF OF PUBLICATION**

(2015.5 C.C.P.)

State of California            )  
County of SAN BERNARDINO ) ss

Notice Type: DPN - DISPLAY PUBLIC NOTICE

Ad Description:

**DRAFT 2019 FEDERAL TRANSPORTATION IMPROVEMENT  
PROGRAM (FTIP)**

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:

07/11/2018

Executed on: 07/11/2018  
At Riverside, California

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



\_\_\_\_\_  
Signature



Email \* A 0 0 0 0 0 4 8 1 4 9 5 5 \*

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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:

**VENTURA COUNTY STAR**

On the following dates:

07/11/2018

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

Dated at Los Angeles, California, this

**27th day of August 2018**

Signature

**3144514**

*"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"*



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Peggy Huang, Transportation  
Corridor Agencies

Energy & Environment  
Linda Parks, Ventura County

Transportation  
Curt Hagman, San Bernardino  
County

Date: July 9, 2018

To: Interested Parties

From: Kome Ajise, Director of Planning, Land Use & Environmental Planning (213) 236-1835

Subject: Draft 2019 Federal Transportation Improvement Program (FTIP) and Draft Amendment No. 3 to the 2016 – 2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Draft 2019 Federal Transportation Improvement Program (FTIP) and Draft Amendment No. 3 to the 2016 – 2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is ready for your review and comment. The Draft FTIP is comprised of the following reports: The Draft Executive Summary, Volume I, the Draft Technical Appendix Volume II, and the Draft List of Projects Volume III. The Draft List of Projects includes a breakdown by county of projects for state highways, local highways, and transit projects. The Draft 2019 FTIP includes projects programmed in fiscal years 2018/19-2023/24. The Draft Technical Appendix includes the federally required conformity analysis and findings for the SCAG region. The Draft Amendment No. 3 to the 2016 – 2040 RTP/SCS includes changes to projects beyond the scope of the FTIP.

The Draft 2019 FTIP and Draft Amendment No. 3 to the 2016 – 2040 RTP/SCS can be accessed on SCAG's website at <http://ftip.scag.ca.gov/Pages/2019/draft.aspx> and <http://scagrtpscs.net/Pages/Draft2016RTPSCSAmend03.aspx> starting on July 10, 2018. **Please make this Draft 2019 FTIP memo available to the public at your library's reference desk.** The review period for the Draft documents will conclude on August 8, 2018.

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The public hearings will also be available via video conference from SCAG's regional offices. Please visit <http://ftip.scag.ca.gov> for the public hearing procedures and video conference locations.

The purpose of the hearings is to receive public input and comments regarding the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016 – 2040 RTP/SCS that may be used to facilitate changes where appropriate. SCAG encourages interested parties to submit written comments and/or written information prior to August 8<sup>th</sup>. Written comments will be accepted until 5:00 pm on August 8, 2018 and may be submitted electronically to [gutierrez@scag.ca.gov](mailto:gutierrez@scag.ca.gov), or by U.S. mail to:

**Attention: Pablo Gutierrez**  
**Southern California Association of Governments**  
**900 Wilshire Blvd., Suite 1700**  
**Los Angeles, CA 90017**



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
T: (213) 236-1800  
www.scag.ca.gov

Date: July 9, 2018

To: Interested Parties

From: Kome Ajise, Director of Planning, Land Use & Environmental Planning (213) 236-1835

Subject: Draft 2019 Federal Transportation Improvement Program (FTIP) and Draft Amendment No. 3 to the 2016 – 2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

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Linda Parks, Ventura County

Transportation  
Curt Hagman, San Bernardino  
County

The Draft 2019 Federal Transportation Improvement Program (FTIP) and Draft Amendment No. 3 to the 2016 – 2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is ready for your review and comment. The Draft FTIP is comprised of the following reports: The Draft Executive Summary, Volume I, the Draft Technical Appendix Volume II, and the Draft List of Projects Volume III. The Draft List of Projects includes a breakdown by county of projects for state highways, local highways, and transit projects. The Draft 2019 FTIP includes projects programmed in fiscal years 2018/19-2023/24. The Draft Technical Appendix includes the federally required conformity analysis and findings for the SCAG region. The Draft Amendment No. 3 to the 2016 – 2040 RTP/SCS includes changes to projects beyond the scope of the FTIP.

The Draft 2019 FTIP and Draft Amendment No. 3 to the 2016 – 2040 RTP/SCS can be accessed on SCAG's website at <http://ftip.scag.ca.gov/Pages/2019/draft.aspx> and <http://scagrtpscs.net/Pages/Draft2016RTPSCSAmend03.aspx> starting on July 10, 2018. **Please place this copy of the Draft 2019 FTIP and make available to the public at your library's reference desk.** The review period for the Draft documents will conclude on August 8, 2018.

SCAG will hold two (2) public hearings regarding the Draft 2019 FTIP and Amendment No. 3 to the 2016 – 2040 RTP/SCS on the following dates, times, and locations:

**(1) Tuesday, July 17, 2018 @ 10:00 a.m.**

SCAG Los Angeles Office  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017

**(2) Thursday, July 26, 2018 @ 3:00 p.m.**

SCAG Los Angeles Office  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017

The public hearings will also be available via video conference from SCAG's regional offices. Please visit <http://ftip.scag.ca.gov> for the public hearing procedures and video conference locations.

The purpose of the hearings is to receive public input and comments regarding the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016 – 2040 RTP/SCS that may be used to facilitate changes where appropriate. SCAG encourages interested parties to submit written comments and/or written information prior to August 8<sup>th</sup>. Written comments will be accepted until 5:00 pm on August 8, 2018 and may be submitted electronically to [gutierre@scag.ca.gov](mailto:gutierre@scag.ca.gov), or by U.S. mail to:

**Attention: Pablo Gutierrez  
Southern California Association of Governments  
900 Wilshire Blvd., Suite 1700  
Los Angeles, CA 90017**

COUNTY	AGENCY	NAME	ADDRESS	CITY	STATE	ZIP
Imperial	El Centro Public Library Division	Attn: Roland Banks, Library Director	1140 N. Imperial Ave.	El Centro	CA	92243
Los Angeles	Arcadia Public Library	Attn: Danielle Guerrero	20 West Duarte Road	Arcadia	CA	91006
Los Angeles	Carson Regional Library	Attn: Leticia Tan	151 East Carson Street	Carson	CA	90745-2797
Los Angeles	Cerritos Public Library	Attn: Library Manager	18025 Bloomfield Avenue	Cerritos	CA	90703-8578
Los Angeles	Compton Library	Attn: Jeffrey Sichaleune	240 West Compton Boulevard	Compton	CA	90220-3109
Los Angeles	Culver City Julian Dixon Library	Attn: Laura Frakes, Library Manager	4975 Overland Avenue	Culver City	CA	90230
Los Angeles	Inglewood Public Library	Attn: Branch Manager	101 West Manchester Blvd.	Inglewood	CA	90301-1771
Los Angeles	Angelo M. Iacoboni Public Library	Attn: Sarah Comfort, Library Manager	4990 Clark Avenue	Lakewood	CA	90712-2676
Los Angeles	Lancaster Public Library	Attn: Library Manager	601 W. Lancaster Blvd.	Lancaster	CA	93534
Los Angeles	Long Beach Public Library	Government Publications Dept.	101 Pacific Avenue	Long Beach	CA	90822-1097
Los Angeles	USC - Doheny Memorial Library	Gov't Documents MC-0182	3550 Trousdale Parkway	Los Angeles	CA	90089-0182
Los Angeles	UCLA - Charles E. Young Research Library	Attn: Mr. Joseph Yue	Box 951575, A4510 FL-AYRL	Los Angeles	CA	90095-1575
Los Angeles	Occidental College - Mary Norton Clapp Library	Documents Division	1600 Campus Road	Los Angeles	CA	90041-3392
Los Angeles	Los Angeles Central Library	Serials Division	630 West Fifth Street	Los Angeles	CA	90071-2002
Los Angeles	Pepperdine University - Payson Library	Attn: Cory Aitchison	24255 Pacific Coast Highway	Malibu	CA	90263
Los Angeles	Bruggemeyer Memorial Library	Attn: Circulation Division	318 South Ramona Avenue	Monterey Park	CA	91754
Los Angeles	Cal State Northridge, Oviatt Library	Attn: Library Manager	18111 Nordhoff Street	Northridge	CA	91330
Los Angeles	Norwalk Regional Library		12350 Imperial Highway	Norwalk	CA	90650-3199
Los Angeles	Palmdale City Library		700 East Palmdale Blvd.	Palmdale	CA	93550
Los Angeles	Pasadena Public Library	Librarian I - Municipal Info. Services	285 E. Walnut Street	Pasadena	CA	91101
Los Angeles	Cal Poly Pomona - University Library	Library - Serials Unit	3801 W. Temple Ave. Bldg. 15	Pomona	CA	91768
Los Angeles	Pomona Public Library	Attn: Library Manager	625 South Garey Avenue	Pomona	CA	91769
Los Angeles	San Fernando Library	Attn: Liana Stepanyan	217 N. Maclay Ave.	San Fernando	CA	91340
Los Angeles	Valencia Public Library		23743 West Valencia Blvd.	Santa Clarita	CA	91355
Los Angeles	Santa Monica Public Library	Attn: Principal Librarian	601 Santa Monica Blvd.	Santa Monica	CA	90401
Los Angeles	Thousand Oaks Library	Library Services Director Heather Cousins	1401 E. Janss Road	Thousand Oaks	CA	91362
Los Angeles	Torrance Public Library	Attn: Ms. Hillary Theyer	3301 Torrance Blvd.	Torrance	CA	90503-5053

COUNTY	AGENCY	NAME	ADDRESS	CITY	STATE	ZIP
Los Angeles	West Covina Library	Government Services Librarian	1601 West Covina Parkway	West Covina	CA	91790-2786
Los Angeles	Whittier College - The Wardman Library	Government Documents	7031 Founders Hill Rd.	Whittier	CA	90602
Orange	Cypress Branch Library	Attn: Library Manager	5331 Orange Avenue	Cypress	CA	90630-2985
Orange	California State University, Fullerton - Pollak Library	Attn: Documents Section	P.O. Box 4150	Fullerton	CA	92834
Orange	Garden Grove Regional Library	Head Documents Librarian	11200 Stanford Avenue	Garden Grove	CA	92840
Orange	UCI - Langson Library	UCI Libraries - Zot 8100	P.O. Box 19557	Irvine	CA	92623
Orange	University Park Branch Library	Attn: Library Manager	4512 Sandburg Way	Irvine	CA	92612
Orange	Orange County Public Library	Attn: Library Manager	1501 East Street Andrew Place	Santa Ana	CA	92705
Orange	Santa Ana Public Library	Documents Section/Renee S. Welling	26 Civic Center Plaza	Santa Ana	CA	92701
Orange	Silverado Branch Library	Attn: Branch Manager	28192 Silverado Canyon Road	Silverado	CA	92676
Riverside	Beaumont Library District	Attn: Luren Dickinson	125 E. 8th Street	Beaumont	CA	92223
Riverside	Corona Public Library		650 S. Main Street	Corona	CA	92882
Riverside	Indio Public Library	Attn: Casey Bowen	200 Civic Center Mall	Indio	CA	92201
Riverside	Lake Elsinore Library	Attn: Krystal Van Eyk, Branch Manager	600 W. Graham Avenue	Lake Elsinore	CA	92530
Riverside	Palm Springs Public Library		300 South Sunrise Way	Palm Springs	CA	92262-7699
Riverside	UC Riverside - Rivera Library	Attn: Government Publications Dept.	P.O. Box 5900	Riverside	CA	92517-5900
Riverside	Riverside Public Library	Attn: Local History Librarian	3581 Mission Inn Avenue	Riverside	CA	92501
San Bernardino	Ovitt Family Community Library		215 East "C" Street	Ontario	CA	91764-4111
San Bernardino	University of Redlands - Armacost Library	Attn: Head Librarian	1249 East Colton Avenue	Redlands	CA	92374-3758
San Bernardino	San Bernardino Public Library	Attn: Supervising Librarian	555 West 6th Street	San Bernardino	CA	92410
San Bernardino	Victorville City Library	Attn: Reference Librarian	15011 Circle Drive	Victorville	CA	92395
Ventura	Oxnard Public Library		251 South "A" Street	Oxnard	CA	93030
Ventura	Blanchard Community Library	Attn: Head Librarian	119 North 8th Street	Santa Paula	CA	93060-2784
Ventura	Ventura County Library - E.P. Foster Library	Attn: Ms. Deya Terrafranca	651 East Main Street	Ventura	CA	93001

# **Section VI**

## **Congestion Management Process (CMP)**

# SECTION VI

## CONGESTION MANAGEMENT PROCESS

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## CONGESTION MANAGEMENT PROCESS

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### *2019 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 considered to be 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 (2012 for the 2016 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, which are incorporated into the FTIP. These FTIP projects are programmed through the CTCs, as all of these projects are incorporated in the CTCs long-range plans. The SCAG CMP is also an important part of the South Coast Air Quality Management District's (AQMD) Air Quality Management Plan (AQMP). The FTIP and RTP/SCS contain congestion-mitigating projects that are transportation control measures (TCMs). 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 will be incorporated into the overall CMP activities as part of the development of the 2020 RTP/SCS, and will be documented in the 2020 RTP/SCS Congestion Management Technical Appendix.

## ***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 compatibility and 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 *2016 RTP/SCS Congestion Management Appendix*.

[http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS\\_CongestionManagement.pdf](http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_CongestionManagement.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 previously used a \$50 million cost threshold to identify projects which increase SOV capacity in the region, but working closely with FHWA, SCAG has replaced this methodology with a criterion of identifying roadway facilities that are at least one mile in length. Below is the following process SCAG uses for the 2017 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 its submitted documentation with a link.

## ***Project Submittals***

All FTIP project submittals for significant SOV capacity-increasing projects that are at least one mile in length and above must include documentation that demonstrates TSM/TDM or other operational management strategies were considered and/or incorporated into the project. (Only projects with right-of-way or construction funds 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.

## ***2019 FTIP CMP-Eligible Projects***

SCAG identified 11 projects that meet the SOV capacity-increasing criteria subject to the CMP. These projects are located in Los Angeles, Orange, Riverside and San Bernardino counties. Please see project listing report on following page.

**Congestion Management Process (CMP) Project Listing Report for 2019 FTIP**

County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measures Description	Environmental Document Source
LA	S	LA0B951	CALTRANS	SCAB	4.3	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	HOV Lanes		The ENV Doc is attached
LA	S	LA0D451	CALTRANS	SCAB	1.7	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)	12/31/2023	Wide Shoulders		The ENV Doc is attached

**Congestion Management Process (CMP) Project Listing Report for 2019 FTIP**

County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measures Description	Environmental Document Source
LA	L	LA0D465	LOS ANGELES COUNTY	SCAB	2.1	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.	12/15/2020	Pedestrian Facilities		The ENV Doc is attached
LA	L	LAF3136	LOS ANGELES COUNTY	SCAB	1.98	Widen The Old Road from north of Magic Mountain Pkwy to Henry Mayo Dr to 1200 ft west of The Old Road. Project is located on The Old Rd. from approximately 700 ft north of Magic Mountain Parkway to Henry Mayo Dr from The Old Road to the SR126 hook ramps, and Rye Canyon Rd btwn The Old Radd and Avenue Stanford. Widening from 4 to 6 lanes to reduce bottleneck. Toll Credits will be used to match STPL funds.	12/30/2022	Bicycle and Pedestrian Facilities / Other	It includes the construction of curb and gutter, sidewalk, curb ramps, driveway aprons, drainage facilities, slope grading, and the installation of signing and striping, street lighting, traffic signals, and bike lanes	The ENV Doc is attached

**Congestion Management Process (CMP) Project Listing Report for 2019 FTIP**

County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measures Description	Environmental Document Source
LA	L	LAF5115	LOS ANGELES COUNTY	MDAB	1.7	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.	12/30/2021	Bicycle and Pedestrian Facilities		The ENV Doc is attached
ORA	S	ORA131711	ORANGE COUNTY TRANS AUTHORITY (OCTA)	SCAB	2.1	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)	1/1/2024	HOV Lanes / Other	All three segments of the I-5 SR-73 to El Toro project were approved under one environmental document. This includes extending the HOV lane which is under Segment 3 (ORA111801). Therefore the CMP component is fulfilled for Seg 1 (ORA131711) and 2 (ORA131712).	<a href="http://www.dot.ca.gov/dist12/DEA/5widening/Chapter_1_Project_Description.pdf">http://www.dot.ca.gov/dist12/DEA/5widening/Chapter_1_Project_Description.pdf</a>

**Congestion Management Process (CMP) Project Listing Report for 2019 FTIP**

County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measures Description	Environmental Document Source
<b>ORA</b>	S	ORA131712	ORANGE COUNTY TRANS AUTHORITY (OCTA)	SCAB	2.6	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)	6/30/2023	HOV Lanes		<a href="http://www.dot.ca.gov/dist12/DEA/5widening/Chapter_1_Project_Description.pdf">http://www.dot.ca.gov/dist12/DEA/5widening/Chapter_1_Project_Description.pdf</a>
<b>RIV</b>	S	RIV031215	TEMECULA	SCAB	4.1	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).	12/31/2028	Ramp Meters / Pedestrian Facilities/Other	Project includes a collector/distributor lane system. Adjacent park-n-ride facilities are currently available within close proximity to project limits.	The ENV Doc is attached

**Congestion Management Process (CMP) Project Listing Report for 2019 FTIP**

County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measures Description	Environmental Document Source
RIV	S	RIV050535	BEAUMONT	SCAB	1.6	ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH1-CONST. NEW POTRERO 6 LN OC (3 LNS EACH DIR) W/TEMP CONNECT TO WESTERN KNOLLS (EA34141/34143). PH2: NEW IC ON/OFF 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).	10/30/2020	Ramp Meters / Bicycle and Pedestrian Facilities / Traffic Signal Sync/Other	HOV on ramps	The ENV Doc is attached
SBD	S	200451	VARIOUS AGENCIES	MDAB	5.5	US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM SR18 TO CHAMBERLAINE WAY - INTERIM WIDENING-WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS(EA OF631)(Toll Credits: FY17/18 \$2,217 for STP, TC to match EARREPU)(PPNO 0260J)	12/31/2020	Pedestrian Facilities / Wide Shoulders		The ENV Doc is attached

**Congestion Management Process (CMP) Project Listing Report for 2019 FTIP**

County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measures Description	Environmental Document Source
SBD	S	SBD31850	VARIOUS AGENCIES	SCAB	1.08	IN GRAND TERRACE @ I-215 BARTON RD INTERCHANGE RECONSTRUCT OVERCROSSING & RAMPS W/ ROUNDABOUT WEST OF I-215. LOCAL ST WORK TO INCLUDE REMOVAL OF LA CROSSE AVE BETWEEN VIVENDA AVE & BARTON RD, REPLACE W/ NEW LOCAL RD; IMPROVEMENTS TO BARTON RD & MICHIGAN WAY ST/VIVENDA AVE INTERSEC & EXTENSION OF COMMERCE WY (Toll Credits used to match DEMO: ENG & ROW)	5/1/2019	Ramp Meters/ Bicycle and Pedestrian Facilities		The ENV Doc is attached

Congestion Management Process – Initial EA (ND/FONSI – 1<sup>ST</sup> FOUR PAGES)

Project LA0B951

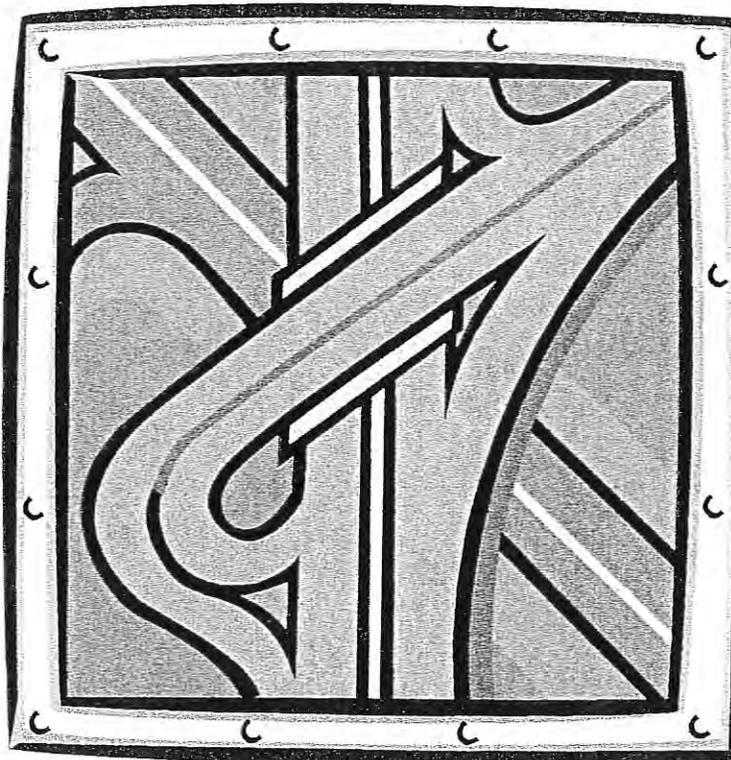
Project Description:

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).

# STATE ROUTE 71

## Freeway Upgrade/ Mission Boulevard Interchange Improvement Projects In the City of Pomona, Los Angeles County

*Initial Study/Environmental Assessment  
Negative Declaration/Finding of No Significant Impact*



June 2002



U.S. Department of Transportation

# State Route 71 Freeway Upgrade and Interchange Improvement Project

From Interstate 10 to State Route 60 in Los Angeles County, California

07-LA-71-KP R0.84/7.24

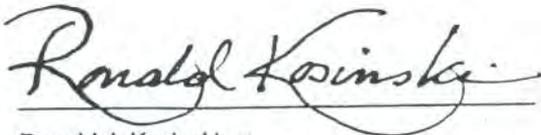
## INITIAL STUDY / ENVIRONMENTAL ASSESSMENT

State of California Department of Transportation

And

United States Department of Transportation  
Federal Highway Administration

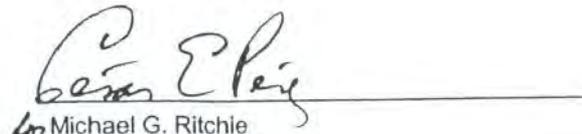
Pursuant to: 42 U.S.C. 4332 (2) (C)



Ronald J. Kosinski  
Deputy District Director  
California Department of Transportation, District 7

Dec 27, 2001

Date



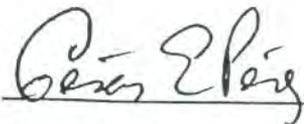
for Michael G. Ritchie  
Division Administrator  
Federal Highway Administrator

1/11/02

Date

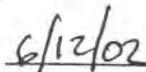
**FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR  
SR-71 FREEWAY UPGRADE/ MISSION BOULEVARD INTERCHANGE  
IMPROVEMENT PROJECT  
In the  
City of Pomona, Los Angeles County**

The Federal Highway Administration (FHWA) has determined that the proposed State Route 71 Freeway Upgrade/ Mission Boulevard Interchange Improvement Project will have no significant impact on the human environment. This finding is based on the enclosed Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content for the enclosed Environmental Assessment.



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Cesar E. Perez  
Senior Transportation Engineer



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Date

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

SCH No. 20001011125  
07-LA-71-KP-R0.84/7.24  
210600 & 189400

### NEGATIVE DECLARATION (CEQA)

Pursuant to: Division 13, Public Resources Code

#### Description

The California Department of Transportation (Caltrans), District 7 is proposing to upgrade State Route 71 to full freeway standards from Interstate 10 to State Route 60. The facility would be widened to three mixed flow lanes and one High Occupancy Vehicle (HOV) lane in each direction. This project also proposes to improve Mission Boulevard with a grade-separated partial cloverleaf interchange. This project is located in the City of Pomona, Los Angeles County. The proposed improvements to the facility will involve acquiring new right-of-way.

#### Determination

The California Department of Transportation (Caltrans) has prepared an Initial Study/Environmental Assessment. On the basis of this study, it is determined that the proposed action will not have a significant effect on the environment for the following reasons:

1. The proposed project will require the acquisition of both commercial and residential properties but adequate compensation will be provided for those acquisitions and relocation assistance will be provided for those displaced. Incorporation of these measures to minimize harm will prevent potentially adverse impact of the proposed project.
2. There will be no adverse effects on unique or significant natural features, including, but not limited to, plant life, animal life, or animal habitat or movement.
3. The proposed project will promote improved regional air quality.
4. The proposed project will not significantly affect natural vegetation, sensitive, endangered or threatened plant or animal species.
5. The proposed project will result in increased noise levels along its route, but with the addition of soundwalls these effects will be reduced to below mandated levels.
6. The proposed project will not significantly affect water quality, solid waste, or the consumption of energy and natural resources.
7. There will be no adverse effects on wetland, floodplain or agricultural areas.
8. The proposed project will not significantly affect land use, public facilities or other socio-economic features.
9. There will be no adverse impacts on local traffic as a result of the proposed project. However, a Traffic Management Plan will minimize the affect on local traffic during construction.



Ronald J. Kosinski  
Deputy District Director  
Division of Environmental Planning  
California Department of Transportation, District 7

June 10, 2002

Date

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## Congestion Management Process – Final EIR/EA (Summary)

### Project LA0D451

#### Project Description:

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)

Note: A vertical line in the margin indicates changes in the text from the original Draft Environmental Impact Report/Environmental Assessment

## S.0 Summary

The Final Environmental Impact Report/Environmental Assessment (EIR/EA) is in compliance with the guidelines and requirements set forth by both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). This document provides the following components:

- A description of the purpose and need for the project
- A discussion of alternatives to the project
- A description of the project's affected environment
- Documentation of the project's potential environmental effects
- A description of measures to mitigate substantial environmental impacts

### S.1 Purpose and Need for the Project

State Route 138 is a 4-lane divided urban highway from Route 14 to Avenue T, where it becomes a 2-lane facility carrying east-west traffic to its terminus at Crestline in the San Bernardino Mountains. State Route 138 is being used increasingly as a by-pass for recreation vehicles and heavy trucks, coming from the north and going to Las Vegas, Barstow, Victorville, San Bernardino County, and Riverside County, to avoid the congestion of the Los Angeles metropolitan area.

State Route 138 operates with a Level of Service (D/E), which is below the Caltrans standard for this type of arterial highway, which causes substantial delay to motorists (See page 14).

The existing pavement profile east of the community of Pearblossom is a rolling profile with depressions originally designed to accommodate the passage of drainage flows. These depressions in the pavement have the effect of reducing the stopping and passing sight distance available to the user. The rolling profile and lack of passing lanes have resulted in a high number of cross centerline accidents. Analysis from the Caltrans' Traffic Accident Surveillance and Analysis System (TASAS) for the period from April 1, 1994 to March 31, 1999 indicated the actual accident rate is .81/million vehicle miles traveled (mvm) within the project limits, which is lower than the statewide average of 1.02 /mvm. However, the actual fatality rate is 0.049/mvm, which is higher than the statewide average of 0.038/mvm. The proposed project is intended to achieve the following goals:

- Improve safety
- Facilitate the efficient flow of goods and services through this area
- Conform to state, regional, and local plans and policies.

### S.2 Alternatives under Consideration

The California Department of Transportation (Caltrans) proposes to widen State Route 138 from an existing 2-lane highway to a standard 4 lane conventional highway from Avenue T at post mile (PM) 51.4 (Kilo Post 82.7) to the Junction of State Route 138 and State Route 18, PM 69.4(KP 111.69), a distance of approximately 18.0 miles (29 kilometers). Other proposed features for the highway widening are curve corrections, junction realignment, a proposed connector from eastbound State Route 138 to eastbound State Route 18 and bridge widening (see section 2.1). The preferred

alternative is Alternative 1 Design Variation B: South of Llano del Rio Hotel and North of U.S. Post office.

The addition of a second lane in both directions will decrease the need for vehicles to cross over the median to pass slow moving traffic and thereby reduce the number of cross-median. Also the addition of a striped median would provide a two way left turn opportunity.

***Alternative 1: Widening along existing facility***

This alternative involves the addition of one lane in each direction, upgrading the existing facility to four (4) standard 12 ft (3.6 m) wide lanes, 8 ft (2.4 m) wide shoulders, and a 16 ft (4.8 m) wide striped median for left turns. The existing alignment and profile would be maintained except in the community of Pearblossom where the alignment would shift to the north by approximately 11.8 ft to 15.0 ft (3.6 to 4.6 m) from 121<sup>st</sup> St. East to Longview Road and then return to the existing roadway. The vertical profile would change from Pearblossom to the junction with State Route 18 to improve stopping sight distance and accommodate drainage culverts. Curves would be realigned and the bridges at California Aqueduct and Little Rock Creek would be widened. The bridge at Big Rock Wash would be replaced.

***Design Variation A: South of Llano del Rio Hotel***

This design variation involves all of the features of Alternative 1; however, near the community of Llano a new alignment would be constructed to the south to avoid impacts to the Llano del Rio site. The new alignment will shift to the south by approximately 20 ft (6 m) just east of 165<sup>th</sup> Street East and will continue east until it rejoins the existing highway west of 175<sup>th</sup> Street. This variation would not change the profile of the existing roadway.

***Design Variation B (Preferred Alternative): South of Llano del Rio Hotel and North of U.S. Post Office***

This design variation involves all the features of Alternative 1; however near the Llano del Rio site widening of the existing roadway will occur 82 ft (25 m) to the south and rejoin the existing roadway before the Post Office and the profile will be raised approximately 5 ft (1.52 m) to accommodate the arch type pipe drainage culverts for this variation before and after the Llano del Rio site.

***Design Variation C: South of Llano del Rio Hotel***

This design variation involves all the features of Alternative 1; however this variation proposes to realign the highway approximately 394 ft (120 m) to the south in order to raise the roadway profile approximately 15 ft (4.6 m) to accommodate 8 ft x 8 ft (2.4 m x 2.4 m) drainage culverts and avoid the hotel.

***Design Variation D: Avenue V, Fort Tejon and Avenue V-8***

This variation involves all of the features of Alternative 1; however, near the community of Littlerock a new alignment will be constructed to the south of the existing alignment. At 70<sup>th</sup> Street East, this alignment will veer south towards Avenue V and then continue along Avenue V to 82<sup>nd</sup> Street. At 82<sup>nd</sup> Street, the alignment will veer further to the south to continue along Fort Tejon Road and will then traverse further east along Avenue V-8 until it rejoins the existing highway at the intersection of 116<sup>th</sup> Street East and State Route 138 (PM 58.67, KP 94.52).

*Design VariationE: Avenue V*

This alternative involves all of the features of Alternative 1; however, near the community of Littlerock a new alignment will be constructed to the south of the existing alignment. At 70<sup>th</sup> Street East, this alignment will veer south towards Avenue V and then continue along Avenue V until it rejoins the existing highway at the intersection of Avenue V and State Route 138 (PM 57.94, KP 93.34).

*Alternative 2: Building of Freeway*

This alternative consisted of developing a freeway in the State Route 138 corridor. This alternative was withdrawn from consideration at this time as it would not address the safety and operational problems of the existing highway and funding is not available.

*Alternative 3: Transportation System Management (TSM)*

At the present time the project area does not meet the criteria for a Transportation System Management program. The project area is located in a unincorporated/rural area of Los Angeles County with the population below the 200,000 level that would make it eligible. This alternative is no longer under consideration due to its inability to address project goals.

*Alternative 4: Widening along the existing highway through Pearblossom*

This alternative proposed to widen both sides of the highway through the community of Pearblossom. This alternative is no longer under consideration due to the substantial commercial and residential impacts to the community of Pearblossom by eliminating the center of the town.

*Alternative 5: No Action*

This alternative retains the existing roadway conditions.

### S.3 Other Actions in the Same Area

Caltrans has also proposed improvements on State Route 138 from State Route 14 to Avenue T. The other projects are planned or under construction in the project vicinity:

- Restripe 4-lane to 6-lane in and near Palmdale from State Route 14 to 30<sup>th</sup> St.. This project is in its final design and construction on this project is scheduled to begin in December 2000.
- Roadway Rehabilitation in and near Palmdale from State Route 14 to 57<sup>th</sup> St. East. This project is in its final design and construction on this project is scheduled to begin in December 2000.
- The State Route 138 Safety Corridor Task Force (Section 2.4) has identified deficiencies and coordinated work through various agencies and has increased the presence of California Highway Patrol (CHP) in order to improve safety along the corridor. A complete list is in Section 2.4.

### S.4 Environmental Consequences and Recommended Mitigation Measures

The following matrix summarizes anticipated impacts of the proposed project and the measures to minimize those impacts. Section 3.0 and 4.0 discuss in detail the project impacts and measures to mitigate and/or minimize the impacts.

FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT  
STATE ROUTE 138 WIDENING FROM AVENUE T TO ROUTE 18

**Table 1      Improvements Project and Environmental Evaluation Summary of Effects**

Alternatives with Design Variations	Beneficial Impacts	Potential Impact	Mitigation Summary
<b>4.1 Aesthetics</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A-E) would all have the same potential impacts</li> </ul>		<ul style="list-style-type: none"> <li>Relocation of Joshua Trees along the existing roadway</li> </ul>	<ul style="list-style-type: none"> <li>Revegetation of all areas temporarily impacted by construction activities</li> <li>Contour grading techniques to minimize disruption of natural forms</li> <li>Compliance with Caltrans <u>Standard Specifications</u> for lighting and signing</li> </ul>
<ul style="list-style-type: none"> <li>No Action Alternative</li> </ul>		<ul style="list-style-type: none"> <li>No impact to Joshua Trees or Utilities</li> </ul>	
<b>4.2 Geology</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A-E) would all have the same potential impacts</li> </ul>		<ul style="list-style-type: none"> <li>Located in an area subject to geologic (seismic hazards)</li> </ul>	<ul style="list-style-type: none"> <li>Detailed geotechnical studies in conjunction with final design to provide boring, soil, and fault information. Construct to Caltrans seismic standards</li> </ul>
<ul style="list-style-type: none"> <li>No Action Alternative</li> </ul>		<ul style="list-style-type: none"> <li>No potential impacts</li> </ul>	
<b>4.3 Soils</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A-E) would all have the same potential impacts</li> </ul>		<ul style="list-style-type: none"> <li>Potential for erosion and dust during and immediately after construction</li> </ul>	<ul style="list-style-type: none"> <li>Conformance with Caltrans <u>Standard Specifications</u> for ground disturbing activities</li> </ul>
<ul style="list-style-type: none"> <li>No Action Alternative</li> </ul>		<ul style="list-style-type: none"> <li>No potential for erosion</li> </ul>	

FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT  
 STATE ROUTE 138 WIDENING FROM AVENUE T TO ROUTE 18

Alternatives with Design Variations	Beneficial Impacts	Potential Impact	Mitigation Summary
<p><b>4.4 Hydrology, Floodplains, and Water Quality</b></p> <ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A-E) would have the same potential impacts</li> </ul>	<ul style="list-style-type: none"> <li>Replacement of Big Rock Wash Bridge with one single structure instead of current two structure bridge.</li> <li>Improvements to Big Rock Wash Bridge and channel would reduce the floodplain area and provide additional usable land</li> </ul>	<ul style="list-style-type: none"> <li>Potential for erosion</li> <li>Increased runoff</li> </ul>	<ul style="list-style-type: none"> <li>Drainage would be designed to perpetuate existing flows to the maximum extent feasible</li> <li>Compliance with conditions of 1601 agreement and 401, 404, NPDES permits</li> <li>Conformance with Caltrans Standard specifications sections 7-1.01 Groundwater Pollution Control Program and/or Storm Water Pollution Prevention Plan</li> </ul>
<ul style="list-style-type: none"> <li>No Action Alternative</li> </ul>		<ul style="list-style-type: none"> <li>No drainage built to accommodate existing floodwater. Floodwater would continue to wash over the road</li> <li>No improvement to bridges along State Route 138</li> </ul>	

FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT  
STATE ROUTE 138 WIDENING FROM AVENUE T TO ROUTE 18

<b>Alternatives with Design Variations</b>	<b>Beneficial Impacts</b>	<b>Potential Impact</b>	<b>Mitigation Summary</b>
<b>4.5 Biological</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A,B,C) would all have the same potential impacts</li> </ul>	<ul style="list-style-type: none"> <li>Identification of existing flora and fauna</li> </ul>	<ul style="list-style-type: none"> <li>Relocation of Joshua Trees</li> <li>Disruption of existing wildlife corridors</li> <li>Removal of alluvial fan scrub</li> </ul>	<ul style="list-style-type: none"> <li>Acquisition by Caltrans of replacement Joshua Tree woodland</li> <li>Would consider potential off-site mitigation at a location such as Saddleback Butte State Park or the Antelope Valley Museum for the Desert tortoise and Mohave Ground squirrel habitat</li> </ul>
<ul style="list-style-type: none"> <li>Design Variation D and E</li> </ul>		<ul style="list-style-type: none"> <li>Impacts are similar to rest of Alternative 1. These design variations would go over relatively undisturbed vegetation and have a greater impact to wildlife than the above variations</li> </ul>	
<ul style="list-style-type: none"> <li>No Action Alternative</li> </ul>		<ul style="list-style-type: none"> <li>No impact to wildlife and vegetation</li> </ul>	
<b>4.6 Wetlands and other Waters of the U.S.</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A-E) would have the same potential impacts</li> </ul>		<ul style="list-style-type: none"> <li>Proposed project would impact jurisdictional waters of the U.S. at various locations throughout the project. Currently the ACOE is in the process of determining which areas are under their jurisdiction.</li> <li>Potential Impacts to State and Federal wetlands</li> </ul>	<ul style="list-style-type: none"> <li>Compliance with conditions of Nationwide 404 permit, Section 1601 Streambed Alteration Agreement</li> <li>Conformance with Caltrans <u>Standard Specifications</u> for ground disturbing activities</li> <li>Mitigation would be established in the permit consultation with the U.S. Army Corps of Engineers, California Department of Fish and Game, and the State Water Quality Control Board</li> </ul>
<ul style="list-style-type: none"> <li>No Action Alternative</li> </ul>		<ul style="list-style-type: none"> <li>No impact to jurisdictional waters of the U.S.</li> </ul>	

FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT  
 STATE ROUTE 138 WIDENING FROM AVENUE T TO ROUTE 18

Alternatives with Design Variations	Beneficial Impacts	Potential Impact	Mitigation Summary
<b>4.7 Cultural</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A-E) would have the same potential impacts</li> </ul>	<ul style="list-style-type: none"> <li>Identification of potential archaeological artifacts</li> </ul>	<ul style="list-style-type: none"> <li>Direct impact to 1 property/site eligible for NRHP status</li> </ul>	<ul style="list-style-type: none"> <li>If additional resources found, work halted until qualified archaeologist assesses significance</li> <li>Compliance with conditions of Section 106 Memorandum of Agreement and Section 4(f) for historic properties</li> </ul>
<ul style="list-style-type: none"> <li>No Action Alternative</li> </ul>		<ul style="list-style-type: none"> <li>No impact to Cultural Resource</li> </ul>	
<b>4.8 Air Quality</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A-E) would have the same potential impacts</li> </ul>	<ul style="list-style-type: none"> <li>Would not cause or contribute to any new localized CO or PM<sub>10</sub> violation or increase the frequency or severity of any existing CO or PM<sub>10</sub> nonattainment and maintenance areas</li> <li>Decrease in pollutants over long term due to congestion reduction and idle time</li> </ul>	<ul style="list-style-type: none"> <li>CO concentrations increase at receptors adjacent to the facility</li> <li>Potential for dust and equipment generated emissions during construction</li> </ul>	<ul style="list-style-type: none"> <li>Project Construction will be conducted in accordance with all federal, State, and local regulations and rules that govern site construction activities and emissions from construction vehicles</li> <li>Submit to SCAQMD Fugitive Dust Rule 403 Plan prior to project construction</li> <li>Operational/Vehicle Trip Emissions Conformance with:</li> <li>CARB &amp; SCAQMD requirements</li> <li>Other regional air quality management plans (RTIP, RTP)</li> <li>Section 176 (C)(3)(B) of the 1990 Clean Air Act Amendments Construction Dust and Equipment Generated Emissions</li> </ul>
<ul style="list-style-type: none"> <li>No Action alternative</li> </ul>		<ul style="list-style-type: none"> <li>Would have an increase in pollutants over long term due to increased congestion and idle time</li> </ul>	

FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT  
STATE ROUTE 138 WIDENING FROM AVENUE T TO ROUTE 18

<b>Alternatives with Design Variations</b>	<b>Beneficial Impacts</b>	<b>Potential Impact</b>	<b>Mitigation Summary</b>
<b>4.9 Noise</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A-E) would have the same potential impacts</li> </ul>		<ul style="list-style-type: none"> <li>Temporary increase in noise levels during construction</li> <li>Permanent increase in noise levels from project operation</li> </ul>	<ul style="list-style-type: none"> <li>Provision of noise attenuation in accordance with the latest FHWA noise abatement criteria and state noise policies at the time the project is advertised for construction</li> <li>Noise{ XE "Noise" } mitigation is not considered feasible and not recommended for this project</li> </ul>
<ul style="list-style-type: none"> <li>No Action alternative</li> </ul>		<ul style="list-style-type: none"> <li>Current noise levels are above the State and FHWA accepted levels</li> </ul>	
<b>4.10 Land Use</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A-E) would have the same potential impacts</li> </ul>		<ul style="list-style-type: none"> <li>Reduction of prime agricultural land by 0.14 (0.057 hectares) to 1.04 (0.42 ha) acres in Los Angeles County, which is not substantial</li> </ul>	<ul style="list-style-type: none"> <li>No mitigation necessary</li> </ul>
<ul style="list-style-type: none"> <li>No Action Alternative</li> </ul>		<ul style="list-style-type: none"> <li>No impact to Farm land</li> </ul>	
<b>4.11 Parks and Recreation</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A-E) and the No Action Alternative would have the same potential impacts</li> </ul>	<ul style="list-style-type: none"> <li>Maintain existing equestrian trails</li> <li>Create an Equestrian crossing at 96<sup>th</sup> Street East and the California Aqueduct</li> </ul>		
<b>4.12 Public Services and Utilities</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A-E) would have the same potential impacts</li> </ul>	<ul style="list-style-type: none"> <li>Improvement of response time for emergency vehicles</li> <li>Reduction in cross-centerline accident{ XE "accident" }</li> </ul>	<ul style="list-style-type: none"> <li>Relocation{ XE "Relocation" } and/or removal of utility lines within the corridor</li> </ul>	<ul style="list-style-type: none"> <li>Relocation{ XE "Relocation" } and/or accommodation of utility lines with no major disruption of services</li> </ul>
<ul style="list-style-type: none"> <li>No Action Alternative</li> </ul>		<ul style="list-style-type: none"> <li>Accident rates would increase due to no addition of lane in either direction</li> <li>Response time for emergency vehicles would stay the same or possible decrease</li> </ul>	

FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT  
STATE ROUTE 138 WIDENING FROM AVENUE T TO ROUTE 18

Alternatives with Design Variations	Beneficial Impacts	Potential Impact	Mitigation Summary
<b>4.13 Hazardous Waste</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A-E) would have the same potential impacts</li> </ul>	<ul style="list-style-type: none"> <li>Preliminary Site Investigation of potential hazardous waste{ XE "Hazardous Waste" } sites</li> <li>Cleanup of potential hazardous/contaminated waste sites</li> </ul>	<ul style="list-style-type: none"> <li>Potential soil{ XE "Soil" } contamination</li> <li>Potential lead contamination</li> </ul>	<ul style="list-style-type: none"> <li>On site visual inspection of property with identification of drums, containers, vents, soil{ XE "Soil" } staining or any other possible point source contaminants</li> <li>Application of aerial lead variance</li> </ul>
<ul style="list-style-type: none"> <li>No Action Alternative</li> </ul>		<ul style="list-style-type: none"> <li>Potential hazardous waste sites would be maintained</li> </ul>	
<b>4.14 Social and Economic</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A,B,C) would all have the same potential impacts</li> </ul>	<ul style="list-style-type: none"> <li>Greater efficiency in transportation of goods and materials</li> </ul>	<ul style="list-style-type: none"> <li>Original design required 3 full takes and 41 partial takes of residential property and 5 full take and 82 partial takes of non-residential property</li> <li>Removal of street frontage parking</li> </ul>	<ul style="list-style-type: none"> <li>Relocation{ XE "Relocation" } Assistance to be provided as part of the project</li> <li>Provision of pedestrian{ XE "Pedestrian" } access</li> <li>Modification of school accessibility and circulation{ XE "Circulation" }</li> <li>Pearblossom avoidance alternative to reduce the number of properties acquired</li> </ul>
<ul style="list-style-type: none"> <li>Design Variation D and E</li> </ul>		<ul style="list-style-type: none"> <li>This alignment would remove traffic through the Community of Littlerock and eliminate all business generated by the highway</li> </ul>	
<ul style="list-style-type: none"> <li>No Action Alternative</li> </ul>		<ul style="list-style-type: none"> <li>Decrease efficiency in transportation of goods and materials</li> </ul>	
<b>4.15 Transportation and Circulation</b>			
<ul style="list-style-type: none"> <li>Alternatives 1 (Design variations A,B,C) would all have the same potential impacts</li> </ul>	<ul style="list-style-type: none"> <li>Reduction of overall congestion, accident{ XE "accident" } rates and improved mobility</li> </ul>	<ul style="list-style-type: none"> <li>Temporary construction delays</li> </ul>	<ul style="list-style-type: none"> <li>Highway widening which would include additional lanes in each direction, two way left turn lane, shoulders, parking lane and turning lanes at the intersection</li> </ul>
<ul style="list-style-type: none"> <li>Design Variation D and E</li> </ul>		<ul style="list-style-type: none"> <li>Traffic and Circulation would be in an area of the community where there was none before causing an increase in traffic on side streets</li> </ul>	
<ul style="list-style-type: none"> <li>No Action Alternative</li> </ul>		<ul style="list-style-type: none"> <li>Increase of overall congestion, accident{ XE "accident" } rates and decreased mobility</li> </ul>	

FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT  
STATE ROUTE 138 WIDENING FROM AVENUE T TO ROUTE 18

<b>Alternatives with Design Variations</b>	<b>Beneficial Impacts</b>	<b>Potential Impact</b>	<b>Mitigation Summary</b>
<b>4.16 Construction</b>			
<ul style="list-style-type: none"><li>Alternatives 1 (Design variations A-E) would have the same potential impacts</li></ul>		<ul style="list-style-type: none"><li>Temporary impacts associated with noise, vibration, dust{ XE "Dust" }, erosion{ XE "Erosion" }, aesthetics{ XE "Aesthetics" }, and traffic{ XE "Traffic" }</li></ul>	<ul style="list-style-type: none"><li>Covered in individual sections</li><li>Implementation of Traffic Management Plan</li></ul>
<ul style="list-style-type: none"><li>No Action Alternative</li></ul>		<ul style="list-style-type: none"><li>No action alternative would result in no construction</li></ul>	

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## Congested Management Process – Project Study Report

### Project LA0D465

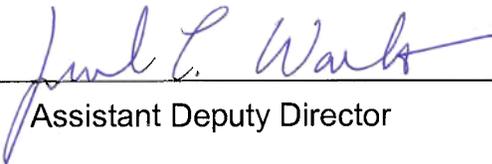
#### Project Description:

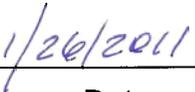
Colima Road-City of Whittier Limits to Fullerton Road, for a total distance of 4.9 miles. The project will widen Colima Rd by up to six feet at spot locations and restripe to accommodate three through lanes in each direction. A Class II bikeway from the City of Whittier will be extended to Allenton Av, a distance of 1.2 miles, and bus pads will be replaced. Includes median landscaping. Toll credit added in FY18/19 \$28 in construction.

**Attachment D**  
**Project Study Report Equivalent**

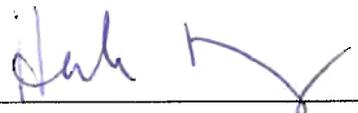
PSR EQUIVALENT SIGNATURE

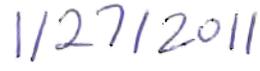
Approved and Certified by Local Agency:

  
Assistant Deputy Director

  
Date

This Project Study Report Equivalent has been prepared under the direction of the following staff authorized by the sponsoring agency to sign for the work. The person signing below attests to and certifies the technical information contained therein and the engineering data if appropriate, upon which the commendations, conclusions, and decisions are based

  
Registered Civil Engineer

  
Date

If applicable, California PE Stamp and Lic. #



*Expires 6/30/2012*

December 16, 2010

TO Patrick V DeChellis

FROM Sree Kumar  
Design Division

**PROJECT DESIGN CONCEPT  
COLIMA ROAD- CITY OF WHITTIER BOUNDARY TO FULLERTON RD  
PROJECT ID RDC0014911, PCA X2401082  
RD 117, 416, 417, SD 1, 4 AND INDUSTRY**

**RECOMMENDATIONS**

1. Approve the Project Design Concept (PDC) to provide roadway, traffic signal, striping and landscaping improvements from City of Whittier boundary to Fullerton Road.
2. Request Programs Development Division (PDD) to arrange financing in the amount of \$12,343,000 for the design and construction of this project.
3. Request PDD to coordinate with the City of Industry and arrange for City to fund their share of the project.

**DISCUSSION**

The proposed project is located in the unincorporated area of Rowland Heights and City of Industry (see attached location map).

In 2003, Van Dell and Associates, Inc. documented existing and future level of service of signalized intersections and recommended improvements throughout heavily traveled area routes within Supervisorial District 1 and 4. Traffic and Lighting Division (T&L) recommends these improvements be programmed for construction.

The following is a summary of the existing conditions (see attachment 1) and the proposed scope of work for Colima Road project

**Jurisdiction**

**City of Whittier Boundary to Allenton Av  
(T.G. 678 A6-7, B6)**

County

- Landscape ex raised median
- add class II bike lane

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**Allenton Av to Halliburton Rd  
(T.G. 678 C6, D5, E5)**

County

- Landscape ex. raised median

**Halliburton Rd to Azusa Av  
(T.G. 678 E4, F4)**

County

- Widen the s'ly side 6'
- Reconstruct ex. raised median, south side of curb, gutter, sidewalk, driveways and catch basins, replant trees
- Relocate traffic signals and street lights, restripe 3 lanes each direction and class II bike lane
- Landscape raised median

**Azusa Av to Larkvane Rd  
(T.G. 678 G4, H4, J5)**

County, Industry

- Widen the both sides 2'
- Reconstruct ex. raised median, both sides of curb, gutter, sidewalk, driveways and catch basins
- Relocate traffic signals and street lights, restripe 3 lanes each direction and class II bike lane
- Landscape raised median

**Larkvane Rd to Fullerton Rd  
(T.G. 678 J5)**

County

- Reconstruct ex. raised median east of Larkvane Rd
- Restripe 3 lanes each direction
- landscape raised median

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**ENVIRONMENTAL DOCUMENT (ED) AND PERMIT REQUIREMENTS**

This project will require the preparation of a Negative Declaration

	Yes	No		Yes	No
Widen Intersection	X		New R/W Acquisition	X	
Tree Removal	X		New Wall	X	
5 (or more) Tree Removals within 500'	X				

**PLAN REQUIREMENTS**

**Road Plan Layout** – A Plan RD will be required. Construction plans (i.e., line drawings) are to be prepared in plan and profile format by using an Electronic Topographic Survey

**Right of Way Plan Layout** – A Preliminary Study Map and R/W ID Map will be required.

**Geometric Plan Layout** – A Plan SP will be required to relocate/install signing and striping for this project.

**Street Lighting Plan Layout** – A Plan SL will be required to relocate the existing street lights along the parkway.

**Traffic Signal Plan Layout** – A Plan TS will be required to relocate/upgrade the traffic signals within the project limits.

**Traffic Control Plan Layout** – A Plan TC will be required to handle traffic during construction.

**Landscaping Plan Layout** – A Plan LS will be required for the installation of landscaping and irrigation system.

**DIVISION INVOLVEMENT**

Estimated Expenditures through November 30, 2010 \$ 30,000

AED – Prepare landscaping and irrigation plans. 300,000

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<b>CON</b>	– Coordinate utility notifications and relocations, prepare specifications, and contract documents	35,000
<b>DES</b>	– Prepare highway plans, Right of Way plans, and perform all inter-divisional coordination	250,000
<b>GMED</b>	– Prepare Materials Report (Completed), prepare Preliminary Environmental Site Screening, and Review plans.	15,000
<b>SUR/MPM</b>	– Provide Electronic Topographic Survey (Completed), Prepare Preliminary Study Map (Completed), acquire R/W and Permits to Enter	200,000
<b>PDD</b>	– Coordinate Community Meetings (if needed), Coordinate with L.A. Co. Parks and Recreation, City of Industry and other Agencies, and Finalize the Environmental Determination.	100,000
<b>RMD</b>	– Identify locations for tree planting, removal, and root pruning. Review Plans.	15,000
<b>FMD</b>	– Review plans	5,000
<b>T&amp;L</b>	– Prepare signing, striping, traffic signal, street light and traffic control plans.	200,000
	Total =	<u>\$ 1,150,000</u>

### **PRELIMINARY ESTIMATE**

	<b>County</b>		<b>City of Industry</b>	<b>Total</b>
	<u>SD 1</u>	<u>SD 4</u>		
Estimated expenditures through November 30, 2010	\$ 2,000	24,000	4,000	30,000
Preliminary Engineering (2010-12)	56,000	896,000	168,000	1,120,000
Construction Cost:				
Roadway	230,000	2,170,000	860,000	3,260,000
Signing and Striping	18,000	383,000	50,000	451,000
Street Lighting	110,000	580,000	210,000	900,000
Signal and loop restoration	125,000	1,825,000	300,000	2,250,000
Landscaping	13,000	3,287,000	215,000	3,515,000
Construction Contingency (15%)	75,000	1,237,000	245,000	1,557,000
Construction Engineering (15%)	<u>75,000</u>	<u>1,237,000</u>	<u>245,000</u>	<u>1,557,000</u>
Total:	\$ 704,000	11,639,000	2,297,000	14,640,000

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 Page 5

## **FUNDING**

Per PDD, this project is proposed to be funded by funding from the City of Industry PDD will arrange for necessary

<b><u>Fund Source</u></b>	<b><u>Fiscal Year (FY)</u></b>	<b><u>Phase</u></b>	<b><u>Amount</u></b>
	Estimated expenditures through November 30, 2010		
Gas Tax		Design	30,000
Gas Tax	2010-12	Design	948,000
Prop 1B	2012-13	Construction	11,365,000
City of Industry	2010-2012	Design	172,000
	2012-2013	Construction	2,125,000
Total:			<u>\$ 14,640,000</u>

## **SCHEDULE**

<b><u>CONTRACT PLANS SCHEDULE</u></b>	<b><u>Estimated Start</u></b>	<b><u>Estimated Finish</u></b>
<b>S/MPM</b> – Survey R/W Acquisition	March 1, 2011	April 28, 2011
<b>GMED</b> – Materials Report Preliminary Environmental Site Screening		
<b>DES</b> – Approve PDC	February 14, 2011	March 17, 2011
60% Plans (Highway)	May 2, 2011	October 27, 2011
60% Plan Review	October 31, 2011	November 23, 2011
R/W ID Map	October 31, 2011	November 10, 2011
90% Plans	November 28, 2011	March 31, 2012
90% Plan Review	April 4, 2012	April 30, 2012
100% Plans	May 4, 2012	June 17, 2012
Plans signed by DPW	June 21, 2012	July 30, 2012
Distribution of Approved Plan	July 31, 2012	August 3, 2012
Final Plans and Estimates (P&E) to CON		

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<b>CON</b>	– Utility Search		
	1st Utility Notice	October 31, 2011	November 23, 2011
	Final Utility Notice and Coordination	April 4, 2012	June 17, 2012
<b>T&amp;L</b>	– 60% Plans (Traffic, Striping, 90% Plans Street Light) 100% Plans Signed Plans	May 2, 2011 November 28, 2011 May 4, 2012 June 21, 1012	October 27, 2011 March 31, 2012 June 17, 2012 July 30, 2012
<b>AED</b>	– 60% Plans (Landscaping) 90% Plans 100% Plans Signed Plans	May 2, 2011 November 28, 2011 May 4, 2012 June 21, 1012	October 27, 2011 March 31, 2012 June 17, 2012 July 30, 2012
<b>PDD</b>	– Environmental Determination PDC Approved by City of Industry Agreement Signed by City of Industry City Sign Plans ACF Advertise Award		

W/:

P:\ddpub\Road\General\In-House Design\Highway Section\MPDC\CC\W\Colima Rd RDC0014911

Attach

cc: Construction (Chenoweth, Updyke), Geotechnical and Materials Engineering (Bouzarj), Programs Development (Derakhshani, Dingman, Yang, Shih, Huang), Road Maintenance1 (Diotalevi), Survey/Mapping & Property Management (Steinhoff, Phillips), Traffic & Lighting (Quintana, Stringer), Design (Cline, Grindle, Lo)

**Colima Road (4.87 miles) – City of Whittier Boundary to Fullerton Road**

Feature	Existing	Proposed
Roadway	<p>Colima Road, within the segment limits, is an urban major highway on the County Highway Plan that is typically 84 feet wide between curbs on 100, 110, 120 feet of right of way (R/W). Per the Road Code Inventory, the roadway was constructed between 1962 to 1975.</p> <p>There are 65 curb ramps that do not meet the current Americans with Disabilities Act (ADA) requirements.</p> <p>There are curbs, gutters, and sidewalks on both sides of the street.</p>	<p>Per GMED's recommendation, from City of Whittier boundary to Halliburton Rd, no pavement improvement is needed. Reconstruct existing curb ramps to current ADA standard.</p> <p>From Halliburton Rd to Azusa Avenue, shift the road center line 3' to the south and reconstruct the south side curb and gutter to 45' from the new center line with raised median narrowed to 12' wide and 7.5' of PCC walk. Reconstruct driveways and bus pads. Reconstruct existing curb ramps to the current ADA standard. Construct PCC pavement for the widening portion at the PCC intersection of Azusa Avenue.</p> <p>From Azusa Avenue to Larkvane Road, reconstruct the both sides of curb and gutter to 44' from the center line with raised median narrowed to 12' wide and 5.5' of PCC walk. Reconstruct driveways and bus pads. Reconstruct existing curb ramps to the current ADA standard.</p>
Traffic Signal	<p>There are traffic signals at the intersection of Camino del Sur, Avalo Drive, Hacienda Boulevard, Allenton Avenue, Stimson Avenue, Puente Del Estate Drive, Halliburton Road, Countrywood Avenue, Manor Gate Road, Azusa Avenue, Albotross Road, Hanover Road, Walnut Hall Road, Stoner Creek Road, Larkvane Road and Fullerton Road.</p>	<p>Replace all affected traffic signal and loops in the widening area.</p>

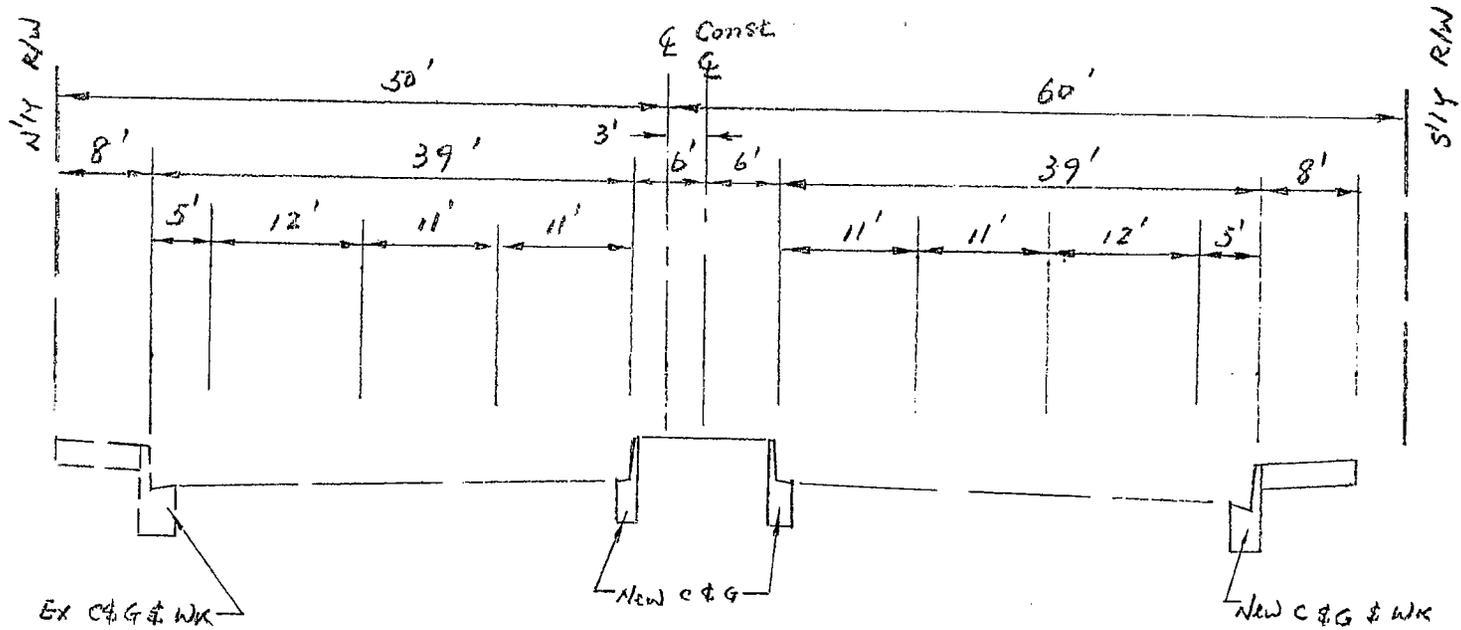
**Colima Road (4.87 miles) – City of Whittier Boundary to Fullerton Road**

<b>Feature</b>	<b>Existing</b>	<b>Proposed</b>
Marked Crosswalk at Uncontrolled Intersection	None.	No change.
Signing & Striping	The roadway is striped with 2 lanes from City of Whittier boundary to Allenton Avenue, 2 lanes with a Class II bike lane from Allenton Avenue to Larkvane Road and 3 lanes from Larkvane Road to Fullerton in each direction. Posted speed limit is 45 MPH.	In each direction, maintain existing striping with 2 lanes and add a Class II bike lane from City of Whittier boundary to Allenton Avenue, maintain existing striping with 2 lanes and a Class II bike lane from Allenton Avenue to Halliburton Road, stripe with 3 lanes and a Class II bike lane from Halliburton Road to Larkvane Road, Restripe with 3 lanes from Larkvane Road to Fullerton Road.
Street Lighting	There are street lights on concrete poles and wooden poles	Concrete light poles at the south side from Halliburton Road to Azusa Avenue and both sides from Azusa Avenue to larkvane Road need to be relocated due to proposed widening.
Drainage	There are existing storm drains (P.D. 1210, 1238, 1461, 1561, MTD 434, 635) within the project limits.	Reconstruct catch basins and extend connector pipes in the proposed widening segments.
Utilities	There are fire hydrant, utility manhole, vault and wooden power poles.	The fire hydrant, utility manhole and vault within the widening area need to be relocated or reconstructed.
Bikeway	Per L.A. County Metro Bike Map, there is Class III bike lane from City of Whittier boundary to Stimson Avenue and Class II bike lane from Stimson Avenue to Larkvane Road.	No change except adding the Class II bike lane from City of Whittier boundary to Allenton Avenue.
Landscaping: Parkway	None.	No change.
Median	None.	Landscape existing and new raised median.

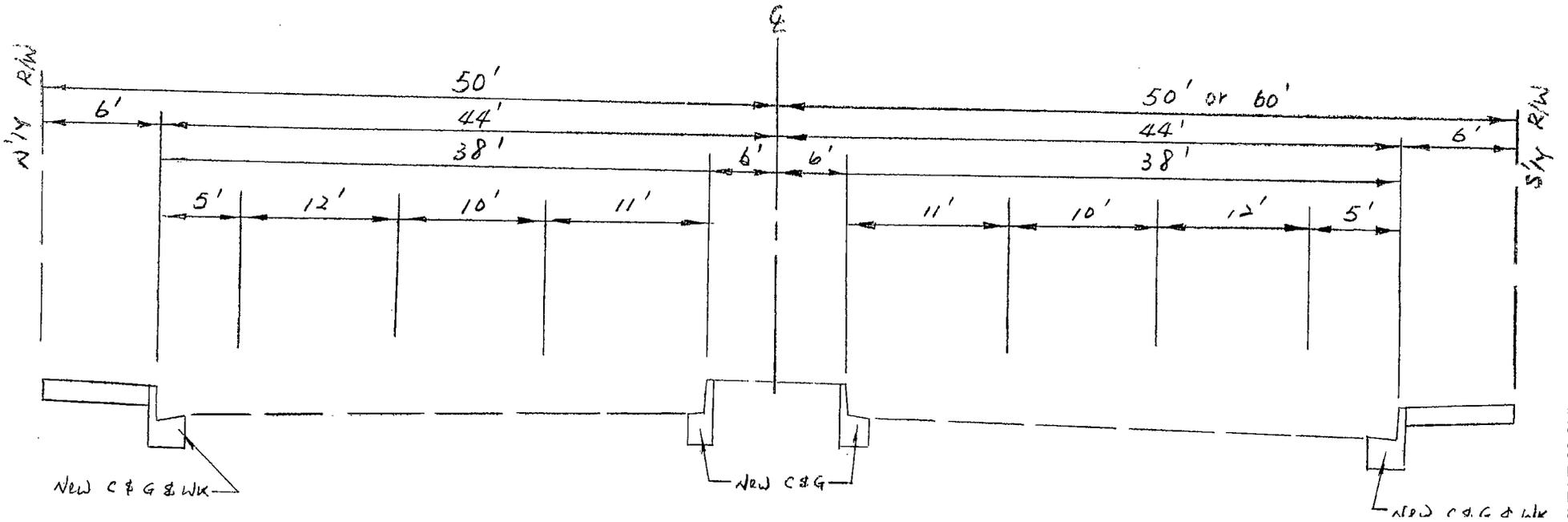
**Colima Road (4.87 miles) – City of Whittier Boundary to Fullerton Road**

<b>Feature</b>	<b>Existing</b>	<b>Proposed</b>
Transit	There are bus line 172, 185, 282, 289, 282 and 483 within the project limits.	No change. 4 bus shelters need to be relocated.
Low Impact Development	None.	We will work with AED to explore the feasibility of LID improvement within the project.
Adjacent Development	Most of developments are predominantly single-family residential development with some commercial developments at the intersections and from Manor Gates to Stoner Creek Road.	No change.
Other Agency	Industry.	Industry.
Right of Way Requirements	All existing improvements are within the road R/W	From Azusa Ave to Larkvane Road, additional R/W will be needed at the intersections for traffic signals. Permits to Enter will be required for driveways reconstruction and short walls.
Miscellaneous	None.	There is a Colima Road project (RDC0015339) resurfacing the road from Azusa Avenue to Fullerton Road.

This project will provide Class II bike lane from City of Whittier Boundary to Larkvane Road. To extend the Class II bike lane easterly from Larkvane Road to the City of Diamond Bar boundary, further traffic study and road widening with median modification will be required.



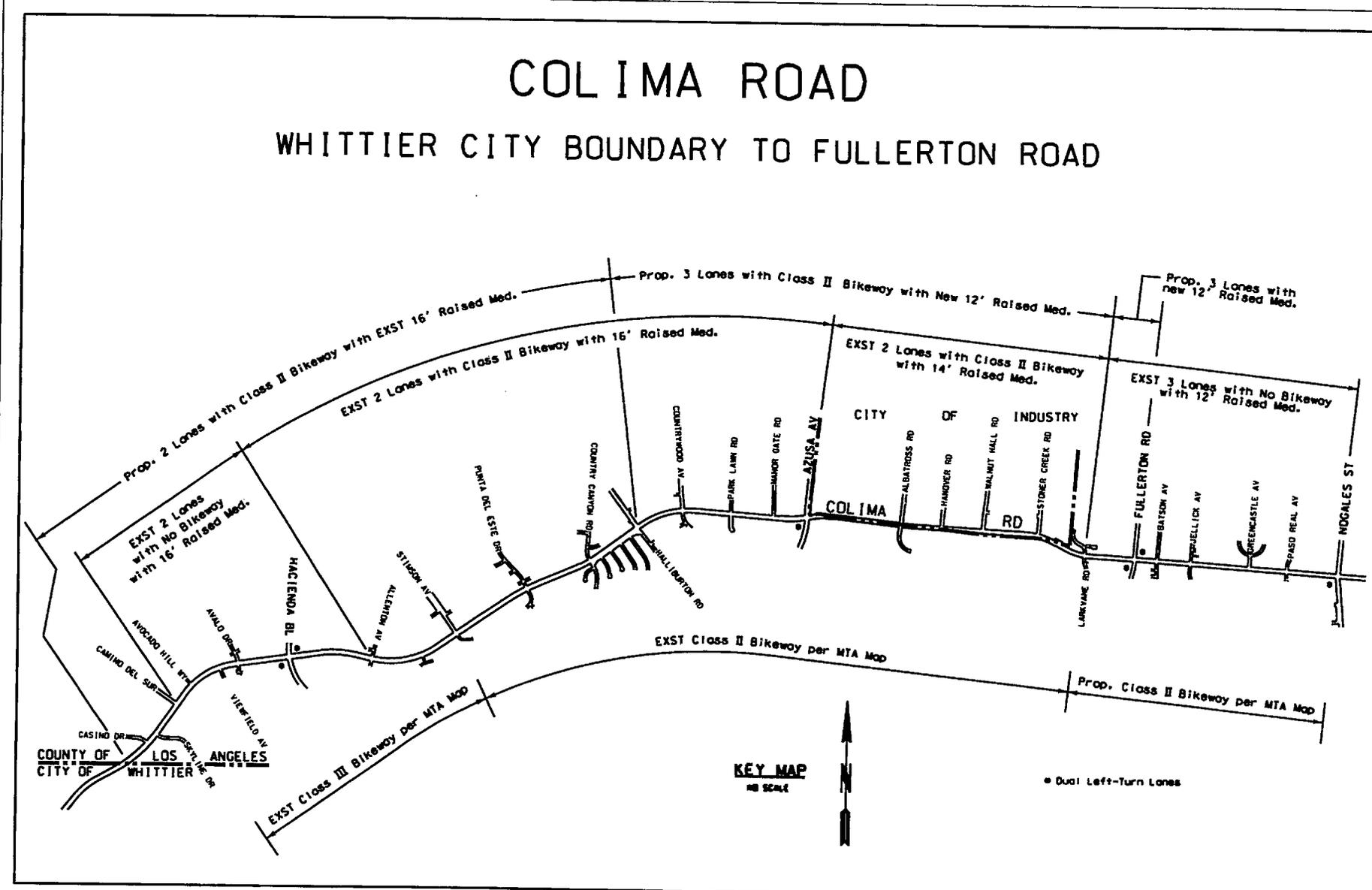
**Colima Road**  
**Halliburton Rd To Manor Gate Rd**  
**Widening Segment**



**Colima Road  
Azusa Av To Larkvane Rd  
Widening Segment**

# COLIMA ROAD

## WHITTIER CITY BOUNDARY TO FULLERTON ROAD





COLIMA ROAD  
SITE MAP



SHEET 3 OF 4



## Congested Management Process – Project Study Report

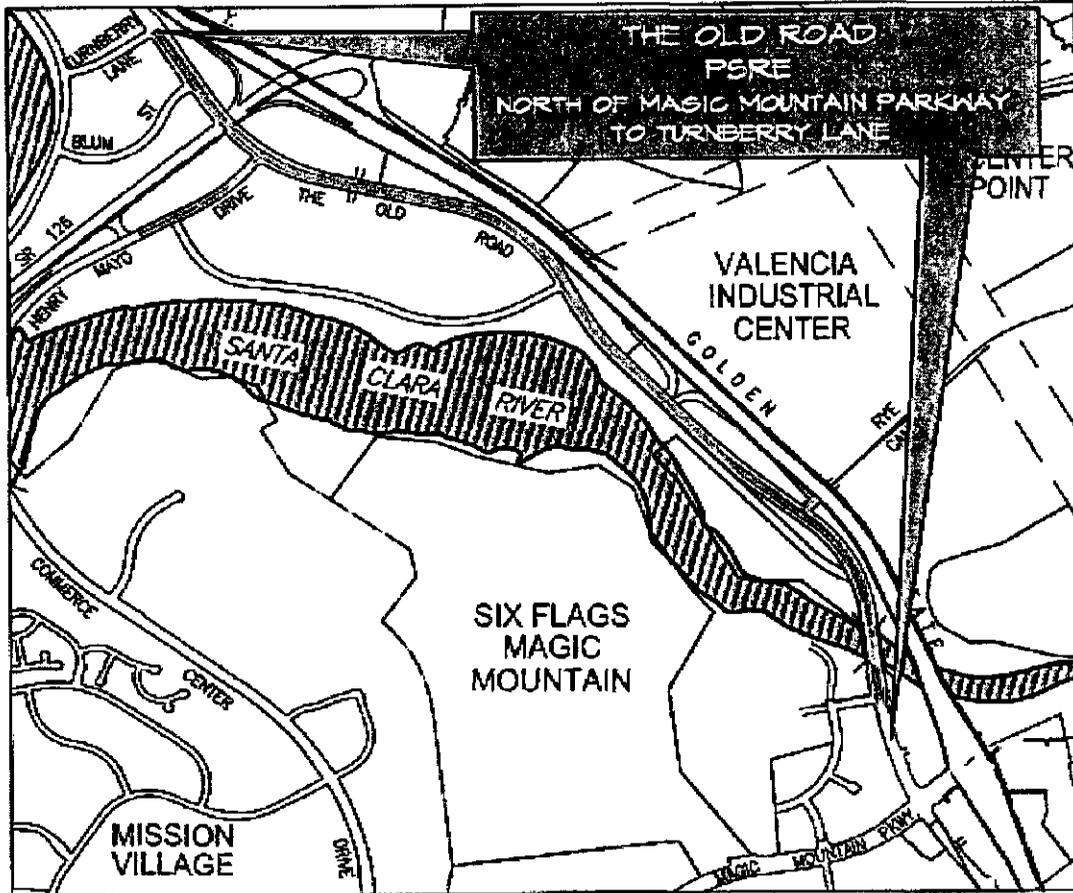
### Project LAF3136

#### Project Description:

Widen The Old Road from north of Magic Mountain Pkwy to Henry Mayo Dr to 1200 ft west of The Old Road. Project is located on The Old Rd. from approximately 700 ft north of Magic Mountain Parkway to Henry Mayo Dr from The Old Road to the SR126 hook ramps, and Rye Canyon Rd btwn The Old Radd and Avenue Stanford. Widening from 4 to 6 lanes to reduce bottleneck. Toll Credits will be used to match STPL funds.



# Project Study Report Equivalent The Old Road Widening



On Street The Old Road  
Between Magic Mountain Pkwy  
And Turnberry Lane

On Street Henry Mayo Drive  
Between The Old Road  
And State Route 126 hook ramps

Approved by County of Los Angeles Department of Public Works:

Shari Afshari  
Shari Afshari, Assistant Deputy Director of Public Works

4-23-09  
DATE

This Project Study Report Equivalent has been prepared under the direction of the following staff authorized by the sponsoring agency to sign for the work. The person signing below attests to and certifies the technical information contained herein and the engineering data upon which the recommendations, conclusions and decisions are based.

Josephine Gutierrez  
Josephine Gutierrez

4/23/09  
DATE



## **I. INTRODUCTION**

This Project Study Report Equivalent (PSRE) proposes to analyze the reconstruction and widening of The Old Road from approximately 700 feet north of Magic Mountain Parkway matching proposed improvements to the intersection of The Old Road and Magic Mountain Parkway to approximately 1150 feet north of State Route 126 at Turnberry Lane including: intersection enhancements at The Old Road and Skyview Lane, the demolition and widening of The Old Road Bridge over the Santa Clara River, installation of associated bank protection for the bridge, removal of existing Armor-Flex blanket in the Santa Clara River, reconstruction of an existing box culvert outlet, the demolition and widening of a smaller bridge on The Old Road over the proposed County of Los Angeles Multipurpose Regional River Trail (formerly the Pacific Rail Bridge), installation of a segment of the County of Los Angeles Multipurpose Regional River Trail to join with the City of Santa Clarita Bikeway and Pedestrian Trail, widen Rye Canyon Road from The Old Road to Avenue Stanford including associated intersection improvements at The Old Road and Rye Canyon Road, intersection enhancements at the proposed Old Road/Interstate 5 hook ramps, installation of bank protection in the Santa Clara River to protect The Old Road just north of the Sanitation Districts of Los Angeles County's (LACSD) Valencia Water Reclamation Plant, extension of an existing drainage culvert, realignment of the intersection of The Old Road and Henry Mayo Drive and the addition of bike lanes, sidewalks, widened shoulders and raised medians along segments of the project. The total length of the project is approximately 10,600 linear feet or roughly two miles plus an additional half mile of County of Los Angeles Multipurpose Regional River Trail.

## **II. NEED AND PURPOSE OF THE PROJECT**

The purpose of the project is to: 1) bring The Old Road into conformity with the Los Angeles County Preliminary Draft Santa Clarita Valley Area Plan 2) enhance safety and capacity 3) increase the design speed from less than 40 mph to a minimum of 55 mph with a maximum design speed of 65 mph where possible 4) meet estimated traffic demands for the year 2030 by widening the roadway from 4 lanes to 6 lanes and realigning it both vertically and horizontally 5) improve the intersection of Rye Canyon and The Old Road which currently operates at Level of Service (LOS) "F".

It is important to note that the replacement of The Old Road Bridge over the Santa Clara River is necessary for the following reasons: A) The bridge does not meet current County of Los Angeles flood standards as it is overtopped by a Capital flood event, B) The bridge does not meet County of Los Angeles Department of Public Works (LACDPW) design speed standards (current design speed is estimated at 39 mph), C) There is scour damage to the bridge piers, and D) it does not meet current bridge seismic criteria. The County of Los Angeles has applied for Highway Bridge Program (HBP) funds for the

replacement of the bridge as well as to replace the smaller bridge over the proposed County of Los Angeles Multi-purpose Regional River Trail (formerly the Pacific Rail Bridge).

Existing developments adjacent to and west of The Old Road include: Six Flags Magic Mountain Theme Park, LACSD Valencia Water Reclamation Plant (WRP), and agricultural fields. Existing developments adjacent to and east of The Old Road include: The Hilton Hotel, a shopping center, restaurants, a car wash, gas stations, California Highway Patrol (CHP) station and a California Department of Transportation (Caltrans) maintenance facility.

The Santa Clarita Valley is experiencing significant growth in terms of population. The region's largest employment centers are located in the west and north of the region adjacent to Interstate 5 and State Route 126. The Old Road is a significant link in the chain of transportation connectivity. Running parallel to Interstate 5, The Old Road offers the only alternate route in the event of an emergency on Interstate 5. The Old Road also plays an important roll for daily commuter traffic and local commerce.

Proposed improvements would significantly increase regional capacity on this direct north-south commuter route. The project would also reduce forecasted congestion on Interstate 5 and accommodate projected traffic growth in the area. Development plans for this area indicate that traffic growth will continue into the foreseeable future, resulting in an overall increase in intra-regional, inter-regional, and commuter traffic. Current traffic demand in the project area meets or exceeds roadway capacity for many of the arterial roadways, with significant increases in traffic demand anticipated over the next few years based on projected area growth. As such, the widening of The Old Road to six lanes is critical to passage of traffic and emergency vehicles in this area.

The existing Average Daily Trips (ADT) on The Old Road between Magic Mountain Parkway and Turnberry Lane is 33,000 and is forecasted to increase to 54,000 by the year 2030. This represents an increase of 61% over the next 23 years. With the implementation of this project we can achieve a minimum LOS C for the year 2030. Without the project, The Old Road will deteriorate to LOS F. Capacity enhancements on The Old Road are needed to accommodate the forecasted growth in corridor traffic and alleviate congestion on the Interstate 5 mainline.

The proposed Class II bike lanes along this segment of The Old Road will extend the existing network of bike lanes in the Santa Clarita Valley, providing a safe option to vehicular transportation, thereby reducing vehicle miles traveled (VMT) and greenhouse gas emissions. The addition of a half-mile segment of the County of Los Angeles Multi-purpose Regional River Trail will connect to the existing City of Santa Clarita Bikeway and Pedestrian Trail and the proposed bike lanes on The Old Road, providing connectivity for bicyclists and pedestrians.

Reconstruction of this segment of The Old Road poses some minor design challenges. The primary design constraints to building the project include: Clearance over the Santa Clara River, and fixed points at the Interstate 5 underpass at Rye Canyon Road as well as at several driveways along The Old Road. The topography of The Old Road in relationship to adjacent uses and the Santa Clara River play a significant role in the design of the project.

### **III. BACKGROUND AND PROJECT HISTORY**

The physical location of the Santa Clarita Valley subjects its intersection and roadway system to a substantial amount of regional cross traffic. Various existing land uses, major activity locations, trip generators, and industrial goods movement within and through the area also add to high volumes of traffic on the regional roadway network.

The Old Road is designated in the Los Angeles County Preliminary Draft Santa Clarita Valley Area Plan as a 6-lane major highway. However, the section in question is only improved to 4-lanes. The Old Road is fully improved to 6-lanes from Stevenson Ranch Parkway approximately 2 miles south of the project to the southern terminus of the project. This project would add 2 more miles of widening and improvements along The Old Road and would complete the most heavily traveled remaining section of The Old Road.

### **IV. DISCUSSION AND ANALYSIS OF THE ALTERNATIVES**

Five alternatives as well as a "No-Build" alternative were considered for this project

1. No-Build - This alternative is unsatisfactory for the following reasons:
  - The Santa Clara River Bridge is overtopped by a 100 year storm.
  - A concrete Armor-Flex blanket was installed in The Santa Clara River to protect a now abandoned LACSD sewer line. The County is required per the US Department of Fish and Game to remove the Armor-Flex for ecological reasons. LACDPW has agreed to remove the Armor-Flex but can not do so without addressing The Old Road Bridge because the Armor-Flex flex acts as a grade control structure which reduces the velocity of river current and therefore reduces scour which has caused damage to the bridge piers. Removal of the Armor-Flex without addressing the bridge would likely compromise the structural integrity of the bridge foundation.
  - The Santa Clara River Bridge does not meet current seismic design criteria.
  - The current roadway does not meet the objectives of the 2008 Preliminary Draft Santa Clarita Valley Area Plan for a 6-lane Major Highway.

- The existing facility does not meet 65 MPH design speed requisite.
- This alternative does not satisfy current or projected traffic demands.

Cost Estimate: There are no direct costs associated with this alternative however the socioeconomic and safety costs of doing nothing are immeasurable.

2. Preferred Alternative - 6-lane major highway with 55-65 mph design speed and Class II and Class III bike lanes. This alternative includes the following:

- The reconstruction and widening of The Old Road from approximately 700 feet north of Magic Mountain Parkway matching proposed improvements to the intersection of The Old Road and Magic Mountain Parkway, to approximately 1150 feet north of State Route 126 at the Turnberry Lane intersection.
- Intersection enhancements at The Old Road and Skyview Lane
- The demolition, replacement, and widening of The Old Road Bridge over the Santa Clara River
- Installation of associated bank protection for the bridge
- Removal of existing Armor-Flex blanket in the river.
- The demolition, replacement, and widening of a smaller bridge over the proposed County of Los Angeles Multi-purpose Regional River Trail (formerly the Pacific Rail Bridge)
- Intersection enhancements at the intersection of The Old Road and Rye Canyon Road
- Intersection enhancements at the proposed Old Road/Interstate 5 hook ramps (proposed Interstate 5 hook ramps are not a part of this project)
- Installation of bank protection in the Santa Clara River to protect The Old Road north of LACSD's Valencia WRP
- Extension of an existing drainage culvert
- Realignment of the intersection of The Old Road and Henry Mayo Drive
- The addition of bike lanes, sidewalks, widened shoulders and raised medians along segments of the project
- Installation of a segment of the County of Los Angeles Multi-purpose Regional River Trail

Cost Estimate: Total project costs \$65,220,000

3. Close the Santa Clara River Bridge and this segment of The Old Road - Traffic would need to be routed elsewhere (either existing locations or proposed locations). This alternative would likely require a new roadway and bridge across the Santa Clara River in order to satisfy existing and future traffic demands. Environmental impacts would likely be far greater than the preferred alternative.

Cost Estimate: Indeterminable amount.

4. Improved 4-lane instead of 6 lane roadway - This is similar to the preferred project but will not meet projected traffic demands nor satisfy the County General Plan. Overflow traffic would need to be re-routed to Interstate 5 and other local roads.

Cost Estimate: \$58,070,000

5. 6-lane Major Highway with separated Class I bike route - Would require additional width to the new bridge or a separate bridge for grade separated bike lane and costly additional right-of-way acquisition.

Cost Estimate: \$75,807,600

6. Mass Transit Alternative - The length of the project area makes a mass transit alternative infeasible. Mass transit from State Route 126 to Magic Mountain Parkway will not provide enough of a benefit to justify the cost.

Cost Estimate: Not Estimated

## **V. SYSTEM PLANNING**

The Old Road is designated as a major highway in the 2008 Preliminary Draft Santa Clarita Valley Area Plan, and is projected to carry up to 54,000 ADT in year 2030 within the project limits. Widening is consistent with the 2008 Preliminary Draft Santa Clarita Valley Area Plan. The proposed project is also consistent with the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan and the Regional Transportation Plan.

## **VI. ENVIRONMENTAL CLEARANCE**

A Preliminary Environmental Studies (PES) Form, dated October 2006 and prepared by Impact Sciences, has been approved by the California Department of Transportation (Caltrans) in January 2007. PES Forms are valid for three years. On December 6, 2006 a "field walk" with Caltrans and County Officials took place. Biological studies and technical reports as required by NEPA are currently underway. The probable environmental document necessary to comply with NEPA is an environmental assessment leading to a Finding of No Significant Impact.

## **VII. DESCRIPTION OF POTENTIAL HAZARDOUS MATERIALS**

Environmental Data Resources (EDR) prepared an aerial-corridor study for the proposed project that included a search of available federal, state, and county agency databases to identify and map government regulated properties having

known recognized environmental conditions and potential environmental concerns within the vicinity of the Area of Potential Effect (APE). The study identified 143 properties within a one-mile radius of the project site. Most of these properties were found in the governmental databases and identified in the study because the properties are associated with land uses that use, generate, transport, or dispose of hazardous materials. Among the 143 properties, 22 properties were listed in the Leaking Underground Storage Tank (LUST) Information System, which contains an inventory of reported leaking underground storage tank incidents. Most of the 22 properties are located a fair distance from the APE and are closed cases. However, two unclosed LUST sites are located directly adjacent to The Old Road.

The Old Road and surrounding areas have historically been used for agricultural purposes and given the roadway's proximity to Interstate 5 and State Route 126, it is likely that soil containing pesticides, herbicides, and lead could be encountered during the project's construction period.

A Phase I Environmental Site Assessment has been performed by RT Franian & Associates a Registered Environmental Assessor (REA) and is referenced in the Preliminary Environmental Study.

#### **VIII. IDENTIFICATION OF POTENTIAL OR PROPOSED SOURCES OF FUNDING**

LACDPW has submitted two (2) Highway Bridge Program (HBP) applications. One application is for the replacement of The Old Road Bridge over the Santa Clara River in the amount of \$19,317,676 including an 11.47% local match in the amount of \$2,215,737. The second Highway Bridge Program (HBP) application is for The Old Road Bridge over the proposed Los Angeles County Multi-purpose Regional River Trail. The total amount for the application is \$8,747,635 including an 11.47% local match in the amount of \$1,003,353. No Highway Bridge Program local matching funds are being requested through this MTA Call for Projects application.

#### **IX. PROJECT PROGRAMMING AND FUNDING**

See Attachment A

#### **X. PROJECT NOMINATION FACT SHEET – STIP**

See Attachment B



## Congested Management Process – Project Study Report

### Project LAF5115

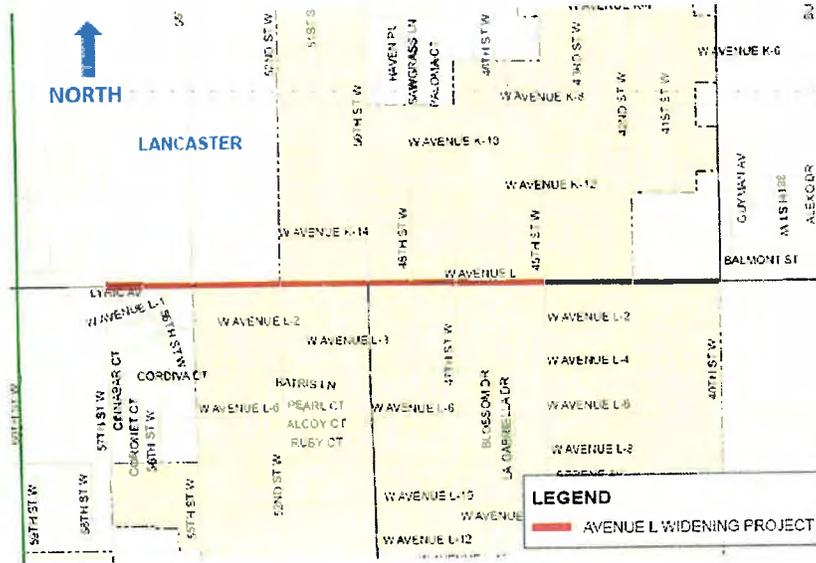
#### Project Description:

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.

2011 Metro Call for Projects Application  
Avenue L Roadway Widening Project

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PROJECT STUDY REPORT EQUIVALENT  
AVENUE L ROADWAY WIDENING PROJECT  
Vicinity Map



Avenue L - Between 57th Street West and 40th Street West

Approved by Local Agency:

*[Signature]*

*1/26/11*

Agency Chief Executive (i.e. Mayor, City Manager, CEO,  
CAO, PW Dir, City Eng., Gen. Mgr., or equivalent)

DATE

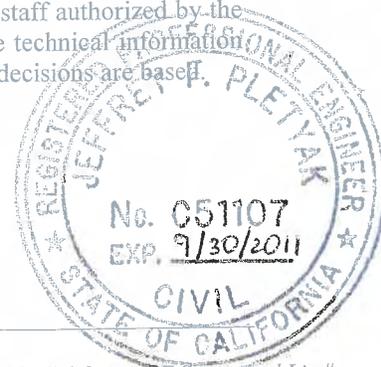
This Project Study Report Equivalent has been prepared under the direction of the following staff authorized by the sponsoring agency to sign for the work. The person signing below attests to and certifies the technical information contained herein and the engineering data upon which the recommendations, conclusions, and decisions are based.

*[Signature]*

*1/26/2011*

authorized staff

DATE



If applicable California PE Stamp and Lic #

**2011 Metro Call for Projects Application  
Avenue L Roadway Widening Project****PSRE****BODY OF REPORT**

2. Project description, parameters and the functional improvement objective of the proposed project

Problem to be Solved?

Briefly describe why the project is needed and what problem the project is going to mitigate.

***The project is needed to increase the use of alternative modes of transportation in the City of Lancaster to reduce vehicle trip length and reduce green house gas emissions for improved environmental and economic sustainability. The project will support the 2009 MTA LRTP goals by improving access to the SR 14 freeway carpool lanes, as well as to the planned High Speed Rail lines. <[http://www.metro.net/board/Items/2009/10\\_October/20091014P&PItem10.pdf](http://www.metro.net/board/Items/2009/10_October/20091014P&PItem10.pdf)> (MTA document pages 27 and 41).***

***Avenue L is a major thoroughfare running through the City of Lancaster. The project will establish 12-foot-wide Class II bike lanes for enhanced bike use, replace dirt shoulders with sidewalks for enhanced pedestrian use, and widen the roadway from one lane to two lanes in each direction to improve access and connectivity to mass transit, bus, and future high speed rail facilities.***

***The project will enhance access to major trip generators including the federal government contractor facilities at the Palmdale regional airport, United States Air Force Plant 42 which employs a growing industrial and government workforce that support key military manufacturing and maintenance programs (B-2, F-35 JSF, Globalhawk UAV, and Naval UCAS).***

***The proposed Avenue L project will improve access to the SR-14 freeway carpool lanes, Lancaster Metrolink Station, Lancaster Transit Transfer Station, Palmdale Airport, and the planned Palmdale High Speed Rail.***

***The Avenue L project integrates auto, bus, bike, and pedestrian enhancements. It serves as part of the route for the AVTA Bus Line Number 5. A key element of the project is the widening of the bike lanes along the entire route, as well as adding sidewalk and curb to enhance both bike and pedestrian transportation and safety. The project will mitigate traffic congestion, the lack of bike and pedestrian facilities, issues with bike and pedestrian safety, and vehicle emissions.***

**2011 Metro Call for Projects Application  
Avenue L Roadway Widening Project****PSRE**Work Description

Briefly describe major components of the proposed work, e.g., signals, bridge replacement, roadway widening, bicycle/pedestrian facility, etc.

**PROPOSED SCOPE OF WORK****PHASE 1: AVENUE L - 57TH STREET WEST TO 47TH STREET WEST**

- **Reconstruct existing pavement or construct new pavement per GMED recommendations from Lab Report No. 35995.**
- **Widen the roadway to increase the pavement width to 80 feet (see Attachment A) to accommodate two lanes in each direction, two-way left-turn lane, and 12-foot-wide bike lanes.**
- **Reconstruct existing curb ramps to meet ADA guidelines.**
- **Construct bus pads at existing bus stops.**
- **Construct concrete C&G where missing to join existing C&G (if applicable).**
- **Construct cross gutters on the south side at 47th Street West, 51st Street West, and 55th Street West.**
- **Construct catch basins at the intersection of Avenue L and 50<sup>th</sup> Street West and at the intersection of Avenue L and 48<sup>th</sup> Street West to connect to the proposed storm drain systems on 50th Street West.**
- **Modify existing culvert at 52<sup>nd</sup> Street West to accommodate the new width of road. Maintain existing drainage pattern (i.e. existing sheet flow across the roadway pavement shall be conveyed to the same dip crossing location).**
- **Adjust the lid vertically for sewer and storm drain manholes to match the new pavement finished surface.**
- **Restore traffic signal loops, pavement striping, and pavement markings.**
- **Relocate the existing traffic signals at all corners of the 50th Street West intersection.**
- **Provide left-turn and right-turn pockets at the 50th Street West and 55th Street West intersections.**
- **Relocate existing signs if affected and install new signs where needed.**

**2011 Metro Call for Projects Application  
Avenue L Roadway Widening Project**

**PSRE**

- **Remove trees if affected by the proposed improvements.**
- **Plant trees within road R/W at locations where improvements are fully developed.**
- **Relocate affected mailboxes.**
- **Relocate and/or reconstruct existing private improvements (e.g. walls, fences, gates, etc.) to the proposed R/W line if they are within the area being acquired between the existing R/W line and the proposed R/W line. All existing encroachments will be removed or relocated by the property owner(s).**
- **Relocate existing and/or install bike lane signs at locations determined and approved by Traffic and Lighting Division. Ensure that all signs displaced during construction are placed back to their original location. All dilapidated signs are to be replaced.**
- **Incorporate all requirements received from Programs Development Division (PDD)'s Bikeways Coordinator into the plans, specifications, and/or estimate.**
- **Acquire additional road R/W to achieve a minimum of 100 feet width to accommodate intersection improvements, drainage improvements, and roadway widening.**

**PHASE 2: AVENUE L - 47TH STREET WEST TO 40TH STREET WEST**

- **Reconstruct existing pavement or construct new pavement per GMED recommendations from Lab Report No. 35995.**
- **Widen the roadway to increase the pavement width to 80 feet (see Attachment A) to accommodate two lanes in each direction, two-way left-turn lane, and 12-foot-wide bike lanes.**
- **Reconstruct existing curb ramps to meet ADA guidelines.**
- **Construct bus pads at existing bus stops.**
- **Construct sidewalk at various locations where needed. Reconstruct affected driveways to meet ADA guidelines.**
- **Construct concrete C&G where missing to join existing C&G (if applicable).**
- **Reconstruct the cross gutter on the south side at 45th Street West and 42nd Street West.**
- **May construct infiltration basins at the outlets of the existing culverts between 45<sup>th</sup> Street West and 42<sup>nd</sup> Street West.**

**2011 Metro Call for Projects Application  
Avenue L Roadway Widening Project**

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**PSRE**

- **Modify existing culverts to accommodate the new width of road. Maintain existing drainage pattern (i.e. existing sheet flow across the roadway pavement shall be conveyed to the same dip crossing location).**
- **Adjust the lid vertically for sewer and storm drain manholes to match the new pavement finished surface.**
- **Restore traffic signal loops, pavement striping, and pavement markings.**
- **Relocate the existing traffic signals at the northwest and northeast corners of the 45th Street West intersection.**
- **Provide left-turn and right-turn pockets at the 40th Street West, 42nd Street West, and 45th Street West intersections.**
- **Relocate existing signs if affected and install new signs where needed.**
- **Remove trees if affected by the proposed improvements.**
- **Plant trees within road R/W at locations where improvements are fully developed.**
- **Protect and join the existing raised median from 40th Street West to 42nd Street West.**
- **Relocate affected mailboxes.**
- **Relocate and/or reconstruct existing private improvements (e.g. walls, fences, gates, etc.) to the proposed R/W line if they are within the area being acquired between the existing R/W line and the proposed R/W line. All existing encroachments will be removed or relocated by the property owner(s).**
- **Relocate existing and/or install bike lane signs at locations determined and approved by Traffic and Lighting Division. Ensure that all signs displaced during construction are placed back to their original location. All dilapidated signs are to be replaced.**
- **Incorporate all requirements received from Programs Development Division (PDD)'s Bikeways Coordinator into the plans, specifications, and/or estimate.**
- **Acquire additional road R/W to achieve a minimum of 100 feet width to accommodate intersection improvements, drainage improvements, and roadway widening.**

**2011 Metro Call for Projects Application  
Avenue L Roadway Widening Project**

**PSRE**

Project Limits

Briefly describe the physical limits or nature of the project. Attach a list, as needed, for multiple or various locations. Indicate length of project to nearest one-tenth of a mile. Use 0.1 if a spot location. Include additional sheets, if needed, to clearly define the project location or scope of work.

***The proposed road construction project is located in the unincorporated area of Quartz Hill and in the City of Lancaster.***

<b><i>Avenue L - 57th Street West to 40th Street West (T.G. 4104 F4:J4, 4105 A4; 1.74 mi)</i></b>	<b><u>Scope</u> <i>Reconstruct and Widen</i></b>	<b><u>Jurisdiction</u> <i>County City of Lancaster</i></b>
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3. Need and purpose for the project

Provide a concise discussion of the need and purpose of the proposal, supplemented as needed, by attached maps, charts, tables, letters, etc. As applicable, discuss existing and forecasted traffic, level of service, capacity adequacy, and safety data.

***Avenue L is a major east-west roadway through the City of Lancaster which connects the City to the Antelope Valley SR-14 Freeway, Lancaster Metrolink Station, and Lancaster Transit Transfer Station. Development within the City of Lancaster has caused substantial increase in traffic volume along Avenue L. Additional development west of the project site within the City of Lancaster is also anticipated in the near future. The proposed project will significantly improve the Level of Service for 2035 from a level "F" without the project to levels "A" or "B" with the project as shown in the tables below.***

Current Vehicle Conditions for the Peak Period (6-10 AM; 3-7 PM)

	AM	PM
iv. <b><i>Peak hour volume</i></b>	<b><i>E/B - 966 W/B - 645</i></b>	<b><i>E/B - 928 W/B - 1052</i></b>
v. <b><i>Level of Service (LOS) peak hour (based on HCM2000 p.12-16)</i></b>	<b><i>D</i></b>	<b><i>E</i></b>
vi. <b><i>Peak hour delay (hours)</i></b>	<b><i>19</i></b>	<b><i>63</i></b>

**2011 Metro Call for Projects Application  
Avenue L Roadway Widening Project**

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Future Conditions Without Project for 2035:

	AM	PM
iv. <b>Peak hour volume</b>	E/B - 2098 W/B - 1400	E/B - 2015 W/B - 2285
v. <b>LOS peak hour</b> (based on HCM2000 p.12-16)	F	F
vi. <b>Peak hour delay (hours)</b>	285	1720

Future Conditions With Project for 2035:

	AM	PM
iv. <b>Peak hour volume</b>	E/B - 2098 W/B - 1400	E/B - 2015 W/B - 2285
v. <b>LOS peak hour (based on HCM2000 p.30-5 for 45 mph multi-lane roadway)</b>	E/B - A W/B - A	E/B - A W/B - B
vi. <b>Peak hour delay (hours)</b>	145	427

**Along with improvements to the road, significant improvements will be made to bike travel by providing Class II bike lanes and pedestrian travel by replacing the existing dirt shoulders with sidewalks and curbs. As mentioned earlier, Avenue L is an important connecting corridor to the mass transit centers in the City of Lancaster.**

What are the physical, economic, social, and environmental constraints that would affect the solution?

**The physical, economic, social, and environmental constraints for the proposed project are minimal at this time, since the City of Lancaster is a growing suburban region. If the proposed project is delayed, then constraints will grow as the area is developed. Based on preliminary planning, some utility poles and trees will need to be relocated to accommodate the proposed project.**

Discuss the need and purpose of the land use development proposal(s) generating need for the improvement.

**The proposed project is consistent with long range plans developed by the 2009 MTA LRTP. The need for the project was jointly conceived by Los Angeles County and the City of Lancaster based on forecasted growth in the region.**

Briefly list any controversial aspects or issues of the proposed work.

**There are no known controversial aspects of the proposed work.**

**2011 Metro Call for Projects Application  
Avenue L Roadway Widening Project**

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4. Background and project history

Briefly cover any prior project history that will help understand the situation.

***In 2006, the City of Lancaster adopted City Ordinance No. 85 which established the collection of a Traffic Impact Fee which will be imposed on new development within the City that can be used on Avenue L outside of the city limits. Shortly after the city's adoption of the ordinance, the City and County have been cooperatively working on preliminary engineering to make improvements to vehicle, bike, and pedestrian transportation throughout the City.***

Have any commitments been made?

***Currently, the City of Lancaster and the County have been cooperatively preparing an Agreement whereby the County agrees to design and construct capacity and traffic control improvements along Avenue L to accommodate increases in traffic volumes, and the City agrees to contribute funds generated by the collection of the Special Traffic Impact Fee to the County to facilitate the design and construction of the County's improvements.***

Does it mitigate a previous condition or new development? (MTA does not provide funding for developer mitigations)

***The project will mitigate the present condition. The developer fee will be put in place for future mitigation.***

Does the project have outside support or opposition? Briefly describe. Provide documentation of any community/public outreach that has taken place and describe community reaction to the project, if known.

***General public support or opposition of the project is not known at this time. Planning meetings between Los Angeles County and the City of Lancaster are planned in early 2011. Plans for public outreach will be discussed at the meetings. A Mitigated Negative Declaration (MND) has been prepared due to concern over tree removal. The MND was addressed. See attached MND (Attachment D), with excerpt copied below:***

***Mitigation Measures Included in the Project to Avoid Potentially Significant Effects***

***The proposed construction will require removal of 1 tree along Avenue K and 56 trees along Avenue L due to roadway widening and sidewalk construction and may have a significant impact on the existing visual character. Therefore, in order to mitigate for potential significant impact, Public Works will implement a tree replacement ratio of 2:1. Trees will be replaced with California native species. Therefore, the proposed project impact on visual character or quality of the site and its surroundings will be less than significant with mitigation incorporated.***

**III. Finding of No Significant Effect**

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***Based on the attached Initial Study, it has been determined that the project will not have a significant effect on the environment.***

5. Discussion and analysis of the alternatives (including project costs) that satisfy project need and purpose. The discussion of alternatives should include a No Build Alternative

Briefly discuss project alternatives and variations of the project that will satisfy project goals, be cost effective, and avoid or minimize environmental and right-of-way effects; provide right-of-way and construction costs. Attach schematic maps of the alternatives and typical cross-sections as appropriate. Discuss and analyze existing and forecasted traffic. Are there alternative solutions? Provide estimated costs. Is right-of-way to be obtained? State the assumptions used in the right-of-way estimate. Discuss any potential adverse operational impacts due to the proposal. Should additional work be done to alleviate adverse impacts? As appropriate to the proposal, attach maps, alternatives (schematic geometrics), adjacent segments, and land uses.

From the CTC Adoption Guidelines -- the Project Study Report (and equivalent) cost estimate is to be based on preliminary-level engineering, but needs to be to the level of detail that, when considering the project for programming, will provide a reasonable approximation of the funding and staff resources that will be needed to deliver the project within the proposed schedule as outlined in the report.

Project costs shall be summarized in the project components as follows:

- A. Completion of all permits and environmental studies
- B. Preparation of Plans, Specifications, and Estimates (PS&E)
- C. Acquisition of Right-of-Way
- D. Construction and construction management and engineering, including surveys and inspection

If the project involves the State Highway system, project components No. C and No. D shall be further distinguished as follows:

1. Right-of-Way capital
2. Acquisition of Right-of-Way (support/soft costs)
3. Construction capital
4. Construction management and engineering, including surveys and inspection

In preparing the capital cost estimates, the degree of effort and detail for each study is expected to vary depending on the complexity and sensitivity of the issues. A cost breakdown for each of the major elements (i.e., roadway, structures, utility relocation, right-of-way acquisition, bikeways, striping, pedestrian improvements, transit facilities, etc.) of the project must be provided. A contingency factor to cover unanticipated items of work or cost increases may be applied. Generally, a factor of 25% is acceptable. However, a higher or lower percentage may be used. *MTA requires justification supporting the contingency factor used.*

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**The only options that are being considered are to go forward with the planned Avenue L Widening Project to improve vehicle, bike, and pedestrian facilities in a more efficient manner. The "No Build" alternative would result in continued congestion, and low bike and pedestrian use on the route.**

**Existing and forecasted traffic are described in the table below:**

	Existing Conditions	Projected Future Conditions without Project (2035)	Projected Future Conditions with Project (2035)
Average Annual Daily Traffic (AADT) <sup>1</sup>	<b>21,300</b>	<b>46,300</b>	<b>46,300</b>
Vehicles per Hour (VPH) <sup>1</sup>	<b>1,900</b>	<b>4,100</b>	<b>4,100</b>

Growth Rate: 3.15 % Source: 2010 CMP

**Project Cost Estimate is listed in the table below. Note that the County and the City of Lancaster will fund permits, environmental studies and PS&E prior to FY 2015-16.**

**COST ESTIMATE for FY 2015-16 and FY 2016-17**

<b>A. Completion of all permits and environmental studies</b>	<b>Funded prior to the funding period</b>
<b>B. Preparation of Plans, Specifications, and Estimates (PS&amp;E)</b>	<b>Funded prior to the funding period</b>
<b>C. Acquisition of Right-of-Way</b>	<b>\$2,750,000</b>
<b>D. Construction and construction management and engineering, including surveys and inspection</b>	<b>\$5,830,000</b>
<b>Construction Cost:</b>	
Roadway	<b>\$3,760,000</b>
Drainage	<b>\$150,000</b>
Signing, Striping (thermoplastic)	<b>\$130,000</b>
Traffic Signal	<b>\$500,000</b>
Traffic Control	<b>\$110,000</b>
Construction Contingency	<b>\$470,000</b>
Construction Engineering	<b>\$710,000</b>
<b>TOTAL</b>	<b>\$8,580,000</b>

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***The right-of-way will be obtained with the needed funding shown in the cost estimate table above. The right-of-way cost estimate is based on the fair market value of the property.***

***There are no known adverse operational impacts due to this proposal.***

6. System planning, including coordination and consistency with statewide, regional and local planning

Discuss the coordination, and consistency of the proposed project with statewide, regional and local planning efforts such as MTA's Long Range Transportation Plan (LRTP) and Short Range Transportation Plan, local general, specific area, and subdivision plans, the SCAG Regional Transportation Plan (RTP), Congestion Management Program (CMP), State Implementation Plan (SIP), Bicycle Transportation Strategic Plan, Short Range Transit Plans, etc., and information on expected timing of future local development.

***The project will support the 2009 MTA LRTP goals by improving access to the SR-14 freeway carpool lanes, as well as to the planned High Speed Rail lines. [http://www.metro.net/board/items/2009/10\\_October/20091014P&Pltem10.pdf](http://www.metro.net/board/items/2009/10_October/20091014P&Pltem10.pdf) (MTA document pages 27 and 41). The project is a coordinated effort between Los Angeles County and the City of Lancaster.***

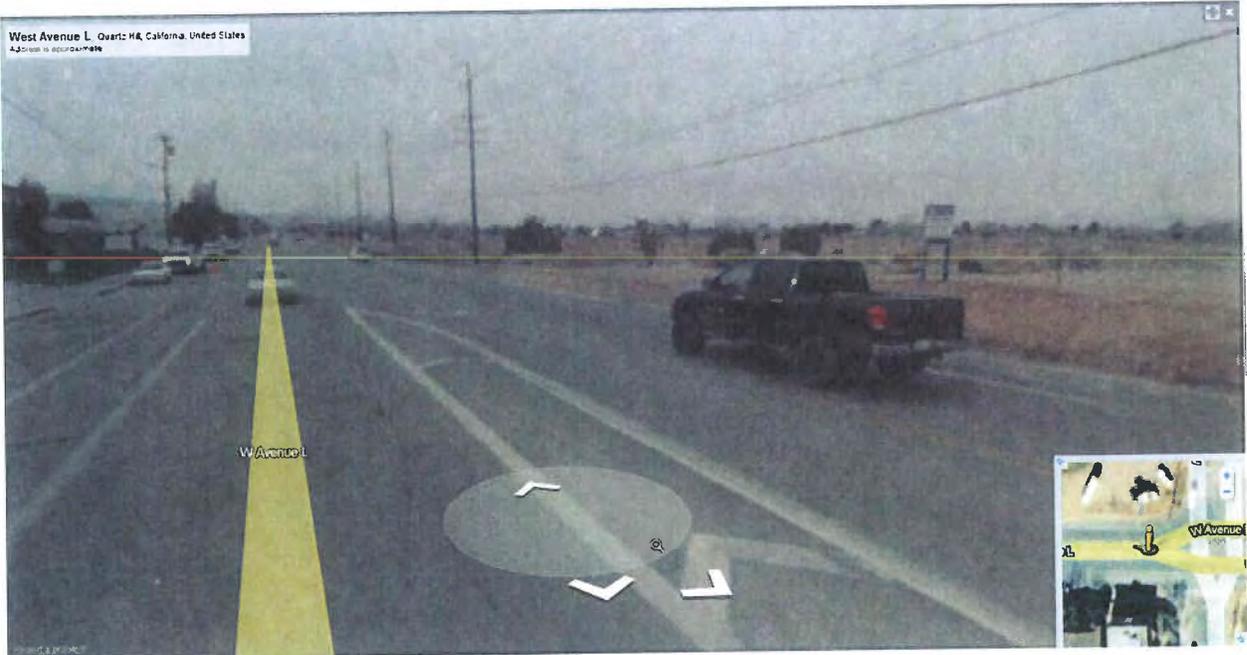
7. Inventory of environmental resources, identification of potential environmental issues and anticipated environmental processing type. Potential mitigation requirements and associated costs should also be identified

Briefly describe the inventory of environmental resources and identify environmental issues. Are there potential adverse impacts that would affect the viability of alternatives? Describe the type of environmental clearance to be obtained for CEQA and identify who should be the lead agency. When a Negative Declaration is the type of environmental clearance anticipated, it should be qualified with "... because no significant resources appear to be impacted. More detailed studies may change this conclusion." The environmental issues should be discussed in sufficient detail to determine if extensive studies or time-consuming processes that affect schedules are involved. Describe the type of environmental clearance for compliance with NEPA when involved. If the highway work is to be part of a larger overall local agency development EIR, what steps are needed for any required FHWA or FTA approvals? An identification of the permits that may have significant impact on the proposal is necessary. Any mitigation that requires Right-of-Way cost or time to develop or negotiate must be identified.

***The Avenue L project should have minimal environmental impact. The attached Mitigated Negative Declaration (attachment D) concludes that environmental impacts have been mitigated. The street below is on Avenue L looking westward from 42<sup>nd</sup> Street West. The primary improvements will move the north dirt shoulder back to accommodate two lanes of traffic in each direction, 12' wide Class II bike lanes in each direction, and sidewalk and curb on both sides of the street.***

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***Avenue L looking westward from 42<sup>nd</sup> Street West***

***Shown in the figure below is Avenue L looking eastward from 57<sup>th</sup> Street West. The primary environmental impact will be to move the north dirt shoulder back.***



***Avenue L looking eastward from 57<sup>th</sup> Street West***

**2011 Metro Call for Projects Application  
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8. Description of potential hazardous materials/waste problems and potential mitigation or avoidance. Associated costs should also be identified.

Identify existing known waste sites within or immediately adjacent to the proposed project. Discuss how probable project alternatives may affect the sites.

***There are no known hazardous waste problems or sites associated with this project or adjacent to the project.***

9. Identification of the potential or proposed sources of funding, project funding eligibility (e.g. “Federal aid eligible”), discussion of proposed implementation, and the tentative delivery schedule of the significant milestones.

Identify which agencies will be the source of funds. Include the type (color) of funding. Which agencies will be responsible; which agencies will execute agreements; and, which will be the lead. Include start and finish dates for the significant milestones below:

- A Start Environmental Studies
- B Draft Environmental Document
- C Final Environmental Document
- D Begin Design Engineering
- E Completion of Plans, Specifications, and Estimates
- F Start Right-of-Way Acquisition
- G Right-of-Way Certification
- H Ready to Advertise
- I Start Construction (Contract Award)
- J Project Completion

***The following table describes the Avenue L project funding plans.***

**Legend:**

LAC/CL = LA County + City of Lancaster

L/L/M = LA County + City of Lancaster + MTA

LAC = LA County

		Source	Type	Resp.	Ex Agr	Lead	Dates
A	Start Environmental Studies	LAC/CL	Cash	LAC	LAC	LAC	Q1 FY2009-10
B	Draft Environmental Document	LAC/CL	Cash	LAC	LAC	LAC	Q3 FY2010-11
C	Final Environmental Document	LAC/CL	Cash	LAC	LAC	LAC	Q4 FY2010-11
D	Begin Design Engineering	LAC/CL	Cash	LAC	LAC	LAC	Q1 FY2009-10
E	Completion of Plans, Specifications, and Estimates	LAC/CL	Cash	LAC	LAC	LAC	Q4 FY2010-11
F	Start Right-of-Way Acquisition	L/L/M	Cash	LAC	LAC	LAC	Q1 FY2014-15
G	Right-of-Way Certification	L/L/M	Cash	LAC	LAC	LAC	Q2 FY2015-16
H	Ready to Advertise	L/L/M	Cash	LAC	LAC	LAC	Q2 FY2015-16
I	Start Construction (Contract Award)	L/L/M	Cash	LAC	LAC	LAC	Q3 FY2015-16
J	Project Completion	L/L/M	Cash	LAC	LAC	LAC	Q3 FY2016-17

**2011 Metro Call for Projects Application  
Avenue L Roadway Widening Project**

**PSRE**

10. Identification of the potential programming and funding of the project

If the project has already received partial funding [i.e., Project Development Support such as Project Approval/Environmental Document (PA/ED), Plans, Specifications and Estimates (PS&E), etc.], list the TIP, STIP, and/or Call for Projects identification numbers, the programmed amount, source of funds and phase of work programmed. Also include the amounts programmed by year.

**PROGRAMMING DATA**

FTIP (MPO/RTPA) \_\_\_\_\_ FY \_\_\_\_\_ \$ Programmed: \_\_\_\_\_ Page \_\_\_\_\_

Amendment No. \_\_\_\_\_ FTIP PPNO \_\_\_\_\_ FHWA/FTA Approval Date \_\_\_\_\_

Call for Projects Identification Number: \_\_\_\_\_

Federal Funds \$ \_\_\_\_\_ Phases PE \_\_\_\_\_ R/W \_\_\_\_\_ Const \_\_\_\_\_

Air Basin \_\_\_\_\_ (CMAQ only)

Also complete the funding tables in Attachments B (Financial Plan) & C (Cost Estimate)

- 11. A partially complete Project Programming Request, as described in the STIP Guidelines, shall be included as an attachment. Download from the Caltrans Web Site at: <http://www.dot.ca.gov/hq/transprog/ocip/2008stipdev.htm>

The fact sheet should be completed with the information that is available at the time of PSRE preparation. Examples of information which can be completed include: Existing STIP funding, local match funding, legislative districts, project description, responsible contacts, lead agency, project identification numbers, project map, etc.

**See Attached STIP Fact Sheet (Attachment C)**

- 12. Appropriate supporting attachments (i.e. maps, advance planning studies, cost estimate sheets, etc.).

Any of the above supporting documents should be attached, if useful.

**All supporting documents are included in this Microsoft Word document**

- 13. Authorized staff signature or registered California Professional Engineer stamp

The appropriate staff authorized by the sponsoring agency must sign the cover of the report. Usually (but not a firm requirement), this person is a Civil Engineer with the Professional Engineer (P.E.) designation. The California currently registered professional civil (or other registered engineer authorized to sign for the work) engineer (PE) stamp or seal and number with signature should be placed on a separate sheet which shall be part of the report. Also included on

**2011 Metro Call for Projects Application  
Avenue L Roadway Widening Project**

**PSRE**

this sheet shall be a statement indicating that the registered engineer or other staff person signing this document is attesting to the technical information contained herein and is judging the qualifications of any technical specialist providing engineering data upon which recommendations, conclusions, and decisions are based. The approval of the report will be a management decision. This Project Study Report Equivalent has been prepared under the direction of the following staff person, registered civil engineer or other registered professional engineer appropriate for the work. The appropriate staff or registered engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based. Also, please note that a signature of the top official of the sponsoring agency is required (Mayor, City Manager, City Engineer or Public Works Director, etc.).

If the project is for a bus purchase, then the General Manager of the sponsoring municipal transit operator can sign in place of the Civil Professional Engineer.

***Authorized staff signature / registered California Professional Engineer stamp is included on the cover page***

14. Recommendation

Please state which alternative is recommended. Briefly describe the alternative and the advantages and disadvantages of the recommended alternative. Also, describe the reasons why the other alternatives were not recommended.

***Recommend funding the project. The alternative of "No Build" was not chosen since it would result in continued congestion, and low bike and pedestrian use on the route.***

15. Attachments

The following should be attached to a PSRE:

- a) STIP Fact Sheet
- b) Financial plan
- c) Approved cost estimate using appropriate format. Cost estimates must be in FY 11 dollars. The estimate must be attached to the PSRE for the studies and costs performed
- d) Appropriate maps and back-up

Please indicate whether work will be completed using over-time. Please also indicate the project management percentage used as well as any burden rates.

FACTORS THAT AFFECT UNIT PRICES

Restrictive Work Hours or Method of Work

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Restricting the contractors' working hours or the method of work on a project may have major effects on prices. The prices for work that is limited to short shifts, or required to be completed in long shifts, or limited to night time operations should be increased to reflect the cost of premium wages required for such work and for the general inefficiencies and decreased productivity that may result. Night work for plant operations (i.e. - asphalt concrete production) can especially be expensive when small quantities are involved. Plants usually do not operate at night and may require special production runs at much higher than normal operating costs.

***All attachments have been included in this document***

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## Congested Management Process – Initial Study/ENV Assessment

### Project RIV031215

#### Project Description:

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).

### No Action Alternative

The No Action Alternative would not require the relocation of any utilities because no improvements would be implemented. The No Action Alternative may have indirect impacts on emergency services because there would be a greater number of intersections and ramp locations that would operate at a deficient level of service. During peak hours, this could result in an increase in response time for service providers.

### **Avoidance, Minimization, and/or Mitigation Measures**

The following are standard requirements for construction projects, which serve to avoid or minimize impacts.

#### Utilities

U-1 During project design, the precise requirements for relocating the utilities and providing for the extension of utilities within the right-of-way of French Valley Parkway will be evaluated in cooperation with all pertinent utility service providers during preparation of the plans, specifications, and estimates (PS&E) phase. It is anticipated that a dedicated conduit and steel casing would be provided in the bridge for water and gas lines.

#### Emergency Services

ES-1 Consistent with standard provisions in the cities of Murrieta and Temecula, a Traffic Management Plan would be prepared to ensure that emergency access is maintained during construction of the proposed project. A component of the Traffic Management Plan would be to coordinate with the emergency service providers to ensure their operations can be adjusted. The Department is responsible for approving the Traffic Management Plan for the project. No further avoidance, minimization, or mitigation measures would be required to address potential adverse effects on emergency services during construction.

### **Traffic and Transportation/Pedestrian and Bicycle Facilities**

#### **Regulatory Setting**

The Department, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

The Department is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

## Affected Environment

The following reports regarding the project's potential effect on traffic and circulation, both during construction and after completion of the project, were prepared:

- The *Need and Purpose Report* (October 2004), which discusses the circulation need of the facility in substantial detail; the report is included in its entirety as Appendix B of the *Draft Project Report* (August 2006).
- The *Revised Traffic Operations Analysis Report* (January 2008).
- The *Volume Development Methodology Report* (June 2004), which contains the assumptions pertaining to the development of traffic volumes.

The I-15 is a north-south freeway that provides regional access for the cities of Murrieta and Temecula and adjacent portions of unincorporated Riverside County. The primary east-west arterials in the cities have interchanges on the I-15 or the I-215 and also serve to carry traffic between the freeways and the surrounding areas. Table 2.11 lists the freeway interchanges that currently serve the cities of Murrieta and Temecula, as well as the distances between adjacent interchanges.

**Table 2.11**  
**Existing Freeway Interchanges Within the Limits of Murrieta and Temecula**

Interchange	Kilopost	Kilometers to Next Interchange to the South
I-215 at Clinton Keith Interchange	20.1	2.9
I-215 at Los Alamos Rd	17.2	1.9
I-215 at Murrieta Hot Springs Rd	15.3	4.6
I-15 at California Oaks Rd	17.1	1.8
I-15 at Murrieta Hot Springs Rd	15.3	4.6
I-15 at Winchester Rd (SR-79 North)	10.7	2.7
I-15 at Rancho California Rd	8.0	2.5
I-15 at SR-79 South	5.5	–

The objective is to provide an LOS within the theoretical capacity for the mainline facility and ramps. The LOS scale ranges from "A" to "F," with LOS "A" representing free flow conditions and LOS "F" representing severe traffic congestion. Table 2.12 describes traffic flow quality for different levels of service. This is also graphically depicted in Figure 2-6, Levels of Service.

Traffic volumes and LOS values for existing conditions were previously shown in Tables 1.1 through 1.3 in Chapter 1. Table 1.1 provides the information for existing intersection levels of service. The table indicates that there are no intersections which show operational deficiencies during the AM peak hour under existing conditions. There are seven intersection locations that are currently operating at a deficient level of service in the PM peak hour. Operational deficiency is defined as LOS E or F, as described in Table 2.12.

**Table 2.12**  
**Level of Service Descriptions Showing Volume to Capacity Relationships**

Level of Service	Traffic Flow Quality	V/C Value
A	Describes free-flow operations. Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effect of incidents or point breakdowns are easily absorbed at this level.	0–0.60
B	Represents reasonably free flow, and free-flow speeds are maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.	0.61–0.70
C	Provides for flow with speeds at or near the free-flow speed of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage.	0.71–0.80
D	The level at which speeds begin to decline slightly with increasing flows and density begins to increase somewhat more quickly. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.	0.81–0.90
E	At its highest density value, LOS E describes operation at capacity. Operations at this level are volatile, because there are virtually no usable gaps in the traffic stream. Vehicles are closely spaced, leaving little room to maneuver within the traffic stream at speeds that still exceed 49 miles per hour. Any disruption of the traffic stream, such as vehicles changing lanes, can establish a disruptive wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown with extensive queuing. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is poor.	0.91–1.00
F	Describes breakdowns in vehicular flow. Such conditions generally exist within queues forming behind breakdown points. LOS F operations within a queue are the result of a breakdown or bottleneck at a downstream point. LOS F is also used to describe conditions at the point of the breakdown or bottleneck and the queue discharge flow that occurs at speeds lower than the lowest speed for LOS E, as well as the operations within the queue that forms upstream. Whenever LOS F conditions exist, they have the potential to extend upstream for significant distances.	Above 1.00

V/C = Volume/Capacity ratio

Source: *Highway Capacity Manual 2000*, Transportation Research Board, National Research Council, 2000.

The intersection of Madison Avenue and Murrieta Hot Springs Road is not included in this analysis since it did not exist at the time the study was initiated in 2003 and it is not included in the 2025 Comprehensive Transportation Plan (CTP) traffic model, which is maintained by the Southern California Association of Governments (SCAG). Based on the traffic volumes on roadways intersecting Murrieta Hot Springs Road, the intersection of Jefferson Avenue and Murrieta Hot Springs Road is more critical than the intersection of Madison Avenue and Murrieta Hot Springs Road. Even if Madison Avenue were to be included in the analysis, the signal timing bandwidths are likely to change little, if at all. It is anticipated that inclusion of the intersection of Madison Avenue/Murrieta Hot Springs Road in this analysis would not change the findings of this analysis.

Tables 1.2 and 1.3 (on pages 5–8 in Chapter 1) represent the freeway segments in the AM and PM peak hours, respectively. Based on level of service, there is one

# LEVELS OF SERVICE

## for Multi-Lane Highways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
<b>A</b>		60	Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. <b>No delays</b>
<b>B</b>		60	Traffic flows freely, but drivers have slightly less freedom to maneuver. <b>No delays</b>
<b>C</b>		60	Density becomes noticeable with ability to maneuver limited by other vehicles. <b>Minimal delays</b>
<b>D</b>		57	Speed and ability to maneuver is severely restricted by increasing density of vehicles. <b>Minimal delays</b>
<b>E</b>		55	Unstable traffic flow. Speeds vary greatly and are unpredictable. <b>Minimal delays</b>
<b>F</b>		<55	Traffic flow is unstable, with brief periods of movement followed by forced stops. <b>Significant delays</b>

Levels of Service

Figure 2-6

*French Valley Parkway Improvements Project*

deficient ramp location (Rancho California Road southbound off-ramp) in the AM peak period. As previously indicated in Chapter 1, based on LSA Associates' field observations, there are two existing operational deficiencies in the project area. These are identified as follows:

- The first operational deficiency occurs during the AM peak hour when the queue on the southbound off-ramp at Winchester Road extends back onto the freeway mainline, sometimes as far as the I-15/I-215 Junction. This is the result of the fact that the intersection at the ramp terminus cannot accommodate the number of vehicles fed to it by the freeway off-ramp.
- The second operational deficiency, which occurs northbound during the PM peak hour, occurs at the Winchester Road direct on-ramp. Traffic in this area breaks down and causes queuing back to the intersection's ramp terminus. Based on traffic volumes, Highway Capacity Manual (HCM) procedures suggest that this merge should operate at Level of Service (LOS) C. However, HCM procedures do not account for the large number of vehicles in the adjacent upstream loop on-ramp and the I-215's downstream junction, which both cause a high proportion of vehicles in the right lanes of the mainline. The inadequate gaps for on-ramp traffic cause heavy proportions of mainline traffic in the right lanes and, in turn, cause the merge area to fail.
- Lastly, in the northbound direction during the PM peak hour, the merge from the Winchester Road direct on-ramp breaks down and causes queuing back to the intersection at the ramp terminus. Because there is a heavy proportion of mainline traffic concentrated in the right lanes, there are inadequate gaps for on-ramp traffic. As a result of these inadequacies, the merge areas fail to function adequately.

## Environmental Consequences

As the area experiences growth, the future travel demand will decrease the LOS on the I-15. The projected traffic volumes would be the same both with the proposed project and with the No Action Alternative because the same growth assumptions would apply in both cases. As discussed above under Growth, the proposed project would not change land uses or remove substantial constraints that limit the implementation of approved land uses. However, with the proposed project, the level of service would improve because it would increase the capacity and the efficiency of the existing roadway.

Two timeframes were evaluated: 2012, which represents approximate completion of the proposed improvements and 2030, which is the long-range scenario. On July 12, 2007, a meeting was held with the Federal Highway Administration (FHWA), the Department, and the City of Temecula (the focus/purpose of this meeting was specifically to address/resolve design and/or traffic analysis considerations associated with the project). It was agreed that a 2012 opening date and a 2030 design year would be acceptable. A traffic sensitivity analysis was conducted and verified that there would not be substantial differences in traffic between use of a 2010 and a 2012 opening date. A design exception was granted allowing the use of the 2030 design year.

## Year 2012

### Intersection Evaluation

Year 2012 represents the opening year for the proposed project. Table 2.13 provides the projected 2012 levels of service both with and without the proposed project for various intersections within the project study area. These intersection locations are identified in Figure 2-7. The table indicates that no intersections are projected to operate at a deficient level of service in the AM peak hour with the proposed project; however, there are two intersections that operate at a deficient level of service with the No Action Alternative. In the PM peak hour, there are five intersections that operate at a deficient level of service under both scenarios. The deficient LOS intersections are identified as following:

#### *AM Peak Hour (No Action Alternative Only)*

- Ynez Road/Winchester Road (LOS F)
- Ynez Road/Rancho California Road (LOS F)

#### *PM Peak Hour (Proposed Project Only)*

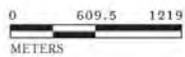
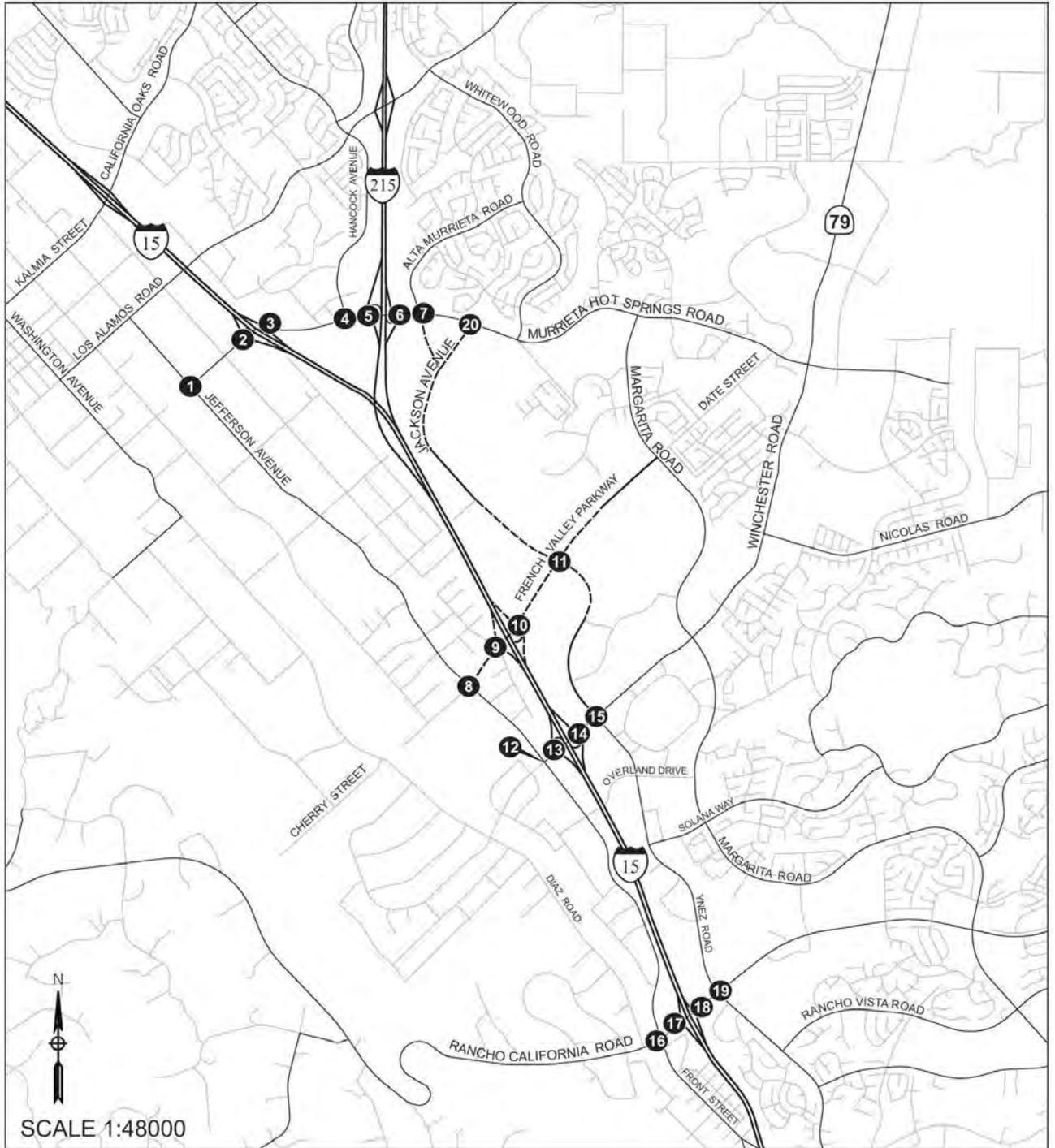
- Jefferson Avenue/Murrieta Hot Springs Road (LOS E)

#### *PM Peak Hour (Proposed Project and No Action Alternative)*

- Alta Murrieta Drive and Murrieta Hot Springs Road (LOS E in both scenarios)
- Ynez Road and Winchester Road (LOS E with proposed project/LOS F with No Action Alternative)
- Old Town Front Street and Rancho California Road (LOS F in both scenarios)
- I-15 Southbound (SB) Ramps/Rancho California Road (LOS E with proposed project/LOS F with No Action Alternative)

#### *PM Peak Hour (No Action Alternative Only)*

- Ynez Road/Rancho California Road (LOS E)



-  PROPOSED ROADWAY ALIGNMENT
-  STUDY AREA INTERSECTIONS

Source: LSA, Inc. 2008

### Study Area Intersection Locations

### Figure 2-7

*French Valley Parkway Improvements Project*

**Table 2.13  
Year 2012 Intersection Levels of Service**

Intersection	Control	Proposed Project				No Action Alternative			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Jefferson Ave/Murrieta Hot Springs Rd	Signal	34.9	C	75.7	E*	27.4	C	45.8	D
2. I-15 SB Ramps/Murrieta Hot Springs Rd	Signal	14.3	B	14.5	B	14.7	B	16.5	B
3. I-15 NB Ramps/Murrieta Hot Springs Rd	Signal	14.5	B	14.7	B	12.2	B	15.3	B
4. Hancock Ave/Murrieta Hot Springs Rd	Signal	8.9	A	15.8	B	9.5	A	13.1	B
5. I-215 SB Ramps/Murrieta Hot Springs Rd	Signal	12.4	B	12.4	B	14.6	B	12.9	B
6. I-215 NB Ramps/Murrieta Hot Springs Rd	Signal	2.7	A	9.9	A	3.0	A	10.1	B
7. Alta Murrieta Dr/Murrieta Hot Springs Rd	Signal	33.8	C	71.6	E*	31.3	C	78.8	E*
8. Jefferson Ave/French Valley Pkwy	Signal	23.6	C	26.6	C	No Intersection		No Intersection	
9. I-15 SB Ramps/French Valley Pkwy	Signal	10.7	B	18.0	B	No Intersection		No Intersection	
10. I-15 NB Ramps/French Valley Pkwy	Signal	9.0	A	11.1	B	No Intersection		No Intersection	
11. Ynez Rd/French Valley Pkwy	Signal	21.7	C	31.4	C	No Intersection		No Intersection	
12. Jefferson Ave/Winchester Rd	Signal	32.5	C	41.5	D	32.2	C	51.6	D
13. I-15 SB Ramps/Winchester Rd	Signal	18.5	B	16.3	B	20.1	C	17.9	B
14. I-15 NB Ramps/Winchester Rd	Signal	11.7	B	17.8	B	15.9	B	25.0	C
15. Ynez Rd/Winchester Rd	Signal	53.6	D	67.6	E*	88.9	F*	314.3	F*
16. Old Town Front St/Rancho California Rd	Signal	36.3	D	101.8	F*	35.1	D	137.0	F*
17. I-15 SB Ramps/Rancho California Rd	Signal	42.0	D	73.3	E*	47.0	D	80.7	F*
18. I-15 NB Ramps/Rancho California Rd	Signal	15.2	B	11.9	B	15.5	B	14.8	B
19. Ynez Rd/Rancho California Rd	Signal	35.3	D	51.7	D	96.1	F*	71.9	E*
20. Jackson Ave/Murrieta Hot Springs Rd	Signal	12.3	B	16.7	B	11.9	B	21.1	C

\*Exceeds Caltrans level of service standard of LOS D.  
Notes: Delay = Average control delay in seconds  
LOS = Level of Service  
NB = northbound  
SB = southbound  
Source: LSA Associates, Inc., January 2008.

It should also be noted that, while the Alta Murrieta Drive/Murrieta Hot Springs Road intersection would operate at LOS E in the PM peak hour for both scenarios, there is a decrease in delay from 78.8 seconds with the No Action Alternative to 71.6 seconds with the proposed project. The Old Town Front Street/Rancho California Road intersection would operate at LOS F for both scenarios; however, there is a decrease in delay from 137.0 seconds for the No Action Alternative to 101.8 seconds for the Proposed Project. There would be a substantial delay reduction at the Ynez Road/Winchester Road intersection. With the No Action Alternative, this intersection would operate at LOS F and experience a 314.3-second delay. However, with the proposed project, this intersection would operate at LOS E and have a 67.6-second delay.

The above discussion focuses on the intersections that are projected to operate at deficient levels of service in the year 2012. It should also be noted that several intersections, though not identified as operating at a deficient level of service, would operate at a decreased LOS and/or increased delays when comparing the No Action and Build Alternatives.

The intersections that are projected to be operating at deficient levels of service in 2012 are predominately those that serve as major collector streets to provide access to I-15 and/or I-215. Both Winchester Road and Rancho California Road provide access to I-15. Murrieta Hot Springs Road provides access to both I-15 and I-215. Ynez Road, Alta Murrieta, and Jefferson Avenue/Old Town Front Street all provide access to major employment and retail areas within the cities of Temecula and Murrieta. Improved LOS will facilitate access to these uses.

Ynez Road is the first major street east of I-15 and serves office, commercial, and industrial uses. The Town Center Shopping Center, a major shopping mall, is located at Ynez Road and Rancho California Road in the city of Temecula. Old Town Front Street is the extension of Jefferson Avenue south of Rancho California Road. In this location, Old Town Front Street/Jefferson Avenue provide access to commercial and industrial uses. Alta Murrieta Drive is the first street east of I-215 and extends to the north. The road serves as a major collector, providing access to office and commercial uses as well as the Alta Murrieta residential development in the city of Murrieta. The area surrounding the Jefferson Avenue/Murrieta Hot Springs Road intersection is a mix of undeveloped land, residential uses, and office uses. By 2012, the regional shopping center on Murrieta Hot Springs Road between I-15 and I-215 is expected to be constructed.

### Freeway Evaluation

Tables 2.14 and 2.15 provide the 2012 freeway levels of service with the proposed project for the AM and PM peak hours, respectively. These tables indicate that, with the proposed project, there are 9 ramp locations that are projected to operate with a deficient LOS in the AM peak hour and 23 ramp locations that would experience a deficient LOS in the PM peak hour. Tables 2.16 and 2.17 provide projected 2012 levels of service and freeway volumes for the No Action Alternative during the AM and PM peak hours, respectively. With the No Action Alternative, there are 8 ramp locations in 2012 that are projected to operate at a deficient LOS in the AM peak hour and 31 ramp locations in the PM peak hour.

In Year 2012, the addition of the French Valley Parkway Improvements Project would generally improve the traffic conditions compared to the No Action Alternative. In the AM peak hour, there are two locations where the level of service would be degraded with the proposed project (i.e., when compared to the No Action Alternative). These locations are:

- The I-15 northbound Murrieta Hot Springs Road slip on-ramp, which would worsen to LOS F with the proposed project compared to LOS D with the No Action Alternative and
- The I-15 southbound Murrieta Hot Springs Road off-ramp, which would worsen to LOS E with the proposed project compared to LOS D with the No Action Alternative.

However, with the implementation of the French Valley Parkway improvements, level of service at the Winchester Road southbound off-ramp would improve. Under the No Action Alternative, this off-ramp is projected to operate at LOS F, whereas, with the proposed project the Winchester Road off-ramp from the collector-distributor (C/D) line would operate at LOS B.

Greater improvements would be realized in the pm peak hour. in the pm peak hour, the proposed project would operate at a better level of service at the following location:

- ***I-15 northbound Old Town Front Street on-ramp to Rancho California Road off-ramp:*** The proposed project would operate at LOS E (compared to LOS F with the No Action Alternative).

**Table 2.14  
Year 2012 Proposed Project Freeway Volumes and Levels of Service in AM Peak Hour**

Segment	Type	AM Peak Hour							
		Mainline Lanes	Mainline Volume	C/D Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
<b>I-15 Northbound</b>									
Old Town Front St On-Ramp to Rancho California Rd Off-Ramp	Basic	4	4,337				107.6	10.6	B
Rancho California Rd Off-Ramp	2 Lane Off	4	4,337			935	88.9	6.8	B
Rancho California Rd Off-Ramp to Rancho California Rd Loop On-Ramp	Basic	4	3,402				107.6	8.3	B
Rancho California Rd Loop On-Ramp	1 Lane On	4	3,402		533		97.0	9.1	B
Rancho California Rd Loop On-Ramp to Rancho California Rd Slip On-Ramp	Basic	4	3,935				107.6	9.6	B
Rancho California Rd Slip On-Ramp	1 Lane On	4	3,935		1,253		96.0	11.5	B
Rancho California Rd Slip On-Ramp to Winchester Rd Off-Ramp	Basic	4	5,189				107.6	12.7	C
Winchester Rd Off-Ramp	2 Lane Off	4	5,189			1,039	88.4	6.2	B
Winchester Rd Off-Ramp to French Valley Pkwy Off-Ramp	Basic	4	4,150				107.1	10.1	B
French Valley Pkwy Off-Ramp	1 Lane Off	4	4,150			553	90.4	13.1	C
French Valley Pkwy Off-Ramp to Lane Addition	Basic	4	3,597	1,176			107.6	8.8	B
Lane Addition-Ramp to I-15/215 Split	Basic	5	3,597	2,423			110.0	6.9	A
I-15/I-215 Split	Major Divergence	5	3,597			1,727			#
I-15/215 Split to I-15 C/D Merge	Basic	3	1,870	1,260			105.2	6.2	A
I-15 C/D Merge to Murrieta Hot Springs Rd Off-Ramp	Type B Weave	5	3,129			295	93.8	7.0	B
Murrieta Hot Springs Rd Off-Ramp to Lane Drop	Basic	4	2,834				107.6	6.9	A
Lane Drop to Murrieta Hot Springs Rd On-Ramp	Basic	3	2,834				105.2	9.4	B
Murrieta Hot Springs Rd On-Ramp	1 Lane On	3	2,834		1,023		97.0	9.7	B
Murrieta Hot Springs Rd On-Ramp to California Oaks Rd Off-Ramp	Basic	3	3,857				105.2	12.9	C
<b>I-215 Northbound</b>									
I-215 C/D Merge to Murrieta Hot Springs Rd Off-Ramp	Type B Weave	3	2,890				85.0	11.9	B
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	2,698				102.7	13.8	C
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	2,698		133		95.0	15.6	C
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot	Basic	2	2,831				102.7	14.5	C

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**Table 2.14  
Year 2012 Proposed Project Freeway Volumes and Levels of Service in AM Peak Hour  
(Continued)**

Segment	Type	AM Peak Hour							
		Mainline Lanes	Mainline Volume	C/D Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
Springs Rd Slip On-Ramp									
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	2,831		572		81.0	23.2	F*
Murrieta Hot Springs Rd On-Ramp to Los Alamos Rd Off-Ramp	Basic	2	3,403				101.8	17.6	D
<b>I-15 Southbound</b>									
Kalmia St On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	3	5,850				97.3	21.2	D
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	3	5,850			1,238	87.6	22.0	E*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	3	4,612				105.1	15.4	C
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	3	4,612		24		92.0	18.6	D
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Slip On-Ramp	Basic	3	4,636				105.1	15.5	C
Murrieta Hot Springs Rd Slip On-Ramp to I-15 C/D Off-Ramp	Type B Weave	4	4,636		239	1,641	87.7	13.9	C
I-15 C/D Off-Ramp to I-215 Junction-Ramp	Basic	3	3,234				105.2	10.8	B
I-15/215 Junction-Ramp	Major Merge	3	3,234		2,987				#
I-15/215 Junction to Lane Drop	Basic	5	6,221	3,157			110.0	11.9	C
Lane Drop to I-15 C/D Merge	Basic	4	6,221	3,157			107.3	15.3	C
I-15 C/D Merge	Major Merge	4	6,221	1,151					#
I-15 C/D Merge to Winchester Rd Slip On-Ramp	Basic	6	7,371				110.0	11.8	C
Winchester Rd Slip On-Ramp	1 Lane On	6	7,371		194		94.0	15.3	C
Winchester Rd Slip On-Ramp to Lane Drop 1	Basic	6	7,565				110.0	12.1	C
Lane Drop 1 to Lane Drop 2	Basic	5	7,565				109.8	14.5	C
Lane Drop 2 to Rancho California Rd Off-Ramp	Basic	4	7,565				101.4	19.6	D
Rancho California Rd Off-Ramp	2 Lane Off	4	7,565			2,249	83.5	14.7	C
Rancho California Rd Off-Ramp to Rancho California Rd On-Ramp	Basic	4	5,317				107.6	13.0	C
Rancho California Rd On-Ramp	1 Lane On	4	5,317		787		96.0	11.6	B
Rancho California Rd On-Ramp to Old Town Front St Off-Ramp	Basic	4	6,103				107.5	14.9	C

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**Table 2.14  
Year 2012 Proposed Project Freeway Volumes and Levels of Service in AM Peak Hour  
(Continued)**

Segment	Type	AM Peak Hour								
		Mainline Lanes	Mainline Volume	C/D Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/in)	LOS	
<b>I-215 Southbound</b>										
Los Alamos Rd On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	2	4,903				†	†	F*	
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	2	4,903			882	88.9	28.6	F*	
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	4,021				93.6	22.6	E*	
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	4,021		416		79.0	24.4	F*	
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	2	4,437				†	†	F*	
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	4,437		66		78.0	24.2	F*	
Murrieta Hot Springs Rd Slip On-Ramp to Lane Addition-Ramp	Basic	2	4,503				†	†	F*	
Lane Addition-Ramp to I-215 (C/D Split)	Basic	3	4,503				105.2	15.0	C	
I-215 C/D Split	2 lane off	3	4,503	1,516					#	
I-215 C/D Split to I-15/215 Junction-Ramp	Basic	2	2,987	1,516			102.7	15.3	C	
<b>C/D Line 1 –I-15 Northbound</b>										
Winchester Rd Loop On-Ramp	C/D Lane Addition	1			399		‡	‡	‡	
Winchester Rd Loop On-Ramp to Winchester Rd Slip On-Ramp	C/D Line	1	399	399			‡	‡	‡	
Winchester Rd Slip On-Ramp	C/D Lane Addition	1	399	399	777		‡	‡	‡	
Winchester Rd Slip On-Ramp to French Valley Pkwy Loop On-Ramp	CD Line	2	1,176	1,176			103.0	6.0	A	
French Valley Pkwy Loop On-Ramp	C/D Lane Addition	2	1,176	1,176	327		97.0	9.0	B	
French Valley Pkwy Loop On-Ramp to French Valley Pkwy Slip On-Ramp	C/D Line	2	1,503	1,503			105.0	5.0	A	
French Valley Pkwy Slip On-Ramp	1 Lane onto C/D	3	1,503	1,503	920		96.0	11.0	B	
French Valley Pkwy Slip On-Ramp to I-15/I-215 C/D Split	C/D Line	3	2,423	2,423			105.0	8.0	B	
I-15/I-215 C/D Split	C/D Divergence	3	2,423	2,423		1,260			#	
I-15/I-215 C/D Split to Lane Drop	C/D Line	2	1,260	1,260			103.0	7.0	A	

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**Table 2.14  
Year 2012 Proposed Project Freeway Volumes and Levels of Service in AM Peak Hour  
(Continued)**

Segment	Type	AM Peak Hour							
		Mainline Lanes	Mainline Volume	C/D Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/in)	LOS
<b>C/D Line 1 – I-215 Northbound</b>									
I-15/I-215 CD Split to C/D Lane Drop	C/D Line	2	1,163	1,163			103.0	6.0	A
Lane Drop to I-215 C/D Merge	C/D Line	1	1,163	1,163			‡	‡	‡
<b>C/D Line 1 – Southbound</b>									
I-15 C/D Off-Ramp to I-1-215 C/D Merge	C/D Line	2	1,641	1,641			103.0	8.4	B
I-215 C/D Split to I-15/215 C/D Merge	Basic	2	1,516	1,516			103.0	7.8	B
I-15/I-215 C/D Merge to Lane Drop	C/D Line	4	3,157	3,157			108.0	7.7	B
C/D Lane Drop to French Valley Pkwy Off-Ramp	C/D Line	3	3,157	3,157			105.0	11.0	B
French Valley Pkwy Off-Ramp	2 Lane Off	3	3,157	3,157		1,044	88.0	5.5	A
French Valley Pkwy Off-Ramp to Winchester Rd Off-Ramp	C/D Line	2	2,113	2,113			103.0	11.0	B
<b>C/D Line 2 – Southbound</b>									
French Valley Pkwy Loop On-Ramp	C/D Lane Addition	1			358		‡	‡	‡
French Valley Pkwy Loop On-Ramp to French Valley Pkwy Slip On-Ramp	C/D Line	3	358	358			103.0	1.8	A
French Valley Pkwy Slip On-Ramp	C/D Lane Addition	1	358	358	58		‡	‡	‡
French Valley Pkwy Slip On-Ramp to Lane Drop	C/D Line	2	416	416			102.7	2.1	A
Winchester Rd Off-Ramp	2 C/D Lane Drop	2	2,113	2,113		2,113	84.1	6.2	B
Lane Drop to Winchester Rd Loop On-Ramp	C/D Line	1	416	416			‡	‡	‡
Winchester Rd Loop On-Ramp	C/D Lane Addition	2	416	416	734		97.0	7.1	B
Winchester Rd Loop On-Ramp to I-15 C/D Merge	C/D Line	2	1,151	1,151			102.7	5.9	A
† Speed and density not defined for over-capacity segment ‡ No HCM methodology for 1-lane segments. Volume is within capacity # No effective models of performance for major merge areas * Exceeds Caltrans level of service standard of LOS D.									
Source: LSA Associates, Inc., January 2008.									

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**Table 2.15  
Year 2012 Proposed Project Freeway Volumes and Levels of Service in PM Peak Hour**

Segment	Type	PM Peak Hour								
		Mainline Lanes	Mainline Volume	CD Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS	
<b>I-15 Northbound</b>										
Old Town Front St On-Ramp to Rancho California Rd Off-Ramp	Basic	4	8,429				91.4	24.3	E*	
Rancho California Rd Off-Ramp	2 Lane Off	4	8,429			1,067	88.3	13.3	C	
Rancho California Rd Off-Ramp to Rancho California Rd Loop On-Ramp	Basic	4	7,361				103.0	18.8	D	
Rancho California Rd Loop On-Ramp	1 Lane On	4	7,361		1,134		95.0	15.0	C	
Rancho California Rd Loop On-Ramp to Rancho California Rd Slip On-Ramp	Basic	4	8,495				90.3	24.8	E*	
Rancho California Rd Slip On-Ramp	1 Lane On	4	8,495		1,316		94.0	16.0	F*	
Rancho California Rd Slip On-Ramp to Winchester Rd Off-Ramp	Basic	4	9,811				†	†	F*	
Winchester Rd Off-Ramp	2 Lane Off	4	9,811			1,045	88.4	13.0	F*	
Winchester Rd Off-Ramp to French Valley Pkwy Off-Ramp	Basic	4	8,766				85.7	26.9	E*	
French Valley Pkwy Off-Ramp	1 Lane Off	4	8,766			672	89.9	24.7	F*	
French Valley Pkwy Off-Ramp to Lane Addition	Basic	4	8,093	1,936			96.0	22.2	E*	
Lane Addition-Ramp to I-15/215 Split	Basic	5	8,093	3,666			109.0	15.6	C	
I-15/I-215 Split	Major Divergence	5	8,093			3,886			#	
I-15/215 Split to I-15 C/D Merge	Basic	3	4,207	1,906			105.2	14.0	C	
I-15 C/D Merge to Murrieta Hot Springs Rd Off-Ramp	Type B Weave	5	6,113			458	88.7	14.6	C	
Murrieta Hot Springs Rd Off-Ramp to Lane Drop	Basic	4	5,655				107.6	13.8	C	
Lane Drop to Murrieta Hot Springs Rd On-Ramp	Basic	3	5,655				100.0	19.8	D	
Murrieta Hot Springs Rd On-Ramp	1 Lane On	3	5,655		1,322		96.0	13.7	C	
Murrieta Hot Springs Rd On-Ramp to California Oaks Rd Off-Ramp	Basic	3	6,978				†	†	F*	

**Table 2.15  
Year 2012 Proposed Project Freeway Volumes and Levels of Service in PM Peak Hour  
(Continued)**

Segment	Type	PM Peak Hour							
		Mainline Lanes	Mainline Volume	CD Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
<b>I-215 Northbound</b>									
I-215 C/D Merge to Murrieta Hot Springs Rd Off-Ramp	Type B Weave	3	5,646				74.4	26.1	E*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	4,960				†	†	F*
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	4,960		207		59.0	27.5	F*
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	2	5,167				†	†	F*
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	5,167		342		42.0	29.2	F*
Murrieta Hot Springs Rd On-Ramp to Los Alamos Rd Off-Ramp	Basic	2	5,509				†	†	F*
<b>I-15 Southbound</b>									
Kalmia St On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	3	5,503				97.3	21.2	D
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	3	5,503			1,179	87.6	22.0	E*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	3	4,323				105.2	14.4	C
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	3	4,323		67		92.0	18.6	D
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	3	4,390				105.2	14.6	C
Murrieta Hot Springs Rd Slip On-Ramp to I-15 C/D Off-Ramp	Type B Weave	4	4,390		456	2,067	78.4	17.8	C
I-15 C/D Off-Ramp to I-215 Junction-Ramp	Basic	3	2,778				105.2	9.3	B
I-15/215 Junction-Ramp	Major Merge	3	2,778						#
I-15/215 Junction to Lane Drop	Basic	5	5,345	3,976			110.0	10.2	B
Lane Drop to I-15 C/D Merge	Basic	4	5,345	3,976			107.6	13.1	C
I-15 C/D Merge	Major Merge	4	5,345	1,499					#
I-15 C/D Merge to Winchester Rd Slip On-Ramp	Basic	6	6,844				110.0	10.9	B
Winchester Rd Slip On-Ramp	1 Lane On	6	6,844		359		94.0	15.3	C
Winchester Rd Slip On-Ramp to Lane Drop 1	Basic	6	7,204				110.0	11.5	C
Lane Drop 1 to Lane Drop 2	Basic	5	7,204				110.0	13.8	C

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**Table 2.15  
Year 2012 Proposed Project Freeway Volumes and Levels of Service in PM Peak Hour  
(Continued)**

Segment	Type	PM Peak Hour							
		Mainline Lanes	Mainline Volume	CD Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
Lane Drop 2 to Rancho California Rd Off-Ramp	Basic	4	7,204				104.0	18.2	D
Rancho California Rd Off-Ramp	2 Lane Off	4	7,204			2,293	83.5	14.7	C
Rancho California Rd Off-Ramp to Rancho California Rd On-Ramp	Basic	4	4,911				107.2	12.0	C
Rancho California Rd On-Ramp	1 Lane On	4	4,911		850		96.0	11.6	B
Rancho California Rd On-Ramp to Old Town Front Street Off-Ramp	Basic	4	5,761				107.6	14.1	C
<b>I-215 Southbound</b>									
Los Alamos Rd On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	2	5,136				†	†	F*
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	2	5,136			887	88.9	29.9	F*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	4,250				87.5	25.6	E*
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	4,250		104		81.0	24.0	E*
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	2	4,354				84.1	27.3	E*
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	4,354		122		79.0	24.1	F*
Murrieta Hot Springs Rd Slip On-Ramp to Lane Addition-Ramp	Basic	2	4,475				†	†	F*
Lane Addition-Ramp to I-215 (C/D Split)	Basic	3	4,475				105.2	14.9	C
I-215 C/D Split	2 lane off	3	4,475	1,909					#
I-215 C/D Split to I-15/215 Junction Ramp	Basic	2	2,566	1,909			102.7	13.2	C
<b>C/D Line 1 – I-15 Northbound</b>									
Winchester Rd Loop On-Ramp	C/D Lane Addition	1			721		‡	‡	‡
Winchester Rd Loop On-Ramp to Winchester Road Slip On-Ramp	C/D Line	1	721	721			‡	‡	‡
Winchester Rd Slip On-Ramp	C/D Lane Addition	1	721	721	1,215		‡	‡	‡
Winchester Rd Slip On-Ramp to French Valley Pkwy Loop On-Ramp	C/D Line	2	1,936	1,936			103.0	9.9	B
French Valley Pkwy Loop On-Ramp	C/D Lane Addition	2	1,936	1,936	862		95.0	15.4	C
French Valley Pkwy Loop On-Ramp to French Valley Pkwy Slip On-Ramp	C/D Line	2	2,797	2,797			105.0	9.3	B

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**Table 2.15  
Year 2012 Proposed Project Freeway Volumes and Levels of Service in PM Peak Hour  
(Continued)**

Segment	Type	PM Peak Hour							
		Mainline Lanes	Mainline Volume	CD Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
French Valley Pkwy Slip On-Ramp	1 Lane onto C/D	3	2,797	2,797	869		95.0	15.0	C
French Valley Pkwy Slip On-Ramp to I-15/I-215 C/D Split	C/D Line	3	3,666	3,666			105.0	12.0	
I-15/I-215 C/D Split	C/D Divergence	3	3,666	3,666		1,906	†		#
I-15/I-215 C/D Split to Lane Drop	C/D Line	2	1,906	1,906			103.0	10.0	B
<b>CD Line 1 – I-215 Northbound</b>									
I-15/I-215 C/D Split to C/D Lane Drop	C/D Line	2	1,760	1,760			103.0	9.0	B
Lane Drop to I-215 C/D Merge	C/D Line	1	1,760	1,760			‡	‡	‡
<b>CD Line 1 – Southbound</b>									
I-15 C/D Off-Ramp to I-1-215 C/D Merge	C/D Line	2	2,067	2,067			103.0	10.6	B
I-215 C/D Split to I-15/215 C/D Merge	Basic	2	1,909	1,909			103.0	9.8	B
I-15/I-215 C/D Merge to Lane Drop	C/D Line	4	3,976	3,976			108.0	9.7	B
C/D Lane Drop to French Valley Pkwy Off-Ramp	C/D Line	3	3,976	3,976			105.0	13.0	C
French Valley Pkwy Off-Ramp	2 Lane Off	3	3,976	3,976		1,903	88.0	5.5	A
French Valley Pkwy Off-Ramp to Winchester Rd Off-Ramp	C/D Line	2	2,073	2,073			103.0	11.0	B
<b>CD Line 2 – Southbound</b>									
French Valley Pkwy Loop On-Ramp	C/D Lane Addition	1			606		‡	‡	‡
French Valley Pkwy Loop On-Ramp to French Valley Pkwy Slip On-Ramp	CD Line	3	606	606			103.0	3.1	A
French Valley Pkwy Slip On-Ramp	C/D Lane Addition	1	606	606	187		‡	‡	A
French Valley Pkwy Slip On-Ramp to Lane Drop	CD Line	2	794	794			102.7	4.1	A
Winchester Rd Off-Ramp	2 C/D Lane Drop	2	2,073	2,073		2,073	84.1	6.2	B
Lane Drop to Winchester Rd Loop On-Ramp	C/D Line	1	794	794			‡	‡	‡
Winchester Rd Loop On-Ramp	C/D Lane Addition	2	794	794	706		97.0	7.2	B
Winchester Rd Loop On-Ramp to I-15 C/D Merge	C/D Line	2	1,499	1,499			102.7	7.7	B
† Speed and density not defined for over-capacity segment ‡ No HCM methodology for 1-lane segments. Volume is within capacity # No effective models of performance for major merge areas * Exceeds Caltrans level of service standard of LOS D									
Source: LSA Associates, Inc., January 2008.									

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**Table 2.16  
Year 2012 No Action Alternative Freeway Volumes and Levels of Service in AM Peak Hour**

Segment	Type	Mainline Lanes	AM Peak Hour					
			Mainline Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
<b>I-15 Northbound</b>								
Old Town Front St On-Ramp to Rancho California Rd Off-Ramp	Basic	4	4,680			107.6	11.4	C
Rancho California Rd Off-Ramp	2 Lane Off	4	4,680		936	88.9	7.3	B
Rancho California Rd Off-Ramp to Rancho California Rd Loop On-Ramp	Basic	4	3,744			107.6	9.2	B
Rancho California Rd Loop On-Ramp	1 Lane On	4	3,744	547		97.0	9.7	B
Ranch California Loop On-Ramp to Rancho California Rd Slip On-Ramp	Basic	4	4,291			107.6	10.5	B
Rancho California Rd Slip On-Ramp	1 Lane On	4	4,291	1,331		96.0	12.0	B
Rancho California Rd Slip On-Ramp to Winchester Rd Off-Ramp	Basic	4	5,622			107.6	13.7	C
Winchester Rd Off-Ramp	2 Lane Off	4	5,622		1,150	88.0	7.3	B
Winchester Rd Off-Ramp to Winchester Rd Loop On-Ramp	Basic	4	4,472			107.6	10.9	B
Winchester Rd Loop On-Ramp	1 Lane On	4	4,472	459		96.0	10.3	B
Winchester Rd Loop On-Ramp to Winchester Rd Slip On-Ramp	Basic	4	4,931			107.6	12.1	C
Winchester Rd Slip On-Ramp	1 Lane On	4	4,931	995		96.0	15.6	C
Winchester Rd Slip On-Ramp to Lane Addition	Basic	4	5,927			107.6	14.5	C
Lane Addition-Ramp 1 to Lane Addition	Basic	5	5,927			110.0	11.3	C
Lane Addition to I-15/215 Split	Basic	6	5,927			110.0	9.5	B
I-15/I-215 Split	Major Diverge	6	5,927		2,846			
I-15/215 Split to Lane Drop	Basic	4	3,081			107.6	7.5	B
Lane Drop to Murrieta Hot Springs Rd Off-Ramp	Basic	3	3,081			105.2	10.3	B
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	3	3,081		292	91.5	15.6	C
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd On-Ramp	Basic	3	2,789			105.2	9.3	B
Murrieta Hot Slip Springs Rd On-Ramp	1 Lane On	3	2,789	1,044		95.0	14.5	C
Murrieta Hot Springs Rd On-Ramp to California Oaks Rd Off-Ramp	Basic	3	3,833			105.2	12.8	C

**Table 2.16  
Year 2012 No Action Alternative Freeway Volumes and Levels of Service in AM Peak Hour  
(Continued)**

Segment	Type	Mainline Lanes	AM Peak Hour					
			Mainline Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
<b>I-215 Northbound</b>								
I-15/215 Split to Murrieta Hot Springs Rd Off-Ramp	Basic	2	2,846			102.7	14.6	C
Murrieta Hot Springs Rd Off-Ramp	2 Lane Off	2	2,846		195	91.9	10.3	B
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	2,650			102.7	13.6	C
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	2,650	146		95.0	15.4	C
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	2	2,796			102.7	14.3	C
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	2,796	583		92.0	18.4	D
Murrieta Hot Springs Rd On-Ramp to Los Alamos Rd Off-Ramp	Basic	2	3,379			102.7	17.4	D
<b>I-15 Southbound</b>								
Kalmia St On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	3	5,831			97.9	20.9	D
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	3	5,831		1,235	87.6	22.0	D
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	3	4,596			105.1	15.3	C
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	3	4,596	24		92.0	18.5	D
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	3	4,619			105.1	15.4	C
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	3	4,619	238		94.0	16.6	C
Murrieta Hot Springs Rd Slip On-Ramp to I-15/215 Junction	Basic	3	4,858			104.7	16.3	D
I15/I215 Junction-Ramp	Major Merge	3	4,858					
I-15/215 Junction to Winchester Rd Off-Ramp	Basic	5	9,345			103.8	18.9	D
Winchester Rd Off-Ramp	1 Lane Off	4	9,345		2,358	83.1	54.6	F*
Winchester Rd Off-Ramp to Winchester Rd Loop On-Ramp	Basic	4	6,986			105.2	17.5	D
Winchester Rd Loop On-Ramp	1 Lane On	4	6,986	876		95.0	15.1	C
Winchester Rd Loop On-Ramp to Winchester Rd Slip On-Ramp	Basic	4	7,863			98.6	21.0	D
Winchester Rd Slip On-Ramp	1 Lane On	4	7,863	134		94.0	15.9	C
Winchester Rd Slip On-Ramp to Rancho California Rd Off-	Basic	4	7,997			97.1	21.7	D

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**Table 2.16  
Year 2012 No Action Alternative Freeway Volumes and Levels of Service in AM Peak Hour  
(Continued)**

Segment	Type	Mainline Lanes	AM Peak Hour					
			Mainline Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
Ramp								
Rancho California Rd Off-Ramp	2 Lane off	4	7,997		2,303	83.3	15.5	C
Rancho California Rd Off-Ramp to Rancho California Rd On-Ramp	Basic	4	5,694			107.6	13.9	C
Rancho California Rd On-Ramp	1 Lane On	4	5,694	787		96.0	12.0	C
Rancho California Rd On-Ramp to Old Town Front St Off-Ramp	Basic	4	6,481			106.9	16.0	C
<b>I-215 Southbound</b>								
Los Alamos Rd On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	2	4,892			†	†	F*
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	2	4,892		889	88.8	30.1	F*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	4,003			94.0	22.4	E*
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	4,003	417		80.0	24.2	F*
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	2	4,420			†	†	F*
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	4,420	67		79.0	24.4	F*
Murrieta Hot Springs Rd Slip On-Ramp to I-15/215 Junction.	Basic	2	4,487			†	†	F*
† Speed and density not defined for over-capacity segment # No effective models of performance for major merge areas * Exceeds Caltrans level of service standard of LOS D Source: LSA Associates, Inc., January 2008.								

**Table 2.17  
Year 2012 No Action Alternative Freeway Volumes and Levels of Service in PM Peak Hour**

Segment	Type	Mainline Lanes	PM Peak Hour					
			Mainline Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
<b>I-15 Northbound</b>								
Old Town Front St On-Ramp to Rancho California Rd Off-Ramp	Basic	4	9,085			†	†	F*
Rancho California Rd Off-Ramp	2 Lane Off	4	9,085		1,058	88.4	14.2	F*
Rancho California Rd Off-Ramp to Rancho California Rd Loop On-Ramp	Basic	4	8,027			96.8	21.8	D
Rancho California Rd Loop On-Ramp	1 Lane On	4	8,027	1,167		94.0	15.7	F*
Ranch California Rd Loop On-Ramp to Ranch California Rd Slip On-Ramp	Basic	4	9,194			†	†	F*
Rancho California Rd Slip On-Ramp	1 Lane On	4	9,194	1,318		93.0	16.7	F*
Rancho California Rd Slip On-Ramp to Winchester Rd Off-Ramp	Basic	4	10,512			†	†	F*
Winchester Rd Off-Ramp	2 Lane Off	4	10,512		1,217	87.7	14.7	F*
Winchester Rd Off-Ramp to Winchester Rd Loop On-Ramp	Basic	4	9,295			†	†	F*
Winchester Rd Loop On-Ramp	1 Lane On	4	9,295	825		94.0	16.7	F*
Winchester Rd Loop On-Ramp to Winchester Rd Slip On-Ramp	Basic	4	10,120			†	†	F*
Winchester Rd Slip On-Ramp	1 Lane On	4	10,120	1,409		93.0	17.4	F*
Winchester Rd Slip On-Ramp to Lane Addition	Basic	4	11,529			†	†	F*
Lane Addition-Ramp 1 to Lane Addition	Basic	5	11,529			†	†	F*
Lane Addition to I-15/215 Split	Basic	6	11,529			101.9	19.8	D
I-15/I-215 Split	Major Diverge	6	11,529		5,536			#
I-15/215 Split to Lane Drop	Basic	4	5,993			107.5	14.7	C
Lane Drop to Murrieta Hot Springs Rd Off-Ramp	Basic	3	5,993			95.7	22.0	D
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	3	5,993		449	90.8	28.0	F*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd On-Ramp	Basic	3	5,544			101.0	19.3	D
Murrieta Hot Slip Springs Rd On-Ramp	1 Lane On	3	5,544	1,346		87.2	22.8	F*
Murrieta Hot Springs Rd On-Ramp to California Oaks Rd Off-Ramp	Basic	3	6,890			†	†	F*

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**Table 2.17**  
**Year 2012 No Action Alternative Freeway Volumes and Levels of Service in PM Peak Hour**  
**(Continued)**

Segment	Type	Mainline Lanes	PM Peak Hour					
			Mainline Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
<b>I-215 Northbound</b>								
I-15/215 Split to Murrieta Hot Springs Rd Off-Ramp	Basic	2	5,536			†	†	F*
Murrieta Hot Springs Rd Off-Ramp	2 Lane Off	2	5,536		718	89.7	25.3	F*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	4,818			†	†	F*
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	4,818	217		64.0	26.7	F*
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	2	5,035			†	†	F*
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	5,035	383		47.0	28.8	F*
Murrieta Hot Springs Rd On-Ramp to Los Alamos Rd Off-Ramp	Basic	2	5,418			†	†	F*
<b>I-15 Southbound</b>								
Kalmia St On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	3	5,482			101.6	105.2	D
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	3	5,482		1,245	87.6	21.2	D
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	3	4,236			105.2	14.1	C
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	3	4,236	68		93.0	17.3	D
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	3	4,305			105.2	14.4	C
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	3	4,305	440		94.0	16.7	C
Murrieta Hot Springs Rd Slip On-Ramp to I-15/215 Junction	Basic	3	4,744			105.0	15.9	C
I15/I215 Junction-Ramp	Major Merge	3	4,744					#
I-15/215 Junction to Winchester Rd Off-Ramp	Basic	5	9,126			105.2	18.3	D
Winchester Rd Off-Ramp	1 Lane Off	4	9,126		2,413	82.8	24.2	F*
Winchester Rd Off-Ramp to Winchester Rd Loop On-Ramp	Basic	4	6,712			106.3	16.6	D
Winchester Rd Loop On-Ramp	1 Lane On	4	6,712	886		95.0	14.7	C
Winchester Rd Loop On-Ramp to Winchester Rd Slip On-Ramp	Basic	4	7,599			101.1	19.8	D

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**Table 2.17  
Year 2012 No Action Alternative Freeway Volumes and Levels of Service in PM Peak Hour  
(Continued)**

Segment	Type	Mainline Lanes	PM Peak Hour					
			Mainline Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
Winchester Rd Slip On-Ramp	1 Lane On	4	7,599	334		95.0	15.4	C
Winchester Rd Slip On-Ramp to Rancho California Rd Off-Ramp	Basic	4	7,933			97.8	21.3	D
Rancho California Rd Off-Ramp	2 Lane off	4	7,933		2,280	83.4	15.4	C
Rancho California Rd Off-Ramp to Rancho California Rd On-Ramp	Basic	4	5,652			107.6	13.8	C
Rancho California Rd On-Ramp	1 Lane On	4	5,652	887		96.0	12.1	C
Rancho California Rd On-Ramp to Old Town Front St Off-Ramp	Basic	4	6,539			106.8	16.1	D
<b>I-215 Southbound</b>								
Los Alamos Ro On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	2	5,009			†	†	F*
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	2	5,009		858	89.2	29.2	F*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	4,150			90.4	24.2	E*
Murrieta Hot Springs Ro Loop On-Ramp	1 Lane On	2	4,150	106		83.0	23.5	E*
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	2	4,256			87.3	25.7	E*
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	4,256	126		81.0	23.6	F*
Murrieta Hot Springs Rd Slip On-Ramp to I-15/215 Junction.	Basic	2	4,382			83.1	27.7	E*
† Speed and density not defined for over-capacity segment # No effective models of performance for major merge areas * Exceeds Caltrans level of service standard of LOS D Source: LSA Associates, Inc., January 2008.								

- ***I-15 northbound Rancho California Road off-ramp:*** The proposed project would operate at LOS C (compared to LOS F with the No Action Alternative).
- ***I-15 northbound Rancho California Road loop on-ramp:*** The proposed project would operate at LOS C (compared to LOS F with the No Action Alternative).
- ***I-15 northbound Rancho California Road loop on-ramp to Rancho California Road slip on-ramp:*** The proposed project would operate at LOS E (compared to LOS F with the No Action Alternative).

There is one location in the PM peak hour where the LOS would degrade with the proposed project (compared to the No Action Alternative). The I-15 southbound Murrieta Hot Springs Road off-ramp would operate at a LOS E with the proposed project compared to a LOS D with the No Action Alternative.

Although the LOS would remain at LOS E or LOS F in several locations, there have been substantial volume reductions on the mainline that would improve operations. In addition, all segments on the C/D roadway system, including those connecting to Winchester Road, are projected to operate at LOS D or better during both the AM and PM peak hours.

### Year 2030

#### *Intersection Evaluation*

In 2030, the level of service at intersections in the project area deteriorates further. This is due to the projected local and regional growth in the area. Table 2.18 provides the projected 2030 level of service at arterial highway intersections with and without the proposed project. With the proposed project, there are five locations in the AM peak hour that operate at a deficient LOS and eight locations in the PM peak hour that operate at a deficient LOS. With the No Action Alternative, the deficient number of intersections increases to six locations in the AM peak hour and ten locations in the PM peak hour. The following highlights the deficient intersections.

#### *AM Peak Hour Deficient Intersections*

- The Alta Murrieta Drive/Murrieta Hot Springs Road intersection would operate at LOS E both with the proposed project and the No Action Alternative. However, with the proposed project, the projected delay time is 68.0 seconds compared to 72.1 seconds with the No Action Alternative.
- The I-15 northbound ramps/Winchester Road intersection would operate at LOS B with the proposed project and LOS F with the No Action Alternative.
- The Ynez Road/Winchester Road intersection would operate at LOS F with both the proposed project and the No Action Alternative. The project delay time with proposed project is 157.6 seconds compared to 546.8 seconds with the No Action Alternative.
- With the proposed project, the Old Town Front Street/Rancho California Road intersection would operate at LOS E, with a 74.7-second delay and LOS F with a 159.3-second delay under the No Action Alternative.

- The I-15 southbound ramps/Rancho California Road intersection would operate at LOS E with the proposed project and LOS F with the No Action Alternative.
- With the proposed project, the Ynez Road/Rancho California Road intersection would operate at LOS E with a 69.6-second delay and LOS F with a 258.9-second delay under the No Action Alternative.

#### *PM Peak Hour Deficient Intersections*

- The Jefferson Avenue/Murrieta Hot Springs Road intersection would operate at LOS F both with or without the proposed project. With the proposed project, there would be 167.2 seconds of delay versus 115.1 seconds of delay with the No Action Alternative.
- The Alta Murrieta Drive/Murrieta Hot Springs Road intersection would operate at LOS F both with and without the proposed project. However, with the proposed project, the projected delay time is 181.8 seconds compared to 237.4 seconds with the No Action Alternative.
- The Jefferson Avenue/Winchester Road intersection would operate at LOS F both with and without the proposed project. However, with the proposed project, the projected delay time is 83.4 seconds compared to 479.3 seconds with the No Action Alternative.
- The I-15 southbound ramps/Winchester Road intersection would operate at LOS C with the proposed project and LOS E with the No Action Alternative.
- The I-15 northbound ramps/Winchester Road intersection would operate at LOS D with the proposed project and at LOS F with a 175.2-second delay under the No Action Alternative.
- The Ynez Road/Winchester Road intersection would operate at LOS F with both with the proposed project and the No Action Alternative. The delay time with proposed project is 226.4 seconds compared to 574.3 seconds with the No Action Alternative.
- The Old Town Front Street/Rancho California Road intersection would operate at LOS F with a 250.8-second delay with the proposed project and at LOS F with a 236.4-second delay under the No Action Alternative.
- The I-15 southbound ramps/Rancho California Road intersection would operate at LOS F both with and without the proposed project. With the proposed project, drivers would experience an average 158.4-second delay. Under the No Action Alternative, the project average delay is 180.2 seconds.
- The Ynez Road/Rancho California Road intersection would operate at LOS F with a 114.9-second delay with the proposed project and at LOS F with a 361.6-second delay under the No Action Alternative.
- The Jackson Avenue/Murrieta Hot Springs Road intersection would operate at LOS F with a 128.4-second delay with the proposed project and at LOS F with a 136.8-second delay under the No Action Alternative.

### Freeway Evaluation

Tables 2.19 and 2.20 provide the projected 2030 level of service for the freeways with the proposed project in the AM and PM peak hours, respectively. With the proposed project, there would be 22 deficient locations in the AM peak hour and 44 deficient locations in the PM peak hour. Tables 2.21 and 2.22 provide the No Action Alternative's 2030 levels of service for the freeways in the AM and PM peak hours, respectively. With the No Action Alternative, there would be 28 deficient locations in the AM peak hour and 55 deficient locations in the PM peak hour.

For design year 2030 conditions with the No Action Alternative, reasonable improvements to adjacent interchanges at Murrieta Hot Springs Road and Winchester Road were included to ascertain if traffic operations can be improved without the implementation of the French Valley Parkway Project. However, even with additional ramp improvements, traffic operations are worse than with the proposed project.

In addition, under 2030 conditions, a separate scenario was considered that included ramp metering along with the above improvements. Because the mainline I-15 is over capacity, all ramp merge areas would continue to operate at unacceptable levels of service during at least one peak hour.

**Table 2.18  
Year 2030 Intersection Levels of Service**

Intersection	Control	Proposed Project				No Action Alternative			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Jefferson Ave/Murrieta Hot Springs Rd	Signal	37.4	D	167.2	F*	30.4	C	115.1	F*
2. I-15 SB Ramps/Murrieta Hot Springs Rd	Signal	15.6	B	17.5	B	17.0	B	22.2	C
3. I-15 NB Ramps/Murrieta Hot Springs Rd	Signal	14.8	B	21.6	C	15.5	B	12.4	B
4. Hancock Ave/Murrieta Hot Springs Rd	Signal	8.7	A	16.7	B	9.6	A	12.9	B
5. I-215 SB Ramps/Murrieta Hot Springs Rd	Signal	19.0	B	19.4	B	11.6	B	13.9	B
6. I-215 NB Ramps/Murrieta Hot Springs Rd	Signal	3.9	A	7.2	A	3.8	A	9.9	A
7. Alta Murrieta Dr/Murrieta Hot Springs Rd	Signal	68.0	E*	181.8	F*	72.1	E*	237.4	F*
8. Jefferson Ave/French Valley Pkwy	Signal	23.3	C	32.2	C	<i>No Intersection</i>		<i>No Intersection</i>	
9. I-15 SB Ramps/French Valley Pkwy	Signal	10.5	B	10.3	B	<i>No Intersection</i>		<i>No Intersection</i>	
10. I-15 NB Ramps/French Valley Pkwy	Signal	10.0	A	7.9	A	<i>No Intersection</i>		<i>No Intersection</i>	
11. Ynez Road/French Valley Pkwy	Signal	26.5	C	43.0	D	<i>No Intersection</i>		<i>No Intersection</i>	
12. Jefferson Ave/Winchester Rd	Signal	42.1	D	83.4	F*	51.1	D	479.3	F*
13. I-15 SB Ramps/Winchester Rd	Signal	22.1	C	21.3	C	51.2	D	73.6	E*
14. I-15 NB Ramps/Winchester Rd	Signal	15.3	B	39.7	D	83.6	F*	175.2	F*
15. Ynez Rd/Winchester Rd	Signal	157.6	F*	226.4	F*	546.8	F*	574.3	F*
16. Old Town Front St/Rancho California Rd	Signal	74.7	E*	250.8	F*	159.3	F*	236.4	F*
17. I-15 SB Ramps/Rancho California Rd	Signal	64.1	E*	158.4	F*	81.0	F*	180.2	F*
18. I-15 NB Ramps/Rancho California Rd	Signal	21.8	C	11.7	B	17.3	B	13.1	B
19. Ynez Rd/Rancho California Rd	Signal	69.6	E*	114.9	F*	258.9	F*	361.6	F*
20. Jackson Ave/Murrieta Hot Springs Rd	Signal	20.1	C	128.4	F*	19.2	B	136.8	F*
* Exceeds LOS standard Notes: Delay = Average control delay in seconds LOS= Level of Service Source: LSA Associates, Inc., January 2008.									

**Table 2.19  
Year 2030 Proposed Project Freeway Volumes and Levels of Service in the AM Peak Hour**

Segment	Type	AM Peak Hour							
		Mainline Lanes	Mainline Volume	C/D Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
<b>I-15 Northbound</b>									
Old Town Front St On-Ramp to Rancho California Rd Off-Ramp	Basic	4	6,375				107.1	15.7	C
Rancho California Rd Off-Ramp	2 Lane Off	4	6,375			1,286	87.3	11.3	B
Rancho California Rd Off-Ramp to Rancho California Rd Loop On-Ramp	Basic	4	5,089				107.0	12.4	C
Rancho California Rd Loop On-Ramp	1 Lane On	4	5,089		725		96.0	11.9	B
Rancho California Rd Loop On-Ramp to Rancho California Rd Slip On-Ramp	Basic	4	5,814				107.6	14.2	C
Rancho California Rd Slip On-Ramp	1 Lane On	4	5,814		1,686		95.0	13.8	C
Rancho California Rd Slip On-Ramp to Winchester Rd Off-Ramp	Basic	4	7,500				101.9	19.4	D
Winchester Rd Off-Ramp	2 Lane Off	4	7,500			1,318	87.3	10.9	B
Winchester Rd Off-Ramp to French Valley Pkwy Off-Ramp	Basic	4	6,182				107.4	15.2	C
French Valley Pkwy Off-Ramp	1 Lane Off	4	6,182			697	89.8	18.5	D
French Valley Pkwy Off-Ramp to Lane Addition-Ramp	Basic	4	5,485	1,578			107.6	13.4	C
Lane Addition-Ramp to I-15/215 Split	Basic	5	5,485	3,150			110.0	10.5	B
I-15/I-215 Split	Major Divergence	5	5,485			2,633			#
I-15/215 Split to I-15 C/D Merge	Basic	3	2,851	1,638			105.2	9.5	B
I-15 C/D Merge to Murrieta Hot Springs Rd Off-Ramp	Type B weave	5	4,489			450	89.8	10.5	B
Murrieta Hot Springs Rd Off-Ramp to Lane Drop	Basic	4	4,039				107.6	9.9	B
Lane Drop to Murrieta Hot Springs Rd On-Ramp	Basic	3	4,039				105.2	13.5	C
Murrieta Hot Springs Rd On-Ramp	1 Lane On	3	4,039		1,401		89.0	20.0	D
Murrieta Hot Springs Rd On-Ramp to California Oaks Rd Off-Ramp	Basic	3	5,440				101.9	18.7	D
<b>I-215 Northbound</b>									
I-215 C/D Merge to Murrieta Hot Springs Rd Off-Ramp	Type B Weave	3	4,146				80.9	17.9	D
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	3,887				96.3	21.3	D
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	3,887		227		85.0	22.1	E*

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**Table 2.19  
Year 2030 Proposed Project Freeway Volumes and Levels of Service in the AM Peak Hour  
(Continued)**

Segment	Type	AM Peak Hour							
		Mainline Lanes	Mainline Volume	C/D Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	2	4,114				91.4	23.7	E*
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	4,114		963		63.0	26.9	F*
Murrieta Hot Springs Rd On-Ramp to Los Alamos Rd Off-Ramp	Basic	2	5,077				†	†	F*
<b>I-15 Southbound</b>									
Kalmia St On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	3	7,842				†	†	F*
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	3	7,842			1,493	86.6	26.5	F*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	3	6,350				89.4	24.9	E*
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	3	6,350		35		89.0	20.8	D
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	3	6,384				88.7	25.3	E*
Murrieta Hot Springs Rd Slip On-Ramp to I-15 C/D Off-Ramp	Type B Weave	4	6,384		333	2,034	84.4	19.9	D
I-15 C/D Off-Ramp to I-215 Junction-Ramp	Basic	3	4,683				105.0	15.6	C
I-15/215 Junction-Ramp	Major Merge	3	4,683		4,325				#
I-15/215 Junction-Ramp to Lane Drop	Basic	5	9,008	3,914			105.9	17.9	D
Lane Drop to I-215 C/D Merge	Basic	4	9,008	3,914			†	†	F*
I-215 C/D Merge	Major Merge	4	9,008	1,422					#
I-215 C/D Merge to Winchester Rd Slip On-Ramp	Basic	6	10,430				107.2	17.1	D
Winchester Rd Slip On-Ramp	1 Lane On	6	10,430		177		56.0	24.4	F*
Winchester Rd Slip On-Ramp to Lane Drop 1	Basic	6	10,607				106.6	17.5	D
Lane Drop 1 to Lane Drop 2	Basic	5	10,607				91.8	24.3	E*
Lane Drop 2 to Rancho California Rd Off-Ramp	Basic	4	10,607				†	†	F*
Rancho California Rd Off-Ramp	2 Lane Off	4	10,607			2,606	82.1	20.6	F*
Rancho California Rd Off-Ramp to Rancho California Rd On-Ramp	Basic	4	8,001				97.7	21.7	D
Rancho California Rd On-Ramp	1 Lane On	4	8,001		672		95.0	14.5	C
Rancho California Rd On-Ramp to Old Town Front St Off-Ramp	Basic	4	8,673				87.4	26.1	E*

**Table 2.19  
Year 2030 Proposed Project Freeway Volumes and Levels of Service in the AM Peak Hour  
(Continued)**

Segment	Type	AM Peak Hour							
		Mainline Lanes	Mainline Volume	C/D Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
<b>I-215 Southbound</b>									
Los Alamos Rd On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	2	6,909				†	†	F*
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	2	6,909			1,109	87.9	24.5	F*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	5,800				†	†	F*
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	5,800		341			33.0	F*
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	6,140				†	†	F*
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	6,140		64			32.8	D
Murrieta Hot Springs Rd Slip On-Ramp to Lane Addition	Basic	2	6,204				†	†	F*
Lane Addition-Ramp to I-215 (C/D Split)	Basic	3	6,204				92.2	23.6	E*
I-215 C/D Split	2 lane off	3	6,204	1,879					#
I-215 C/D Split to I-15/215 Junction-Ramp	Basic	2	4,325	1,879			102.7	85.1	E*
<b>CD Line 1 - I-15 Northbound</b>									
Winchester Rd Loop On-Ramp	C/D Lane Addition	1			445		97.0	3.6	A
Winchester Rd Loop On-Ramp to Winchester Rd Slip On-Ramp	C/D Line	1	445	445			103.0	2.3	A
Winchester Rd Slip On-Ramp	C/D Lane Addition	1	445	445	1,133		97.0	9.2	B
Winchester Rd Slip On-Ramp to French Valley Pkwy Loop On-Ramp	C/D Line	2	1,578	1,578			103.0	8.1	B
French Valley Pkwy Loop On-Ramp	C/D Lane Addition	2	1,578	1,578	412		96.0	11.4	B
French Valley Pkwy Loop On-Ramp to French Valley Pkwy Slip On-Ramp	C/D Line	3	1,990	1,990			105.0	6.6	A
French Valley Pkwy Slip On-Ramp	1 Lane onto C/D Line	3	1,990	1,990	1,160		95.0	14.0	C
French Valley Pkwy Slip On-Ramp to I-15/I-215 C/D Split	C/D Line	3	3,150	3,150			105.0	11.0	B
I-15/I-215 C/D Split	C/D Divergence	3	3,150	3,150		1,638			#
I-15/I-215 C/D Split to I-15 C/D Merge	C/D Line	2	1,638	1,638			103.0	8.0	B

**Table 2.19  
Year 2030 Proposed Project Freeway Volumes and Levels of Service in the AM Peak Hour  
(Continued)**

Segment	Type	AM Peak Hour								
		Mainline Lanes	Mainline Volume	C/D Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS	
<b>CD Line 1 – I-215 Northbound</b>										
I-15/I-215 C/D Split to C/D Lane Drop	C/D Line	2	1,513	1,513			103.0	7.8	B	
C/D Lane Drop to I-215 C/D Merge	C/D Line	1	1,513	1,513			‡	‡	‡	
<b>CD Line 1 – Southbound</b>										
I-15 C/D Off-Ramp to I-15/I-215 C/D Merge	C/D Line	2	2,034	2,034			103.0	10.4	B	
I-215 C/D Split to I-15/215 C/D Merge	Basic	2	1,879	1,879			103.0	9.6	B	
I-15/I-215 C/D Merge to Lane Drop	C/D Line	4	3,914	3,914			108.0	9.6	B	
C/D Lane Drop to French Valley Pkwy Off-Ramp	C/D Line	3	3,914	3,914			105.0	13.0	C	
French Valley Pkwy Off-Ramp	2 Lane Off	3	3,914	3,914		1,316	87.0	8.3	B	
French Valley Pkwy Off-Ramp to Winchester Rd Off-Ramp	C/D Line	2	2,597	2,597			103.0	13.0	C	
<b>CD Line 2 – Southbound</b>										
French Valley Pkwy Loop On-Ramp	C/D Lane Addition	1			452		‡	‡	‡	
French Valley Pkwy Loop On-Ramp to French Valley Pkwy Slip On-Ramp	CD Line	1	452	452			‡	‡	‡	
French Valley Pkwy Slip On-Ramp	C/D Lane Addition	1	452	452	73		‡	‡	‡	
French Valley Pkwy Slip On-Ramp to Lane Drop	CD Line	2	525	525			102.7	2.7	A	
Winchester Rd Off-Ramp	2 C/D Lane Drop	2	2,597	2,597		2,597	82.1	8.9	B	
Lane Drop to Winchester Rd Loop On-Ramp	C/D Line	1	525	525			‡	‡	‡	
Winchester Rd Loop On-Ramp	C/D Lane Addition	2	525	525	898		97.0	8.4	B	
Winchester Rd Loop On-Ramp to I-15 C/D Merge	C/D Line	2	1,422	1,422			102.0	7.3	B	
† Speed and density not defined for over-capacity segment ‡ No HCM methodology for 1-lane segments. Volume is within capacity. # No effective models of performance for major merge areas * Exceeds LOS standards Source: LSA Associates, Inc., January 2008.										

**Table 2.20  
Year 2030 Proposed Project Freeway Volumes and Levels of Service in the PM Peak Hour**

Segment	Type	PM PEAK HOUR								
		Mainline Lanes	Mainline Volume	C/D Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS	
<b>I-15 Northbound</b>										
Old Town Front St On-Ramp to Rancho California Rd Off-Ramp	Basic	4	13,177				†	†	F*	
Rancho California Rd Off-Ramp	2 Lane Off	4	13,177			1,152	88.0	20.3	F*	
Rancho California Rd Off-Ramp to Rancho California Rd Loop On-Ramp	Basic	4	12,025				†	†	F*	
Rancho California Rd Loop On-Ramp	1 Lane On	4	12,025		1,384		90.0	19.2	F*	
Rancho California Rd Loop On-Ramp to Rancho California Rd Slip On-Ramp	Basic	4	13,409				†	†	F*	
Rancho California Rd Slip On-Ramp	1 Lane On	4	13,409		1,370		88.0	20.6	F*	
Rancho California Rd Slip On-Ramp to Winchester Rd Off-Ramp	Basic	4	14,779				†	†	F*	
Winchester Rd Off-Ramp	2 Lane Off	4	14,779			1,144	88.0	20.6	F*	
Winchester Rd Off-Ramp to French Valley Pkwy Off-Ramp	Basic	4	13,635				†	†	F*	
French Valley Pkwy Off-Ramp	1 Lane Off	4	13,635			796	89.4	36.9	F*	
French Valley Pkwy Off-Ramp to Lane Addition-Ramp	Basic	4	12,839	2,005			†	†	F*	
Lane Addition-Ramp to I-15/215 Split	Basic	5	12,839	4,053			†	†	F*	
I-15/I-215 Split	Major Divergence	5	12,839			6,165			#	
I-15 C/D Merge to Murrieta Hot Springs Rd Off-Ramp	Type B weave	5	8,782			618	88.7	20.8	D	
Murrieta Hot Springs Rd Off-Ramp to Lane Drop	Basic	4	8,164				95.1	22.6	E*	
Lane Drop to Murrieta Hot Springs Rd On-Ramp	Basic	3	8,164				†	†	F*	
Murrieta Hot Springs Rd On-Ramp	1 Lane On	3	8,164		1,573			33.2	F*	
Murrieta Hot Springs Rd On-Ramp to California Oaks Rd Off-Ramp	Basic	3	9,737				†	†	F*	

**Table 2.20  
Year 2030 Proposed Project Freeway Volumes and Levels of Service in the PM Peak Hour  
(Continued)**

Segment	Type	PM PEAK HOUR								
		Mainline Lanes	Mainline Volume	C/D Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS	
<b>I-215 Northbound</b>										
I-215 C/D Merge to Murrieta Hot Springs Rd Off-Ramp	Type B Weave	3	8,111				76.7	37.1	F*	
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	7,531				†	†	F*	
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	7,531		227			40.5	F*	
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	2	7,758				†	†	F*	
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	7,758		426			42.7	F*	
Murrieta Hot Springs Rd On-Ramp to Los Alamos Rd Off-Ramp	Basic	2	8,184				†	†	F*	
<b>I-15 Southbound</b>										
Kalmia St On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	3	7,917				†	†	F*	
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	3	7,917			1,584	86.2	26.7	F*	
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	3	6,333				89.8	21.8	E*	
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	3	6,333		122		88.0	21.1	D	
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	3	6,455				87.2	26.0	E*	
Murrieta Hot Springs Rd Slip On-Ramp to I-15 C/D Off-Ramp	Type B Weave	4	6,455		729	2,577	74.4	22.8	E*	
I-15 C/D Off-Ramp to I-215 Junction-Ramp	Basic	3	4,608				105.1	15.4	C	
I-15/215 Junction-Ramp	Major Merge	3	4,608							
I-15/215 Junction-Ramp to Lane Drop	Basic	5	8,863	4,957			106.5	17.5	D	
Lane Drop to I-215 C/D Merge	Basic	4	8,863	4,957			83.9	27.8	E*	
I-215 C/D Merge	Major Merge	4	8,863	1,927					#	
I-215 C/D Merge to Winchester Rd Slip On-Ramp	Basic	6	10,791				105.9	17.9	D	
Winchester Rd Slip On-Ramp	1 Lane On	6	10,791		502		46.0	25.3	F*	
Winchester Rd Slip On-Ramp to Lane Drop 1	Basic	6	11,292				103.4	19.2	D	

**Table 2.20  
Year 2030 Proposed Project Freeway Volumes and Levels of Service in the PM Peak Hour  
(Continued)**

Segment	Type	PM PEAK HOUR							
		Mainline Lanes	Mainline Volume	C/D Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
Lane Drop 1 to Lane Drop 2	Basic	5	11,292				†	†	F*
Lane Drop 2 to Rancho California Rd Off-Ramp	Basic	4	11,292				†	†	F*
Rancho California Rd Off-Ramp	2 Lane Off	4	11,292			3,180	79.7	23.9	F*
Rancho California Rd Off-Ramp to Rancho California Rd On-Ramp	Basic	4	8,113				95.7	22.3	E*
Rancho California Rd On-Ramp	1 Lane On	4	8,113		958		95.0	14.5	F*
Rancho California Rd On-Ramp to Old Town Front St Off-Ramp	Basic	4	9,070				†	†	F*
<b>I-215 Southbound</b>									
Los Alamos Rd On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	2	7,761				†	†	F*
Murrieta Hot Springs Rd Off-Ramp	1 Lane Off	2	7,761			1,330	87.0	26.4	F*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	6,431				†	†	F*
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	6,431		73			35.0	F*
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	6,504				†	†	F*
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	6,504		132			35.0	F*
Murrieta Hot Springs Rd Slip On-Ramp to Lane Addition	Basic	2	6,636				†	†	F*
Lane Addition-Ramp to I-215 (C/D Split)	Basic	3	6,636				†	†	F*
I-215 C/D Split	2 lane off	3	6,636	2,380					#
I-215 C/D Split to I-15/215 Junction-Ramp	Basic	2	4,256	2,380			87.3	25.3	E*
<b>CD Line 1 - I-15 Northbound</b>									
Winchester Rd Loop On-Ramp	C/D Lane Addition	1			504		‡	‡	A
Winchester Rd Loop On-Ramp to Winchester Rd Slip On-Ramp	C/D Line	1	504	504			‡	‡	‡
Winchester Rd Slip On-Ramp	C/D Lane Addition	1	504	504	1,501		‡	‡	‡
Winchester Rd Slip On-Ramp to French Valley Pkwy Loop On-Ramp	C/D Line	2	2,005	2,005			103.0	10.3	B

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**Table 2.20  
Year 2030 Proposed Project Freeway Volumes and Levels of Service in the PM Peak Hour  
(Continued)**

Segment	Type	PM PEAK HOUR							
		Mainline Lanes	Mainline Volume	C/D Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
French Valley Pkwy Loop On-Ramp	C/D Lane Addition	2	2,005	2,005	1,020		94.0	16.5	C
French Valley Pkwy Loop On-Ramp to French Valley Pkwy Slip On-Ramp	C/D Line	3	3,025	3,025			105.0	10.1	B
French Valley Pkwy Slip On-Ramp	1 Lane onto C/D Line	3	3,025	3,025	1,029		94.0	16.0	C
French Valley Pkwy Slip On-Ramp to I-15/I-215 C/D Split	C/D Line	3	4,053	4,053			105.0	14.0	C
I-15/I-215 C/D Split	C/D Divergence	3	4,053	4,053		2,107			#
I-15/I-215 C/D Split to I-15 C/D Merge	C/D Line	2	2,107	2,107			103.0	11.0	B
<b>CD Line 1 – I-215 Northbound</b>									
I-15/I-215 CD Split to C/D Lane Drop	C/D Line	2	1,946	1,946			103.0	10.0	B
CD Lane Drop to I-215 C/D Merge	C/D Line	1	1,946	1,946			103.0	10.0	B
<b>CD Line 1 – Southbound</b>									
I-15 C/D Off-Ramp to I-15/I-215 C/D Merge	C/D Line	2	2,577	2,577			103.0	13.2	C
I-215 C/D Split to I-15/215 C/D Merge	Basic	2	2,380	2,380			12.0	102.7	C
I-15/I-215 C/D Merge to Lane Drop	C/D Line	4	4,957	4,957			108.0	12.1	C
C/D Lane Drop to French Valley Pkwy Off-Ramp	C/D Line	3	4,957	4,957			105.0	17.0	D
French Valley Pkwy Off-Ramp	2 Lane Off	3	4,957	4,957		2,253	84.0	13.8	C
French Valley Pkwy Off-Ramp to Winchester Rd Off-Ramp	C/D Line	2	2,704	2,704			103.0	14.0	C
<b>CD Line 2 – Southbound</b>									
French Valley Pkwy Loop On-Ramp	C/D Lane Addition	1			718		‡	‡	‡
French Valley Pkwy Loop On-Ramp to French Valley Pkwy Slip On-Ramp	C/D Line	1	718	718			‡	‡	‡
French Valley Pkwy Slip On-Ramp	C/D Lane Addition	1	718	718	222		‡	‡	‡
French Valley Pkwy Slip On-Ramp to Lane Drop	C/D Line	2	940	940			102.7	4.8	A

**Table 2.20  
Year 2030 Proposed Project Freeway Volumes and Levels of Service in the PM Peak Hour  
(Continued)**

Segment	Type	PM PEAK HOUR							
		Mainline Lanes	Mainline Volume	C/D Line Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
Winchester Rd Off-Ramp	2 C/D Lane Drop	2	2,704	2,704		2,704	81.7	9.5	B
Lane Drop to Winchester Rd Loop On-Ramp	C/D Line	1	940	940			‡	‡	‡
Winchester Rd Loop On-Ramp	C/D Lane Addition	2	940	940	988		96.0	11.0	B
Winchester Rd Loop On-Ramp to I-15 C/D Merge	C/D Line	2	1,927	1,927			102.7	9.9	B
† Speed and density not defined for over-capacity segment ‡ No HCM methodology for 1-lane segments. Volume is within capacity # No effective models of performance for major merge areas * Exceeds LOS standards Source: LSA Associates, Inc., January 2008.									

**Table 2.21  
Year 2030 No Action Alternative Freeway Volumes and Levels of Service in the AM Peak Hour**

Segment	Type	Mainline Lanes	AM PEAK HOUR					LOS
			Mainline Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	
<b>I-15 Northbound</b>								
Old Town Front St On-Ramp to Rancho California Rd Off-Ramp	Basic	4	6,292			107.2	15.4	C
Rancho California Rd Off-Ramp	2 Lane Off	4	6,292		1,287	87.4	11.4	B
Rancho California Rd Off-Ramp to Rancho California Rd Loop On-Ramp	Basic	4	5,004			107.6	12.2	C
Rancho California Rd Loop On-Ramp	1 Lane On	4	5,004	762		96.0	11.8	B
Ranch California Rd Loop On-Ramp to Ranch California Rd Slip On-Ramp	Basic	4	5,767			107.6	14.1	C
Rancho California Rd Slip On-Ramp	1 Lane On	4	5,767	1,904		95.0	14.0	C
Rancho California Rd Slip On-Ramp to Winchester Rd Off-Ramp	Basic	4	7,670			100.5	20.1	D
Winchester Rd Off-Ramp	2 Lane Off	4	7,670		1,652	85.9	12.4	C
Winchester Rd Off-Ramp to Winchester Rd Loop On-Ramp	Basic	4	6,018			107.5	14.7	C
Winchester Rd Loop On-Ramp	1 Lane On	4	6,018	612		96.0	12.6	C
Winchester Rd Loop On-Ramp to Winchester Rd Slip On-Ramp	Basic	4	6,631			106.5	16.4	D
Winchester Rd Slip On-Ramp	2 Lane On	4	6,631	1,801		96.0	13.3	C
Winchester Rd Slip On-Ramp to Lane Addition	Basic	4	8,432			107.6	13.3	C
Lane Addition 1 to Lane Addition 2	Basic	5	8,432			108.2	16.4	D
Lane Addition 2 On-Ramp to I-15/215 Split	Basic	6	8,432			110.0	13.4	C
I-15/I-215 Split	Major Diverge	6	8,432		4,049			#
I-15/215 Split to Lane Drop	Basic	4	4,383			107.6	10.7	B
Lane Drop to Murrieta Hot Springs Rd Off-Ramp	Basic	3	4,383			105.2	14.6	C
Murrieta Hot Springs Rd Off-Ramp	2 Lane Off	3	4,383		442	90.9	6.8	B
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	3	3,942			105.2	13.1	C
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	3	3,942	258		95.0	14.8	C
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	3	4,200			105.2	14.0	C
Murrieta Hot Slip Springs Rd On-Ramp	1 Lane On	3	4,200	1,208		19.6	90.0	D
Murrieta Hot Springs Rd On-Ramp to California Oaks Rd Off-Ramp	Basic	3	5,407			102.2	18.6	D

**Table 2.21  
Year 2030 No Action Alternative Freeway Volumes and Levels of Service in the AM Peak Hour  
(Continued)**

Segment	Type	Mainline Lanes	AM PEAK HOUR						LOS
			Mainline Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)		
<b>I-215 Northbound</b>									
I-15/215 Split to Murrieta Hot Springs Rd Off-Ramp	Basic	2	4,049			92.9	22.9	E*	
Murrieta Hot Springs Rd Off-Ramp	2 Lane Off	2	4,049		269	91.6	17.0	C	
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	3,780			98.1	20.3	D	
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	3,780	271		86.0	21.8	D	
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	2	4,051			92.9	23.0	E*	
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	4,051	990		64.0	26.7	F*	
Murrieta Hot Springs Rd On-Ramp to Los Alamos Rd Off-Ramp	Basic	2	5,041			†	†	F*	
<b>I-15 Southbound</b>									
Kalmia Street On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	3	7,798			†	†	F*	
Murrieta Hot Springs Rd Off-Ramp	2 Lane Off	3	7,798		1,483	86.6	18.5	F*	
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	3	6,315			90.1	24.6	E*	
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	3	6,315	33		71.0	26.0	F*	
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	3	6,348			89.5	24.9	E*	
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	3	6,348	331		85.0	22.2	E*	
Murrieta Hot Springs Rd Slip On-Ramp to I-15/215 Junction-Ramp	Basic	3	6,679				†	F*	
I15/I215 Junction-Ramp	Major Merge	3	6,679					#	
I-15/215 Junction. to Winchester Road Off-Ramp	Basic	5	12,848			†	†	F*	
Winchester Rd Off-Ramp	2 Lane Off	4	12,848		3,332	79.1	26.8	F*	
Winchester Rd Off-Ramp to Winchester Rd Loop On-Ramp	Basic	4	9,517			†	†	F*	
Winchester Rd Loop On-Ramp	1 Lane On	4	9,517	1,177		92.0	18.1	F*	
Winchester Rd Loop On-Ramp to Winchester Rd Slip On-Ramp	Basic	4	10,694			†	†	F*	
Winchester Rd Slip On-Ramp	1 Lane On	4	10,694	143		88.0	20.9	F*	
Winchester Rd Slip On-Ramp to Rancho California Rd Off-Ramp	Basic	4	10,837			†	†	F*	
Rancho California Rd Off-Ramp	2 Lane off	4	10,837		2,758	81.4	21.5	F*	
Rancho California Rd Off-Ramp to Rancho California Rd On-Ramp	Basic	4	8,079			96.1	22.1	E*	
Rancho California Rd On-Ramp	1 Lane On	4	8,079	674		95.0	14.6	C	

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**Table 2.21**  
**Year 2030 No Action Alternative Freeway Volumes and Levels of Service in the AM Peak Hour**  
**(Continued)**

Segment	Type	Mainline Lanes	AM PEAK HOUR					
			Mainline Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
Rancho California Rd On-Ramp to Old Town Front St Off-Ramp	Basic	4	8,752			86.0	26.8	E*
<b>I-215 Southbound</b>								
Los Alamos Rd On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	2	6,890			†	†	F*
Murrieta Hot Springs Rd Off-Ramp	2 Lane Off	2	6,890		1,129	88.1	32.8	F*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	5,761			†	†	F*
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	5,761	343			32.7	F*
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip	Basic	2	6,104			†	†	F*
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	6,104	65			32.6	F*
Murrieta Hot Springs Rd Slip On-Ramp to I-15/215 Junction	Basic	2	6,169			†	†	F*
† Speed and density not defined for over-capacity segment # No effective models of performance for major merge areas * Exceeds LOS standards  Source: LSA Associates, Inc., January 2008.								

**Table 2.22  
Year 2030 No Action Alternative Freeway Volumes and Levels of Service in the PM Peak Hour**

Segment	Type	Mainline Lanes	PM PEAK HOUR					
			Mainline Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
<b>I-15 Northbound</b>								
Old Town Front St On-Ramp to Rancho California Rd Off-Ramp	Basic	4	13,400			†	†	F*
Rancho California Rd Off-Ramp	2 Lane Off	4	13,400		1,126	88.1	20.8	F*
Rancho California Rd Off-Ramp to Rancho California Rd Loop On-Ramp	Basic	4	12,274			†	†	F*
Rancho California Rd Loop On-Ramp	1 Lane On	4	12,274	1,488		91.0	19.1	F*
Ranch California Loop On-Ramp to Ranch California Rd Slip On-Ramp	Basic	4	13,762			†	†	F*
Rancho California Rd Slip On-Ramp	1 Lane On	4	13,762	1,384		88.0	20.8	F*
Rancho California Rd Slip On-Ramp to Winchester Rd Off-Ramp	Basic	4	15,146			†	†	F*
Winchester Rd Off-Ramp	2 Lane Off	4	15,146		1,656	85.9	23.2	F*
Winchester Rd Off-Ramp to Winchester Rd Loop On-Ramp	Basic	4	13,490			†	†	F*
Winchester Rd Loop On-Ramp	1 Lane On	4	13,490	807		87.0	21.6	F*
Winchester Rd Loop On-Ramp to Winchester Rd Slip On-Ramp	Basic	4	14,297			†	†	F*
Winchester Rd Slip On-Ramp	2 Lane On	4	14,297	2,093		66.0	22.8	F*
Winchester Rd Slip On-Ramp to Lane Addition	Basic	4	16,390			†	†	F*
Lane Addition 1 to Lane Addition 2	Basic	5	16,390			†	†	F*
Lane Addition 2 On-Ramp to I-15/215 Split	Basic	6	16,390			†	†	F*
I-15/I-215 Split	Major Diverge	6	16,390		7,869			
I-15/215 Split to Lane Drop	Basic	4	8,520			88.9	24.9	E*
Lane Drop to Murrieta Hot Springs Rd Off-Ramp	Basic	3	8,520			†	†	F*
Murrieta Hot Springs Rd Off-Ramp	2 Lane Off	3	8,520		591	90.3	17.6	F*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	3	7,929			†	†	F*
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	3	7,929	610		90.2	25.1	F*
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	3	8,539			†	†	F*
Murrieta Hot Slip Springs Rd On-Ramp	1 Lane On	3	8,539	1,034		88.5	25.5	F*
Murrieta Hot Springs Rd On-Ramp to California Oaks Rd Off-Ramp	Basic	3	9,574			†	†	F*

**Table 2.22**  
**Year 2030 No Action Alternative Freeway Volumes and Levels of Service in the PM Peak Hour**  
**(Continued)**

Segment	Type	Mainline Lanes	PM PEAK HOUR					
			Mainline Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
<b>I-215 Northbound</b>								
I-15/215 Split to Murrieta Hot Springs Rd Off-Ramp	Basic	2	7,869			†	†	F*
Murrieta Hot Springs Rd Off-Ramp	2 Lane Off	2	7,869		674	89.9	38.3	F*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	7,196			†	†	F*
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	7,196	254			38.9	F*
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	2	7,450			†	†	F*
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	7,450	552			41.8	F*
Murrieta Hot Springs Rd On-Ramp to Los Alamos Rd Off-Ramp	Basic	2	8,002			†	†	F*
<b>I-15 Southbound</b>								
Kalmia St On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	3	7,937			†	†	F*
Murrieta Hot Springs Rd Off-Ramp	2 Lane Off	3	7,937		1,781	85.4	19.8	F*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	3	6,156			93.1	23.2	E*
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	3	6,156	127		64.0	27.1	F*
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip On-Ramp	Basic	3	6,283			90.7	24.3	E*
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	3	6,283	680		81.0	23.7	F*
Murrieta Hot Springs Rd Slip On-Ramp to I-15/215 Junction-Ramp	Basic	3	6,963			†	†	F*
I15/I215 Junction-Ramp	Major Merge	3	6,963					
I-15/215 Junction to Winchester Rd Off-Ramp	Basic	5	13,394			†	†	F*
Winchester Rd Off-Ramp	2 Lane Off	4	13,394		3,727	77.5	29.2	F*
Winchester Rd Off-Ramp to Winchester Rd Loop On-Ramp	Basic	4	9,667			†	†	F*
Winchester Rd Loop On-Ramp	1 Lane On	4	9,667	1,333		92.0	18.0	F*
Winchester Rd Loop On-Ramp to Winchester Rd Slip On-Ramp	Basic	4	11,001			†	†	F*
Winchester Rd Slip On-Ramp	1 Lane On	4	11,001	621		89.0	20.2	F*
Winchester Rd Slip On-Ramp to Rancho California Rd Off-Ramp	Basic	4	11,622			†	†	F*
Rancho California Rd Off-Ramp	2 Lane off	4	11,622		3,145	79.9	24.3	F*
Rancho California Rd Off-Ramp to Rancho California Rd On-Ramp	Basic	4	8,476			90.6	24.6	E*
Rancho California Rd On-Ramp	1Lane On	4	8,476	1,062		95.0	14.8	F*

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**Table 2.22  
Year 2030 No Action Alternative Freeway Volumes and Levels of Service in the PM Peak Hour  
(Continued)**

Segment	Type	Mainline Lanes	PM PEAK HOUR					
			Mainline Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
Rancho California Rd On-Ramp to Old Town Front St Off-Ramp	Basic	4	9,539			†	†	F*
<b>I-215 Southbound</b>								
Los Alamos Rd On-Ramp to Murrieta Hot Springs Rd Off-Ramp	Basic	2	7,454			†	†	F*
Murrieta Hot Springs Rd Off-Ramp	2 Lane Off	2	7,454		1,245	87.6	27.8	F*
Murrieta Hot Springs Rd Off-Ramp to Murrieta Hot Springs Rd Loop On-Ramp	Basic	2	6,209			†	†	F*
Murrieta Hot Springs Rd Loop On-Ramp	1 Lane On	2	6,209	77			33.7	F*
Murrieta Hot Springs Rd Loop On-Ramp to Murrieta Hot Springs Rd Slip	Basic	2	6,286			†	†	F*
Murrieta Hot Springs Rd Slip On-Ramp	1 Lane On	2	6,286	145			33.9	F*
Murrieta Hot Springs Rd Slip On-Ramp to I-15/215 Junction	Basic	2	6,431			†	†	F*
† Speed and density not defined for over-capacity segment # No effective models of performance for major merge areas * Exceeds LOS standards Source: LSA Associates, Inc., January 2008.								

Table 2.23 provides a summary comparison of the number of locations that would operate at a deficient level of service in the AM and PM peak hour with the proposed project and the No Action Alternative.

**Table 2.23  
Comparison of Proposed Project and No Action Alternative**

Time of Day and Roadway Segment	Number of Deficiencies	
	Proposed Project	No Action Alternative
Arterial Intersections 2012		
AM	0	2
PM	5	5
Freeway Ramps 2012		
AM	9	8
PM	23	31
Arterial Intersections 2030		
AM	5	6
PM	8	10
Freeway Ramps 2030		
AM	22	28
PM	44	55

Construction Impacts

As indicated in the project description, construction activities would be staged and would potentially require one or two brief, overnight freeway closures when falsework is constructed and removed. There are two construction detour scenarios. The first concept is that the collector/distributor (C/D) roadways would be constructed first. Traffic would continue to use the mainline facility when the falsework is erected and removed over the C/D roadways. Traffic would then be diverted to the C/D roadways and the mainline would be closed while erecting and removing the falsework over the mainline facility.

Should this approach not be feasible, the second detour concept would be to force the closure of the freeway at Murrieta Hot Springs Road, direct the traffic to Jefferson Avenue then allow traffic to access the freeway at Winchester Road. This area is primarily composed of commercial and light industrial uses, with scattered residential uses. Thus, noise impacts to residential areas would be minimal. Given the late night hours and short duration of the closures (only during the construction and removal of falsework), no improvements would be required to any of the facilities to accommodate the traffic using the detour. Consistent with the Department's requirements, a Detour Plan would be developed and adequate signage provided.

As with all construction work on the freeway, it is expected that traffic would slow due to the distraction factor of ongoing work. However, the ability to separate the work on the C/D system would reduce this potential impact. Implementation of a Traffic Management Plan (TMP) would further minimize the disruption that could occur during construction. The TMP would adhere to all Department specifications.

## Avoidance, Minimization, and/or Mitigation Measures

The following is a standard provision that would be applicable to all projects requiring detouring or redirection of traffic.

- T-1 During the Final Design Phase, a Traffic Management Plan shall be developed to reduce potential delays and conflicts associated with construction activities. The Traffic Management Plan shall be approved by the Manager of the Department's Traffic Operations. The plan shall identify construction phasing and the associated Detour Plan and Signage Program to alert the public of ongoing construction activities.

## Transit Facilities

The City of Temecula's General Plan Circulation Element provides goals and policies designed to reduce traffic congestion and to improve safety on roadways. These goals and policies encourage the development of alternative modes of transportation and better access to regional travel routes. The policies and programs in this Element emphasize maintenance of a balanced, multi-modal transportation system that responds to the demands of current and planned land uses, as set forth in the Land Use Element. The Element also addresses the high levels of pass-through traffic associated with development in surrounding areas that accesses I-15 through the city of Temecula.

The Riverside Transit Agency (RTA) is the transit provider that serves the project study area ([www.riversidetransit.com](http://www.riversidetransit.com)). When determining transit routes, the transit agency takes into consideration multiple factors including locations of key attractions, such as shopping and employment centers. **Multiple routes travel adjacent to or within the proposed project area.** A bus transfer station is located on County Center Drive in the vicinity of Ynez Road. In addition to scheduled routes, the project study area is served by Dial-A-Ride and Greyhound Bus Service. These RTA-scheduled routes are depicted in Figure 2-8 and are indicated below:

- **Route 23:** This route serves Temecula, Murrieta, and Wildomar. Within the project study area, this route travels along Ynez Road in proximity to the proposed French Valley Parkway interchange and along Jefferson Avenue, south of Winchester Road (State Route [SR] 79).
- **Route 24:** This route serves the Temecula/Pechanga Resort and Vail Ranch. Within the project study area, this route travels along Ynez Road near the proposed French Valley Parkway interchange. Most of this route serves portions of Temecula south of the project study area.
- **Route 55 Temecula Trolley/Green Line:** This route serves the the Harveston development and provides connection to the Promenade Mall, located south of Winchester Road. This route travels along Ynez Road and Date Street (the extension of French Valley Parkway east of the project limits).
- **Route 57 Temecula Trolley/Red Line:** This route is predominately south of the project study area. It initiates at the Promenade Mall and provides a loop south to Ranch California Road.

**Legend**

1-800-800-7821 or (951) 565-5002  
www.RiversideTransit.com

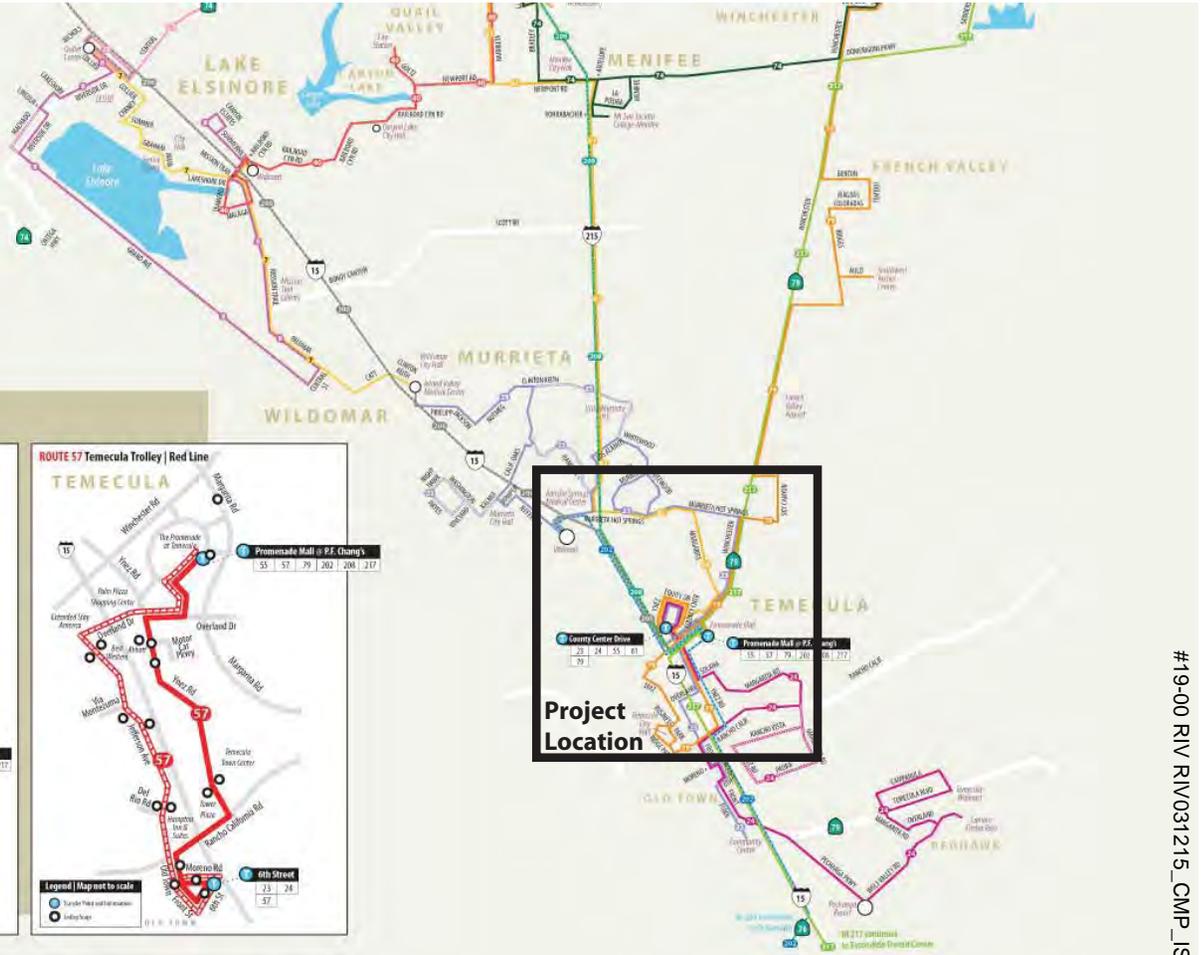


Welcome aboard the Riverside Transit Agency (RTA), your community transportation provider. The RTA operates 45 bus routes to provide you with safe, cost-effective and reliable service in western Riverside County. We hope that this System Map is useful to you in planning your trip. Should you need additional information, please call the Customer Information Center at 1-800-800-7821 or (951) 565-5002.

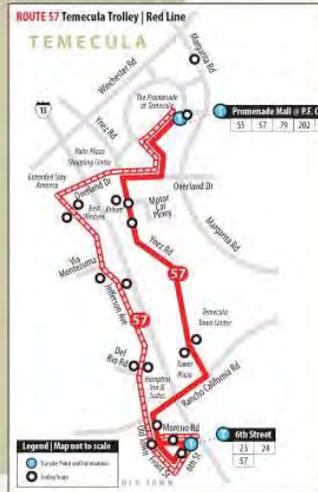
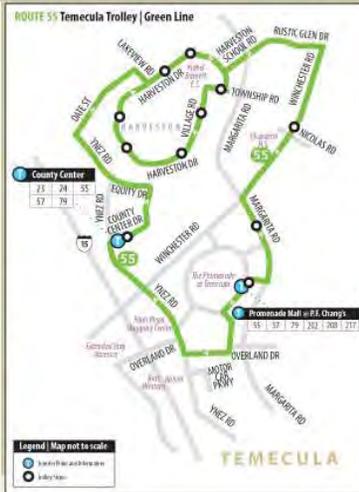
**MAP NOT TO SCALE**

- Route Number
- Route Path
- Commuter Routing
- Alternate Routing
- Point of Interest
- Medical Facility
- Transfer Point
- Metrolink Station
- Interstate
- State Highway
- Main Road
- Water

© 2009 Riverside Transit Agency. Effective Date: June 28, 2009



**Trolley Routes**



Riverside Transit Agency System Map

French Valley Parkway Improvements Project

Figure 2

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- **Route 61:** This route predominately serves the communities of Sun City and Menifee located north of the project study area. However, it does utilize Interstate 215 to provide a connection to Murrieta and Temecula ending at the transfer station on County Center Drive.
- **Route 79:** This route provides a connection between the cities of Hemet and Temecula via SR-79. This route does provide a loop along Ynez Road in the study area and continues south to Rancho California Road, south of the project study area.
- **Route 202:** This route serves to connect the cities of Murrieta and Temecula with the Oceanside Transit Center in San Diego County via the I-15 and SR-76. The route does not stop in the study area, but a stop is provided at the Promenade Mall south of Winchester Road.
- **Route 206:** This route provides a connection between the Metrolink Station in the city of Corona and the cities of Murrieta and Temecula via I-15. Stops are provided on Madison Avenue, south of Murrieta Hot Springs Road, and at the Promenade Mall.
- **Route 208:** This route provides a connection between the Metrolink Station in the city of Riverside and the cities of Perris, Murrieta, and Temecula via I-215. The route ends at Promenade Mall.
- **Route 217:** This route serves San Jacinto, Hemet, Temecula, and Escondido via SR-79. Stops are provided at Harveston Park and Promenade Mall.

Public bus service was first offered in the city of Temecula in 1991 when RTA established a local transit route within the city and initiated a pilot program providing commuter service between Temecula and Corona with stops in Murrieta and Lake Elsinore. The Temecula General Plan clearly identifies the City's commitment to working with RTA to enhance public transportation usage. All new mixed-use development proposals are reviewed to ensure transit accessibility as part of project design. The City has encouraged transit use through developing nine park-and-ride lots and maximizing opportunities for joint-use of existing parking facilities.

These policies have been effective in expanding transit use in the area. Transit ridership has increased as the Temecula Valley area has developed. In 2007, the Riverside Transit Agency added four buses to Routes 23 and 24. Those two routes enjoyed a 16 percent growth that year (Riverside Transit Agency, *2007 Annual Report*). The CommuterLink bus service, which also serves the Temecula Valley, handled 95 percent more boardings than the previous year (Riverside Transit Agency, *2008 Annual Report*). The regional circulation model assumes a transit component as part of the long-range traffic projections.

Transit operations help to support the City of Temecula's Trip Reduction Ordinance, which mandates the provision of carpool, bicycle, rideshare, vanpool, transit, child care, transportation system management, and/or telecommuting facilities for both new and current development projects within the city where 100 or more persons are employed (City of Temecula General Plan, 2005). On a policy level, the City supports vanpool programs by

providing links to CommuteSmart.info for new vanpools. The park-and-ride facilities throughout the city also facilitate these efforts.

Transit growth in the region is expected to continue to expand. The RTA has adopted a *Comprehensive Operations Analysis* that contemplates future bus routing with a ten-year horizon. Though this analysis reflects the long-term plan for the Agency, the operation of transit routes is based on available funding. Thus, even proposed transit routes may not ultimately become operational due to funding constraints or changes in demand.

Based on current information, no existing or proposed transit routes would be impacted by the completion of the French Valley Parkway Improvements Project. It is likely that transit routes could actually benefit from improved vehicle circulation resulting from the Project construction. In addition, the construction of French Valley Parkway would provide an additional continuous east-west route that offers a suitable travel way for additional local bus routes. The project would connect Cherry Street (located west of Jefferson Avenue), cross I-15, and connect to Date Street (located east of Ynez Road). Ultimately, the roadway is planned to extend to Murrieta Hot Springs Road. Having an additional east-west route would benefit transit planning efforts.

Other planned transit-oriented improvements for the area include the Temecula Multi-modal Transit Center and the California High Speed Rail. Both these projects are in the planning stages. Though within the general vicinity of the proposed project, neither would have direct impacts from the proposed project. The anticipated locations of these facilities have been depicted on Figure 2-1.

The Multi-Modal Transit Center is proposed on the southwest side of Jefferson Avenue at Sanborn Avenue. Funding for the Center will be a combination of federal funding and local funding, including funds from RTA revenue streams. The Transit Center, which is expected to be completed by 2012, will be a mixed-use, transit oriented development, providing shared parking and connectivity with adjacent uses.

Though the future Multi-Modal Center would be in close proximity to the French Valley Parkway Interchange, it would be sufficiently outside the impact area so that no direct impacts are anticipated. Improvements along Jefferson Avenue, south of French Valley Parkway, are expected to be minimal and would include a potential right-turn lane from northbound Jefferson Avenue to eastbound French Valley Parkway. Any modifications as far south as Sanborn Avenue would involve only roadway striping.

In 2005, the California High-Speed Rail Authority completed a Tier 1 environmental review for the High Speed Train System. With this document, a statewide High-Speed Train System was approved for intercity travel between major metropolitan areas. The Murrieta/Temecula area has been identified as the location of a future station for the High Speed Train. The alignment for the High Speed Rail has not been finalized; however, the California High-Speed Rail Authority and the Federal Railroad Authority identified the I-15/I-215 corridor as the anticipated location of the Los Angeles

to San Diego segment. A station is tentatively identified in the city of Temecula in the vicinity of Jefferson Avenue and Sanborn Avenue, across from the Temecula Multi-Modal Transit Center. Based on information from the California High Speed Rail Authority website ([www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)), the preliminary engineering and project-level environmental document will be initiated in 2009. Based on information from the California High Speed Rail Authority website ([www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)), the preliminary engineering and project-level environmental document has been initiated for this segment of the High Speed Rail System. The review period for the Notice of Preparation, which solicits input on the scope of the environmental document, ended on November 20, 2009, and the environmental document is expected to be completed in 2013. The segment of the High Speed Rail that would serve this area is not identified as part of the first phase of the system and funding for its construction is not programmed (i.e., funds have not been allocated).

### **Bicycles and Pedestrians**

The City of Temecula would have jurisdiction over the designation of bikeways and pedestrian paths along French Valley Parkway and Winchester Road, the local arterials with direct interface with the proposed project. Policies in both the Circulation Element and the Open Space/Conservation Element of the City of Temecula General Plan include measures to increase the use of alternative modes of transportation by improving its bikeway and trail system.

The City has placed a high priority on the development of trails that provide loops wherever possible and follow creeks and utility easements where feasible. In an effort to provide connectivity with County bikeways, the City's General Plan reflects the Class I bike paths designated on the County of Riverside General Plan along Murrieta and Temecula Creeks.

The City's Circulation Plan is designed to promote the use of alternative modes such as transit, bicycling, and walking. The benefits cited in the General Plan for increasing use of alternative modes include "reduced traffic, less need for costly roadway improvement projects, and improved air quality. Facilities constructed for biking or walking provide important recreational opportunities as well. Crossings of Interstate 15 that do not include on- or off-ramps should incorporate additional bikeway and pedestrian facilities." The concern associated with the placement of bikeways on roadways with on- or off-ramps is the increased potential conflict of vehicles and bicyclists.

In addition to the General Plan, the City of Temecula has developed a Multi-Use Trails and Bicycles Master Plan. The Temecula Multi-Use Trails and Bikeways Master Plan is a separate document from the General Plan that provides a number of options to implement the general policy direction established by the General Plan. Key aspects of the adopted Master Plan are incorporated within the Circulation and Open Space/Conservation Elements of the General Plan. However, due to changes to the standard roadway cross-sections, the location and feasibility of providing future bike lanes may need to be re-evaluated.

There are no designated bikeways or sidewalks that cross I-15 at the Winchester Road Interchange. As the portion of the French Valley Parkway in the project area

has yet to be constructed, transport over the I-15 is also not currently available to pedestrian or bicycle traffic. A multi-purpose off-road trail, which crosses the I-15, is designated north of Winchester Road, in the vicinity of Santa Gertrudis Creek. Additionally, the Murrieta Creek Trail, a pedestrian/bicycle trail with possible pedestrian crossings and other amenities is located along Murrieta Creek. This trail runs parallel to I-15, approximately 5 km (3.1 mi) west of the I-15.

#### Build Alternative “Proposed Project” (Preferred Alternative)

As the proposed project includes on- and off-ramps at the I-15/French Valley Parkway Interchange, the City of Temecula policy would be not to construct bicycle lanes on this facility. By encouraging bicyclists to use routes without on- and off-ramps, potential conflict with vehicle turning movements and bicyclists are minimized. However, the French Valley Parkway overpass does provide for shoulders that could be used by bicyclists and sidewalks on both sides that would facilitate safe passage over the I-15 for bicyclists and pedestrians.

In all locations where the improvements interface with pedestrian facilities, the proposed project would be in compliance with Americans with Disabilities Act (ADA) requirements, and design standards would be met. This would allow wheelchairs to be accommodated on the sidewalks on French Valley Parkway.

#### No Action Alternative

Under the No Action Alternative, without the French Valley Parkway overcrossing, the lack of movement of pedestrian and bicycle traffic over I-15 would remain.

#### **Avoidance, Minimization, and/or Mitigation Measures**

No avoidance, minimization, or mitigation measures are required.

#### Visual Resources

#### **Regulatory Setting**

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). To further emphasize this point, the Federal Highway administration in its implementation of NEPA (23 U.S.C. 109[h]) directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, the California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities.” (CA Public Resources Code Section 21001[b])

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## Congested Management Process – Project Report (ND/FONSI)

### Project RIV050535

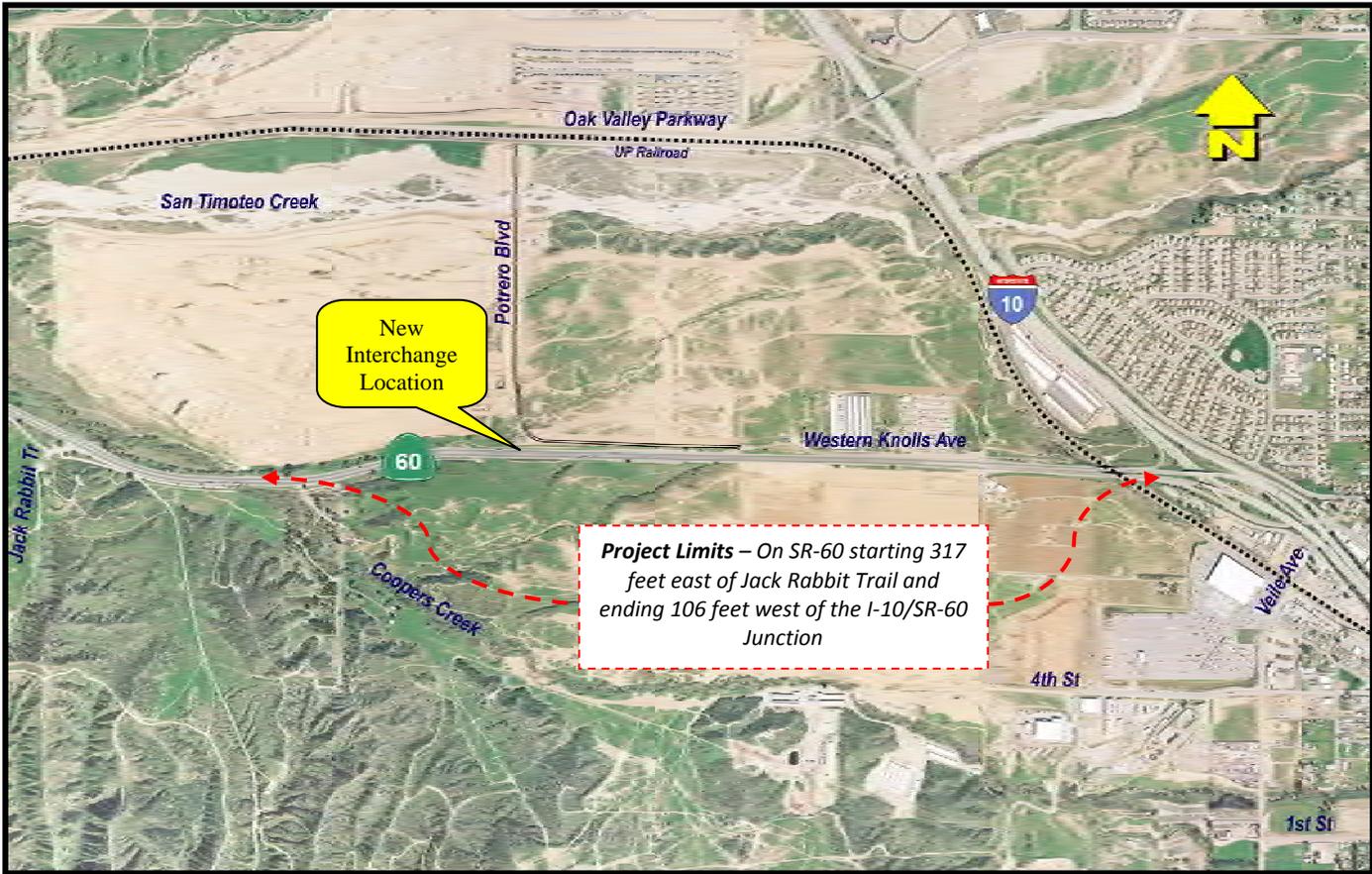
#### Project Description:

ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH1-CONST. NEW POTRERO 6 LN OC (3 LNS EACH DIR) W/TEMP CONNECT TO WESTERN KNOLLS (EA34141/34143). PH2: NEW IC ON/OFF 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).

# State Route 60/Potrero Boulevard New Interchange Project

CITY OF BEAUMONT, RIVERSIDE COUNTY, CALIFORNIA  
DISTRICT 8 – RIV – 60 PM 28.03/30.42  
EA 08-341400/PN 0800000612

## Initial Study with Mitigated Negative Declaration/ Environmental Assessment with Finding of No Significant Impact



Prepared by the  
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.



March 2013

## **GENERAL INFORMATION ABOUT THIS DOCUMENT**

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For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audio cassette, or on computer disk. To obtain a copy in this format, please call or write to the City of Beaumont Planning Department, Attn: Rebecca Deming, Planning Director, 550 East 6th Street, Beaumont, CA 92223, (951) 769-8518. TDD users may contact the California Relay Office TDD line at 711.

SCH #2012051053  
08-RIV-60 PM 28.03/30.42

The project is on State Route 60 (SR-60) in the City of Beaumont, California (between Jack Rabbit Trail and the Interstate 10/SR-60 Junction) and includes construction of a new Potrero Boulevard Interchange in two (2) phases. Phase 1 includes a new 6-lane Potrero Boulevard overcrossing (3-lanes in each direction) with a temporary connection to Western Knolls Avenue. Phase 2 includes westbound and eastbound diagonal and loop entry ramps (2 lanes plus HOV lane); extended ramp acceleration/deceleration lanes; realignment of Western Knolls Avenue; and removal of Western Knolls Avenue connections to SR-60.

### **Initial Study with Mitigated Negative Declaration/ Environmental Assessment**

Submitted Pursuant to (State) Division 13, California Public Resources Code  
(Federal) 42 USC 4332(2)(C)

The STATE OF CALIFORNIA  
Department of Transportation

3/1/2013  
Date of Approval

  
David Bricker  
Deputy District Director  
District 8 Division of Environmental Planning  
California Department of Transportation  
CEQA/NEPA Lead Agency

The following persons may be contacted for additional information concerning this document:

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Planning Director  
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Beaumont, CA 92223  
(951) 769-8518

CALIFORNIA DEPARTMENT OF TRANSPORTATION  
FINDING OF NO SIGNIFICANT IMPACT  
For

State Route 60/Potrero Boulevard  
New Interchange Project  
City of Beaumont, Riverside County, California  
District 8-RIV-60 PM 28.03/30.42

The California Department of Transportation (Caltrans) and the City of Beaumont, Riverside County has determined that the new Interchange (IC) project will have no significant impact on the human environment. This FONSI is based on the attached environmental assessment (EA) and other environmental and non-environmental documents which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

3/1/2013

\_\_\_\_\_  
Date



\_\_\_\_\_  
DAVID BRICKER

Deputy District Director  
District 8 Division of Environmental Planning  
California Department of Transportation

## Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

### Project Description

The City of Beaumont (City), in cooperation with the California Department of Transportation (Caltrans), proposes to construct a new full access interchange and bridge overcrossing on State Route 60 (SR-60) for Potrero Boulevard. The proposed project is located in the western end of the City within the San Geronio Pass area of Riverside County. SR-60 links the urban center of the City, located east of the project site, with the Cities of Riverside and Moreno Valley, as well as the major metropolitan areas of Orange and Los Angeles Counties located to the west. SR-60 also connects to Interstate 10 within the City, which provides linkage to the desert resort area of Palm Springs to the southeast, and the State of Arizona farther east.

The proposed project will be constructed in two (2) phases. Phase 1 would include construction of a new 6-lane bridge overcrossing at SR-60 (without access to SR-60); extension of 2-lanes of Potrero Boulevard; and a temporary connection to existing Western Knolls Avenue. Phase 2 would include completing the interchange by widening Potrero Boulevard to 6-lanes (3-lanes each direction); constructing westbound/eastbound exit and entry ramps; construction of westbound and eastbound loop entry ramps (2-lane entry ramps including HOV lane); extended ramp acceleration/deceleration lanes; realignment of Western Knolls Avenue; and removal of the Western Knolls Avenue connections to SR-60.

### Determination

The Department has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on:

- Wild and Scenic Rivers
- Timberlands
- Farmland/Agricultural Lands
- Parks and Recreational Facilities
- Bicycle and Pedestrian Facilities
- Growth

In addition, the proposed project would have no significant effect on:

- Cultural Resources
- Hydrology and Floodplains
- Utilities/Emergency Services
- Noise
- Water Quality and Storm Water Runoff
- Geology, Soils, and Seismicity

SCH# 2012051053

The proposed project would have no significantly adverse effect on Paleontological Resources or Biological Resources because the following mitigation measures would reduce potential effects to insignificance:

**Paleontological Resources**

- A qualified principal paleontologist, with a Master of Science (MS) or Doctor of Philosophy (PhD) degree in paleontology or geology; and who is familiar with paleontological procedures and techniques shall be retained to be present to consult with grading and excavation contractor(s) at pre-grading meetings.
- A qualified paleontologist shall monitor ground disturbing activities. In the event that paleontological resources are encountered during excavation activities, construction work in these areas would be halted or diverted to allow recovery of fossil remains in a timely manner. Project personnel shall not collect or move any paleontological material. Fill soils that may be used for construction purposes should not contain paleontological materials. The Lead Agency shall prepare a Paleontological Mitigation Report documenting monitoring efforts and any findings, which shall include recommendations for treatment.

**Biological Resources*****Southern Cottonwood-Willow Riparian Forest***

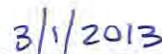
- Compensatory mitigation for riparian communities shall be required for California Department of Fish and Game (CDFG) Section 1600 permitting, as well as required by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

***Wetlands and Other Waters***

- Purchase credits in the Santa Ana River Wetlands Mitigation Bank through Riverside County Park and Open Space District at a 3:1 ratio for impacts to 0.1040 acres of riparian habitat and 0.0075 acre of wetlands (i.e., acquire 0.3345 acres) to compensate for the permanent loss of habitat, and at a 2:1 ratio for impacts to 2.0530 acres of ephemeral streambed and associated habitat (i.e., 4.106 acres). Please note that the 2.0530 acres of streambed is inclusive of 0.3885 acres of non-wetland waters of the U.S. Thus, the total mitigation to purchase for impacts to 0.1040 acres of riparian habitat and 2.0530 acres of streambed is 4.4405 acres.



David Bricker  
Deputy District Director  
District 8 Division of Environmental Planning  
California Department of Transportation



Date

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# Chapter 1 Proposed Project

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Changes have been made to this environmental document since the public circulation of the draft environmental document (Draft Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment). Public and agency comments received during circulation have resulted in refinements that have been incorporated into this final environmental document (Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact). A vertical line in the outside margin indicates changes in the document.

## 1.1 Introduction

The City of Beaumont (City), in cooperation with the California Department of Transportation (Caltrans), proposes to construct a new interchange including a bridge overcrossing at State Route 60 (SR-60) for Potrero Boulevard. Caltrans is the Lead Agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Figure 1.1- 1 and Figure 1.1- 2 (pages 1-3 and 1-4) show the regional location of the project and surrounding vicinity.

The project is identified in the City's General Plan Circulation Element (2007) and the Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities (RTP/SCS). On April 4, 2012, the Regional Council of SCAG adopted the RTP/SCS. On June 4, 2012, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) found the RTP/SCS and the 2010/2011 Federal Transportation Improvement Plan (FTIP) (thru Amendment 11-24) to conform to the applicable State Improvement Plan (SIP). The design concept and scope of the project is consistent with the project description in the RTP/SCS (ID# RIV 050535).

The project would construct a new interchange in two (2) phases. Phase 1 would involve the construction of a 6-lane bridge overcrossing (3-lanes in each direction), including extending a 2-lane roadway (Potrero Boulevard) from 1,350 feet north of the SR-60 centerline to approximately 592 feet south of the SR-60 centerline. In addition, a temporary 2-lane connection to existing Western Knolls Avenue just north of the overcrossing bridge would be constructed and a concrete median barrier would be constructed along SR-60 crossing the easterly Western Knolls Avenue/Dowling Orchards intersection. Access to the mainline at this intersection would be restricted to right-in/right-out movements for both eastbound and westbound directions. No ramp connections to the SR-60 mainline would be constructed as part of Phase 1. Phase 2 would involve the widening of Potrero Boulevard to 6-lanes within the above stated limits constructing westbound and eastbound entry/exit diagonal and loop entry ramps with HOV lanes and extended ramp acceleration/deceleration lane; realignment of Western Knolls Avenue and removal of Western Knolls Avenue connections to SR-60.

Project costs for Phase 1 and Phase 2 are estimated to be \$23.0M and \$54.4M, respectively. Funding for both phases would primarily come from local sources, traffic impact fees, and federal funds provided by Demo-SAFETEA-LU, Federal Appropriations Earmarks, Section 125, and Section 129 Surface Transportation Priorities programs.

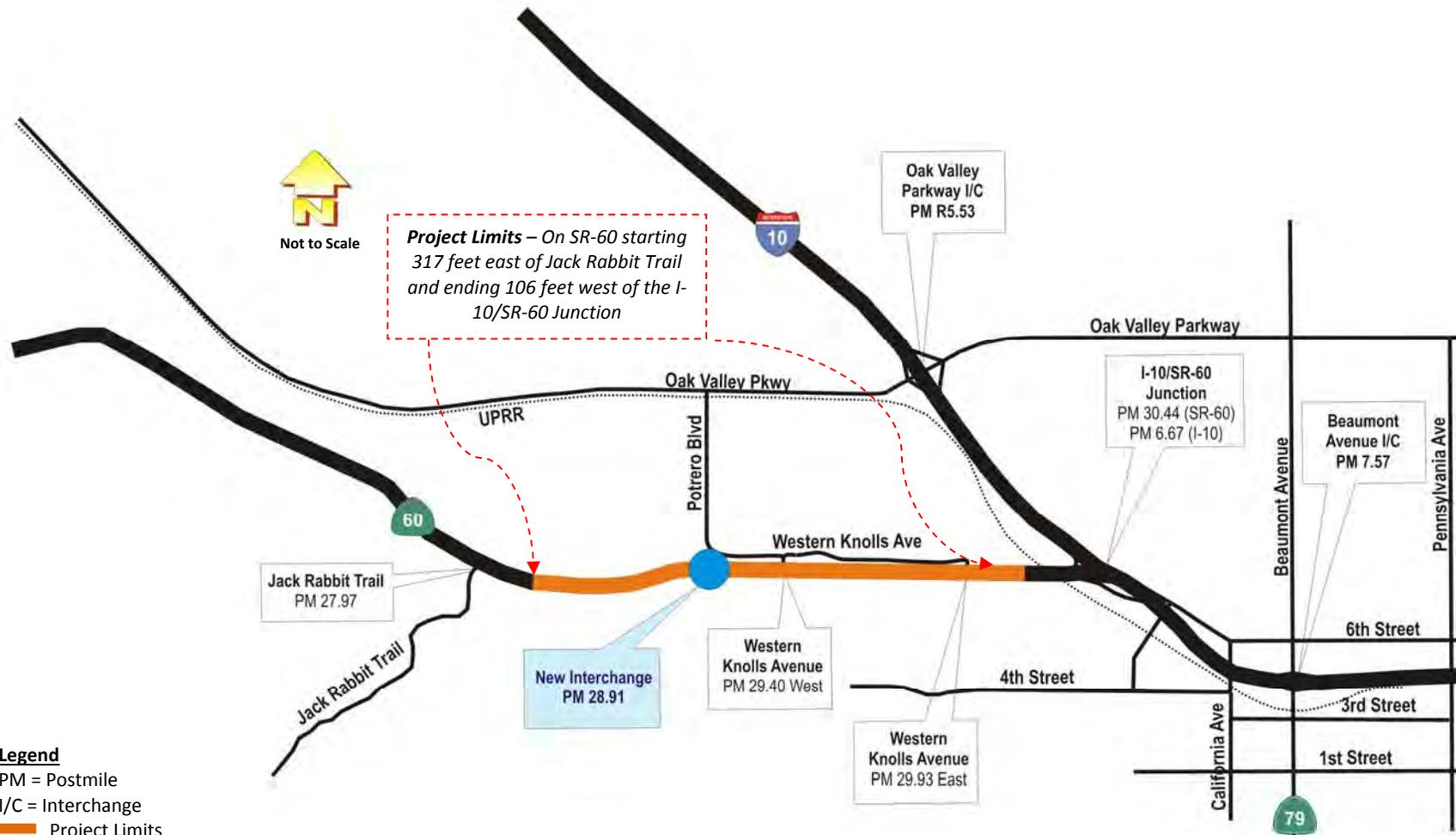
Phase 1 is anticipated to start construction in Spring 2013 and be completed by Summer 2014. Phase 2 is anticipated to start construction in Summer 2014 and be completed by Summer 2015.

Figure 1.1- 1 - Regional Location Map (No Scale)



Source: City of Beaumont. (April 2010)

Figure 1.1- 2 – Vicinity Map



Note – Not all streets are shown for clarity purposes.

Source: City of Beaumont (September 2010)

## 1.2 Purpose and Need

### 1.2.1 Purpose of the Project

The purpose of the project is to:

- Provide access between north and south of, and full access to, SR-60
- Improve mainline operations along State Route 60 (SR-60) by eliminating cross barrier traffic and access openings
- Reduce forecasted mainline congestion

### 1.2.2 Need for the Project

The project is located on SR-60 in the City of Beaumont, County of Riverside, California between Jack Rabbit Trail and the Interstate 10 (I-10)/SR-60 Junction. Currently, the portion of SR-60 between Jack Rabbit Trail and the I-10/SR-60 Junction is a conventional 4-lane divided highway (2 lanes in each direction) with three (3) at-grade intersections and three (3) access openings. Interstate 10 is a 6-lane freeway (3 lanes in each direction) between the Oak Valley Parkway and Beaumont Avenue (SR-79) interchanges. The I-10/SR-60 Junction is a freeway-to-freeway interchange (located between Oak Valley Parkway and Beaumont Avenue) and includes 2-lane connector ramps to and from I-10 and SR-60.

The project is being initiated by the City of Beaumont to mitigate increased traffic volumes in the area associated with future development and to implement the City's General Plan. Substantial growth is anticipated in the near future in this area from approved development. There is currently no access from north of SR-60 to the south except via crossing the expressway median at Western Knolls Avenue.

In its current condition the SR-60 mainline effectively acts as a physical barrier between developed and undeveloped lands located north and south of the mainline. Access to existing lands (developed and undeveloped) with in the western area of the City is limited to two interchanges along I-10 – at Oak Valley Parkway (OVP) and Beaumont Avenue (SR-79). Traffic analyses show that as growth increases in the western area, these interchanges, as well as, SR-60 and I-10 would degrade in level of service. The new interchange would provide a north-south crossing (Potrero Boulevard) at SR-60 that would allow for a redistribution of traffic into and within the western area of the City. The City's General Plan Circulation Element calls for the new interchange and the north-south roadway connection to existing east-west roadways, OVP and 4<sup>th</sup> Street.

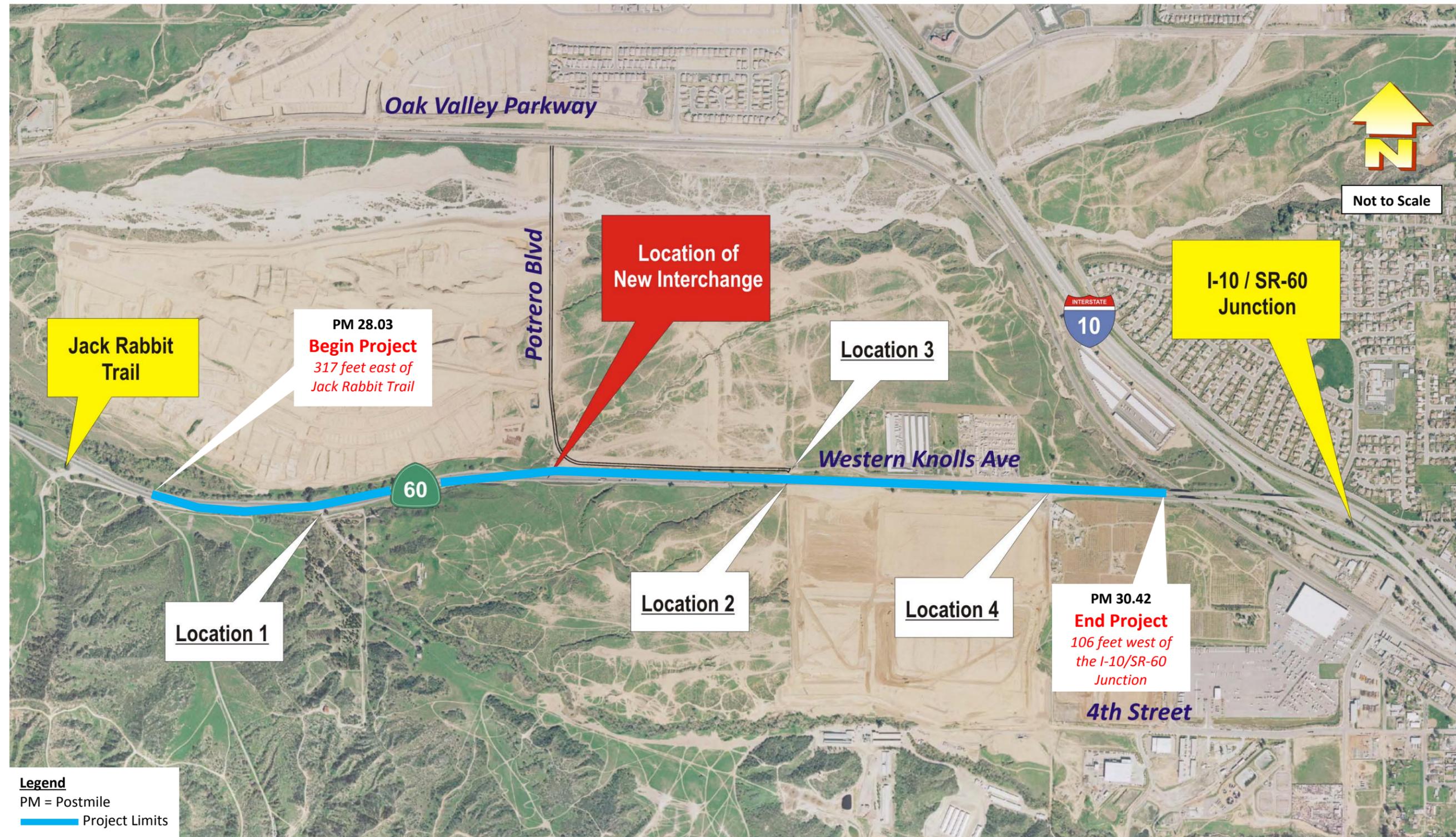
The project would provide a new north-south roadway overcrossing (Potrero Boulevard) at SR-60. This overcrossing would allow local traffic destined for the western area of the City to move across SR-60 without affecting SR-60 mainline operations. Additionally, the north-south crossing would reduce east-west traffic that must use the Oak Valley Parkway and Beaumont Avenue (SR-79) interchanges. Tables 1.2.2.1-3, 1.2.2.1-4, and 1.2.2.2-1 (on pages 1-15, 1-16, and 1-19) under "2035 LOS With Project"

indicate that construction of the project, construction of Potrero Boulevard (from Oak Valley Parkway to 4<sup>th</sup> Street), the extension of 4<sup>th</sup> Street to Potrero Boulevard, and the future construction of the bypass route southeast of Potrero Boulevard to SR-79 would fortify the removal of local traffic trips from SR-60 and I-10, resulting in reduced congestion and improved levels of services on these mainline facilities.

Along SR-60, traffic flows along the eastbound and westbound mainline lanes are affected by existing at-grade intersections located at Jack Rabbit Trail, at the east and west ends of Western Knolls Avenue (a 2-lane frontage road located on the north side of the mainline), and at three (3) other access openings located along the south side of the mainline. Figure 1.2.2-1 (on page 1-7) identifies these intersections and access openings.

Vehicles exit and enter SR-60 from these intersections and access openings while mainline traffic travels at high speeds, sometimes in excess of 70 miles per hour. Table 1.2.2-1 (on page 1-8) presents the existing traffic movements at each of these intersections and access openings. Table 1.2.2-2 (on page 1-9) presents a summary of accident information obtained from Caltrans' Traffic Accident Surveillance and Analysis System (TASAS) Table B Report from July 1, 2006 thru March 31, 2010.

Figure 1.2.2- 1- Existing Access Openings and Intersections along SR-60



Source: City of Beaumont (February 2010) and Google Earth (2010)

**Table 1.2.2- 1 - Existing Traffic Turning Movements at SR-60 Intersections and Access Openings**

Intersection/Access Opening Location	Type of Access to SR-60/Closure Status	Traffic Movements from SR-60	Traffic Movements from Side Streets/Access Openings
1 PM 28.48	20-ft wide opening with gate on the south side of SR-60. This access would remain open under Phase 1. It will be closed prior to the completion of Phase 2.	Right-in turn from eastbound SR-60	Right-out turn only to eastbound SR-60
2 PM 29.40	30-ft wide opening with gate on the south side of SR-60. This access would be removed under Phase 1.	Right-in turn from eastbound SR-60	Right-out turn only to eastbound SR-60
3 PM 29.40	"T" Intersection on the north side of SR-60. This access would remain in place under Phase 1 and be removed under Phase 2.	Right-in to Western Knolls Avenue (WKA) from westbound SR-60	Right-out turn only to westbound SR-60
4 PM 29.93	Four-Legged Intersection with access to WKA on the north side and Dowling Orchards parcel to the south side of SR-60. This access would be restricted to right-in/right-out movements under Phase 1 and then removed under Phase 2.	Left turn to WKA from eastbound SR-60. Right turn to WKA from westbound SR-60 Left turn to Dowling Orchards from westbound SR-60. Right turn to Dowling Orchards from eastbound SR-60	Left turn from WKA to eastbound SR-60. Right turn from WKA to westbound SR-60. Left turn from Dowling Orchard to westbound SR-60. Right turn from Dowling Orchard to eastbound SR-60.

Source: City of Beaumont (November 2010)

PM = Postmile

**Table 1.2.2- 2 - TASAS Data – July 1, 2006 thru March 31, 2010**

Location	Total No. Accidents	Fatality Accident	Injury Accident	Actual Accident Rates (Per Million Vehicle Miles)			Statewide Average Accident Rates (Per Million Vehicle Miles)		
				F	F+I	Total	F	F+I	Total
SR-60 PM 27.50 to PM 30.494	130	1	48	.005	.27	.71	.014	.36	.90
Jack Rabbit Trail PM 27.97	10	0	4	0 <sup>(a)</sup>	.07 <sup>(a)</sup>	.16 <sup>(a)</sup>	.003 <sup>(a)</sup>	.08 <sup>(a)</sup>	.20 <sup>(a)</sup>
Location 1 PM 28.48	10	0	4	0 <sup>(a)</sup>	<b>.07<sup>(a)</sup></b>	<b>.16<sup>(a)</sup></b>	.001 <sup>(a)</sup>	.06 <sup>(a)</sup>	.15 <sup>(a)</sup>
Location 2 PM 29.40	10	0	3	0 <sup>(a)</sup>	.05 <sup>(a)</sup>	<b>.16<sup>(a)</sup></b>	.001 <sup>(a)</sup>	.06 <sup>(a)</sup>	.15 <sup>(a)</sup>
Location 3 PM 29.40 Westbound	11	0	4	0 <sup>(a)</sup>	<b>.07<sup>(a)</sup></b>	<b>.18<sup>(a)</sup></b>	.001 <sup>(a)</sup>	.06 <sup>(a)</sup>	.15 <sup>(a)</sup>
Location 4 PM 29.93 Eastbound	20	0	11	0 <sup>(a)</sup>	<b>.18<sup>(a)</sup></b>	<b>.33<sup>(a)</sup></b>	.001 <sup>(a)</sup>	.06 <sup>(a)</sup>	.15 <sup>(a)</sup>

Source: Caltrans District 8 (April 2011)

Note: PM location begins just west of Jack Rabbit Trail and ends west of the I-10/SR-60 Junction

(a) Accident rate denoted as per million vehicles

PM = Postmile F = Fatality I = Injury

As can be seen from Table 1.2.2-2 above, under “Actual Accident Rates” fatality and injury accidents along SR-60 and at Jack Rabbit Trail are below the “Statewide Average Accident Rates” for similar types of State highways. At Locations 1, 2, 3, and 4 the total “Actual Accident Rates” (highlighted in bold text) exceed the total “Statewide Average Accident Rates.” The number and types of accidents that occurred at these locations are shown in Table 1.2.2-3 (on page 1-10).

**Table 1.2.2- 3 - Number of Traffic Accident Types**

Location	Sideswipe	Rear End	Broadside	Hit Object
Jack Rabbit Trail PM 27.97	3	2	2	3
Location 1 PM 28.480	3	2	2	3
Location 2 PM 29.400	2	4	2	2
Location 3 PM 29.400 Westbound at WKA	2	3	3	3
Location 4 PM 29.93 WKA/Dowling Orchards	4	6	6	4

Source: Caltrans TASAS (July 1, 2006 thru March 31, 2010)

The project would close and remove the intersections at Western Knolls Avenue and the access openings to SR-60 at Locations 1, 2, 3, and 4, which should reduce the number of accidents shown above. Access from Location 1 would remain in place to perpetuate access to lands located south of SR-60 under Phase 1; however, the City intends to close this access by requiring the construction of a local frontage road as a condition of future development or as an independent project prior to the completion of Phase 2.

Access to businesses and residences along Western Knolls Avenue would be provided from the new interchange and the westerly extension of Western Knolls Avenue until it intersects Potrero Boulevard. Access to the existing business, Dowling Orchards (at Location 4), will be provided via the construction of a new roadway extending from 4<sup>th</sup> Street as part of the Dowling Business Park development (See Figure 1.2.2-2 on page 1-11). The Jack Rabbit Trail intersection will continue to remain in place. The Western Knolls Avenue intersections would be removed. It is anticipated that removal of the intersections and access openings would reduce collisions and injuries that are currently occurring along SR-60.



Year 2035 traffic forecasts along SR-60 and I-10 indicate that mainline levels of service would degrade to unacceptable levels of service, resulting in increased congestion and delays to local and regional traffic (See Tables 1.2.2.1-1 and 1.2.2.1-2 on page 1-13). Existing 2010 Average Daily Traffic (ADT) volumes along SR-60 are 51,300 vehicles per day (vpd). Forecasted 2035 ADT along SR-60 would increase by 171.7 percent. Along I-10, existing 2010 ADT are 103,700 vpd north of the I-10/SR-60 Junction and 144,800 vpd south of the I-10/SR-60 Junction. Forecasted 2035 ADT along I-10 would increase respectively by 102.4 percent and 70.4 percent, respectively.

Due to these forecasted increases in traffic, the mainline freeways (SR-60 and I-10) and existing interchanges at Oak Valley Parkway/I-10, Beaumont Avenue (SR-79)/I-10, and the I-10/SR-60 Junction would degrade to unacceptable levels of service that would result in severe congestion and impacts to the travelling public.

To address this condition, the City is sponsoring the project, a new interchange on SR-60 that would effectively change travel patterns within the western area of the City. The project, in conjunction with other planned local roadways, would provide relief to the areas of future congestion (noted earlier) by removing traffic from SR-60 and I-10 to the local roadway system. For additional discussion of the traffic volume reductions see "Traffic Volume Reductions" (on page 2.1-46) and Figure 2.1.6-6 (on page 2.1-47) which graphically depicts where the reductions would occur.

### **1.2.2.1 Capacity, Transportation Demand and Safety**

Population growth within the City of Beaumont is projected to increase from approximately 21,000 persons in 2005, to approximately 77,000 persons in 2035, an increase of 265 percent. Additional population data is available in Section 2.1.2, "Growth" (on page 2.1-11) of this document.

The level of service along SR-60 ranges from free-flow conditions to congested flow conditions. Congestion and delays along SR-60 and I-10 are attributed to heavy commute traffic during the week and is expected to increase along with the continued growth that is projected for the region. Table 1.2.2.1-1 and Table 1.2.2.1-2 (on page 1-13) presents existing and forecasted ADT volumes on SR-60 and I-10, respectively:

**Table 1.2.2.1- 1 - Existing and Forecasted ADT Volumes on SR-60**

Limits	Mainline	Existing Year 2010	2015 ADT (% Increase)	2035 ADT (% Increase)
<b>Without Project</b>				
WEST of I-10/SR-60 Junction <sup>(1)</sup>	SR-60	51,300	67,800 (+32.2%)	139,400 (+171.7%)
<b>With Project</b>				
Potrero Blvd IC to I-10/SR-60 Junction	SR-60	51,300	63,600 (+24.0%)	128,900 (+151.3%)

(1) Jack Rabbit Trail ADT is nominal at less than <100 vehicles/day.

Source: SR-60/Potrero Interchange Traffic Impact Analysis (March 2010)

As can be seen from the above table, 2015 and 2035 ADT volumes along SR-60 would increase with or without the project. With the project, however, a reduction of ADT volumes equaling 10,500 trips (or 7.5 percent) is forecasted in the year 2035. Opening year 2015 forecasts show that a 4,200 trip (or 6.2 percent) reduction is expected. These ADT reductions would directly benefit the SR-60 mainline operations as congestion and delays are minimized.

Table 1.2.2.1-2 below compares I-10 ADT volumes that also increase with or without the project. With the project, however, a reduction of 2015 ADT volumes equaling 10,500 trips (or 2.9 percent) north of I-10/SR-60 Junction and 2,000 trips (or 1.2 percent) south of I-10/SR-60 Junction is forecasted. In 2035, ADT volumes would reduce by 50,000 trips (or 15.5 percent) north of the I-10/SR-60 Junction with no change south of the I-10/SR-60 Junction. These results indicate that I-10 mainline operations would also benefit from the project in reducing congestion and delays.

**Table 1.2.2.1- 2 - Existing and Forecasted ADT on I-10**

Limits	Mainline	Existing Year 2010	2015 ADT (% Increase)	2035 ADT (% Increase)
<b>Without Project</b>				
NORTH of I-10/SR-60 Junction	I-10	103,700	122,900 (+18.5%)	209,900 (+102.4%)
SOUTH of I-10 /SR-60 Junction	I-10	144,800	166,100 (+14.7%)	246,800 (+70.4%)
<b>With Project</b>				
NORTH of I-10/SR-60 Junction	I-10	103,700	112,400 (+8.4%)	159,900 (+54.2%)
SOUTH of I-10 /SR-60 Junction	I-10	144,800	164,100 (+13.3%)	246,800 (+70.4%)

Source: SR-60/Potrero Interchange Traffic Impact Analysis (March 2010)

Figure 1.2.2-3 below presents a wide range of freeway traffic conditions. As can be seen, more acceptable Level of Service (LOS) conditions occur during “A” thru “D” conditions. “E” and “F” conditions reflect less than acceptable conditions. Typically, Caltrans and the City strive to maintain at least LOS “D” conditions. Table 1.2.2.1-3 (on page 1-15) and Table 1.2.2.1-4 (on page 1-16) compares forecasted LOS along I-10 and SR-60 in the morning (AM) and evening (PM) “peak periods” with and without the project.

Red colored cells highlight LOS “F” conditions and yellow cells highlight LOS “E” conditions. Under these conditions, the travelling public would encounter significant and considerable delays. The comparison illustrates the benefits that the project would provide to the traveling public.

Figure 1.2.2- 3 - Levels of Service for Freeways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
<b>A</b>		70	Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. <b>No delays</b>
<b>B</b>		70	Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. <b>No delays</b>
<b>C</b>		67	Few restrictions on speed. Freedom to maneuver is restricted. Drivers must be more careful making lane changes. <b>Minimal delays</b>
<b>D</b>		62	Speeds decline slightly and density increases. Freedom to maneuver is noticeably limited. <b>Minimal delays</b>
<b>E</b>		53	Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. <b>Significant delays</b>
<b>F</b>		<53	Very congested traffic with traffic jams, especially in areas where vehicles have to merge. <b>Considerable delays</b>

Source: Caltrans (2011)

**Table 1.2.2.1- 3 - 2035 Level of Service - Interstate 10 Mainline - With/Without Project**

Freeway	Mainline Segment	Existing 2010 LOS Conditions				2035 LOS Without Project				2035 LOS With Project				REMARKS	
		Density (pc/mi/ln)		Level of Service		Density (pc/mi/ln)		Level of Service		Density (pc/mi/ln)		Level of Service			
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
INTERSTATE 10	EASTBOUND DIRECTION	West of Oak Valley Off-Ramp	17.3	18.1	B	C	29.3	NA	D	F	22.8	NA	C	F	Improved AM
		Between Oak Valley Ramps	16.5	16.7	B	B	NA	NA	NA	NA	NA	NA	NA	NA	None
		Between Oak Valley Off and Loop Ramps	NA	NA	NA	NA	22.3	NA	C	F	15.5	28.0	B	D	Both Improved
		Between Oak Valley Loop and On Ramps	NA	NA	NA	NA	27.8	NA	D	F	17.4	30.5	B	D	Both Improved
		West of Junction Off-Ramps	17.9	17.8	B	B	NA	NA	F	F	15.4	24.6	B	C	Both Improved
		Between Off-Ramps and Mainline Merge	15.6	14.8	B	B	26.4	NA	D	F	17.2	28.8	B	D	Both Improved
		East of Mainline Merge	15.5	20.9	B	C	25.5	NA	C	F	18.7	43.7	C	E	Improved PM
		Between Beaumont Ramps	13.6	18.5	B	C	17.7	37.0	B	E	15.6	28.7	B	D	Improved PM
		East of Beaumont On-Ramp	16.1	20.7	B	C	24.3	NA	C	F	18.6	39.0	C	E	Improved PM
	WESTBOUND DIRECTION	East of Beaumont Off-Ramp	15.1	20.2	B	C	34.2	NA	D	F	23.9	32.2	C	D	Both Improved
		Between Beaumont Ramps	13.2	17.5	B	B	24.0	30.6	C	D	20.2	24.9	C	C	Improved PM
		East of Mainline Split	15.4	19.8	B	C	43.4	NA	E	F	26.9	33.7	D	D	Both Improved
		West of Mainline Split	13.2	21.1	B	C	NA	NA	F	F	19.3	22.2	C	C	Both Improved
		Between Oak Valley Off and Loop Ramps	NA	NA	NA	NA	36.2	41.4	E	E	30.8	34.6	D	D	Both Improved
		Between Oak Valley Loop and On Ramps	NA	NA	NA	NA	39.6	NA	E	F	39.6	NA	E	F	No Change
		Between Oak Valley Ramps	12.3	19.1	B	C	NA	NA	NA	NA	NA	NA	NA	NA	None
West of Oak Valley On-Ramp	13.8	20.4	B	C	NA	NA	F	F	NA	NA	F	F	No Change		
<b>Total Number LOS "F" Without Project</b>								<b>3</b>	<b>12</b>	<i>Purposely Left Blank</i>					
NA = Not Applicable pc/mi/ln = passenger car/mile/lane Source: SR-60/Potrero Interchange Traffic Impact Analysis (March 2010)											<b>Total Number of LOS "F" With Project</b>		<b>1</b>	<b>3</b>	<i>13 Segments Improved LOS With Project</i>

**Table 1.2.2.1- 4 - 2035 Level of Service - SR-60 Mainline - With/Without Project**

Freeway	Mainline Segment	Existing 2010 Conditions				2035 Without Project				2035 With Project				REMARKS	
		Density (pc/mi/ln)		Level of Service		Density (pc/mi/ln)		Level of Service		Density (pc/mi/ln)		Level of Service			
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
STATE ROUTE 60	EASTBOUND DIRECTION	West of Potrero Off-Ramp	NA	NA	NA	NA	NA	NA	NA	NA	18.2	NA	C	F	None
		Between Potrero Ramps	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	None
		Between Potrero Off and Loop Ramps	NA	NA	NA	NA	NA	NA	NA	NA	9.2	26.4	A	D	None
		Between Loop and On Ramps	NA	NA	NA	NA	NA	NA	NA	NA	10.8	28.8	A	D	None
		West of Junction Off-Ramp	9.7	23.2	A	C	18.2	NA	B	F	9.9	21.9	A	C	Both Improved
		Between Off-Ramp and Mainline Merge	8.5	20.7	A	C	12.3	30.7	B	D	6.6	14.3	A	B	Both Improved
	WESTBOUND DIRECTION	Between On-Ramp and Mainline Split	15.5	13.7	B	B	23.2	23.4	C	C	11.9	12.8	B	B	Both Improved
		West of On-Ramp from I-10 Freeway	17.7	15.8	B	B	37.4	35.5	E	E	18.3	18.6	C	C	Both Improved
		Between Potrero Off and Loop Ramps	NA	NA	NA	NA	NA	NA	NA	NA	20.6	19.3	C	C	None
		Between Potrero Loop and On Ramps	NA	NA	NA	NA	NA	NA	NA	NA	24.6	22.9	C	C	None
		Between Potrero Ramps	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	None
		West of Potrero On-Ramp	NA	NA	NA	NA	NA	NA	NA	NA	37.4	35.3	E	E	None
		<b>Total Number LOS "F" Without Project</b>								<b>0</b>	<b>1</b>	<i>Purposely Left Blank</i>			
NA = Not Applicable      pc/mi/ln = passenger car/mile/lane											<b>Total Number of LOS "F" With Project</b>		<b>0</b>	<b>1</b>	<i>4 Segments Improved LOS With Project</i>
Source: SR-60/Potrero Interchange Traffic Impact Analysis (March 2010)															

### 1.2.2.2 Roadway Deficiencies

Currently, Western Knolls Avenue, a parallel frontage road located on the north side of SR-60, has two (2) at-grade intersections with SR-60. This frontage road provides access to and from several businesses and residences located along the north side of Western Knolls Avenue through a left turn pocket at the east end of the road from eastbound SR-60 and a right-in/right-out turning movement from westbound SR-60. Both intersections are not signalized. Vehicles turning left from Western Knolls Avenue (East) to eastbound SR-60 must confront westbound traffic moving at freeway speeds, wait for eastbound traffic to clear while in the median area, and then proceed onto the eastbound lanes.

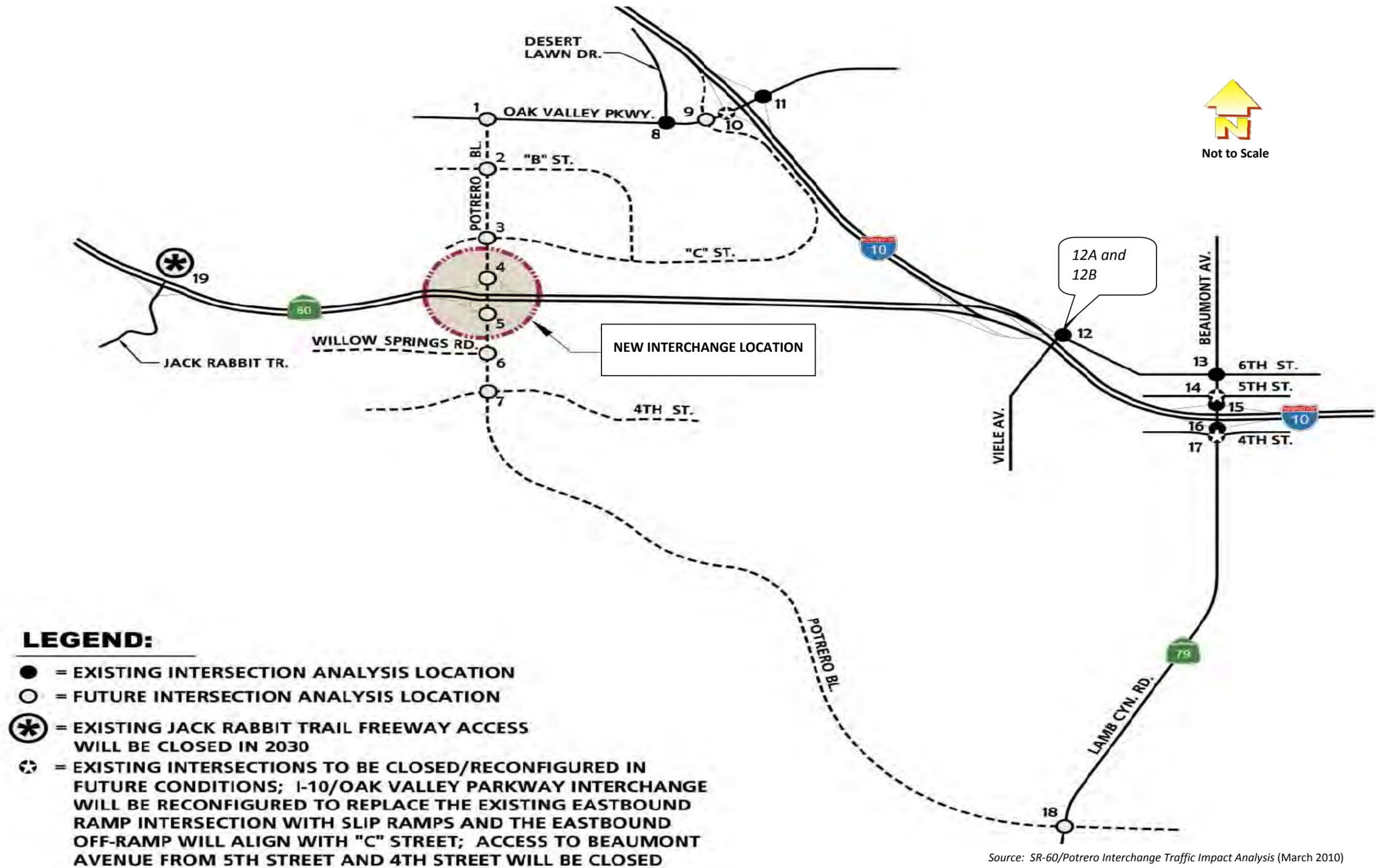
In November 2007, Caltrans constructed a concrete median barrier along SR-60 that effectively restricted traffic to right-in/right-out from the west intersection of Western Knolls Avenue. This intersection and the eastern intersection at Western Knolls Avenue will be fully closed as part of the project. Closure and removal of other access openings (i.e., at Dowling Orchard) along SR-60 would improve future levels of service along the mainline and would reduce collisions and injuries. See Section 1.2.2, "Need for the Project" (on page 1-4) for additional information on the location of existing access openings to be closed. Additionally, the project will construct approaching auxiliary lanes and longer transition lengths to and from on and off ramps, providing more decision making time to the drivers merging into and out of freeway traffic.

#### *Intersections*

Potrero Boulevard within the project limits is classified in the City of Beaumont's General Plan Circulation Element as an Urban Arterial, which encompasses six (6) 12-foot travel lanes (3 in each direction), 10-foot shoulders, a 14-foot raised median, and 6-foot sidewalk. The project would provide an adequate capacity (LOS D or better) for Potrero Boulevard through the year 2035.

Figure 1.2.2.2-1 (on page 1-18) depicts graphically the intersections that were studied. Table 1.2.2.2-1 (on page 1-19) compares the anticipated LOS with and without the project under 2035 conditions for the noted intersections. Up to eight intersections would degrade to LOS "F" in the evening peak hour and three during the morning peak hour without the project. With the project, only four intersections would experience LOS "F" conditions during the evening peak hour and two in the morning peak hour with the project constructed. Comparisons to other intersections show that significant and positive changes in LOS would be achieved with the project.

Figure 1.2.2.2- 1 - Traffic Study Intersection Locations



Source: SR-60/Potrero Interchange Traffic Impact Analysis (March 2010)

**Table 1.2.2.2- 1 - Intersection Levels of Service in 2035**

Intersection Locations (See Figure 1.2.2.2-1 on page 1-18)		2035 Without Project				2035 With Project			
		Delay (Sec)		Level of Service		Delay (Sec)		Level of Service	
No.	Name	AM	PM	AM	PM	AM	PM	AM	PM
1	Potrero Boulevard (NS) Oak Valley Pkwy (EW)	20.3	23.8	C	C	8.8	12.2	A	B
2	Potrero Boulevard (NS) "B" Street (EW)	26.6	26.1	C	C	9.2	28.4	A	C
3	Potrero Boulevard (NS) "C" Street (EW)	25.8	40.1	C	D	37.1	35.9	D	D
4	Potrero Boulevard (NS) SR-60 WB Ramps (EW)	NA	NA	NA	NA	11.6	14.6	B	B
5	Potrero Boulevard (NS) SR-60 EB Ramps (EW)	NA	NA	NA	NA	9.9	16.7	A	B
6	Potrero Boulevard (NS) Willow Springs Road (EW)	28.3	50.2	C	D	35.0	36.9	D	D
7	Potrero Boulevard (NS) 4th Street (EW)	40.1	37.3	D	D	30.2	32.2	C	C
8	Desert Lawn Drive (NS) Oak Valley Pkwy (EW)	23.4	NA	C	F	19.1	29.5	B	C
10	I-10 EB Ramps (NS) Oak Valley Pkwy (EW)	22.9	NA	C	F	23.6	NA	F	F
11	I-10 WB Ramps (NS) Oak Valley Pkwy (EW)	43.3	NA	D	F	15.3	20.6	B	C
12A	SR-60 & I-10 EB Off Ramp (NS) I-10 EB On Ramp & 6th St (EW)	11.9	NA	B	F	0.6	5.0	A	A
12B	Viele Ave (NS) 6th Street (EW)	31.6	NA	C	F	7.4	10.5	A	B
13	Beaumont Avenue (NS) 6th Street (EW)	60.2	NA	F	F	39.6	54.3	D	F
15	Beaumont Ave (NS) I-10 WB Ramps (EW)	NA	NA	F	F	NA	NA	F	F
16	Beaumont Ave (NS) I-10 EB Ramps (EW)	NA	NA	F	F	8.9	NA	A	F
No. of LOS "F" Without Project				3	8	Purposely Left Blank			
No. of LOS "F" With Project								2	4

Note – Highlighted grey intersection numbers are existing State facilities NA = Not Applicable Sec = Seconds

Source: SR-60/Potrero Interchange Traffic Impact Analysis (March 2010)

### 1.2.2.3 Social Demands or Economic Development

The areas surrounding the project are mainly non-agricultural vacant land with a few commercial land uses located north of SR-60 and west of the SR-60/I-10 interchange. Figure 2.1.1.1-1 (on page 2.1-5) shows the existing land uses in the area. According to the City of Beaumont General Plan (March 2007), the land uses surrounding the project are designated as a mix of single-family residential, planned community, and commercial/light industrial uses. Figure 2.1.1.1-2 (on page 2.1-6) illustrates approved development projects in the vicinity of the project. The Heartland project, located in the northwest quadrant of the project is a planned development consisting of 1,200 single-family residential units on approximately 417 acres with some commercial uses adjacent to the proposed interchange. The northeast quadrant of the project is designated as “Urban Village Redevelopment Projects” consisting of 311 acres of mixed-use commercial and residential development. The southeast quadrant of the project is designated as “Commercial Industrial Overlay” consisting of commercial and light industrial uses. The southwest quadrant of the project is also designated as “Commercial Industrial Overlay.” Table 2.1.1.1-1 (on page 2.1-3) shows the size and status of future land development projects in the vicinity of the project.

### 1.2.2.4 Modal Interrelationships and System Linkage

SR-60 extends a distance of approximately 40.5 miles as an east-west Principal Arterial. SR-60 ranges from 4-lanes in rural areas to 10-lanes in urbanized areas. The total length of the route is approximately 70.4 miles beginning near the junction of I-5 and I-10 in Los Angeles and terminating at the junction with I-10 in the City of Beaumont in Riverside County. SR-60 links to the urban center of the City, located east of the project site, with the Cities of Riverside and Moreno Valley, as well as, the major metropolitan areas of Orange and Los Angeles Counties located to the west. SR-60 also connects to Interstates 10, 15, and 215, which provides linkage to mass transit facilities located in the Cities of Riverside and San Bernardino; and major airports located in the cities of Ontario and Los Angeles. I-10 also provides linkage from the City to the desert resort area of Palm Springs to the southeast and, the State of Arizona to the east.

The project is located on SR-60, providing linkage between the western area of the City and interregional travel between the commercial centers of Los Angeles, Riverside, and San Bernardino. The Riverside Transit Agency (RTA) provides regional bus service between the Cities of Riverside, Banning, Beaumont, and Moreno Valley using SR-60 thru the following systems:

- Line 35 – from the Moreno Valley Mall (in Moreno Valley) with stops at K-Mart, two Walmart’s (one in Moreno Valley and the other in the Beaumont/Banning area), and the Riverside County Medical Center.
- Line 210 – from Banning and Beaumont to Downtown Riverside Terminal via Moreno Valley and Riverside Metrolink Station.

Regional bus services from these Lines are coordinated with Pass Transit, which serves the local communities of Beaumont and Banning. The project would not affect existing bus services.

The project is identified in the City's General Plan Circulation Element (2007) and the Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP). On November 4, 2010, the Regional Council of SCAG adopted Amendment No. 4 to the RTP, which was developed as a response to changes to projects in the 2008 RTP. On December 8, 2010, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) concurred with the air quality conformity determination made by Amendment No. 4.

#### **1.2.2.5 Air Quality Improvements**

Transportation control measures planned for the project include ramp metering at each of the on-ramps to SR-60. Additionally, bicycle lanes will be provided on each side of Potrero Boulevard through the proposed interchange.

### **1.3 Independent Utility and Logical Termini**

FHWA regulations (23 Code of Federal Regulations [CFR] 771.111[f]) require that the action evaluated:

- Connect logical termini and be of sufficient length to address environmental matters on a broad scope
- Have independent utility or independent significance (be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made)
- Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements

The limits of the project were established to fully address the geometric and safety requirements of the new Potrero Boulevard interchange. The project limits as established will accommodate all improvements associated with the project necessary for functional operation including ramps, auxiliary lanes, and connections to local roadways. No subsequent transportation improvements in the area would be needed to optimize interchange operations. The design of the Potrero Boulevard overcrossing would allow for SR-60 to be widened from 2-lanes to 5-lanes in each direction if necessary in the future, although no plans for widening SR-60 currently exists. The project would not restrict consideration of alternatives for other reasonably foreseeable transportation or local roadway improvements.

### **1.4 Project Description**

The project is located in Riverside County on SR-60 between Jack Rabbit Trail and the I-10/SR-60 Junction within the City of Beaumont. The project limits along SR-60 begin approximately 317 feet east of Jack Rabbit Trail and end approximately 106 feet west of the I-10/SR-60 Junction. Within the stated limits, the existing right-of-way width for SR-60 varies but accommodates four (4) 12-foot lanes of traffic (two in each direction), standard 8-foot shoulders, and a median width that varies from 21 feet to 26 feet. Western Knolls Avenue exists as a 2-lane frontage road located immediately north of and parallel to SR-60. The City of Beaumont constructed two (2) lanes of Potrero Boulevard from Oak Valley

Parkway to just north of SR-60 and extended the two (2) lanes to the western end of Western Knolls Avenue.

## **1.4.1 Alternatives**

### **1.4.1.1 No Build Alternative**

The No Build Alternative would make no improvements to SR-60 and does not meet the need and purpose of the project. The No Build Alternative would not resolve the conflicting traffic movements at the Western Knolls Avenue intersections and other access openings; would not improve traffic operations on SR-60 and I-10, and would not address accident issues. Traffic congestion would continue to increase on local and regional transportation facilities, degrading to unacceptable levels of service at many existing intersections. Section 1.2.2, "Need for the Project," (on page 1-5) discusses anticipated adverse effects if the project is not constructed. Figure 1.4.1.1-1 (on page 1-23) illustrates the No Build Alternative.

### ***Design Exceptions***

On November 28, 1995, Caltrans approved a design exception for a reduction in interchange spacing between the project and the I-10/SR-60 freeway-to-freeway junction. On January 12, 2012, Caltrans approved a design exception that involved maintaining existing nonstandard curve radii and associated site distances within SR-60. Both exceptions are consistent with the current Caltrans Highway Design Manual.

Figure 1.4.1.1- 1 - No Build Alternative



Source: City of Beaumont (August 2010) and Google Earth (2010)

### 1.4.1.2 Build Alternative

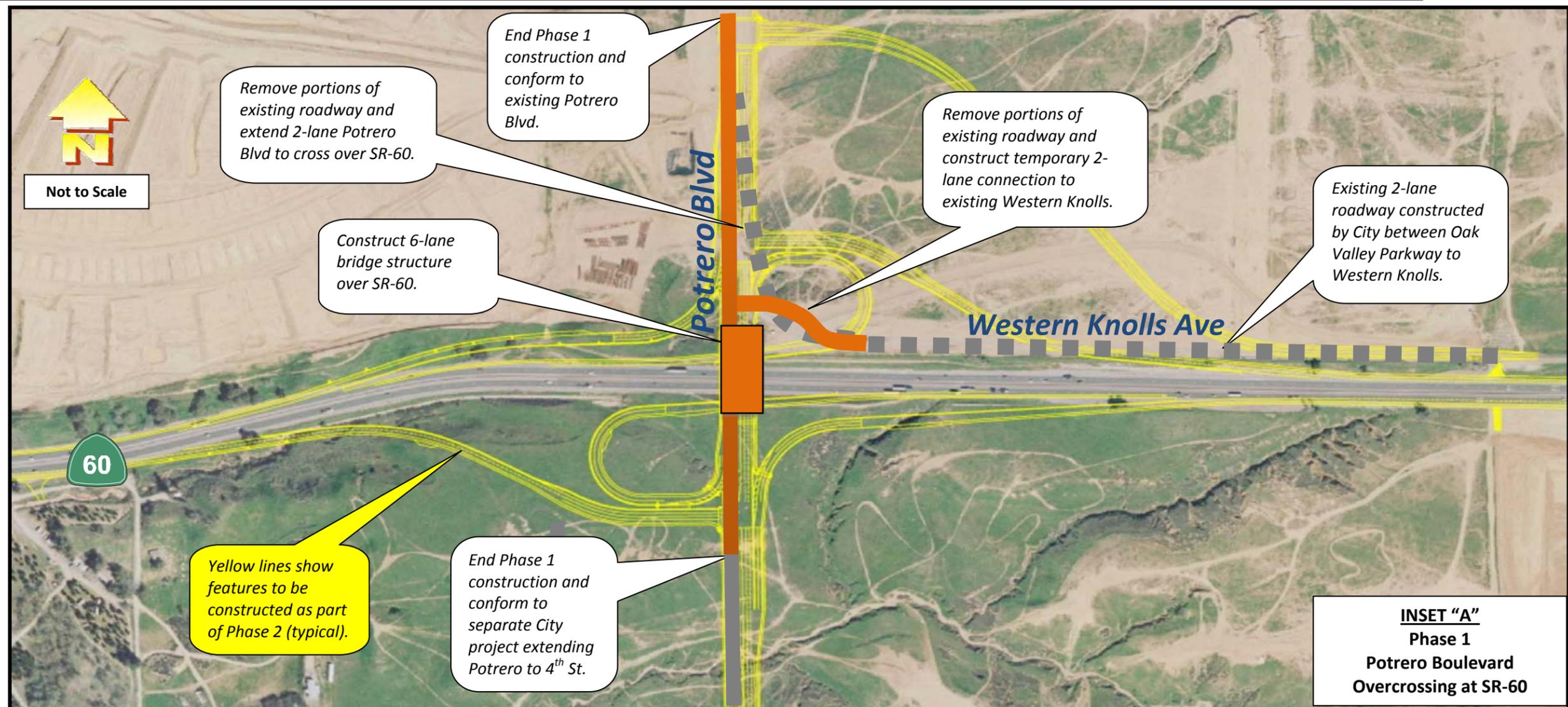
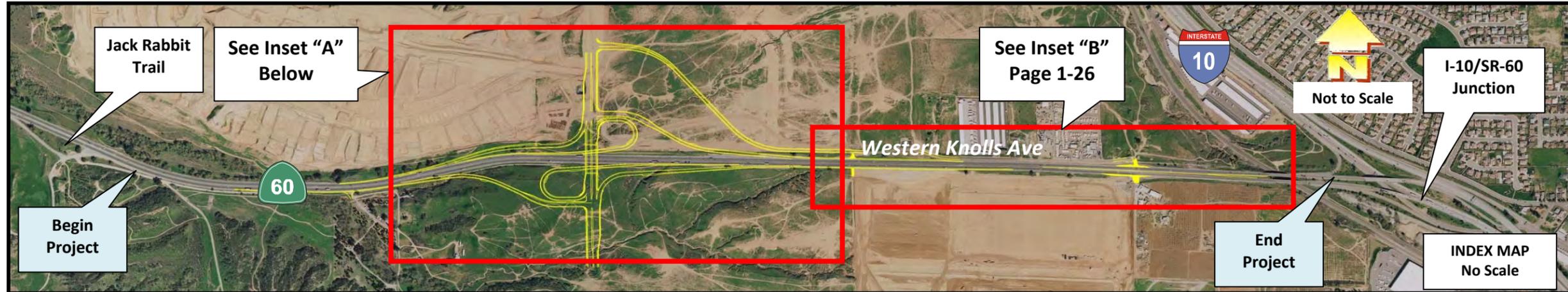
This alternative would construct a new full access interchange at SR-60, in a modified (Type 9) partial cloverleaf configuration. In consideration of funding constraints, the Project Development Team (PDT) decided that the project would be constructed in two distinct phases. It is currently planned that the two phases will be constructed in succession. The respective phases would consist of the following features:

**Figure 1.4.1.2-1 (pages 1-25 and 1-26) depicts the features that would be constructed under Phase 1:**

- a) Potrero Boulevard would be constructed as two (2) lanes (one in each direction) starting approximately 592 feet south of the SR-60 centerline and ending approximately 1,350 feet north of the SR-60 centerline until it connects to existing Potrero Boulevard.
- b) Demolition of portions of the existing 2-lane Potrero Boulevard/Western Knolls Avenue roadway and construction of a new intersection just north of SR-60.
- c) Construct a new two-span bridge overcrossing at SR-60 that includes 6-lanes across SR-60 (three lanes in each direction) with a 14-foot raised median separation, one 14-foot inside lane in each direction; two 12-foot lanes in each direction; 10-foot shoulders, and 6-foot pedestrian sidewalks on both sides.
- d) Remove existing median pavement and construct a new concrete median barrier, new median pavement along SR-60 across the eastern Western Knolls Avenue intersection, and new metal beam guardrail. Access to SR-60 would be restricted to right-in/right-out movements at Western Knolls Avenue (east and west ends) and at the Dowling Orchards access.
- e) Existing utilities that are in conflict with the above-mentioned features would be relocated. Easements for the relocated utilities would be acquired during Phase 1.
- f) Right-of-way would be acquired for Phase 1 needs only.
- g) Maintain existing opening in access control to existing parcel located at postmile (PM) 28.48 on south side of SR-60.
- h) Permits from resource agencies would be obtained and associated costs paid for mitigation banks for Phase 1 impacts only.

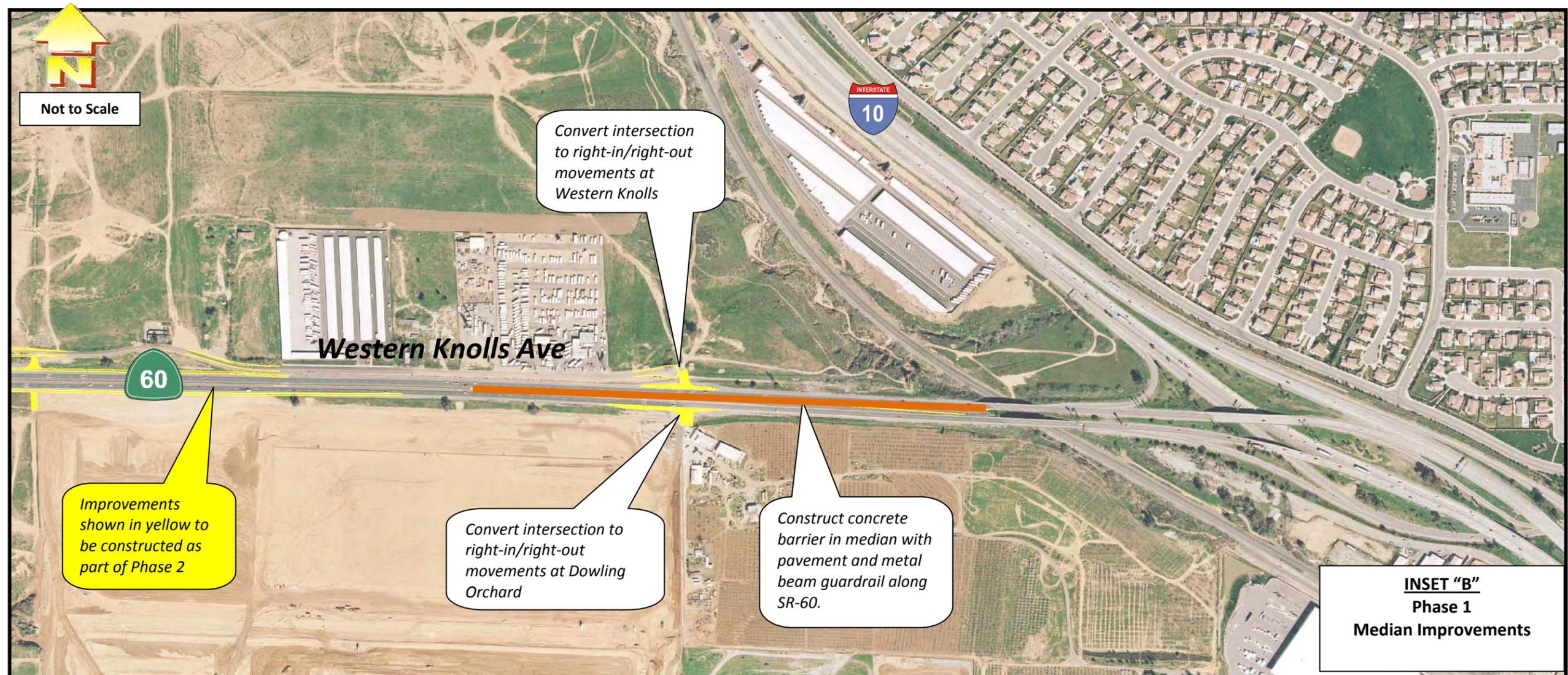
There will be no connection to SR-60 in Phase 1.

Figure 1.4.1.2- 1 - Build Alternative – Phase 1



Source: City of Beaumont (November 2010) and Google Earth (2010)

Figure 1.4.1.2- 1 - Build Alternative – Phase 1 (continued)



Source: City of Beaumont (September 2010) and Google Earth (2010)

**Figure 1.4.1.2-2 (pages 1-28 and 1-29) depicts features that would be constructed under Phase 2:**

- a) A Type L-9 (modified partial cloverleaf) interchange configuration would be constructed.
- b) Widen Potrero Boulevard to 6-lanes (three northbound and three southbound) between the eastbound ramp termini and realigned Western Knolls Avenue intersection.
- c) Traffic signals would be constructed along Potrero Boulevard at the following locations:
  - Eastbound ramps termini (new)
  - Westbound ramps termini (new)
  - Potrero Boulevard and Western Knolls Avenue (new)
- d) Widen the existing SR-60 mainline bridge (San Timoteo Creek Bridge No. 56-0065) crossing Coopers Creek to the south to accommodate the approach auxiliary lane to the eastbound off-ramp.
- e) Construct the eastbound off ramp, eastbound loop on-ramp, and eastbound diagonal on-ramp. Ramp metering infrastructure, maintenance pull-outs, and California Highway Patrol (CHP) enforcement areas would be provided on the on-ramps.
- f) Construct the westbound off-ramp, westbound loop on ramp, and westbound diagonal on-ramp. Ramp metering infrastructure, maintenance pull-outs, and CHP enforcement areas would be provided on the on-ramps.
- g) An auxiliary lane would be constructed in advance of the eastbound and westbound off-ramps. The design of the pavement section for the auxiliary lanes would consider these lanes to be future mixed flow lanes.
- h) Western Knolls Avenue would be realigned from its western terminus to Potrero Boulevard. One 12-foot lane in each direction would be constructed with 8-foot shoulders.
- i) Retaining walls would be constructed along the south side of the eastbound off-ramp and along the north and south sides of the westbound diagonal on-ramp.
- j) Right-of-way would be acquired for Phase 2 needs.
- k) Remove access opening to the existing parcel located at PM 28.48 on south side of SR-60.
- l) Remove the Western Knolls Avenue and Dowling Orchard access at SR-60.
- m) Permits from resource agencies would be obtained and associated costs paid for mitigation banks for Phase 2 impacts.

Construction of the second phase will be dependent upon the ability of the City to issue bonds.

## Congested Management Process – Project Report (Partial Pages 1-8)

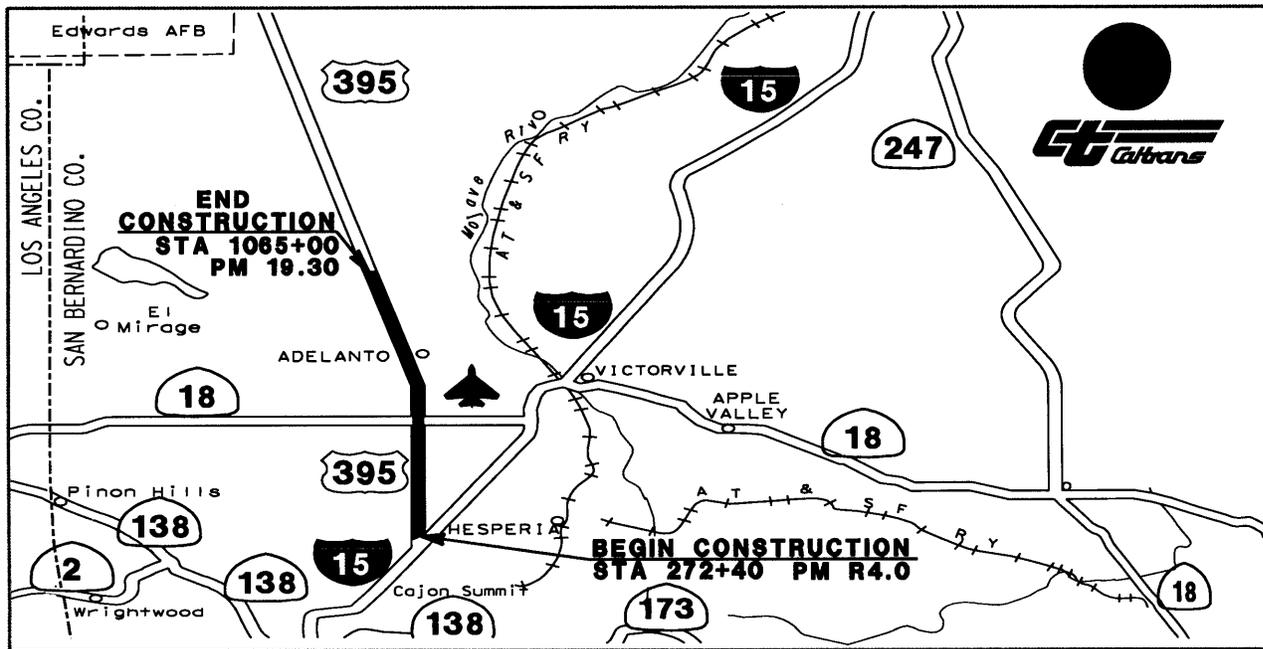
### Project 200451

#### Project Description:

US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM SR18 TO CHAMBERLAINE WAY -INTERIM WIDENING-WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS(EA OF631)(Toll Credits: FY14/15 \$72 for DEMO, FY15/16 \$683 for STP, FY17/18 \$2,217 for STP)

08-SBd-395, PM R4.0/19.3  
08-236-0F6300  
HE-13(STIP)  
20.20.025.700

# PROJECT REPORT



## VICINITY MAP

In San Bernardino County, On United States Route 395  
From 0.16 mi North Of Interstate Route 15 Junction  
To 1.80 mi South Of Desert Flower Road

*I have reviewed the right of way information contained in this Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:*

**BASEM MUALLEM** – ACTING DEPUTY DISTRICT DIRECTOR  
RIGHT OF WAY

APPROVAL  
RECOMMENDED:

for   
**DAVID BRICKER** – DEPUTY DISTRICT DIRECTOR  
ENVIRONMENTAL PLANNING

**JIM ROBINSON** – PROJECT MANAGER

GAM   
FOR **CHRISTY CONNORS** – DEPUTY DISTRICT DIRECTOR DESIGN

APPROVED:

**RAYMOND W. WOLFE, PHD** - DISTRICT DIRECTOR

12/31/09  
Date

08-SBd-395, PM R4.0/19.3  
08-236-0F6300  
HE-13(STIP)  
20.20.025.700

This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



REGISTERED CIVIL ENGINEER

12/21/09

DATE



SUPERVISING ENGINEER

12/21/09

DATE

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# PROJECT REPORT

## 1. INTRODUCTION

It is proposed to improve the operational efficiency of United States Highway 395 (US-395) from 0.16 mi north of the junction of US-395 and Interstate 15(I-15) PM R4.0, in the City of Hesperia to PM 19.3, approximately 1.80 mi south of Desert Flower Road in the City of Adelanto, in San Bernardino County. This project was initiated at the request of the Cities of Hesperia, Victorville and Adelanto, in an effort to improve the operational efficiency of the facility by increasing the carrying capacity of the facility. The existing highway within the project limit varies from 2 to 4 lanes. Along the existing 2-lane segments passing opportunities are severely restricted due to the large volume of traffic and the high percentage of truck traffic.

This project is classified as a Category 4A project as defined in the Project Development Procedures Manual (7<sup>th</sup> Edition, Part 2, Chapter 8, Section 5) because it will substantially increase the traffic capacity of the highway. The total estimated construction cost including right of way and structures for the proposed alternative is \$109,215,000. Funding for the Project Approval and Environmental Document (PA/ED) phase of the project will be provided by San Bernardino Associated Government (SANBAG) under the terms of the approved cooperative agreement (No. 08-1250), dated May 4, 2005. Additional funding for subsequent phases of the project is anticipated from Federal, State, and local governments. This project is eligible for programming under the State Transportation Improvement Program (STIP) under the HE-13 (20.20.025.700) – Highway Widening Program. This project is included in the 2008 Regional Transportation Plan (RTP). There is strong support for the proposed improvements from local governments and there is no known opposition.

## 2. RECOMMENDATION

It is recommended that this Project be approved using the Preferred Alternative and that project proceed to the design phase.

## 3. BACKGROUND

### A. Project History

The District 8 Pre-Program Engineering Studies, via Project Initiation Proposal (PIP) number 2728, initiated the project. The PIP 2728 combined PIP 2659 and 2660 that recommended widening US-395 from Post Mile (PM) 3.98 to 19.30. It is proposed to combine both locations into a single project under one Expenditure Authorization to

08-SBd-395 PM R4.0/19.3  
08-236-0F6300  
Widen Highway and  
Improve Intersections  
HE-13 (STIP)  
20.20.025.700

facilitate the project development process and improve efficiency. A Project Study Report/Project Development Support was approved on August 1, 2005.

## **B. Existing Facility**

The segment of US-395 within District 08 is divided into five (5) segments as described in the 2002 Route Concept Report. This project report focuses on Segment one from Jct. I-15 to Jct. SR-18, Segment two Jct. SR-18 to El Mirage Rd., and a small portion of Segment three from El Mirage Rd. to Calleja Rd. Within the project limits, the existing facility is in general a two-lane road with some segments that have been widened at intersections and other locations to accommodate rapid urbanization along this corridor. The existing lanes are 12 feet wide and shoulder widths vary from five to eight feet. The structural section of the existing roadbed consists of asphalt concrete pavement. The horizontal alignment of the existing facility consists of long tangent sections with horizontal curves. The vertical alignment of the existing roadbed is essentially flat, except for a significant dip between Hollister Road and Phelan Rd. /Main St. There are two major bridge structures within the project limits. The California Aqueduct Bridge (Br. No. 54-0829) located at PM6.83 is a single span reinforced concrete box girder structure. The Joshua Wash Bridge (Br. No. 54-0524) located at PM14.58 is a double reinforced concrete box culvert.

## **4. NEED AND PURPOSE**

### **A. Problem, Deficiencies, Justification**

Within the project limits, US-395 is generally a two-lane conventional highway with one 12 ft-lane and shoulder that varies from five to eight feet in each direction. Large volumes of traffic with high percentages of truck traffic that circulate along these segments of US-395 restrict passing opportunities. Operating conditions within the project limits are expected to continue to deteriorate as traffic demand increases owing to growth and development currently taking place along the corridor. Without significant and timely improvements, regional and inter-regional travel along this corridor will be severely compromised.

Approaches to several major intersections have already been improved to provide exclusive left turn lanes; two lanes for through traffic, and dedicated right turn lanes. However, the unimproved segments between these intersections are still major impediments to the efficient flow of traffic.

Widening between the segments to accommodate 2 lanes in each direction with a continuous 14-foot wide median consisting of left turn pockets will increase the operational capacity and will enhance the operational efficiency of the corridor by improving passing opportunities.

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## B. Regional and System Planning

US-395 in San Bernardino County begins at the junction with Interstate 15 (I-15) (PM R3.98) in Hesperia and ends at the Kern County Line (PM 73.51). The route segment within District 08 is approximately 70 mi. US-395 is classified as a Rural Principal Arterial, and is included in the Surface Transportation Assistance Act (STAA) as a route for the movement of extra legal permits loads. It is also classified as a High Emphasis, Focus and Gateway route as part of the California Interregional Road System (IRRS), providing access to and links between economic centers, recreational areas, urban and rural regions. It is also part of the Strategic Highway Network (STRAHNET) serving the Naval Air Weapons Station at China Lake and Edwards Air Force Base. The proposed project is consistent with statewide, regional, and local planning goals, and is being coordinated with impacted governmental, regulatory and private agencies in the area to ensure consistency with their specific goals and objectives. The proposed improvements are consistent with the Route Concept Report.

## C. Traffic

### Current and Forecasted Traffic

The existing and projected traffic data for US-395 within the project limits are as shown in Table 1 below.

**Table 1**

LOCATION	ADT		DHV		Trucks (%)		Directional Split	
	2006	2035	2006	2035	2006	2035	2006	2035
PM R4.0/11.18	27,700	33,700	1,548	2,865	12	12	60/40	60/40
PM 11.18/19.36	16,800	25,800	822	3,241	10	10	60/40	60/40

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 HE-13 (STIP)  
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Existing and projected LOS and Volume Capacity Ratios have been developed and analyzed to existing operating conditions and impact of the proposed improvements. This data is presented in Table 2.

**Table 2**

LOCATION	LOS			Volume Capacity Ratio (V/C)		
	2006	2035 (No-build)	2035 (Alt 2&3)	2006	2035 (No-build)	2035 (Alt 2&3)
PM R4.0/11.18	E	F	B	0.53	0.98	16.5
PM 11.18/19.36	C	F	C	0.28	1.11	18.6

At the current rate of growth, traffic is expected to increase by 30% by year 2035. As a result, levels of service are expected to deteriorate rapidly to breakdown conditions. The proposed widening improvements would restore the facility to its desirable level of service and would also enhance the overall operational safety of these segments along US-395.

#### Accident Rates

Accident data from the Traffic Accident Surveillance and Analysis System (TASAS) for US-395 for this project limits from January 1, 2006 through December 31, 2008 are shown in Table 3.

**Table 3**

LOCATION	ACTUAL RATES (Million vehicle miles)			AVERAGE RATES (Million vehicle miles)		
	F	F + I	TOT	F	F+I	TOT
PM R4.0/19.36	0.019	0.25	1.14	0.019	0.48	1.17

The accident data for the period from January 1, 2006 through December 31, 2008, indicates that the total accident rate within this segment was higher than average rates for similar type facilities. The accidents involved Rear End, Broadside, Sideswipe, Head On, Overturn and Hit Object due to excessive speed, failure to yield, and unsafe turning

movement. Providing additional capacity and median is expected to improve passing opportunities, minimize traffic conflicts, and reduce the number of accidents.

## 5. **ALTERNATIVES**

### **A. Viable Alternatives**

This Project Report assesses the three alternatives as follows:

- Alternative 1: No-Build.
- Alternative 2: Widening the highway on existing alignment.
- Alternative 3: Widening the highway on realigned alignment.

#### **Alternative 1 (rejected) - No-Build**

This alternative consists of no physical improvements or modification at this time. There are no capital costs associated with this alternative. Under this scenario, the existing operational deficiencies will not improve and could potentially result in an increase in the number of accidents. Also, with the No-Build alternative, maintenance costs can be expected to increase. Therefore, this is not an acceptable alternative.

#### **Alternative 2 (preferred) - Widening the highway on existing alignment**

The existing centerline alignment would be maintained and the roadbed would be widened approximately 22 feet in each direction. This alternative would provide two 12-ft lanes with 8-ft outside shoulders in each direction, and a 14-ft median with rumble strips. The median would provide a buffer between opposing traffic flows and the necessary pockets for left-turn maneuvers, thereby, enhancing the safety of the traveling public. A key highlight of this proposal features existing intersections previously widened, seamlessly matching this alternative's cross section with no further widening or realignment necessary. Right of way acquisitions and utility relocations would be necessary with this alternative but no exceptions to current design standards would be needed. This alternative would meet the projected traffic demands.

- **Proposed Engineering Features**

The existing single span California Aqueduct Bridge No. 54-0829 L/R and the Joshua Wash Bridge No. 54-0524 would also need to be widened to accommodate the proposed roadway improvements. In addition, the following five intersections are proposed for improvement: Holly Road/Hopland Street, Seneca Road, Air Base Road, Auburn Avenue and El Mirage Road.

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## Congested Management Process – Project Report (Partial Pages 1-24)

### Project SBD31850

#### Project Description:

IN GRAND TERRACE @ I-215 BARTON RD I/C RECONSTRUCT OC & RAMPS W/  
PARTIAL CLOVERLEAF CONFIG. NW OF I-215 WORK INCL ADD OF NB AUX  
LN.LOCAL ST WORK TO INCL WIDENING OF BARTON RD, REMOVAL OF LA CROSSE  
AVE. B/W VIVENDA AVE & BARTON RD, RPLCMT W/ NEW LOCAL RD, IMPRVMTS  
TO BARTON RD & MICHIGAN WAY/VIVENDA AVE INTERSEC & REALIGNMT OF  
COMMERCE WY (Toll Credits used to match DEMO: ENG & ROW)

**I-215/Barton Road Interchange Improvements**

0800000282 (08-0J0700)

400.146 / 075.600

March 2014

**PROJECT REPORT**



On Interstate Route 215 in City of Grand Terrace  
from 0.73 miles south of Barton Road to 0.35 miles north of Barton Road

*I have reviewed the right-of-way information contained in this Project Report and the R/W Data Sheet attached hereto, and have found the data to be complete, current, and accurate:*

*Robert So*

Robert So  
DEPUTY DISTRICT DIRECTOR  
RIGHT OF WAY

APPROVAL RECOMMENDED:

*for Juan C. Loid*  
Joseph Meraz  
PROJECT MANAGER

CONCURRED BY:

*for David Bricker*  
David Bricker  
DEPUTY DISTRICT DIRECTOR,  
ENVIRONMENTAL PLANNING

CONCURRED BY:

*for Christy Connors*  
Christy Connors  
DEPUTY DISTRICT DIRECTOR, DESIGN

APPROVED:

*for Basem Muallem*  
Basem Muallem  
DISTRICT DIRECTOR

*3/5/14*  
DATE

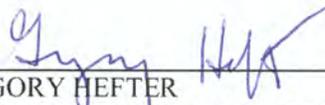
080000282 (0J0700)

I-215/Barton Road Interchange Improvements

08-SBd-215-PM 0.58/1.66

This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



  
\_\_\_\_\_  
GREGORY HEFTER  
REGISTERED CIVIL ENGINEER  
AECOM

2-27-14  
DATE

Concurred by:

  
\_\_\_\_\_  
Mahmuda Akhter  
ACTING SENIOR TRANSPORTATION ENGINEER  
CALTRANS DISTRICT 8 - DESIGN J OVERSIGHT

3/5/14  
DATE

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- Attachment D - Other Viable Alternatives
- Attachment E - Advanced Planning Study (APS)
- Attachment F - Project Cost Estimates
- Attachment G - Right-of-Way Data Sheets
- Attachment H - Transportation Management Plan Data Sheets
- Attachment I - Category Determination Request Letter
- Attachment J - Cover Page, Signed Title Sheet, Signed Negative Declaration (CEQA), and Signed Finding of No Significant Impact (NEPA) from Final Environmental Document approved for Project
- Attachment K - Cooperative Agreement
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## 1. INTRODUCTION

The San Bernardino Associated Governments (SANBAG), in cooperation with the California Department of Transportation (Caltrans), the City of Grand Terrace, and the City of Colton, proposes to improve the Interstate 215 (I-215)/Barton Road interchange (Bridge No. 54-0528, PM 1.31).

This Project Report (PR) is prepared to address the needs of the interchange improvements. The project proposes to implement roadway improvements consistent with the circulation element of the City of Grand Terrace General Plan, to implement improvements that will enhance traffic operations, and to reduce existing traffic congestion on Barton Road, specifically at the ramp intersections.

The proposed project would include the following improvements:

- Replacement of the existing Barton Road Overcrossing (Bridge No. 54-0528)
- Reconstruction/Widening of Barton Road
- Realignment of the existing entrance and exit ramps to enhance turning maneuverability and storage capacity
- Roadway Improvements on local streets
- Traffic signal modifications
- Roundabout at intersection of Barton Road/southbound ramps/La Crosse Avenue.

On Barton Road, the project construction limits extend from 0.3 miles to 0.4 miles west and east of the I-215 centerline, respectively. The project construction limits on I-215 begin at 0.73 miles and end at 0.35 miles south and north of Barton Road centerline, respectively.

As the owner/operator of the State Highway System (SHS), Caltrans has statutory obligation to maintain and operate the SHS, and is the California Environmental Quality Act (CEQA) Lead Agency for all improvement projects on the SHS.

Section 6005(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), P.L. 109-59, codified as Section 327 of amended Chapter 3 of Title 23, United States Code (23 U.S.C. 327), established a Surface Transportation Project Delivery Pilot Program that allowed the Secretary of the United States Department of Transportation (USDOT) to assign, and a State to assume, the USDOT Secretary's responsibilities under the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.), and all or part of the USDOT Secretary's responsibilities for environmental review, consultation, or other action required under any Federal environmental law with respect to one or more highway projects within the State. In conjunction with implementation of Section 6005 of SAFETEA-LU, a Section 6005 Memorandum of Understanding (MOU) between the Federal Highway Administration (FHWA) and Caltrans was prepared, which became effective on July 1, 2007.

California participated in the "Surface Transportation Project Delivery Pilot Program" (Pilot Program) pursuant to 23 USC 327, for more than five years, beginning July 1, 2007 and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6th, 2012, amended 23 USC 327 to establish a revised and permanent Surface Transportation Project Delivery Program. As a result, the Department entered into a memorandum of understanding pursuant to 23 USC 327 (NEPA Assignment MOU) with FHWA. The NEPA Assignment MOU became effective October 1, 2012 and terminates eighteen months from the effective date of FHWA regulations developed to clarify amendments to 23 USC 327 or on January 1, 2017.

The NEPA Assignment MOU incorporates by reference the terms and conditions of the Pilot Program MOU. In summary, the Department continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and the Department assumed all of the United States

Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to the Department under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

Caltrans is the lead agency in conjunction with completion of all NEPA compliance requirements and associated documentation for this project

Caltrans has determined for this project that the appropriate environmental documentation for CEQA compliance is an Initial Study (IS) and for NEPA compliance an Environmental Assessment (EA). Caltrans will adopt a Negative Declaration (ND) for the IS and a Finding of No Significant Impact (FONSI) for the EA.

The project has been assigned Project Development Processing Category of 3 because it requires new right of way and a superseding freeway agreement. A signed Category Determination Letter is attached herewith as Attachment I. The program code is 400.146 for SANBAG funding for Measure I and 075.600 from the State Transportation Improvement Program (STIP).

Below is a summary of the estimated project cost for the identified Preferred Alternative, as the project nears completion of the Project Approval/Environmental Document (PA/ED) phase:

<b>CONSTRUCTION COST:</b>	<b>Modified Alternative 7 (Preferred Alternative)</b>
Roadway	\$26,140,000
Structures	\$9,818,000
Right of way	\$18,617,000
<b>Total Project Capital Outlay:</b>	<b>\$54,575,000</b>
<b>SUPPORT COST:</b>	
PS&E	\$3,596,000
Construction Management	\$4,315,000
<b>TOTAL PROJECT COST:</b>	<b>\$62,486,000</b>

The cost estimate includes \$3,250,000 for landscaping construction and support costs. Landscaping construction will be a separate contract.

The project is scheduled to begin construction in mid-2016. The opening year of the project is 2018. Traffic analyses are based on an opening year of 2016, but with a current opening year of 2018, traffic volumes were reviewed and, due to a decrease in volumes, determined to be appropriate for a 2018 opening year (see Attachment O).

**2. RECOMMENDATION**

This Project Report recommends that the project be approved using the Preferred Alternative, Modified Alternative 7, and that the project proceed to the plans, specifications and estimate phase.

The affected local agencies have been consulted with respect to the recommended plan, the identified Preferred Alternative, Modified Alternative 7. Their views have been considered and they are in general accord with the plan as presented.

### **3. BACKGROUND**

#### **3.1 Project History**

A Project Study Report (Project Development Support) [PSR (PDS), refer to Attachment B] was initiated in response to the economic, industrial, and population growth, which has led to a significant increase in the traffic demand on Barton Road within the vicinity of the project. The PSR (PDS), which was approved on April 3, 2007 by Caltrans District 8, identified the need of improving the I-215/Barton Road interchange to be essential.

This PR carries the same scope as the PSR (PDS). This report documents the project development efforts expanded to focus on the process selecting the Preferred Alternative, Modified Alternative 7 (refer to Attachment C).

There was one no-build alternative and four build alternatives presented in the approved PSR (PDS). It was determined by the Project Development Team (PDT) that the PSR build alternatives were not feasible due to the impact to Grand Terrace Elementary School in the northeast quadrant of the interchange. Four more build alternatives (a new Alternative 3 that removed the directional entrance ramp proposed in the PSR (PDS) iteration of Alternatives 3 and 5, a new Alternative 5 that replaced the iteration of Alternative 5 identified in the PSR(PDS), a new Alternative 6 and a new Alternative 7), were subsequently developed and further examined after the start of the PA/ED phase. The new iteration of Alternative 5 developed after the start of PA/ED was later dropped from further consideration and the new Alternative 7 was also later dropped from further consideration, replaced with Modified Alternative 7, prior to the approval and circulation of the Draft Initial Study with Proposed Negative Declaration/Environmental Assessment (Draft Environmental Document).

#### **3.2 Community Interaction**

A Project Development Team (PDT)—including representatives from the City of Grand Terrace, Caltrans, and SANBAG—was established to ensure collaborative communication among the stakeholders. The representatives have actively participated in conjunction with the development, progress, and approval of engineering and environmental studies, as well as the public outreach efforts for the project through the completion of the PA/ED phase of this project.

To date, there has been limited negative feedback from the local community in response to this project. The feedback that was received generally centered on the right-in/right-out proposal at the Barton Road/La Crosse Avenue intersection in Alternative 7. Alternative 7 was modified to include a roundabout intersection of the I-215 southbound ramps with Barton Road, which would provide full access to La Crosse Avenue. Public Feedback regarding the project since the development of Modified Alternative 7 has been predominantly supportive. Modified Alternative 7 in particular, and the project in general has received only limited negative feedback. Some property owners have approached the City of Grand Terrace and City of Colton and have had discussions with them regarding the proposed project and its impacts to potential access and right of way. There have been no contacts from special interest groups.

The public review and comment period for the Draft Environmental Document was well advertised, and occurred between November 27, 2013 and December 30, 2013. An Open Forum Public Hearing was held on December 12, 2013, to provide an opportunity for attendees to ask questions, raise concerns, and provide formal comments on the project.

#### **3.3 Existing Facility**

I-215 is a major north-south freeway facility that begins at the southerly junction of Interstate 15 (I-15) in the city of Murrieta in Riverside County, and terminates at the northerly junction with I-15, near Devore in San Bernardino County. The entire route varies from three to four lanes in each direction.

I-215 provides interregional mobility within the cities in both the counties of San Bernardino and Riverside. I-215 is functionally classified as a principal arterial and an extension of a rural Principal Arterial into urban areas. The entire route is included in the State Interregional Road System and is further classified as a “High Emphasis” and “Gateway” route. The entire length of I-215 within District 8 is included in the National Highway System. I-215 is part of the Federal Surface Transportation Assistance Act (STAA) “National Network” route for oversized trucks.

The portion of the I-215 corridor within the project limits is a six-lane freeway with a paved median. The I-215/Iowa Avenue interchange (Modified Type L-8, Bridge No. 54-0527, PM 0.40) is located approximately 0.9 miles to the south, and the I-215/Washington Street interchange (Type L-6/L-8, Bridge No. 54-0530, PM 2.69) is approximately 1.6 miles to the north.

Barton Road is an east-west primary arterial in Grand Terrace and San Bernardino County. It extends from La Cadena Drive in the City of Colton west of the freeway and continues as Brookside Avenue east of San Mateo Street in the City of Redlands. Barton Road is a two-lane roadway with varying curb-to-curb width west of I-215. On the east, it is a four-lane facility that has a 72-foot curb-to-curb width with turn lanes at various intersections. Within the project limits, there are several intersections:

- Grand Terrace Road (unsignalized T-intersection)
- Southbound Ramps and La Crosse Avenue Intersection (signalized)
- Northbound Ramps Intersection (signalized)
- Michigan Avenue Intersection (signalized T-intersection)
- Vivienda Avenue Intersection (unsignalized T-intersection)

The existing I-215/Barton Road interchange is a compact diamond (Type L-1) interchange with a single-lane entrance and exit ramps. Both the exit ramps expand to two lanes at the intersection to accommodate turning traffic. The existing northbound ramp intersection and southbound ramp intersection are spaced approximately 350 feet apart. The existing overcrossing carries a single lane in each direction with back-to-back left turn pockets for the entrance ramps.

### **Existing Structures**

There are four structures within the project limits:

- Highgrove Underpass (PM 0.60, Bridge Number 54-0518) was constructed in 1959. The bridge was constructed as a series of four simple spans and carries two Burlington Northern Santa Fe (BNSF) tracks. Each span consists of two steel through-plate girders constructed of steel plates and angle sections. The posted vertical clearance is 15'-2". The structure will be replaced as part of the Bi-County HOV Lane Gap Closure project (EA 08-0M940). The new structure is designed to accommodate the I-215/Barton Road interchange project.
- Grand Terrace Underpass (PM 0.80, Bridge Number 54-0519) was constructed in 1959. The bridge was constructed as a series of four simple spans, and carries one Union Pacific Railroad (UPRR) track. Each span consists of two steel through-plate girders constructed of steel plates and angle sections. The posted vertical clearance is 14'-9". The structure will be removed as part of the Bi-County HOV Lane Gap Closure project (EA 08-0M940).
- Barton Road Overcrossing (PM 1.31, Bridge Number 54-0528) is a four-span CIP conventionally reinforced concrete T-girder superstructure constructed in 1959. It carries a single lane in each direction with a reversing left-turn lane. A Type 26R concrete barrier provides a sidewalk along the north side of the overcrossing and a Type 7 chain link fence lines both the north and south edges of the structure. The posted vertical clearance is 14'-6". The structure will be replaced by the I-215/Barton Road interchange project.

- Newport Avenue Overcrossing (PM 1.78, Bridge Number 54-0529) is a four-span CIP conventionally reinforced concrete T-girder superstructure constructed in 1959. It carries a single lane in eastbound and westbound directions with a five-foot sidewalk on the southern edge and a two-foot sidewalk on the northern edge. Type 25 concrete barriers line both edges of the bridge. The posted vertical clearance is 14'-7". A separate stand-alone State Highway Operation and Protection Program (SHOPP) project was developed through completion of the Project Approval & Environmental Document phase to replace this overcrossing with a structure providing higher clearance over I-215, however, subsequently the replacement of the Newport Avenue Overcrossing was incorporated into part of the I-215 Bi-County HOV Lane Gap Closure Project (EA 08-0M9404, PN 0800000506), currently under construction. The Newport Avenue Overcrossing has already been removed, and it is planned to be re-opened in mid-2014. The new structure has been designed to accommodate the proposed I-215/Barton Road IC Improvement Project.

## 4. PURPOSE AND NEED

### 4.1 Problem, Deficiencies, Justification

#### Purpose

The purpose of the proposed project is to improve the operation, increase the capacity, and reduce the existing and future congestion at the I-215/Barton Road interchange, and improve access to facilities served by the interchange.

#### Need

Based on traffic projections and the existing and planned land uses in the vicinity, the facility is forecast to degrade to level of service (LOS) F (breakdown condition) by 2040 without improvements.

**Capacity and Transportation Demand.** The study area intersections currently operate at LOS B or C during the a.m. and p.m. peak hours. Without improvements, the Barton Road/Grand Terrace Road intersection would operate at LOS F during the a.m. and p.m. peak hour by 2016. Because of the projected demand, without improvements, by 2040 all seven study area intersections would operate at LOS F during both the a.m. and p.m. peak hours, with the exception of Barton Road/La Cadena Drive during the a.m. peak hour, which would operate at LOS C. Traffic projections for 2040 indicate that the peak-hour volumes on I-215 will double in most segments. The 2009 Barton Road interchange ramp volumes are forecast to double by 2040 as well. Additional capacity is needed to accommodate projected traffic volumes and to improve LOS at the study area intersections.

**Roadway Deficiencies.** The existing I-215 southbound exit ramp at Barton Road is nonstandard because it intersects with a local street (La Crosse Avenue) before reaching Barton Road (per *Caltrans Highway Design Manual (6<sup>th</sup> Edition)* Index 504.8, access rights shall be acquired along interchange ramps to their junction with the nearest public road). In addition, the left-turn lane on westbound Barton Road to the I-215 southbound on-ramp does not have sufficient vehicle capacity during the a.m. and p.m. peak hours. As a result, although the Barton Road/Southbound ramps intersection currently operates at LOS B and C in the a.m. and p.m. peak hours, respectively, because turning movement delays are averaged to calculate LOS, delays at this intersection are excessive due to the long queue of vehicles waiting to turn left and also blocking the through lane. According to calculations for 2016, the a.m. peak hour queue length would be more than double (4 times existing capacity) and would increase even more in 2040 without interchange improvements. Additional turn-pocket capacity is needed in order to reduce excessive delays at the interchange.

**Social Demand and Economic Development.** The I-215/Barton Road interchange is the primary regional access in the City of Grand Terrace. It also serves the southwestern portion of the City of Colton and provides direct access to the City of Loma Linda. The build-out of the area in accordance with the City of

Grand Terrace General Plan and the Barton Road Specific Plan will result in increased traffic congestion on the freeway and the local street networks leading to the interchange. Reconstruction of the interchange is needed to relieve additional congestion.

## 4.2 Regional and System Planning

### 4.2.1 Identify System

The proposed interchange is located on I-215, PM 1.31. I-215, which is part of the State Interregional Road System (IRRS), serves as a major north-south freeway facility that links counties of Riverside and San Bernardino from its southerly junction with I-15 in Murrieta in Riverside County to the northerly junction with the I-15 near Devore in San Bernardino County.

### 4.2.2 State Planning

A District System Management Plan, dated September 2012, designates the ultimate I-215 as a 10-lane freeway with eight mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. The District's Division of Planning and Local Assistance is currently developing an updated comprehensive corridor plan.

SANBAG, in cooperation with the RCTC, is planning to improve I-215 that will enhance mobility in the Inland Empire. The I-215 Bi-County Improvement Project encompasses 7.5 miles of corridor widening that extends from south of the SR-60/SR-91/I-215 interchange in the City of Riverside to Orange Show Road in the City of San Bernardino. The widening would require reconstruction of a few local street interchanges within the project limits. The affected interchanges include Columbia Avenue interchange, Center Street interchange, Iowa Avenue interchange, Barton Road interchange, Washington Street interchange, I-215/I-10 interchange, and Orange Show Road interchange. Several other structures, which include Newport Avenue overcrossing, BNSF railroad underpass and UPRR underpass, would also be affected.

Due to budget constraints and to provide for an immediate need of connecting the HOV lanes in the City of San Bernardino on I-215 (recently completed EA 08-00717, RTP ID 713) and the HOV lane project under construction on SR-91 in the City of Riverside (EA 08-44840, RTP ID 010212), an HOV lane Gap Closure Project (EA 08-0M940, RTP ID 200614) has been initiated to complete in advance of the ultimate widening of I-215. The HOV Gap Closure Project will add an HOV lane in each direction with minimal outside widening, and will replace one railroad underpass and remove another. Final design documents are complete and the HOV Lane Gap Closure Project is now in the construction phase.

The Barton Road interchange was initially a part of the I-215 Bi-County Corridor Improvement Project; however, the City of Grand Terrace has seen the need to also accelerate the interchange improvement (relative to the I-215 Bi-County Corridor Improvement Project). The proposed overcrossing structure for the I-215/Barton Road interchange project is designed to accommodate the ultimate mainline section.

A Project Study Report-Project Development Study (PSR-PDS) was approved on March 6, 2013 for the I-215/Washington Street Interchange Improvement Project (EA 08-0M630). This PSR-PDS project proposes to replace the existing Washington Street overcrossing and reconfigure the interchange ramps.

The opening year for the HOV Lane Gap Closure project, the I-215/Barton Road interchange project and the I-215/Washington Street interchange project are 2015, 2018 and 2020, respectively.

### 4.2.3 Regional Planning

The I-215/Barton Road interchange project is included in the SCAG's 2013 Federal Transportation Improvement Program (FTIP), ID SBD31850 with the description being "*IN GRAND TERRACE @ I-215 BARTON RD I/C RECONSTRUCT OC & RAMPS W/PARTIAL CLOVERLEAF CONFIG. NW OF I-215 WORK INCL ADD OF NB AUX LN LOCAL ST WORK TO INCL WIDENING OF BARTON RD, REMOVAL OF LA CROSSE AVE. BETWN VIVIENDA AVE & BARTON RD, REPLACEMT W/ NEW*

*LOCAL RD, IMPROVEMTS TO BARTON RD & MICHIGAN WAY/VIVIENDA AVE INTERSECTION & REALIGNMT OF COMERCE WY”.***4.2.4 Local Planning**

The proposed improvements are consistent with the City of Grand Terrace General Plan and Barton Road Specific Plan, and with the City of Colton General Plan. These plans identify the needs of providing adequate transportation networks to accommodate the projected growth in the region.

The City of Grand Terrace General Plan Circulation Element (2010) includes goals and policies to improve transportation corridors, provide adequate infrastructure, maintain efficient traffic operations on City streets, work with Caltrans and SANBAG to find solutions for transportation problems in the I-215 corridor area, and support the City’s bikeway network and other alternative modes of transportation.

In the City of Grand Terrace General Plan Circulation Element, Barton Road is defined as a Major Highway (100-ft right-of-way with a 72-ft improved section). As discussed in the Circulation Element: “Major Highways provide service to non-local through trips as well as limited local access. They often provide direct service to major commercial and industrial areas. Typically, Major Highways are characterized with four travel lanes, minimal curb cuts, and signalized intersections.”

The City of Colton’s General Plan Mobility Element was adopted on August 20, 2013. The Project is consistent with the applicable City of Colton General Plan Mobility Element goals and policies to provide an integrated and balanced multi-modal transportation network, provide appropriate access and adequate capacity at freeway interchanges, and coordinate with other jurisdictions and agencies on regional transportation projects.

There are several land development proposals and local street projects surrounding the project site in varying stages of progress. These include:

<b>Project Name/Type</b>	<b>Location</b>	<b>Proposed Use/Description</b>	<b>Status</b>
<b>City of Grand Terrace</b>			
Town Square Master Development Plan	South side of Barton Road between Michigan Street/Gage Canal	209,611 sf over 5 development units; commercial, retail, and restaurant/fast food uses	Development Unit 1 (65,737 sf) approved with 45,000 sf already constructed.  Auto Zone is moving one lot east to the Town Square project. An application for a 7,842 sf building has been submitted to the City.
Barton Plaza	Northwest corner of Barton Road and Mount Vernon Avenue	40,000 sf commercial	10,000 sq ft building constructed in Phase 1. Phases 2 and 3 have not started.
Techno-dynamics	21910 Vivienda Avenue	Single-family residential, 3 lots	Project approved. Project is not moving forward.
Greystone Group	11830 Mount Vernon Avenue	Single-family residential, 35 units	Project approved and map recorded. No construction has started.
Karger Pico Tract	North Side of Pico Street, E/O Kingfisher Road	Single-family residential, 18 lots	Tentative tract map valid until 8/10/2016

<b>Project Name/Type</b>	<b>Location</b>	<b>Proposed Use/Description</b>	<b>Status</b>
SCE Office Building	22200 Newport Avenue (SCE Vista Substation)	12,257 sf office building	Approved by Planning Commission on 11/07/13.
Residential	12156 Preston Street	12 townhomes	Pending Planning Commission meeting for approval. Anticipate meeting before the end of 2013.
The West Barton Road Connection	West Barton Road Bridge across the UPRR	Connection will provide for the ultimate design width for Barton Road of a 100 ft right-of-way.	Reprogramming funding. Planned for completion by 2015.
<b>City of Colton</b>			
Pellisier Ranch Specific Plan	Pellisier Ranch Road	1,448 ac; 2,101 units residential, commercial, schools, parks	This plan has been suspended indefinitely.
La Cadena Bridge over Santa Ana River Bridge Replacement Project	La Cadena Drive at the Santa Ana River	Reconstruct bridge	Preliminary Engineering. Planned for completion by 2017.
Washington Street Extension to La Cadena Drive Project	On Washington Street	Street extension and bridge over BNSF Railway	Project Study Phase. Planned for completion by 2030.

The City of Grand Terrace has been an active member of the PDT and has provided input regarding future development in the project area. The City of Grand Terrace's Community Development Department has also reviewed development plans of properties located in the vicinity of the I-215 Barton Road interchange. These reviews have enabled PDT members to plan the project more accurately and to match the local planning efforts of the City with those of the state and federal freeway facility. Funding of the interchange project is not tied to local development.

The project is not a pre-condition contingency for other improvements. Traffic projections are based on the SCAG RTP model that was adjusted using results from Riverside County Transportation Analysis Model (RIVTAM).

#### **4.2.5 Transit Operator Planning**

The Project site and its vicinity are served by Omnitrans and the Riverside Transit Agency (RTA). Omnitrans and the RTA provide extensive fixed-route bus systems that include bus routes in the interchange area. Omnitrans Route 325, which starts at the corner of Barton Road and Michigan Avenue within the Project area, runs east along Barton Road, and connects Grand Terrace residents to locations such as the Grand Terrace Senior Center, Loma Linda Hospital, City Hall, and the VA Hospital. Omnitrans Route 19 connects to Route 325 near Washington Street and provides access to areas west of I-215, including the City of Colton and the Fontana Metrolink Station. RTA Route 14 connects downtown Riverside with Omnitrans Route 325 at Michigan Avenue and Center Street near the Highgrove Library. Bus routes located within the project improvements will be coordinated and incorporated into the staging during final design. Routes are expected to remain in service during construction.

Opportunities to enhance other transit related services include the installation of HOV preferential lanes at the entrance ramps and ramp metering. HOV preferential lanes are planned at the southbound entrance ramp but for the northbound entrance ramp of Modified Alternative 7. A fact sheet for the exception was prepared and approved by the Department. Ramp meters will be installed on each entrance ramp within the interchange.

### 4.3 Traffic Volumes and Operational Analysis

A *Traffic Forecast Volumes Report* (PB, December 2007) for the I-215 Bi-County Improvement Project was approved by Caltrans in 2008. The report presented future traffic demand for the corridor in year 2040. Long-term traffic growth rate in the corridor (growth from year 2000 to 2030) was projected using the I-215 corridor forecast model. A 14% growth rate was used to extrapolate the 2040 volumes. A *Traffic Operation Analysis* (Iteris, July 2009 and revised on December 2011, and approved in January 2012) was subsequently prepared to analyze the traffic impacts of the proposed I-215/Barton Road Interchange Project by utilizing the 2040 forecast volumes. 2009 traffic counts were obtained and the 2016 volumes were linearly interpolated between the existing volumes and the forecast 2040 volumes. Detailed methodologies and analysis results can be found in the traffic reports.

As stated above, the existing year traffic counts utilized in the approved TOA were collected in 2009. In 2012, the 2009 traffic counts were reevaluated since three years had elapsed from the 2009 traffic counts. New traffic counts were conducted in June, 2012 and these counts revealed that the peak period movements decreased between 2009 and 2012 for a majority of the intersection movements. The reductions were modest for movements to and from the I-215 freeway ramps and were more pronounced for movements along Barton Road. Discussions with City of Grand Terrace staff revealed that decreases in the volumes along Barton Road were attributable to several factors including:

- 1) The major economic recession that began in late-2008 and lasted into 2012 affected traffic patterns. The recession resulted in reduced traffic volumes due to fewer motorists traveling to and from work. Also, trips to and from businesses in and around the project area decreased as consumer spending slowed through the recession. The commercial property located on the northwest corner of Barton Road/La Crosse Avenue has many vacant suites throughout the center providing further indication of the recession's effects. Other sites in the vicinity of the interchange are also now vacant.
- 2) Stater Bros Markets relocated from a large distribution center that was located southwest of the project site. The relocation reduced trips through the interchange area. The distribution center was subsequently taken over by Castle & Cook Cold Storage, and in July, 2012 Castle & Cooke was acquired by Lineage Logistics. Since the acquisition, traffic has increased according to City of Grand Terrace staff and volumes continue to increase as the new tenants expand their operations at the site.
- 3) The traffic counts in 2009 and 2012 were taken in different months of the year – the 2009 traffic counts were conducted in February whereas the 2012 traffic counts were taken in June. The 2009 counts were conducted during the school year and the 2012 counts were taken when school was not in session. Grand Terrace Elementary school is located west of I-215 and generates trips along Barton Road from both sides of I-215. With 710 students, the school generates trips that were not accounted for with the 2012 counts since the school year ends in May.

Levels of service values were recalculated using the 2012 counts to determine whether the lower values affected the Need & Purpose of the Project. The LOS values remained the same under either condition (i.e., using 2009 counts and 2012 counts) in all locations except for one, the intersection of I-215 Southbound Ramps and Barton Road. At this location the PM peak LOS changed from C to B for 2009 and 2012 respectively. This change in LOS is attributable to the fact that Stater Bros relocated from its major distribution center near interchange. The site was subsequently taken over by Castle & Cook Cold Storage, but in July, 2012 Castle & Cooke was acquired by Lineage Logistics. Since the acquisition, traffic has

increased markedly at the site according to City of Grand Terrace staff and this increase should push the volumes and the LOS back toward those of 2009 (see Attachment M).

Given the circumstances stated above, the 2009 traffic counts were determined to be adequate and appropriate for the project without adjustment. In July of 2013 Department (District 8) staff from the Traffic Operations and Traffic Forecasting branches approved the conclusion as stated in a memorandum dated July 16, 2012.

As discussed above, the *Traffic Operations Analysis* dated December 21, 2011 was approved for the Project in January 2012. A supplemental traffic operations analysis focusing on operational results of replacing the planned traffic signal at the southbound I-215 off-ramp intersection with Barton Road, with a roundabout, was initiated in Fall 2012. The analysis and conclusions were presented in a Memorandum on August 20, 2013 which was approved October 8, 2013. The analysis concluded that the inclusion of a roundabout at the southbound ramps intersection would result in a LOS of D or better at each of the intersections along Barton Road between Grand Terrace Road and Commerce Way. In addition, it was also noted that the queue lengths between the intersections would not exceed the distance between the intersections and therefore a roundabout would be an acceptable alternative to the signal.

A *Traffic Volume Comparison Memorandum* (AECOM, November 2013), prepared to address whether previously approved 2016 traffic volumes (in conjunction with when 2016 was the planned Opening Year for the Project) are appropriate for use as the basis for traffic analysis for the Project's revised planned opening year changing to 2018, concluded:

Based on the traffic count comparison conducted in June of 2012, traffic volumes were slightly lower than those collected in 2009. The decrease in the existing volumes would be offset by the Project's revised opening year of 2018. Therefore, the "opening" year 2016 volumes in the Traffic Operations Analysis are appropriate to use as the updated 2018 opening year volumes.

The *Traffic Volume Comparison Memorandum* (AECOM, November 2013) received concurrence on November 22, 2013 (see Attachment O).

#### 4.3.1 Current and Forecasted Traffic

Table 1 summarizes the design designation information for I-215 and for Barton Road.

**Table 1: Design Designations**

Traffic Info	I-215	Barton Road
2009 AADT =	140,500	---
2016 ADT =	194,400	22,438
2040 ADT =	332,800	39,625
DHV =	21,530 (PM)	3,170 (PM)
D =	53% (PM)	57% (PM)
V =	75 mph	45 mph
T =	7% (AM)	7% (AM)

*AADT=annual average daily traffic; ADT=average daily traffic; DHV=two-way design hourly volume; D=percentage of the DHV in the direction of heavier flow; V=design speed; T=truck traffic volume*

Table 2 shows the a.m. and p.m. peak hour traffic volumes for the freeway mainline and the interchange ramps for 2009, 2016, and 2040. Truck percentages of 7% in the AM peak hour and 4% in the PM peak

hour were used for the intersection level of service analysis.

**Table 2: Mainline Segment and Ramp Volumes for 2009, 2016 and 2040**

Location	2009		2016*		2040	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
<b>Northbound</b>						
Iowa Avenue Exit Ramp	241	289	349	380	720	692
Iowa Avenue Entrance Ramp	1004	909	1074	1100	1312	1754
Freeway Segment from Iowa Avenue Entrance Ramp to Barton Road Exit Ramp	4876	5685	5987	6979	9798	11416
Barton Road Exit Ramp	365	414	442	553	706	935
Barton Road Entrance Ramp	370	406	544	549	1095	922
Freeway Segment from Barton Road Entrance Ramp to Washington St Exit Ramp	4881	5677	6089	6975	10188	11402
Mt Vernon Ave/Washington Street Exit Ramp	847	826	1047	954	1731	1391
Mt Vernon Avenue/Washington Street Entrance Ramp	663	653	670	655	1678	1338
Washington Street Entrance Ramp	761	491	811	533	**	**
<b>Southbound</b>						
Freeway Segment from Iowa Avenue Exit Ramp to Barton Road Entrance Ramp	6198	5346	7144	6487	10207	10122
La Cadena Drive Entrance Ramp	354	285	531	438	1136	964
La Cadena Drive Exit Ramp	188	291	410	583	1169	1582
Freeway from Barton Road Exit Ramp to Washington Street Entrance Ramp	6069	5276	6926	6372	9863	10128
Barton Road Entrance Ramp	462	431	639	618	1074	883
Barton Road Exit Ramp	333	361	421	503	703	890
Mt Vernon Avenue/Washington Street Entrance Ramp	613	973	686	1077	935	1432
Mt Vernon Ave/Washington Street Exit Ramp	1018	1316	1062	1415	1212	1755

\* As noted in the discussion included on page 10 of this Project Report, a Traffic Volume Comparison Memorandum (November 2013), prepared to address whether previously approved 2016 traffic volumes (in conjunction with when 2016 was the planned Opening Year for the Project) are appropriate for use as the basis for traffic analysis for the Project's revised planned opening year changing to 2018, concluded:

Based on the traffic count comparison conducted in June of 2012, traffic volumes were slightly lower than those collected in 2009. The decrease in the existing volumes would be offset by the Project's revised opening year of 2018. Therefore, the "opening" year 2016 volumes in the Traffic Operations Analysis are appropriate to use as the updated 2018 opening year volumes.

\*\* this on-ramp will be removed as part of the I-215/Washington Street interchange improvement project.

### 4.3.2 Intersection Level of Service (LOS) Analysis

Table 3 shows the LOS and delay at the intersections during the a.m. and p.m. peak hours for 2009.

**Table 3: Intersection Levels of Service for 2009**

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay (Sec)	V/C	LOS	Delay (Sec)	V/C
Barton Road/La Cadena Drive	B	14.0	0.35	B	16.0	0.53
Barton Road/Grand Terrace Road*	B	14.8	-	C	15.8	-
Barton Road/La Crosse Avenue*	B	13.1	-	B	14.5	-
Barton Road/ I-215 SB Ramps	B	15.1	0.66	C	25.0	0.82
Barton Road/I-215 NB Ramps	B	12.9	0.52	B	11.8	0.52
Barton Road/Michigan Street	B	12.5	0.52	B	10.0	0.50
Barton Road/Vivienda Avenue*	B	14.0	-	B	14.5	-

\* Delay for stop-controlled approach; V/C not applicable

LOS = Level of Service

Delay = Average control delay in seconds

V/C = Volume-to-Capacity Ratio

Table 4 summarizes the analysis results without the project for 2016.

**Table 4: Intersection Levels of Service 2016\* without PROJECT**

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay (Sec)	V/C	LOS	Delay (Sec)	V/C
Barton Road/La Cadena Drive	B	11.4	0.52	C	24.3	0.86
Barton Road/Grand Terrace Road**	F	69.1	-	F	54.4	-
Barton Road/La Crosse Avenue**	B	13.9	-	C	18.7	-
Barton Road/ I-215 SB Ramps	C	26.8	0.83	F	98.9	1.02
Barton Road/I-215 NB Ramps	B	15.1	0.65	C	28.4	0.86
Barton Road/Michigan Street	B	14.6	0.59	B	17.2	0.69
Barton Road/Vivienda Avenue**	C	19.1	-	C	18.0	-
Barton Road/Terrace Avenue**	C	16.5	-	C	17.2	-

\* See note included at bottom of Table 2 above, on page 11.

\*\* Delay for stop-controlled approach; V/C not applicable

LOS = Level of Service

Delay = Average control delay in seconds

V/C = Volume-to-Capacity Ratio

Table 5 summarizes the results for 2040 assuming there is no improvement. All the intersections would operate at an unacceptable level of service due to the increased traffic demand with the exception of Barton Road/La Cadena Drive intersection in the AM peak hour.

**Table 5: Intersection Levels of Service 2040 without PROJECT**

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay (Sec)	V/C	LOS	Delay (Sec)	V/C
Barton Road/La Cadena Drive	C	31.4	0.94	F	169.3	1.51
Barton Road/Grand Terrace Road*	F	>500	-	F	>500	-
Barton Road/La Crosse Avenue*	F	223.4	-	F	>500	-
Barton Road/ I-215 SB Ramps	F	184.8	1.40	F	290.6	1.70
Barton Road/I-215 NB Ramps	F	99.7	1.31	F	251.3	1.66
Barton Road/Michigan Street	F	101.7	1.20	F	135.7	1.32
Barton Road/Vivienda Avenue*	F	434.9	-	F	>500	-

\* Delay for stop-controlled approach; V/C not applicable

LOS = Level of Service

Delay = Average control delay in seconds

V/C = Volume-to-Capacity Ratio

#### 4.4 Collision Analysis

Traffic Accident Surveillance and Analysis System (TASAS)-Transportation System Network (TSN) data were provided by Caltrans District 8. The data includes accidents that occurred on the I-215 freeway from PM 0.58 to PM 1.66 and the interchange ramp areas over a period of three years (10/01/08 to 09/30/11).

**Table 6: TASAS Accident Rate from 10/01/08 to 09/30/11**

Location	Actual			Statewide Average for Similar Facilities		
	Fatal	F+I*	Total	Fatal	F+I*	Total
<b>Northbound</b>						
Barton Exit Ramp	0.000	0.37	1.28	0.003	0.35	1.01
Barton Entrance Ramp	0.000	0.15	0.29	0.002	0.22	0.63
Mainline	0.011	0.23	0.70	0.005	0.33	1.06
<b>Southbound</b>						
Barton Rd Exit Ramp	0.000	0.00	0.00	0.001	0.17	0.54
Barton Rd Entrance Ramp	0.000	0.00	0.55	0.002	0.22	0.75
Mainline	0.000	0.26	0.88	0.005	0.33	1.06

\* F+I = Fatal+Injury

Accident rates for mainline expressed as: number of accidents/million vehicle miles

Accident rates for ramps expressed as: number of accidents/million vehicles

The accident rate data for the I-215 Barton Road interchange and I-215 near the interchange indicate that the total accident rate is lower than the statewide average rate at each ramp with one exception, the northbound exit ramp. At this location the total accident rate per million vehicle miles is 1.28 as compared to a statewide average of 1.01 and the fatal plus injury (F+I) accident rate is 0.37 as compared to a statewide

average of 0.35 during the three year period between 2008 and 2011. The accident data reveal that of the total accidents 57.1 percent were 'hit objects', 28.6 percent were 'rear ends', and 14.3 percent were 'not stated'. Further, the primary collision factors were 42.9 percent as 'driving under the influence', 28.6 percent as 'speeding', 14.3 percent as 'improper turn', and 14.3 percent as 'other violations'. Given the variety of contributing factors, it does not appear that access from the I-215 has been a factor in the accident rate and there is no concentration of a primary collision factor on the ramp. Modified Alternative 7 would provide a longer tangent as vehicles exit the freeway which would provide more distance for motorists to reduce speed before entering a curve or nearing the intersection.

Accident data for the I-215 northbound mainline show that of the total accidents 61.3 percent were 'rear ends', 22.6 percent were 'sideswipes', and 14.5 percent were 'hit object'. The primary collision factors were 54.8 percent 'speeding', 19.4 percent 'other violations', 12.9 percent 'improper turn', 6.5 percent 'influence alcohol', and 3.2 percent 'following too close'.

Accident data for the I-215 southbound mainline show that 59.0 percent of the total accidents were 'rear ends', 23.1 percent were 'hit object', 10.3 percent were sideswipes, 3.8 percent were 'overturn', 2.6 percent were 'broadside', and 1.3 percent were 'other'. The primary collision factors were 47.4 percent 'speeding', 25.6 percent 'other violations', 15.4 percent 'improper turn', 7.7 percent 'influence alcohol', and 3.8 percent 'following too close'. Given the variety of contributing factors, it does not appear that the improvements being considered for this project have been a factor in the accident rate or the primary collision factors on either direction of the mainline.

It is noted that no accident data for Barton Road is available either from the City of Grand Terrace Public Works or the San Bernardino County Sheriff's Department. The increased capacity of the interchange and Barton Road, in particular at the ramp intersections, is expected to relieve the existing congestion, thus reducing congestion related accidents. The features in this document are not anticipated to have an adverse effect on the safety of this facility.

## **5. ALTERNATIVES**

### **5.1 Alternative 1 (No-Build)**

The no-build alternative proposes to retain its existing configuration. This alternative would not accommodate the anticipated growth in the area or alleviate traffic congestion and is therefore not selected as the preferred alternative. The interchange is currently operating at an acceptable LOS but traffic congestion would worsen with the LOS becoming unacceptable by 2016 and continuing to worsen through 2040.

### **5.2 Alternative 3 (Type L-7, Partial Cloverleaf Interchange)**

Alternative 3 is not selected as the preferred alternative due to the large right-of-way impacts imposed on the City and the high cost of the project. This alternative would also have a large impact to businesses within the City of Grand Terrace and would result in a high number of business relocations along Barton Road and other areas within the project limits.

Alternative 3 would provide a conventional partial cloverleaf interchange with the northbound entrance- and exit-ramps on the southern side of Barton Road and the southbound on and off-ramps on the northern side. This alternative would widen Barton Road from one through lane to two through lanes in each direction and add turning lanes onto the southbound and northbound loop on-ramps. The existing overcrossing would be replaced with a new structure with four through lanes and right-turn lanes at the on-ramps. This alternative also includes the following improvements:

- The existing ramps would be removed.

- The Barton Road Overcrossing would be reconstructed.
- New northbound and southbound entrance- and exit-ramps would be constructed.
- Barton Road would be widened to four through lanes approximately between Grand Terrace Road and Vivienda Avenue.
- A new two-lane road between La Crosse Avenue and Grand Terrace Road would be constructed adjacent to Vivienda Avenue.
- The new southbound exit-ramp would make a connection at Barton Road with one right-turn lane, one shared right-/left-turn lane, and one left-turn lane.
- The new southbound loop entrance-ramp would provide three lanes at Barton Road. This would accommodate the dual left-turn lanes on eastbound Barton Road and the right-turn lane on westbound Barton Road.
- The new northbound exit-ramp would provide three lanes (two right-turn lanes and one left-turn lane) at the Barton Road intersection.
- The new northbound loop entrance-ramp would provide three lanes at the Barton Road intersection. This would accommodate the dual left-turn lanes on westbound Barton Road and the right-turn lane on eastbound Barton Road.
- Most of La Crosse Avenue north of Barton road would be removed and all of La Crosse Avenue south of Barton Road would be removed.
- The intersection of Michigan Avenue at Barton Road would be eliminated; Michigan Avenue would form a T-intersection with Commerce Way.
- Drainage facilities would be modified consistent with other Project improvements. The concrete channel parallel to the existing northbound off-ramp would be enclosed.
- The segment of Vivienda Avenue west of I-215 would be converted into a cul-de-sac.
- Grand Terrace Road would be extended southwest of Barton Road to tie into East De Berry Street.
- Grand Terrace Road and the Grand Terrace Road/Barton Road intersection would be realigned to allow adequate distance between the ramps and the local intersection.
- A portion of the I-215 Bi-County HOV Lane Gap Closure Project sound barrier in the northwest quadrant would be modified to accommodate the new southbound exit-ramp.
- Standard sidewalks and a Class II bicycle lane would be provided on both sides of Barton Road within the Project limits.
- Bioswales would be constructed to treat storm water runoff.
- New landscaping would be provided consistent with the I-215 Bi-County Aesthetic Concept.
- Utilities would be relocated or protected in-place during construction.
- Traffic signal modifications would be made at the Barton Road/Grand Terrace Road/De Berry Street, I-215 northbound ramps/Barton Road, I-215 southbound ramps/Barton Road, and Commerce Way/Vivienda Avenue/Barton Road intersections.

### 5.3 Alternative 6 (Type L-6/L-7 Interchange)

Alternative 6 is not selected as the preferred alternative due to several geometric considerations. Access to and from La Crosse Avenue south of Barton Road would be a right-in/right-out configuration which is heavily opposed by landowners along La Crosse Avenue and by the City. The inability to access the southbound I-215 ramps directly from La Crosse Avenue was expressed as one of the primary issues with

the configuration. Another issue with the alternative was the overall layout of the interchange with the northbound hook ramps placed far away from the southbound ramps requiring motorist to travel over City streets to reach the other ramps. Access to the northbound ramps would be via Commerce Way rather than Barton Road adding to the difficulty in navigating the area to and from the freeway.

Alternative 6 proposes a modified cloverleaf interchange with the southbound on- and off ramps directly connected to Barton Road; the northbound on- and off-ramps would be constructed to an extension of Commerce Way, which would be realigned to connect to Barton Road at the location of the existing Vivienda Avenue intersection to the east. Barton Road would be widened to two through lanes in each direction plus one left-turn and one right-turn lane. The existing overcrossing would be replaced with a new structure with four through lanes, right-turn lanes at the on-ramps, a median, and a left-turn lane to Vivienda Avenue. This alternative also includes the following improvements:

- The existing ramps would be removed.
- The Barton Road Overcrossing would be reconstructed.
- A bridge would be constructed over the Riverside Canal on the northbound exit-ramp to span the canal.
- New northbound and southbound entrance- and exit-ramps would be constructed.
- Barton Road would be widened to four through lanes approximately between Grand Terrace Road and Vivienda Avenue.
- A new two-lane road between La Crosse Avenue and Grand Terrace Road would be constructed adjacent to Vivienda Avenue.
- The new southbound loop entrance-ramp would provide two lanes at Barton Road. This would accommodate one left-turn lane on eastbound Barton Road and a right-turn lane on westbound Barton Road.
- The new southbound exit-ramp would make a new connection at Barton Road with one right-turn lane, one left-turn lane, and one shared right-/left-turn lane.
- The new northbound exit-ramp would tie in to Commerce Way and provide for dual left-turn lanes and a single right-turn lane.
- The new northbound hook entrance-ramp would be provided in the southeast quadrant. The access to the ramp would be through the proposed extension of the Commerce Way.
- Most of La Crosse Avenue north of Barton road would be removed and all of La Crosse Avenue south of Barton Road would be removed.
- La Crosse Avenue south of Barton Road would be reconfigured to a right-in/right-out layout at the Barton Road/La Crosse Avenue intersection.
- Commerce Way would be reconfigured to intersect with Barton Road at Vivienda Avenue.
- The intersection of Michigan Avenue at Barton Road would be eliminated; Michigan Avenue would form a T-intersection with Commerce Way.
- Drainage facilities would be modified consistent with other Project improvements.
- A portion of the I-215 Bi-County HOV Lane Gap Closure Project sound barrier in the northwest quadrant would be modified to accommodate the new southbound exit-ramp.
- Standard sidewalks and a Class II bicycle lane would be provided on both sides of Barton Road within the Project limits.
- Bioswales would be constructed to treat storm water runoff.
- New landscaping would be provided consistent with the I-215 Bi-County Aesthetic Concept.

- Utilities would be relocated or protected in-place during construction.
- Traffic signal modifications would be made at the Barton Road/Grand Terrace Road, I-215 northbound ramps/Commerce Way, I-215 southbound ramps/Barton Road and Commerce Way/Vivienda Avenue/Barton Road intersections.

#### **5.4 Preferred Alternative - Modified Alternative 7 (mod. Type L-7/L-1 Interchange)**

Modified Alternative 7 is selected as the Preferred Alternative. This alternative impacts right of way less than the other build alternatives and meets the need and purpose of the project. Also, full access to La Crosse Avenue south of Barton Road was viewed as an attractive feature of this alternative in comments received during the circulation period.

Modified Alternative 7 would provide a tight diamond configuration for the northbound ramps. The southbound ramps have a similar configuration to that proposed under Alternative 6, except with a roundabout at the southbound ramp intersection with Barton Road/La Crosse Avenue. The proposed roundabout would have two lanes in the east-west direction and one lane in the north-south direction. Barton Road would be widened to two through lanes in each direction plus one left- turn and one right-turn lane. The existing overcrossing would be replaced with a new structure with four through lanes and a left-turn lane to the northbound on-ramp. This alternative also includes the following improvements:

- The existing ramps would be removed.
- The Barton Road Overcrossing would be reconstructed.
- New northbound and southbound entrance- and exit-ramps would be constructed.
- Barton Road would be widened to four through lanes approximately between Grand Terrace Road and Vivienda Avenue.
- A new two-lane road between La Crosse Avenue and Grand Terrace Road would be constructed parallel to Vivienda Avenue.
- The new southbound entrance- and exit-ramps would intersect Barton Road and La Crosse Avenue south of Barton Road in a roundabout configuration with no traffic signals.
- The southbound exit-ramp would have a right-turn bypass lane onto westbound Barton Road.
- The new northbound exit-ramp would terminate at Barton Road with one left-turn lane, one shared through/right-turn lane, and one dedicated right-turn lane.
- The new northbound entrance-ramp would have two lanes at the Barton Road intersection. This would accommodate one left-turn lane on eastbound Barton Road and a right-turn lane on westbound Barton Road.
- The concrete channel parallel to the existing northbound off-ramp would be enclosed.
- Commerce Way would be reconfigured to intersect with Barton Road at Vivienda Avenue.
- The intersection of Michigan Avenue at Barton Road would be eliminated; Michigan Avenue would form a T-intersection with Commerce Way.
- A portion of the I-215 Bi-County HOV Lane Gap Closure Project sound barrier in the northwest quadrant would be modified to accommodate the new southbound off-ramp.
- Standard sidewalks and a Class II bicycle lane would be provided on both sides of Barton Road within the Project limits.
- Bioswales would be constructed to treat storm water runoff.
- New landscaping would be provided consistent with the I-215 Bi-County Aesthetic Concept.

- Utilities would be relocated or protected in-place during construction.
- Drainage facilities would be modified consistent with other Project improvements.
- Traffic signal modifications would be made at the Barton Road/Grand Terrace Road, I-215 northbound ramps/Barton Road, and Commerce Way/Vivienda Avenue/Barton Road intersections.

## 5.5 Analysis of Alternatives

### 5.5.1 Intersection Levels of Service

Table 7 through Table 12 summarizes the LOS at the intersections studied for the Project, for year 2016 and for year 2040, 2040 analyzed as the design horizon year. In comparison with Table 4 - without project condition (Alternative 1) for 2016 - it is evident that the proposed project will not only improve the operational efficiency at I-215/Barton Road interchange, it will also alleviate the congested conditions at the adjacent intersections and interchanges.

The intersections noted as ‘does not exist’ refer to existing intersections that will be eliminated by the given alternative. In addition, the intersection of Barton Road and La Crosse on the south side of Barton Road will be replaced during the life of the interchange under Alternatives 6 and Modified 7. This change is reflected in the traffic operations analysis and accounts for the incorporation of the I-215 Bi-County Widening Project in the future.

Table 7 and Table 8 show the intersection LOS for Alternative 3 for 2016 and 2040. The LOS is shown to be level “F” in 2040 at the Barton Road/La Cadena Drive intersection. For reference, the intersection is calculated to be better than LOS “F” until the year 2028.

**Table 7: Intersection Levels of Service 2016\* with PROJECT (Alternative 3)**

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	V/C	LOS	Delay	V/C
Barton Road/La Cadena Drive	B	12.1	0.51	C	20.8	0.87
Barton Road/Grand Terrace Road	A	6.0	0.33	A	2.9	0.30
Barton Road/ La Crosse Avenue	Does not exist (eliminated) <sup>1</sup>			Does not exist (eliminated) <sup>1</sup>		
Barton Road/ I-215 SB Ramps	A	6.4	0.35	A	6.8	0.33
Barton Road/I-215 NB Ramps	A	6.7	0.38	A	8.9	0.46
Barton Road/Michigan Street	Does not exist (eliminated) <sup>2</sup>			Does not exist (eliminated) <sup>2</sup>		
Barton Road/Vivienda Avenue	B	15.2	0.52	B	13.9	0.51

*LOS = Level of Service*

*Delay = Average control delay in seconds*

*V/C = Volume-to-Capacity Ratio*

\* See note included at bottom of Table 2 above, on page 11.

<sup>1</sup> This intersection is eliminated, only with Alternative 3. As noted in the discussion included on page 10 of this Project Report, a Traffic Volume Comparison Memorandum (November 2013), prepared to address whether previously approved 2016 traffic volumes (in conjunction with when 2016 was the planned Opening Year for the Project) are appropriate for use as the basis for traffic analysis for the Project’s revised planned opening year changing to 2018, concluded, “...opening” year 2016 volumes in the Traffic Operations Analysis are appropriate to use as the updated 2018 opening year volumes.” To confirm, the “Does Not Exist” condition would not occur until the project opened in 2018, and would only occur as referenced in this Table, if Alternative 3 were constructed. However, as discussed in Section 5.4 of this Project Report, Modified Alternative 7 has been identified as the Project Preferred Alternative, and accordingly, will be the basis for the Project’s Design and Construction.

<sup>2</sup> This intersection is replaced by the new Commerce Way/Barton Road intersection. To confirm, as noted above, the “Does Not Exist” condition would not occur until the Project opened in 2018. As discussed in

Section 5.4 of this Project Report, Modified Alternative 7 has been identified as the Project Preferred Alternative, and accordingly, will be the basis for the Project's Design and Construction. The Barton Road/Michigan Street intersection will be replaced by the new Commerce Way/Barton Road intersection when the Project opens in 2018.

**Table 8: Intersection Levels of Service 2040 with PROJECT (Alternative 3)**

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	V/C	LOS	Delay	V/C
Barton Road/La Cadena Drive	D	35.5	0.97	F	163.7	1.49
Barton Road/Grand Terrace Road	A	6.3	0.60	A	5.4	0.60
Barton Road/ La Crosse Avenue	Does not exist (eliminated)			Does not exist (eliminated)		
Barton Road/ I-215 SB Ramps	B	14.6	0.68	B	12.9	0.61
Barton Road/I-215 NB Ramps	A	9.5	0.71	B	13.7	0.83
Barton Road/Michigan Street	Does not exist (eliminated)			Does not exist (eliminated)		
Barton Road/Vivienda Avenue	D	45.7	0.91	D	38.8	0.90

LOS = Level of Service

Delay = Average control delay in seconds

V/C = Volume-to-Capacity Ratio

Table 9 and Table 10 show the intersection LOS for Alternative 6 for 2016 and 2040. The LOS is shown to be level "F" in 2040 at the Barton Road/La Cadena Drive intersection. For reference, the intersection is calculated to be better than LOS "F" until the year 2028.

**Table 9: Intersection Levels of Service 2016\* with PROJECT (Alternative 6)**

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay	V/C	LOS	Delay	V/C
Barton Road/La Cadena Drive	B	11.8	0.51	C	22.4	0.88
Barton Road/Grand Terrace Road	A	6.4	0.31	A	3.2	0.50
Barton Road/ La Crosse Avenue	Does not exist (eliminated) <sup>1</sup>			Does not exist (eliminated) <sup>1</sup>		
Barton Road/ I-215 SB Ramps/ La Crosse Avenue	B	14.1	0.39	C	21.2	0.39
Barton Road/I-215 NB Ramps	B	12.7	0.39	B	12.8	0.44
Barton Road/Michigan Street	Does not exist (eliminated) <sup>2</sup>			Does not exist (eliminated) <sup>2</sup>		
Barton Road/Vivienda Avenue	B	19.9	0.50	B	19.2	0.55
Barton Road/Terrace Avenue*	C	18.9	-	C	20.9	-

\* Delay for stop-controlled approach; V/C not applicable

LOS = Level of Service

Delay = Average control delay in seconds

V/C = Volume-to-Capacity Ratio

\* See note included at bottom of Table 2 above, on page 11.

<sup>1</sup> This intersection would be modified such that only the southern segment of La Crosse Avenue would remain. As noted in the discussion included on page 10 of this Project Report, a Traffic Volume Comparison Memorandum (November 2013), prepared to address whether previously approved 2016 traffic volumes (in conjunction with when 2016 was the planned Opening Year for the Project) are appropriate for use as the basis for traffic analysis for the Project's revised planned opening year changing to 2018, concluded, "...opening" year 2016 volumes in the Traffic Operations Analysis are appropriate to use as the updated 2018 opening year volumes." To confirm, the "Does Not Exist" condition would not occur until the project opened in 2018, and would only occur as referenced in this Table, if Alternative 6 were constructed. However, as discussed in Section 5.4 of this Project Report, Modified Alternative 7 has been identified as the Project Preferred Alternative, and accordingly, will be the basis for the Project's Design and Construction.

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# Section VII

## Performance Measures

# SECTION VII

## PERFORMANCE MEASURES

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## Performance Monitoring

The 2012 federal transportation authorization legislation, ‘Moving Ahead for Progress in the 21st Century’ (MAP-21) established new requirements for performance management and reporting to ensure the most efficient investment of Federal transportation funds. To incorporate the new federal performance requirements into the Federal Transportation Improvement Program (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 2019 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. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2019 FTIP, and subsequent FTIP Amendments and Administrative Modifications.

## MAP-21 Performance Measures (PM)

With the enactment of the MAP-21 in 2012, and its successor legislation, the FAST Act in 2015, performance-based transportation planning became a federally mandated activity. A defining feature of MAP-21 was the establishment of a national performance-based transportation planning program, with the objective of ensuring that federally funded transportation system investments are directed toward the achievement of national transportation goals.

MAP-21 defined seven specific national transportation performance goals to be addressed through the 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, MAP-21 required FHWA to develop a set of corresponding performance metrics. These MAP-21 performance measures provide a standardized quantitative metric for evaluating statewide progress toward meeting each of the national goals.

FHWA guidelines in support of the federal performance monitoring program have been finalized in three separate rulemakings. Performance Management Rule 1 (PM 1), released in April, 2016, addressed performance measures for Highway Safety. Performance Management Rule 2 (PM 2), addressed performance measures for the National Highway System (NHS) pavement and bridge condition; and Performance Management Rule 3 (PM3), addressed performance measures for NHS System Performance, Freight Movement, and the CMAQ program. FHWA released PM2 and PM3 in May, 2017. These federal rulemakings also included guidelines for the setting of performance targets for the various measures, and for reporting on progress toward achievement of the targets.

Caltrans is required to establish statewide targets for each of the designated federal performance measures included within the three federal performance management categories. Once Caltrans has set the statewide targets for the measures within each of the three performance measures groups, SCAG has the option to agree to support the statewide targets, establish numerical targets specific to the region, or use a combination of both. Regardless of the option SCAG pursues, the region has 180 days from the date of Caltrans' adoption of the statewide targets to submit its regional performance targets.

## **Safety Performance Measures (PM 1)**

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

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

In February 2018, SCAG's Regional Council adopted Calendar Year 2018 targets, which are consistent with and supportive of the State's targets. SCAG established regional targets using the Caltrans' methodology for the statewide targets. This allows SCAG to more accurately monitor its performance in relation to the State's targets going forward.

The Calendar Year 2018 targets are as follows:

- Number of Fatalities: 1,601
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 0.97
- Number of Serious Injuries: 5,752
- Rate of Serious Injuries per 100 million VMT: 3.5
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries: 2,068

Because targets are updated annually, both Caltrans and SCAG will have the opportunity to revisit and update targets each calendar year.

## **Pavement and Bridge Condition Measures (PM 2)**

Federal rulemaking in support of the PM 2 (pavement/bridge condition) and PM 3 (NHS performance/freight/CMAQ) sets of measures were both finalized on May 20, 2017. Caltrans will

therefore have until May 20, 2018 to establish statewide targets for each of the performance metrics within these two groups. At the time of this publication, these targets had not yet been established.

As with the PM 1 set of measures, SCAG will have 180 days from the date of Caltrans' adoption of statewide targets to either agree to accept the statewide targets or to submit a set of regional targets for any or all of the metrics included within these two PM groups. SCAG is currently working 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.

- Percentage of Interstate System pavement in 'Good' condition
- Percentage of Interstate System pavement in 'Poor' condition
- Percentage of non-interstate National Highway System pavement in 'Good' condition
- Percentage of non-interstate National Highway System pavement in 'Poor' condition
- Percentage of National Highway System bridges in 'Good' condition
- Percentage of National Highway System bridges in 'Poor' condition

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

- Percentage of person-miles travelled on the Interstate System that are reliable
- Percentage of person-miles travelled on the non-interstate National Highway System that are reliable
- Annual hours of peak hour excessive delay per capita
- Percentage of Interstate System mileage reporting reliable truck travel times (Truck Travel Time Reliability Index)
- Percentage of non-single occupancy vehicle travel
- Total regional emissions reduction by applicable pollutants under the CMAQ program

### **Transit Performance Measures**

MAP-21 established two transit performance measures, for transit asset management (TAM) and transit safety. The Federal Transit Administration (FTA) issued the TAM Final Rule (49 CFR 625), effective October 1, 2016, but has not yet issued the Final Rule for public transportation agency safety plans. 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 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 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 following measures:

- Rolling stock: % of revenue vehicles exceeding useful life benchmark (ULB),
- Equipment: % of nonrevenue service vehicles exceeding ULB,
- Facilities: % of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale, and
- Infrastructure: % of track segments under performance restriction.

The first TAM plans are due October 1, 2018 and the first TAM targets must be submitted to the National Transit Database (NTD) on the same date. The Final Rule also requires transit providers to establish initial targets within 3 months of the effective date of the rule (but before TAM plans are due to be completed). MPOs are required to establish initial regional targets within 180 days after the transit provider establishes its performance targets. FTA does not require transit providers to submit their initial targets to NTD.

SCAG worked with its regional transit operators, through the Regional Transit Technical Advisory Committee (RTTAC), to collect the operators' initial targets and to collectively establish initial regional targets by county and separately for the Southern California Regional Rail Authority (SCRRA), the multi-county commuter rail operator. However, it should be noted that these initial targets are based on the available data at the time, provided by the transit operators, and without the benefit of completed TAM plans. The initial regional targets were approved by SCAG's Regional Council in July 2017.

**Table 1. Initial Regional TAM Targets**

County/Agency	Rolling Stock	Equipment	Facilities	Infrastructure
Imperial County	Bus	0.0%	0.0%	N/A
	Demand Resp.	0.0%		N/A
Los Angeles County	Bus	22.9%	24.7%	6.3%
	Demand Resp.	9.5%		0.0%
	Rail	0.0%		
Orange County	Bus	10.0%	20.8%	0.0%
	Demand Resp.	10.0%		N/A
Riverside County	Bus	2.2%	22.5%	0.0%
	Demand Resp.	13.9%		N/A
San Bernardino County	Bus	4.2%	4.9%	2.0%
	Demand Resp.	4.2%		N/A
Ventura County	Bus	0.0%	16.1%	0.0%
	Demand Resp.	12.1%		N/A
SCRRA	5.0%	5.0%	5.0%	5.0%

## MAP-21 Performance Reporting

The MAP-21 federal performance monitoring cycle is based on four-year reporting periods. The initial four year performance reporting period begins on January 1, 2018 and ends on December 31, 2021. Two years into the performance reporting period, Caltrans, as the State DOT, will be required to submit to FHWA a Mid Performance Period Progress Report, detailing progress that has been made toward achieving the statewide targets. At this point, statewide and regional targets

may be adjusted to account for new data or changes in state or regional conditions that may impact the performance trajectory for any of the federal performance measures.

To initiate the MAP-21 federal performance management process, Caltrans must first establish and report on baseline conditions, describing how the state is performing within each of the designated performance monitoring categories and the federally designated performance measures. This baseline report will provide the basis for evaluating progress being made within these focal areas over the four year federal performance reporting period. Caltrans must submit its initial statewide Existing Conditions report to FHWA by October 1, 2018.

At the conclusion of each four-year performance reporting period, Caltrans must submit to FHWA a Full Performance Period Progress Report. This report will document the investment strategies, current conditions, and quantitative progress that has been made toward achieving each of the federal performance targets. Based on these progress reports, FHWA will make a determination as to whether the State has demonstrated ‘significant’ progress toward achievement of its performance targets.

## **Transportation Safety**

Because the Calendar Year 2018 targets were recently set (February 2018), it is challenging to evaluate the region’s progress towards achieving these targets. Still, we are able to review projects included in the FTIP to assess whether they are anticipated to result in improved 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 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 FTIP, there are nearly 400 projects that are anticipated to result in safety benefit. Further, the programming for these projects is more than \$5 billion (see Table 2 below).

**Table 2. 2016 RTP/SCS Safety Projects by County – FTIP (\*Thousands)**

County	Total Safety Projects	* Safety Projects Programming	* All Projects Programming	Total Projects	% of Total
Imperial	12	\$ 11,287	\$ 60,193	73	16%
Los Angeles	232	\$ 3,037,807	\$ 19,382,656	936	25%
Orange	36	\$ 516,422	\$ 3,007,022	180	20%
Riverside	55	\$ 1,311,227	\$ 7,070,337	396	14%
San Bernardino	25	\$ 182,463	\$ 4,006,990	265	9%
Ventura	30	\$ 187,597	\$ 856,230	174	17%
Various	2	\$ 182,463	\$ 184,686	7	29%
<b>Region Totals</b>	<b>392</b>	<b>\$ 5,429,266</b>	<b>\$ 34,568,114</b>	<b>2031</b>	<b>19%</b>

SCAG anticipates that with continued work with its Transportation Safety Group to develop a Regional Safety Strategy and High Injury Network, the region will continue to make progress towards achieving its annual safety targets.

## Transit

Transit Asset Management (TAM) - As the transit providers complete their first TAM plans by the October 2018 deadline, SCAG will work with the RTTAC to refine the methodology for developing regional targets that will be included in the forthcoming 2020 RTP. SCAG expects that this work effort will occur primarily from fall 2018 through spring/summer 2019, will be significantly more robust and comprehensive, and will provide the basis for reporting on progress in subsequent RTPs and FTIPs. Once the TAM targets are established in the adopted 2020 RTP, future RTPs must report on progress achieved in meeting the targets, in comparison with system performance recorded in previous reports (23 CFR 450.324(f)(4)(i)). Additionally, future FTIPs must describe the anticipated effect toward achieving the TAM targets set in the RTP, linking investment priorities to those targets (23 CFR 450.326(d)). It is expected that SCAG will require additional information from lead agencies as part of future RTP and FTIP development and project submittal processes, to support these new reporting requirements.

The development of the 2019 FTIP and its technical documentation precedes both the completion of the first TAM plans by the transit operators and the development of the 2020 RTP and associated regional TAM targets. Therefore, SCAG's approach to discussing the progress made by the 2019 FTIP towards TAM is based on identification of programmed investments in the rehabilitation and replacement of transit assets. Table 3 identifies the amounts programmed in the 2019 FTIP by fiscal year and program code.

**Table 3. 2019 FTIP Programmed Amounts for TAM-Related Construction Activities (Thousands)**

Category	2018/2019	2019/2020	2020/2021	2021/2022	Total
Administrative Office(s)/Facility Rehab/Improve	\$10,776	\$150			\$10,926
Bus Rehab/Improve	\$345,313	\$303,472	\$295,720	\$295,625	\$1,240,130
Bus Replacement	\$368,096	\$832,168	\$12,521	\$13,335	\$1,226,120
Paratransit Vehicle Replacement	\$7,116	\$3,372	\$3,324	\$6,424	\$20,236
Administrative Equipment Upgrade/Rehab	\$250	\$250			\$500
Maintenance Equipment Upgrade	\$3,625	\$3,125	\$3,125		\$9,875
Track Structures Rehab/Reconstruction	\$8,001	\$8,000	\$8,000	\$8,000	\$32,001
Track Replacement/Rehab	\$23,629	\$20,909	\$43,139	\$19,524	\$107,201
Passenger Stations/Facilities Rehab/Improve	\$438,233	\$692	\$1,118	\$2,968	\$443,011
<b>Total</b>	<b>\$1,205,039</b>	<b>\$1,172,138</b>	<b>\$366,947</b>	<b>\$345,876</b>	<b>\$3,090,000</b>

## Pavement and Bridge Condition

Performance Management Group 2 (PM 2) focuses 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 additional roadways such as principal arterials that are considered particularly important to the nation's economy, defense, and mobility. NHS pavement condition is especially critical in the SCAG region since 20 percent of the state's non-interstate pavement is located within our region.

Table 4 shows baseline 2017 non-interstate NHS pavement condition status by county in the SCAG region. The SCAG region includes a total of nearly 12,000 non-interstate NHS lane miles. Of that total, 3.7 percent was considered to be in 'Good' condition, 82.0 percent in 'Fair' condition, and 14.4 percent in 'Poor' condition in 2017. These 2017 baseline figures will be used to evaluate future progress toward achieving PM 2 targets for non-interstate NHS pavement condition.

**Table 4: National Highway System (NHS) Non-Interstate Pavement Condition (2016)**

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%
<b>SCAG Region</b>	<b>11,658</b>	<b>426</b>	<b>3.7%</b>	<b>9,558</b>	<b>82.0%</b>	<b>1,675</b>	<b>14.4%</b>

Table 5 shows the statewide performance targets developed by Caltrans for NHS pavements and bridges located within the SCAG region. Non-interstate NHS pavements within the SCAG region show moderate improvement over the performance period, with 3.7 percent considered to be in ‘Good’ condition in 2017, and targets of 4.0 percent after 2 years and 4.7 percent after 4 years. Likewise, the percentage of non-interstate pavements in the SCAG region classified as being in ‘Poor’ condition is expected to gradually decrease, from 14.4 percent in 2017, to 13.8 percent after 2 years, and down to 12.7 percent after 4 years.

**Table 5: Statewide NHS Pavement & Bridge Condition Targets - SCAG Region**

PM 2 Statewide Performance Measures	Existing (2017)		2-Year Targets				4-Year Targets			
			(1/1/19 - 12/31/19)				(1/1/20 - 12/31/21)			
	Good	Poor	Good	Change	Poor	Change	Good	Change	Poor	Change
<b>Non-Interstate NHS Pavement</b>	3.7%	14.4%	4.0%	+0.3%	13.8%	-0.6%	4.7%	+1.0%	12.7%	-1.7%
<b>NHS Bridges</b>	36.1%	14.8%	37.9%	+1.8%	14.0%	-0.8%	41.4%	+5.3%	12.4%	-2.4%

The statewide performance targets also anticipate steady improvement of NHS bridge condition in the SCAG region. 36.1 percent of bridges in the SCAG region were classified as being in ‘Good’ condition in 2017, with a 2 year target of 37.9 percent, and a 4 year target of 41.4 percent. 14.8 percent of NHS bridges in the SCAG region were considered to be in ‘Poor’ condition in 2017, with Caltrans targets of 14.0 percent after 2 years, and down to 12.4 percent at the conclusion of the four year reporting period. Please note that about 82 percent of Interstate System pavements and 49 percent of the NHS bridges in the SCAG region were classified as being in ‘Fair’ condition in 2017.

While the statewide targets for the PM 2 performance measures were released by Caltrans in May, 2018, federal rulemaking allows SCAG and other MPOs in the state until November 16, 2018 to determine whether to adopt the statewide targets for implementation within our region or to

develop our own set of regionally specific performance targets. At the time of this publication, this determination had not yet been made.

Regardless of the final regional targets, projects and funding to support highway surface and bridge improvements are prominent in the FY 2019 FTIP as revealed in the table 6 below:

**Table 6: Highway Surface and Bridge Improvements Funding Summary - SCAG Region (Thousands)**

Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Total
Bridge Improvement	\$58,776	\$65,696	\$43,482	\$14,469	\$245,305	\$13,300	<b>\$441,028</b>
Highway Operations & Maintenance	\$2,163,192	\$2,315,683	\$758,144	\$841,554	\$660,666	\$24,950	<b>\$6,764,189</b>
<b>Bridge &amp; Highway Operations/ Maintenance Total</b>	<b>\$2,221,968</b>	<b>\$2,381,379</b>	<b>\$801,626</b>	<b>\$856,023</b>	<b>\$905,971</b>	<b>\$38,250</b>	<b>\$7,205,217</b>

Performance Management Group 3 (PM 3) provides a set of six specific measures to evaluate NHS System Performance, Freight Movement, and the CMAQ program. As shown in Table 7, the statewide PM 3 performance targets anticipate small 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 2 years, then up to 65.6 percent after 4 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 percent after 4 years. A 2-year non-interstate travel time reliability target is not required for the initial MAP-21 performance reporting cycle. Truck travel time reliability is reported as 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 has developed targets for moderate truck travel time reliability improvement over the reporting cycle, to 1.68 after 2 years and down to 1.67 after 4 years.

In regard to the CMAQ program emissions reduction performance measures, Caltrans has established statewide targets that reflect small increases for each of the criteria pollutants amounting to 1.0 percent after 2 years, and 2.0 percent after 4 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’. MAP-21 requires that Caltrans and SCAG 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 2-year and 4-year unified targets for the two Urbanized Areas in the SCAG region, are highlighted in yellow in Table 7.

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 4 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 2 years, and 1.0 percent increase at the conclusion of the 4 year performance reporting period for both Urban Areas in the SCAG region.

Please note that two of the PM 3 performance measures, 'Percent of Reliable Person-Miles Travelled on the Non-Interstate NHS' and 'Annual Hours of Peak Hour Excessive Delay per Capita', require only the establishment of a four-year target for the initial MAP-21 performance reporting cycle due to current data limitations.

**Table 7: Statewide PM 3 Performance Targets**

Performance Measure	2017 Baseline	2-year Target	4-year Target
Percent of Reliable Person-Miles Traveled on the Interstate	64.6%	65.1% (+0.5%)	65.6% (+1.0%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	73.0%	N/A	74.0% (+1.0%)
Percent of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	1.69	1.68 (-0.01)	1.67 (-0.02)
Total Emissions Reductions by Applicable Pollutants Under the CMAQ Program			
VOC (kg/day)	951.83	961.35 (+1.0%)	970.87 (+2.0%)
CO (kg/day)	6,863.26	6,931.90 (+1.0%)	7,000.54 (+2.0%)
NOx (kg/day)	1,753.36	1,770.89 (+1.0%)	1,788.43 (+2.0%)
PM10 (kg/day)	2,431.21	2,455.52 (+1.0%)	2,479.83 (+2.0%)
PM2.5 (kg/day)	904.25	913.29 (+1.0%)	922.34 (+2.0%)
Annual Hours of Peak Hour Excessive Delay per Capita	Caltrans & SCAG must coordinate on a single, unified 4-year target		
Sacramento UA	14.9 Hours	N/A	14.7 (-1.0%)
San Francisco-Oakland UA	31.3 Hours	N/A	30.0 (-4.0%)
San Jose UA	27.5 Hours	N/A	26.4 (-4.0%)
<b>Los Angeles-Long Beach-Anaheim UA</b>	<b>51.7 Hours</b>	<b>N/A</b>	<b>51.2 (-1.0%)</b>
<b>Riverside-San Bernardino UA</b>	<b>16.3 Hours</b>	<b>N/A</b>	<b>16.1 (-1.0%)</b>
San Diego UA	18.4 Hours	N/A	18.0 (-2.0%)
Percent Non-Single Occupancy Vehicle (SOV) Travel	Caltrans & SCAG must coordinate on a single, unified 2-year & 4-year target		
Sacramento UA	22.8%	23.3% (+0.5%)	23.8% (+1.0%)
San Francisco-Oakland UA	44.3%	45.3% (+1.0%)	46.3% (+2.0%)
San Jose UA	24.5%	25.5% (+1.0%)	26.5% (+2.0%)
<b>Los Angeles-Long Beach-Anaheim UA</b>	<b>25.6%</b>	<b>26.1% (+0.5%)</b>	<b>26.6% (+1.0%)</b>
<b>Riverside-San Bernardino UA</b>	<b>22.7%</b>	<b>23.2% (+0.5%)</b>	<b>23.7% (+1.0%)</b>
San Diego UA	23.8%	24.8% (+1.0%)	25.2% (+1.4%)

While the statewide targets for the PM 3 performance measures were released by Caltrans in May, 2018, federal rulemaking allows SCAG and other MPOs in the state until November 16, 2018 to determine whether to adopt the statewide targets for implementation within our region or to develop our own set of regionally specific performance targets. At the time of this publication, this determination had not yet been made.

Regardless of the final regional targets, projects and funding supportive of improved NHS performance, freight movement, air quality, congestion, delay, and non-single occupancy vehicle travel are generously programmed in the FY 2019 FTIP as shown in Table 8 below:

**Table 8: PM3 Related Projects Funding Summary - SCAG Region (Thousands)**

Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Total
Auxiliary, Passing, Truck Climbing Lane	\$86,668	\$0	\$25,716	\$9,956	\$0	\$0	\$122,340
Bridge Improvement	\$58,776	\$65,696	\$43,482	\$14,469	\$245,305	\$13,300	\$441,028
Capacity Enhancing Improvements	\$1,508,039	\$638,991	\$2,156,581	\$1,881,259	\$255,466	\$826,784	\$7,267,120
Grade Separations	\$298,687	\$232,984	\$370,407	\$106,595	\$43,000	\$157,759	\$1,209,432
HOV Lanes	\$427,302	\$348,656	\$178,255	\$291,153	\$38,529	\$0	\$1,283,895
Interchange, ramps, over/undercrossing	\$734,917	\$734,161	\$379,333	\$290,196	\$100,720	\$205,361	\$2,444,688
Non-Capacity Improvements	\$266,137	\$222,807	\$54,161	\$26,115	\$27,172	\$6,853	\$642,775
<b>Highway Improvement Subtotal</b>	<b>\$3,420,056</b>	<b>\$2,243,295</b>	<b>\$3,207,935</b>	<b>\$2,619,743</b>	<b>\$710,192</b>	<b>\$1,210,057</b>	<b>\$13,411,278</b>
ITS	\$163,822	\$25,897	\$24,699	\$8,919	\$250	\$0	\$223,587
Bicycle and Pedestrian Facilities	\$251,742	\$98,523	\$51,448	\$4,297	\$2,000	\$0	\$408,010
Rideshare	\$17,386	\$643	\$443	\$443	\$0	\$0	\$18,915
TDM, Park & Ride	\$27,776	\$4,915	\$4,459	\$3,224	\$0	\$0	\$40,374
<b>ITS, TDM, &amp; Non-Motorized Subtotal</b>	<b>\$460,726</b>	<b>\$129,978</b>	<b>\$81,049</b>	<b>\$16,883</b>	<b>\$2,250</b>	<b>\$0</b>	<b>\$690,886</b>
<b>Total: Highway Improvement, ITS, TDM, Non-Motorized</b>	<b>\$3,880,782</b>	<b>\$2,373,273</b>	<b>\$3,288,984</b>	<b>\$2,636,626</b>	<b>\$712,442</b>	<b>\$1,210,057</b>	<b>\$14,102,164</b>

**Section VIII**  
**SCAG's Response to**  
**Comments**

## **SECTION VIII**

# **SCAG'S RESPONSE TO COMMENTS**

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Response to Comments Introduction  
Matrix of 2019 FTIP Comments with responses

At its July 9, 2018 meeting, the Executive Administration Committee authorized the release of the Draft 2019 FTIP for a 30-day public review and comment period. Public notices were posted in major newspapers throughout the region and on SCAG's website. Staff also held two public hearings in the month of July. The comment period ended on August 8, 2018. A total of 25 comments were received on the Draft 2019 FTIP, including comments from Caltrans, Federal Highway Administration (FHWA) staff, CTC staff, and members from the public. Comments received resulted in further modifications to project scope, completion years and project costs. All comments received are addressed in the matrix that follows.

It should be noted that there were approximately 240 emails from private citizens sent to SCAG staff during the comment period that did not specifically mention the 2019 FTIP but instead were related to the 241 Toll Road project. While not included in the matrix, SCAG staff acknowledges the receipt of these emails and has respectively collected and forwarded them to the Transportation Corridor Agency (TCA) for consideration and further action. SCAG relies on local transportation agencies to provide their project priorities, ensuring local review and local control. The local agencies are required to undertake a thorough and documented public participation process. For these reasons, SCAG finds that TCA would be the appropriate agency to address the concerns of these private citizens.

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 19-01	July 15, 2018	Lara Carlin	Private Citizen	I am concerned, because the TCA has recently submitted draft plans to Cal Trans, and SCAG has listed the projects in the 2019 Federal Transportation Plan. Citizens of south orange county do NOT need or want another toll road running through South OC. The propose routes are horrible. The TCA has 6.4 Billion Dollars of Debt and has produced no viable traffic reduction results. The current toll roads were suppose to be payed off by now, but instead they continue to increase the price to ride on the toll roads. ENOUGH is ENOUGH!	The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.	July 23, 2018
FTIP 19-02	July 16, 2018	Robin Brandt	Private Citizen	<p>Please take immediate action to remove all reference to extending SR241 from the 2019 Federal Transportation Plan. There is no need for this road. There is no desire for this road. There is no money for this road. My community has been resisting the extension of SR241 for years, but in the process it has become clear that the TCA will do anything to fight for its self-preservation, in the face of clear evidence that its day has long passed.</p> <p>As you may or may not be aware, there has been an effort for years to extend SR241 south to join I5. In spite of modest usage and horrifically bad finances (resulting in refinancing the original debt three times) the TCA insists on pushing this project forward, threatening homes, businesses and health in San Clemente and surrounding cities. There has been active community opposition, and support in the fight against from local politicians and candidates, but the project won't die.</p> <p>The attached article describes the situation today, other than the fact that the Assembly bill to merge the TCA into OCTA was defeated in committee by OC business interests, many of whom have incestuous relationships with the agency. This article is not unbiased— the main source, Dan Bane, is the attorney suing on behalf of San Clemente— but it links to some of the important documents and evidence arguing against this agency's activities.</p>	The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.	July 23, 2018

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p><a href="https://www.ocweekly.com/toll-road-ed-will-oc-soon-be-forced-to-pay-for-yet-another-useless-toll-road/">https://www.ocweekly.com/toll-road-ed-will-oc-soon-be-forced-to-pay-for-yet-another-useless-toll-road/</a></p> <p>Think of the TCA as the manufacturer of an outdated weapons system. The military has said they don't want or need it but politicians in the pocket of the manufacturers will fight tooth and nail to keep it in the bill. It's wasteful and wrong.</p> <p>Please make sure that this project does NOT get inserted into planning documents where it does not belong!</p> <p>Thank you,</p> <p>Robin Brandt</p>		
FTIP 19-03	July 16, 2018	Denise Schnarr	Private Citizen	<p>Hello,</p> <p>I am a parent of a 16 year old son and a husband who had a stroke 3 years ago! I had to drain an account that we had for college to get my husband in special treatment that only the wealth would have. We work hard for what we have and will sell the house and use the profit to pay for college but now I am finding out homes are falling out of escrow because of the toll road. Enough of this just do your job and stop this! We are not all wealth people in San Clemente a lot of us worked hard for what we have.</p> <p>I understand the TCA has submitted the draft plans to Cal Trans and SCAG has listed the projects in the 2019 Federal Transportation Plan. The TCA has 6.4 Billion Dollars of Debt with No Results it's been 22 years since they have built anything yet they are collecting millions of tax dollars (DEVELOPMENT FEES)! Why haven't the bonds been paid down and the 73 free like it was promised. What have they done with all the fees collected? The only people that are pushing these ideas are the ones getting paid I hope you are not one of them.</p> <p>Please listen to the video of an Orange County Supervisor as</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>he talks about how the TCA needs to go!</p> <p><a href="https://youtu.be/zeMin_7bapQ">https://youtu.be/zeMin_7bapQ</a></p> <p>Thank you for listening and I hope you are not one of the paid mouth pieces for the Dunn/ Pringle/ Chamberlin/Bartlett/TCA. I am sure a few of you are just hope those of you that are not take a stand and do right by the people.</p> <p>They seem to be a secret government and push what they want not what we need. Really sad Orange County is so corrupt and the tax payers have to be afraid of the government.</p> <p>Denise Schnarr Concerned parent and tax payer</p>		
FTIP 19-04	July 16, 2018	Jeff Casaw	Private Citizen	<p>Hello,</p> <p>Please vote no on the extension of the toll road through San Clemente. This extension, creates a double log jam with a proposed entrance just past the 405/highway 1 elbow. It would do nothing to alleviate traffic and only add to the existing problem.</p> <p>The TCA has proven that they cannot manage their budget or forecast traffic uptake properly. They are currently running 6.4 billion dollars in debt and are re-casting it further out because of lack of revenues.</p> <p>Enough is enough, no one uses the road, it will cut a community in two and pass over another high school.</p> <p>Cal Trans and SCAG have listed the projects in the 2019 Federal Transportation Plan...please vote no.</p> <p>Best regards, Jeff</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 19-05	July 17, 2018	Carol Gomez	South Coast Air Quality Management District (AQMD)	Public Comment made at July 17, 2018 Public Hearing via video conference from SCAG Orange County Office  Ms. Gomez wanted to question the 87 tons of NOx reduction. Wants to know how SCAG came up with and if the number are real.	Comment Noted. Please see the response in Comment ID FTIP 19-24 later in this table.	July 17, 2018
FTIP 19-06	July 17, 2018	Mark Baza, Executive Director	Imperial County Transportation Commission	Public Comment made at July 17, 2018 Public Hearing via video conference from SCAG Imperial County Office  Mr. Baza expressed his appreciation for the opportunity to comment and Imperial County is satisfied with the draft submittal as it was developed in collaboration with SCAG team to complete and always meeting state and federal requirements.	Comment Noted	July 17, 2018
FTIP 19-07	July 17, 2018	Abhijit J. Bagde, P.E. Senior Transportation Engineer Division of Transportation Programming Office of Federal Trans. Mgmt. Program	Caltrans	Hello Pablo,  Thank you very much for providing us an opportunity to review SCAG’s Draft 2019 FTIP. Please include response to the comments below when submitting final 2019 FTIP to Caltrans.  Let me know of any questions. Thank you.  <b>General Comments:</b>  1. Update the project description reflecting the current guidelines for use of Toll Credits for STIP projects. See Section VII of the link for information.  <a href="http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/2019-ftip-dev-guidance_032218.pdf">http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/2019-ftip-dev-guidance_032218.pdf</a>  2. Please process an amendment to align the draft 2019 FTIP with the 2018 STIP. This FTIP amendment must be submitted to Caltrans by <b>October 1, 2018</b> .  <b>Financial Summary:</b>  1. SHOPP funding (revenue/programmed) is not consistent with the approved funding posted at the link below. Please clarify.	Comment Noted, will be reflected in #19-01  Comment Noted, will be reflected in #19-01  Comment Noted, will be reflected in #19-01	July 17, 2018

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p><a href="http://www.dot.ca.gov/hq/transprog/federal/fedfiles/2019-shopp-grp/2018shopp_grppit.html">http://www.dot.ca.gov/hq/transprog/federal/fedfiles/2019-shopp-grp/2018shopp_grppit.html</a></p> <p>2. Highway Maintenance Program (HM): Include funding per the approved funding posted at the link below through Amendment No. 1.  <a href="http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hwy_mtc/hwy_mtc_program.htm">http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hwy_mtc/hwy_mtc_program.htm</a></p> <p>3. Highway Bridge Program:                      Per the approved project list below are the Revenue/Programming amounts. Please clarify the discrepancies. See link below for the approved project list.  <a href="http://dot.ca.gov/hq/LocalPrograms/hbrr99/list-updated.html">http://dot.ca.gov/hq/LocalPrograms/hbrr99/list-updated.html</a></p> <p><b>FY 2018/19 - \$81,099,867</b>  <b>FY 2019/20 - \$87,812,984</b>  <b>FY2020/21 - \$71,638,454</b>  <b>FY 2021/22 - \$89,890,192</b></p> <p>3. FTA 5310 Program: Explain basis for Revenue/programming for FYs 19/20 through 2021/22 as projects are selected by the CTC on annual basis.</p> <p>4. CMAQ: Update the revenue estimate per information posted at the link below.  <a href="http://www.dot.ca.gov/hq/transprog/federal/cmaq/cmaq_4yr_revised_52218.pdf">http://www.dot.ca.gov/hq/transprog/federal/cmaq/cmaq_4yr_revised_52218.pdf</a></p> <p>5. STP: Revenue estimate for FY 2018/19 is not consistent with the approved estimates posted at the link below. Please clarify.  <a href="http://www.dot.ca.gov/hq/transprog/federal/rstp/stbgp-4yr-1819-121217.pdf">http://www.dot.ca.gov/hq/transprog/federal/rstp/stbgp-4yr-1819-121217.pdf</a></p> <p>6. Highway Infrastructure Program: Include the revenue posted at the link below through Amendment No. 1.  <a href="http://www.dot.ca.gov/hq/transprog/federal/fedfiles/respublications/hip-2018.pdf">http://www.dot.ca.gov/hq/transprog/federal/fedfiles/respublications/hip-2018.pdf</a></p> <p>7. HSIP: Revenue/Programming for FY 2018/19 is not consistent with the approved funding posted at the link below. Please clarify.</p>	<p>Comment Noted, will be reflected in #19-01</p> <p>Comment Noted, will be reflected in #19-01</p> <p>Please see responses below for specific LA or OC projects.</p> <p>Comment Noted, will be reflected in #19-01</p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p><a href="http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hsip_pgm/hsip_program.htm">http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hsip_pgm/hsip_program.htm</a></p> <p><b>Project Listings:</b></p> <ol style="list-style-type: none"> <li>1. IMPL513: STIP funding programmed is not consistent with approved funding from the 2018 STIP.</li> <li>2. LA0B951: Clarify for which funds the Toll Credits are being used.</li> <li>3. LA0D451: Update the RIP funding per 2018 STIP shown below</li> <li>4. RIV170901: Per 2018 STIP RIP funding is programmed in FY 2022/23 as shown below. Please clarify.</li> <li>5. SBD 20179701: SHOPP funding programmed is not consistent with the 2018 SHOPP as shown below. Please make corrections.</li> <li>6. SBD34040: Include total project cost in the project description field.</li> <li>7. LA0G104: Update funding per link below. <a href="http://dot.ca.gov/hq/LocalPrograms/hbrr99/2018/Mar/Line_Item_Lists/2018_03_29_Dist07_LosAngelesCountyMetrLinkItem.pdf">http://dot.ca.gov/hq/LocalPrograms/hbrr99/2018/Mar/Line_Item_Lists/2018_03_29_Dist07_LosAngelesCountyMetrLinkItem.pdf</a></li> <li>8. Highway Bridge Program – Grouped projects for various counties – Update funding per approved project list. See Comment Number 3 under financial summary above.</li> <li>9. SCAG015: Programming for FY 2018/19 is not consistent with the approved funding posted at the link below. Please clarify. <a href="http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hsip_pgm/hsip_program.htm">http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various_pgms/hsip_pgm/hsip_program.htm</a></li> <li>10. LA0D198: Update funding per 2018 STIP.</li> </ol>	<p>Comment Noted. However, IMPL513 does not have STIP funding. Project 0515 will be updated in #19-01</p> <p>Comment Noted, Project will be updated in #19-01</p> <p>Project will be updated in #19-01</p>	

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				<p>11. LA0G1123: What is the basis of programming FTA 5310 funding in FY 2019/20.</p> <p>12. ORA080803: What is the basis of programming FTA 5310 funding in FY 2019/20 through FY 2021/22.</p>	<p>Response from the lead agency, Los Angeles County Metropolitan Transportation Authority: Regarding 5310, the funds we receive and program are not allocated by the CTC. Metro is the Designated Recipient of 5310 funds apportioned to the Santa Clarita and Lancaster-Palmdale Urbanized Areas. Metro is also the Designated Recipient of 5310 funds allocated by SCAG to Los Angeles County from apportionments to the Los Angeles-Long Beach-Anaheim UZA.</p> <p>Response from the lead agency, Orange County Transportation Authority (Ben Ku): I talked to our finance people and they told me that CTC doesn’t determine our 5310 info. They only do this for small UZA’s. We used the rates out of the FTA apportionments to grow the funding through 2020 and then kept the numbers flat in FY20/21 and FY21/22.</p>	
FTIP 19-08	July 17, 2018	Nancy Marroquin LA Metro Senior Transportation Planning Manager, Federal/State Policy & Programming	Los Angeles County Metro	<p>Hi Rongsheng –</p> <p>Metro would like to submit a comment through the public review process for the 2019 FTIP Adoption that concludes August 8, 2018 for project LA0G440. Metro is requesting that the Conformity Category be updated from TCM Committed to TCM. Per the conference call on 9/2/2015, it was agreed that the project would be TCM in 2017 FTIP. The Project became TCM Committed in 2019 FTIP as Metro did not remove the small amount in the ROW phase. Therefore, Metro will be removing the ROW funds and submitting the project with ENG phase funds only. Please allow Metro to update the conformity category to TCM from TCM Committed.</p>	<p>Ronsheng Luo:</p> <p>Hi Nancy,</p> <p>Yes, please proceed. Thanks</p> <p>LA0G440 will be corrected to be not a committed TCM in the final 2019 FTIP</p> <p>Project will be updated in the 2019 FTIP and 2019 FTIP Amendment #19-01</p>	July 19, 2018

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 19-09	July 17, 2018	Michelle Schumacher	Private Citizen	<p>Good evening -</p> <p>We are in disbelief that SCAG included the ill found and improperly done TCA projects in the 2019 Federal Transportation Plans and that Cal Trans is wasting money on studying something that is flat out not needed and pure economic discrimination. Cal Trans is supposed to be based on public input and certainly not ECONOMICALLY DISCRIMINATING.</p> <p>The TCA has fabricated all support for this unwanted and unneeded project. TCA has not built anything in 20 years - the TCA owes more now and is so in debt the OC Grand Jury issued a solvency warning in 2015. The 73 toll road was supposed to be free 2 years ago. Instead a report said per mile they are 164 Million in debt per mile. That is not acceptable - nor an JPA that Cal Trans should be partnering with its failed past and lobbyist control.</p> <p>It is concerning to me what is going on with Cal Trans and the TCA. The TCA with the help of Cal Trans that sits on thier Board has essentially for over 1.5 years now conducted a massive operation of Opposition Suppression of residents in South Orange County.</p> <p>Between the civil rights that were violated at the TCA’s June 5th public forum for over 2,500 people they tried to make sign the attached release to modify and manipulate statements which turned people away - disenfranchising and making thier voices not heard, please see the video below summarizing the undemocratic treatment at a public forum they invited the residents to, they have completely FAKED with the help of paid consultants for the lobbyist agenda any public input into the TCA proposed project for the economically discriminatory quest for managed toll lanes on the 5 freeway.</p> <p>Please let me know how it is OK for this agency to limit public comment to 2 minutes per person (video below in red). They did this last year after stacking the public meeting with thier lobbyists and consultants paid speakers and then cut out time down by 1 minute - 1 minute of our freedoms and democracy down away with.</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	<p>July 23, 2018</p>

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>The TCA has lied every step of the way to the Board of Directors, to tax payers and to agencies, such as the water board, that denied them the permit - now the TCA is trying to use a privately gained water permit and take over a free road from tax payers as the permits have been denied to them for the useless under used 241 extension. The TCA is an agency run amok and seriously the policies and practices need an investigation to protect tax payers from abuse and waste.</p> <p>Cal Trans with the recent porn scandal, seems very similar to the pro Toll Road harassment we receive in the form of posts online such as this underage Russian girl - please see image below. With the cost of 5 million for the Cal Trans porn scandal you would think this type of behavior would have stopped. Instead it is the way to harass and belittle women in Orange County. Just so you know Cal Trans is NOT responding to public records requests.</p> <p>Where are the checks and balances? The TCA is a JPA that behaves like the City of Bell and is not on the up and up. The TCA has been collecting Development Fees for 30 years - they have not built anything in 20 - why when they gave up the only route on the legislative maps still collecting these outrageous fees? Michael Kraman the CEO just received a retroactive 6% pay raise. This needs to stop.</p> <p>Video June 5th Public Forum Civil Rights Violations - 1st &amp; 4th Amendment Rights  <a href="https://www.youtube.com/watch?v=OmdFlllIEF0">https://www.youtube.com/watch?v=OmdFlllIEF0</a></p> <p>Video - One year ago that the TCA no longer allows 3 minutes to speak.  <a href="https://www.facebook.com/NOTMYTOLLROAD/videos/278797732682878/">https://www.facebook.com/NOTMYTOLLROAD/videos/278797732682878/</a></p> <p>I hope we can speak soon as this is very concerning, between the economic discrimination of Cal Trans in the support and pursuit of Managed Toll Lanes while aiding and wasting money on the TCA’s plans that are FAR OUTSIDE THE SCOPE OF THE JPA AGREEMENT, Residents have not</p>		

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				<p>voted to approve the managed lanes as an extra tax as the California constitution requires, the quashing of our rights and <b>legitimate public input</b> by the TCA for lobbyist gain and benefit and Lisa Bartlett’s our Orange County 5th Supervisor’s donors (she sits on the TCA Board), this has to stop. Her campaign manager received a fat contract from the TCA and as the TCA claimed they were doing public input actually bought the domain name against the toll road extension - see attached.</p> <p>It seems that several high state officials are also in on this and pulling strings to make it easier for this indebted agency to destroy our homes, neighborhoods, business, schools, churches, parks and designated open spaces, all the while while out right lying to the Board and to the Public. Ironically they have received donations from all the TCA’s stakeholders. The TCA lists neighborhoods and residents last on the stakeholder list.</p> <p>Thank you for your time and I look forward to speaking to share what is going on regarding the fabricated public input and the outright ridiculousness of the TCA proposals - they conducted the traffic studies while the freeway was under construction. The numbers are garbage. They gave 2 years worth of baloney stating they were looking at 18 options when they only build toll roads and having nothing to do with rail and what the OCTA works on. Now the plans have narrowed to 8 toll roads - 5 of which include managed toll lanes on the 5 freeway. The TCA is NOT legally allowed to have anything to do with our public freeways - happy to provide the Joint Powers Agreement - they are <b>Way off tract</b> and this will not be let to stand. Tax payers deserve more.</p> <p>The City of San Clemente commissioned a study and it demonstrated what is clear to even a not smart person the Toll Road proposals will make traffic worse and cost a fortune.</p> <p>I look forward to speaking with you very soon.</p> <p>Thank you</p> <p>Michelle</p>		

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FTIP 19-10	July 22, 2018	Heather Arnwine	Private Citizen	<p>Good Morning, My name is Heather Arnwine. I am a California Native, and currently live in San Clemente. The TCA has submitted the draft plans and has listed the projects in the 2019 Federal Transportation Plan and they should be stopped. The TCA has 6.4 Billion Dollars of Debt with No Results! These plans to cut through San Clemente will NOT help alleviate traffic, it will only make it worse. Their plans will destroy homes, schools and our community. Their managed lanes will also take out businesses and homes. Their study was based off traffic during construction on the 5 freeway that was just recently completed. Our feeways can not be widened any more and throwing a massive toll road straight through our town will not alleviate any traffic. I am urging you you please not accept these plans from the TCA! They need to pay back their debt and ultimately abolished. Please...NO TOLL ROAD THROUGH SOUTH ORANGE COUNTY</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018
FTIP 19-11	July 23, 2018	Tony Hays	Private Citizen	<p>We are aware that the Transportation Corridor Agency (TCA) has submitted the draft plans to Cal Trans and SCAG has listed the projects in the 2019 Federal Transportation Plan with 8 projects 5 of them include managed toll lanes on the 5 freeway in conjunction with an unneeded toll road.</p> <p>The TCA has demonstrated unbelievably bad strategic planning by building sections of the Route 241 toll road without having first secured the right of way for completion of the route. Now they have made an agreement with a private party not to continue with the route that was originally intended. They are going to destroy the City of San Clemente to make up for their incompetence.</p> <p>Many families (and our family is one of them) chose to live in San Clemente because of the pristine open spaces for walking and enjoying the relative peace and quiet of open areas. Because of strict zoning requirements we paid a premium price for our home, but knowing that we were also buying access to these open areas. The TCA wants to take that away from us by providing "mitigation" in some other area distant from where we live. This is the process that might occur in China or some other totalitarian state, but not in the United States.</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018

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				<p>How would you feel if an elevated toll road were built right outside your backyard? Would you not feel that the government had let you down? - Tony Hays</p>		
FTIP 19-12	July 23, 2018	Masterplan Consulting Group, Inc.	Ellen McGuirk, owner	<p>To Board of Directors of OCTA, Jessica, Matthew, Katerina, Lyndsay, Heather, Leslie, Adrian, Farid, Manny, Ted, Carrie, Tina:</p> <p>I am writing as a resident of San Clemente for the last 15 years. My husband has been a member of this community for over 31 years. We love this town and the wonderful views from most homes in this area.</p> <p>For the last year we have been reading about the TCA plan for a toll road through San Clemente to connect the 241 to San Diego.</p> <p>Why is this needed? Really? Most of the traffic congestion is gone because of the HOV lane that has opened on the I-5 freeway. Another toll road is not the answer!! The Toll Roads are extremely expensive! Most people in our town, and the surrounding areas do not want to pay \$8-15 dollars to save 10 minutes!! The TCA is over \$6 Billion dollars in debt and have not built anything in 20 years. That says that people are not using the toll roads and the organization is not well run!</p> <p>Despite dual taxation of property taxes, bail outs by government agencies and rising toll road rates, the TCA has not turned a profit or even broken even in 20 years! That means it is a flawed organization that is NOT contributing to the betterment of our transportation!</p> <p>The recent proposal to build a toll extension from Oso parkway through Cow Camp road and the “to the San Diego county line” is very misleading. The proposal is for 10.3 miles. How is that ACTUALLY going to happen? One way is through San Clemente and right by our high school, destroying ocean views, home values and bringing pollution and water run off problems, along with unstable land issues to San Clemente.</p> <p>The TCA has submitted the draft plans to Cal Trans and SCAG has listed the projects in the 2019 Federal Transportation Plan.</p> <p><b>Please investigate and listen</b> to the many residents and</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018

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				<p>experts are saying about the devastation that would happen if this construction project would go through. Please reconsider and reject this proposal to build a toll road through San Clemente.</p> <p>This plan is seriously flawed and does not have ANY buy-in to the population that would use the road. This is really another construction project proposed, to help keep the TCA afloat for a few more years. The TCA is a flawed and bankrupt entity.</p> <p>Please... no toll road in South Orange County. The TCA has 6.4 Billion Dollars of Debt with no results.</p> <p>Ellen</p> <p>Ellen McGuirk, owner Masterplan Consulting Group, Inc.</p>		
FTIP 19-13	July 23, 2018	Bob Anderson	Sherman Oaks Homeowners Association (SOHA)	<p>Southern California Association of Governments Attention: Pablo Gutierrez 900 Wilshire Boulevard, Suite 1700 Los Angeles, CA 90017 <a href="mailto:gutierre@scag.ca.gov">gutierre@scag.ca.gov</a></p> <p><b>Subject: SOHA Comments on SCAG Draft FTIP</b></p> <p>Dear Mr. Gutierrez,</p> <p>The Sherman Oaks Homeowners Association has reviewed the relevant sections of SCAG’s Draft 2019 Federal Transportation Improvement Program. At the current time, our primary focus is on Phase II of Metro’s Sepulveda Transit Corridor Project – the tunnel through the Pass from the San Fernando Valley to the Westside. Essentially the entire Valley section of the project is located in our Sherman Oaks community, so we have been monitoring this project closely.</p> <p>We just submitted the attached letter to Metro with 41 comments on the Sepulveda Transit Corridor Project and submit them to SCAG as we feel they are also very relevant to the draft FTIP. This project addresses one of the major north-south transit corridors in Los Angeles County.</p> <p>Thank you. If you have questions or would like to discuss our comments, please contact me at <a href="mailto:BobHillsideOrdinance@roadrunner.com">BobHillsideOrdinance@roadrunner.com</a> or 213-364-7470.</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programmed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 23, 2018

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				<p>Sincerely,                      Bob Anderson                      Chair, Transportation Committee                      Board Member                      Sherman Oaks Homeowners Association</p>		
<p>FTIP 19-14</p>	<p>July 23, 2018</p>	<p>Ghada Ghantous</p>	<p>Private Citizen</p>	<p>Good afternoon,</p> <p>I read recently that the Transportation Corridor Agency, <b>an agency that was created to build toll roads</b>, has submitted a 1,200+ page draft plan to Cal Trans and SCAG listing the projects in the 2019 Federal Transportation Plan. There are 8 options, 5 of which include managed toll lanes on the 5 freeway. Several of the options go through existing neighborhoods in San Clemente, in addition to adding toll lanes to both sides of the 5 freeway from Pico to Basilone. If approved, the proposed plans will result in a total of 12 lanes on the 5 fwy!</p> <p>The TCA has the power of eminent domain, and in order to add the toll lanes to the I-5, homes/ businesses/ open space will have to be taken along either side of the freeway. The proposed plans set aside millions of dollars for “taking/ purchase” of 150 properties on either side of the 5 fwy from Pico to Basilone. Based on the drawings I have seen, possible impacted structures could include hotels, churches, grocery stores not to mention residents’ homes. This is outrageous!</p> <p>As a tax payer, I would like to know why Cal Trans is working with the TCA and using OUR TAX Dollars to study proposals that are not on the legislative maps and are not voter approved?</p> <p>The TCA is a fiscally-irresponsible agency which is \$6.4 billion in debt. With their record of failure, they are in no position to propose any new projects, especially ones that are not needed and will destroy existing neighborhoods.</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programmed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	<p>July 23, 2018</p>

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>The 73 freeway was supposed to be free 2 years ago. Instead of paying down the bonds, the TCA continues to drown in debt while using its funds to give the CEO a 6% retroactive pay raise, sponsor tournaments and events and send its executives to overseas conferences. This is waste and abuse of tax payer money. Orange County transportation planning is the responsibility of OCTA and Cal Trans, NOT the TCA.</p> <p>The TCA has collected development fees for 30 years from south OC Cities, yet they have build nothing in over 20 years. Why are they still collecting development fees? The agency fabricated both the public input and the studies that were conducted <u>in the middle of the 5 freeway construction expansion</u>. Why would they conduct traffic studies during construction when they know traffic will be adversely impacted? This agency is corrupt and is reaching far outside of its scope.</p> <p>Instead of taking on more debt and building any new toll roads, it is time for the TCA to pay down the bonds. Please turn down the TCA’s 8 proposals and leave Orange County’s transportation planning in the hands of the OCTA and Cal Trans.</p> <p>Thank you,</p> <p>Ghada</p>		
FTIP 19-15	July 26, 2018	Gary Gileno	Private Citizen	<p>Public Comment made at July 26, 2018 Public Hearing at SCAG Los Angeles Office</p> <p>Ok. Good Afternoon. Good afternoon Southern California Shadow Government. So for 53 years this agency has been here and after all of these decades, still no one comes to these meetings. If you guys were in marketing you’d all be fired. So I’ve looked over these documents just a little bit, just to see what it is you guys are trying to do, and what I got out of it is there are projects that are going to cost more than originally anticipated and you’re updating the pricing, some of them are going to take longer than anticipated, and</p>	<p>Comment noted. SCAG is required to demonstrate that the FTIP and RTP are fiscally constrained, meaning that there is sufficient funds (Federal, State, local and private) to implements projects. In addition, the projects in the FTIP and RTP must reflect the latest project cost estimates in order to receive federal funding approval.</p>	July 26, 2018

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				<p>there are new projects that are being put into the packet. I was here in 2016 when the regional council passed the regional transportation plan and they boastfully bragged that the plan was costing a half a trillion dollars. So if you’re going to put in new projects and update the pricing on current projects that means it’s going to cost even more money than that. So the question is, where is that money supposed to come from? Are you guys going to raise our gas taxes? Oh you already did that. Because the SB1 gas tax is in the regional transportation plan 2016 document. We know that you guys are the ones that are responsible for that tax. We have the photographs of Alan Wapner and the SCAG delegation in Sacramento with Kevin de Leon and then not long after the gas tax passes. And what also happened after the gas tax passed was you guys moved into this building and I just took a little tour around the building and it’s just shocking the government waste that is going on in this place. The fact that you have half trillion dollar plans you pass the plan raise our taxes you pay over a million dollars to get out of an old contract to get into this contract. We have the contract, we did a FOIA request to get that contract. We see you’re paying ninety-eight thousand dollars a month to live here and then in 15 years. You’ll be paying 2m dollars a year to live here. And as we were driving up here, only a mile from this building is a literal third world country. I mean it is so shocking and just sad what is going on just down the street from here with people in the street, homeless people, people that are suffering and it’s hot outside. And what are we doing here we’re spending all this money on these projects. We’re spending all this money on a building to have two floors. I mean half a trillion dollars for a regional transportation plan and then you guys want to add more money to it? And you know most of these projects, people don’t even want. One of the projects that’s in these plans is for my city. You guys want to take a lane off of each side of the road on a busy street and our city has been fighting it. We actually stopped city council, at least for now, from implementing it. People don’t want these plans, we don’t want you. You know I have a question, so all these plans over here, it says that you’re going to go from 2 lanes to 6 lanes, 4 lanes to 6 lanes, you’re going to widen roads, widen freeways, build toll lanes. Yet everything is about getting out of cars, everything is about riding the bus, so why are you going to widen roads</p>		

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				<p>and put in toll roads everywhere if your goal is to get us out of our cars in the first place? I mean just everything that goes on around here in California is just a** backwards. We’re living in a state where you can shoot up needles into your arm and do it basically legally, but if you use a straw in a restaurant, you can go to jail! It’s the same thing here you want to widen the roads while trying to get us out of our cars. I think I’ve said enough for today, thank you.</p>		
<p>FTIP 19-16</p>	<p>July 26, 2018</p>	<p>Lorelle Moe-Luna Planning and Programming Manager</p>	<p>Riverside County Transportation Commission</p>	<p>Public Comment made at July 26, 2018 Public Hearing via video conference from SCAG Riverside Office</p> <p>Yes, I would like to make a comment. Hi Pablo, this is Lorelle Luna with RCTC, we just wanted to say thank you to you and Agustin and to Daniel and to the SCAG Staff for getting us through the RTP Amendment here. It was a big undertaking for not just us, but for all of the agencies in Riverside County who had changes. And all of you work so hard with us and everything went pretty smoothly and the staff there was just very responsive to all of our questions and needs, so we want to thank you very much for all of your hard work on this.</p>	<p>Comment Noted</p>	<p>July 26, 2018</p>
<p>FTIP 19-17</p>	<p>July 27, 2018</p>	<p>Parker Wondries</p>	<p>Private Citizen</p>	<p>We respectfully and forcefully OBJECT to the 241 Toll rd Extension at OSO as proposed by TCA. We understand that draft plans have been submitted to Cal Trans and SCAG for 2019 Federal Transportation Plan Projects. We feel the widening of the 5 freeway in South Orange County as well as the extension of La Pata are more than sufficient additions to help alleviate traffic in South OC. WE DO NOT WANT THE 241 TOLL ROAD EXTENSION TO GO THROUGH. WE URGE YOU TO HEAR US AND HELP US PUT AN END TO THIS TOLL ROAD NIGHTMARE THAT CONTINUES TO WASTE TIME ANS RESOURCES. ASSIST IN DISMANTLING THE TCA.</p> <p>Parker Wondries and residents in our neighborhood oppose the241 TOLL ROAD Extension. San Clemente Ca</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	<p>August 22, 2018</p>

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 19-18	July 27, 2018	Fabia Barsic	Private Citizen	<p>Attention - URGENT</p> <p>The TCA has submitted the draft plans to Cal Trans, and SCAG has listed the projects in the 2019 Federal Transportation Plan.</p> <p>PLEASE STOP THIS INSANITY of the building a TOLL ROAD THAT CUTS RIGHT THROUGH OUR COMMUNITY IN SAN CLEMENTE.</p> <p>Please stop any toll road in South OC.</p> <p>The TCA has 6.4 Billion Dollars of Debt with No Results.</p> <p>For the love of God, please put an end to the idea of a 241 toll road extension. It is not needed and it will devastate well established communities!</p> <p>Fabia Barsic</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 27, 2018
FTIP 19-19	July 29, 2018	Michelle Schumacher	Private Citizen	<p>Good afternoon,</p> <p>We are aware that the Transportation Corridor Agency (TCA) has submitted the draft plans to Cal Trans and SCAG has listed the projects in the 2019 Federal Transportation Plan with 8 projects 5 of them include managed toll lanes on the 5 freeway in conjunction with a devastating unmitigatable not needed toll road.</p> <p>The TCA has 6.4 Billion Dollars of Debt with No Results. Why in the world are our beautiful historic cities being put on a chopping block for urban sprawl by an agency with a 30 year track record of abysmal failure?</p> <p>Why in the world is CAL TRANS using OUR TAX Dollars studying proposals that are not on the legislative maps and are not voter approved for use of the extra toll tax on our freeways?</p> <p>New taxes need a vote of citizens in California pursuant to</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	August 8, 2018

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>our California Constitution. Cal Trans should not be abusing tax payers by working with the TCA on economically discriminatory projects of managed toll lanes on the 5 freeway when Managed Lanes as a new tax that HAVE NOT been approved by tax payers of our SB funds?</p> <p>Recent studies show clearly the TCA’s proposals will make traffic <b>worse</b>. In addition the price tag is too hefty so a few drivers can enjoy a congestion free alternative as the toll roads boast on thier website. They TCA is actually proud of the fact the toll roads are underused. The 73 was supposed to be free 2 years ago instead the TCA owes 6.4 BILLION dollars more than the cost to construct the toll roads over 20 years later - this is going in the wrong direction. The CEO was just awarded a 6% retroactive pay raise. The top employees use the TCA and the money that should go to pay down the bonds for international travel and sponsoring golf tournaments and on and on the waste and abuse of tax payers.</p> <p>The TCA has collected development fees for 30 years from our South OC Cities, they gave up the only route on the legislative maps in 2016 - why are they still collecting development fees? The TCA is trying to morph into something that is OUTSIDE the scope of the Joint Powers Agreement - this is not only illegal but it is being rushed through by lobbyists and special interests. We already have the OCTA and Cal Trans our planning transportation agencies. The TCA has used OC as a piggy bank for 30 years they should NOT be looking into regional solutions.</p> <p>The TCA has fabricated both the public input and the studies were conducted in the middle of the 5 freeway construction expansion - they dont care - the TCA lies to Board of Directors regularly and to residents often. The Mobility Plans they have said they were spending millions to look into for the past 2 years did not even include managed toll lanes on the 5 freeway until 2 months ago- this agency is corrupt and is reaching far outside of its scope.</p> <p>We are asking for a FEDERAL INVESTIGATION and prosecution - they are behaving the same way as the City of</p>		

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Bell as a horizontal JPA we believe - there are NO checks and balances.</p> <p>Please throw these submissions from the TCA in the trash where they belong.</p> <p>Cal Trans has no business being economically discriminatory and SCAG - your organization believes in public input - the TCA is lobbyists lead and this is special interest nonsense that will harm all of OC for years to come.</p> <p>It is time the TCA does one thing and pay down the bonds, they have been hoarding cash with the last refinance several references - to appear cash flush and not the risky nightmare they have proven to be time and time again. Please note that TAX PAYERS have not forgotten the last time this agency used 1.1 Billion Dollars for a tax payer bailout.</p> <p>Thank you and should you wish for any back up up any of the items referenced in this email please do not hesitate to contact me.</p> <p>Michelle S</p>		
FTIP 19-20	July 30, 2018	Julian Husbands	Private Citizen	<p>Good Morning,</p> <p>I read recently that the Transportation Corridor Agency, <b>an agency that was created to build toll roads</b>, has submitted a 1,200+ page draft plan to Cal Trans and SCAG listing the projects in the 2019 Federal Transportation Plan. There are 8 options, 5 of which include managed toll lanes on the 5 freeway. Several of the options go through existing neighborhoods in San Clemente, in addition to adding toll lanes to both sides of the 5 freeway from Pico to Basilone. If approved, the proposed plans will result in a total of 12 lanes on the Interstate 5.</p> <p>The TCA has the power of eminent domain, and in order to add the toll lanes to the I-5, homes/ businesses/ open space will have to be taken along either side of the freeway. The proposed plans set aside millions of dollars for “taking/ purchase” of 150 properties on either side of the 5 fwy from Pico to Basilone. Based on the drawings I have seen, possible impacted structures could include hotels, churches,</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	July 31, 2018

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>grocery stores not to mention residents’ homes. This is outrageous!</p> <p>As a tax payer, I would like to know why Cal Trans is working with the TCA and using OUR TAX Dollars to study proposals that are not on the legislative maps and are not voter approved?</p> <p>The TCA is a fiscally-irresponsible agency which is \$6.4 billion in debt. With their record of failure, they are in no position to propose any new projects, especially ones that are not needed and will destroy existing neighborhoods. The 73 freeway was supposed to be free 2 years ago. Instead of paying down the bonds, the TCA continues to drown in debt while using its funds to give the CEO a 6% retroactive pay raise, sponsor tournaments and events and send its executives to overseas conferences. This is waste and abuse of tax payer money. Orange County transportation planning is the responsibility of OCTA and Cal Trans, NOT the TCA.</p> <p>The TCA has collected development fees for 30 years from south OC Cities, yet they have build nothing in over 20 years. Why are they still collecting development fees? The agency fabricated both the public input and the studies that were conducted <u>in the middle of the 5 freeway construction expansion</u>. Why would they conduct traffic studies during construction when they know traffic will be adversely impacted? This agency is corrupt and is reaching far outside of its scope.</p> <p>Instead of taking on more debt and building any new toll roads, it is time for the TCA to pay down the bonds. Please turn down the TCA’s 8 proposals and leave Orange County’s transportation planning in the hands of the OCTA and Cal Trans.</p> <p>I vociferously oppose a toll road that cuts through the heart of San Clemente.</p> <p>Sincerely,</p> <p>Julian Husbands</p>		

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 19-21	August 1, 2018	Stacey Arthur	Private Citizen	<p>Good afternoon,</p> <p>I read recently that the Transportation Corridor Agency, <b>an agency that was created to build toll roads</b>, has submitted a 1,200+ page draft plan to Cal Trans and SCAG listing the projects in the 2019 Federal Transportation Plan. There are 8 options, 5 of which include managed toll lanes on the 5 freeway. Several of the options go through existing neighborhoods in San Clemente, in addition to adding toll lanes to both sides of the 5 freeway from Pico to Basilone. If approved, the proposed plans will result in a total of 12 lanes on the 5 fwy!</p> <p>The TCA has the power of eminent domain, and in order to add the toll lanes to the I-5, homes/ businesses/ open space will have to be taken along either side of the freeway. The proposed plans set aside millions of dollars for “taking/ purchase” of 150 properties on either side of the 5 fwy from Pico to Basilone. Based on the drawings I have seen, possible impacted structures could include hotels, churches, grocery stores not to mention residents’ homes. This is outrageous!</p> <p>As a tax payer, I would like to know why Cal Trans is working with the TCA and using OUR TAX Dollars to study proposals that are not on the legislative maps and are not voter approved?</p> <p>The TCA is a fiscally-irresponsible agency which is \$6.4 billion in debt. With their record of failure, they are in no position to propose any new projects, especially ones that are not needed and will destroy existing neighborhoods. The 73 freeway was supposed to be free 2 years ago.</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programmed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	August 2, 2018

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Instead of paying down the bonds, the TCA continues to drown in debt while using its funds to give the CEO a 6% retroactive pay raise, sponsor tournaments and events and send its executives to overseas conferences. This is waste and abuse of tax payer money. Orange County transportation planning is the responsibility of OCTA and Cal Trans, NOT the TCA.</p> <p>The TCA has collected development fees for 30 years from south OC Cities, yet they have build nothing in over 20 years. Why are they still collecting development fees? The agency fabricated both the public input and the studies that were conducted <u>in the middle of the 5 freeway construction expansion</u>. Why would they conduct traffic studies during construction when they know traffic will be adversely impacted? This agency is corrupt and is reaching far outside of its scope.</p> <p>Instead of taking on more debt and building any new toll roads, it is time for the TCA to pay down the bonds. Please turn down the TCA’s 8 proposals and leave Orange County’s transportation planning in the hands of the OCTA and Cal Trans.</p> <p>Thank you, Stacey</p>		
FTIP 19-22	August 2, 2018	Gail Collins	Private Citizen	<p>To Whom it may concern.</p> <p>I understand that the TCA has submitted draft plans to Cal Trans and SCAG, listing their projects for the 2019 Federal Transportation Plan.</p> <p>I urge the powers that be to take a close look at the Transportation Corridor Agency and determine if they are event relevant at this point in time.</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project</p>	August 3, 2018

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>You’r sincere response is appreciated in San Clemente. The voters are watching.</p> <p>Sincerely yours</p> <p>Gail Collins</p>	<p>definition efforts. There are no right of way or construction funds programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.</p>	
<p>FTIP 19-23</p>	<p>August 3, 2018</p>	<p>Tressy Capps</p>	<p>Private Citizen</p>	<p>Please confirm receipt of this email:</p> <p>I attended the public hearing in person at the SCAG LA Office July 26, 2018. The attached letter (which I demand be made part of my official comment and included on the record) is a record of my visit to your new offices. The high security at the Wilshire Grand only serves to discourage the public from engaging in the planning process. Requiring the public to produce identification to attend a public hearing in my opinion is a violation of the Brown Act and moving forward checks and balances need to be put in place to make sure this never happens again. For example, on the date you expect the public you notify the lobby personnel with signage or a flyer downstairs so there is no confusion whatsoever.</p> <p>Having followed SCAG’s practices for several years I must say, you are either inept at public outreach or purposely covert. Perhaps one of your many taxpayer funded conferences can include Brown Act instruction and training for all SCAG staff.</p> <p>SCAG uses public funds to develop their plans but discourages public participation which should be investigated and remedied immediately.</p> <p>Sincerely,</p> <p>Tressy Capps</p> <p><b>From Attachment:</b></p> <p>From: Tressy Capps                      To: Los Angeles County District Attorney Public Integrity Unit                      Re: Possible Brown Act Violation 7-26-18 at SCAG LA Office</p>	<p>Comment noted and confirmation was provided. SCAG investigated the matter with the security office at the 900 Wilshire building and determined that there was a protocol error with respect to the July 26, 2018 public hearing. SCAG is working with building security to clarify the appropriate process for the public’s attendance at SCAG public meetings and hearings.</p>	<p>August 3, 2018</p>

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>On the afternoon of July 26, 2018 while attending a public hearing at the SCAG LA office (see attached) security in the lobby required both me and Gary Gileno to produce our driver’s licenses before we could proceed up the elevator. The woman at the counter called upstairs to SCAG, announced our presence, requested our ID and swiped our driver’s licenses before we could go upstairs.</p> <p>I am requesting your office investigate this as there are many public meetings held each month at the SCAG offices and the public should not be forced to provide ID to attend these meetings which are posted on SCAG’s website.  <a href="http://www.scag.ca.gov/committees/Pages/Current-Agendas.aspx">http://www.scag.ca.gov/committees/Pages/Current-Agendas.aspx</a></p> <p>Please let me know the outcome of your investigation. I would also like to know if our information was stored on their computers.</p> <p>Sincerely,                      Tressy Capps</p>		
<p>FTIP 19-24</p>	<p>August 7, 2018</p>	<p>Carol A. Gomez</p>	<p>Planning and Rules Manager                      South Coast Air Quality Management District</p>	<p>Hello Pablo,</p> <p>Attached are our comments to the FTIP. Please let me know if you have any questions. A hard copy of the attached is going out in the mail today.</p> <p>From Attachment:                      August 2, 2018</p> <p>Mr. Pablo Gutierrez                      Acting Manager                      Southern California Association of Governments                      900 Wilshire Blvd., Ste. 1700                      Los Angeles, CA 90017</p>		<p>August 7, 2018</p>

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Dear Mr. Gutierrez:</p> <p>Thank you for the opportunity to provide comments on the Draft 2019 Federal Transportation Improvement Program (FTIP) and Draft Amendment No. 3 to the 2016 Regional Transportation Plan / Sustainable Communities Strategy (2016 RTP/SCS) prepared by the Southern California Association of Governments (SCAG). The South Coast Air Quality Management District (SCAQMD) applauds your agency's efforts to forge forward with the development and release of this document which will facilitate the timely implementation of many important Transportation Control Measures (TCMs). We are committed to partnering with SCAG to meet the Plan's overall objectives.</p> <p>Similar to the policies and programs included in the 2016 Air Quality Management Plan (AQMP) for the South Coast Air Basin (Basin), which was recently approved as part of the State Implementation Plan (SIP) for California, we also anticipate that the transportation policies, projects, and programs included in the Draft 2019 FTIP and the Draft Amendment No.3 to the 2016 RTP/SCS will be critical components of the region's collaborative advancement towards our mutual goals for clean air, mobility and efficient land use. Improved land use and transportation policies are also critical components to the success of California's climate change initiatives.</p> <p>As you know, the health impacts of air pollution on residents in the Basin are staggering. Exceedance of the federal health-based standards leads to heightened risk of premature deaths, lost work days and reduced quality of life due to various cardiopulmonary illnesses. Thus, it is in this context, that we submit the following comments to the Draft 2019 FTIP and the Draft Amendment No. 3 to the 2016 RTP/SCS, primarily focusing on air quality-related transportation issues. Our comments below significantly focus on the achievement of air quality and transportation goals while addressing issues associated with the quantification of estimated emission reductions, the timely implementation of Transportation Control Measures (TCMs), and the use of AB2766 funds for transportation</p>	<p>Response to comment#1 (from next page) - As correctly noted by the commenter, the 87 tons per day of NOx emission reductions was calculated for the whole SCAG region between 2016 and 2020. The estimated NOx reductions and travel time saving were quantified with the same input/assumptions and methodology used for the Regional Emissions Analysis which are described in details in Section II. Regional Emissions Analysis of the 2019 FTIP Technical Appendix – Volume II of III (pages II-1 through II-40). It is important to note that the total regional emission reduction and travel time saving are not required by nor part of the Regional Emissions Analysis for transportation conformity determination purposes; They are included in the Executive Summary to illustrate/highlight the benefits of 2019 FTIP; In addition, the 2019 FTIP, as stated immediately above the three figures on the bottom of page 10 of the Executive Summary, will “HELP ACHIEVE” 87 tons per day of nitrogen oxides from 2016 level. To be consistent, the second and third sentences of the last paragraph on page 10 of the Executive Summary will be combined and revised as follows:</p> <p>The original two sentences: “By 2020, the FTIP is projected to help the region to achieve a reduction of over 820,000 hours per day in travel time. This would result in a</p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>related projects within the SCAQMD's jurisdiction.</p> <p><u>Section II- Regional Emission Analysis:</u></p> <p>Comment #1- The Executive Summary indicates that by 2020, implementation of the FTIP will result in a decrease of 820,000 hrs/day from travel time on all automobile trips, which in return will result in a reduction of nitrogen oxides (NOx) by 87 tons/day, based on 2016levels. Based on a review of Tables 21 through 48 in Section II- Regional Emissions Analysis, it is unclear how this NOx emission reduction level was quantified. Although the modeled projects listed on pages 45-205 of the Regional Emission Analysis provide details on specific projects that will ultimately reduce travel time, no methodology is given of how the reduction in automobile travel time was calculated from the modeled projects. It can be assumed that the emission reductions were based from the modeled on-road NOx emissions difference between 2016 and 2020 with the planned transportation projects completed. However, the methodology used should be clarified and explained thoroughly in the document.</p> <p>Additionally, the 87 tons/day of NOx emissions reductions is for the whole SCAG region. The portion of these estimated emission reductions that take place within the South Coast Air Basin (SCAB) should also be quantified in the document.</p> <p>Comment #2- On page 11-15, Table 6, the estimated trip reductions from parking subsidies increases from 0.00 percent for years 2019 through 2030 to 0.61 percent in 2031, and 2.97 percent in 2040. This estimated increase is not explained or justified. The rationale for this estimated increase in trip reductions from parking subsidies should be described.</p>	<p>reduction of 87 tons per day of nitrogen oxide (NOx), a pollutant which is emitted from cars, trucks and buses, among other sources.”</p> <p>The combined/revised sentence: “By 2020, the FTIP is projected to help the region to achieve a reduction of over 820,000 hours per day in travel time and a reduction of 87 tons per day of nitrogen oxide (NOx), a pollutant which is emitted from cars, trucks and buses, among other sources.”</p> <p>Since the 87 tons per day of NOx reduction will not be achieved by the 2019 FTIP alone and the main purpose of the 2019 FTIP document is to fulfill federal and state requirements, it is appropriate to only report the regional total in the document.</p> <p>The assumption regarding parking subsidies comes from the adopted 2016 RTP/SCS project #7120006, which identifies \$4.5 billion for region-wide additional TDM investments. About half of this funding was assumed to incentivize carpooling by subsidizing parking, resulting in the reduction of over 436,000 work trips per day, each year the program is in effect (2031-2040). This is not a new project for the 2019 FTIP, as it is included in the</p>	

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				<p><u>Section III- : Timely Implementation of TCMs</u></p> <p>Comment #3- On page III-51, Project ID LAF9422 involves the procurement of seven 30-foot clean fuel vehicles to reduce headways on six selected DASH routes. It should be clarified what specific type of fuel is being used in the vehicles for this project.</p> <p>Comment #4- On page III-58, Project IDs ORA150602 and ORA 152203 involve the procurement of various small and medium expansion buses, as well as expansion minivans. It should be clarified what specific type of fuel is being used in the vehicles for these projects.</p> <p>Volume III- Project Listing</p> <p>Comment #5- For projects utilizing AB2766 funds, such as the following projects listed below, it should be</p>	<p>RTP/SCS adopted April 2016.</p> <p>Based on the assumptions that parking subsidies will start in 2031 and result in 436,436 work trips reduction for both 2035 and 2040, the percentages of parking subsidies for 2035 and 2040 are estimated first and then linearly extrapolated back to 2031 as follows:</p> <p>1 - % of parking subsidies for 2035                      = # work trip reduction/total Home-Based Work trips                      = 436,436/14,230,192                      = 3.07%</p> <p>2 - For 2040 = 436,436/14,673,471                      = 2.97%</p> <p>3 - For 2031 = 3.07%/5 = 0.61%</p> <p>Response from LA Metro: CNG</p> <p>Response from OCTA: The Small and Medium Buses are Diesel. The Minivans are gasoline.</p> <p>Comment noted and addressed per individual projects below.</p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>distinguished from which element of the program the funds are being derived from (e.g., MSRC).</p> <ul style="list-style-type: none"> <li>• Project ID LAOG719- The Willowbrook/Rosa Parks Transit Station Improvement Project</li> <li>• Project ID LAF7400- Monterey Park Clean Fuel Bus Replacements</li> <li>• Project ID LAOG433- Culver City Bus Replacement Project</li> <li>• Project ID LAOG955- Culver City CNG Station Compressor Replacement Project</li> <li>• Project ID RIV62029- Temecula Park-And-Ride Lot Development Project</li> </ul> <p>Thank you again for the opportunity to comment on the Draft 2019 FTIP and Draft Amendment No. 3 to the 2016 RTP/SCS. The details covered in the documents and appendices reflect tremendous dedication to our regional planning process and to the continued improvement of air quality and mobility for the SCAG region.</p> <p>Sincerely,</p> <p>Sarah L. Rees, Ph.D. Assistant Deputy Executive Officer Planning, Rule Development &amp; Area Sources</p>	<p>Response from LA Metro: MSRC</p> <p>Response from LA Metro: MSRC</p> <p>Response from LA Metro: The two projects have used AB2766 <u>Subvention Funds</u>, which are allocated to the City of Culver City based on population and utilized for capital projects such as the transit bus replacement and the CNG station project.</p> <p>Response from RCTC: <u>Subvention Funds</u></p>	
FTIP 19-25	August 8, 2018	Devra Rossi	Private Citizen	<p>Urgent Action item – The TCA has submitted the draft plans to Cal Trans and SCAG has listed the projects in the 2019 Federal Transportation Plan (both documents can be found at the links at the bottom). Email ASAP to the following people and tell them no toll road in South OC. The TCA has 6.4 Billion Dollars of Debt with No Results. You can share whatever you wish with them – short and sweet but please email ASAP</p>	<p>The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC-South Project is depicted in the 2019 FTIP as a study with funding programmed for preliminary project definition efforts. There are no right of way or construction funds</p>	August 8, 2018

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					programed for this study. SCAG has forwarded this comment to the lead agency, TCA, for their information.	



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