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2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

TECHNICAL APPENDIX

VOLUME II OF III

FY 2016/17 - 2021/22
July 2016

VISION

An international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California.

MISSION

Under the guidance of the Regional Council and in collaboration with our partners, our mission is to facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for Southern Californians.

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Section I
Conformity Requirements & Findings

SECTION I

CONFORMITY REQUIREMENTS AND FINDINGS

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CONFORMITY REQUIREMENTS AND FINDINGS

PREFACE

The federally required transportation conformity analyses and findings for the 2017 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 2017 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.

STATE AND FEDERAL 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 2017 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 2017 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_2) - 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 (NOx) in the presence of sunlight. Ozone negatively impacts the respiratory system.
- Particulate Matter (PM_{10} and $PM_{2.5}$) - extremely small particles and liquid droplets associated with dust, soot and combustion products. Particulate pollution has been linked to significant health problems, including aggravated asthma, increases in adverse effects on respiratory systems, chronic bronchitis, decreased lung function, and premature death.

Air Basins and Air Districts in the SCAG Region

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

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

- Most of Imperial County Portion of SSAB – nonattainment for 8-hour ozone; and PM_{10}
- Urbanized area of Imperial County portion of SSAB-nonattainment for $PM_{2.5}$ (2006 24-hour and 2012 Annual Standards)
- Morongo Indian Reservation Portion of SCAB – nonattainment area for 8-hour ozone
- Pechanga Indian Reservation Portion of SCAB – nonattainment area for 8-hour ozone
- Riverside County Portion of SSAB (Coachella Valley) – nonattainment area for: 8-hour ozone and PM_{10}
- San Bernardino County portion of MDAB:
  - Searles Valley – nonattainment for PM_{10}
  - San Bernardino County (excluding the Searles Valley area) – nonattainment area for PM_{10}
- SCAB – nonattainment for $PM_{2.5}$ (1997 & 2006 24-hour and 2012 Annual standards) and 8-hour ozone; maintenance area for CO; NO_2 and PM_{10}.
- Ventura County Portion of SCCAB – nonattainment area for 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 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 2017 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)
  - 2007 $PM_{2.5}$ SIP (budgets effective January 9, 2012)
  - 2007 CO SIP (Maintenance Plan) (budgets effective June 11, 2007)
  - 2007 NO_2 SIP (Maintenance Plan) (budgets effective January 4, 2010)
  - 2010 PM_{10} 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_{10} 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 2017 FTIP. At the present time, there is no federally approved SIP for the following areas.

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

Applicable TCMs

In the SCAG region, ozone SIPs developed in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin contain TCM strategies and are subject to EPA's Transportation Conformity Rule analyses. The two SIPs with TCM strategies are:

<u>2012 South Coast AQMP/SIP (SCAB)</u>

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.

<u>2007 Ozone SIP (Ventura County Portion of SCCAB)</u>

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 FHWA and FTA approved the conformity determination for the 2016-2040 RTP/SCS and the 2015 FTIP as amended on June 1, 2016. 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 2017 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 2017 FTIP under the required federal tests:

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

Finding: SCAG's 2017 FTIP (project listing) is consistent with the 2016-2040 RTP/SCS (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 2017 FTIP is an update to the regional emissions analyses for the 2016-2040 RTP/SCS.

Finding: The 2017 FTIP regional emissions analysis for $PM_{2.5}$ and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).

Finding: The 2017 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

Finding: The 2017 FTIP regional emissions for NO_2 meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2017 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

Finding: The 2017 FTIP regional emissions for PM_{10} and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2017 FTIP regional emissions for PM_{10} meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

Finding: The 2017 FTIP regional emissions analysis for $PM_{2.5}$ and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

✓ **Timely Implementation of 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 2017 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://scag.ca.gov/Documents/PPP2014_Adopted-FINAL.pdf). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

The 2017 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 (August 25, 2015, September 22, 2015; October 27, 2015; November 17, 2015; January 26, 2016; February 23, 2016; March 22, 2016; April 26, 2016; and May 24, 2016; and June 28, 2016). The draft conformity analysis is scheduled to be released for a 30-day public review by July 7, 2016. Two public hearings are scheduled to be held on July 14 and July 21, 2016 at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The Draft 2017 FTIP will be posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All comments on the 2017 FTIP will be documented and responded to accordingly.

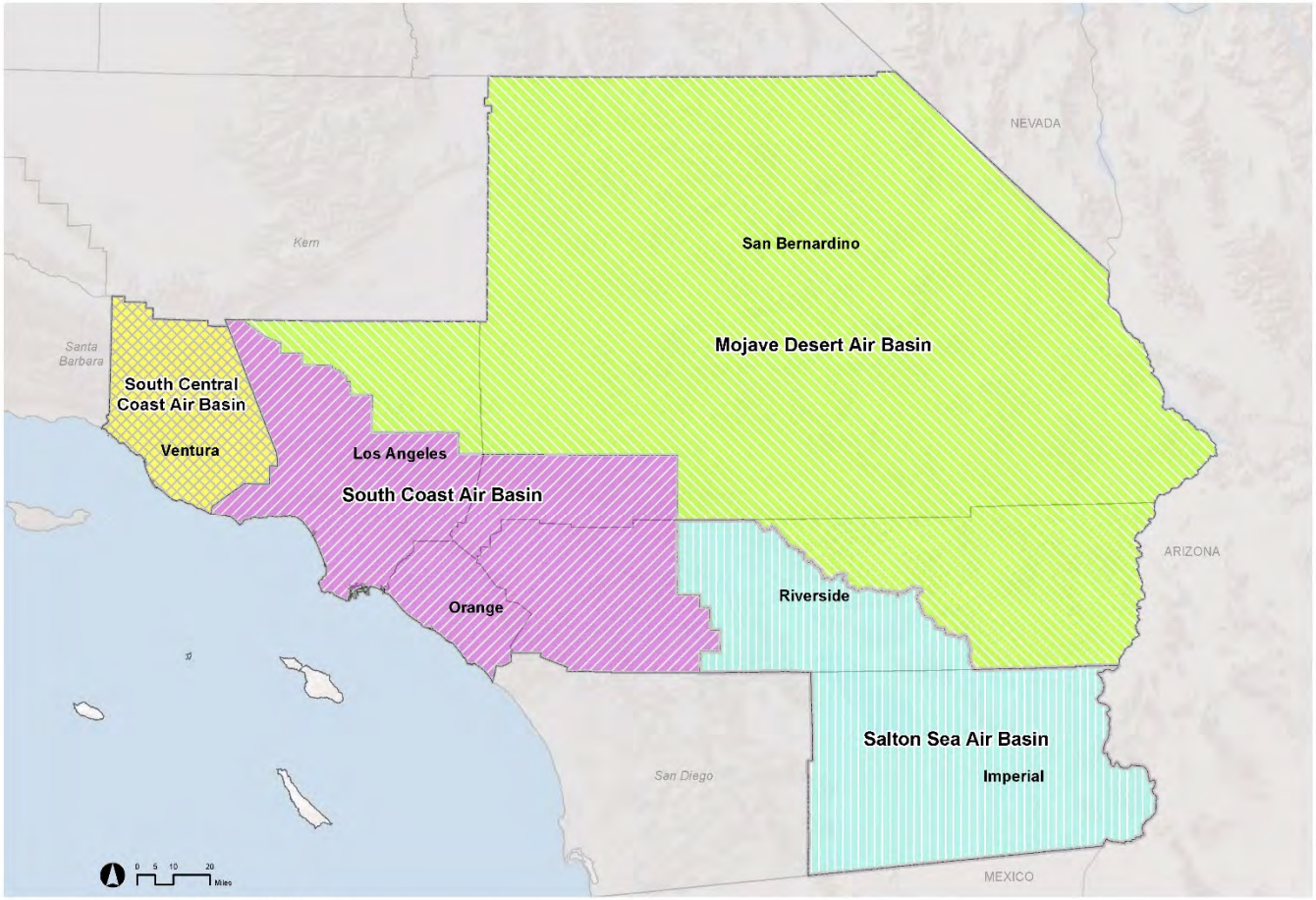
✓ **Financial Constraint Test**

Finding: The 2017 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 2017 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



Air Basins in the SCAG Region

Mojave Desert Air Basin | Salton Sea Air Basin | South Coast Air Basin | South Central Coast Air Basin | County Boundaries

Source: SCAG, 2015

Map Title: Air Basins in the SCAG Region O:\=RTP\=rtp2016\mxds\Air_Quality\air_basins.mxd | Date: 11/6/2015

Exhibit 2 Air Districts in the SCAG region

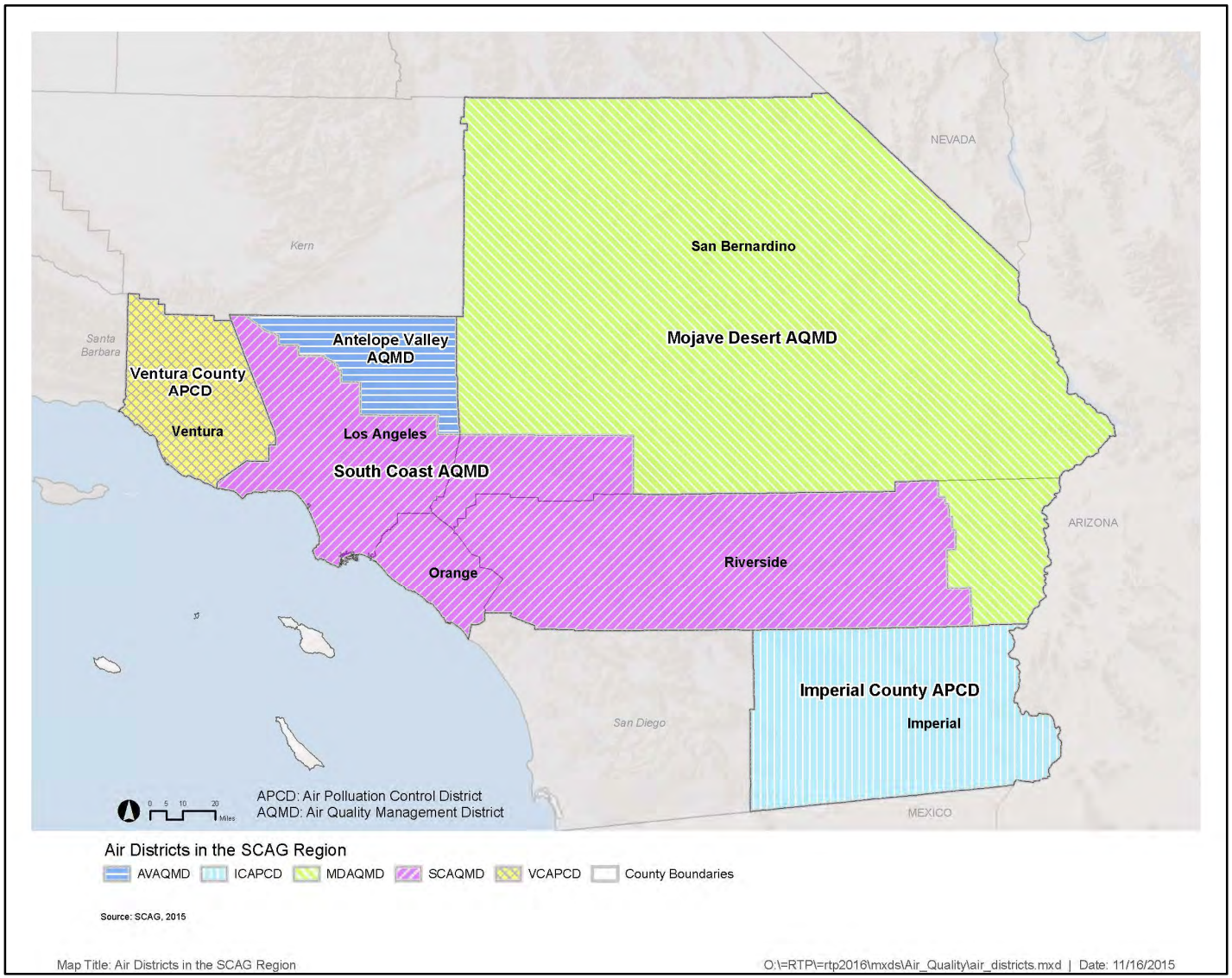


Exhibit 3 Federal Nonattainment and Maintenance Areas in the SCAG region – 2008 8-hour Ozone

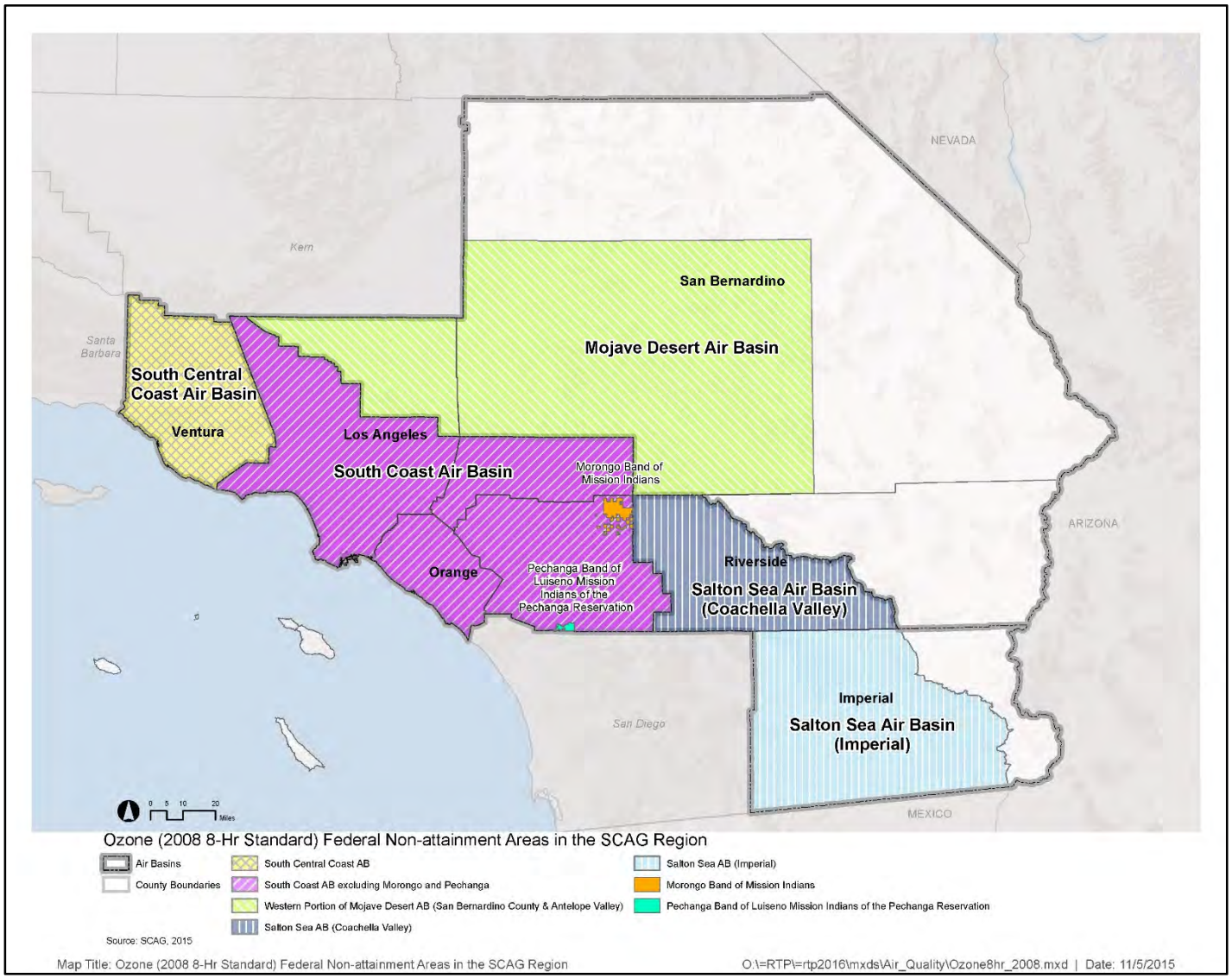
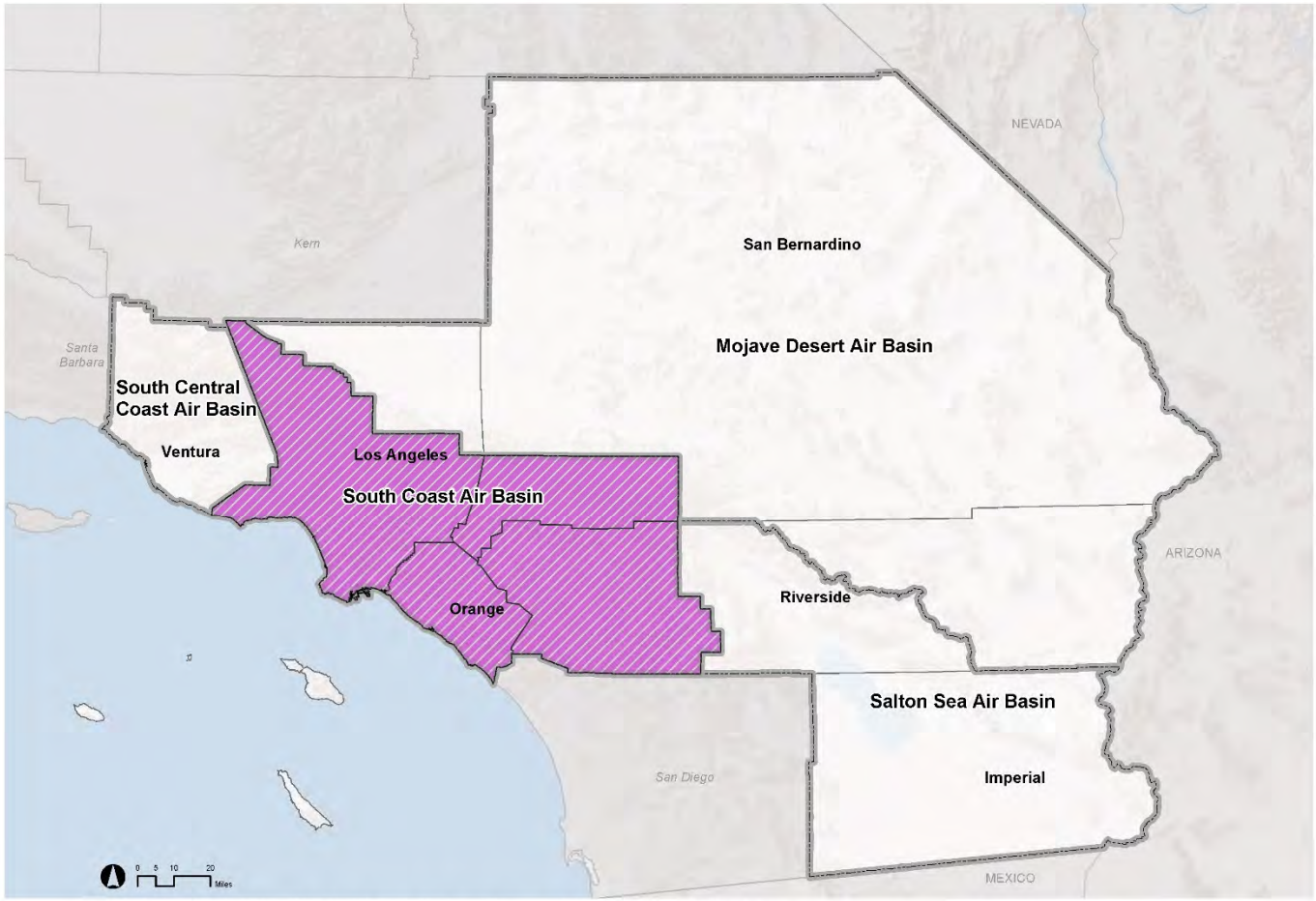


Exhibit 4 Federal Nonattainment Areas in the SCAG region – 1997 $PM_{2.5}$



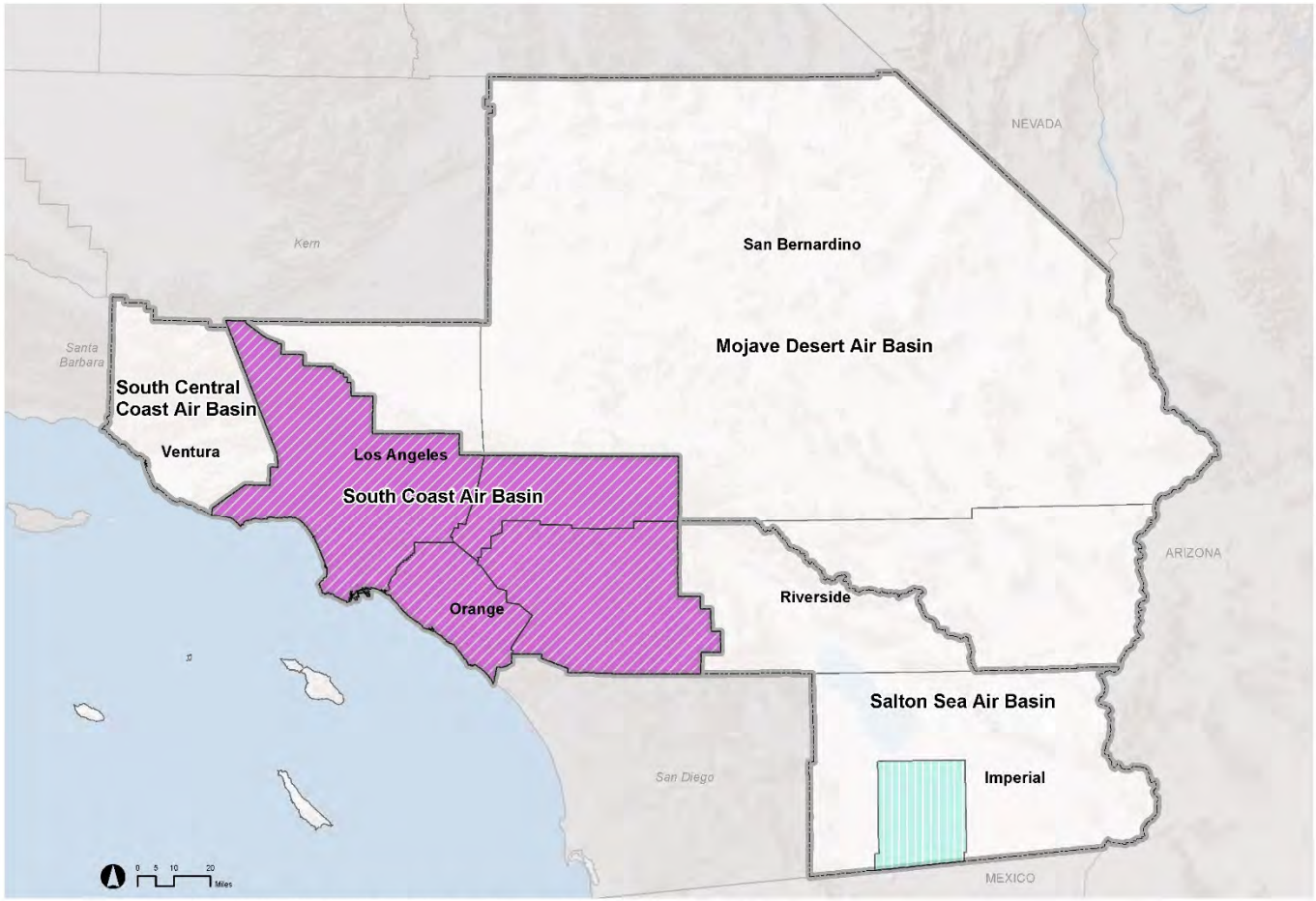
1997 Particulate Matter (PM 2.5) Federal Non-attainment Area in the SCAG Region

Air Basins | South Coast AB | County Boundaries

Source: SCAG, 2015

Map Title: 1997 Particulate Matter (PM 2.5) Federal Non-attainment Area in the SCAG Region O:\=RTP\=rtp2016\mxds\Air_Quality\PM25_2007.mxd | Date: 11/5/2015

Exhibit 5 Federal Nonattainment Areas in the SCAG region – 2006 $PM_{2.5}$



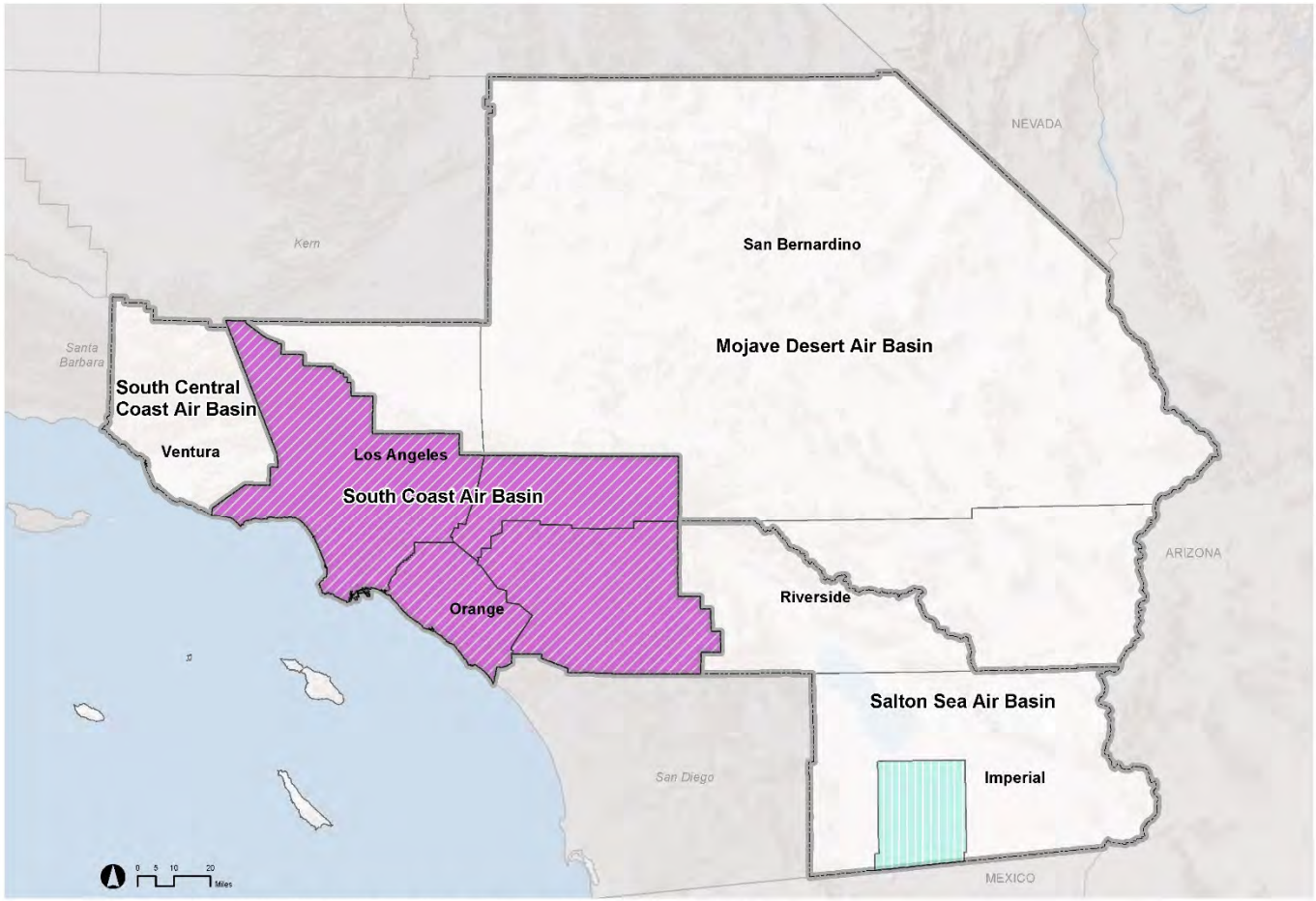
2006 Particulate Matter (PM 2.5) Federal Non-attainment Area in the SCAG Region

Air Basins | South Coast AB | Salton Sea AB (Urbanized Portion of Imperial) | County Boundaries

Source: SCAG, 2015

Map Title: 2006 Particulate Matter (PM 2.5) Federal Non-attainment Area in the SCAG Region O:\=RTP\=rtp2016\mxds\Air_Quality\PM25_2006.mxd | Date: 11/5/2015

Exhibit 6 Federal Nonattainment Areas in the SCAG region – 2012 $PM_{2.5}$



2012 Particulate Matter (PM 2.5) Federal Non-attainment Area in the SCAG Region

Air Basins | South Coast AB | Salton Sea AB (Urbanized Portion of Imperial) | County Boundaries

Source: SCAG, 2015

Map Title: 2012 Particulate Matter (PM 2.5) Federal Non-attainment Area in the SCAG Region O:\=RTP\=rtp2016\mxds\Air_Quality\PM25_2012.mxd | Date: 11/5/2015

Exhibit 7 Federal Nonattainment in the SCAG region - PM_{10}

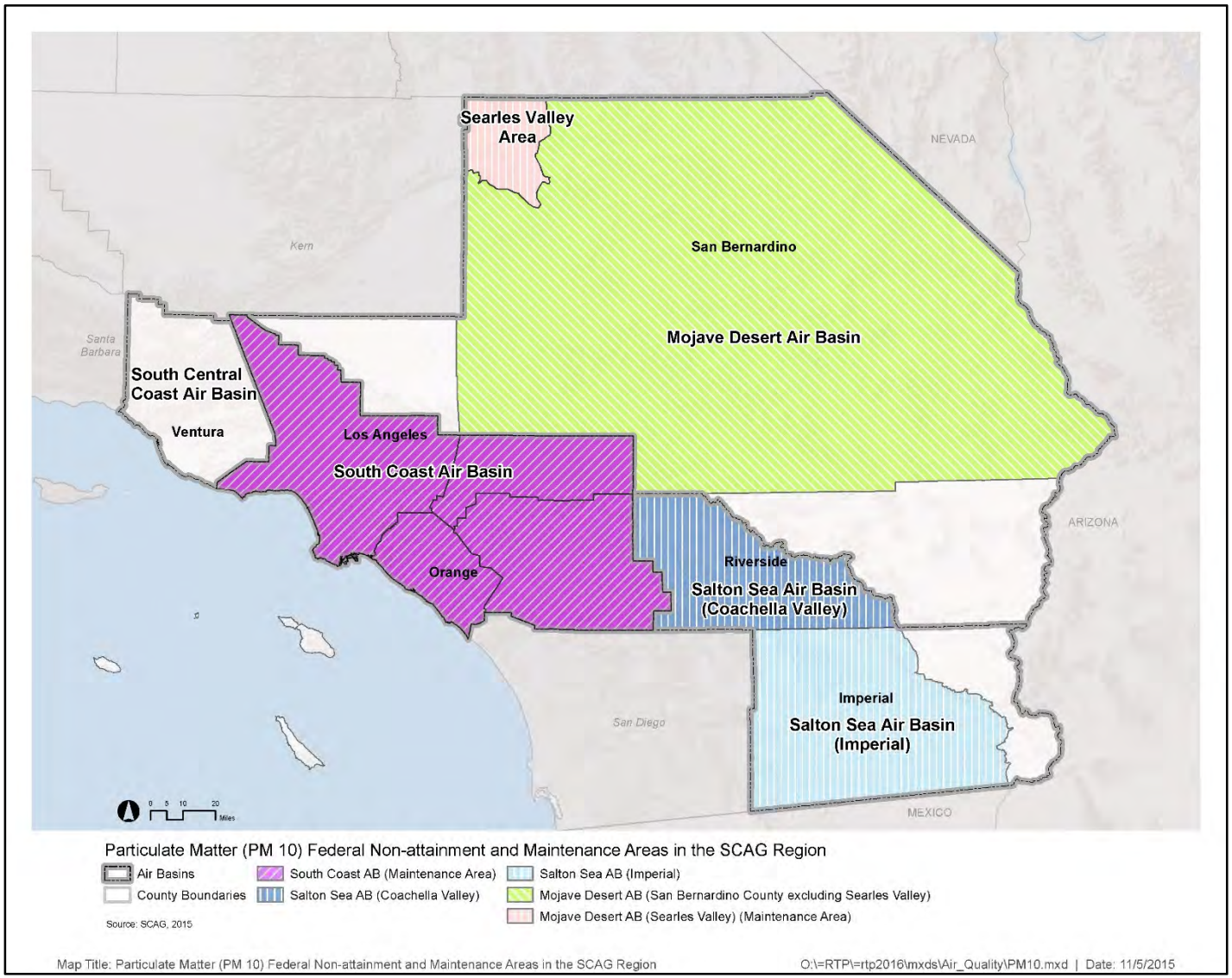
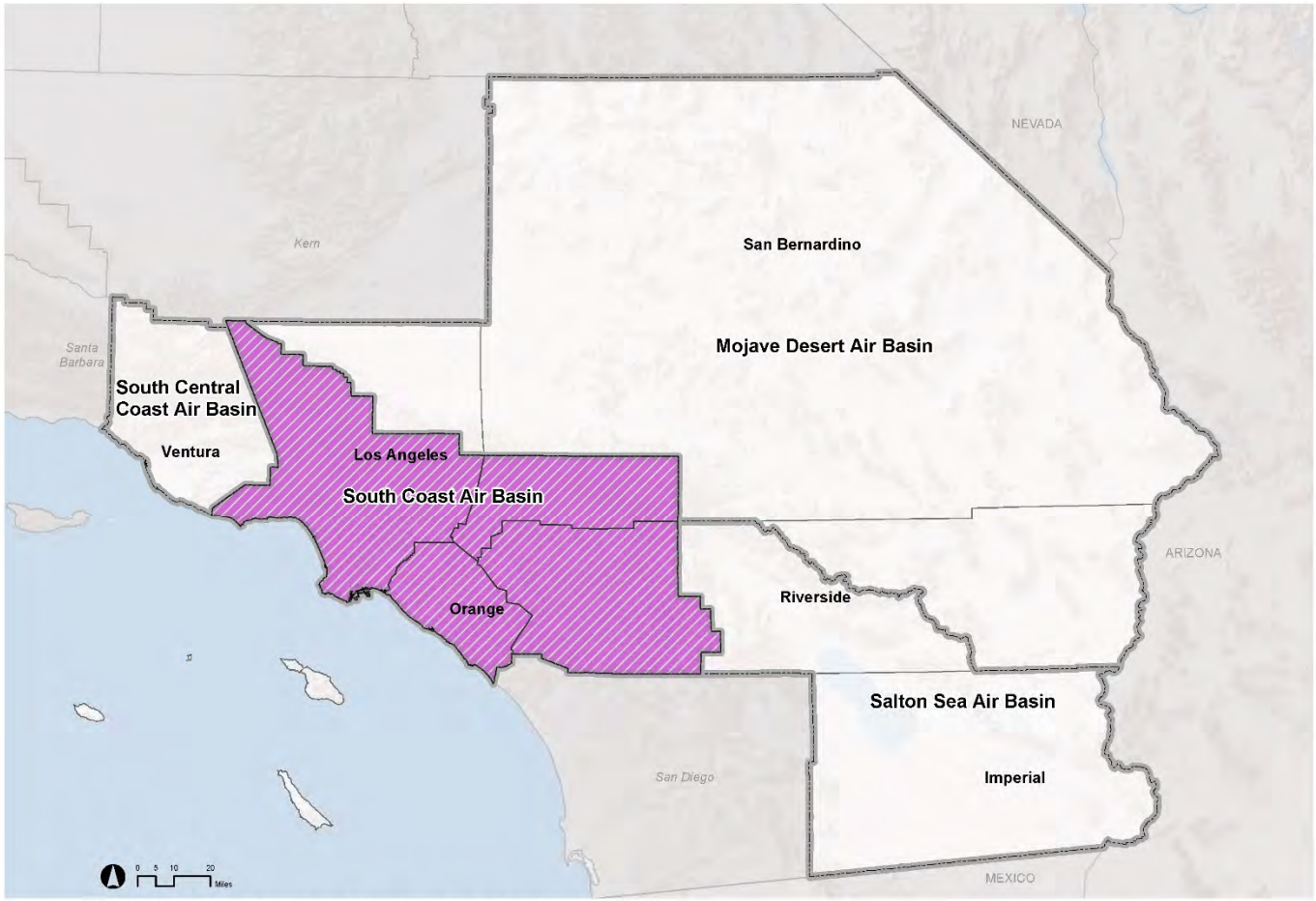


Exhibit 8 Federal Maintenance Area in the SCAG region - NO_2



Nitrogen Dioxide (NO2) Federal Maintenance Area in the SCAG Region

Air Basins | South Coast AB | County Boundaries

Source: SCAG, 2015

Map Title: Nitrogen Dioxide (NO2) Federal Maintenance Area in the SCAG Region

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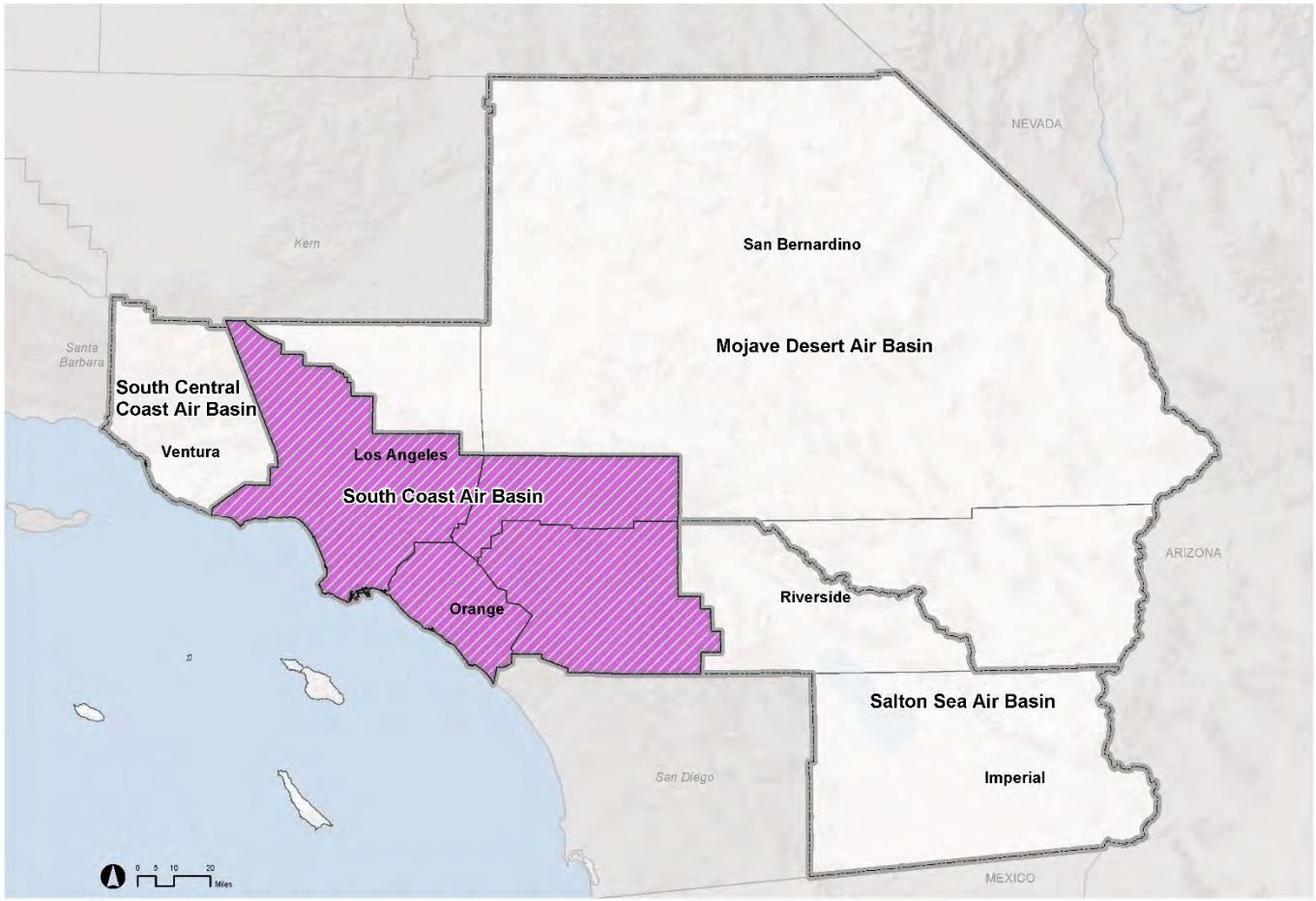
Exhibit 9 Federal Maintenance Area in the SCAG region – CO



Carbon Monoxide (CO) Federal Maintenance Area in the SCAG Region

Air Basins | South Coast AB | County Boundaries

Source: SCAG, 2015

Map Title: Carbon Monoxide (CO) Federal Maintenance Area in the SCAG Region

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Section II
Regional Emissions Analysis

SECTION II

REGIONAL EMISSIONS ANALYSIS

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REGIONAL EMISSIONS ANALYSIS

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 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.

2017 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	2017	2019	2020	2021	2023	2026	2030	2031	2040
Imperial	SSAB	214	228	234	237	242	250	260	262	282
Los Angeles	SCAB	9,766	9,855	9,900	9,948	10,045	10,191	10,385	10,433	10,937
	MDAB	405	416	422	428	440	458	483	489	572
Orange	SCAB	3,200	3,247	3,271	3,287	3,319	3,360	3,397	3,404	3,461
Riverside	SCAB	1,891	1,933	1,954	1,981	2,036	2,119	2,228	2,256	2,446
	MDAB	27	28	29	31	35	40	48	49	64
	SSAB	473	489	497	506	524	551	587	596	673
San Bernardino	SCAB	1,606	1,629	1,641	1,659	1,697	1,753	1,829	1,847	1,978
	MDAB	542	552	557	567	588	620	662	673	753
Ventura	SCCAB	867	880	886	890	898	910	925	929	966
SCAG Region	SSAB	687	717	732	743	766	801	847	859	955
	SCAB	16,464	16,665	16,765	16,876	17,097	17,423	17,839	17,940	18,822
	MDAB	975	996	1,007	1,026	1,063	1,118	1,192	1,211	1,389
	SCCAB	867	880	886	890	898	910	925	929	966
Total		18,993	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	2017	2019	2020	2021	2023	2026	2030	2031	2040
Imperial	SSAB	86	96	102	103	106	109	114	116	125
Los Angeles	SCAB	4,413	4,514	4,565	4,590	4,639	4,712	4,810	4,835	5,084
	MDAB	90	93	94	96	100	106	114	116	137
Orange	SCAB	1,666	1,709	1,730	1,743	1,767	1,801	1,836	1,843	1,899
Riverside	SCAB	570	612	633	646	672	710	761	774	870
	MDAB	6	7	7	7	8	8	9	9	11
	SSAB	186	201	208	213	222	236	254	259	293
San Bernardino	SCAB	618	643	655	666	687	719	761	771	837
	MDAB	123	131	134	138	144	154	168	171	191
Ventura	SCCAB	359	369	375	377	382	388	398	400	420
SCAG Region	SSAB	272	297	310	316	328	345	368	374	418
	SCAB	7,266	7,478	7,583	7,644	7,764	7,942	8,169	8,223	8,690
	MDAB	219	230	235	241	252	269	291	297	340
	SCCAB	359	369	375	377	382	388	398	400	420
Total		8,116	8,374	8,503	8,577	8,725	8,944	9,226	9,294	9,868

Rounded to nearest thousand

Networks – A summary of the transportation system attributes for the highway and transit networks for Years 2017 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

SCAB					
2017 Build (2018 Build)	8,274	1,060	28,384	11,100	48,818
2019 Build (2018 Build)	8,293	1,111	28,562	11,189	49,155
2020 Build	8,520	1,220	29,070	11,346	50,156
2021 Build	8,580	1,220	29,152	11,369	50,321
2021 No Build (2020 No Build)	8,516	1,155	28,377	11,107	49,155
2023 Build	8,627	1,264	29,355	11,496	50,742
2026 Build (2027 Build)	8,735	1,420	29,632	11,644	51,431
2030 Build	8,835	1,522	29,840	11,817	52,014
2031 Build (2032 Build)	8,835	1,522	29,841	11,817	52,015
2031 No Build (2030 No Build)	8,593	1,175	28,390	11,110	49,268
2040 Build	8,889	1,633	30,315	11,982	52,819
2040 No Build (2035 No Build)	8,594	1,176	28,394	11,110	49,274
SCCAB					
2017 Build (2018 Build)	533	9	1,795	1,008	3,345
2019 Build (2018 Build)	533	9	1,798	1,008	3,348
2020 Build	535	9	1,806	1,010	3,360
2021 Build	535	9	1,816	1,010	3,370
2021 No Build (2020 No Build)	532	9	1,796	1,009	3,346
2023 Build	535	9	1,834	1,010	3,388
2026 Build (2027 Build)	558	9	1,837	1,010	3,414
2030 Build	563	61	1,858	1,017	3,499
2031 Build (2032 Build)	563	61	1,858	1,017	3,499
2031 No Build (2030 No Build)	532	9	1,796	1,009	3,346
2040 Build	563	61	1,858	1,017	3,499
2040 No Build (2035 No Build)	532	9	1,796	1,009	3,346
MDAB					

2017 Build (2018 Build)	1,892	23	4,125	6,740	12,780
2019 Build (2018 Build)	1,894	23	4,214	6,758	12,889
2020 Build	2,254	23	4,477	6,790	13,544
2021 Build	2,254	23	4,479	6,790	13,546
2021 No Build (2020 No Build)	1,893	23	4,151	6,738	12,805
2023 Build	2,254	23	4,504	6,799	13,580
2026 Build (2027 Build)	2,254	23	4,550	6,836	13,663
2030 Build	2,254	73	4,668	6,880	13,875
2031 Build (2032 Build)	2,256	73	4,660	6,884	13,873
2031 No Build (2030 No Build)	1,893	23	4,158	6,738	12,812
2040 Build	2,254	101	5,035	7,131	14,521
2040 No Build (2035 No Build)	1,893	23	4,152	6,738	12,806
SSAB (Coachella)					
2017 Build (2018 Build)	389	0	1,277	1,205	2,871
2019 Build (2018 Build)	393	0	1,289	1,210	2,892
2020 Build	393	0	1,323	1,245	2,961
2021 Build	393	0	1,337	1,243	2,973
2021 No Build (2020 No Build)	392	0	1,272	1,206	2,870
2023 Build	393	0	1,410	1,300	3,103
2026 Build (2027 Build)	397	0	1,467	1,375	3,239
2030 Build	397	0	1,486	1,418	3,301
2031 Build (2032 Build)	397	0	1,499	1,424	3,320
2031 No Build (2030 No Build)	392	0	1,273	1,207	2,872
2040 Build	397	0	1,523	1,454	3,374
2040 No Build (2035 No Build)	392	0	1,274	1,207	2,873
SSAB (Imperial)					
2017 build (2018 Build)	380	0	1,156	2,463	3,999

2019 Build (2018 Build)	380	0	1,158	2,464	4,002
2020 Build	380	0	1,173	2,464	4,017
2021 Build	380	0	1,173	2,464	4,017
2021 No Build (2020 No Build)	380	0	1,159	2,465	4,004
2023 Build	380	0	1,174	2,464	4,018
2026 Build (2027 Build)	380	0	1,212	2,464	4,056
2030 Build	417	0	1,200	2,463	4,080
2031 Build (2032 Build)	417	0	1,200	2,463	4,080
2031 No Build (2030 No Build)	380	0	1,160	2,465	4,005
2040 Build	417	0	1,200	2,463	4,080
2040 No Build (2035 No Build)	380	0	1,160	2,465	4,005
Total SCAG Region					
2017 Build (2018 Build)	11,468	1,092	36,737	22,516	71,813
2019 Build (2018 Build)	11,493	1,143	37,021	22,629	72,286
2020 Build	12,082	1,252	37,849	22,855	74,038
2021 Build	12,142	1,252	37,957	22,876	74,227
2021 No Build (2020 No Build)	11,713	1,187	36,755	22,525	72,180
2023 Build	12,189	1,296	38,277	23,069	74,831
2026 Build (2027 Build)	12,324	1,452	38,698	23,329	75,803
2030 Build	12,466	1,656	39,052	23,595	76,769
2031 Build (2032 Build)	12,468	1,656	39,058	23,605	76,787
2031 No Build (2030 No Build)	11,790	1,207	36,777	22,529	72,303
2040 Build	12,520	1,795	39,931	24,047	78,293
2040 No Build (2035 No Build)	11,791	1,208	36,776	22,529	72,304

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

Network	Local Bus	Express Bus	Rail	HSRT	Total
2017 Build (2018 Build)	10,060	1,963	994	0	13,017
2019 Build (2018 Build)	10,065	1,963	1,000	0	13,028
2020 Build	10,070	1,977	1,009	55	13,111
2021 Build	10,069	2,043	1,023	55	13,190
2021 No Build (2020 No Build)	10,071	2,000	1,007	0	13,078
2023 Build	10,070	2,043	1,052	85	13,250
2026 Build (2027 Build)	10,077	2,043	1,054	85	13,259
2030 Build	10,077	2,043	1,072	124	13,316
2031 Build (2032 Build)	10,077	2,043	1,072	124	13,316
2031 No Build (2030 No Build)	10,072	2,000	1,014	0	13,086
2040 Build (2035 Build)	10,080	2,384	1,118	124	13,706
2040 No Build (2035 No Build)	10,071	2,000	1,014	0	13,085

TABLE 5 Summary of Transit Service Miles

Network	Local Bus	Express Bus	Rail	HSRT	Total
2017 Build (2018 Build)	454,289	41,686	48,472	0	544,447
2019 Build (2018 Build)	455,803	41,686	50,117	0	547,606
2020 Build	456,098	42,869	50,505	6,174	555,646
2021 Build	456,097	46,191	59,199	6,174	567,661
2021 No Build (2020 No Build)	455,591	41,657	49,336	0	546,584
2023 Build	456,102	46,192	65,502	11,863	579,659
2026 Build (2027 Build)	456,987	46,192	66,447	11,863	581,489
2030 Build	456,988	46,191	74,237	16,210	593,626
2031 Build (2032 Build)	456,988	46,191	74,237	16,210	593,626
2031 No Build (2030 No Build)	455,610	41,658	52,449	0	549,717
2040 Build (2035 Build)	466,736	61,690	93,547	16,210	638,183
2040 No Build (2035 No Build)	455,594	41,658	52,449	0	549,701

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 2000 base as applied in the trip generation model.

Table 6 Total Home–Based-Work Person Trip Reductions

Category	2017	2019	2020	2021	2023	2026	2030	2031	2040
Work-at-Home	5.56%	5.79%	5.91%	6.01%	6.21%	6.53%	6.97%	7.09%	8.13%
Telecommute	3.66%	5.01%	5.70%	5.87%	6.21%	6.77%	7.58%	7.80%	10.00%
Flexible work schedules	0.59%	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%	0.00%	0.61%	2.97%
Total Trip Reductions	9.81%	12.56%	13.95%	14.28%	14.96%	16.05%	17.63%	18.67%	24.59%
Increase over 2012 Base	2.42%	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	2017	2019	2020	2021	2023	2026	2030	2031	2040
Auto Operating Cost *	25.31	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
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 below is a summary of the conformity requirements related to travel demand model and how SCAG's regional travel demand model satisfies these requirements.

Table 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 the 2016-2040 RTP/SCS and documented in the 2016-2040 RTP/SCS Growth Forecast Appendix and this Conformity Report.
93.122(b)(1)(iii)	Scenarios of land development and use must be consistent with the future transportation system alternatives for which emissions are being estimated. The distribution of employment and residences for different transportation options must be reasonable.	Land development and use are consistent with future transportation systems. The distribution of employment, population, and household is reasonable with respect to the transport systems.
93.122(b)(1)(iv)	A capacity-sensitive assignment methodology must be used, and emissions estimates must be based on a methodology which differentiates between peak and off-peak link volumes and speeds and uses speeds based on final assigned volumes.	The SCAG travel demand model includes separate multi-modal user equilibrium assignments for peak and off-peak time periods. The network assignments are capacity-sensitive. Link speeds are calculated based on final assigned volumes.
93.122(b)(1)(v)	Zone-to-zone travel impedances used to distribute trips between origin and destination pairs must be in reasonable agreement with the travel times that are estimated from final assigned traffic volumes. Where use of transit currently is anticipated to be a significant factor in satisfying transportation demand, these times should also be used for modeling mode splits.	The SCAG travel demand model includes full feedback of travel time among trip generation, trip distribution, mode choice, and trip assignment steps. Both highway and transit times are included in the mode choice model.

CFR	Requirement	How Requirement is Satisfied
93.122(b)(1)(vi)	Network-based travel models must be reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices.	The SCAG travel demand model was developed with rigorous model calibration and validation effort that includes extensive model sensitivity tests to ensure the model is reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices. Travel time(s) such as in-vehicle and out-of-vehicles times, cost(s) such as auto costs and transit fares, and other factors such as transportation infrastructure capacity and control measures are directly modeled in various model components such as auto ownership, trip generation, destination choice, mode choice, and route choice models.

SUMMARY OF REGIONAL VEHICLE MILES TRAVELED

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
	2017 BUILD			**2019 BUILD**		
SCCAB	19,834	1,035	20,869	19,925	1,068	20,993
SCAB	373,238	24,243	397,480	372,436	25,339	397,775
MDAB	31,771	5,748	37,518	32,592	6,050	38,641
SSAB	16,273	2,914	19,188	16,816	2,987	19,803
Total	441,115	33,940	475,056	441,769	35,443	477,212
	2020 BUILD			**2021 BUILD**		
SCCAB	19,831	1,087	20,918	19,922	1,107	21,030
SCAB	370,130	25,771	395,901	372,381	26,296	398,677
MDAB	33,034	6,334	39,368	33,685	6,546	40,231
SSAB	16,977	3,173	20,151	17,298	3,266	20,564
Total	439,973	36,364	476,337	443,287	37,215	480,502
	2021 NO-BUILD			**2023 BUILD**		
SCCAB	20,656	1,108	21,764	20,098	1,149	21,247
SCAB	386,466	26,110	412,577	377,211	27,260	404,471
MDAB	34,062	6,415	40,477	34,728	7,002	41,730
SSAB	17,761	3,278	21,039	17,900	3,464	21,364
Total	458,945	36,911	495,856	449,937	38,875	488,812
	2026 BUILD			**2030 BUILD**		
SCCAB	19,802	1,215	21,017	19,962	1,315	21,277
SCAB	373,070	28,849	401,919	375,879	31,045	406,924
MDAB	35,953	7,782	43,735	38,106	9,072	47,177
SSAB	18,293	3,793	22,086	19,265	4,289	23,554

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
Total	447,118	41,639	488,757	453,211	45,722	498,933
	2031 BUILD			**2031 NO-BUILD**		
SCCAB	19,900	1,342	21,242	21,140	1,343	22,484
SCAB	374,922	31,632	406,554	398,889	31,428	430,317
MDAB	38,535	9,455	47,990	39,396	9,222	48,618
SSAB	19,436	4,425	23,862	20,423	4,432	24,855
Total	452,794	46,854	499,648	479,848	46,425	526,274
	2040 BUILD			**2040 NO-BUILD**		
SCCAB	19,531	1,617	21,148	21,076	1,619	22,695
SCAB	368,535	37,306	405,840	397,931	37,260	435,191
MDAB	43,491	13,436	56,927	43,847	13,101	56,948
SSAB	20,993	5,711	26,704	22,557	5,723	28,279
Total	452,550	58,070	510,620	485,410	57,703	543,113

2017 FTIP REGIONAL EMISSIONS ANALYSIS

EPA's Transportation Conformity Rule requires that the 2017 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.

2017 FTIP Conformity Baseline Year – The conformity baseline year is 2014 for 2012 $PM_{2.5}$ NAAQS; 2011 for 2008 8-hour ozone; 2008 for 2006 PM2.5; 2002 for 1997 PM2.5; 1990 for all other pollutants.

2017 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 (FY2014-2015).

2017 FTIP Build – The "Build" scenario is generally defined as all FTIP projects, including the 2017 FTIP No Build, and the future transportation system that will result from full implementation of the 2017 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 2017 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 2017 FTIP PM regional emissions analyses include construction emissions as appropriate.

The on-road motor emissions estimates for the 2017 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 2017 FTIP

The required regional emissions tests for the 2017 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[a]	Ozone	Ozone

Table 13 South Coast Air Basin

Modeling Year	2017	2019	2020	2021	2023	2030	2031	2040
NAAQS	Ozone[b]		Ozone[b]		Ozone[b]		Ozone[a]	Ozone
		$PM_{2.5}$[a] (2006 NAAQS)		$PM_{2.5}$[a] (2012 NAAQS)		PM2.5		$PM_{2.5}$
			PM_{10}[b]			PM_{10}[b]		PM_{10}
			CO			CO		CO
			NO_2			NO_2		NO_2

[a] *Attainment year*
[b] *Budget year*
Note: 2030 is allowed to be done byinterpolation per U.S. EPA Transportation Conformity Regulations

Table 14 Morongo Ozone Non-attainment Area

Modeling Year	2017	2020	2023	2031	2040
NAAQS	Ozone[b]	Ozone[a,b]	Ozone[b]	Ozone	Ozone

Table 15 Pechanga Ozone Non-attainment Area

Modeling Year	2017	2020	2023	2031	2040
NAAQS	Ozone[a,b]	Ozone[b]	Ozone[b]	Ozone	Ozone

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[a]	Ozone	Ozone

Table 17 Mojave Desert Air Basin –San Bernardino County Portion

Modeling Year	2021	2031	2040
NAAQS	PM_{10}*	PM_{10}*	PM_{10}*

** Build/No-Build test*

Table 18 Mojave Desert Air Basin – Searles Valley Portion

Modeling Year	2021	2031	2040
NAAQS	PM_{10}*	PM_{10}*	PM_{10}*

** Build/No-Build test*

Table 19 Salton Sea Air Basin – Coachella Valley Portion

Modeling Year	2021	2026	2031	2040
NAAQS	Ozone	Ozone[a]	Ozone	Ozone
	PM_{10}		PM_{10}	PM_{10}

Table 20 Salton Sea Air Basin – Imperial County Portion

Modeling Year	2017	2021	2031	2040
NAAQS	Ozone[a]	Ozone	Ozone	Ozone
		$PM_{2.5}$*	$PM_{2.5}$*	$PM_{2.5}$*
		PM_{10}*	PM_{10}*	PM_{10}*

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

Pollutant		2020	2030	2040
ROG*	Budget	13	13	13
	2017 FTIP	5	3	2
Budget – 2017 FTIP		8	10	11
NOx	Budget	19	19	19
	2017 FTIP	6	3	3
Budget – 2017 FTIP		13	16	16

* *Reactive Organic Gases*

SOUTH COAST AIR BASIN

Table 22 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2017	2020	2023	2031	2040
ROG	Budget	SCAB	119	108	99	99	99
	2017 FTIP	Morongo	0.5	0.4	0.3	0.2	0.2
		Pechanga	0.1	0.1	0.1	0.0	0.0
		SCAB excluding Morongo and Pechanga	102.0	79.3	67.3	49.2	37.1
		Sum	102.6	79.7	67.7	49.5	37.3
		SCAB	103	80	68	50	38
	Budget – 2017 FTIP		16	28	31	49	61
NOx	Budget	SCAB	224	185	140	140	140
	2017 FTIP	Morongo	2.3	1.8	1.1	0.7	0.6
		Pechanga	0.9	0.7	0.5	0.3	0.2
		SCAB excluding Morongo and Pechanga	180.4	137.6	86.4	64.0	59.0
		Sum	183.6	140.1	88.0	65.0	59.8
		SCAB	184	141	89	66	60
	Budget – 2017 FTIP		40	44	51	74	80

Table 23 1997, 2006, and 2012 $PM_{2.5}$ (Annual Emissions [Tons/Day])

Pollutant		2019	2021	2030	2040
ROG	Budget	132	132	132	132
	2017 FTIP	76	72	48	35
Budget – 2017 FTIP		56	60	84	97
NO_X	Budget	290	290	290	290
	2017 FTIP	165	136	71	63
Budget – 2017 FTIP		125	154	219	227
$PM_{2.5}$	Budget	35	35	35	35
	2017 FTIP	7	4	-3	-4
Budget – 2017 FTIP		28	31	38	39

Table 24 PM10 (Annual Emissions [Tons/Day])

Pollutant		2020	2030	2040
ROG	Budget	110	81	81
	2017 FTIP	73	47	33
Budget – 2017 FTIP		37	34	48
NO_X	Budget	180	116	116
	2017 FTIP	149	71	63
Budget – 2017 FTIP		31	45	53
PM_{10}	Budget	164	175	175
	2017 FTIP	85	90	90
Budget – 2017 FTIP		79	85	85

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

Pollutant		2020	2030	2040
CO	Budget	2,137	2,137	2,137
	2017 FTIP	572	318	238
Budget – 2017 FTIP		1,565	1,819	1,899

Table 26 NO_2 (Winter Emissions [Tons/Day])

Pollutant		2020	2030	2040
NO_2	Budget	680	680	680
	2017 FTIP	148	70	62
Budget – 2017 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 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2020	2026	2031	2040
ROG	Budget	22	22	22	22
	2017 FTIP	8	6	6	5
Budget – 2017 FTIP		14	16	16	17
NO_X	Budget	77	77	77	77
	2017 FTIP	18	10	9	11
Budget – 2017 FTIP		59	67	68	66

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

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

		2021	2031	2040
PM_{10}	No Build	9.8	12.1	14.2
	Build	8.8	11.0	12.7
No Build – Build		1.0	1.1	1.5

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

Table 29 PM_{10} (Annual Emissions [Tons/Day])

		2021	2031	2040
PM_{10}	No Build	0.0	0.0	0.0
	Build	0.0	0.0	0.0
No Build – Build		0.0	0.0	0.0

SALTON SEA AIR BASIN – COACHELLA VALLEY PORTION

Table 30 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2020	2026	2031	2040
ROG	Budget	7	7	7	7
	2017 FTIP	4	3	3	3
Budget – 2017 FTIP		3	4	4	4
NO_X	Budget	26	26	26	26
	2017 FTIP	8	5	4	5
Budget – 2017 FTIP		18	21	22	21

Table 31 PM_{10} (Annual Emissions [Tons/Day])

		2021	2031	2040
PM_{10}	Budget	10.9	10.9	10.9
	2017 FTIP	5.0	5.6	5.9
Budget – 2017 FTIP		5.9	5.3	5.0

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

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Table 32 2008 Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2017	2021	2031	2040
ROG	Budget	7	7	7	7
	2017 FTIP	4	3	3	3
Budget – 2017 FTIP		3	4	4	4
NO_X	Budget	17	17	17	17
	2017 FTIP	7	5	4	4
Budget – 2017 FTIP		10	12	13	13

Table 33 2006 PM2.5 (Annual Emissions [Tons/Day])

Pollutant		2021	2031	2040
NO_X	No Build	2.4	1.6	1.7
	Build	2.4	1.6	1.6
No Build – Build		0.0	0.0	0.1
$PM_{2.5}$	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_{10} (Annual Emissions [Tons/Day])

Pollutant		2021	2031	2040
PM_{10}	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 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2020	2030	2040
ROG	2017 FTIP	4.2	2.5	1.7
Total Emissions		5	3	2
Emission Budget		13	13	13
Budget – Emissions		8	10	11
NOx	2017 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 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2017	2020	2023	2031	2040
ROG	Budget	SCAB	119	108	99	99	99
	2017 FTIP	Morongo	0.5	0.4	0.3	0.2	0.2
		Pechanga	0.1	0.1	0.1	0.0	0.0
		SCAB excluding Morongo and Pechanga	102.0	79.3	67.3	49.2	37.1
		Sum	102.6	79.7	67.7	49.5	37.3
		SCAB	103	80	68	50	38
	Budget – 2017 FTIP		16	28	31	49	61
NOx	Budget	SCAB	224	185	140	140	140
	2017 FTIP	Morongo	2.3	1.8	1.1	0.7	0.6
		Pechanga	0.9	0.7	0.5	0.3	0.2
		SCAB excluding Morongo and Pechanga	180.4	137.6	86.4	64.0	59.0
		Sum	183.6	140.1	88.0	65.0	59.8
		SCAB	184	141	89	66	60
	Budget – 2017 FTIP		40	44	51	74	80

Table 37 1997, 2006, and 2012 $PM_{2.5}$ (Annual Emissions [Tons/Day])

Pollutant		2019	2021	2030	2040
ROG	2017 FTIP	82.5	71.8	49.1	35.4
Baseline Adjustments		-7.2	n/a	-1.8	-0.5
Sum		75.3	71.8	47.3	34.9
Total Emissions		76	72	48	35
Emission Budget		132	132	132	132
Budget – Emissions		56	60	84	97
NOX	2017 FTIP	166.6	135.1	70.8	62.9
Baseline Adjustments		-1.9	n/a	0.0	0.0
Sum		164.7	135.1	70.8	62.9
Total Emissions		165	136	71	63
Emission Budget		290	290	290	290
Budget – Emissions		125	154	219	227
$PM_{2.5}$	2017 FTIP	10.8	10.2	10.0	9.8
Re-entrained Road Dust Paved		7.6	7.7	8.2	8.5
Re-entrained Road Dust Unpaved *		0.6	0.6	0.6	0.6
Road Construction Dust *		0.3	0.5	0.8	0.5
NOx to $PM_{2.5}$ Trading		-12.5	-15.4	-21.9	-22.7
Sum		6.8	3.6	2.3	-3.3
Total Emissions**		7	4	-3	-4
Emission Budget		35	35	35	35
Budget – Emissions		28	31	38	39

** The detailed $PM_{2.5}$ emission budgets were provided by ARB on March 8, 2012 (Table 29A).*

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

Table 38 PM_{10} (Annual [Tons/Day])

Pollutant		2020	2030	2040
ROG	2017 FTIP	76.3	49.1	35.4
Smog Check Reductions*		-3.8	-2.8	-2.8
Sum		72.5	46.3	32.6
Total Emissions		73	47	3
Emission Budget		110	81	81
Budget – Emissions		37	34	48
NOX	2017 FTIP	150.1	70.8	62.9
Smog Check Reductions*		-1.7	0.0	0.0
Sum		148.4	70.8	62.9
Total Emissions		149	71	63
Emission Budget		180	116	116
Budget – Emissions		31	45	53
PM10	2017 FTIP	24.0	23.9	24.0
Re-entrained Road Dust Paved		50.8	54.8	56.6
Re-entrained Road Dust Unpaved**		5.8	5.8	5.8
Road Construction Dust		3.6	5.4	3.4
Sum		84.3	90.0	89.7
Total Emissions		85	90	90
Emission Budget		164	175	175
Budget – Emissions		79	85	85

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

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

Pollutant		2020	2030	2040
CO	2017 FTIP	571.9	317.4	237.1
Total Emissions		572	318	238
Emission Budgets		2,137	2,137	2,137
Budget – Emissions		1,565	1,819	1,899

Table 40 NO_2 (Winter Emissions [Tons/Day])

Pollutant		2020	2030	2040
NO2	2017 FTIP	147.3	69.6	61.8
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 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2020	2026	2031	2040
ROG	2017 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
NOx	2017 FTIP	17.3	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_{10} (Annual Emissions [Tons/Day])

Pollutant		2021	2031	2040
PM_{10} No-Build	Re-entrained Road Dust	8.0	10.0	11.6
	Motor Vehicle	1.8	2.2	2.6
	Total Emissions	9.8	12.2	14.3
PM_{10} FTIP Build	Re-entrained Road Dust	7.7	9.2	10.4
	Paving Unpaved Roads	-0.6	-0.4	-0.3
	Motor Vehicle	1.8	2.1	2.6
	Total Emissions	8.8	11.0	12.7
No Build – Build		1.0	1.2	1.5

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

Table 43 PM_{10} (Annual Emissions [Tons/Day])

Pollutant		2021	2031	2040
PM_{10}	No Build	0.0	0.0	0.0
	Build	0.0	0.0	0.0
No Build – Build		0.0	0.0	0.0

SALTON SEA AIR BASIN – COACHELLA VALLEY PORTION

Table 44 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2021	2026	2031	2040
ROG	2017 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
NOx	2017 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_{10} (Annual [Tons/Day])

Pollutant		2021	2031	2040
PM_{10}	2017 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 *		0.3	0.4	0.3
Total Emissions		5.0	5.6	5.9
Emission Budget		10.9	10.9	10.9
Budget – Emissions		5.9	5.3	5.0

** Provided by SCAQMD.*

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

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

Pollutant		2017	2021	2031	2040
ROG	2017 FTIP	3.1	2.6	2.0	1.8
Total Emissions		4	3	3	2
Emission Budget		7	7	7	7
Budget – Emissions		3	4	4	5
NOx	2017 FTIP	6.5	4.9	3.1	3.4
Total Emissions		7	5	4	4
Emission Budget		17	17	17	17
Budget – Emissions		10	12	13	13

Table 47 2006 and 2012 $PM_{2.5}$ (Annual [Tons/Day])

Pollutant		2021	2031	2040
NOX	No-Build	2.4	1.6	1.7
	FTIP Build	2.4	1.5	1.6
No Build – Build		0.0	0.1	0.1
$PM_{2.5}$ 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
$PM_{2.5}$ 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_{10} (Annual [Tons/Day])

Pollutant		2021	2031	2040
PM_{10} 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_{10} 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 2017 FTIP

The 2017 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 2017 FTIP and locate the project by the project number.

Please visit (need to insert a new link) for a full size version of the following modeled project listings.

IMPERIAL COUNTY

Modeled Projects

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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	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		2018	Cesar Chavez Blvd.	.91 miles	2nd Street	SR 98	Widen Roadway	4	5	
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.	X	2020	I-8/Imperial Ave.	.325 miles	Ocotillo Drive	.325 Miles South on Imperial Ave.	Resonctruct Interchange	2	4	
Imperial	CALTRANS	State Highway	8020B	8020B			In Calexico 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	2019	SR 98	0.3 m	VV Williams	Ollie Ave.	Widen Conventional Highway from 2-4 lanes	2	4	
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 toll credits:$90 for ENG, $69 for ROW in FY 14/15; and $641 for CON in FY15/16 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	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	2020	I-8	.05 m	Dogwood	Dogwood	Widening and reconstruction of an interchange	2	4	

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LOS ANGELES COUNTY

Modeled Projects

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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	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.		2018	10th Street West	0.39	Rancho Vista Blvd/Ave. F	O-8	10th Street West and SR 14 ramp modification	4	6	
Los Angeles	LANCASTER	Local Highway	1NL04	LA0G166	AVENUE M	AVENUE L	Widening of 30th St West from Avenue M to Avenue L (approx. 1 mile) from 2 vehicular travel lanes to 4 lanes. 8 foot Class II bike lanes will be stripped on both sides of the street.		2021	30TH STREET WEST	1	AVENUE M	AVENUE L	Widening & Bike Lanes	2	4	
Los Angeles	AGOURA HILLS	Local Highway	LA0G739	LA0G739	Westerly City Limit	Cornell Drive	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		2017	Agoura Road	2	Westerly City Limit	Cornell Drive	Widen and realign roadway. 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	4	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	1AL04	LAF7205	ANAHEIM ST.	MAURETANIA AVE.	ALAMEDA STREET WIDENING FROM ANAHEIM STREET TO 300 FT. SOUTH OF PCH : (1) Widens Alameda St between Anaheim St and 300 ft south of Pacific Coast Highway from 2 to 3 lanes in each direction for congestion relief and improve goods movement mobility.		2018	ALAMEDA ST.	3600	ANAHEIM ST.	MAURETANIA AVE.	Widen roadway to 3 lanes in each direction	4	6	
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.		2018	Anaheim Street	1690	Farragut Avenue	Dominguez Channel	This Project will upgrade Anaheim Street from Farragut Ave. to Dominguez Channel to a Major Highway standards. Widneing from 78 to 84 feet. Increasing lanes from four to six.	4	6	
Los Angeles	LONG BEACH	Local Highway	1ITS04	LAF7316	Gale Avenue	Downey Avenue	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.		2019	Artesia	16896	Gale Avenue	Downey Avenue	Integrate Artesia Blvd. into the ATCS system, install CCTVs and Changeable Message Signs, and bicycle, transit and pedestrian improvements.	4	4	
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		2017	Ave P-8	0.5	Division St	Sierra Hwy	Widening	4	6	
Los Angeles	LANCASTER	Local Highway	1AL04	LA0G927	10th Street West	25th Street West	SR138 (SR-14) Avenue G Interchange. Project will widen Avenue G and the Avenue G overcrossing from one to three lanes in each direction, and include geometric changes to the SR-138(SR-14) on/off ramps, intersections controls, landscaping, drainage improvements, and pedestrian improvements.		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	SR138 (SR-14) Avenue J Interchange. Project will include a new northbound off ramp and southbound on ramp for SR138, new traffic signals at the on and off ramps, and interchange geometric changes. Improvements on Avenue J include traffic signal modifications on Avenue J at 15th Street West, 20th Street West, Valley Central Way, 25th Street West and 30th Street West, pedestrian and bikeway improvements and a traffic signal at Avenue J and 17th Street West.		2020	138	0.24	67.71	67.95	new southbound on ramp	0	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
Los Angeles	LANCASTER	Local Highway	1AL04	LA0G928	15th Street West	30th Street West	SR138 (SR-14) Avenue J Interchange. Project will include a new northbound off ramp and southbound on ramp for SR138, new traffic signals at the on and off ramps, and interchange geometric changes. Improvements on Avenue J include traffic signal modifications on Avenue J at 15th Street West, 20th Street West, Valley Central Way, 25th Street West and 30th Street West, pedestrian and bikeway improvements and a traffic signal at Avenue J and 17th Street West.		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	SR138 (SR-14) Avenue J Interchange. Project will include a new northbound off ramp and southbound on ramp for SR138, new traffic signals at the on and off ramps, and interchange geometric changes. Improvements on Avenue J include traffic signal modifications on Avenue J at 15th Street West, 20th Street West, Valley Central Way, 25th Street West and 30th Street West, pedestrian and bikeway improvements and a traffic signal at Avenue J and 17th Street West.		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	SR138 (SR-14) Avenue K Off-Ramp Improvements:1.NB off ramp intersection at Avenue K & 15th St W a r-turn pocket (under study) 2.Intersection modifications at Ave K & 10th Street W (to support r-turn pocket under study) 3.Ave K Gap closure from 10th St W to 12th St W widen to 3 lanes in the WB direction (currently 2 WB lanes west of 10th St. W and 3 WB lanes west of 12th St. W), 4.Class I bikepath along Amargosa Creek btw Avenue K and Avenue J-8 (apox 0.001 mi), 5. Freeway landscape improvements.		2017	Avenue K	.2 mi	10th St W	12th St W	Widen from 2 to 3 in WB direction	2 WB	3 WB	
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.....		2017	Avenue L	1.7 mi	40 th Street West	57th Street	1 additional lane in each direction	2	4	
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	PALMDALE	Local Highway	1AL04	LAF3107	30th St E	45th ST E	Avenue S Widening Phase II. Avenue S Widening Phase II Project provides a 6 lane roadway, sidewalk, curb and gutter, Class 1 bikeway, traffic signals, and enhancements.. The Project is situated in the heart of the City of Palmdale in the northern Los Angeles County. The Project spans along Avenue S, a major arterial that has been identified as a Significant Arterial by Metro as part the Los Angeles Countywide Significant Arterial Network. (apox. 1.5 Mi)		2017	Avenue S	1.5 M	30th St E	45th ST E	Widening and ped and bike improvements	4	6	
Los Angeles	PALMDALE	Local Highway	LA960134	LA960134	SR-14	Downing St	AVENUE S HIGHWAY 14/DOWNING ST WIDENING. WIDEN AVENUE S FROM STATE HIGHWAY 14 TO DOWNING ST (FROM 4 TO 6 LANES) 3 LANES IN EA. DIR.) APPROX 1.6 MILES.	X	2018	Avenue S	1.6 MILES	SR-14	Downing St	WIDEN AVENUE S FROM STATE HIGHWAY 14 TO DOWNING ST (FROM 4 TO 6 LANES) 3 LANES IN EA. DIR.) APPROX 1.6 MILES	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 ACCOMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 2.2 MILES		2019	Bouquet Canyon Road	2.2	Seco Canyon Road	Plum Canyon Road	Restripe	4	6	
Los Angeles	GLENDALE	Local Highway	1ITS04	LA0G202	San Fernado Rd	Glendale Ave.	Traffic Light Synchronization Along Three Major Arterial , Glendale Ave, Brand Blvd.,San Fernando Rd., and Colorado St.	X	2014	Brand, Glendale, Colorado, San Fernando	n/a	San Fernado Rd	Glendale Ave.	signal sync	n/a	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
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.		2019	Buena Vista St.	NA	Glenoaks Ave.	SR-134	Signal Syn	NA	NA	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	LAE2515	LAE2515	Wilshire Bl	Santa Monica Bl	WIDEN BUNDY DR. BETWEEN WILSHIRE AND SANTA MONICA BLVD - WIDEN FROM 2 LANES TO 4 LANES.	X	2018	Bundy Dr	0.5 miles	Wilshire Bl	Santa Monica Bl	WIDEN FROM 2 LANES TO 4 LANES.	2	4	
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. PPNO 3097.	X	2020	Burbank Blvd	0.6 mi.	Lankershim Blvd	Cleon Ave	Widening street from 2 lanes to 4 lanes	2	4	
Los Angeles	LOS ANGELES COUNTY	Local Highway	LA9711031	LA9711031	Lake Hughes	San Francisquito	CASTAIC CUTOFF FROM LAKE HUGHES RD TO SAN FRANCISQUITO CANYON RD CONTRUCT NEW ROAD 4 12-FOOT LANES AND 10-FOOT SHOULDERS	X	2018	Castaic Cut off	1	Lake Hughes	San Francisquito	CONTRUCT NEW ROAD 4 12-FOOT LANES AND 10-FOOT SHOULDERS	0	4	
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, 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 Grapte St to Alameda St with a 2 lane roadway, sidewalks on both sides, Class II bike lane, ped/bike facilities, and landscaping.		2018	Century Blvd	2530	Alameda Street	Grape Street	N/A	0	2	
Los Angeles	SIGNAL HILL	Local Highway	LA0C8095	LA0C8095	19th Street	Pacific Coast Highway	CHERRY AVE. WIDENING PROJECT. BET 19TH ST AND PACIFIC COAST HIGHWAY BY WIDENING THE ARTERIAL FROM ONE TO TWO LANES IN EACH DIRECTION.(PPNO 3128). SAFETEA-LU #3203	X	2014	Cherry Avenue	1	19th Street	Pacific Coast Highway	Widening from one lane to two lanes in each direction	1	2	
Los Angeles	CULVER CITY	Local Highway	1ITS04	LAF5302	CITYWIDE	CITYWIDE	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.		2019	CITY WIDE	n/a	CITYWIDE	CITYWIDE	Traffic Control System	n/a	n/a	
Los Angeles	SANTA CLARITA	Local Highway	1AL04	LAF3300	CITYWIDE	CITYWIDE	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)		2019	CITYWIDE	N/A	CITYWIDE	CITYWIDE	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 Cnyn Rd, Golden Valley Rd, Newhall Ranch Rd, Sierra Hwy, and Via Princessa.		2019	CITYWIDE	N/A	CITYWIDE	CITYWIDE	Signal Synch	N/A	N/A	
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.		2019	Citywide	N/A	Citywide	Citywide	N/A	N/A	N/A	

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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.		2019	City-wide	n/a	NA	NA	signal sync	n/a	n/a	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	1ITS04	LAF3314	N/A	N/a	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.		2017	Citywide Various Locations	N/A	N/A	N/a	signal synch	N/A	N/A	
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 Allenton Av, a distance of 1.2 miles, and bus pads will be replaced. Includes median landscaping. Toll Credits used to match FY 14/15 and FY 15/16 CMAQ.	X	2020	Colima	1	Hacienda	Fullerton	Roadway Widening and Intersection Improvements	2	3	
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.		2019	Colorado Blvd	2.1 mi	Hill Ave	Sierra Madre Villa Ave	Signal Sync	4	4	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	1AL04	LAF3171	Ronald Regan FWY	Devonshire St	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.		2017	De Soto Avenue	5000 feet	Ronald Regan FWY	Devonshire St	Widen De Soto Ave fr SR-118 to Devonshire St to provide 3 lanes in each direction & uniform roadway width.	3	3	
Los Angeles	LOS ANGELES COUNTY	Local Highway	LAE1920	LAE1920	Normandie	New Hampshire	DEL AMO BLVD - FROM NORMANDIE AVE AND NEW HAMPSHIRE - RECONSTRUCT AND WIDEN . FROM 1 LANE EA. DIR TO 2 LANES IN EA DIR.	X	2017	Del Amo	2500	Normandie	New Hampshire	RECONSTRUCT AND WIDEN . FROM 1 LANE EA. DIR TO 2 LANES IN EA DIR.	2	4	
Los Angeles	LAKEWOOD	Local Highway	1AL04	LA0G937	Oliva Avenue	Blackthorn Avenue	Del Amo Boulevard at Lakewood Boulevard Intersection Improvements - add a second left turn lane in all directions, modify existing traffic signals, widen box culvert south of Del Amo Boulevard, remove or modify raised medians on Lakewood Boulevard, widen southside of Del Amo Boulevard (no new thru lanes), and widen Lakewood Boulevard to accomodate a third thru lane southbound through the intersection within the existing right of way in the Cities of Lakewood and Long Beach.		2017	Del Amo Boulevard	0.25 miles	Oliva Avenue	Blackthorn Avenue	Del Amo Bl./Lakewood Bl. Intersection - add a second left turn lane in all directions, widen south side of Del Amo (no new thru lanes), widen Lakewood to accomodate a third thru lane	5	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0D473	LA0D473	Lyons Avenue	Dockweiler Drive	DOCKWEILER DR EXTENSION FROM LYONS AV TO EXISTING DOCKWEILER DR: CONSTRUCT A 4-LANE FACILITY (2 LANES IN EACH DIRECTION), OUTSIDE CURB & GUTTER, AND DRAINAGE IMPROVEMENTS (about 1.5 mile)		2019	Dockweiler Drive	1.5	Lyons Avenue	Dockweiler Drive	New roadway	0	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).		2019	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).		2019	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	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).		2019	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	HAWTHORNE	Local Highway	1ITS04	LAF5101	Hawthorne Blvd.	Crenshaw Blvd.	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.		2017	El Segundo Blvd	300	Hawthorne Blvd.	Crenshaw Blvd.	WIDENING	7	8	
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.		2019	Fair Oaks	N/A	Columbia	Huntington	signal synch	N/A	N/A	
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	2018	Fair Oaks	0	State Street	Grevalia	Improvment of intersection and transition lanes on to the SR-110.	NA	NA	
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	2018	110 NB Off-ramp	440'	110 NB	Fair Oaks	Expans off-ramp	1	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	2018	Fair Oaks	616'	Fair oaks	110 SB	New Hook Ramp	0	1	
Los Angeles	GLENDALE	Local Highway	LA0G406	LA0G406	Fairmont Ave	San Fernando Rd.	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.		2014	Fairmont Ave	N/A	Fairmont Ave	San Fernando Rd.	Park-N-Ride	N/A	N/A	
Los Angeles	SOUTH GATE	Local Highway	LAF3124	LAF3124	Annetta Avenue	Alameda Street	Firestone Boulevard Capacity Improvements. Increase the number of lanes from 4 to 6 on Firestone Blvd within the ROW, raised LS medians, sidewalks, bus shelters & pullouts, c&g, street lighting, & utility relocation..		2018	Firestone	2.5	Annetta Avenue	Alameda Street	Widen number of lanes from 4 to 6 on Firestone Blvd within the ROW	4	6	
Los Angeles	SOUTH GATE	Local Highway	LA996347	LA996347	Rayo Ave.	I-710 Freeway	BRIDGE NO. 53C1972, FIRESTONE BLVD, OVER LOS ANGELES RIVER, 152 m W/O LONG BEACH FREEWAY. Rehabilitate 5-lane bridge & widen to 6-lane bridge, add shoulders, and upgrade bridge railings. Fed Proj: HP21L-5257(016)	X	2018	Firestone Blvd.	0.1	Rayo Ave.	I-710 Freeway	Roadway and Bridge Widening	6	7	

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Los Angeles	SOUTH GATE	Local Highway	LAF1178	LAF1178	Atlantic Avenue	Annetta Avenue	Firestone Blvd is existing 2 lanes in each direction, after the project will be 3 lanes in each direction. The length of the project is .75 miles. Primarily it will widen Firestone Blvd and Atlantic Avenue and realign their intersection. It will also add 3rd northbound through lane on Atlantic Avenue from Firestone Boulevard to approximately 200' north of Salt Lake Avenue/Patata Street, and complete adjacent improvements at railroad crossings at Firestone Blvd and Atlantic Avenue.	X	2015	Firestone Boulevard	.75 mi	Atlantic Avenue	Annetta Avenue	Addition of a lane in each direction	4	6	
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.		2020	Florence Avenue	708	Lesterford Ave.	I-5 off ramp/Little Lake Rd.	Bridge replacement	4	6	
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	1AL04	LA0G998	SR 60 eastbound ramp	Camino Bello	This project proposes to widen a 0.4 mile segment of Fullerton Road by increasing the number of lanes from 4 to 6 lanes between the SR-60 eastbound ramps and Camino Bello. $57 of Toll Credit for FY 16/17 and $115 of Toll Credit for FY 17/18 for PA&ED/PS&E. $229 of Toll Credit for CON for FY 18/19. Toll Credits of $57 will be used to match FY17 federal funds for the PE phase, Toll Credits of $115 will be used to match FY18 federal funds for the PE phase, Toll Credits of $229 will be used to match FY19 fede		2020	Fullerton Road	0.4	SR 60 eastbound ramp	Camino Bello	from 4 to 6 lanes between the SR-60 eastbound ramps and Camino Bello.	4	6	
Los Angeles	PARAMOUNT	Local Highway	1AL04	LA0G1147	70th Street	Howery Street	Garfield Avenue Improvements from 70th Street to Howery Street – widen street 1 to 4 feet for 2 miles to accommodate a third lane in each direction requiring partial takes from 2 parcels, add medians, narrow existing medians, add second left turn lane in all directions at two intersections, Rosecrans Ave. and Alondra Blvd., resurface street, concrete intersections, traffic signal improvements, street lights, underground utilities, "green street" improvements, and stormwater and watershed BMPs.		2018	Garfield Avenue	2	70th Street	Howery Street	widen street to add a third lane both ways, add second left turn lanes, resurface street, concrete intersections, traffic signal improvements, street lights, medians, underground utilities	4	6	
Los Angeles	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.		2020	Gateway Cities	N/A	Various	Various	N/A	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 Cites area. (aprox. 126 signals)		2017	Gateway Cities	N/A	Various Gateway	Cities	N/A	N/A	N/A	
Los Angeles	PASADENA	Local Highway	1ITS04	LAF3301	Fair Oaks Ave.	Marengo Ave.	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.	X	2016	Glenarm St / California Blvd / Del Mar	N/A	Fair Oaks Ave.	Marengo Ave.	Signal Synchronization	N/A	N/A	

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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.		2019	Glenoaks blvd	0	San Fernando Blvd	Magnolia	Traffic Signal Synch for I-5 mitigation	0	0	
Los Angeles	BURBANK	Local Highway	1AL04	LAF3313	City of Burbank	City of Glendale	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).		2017	Glenoaks Blvd, San Fernando Blvd	NA	City of Burbank	City of Glendale	Signal Sync	NA	NA	
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 SOLEDAD CANYON ROAD TO SIERRA HIGHWAY FROM 4 TO 6 LANES; APPROXIMATELY 2.5 MILES, AND INSTALL TRAFFIC SIGNAL.		2019	Golden Valley Road	2.5	Golden Valley Road 2.5 Soledad Canyon Road	Sierra Highway	Restripe	4	6	
Los Angeles	SANTA CLARITA	Local Highway	LA0B104	LA0B104	Newhall Ranch Road	Plum Canyon	GOLDEN VALLEY ROAD - NEWHALL RANCH ROAD TO PLUM CANYON ROAD. 0 TO 4 LANES APPROXIMATELY 1.5 MILES.	X	2018	Golden Valley Road	1.5	Newhall Ranch Road	Plum Canyon	New Road	0	4	
Los Angeles	SANTA CLARITA	Local Highway	LA0D477	LA0D477	SR-14	Golden Valley Road	Golden Valley Road Widening/Gap Closure over State Route 14 - Cross Valley Connector. Widen two-lane SR-14 overpass to six lanes. SR-14 southbound off-ramp will be widened, traffic signals will be installed at SR-14 and Golden Valley Road, new 10-foot sidewalk and Class I bike lane will be built on both sides of overpass, pedestrian signal heads installed and wayfinding signs for pedestrians and bicyclists.(ped < 1/4 mile & bike < 1 mile)	X	2015	Golden Valley Road	.7 mile	SR-14	Golden Valley Road	Widen Bridge	2	6	
Los Angeles	DIAMOND BAR	Local Highway	1ITS04	LAF7300	City Limit	City Limit	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.		2019	Grand Ave., Diamond Bar Blvd., Golden Springs Drive	0	City Limit	City Limit	Signal Synch project	0	0	
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.		2017	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.		2017	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.		2017	Golden Springs Dr	0.2	Copley Dr	Racquet Club Dr.	Add WB left-turn lane and a dedicated right-turn lane	4	4	

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Los Angeles	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).		2020	Grant Ave	N/A	Aviation Blvd	Inglewood Ave	signal synch	N/A	N/A	
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....		2018	HIGUERA ST	400	EASTHAM DR.	JEFFERSON BLVD.	Replace Bridge and add one lane	3	4	
Los Angeles	ARCADIA	Local Highway	LAF1197	LAF1197	Colorado PlaceOLORADO PLACE	Santa Clara Street	Huntington Dr Capacity Improvements. MITIGATION COSTS EXCLUDED [Project involves traffic flow and capacity imprments incl the addition of a through lane, turn lanes & reconstruction of median & channelizing islands]	X	2014	Huntington Drive	1030'	Santa Clara Street	Santa Anita Avenue	turning lanes	4	4	
Los Angeles	ARCADIA	Local Highway	LAF1197	LAF1197	Colorado PlaceOLORADO PLACE	Santa Clara Street	Huntington Dr Capacity Improvements. MITIGATION COSTS EXCLUDED [Project involves traffic flow and capacity imprments incl the addition of a through lane, turn lanes & reconstruction of median & channelizing islands]	X	2014	HUNTINGTON DRIVE	400'	Colorado PlaceOLORADO PLACE	Santa Clara Street	Major Arterial	6	7	
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	LAWNDALE	Local Highway	1AL04	LA0G1053	Rosecrans Avenue	Marine Ave	Inglewood Avenue Widening Phase III - Inglewood Avenue roadway widening on the west side of the roadway to provide for the addition of a third southbound lane between Rosecrans Avenue and Marine Avenue and raised median islands with sidewalk enhancements adjacent to Lawndale High School.		2018	Inglewood Avenue	0.5	Rosecrans Avenue	Marine Ave	Add a lane of traffic	2	3	
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 lns begin at SB 47 PM 0.72 (Station 535+00) just W of Front St on-ramp. Addl 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	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 recieve 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 recieve various ITS improvements.		2019	Centinela Ave	0.25	Beach	La Cienega	Fiber Optic connection to exisitng 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 recieve various ITS improvements.		2019	Florence Ave.	0.35	La Cienega	Oak	Fiber Optic connection to exisitng 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 recieve various ITS improvements.		2019	Prairie Avenue	1	Century	Imperial	Controller Updgardes, Fiber Optic Improvements, CCTV, Speed Detection system, Adaptive Traffic Control System (citywide), ATIS	6	6	
Los Angeles	DOWNEY	Local Highway	LAF3114	LAF3114	Florence Ave.	Telegraph Rd.	Lakewood Boulevard Phase 3 Improvements. Widen to provide 3 lanes in each direction & 50 curb returns at intersections, reconstruct infrastructure to extend life by 50 years, replace landscaping, lighting, & traffic signals. Project will go from 4 to 6 lanes	X	2016	Lakewood Boulevard	7,920	Florence Ave.	Telegraph Rd.	Widen to provide 3 lanes in each direction	4	6	
Los Angeles	CALABASAS	Local Highway	1AL04	LA0G212	Agoura Rd.	Lost Hills Rd.	Convert Las Virgenes Rd. from 2 lane road to 4 lane road between Agoura Rd. and Lost Hills Rd.; 2 lanes in each direction plus turning pockets.		2017	Las Virgenes (Rural Arterial)	1.3 mi	Agoura Rd.	Lost Hills Rd.	Widening to include 2 lanes in each direction, plus turning pockets	2	4	
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	LA0G740	LA0G740	Wiley Canyon Road	Railroad Avenue	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE LYONS AVENUE FROM WILEY CANYON ROAD TO RAILROAD AVENUE TO ACCOMODATE 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	LA0G750	LA0G750	Auto Center Drive	Railroad Avenue	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE MAGIC MOUNTAIN PARKWAY FROM AUTO CENTER DRIVE TO RAILROAD AVENUE TO ACCOMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 1 MILE		2018	Magic Mountain Parkway	1	Auto Center Drive	Railroad Avenue	Restripe	4	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: 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	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 accomodate a center left-turn lane, on-street parking, and two traffic lanes in each direction. (2) Install 8-ft continous sidewalk. (3) Improvements to traffic signals, lights, and general landscaping.		2019	Magnolia Boulevard	3000	Cahuenga Boulevard	Vineland Avenue	N/A	3	4	
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	

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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 land (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	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	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	LA0C8055	LA0C8055	Woodman Ave	Murietta Ave	MOORPARK St WIDENING - WOODMAN AVE TO MURIETTA AVE.- WIDEN EXISTING ROADWAY FROM VARYING WIDTH TO 70 FTEET TO PROVIDE ON ADDTL TRAFFIC LANE IN EA DIR & UPGRADE HIGHWAY TO SECONDARY HWY STANDARDS. THIS PROJECT IMPROVES 2080 LF OF MOORPARK AVE. PPNO 3103.	X	2016	Moorpark St	.4 mi	Woodman Ave	Murietta Ave	Addition of a travel lane in each direction	1	2	
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	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	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	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	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 ACCOMODATE A CHNAGE 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	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		2019	Newhall Ranch Road	607'-6	McBean Pkwy	Avenue Tibbitts	Widen Bridge	6	8	

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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	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	1OM0702	LAF3148	Wilhart	Lamar	North Main St. Grade Separation: Construct a new grade separation over UPRR and Metrolink & LA River while preserving the existing historic N. Main St. Bridge. Bike lanes will be added at the shoulders of the bridge. Other work components include realigning Albion Street and modifying the intersections of North Main and Mesnager Street at the west end.		2020	North Main Street	1 mi	Wilhart	Lamar	0	4	6	
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	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	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	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	
Los Angeles	EL SEGUNDO	Local Highway	1AL04	LA0G321	Alaska Avenue	Sepulveda Boulevard	Park Place Extension and Rail Road Grade Separation project. (Grade separation is non-capacity). Completion of Park Place Extension & connection between Alaska Avenue and Sepulveda Boulevard in the City of El Segundo. Park Place four lane roadway extension between Nash and Allied Way.		2018	Park Place	1300	Alaska Avenue	Sepulveda Boulevard	roadway extension	0	4	

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Los Angeles	INDUSTRY	Local Highway	LA0D442	LA0D442	@ 605	SGV river	RETROFITTING THE EXISTING TWO-LANE WIDE PECK ROAD BRIDGE OVER THE SAN GABRIEL RIVER FWY (ROUTE 605) & WIDEN IT TO ACCOMMODATE 4 LANES (2 EACH DIRECTION) TO ELIMINATE BOTTLENECK	X	2017	Peck Rd	650'	@ 605	SGV river	RETROFITING THE EXISTING TWO-LANE WIDE PECK ROAD BRIDGE	2	4	
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	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 pedistrian 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	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 ACCOMODATE 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	HAWTHORNE	Local Highway	1AL04	LAF7101	105 freeway	south city limit	PRAIRIE AVENUE MOBILITY PROJECT : (1) Widens Prairie Av interesections 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 facilties, 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	LA0G744	LA0G744	Newhall Avenue	Bouquet Canyon Road	CONSTRUCT INTERSECTION IMPROVEMENTS, WIDEN AND RESTRIPE RAILROAD AVENUE FROM NEWHALL AVENUE TO BOUQUET CANYON ROAD TO ACCOMODATE A CHANGE FROM 4 TO 6 LANES; APPROXIMATELY 3 MILES		2021	Railroad Avenue	3	Newhall Avenue	Bouquet Canyon Road	Restripe	4	6	
Los Angeles	EL MONTE	Local Highway	1AL04	LAF3125	E/O Santa Avita Ave	El Monte Transit Center	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.		2016	Ramona Boulevard	0.28	E/O Santa Avita Ave	El Monte Transit Center	Construction of bus only tunnel	0	2	
Los Angeles	LOS ANGELES COUNTY	Local Highway	1ITS04	LAF5310	Various	Cities	Ramona Boulevard/Badillo Street/Covina Boulevard TSSP/BSP. Implemention of a Traffic Signal Synchronization Project (TSSP) on Ramona Bl/Badillo St/Covina Bl from Santa Anita Av to the 57 Freeway. A Bus Signal Priority (BSP) project will be implemented on Ramona Bl/Badillo St from Tyler Av to Grand Av to give transit priority for Foothill Transit operations (aprox. 48 signal locations)		2019	Ramona Boulevard/Badillo Street/Covina Boulevard	N/A	Various	Cities	signal synch	N/A	N/A	
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) bewteen 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	

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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) bewteen 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	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 (aprox 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	LOS ANGELES, CITY OF	Local Highway	LA0C8064	LA0C8064	SEPULVEDA BLVD	I-5 FWY.	SAN FERNANDO MISSION BLVD WIDENING, WHERE NECESSARY, BET SEPULVEDA BLVD & I-5 FWY. FROM 1 LANE TO 2 LANES IN EACH DIRECTION.PPNO 3106.	X	2017	SAN FERNANDO MISSION BLVD	2	SEPULVEDA BLVD	I-5 FWY.	SAN FERNANDO MISSION BLVD WIDENING	1	2	
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	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	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)		2019	San Gabriel Valley COG	na	Various	Streets	Signal Sync	na	na	
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	LA9910016	LA9910016	Soledad Canyon	Via Princessa	SANTA CLARITA PKWY FROM SOLEDAD CYN RD TO VIA PRINCESSA (1.6 MILES); FROM 0 TO 6 LANES.		2019	Santa Clarita Pkwy	1	Soledad Canyon	Via Princessa	New roadway	0	6	
Los Angeles	SANTA CLARITA	Local Highway	LA9910017	LA9910017	Via Princessa	SR-14	SANTA CLARITA PKWY FROM VIA PRINCESSA TO STATE HWY 14 (1 MILE) FROM 0 TO 6 LANES.		2019	Santa Clarita Pkwy	1	Via Princessa	SR-14	New roadway	0	6	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	LA996425	LA996425	Mulholland Tunnel	Mulholland Tunnel	INSTALL REVERSIBLE LANE ON SEPULVEDA BL THROUGH TUNNEL AT MULHOLLAND DR, INSTALL BIKE FACILITIES FROM SKIRBALL CENTER DR TO BEL AIR CREST RD, IMPLEMENT INTERSECTION IMPROVEMENTS AT SKIRBALL CENTER DR, I-405 FWY SB ON-RAMP, MORAGA DR, WILSHIRE BL. BIKE FACILITIES LESS THAN A MILE.	X	2018	Sepulveda Bl	2000'	Mulholland Tunnel	Mulholland Tunnel	Middle lane is reversible. No lane addition, just reverse middle	3	3	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	LA996425	LA996425	Mulholland Tunnel	Mulholland Tunnel	INSTALL REVERSIBLE LANE ON SEPULVEDA BL THROUGH TUNNEL AT MULHOLLAND DR, INSTALL BIKE FACILITIES FROM SKIRBALL CENTER DR TO BEL AIR CREST RD, IMPLEMENT INTERSECTION IMPROVEMENTS AT SKIRBALL CENTER DR, I-405 FWY SB ON-RAMP, MORAGA DR, WILSHIRE BL. BIKE FACILITIES LESS THAN A MILE.	X	2018	405 SB on ramp	410'	Getty center	I-405 SB	Extending RT pocket	2	3	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	LA996425	LA996425	Mulholland Tunnel	Mulholland Tunnel	INSTALL REVERSIBLE LANE ON SEPULVEDA BL THROUGH TUNNEL AT MULHOLLAND DR, INSTALL BIKE FACILITIES FROM SKIRBALL CENTER DR TO BEL AIR CREST RD, IMPLEMENT INTERSECTION IMPROVEMENTS AT SKIRBALL CENTER DR, I-405 FWY SB ON-RAMP, MORAGA DR, WILSHIRE BL. BIKE FACILITIES LESS THAN A MILE.	X	2018	Sepulveda Bl	200'	Skirball Center Dr.	Skirball Center Dr.	NB RT Lane	1	2	

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Los Angeles	LOS ANGELES, CITY OF	Local Highway	LA996425	LA996425	Mulholland Tunnel	Mulholland Tunnel	INSTALL REVERSIBLE LANE ON SEPULVEDA BL THROUGH TUNNEL AT MULHOLLAND DR, INSTALL BIKE FACILITIES FROM SKIRBALL CENTER DR TO BEL AIR CREST RD, IMPLEMENT INTERSECTION IMPROVEMENTS AT SKIRBALL CENTER DR, I-405 FWY SB ON-RAMP, MORAGA DR, WILSHIRE BL. BIKE FACILITIES LESS THAN A MILE.	X	2018	Sepulveda Bl	175'	Wilshire Blvd	Wilshire Blvd	Northbound RT lane	1	2	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	LA996425	LA996425	Mulholland Tunnel	Mulholland Tunnel	INSTALL REVERSIBLE LANE ON SEPULVEDA BL THROUGH TUNNEL AT MULHOLLAND DR, INSTALL BIKE FACILITIES FROM SKIRBALL CENTER DR TO BEL AIR CREST RD, IMPLEMENT INTERSECTION IMPROVEMENTS AT SKIRBALL CENTER DR, I-405 FWY SB ON-RAMP, MORAGA DR, WILSHIRE BL. BIKE FACILITIES LESS THAN A MILE.	X	2018	Sepulveda Bl	140'	Wilshire Blvd	Wilshire Blvd	SB RT lane	2	3	
Los Angeles	CARSON, CITY OF	Local Highway	LA0D173	LA0D173	Alameda St	East City Limit	BRIDGE NO. 53C0652, SEPULVEDA BLVD, OVER DOMINGUEZ CHANNEL, 1/2 MI E/O ALAMEDA ST. Rehabilitate 4-lane bridge & widen to 6-lane, upgrade bridge railings.		2017	Sepulveda Blvd	0	Alameda St	East City Limit	Widen bridge over Dominguez Channel	4	6	
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	SANTA CLARITA	Local Highway	LA0G752	LA0G752	Soledad Canyon Road	City Limit	WIDEN AND RESTRIPE SIERRA HIGHWAY FROM SOLEDAD CANYON ROAD TO CITY LIMIT FROM 4 TO 6 LANES TO ACCOMODATE A CHANGE FROM APPROXIMATELY 2 MILES		2018	Sierra Highway	2	Soledad Canyon Road	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 ACCOMODATE 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	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 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	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 warranted and feasible roadway improvements along the routes to improve overall progression.		2019	South Bay TSSP Various Streets	N/A	Et	Al	signal synch	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	

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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	
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	138	0	64.68	64.68	Widen Avenue M overcrossing one to three lanes in each direction.	2	6	
Los Angeles	LOS ANGELES COUNTY	Local Highway	LA0D260	LA0D260	Mindanao Way	Lincoln Blvd	STATE ROUTE 90 CONNECTOR ROAD TO ADMIRALTY WAY. THIS PROJECT WILL IMPROVE THE SR-90/SR-1 INTERSECTION INCLUDING THE ADDITION OF A LANE IN EACH DIRECTION AND CONSTRUCTION OF A DIRECT ROAD BETWEEN ADMIRALTY WAY AND SR-90	X	2016	State Route 90	200	Mindanao Way	Lincoln Blvd	Widen existing road and construct new road	6	8	
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	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.		2020	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	LOS ANGELES COUNTY	Local Highway	1A1005	LAF3136	Magic Mountain Parkway	Henry Mayo Drive	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.		2021	The old Road	2 miles	Magic Mountain Parkway	Henry Mayo Drive	Widening from 4 to 6 lanes to reduce a bottleneck	4	6	
Los Angeles	PALMDALE	Local Highway	LA0D145	LA0D145B	Avenue S	Rayburn Rd	TIERRA SUBIDA WIDENING FROM AVENUE S TO Avenue Rayburn Rd. - FROM 2 TO 4 LANES; WITH TRAFFIC SIGNALS, STREETLIGHTS, RAISED MEDIANS, DRAINAGE IMPROVEMENTS AND PEDESTRIAN IMPROVEMENTS. Split from LA0D145.		2019	Tierra Subida Avenue	0.9	Avenue S	Rayburn Rd	Various improvements including widening from 2 to 4 lanes; 3 signals; pedestrian	2	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	ROSEMEAD	Local Highway	1AL04	LAF5129	West City limit	East City Limit	Valley Blvd Capacity Enhancement Project. Project will improve a 1.7-mile section of Valley Bl from Temple City Bl to Charlotte Av by widening and reconfiguring to accommodate an add'l peak-period travel lane in each dir, relocate traffic signals and ped lights, add raised center-median with ped lighting, landscaping, sidewalk improvements, a Class III bikelane (1.7 miles)and wayfinding signage.		2018	Valley Boulevard	1.7	West City limit	East City Limit	Additional peak-period travel lane in each direction.	5	6	
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. PPNO 3095 3378 AB 3090	X	2014	Vanowen St	0.25 mi	Mason Ave	Winnetka Ave	Bridge widening	4	6	

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Los Angeles	PASADENA	Local Highway	1AL04	LAF3302	NA	NA	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.		2016	Various	N/A	NA	NA	Signal Synchronization	N/A	N/A	
Los Angeles	LOS ANGELES COUNTY	Local Highway	LAF5316	LA0C8120	various	various	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTI JURISDICTIONAL, SIGNAL SYSTEM IMPROVEMENTS ON REGIONAL ARTERIALS & ADVANCED ITS TECHNOLOGY. (aprox. 770 intersections)		2016	various	N/A	various	various	N/A	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)		2016	Various Streets	N/A	Lancaster	Palmdale	signal synch	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	DOWNEY	Local Highway	1ITS04	LAF7311	various	various	DOWNEY CITYWIDE TRANSIT PRIORITY SYSTEM PROGRAM : (1) Synchronizes traffic signals along existing transit routes. (2) Installs new fiber optic communication along 5.5 miles of arterial streets to connect signals to the central traffic management center. (3) Installs and integrates transit priority system with the traffic signal system.		2020	Various streets citywide	0	various	various	Signal Synch project	0	0	
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.(aproximatly 17 signals included)		2019	Various Streets in Gateway COG	N/A	Et	Al	signal synch	N/A	N/A	
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	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	LA9910014	LA9910014	Oakridge Drive	Magic Mountain Pkwy	VIA PRINCESSA (2 OF 3) FROM OAKRIDGE DRIVE TO MAGIC MTN PRKWAY. FROM 0 - 6 LANES; LESS THAN ONE MILE.		2023	Via Princessa Pkwy	0.5	Oakridge Drive	Magic Mountain Pkwy	New roadway	0	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	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	2017	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	2017	Vista Canyon Road Bridge	750	Jakes Way	Soledad Canyon	Bikelane in each direction	0	2	

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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	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	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. Up to Environmental Phase		2020	Washington Boulevard	0	Paramount Boulevard	Montebello Boulevard	Replacing existing 6-lane bridge with an 8-lane bridge increasing capacity.	6	8	
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 ACCOMODATE 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	LA0G741	LA0G741	Lyons Avenue	Railroad Avenue	RESTRIPE WILEY CANYON ROAD FROM LYONS AVENUE TO RAILROAD AVENUE FROM 4 TO 6 LANES; APPROXIMATELY 1.7 MILES		2018	Wiley Canyon Road	1.7	Lyons Avenue	Railroad Avenue	Restripe	4	6	
Los Angeles	LOS ANGELES, CITY OF	Local Highway	LA0C8084	LA0C8084	Vanowen St	Victory Blvd	WINNETKA AVE BRDGE WIDEN & REHAB. - WIDEN THE RIVER CROSSING FROM 4 TO 6 LANES, CONSTRUCT BIKE UNDERPASS. PPNO 3108 3377 AB 3090 REP (53C1388)	X	2016	Winnetka Ave Bridge	0.25 mi	Vanowen St	Victory Blvd	Widen bridge with add two lanes	4	6	
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 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 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	
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	

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Los Angele	WHITTIER	Local Highw	LA0G257	LA0G257	Lambert Road	Union Pacific Railroad Right-of-Way	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.		2017	Mills Avenue	0	Lambert Road	Union Pacific Railroad Right-of-Way	Park & Ride - 20 parking spaces	0	0	Project includes parking lot that can be utilized as a park and ride lot with bus access to the daily County of Los Angeles Sunshine Shuttles service with stops on Mills Avenue at Lambert Road that provides connection to other transit services. *17057737-6
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	MANHATTAN BEACH	State Highway	LA0C8080	LA0C8080			Route 1: MANHATTAN BEACH: ON ROUTE 1 BETWEEN 33RD STREET & ROSECRANS AV; ADD ONE THROUGH LN TO NORTH BOUND SEPULVEDA BLVD. TO WIDEN EXISTING STRUCTURE FROM 6 TO 7 THROUGH LANES PPNO 2947. Project using $1,440 of federal funds (80%) and $360 agency match (20%, Prop. C) in ENG phase.	X	2017	1	0.29	33rd	Rosecrans	To add a lane	6	7	
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	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	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	LAE0465	LA0G440			Route 005: PHASE 2,FROM SR-14 TO PARKER ROAD, CONSTRUCT HOV/HOT, TRUCK & AUX LANES (EA 2332E PPNO 3189B), SAFTETEA-LU#465.		2020	5	13.6	SR-14	PARKER ROAD	From near the 14 interchange on the 5 freeway to about the Parker Road exit, there are currently 8 mixed flow lanes. This project will add one HOT lane on each side of the freeway for a tot	8	10	
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), (Saftetea-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	

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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), (Saftetea-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	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	LA0B875	LA0B875			Route 10: HOV LANES AND PAVEMENT REBHAB FROM CITRUS TO ROUTE 57 - (EA# 11934+31120 = 1193U, PPNO# 0310B+4812=0310B).USE TOLL CREDIT AS LOCAL MATCH	X	2018	10	0	Citrus	57/210	Route 10: HOV LANES FROM CITRUS TO ROUTE 57/210	0	0	
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	
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	
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	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	Maurentania Street5.8	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	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	DIAMOND BAR	State Highway	LA0D399	LA0D399			Route 60: CONSTRUCTION OF NEW PARTIAL DIAMOND INTERCHANGE FOR STATE ROUTE 60 (SR-60) AT LEMON AVE (SAFETEA-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	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-rampBeginning of Grand Ave Off-ramp	Intersection with Grand AveBeginning of Grand Ave Off-ramp	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 OCGrand 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	

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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	LA0D450			RECONSTRUCT SR 60/GRAND AV INTERCHANGE - WIDEN GRAND AV: SB ADD 1THRU LN (2 EXSTNG); NB ADD 1 THRU LN (3 EXSTNG), REPLACE GRAND AV OC, ADD EB LOOP ON-RAMP, CONSTRUCT ADDITIONAL EB THRU LN FROM GRAND AVE TRAP LN TO SR57 ADD LN, ADD TWO BYPASS RAMP CONNECTORS, ADD AUX LNS EB AND WB FROM EAST TO WEST JUNCTION OF THE CONFLUENCE.	X	2017	60	3500'	west junction	east junction	EB bypass lane on hwy	16	17	
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, PPNO 2741) (TCRP #50)		2028	71	4.3 mi	ROUTE 10	ROUTE 60	ADD 1 HOV LANE AND 1 MIXED FLOW LANE	4	8	
Los Angeles	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	AGOURA HILLS	State Highway	1AL04	LA0G230			U.S. 101 FREEWAY AND PALO COMADO CANYON ROAD BRIDGE-AT CHESEBRO ROAD (PM 33.0/34.4). Widening of bridge from 2-lanes to 4-lanes, construction of sidewalks and bike lanes (bike lanes - 0.63 miles), modification of on/off ramps, and modification of various intersections.	X	2019	101	1.4 mi	Palo Comado Canyon	Chesebro	Widen bridge from 2 to 4 lanes; construct sidewalks, bike lanes; modify on/off ramps, modify various intersections	2	4	
Los Angeles	AGOURA HILLS	State Highway	REG0703	LA0G1024			(US 101 @ Kanan) Kanan corridor, between Agoura Road and Hillrise Drive. Project to include design and construction of additional loop ramp lanes, widening of roadway, and adjustment of dry and wet utilities.		2017	101	0	0.5km east of Kanan	0.4km west of Kanan	Adding loop ramp lane	1	2	
Los Angeles	CALABASAS	State Highway	LA0G208	LA0G208			Project will replace existing 2 lane bridge with 4 lane bridge and 1 turn lane @ Lost Hills Rd/US 101 interchange. This will bring bridge to current lane configuration of Lost Hills Rd on either side of bridge. Interchange will eliminate cross-traffic movement to access NB US 101. There will be no additional lanes on US 101. Replacement bridge will be wider,4 lns rather than 2 and will span approx. 280 ft, accommodating width of road on either side of bridge structure.	X	2016	101	0.5	Lost Hills Road	Lost Hills Road	Operational Improvement to Bridge and Interchange	2	4	
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	
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	

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Los Angeles	LOS ANGELES COUNTY MTA	State Highway	1HL08D03	LA0G141			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. Includes operational improvements at I-110 off-ramp at Adams Blvd (re-stripe off-ramp to add a right turn lane and widen Adams Blvd bridge for an additional through lane to Figueroa Way). Conversion of HOV lanes to HOT lanes. (Infrastructure/pavement) (1HL08D01, 1HL08D03)	X	2014	110	na	Various	Various	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 to HOT	1	N/A	
Los Angeles	LOS ANGELES COUNTY	State Highway	LA0C8099	LA0C8099			Route 126: SR-126/COMMERCE CTR DR NEW IC. CONSTRUCT A PARTIAL CLOVERLEAF, GRADE SEPARATED IC AND WIDEN ST 126 FROM .76 KM EAST OF IC TO .85 KM WEST 4-6 LANES. (2001 CFP 8099) (PPNO 3118)	X	2017	126	0.04 mi	76 KM EAST OF IC	.85 KM WEST OF IC	Patial Cloverleaf and lane Widening	4	6	
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). PPNO# 3325,3326,3327,33289(=4560),3329,3331(= 4351 + 4352 + 5353 + 4356 + 4354 + 4357) (use toll credits as local match)	X	2019	138	0	AVE T	ROUTE 18	ADD LANE	2	4	
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. Add'l 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. Add'l 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	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 PPNO 4551]		2022	405	1	crenshaw blvd	crenshaw blvd	N/A	0	0	
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	CALTRANS	State Highway	LA0D332	LA0D332			Route 405: IN LOS ANGELES: FROM LA TIJERA BLVD TO JEFFERSON BLVD; ADD AUXILIARY LANE PPNO: 3348 EA: 24130	X	2015	405	1.4	LA TIJERA BLVD	JEFFERSON BLVD	Add NB AUX lane	5	6	
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 RAMPS, & HOV INGRESS/EGRESS AT SANTA MONICA BLV(EA 12030, PPNO 0851G, SAFETLU SECTION 1302 #18, 1934 #20)	X	2016	405	10.2 Mi	10	101	Addition of a HOV lane	5	6	
Los Angeles	INDUSTRY	State Highway	LA0D441	LA0D441	605	605	RECONFIGURATION OF VALLEY BLVD ON-AND-OFF-RAMPS TO THE 605 FREEWAY TO IMPROVE MOBILITY, CIRCULATION, AND RELIEVE THE CURRENT CONGESTION AT VALLEY BLVD. Includes; right turn from Valley onto existing SB on-ramp, construct dual WB to SB lanes to SB on-ramp and reconstruct entire SB on-ramp, improvements at Valley/Temple/NB 605 off-ramp intersection, widen EB Valley to 3 lanes in advance of SB ramps.	X	2017	605	1000'	EB Valley18.76	EB Valley19.77	Phase 4 widen EB Valley to 3 lanes in advance of SB ramps intersection.	2 lanes	3 lanes	

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Los Angeles	INDUSTRY	State Highway	LA0D441	LA0D441	605	605	RECONFIGURATION OF VALLEY BLVD ON-AND-OFF-RAMPS TO THE 605 FREEWAY TO IMPROVE MOBILITY, CIRCULATION, AND RELIEVE THE CURRENT CONGESTION AT VALLEY BLVD. Includes; right turn from Valley onto existing SB on-ramp, construct dual WB to SB lanes to SB on-ramp and reconstruct entire SB on-ramp, improvements at Valley/Temple/NB 605 off-ramp intersection, widen EB Valley to 3 lanes in advance of SB ramps.	X	2017	605	1500'	SB On Ramp18.76	SB On Ramp19.77	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	INDUSTRY	State Highway	LA0D441	LA0D441	605	605	RECONFIGURATION OF VALLEY BLVD ON-AND-OFF-RAMPS TO THE 605 FREEWAY TO IMPROVE MOBILITY, CIRCULATION, AND RELIEVE THE CURRENT CONGESTION AT VALLEY BLVD. Includes; right turn from Valley onto existing SB on-ramp, construct dual WB to SB lanes to SB on-ramp and reconstruct entire SB on-ramp, improvements at Valley/Temple/NB 605 off-ramp intersection, widen EB Valley to 3 lanes in advance of SB ramps.	X	2017	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	INDUSTRY	State Highway	LA0D441	LA0D441	605	605	RECONFIGURATION OF VALLEY BLVD ON-AND-OFF-RAMPS TO THE 605 FREEWAY TO IMPROVE MOBILITY, CIRCULATION, AND RELIEVE THE CURRENT CONGESTION AT VALLEY BLVD. Includes; right turn from Valley onto existing SB on-ramp, construct dual WB to SB lanes to SB on-ramp and reconstruct entire SB on-ramp, improvements at Valley/Temple/NB 605 off-ramp intersection, widen EB Valley to 3 lanes in advance of SB ramps.	X	2017	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	INDUSTRY	State Highway	LA0D441	LA0D441	605	605	RECONFIGURATION OF VALLEY BLVD ON-AND-OFF-RAMPS TO THE 605 FREEWAY TO IMPROVE MOBILITY, CIRCULATION, AND RELIEVE THE CURRENT CONGESTION AT VALLEY BLVD. Includes; right turn from Valley onto existing SB on-ramp, construct dual WB to SB lanes to SB on-ramp and reconstruct entire SB on-ramp, improvements at Valley/Temple/NB 605 off-ramp intersection, widen EB Valley to 3 lanes in advance of SB ramps.	X	2017	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	INDUSTRY	State Highway	LA0D441	LA0D441	605	605	RECONFIGURATION OF VALLEY BLVD ON-AND-OFF-RAMPS TO THE 605 FREEWAY TO IMPROVE MOBILITY, CIRCULATION, AND RELIEVE THE CURRENT CONGESTION AT VALLEY BLVD. Includes; right turn from Valley onto existing SB on-ramp, construct dual WB to SB lanes to SB on-ramp and reconstruct entire SB on-ramp, improvements at Valley/Temple/NB 605 off-ramp intersection, widen EB Valley to 3 lanes in advance of SB ramps.	X	2017	605	600'	TEMPLE18.76	TEMPLE18.76	Phase 3b, improvements at Valley/Temple/NB 605 off-ramp intersection,	N/A	6	
Los Angeles	INDUSTRY	State Highway	LA0D441	LA0D441	605	605	RECONFIGURATION OF VALLEY BLVD ON-AND-OFF-RAMPS TO THE 605 FREEWAY TO IMPROVE MOBILITY, CIRCULATION, AND RELIEVE THE CURRENT CONGESTION AT VALLEY BLVD. Includes; right turn from Valley onto existing SB on-ramp, construct dual WB to SB lanes to SB on-ramp and reconstruct entire SB on-ramp, improvements at Valley/Temple/NB 605 off-ramp intersection, widen EB Valley to 3 lanes in advance of SB ramps.	X	2017	605	1200'	Valley18.76	Valley19.77	Phase 3c, improvements at Valley/Temple/NB 605 off-ramp intersection,	2 Lanes	N/A	
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	2017	710	2000	Pico Avenue	SR-47	Replace 5-lane bridge with a 6-lane bridge	5	6	
Los Angeles	CALTRANS	State Highway	1AL04	LA0G873			Routes 110 and 405: freeways ramp/arterial signalized intersections. (EA 29380 PPNO 4553)		2018	999	0	Various	Various	N/A	0	0	

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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	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	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TL104	LA0G194			Acquire alternate four (4) fuel buses for the City of Artesia to be used for new fixed route service Earmark ID #E2008-BUSP-0694	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA29202W	LA29202W			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.	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA29202W	LA29202W			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.	X	2017								
Los Angeles	LOS ANGELES, CITY OF	Transit	LA0G901	LA0G901			Historic Los Angeles Streetcar	X	2019								
Los Angeles	MONTEBELLO	Transit	1TR1010	LA0G862			PURCHASE OF SEVEN (7) ALTERNATIVE FUEL EXPANSION TRANSIT BUSES	X	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
Los Angeles	TORRANCE	Transit	1RL04	LA0G358			South Bay Regional Intermodal Transit Center Project at 465 N. Crenshaw Blvd., Torrance, CA 90503.	X	2017								
Los Angeles	ANTELOPE VALLEY TRANSIT AUTHORITY	Transit	1TR1010	LA0G1281			Expansion Buses - AVTA Purchasing electric buses to relive over-crowding. Thirteen (13) 60ft. articulated electric buses and sixteen (16) 45ft. commuter electronic buses	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	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	2017								
Los Angeles	CALABASAS	Transit	1TR1017	LA0G1091			Old Town Calabasas park and ride facility, 72 spaces. Planning, design and construction.	X	2019								
Los Angeles	GARDENA	Transit	7120009	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.	X	2018								
Los Angeles	GARDENA	Transit	1AL04	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.	X	2016								
Los Angeles	LONG BEACH	Transit	LAE0332	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	X	2011								
Los Angeles	LOS ANGELES COUNTY	Transit	1TR1010	LAF7412			LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: Procures (1) 30-ft clean fuel vehicle for its new Los Angeles County/USC Medical Center fixed-route shuttle service.	X	2019								
Los Angeles	LOS ANGELES COUNTY	Transit	1TR1010	LAF7412			LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: Procures (1) 30-ft clean fuel vehicle for its new Los Angeles County/USC Medical Center fixed-route shuttle service.	X	2019								
Los Angeles	LOS ANGELES COUNTY	Transit	1TR1010	LAF7412			LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: Procures (1) 30-ft clean fuel vehicle for its new Los Angeles County/USC Medical Center fixed-route shuttle service.	X	2019								
Los Angeles	LOS ANGELES COUNTY	Transit	1TR1010	LAF7412			LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: Procures (1) 30-ft clean fuel vehicle for its new Los Angeles County/USC Medical Center fixed-route shuttle service.	X	2019								
Los Angeles	LOS ANGELES COUNTY	Transit	1TR1010	LAF7412			LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: Procures (1) 30-ft clean fuel vehicle for its new Los Angeles County/USC Medical Center fixed-route shuttle service.	X	2019								
Los Angeles	LOS ANGELES COUNTY	Transit	1TR1010	LAF7412			LOS ANGELES COUNTY/USC MEDICAL CENTER TRANSIT VEHICLE: Procures (1) 30-ft clean fuel vehicle for its new Los Angeles County/USC Medical Center fixed-route shuttle service.	X	2019								

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	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION. (INCLUDING E200-BUSP-095, La Cienega Intermodal Center)	X	2012								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION. (INCLUDING E200-BUSP-095, La Cienega Intermodal Center)	X	2012								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION. (INCLUDING E200-BUSP-095, La Cienega Intermodal Center)	X	2012								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION. (INCLUDING E200-BUSP-095, La Cienega Intermodal Center)	X	2012								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION. (INCLUDING E200-BUSP-095, La Cienega Intermodal Center)	X	2012								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION. (INCLUDING E200-BUSP-095, La Cienega Intermodal Center)	X	2012								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION. (INCLUDING E200-BUSP-095, La Cienega Intermodal Center)	X	2012								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION. (INCLUDING E200-BUSP-095, La Cienega Intermodal Center)	X	2012								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0C10	LA0C10			MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION. (INCLUDING E200-BUSP-095, La Cienega Intermodal Center)	X	2012								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0D198	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	X	2021								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0D198	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	X	2021								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0D198	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	X	2021								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0D198	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	X	2021								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0D198	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	X	2021								

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Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0D198	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	X	2021								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0D198	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	X	2021								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0D198	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	X	2021								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0F021	LA0F021			EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II - FROM CULVER CITY TO SANTA MONICA	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0F021	LA0F021			EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II - FROM CULVER CITY TO SANTA MONICA	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0F021	LA0F021			EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II - FROM CULVER CITY TO SANTA MONICA	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0F021	LA0F021			EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II - FROM CULVER CITY TO SANTA MONICA	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0F021	LA0F021			EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II - FROM CULVER CITY TO SANTA MONICA	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0F021	LA0F021			EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II - FROM CULVER CITY TO SANTA MONICA	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0F021	LA0F021			EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II - FROM CULVER CITY TO SANTA MONICA	X	2017								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0404	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	X	2021								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	7120010	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 prepartion 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.	X	2019								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR1002	LA0G1052			Metro Purple Line Westside Subway Extension Section 2 - Wilshire/La Cienega to Century City	X	2026								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR1002	LA0G1052			Metro Purple Line Westside Subway Extension Section 2 - Wilshire/La Cienega to Century City	X	2026								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	7120010	LA0G1169			Brighton to Roxford double track: This project includes 10.4 miles of new double track on Metrolink's Antelope Valley Line between Burbank and Sylmar. The result of this project will eliminate the current bottleneck and improve travel times for riders. The High Speed Rail initial operating segment is planned to be on the west side of this right-of-way rail corridor. Currently, the project is in the PAED/PS&E phase estimated at $14 million. Remaining sources of funds are pending documentation.		2019								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TDL04	LA0G270			Expansion and Improvement to existing Transit Center in the City of Palmdale. E2009-BUSP-137.	X	2014								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0G447	LA0G447			Metro Purple Line Westside Subway Extension Section 1 - Wilshire/Western to La Cienega	X	2023								

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Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0G447	LA0G447			Metro Purple Line Westside Subway Extension Section 1 - Wilshire/Western to La Cienega	X	2023								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	LA0G447	LA0G447			Metro Purple Line Westside Subway Extension Section 1 - Wilshire/Western to La Cienega	X	2023								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Eastside Extension from its existing terminus at Atlantic Station in East Los Angeles farther east		2035								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Eastside Extension from its existing terminus at Atlantic Station in East Los Angeles farther east		2035								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Eastside Extension from its existing terminus at Atlantic Station in East Los Angeles farther east		2035								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Eastside Extension from its existing terminus at Atlantic Station in East Los Angeles farther east		2035								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Eastside Extension from its existing terminus at Atlantic Station in East Los Angeles farther east		2035								
Los Angeles	LOS ANGELES COUNTY MTA	Transit	1TR0704	LA0G626			Eastside Transit Corridor Phase 2 - Metro Gold Line Eastside Extension from its existing terminus at Atlantic Station in East Los Angeles farther east		2035								
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	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	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	Transit	1120006	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		2035								
Los Angeles	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	Transit	1120006	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		2035								
Los Angeles	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	Transit	1120006	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		2035								

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Los Angeles	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	Transit	1120006	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		2035									
Los Angeles	METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	Transit	1120006	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		2035									
Los Angeles	MONROVIA	Transit	LAE0039	LAE0039			TRANSIT VILLAGE - PROVIDE A TRANS. FACILITY FOR SATELLITE PARKING FOR SIERRA MADRE VILLA GOLD LINE STA, P-N-R FOR COMMUTERS, A FOOTHILL TRANSIT STORE including three (3) bus bays, at least four (4) shelters with benches, lighting for safety and security, trash receptacles, drinking fountains, and information kiosks. Additional traffic signals and some street widening will take place to improve bus traffic flow.	X	2015									
Los Angeles	REDONDO BEACH	Transit	LA0D29	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	X	2016									
Los Angeles	SANTA CLARITA	Transit	1TL104	LA0G1028			Construct a Park and Ride at State Route 14 and Newhall Avenue.	X	2019								
Los Angeles	SANTA CLARITA	Transit	1TR1022	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.	X	2019								2013 CFP. Funding: $2,808,507Local Match: $1,261,793(31% of project cost) *16055641-6
Los Angeles	SANTA CLARITA	Transit	REG0703	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.		2019								
Los Angeles	TORRANCE	Transit	7120009	LA0G1166			Torrance Transit Expansion of Line #1 and Line #4 HOTLane 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	TORRANCE	Transit	1TR204	LA0G145			LACRD - 4 Expansion Buses for the I-110 Harbor Transitway HOT Lane(Torrance Transit). (RTP# 1TR204)	X	2014								
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	FOOTHILL TRANSIT AUTHORITY	Transit	LA0B311	LA0B311			Park and Ride Facility (Transit Oriented Neighborhood Program) in the City of Industry.		2015								Park and Ride located at 600 S. Brea Canyon Road, 622 parking spots.

ORANGE COUNTY

Modeled Projects

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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	HUNTINGTON BEACH	Local Highway	ORA120522	ORA120522	Huntington	Delaware	HUNTINGTON BEACH - ATLANTA AVE WIDENING (FRM HUNTINGTON TO DELEWARE; FRM 2 TO 4 LNS)	X	2016	Atlanta Avenue	700	Huntington	Delaware	ATLANTA AVE WIDENING	2	4	
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		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	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	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	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		2017	Brookhurst	0.4	600' north of I-5	SR-91	add one lane each direction, raised median	4	6	
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	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	Local Highway	2A0804	ORA082401	Antonio	I Street	COW CAMP ROAD (4 LANES) FROM ANTONIO TO "I" STREET (Segment 1 of Antonio to Foothill Transportation Corridor)		2016	COW CAMP ROAD	3.5 Miles	Antonio	I Street	Construct new Road	0	4	
Orange	ORANGE COUNTY	Local Highway	2A0704	ORA170001	Canyondale 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	Canyondale 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	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	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)		2018	Fairview Street	0.4	9th Street	16th Street	Street Widening	4	6	
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)		2019	GOLDEN AVENUE	0.2	Carbon Canyon Channel	Carbon Canyon Channel	Replace bridge and widen	2	4	
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	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	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	

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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	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	IRVINE	Local Highway	ORA110602	ORA110602	I-405 Overcrossing	I-405 Overcrossing	WIDENING OF LAGUNA CANYON / I-405 OVERCROSSING FROM 2 LANES TO 4 LANES	X	2021	Laguna Canyon	0.1	I-405 Overcrossin g	I-405 Overcrossing	WIDENING OF LAGUNA CANYON / I-405 OVERCROSSING FROM 2 LANES TO 4 LANES	2	4	
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)	Local Highway	ORA000118	ORA000118	Burt Road	Oak Canyon Road / Laguna Canyon Road	SAND CYN RD @ SCRRA 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	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	IRVINE	Local Highway	ORA120514	ORA120514	Trabuco Rd & SR-133	Trabuco Rd & SR-133	IRVINE - TRABUCO RD @ SR-133 (ADD NEW ON-RAMPS AND OFF RAMPS AT TRABUCO & SR-133) (Preliminary Engineering/Pre-Design only)	X	2020	Trabuco Road	0	Trabuco Rd & SR-133	Trabuco Rd & SR-133	add off ramp	0	2	
Orange	TUSTIN	Local Highway	ORA55244	ORA55244	Walnut Avenue	Warner Avenue	Tustin Ranch Road extension from Walnut Avenue to Valenica 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)	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	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	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2M0717	ORA131105			I-5 / Los Alisos. Add Ramps at Los Alisos or El Toro (utilize toll credit match for RSTP) PA&ED.		2030	5	0.96	Los Alisos/El Toro	Los Alisos/El Toro	Add new exit on I-5 at Los Alisos/El Toro Road	0	0	
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	2016	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	2016	5	2.5	Avenida Vista Hermosa	Pacific Coast Highway	Add 1 HOV lane in each direction	4	5	
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)	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	1.8	Alicia Parkway	El Toro ROad	Add 1 GP lane each direction	4	5	

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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.	X	2023	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.	X	2023	5	2.6	Oso Creek	Alicia Parkway	Add 1 GP lane each direction	4	5	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2H01143	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)	X	2017	5	0.7	Avenida Pico	Avenida Vista Hermosa	Add 1 HOV lane in each direction	4	5	
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	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	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2M0733	ORA100511			SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS (PS&E and PAED). Consistent with the 2012 RTP. Toll Credit for RSTP.		2030	55	4.03	I-405	I-5	Add 1 MF each direction	4	5	
Orange	COSTA MESA	State Highway	ORA016	ORA016			PAULARINO AVE (SR-55 NB FRONTAGE ROAD @ PAULARINO AVE) IN COSTA MESA INTERSECTION IMPROVEMENT. ADDING A N/B RAMP AND W/B RIGHT-TURN-LANE.	X	2017	55	0	Paularino@ Frontage Rd	SR-55	Add 1 lane on N/B ramp	0	2	
Orange	ORANGE, CITY OF	State Highway	ORA000146	ORA000146	Meats SR-55	SR-55 Meats	CONSTRUCT NEW INTERCHANGE ON SR 55 @ MEATS AVENUE. CONSTRUCT ON-RAMP/OFF-RAMPS. CONSTRUCTION OF AUXILIARY LANES BETWEEN KATELLA AVENUE AND LINCOLN AVENUE/NOEL RANCH ROAD BOTH NORTHBOUND AND SOUTHBOUND ON SR-55. WIDEN TAFT AVENUE UNDERCROSSING ON NORTHBOUND SIDE OF SR-55. WIDEN MEATS AVENUE FROM PARK LANE TO BRECKENRIDGE STREET. REALIGN 1820' OF THE SR 55 MEDIAN BARRIER. WIDEN SANTIAGO AVENUE AT MEATS AVENUE FOR TURNING LANES	X	2023	55	0	SR-55	Meats	New on ramp	0	2	
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	CALTRANS	State Highway	2TK01116	ORA000820			SR-57 TRUCK CLIMBING AUX LANE FROM LAMBERT TO LA CO. LINE PPNO 3847A EA 0C120 (PE ONLY)		2030	57	-20.52	Lambert	Los Angeles County Line	add truck climbing lane	5	6	
Orange	TCA	State Highway	10254	10254			SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC – SR 73). 15 MI TOLL RD BETWEEN 1-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, CONSISTENT WITH SCAG/TCA MOU 4/5/01. EXISTING 3 M/F EA DIR. 1 ADDITIONAL M/F EA DIR, PLUS CLIMBING & AUX LANES BY 2020.	X	2020	73	15.85	I-5	Bison	Widening	6	8	

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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 auxillary lane	3	4	
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	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	I5/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, 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.	X	2030	241	-10.3	I-5	Oso	New Highway	0	4	
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, PER SCAG/TCA MOU 4/05/01. PARENT PROJECT ORA050		2020	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	ORA030605	ORA030605			I-405 FROM SR-73 TO I-605. Add 1 MF lane in each direction, and additional capital improvements. Combined with ORA045, ORA151, ORA100507 and ORA120310. Phase 2 listed under ORA030605A	X	2022	405	0	0 n/a Goldenwest Bridge	0 n/a Goldenwest Bridge	widen bridge over I-405	5	6	
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. Combined with ORA045, ORA151, ORA100507 and ORA120310. Phase 2 listed under ORA030605A	X	2022	405	0	0 n/a Bolsa Chica Road	0 n/a Duncannon	3000 ft street widening (ORA151)	5	6	
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. Combined with ORA045, ORA151, ORA100507 and ORA120310. Phase 2 listed under ORA030605A	X	2022	405	14.9	2500' S of Euclid	I-605	Add 1 Mixed Flow lane each direction from I-605 to Euclid Street	12	14	
Orange	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. Combined with ORA045, ORA151, ORA100507 and ORA120310. Phase 2 listed under ORA030605A	X	2022	Beach Blvd	0	0 Beach	0 Beach	Construct 4th NB lane on Beach overcrossing (ORA100507)	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. Combined with ORA045, ORA151, ORA100507 and ORA120310. Phase 2 listed under ORA030605A	X	2022	405	0	0 Beach/Edinger	0 Beach/Edinger	Remove off ramp NE corner (ORA100507)	1	0	
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. Combined with ORA045, ORA151, ORA100507 and ORA120310. Phase 2 listed under ORA030605A	X	2022	405	0	0 17.8 chestnut	0 17.8 goldenwest	Bridge Widening (ORA045)	4	6	
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	State Highway	2H0706	ORA030605A			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	

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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	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	
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	2018								
Orange	ORANGE, CITY OF	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 CMAQ FY 15/16 for $337)	X	2018								
Orange	ANAHEIM	Transit	2TR0701	ORA080908			A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, Project Development Activities and Preliminary Engineering.		2019								
Orange	ANAHEIM	Transit	2TR0701	ORA080908			A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, Project Development Activities and Preliminary Engineering.		2019								
Orange	ANAHEIM	Transit	2TR0701	ORA080908			A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, Project Development Activities and Preliminary Engineering.		2019								
Orange	ANAHEIM	Transit	2TR0701	ORA080908			A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, Project Development Activities and Preliminary Engineering.		2019								
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								

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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 CMAQ FY 15/16 for $2,478)		2021									
Orange	ORANGE COUNTY TRANS AUTHORITY (OCTA)	Transit	2TR0704	ORA110304			Goldenwest Transportation Center. Construct a surface parking lot (300 Spaces)	X	2016								

RIVERSIDE COUNTY

Modeled Projects

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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	Local Highway	RIV110825	RIV110825			IN THE CITY OF COACHELLA - AVE 50 OVER COACHELLA STORMWATER CHANNEL: REPLACEMENT OF A 2-LN LOW WATER X-ING (BRIDGE NO. 00L0055) WITH A 6-LN (3-LNS IN EA DIR) BRIDGE FROM 300-FT W/O APACHE TRAIL TO SR-86S INTERSECTION. OTHER IMPROVEMENTS INCLUDE BIKE LANES/TRAILS, SIDEWALKS, RECONSTRUCT TRAFFIC SIGNAL/DRIVEWAYS, CHANNEL SCOUR PROTECTION, AND REMOVAL OF LOW WATER X-ING AND CULVERTS.		2023	Ave. 50	1200 ft	300-ft west of Apache Trail	SR86S Intersection		2	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		2017	AVENUE 48	5280 FT	JACKSON ROAD	VAN BUREN STREET		2	6	
Riverside	COACHELLA VALLEY ASSOC OF GOVERNMENTS	Local Highway	3ITS08	RIV140820			IN EASTERN RIVERSIDE COUNTY FOR CVAG: REGIONAL SIGNAL SYCHRONIZATION PROGRAM THROUGH THE COACHELLA VALLEY INCLUDING BUT NOT LIMITED TO SIGNAL UPGRADES, COMMUNICATION SYSTEMS, HARDWARE AND SOFTWARE. (PM 2.5 BENEFITS)		2020	Coachella Valley	N/A	Western Coachella Valley	Eastern Coachella Valley		N/A	N/A	
Riverside	INDIO	Local Highway	3A07137	RIV111202			IN THE CITY OF INDIO - AVE 44 BRIDGE REPLACEMENT: REPLACE EXISTING AVENUE 44 TWO LANE LOW WATER CROSSING OVER THE COACHELLA VALLEY STORMWATER CHANNEL WITH A FOUR LANE BRIDGE (BRIDGE NO. 00L0056), INCLUDING 6 FT SIDEWALK ON EACH SIDE OF THE BRIDGE.		2022	Avenue 44	1,263 ft	over the Coachella Valley Stormwater Channel	Over the Coachella Valley Stormwater Channel		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).		2016	Highway 111	6300 ft	760 Ft west of Madison Street	Rubidoux Street		2	3	
Riverside	LA QUINTA	Local Highway	3A07061	RIV121202			IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA QUINTA - ON DUNE PALMS RD: REPLACE 3-LANE LOW WATER CROSSING WITH 4 LANE BRIDGE OVER THE COACHELLA VALLEY STORMWATER CHANNEL (WHITEWATER RIVER - BRIDGE NO.00L0070)		2022	Dune Palms Rd	0	Bridge at White Water Channel	Bridge at White Water Channel	Widen Bridge from 3 to 4 lanes	3	4	
Riverside	LAKE ELSINORE	Local Highway	3A04WT198	RIV111203			IN LAKE ELSINORE - TEMESCAL CANYON RD BRIDGE REPLACEMENT/WIDENING: REPLACE TEMESCAL CANYON RD. 2 LANE BRIDGE WITH A 4 LANE BRIDGE OVER TEMESCAL WASH, 0.22 MI. W/O LAKE STREET (BRIDGE NO. 56C0050).		2022	Temescal Canyon Rd.	2,245 ft.	Temescal Canyon Rd over Temescal Wash	0.22 miles W/O Lake St.	Replace/Widen Temescal Canyon R	2	4	
Riverside	LAKE ELSINORE	Local Highway	RIV151102	RIV010206			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, 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).		2018	Camino Del Norte	.59 miles	New Franklin St.	Main St.	Construct / Expand Camino Del Nor	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	RIV151102	RIV010206			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, 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).		2018	Canyon Estates Dr.	.32 miles	Existing Franklin St.	New Franklin St.	Construct / extend Canon Estate Dr	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

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Riverside	MORENO VALLEY	Local Highway	7120006	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)		2016	Alessandro Blvd	1 mile	Heacock St	Perris Blvd		N/A	N/A	
Riverside	MORENO VALLEY	Local Highway	7120006	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)		2016	Perris Blvd	6.2 miles	Ironwood Ave	Harley Knox Rd		N/A	N/A	
Riverside	MORENO VALLEY	Local Highway	7120006	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)		2016	Cactus Ave	1 mile	Perris Blvd	Lasselle St		N/A	N/A	
Riverside	MORENO VALLEY	Local Highway	7120006	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)		2016	Eucalyptus Ave	1.5 miles	Old I-215	Towngate Blvd		N/A	N/A	
Riverside	MORENO VALLEY	Local Highway	7120006	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)		2016	Heacock St	2.5 miles	Ironwood Ave	Cactus Ave		N/A	N/A	
Riverside	MORENO VALLEY	Local Highway	7120006	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)		2016	Ironwood Ave	2 miles	Pigeon Pass Rd	Perris Blvd		N/A	N/A	
Riverside	MORENO VALLEY	Local Highway	7120006	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)		2016	Lasselle St	2 miles	Cactus Ave	Krameria Ave		N/A	N/A	
Riverside	MORENO VALLEY	Local Highway	3160036	RIV151103			IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF MORENO VALLEY - CONSTRUCT NEW 4 LANE 64 FT BRIDGE (2 LNS IN EA DIR) ON INDIAN ST OVER PERRIS VALLEY STORM DRAIN FROM SUPERIOR AVE TO SAN MICHELE RD. IMPROVEMENTS INCLUDE: SIDEWALKS, BIKE LANES, ROADWAY APPROACHES, CHANNEL IMPROVEMENTS, UTILITY RELOCATIONS AND RELATED WORK.		2019	INDIAN ST	450 ft	SUPERIOR AVE	SAN MICHELE RD	Construct New Bridge over Perris Valley Storm Channel	0	4	

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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.		2022	RAMON RD.	1,654'	200' W/O RAMON RD. BRIDGE	310' E/O RAMON RD. BRIDGE TO LANDAU BLVD.		4	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.		2022	Ramon Rd.	2,314 ft.	San Luis Rey Dr.	200' W/O Ramon Rd. Bridge		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.		2022	Ramon Rd.	640'	310' E/O Landau Blvd.,	Avenida La Paloma		5	6	
Riverside	RIVERSIDE COUNTY	Local Highway	RIV031202	RIV031202			I-10 BYPASS SOUTH (FORMERLY RAMSEY ST. EXT.): CONSTRUCT TWO LANES OF 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.		2019	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		n/a	2	
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		2022	MARKET ST.	1,595 ft	Santa Ana River	SANTA ANA RIVER		2	4	
Riverside	RIVERSIDE COUNTY	Local Highway	3A04CV027	RIV121203			IN EASTERN RIVERSIDE COUNTY IN THE COACHELLA VALLEY - ON AVE 56/AIRPORT DR, REPLACE 2 LANE BRIDGE WITH A 4 LANE BRIDGE OVER WHITEWATER RIVER .21 MILES E/O HWY 111 (BRIDGE NO.56C0020).		2023	Ave.56/Airport Boulevard	0	Bridge over Whitewater River	Bridge over Whitewater River		2	4	
Riverside	RIVERSIDE COUNTY	Local Highway	3A01WT159	RIV121204			IN WESTERN RIVERSIDE COUNTY IN THE CITY OF NORCO - ON HAMNER AVE OVER SANTA ANA RIVER .5 MILES N/O OF SIXTH STREET, REPLACE 2 LANE BRIDGE WITH A 6 LANE BRIDGE (BRIDGE NO.56C0446).		2030	Hamner Ave	0	Bridge over Santa Ana River	Bridge over Santa Ana River		2	6	
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		2	4	

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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, 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.		2018	Magnolia Avenue	12,150 FT	Buchanan Ave	Banbury Dr		4	6	
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	RIV060113	RIV060113			CONSTRUCT NEW 4 LANE BRIDGE OVER MURRIETA CREEK (PART OF WESTERN BYPASS CORRIDOR) INCLUDING APPROACHES, CURB & GUTTER, SIDEWALKS, & STORM DRAIN FACILITIES	X	2018	Murrieta Creek Bridge	288'	Existing terminus of Western Bypass (St)	Pujol St.		n/a	4	
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	2020	Western Bypass Corridor - Ph I	1.75 miles	SR79 south	Rancho California Rd.		0	4	
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.		2020	Alessandro Blvd.	34,200 ft.	Nason St.	Gilman Springs Rd.		2	4	
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.		2022	Alessandro Blvd.	1.5 miles	I-215	Frederick St.		4	6	
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.	X	2020	Box Springs Rd.	.6 miles	500' W/O Clark St.	Day St.		2	4	
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	

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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	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 16/17 OF TC USED FOR STPL MATCH IN PA&ED).		2028	Cajalco Rd.	16 miles	Temescal Canyon Rd.	I-215		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 16/17 OF TC USED FOR STPL MATCH IN PA&ED).		2028	Cajalco Rd.	0.3 miles	Harvill Ave.	I-215 (South bound ramp)		4	6	
Riverside	RIVERSIDE COUNTY	Local Highway	RIV011236	RIV011236	Whitewood Rd/Meadowlark Ln	Winchester Rd.	IN RIV COUNTY & MURRIETA - EXTEND/CONSTRUCT CLINTON KEITH ROAD (6 LANES ULTIMATE WIDENING FOR APPROX 4.3 MILES) INCLUDING CONSTRUCTION OF 2 BRIDGES FROM WHITEWOOD RD/MEADOWLARK LN TO WINCHESTER ROAD (SR79) - PROJECT TO BE COMPLETED IN PHASES.	X	2025	Clinton Keith Rd.	1.7 miles	Whitewood Rd/Meadowlark Ln.	Trois Valley Rd.	New 4 lane facility - 2 lanes in ea dir., including one bridge	n/a	4	
Riverside	RIVERSIDE COUNTY	Local Highway	RIV011236	RIV011236	Whitewood Rd/Meadowlark Ln	Winchester Rd.	IN RIV COUNTY & MURRIETA - EXTEND/CONSTRUCT CLINTON KEITH ROAD (6 LANES ULTIMATE WIDENING FOR APPROX 4.3 MILES) INCLUDING CONSTRUCTION OF 2 BRIDGES FROM WHITEWOOD RD/MEADOWLARK LN TO WINCHESTER ROAD (SR79) - PROJECT TO BE COMPLETED IN PHASES.	X	2025	Clinton Keith Rd.	.63 miles	Leon Rd.	SR79	New 6 lane facility - 3 lanes in each direction	0	6	
Riverside	RIVERSIDE COUNTY	Local Highway	RIV011236	RIV011236	Whitewood Rd/Meadowlark Ln	Winchester Rd.	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	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 DIFFERENT SEGMENTS; SEGMENT 1:EL CERRITO RD TO TOM BARNES ST.(.7 MI); SEGMENT 2: DOS LAGOS DR TO PULSAR CT (.7 MI); AND SEGMENT 3: DAWSON CYN RD TO NORTH .7 MILES (.7 MI)		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 DIFFERENT SEGMENTS; SEGMENT 1:EL CERRITO RD TO TOM BARNES ST.(.7 MI); SEGMENT 2: DOS LAGOS DR TO PULSAR CT (.7 MI); AND SEGMENT 3: DAWSON CYN RD TO NORTH .7 MILES (.7 MI)		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 DIFFERENT SEGMENTS; SEGMENT 1:EL CERRITO RD TO TOM BARNES ST.(.7 MI); SEGMENT 2: DOS LAGOS DR TO PULSAR CT (.7 MI); AND SEGMENT 3: DAWSON CYN RD TO NORTH .7 MILES (.7 MI)		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	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	2018	County Line Rd. - East Bound	750 Ft.	I-10 East Bound Ramps	600' east of Calimesa Blvd		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	2018	County Line Rd. - West Bound	450 ft.	300' east of Calimesa Blvd	I-10 East Bound Ramps		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	2018	Calimesa Blvd.	300 ft.	for aprox. 300' N/O County Line Rd.	County Line Rd		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	2018	Calimesa Blvd.	300 ft.	County Line Rd	for aprox. 300' S/O County Line Rd.		2	2	
Riverside	CATHEDRAL CITY	Local Highway	3A07028	RIV110501	I-10	350 ' S/O VARNER RD.	IN EASTERN RIVERSIDE COUNTY IN THE COACHELLA VALLEY - 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.		2	6	
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).		2020	Date Palm Dr. over the Whitewater River	1,350 ft.	Via Estrada to the north	Perez Rd. to the south		4	6	

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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.		2017	Eucalyptus Ave. Extension	6000 ft.	Redlands Blvd.	Theodore St.		3	4	
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	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	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.		2020	Gilman Springs Rd.	19,000 ft.	Alessandro Blvd.	Bridge St.		2	6	
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.		2020	Gilman Springs Rd.	15,750 ft.	SR60	Alessandro Blvd.		2	6	
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#: 56C0162) ($27.528 TOLL CREDITS UTILIZED FOR R/W IN FY 2010/2011).	X	2020	Guava St.	400 ft.	Washington Ave.	Adams Ave.		n/a	2	
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 (PERRIS CITY LIMITS), FROM 2 TO 4 LANES; REALIGN HEACOCK ST WITHIN PROJECT LIMITS BETWEEN NANDINA AND OLEANDER; REPLACE BRIDGE OVER PVSD LATERAL B.		2018	Heacock St.	4,700 ft.	San Michele Rd. (Moreno Valley)	Harley Knox Rd. (City of Perris)		2	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: WID FROM 4 TO 6 THRU LNS (3 LNS IN EA DIR) BTWN THE WCL (570' W/O VILLAGE CTR DR) & EL DORADO DR (RTP ID'S 3A07316 & 3A07257) INCLUDING THE INSTAL OF A RAISED, LANDSCAPE MEDIAN, LEFT TURN PH @ EL DORADO DR, DUAL LEFT TURN PH @ THE SB AND EB COOK ST, RT TURN ONLY LNS AT THE EAST, WEST, AND SB COOK ST.	X	2014	HWY 111	1.02 MILES	WCL (570' W/O VILLAGE CTR DR)	EL DORADO DR.		4	6	
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)		4	6	

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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.		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	2022	Indian Canyon Dr.	3,000 ft.	UPRR Overcrossing (Bridge No. 56C0025)	Garnet Ave. (Bridge No. 56C0025)		2	6	
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.	X	2022	Ironwood Ave.	0.7 miles	Perris Blvd.	Vista de Cerros Dr.		2	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 APROX. 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	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		2022	Keller Rd.	18,500 ft.	Whitewood Rd. (east)	SR 79 (Winchester Rd).		0	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	2019	Kitching St.	5,300 ft.	Gentian Ave.	Cactus Ave.		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	2019	Kitching St.	620 ft.	620' S/O Alessandro	Alessandro		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	2019	Kitching	600 ft.	Cactus Ave.	620' S/O Alessandro Blvd.		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.		2020	I-215	1.4 miles	Mid County Parkway	Nuevo Rd		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.		2020	I-215	1.6 miles	Mid County Parkway	Cajalco Expressway/ Ramona Expressway		n/a	2	

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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.		2020	I-215	6.3 miles	Nuevo Rd	Van Buren Blvd		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.		2020	Mid County Parkway	.6 miles	Mid County Parkway/Sanderson Rd. Ic	Mld County Parkway/Sanderson Rd. IC		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.		2020	Mid County Parkway	.7 miles	Mid County Parkway/Bernasconi Rd IC	Mid County Parkway/Bernasconi Rd IC		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.		2020	Mid County Parkway	.5 miles	Mid County Parkway/Redlands Ave. IC	Mid County Parkway/Redlands Ave. IC		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.		2020	Mid County Parkway	.6 miles	Mid County Parkway/Park Center IC	Mid County Parkway/Park Center IC		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.		2020	Mid County Parkway	.6 miles	Mid County Parkway/Reservoir Ave IC	Mid County Parkway/Reservoir Ave IC		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.		2020	Mid County Parkway	.7 miles	Mid County Parkway/5th St/Town Center IC	Mid County Parkway/5th St/Town Center IC		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.		2020	Mid County Parkway	.7 miles	Mid County Parkway/Antelope Rd. IC	Mid County Parkway/Antelope Rd. IC		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.		2020	Mid County Parkway	.7 miles	Mid County Parkway/Evans Rd. IC	Mid County Parkway/Evans Rd. IC		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.		2020	Mid County Parkway	.7 miles	Mid County Parkway/SR79/Ramona Blvd. IC	Mid County Parkway/SR79/Ramona Blvd. IC		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.		2020	Mid County Parkway	.7 miles	Mid County Parkway/Warren Rd. IC	Mid County Parkway/Warren Rd. IC		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.		2020	Mid County Parkway	.8 miles	I-215/Placentia Ave. IC	I-215/Placentia Ave. IC		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.		2020	Mid County Parkway	.9 miles	Mid County Parkway/I-215 IC	Mid County Parkway/I-215 IC		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.		2020	Mid County Parkway	0.8 miles	I-215/Cajalco Expressway/ Ramona Expressway IC	I-215/Cajalco Expressway/ Ramona Expressway IC		1	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)	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.		2020	Mid County Parkway	1.0 mile	Evans Rd.	Antelope Rd.		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.		2020	Mid County Parkway	1.0 mile	Redlands Ave.	Evans Rd.		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.		2020	Mid County Parkway	15.7 miles	I-215	East of SR 79/Sanderson Ave/Ramona Blvd.		n/a	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	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	
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.	X	2020	Moreno Beach Dr.	1.6 miles	Cactus Ave.	Auto Mall Dr.		2	6	
Riverside	TEMECULA	Local Highway	991203	991203	Commerce Center Dr	Avenida Alvarado/Diaz Rd	EXTEND OVERLAND DRIVE (4 LANES) FROM COMMERCE CENTER DRIVE TO AVENIDA ALVARADO/DIAZ ROAD INTERSECTION INCLUDING CONSTRUCTION OF 4 LANE BRIDGE OVER MURRIETA CREEK (TO BE IMPLEMENTED IN PHASES)	X	2019	Overland Dr.	409.36'	Commerce Center Dr.	Avenida Alvarado/Diaz Rd.		n/a	4	
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 PRE-FAB BRIDGES ON THE EASTSIDE OF THE PH I POTRERO BRIDGE SR79 BYPASS EXT. NO., 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.		2022	Potrero Bridge - SR79 Bypass Extension North	.675 miles	SR60	Oak Valley Pkwy		3	6	

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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).		2022	Ramon Rd.	1 mile	El Cielo Rd.	Sunrise Way		4	6	
Riverside	SAN JACINTO	Local Highway	3AL204	RIV120203	Eagle Rd.	Lake Park Dr/Main St.	IN SAN JACINTO - RAMONA EXP WIDENING PH II: RAMONA EXP WIDENING 2 TO 4 LANES (2 LANES IN EACH DIRECTION) BETWEEN EAGLE RD AND LAKE PARK DR/MAIN ST., INCLUDING LEFT TURN OR LANDSCAPED STRIPED MEDIAN, 5-8 FT OF PAVED SHOULDER, DRAINAGE IMPROVEMENTS AND RELOCATION OF TRAFFIC SIGNAL POLES.		2015	Ramona Exp.	2.6 miles	Eagle Rd.	Lake Park Dr/Main St.		2	4	
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.	X	2021	Redlands Blvd.	10,500 ft.	SR60	Cactus Ave.		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	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.		2019	Theodore St.	6,600 ft.	Alessandro Blvd.	Eucalyptus Ave.		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.		2020	Theodore St.	2,000 ft.	Eucalyptus Ave.	SR60 EB ramps		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.		2020	Theodore St.	2,000 ft.	SR-60 WB ramps	Ironwood Ave.		2	4	
Riverside	PALM SPRINGS	Local Highway	3AL104	RIV120206	N. Indian Canyon Dr.	N. Virginia Rd.	IN EASTERN RIVERSIDE COUNTY IN PALM SPRINGS - WIDENING OF WEST SAN RAFAEL RD: WIDENING OF WEST SAN RAFAEL RD FROM TWO TO FOUR LANES (2 LANES IN EACH DIRECTION) WITH A CONTINUOUS LEFT TURN LANE FROM N. INDIAN CANYON DR. TO N. VIRGINIA RD.		2020	West San Rafael Rd.	1,650 ft.	N. Indian Canyon Dr.	N. Virginia Rd.		2	4	
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 RAMPS (2 LANES), EB & WB LOOP ENTRY RAMPS (2 LANES) & ADD ACC LN 3,800' W/B DIR, WEST OF IC (EA: 45210)	X	2019	I-10/Avenue 50 EB Entry Ramp	1900 ft.	Avenue 50	I-10		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 RAMPS (2 LANES), EB & WB LOOP ENTRY RAMPS (2 LANES) & ADD ACC LN 3,800' W/B DIR, WEST OF IC (EA: 45210)	X	2019	I-10/Avenue 50 EB Exit Ramp	1900 ft.	I-10	Avenue 50		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 RAMPS (2 LANES), EB & WB LOOP ENTRY RAMPS (2 LANES) & ADD ACC LN 3,800' W/B DIR, WEST OF IC (EA: 45210)	X	2019	I-10/Avenue 50 EB Loop Entry Ramp	1500 ft.	Avenue 50	I-10		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 RAMPS (2 LANES), EB & WB LOOP ENTRY RAMPS (2 LANES) & ADD ACC LN 3,800' W/B DIR, WEST OF IC (EA: 45210)	X	2019	I-10/Avenue 50 WB Entry Ramp	2000 ft.	Avenue 50	I-10		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 RAMPS (2 LANES), EB & WB LOOP ENTRY RAMPS (2 LANES) & ADD ACC LN 3,800' W/B DIR, WEST OF IC (EA: 45210)	X	2019	I-10/Avenue 50 WB Exit Ramp	1800 ft.	I-10	Avenue 50		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 RAMPS (2 LANES), EB & WB LOOP ENTRY RAMPS (2 LANES) & ADD ACC LN 3,800' W/B DIR, WEST OF IC (EA: 45210)	X	2019	I-10/Avenue 50 WB Loop Entry Ramp	1500 ft.	Avenue 50	I-10		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 RAMPS (2 LANES), EB & WB LOOP ENTRY RAMPS (2 LANES) & ADD ACC LN 3,800' W/B DIR, WEST OF IC (EA: 45210)	X	2019	Avenue 50	1900'	1100' south of I-10	600' north of I-10		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 RAMPS (2 LANES), EB & WB LOOP ENTRY RAMPS (2 LANES) & ADD ACC LN 3,800' W/B DIR, WEST OF IC (EA: 45210)	X	2019	I-10	3800'	W/O I-10	I-10		0	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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2017	Calimesa Blvd.	650'	Cherry Valley Blvd.	650' N/O Cherry Valley Blvd.		2	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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2017	Cherry Valley Blvd.	1000'	500' E/O Calimesa Blvd.	1,500' E/O Calimesa Blvd.		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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2017	Cherry Valley Blvd.	1000'	EB exit ramp	Approx. 1,000' W/O Roberts Rd.		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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2017	Cherry Valley Blvd.	500'	Calimesa Blvd.	500' E/O Calimesa Blvd.		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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2017	Cherry Valley Blvd.	700'	Calimesa Blvd.	WB exit ramp		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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2017	I-10/Cherry Valley Blvd. EB Entry Ramp	950'	Cherry Valley Blvd.	I-10		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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2017	I-10/Cherry Valley Blvd. EB Exit Ramp	1100'	I-10	Cherry Valley Blvd.		1	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	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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2017	I-10/Cherry Valley Blvd. WB Entry Ramp	1200'	Cherry Valley Blvd.	I-10		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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING (CMAQ PM 2.5 BENEFITS PROJECT).		2017	I-10/Cherry Valley Blvd. WB Exit Ramp	1400'	I-10	Cherry Valley Blvd.		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		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		n/a	1	
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	
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	
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	
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	
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	
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	

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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/Da Vall Dr WB entry ramp	0.25 mi	Da Vall Dr	I-10		n/a	2	
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	
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	
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 RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES	X	2021	Golf Center Pkwy	2407'	Ave 44	s/o Whitewater River 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 RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES	X	2021	I-10/Golf Center Pkwy EB entry ramp	1192'	Golf Center Pkwy	I-10		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 RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES	X	2021	I-10/Golf Center Pkwy EB exit ramp	1215'	I-10	Golf Center Pkwy		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 RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES	X	2021	I-10/Golf Center Pkwy WB entry ramp	1171'	Golf Center Pkwy	I-10		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 RAMPS 1 TO 2 LANES, AND EXTEND RAMPS WITH ACCELERATION/DECELERATION LANES	X	2021	I-10/Golf Center Pkwy WB exit ramp	1027'	I-10	Golf Center Pkwy		1	2	
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 RAMPS TO HOBSON WAY APPROX 3,500" W/O EXISTING RAMPS TO RIVIERA DR/INSPECTION STATION. THE NEW RAMPS 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	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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING.	X	2023	I-10/COUNTY LINE RD EB ENTRY RAMP	800'	COUNTY LINE RD.	I-10		1	1	

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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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING.	X	2023	I-10/COUNTY LINE RD EB EXIT RAMP	1100'	I-10	COUNTY LINE RD.		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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING.	X	2023	I-10/COUNTY LINE RD WB ENTRY RAMP	950'	COUNTY LINE RD.	I-10		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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING.	X	2023	I-10/SINGLETON RD WB EXIT RAMP	950'	I-10	COUNTY LINE RD.		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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING.	X	2023	COUNTY LINE RD.	700'	COUNTY LINE RD.	EB 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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING.	X	2023	COUNTY LINE RD.	400'	EB RAMPS	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 RAMPS 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 RAMPS WITH MINOR RAMP WIDENING.	X	2023	COUNTY LINE RD.	850'	WB RAMPS	300' WEST OF WB RAMPS		3	4	
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	2021	I-10/Jackson St EB entry ramp	620'	Jackson St	I-10		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 RAMPS 1 TO 2 LANES, MODIFY TRAFFIC SIGNALS	X	2021	I-10/Jackson St EB exit ramp	1000'	I-10	Jackson St		1	2	

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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 RAMPS 1 TO 2 LANES, MODIFY TRAFFIC SIGNALS	X	2021	I-10/Jackson St WB entry ramp	650'	Jackson St	I-10		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 RAMPS 1 TO 2 LANES, MODIFY TRAFFIC SIGNALS	X	2021	I-10/Jackson St WB exit ramp	940'	I-10	Jackson St		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 RAMPS 1 TO 2 LANES, MODIFY TRAFFIC SIGNALS	X	2021	Jackson St.	2500'	Showcase	S/O Whitewater River Channel		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	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	

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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	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	
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	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	2021	I-10/Monroe St EB entry ramp	1389'	Monroe St	I-10		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	2021	I-10/Monroe St EB exit ramp	1305'	I-10	Monroe St		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	2021	I-10/Monroe St WB entry ramp	1290'	Monroe St	I-10		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	2021	I-10/Monroe St WB exit ramp	1295'	I-10	Monroe St		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	2021	Monroe St	3000'	Ave 42	s/o Whitewater River Channel		2	6	
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).		2021	I-10/Oak Valley Pkwy EB entry ramp	1340'	Oak Valley Parkway	I-10		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).		2021	I-10/Oak Valley Pkwy EB exit ramp	1855'	I-10	Oak Valley Parkway		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).		2021	I-10/Oak Valley Pkwy EB loop entry ramp	1370'	Oak Valley Parkway	I-10		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).		2021	I-10/Oak Valley Pkwy WB entry ramp	1420'	Oak Valley Parkway	I-10		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).		2021	I-10/Oak Valley Pkwy WB exit ramp	1310'	I-10	Oak Valley Parkway		1	4	

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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).		2021	I-10/Oak Valley Pkwy WB loop entry ramp	1040'	Oak Valley Parkway	I-10		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).		2021	Oak Valley Pkwy	1845'	500' w/o Desert Lawn Dr	just east of Golf Club Dr		2	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	2019	I-10 EB Aux Lanes	2000'	Portola Ave IC entry ramp	Cook St IC exit ramp		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	2019	I-10 EB Aux Lanes	3400'	Monterey Ave IC entry ramp	Portola Ave IC exit ramp		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	2019	I-10 WB	2900'	Cook St IC entry ramp	Just beyond Portola Ave IC exit ramp		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	2019	I-10 WB Aux Lanes	2300'	Cook St IC entry ramp	Portola Ave IC exit ramp		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	2019	I-10 WB Aux Lanes	4700'	Portola Ave IC entry ramp	Monterey Ave IC exit ramp		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	2019	I-10/Portola Ave EB entry ramp	2000'	Portola Ave	I-10		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	2019	I-10/Portola Ave EB exit ramp	1700'	I-10	Portola Ave		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	2019	I-10/Portola Ave WB entry loop ramp	2400'	Portola Ave	I-10		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	2019	I-10/Portola Ave WB entry ramp	1700'	Portola Ave	I-10		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	2019	I-10/Portola Ave WB exit ramp	1900'	I-10	Portola Ave		n/a	3	

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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	2019	Portola Ave	2500'	Dinah Shore Dr	Varner Rd		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	2019	Varner Rd	1000'	East of Portola Ave	West of Portola Ave.		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)		2025	I-10/Singleton Rd EB Entry Ramp	1100'	Singleton Rd	I-10	Widen from 1 lane ramp to 2 lanes at arterial mergine back to 1 lane at mainline incl. HOV	1	2	
Riverside	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)		2025	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 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)		2025	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 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)		2025	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	

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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)		2025	I-10/Singleton Rd WB exit ramp	950'	I-10	Singleton Rd	Widen from 1 lane to 1 lane at mainline expanding to 3 turn lanes at arterial	1	3	
Riverside	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)		2025	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)		2025	Singleton Rd	850'	Calimesa Blvd	New WB Entry Ramp	Add SB extended dedicated right turn lane	0	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	2019	Cajalco Rd	4175'	Temescal Cyn Rd	Bedford Cyn Rd		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	2019	I-15 NB Aux Lanes	2747'	Cajalco Rd NB entry ramp	El Cerrito Rd NB exit ramp		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	2019	I-15 SB Aux Lanes	2600'	El Cerrito Rd SB entry ramp	Cajalco Rd SB exit ramp		n/a	1	

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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	2019	I-15/Cajalco Rd NB Entry Ramp	2250'	Cajalco Rd	I-15		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	2019	I-15/Cajalco Rd NB Exit Ramp	1712'	I-15	Cajalco Rd		2	4	
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	2019	I-15/Cajalco Rd SB Entry Ramp	900'	Cajalco Rd	I-15		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	2019	I-15/Cajalco Rd SB Exit Ramp	1780'	I-15	Cajalco Rd		2	5	
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).		2028	French Valley Pkwy	371 meters	FVP IC SB exit ramp	Jefferson Ave.		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).		2028	French Valley Pkwy	521 meters	Ynez Rd	FVP IC SB exit ramp		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).		2028	I-15 NB Aux Lanes	425 meters	Winchester Rd IC loop entry ramp	Winchester Rd IC NB entry ramp		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).		2028	I-15 NB Aux Lanes	552 meters	CD system at approx I-215 SB Flyover	Murrieta Hot Springs Rd ramps		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).		2028	I-15 SB Aux Lanes	533 meters	Murrieta Hot Springs Rd ramps	CD system at approx I-215 SB Flyover		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).		2028	I-15/French Valley Pkwy NB entry ramp	542 meters	French Valley Pkwy	I-15		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).		2028	I-15/French Valley Pkwy NB exit ramp	431 meters	I-15	French Valley Pkwy		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).		2028	I-15/French Valley Pkwy NB loop entry ramp	516 meters	French Valley Pkwy	I-15		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).		2028	I-15/French Valley Pkwy SB entry ramp	447 meters	French Valley Pkwy	I-15		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).		2028	I-15/French Valley Pkwy SB exit ramp	450 meters	I-15	French Valley Pkwy		1	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).		2028	I-15/French Valley Pkwy SB loop entry ramp	390 meters	French Valley Pkwy	I-15		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).		2028	NB Collector Distributor Lanes	1138 meters	Approx halfway between French Valley Pkwy IC and SB I-215 flyover	SB I-215 flyover		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).		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		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).		2028	NB Collector Distributor Lanes	637 meters	Winchester Rd IC NB entry ramp	n/o French Valley Pkwy IC		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).		2028	NB Collector Distributor Lanes	808 meters	Approx halfway between French Valley Pkwy IC and I-215	New NB I-215 Aux 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).		2028	SB Collector Distributor Lanes	1017 meters	I-215 flyover	Approx halfway between SB I-215 flyover and French Valley Pkwy IC		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).		2028	SB Collector Distributor Lanes	1032 meters	French Valley Pkwy IC SB entry ramp	s/o Winchester Rd IC		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).		2028	SB Collector Distributor Lanes	1065 meters	French Valley Pkwy IC SB exit ramp	Winchester Rd IC SB exit ramp		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).		2028	SB Collector Distributor Lanes	1348 meters	n/o SB I-215 flyover	Approx halfway between SB I-215 flyover and French Valley Pkwy IC		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).		2028	SB Collector Distributor Lanes	776 meters	s/o SB I-215 flyover	Approx halfway between SB I-215 flyover and French Valley Pkwy IC		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).		2028	SB Collector Distributor Lanes	900 meters	s/o Winchester Rd IC	Approx 1/2 mile past Overland Dr OC		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).		2028	SB Collector Distributor Lanes	949 meters	Approx halfway between SB I-215 flyover and French Valley Pkwy IC	French Valley Pkwy IC SB exit ramp		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).		2028	SB I-215 to SB I-15 Connector	776 meters	S/O SB I-215 flyover	Approx. halfway between SB I-215 flyover and French Valley Pkwy IC		2	n/a	
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).		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		0	1	
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	2019	I-15/Murrieta Hot Springs Rd NB loop entry ramp	1300'	Murrieta Hot Springs Rd	I-15		n/a	2	

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Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV071267	RIV071267	SR60 (PM 51.4)	Cajalco Rd. (PM 36.8)	I-15 IN RIVERSIDE COUNTY: CONSTRUCT 4 TOLL EXPR LNS (TEL) (2 TE EA DIR) FROM SR60 (PM 51.4) TO HIDDEN VALLEY PKWY (PM 42.9) AND CONS 2 TE LNS (1 TE EA DIR) FROM HIDDEN VALLEY PKWY (PM 42.9) TO CAJALCO RD (PM 36.8). ADVANCE SIGNAGE WILL BE INSTALLED A THE SOUTH END BETWEEN PM 34.7 TO PM 36.8 (CAJALCO RD) AND AT THE NORTH END BETWEEN PM 51.4 (SR60) TO PM 1.3 IN SAN BERNARDINO COUNTY.	X	2020	I-15	8.5 miles	SR60 (PM 51.4)	Hidden Valley Pkwy (PM 42.9)		n/a	4	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	RIV071267	RIV071267	SR60 (PM 51.4)	Cajalco Rd. (PM 36.8)	I-15 IN RIVERSIDE COUNTY: CONSTRUCT 4 TOLL EXPR LNS (TEL) (2 TE EA DIR) FROM SR60 (PM 51.4) TO HIDDEN VALLEY PKWY (PM 42.9) AND CONS 2 TE LNS (1 TE EA DIR) FROM HIDDEN VALLEY PKWY (PM 42.9) TO CAJALCO RD (PM 36.8). ADVANCE SIGNAGE WILL BE INSTALLED A THE SOUTH END BETWEEN PM 34.7 TO PM 36.8 (CAJALCO RD) AND AT THE NORTH END BETWEEN PM 51.4 (SR60) TO PM 1.3 IN SAN BERNARDINO COUNTY.	X	2020	I-15	6.1 miles	Hidden Valley Pkwy (PM 42.9)	Cajalco Rd. (PM 36.8)		0	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 Exit Ramp	1700'	I-15	Limonite Ave		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		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		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		n/a	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	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	Limonite Ave	1675'	Approx 230' west of NB exit ramp	475' E/O Pats Ranch Rd		4	6	
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	Limonite Ave	1100'	Eastvale Gateway	Approx 230' west of NB exit ramp		4	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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	Railroad Canyon Rd.	.46 miles	Summerhill Dr/Grape St.	Casino Dr/Auto Center Dr.		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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	I-15/Railroad Canyon Rd. NB Exit Ramp	.61 miles	I-15	Railroad Canon Rd.		42372	42372	
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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	I-15/Railroad Canyon Rd. NB Entrance Ramp	.41 miles	Railroad Canyon Rd.	I-15		42401	42430	
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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	I-15/Railroad Canyon Rd. SB Entrance Ramp	.65 miles	I-15	Railroad Canyon Rd.		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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	I-15/Railroad Canyon Rd. SB Exit Ramp	.94 miles	Railroad Canyon Rd.	I-15		42373	42372	
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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	Franklin St.	.50 miles	Auto Center Dr.	Canyon Estates Dr-Camino Del Norte		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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	I-15 NB Auxiliary Lane	.47 miles	Railroad Canyon Rd.	new Franklin St. IC		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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	I-15 SB Aux Lanes	.70 miles	Railroad Canyon Rd.	New Franklin St IC		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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	I-15 NB Aux Lanes	.35 miles	New Franklin St. IC	Main St. IC		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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	I-15 SB Aux Lanes	.30 miles	New Franklin St. IC	Main St. IC		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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	I-15/Franklin St NB Exit Ramp	.27 miles	I-15	New Franklin St.		0	42371	

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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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	I-15/Franklin St. NB Entry Ramp	.26 miles	New Franklin St.	I-15		0	42401	
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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	I-15/Franklin St. SB Entry Ramp	.28 miles	I-15	New Franklin St.		0	42401	
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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	I-15/Franklin St SB Exit Ramp	.27 miles	New Franklin St.	I-15		0	42371	
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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	I-15/SB Entrance Ramp	.32 miles	I-15	Main St.		1	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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	Canyon Estates Dr.	.32 miles	Existing Franklin St.	New Franklin St.		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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	Camino Del Norte	.59 miles	New Franklin St.	Main St.		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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	Auto Center Dr.	.34 miles	Existing Franklin St.	New Franklin St.		2	4	

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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: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F		2027	Auto Center Dr.	.46 miles	New Franklin St.	Flint St/Main St.		0-2	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 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	Central Ave (SR74)	2.25 miles	Collier Ave	Riverside St.		4	8	
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	
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	
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	
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	
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	Cambern Ave		n/a	4	

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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	2017	I-15/SR-79 South NB entry ramp	3574'	SR-79 South	I-15		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	2017	I-15/SR-79 South NB exit ramp	1352'	I-15	SR-79 South		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	2017	I-15/SR-79 South SB entry ramp	2795'	SR-79 South	I-15		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	2017	I-15/SR-79 South SB exit loop ramp	3230'	I-15	SR-79 South		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	2017	I-15/SR-79 South SB exit ramp	1000'	I-15	SR-79 South		1	n/a	
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		2023	Gilman Springs Rd	2500'	Eucalyptus St	Ramps n/o SR-60		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		2023	SR-60 EB Aux Lanes	1200'	1200' w/o Gilman Springs Rd	Gilman Springs Rd		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		2023	SR-60 WB Aux Lanes	2200'	2200' w/o Gilman Springs Rd	Gilman Springs Rd		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		2023	SR-60/Gilman Springs Rd EB Entry Ramp	2000'	Gilman Springs Rd	SR-60		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		2023	SR-60/Gilman Springs Rd EB Exit Ramp	1600'	SR-60	Gilman Springs Rd		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 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		2023	SR-60/Gilman Springs Rd WB Entry Ramp	2100'	Gilman Springs Rd	SR-60		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		2023	SR-60/Gilman Springs Rd WB Exit Ramp	2000'	SR-60	Gilman Springs Rd		1	3	
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).	X	2021	Indian St	.25 miles	150' south of Sunnymead Blvd	Hemlock Ave		2	4	
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	2020	Moreno Beach Dr	2000'	Just beyond WB exit ramps	EB exit ramp/Eucalyptus Ave		2	6	
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	2020	SR-60 WB Aux Lanes	1500'	Moreno Beach Drive	1325' 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 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	2020	SR-60/Moreno Beach Dr WB Entry Ramp	1200'	Moreno Beach Dr	SR-60		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 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	2020	SR-60/Moreno Beach Dr WB Exit Ramp	1700'	SR-60	Moreno Beach Dr		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 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	2020	SR-60/Moreno Beach Dr WB Loop Entry Ramp	1100'	Moreno Beach Dr	SR-60		1	2	

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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		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		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		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		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		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		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		n/a	2	

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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 Entry Ramp	2550'	Potrero Blvd	SR-60		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 WB Exit Ramp	2100'	SR-60	Potrero Blvd		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		2023	Redlands Blvd	2300'	Spruce Ave	Fir Ave		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		2023	SR-60 EB Aux Lanes	1000'	1000' w/o Redlands Blvd	Redlands Blvd		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		2023	SR-60 EB Aux Lanes	1700'	1700' e/o Redlands Blvd	Redlands Blvd		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		2023	SR-60 WB Aux Lanes	1000'	1000' w/o Redlands Blvd	Redlands Blvd		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		2023	SR-60 WB Aux Lanes	1700'	1700' e/o Redlands Blvd	Redlands Blvd		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		2023	SR-60/Redlands Blvd EB Entry Ramp	1750'	Redlands Blvd	SR-60		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		2023	SR-60/Redlands Blvd EB Exit Ramp	1550'	SR-60	Redlands Blvd		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		2023	SR-60/Redlands Blvd WB Entry Ramp	1400'	Redlands Blvd	SR-60		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		2023	SR-60/Redlands Blvd WB Exit Ramp	1600'	SR-60	Redlands Blvd		1	3	
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.		2020	SR-60	2.5 Miles	Redlands Blvd.	Gilman Springs Rd.		2	3	
Riverside	CALTRANS	State Highway	3TK04MA13	RIV120201	Near Gilman Springs Rd	west of Jct I-10/SR60	ON SR-60 NEAR BEAUMONT: CONSTRUCT NEW EASTBOUND AND WESTBOUND TRUCK LANES FROM GILMAN SPRINGS RD TO 1.47 MILES WEST OF JACK RABBIT TRAIL AND UPGRADE EXISTING INSIDE AND OUTSIDE SHOULDERS TO STANDARD WIDTHS (10-FT INSIDE SHOULDER AND 10-FT OUTSIDE SHOULDER) (EA: 0N69U) - CMAQ PM2.5 BENEFITS PROJECT. $802.9 TC WILL BE UTILIZED FOR CMAQ ENG IN FY 14/15.		2020	SR-60	4.4 mi	Gilman Springs Rd	1.47 mi w/o Jack Rabbit Tr		4	6	
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FROM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FROM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FROM 1-2 LNS AT EXIT AND 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART AND 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 (EA	X	2020	SR-60 EB Aux Lanes	1400'	1400' e/o Theodore St	Theodore St		n/a	1	
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FROM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FROM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FROM 1-2 LNS AT EXIT AND 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART AND 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 (EA	X	2020	SR-60 EB Aux Lanes	2500'	2500' w/o Theodore St	Theodore St		n/a	1	
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FROM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FROM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FROM 1-2 LNS AT EXIT AND 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART AND 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 (EA	X	2020	SR-60 WB Aux Lanes	2300'	2300' w/o Theodore St	Theodore St		n/a	1	

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Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FROM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FROM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FROM 1-2 LNS AT EXIT AND 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART AND 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 (EA	X	2020	SR-60 WB Aux Lanes	1700'	1700' e/o Theodore St	Theodore St		n/a	1	
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FROM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FROM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FROM 1-2 LNS AT EXIT AND 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART AND 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 (EA	X	2020	SR-60/Theodore St EB Entry Ramp	1800'	Theodore St	SR-60		1	2	
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FROM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FROM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FROM 1-2 LNS AT EXIT AND 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART AND 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 (EA	X	2020	SR-60/Theodore St EB Exit Ramp	2000'	SR-60	Theodore St		1	3	
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FROM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FROM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FROM 1-2 LNS AT EXIT AND 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART AND 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 (EA	X	2020	SR-60/Theodore St EB Loop Entry Ramp	2000'	Theodore St	SR-60		n/a	2	
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FROM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FROM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FROM 1-2 LNS AT EXIT AND 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART AND 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 (EA	X	2020	SR-60/Theodore St WB Entry Ramp	2700'	Theodore St	SR-60		1	3	
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FROM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FROM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FROM 1-2 LNS AT EXIT AND 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART AND 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 (EA	X	2020	SR-60/Theodore St WB Exit Ramp	2000'	SR-60	Theodore St		1	3	
Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FROM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FROM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FROM 1-2 LNS AT EXIT AND 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART AND 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 (EA	X	2020	Theodore St	2800'	600' N/O DRACAEA	EB RAMPS		2	6	

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Riverside	MORENO VALLEY	State Highway	3M0801	RIV080904	at SR-60		AT SR-60/THEODORE ST IC: WIDEN OC FROM 2 TO 4/6 THRU LNS; WIDEN WB EXIT/ENTRY RAMPS FROM 1-2 LNS AT EXIT/ENTRY, 3 LNS AT ART. W/ HOV AT ENTRY; WIDEN EB EXIT RAMP FROM 1-2 LNS AT EXIT AND 3 LNS AT ART.; WIDEN EB ENTRY RAMP FROM 1-2 LNS W/HOV; ADD EB LOOP ENTRY WITH 2 LNS AT ART AND 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 (EA	X	2020	Theodore St.	1900'	EB RAMPS	800' S/O IRONWOOD		2	4	
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	
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).		2020	SR-74	4.67 miles	WEST OF I-15	ORTEGA MOUNTAINS (SR-74)		2	6	
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	COACHELLA	State Highway	RIV061159	RIV061159	E/O Coachella Stormwater Channel Bridge	E/O Tyler	AT SR86S/AVENUE 50: WIDEN AND CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: EXTENDED RAMP ACCELERATION/DECELERATION LANES, RELOCATE/REALIGN AVE 50 AND TYLER ST, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (SAFETEA LU 1702, CA583, #2543) (EA: 0C970)	X	2019	Ave 50	1500 ft.	E/O Coachella Storm Water Channel	east of Tyler St		2	6	
Riverside	COACHELLA	State Highway	RIV061159	RIV061159	E/O Coachella Stormwater Channel Bridge	E/O Tyler	AT SR86S/AVENUE 50: WIDEN AND CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: EXTENDED RAMP ACCELERATION/DECELERATION LANES, RELOCATE/REALIGN AVE 50 AND TYLER ST, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (SAFETEA LU 1702, CA583, #2543) (EA: 0C970)	X	2019	SR-86S/Ave 50 Entry and Exit Ramps	2640 ft.	0.5 mi	ramp		n/a	1	
Riverside	COACHELLA	State Highway	RIV061159	RIV061159	E/O Coachella Stormwater Channel Bridge	E/O Tyler	AT SR86S/AVENUE 50: WIDEN AND CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: EXTENDED RAMP ACCELERATION/DECELERATION LANES, RELOCATE/REALIGN AVE 50 AND TYLER ST, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (SAFETEA LU 1702, CA583, #2543) (EA: 0C970)	X	2019	SR-86S/Ave 50 NB Entry Ramp	1680 ft.	Ave 50	SR-86S		n/a	2	

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Riverside	COACHELLA	State Highway	RIV061159	RIV061159	E/O Coachella Stormwater Channel Bridge	E/O Tyler	AT SR86S/AVENUE 50: WIDEN AND CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: EXTENDED RAMP ACCELERATION/DECELERATION LANES, RELOCATE/REALIGN AVE 50 AND TYLER ST, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (SAFETEA LU 1702, CA583, #2543) (EA: 0C970)	X	2019	SR-86S/Ave 50 NB Exit Ramp	1440 ft.	SR-86S	Ave 50		n/a	2	
Riverside	COACHELLA	State Highway	RIV061159	RIV061159	E/O Coachella Stormwater Channel Bridge	E/O Tyler	AT SR86S/AVENUE 50: WIDEN AND CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: EXTENDED RAMP ACCELERATION/DECELERATION LANES, RELOCATE/REALIGN AVE 50 AND TYLER ST, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (SAFETEA LU 1702, CA583, #2543) (EA: 0C970)	X	2019	SR-86S/Ave 50 SB Entry Ramp	2280 ft.	Ave 50	SR-86S		n/a	2	
Riverside	COACHELLA	State Highway	RIV061159	RIV061159	E/O Coachella Stormwater Channel Bridge	E/O Tyler	AT SR86S/AVENUE 50: WIDEN AND CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: EXTENDED RAMP ACCELERATION/DECELERATION LANES, RELOCATE/REALIGN AVE 50 AND TYLER ST, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (SAFETEA LU 1702, CA583, #2543) (EA: 0C970)	X	2019	SR-86S/Ave 50 SB Exit Ramp	1260 ft.	SR-86S	Ave 50		n/a	2	
Riverside	COACHELLA	State Highway	3M0717	RIV071274	Coachella Storm Drain	E/O Tyler St.	AT SR86S/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	
Riverside	COACHELLA	State Highway	3M0717	RIV071274	Coachella Storm Drain	E/O Tyler St.	AT SR86S/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	
Riverside	COACHELLA	State Highway	3M0717	RIV071274	Coachella Storm Drain	E/O Tyler St.	AT SR86S/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	
Riverside	COACHELLA	State Highway	3M0717	RIV071274	Coachella Storm Drain	E/O Tyler St.	AT SR86S/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	

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Riverside	COACHELLA	State Highway	3M0717	RIV071274	Coachella Storm Drain	E/O Tyler St.	AT SR86S/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	
Riverside	COACHELLA	State Highway	3M0717	RIV071274	Coachella Storm Drain	E/O Tyler St.	AT SR86S/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	
Riverside	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	State Highway	30M0701	RIV071250	SR241	Pierce St	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).	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-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).	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-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).	X	2017	NB Main St	285'	WB SR-91 Exit Ramp	Grand Blvd		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-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).	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-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).	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-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).	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-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).	X	2017	SB Main St	960'	WB SR-91 Entry Ramp	4th St		2	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-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).	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-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).	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-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).	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-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).	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-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).	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-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).	X	2017	SR-91	2.2 miles	Orange County Line	Green River Road 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-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).	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-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).	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-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).	X	2017	SR-91	4.8 miles	SR-71	I-15 IC		0/1	2-Jan	

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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-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).	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-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).	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-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).	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-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).	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-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).	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-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).	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-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).	X	2017	SR-91/Lincoln Ave/D St - EB Exit Ramp	975'	EB SR-91	D St		1	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-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).	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-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).	X	2017	SR-91/Main St IC - WB Entry Ramp	1740'	Main St	WB SR-91		2	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-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).	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-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).	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-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).	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-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).	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-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).	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-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).	X	2017	SR-91/Serfas Club Dr IC - WB Exit Ramp	2575'	WB SR-91	Serfas Club Dr		2	3	
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 FLY-OVER CONNECTOR, AND RECONSTRUCT THE GREEN RIVER ROAD EB ON-RAMP (EA: 0F541) ($1,501/$639/$200 TOLL CREDITS WILL BE USED IN PS&E TO MATCH DEMO-SAFETEALU/DEMO-TEA21/STP, RESPECTIVELY. $159 TOLL CREDITS WILL BE USED IN R/W TO MATCH DEMO-SAFETEALU.)		2023	SR-91/SR-71/Green River Road	4050'	Green River Rd	EB 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 FLY-OVER CONNECTOR, AND RECONSTRUCT THE GREEN RIVER ROAD EB ON-RAMP (EA: 0F541) ($1,501/$639/$200 TOLL CREDITS WILL BE USED IN PS&E TO MATCH DEMO-SAFETEALU/DEMO-TEA21/STP, RESPECTIVELY. $159 TOLL CREDITS WILL BE USED IN R/W TO MATCH DEMO-SAFETEALU.)		2023	SR-91/SR-71/Green River Road	830'	Green River Rd EB On-Ramp	SR-71 NB Direct Connector		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 FLY-OVER CONNECTOR, AND RECONSTRUCT THE GREEN RIVER ROAD EB ON-RAMP (EA: 0F541) ($1,501/$639/$200 TOLL CREDITS WILL BE USED IN PS&E TO MATCH DEMO-SAFETEALU/DEMO-TEA21/STP, RESPECTIVELY. $159 TOLL CREDITS WILL BE USED IN R/W TO MATCH DEMO-SAFETEALU.)		2023	SR-91/SR-71	5700'	EB SR-91	NB SR-71		1	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	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 (EA: 0Q670).		2025	I-215 OC	1 mile	START OF THE BRIDGE (OC)	END OF THE BRIDGE (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 (EA: 0Q670).		2025	NB ENTRY RAMP	1200'	Nuevo	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 (EA: 0Q670).		2025	I-215	1200'	SB ENTRY RAMP	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 RAMPS 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 RAMPS 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 RAMPS 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 RAMPS 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	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.		2022	Ethanac Rd	2400'	1200' e/o I-215 CL	1200' w/o I-215 CL		2	4	

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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).	X	2019	Matthews Rd	0.3 mi	Case Rd	SB ramps		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).	X	2019	Matthews Rd	0.4 mi	SB Ramps	Trumble Rd		3	4	
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 RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)		2019	Cactus Ave EB	2650'	Approx 300' west of BNSF RR	1300' east of Veterans Way		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 1&2 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR), WIDEN RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)		2019	Cactus Ave WB	2350'	Commerce St	Approx 600' west of BNSF RR		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 1&2 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR), WIDEN RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)		2019	I-215 NB Aux Lane	2230'	Cactus Ave NB loop entry ramp	Existing aux lane at Cactus Ave NB 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 1&2 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR), WIDEN RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)		2019	I-215/Cactus Ave NB Entry Ramp	1600'	Cactus Ave	I-215		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 RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)		2019	I-215/Cactus Ave NB Exit Ramp	600'	I-215	Cactus Ave		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 RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)		2019	I-215/Cactus Ave NB Exit Ramp Extension on Cactus	3900'	I-215	2,300' east of Elsworth St		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 RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)		2019	I-215/Cactus Ave NB Loop Entry Ramp	1250'	Cactus Ave	I-215		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 RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)		2019	I-215/Cactus Ave SB Entry Ramp	1800'	Cactus Ave	I-215		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 RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)		2019	I-215/Cactus Ave SB Exit Loop Ramp	2000'	I-215	Cactus Ave		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 RAMPS 1 TO 2&3 LNS (ENTRY RAMPS INCL HOV), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RT-TURN LNS (EA0E760)		2019	I-215/Cactus Ave SB Exit Ramp	1100'	I-215	Cactus Ave		1	2	

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Riverside	MENIFEE	State Highway	REG0701	RIV151219	Haun	Hanover	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: CONSTRUCT NEW HOLLAND AVE 4-LANE OC (2 LNS IN EA DIR) OVER I-215 AND ANTELOPE RD. PROJECT INCLUDES REALIGNMENT OF WILLOWOOD WAY, RESTRIPING OF HANOVER LANE AND ALBION LANE, AND CONSTRUCTION OF AN ACCESS ROAD FOR BUSINESS ON THE WEST SIDE OF I-215 (EA 1F980).	X	2017	I-215 OC at Holland Rd.	328'	Haun Rd.	Hanover Ln.		0	4	
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 OFF-RAMP: 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).		2024	I-215	7000'	One and one-half miles north of Murrieta Hot Springs Rd	French Valley Parkway off-ramp		2	3	
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 OFF-RAMP: 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).		2024	I-215	4800'	Murrieta Hot Springs SB entrance ramp	one half mile S/O French Valley Pkwy off-ramp		0	1	
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	
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	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).		2020	I-215/McCall Blvd. NB Entry Ramp	1600'	McCall Blvd.	I-215		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).		2020	I-215/McCall Blvd. SB Entry Ramp	1600'	McCall Blvd.	I-215		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).		2020	McCall Blvd.	200'	Bradley Rd.	SB Entry Ramp0		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).		2020	McCall Blvd.	180'	Encanto Dr.	NB Entry Ramp		0	1	

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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).		2020	McCall Blvd.	250'	SB Entry Ramp	NB Entry 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).		2020	McCall Blvd.	250'	NB Entry Ramp	SB Entry 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).		2020	McCall Blvd.	130'	Sun City Blvd.	Bradley R.		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).		2020	McCall Blvd.	300'	Bradley Rd.	SB Entry 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).		2020	McCall Blvd.	120'	Sun City Blvd.	Bradley Rd.		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).		2020	Bradley Rd.	150'	Cherry Hills Blvd.	McCall Blvd.		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).		2020	McCall Blvd.	175'	NB Entry Ramp	Encanto Dr.		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).		2020	McCall Blvd.	150'	Sherman Rd.	Encanto Dr.		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).		2020	Encanto Dr.	100'	Shadel Rd.	McCall Blvd.		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).		2020	McCall Blvd.	3100'	Sun City Blvd.	Encanto Dr.		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).		2020	I-215/McCall Blvd. NB exit ramp	300'	I-215	McCall Blvd.		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).		2020	I-215/McCall Blvd. SB Exit Ramp	300'	I-215	McCall Blvd.		1	2	
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 RAMPS, 2-LN NB/SB ON-RAMPS W/HOV, SWs, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2019	Keller Rd	3000'	1500' e/o I-215 CL	1500' w/e I-215 CL		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 RAMPS, 2-LN NB/SB ON-RAMPS W/HOV, SWs, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2019	I-215/Keller Rd NB Entry Ramp	1500'	Keller Rd	I-215		0	2	
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 RAMPS, 2-LN NB/SB ON-RAMPS W/HOV, SWs, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2019	I-215/Keller Rd SB Entry Ramp	1700'	Keller Rd	I-215		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 RAMPS, 2-LN NB/SB ON-RAMPS W/HOV, SWs, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2019	I-215/Keller Rd NB Exit Ramp	1600'	I-215	Keller Rd		0	3	
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 RAMPS, 2-LN NB/SB ON-RAMPS W/HOV, SWs, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2019	I-215/Keller Rd SB Exit Ramp	1500'	I-215	Keller Rd		0	3	
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 RAMPS, 2-LN NB/SB ON-RAMPS W/HOV, SWs, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2019	I-215 SB Aux Lane	2400'	Scott Rd. SB entry ramp	Keller Rd SB exit ramp		0	1	
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 RAMPS, 2-LN NB/SB ON-RAMPS W/HOV, SWs, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2019	I-215 NB Aux Lane	2400'	Keller Rd SB entry ramp	Scott Rd. NB entry ramp		0	1	
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 RAMPS, 2-LN NB/SB ON-RAMPS W/HOV, SWs, AND TWO 2-LN TRAFFIC CIRCLES AT THE RAMP TERMINI, AND REALIGN ANTELOPE RD APPROX 1/4 MI EAST.	X	2019	I-215/Keller Rd NB Loop entry ramp	1400'	Keller Rd.	I-215		0	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 RAMPS (3 LANES), RECONFIGURE NB & SB ENTRY RAMPS TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMPS (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	
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 RAMPS (3 LANES), RECONFIGURE NB & SB ENTRY RAMPS TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMPS (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	

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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 RAMPS (3 LANES), RECONFIGURE NB & SB ENTRY RAMPS TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMPS (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 RAMPS (3 LANES), RECONFIGURE NB & SB ENTRY RAMPS TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMPS (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 RAMPS (3 LANES), RECONFIGURE NB & SB ENTRY RAMPS TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMPS (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 RAMPS (3 LANES), RECONFIGURE NB & SB ENTRY RAMPS TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMPS (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 RAMPS (3 LANES), RECONFIGURE NB & SB ENTRY RAMPS TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMPS (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 RAMPS (3 LANES), RECONFIGURE NB & SB ENTRY RAMPS TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMPS (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	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	I-215/Scott Rd NB Entry Ramp	1640' ramp only + 1,000 single aux. ln	Scott Rd	I-215		1	3	

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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: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	I-215/Scott Rd NB Exit Loop Ramp	2825' loop ramp only + 1,750 single aux ln	I-215	Scott Rd		n/a	2	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	I-215/Scott Rd NB Exit Ramp	1071'	I-215	Scott Rd		1	2	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	I-215/Scott Rd SB Entry Loop Ramp	1800'	Scott Rd	I-215		n/a	3	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	I-215/Scott Rd SB Entry Ramp	1360'	Scott Rd	I-215		1	2	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	I-215/Scott Rd SB Exit Ramp	1450'	I-215	Scott Rd		2	4	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	Antelope Rd - NB	233'	South of Scott Road	Scott Rd.		1	2	

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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: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	Antelope Rd. - NB	667'	Scott Rd.	North of Scott Rd.		1	2	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	Antelope Rd. - SB	1066'	Scott Rd.	North of Scott Rd.		1	2	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	Scott Rd - WB	380'	380' E/O Antelope Rd.	Antelope Rd.		2	4	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	Scott Rd. - EB	355'	Antelope Rd.	355' east of Antelope Rd.		2	3	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	Scott Rd. - WB	356'	Antelope Rd.	I-215 NB ramp		1	3	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	Scott Rd. - EB	420'	I-215 NB ramp	Antelope Rd.		2	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	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	Scott Rd. - WB	691'	I-215 NB ramp	I-215 SB ramp		1	3	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	Scott Rd. - EB	724'	I-215 SB ramp	I-215 NB ramp		1	4	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	Scott Rd. - WB	715'	I-215 SB ramp	Haun Rd.		1	2	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	Scott Rd. - EB	755'	Haun Rd.	I-215 SB ramp		1	4	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	Scott Rd. - WB	152'	Haun Rd.	152' west off Haun		1	2	
Riverside	RIVERSIDE COUNTY	State Highway	RIV011232	RIV011232	Haun Rd/Zeiders Rd	E/O Antelope Rd	AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	X	2019	Scott Rd. - EB	176'	176' west of Haun Rd.	Haun Rd.		1	3	
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								

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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)	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 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	Redlands Blvd.	Gilman Spring	Widen from 2 to 3 lanes in each dire	2	3	
Riverside	RIVERSIDE TRANSIT AGENCY	Transit	7120008	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.		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	7120008	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.		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)

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Riverside	SUNLINE TRANSIT AGENCY	Transit	3TL504	RIV130505			IN THE COACHELLA VALLEY FOR SUNLINE TRANSIT AGENCY - JOB ACCESS & REVERSE COMMUTE PROJECT: REALIGNMENT AND EXPANSION OF SERVICE FROM INDIO TO COACHELLA, MECCA AND THE NORTH SHORE, CONNECTING COMMUTERS TO OTHER EASTERN RIVERSIDE COUNTY COMMUNITIES (FTA 5316 FY 12).	X	2015								
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. (CMAQ - $1,536K)	X	2020								

SAN BERNARDINO COUNTY

Modeled Projects

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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	HIGHLAND	Local Highway	4A07308	20082402			WIDEN BASE LINE BETWEEN CHURCH AVE. BUCKEYE ST. FROM 4-6 LANES (Eastern limits along Base Line are; WB: @ Buckeye St. EB: 120 FT east of Buckeye St. These Eastern limits match western limits of SANBAG Mainline project 201186.)		2020	BASELINE	ABOUT 0.07 MILES	CHURCH	BUCKEYE ST.		4	6	
San Bernardino	HIGHLAND	Local Highway	4120141	201153			WIDEN 5TH ST FROM CITY CRK TO SR210; RESTRIPE 5TH ST FROM 4-6LNS BTW CHURCH AVE & SR210; WIDEN AND RESTRIPE 210 UNDERCROSSING 4-5LNS BTW RAMPS AND ADDITIONAL TURN LN.		2019	SR 210	ABOUT 150 FEET	ABOUT 0.36 MILES SOUTH OF 5TH STREET ALONG SR 210	ABOUT 0.38 MILES SOUTH OF 5TH STREET ALONG SR 210		2	3	
San Bernardino	HIGHLAND	Local Highway	4120141	201153			WIDEN 5TH ST FROM CITY CRK TO SR210; RESTRIPE 5TH ST FROM 4-6LNS BTW CHURCH AVE & SR210; WIDEN AND RESTRIPE 210 UNDERCROSSING 4-5LNS BTW RAMPS AND ADDITIONAL TURN LN.		2019	5TH ST	N/A	CHURCH AVE	SR 210		4	6	
San Bernardino	HIGHLAND	Local Highway	4120141	201153			WIDEN 5TH ST FROM CITY CRK TO SR210; RESTRIPE 5TH ST FROM 4-6LNS BTW CHURCH AVE & SR210; WIDEN AND RESTRIPE 210 UNDERCROSSING 4-5LNS BTW RAMPS AND ADDITIONAL TURN LN.		2019	5TH ST	N/A	210 WEST SIDE RAMPS	210 EAST SIDE RAMPS		4	5	
San Bernardino	HIGHLAND	Local Highway	4120141	201153			WIDEN 5TH ST FROM CITY CRK TO SR210; RESTRIPE 5TH ST FROM 4-6LNS BTW CHURCH AVE & SR210; WIDEN AND RESTRIPE 210 UNDERCROSSING 4-5LNS BTW RAMPS AND ADDITIONAL TURN LN.		2019	SB SR210 ON-RAMP	0.6 MILES	START OF ON-RAMP	375 FT MERGE TO SINGLE ON-RAMP CONTINUES TO MERGE WITH MAINLINE		1	2	
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)		2020	GREENSPOT RD.	2.2 MILES	SANTA PAULA	2,600' S/O SANTA ANA RIVER		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		2020	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		2020	TIPPECANOE	0.3 MILES	3RD STREET	5TH STREET		2	4	
San Bernardino	HIGHLAND	Local Highway	4A01368	201183			5TH ST FROM TIPPECANOE AVENUE TO DEL ROSA DR.-WIDEN FROM 2-4 LANES		2020	5TH STREET	2 MILES	TIPPECANOE AVENUE	VICTORIA AVENUE		2	4	
San Bernardino	APPLE VALLEY	Local Highway	200049	200049			MOJAVE RIVER BRIDGE CROSSING FROM TERMINUS OF YUCCA LOMA RD TO TERMINUS OF GREEN TREE BLVD – INCLUDES WIDENING YATES RD. 2-4 LANES FROM .24 MILE NORTH OF CHINQUAPIN TO .02 MILES SOUTH OF FORTUNA (1.5 MILES) - PRE. ENVIRONMENTAL REVIEW FOR CONSTRUCTION OF NEW 4 LANE BRIDGE-INCLUDES A BRIDGE OVER THE BNSF RR TO HESPERIA ROAD	X	2016	MOJAVE RIVER BRIDGE CROSSING	n/a	TERMINUS OF YUCCA LOMA RD	TERMINUS OF GREEN TREE BLVD		0	4	
San Bernardino	APPLE VALLEY	Local Highway	200049	200049			MOJAVE RIVER BRIDGE CROSSING FROM TERMINUS OF YUCCA LOMA RD TO TERMINUS OF GREEN TREE BLVD – INCLUDES WIDENING YATES RD. 2-4 LANES FROM .24 MILE NORTH OF CHINQUAPIN TO .02 MILES SOUTH OF FORTUNA (1.5 MILES) - PRE. ENVIRONMENTAL REVIEW FOR CONSTRUCTION OF NEW 4 LANE BRIDGE-INCLUDES A BRIDGE OVER THE BNSF RR TO HESPERIA ROAD	X	2016	YATES ROAD	1.5 MILES	0.24 MILES NORTH OF CHINQUAPIN	0.2 MILES SOUTH OF FORTUNA		2	4	
San Bernardino	APPLE VALLEY	Local Highway	REG0703	20150003			IN APPLE VALLEY: YUCCA LOMA ROAD FROM WESTERN TERMINIS OF YUCCA LOMA ROAD TO APPLE VALLEY ROAD; WIDEN 2-4 LANES. (Includes AV SRTS ATP Cycle 1 project 0540)		2017	YUCCA LOMA ROAD	ABOUT 0.5 MILES	WESTERN TERMINIS OF YUCCA LOMA ROAD	APPLE VALLEY ROAD		2	4	
San Bernardino	APPLE VALLEY	Local Highway	SBD55011	SBD55011			YUCCA LOMA RD. FROM APPLE VALLEY RD. TO NAVAJO RD. WIDEN EXISTING 2 LANE RD. TO 4 LANE RD. (2 LANES IN EACH DIRECTION) (3 MILES)		2018	YUCCA LOMA RD	n/a	APPLE VALLEY RD	NAVAJO RD		2	4	
San Bernardino	CHINO	Local Highway	200202	200202			IN CHINO - ON CHINO AVENUE FROM MONTE VISTA TO SIXTH STREET-WIDEN EXISTING 2 LANES TO 4 LANES AND INSTALL SIGNAL AT INTERSECTION OF CHINO AVE. AND MONTE VISTA		2021	CHINO AVENUE	n/a	SIXTH STREET	MONTE VISTA		2	4	

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San Bernardino	CHINO	Local Highway	200207	200207			IN CHINO - ON PINE AVE EXTENSION FROM SR 71 TO EUCLID IN THE CITY OF CHINO - WIDEN BRIDGE FROM 2-4 LANES		2021	PINE AVE	n/a	SR 71	EUCLID		2	4	
San Bernardino	CHINO	Local Highway	SBD031118	SBD031118			EDISON AVENUE RAMONA TO CENTRAL WIDEN FROM 4 LANES TO 6 LANES & REHABILITATION (SPOT WIDENING)		2021	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	X	2021	RIVERSIDE AVE	n/a	AT SAN ANTONIO FLOOD CONTROL	AT SAN ANTOINIO FLOOD CONTROL		4	6	
San Bernardino	CHINO HILLS	Local Highway	200401	200401			FAIRFIELD RANCH RD: CONSTRUCT BOX CULVERT (approx. 0.40 miles south of Stanfield Ct.) TO RE-OPEN 0.76 MILES OF FAIRFIELD RANCH RD AT CURRENT CLOSURE SOUTH TO PINE AVE. CONSTRUCT RD IMPROVEMENTS AND ADD MARKED BIKE LANES IN BOTH DIRECTIONS.		2017	FAIRFIELD RANCH ROAD	ABOUT 0.76 MILES	ABOUT 0.40 MILES SOUTH OF STANFIELD CT (CURRENT NORTHERN ROAD CLOSURE)	PINE AVE		n/a	2	
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	2015	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	2015	EUCALYPTUS	n/a	PEYTON DR	CHINO HILLS COMMUNITY PARK		n/a	2	
San Bernardino	COLTON	Local Highway	200064	200064			WASHINGTON ST FROM RECHE CANYON TO HUNTS LN - ELIMINATE BOTTLENECK BY ADDING NB TURN POCKET AT RECHE CANYON RD. (EXCLUSIVE LEFT AND RIGHT) THROUGH RESTRIPING AND WIDENING WITHIN R/W; MODIFY TRAFFIC SIGNALS	X	2015	WASHINGTON STREET	800 FT.	RECHE CANYON ROAD	HUNTS LANE		4	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	COLTON	Local Highway	4A07106	201157			WASHINGTON ST. FROM 0.90 MILES WEST OF MT. VERNON AVE TO LA CADENA CONSTRUCT NEW 4 LANE ROADWAY (PA&ED ONLY)		2019	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 MANSA FROM RIALTO CHANNEL TO RANCHO AVE. 2-4 LANE WIDENING		2017	AGUA MANSA	1.30 MILES	RIALTO CHANNEL	RANCHO AVE.		2	4	
San Bernardino	FONTANA	Local Highway	4A04087	201107			CHERRY AVENUE FROM SOUTH HIGHLAND TO I-15 WIDEN (2-6 LANES)		2020	CHERRY AVENUE	n/a	SOUTH HIGHLAND	I-15		2	6	
San Bernardino	FONTANA	Local Highway	4A04084	201139			CASA GRANDE AVENUE FROM LYTLE CREEK ROAD TO MANGO AVENUE CONSTRUCT 4 LANES		2021	CASA GRANDE AVENUE	n/a	LYTLE CREEK ROAD	MANGO AVENUE		n/a	4	
San Bernardino	FONTANA	Local Highway	4A01093	201140			CITRUS AVENUE FROM SUMMIT AVENUE TO I-15 WIDEN FROM 2 TO 4 LANES		2021	CITRUS AVENUE	n/a	SUMMIT AVENUE	I-15		2	4	
San Bernardino	FONTANA	Local Highway	REG0701	201141			CYPRESS AVENUE FROM SLOVER TO JURUPA AVENUE WIDEN FROM 2-4 LANES	X	2018	CYPRESS AVENUE	n/a	SLOVER AVENUE	JURUPA AVENUE		2	4	
San Bernardino	FONTANA	Local Highway	4A1005	201142			CYPRESS AVENUE FROM DUNCAN CANYON ROAD TO FRONTAGE ROAD (I-15)-CONSTRUCT NEW 2 LANE ROAD		2021	CYPRESS AVENUE	n/a	DUNCAN CANYON	FRONTAGE ROAD (I-15)		n/a	2	
San Bernardino	FONTANA	Local Highway	4A01099	201143			DUNCAN CANYON ROAD FROM CITRUS AVENUE TO SIERRA AVENUE CONSTRUCT 4 LANES.		2020	DUNCAN CANYON RD	n/a	CITRUS AVE	SIERRA AVE.		n/a	4	
San Bernardino	FONTANA	Local Highway	4A04108	201144			JURUPA AVENUE FROM TAMARIND AVENUE TO ALDER AVENUE WIDEN FROM 2 TO 4 LANES		2020	JURUPA AVENUE	n/a	TAMARIND AVENUE	ALDER AVENUE		2	4	
San Bernardino	FONTANA	Local Highway	4A04127	201146			SIERRA LAKES PARKWAY FROM BEECH AVENUE TO CITRUS AVENUE WIDEN FROM 2 TO 4 LANES.	X	2019	SIERRA LAKES PARKWAY	n/a	BEECH AVENUE	CITRUS AVENUE		2	4	
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	2020	SLOVER AVENUE	n/a	ETIWANDA AVENUE	800 FT. EAST OF ETIWANDA AVENUE		2	4	
San Bernardino	FONTANA	Local Highway	4A07056	201148			SOUTH HIGHLAND AVENUE FROM CHERRY AVENUE TO CITRUS AVENUE WIDEN FROM 2 TO 4 LANES		2020	SOUTH HIGHLAND AVENUE	n/a	CHERRY AVENUE	CITRUS AVENUE		2	4	

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San Bernardino	FONTANA	Local Highway	4A07273	201149			VALLEY BOULEVARD FROM CHERRY AVENUE TO BEECH AVENUE WIDEN FROM 4-6 LANES		2021	VALLEY BOULEVARD	n/a	CHERRY AVENUE	BEECH AVENUE		4	6	
San Bernardino	FONTANA	Local Highway	4A07274	201162			VALLEY BOULEVARD FROM BEECH AVENUE TO CITRUS AVENUE WIDEN FROM 4-6 LANES		2021	VALLEY BOULEVARD	n/a	BEECH AVENUE	CITRUS AVENUE		4	6	
San Bernardino	FONTANA	Local Highway	4A1007	201163			VALLEY BOULEVARD FROM CITRUS AVENUE TO SIERRA AVENUE WIDEN FROM 4-6 LANES		2021	VALLEY BOULEVARD	n/a	CITRUS AVENUE	SIERRA AVENUE		4	6	
San Bernardino	FONTANA	Local Highway	4A07140	201164			VALLEY BOULEVARD FROM SIERRA AVENUE TO ALDER AVENUE WIDEN FROM 4-6 LANES		2021	VALLEY BOULEVARD	n/a	SIERRA AVENUE	ALDER AVENUE		4	6	
San Bernardino	FONTANA	Local Highway	4A1006	201166			DUNCAN CANYON ROAD FROM I-15 TO CITRUS AVENUE-WIDEN FROM 2-4 LANES		2019	DUNCAN CANYON ROAD	n/a	I-15	CITRUS AVENUE		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)		2020	CITRUS AVE	ABOUT 1 MILE	JURUPA	SLOVER		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)		2020	CITRUS AVE	N/A	@ SLOVER INTERSECTION	N/A		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)		2020	CITRUS AVE	N/A	@ SANTA ANA AVE INTERSECTION	N/A		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)		2020	CITRUS AVE	N/A	@ JURUPA INTERSECTION	N/A		0	1	
San Bernardino	FONTANA	Local Highway	SBD031217	SBD031217			BEECH AVENUE FOOTHILL TO MILLER AVE WIDEN FROM 2 LANES TO 4 LANES		2020	BEECH AVENUE	n/a	FOOTHILL	MILLER		2	4	
San Bernardino	FONTANA	Local Highway	SBD031218	SBD031218			ALDER AVENUE BASELINE TO FOOTHILL BOULEVARD WIDEN 2 LANES TO 4 LANES W/TURN LANES		2019	ALDER AVENUE	N/A	BASELINE	FOOTHILL		2	4	
San Bernardino	FONTANA	Local Highway	SBD031227	SBD031227			JURUPA AVENUE ETIWANDA TO SIERRA AVENUE CONSTRUCT 6 LANE ROAD	X	2016	JURUPA AVENUE	n/a	ETIWANDA AVE	SIERRA AVE		n/a	6	
San Bernardino	FONTANA	Local Highway	SBD031228	SBD031228			ETIWANDA AVENUE RIVERSIDE COUNTY LINE TO INTERSTATE 10 WIDEN FROM 4 TO 6 LANES	X	2020	ETIWANDA AVENUE	n/a	RIVERSIDE COUNTY LINE	I-10		4	6	
San Bernardino	FONTANA	Local Highway	SBD031233	SBD031233			ARROW BOULEVARD ALDER TO MAPLE AVENUE WIDEN 2 LANES TO 4 LANES	X	2019	ARROW BLVD	n/a	ALDER AVE	MAPLE AVE		2	4	
San Bernardino	FONTANA	Local Highway	SBD031235	SBD031235			ARROW HIGHWAY ALMERIA TO CITRUS AVENUE WIDEN 2 LANES TO 4 LANES		2023	ARROW HIGHWAY	N/A	ALMERIA	CITRUS AVE		2	4	
San Bernardino	FONTANA	Local Highway	SBD031246	SBD031246			FOOTHILL BOULEVARD CITRUS AVENUE TO MAPLE AVENUE WIDEN TO STATE STANDARDS FROM 4 TO 6 LANES		2021	FOOTHILL BOULEVARD	n/a	CITRUS AVENUE	MAPLE AVENUE		4	6	
San Bernardino	FONTANA	Local Highway	SBD031254	SBD031254			MERRILL AVENUE ALDER TO MAPLE AVENUE WIDEN FROM 2 TO 4 LANES	X	2019	MERRILL AVENUE	n/a	ALDER AVENUE	MAPLE AVENUE		2	4	
San Bernardino	FONTANA	Local Highway	SBD031266	SBD031266			SIERRA AVENUE FOOTHILL BOULEVARD TO BASELINE AVENUE- WIDEN FROM 4 TO 6 LANES		2021	SIERRA AVENUE	n/a	FOOTHILL BOULEVARD	BASELINE AVENUE		4	6	
San Bernardino	GRAND TERRACE	Local Highway	4A07268	201105			MICHIGAN AVENUE WIDENING (2-4 LANES) FROM COMMERCE WAY TO MAIN STREET	X	2018	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		2018	COMMERCE WAY	n/a	MICHIGAN AVENUE	BARTON ROADVIVIENDA		n/a	4	
San Bernardino	HESPERIA	Local Highway	20084104	20084104			JOSHUA STREET PARK & RIDE EXPANSION - ON JOSHUA STREET WEST OF US 395,C ITY OF HESPERIA, EXISTING PNR HAS 188 SPACES AND NEEDS TO ADD 200 SPACES, TO INCLUDE LANDSCAPING, LIGHTING AND VARIOUS NON-CAPACITY STREET IMPROVEMENTS TO FACILITATE ADDITIONAL SPACES (M003)		2016	JOSHUA ST	0	W OF US 395	I-15		0	0	
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)		2020	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)		2020	MAIN STREET	ABOUT 1.25 MILES	MAPLE	11TH		4	6	

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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)		2020	MAIN STREET	ABOUT 1.13 MILES	I-15	SR 395		4	6	
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)	X	2018	RANCHERO RD.	6 MILES	TOPAZ AVE	7TH STREET		2	5	
San Bernardino	HIGHLAND	Local Highway	200213	200213			ON 3RD ST. FROM PALM AVE. TO 5TH ST. WIDEN 3RD ST. E/O PALM AVE. FROM 2 TO 3 LANES AND EXTEND 3RD ST. EASTERLY TO CONNECT 5TH ST.	X	2017	3RD ST	0.3 MILES	PALM ST	5TH ST.		2	3	
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	HIGHLAND	Local Highway	4OM0701	201191			BASE LINE FROM SEINE AVENUE TO STONEY CREEK DRIVE - WIDEN FROM 4-6 LANES (0.2 MILES)		2020	BASE LINE	0.2 MILES	SEINE AVENUE	STONEY CREEK DRIVE		4	6	
San Bernardino	HIGHLAND	Local Highway	SBD55031	SBD55031			ALABAMA STREET FROM 3RD STREET TO SOUTH CITY LIMITS - WIDEN FROM 2 TO 3 S/B LANES (0.25 MILES)		2017	ALABAMA STREET	0.25 MILES	3RD STREET	SOUTH CITY LIMITS		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)		2019	BOULDER AVENUE	0.7 MILES	GREENSPOT ROAD/5TH ST	SOUTH CITY LIMITS		2	4	
San Bernardino	LOMA LINDA	Local Highway	SBD31876	SBD31876			CALIFORNIA STREET BARTON ROAD TO REDLANDS BOULEVARD WIDEN FROM 2 TO 4 LANES	X	2018	CALIFORNIA STREET	n/a	REDLANDS BOULEVARD	BARTON ROAD		2	4	
San Bernardino	MONTCLAIR	Local Highway	4G07421	20150001			BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI HOLT AVE. BRIDGE REHABILITATION/WIDENING, 4-6 LANE BRIDGE WITH SIDEWALKS.		2020	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	ONTARIO	Local Highway	2002160	20150201			GROVE AVE CORRIDOR: WIDEN GROVE AVE FROM I-10 TO AIRPORT DRIVE (4-6 LNS) CONCURRENT W I-10/GROVE AVE IC PRJ (2002160)		2025	GROVE AVE	ABOUT 1.44 MILES	I-10	AIRPORT DRIVE		4	6	
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	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	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.		2017	FOOTHILL BLVD	n/a	GROVE AVE	SAN BERNARDINO RD		4	6	
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	2018	WABASH AVE	n/a	5TH AVE	I-10 FREEWAY		n/a	2	
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	REDLANDS	Local Highway	200419	200419			ALABAMA STREET WIDENING - WIDEN FROM 2-4 LANES FROM NORTH CITY LIMITS TO 3,000 FT. NORTH PALMETTO		2017	ALABAMA ST	n/a	NORTH CITY LIMITS	3,00' N/O PALMETTO		2	4	
San Bernardino	REDLANDS	Local Highway	200420	200420			ORANGE STREET WIDENING - FROM NORTH CITY LIMITS TO RIVERVIEW DRIVE - WIDEN STREET FROM 2-4 LANES		2016	ORANGE STREET	n/a	NORTH CITY LIMITS	RIVERVIEW DRIVE		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	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)		2020	RIVERSIDE AVE	0.02	S/O I-10	SLOVER AVE.		5	7	

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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	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	SAN BERNARDINO COUNTY	Local Highway	200408	200408			CUMBERLAND DRIVE EXTENSION - SH 18 NORTH TO CUMBERLAND DRIVE -PAVE NEW ROAD - 1 LANE IN EACH DIRECTION		2020	CUMBERLAND DRIVE	n/a	SH 18 NORTH	CUMBERLAND DRIVE		n/a	2	
San Bernardino	SAN BERNARDINO COUNTY	Local Highway	200409	200409			CHERRY AVE. AT SCRRA RR CROSSING - WIDEN BRIDGE FROM 4-6 LANES ON CHERRY OVER RR CROSSING (FROM MERRILL TO WHITTRAM)		2015	CHERRY AVE AT SCRRA RR CROSSING	1 MILE	MERRILL AVE	WHITTRAM		4	6	
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)(FUNDS IN 2015/16 FOR LOCA A/C PAYBACK - COMPLETION DATE REMAINS THE SAME)		2020	GLEN HELEN PARKWAY	.4 MILES	0.2 MILES EAST OF CAJON CREEK	0.2 MILES WEST 0F CAJON CREEK		2	4	
San Bernardino	SAN BERNARDINO COUNTY	Local Highway	200816	20110603			ROCK SPRINGS ROAD OVER MOJAVE RIVER, .9 MILES EAST ARROWHEAD LAKE RD, REPLACE TWO LANE LOW WATER CROSSING WITH NEW 4 LANE BRIDGE (REFER TO PROEJCT 200816 BECAUSE THIS IS PART OF THAT PROJECT)		2020	ROCK SPRINGS RD	1.86 MILES	0.25 MI E/O GLENDALE AVE.	KIOWA		2	4	
San Bernardino	SAN BERNARDINO COUNTY	Local Highway	200414	20150002			ON DUNCAN ROAD FROM WILSON RANCH ROAD TO BALDY MESA PAVE DIRT ROAD IN 4 ONE MILE SEGMENTS 1 LANE IN EACH DIRECTION		2019	DUNCAN ROAD	4 MILES	WILSON RANCH ROAD	BALDY MESA		0	2	
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)		2019	SHADOW MT RD	ABOUT 1 MILE	HELENDALE RD	NTH ST		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	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)		2016	MT. VIEW	.35 MILES	RIVERVIEW	CENTRAL		n/a	4	
San Bernardino	SAN BERNARDINO, CITY OF	Local Highway	4A07263	201169			H STREET FROM KENDALL DRIVE TO 40TH STREET WIDENING FROM 2-4 LANES		2017	H STREET	0.17 MILES	KENDALL DR.	4OTH STREET		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.		2017	5TH STREET	1 MILE	STERLING AVE	VICTORIA		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		2	4	
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)		2019	MT VIEW RR CROSSING	n/a	I10	1 MILE NORTH AND SOUTH		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)		2019	MT. VIEW	.03 MILES	MISSION CREEK	MT. VIEW		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 2TO 4 LANES (1,200 FT.)		2018	40th ST	0.30 MILES	JOHNSON LANE	ELECTRIC AVE		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	X	2020	STATE ST.	n/a	HANFORD ST	FOOTHILL BLVD.		n/a	4	

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San Bernardino	SAN BERNARDINO, CITY OF	Local Highway	SBD59023	SBD59023			CAMPUS PKWY-PEPPER/LINDEN DRIVE EXTENSION FROM KENDALL TO I-215 FWY - CONSTRUCT (4) LANE ROADWAY - BETWEEN KENDALL DRIVE AND I-215, PARTIAL DIAMOND INTERCHANGE FOR N/B (2,000 FT)		2023	CAMPUS PKWY	n/a	KENDALL DR.	I-215		n/a	n/a	
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)		2015	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	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	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		2019	Arrow Rt.	2600	Monte Vista	Benson		2	4	
San Bernardino	VICTORVILLE	Local Highway	4AL04	201179			NATIONAL TRIALS HIGHWAY BETWEEN INTERSTATE 15 & AIR EXPRESSWAY WIDEN FROM 2-4 LANES (1.9 MILES)		2017	NATIONAL TRIALS HIGHWAY	1.9 MILES	320 FT. NORTH OF I-15	670 FT. NORTH OF NATIONAL TRIALS HIGHWAYS AND AIR EXPRESSWAY INTERSECTION		2	4	
San Bernardino	VICTORVILLE	Local Highway	SBD97147	SBD97147			GREEN TREE BLVD AT AT&SF RAILROAD CONSTRUCT 4-LANE BR & CONNECT TO HESPERIA & RIDGECREST RD		2020	GREEN TREE BLVD	n/a	HESPERIA RD	RIDGECREST ROAD			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	
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	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)		2018	BAKER BLVD	n/a	150' E/O MOJAVE FLOOD CHANNEL	BRIDGE SPAN		2	4	
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 54CO127 with 4 lane bridge		2020	Baker Blvd.	Approx. 0.67 Miles	West I-15 Ramps	SH 127		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)		2019	MT. VERNON BRIDGE	n/a	M ST.	I-10 ON RAMP		2	4	
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	
San Bernardino	SAN BERNARDINO COUNTY	Local Highway	200815	200815			RANCHERO ST. FROM .3 M E/O MARIPOSA TO HESPERIA CL (3 MILES)-WIDEN 2-4 LANES		2020	RANCHERO STREET	3 MILES	0.3 MILES E/O MARIPOSA	HESPERIA		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 (.078 MILES)-WIDEN FROM 2-4 LANES		2020	RECHE CANYON RD.	0.078 MILES	1.20 MILES OF S. BARTON ROAD	0.42 MILES SOUTH OF BARTON RD		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)		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 (LIME AVE.) (1.25 MILES)-WIDEN 2-4 LANES	X	2018	SAN BERNARDINO AVE	1.25 MILES	CHERRY AVE.	FONTANA CITY LIMITS (LIME AVE)		2	4	
San Bernard	SAN BERNARDIN	Local Highwa	200837	200837			VISTA ROAD GRADE SEPARATION-WIDEN 2-4 LANES AND CONSTRUCT GRADE SEPARATION (PA&ED ONLY)		2019	VISTA ROAD	1 MILE	0.2 MILES WEST OF NATIONAL TRAILS HIGHWAY	0.2 MILES WEST OF NATIONAL TRAILS HIGHWAY	GRADE SEPARATION	2	4	
San Bernardino	SANBAG	State Highway	4M01025	20159907			I-10/ALABAMA ST IC: WIDEN OVERCROSSING TO 2-3 LANES EACH DIRECTION AND RECONFIGURE RAMPS.		2024	ALABAMA STREET	ABOUT 475 FT	NORTH OF I-10 OVERCROSSING	SOUTH OF I-10 OVERCROSSING		4	6	

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San Bernardino	FONTANA	State Highway	34090	34090			IN FONTANA AT ALDER AVENUE CONSTRUCT 4 LANE INTERCHANGE (2 LANES IN EACH DIRECTION.)		2028	I-10	0.9	ALDER AVENUE	ALDER AVENUE		n/a	4	
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; WIDEN THE EXISTING 4TH ST UNDERCROSSING (2-4 LNS) TO MATCH REST OF 4TH STREET; AND LOCAL STREET IMPROVEMENTS ALONG GROVE AVE	X	2027	I-10	n/a	GROVE INTERCHANGE	GROVE AVE.		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; WIDEN THE EXISTING 4TH ST UNDERCROSSING (2-4 LNS) TO MATCH REST OF 4TH STREET; AND LOCAL STREET IMPROVEMENTS ALONG GROVE AVE	X	2027	4TH STREET	<0.2 miles	GROVE AVE	BAKER AVE		2	4	
San Bernardino	SAN BERNARDINO COUNTY	State Highway	SBD41339	SBD41339			I-10/PEPPER IC: WIDEN BRIDGE FROM FIVE TO SIX LANES TO PROVIDE FOR ONE ADDITIONAL SOUTHBOUND TURN LANE AND ADD AUXILIARY LANES TO FREEWAY		2016	I-10/PEPPER	1.9 MILES	VALLEY BLVD	SLOVER AVE.		2	7	
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 ANCILLARY IMPROVEMENTS. (TOLL CREDITS TO BE USED: CON FY14/15 $1,419K)	X	2017	Pepper Ave Bridge over I-10	NA	North limit of bridge	South limit of bridge		3	5	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	I-10 EASTBOUND	ABOUT 1.63 MILES	SAN ANTONIO AVE	LA/SB COUNTY LINE		1	1	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	I-10	ABOUT 8.28 MILES	LA/SB COUNTY LINE	HAVEN AVE		2	4	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	I-10	ABOUT 1.77 MILES	HAVEN AVE	I-10/I-15 INTERCHANGE		0	4	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	I-10 EASTBOUND	ABOUT 0.68 MILES	MOUNTAIN AVE	EUCLID AVE		0	1	

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San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	I-10 WESTBOUND AUX LN	ABOUT 0.17 MILES	EXISTING HAVEN WB ON-RAMP	NEW HAVEN AVE WB LOOP ON-RAMP		1	1	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	I-10 EASTBOUND AUX LN	ABOUT 0.17 MILES	HAVEN AVE EB ON-RAMP	NEW HAVEN AVE EB LOOP ON-RAMP		1	1	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	MONTE VISTA AVE WB OFF-RAMP	650 FT	MONTE VISTA AVE WB OFF-RAMP	MONTE VISTA AVE WB OFF-RAMP		1	2	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	MOUNTAIN AVE WB OFF-RAMP	950 FT	MOUNTAIN AVE WB OFF-RAMP	MOUNTAIN AVE WB OFF-RAMP		1	2	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	EUCLID AVE EB OFF-RAMP	700 FT	EUCLID AVE EB OFF-RAMP	EUCLID AVE EB OFF-RAMP		1	2	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	HOLT BLVD WB OFF-RAMP	1,000 FT	HOLT BLVD WB OFF-RAMP	HOLT BLVD WB OFF-RAMP		1	2	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	EUCLID AVE EB ON-RAMP	545 FT	EUCLID AVE EB ON-RAMP	EUCLID AVE EB ON-RAMP		1	2	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	VINEYARD AVE EB ON-RAMP	520 FT	VINEYARD AVE EB ON-RAMP	VINEYARD AVE EB ON-RAMP		2	3	

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San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	MONTE VISTA AVE WB ON-RAMP	450 FT	MONTE VISTA AVE WB ON-RAMP	MONTE VISTA AVE WB ON-RAMP		2	2	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	EUCLID AVE WB ON-RAMP	540 FT	EUCLID AVE WB ON-RAMP	EUCLID AVE WB ON-RAMP		1	2	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	EUCLID AVE WB HOOK ON-RAMP	460 FT	EUCLID AVE WB HOOK ON-RAMP	EUCLID AVE WB HOOK ON-RAMP		1	2	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	VINEYARD WB LOOP ON-RAMP	443 FT	VINEYARD WB LOOP ON-RAMP	VINEYARD WB LOOP ON-RAMP		1	2	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	MONTE VISTA AVE IC	NA	I-10 WB RAMP INTERSECTION	I-10 WB RAMP INTERSECTION		3	4	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	MONTE VISTA AVE IC	NA	I-10 WB RAMP INTERSECTION	I-10 WB RAMP INTERSECTION		3	4	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	MONTE VISTA AVE IC	NA	I-10 WB RAMP INTERSECTION	I-10 WB RAMP INTERSECTION		3	4	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	MONTE VISTA AVE IC	NA	I-10 EB RAMP INTERSECTION	I-10 EB RAMP INTERSECTION		3	4	

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San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	MONTE VISTA AVE IC	NA	I-10 EB RAMP INTERSECTION	I-10 EB RAMP INTERSECTION		2	3	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	MONTE VISTA AVE IC	NA	I-10 EB RAMP INTERSECTION	I-10 EB RAMP INTERSECTION		2	3	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	MONTE VISTA AVE EB ON-RAMP	NA	PALO VERDE ST INTERSECTION	PALO VERDE ST INTERSECTION		4	3	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	EUCLID AVE IC	NA	NB EUCLID AVE AND 7TH ST INTERSECTION	NB EUCLID AVE AND 7TH ST INTERSECTION		3	4	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	EUCLID AVE IC	NA	7TH ST AND I-10 WB HOOK-RAMP INTERSECTION	7TH ST AND I-10 WB HOOK-RAMP INTERSECTION		1	2	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	EUCLID AVE IC	NA	EUCLID AVE AND I-10 EB RAMP INTERSECTION	EUCLID AVE AND I-10 EB RAMP INTERSECTION		4	5	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	EUCLID AVE IC	NA	EUCLID AVE AND I-10 EB RAMP INTERSECTION	EUCLID AVE AND I-10 EB RAMP INTERSECTION		4	5	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	EUCLID AVE IC	NA	EUCLID AVE AND I-10 EB RAMP INTERSECTION	EUCLID AVE AND I-10 EB RAMP INTERSECTION		3	4	

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San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	VINEYARD AVE IC	NA	VINEYARD AVE AND I-10 WB RAMP INTERSECTION	VINEYARD AVE AND I-10 WB RAMP INTERSECTION		2	3	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	VINEYARD AVE IC	NA	VINEYARD AVE AND I-10 WB RAMP INTERSECTION	VINEYARD AVE AND I-10 WB RAMP INTERSECTION		3	4	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	VINEYARD AVE IC	NA	VINEYARD AVE AND I-10 EB RAMP INTERSECTION	VINEYARD AVE AND I-10 EB RAMP INTERSECTION		3	5	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	VINEYARD AVE IC	NA	VINEYARD AVE AND I-10 EB RAMP INTERSECTION	VINEYARD AVE AND I-10 EB RAMP INTERSECTION		3	5	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	I-10	0.38 MILES	STA 1115+00	STA 1135+00		0	1	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	I-10	0.50 MILES	STA 1219+00	STA 1245+00		0	1	
San Bernardino	SANBAG	State Highway	4122004	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.	X	2022	I-10	0.49 MILES	STA 1419+00	STA 1445+00		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	I-10	ABOUT 18.21 MILES	I-10/I-15 INTERCHANGE	CALIFORNIA STREET		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
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	I-10 EASTBOUND	ABOUT 4.2 MILES	CALIFORNIA STREET	HIGHLAND AVE		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	I-10 WESTBOUND	ABOUT 4.89 MILES	CALIFORNIA STREET	FORD STREET		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		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		1	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	I-10 WESTBOUND	ABOUT 0.23 MILES	RANCHO AVE	LA CADENA DRIVE		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	WATERMAN AVE/CARNEGIE DRIVE WESTBOUND OFF-RAMP	700 FT	WATERMAN AVE/CARNEGIE DRIVE WESTBOUND OFF-RAMP	WATERMAN AVE/CARNEGIE DRIVE WESTBOUND OFF-RAMP		1	2	
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	PEPPER AVE EB ON-RAMP	385 FT	PEPPER AVE EB ON-RAMP	PEPPER AVE EB ON-RAMP		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	9TH STREET EB ON-RAMP	555 FT	9TH STREET EB ON-RAMP	9TH STREET EB ON-RAMP		0	1	

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San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	REDLANDS BLVD EB - ONRAMP	920 FT	REDLANDS BLVD EB - ONRAMP	REDLANDS BLVD EB - ONRAMP		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	PEPPER AVE WB ON-RAMP	425 FT	PEPPER AVE WB ON-RAMP	PEPPER AVE WB ON-RAMP		1	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	FORD ST WB ON-RAMP	395 FT	FORD ST WB ON-RAMP	FORD ST WB ON-RAMP		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	FORD ST WB ON-RAMP	395 FT	FORD ST WB ON-RAMP	FORD ST WB ON-RAMP		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		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 (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		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 (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	I-10	0.43 MILES	STA 1966+00	STA 1989+00		0	1	

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San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		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 (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	I-10	0.50 MILES	STA 2377+00	STA 2403+00		0	1	
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		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 (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		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 (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	LA CADENA DR / 9TH ST IC	NA	9TH ST AND I-10 EB RAMP INTERSECTION	9TH ST AND I-10 EB RAMP INTERSECTION		1	2	
San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		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 (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		2024	TENNESSEE ST IC	NA	TENNESSEE ST AND I-10 EB RAMP INTERSECTION	TENNESSEE ST AND I-10 EB RAMP INTERSECTION		2	3	

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San Bernardino	SANBAG	State Highway	4120005	20159903			I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		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 (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.		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	4M07002	20159906			I-10/MONTE VISTA AVE IMPROVEMENTS: UNDERCROSSING WIDENING 4-6 LNS AND RAMP IMPROVEMENTS		2021	MONTE VISTA AVE	ABOUT 0.06 MILES	BETWEEN RAMPS	BETWEEN RAMPS		4	6	
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	2015	I-10	1.3 MILES	TIPPECANOE	TIPPECANOE		2	4	
San Bernardino	VARIOUS AGENCIES	State Highway	1830	1830			I-10 AT CEDAR AVE. BETWEEN SLOVER AND VALLEY- RECONSTRUCT I/C-WIDEN FROM 4-6 LANES WITH LEFT AND RIGHT TURN LANES. ADD AUX LANE ON E/B ON AND OFF RAMPS	X	2019	I-10	1.5 MILES	SLOVER	VALLEY		4	6	
San Bernardino	SANBAG	State Highway	4H01001	0C2500			I-10 HOV LANE ADDITION - FROM HAVEN (ONTARIO TO FORD ST (REDLANDS)- WIDENING FROM 8-10 LANES, AUX LANES WIDENING UNDERCROSSINGS AND OVERCROSSINGS AND RECONSTRUCTION OF RAMPS WHERE NEEDED.		2024	I-10	n/a	HAVEN AVE	FORD ST		8	10	
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, INTERSECTION IMPROVEMENTS AND ENHANCE EXISTING LANDSCAPING		2021	I10	n/a	VINEYARD AVE. IC	VINEYARD AVE. IC		4	6	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 NORTHBOUND	ABOUT 1.35 MILES	CANTU GALLEANO RANCH ROAD	SR-60		1	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 NORTHBOUND	ABOUT 1.82 MILE	SR-60	JURUPA		0	2	

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San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 NORTHBOUND	ABOUT 0.41 MILE	0.23 MILE SOUTH OF JURUPA ST	0.18 MILE NORTH OF JURUPA ST		0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 NORTHBOUND	ABOUT 1.82 MILE	SR-60	JURUPA		0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 NORTHBOUND	ABOUT 1.36 MILES	JURUPA	I-10		0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 NORTHBOUND	ABOUT 0.68 MILES	I-10	FOURTH STREET		0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 NORTHBOUND	ABOUT 2.24 MILES	FOURTH STREET	FOOTHILL BLVD		0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 NORTHBOUND	ABOUT 0.47 MILE	0.88 MILE NORTH OF FOURTH STREET	0.89 MILE SOUTH OF FOOTHILL BLVD		0	1	

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San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 NORTHBOUND	ABOUT 2.24 MILES	FOURTH STREET	FOOTHILL BLVD		0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 NORTHBOUND	ABOUT 1.48 MILES	FOOTHILL BLVD	BASELINE RD		0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 NORTHBOUND	ABOUT 0.47 MILES	BASELINE RD	1 MILE SOUTH OF SR-210		0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 NORTHBOUND	ABOUT 1.78 MILES	SUMMIT AVE	0.34 MILE NORTH OF DUNCAN CANYON RD		0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 SOUTHBOUND	ABOUT 1.47 MILES	SR-210	BASELINE RD		0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 SOUTHBOUND	ABOUT 1.48 MILES	BASELINE RD	FOOTHILL BLVD		0	2	

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San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 SOUTHBOUND	ABOUT 2.24 MILES	FOOTHILL BLVD	FOURTH ST		0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 SOUTHBOUND	ABOUT 0.47 MILES	0.8 MILE SOUTH OF FOOTHILL BLVD	0.96 MILE NORTH OF FOURTH ST		0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 SOUTHBOUND	ABOUT 0.68 MILES	FOURTH ST	I-10		0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 SOUTHBOUND	ABOUT 1.36 MILES	I-10	JURUPA ST		0	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 SOUTHBOUND	ABOUT 1.36	I-10	JURUPA ST		1	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 SOUTHBOUND	ABOUT 1.82 MILES	JURUPA ST	SR-60		0	2	

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San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 SOUTHBOUND	ABOUT 1.82 MILES	0.3 MILES NORTH OF JURUPA ST	JURUPA ST		0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 SOUTHBOUND	ABOUT 1.82 MILES	JURUPA ST	SR-60		0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 SOUTHBOUND	ABOUT 1.35 MILES	SR-60	CANTU GALLEANO RANCH RD		1	2	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 SOUTHBOUND	ABOUT 1.36 MILES	SUMMIT AVE	SR-210		0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 NORTHBOUND	ABOUT 2.36 MILES	1 MILE SOUTH OF SR-210	SUMMIT AVE		0	1	
San Bernardino	SANBAG	State Highway	4122006	20159901			I-15 EXPRESS LANES: CONST 1 NEW EXPRESS LANES IN EACH DIRECTION FROM CANTU GALLEANO RANCH RD TO SR-210 (Separate RCTC project proposes additional Exp Ln each direction, bringing the total to two lns each direction, for this segment), CONST 1 EXPRESS LANE EACH DIRECTION FROM SR-210 TO DUNCAN CANYON RD. ADDITIONAL IMPROVEMENTS TO, AUX LN WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION O		2024	I-15 SOUTHBOUND	ABOUT 0.96 MILES	0.47 MILE SOUTH OF DUNCAN CANYON RD	SUMMIT AVE		0	1	
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)		2021	I-15	NA	MORTON STREET	MORTON STREET		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)		2021	MORTON STREET	ABOUT 0.5 MILES INCLUDING BRIDGE OVER FREEWAY	100 FT WEST OF NEW I-15/MORTON IC BRIDGE	OUTLET CENTER DRIVE		0	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 15/215I/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		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 15/215I/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 IC		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 15/215I/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 IC	3,000 FT N/O KENWOOD		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 15/215I/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		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 15/215I/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		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 15/215I/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 IC		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 15/215I/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		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 15/215I/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 TERMNI		1	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 15/215I/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		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 15/215I/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		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 15/215I/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		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 15/215I/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		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 15/215I/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		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 15/215I/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		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 15/215I/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		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 15/215I/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		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 15/215I/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		0	1	

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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 15/215I/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		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 15/215I/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		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 15/215I/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)		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 15/215I/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		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 15/215I/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		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 15/215I/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		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 15/215I/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		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 15/215I/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		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 15/215I/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		0	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
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	2017	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. RECONST/REALIGN EAST/WEST FRONTAGE RDS. CONST NEW AUX LN. (REFER TO MODELING DETAILS)(CA061)	X	2017	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	
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	2017	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	2017	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	2017	I-15 SB OFF RAMP	N/A	I-15 SB EXIT RAMP	EXISTING STODDARD WELLS RD OFF RAMP TERMINI		0	1	
San Bernardino	HESPERIA	State Highway	200613	200613			I-15 & MUSCATEL STREET CONSTRUCT 6 LANE INTERCHANGE WITH LEFT AND RIGHT TURN LANES, INCLUDING 1700 FT AUX LANE UPSTREAM TO SB EXIT RAMP		2020	MUSCATEL STREET	1.5 MILES	MUSCATEL STREET	MUSCATEL STREET			6	
San Bernardino	HESPERIA	State Highway	SBD41446	SBD41446			EUCALYPTUS AT I-15 CONSTRUCT INTERCHANGE 3 LANES IN EA DIR STANDARD I/C CONFIG.(JOINT PROJECT BETWEEN VICTORVILLE AND HESPERIA)		2023	EUCALYPTUS STREET	1 MILE	EUCALYPTUS	EUCALYPTUS		2	6	
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 IMPRVMNTS (EA497100)(CA435)	X	2016	I-15	n/a	BASELINE	n/a		1	2	

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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 IMPRVMNTS (EA497100)(CA435)	X	2016	BASELINE RD.	3,300 FT	1,800 FT WEST OF EAST AVE.	1,500 FT EAST OF EAST AVE.		4	6	
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 IMPRVMNTS (EA497100)(CA435)	X	2016	EAST AVE.	4,200 FT	1,800 FT NORTH OF BASELINE RD.	2,400 FT SOUTH OF BASELINE RD.		2	4	
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 IMPRVMNTS (EA497100)(CA435)	X	2016	SOUTH BOUND LOOP ON RAMP	ABOUT 1,000 FT	ABOUT 300 FT WEST OF EAST AVE.	I-15 SOUTH BOUND		0	2	
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	VARIOUS AGENCIES	State Highway	SBD55026	SBD55026			EUCALYPTUS STREET FROM I-15 TO PEACH AVENUE - RECONSTRUCT AND WIDEN FROM 2 TO 4 LANES AND CONSTRUCT RAILROAD CROSSING	X	2015	EUCALYPTUS ST.	n/a	I-15	PEACH AVE.		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 EXPRESS WAY ON NEW ALIGNMENT, NEW INTERCHANGE AT US 395 AND SR 58	X	2019	SR58	13.3 MILES	0.4 MILES WEST KERN COUNTY LINE	US395		2	4	
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	2016	SR 58 EXPRESSWAY	n/a	2.8 MILES WEST OF HIDDEN RIVER RD.	0.7 MILES EAST OF LENWOOD RD.		2	4	
San Bernardino	ONTARIO	State Highway	200602	200602			SR 60 AND VINEYARD AVE. INTERCHANGE RECONSTRUCTION-LENGTHEN BRIDGE TO ACOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES	X	2023	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 ACOMMODATE VINEYARD AVE WIDENING AND RAMP WIDENING 4-6 LANES	X	2023	SR-60 RAMPS	N/A	SR-60	VINEYARD AVE. IC		4	6	
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	2022	SR-60	n/a	GROVE AVE.	GROVE AVE.		4	6	
San Bernardino	ONTARIO	State Highway	4M07017	201132			SR-60 AT ARCHIBALD AVENUE WIDEN ON AND OFF RAMPS (2-3 LANES EACH WAY); ADD ADDITIONAL LEFT TURN POCKETS FROM ARCHIBALD TO SR-60 ON RAMPS (non-capacity enhancing along Archibald).	X	2021	SR60	n/a	ARCHIBALD AVE	ARCHIBALD AVE		4	6	
San Bernardino	SANBAG	State Highway	4M04050	201114			WIDENING OF CENTRAL AVENUE BRIDGE CROSSING SR-60 TO ACCOMODATE WIDENING OF RAMPS AND THE DESIGNATED FREEWAY LANES.	X	2020	CENTRAL AVENUE NORTHBOUND	ABOUT 0.12 MILES	EASTBOUND RAMPS	WESTBOUND RAMPS		3	4	
San Bernardino	SANBAG	State Highway	4M04050	201114			WIDENING OF CENTRAL AVENUE BRIDGE CROSSING SR-60 TO ACCOMODATE WIDENING OF RAMPS AND THE DESIGNATED FREEWAY LANES.	X	2020	CENTRAL AVENUE SOUTHBOUND	ABOUT 0.12 MILES	EASTBOUND RAMPS	WESTBOUND RAMPS		3	4	

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San Bernardino	SANBAG	State Highway	4M04050	201114			WIDENING OF CENTRAL AVENUE BRIDGE CROSSING SR-60 TO ACCOMODATE WIDENING OF RAMPS AND THE DESIGNATED FREEWAY LANES.	X	2020	CENTRAL AVE	ABOUT 0.12 MILES	EASTBOUND RAMPS	WESTBOUND RAMPS		1	1	
San Bernardino	SANBAG	State Highway	4M04050	201114			WIDENING OF CENTRAL AVENUE BRIDGE CROSSING SR-60 TO ACCOMODATE WIDENING OF RAMPS AND THE DESIGNATED FREEWAY LANES.	X	2020	SR-60 EASTBOUND/WESTBOUND ON-RAMPS	ABOUT 0.25 MILES	ON-RAMP	ON-RAMP		1	2	
San Bernardino	CALTRANS	State Highway	34011	20150601			NEAR THE I-15/SR-138 CAJON JUNCTION: ABOUT 1/2 A MILE WEST ALONG SR-138; WIDEN 2 BNSF BRIDGE STRUCTURES 2-4 LANES. (Surrounding roadway widened in FTIP 34011)(Toll Credit: To match STPL FY14/15 ENG)		2017	RTE. 138	12.3 MILES	I-15	PHELAN RD.		2	4	
San Bernardino	CALTRANS	State Highway	34011	20150601			NEAR THE I-15/SR-138 CAJON JUNCTION: ABOUT 1/2 A MILE WEST ALONG SR-138; WIDEN 2 BNSF BRIDGE STRUCTURES 2-4 LANES. (Surrounding roadway widened in FTIP 34011)(Toll Credit: To match STPL FY14/15 ENG)		2017	RTE. 138	12.3 MILES	I-15	PHELAN 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)(Bridge widening in FTIP ID 20150601)	X	2016	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	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 DECELRATION LANE AT HIGHLAND AVE E/B OFF RAMP EXTENDING TO STERLING AVENUE (Under 1/4 miles length)	X	2021	210	7.2 MILES	HIGHLAND AVE	LUGONIA		4	6	
San Bernardino	SANBAG	State Highway	REG0701	201186			AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN BUCKEYE ST AND SEINE AVE FROM 4 TO 6 LANES ON BOTH WEST & EASTERN APPROACHES, AND WIDEN 4-5 LANES OVER THE BRIDGE B/W THE RAMPS, & ADD 1 LEFT TURN LANE, WIDEN RAMPS – WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970) (Western limit= WB: @ Buckeye St. EB: 120 FT east of Buckeye. See 2008240)	X	2021	SR210 RAMPS	ABOUT 0.5 MILES ALL TOTAL	SR210	BASE LINE		1	3	
San Bernardino	SANBAG	State Highway	REG0701	201186			AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN BUCKEYE ST AND SEINE AVE FROM 4 TO 6 LANES ON BOTH WEST & EASTERN APPROACHES, AND WIDEN 4-5 LANES OVER THE BRIDGE B/W THE RAMPS, & ADD 1 LEFT TURN LANE, WIDEN RAMPS – WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970) (Western limit= WB: @ Buckeye St. EB: 120 FT east of Buckeye. See 2008240)	X	2021	BASE LINE	0.1 MILES	BETWEEN SR 210 RAMPS	n/a		4	5	
San Bernardino	SANBAG	State Highway	REG0701	201186			AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN BUCKEYE ST AND SEINE AVE FROM 4 TO 6 LANES ON BOTH WEST & EASTERN APPROACHES, AND WIDEN 4-5 LANES OVER THE BRIDGE B/W THE RAMPS, & ADD 1 LEFT TURN LANE, WIDEN RAMPS – WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970) (Western limit= WB: @ Buckeye St. EB: 120 FT east of Buckeye. See 2008240)	X	2021	BASE LINE	APPROX. 500 FT	BUCKEYE ST	WESTERN RAMPS		4	6	

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San Bernardino	SANBAG	State Highway	REG0701	201186			AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN BUCKEYE ST AND SEINE AVE FROM 4 TO 6 LANES ON BOTH WEST & EASTERN APPROACHES, AND WIDEN 4-5 LANES OVER THE BRIDGE B/W THE RAMPS, & ADD 1 LEFT TURN LANE, WIDEN RAMPS – WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970) (Western limit= WB: @ Buckeye St. EB: 120 FT east of Buckeye. See 2008240)	X	2021	BASE LINE	APPROX. 300 FT	EASTERN RAMPS	SEINE AVE		4	6	
San Bernardino	HIGHLAND	State Highway	4M01003	2011154			SR 210 AT 5TH ST/GREENSPOT RD; ON AND OFF RAMPS WIDENING; PROJECT ADDS 1 LANE TO THE TERMINI (2-3LNS) TO THE N/B ON RAMP, AND BOTH S/B ON/OFF RAMPS. ALL RAMPS REMAIN 1 LN AT THE MAINLINE.	X	2017	N/B ON RAMP	N/A	@ 5TH ST/GREENSPOT RAMP TERMINI	@ 5TH ST/GREENSPOT RAMP TERMINI		2	3	
San Bernardino	HIGHLAND	State Highway	4M01003	2011154			SR 210 AT 5TH ST/GREENSPOT RD; ON AND OFF RAMPS WIDENING; PROJECT ADDS 1 LANE TO THE TERMINI (2-3LNS) TO THE N/B ON RAMP, AND BOTH S/B ON/OFF RAMPS. ALL RAMPS REMAIN 1 LN AT THE MAINLINE.	X	2017	S/B OFF RAMP	N/A	@ 5TH ST/GREENSPOT RAMP TERMINI	@ 5TH ST/GREENSPOT RAMP TERMINI		2	3	
San Bernardino	HIGHLAND	State Highway	4M01003	2011154			SR 210 AT 5TH ST/GREENSPOT RD; ON AND OFF RAMPS WIDENING; PROJECT ADDS 1 LANE TO THE TERMINI (2-3LNS) TO THE N/B ON RAMP, AND BOTH S/B ON/OFF RAMPS. ALL RAMPS REMAIN 1 LN AT THE MAINLINE.	X	2017	S/B ON RAMP	N/A	@ 5TH ST/GREENSPOT RAMP TERMINI	@ 5TH ST/GREENSPOT RAMP TERMINI		2	3	
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	2017	SR210	N/A	AT PEPPER AVE.	n/a		2	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	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 RIV 91 TO ORANGE SHOW RD;(ALSO INCLUDES RTP 4M0803 (STIP 2010 $24881 RCTC and $45089 SANBAG)(M003)	X	2015	I-215	5.1 MILES	SPRUCE ST	ORANGE SHOW RD		0	2	
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	SBD31850	SBD31850			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: ROW)	X	2018	I-215	1.08	JUST WEST OF DEBERRY STREET	JUST WEST OF NEWPORT ROAD		3	3	
San Bernardino	CALTRANS	State Highway	4M0802	200452			US-395 (HESPERIA, VICTORVILLE, & ADELANTO) FROM CHAMBERLAINE WAY TO 1.8 MI S/O DESERT FLOWER ROAD -INTERIM WIDENING-WIDEN FROM 2-4 LANES AND ADD LEFT TURN CHANNELIZATION AT INTERSECTIONS (EA 0F632)	X	2019	US-395	ABOUT 2.7 MILES	CHAMBERLAINE WAY	1.8 MI S/O DESERT FLOWER ROAD		2	4	
San Bernardino	CALTRANS	State Highway	34040	34040			REALIGN & WIDEN US-395 TO A 6 LANE FREEWAY FROM I-15 TO SR-18 (PH 1) & A 4 LN FRWY FROM SR-18 TO PURPLE SAGE (PH 2) & WIDEN TO 4 LN EXPWY FROM PURPLE SAGE TO 0.5 MI S/O FARMINGTON RD (PH 3). (PA&ED ONLY)		2020	US395	32.3 MILES	HIGH DESERT CORRIDOR	FARMINGTON RD.		2	4	
San Bernardino	CALTRANS	State Highway	34042	34042			US 395 - NEW ALIGNMENT CONSTRUCT 4-LANE EXPRESSWAY FROM 1.8 MILES SOUTH OF DESERT FLOWER ROAD TO 0.5 MILES SOUTH OF FARMINGTON ROAD (NORTHERLY ALIGNMENT)		2020	US 395	n/a	PURPLE SAGE RD.	0.5 MILES S/O FARMINGTON RD.		n/a	4	

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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: FY15/16 $683 for STP, FY14/15 $72 for DEMO)	X	2019	US-395	ABOUT 5.5 MILES	SR18	CHAMBERLAINE WAY		2	4	
San Bernardino	RIALTO	Transit	200450	200450			RIALTO METROLINK STATION - INCREASE PARKING SPACES FROM 225-346	X	2017								
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	NEEDLES	Transit	R589TA	R589TA			INTERSTATE - LOS ANGELES/CHICAGO AT EL GARCES STATION MULTIMODAL - STATION - FACILITY	X	2016								
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	2016								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	2016								Please see "FTIP 20112006" tab for additional details.

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VENTURA COUNTY

Modeled Projects

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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	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	Local Highway	VEN051211	VEN051211			LAS POSAS ROAD FROM VENTURA BLVD TO PLEASANT VALLEY ROAD WIDEN FROM 2 TO 6 LANES		2021	Las Posas Road	0.7	Ventura Blvd	Pleasant Valley Rd		2	6	
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.		2021	Lewis Road	13,000 feet	Ventura Blvd	City Limits		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.		2021	Las Posas Rd	0	Pleasant Valley Rd	Las Posas Rd		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.		2021	Central Ave	1700 linear ft	101	City Limits		2	4	
Ventura	CAMARILLO	Local Highway	VEN54019	VEN54019			IN CAMARILLO ADOLFO RD EXTENSION EXTEND ROAD EASTERLY TO CAMARILLO SPRINGS RD/US 101 (TWO-LANE UNDIVIDED ROAD)		2021	ADOLFO ROAD	0.8	EASTERN TERMINUS	CAMARILLO SPRINGS/US 101		n/a	2	
Ventura	OXNARD	Local Highway	VEN110112	VEN110112			VICTORIA AVENUE FROM GUM TREE ST TO GONZALES RD SIDEWALK AND DRAINAGE IMPROVEMENTS, RESTRIPING 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	OXNARD	Local Highway	VEN34094	VEN34094			IN OXNARD HUENEME RD SAVIERS TO ARCTURUS WIDEN AND CONSTRUCT FROM 2 TO 4 LANES (SAFETEA-LU PROJECT #735'TIP')	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	2021	COLONIA RD/CAMINO DEL SOL	0.3	ROUTE 1 (OXNARD BLVD)	ENTRADA		2	4	
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).		2014	Madera Rd	0.2	Simi Village Dr	Los Angeles Ave		2	3	
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	X	2020	HUENEME ROAD	1.4	OXNARD CITY LIMIT	RICE ROAD		2	4	
Ventura	VENTURA COUNTY	Local Highway	5A0708	VEN170105			HARBOR BOULEVARD AT GONZALES ROAD - ADD 2ND SOUTHBOUND THROUGH LANE AND 2ND NORTHBOUND THROUGH LANE.		2020	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)		2022	HARBOUR BOULEVARD	1..99 MILES	OXNARD CITY LIMITS	VENTURA CITY LIMITS	WIDENING	2	4	
Ventura	CAMARILLO	Local Highway	VEN071104	VEN071104	EARL JOSEPH	VENTURA BLVD	CONSTRUCT PONDEROSA EXTENSION FROM LAS POSAS RD TO SPRINGVILLE (0.9 MI) INCLUDING BIKE LANES (SPLIT FROM PROJECT 07-VEN990305)		2020	PONDEROSA DRIVE	1.3 MI	LAS POSAS RD	SPRINGVILLE		0	4	
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.	X	2019	Route 23 - Moorpark Road	0.5	3rd st.	Casey Road		2	4	
Ventura	OXNARD	State Highway	VEN040401	VEN040401			IN OXNARD AT RICE AVE. RAILROAD GRADE SEPARATION		2021	RICE AVENUE	0.57	STURGIS ROAD	1350' SOUTH OF FIFTH STREET		4	6	
Ventura	OXNARD	State Highway	VEN040401	VEN040401			IN OXNARD AT RICE AVE. RAILROAD GRADE SEPARATION		2021	NEW CONNECOR ROAD	700'	FIFTH STREET 500' W OF RICE AVENUE	RICE AVENUE 300' S OF FIFTH STREET		0	2	
Ventura	OXNARD	State Highway	VEN040401	VEN040401			IN OXNARD AT RICE AVE. RAILROAD GRADE SEPARATION		2021	NEW CONNECTOR	700'	FIFTH STREET 500' E OF RICE AVENUE	RICE AVENUE 300' S OF FIFTH STREET		0	2	
Ventura	OXNARD	State Highway	VEN040401	VEN040401			IN OXNARD AT RICE AVE. RAILROAD GRADE SEPARATION		2021	FIFTH STREET ROUTE 34	600'	300' W OF RICE AVENUE	300' E OF RICE AVENUE		2	4	

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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 19521, 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	2016	ROUTE 101	0.7	L.A. COUNTY LINE	WESTLAKE BLVD		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 RAMPS, CONSTR SOUNDWALLS (EA 19521, 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	2016	ROUTE 101	1.5	ROUTE 23 CONNECTOR	HAMPSHIRE ROAD		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 19521, 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	2016	ROUTE 101 NB	0.5	ROUTE 23 NB CONNECTOR	MOORPARK ROAD		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 RAMPS, CONSTR SOUNDWALLS (EA 19521, 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	2016	ROUTE 101 NB	0.6	HAMPSHIRE ROAD	CONEJO SCHOOL ROAD		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 19521, 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	2016	ROUTE 101 NB	0.8	WESTLAKE BLVD	HAMPSHIRE RD		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 RAMPS, CONSTR SOUNDWALLS (EA 19521, 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	2016	ROUTE 101 NB OFFRAMP TO MOORPARK ROAD	0.1	ROUTE 101	MOOROPARK ROAD		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 19521, 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	2016	ROUTE 101 SB	0.6	HAMPSHIRE ROAD	CONEJO SCHOOL ROAD		5	6	

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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 19521, 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	2016	ROUTE 23 SB TO ROUTE 23 NB CONNECTOR	0.2	ROUTE 23	ROUTE 101		1	2	
Ventura	CALTRANS	State Highway	VEN070201	VEN070201			NEAR MUSSEL SHOALS ADD 1 HOV LANE EACH DIR FROM MOBIL PIER ROAD UC TO S/O CASITAS PASS RD IN SANTA BARBARA CO. (PM R 39.8 TO 2.2). HOV LANES ARE PROPOSED TO BE PART-TIME (AM & PM PEAK PERIODS) ONLY. EXTEND ON/OFF-LANES AT MUSSEL SHOALS & LA CONCHITA FOR BETTER ACCEL AND DECEL; KEEP AS SINGLE LANES. CLOSE EXISTING 3 MEDIAN OPENINGS LOCATED NEAR LA CONCHITA AND MUSSEL SHOALS AND TANK FARM.	X	2016	ROUTE 101 MEDIAN OPENING NORTH OF LA CONCHITA	0.1	ROUTE 101 SB ROADWAY	ROUTE 101 NB ROADWAY		2	0	
Ventura	CALTRANS	State Highway	VEN070201	VEN070201			NEAR MUSSEL SHOALS ADD 1 HOV LANE EACH DIR FROM MOBIL PIER ROAD UC TO S/O CASITAS PASS RD IN SANTA BARBARA CO. (PM R 39.8 TO 2.2). HOV LANES ARE PROPOSED TO BE PART-TIME (AM & PM PEAK PERIODS) ONLY. EXTEND ON/OFF-LANES AT MUSSEL SHOALS & LA CONCHITA FOR BETTER ACCEL AND DECEL; KEEP AS SINGLE LANES. CLOSE EXISTING 3 MEDIAN OPENINGS LOCATED NEAR LA CONCHITA AND MUSSEL SHOALS AND TANK FARM.	X	2016	ROUTE 101 MEDIAN OPENING AT LA CONCHITA	0.1	ROUTE 101 SB ROADWAY	ROUTE 101 NB ROADWAY		2	0	
Ventura	CALTRANS	State Highway	VEN070201	VEN070201			NEAR MUSSEL SHOALS ADD 1 HOV LANE EACH DIR FROM MOBIL PIER ROAD UC TO S/O CASITAS PASS RD IN SANTA BARBARA CO. (PM R 39.8 TO 2.2). HOV LANES ARE PROPOSED TO BE PART-TIME (AM & PM PEAK PERIODS) ONLY. EXTEND ON/OFF-LANES AT MUSSEL SHOALS & LA CONCHITA FOR BETTER ACCEL AND DECEL; KEEP AS SINGLE LANES. CLOSE EXISTING 3 MEDIAN OPENINGS LOCATED NEAR LA CONCHITA AND MUSSEL SHOALS AND TANK FARM.	X	2016	ROUTE 101 MEDIAN OPENING AT MUSSEL SHOALS	0.1	ROUTE 101 SB ROADWAY	ROUTE 101 NB ROADWAY		2	0	
Ventura	CALTRANS	State Highway	VEN070201	VEN070201			NEAR MUSSEL SHOALS ADD 1 HOV LANE EACH DIR FROM MOBIL PIER ROAD UC TO S/O CASITAS PASS RD IN SANTA BARBARA CO. (PM R 39.8 TO 2.2). HOV LANES ARE PROPOSED TO BE PART-TIME (AM & PM PEAK PERIODS) ONLY. EXTEND ON/OFF-LANES AT MUSSEL SHOALS & LA CONCHITA FOR BETTER ACCEL AND DECEL; KEEP AS SINGLE LANES. CLOSE EXISTING 3 MEDIAN OPENINGS LOCATED NEAR LA CONCHITA AND MUSSEL SHOALS AND TANK FARM.	X	2016	ROUTE 101 ACCELERATION/ DECELERATION LANES	0.2	BEGIN LA CONCHITA NB OFFRAMP	END LA CONCHITA NB ONRAMP		1	1	
Ventura	CALTRANS	State Highway	VEN070201	VEN070201			NEAR MUSSEL SHOALS ADD 1 HOV LANE EACH DIR FROM MOBIL PIER ROAD UC TO S/O CASITAS PASS RD IN SANTA BARBARA CO. (PM R 39.8 TO 2.2). HOV LANES ARE PROPOSED TO BE PART-TIME (AM & PM PEAK PERIODS) ONLY. EXTEND ON/OFF-LANES AT MUSSEL SHOALS & LA CONCHITA FOR BETTER ACCEL AND DECEL; KEEP AS SINGLE LANES. CLOSE EXISTING 3 MEDIAN OPENINGS LOCATED NEAR LA CONCHITA AND MUSSEL SHOALS AND TANK FARM.	X	2016	ROUTE 101 ACCELERATION/ DECELERATION LANES	0.2	BEGIN MUSSEL SHOALS SB OFFRAMP	END MUSSEL SHOALS SB ONRAMP		1	1	
Ventura	CALTRANS	State Highway	VEN070201	VEN070201			NEAR MUSSEL SHOALS ADD 1 HOV LANE EACH DIR FROM MOBIL PIER ROAD UC TO S/O CASITAS PASS RD IN SANTA BARBARA CO. (PM R 39.8 TO 2.2). HOV LANES ARE PROPOSED TO BE PART-TIME (AM & PM PEAK PERIODS) ONLY. EXTEND ON/OFF-LANES AT MUSSEL SHOALS & LA CONCHITA FOR BETTER ACCEL AND DECEL; KEEP AS SINGLE LANES. CLOSE EXISTING 3 MEDIAN OPENINGS LOCATED NEAR LA CONCHITA AND MUSSEL SHOALS AND TANK FARM.	X	2016	Route 101	6.2	Mobil Pier Rd.	Casitas Pass Road		4	6	
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 AND ADD TURN LANES	X	2019	ROUTE 101 SB ON-RAMP	0.1	PLEASANT VALLEY ROAD	ROUTE 101		1	2	

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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 AND ADD TURN LANES	X	2019	rte 101	0.1	pleasant valley road	pleasant valley road		6	6	
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)		2019	Central Avenue	0.1	Route 101 south interchange ramps	Route 101 north interchange ramps		2	4	
Ventura	OXNARD	State Highway	VEN051006	VEN051006			IN OXNARD AT DEL NORTE BOULEVARD - IMPROVE INTERCHANGE, WIDEN DEL NORTE BRIDGE OVER 101 (FROM VENTURA BLVD TO RTE 101 SB RAMPS) FROM 2 TO 4 LANES PLUS LEFT-TURN LANE. ADD NB LOOP ONRAMPS AND REALIGN AND IMPROVE OTHER RAMPS.		2020	Del Norte	0.1	Ventura Blvd.	Route 101 SB Ramps		2	4	
Ventura	OXNARD	State Highway	VEN051006	VEN051006			IN OXNARD AT DEL NORTE BOULEVARD - IMPROVE INTERCHANGE, WIDEN DEL NORTE BRIDGE OVER 101 (FROM VENTURA BLVD TO RTE 101 SB RAMPS) FROM 2 TO 4 LANES PLUS LEFT-TURN LANE. ADD NB LOOP ONRAMPS AND REALIGN AND IMPROVE OTHER RAMPS.		2020	Route 101 NB off ramp at Del Norte	0.1	Del Norte	Route 101		1	2	
Ventura	OXNARD	State Highway	VEN051006	VEN051006			IN OXNARD AT DEL NORTE BOULEVARD - IMPROVE INTERCHANGE, WIDEN DEL NORTE BRIDGE OVER 101 (FROM VENTURA BLVD TO RTE 101 SB RAMPS) FROM 2 TO 4 LANES PLUS LEFT-TURN LANE. ADD NB LOOP ONRAMPS AND REALIGN AND IMPROVE OTHER RAMPS.		2020	Route 101 NB on ramp at Del Norte	0.1	Del Norte	Route 101		1	1	
Ventura	OXNARD	State Highway	VEN051006	VEN051006			IN OXNARD AT DEL NORTE BOULEVARD - IMPROVE INTERCHANGE, WIDEN DEL NORTE BRIDGE OVER 101 (FROM VENTURA BLVD TO RTE 101 SB RAMPS) FROM 2 TO 4 LANES PLUS LEFT-TURN LANE. ADD NB LOOP ONRAMPS AND REALIGN AND IMPROVE OTHER RAMPS.		2020	Route 101 SB offramp at Del Norte	0.1	Route 101	Del Norte		1	2	
Ventura	OXNARD	State Highway	VEN051006	VEN051006			IN OXNARD AT DEL NORTE BOULEVARD - IMPROVE INTERCHANGE, WIDEN DEL NORTE BRIDGE OVER 101 (FROM VENTURA BLVD TO RTE 101 SB RAMPS) FROM 2 TO 4 LANES PLUS LEFT-TURN LANE. ADD NB LOOP ONRAMPS AND REALIGN AND IMPROVE OTHER RAMPS.		2020	Route 101 SB onramp at Del Norte	0.1	Del Norte	Route 101		1	1	
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)	X	2020	RTE 101 CALIFORNIA ST NB OFFRAMP	0.1	START CALIF ST NB ONRAMP	END CALIF ST NB ONRAMP		1	1	
Ventura	MOORPARK	State Highway	12020	12020			IN MOORPARK LOS ANGELES AVE WIDEN FROM 4 TO 6 LANES BETWEEN MAUREEN AND LETA YANCY	X	2017	Rte 118 los angeles ave	0	maureen	leta yancy		4	6	
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	2017	ROUTE 118 (L.A. AVE)	0.6	ROUTE 23 (MOORPARK AVE)	EAST OF SPRING		4	6	
Ventura	SIMI VALLEY	State Highway	6566	6566			NEAR SIMI VALLEY AT ALAMOS CYN RD ADD RAMPS	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 RAMPS	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 RAMPS	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 RAMPS	X	2020	ROUTE 101 SB ONRAMP AT ALAMOS CANYON AT ALAMOS CANYON	0.1	ALAMOS CANYON ROAD	ROUTE 118		n/a	1	
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2018								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2018								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2018								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2018								Please see "FTIP VEN151101" 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	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2018								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2018								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2018								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2018								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2018								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2018								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2018								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2018								Please see "FTIP VEN151101" tab for additional details
Ventura	GOLD COAST TRANSIT DISTRICT	Transit	5TL0703	VEN151101			PURCHASE 5 BUSES FOR EXPANSION	X	2018								Please see "FTIP VEN151101" tab for additional details
Ventura	CAMARILLO	Transit	5TL0703	VEN140802			PURCHASE TWO (2) EXPANSION 16-PASSENGER BUSES FOR GENERAL DIAL A RIDE SERVICE.	X	2018								
Ventura	GOLD COAST TRANSIT	Transit	5TL04	VEN110108			OPERATING ASSISTANCE - VINEYARD AVENUE LINE THREE YEAR DEMONSTRATION (CMAQ INCLUDES TRANSPORTATION DEVELOPMENT CREDIT OF $195.). Service ends 2014/15.		2018								
Ventura	GOLD COAST TRANSIT	Transit	5TL04	VEN110108			OPERATING ASSISTANCE - VINEYARD AVENUE LINE THREE YEAR DEMONSTRATION (CMAQ INCLUDES TRANSPORTATION DEVELOPMENT CREDIT OF $195.). Service ends 2014/15.		2018								
Ventura	GOLD COAST TRANSIT	Transit	5TL04	VEN110108			OPERATING ASSISTANCE - VINEYARD AVENUE LINE THREE YEAR DEMONSTRATION (CMAQ INCLUDES TRANSPORTATION DEVELOPMENT CREDIT OF $195.). Service ends 2014/15.		2018								
Ventura	GOLD COAST TRANSIT	Transit	5TL04	VEN110108			OPERATING ASSISTANCE - VINEYARD AVENUE LINE THREE YEAR DEMONSTRATION (CMAQ INCLUDES TRANSPORTATION DEVELOPMENT CREDIT OF $195.). Service ends 2014/15.		2018								
Ventura	GOLD COAST TRANSIT	Transit	5TL04	VEN110108			OPERATING ASSISTANCE - VINEYARD AVENUE LINE THREE YEAR DEMONSTRATION (CMAQ INCLUDES TRANSPORTATION DEVELOPMENT CREDIT OF $195.). Service ends 2014/15.		2018								
Ventura	GOLD COAST TRANSIT	Transit	5TL04	VEN110108			OPERATING ASSISTANCE - VINEYARD AVENUE LINE THREE YEAR DEMONSTRATION (CMAQ INCLUDES TRANSPORTATION DEVELOPMENT CREDIT OF $195.). Service ends 2014/15.		2018								
Ventura	GOLD COAST TRANSIT	Transit	5TL04	VEN110108			OPERATING ASSISTANCE - VINEYARD AVENUE LINE THREE YEAR DEMONSTRATION (CMAQ INCLUDES TRANSPORTATION DEVELOPMENT CREDIT OF $195.). Service ends 2014/15.		2018								
Ventura	GOLD COAST TRANSIT	Transit	5TL04	VEN110108			OPERATING ASSISTANCE - VINEYARD AVENUE LINE THREE YEAR DEMONSTRATION (CMAQ INCLUDES TRANSPORTATION DEVELOPMENT CREDIT OF $195.). Service ends 2014/15.		2018								
Ventura	GOLD COAST TRANSIT	Transit	5TL04	VEN110108			OPERATING ASSISTANCE - VINEYARD AVENUE LINE THREE YEAR DEMONSTRATION (CMAQ INCLUDES TRANSPORTATION DEVELOPMENT CREDIT OF $195.). Service ends 2014/15.		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
Ventura	GOLD COAST TRANSIT	Transit	5TL04	VEN110108			OPERATING ASSISTANCE - VINEYARD AVENUE LINE THREE YEAR DEMONSTRATION (CMAQ INCLUDES TRANSPORTATION DEVELOPMENT CREDIT OF $195.). Service ends 2014/15.		2018								
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	2019								Please see "FTIP VEN150609" tab for additional details
Ventura	THOUSAND OAKS	Transit	5TL04	VEN110111			EXTEND OPERATING HOURS FOR THOUSAND OAKS FIXED ROUTE AND DIAL A RIDE SYSTEMS. Service ends 7/1/2014.	X	2013								
Ventura	THOUSAND OAKS	Transit	5TL04	VEN110111			EXTEND OPERATING HOURS FOR THOUSAND OAKS FIXED ROUTE AND DIAL A RIDE SYSTEMS. Service ends 7/1/2014.	X	2013								
Ventura	THOUSAND OAKS	Transit	5TL04	VEN110111			EXTEND OPERATING HOURS FOR THOUSAND OAKS FIXED ROUTE AND DIAL A RIDE SYSTEMS. Service ends 7/1/2014.	X	2013								
Ventura	THOUSAND OAKS	Transit	5TL04	VEN110111			EXTEND OPERATING HOURS FOR THOUSAND OAKS FIXED ROUTE AND DIAL A RIDE SYSTEMS. Service ends 7/1/2014.	X	2013								
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 TRANS COMMISSION (VCTC)	Transit	5TL04	VEN150608			THREE YEAR DEMONSTRATION EXPRESS BUS SERVICE - EAST/WEST COUNTY CONNECTOR SERVING SIMI VALLEY, MOORPARK, CAMARILLO, AND VENTURA	X	2018								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	X	2018								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	X	2018								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	X	2018								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	X	2018								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	X	2018								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	X	2018								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	X	2018								Please see "FTIP VEN150608" tab for additional details

Section III
Timely Implementation Of TCMs

SECTION III

TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES (TCMs)

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TIMELY IMPLEMENTATION OF TCMS

INTRODUCTION

This section itemizes and reports the findings of timely implementation of Transportation Control Measure (TCM) projects specified in the fiscally constrained portion, or the first two years (i.e., FY 2016/17-2017/18) of the 2017 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*[1].

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

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

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

- *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.*[2]

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

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

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

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.*

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

(b) For transportation plans, this criterion is satisfied if the following two conditions are met:

(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.

(2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.

(c) For TIPs, this criterion is satisfied if the following conditions are met:

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

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

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

(d) For FHWA/FTA projects which are not from a conforming transportation plan and TIP, this criterion is satisfied if the project does not interfere with the implementation of any TCM in the applicable implementation plan[3].

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

APPLICABLE SIPS IN THE SCAG REGION

In the SCAG region, ozone SIPs developed in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin contain TCM strategies and are subject to 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.
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2007 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.

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 2017 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 2017 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 2015 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 strategies:

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

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

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

LOS ANGELES COUNTY

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 FTIP PROJECT STATUS**
AZUSA	LAF5309	CITY OF AZUSA TRAFFIC MANAGEMENT SYSTEM. THIS PROJECT WILL UPGRADE TRAFFIC SIGNALS AT 43 INTERSECTIONS IN THE CITY OF AZUSA. THE PROJECT WILL FUND THE DESIGN AND CONSTRUCTION/IMPLEMENTATION OF CONTROLLERS, WIRING, DETECTION, CONDUIT, FIBER OPTIC, COUNTDOWN PEDESTRIAN HEADS, SIGNALS, VIDEO DETECTION, CCTV CAMERAS AND TRAFFIC CONTROL AND MONITORING UPGRADES AT THE 43 INTERSECTIONS.	12/1/2017	12/1/2017	12/1/2019	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PREPARATION OF MOU WITH METRO.
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	10/1/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS. THIS PROJECT IS ONGOING AND WILL PROCEED AS I-5 RECONSTRUCTION PROJECT THROUGH BURBANK.
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 2016 RTP/SCS. THIS PROJECT IS ONGOING AND WILL PROCEED AS THE I-5 RECONSTRUCTION PROJECT THROUGH BURBANK.
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	12/1/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	10/30/2019	10/30/2017	AHEAD OF COMPLETION DATE FROM 2016 RTP/SCS.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 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	12/1/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS. APPROXIMATELY 10 PERCENT OF THE FUNDS HAVE BEEN SPENT. BURBANK AND GLENDALE ARE PREPARING TO PURCHASE 2070 CONTROLLERS AND INSTALL NEW SOFTWARE.
BURBANK GLENDALE PASADENA AIRPORT	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)	3/31/2017	3/31/2017	3/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	7/1/2016	12/31/2017	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO A PROPOSED NEW COMMERCIAL DEVELOPMENT AT THE SAME INTERSECTION. CITY IS WORKING WITH DEVELOPER TO COORDINATE THE INTERSECTION CONFIGURATION.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 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 2016 RTP/SCS.
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	10/30/2018	10/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.
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	1/4/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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 2016 RTP/SCS.
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	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.
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	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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	6/30/2018	6/30/2017	AHEAD OF COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.
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	12/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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	6/30/2017	6/30/2018	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ISSUES WITH CAD AVL SYSTEM. CITY IS WORKING DILIGENTLY WITH CONSULTANT TO MOVE PROJECT FORWARD IN A TIMELY MANNER.
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	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	5/31/2017	5/31/2017	5/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 FTIP PROJECT STATUS**
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	6/1/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	12/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.
GARDENA	LA0G1175	COMPUTER AUTOMATED DISPATCHING/AUTOMATED VEHICLE LOCATION (CAD/AVL)SOLUTION WITH REAL TIME PASSENGER INFORMATION NETWORK.	12/30/2016	12/30/2016	12/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 FTIP PROJECT STATUS**
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	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	6/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
GLENDALE	LA0G1148	SIGNAL INSTALLATION AT VARIOUS LOCATIONS- PACIFIC AVE. TRAFFIC SIGNAL MODIFICATIONS. SIGNAL SYNCH FOR SIX (6) INTERSECTIONS ALONG PACIFIC AVENUE.	6/1/2016	6/1/2016	6/1/2018	OBSTACLES ARE BEING OVERCOME. DELAYED DUE TO STREET IMPROVEMENT PROJECTS ALONG SAME CORRIDOR. NOW EVERYTHING IS READY AND SIGNAL INSTALLATION PROJECT WILL START IN JUNE, 2016

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 FTIP PROJECT STATUS**
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	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	5/1/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.
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	FORMAL TCM SUBSTITUTION COMPLETE. REPLACED BY ORALAF75DB, LAF7512, AND LAF7517.
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	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 FTIP PROJECT STATUS**
LONG BEACH	LAF1530	BICYCLE SYSTEM GAP CLOSURES & IMPROVED LA RIVER BIKE PATH. PROJECT WILL CONSTRUCT PRIORITY CLASS I & III BICYCLE SYSTEM GAP CLOSURES IN LONG BEACH AND IMPROVE CONNECTION TO LA RIVER. CLASS II BIKE LANES 4.8 MILES, CLASS III 3 MILES.	2014	6/30/2016	6/30/2015	AHEAD OF COMPLETION DATE FROM 2016 RTP/SCS.
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	1/1/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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.	6/11/2018	6/11/2020	6/11/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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	12/31/2015	12/31/2016	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DIFFICULTIES IN IMPLEMENTING A LARGE PHASED PROJECT SCOPE - TSSP PROJECTS ARE COMPLETED, OPERATIONAL IMPROVEMENTS AT INTERSECTIONS ARE UNDER CONSTRUCTION, AND ITS WORK IS UNDER DESIGN AND CONSTRUCTION
LOS ANGELES COUNTY	LA0D461	RECONSTRUCT- THE OLD ROAD FROM HILLCREST PARKWAY TO LAKE HUGHES RD & WIDEN FROM 40' TO 68', 2 VEH. LANES AND A 5' CLASS II BIKELANE IN EA DIR & STRIPPED MEDIAN (FROM 2 TO 4 LNS 2 EA DIR) FOR 2.1 MILES.	6/30/2021	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	10/1/2016	12/31/2017	OBSTACLES ARE BEING OVERCOME. DELAYED DUE TO COMPLICATIONS WITH MULTIPLE JURISDICTIONS. IN DESIGN PHASE. ALL ISSUES HAVE BEEN RESOLVED AND PROJECT IS MOVING FORWARD. DPW IS IN CONSTANT COMMUNICATION WITH METRO PMS

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 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	10/1/2016	12/31/2017	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DIFFICULTY IN OBTAINING MULTIPLE JURISDICTION CONCURRENCE ALONG ARTERIALS. IN DESIGN PHASE. ALL ISSUES HAVE BEEN RESOLVED AND PROJECT IS MOVING FORWARD. DPW IS IN CONSTANT COMMUNICATION WITH METRO PMS
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 HWYOF $20 WILL BE USED TO MATCH FY16 FEDERAL FUNDS FOR THE CON PHASE	10/21/2014	10/30/2016	12/31/2017	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO RESTRUCTURING AND RE-PROGRAMMING OF FUNDS THROUGH ATP PROGRAM. WILL BE IN CONSTRUCTION LATER THIS YEAR
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	OBSTACLES ARE BEING OVERCOME. SLIGHT DELAY DUE TO RFA PROCESS. ADVERTISE TO CONSTRUCTION AND FUNDS ARE OBLIGATED

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF3308	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCH, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS ON REGIONAL ARTERIALS. APROX. 183 SIGNALS TOTAL.	6/30/2016	6/30/2016	12/31/2017	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COMPLICATIONS WITH MULTIPLE JURISDICTIONS. IN DESIGN PHASE. ALL ISSUES HAVE BEEN RESOLVED AND PROJECT IS MOVING FORWARD. DPW IS IN CONSTANT COMMUNICATION WITH METRO PMS.
LOS ANGELES COUNTY	LAF3309	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJ, PHASE VI. DESIGN AND CONSTRUCT MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS & ITS COMPONENTS ON REGIONAL ARTERIALS IN GATEWAY CITES AREA. (APROX. 126 SIGNALS)	6/30/2016	6/30/2016	12/31/2017	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ADDITIONAL TIME NEEDED TO COMPLETE STUDIES. DESING PHASE IS IN PROGRESS.
LOS ANGELES COUNTY	LAF3310	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, OPERATIONAL IMPROVEMENTS & ITS COMPONENTS ON ARTERIALS IN THE SOUTH BAY AREA OF LA COUNTY. (APROX 40+ SIGNALS)	6/30/2016	6/30/2016	12/31/2017	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ADDITIONAL TIME NEEDED TO COMPLETE STUDIES. DESING PHASE IS IN PROGRESS.
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 2016 RTP/SCS.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 FTIP PROJECT STATUS**
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	6/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
LOS ANGELES COUNTY	LAF5310	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP. IMPLEMENTION OF A TRAFFIC SIGNAL SYNCHRONIZATION PROJECT (TSSP) ON RAMONA BL/BADILLO ST/COVINA BL FROM SANTA ANITA AV TO THE 57 FREEWAY. A BUS SIGNAL PRIORITY (BSP) PROJECT WILL BE IMPLEMENTED ON RAMONA BL/BADILLO ST FROM TYLER AV TO GRAND AV TO GIVE TRANSIT PRIORITY FOR FOOTHILL TRANSIT OPERATIONS (APROX. 48 SIGNAL LOCATIONS)	6/30/2019	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
LOS ANGELES, CITY OF	LA0G901	HISTORIC LOS ANGELES STREETCAR	6/30/2017	6/30/2017	6/30/2019	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO MODEL CHANGE FOR ENVIRONEMTNAL DOCUMENTS AND DESIGN ADJUSTMENT. IN THE PROCESS OF COMPLETING CEQA AND NEPA.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 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	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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 2016 RTP/SCS.
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 2016 RTP/SCS.
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	12/30/2016	12/30/2019	NO DELAY. ON-GOING PROGRAM.
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	7/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.
LOS ANGELES COUNTY MTA	LA0F021	EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II - FROM CULVER CITY TO SANTA MONICA	12/31/2017	12/31/2017	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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	3/30/2019	3/30/2021	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UNACCEPTABLE NUMBER OF COSMETIC DEFECTS IN THE INITIAL DELIVERY OF RAIL CARS. MITIGATION MEASURES HAVE BEEN IMPLEMENTED TO INCREASE VEHICLE PRODUCTION WITHOUT COMPROMISING QUALITY.
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 2016 RTP/SCS.
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 PREPARTION 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 2016 RTP/SCS.
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 2016 RTP/SCS.
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	12/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0G1184	DESIGN AND CONSTRUCT A HIGH-CAPACITY BIKE PARKING FACILITY TO ACCOMDATE AT LEAST 300 PARKED BICYCLES IN A SECURE ENVIRONMENT.	12/30/2018	12/30/2018	12/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.
LOS ANGELES COUNTY MTA	LA29202W	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	6/30/2016	12/30/2017	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO BRT COMMUNICATION SYSTEM WHICH WILL BE ACQUIRED USING SOLE SOURCE PROCUREMENT. REQUESTED FTA'S APPROVAL.
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 2016 RTP/SCS.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 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	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	6/30/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.
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	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF1524	SAN FERNANDO RD. BIKE PATH PH. IIIA - CONSTRUCTION. RECOMMEND PHASE IIIA- CONSTRUCTION OF A CLASS I BIKE PATH WITHIN METRO OWNED RAIL RIGHT-OF-WAY ALONG SAN FERNANDO RD. BETWEEN BRANFORD ST. AND TUXFORD ST INCL BRIDGE. 2 MILE BIKEPATH.	10/1/2015	6/30/2017	1/1/2018	OBSTACLES ARE BEING OVERCOME.
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	9/21/2017	12/31/2016	AHEAD OF COMPLETION DATE FROM 2016 RTP/SCS.
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	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	12/31/2016	6/30/2017	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CITY'S NEED TO INTEGRATE WITH COUNTY SYSTEM. CITY CONTINUES TO COORDINATE WITH LA COUNTY TO ENSURE REVISED TIME LINE IS MET.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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	12/31/2016	12/31/2017	OBSTACLES ARE BEJING OVERCOME. DELAY DUE TO BEING BUNDLED WITH ANOTHER SIMILAR GRANT FUNDED PROJECT FOR ECONOMY OF SCALE PURPOSES, WORKING WITH CITY BUREAU OF ENGINEERING TO EXPEDITE BID AND AWARD PROCESS
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	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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 2016 RTP/SCS.
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	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY	LA0G558	GOLD LINE FOOTHILL LRT EXTENSION - PASADENA TO AZUSA	12/31/2017	12/31/2017	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	1/1/2016	1/1/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
MONTEBELLO	LA0G862	PURCHASE OF SEVEN (7) ALTERNATIVE FUEL EXPANSION TRANSIT BUSES	12/31/2016	12/31/2016	12/31/2018	OBSTACLES ARE BEING OVERCOME. DELAYED DUE TO NEGOTIATIONS WITH LACMTA. DISCUSSION WITH LACMTA IS ONGOING.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
MONTEBELLO	LAES757	CUSTOMER INFORMATION SYSTEM PROJECT: INCLUDING AUTOMATIC VEHICLE LOCATION AND REAL-TIME PASSENGER INFORMATION SYSTEMS.	7/1/2016	7/1/2016	7/1/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.
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	6/1/2016	7/1/2017	OBSTACLES ARE BEING OVERCOME.
PASADENA	LAE3790	THE PASADENA ITS INTEGRATES 2 COMPONENTS; TRAFFIC SIGNAL COMMUNICATION AND CONTRL, AND PUBLIC PARKING AVAILABILITY INFO. SAFETEA-LU PRJ #3790	2010	4/30/2016	6/30/2016	COMPLETE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 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	5/1/2016	12/30/2016	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	12/30/2016	5/1/2016	AHEAD OF COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.
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	6/30/2016	5/1/2017	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DESIGN SPECIFICATION CHANGES. DESIGN WILL BE FINALIZED IN SPRING OF 2016 AND CONSTRUCTION FUNDS WILL BE OBLIGATED BY SUMMER OF 2016.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 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 2016 RTP/SCS.
PORT OF LOS ANGELES	LAF3170	PORT TRUCK TRAFFIC REDUCTION PROGRAM: WEST BASIN RAILYARD. INTERMODAL RAILYARD CONNECTING PORT OF LA WITH ALAMEDA CORRIDOR TO ACCOMMODATE INCREASED LOADING OF TRAINS AT THE PORT, THEREBY REDUCING TRUCK TRIPS TO OFF-DOCK RAILYARDS.(LAF5204)	12/1/2014	4/30/2017	6/30/2016	COMPLETE.
REDONDO BEACH	LA0D29	HEART OF THE CITY BUS TRANSFER STATION AMENITIES. RELOCATE THE EXISTING INTERMODAL TRANSIT TERMINAL AND CONSTRUCT A NEW TRANSIT CENTER WITH 12 BUS BAYS, PASSENGER WAITING AREA AND INFORMATION CENTER, AND A DRIVER OPERATOR LOUNGE. THE PROPERTY WILL ALSO PROVIDE 339 PUBLIC PARKING SPACES (PLUS 2 FOR STAFF: MAINTENANCE & SECURITY) AND BICYCLE FACILITIES. LOCATION - 1521 KINGSDALE AVENUE, REDONDO BEACH, CA 90278	12/31/2016	12/31/2016	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	6/30/2017	6/30/2018	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO FAILURE TO OBTAIN ATP FUNDS. NOW FULL FUNDING IS SECURED. STARTED WORKING ON ENGINEERING PHASE.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 FTIP PROJECT STATUS**
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	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.
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	12/31/2017	12/31/2019	OBSTACLES ARE BEING OVERCOME.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 FTIP PROJECT STATUS**
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 2016 RTP/SCS.
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	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	1/1/2018	12/31/2019	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CHANGE IN COUNCIL PRIORITIES. CITY HAS SINCE REACHED AN AGREEMENT WITH AFFECTED COUNCIL OFFICES TO ENSURE TIMELY COMPLETION.

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

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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	7/1/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	12/31/2016	12/31/2017	OBSTACLES ARE BEING OVERCOME. DEALY DUE TO CONSTRUCTION OF EXPO LIGHT RAIL. IN DESIGN/ ENGINEERING PHASE.
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	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	6/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 FTIP PROJECT STATUS**
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	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
TORRANCE	LA0G1166	TORRANCE TRANSIT EXPANSION OF LINE #1 AND LINE #4 HOTLANE SERVICE * : TRANSIT EXPANSION OF LINE #1 AND #4 TO INCLUDE MID-DAY AND WEEKEND SERVICE. THE ACQUISITION OF 5 40'FOOT CNG BUSES.	12/31/2015	12/31/2015	4/1/2016	COMPLETE
TORRANCE	LA0G358	SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT AT 465 N. CRENSHAW BLVD., TORRANCE, CA 90503.	12/31/2015	12/31/2016	12/31/2017	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ANTICIPATED HEAVY RAINS IN LATE 2015 AND EARLY 2016. GROUND BREAKING OF PROJECT BEGAN ON SEPTEMBER 8, 2015. CONTRACTOR HAS BEEN HIRED TO LEVEL AND GRADE LAND FOR FINAL CONSTRUCTION TO BEGIN.
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	9/30/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 FTIP PROJECT STATUS**
EL MONTE	LAF5705	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYS IN DOWNTOWN AREA; I-10 FWY, EL MONTE BUSWAY, EL MONTE TRANSIT CTR, TRANSIT VILLAGE, AND EL MONTE METROLINK STATION. COMPREHENSIVE PARKING STRATEGY PLAN. INCLUDES SMART PARKING DETECTION SYSTEM AND SHARED PARKING PROGRAM. UTILIZE MOBILE COMMUNICATION DEVICES TO ASSESS THE PARKING AVAILABILITY AT MULTIPLE PARKING LOTS. PROVIDE REAL-TIME INVENTORY OF PARKING SPACES.	6/30/2017	6/30/2017		FOR GENERAL PARKING PURPOSES, NOT TCM.
LOS ANGELES, CITY OF	LAF1612	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN. PROJECT WILL IMPLEMENT SIDEWALK IMPROVEMENTS, DECORATIVE CROSSWALKS, MEDIAN ISLAND, CURB RAMPS, PEDESTRIAN LIGHTING, SHELTERS, BENCHES, TRASH RECEPTACLES & STREET TREES. THE PHYSICAL IMPROVEMENTS WILL CONSIST OF A MEANDERING PEDESTRIAN WALKWAY, SOLAR-POWERED PEDESTRIAN SCALE LIGHTING STREET LIGHTING, TRASH RECEPTACLES, BUS BENCHES, (10) BICYCLE RACKS.	12/31/2016	12/31/2016		NO CAPACITY EXPANSION, NOT TCM.
LOS ANGELES, CITY OF	LAF5519	THIS PROJECT IS LOCATED IN THE CITY OF LOS ANGELES. CONSTRUCTION OF BICYCLE FRIENDLY STREET TREATMENTS: AT LEAST 100 DIRECTIONAL SIGNS, AT LEAST 500 SHARED LANE MARKINGS, AND BICYCLE DETECTORS AND MARKINGS PROVIDED TO AT LEAST 15 SIGNALIZED INTERSECTIONS. OTHER TREATMENTS WILL INCLUDE TRAFFIC CALMING DEVICES AND DIVERSION, WHICH INCLUDE AT LEAST ONE DIVERTER AND ROUNDABOUT.	12/31/2018	12/31/2018		NO CAPACITY EXPANSION, NOT TCM.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 FTIP PROJECT STATUS**
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	12/1/2017	6/30/2019	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SCOPING AND PERMITTING PROCESS.

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
CALTRANS	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)	2008/2010	6/30/2015	COMPLETE	
CALTRANS	LA01342	ROUTE 10: RT 10 FROM RT 605 TI PUENTE AVE HOV LANES (8+0 TO 8+2) (EA# 117070, PPNO 0306H) PPNO 333 3382 AB 3090 REP (TCRP #40)	2008/2010	10/28/2014	COMPLETE	
CALTRANS	LA0B875	ROUTE 10: HOV LANES AND PAVEMENT REHAB FROM CITRUS TO ROUTE 57 - (EA# 11934+31120 = 1193U, PPNO# 0310B+4812=0310B). USE TOLL CREDIT AS LOCAL MATCH	2015	1/4/2018	1/4/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
GLENDALE	LA0G202	TRAFFIC LIGHT SYNCHRONIZATION ALONG THREE MAJOR ARTERIAL , GLENDALE AVE, BRAND BLVD.,SAN FERNANDO RD., AND COLORADO ST.	12/1/2014	12/1/2014	COMPLETE	
GLENDALE	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.	12/30/2012	12/30/2014	COMPLETE	
RANCHO PALOS VERDES	LAF1506	BIKE COMPATIBLE RDWY SAFETY AND LINKAGE ON PALOS VERDES DR. THE PROJECT WILL HAVE A CLASS II BIKE LANE ON BOTH SIDES OF PALOS VERDES DRIVE SOUTH, WITH AN UNPAVED SHOULDER FOR EMERGENCY USE. (DISTANCE 1.3 MILES)	2014			THIS PROJECT HAS BEEN REPLACED WITH LA0G257 VIA 2015 FTIP AMENDMENT #15-09

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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	
LOS ANGELES, CITY OF	LA0B7330	SAN FERNANDO RD ROW BIKE PATH PHSE II-CONSTRUCT 2.75 MILES CLAS I FRM FIRST ST TO BRANFORD ST,ON MTA-OWND ROW PARLEL TO SAN FERNANDO RD. LINK CYCLSTS TO NUMROUS BUS LNE. PPNO 2868.	2005	12/31/2015	COMPLETE	
MONROVIA	LAE0039	TRANSIT VILLAGE - PROVIDE A TRANS. FACILITY FOR SATELLITE PARKING FOR SIERRA MADRE VILLA GOLD LINE STA, P-N-R FOR COMMUTERS, A FOOTHILL TRANSIT STORE INCLUDING THREE (3) BUS BAYS, AT LEAST FOUR (4) SHELTERS WITH BENCHES, LIGHTING FOR SAFETY AND SECURITY, TRASH RECEPTACLES, DRINKING FOUNTAINS, AND INFORMATION KIOSKS. ADDITIONAL TRAFFIC SIGNALS AND SOME STREET WIDENING WILL TAKE PLACE TO IMPROVE BUS TRAFFIC FLOW.	2010	12/31/2015	COMPLETE	
RANCHO PALOS VERDES	LAF1605	PEDESTRIAN SAFE BUS STOP LINKAGE. LINKING 11 BUS STOPS CURRENTLY INACCESSIBLE BECAUSE OF LACK OF SIDEWALKS ON BOTH THE EAST AND WEST SIDE OF HAWTHORNE BLVD. FROM CREST RD. TO PALOS VERDES DR. SOUTH (ABOUT 13,000')	2013	3/30/2016	COMPLETE	
VARIOUS AGENCIES	LA0G772	VALLEY VILLAGE - PURCHASE OF 7 SERVICE EXPANSION SMALL BUS 8 AP, 2 WC...	12/1/2015	12/1/2015	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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 & MODIFY RAMPS, & HOV INGRESS/EGRESS AT SANTA MONICA BLV(EA 12030, PPNO 0851G, SAFETLU SECTION 1302 #18, 1934 #20)	5/24/2016	5/24/2016	COMPLETE	
LOS ANGELES, CITY OF	LAF5710	EXPERIENCE LA HISTORIC CULTURAL NEIGHBORHOOD CONNECTIONS. INSTALLATION OF 22 KIOSKS AT TRANSIT HUBS IN ACTIVITY CENTERS THROUGHOUT THE CITY OF LOS ANGELES. BY UTILIZING SMART TECHNOLOGY TRANSIT USERS WILL BE ABLE TO USE CELL PHONES OR THE KIOSK TO FIND INFORMATION THAT WILL MAKE THE TRANSFER MORE SEAMLESS TO THEIR FINAL DESTINATION.	6/1/2019	6/1/2019	6/1/2019	INFORMATIONAL KIOSKS NOT TCM.
LONG BEACH	LAF1341	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	12/31/2013	12/31/2014	COMPLETE	
LOS ANGELES, CITY OF	LAF1704	DOWNTOWN L.A. ALTERNATIVE GREEN TRANSIT MODES TRIAL PROGRAM. OFFER SHARED RIDE-BICYCLE AND NEIGHBORHOOD ELECTRIC VEHICLE TRANSIT SERVICES TO LA CITY HALL AS AN ALTERNATIVE TO OVERCROWDED DASH SERVICE	6/27/2016	6/27/2016	6/27/2016	DEMONSTRATION PROJECT, NOT TCM

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
HAWTHORNE	LAF3109	HAWTHORNE BOULEVARD MOBILITY IMPROVEMENT PROJECT. IMPROVE CIRCULATION, INCREASING EFFICIENCY FOR VEHICULAR, PEDESTRIAN, PUBLIC TRANSIT AND BICYCLE MOVEMENT ON HAWTHORNE BLVD.. THE PROJECT LIMIT IS FROM EL SEGUNDO BOULEVARD TO THE NORTH AND TO THE SOUTHERN CITY LIMIT AT ROSECRANS AVENUE. FROM I-105/120 STREET TO EL SEGUNDO BOULEVARD.	1/15/2015	1/15/2015	COMPLETE	
BURBANK	LA0G914	MEASURE R ARROYO VERDUGO HIGHWAY OPERATIONAL IMPROVEMENTS ALONG (WITHIN 1 MILE) THE I-5 CORRIDOR IN BURBANK. INCLUDES 50 NON-CONTIGUOUS INTERSECTIONS SIGNAL IMPROVEMENTS, INSTALLATION OF FIBER COMMUNICATIONS, DETECTION AND CAMERAS.	6/1/2015	12/31/2015		NOT A TCM. OPERATIONAL IMPROVEMENT.
LAWNDALE	LA0G954	THIS PROJECT WILL IMPROVE OUTDATED AND NON-ACTUATED TRAFFIC SIGNAL SYSTEMS WITHIN LAWNDALE AND WILL INCLUDE: FULL ACTUATION, INADEQUATE BICYCLE & PEDESTRIAN ACCOMMODATION, LIMITED TIMING PLANS, NEW CONTROLLERS/CABINETS WHERE NEEDED, AND NEW WIRING/LOOPS WHERE NEEDED AT ALL INTERSECTIONS.	12/1/2015	12/1/2015	COMPLETE	
LONG BEACH	LAF5609	DOWNTOWN LONG BEACH PINE AVENUE STREETSCAPE IMPROVEMENT. THIS PROJECT IS LOCATED ON PINE AVE BETWEEN SEASIDE WY AND ANAHEIM ST. IT WILL IMPLEMENT STREET IMPROVEMENTS, SUSTAINABLE DESIGN FEATURES, AND PEDESTRIAN ENHANCEMENTS ALONG A MAJOR TRANSIT NODE INCLUDING: PEDESTRIAN LIGHTING, CROSSWALK ENHANCEMENTS, DIAGONAL CROSSWALKS, STREET FURNITURE, BIKE RACKS, STREET TREES, LANDSCAPING, BOLLARDS TO FACILITATE STREET CLOSURE FOR COMMUNITY EVENTS AND REMOVAL OF OBSTRUCTIONS FROM THE WALKWAY.	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	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
PASADENA	LAF3710	PASADENA'S WAYFINDING SYSTEM. IMPLEMENT WAYFINDING SYSTEM INCLUDING TRANSIT INFORMATION AND CONNECTIVITY TO ADJACENT DESTINATIONS AT TRANSIT STOPS AND PARKING LOTS.	5/1/2016	5/1/2016	COMPLETE	
GLENDALE	LAF3714	ARROYO VERDUGO COMMUTE MANAGER SYSTEM. DEVELOPMENT OF A CUSTOMIZED TDM-SPECIFIC GEOGRAPHICALLY BASED WEBSITE.	12/30/2017			WEBSITE, NOT TCM
LOS ANGELES, CITY OF	LAF1725	WIFI ON THE GOLD LINE. WIFI INTERNET INSTALLED ON GOLD LINE TRAINS, POLES & STATIONS, EASTSIDE EXTENSION, CHINATOWN & LITTLE TOKYO/ARTS DISTRICTS.	12/31/2014			WIFI INTERNET, NOT TCM
SANTA CLARITA	LAF5502	DESIGN AND CONSTRUCT CLASS II BIKE LANES ON TOURNEY ROAD FROM VALENCIA TO MAGIC MOUNTAIN PKWY (1.1 MILES), AND CLASS III BIKE ROUTES ON ORCHARD VILLAGE RD FROM MCBEAN PKWY TO LYONS (1.35 MILES). THE PROJECT WILL INCLUDE BIKE DETECTION AT ALL INTERSECTIONS AND BICYCLE WAYFINDING AND SIGNAGE.	12/1/2017		COMPLETE	
SANTA MONICA	LAF1728	CITY OF SANTA MONICA ITS IMPROVEMENTS. SANTA MONICA REAL TIME BEACH PARKING SIGNS. THIS PROJECT WILL MAKE INFORMATION REGARDING BEACH PARKING AVAILABLE TO MOTORISTS DESTINED FOR SANTA MONICA BEACH PARKING LOTS.	6/30/2013			FOR RECREATIONAL PURPOSES, NOT TCM

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2017 FTIP COMPLETION YEAR
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
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
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
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
COMPTON	LAE2194	GREENLEAF ROW COMMUNITY ENHANCEMENT PROJECT DESIGN AND CONSTRUCTION OF BIKEWAY PED WALK WAY AND UPGRADE SIGNALIZATION	6/30/2017
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
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
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
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
FOOTHILL TRANSIT ZONE	LA0B311	PARK AND RIDE FACILITY (TRANSIT ORIENTED NEIGHBORHOOD PROGRAM) IN THE CITY OF INDUSTRY. AZUSA PROJECT UNDER LAF3434.	2/31/2015

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2017 FTIP COMPLETION YEAR
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
GLENDALE	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
GLENDALE	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
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
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
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
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
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

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2017 FTIP COMPLETION YEAR
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
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
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
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
LOS ANGELES, CITY OF	LA0G686	HIGHLAND PARK PEDESTRIAN IMPROVEMENTS ALONG FIGUEROA BETWEEN AVENUE 50 AND AVENUE 60 APPROXIMATELY 1.75MILES.	12/31/2017
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
SANTA CLARITA	LA0G1028	CONSTRUCT A PARK AND RIDE AT STATE ROUTE 14 AND NEWHALL AVENUE.	1/30/2019
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
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
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

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS			
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**2017 FTIP COMPLETION YEAR**
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

ORANGE COUNTY

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**ORIGINAL COMPLETION DATE**	**2016 RTP/SCS COMPLETION DATE**	**2017 FTIP COMPLETION DATE**	**2017 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	6/30/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	6/30/2018	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	7/23/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	1/21/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 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	12/1/2018	2/1/2020	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ENVIRONMENTAL DOCUMENTATION AS A RESULT OF EPA'S REVOCATION OF 1997 OZONE STANDARD. DESIGN HAS BEGUN AND IS EXPECTED TO BE COMPLETED IN NOVEMBER 2016. ROW WILL START IN 2016 AND CONSTRUCTION IN FEBRUARY OF 2018.
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	12/13/2016	11/1/2016	AHEAD OF COMPLETION DATE FROM 2016 RTP/SCS.
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	10/1/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
TCA	10254	SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC – SR 73). 15 MI TOLL RD BETWEEN 1-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, CONSISTENT WITH SCAG/TCA MOU 4/5/01. EXISTING 3 M/F EA DIR. 1 ADDITIONAL M/F EA DIR, PLUS CLIMBING & AUX LANES BY 2020.	2015/2018	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
TCA	ORA051	FOOTHILL TRANSPORTATION CORRIDOR-NORTH (FTC-N - SR 241). 12.7 MI TOLL ROAD BETWEEN OSO PKWY AND ETC, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F IN EA DIR. 2 ADDITIONAL M/F, PLS CLIMBING & AUX LANES BY 2020.	2015/2010	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	1/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.
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	6/15/2030	UNDERGOING SUBSTITUTION.
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	7/1/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	7/1/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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	7/30/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	4/30/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.
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	11/1/2017	7/1/2017	AHEAD OF COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.

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	2017 FTIP PROJECT STATUS
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020820	METROLINK SERVICE TRACK EXPANSION AND GRADE CROSSING IMPROVEMENTS. PART OF A PLAN TO IMPLEMENT 30 MINUTE HEADWAYS COULD INCLUDE TURNBACK FACILITIES, LAYOVER FACILITIES, AND OR RELIABILITY IMPROVEMENTS FOR HIGH FREQUENCY METROLINK SERVICE OPERATIONS BETWEEN FULLERTON AND LAGUNA NIGUEL/MISSION VIEJO	1/1/2015	1/1/2015	1/1/2015	COMPLETE
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA110304	GOLDENWEST TRANSPORTATION CENTER. CONSTRUCT A SURFACE PARKING LOT (300 SPACES)	4/30/2016	4/30/2016	4/30/2016	COMPLETE
TCA	ORA102904	IMAGE BASED TOLL COLLECTION SYSTEM - DEMONSTRATION PROJECT (ITS)			12/15/2014	COMPLETE
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA112005	IMPLEMENT BIKE STATIONS AND BIKE SHARING PROGRAM IN ORANGE COUNTY	10/30/2015	10/30/2015	10/30/2015	COMPLETE
ORANGE COUNTY	ORA113006	COYOTE CREEK CLASS I BIKEWAY. MALVERN AVENUE/LA MIRADA BOULEVARD TO HILLSBOROUGH DRIVE FOR A TOTAL LENGTH OF APPROXIMATELY 1.95 MILES.	9/25/2016	9/25/2016	9/23/2014	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	6/30/2018	COMPLETE

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	2017 FTIP PROJECT STATUS
CALTRANS	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.	2010			COMPLETE
CALTRANS	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.	2010			COMPLETE
NEWPORT BEACH	ORA113013	EASTBLUFF DRIVE/FORD ROAD CLASS II BIKE LANE IMPROVEMENT WILL ADD A 1.09 MILE STRIPED BIKE LANE ALONG THE SELECTED PORTION OF EASTBLUFF DRIVE AND CONTINUE IT PAST JAMBOREE ROAD ONTO FORD ROAD.	12/1/2016	12/1/2016	12/1/2016	COMPLETE
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030605A	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	9/30/2022		12/31/2035	HIGHWAY COMPACITY ENHANCEMENT PROJECT, NOT TCM.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA081619	STATION REHABILITATION AND REPAIR IMPROVMENTS FOR ORANGE COUNTY METROLINK STATIONS	5/11/2015			STATION REHABILITATION AND REPAIR IMPROVMENTS PROGRAM, NOT TCM.
VARIOUS AGENCIES	ORA990906	GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES FUNDED WITH TE - SCOPE: PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES - BICYCLE AND PEDESTRIAN FACILITIES (BOTH MOTORIZED AND NON-MOTORIZED)	12/30/2014	COMPLETED	12/14/2016	COMPLETE

TABLE III-2.3 ORANGE COUNTY NEW TCMS			
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**2017 FTIP COMPLETION YEAR**
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

RIVERSIDE COUNTY

TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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	12/31/2016	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.

TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	9/4/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV071267	I-15 IN RIVERSIDE COUNTY: CONSTRUCT 4 TOLL EXPR LNS (TEL) (2 TE EA DIR) FROM SR60 (PM 51.4) TO HIDDEN VALLEY PKWY (PM 42.9) AND CONS 2 TE LNS (1 TE EA DIR) FROM HIDDEN VALLEY PKWY (PM 42.9) TO CAJALCO RD (PM 36.8). ADVANCE SIGNAGE WILL BE INSTALLED A THE SOUTH END BETWEEN PM 34.7 TO PM 36.8 (CAJALCO RD) AND AT THE NORTH END BETWEEN PM 51.4 (SR60) TO PM 1.3 IN SAN BERNARDINO COUNTY.	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	12/30/2018	12/30/2022	NO DELAY. ON-GOING PROGRAM.
RIVERSIDE, CITY OF	RIV140841	IN WESTERN RIVERSIDE COUNTY FOR CITY OF RIVERSIDE-IOWA AVE & MLK BLVD BIKE IMPROVEMENTS: CONSTRUCT 0.8 MI 10 FT WIDE TWO DIR MULTI-USE PATH ON N.SIDE OF MLK BLVD B/W CANYON CREST DR & CHICAGO AVE & WIDENING IOWA AVE B/W MLK BLVD & EVERTON PL INCLUDES GRADING, ASPHALT PAVING, SIGNS, & RESTRIPING & INSTALL 6 FT CLASS II BIKE LNS FOR 0.8 MI WITH 2 FT BUFFERS	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 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 2016 RTP/SCS.
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 2016 RTP/SCS.
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	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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 2016 RTP/SCS.

TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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 2016 RTP/SCS.
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	8/31/2016	12/31/2016	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COMBINING WITH ANOTHER PROJECT TO ATTRACT FOR A BETTER BID.
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	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	12/31/2016	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COMBINING WITH ANOTHER PROJECT TO ATTRACT FOR A BETTER BID.

TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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 EDUCAITON, SRTS WORKSHOPS, DEVELOPMENT OF SRTS PLANS FOR EACH SCHOOL, AND OUTREACH.	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	8/31/2016	12/31/2016	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COMBINING WITH ANOTHER PROJECT TO ATTRACT FOR A BETTER BID
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV520111	REGIONAL RIDESHARE - CONTINUING PROGRAM.	2009	6/30/2018	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	12/31/2016	OBSTACLES ARE BEING OVERCOME. MINOR DELAY DUE TO ENVIRONMENTAL PROCESS.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV110914	IN RIVERSIDE AND SAN BERNARDINO COUNTY – FOR RIVERSIDE – SAN BERNARDINO COUNTY INDIAN HEALTH, INC.: PURCHASE OF FIVE MINI-VANS FOR SERVICE EXPANSION (FTA 5310 - FFYS 10 & 11) ($25 TDC USED TO MATCH FTA 5310 IN CONS).	12/31/2016	8/31/2016	COMPLETE	

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	2017 FTIP PROJECT STATUS
CITY OF EASTVALE	RIV151201	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF EASTVALE - TRAFFIC SYCHRONIZATION OF SIX TRAFFIC SIGNALIZED INTERSECTIONS ALONG HAMNER AVENUE FROM SCHLEISMAN ROAD TO EASTVALE GATEWAY	12/31/2015	12/31/2015	12/31/2015	COMPLETE
MORENO VALLEY	RIV071240	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).	6/1/2013	2/28/2015	2/28/2015	COMPLETE
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV520109	RECONSTRUCT & UPGRADE SAN JACINTO BRANCH LINE FOR RAIL PASSENGER SERVICE (RIVERSIDE TO PERRIS) (PERRIS VALLEY LINE) (FY 07 5307) (UZA: RIV-SAN).	2012	12/31/2015	12/31/2015	COMPLETE
RIVERSIDE TRANSIT AGENCY	RIV090609	IN WESTERN RIVERSIDE COUNTY FOR RTA: INSTALL ADVANCE TRAVELER INFORMATION SYSTEMS (ATIS) ON VARIOUS FIXED ROUTE VEHICLES AND INSTALLATION OF ELECTRONIC MESSAGE SIGNS AT APPROX. 60 BUS STOPS (FY 'S 05, 07, 08, 09, AND 10 - 5309).	2011	12/30/2015	12/30/2015	COMPLETE
RIVERSIDE TRANSIT AGENCY	RIV041030	IN WESTERN RIVERSIDE COUNTY FOR RTA IN THE CITY OF HEMET: CONSTRUCT NEW HEMET TRANSIT FACILITY ON KIRBY ST BETWEEN DEVONSHIRE AVE AND W. LATHAM AVE. THE IMPROVEMENTS WILL ACCOMODATE NINE BUS ROUTES AND WILL INCLUDE PASSENGER SHELTERS AND ITS ELEMENTS. (5309C FY04 + 05 EARMARKS)	6/30/2010	SUB	12/31/2015	FORMAL TCM SUBSTITUTION COMPLETE. REPLACED BY RIV160201.
RIVERSIDE TRANSIT AGENCY	RIV050553	IN TEMECULA – CONSTRUCT NEW TEMECULA TRANSIT CENTER AT 27199 JEFFERSON AVE. (SW OF JEFFERSON AVE & SE OF CHERRY ST) (04, 05, 06, 07, E-2006-091, E- 2007-0131, & 2008-BUSP- 0131, SAFETEA-LU).	12/30/2010		12/31/2015	FORMAL TCM SUBSTITUTION COMPLETE. COMPLETE. REPLACED BY RIV160201.

TABLE III-3.3 RIVERSIDE COUNTY NEW TCMS			
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**2017 FTIP COMPLETION YEAR**
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
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

SAN BERNARDINO COUNTY

TABLE III-4.1 SAN BERNARDINO COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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	8/30/2016	6/1/2017	OBSTACLES ARE BEING OVERCOME. UNDER CONSTRUCTION.
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	12/1/2019	12/31/2020	NO DELAY. ON-GOING PROGRAM.
SANBAG	20150108	BICYLE 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 2016 RTP/SCS.
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	3/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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		NO DELAY. ON-GOING PROGRAM.

TABLE III-4.2 SAN BERNARDINO COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
SANBAG	200614	I-215 BI-COUNTY HOV LANE GAP CLOSURE PROJECT-ADD 1 HOV LANE IN EACH DIRECTION FROM SPRUCE ST. ON RIV 91 TO ORANGE SHOW RD;(ALSO INCLUDES RTP 4M0803 (STIP 2010 $24881 RCTC AND $45089 SANBAG)(M003)	12/21/2015	12/21/2015	12/21/2015	COMPLETE
VARIOUS AGENCIES	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)			12/31/2015	COMPLETE
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)			12/31/2016	COMPLETE
RIALTO	200450	RIALTO METROLINK STATION - INCREASE PARKING SPACES FROM 225-775	2006	6/30/2016		COMPLETE
UPLAND	20040825	UPLAND METROLINK STATION - ADDITIONAL PARKING FROM 200 TO 500 SPACES	12/1/2013			FORMAL TCM SUBSTITUTION COMPLETE. NEW SUBSTITUTE TCM IS 20150307.

TABLE III-4.3 SAN BERNARDINO COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2017 FTIP COMPLETION YEAR
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

VENTURA COUNTY

TABLE III-5.1 VENTURA COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 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	12/31/2016	7/1/2016	AHEAD OF COMPLETION DATE FROM 2016 RTP/SCS/.
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	8/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	8/31/2016	8/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
SAN BUENAVENTURA	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	3/1/2017	3/1/2018	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CONTRACT ISSUE.
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	12/31/2016	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

TABLE III-5.1 VENTURA COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
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	12/1/2017	11/16/2016	AHEAD OF COMPLETION DATE FROM 2016 RTP/SCS.
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	7/1/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN121002	FARE COLLECTION AND RIDERSHIP MONITORING EQUIPMENT AND MAINTENANCE	7/1/2018	7/1/2018	7/1/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.
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	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2016 RTP/SCS.

TABLE III-5.2 VENTURA BERNARDINO COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2016 RTP/SCS COMPLETION DATE	2017 FTIP COMPLETION DATE	2017 FTIP PROJECT STATUS
SIMI VALLEY	VEN051201	WEST LOS ANGELES AVENUE FROM WEST CITY LIMIT TO EASY STREET 0.4 MILE CLASS II BIKE LANES - CMAQ INCLUDES $228 OF TOLL CREDITS FOR 11/12 CON.			10/31/2013	COMPLETE
THOUSAND OAKS	VEN110111	EXTEND OPERATING HOURS FOR THOUSAND OAKS FIXED ROUTE AND DIAL A RIDE SYSTEMS. SERVICE ENDS 7/1/2014.			10/1/2013	COMPLETE
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN070204	SMARTCARD UPGRADE			9/30/2015	COMPLETE

TABLE III-5.3 VENTURA COUNTY NEW TCMS			
LEAD AGENCY	**PROJECT ID**	**PROJECT DESCRIPTION**	**2017 FTIP COMPLETION YEAR**
GOLD COAST TRANSIT DISTRICT	VEN151101	PURCHASE 5 BUSES FOR EXPANSION	9/28/2018
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
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
OXNARD	VEN150907	OXNARD BLVD. BICYCLE & PEDESTRIAN FACILITIES FROM 101 FREEWAY TO GONZALES ROAD APPROXIMATELY 14,800 FEET.	12/29/2017
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

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 2017 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 2017 FTIP. SCAG has received final resolutions from each of the county transportation commissions certifying financial constraint (see Attachment B). Additionally, the 2017 FTIP is consistent with the adopted 2016-2040 RTP/SCS (April 7, 2016) as required by the California Government Code, Section 65080.

SCAG's 2017 FTIP utilizes the 2016 State Transportation Improvement Program (STIP) Fund Estimate, adopted by the California Transportation Commission on August 27, 2015. 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 2017 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 2017 FTIP revenues and programming estimates are expressed in year-of-expenditure (or nominal) dollars.

Financial Capacity

2017 FTIP SOURCES AND USES OF FUNDS

The following financial capacity assessment for the 2017 FTIP shows that programming totals do not exceed projected revenues for the SCAG region. The 2017 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 2017 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 2017 FTIP is $27.7 billion. Local funds comprise 61 percent of total dollars programmed in the 2017 FTIP, state funds 18 percent and federal funds 21 percent. Uses of funds in the 2017 FTIP by modal category show that state highway projects total 42 percent of funds programmed, transit projects 36 percent, and local highway projects 22 percent.

Figure 1
Summary of 2017 FTIP by Funding Source
(in 000's)

	Federal	*State*	*Local*	*Total*
2016/17	$ 1,843,969	$ 2,015,459	$ 4,008,601	$ 7,868,029
2017/18	$ 1,297,261	$ 1,353,451	$ 4,071,787	$ 6,722,499
2018/19	$ 1,235,286	$ 264,781	$ 4,561,018	$ 6,061,085
2019/20	$ 698,264	$ 230,705	$ 2,061,341	$ 2,990,310
2020/21	$ 463,884	$ 1,018,528	$ 1,386,000	$ 2,868,412
2021/22	$ 348,122	$ 23,932	$ 789,145	$ 1,161,199
Total	$ 5,886,786	$ 4,906,856	$ 16,877,892	$ 27,671,534
% of Total	21%	18%	61%	100%

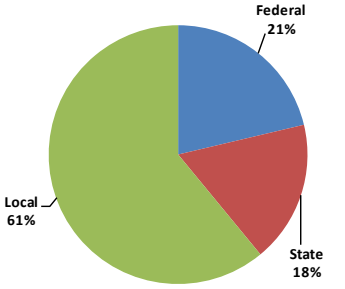
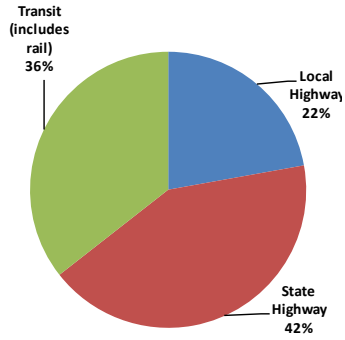


Figure 2
Summary of 2017 FTIP by All Programs
(in 000's)

	Local Highway	*State Highway*	*Transit (includes rail)*	*Total*
2016/17	$ 1,860,879	$ 3,125,022	$ 2,882,128	$ 7,868,029
2017/18	$ 1,327,529	$ 3,375,816	$ 2,019,154	$ 6,722,499
2018/19	$ 1,069,208	$ 2,674,184	$ 2,317,693	$ 6,061,085
2019/20	$ 490,254	$ 1,193,829	$ 1,306,227	$ 2,990,310
2020/21	$ 1,179,223	$ 984,464	$ 704,725	$ 2,868,412
2021/22	$ 202,157	$ 342,847	$ 616,195	$ 1,161,199
Total	$ 6,129,250	$ 11,696,162	$ 9,846,122	$ 27,671,534
% of Total	22%	42%	36%	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 (FY2016/17 – FY2019/20); a corresponding table showing programmed totals; and a final table comparing revenue estimates to the programmed totals.

Financial Condition

The 2017 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 2017 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 1.5 percent tax—a combination of two permanent half-cent sales taxes and Measure R at 0.5 percent. Measure R is not permanent and expires in 2039. Riverside County's Measure A also 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. However, Ventura County is in the process of seeking voter approval for a 0.5 percent sales tax.

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, 2015, the region's population had reached 18.9 million residents, a 4.2 percent increase (0.8 million more people) since 2010. Los Angeles County and Orange County account for 66.0 percent of the region's population growth over the last five years, adding 0.5 million residents, while Riverside and San Bernardino Counties together added 0.2 million residents. In terms of relative growth, Riverside and Imperial Counties were the fastest growing areas in the region. Riverside County grew by 6.2 percent and Imperial County grew by 5.7 percent. Los Angeles and Ventura

Counties were the slowest growing counties, in terms of percentage—only 3.6 and 3.4 percent increases, respectively, during the same period (between 2010 and 2015).

	Population		Change 2010–2015	
	2010	2015	Number	Percent
Imperial County	174,804	184,760	9,956	5.7%
Los Angeles County	9,839,351	10,192,374	353,023	3.6%
Orange County	3,017,217	3,165,203	147,986	4.9%
Riverside County	2,195,306	2,331,040	135,734	6.2%
San Bernardino County	2,043,842	2,127,735	83,893	4.1%
Ventura County	824,871	852,964	28,093	3.4%
SCAG Region	**18,095,391**	**18,854,076**	**758,685**	**4.2%**

Source: State of California, Department of Finance

Despite lasting impacts from the economic recession that ended in 2009, the region's total employment was estimated to be 8.5 million in 2015, increasing by 0.8 million employed workers (9.8 percent) since 2010. The largest gains in employment between 2010 and 2015 were experienced in Los Angeles County (Los Angeles-Long Beach-Glendale MSA), which grew by 372,500 employed workers (8.7 percent). The Inland Empire (Riverside-San Bernardino-Ontario MSA) grew by 13.7 percent, adding 221,100 employed workers. Regional unemployment dropped down from 12.3 percent in 2010 to 6.4 percent in 2015. In 2015, regional unemployment ranged from a low of 4.5 percent in Orange County (Anaheim-Santa Ana-Irvine MSA) to a high of 24.0 percent in Imperial County (El Centro MSA).

	Civilian Employment		Change 2010–2015	
	2010	2015	Number	Percent
El Centro MSA	56,000	60,000	4,000	7.1%
Los Angeles-Long Beach-Glendale MSA	4,302,300	4,674,800	372,500	8.7%
Anaheim-Santa Ana-Irvine MSA	1,387,400	1,525,600	138,200	10.0%
Riverside-San Bernardino-Ontario MSA	1,611,200	1,832,300	211,100	13.7%
Oxnard-Thousand Oaks-Ventura MSA	383,400	405,300	21,900	5.7%
SCAG Region	**7,740,300**	**8,498,000**	**757,700**	**9.8%**

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 $40,311. By 2014, per capita income grew to $46,411, an increase of 15.1 percent. After adjusting for inflation, regional per capita income increased from 2010 to 2014 by 7.3 percent. If the SCAG region was a state, it would rank as the 20th highest per capita income in both 2010 and 2014.

	Per Capita Income (2014$)		Change 2010–2014	
	2010	2014	Number	Percent
Imperial County	$29,834	$32,398	$2,564	8.6%
Los Angeles County	$45,654	$49,400	$3,746	8.2%
Orange County	$51,522	$55,096	$3,574	6.9%
Riverside County	$31,931	$33,590	$1,658	5.2%
San Bernardino County	$31,460	$32,892	$1,431	4.5%
Ventura County	$46,854	$50,405	$3,551	7.6%
SCAG Region	**$43,262**	**$46,411**	**$3,149**	**7.3%**

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

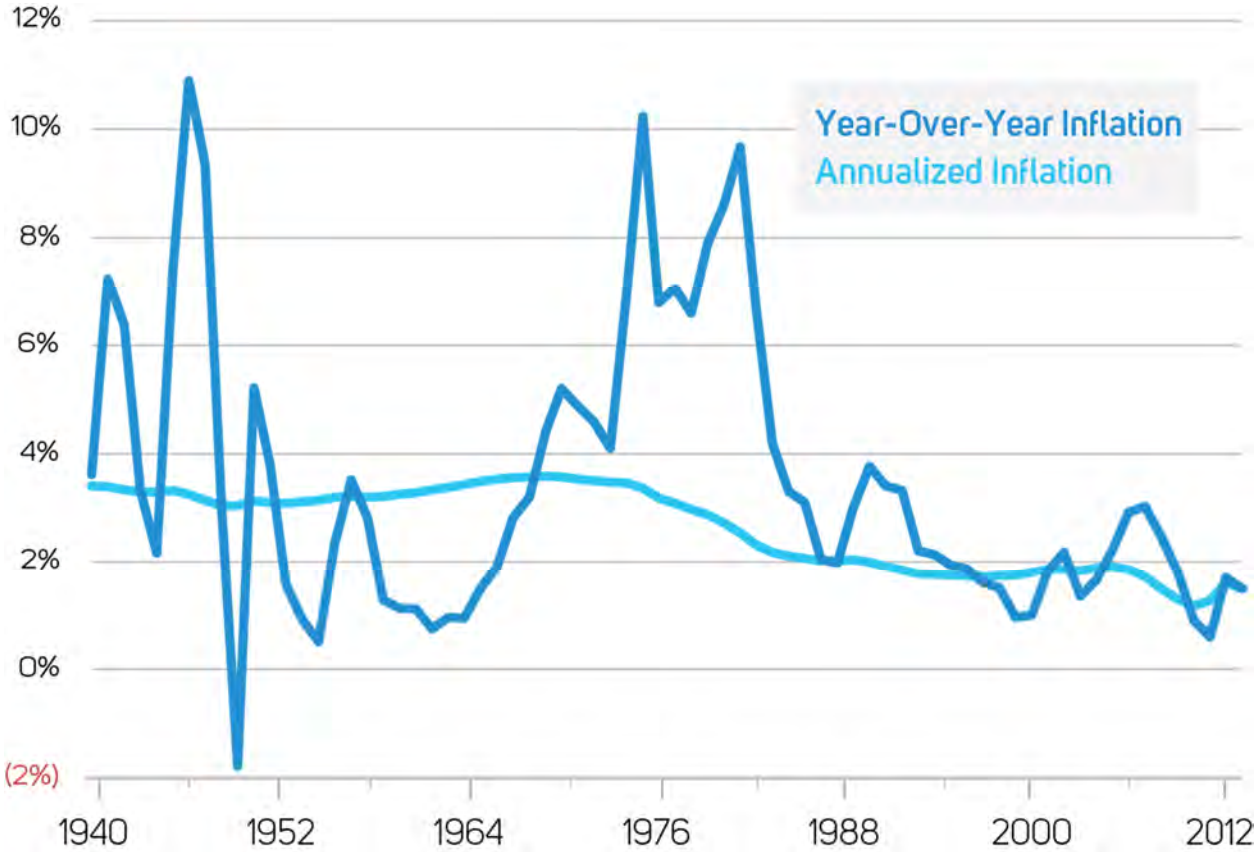
ECONOMIC OUTLOOK

Overall economic conditions play a large role in determining the level of revenues available for transportation. Although it is difficult to predict the future, especially given the recent economic turmoil, 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

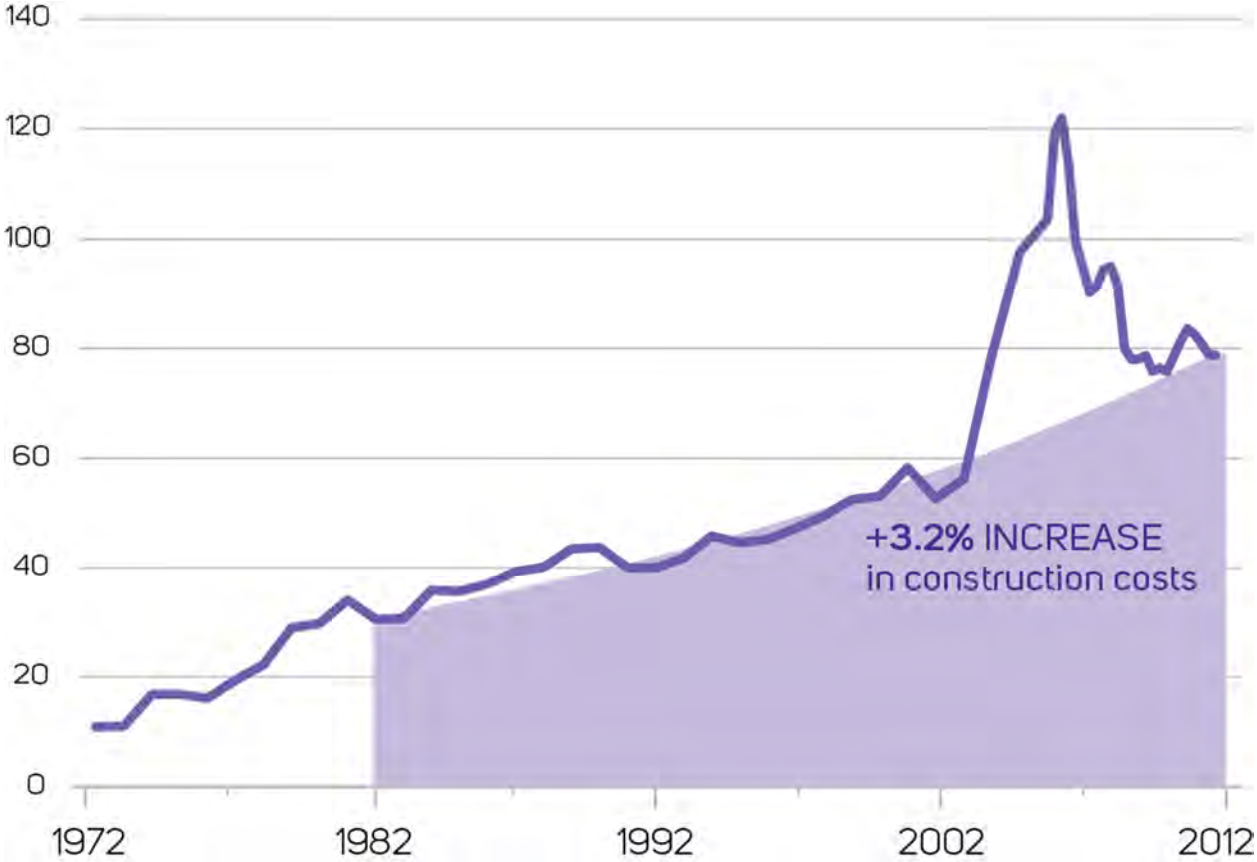


Source: Office of Management and Budget

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.

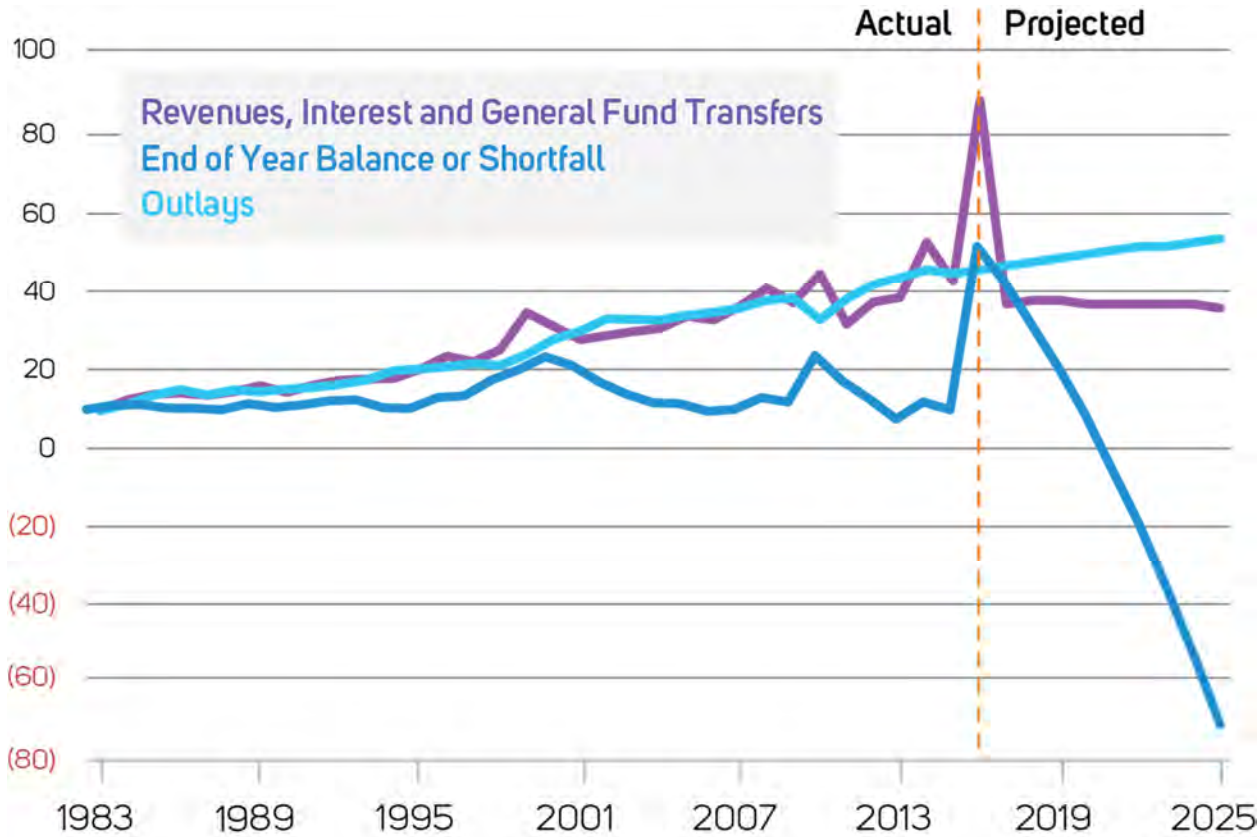
Status of the Federal Highway Trust Fund

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 recently passed transportation reauthorization known as 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

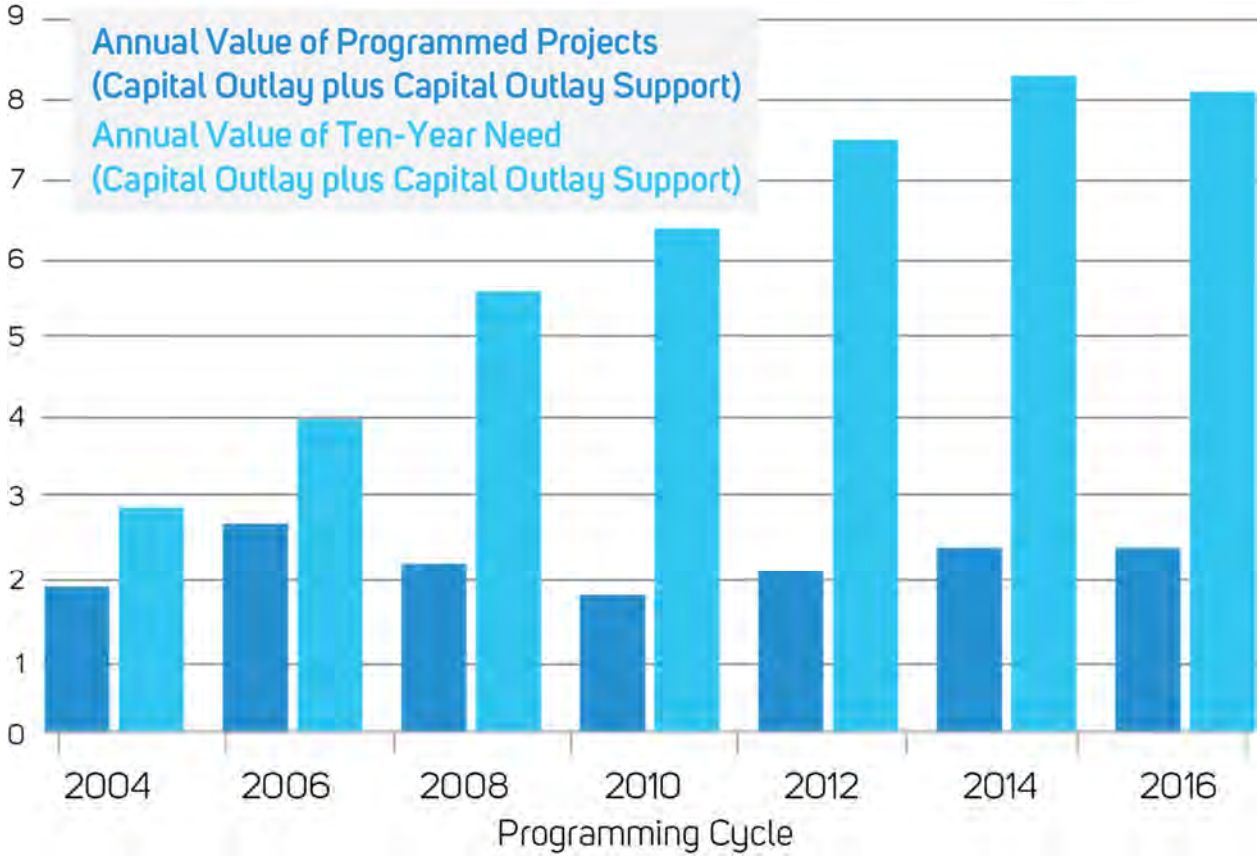


Source: Congressional Budget Office and Federal Highway Administration

Status of the State Highway Account

Despite the "Gas Tax Swap," the effective state gas excise tax rate of 18 cents per gallon has remained unadjusted for more than 20 years. Gas tax revenues remain the only 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 identifies $8.0 billion in statewide annual needs, while expenditures programmed for the next four years are only $2.3 billion annually. Continued underinvestment in the maintenance needs of the State Highway System will only increase the cost of bringing our highway assets back to a state of good repair.

FIGURE 6 STATUS OF THE STATE HIGHWAY OPERATION AND PROTECTION PROGRAM



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

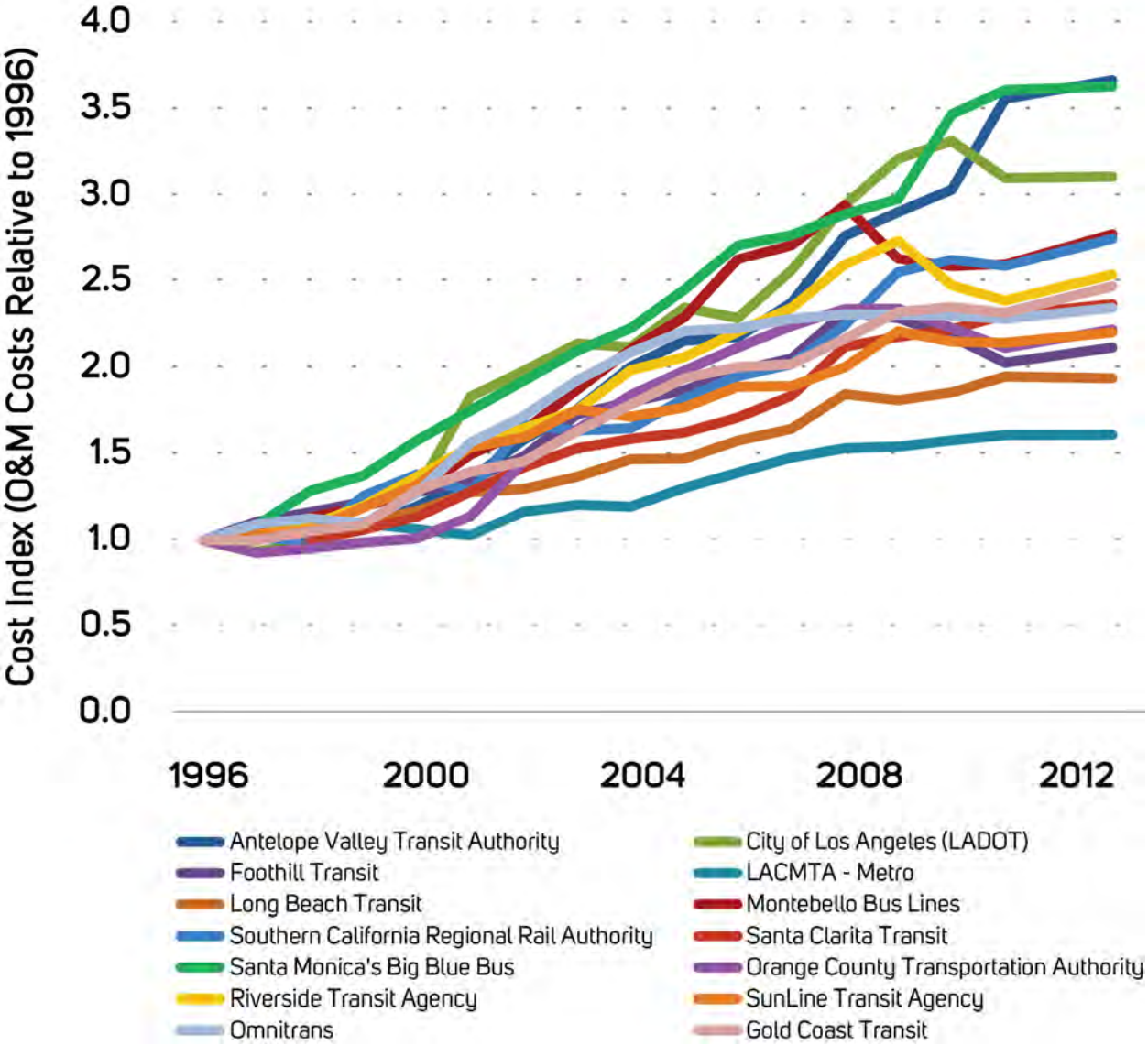
As a part of the region's commitment to preserving existing transportation assets, costs associated with operating and maintaining both the state highway and arterial systems are reflected in SCAG's financial forecasting model. SCAG's 2016 RTP/SCS identifies a total of $103.0 billion in costs (through 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, 2015, Imperial County Local Transportation Authority (ICLTA) had a total of $48.2 million in long-term outstanding debt related to bonds secured by sales tax revenue.[1]
- As of June 30, 2015, Los Angeles County Metropolitan Transportation Authority (LACMTA) had a total of $4,023.8 million in long-term debt outstanding. Of this amount, $3,037.5 million relates to bonds secured by sales tax revenue, $142.0 million is secured by farebox and other general revenues and $467.9 million relates to lease/leaseback obligations.[2]
- As of June 30, 2015, Orange County Transportation Authority (OCTA) had $452.2 million in bonds and commercial paper notes outstanding compared to $489.0 million as of June 30, 2014. The June 30, 2015 $452.2 outstanding amount was comprised of $332.7 million in sales tax revenue bonds and $119.5 million in revenue refunding bonds.[3]
- As of June 30, 2015, Riverside County Transportation Commission (RCTC) had $991.9 million in sales tax, toll revenue bonds and Transportation Infrastructure Finance and

[1] ICLTA Annual Financial and Compliance Report for the year ended June 30, 2015
[2] LACMTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2015
[3] OCTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2015

Innovation Act (TIFIA) loan. The sales tax debt limitation for RCTC under the 2009 Measure A program is $975.0 million, which exceeds the total outstanding debt of $759.1 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 $183.9 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 which may be drawn upon after certain conditions have been met.[4]

- As of June 30, 2015, San Bernardino Associated Governments (SANBAG) had $200.1 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.[5]

Conclusion

The financial conditions presented provide the overall context for the 2017 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 2017 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 2017 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.

[4] RCTC Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2015
[5] SANBAG Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2015

Attachments

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Attachment A

Funding Sources

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2017 FTIP FUND SOURCE LISTING		
FUND TYPE	**DESCRIPTION**	**FUND SOURCE**
1103-F	HSR-RAIL-HIGHWAY CROSSING HAZARD	FEDERAL
1112	RECREATIONAL TRAILS	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
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
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

2017 FTIP FUND SOURCE LISTING		
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
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
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

2017 FTIP FUND SOURCE LISTING		
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
ADCONST	LOCAL - ADVANCED CONSTRUCTION	LOCAL
AGCY-AC	AGENCY - ADV CONSTRUCTION	LOCAL
AGENCY	AGENCY	LOCAL
AIR	AIR BOARD	LOCAL
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	FTA
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
ATP	ACTIVE TRANSPORTATION PROGRAM	STATE
ATP-MPO	ACTIVE TRANSPORTATION PROGRAM - MPO	STATE
BENEFIT	BENEFIT ASSESS DIST	LOCAL
BIA	BUREAU 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

2017 FTIP FUND SOURCE LISTING		
CIIP	CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM	FEDERAL
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 - ISTEA	FEDERAL
DEMO	DEMO-PRE ISTEA	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	STATE
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
ERVTUMF	EASTERN RIV TUMF	LOCAL
FARE	FARE REVENUE	LOCAL
FBP	FERRY BOAT FORMULA PROGRAM	LOCAL
FEE	FEE	LOCAL
FEMA	FEMA	FEDERAL
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	FTA
FTATRANS	FTA TRANSFER FROM PRIOR FTIP	FTA

2017 FTIP FUND SOURCE LISTING		
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)	STATE
GRV-SH	GARVEE BOND FINANCING	STATE
GRV-STP	SURFACE TRANS PROG - GARVEE	STATE
HBRR-L	BRIDGE - LOCAL	FEDERAL
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 - ADAVANCE CONSTRUCTION CONVERSIO	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
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
IS	INTERSTATE SUBSTITUT	FEDERAL
LBSRA	LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT	STATE
LOC-AC	LOCAL ADVANCE CONSTRUCTION	LOCAL
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

2017 FTIP FUND SOURCE LISTING		
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
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

2017 FTIP FUND SOURCE LISTING		
PLH	PUBLIC LAND HWYS	FEDERAL
PNRS	PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE	FEDERAL
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
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
SEC330	SECTION 330	FEDERAL
SH-TCIF	SHOPP ADVANCE CONSTRUCTION - TCIF	STATE
SHOPPAC	SHOPP - ADVANCE CONSTRUCTION	STATE
SHOPPACP	SHOPP AC-PRIOR	STATE
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

2017 FTIP FUND SOURCE LISTING		
STAL-S	STATE LEGIS - STATE	STATE
STAMIN	STATE MINOR PROGRAM	STATE
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
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

2017 FTIP FUND SOURCE LISTING		
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
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
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

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Attachment B

County Resolutions

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ICTC APPROVED
022416-6A

RESOLUTION NO. 022416-6A

A RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC) WHICH CERTIFIES THAT ICTC HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2016-17 – 2021/22 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 20116/17-2021/22 Imperial County Transportation Improvement Program with funding for FFY 2016/17 and 2017/18 available and committed, and reasonably committed for FFY 2018/19 through 2021/22.

NOW, THEREFORE, BE IT RESOLVED by the ICTC that it affirms its continuing commitment to the projects in the FFY 2016/17-2021/22 Imperial County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2016/17-2021/22 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 2016/17-2021/22 ICTC TIP are consistent with the proposed 2016 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2016; 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 2016/17-2021/22 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.

PASSSED AND ADOPTED at a regular meeting of the Imperial County Transportation Commission held on February 24, 2016.

By: _____
Chairman

ATTEST:

By: Cristi Lerma

CRISTI LERMA
Secretary to the Commission

IMPERIAL COUNTY
TRANSPORTATION COMMISSION

1405 N. IMPERIAL AVE., SUITE 1
EL CENTRO, CA 92243-2875
PHONE: (760) 592-4494
FAX: (760) 592-4497

COMMISSION

Minute Order Number (022416-6A)

The Imperial County Transportation Commission (ICTC) at its regular meeting on Wednesday, February 24, 2016 took the following action(s) regarding the **Imperial County Transportation Commission (ICTC) resolution for Federal Fiscal Year (FFY) 2016/17 – 2021/2022 Federal Transportation Improvement Program (FTIP)**

1. Authorized the Chairman to sign the resolution that certifies funding has been identified for the projects in the FFY 2016/17-2021/22 FTIP and affirms our commitment to implement all projects in the program.

I, Cristi Lerma, Secretary to the Imperial County Transportation Commission, certify that this is true of actions taken on the 24th day of February 2016 by the ICTC Board.

Cristi Lerma

CRISTI LERMA
SECRETARY TO THE COMMISSION

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Metro

RESOLUTION CERTIFYING THAT THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) HAS RESOURCES TO FUND PROJECTS IN FFY 2016/2017 – 2021/2022 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, MAP-21 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 region; 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) 2016/2017 – 2021/2022 Los Angeles County TIP with funding for FFY 2016/2017 and 2017/2018 available and committed, and reasonably committed for FFY 2018/2019 through 2021/2022.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2016/2017 – 2021/2022 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2016/2017 – 2021/2022 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. The Regional Improvement Program projects in the FFY2016/2017 – 2021/2022 Los Angeles County TIP are consistent with the proposed 2016 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2016;

2. Los Angeles County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) allocations to fund all of the projects in the FFY 2016/2017 – 2021/2022 Los Angeles County TIP; and

3. The local match for projects funded with federal STP and CMAQ program funds is identified in the FTIP; and

4. All the Federal Transit Administration funded projects are programmed within MAP-21 Guaranteed Funding levels.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the forgoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on September 24, 2015.

Michele Jackson

MICHELE JACKSON
LACMTA Board Secretary

DATED:

(SEAL)

RESOLUTION NO. 2015-064 OF THE BOARD OF DIRECTORS OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY

FISCAL YEAR 2016-17 TO FISCAL YEAR 2021-22

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA), WHICH CERTIFIES THAT OCTA HAS THE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEAR (FFY) 2016/17 – 2021/22 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 Moving Ahead for Progress in the 21st Century Act (MAP-21) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, MAP-21 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 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, the OCTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, OCTA has adopted the FFY 2016/17- 2021/22 Orange County Transportation Improvement Program with funding for FFY 2016/17 and FFY 2017/18 available and committed, and reasonably committed for FFY 2018/19 through FFY 2021/22.

NOW, THEREFORE, BE IT RESOLVED by OCTA that it affirms its continuing commitment to the projects in the FFY 2016/17 through FFY 2021/22 Orange County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2016/17 through FFY 2021/22 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 2016/17 through FFY 2021/22 Orange County TIP are consistent with the proposed 2016 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission (CTC) in April 2016; 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 2016 State Transportation Improvement Program (STIP) cycle. This project is the County's number one priority for 2016 STIP funds. The Orange County 2016 STIP Regional Transportation Improvement Program, as identified in the Financial Plan, will include sufficient transportation funds to complete the project. Therefore, as required by MAP-21, the CTC finds that full funding can reasonably be anticipated to be available for the (project) within the time period contemplated for completion of the project.

3. Orange County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program allocation to fund all of the projects in the FFY 2016/17 through FFY 2021/22 Orange 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 MAP-21 guaranteed funding levels.

ADOPTED, SIGNED AND APPROVED this 9 day of November 2015.

AYES: Chairman Lalloway, Vice Chairman Donchak, and Directors Bartlett, Do, Katapodis, Miller, Murray, Pulido, Spitzer, Steel, Ury, and Winterbottom

NOES: None

ABSENT: Directors Hennessey, Jones, Nelson, Shaw, and Tait

ATTEST:

Laurena Weinert
Clerk of the Board

Jeffrey Lalloway, Chairman
Orange County Transportation Authority

OCTA Resolution No. 2015-064

RESOLUTION NO. 16-001

RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION CERTIFYING RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS IN THE FEDERAL FISCAL YEARS 2016/17 THROUGH 2021/22 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 Act (FAST) 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 2016/17 through FFY 2021/22 Riverside County TIP with funding for FFY 2016/17 and FFY 2017/18 available and committed, and reasonably committed for FFY 2018/19 through FFY 2021/2022.

NOW, THEREFORE, BE IT RESOLVED by the RCTC that it affirms its continuing commitment to the projects in the FFY 2016/17 through FFY 2021/22 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2016/17 through FFY 2021/22 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 2016/17 through FFY 2021/22 Riverside County TIP are consistent with the Draft 2016 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission in May 2016; 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 2016/17 through FFY 2021/22 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 9th day of March, 2016.

Scott Matas, Chair
Riverside County Transportation Commission

ATTEST:

Jennifer Harmon, Clerk of the Board
Riverside County Transportation Commission

RESOLUTION NO. 16-020

A RESOLUTION CERTIFYING THAT THE SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION AND OTHER PROJECT SPONSORS HAVE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEARS 2016/2017 – 2021/2022 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS THE COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS IN THE PROGRAM

WHEREAS, San Bernardino County is located with the metropolitan planning boundaries of the Southern California Association of Governments (hereinafter referred to as "SCAG"; and

WHEREAS, Federal regulations require SCAG to adopt a regional Transportation Improvement Program ("TIP") for the metropolitan planning area; and

WHEREAS, Federal regulations also require that the regional TIP include a financial plan that demonstrates how the TIP can be implemented; and

WHEREAS, the San Bernardino County Transportation Commission (hereinafter referred to as "SANBAG") is the agency responsible for short-range capital and service planning and programming for the San Bernardino County area within the SCAG region; and

WHEREAS, as the responsible agency for short-range transportation planning, SANBAG 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, SANBAG must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, SANBAG has adopted the Federal Fiscal Years 2016/17-2021/22 San Bernardino County TIP with funding available and committed for Federal Fiscal Years 2016/2017 and 2017/2018, and reasonably available for Federal Fiscal Years 2018/2019 through 2021/2022.

NOW, THEREFORE, BE IT RESOLVED by the San Bernardino County Transportation Commission as follows:

Section 1. The Commission affirms its continuing commitment to the projects in the Federal Fiscal Years 2016/2017-2021/2022 San Bernardino County TIP.

Section 2. The Federal Fiscal Years 2016/2017-2021/2022 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:

1. Projects in the Federal Fiscal Years 2016/2017-2021/2022 San Bernardino County TIP are consistent with the proposed 2016 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission in April 2016; and

2. All of the projects in the San Bernardino County TIP have complete funding identified in the Program. Except the following 5 projects which will require additional funding in the 2016 STIP cycle.

    - 20151301 – Redlands Passenger Rail Program
    - 20159901 – I-15 Express Lanes
    - 20159902 – I-10 Express Lanes
    - SBD31850 – I-215 @ Barton Road Interchange
    - SBD59303 – Set asides/reservations for future SB45-Planning, Programming and Monitoring

    These projects are the County's priorities for 2016 STIP funds. The San Bernardino County 2016 STIP Regional Improvement Program, as identified in the Financial Plan, will include sufficient funds to complete the projects. Therefore, as required by Federal regulations, SANBAG finds that full funding can reasonably be anticipated to be available for these projects within the time period contemplated for completion of the project.

3. SANBAG has the funding capacity in its county Surface Transportation Program ("STP") and Congestion Mitigation and Air Quality Program ("CMAQ") apportionments to fund all of the projects programmed for those funds in the Federal Fiscal Years 2016/2017-2021/2022 San Bernardino County TIP; and

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

5. All of Federal Transit Administration-funded projects are programmed consistent with MAP-21 funding levels.

6. SANBAG staff is authorized to amend the TIP based on current funding levels and funding priorities established by the SANBAG Board of Directors and other project sponsors.

Section 3. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Commission held on February 3, 2016.

Ryan McEachron, President

ATTEST:

Vicki Watson,
Clerk of the Board

RES16-020

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RESOLUTION NO. 2016-02

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2016/17 – 2021/22 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL OF THE 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 FY 2016/17-2021/22 Ventura County Transportation Improvement Program with funding for FFY 2016/17 and 2017/18 available and committed, and reasonably committed for fiscal years 2018/19 through 2021/22.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2016/17 – 2021/22 Ventura County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FY 2016/17-2021/22 Ventura County Transportation Improvement Program 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 2016/17 – 2021/22 Ventura County TIP are consistent with the proposed 2016 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission in May 2016; and

2. All of the projects in the Ventura County TIP have complete funding identified.

3. Ventura County 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 FY 2016/17 – 2021/22 Ventura 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 the FAST Act Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this 5th day of February, 2016.

Keith Millhouse, Chair

ATTEST:

Donna Cole, Clerk

APPROVED AS TO FORM:

Steven Mattas, General Counsel

Attachment C

Transit Operator Financial Data

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ANTELOPE VALLEY TRANSIT AUTHORITY

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Antelope Valley Transit Authority (AVTA)
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
FARE REVENUE	5,523,632	5,689,341	5,860,021	6,035,822	23,108,816	
MTA FUNDING	9,384,688	10,088,539	10,391,195	10,702,931	40,567,353	
JURISDICTIONAL CONTRIBUTIONS	3,490,310	3,595,019	3,702,870	3,813,956	14,602,154	
5307 FUNDS	6,120,850	6,426,893	6,619,700	6,818,291	25,985,734	
OTHER FEDERAL OPERATING FUNDS	1,283,050	1,347,202	1,387,618	1,429,247	5,447,117	
AUXILIARY REVENUE	326,053	1,592,713	326,053	326,053	2,570,872	
CAPITAL	59,188,555	62,147,983	64,012,422	65,932,795	251,281,755	
					-	
Revenue Total	**85,317,138**	**90,887,690**	**92,299,879**	**95,059,094**	**363,563,801**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	25,772,788	26,497,866	27,292,802	28,111,586	107,675,042	
Operating	4,752,026	6,189,000	6,374,670	6,565,910	23,881,606	
Expenditures Total	**30,524,814**	**32,686,866**	**33,667,472**	**34,677,496**	**131,556,648**	

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ACCESS SERVICES INCORPORATED

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Agency

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Access Services
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Prop C 40% Discretionary	83,402,826	87,572,967	91,951,616	96,549,196	359,476,605	
Section 5310 Flex	63,300,000	64,825,530	66,387,825	67,987,772	262,501,127	
Section 5310 MAP21 Capital	3,200,000	3,200,000	3,200,000	3,200,000	12,800,000	
Passenger Fares	9,659,477	10,239,046	10,853,388	11,504,592	42,256,503	
JARC	3,573,954	3,752,652	3,940,284	4,137,298	15,404,188	
New Freedom	116,810	122,651	128,783	135,222	503,466	
Revenue Total	**163,253,067**	**169,712,845**	**176,461,897**	**183,514,081**	**692,941,889**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	9,430	9,500,000	10,000,000	10,000,000	29,509,430	
Operating	163,243,637	160,212,845	166,461,897	173,514,081	663,432,459	
Expenditures Total	**163,253,067**	**169,712,845**	**176,461,897**	**183,514,081**	**692,941,889**	

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FOOTHILL TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Foothill Transit
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Operating - Fares	20,153,900	20,355,439	20,558,993	20,764,583	81,832,915	
Operating - Auxiliary	1,625,000	1,625,000	1,625,000	1,625,000	6,500,000	
Operating - TDA	28,636,393	28,987,966	29,340,949	29,695,245	116,660,552	
Opearting - STA	2,908,958	2,981,682	3,056,224	3,132,630	12,079,494	
Operating - Measure R	10,496,968	10,759,392	11,028,377	11,304,086	43,588,824	
Operating - Prop A	19,293,908	19,776,256	20,270,662	20,777,429	80,118,254	
Operating - Prop C	4,171,842	4,276,138	4,383,042	4,492,618	17,323,639	
Other Non-Transportation	1,600,000	1,600,000	1,600,000	1,600,000	6,400,000	
Capital - MOSIP	8,357,000	8,565,925	8,255,015	8,461,391	33,639,331	
Capital - Sec. 5307	14,645,521	15,011,659	15,386,951	10,852,969	55,897,100	
Capital - TDA	39,978,376	8,014,633	-	-	47,993,009	
Capital - 1 - B Bonds	7,281,000	7,463,025	7,649,601	7,840,841	30,234,466	
Revenue Total	**159,148,866**	**129,417,115**	**123,154,813**	**120,546,790**	**532,267,584**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	67,043,087	34,580,413	25,505,259	20,000,000	147,128,759	
Operating	92,105,779	94,836,702	97,649,554	100,546,790	385,138,825	
Expenditures Total	**159,148,866**	**129,417,115**	**123,154,813**	**120,546,790**	**532,267,584**	

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GARDENA MUNICIPAL BUS LINES

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Agency

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Gardena Municipal Bus Lines
FY 2016/2017 - 2019/2020

Revenues

Revenue	First 4 years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital - FTA 5307	2,952,041		100,000	125,000	3,177,041	
Capital - FTA CMAQ	4,392,390				4,392,390	
Capital - State Bond Prop 1B PTMISEP	2,432,610				2,432,610	
Capital - State Bond Prop 1B Transit Security					-	
Capital - State Bond Prop 1B Transit Security - Bridge	49,732				49,732	
Capital - TDA	16,702				16,702	
Capital - STA	75,000	15,000			90,000	
Capital - MOSIP	1,318,560	905,500	1,000,000	1,000,000	4,224,060	
Capital - CA Energy Commision	2,400,000				2,400,000	
Operating - TDA	5,053,568	5,053,568	5,154,639	5,257,732	20,519,508	
Operating - STA	410,267	410,267	418,472	426,842	1,665,848	
Operating - Prop A Local Return	1,106,923	2,207,248	2,251,393	2,296,421	7,861,984	
Operating - Prop A E&H Incentive	168,532	167,549	170,900	174,318	681,300	
Operating - Prop A 40% Discretionary	3,290,679	3,290,679	3,356,493	3,423,622	13,361,473	
Operating - Prop C Discretionary	1,226,627	1,226,627	1,251,160	1,276,183	4,980,596	
Operating Measure R	3,771,802	2,633,623	2,686,295	2,740,021	11,831,742	
Operating - FTA Preventive Maintenance	2,357,456	2,357,456	2,404,605	2,452,697	9,572,214	
Operating - Other	450,000	450,000	459,000	468,180	1,827,180	
Operating - CRD & Low Carbon	711,484	711,484	725,714	740,228	2,888,910	
Operating - Fare Revenue	2,914,000	2,914,000	2,972,280	3,031,726	11,832,006	
Revenue Total	**35,098,373**	**22,343,001**	**22,950,951**	**23,412,970**	**103,805,295**	

Expenditures

Expenditures	First 4 years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	13,637,035	920,500	1,100,000	1,125,000	16,782,535	
Operating	21,461,338	21,422,501	21,850,951	22,287,970	87,022,760	
Expenditures Total	**35,098,373**	**22,343,001**	**22,950,951**	**23,412,970**	**103,805,295**	

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LONG BEACH TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Long Beach Transit
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Operating- STA	$1,813,547	$1,849,818	$1,886,814	$1,924,551	$7,474,730	
Operating - TDA	$22,200,006	$22,644,006	$23,096,886	$23,558,824	$91,499,722	
Operating - Prop A	$19,840,652	$20,237,465	$20,642,214	$21,055,059	$81,775,390	
Operating-Measure R	$9,036,448	$9,217,177	$9,401,520	$9,589,551	$37,244,696	
Operating-Prop C	$5,440,003	$5,548,803	$5,659,779	$5,772,975	$22,421,560	
Operating-Fares	$17,014,460	$17,354,749	$17,701,844	$18,055,881	$70,126,934	
Operating-Advertising	$757,995	$773,155	$788,618	$804,390	$3,124,158	
Operating-invest/misc	$729,332	$743,919	$758,797	$773,973	$3,006,021	
Operating-FTA 5307	$8,312,740	$8,478,994	$8,648,573	$8,821,545	$34,261,852	
					$0	
Capital - FTA 5307	$10,208,279	$10,968,076	$11,770,851	$12,618,850	$45,566,056	
Capital- FTA 5309	$0	$0	$0	$0	$0	
Capital-State 1B Bond	$1,627,168	$1,659,711	$1,692,906	$1,726,764	$6,706,549	
Capital - STA	$0	$0	$0	$0	$0	
Capital- Prop C	$4,401,948	$4,489,987	$4,579,787	$4,671,382	$18,143,104	
Capital - Measure R	$0	$589,162	$0	$600,945	$1,190,107	
Capital - LBT	-	-	-	-	-	
					-	
Revenue Total	**101,382,578**	**104,555,023**	**106,628,589**	**109,974,689**	**422,540,879**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
					-	
Operating	85,145,183	86,848,086	88,585,047	90,356,748	350,935,064	
					-	
Capital	16,237,395	17,706,936	18,043,543	19,617,942	71,605,816	
					-	
Expenditures Total	**101,382,578**	**104,555,023**	**106,628,589**	**109,974,689**	**422,540,879**	

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CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION (LADOT)

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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City of Los Angeles Department of Transportation (LADOT)
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Op- Fares	14,113,710	14,254,847	14,397,935	14,541,369	57,307,861	
Op - Prop A Discretionary	19,722,694	19,722,694	19,722,694	19,722,694	78,890,776	
Op- Prop C Discretionary	7,433,095	7,433,095	7,433,095	7,433,095	29,732,380	
Op- Prop C Security	1,345,595	1,345,595	1,345,595	1,345,595	5,382,380	
Op - Measure R	4,412,405	4,412,405	4,412,405	4,412,405	17,649,620	
Op - Tier II	4,814,482	4,814,482	4,814,482	4,814,482	19,257,928	
Op - Advertising	900,000	900,000	900,000	900,000	3,600,000	
Op- Prop A LR	44,940,219	44,799,082	44,655,994	44,512,560	178,907,855	
					-	
Cap - 5307	6,341,386	6,341,386	6,341,386	6,341,386	25,365,544	
Cap - Prop 1B	1,904,961	1,904,961			3,809,922	
					-	
					-	
					-	
					-	
					-	
					-	
					-	
Revenue Total	**105,928,547**	**105,928,547**	**104,023,586**	**104,023,586**	**419,904,266**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	8,246,347	8,246,347	6,341,386	6,341,386	29,175,466	
Operating	97,682,200	97,682,200	97,682,200	97,682,200	390,728,800	
Expenditures Total	**105,928,547**	**105,928,547**	**104,023,586**	**104,023,586**	**419,904,266**	

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Financial Data for FY 2017[1]

[1] Proposed FY 2017 Budget, LACMTA

July 2016

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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Summary of Expenditures by Program

	Program [1] Type ($ in millions)	FY15 Budget	FY16 Proposed	$ Change	% Change
1	**Metro Operations:**				
2	Bus	$ 1,013.9	$ 1,042.9	$ 29.0	2.9%
3	Rail	370.1	399.4	29.3	7.9%
4	**Subtotal**	**$ 1,384.0**	**$ 1,442.3**	**$ 58.3**	**4.2%**
5	Regional Activities and Other	19.8	19.0	(0.8)	-3.8%
6	**Metro Operations Total**	**$ 1,403.7**	**$ 1,461.3**	**$ 57.6**	**4.1%**
7					
8	**Capital:**				
9	Transit Capital Expansion	$ 1,610.0	$ 1,556.8	$ (53.2)	-3.3%
10	Operating Capital	426.0	437.4	11.4	2.7%
11	**Subtotal**	**$ 2,036.0**	**$ 1,994.2**	**$ (41.8)**	**-2.1%**
12	Regional Rail Capital	46.2	49.0	2.8	6.2%
13	Highway Capital	160.6	90.2	(70.4)	-43.8%
14	**Metro Capital Total**	**$ 2,242.8**	**$ 2,133.4**	**$ (109.3)**	**-4.9%**
15					
16	**Total Metro Operations and Capital**	**$ 3,646.5**	**$ 3,594.7**	**$ (51.8)**	**-1.4%**
17					
18	**Subsidy Funding Programs:**				
19	Regional Transit [2]	$ 520.3	$ 536.5	$ 16.2	3.1%
20	Local Agencies	542.4	569.2	26.8	4.9%
21	Wilshire BRT	33.2	16.2	(17.0)	-51.3%
22	Federal Pass Throughs	13.2	27.9	14.7	110.7%
23	Fare Assistance	10.5	10.5	-	0.0%
24	Highway Subsidy	168.3	218.0	49.7	29.5%
25	**Subsidy Funding Programs Total**	**$ 1,288.0**	**$ 1,378.3**	**$ 90.3**	**7.0%**
26					
27	**Congestion Management:**				
28	Freeway Service Patrol	$ 30.7	$ 28.3	$ (2.4)	-7.7%
29	ExpressLanes	31.9	42.3	10.4	32.7%
30	Kenneth Hahn Call Box Program	11.6	10.3	(1.3)	-11.1%
31	Regional Integration of Intelligent Transportation System	3.7	2.2	(1.5)	-40.1%
32	Rideshare Services	11.0	10.8	(0.2)	-2.2%
33	**Congestion Management Total**	**$ 88.8**	**$ 93.9**	**$ 5.1**	**5.7%**
34					
35	**General Planning and Programs:**				
36	Programs and Studies	$ 40.5	$ 42.5	$ 2.0	5.1%
37	General Planning and Programming	52.1	57.4	5.3	10.1%
38	Legal, Audit, Transit Court, Oversight and Other	35.8	38.6	2.8	7.8%
39	Property Management/Union Station and Development	27.1	34.3	7.2	26.4%
40	**General Planning and Programs Total**	**$ 155.5**	**$ 172.8**	**$ 17.3**	**11.1%**
41					
42	**Debt Service Total**	**$ 336.1**	**$ 328.7**	**$ (7.4)**	**-2.2%**
43					
44	**Total Expenditures**	**$ 5,514.9**	**$ 5,568.4**	**$ 53.5**	**1.0%**

Note: Totals may not add due to rounding.

[1] Combines related program costs regardless of Generally Accepted Accounting Principles (GAAP) reporting criteria used for fund financial presentation on pages 32-41.

[2] Represents subsidies to Municipal Operators, Metrolink and Access Services Incorporated (ASI).

Enterprise Fund Bus & Rail Operations

	Resources and Expenses ($ in millions)	FY15 Budget	FY16 Proposed Total	Bus	Rail	Transit Court	Regional Activities
1	**Transit Operations Resources**						
2	**Transit Fares and Other Revenues**						
3	Fares	$ 351.1	$ 376.0	$ 280.2	$ 95.8	$ -	$ -
4	Advertising	21.5	22.5	20.2	2.3	-	-
5	Other Revenues (1)	7.1	5.3	3.9	-	1.4	-
6	**Total Fare and Other Revenues**	**$ 379.7**	**$ 403.8**	**$ 304.3**	**$ 98.1**	**$ 1.4**	**$ -**
7	**Federal & State Grants**						
8	Federal Preventive Maintenance	$ 227.0	$ 221.6	$ 145.3	$ 76.3	$ -	$ -
9	Federal CMAQ	23.0	10.8	-	10.8	-	-
10	Federal and States Grants	13.6	12.5	-	11.8	-	0.7
11	**Total Federal and State Grants**	**$ 263.6**	**$ 244.9**	**$ 145.3**	**$ 98.9**	**$ -**	**$ 0.7**
12	**Local Subsidies**						
13	Prop A - (40% Bus) & (35% Rail)	$ 455.8	$ 249.2	$ 160.1	$ 79.0	$ -	$ 10.1
14	Prop C - (40% Bus/Rail) & (5% Security)	58.5	69.9	52.6	17.3	-	-
15	Measure R - (20% Bus) & (5% Rail)	136.0	155.7	105.3	50.4	-	-
16	TDA Article 4	32.0	233.7	221.7	-	-	12.0
17	STA	85.7	91.3	40.5	50.8	-	-
18	Toll Revenue Grant	2.9	4.2	4.2	-	-	-
19	General Fund & Other Funds	-	19.0	14.1	4.9	0.1	-
20	**Total Local Subsidies**	**$ 770.9**	**$ 823.1**	**$ 598.5**	**$ 202.4**	**$ 0.1**	**$ 22.1**
21	**Total Transit Operations Resources**	**$ 1,414.2**	**$ 1,471.7**	**$ 1,048.2**	**$ 399.4**	**$ 1.4**	**$ 22.8**
22	**Transit Capital Resources**						
23	Federal, State & Local Grants	$ 808.5	$ 643.3	$ 74.7	$ 568.5	$ -	$ -
24	Local and State Sales Tax (2)	920.1	457.9	153.7	304.2	-	-
25	Other Capital Financing	317.4	899.0	15.0	883.9	-	-
26	**Total Transit Capital Resources**	**$ 2,046.0**	**$ 2,000.2**	**$ 243.5**	**$ 1,756.7**	**$ -**	**$ -**
27	**Total Transit Operations & Capital Resources**	**$ 3,460.3**	**$ 3,471.9**	**$ 1,291.6**	**$ 2,156.0**	**$ 1.4**	**$ 22.8**
28	**Transit Operations Expenses**						
29	Labor & Benefits	$ 885.4	$ 942.7	$ 712.2	$ 206.5	$ 0.5	$ 23.5
30	Fuel & Propulsion Power	65.1	62.6	25.0	37.6	-	-
31	Materials & Supplies	96.2	95.3	68.7	22.4	-	4.2
32	Contract and Professional Services	181.8	176.3	61.9	97.2	0.7	16.4
33	PL/PD and Other Insurance	51.2	50.9	46.4	4.4	-	-
34	Purchased Transportation	45.9	47.0	47.0	-	-	-
35	Allocated Overhead (3)	58.9	64.4	42.9	16.2	0.1	5.1
36	Regional Chargeback	-	-	22.5	7.6	-	(30.1)
37	Other Expenses (4)	29.7	32.6	21.5	7.5	-	3.6
38	**Total Transit Operations Expenses**	**$ 1,414.2**	**$ 1,471.7**	**$ 1,048.2**	**$ 399.4**	**$ 1.4**	**$ 22.8**
39	**Transit Capital Expenses Operating**	**2,011.9**	**1,973.7**	**243.5**	**1,730.2**	**-**	**-**
40	**Transit Capital Expenses Planning**	**34.1**	**26.5**	**-**	**26.5**	**-**	**-**
41	**Total Capital Expenses (5)**	**$ 2,046.0**	**$ 2,000.2**	**$ 243.5**	**$ 1,756.7**	**$ -**	**$ -**
42	**Total Transit Operations & Capital Expenses**	**$ 3,460.3**	**$ 3,471.9**	**$ 1,291.6**	**$ 2,156.0**	**$ 1.4**	**$ 22.8**
43	**Transit Operations & Capital (Deficit)/Surplus**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Note: Totals may not add due to rounding.

(1) Other Revenues includes Interest income, parking charges, vending revenues, county buy down, transit court and other miscellaneous revenues.

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

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

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

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

Enterprise Fund Other Operations

	Resources and Expenses ($ in millions)	FY15 Budget	FY16 Proposed Total	FY16 Proposed Union Station	FY16 Proposed Express Lanes	FY16 Proposed Park & Ride
1	**Other Transit Operations Resources**					
2	**Toll Fares and Other Revenues**					
3	Tolls & Violation Fines	$ 40.1	$ 62.2	$ -	$ 62.2	$ -
4	Rental & Lease Income	0.7	3.1	2.7	-	0.4
5	**Total Toll Fares and Other Revenues**	**$ 40.8**	**$ 65.3**	**$ 2.7**	**$ 62.2**	**$ 0.4**
6	**Local Subsidies**					
7	Prop A	$ -	$ 0.7	$ -	$ -	$ 0.7
8	Prop C Commuter Rail & General Fund	0.4	3.0	-	-	3.0
9	**Total Local Subsidies**	$ 0.4	$ 3.7	$ -	$ -	$ 3.7
10	**Total Other Transit Operations Resources**	$ 41.2	$ 69.0	$ 2.7	$ 62.2	$ 4.1
11	**Transit Other Operations Expenses**					
12	Labor & Benefits	$ 1.9	$ 2.7	$ 0.5	$ 1.7	$ 0.5
13	Fuel & Propulsion Power	-	-	-	-	-
14	Materials & Supplies	-	0.3	-	-	0.3
15	Contract and Professional Services	31.7	44.5	1.4	40.1	3.1
16	PL/PD and Other Insurance	0.2	0.2	0.2	-	-
17	Purchased Transportation	-	-	-	-	-
18	Allocated Overhead	0.8	0.9	0.2	0.5	0.2
18	Regional Chargeback	-	-	-	-	-
19	Other Expenses	-	-	-	-	-
20	**Total Other Transit Operations Expenses**	**$ 34.7**	**$ 48.6**	**$ 2.3**	**$ 42.3**	**$ 4.0**
21	**Other Operations Non Operating Expenses**					
22	Congestion Relief Reserve	$ 0.9	$ 1.9	$ -	$ 1.9	**$ -**
23	Silver Line Service	2.9	-	-	-	**-**
24	Congestion Relief Transit Operating Subsidy	2.5	6.2	-	6.2	**-**
25	Congestion Relief Toll Revenue Grant Program	-	6.6	-	6.6	-
26	Union Station	-	0.5	0.5	-	**-**
27	Interactive Kiosk Pilot	0.2	-	-	-	**-**
28	**Total Other Operations Non Operating Expenses**	**$ 6.5**	**$ 15.1**	**$ 0.5**	**$ 14.6**	**$ -**
29	**Transit Other Operations (Deficit)/Surplus [1]**	**$ -**	**$ 5.3**	**$ -**	**$ 5.3**	**$ -**

Note: Totals may not add due to rounding.

[1] Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.

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MONTEBELLO BUS LINES

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Montebello Bus Lines
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
					-	
Capital 5307	4,378,276	4,465,842	4,555,158	4,646,262	18,045,537	
State PTMISEA	366,203	366,203	366,203	366,203	1,464,812	
State Prop 1B Sec.	67,791	67,791	67,791	67,791	271,164	
Capital - TDA	1,000,000	1,020,000	1,040,400	1,061,208	4,121,608	
Capital - Measure R Clean Fuel		196,039		199,960	395,999	
Operating - LCTOP	178,826	182,403	186,051	189,772	737,051	
Operating -TDA	7,992,145	8,151,988	8,315,028	8,481,328	32,940,489	
Operating - STA	652,889	1,215,563	1,239,874	1,264,672	4,372,998	Assumes methodology will revert back to FY 15-16
Operating - Prop A	5,236,699	5,341,433	5,448,262	5,557,227	21,583,620	
Operating - Prop C	1,543,036	1,573,897	1,605,375	1,637,482	6,359,790	
Operating - Measure R	3,591,895	3,663,733	3,737,008	3,811,748	14,804,383	
Operating - Fare Rev.	6,273,992	6,073,992	5,873,992	5,873,992	24,095,968	
					-	
Operating - Prop C 5% Security	472,040	481,481	491,110	500,933	1,945,564	
					-	
					-	
Revenue Total	**37,566,062**	**38,916,238**	**38,955,803**	**39,999,999**	**155,438,102**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	5,812,270	6,115,875	6,029,552	6,341,423	24,299,120	
Operating	27,858,292	28,415,458	28,983,767	29,563,442	114,820,959	
Expenditures Total	**33,670,562**	**34,531,332**	**35,013,319**	**35,904,866**	**139,120,079**	

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NORWALK TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Norwalk Transit System
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Operating - Fares	1,452,573	1,467,099	1,481,770	1,496,587	5,898,029	Fixed Route and Dial-a-Ride
Operating - Auxiliary Rev	33,048	33,378	33,712	34,049	134,188	Bus Exterior Advertising
Operating - Contract Bus Srvc	8,500	8,585	8,671	8,758	34,513	Fiesta Taxi Service Santa Fe Springs
Operating - TDA	2,830,810	2,859,118	2,887,709	2,916,586	11,494,224	n/a
Operating - STA*	444,760	449,208	453,700	458,237	1,805,904	*Subject to change per new STA Allocation Methodology
Operating - Prop A	3,782,064	3,819,885	3,858,083	3,896,664	15,356,696	n/a
Operating - Prop C	910,773	919,881	929,080	938,370	3,698,104	n/a
Operating - Measure R	1,155,091	1,166,642	1,178,308	1,190,091	4,690,133	n/a
Operating - Misc.	57,185	57,757	58,334	58,918	232,194	Sale of Equipment, Scrap, Damage Recoveries
Capital - Sec 5307	1,150,000	1,161,500	1,173,115	1,184,846	4,669,461	Capitalization of Prev. Maint.
	-	-	-	-	-	
Capital - Sec 5307	1,283,421	1,296,255	1,309,218	1,322,310	5,211,204	n/a
Capital - Measure R Clean Fuel	57,434	58,008	58,588	59,174	233,205	n/a
Capital - 1B Bonds	220,611	222,817	225,045	227,296	895,769	PTMISEA & Bridge Funds
					-	
					-	
Revenue Total	**13,386,270**	**13,520,133**	**13,655,334**	**13,791,887**	**54,353,624**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	(1,561,466)	(1,577,081)	(1,592,851)	(1,608,780)	(6,340,178)	
Operating	(11,824,804)	(11,943,052)	(12,062,483)	(12,183,107)	(48,013,446)	
Expenditures Total	**(13,386,270)**	**(13,520,133)**	**(13,655,334)**	**(13,791,887)**	**(54,353,624)**	

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SANTA CLARITA TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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City of Santa Clarita - Santa Clarita Transit
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Operating - Fares	3,957,476	3,967,609	3,977,844	3,988,181	15,891,110	
Operating - Special Transit Service	839,774	856,570	873,701	891,175	3,461,220	
Operating - L.A. County Contribution	1,665,000	1,665,000	1,665,000	1,665,000	6,660,000	
Operating - Prop C	696,377	710,304	724,510	739,000	2,870,191	
Operating - Prop A Discretionary	5,025,948	5,126,467	5,333,576	5,440,248	20,926,239	
Operating - Measure R	2,496,197	2,546,121	2,597,043	2,648,984	10,288,345	
					-	
Capital - FTA 5307	7,123,188	5,252,899	2,713,951	1,908,863	16,998,901	
Capital - Prop C	1,780,798	1,313,225	310,444	477,216	3,881,683	
Revenue Total	**23,584,758**	**21,438,195**	**18,196,069**	**17,758,667**	**80,977,689**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	8,903,986	6,566,124	3,024,395	2,386,079	20,880,584	
Operating	14,680,772	14,872,071	15,171,674	15,372,588	60,097,105	
Expenditures Total	**23,584,758**	**21,438,195**	**18,196,069**	**17,758,667**	**80,977,689**	

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SANTA MONICA BUS LINES

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Santa Monica Big Blue Bus
FY 2016/17-FY 2019/20

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Passenger Revenue	$12,832,601	$13,089,253	$13,351,038	$13,618,059	$52,890,951	
STAF	$1,546,914	$1,585,587	$1,625,227	$1,665,857	$6,423,585	
TDA	$18,936,094	$19,409,496	$19,894,734	$20,392,102	$78,632,426	
Prop A LR	$427,290	$437,972	$448,922	$460,145	$1,774,328	
Prop A	$12,407,511	$12,717,699	$13,035,641	$13,361,532	$51,522,383	
Measure R	$7,707,882	$7,900,579	$8,098,094	$8,300,546	$32,007,100	
Measure R LR	$1,063,198	$1,089,778	$1,117,022	$1,144,948	$4,414,946	
Prop C - BSIP	$783,496	$803,083	$823,160	$843,739	$3,253,479	
Prop C - MOSIP	$3,754,760	$3,848,629	$3,944,845	$4,043,466	$15,591,700	
Prop C Transit Security	$1,159,172	$1,188,151	$1,217,855	$1,248,301	$4,813,480	
Prop C Foothill Mitigation	$552,981	$566,806	$580,976	$595,500	$2,296,262	
Auxillary Revenue	$2,444,000	$2,468,440	$2,493,124	$2,518,055	$9,923,619	
Other Revenues	$3,999,519	$2,577,734	$2,567,420	$2,619,582	$11,764,255	
	$67,615,418	**$67,683,207**	**$69,198,057**	**$70,811,833**	**$275,308,515**	
Capital - Prop 1B	$1,510,926	$1,510,926			$3,021,852	
Capital - FTA 5307	$10,964,903	$11,074,552	$11,185,298	$11,297,151	$44,521,903	
Revenue Total	**80,091,247**	**80,268,685**	**80,383,355**	**82,108,983**	**322,852,270**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	12,475,829	12,585,478	11,185,298	11,297,151	47,543,755	
Operating	67,615,418	67,683,207	69,198,057	70,811,833	275,308,515	
Expenditures Total	**80,091,247**	**80,268,685**	**80,383,355**	**82,108,983**	**322,852,270**	

Source: Los Angeles County Metropolitan Transportation Authority

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TORRANCE TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Los Angeles County Metropolitan Transportation Authority

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Torrance Transit
FY 2016/17-FY 2019/20

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital - FTA 5307	$ 3,150,000	$ 3,150,000	$ 3,150,000	$ 3,150,000	$ 12,600,000	
Capital - State Bond Prop 1B PTMISEA	$ 481,584	$ 481,584	$ 481,584	$ 481,584	$ 1,926,336	
Capital - State Bond Prop 1B Transit Security	$ 115,470	$ 115,470	$ 115,470	$ 115,470	$ 461,880	
Capital - TDA	$ -	$ -	$ -	$ -	$ -	
Operating - TDA	$ 6,135,999	$ 5,939,241	$ 5,998,633	$ 6,058,620	$ 24,132,493	
Operating - STA	$ 770,100	$ 930,966	$ 940,276	$ 949,678	$ 3,591,020	
Operating - Prop A	$ 6,479,508	$ 6,604,515	$ 6,670,560	$ 6,737,266	$ 26,491,849	
Operating - Prop C	$ 3,247,975	$ 3,311,433	$ 3,344,547	$ 3,377,993	$ 13,281,948	
Operating - Measure R	$ 2,495,458	$ 2,417,878	$ 2,442,057	$ 2,466,477	$ 9,821,870	
Operating Fare Revenue	$ 3,400,000	$ 3,434,000	$ 3,468,340	$ 3,503,023	$ 13,805,363	
Revenue Total	**26,276,094**	**26,385,087**	**26,611,467**	**26,840,111**	**106,112,760**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	3,747,054	3,747,054	3,747,054	3,747,054	14,988,216	
Operating	22,529,040	22,638,033	22,864,413	23,093,057	91,124,544	
Expenditures Total	**26,276,094**	**26,385,087**	**26,611,467**	**26,840,111**	**106,112,760**	

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ORANGE COUNTY TRANSPORTATION AUTHORITY

Financial Data for FY 2016-17 to FY 2018-19[1]

[1] OCTA

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

July 2016

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Cash Flow Statement - Bus Operations

(millions)		2014-15	2015-16	2016-17	2017-18	2018-19	2023-24	2028-29	2033-34
Beginning Balance	$	**233.5**	**233.8**	**181.1**	**154.8**	**199.1**	**295.6**	**486.5**	**527.3**
Cash flows from operating activities:									
Sources of funds:									
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
Total Sources of funds	$	**226.6**	**238.5**	**252.0**	**266.4**	**277.4**	**335.3**	**408.0**	**493.7**
Cash flows from operating activities:									
Uses of funds:									
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
Total Uses of funds	$	**274.2**	**283.1**	**290.4**	**296.7**	**309.9**	**374.6**	**455.1**	**548.2**
Net cash provided by operations	$	**(47.6)**	**(44.6)**	**(38.5)**	**(30.3)**	**(32.6)**	**(39.3)**	**(47.1)**	**(54.6)**
Cash flows from non-capital financing activities:									
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
Net cash provided by noncapital financing activities	$	**62.0**	**68.9**	**57.0**	**58.8**	**60.8**	**72.1**	**85.9**	**81.6**
Cash flows from capital and related financing activities:									
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)
Net cash used by capital and related financing activities	$	**(16.6)**	**(80.9)**	**(49.0)**	**11.3**	**20.3**	**(78.2)**	**(73.6)**	**(25.3)**
Cash flows from investing activities:									
Interest on investments		2.5	3.9	4.1	4.6	6.8	13.1	20.9	22.3
Net cash provided by investing activities	$	**2.5**	**3.9**	**4.1**	**4.6**	**6.8**	**13.1**	**20.9**	**22.3**
Net increase/decrease in cash	$	**0.3**	**(52.7)**	**(26.3)**	**44.3**	**55.4**	**(32.3)**	**(14.0)**	**24.0**
Available Cash	$	**233.8**	**181.1**	**154.8**	**199.1**	**254.5**	**263.3**	**472.5**	**551.3**

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RIVERSIDE TRANSIT AGENCY

Financial Data FY 2016-17 to FY 2018-19[1]

[1] Riverside County Transportation Commission

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Riverside Transit Agency
FY 2016/17
Summary of Funds Requested
Short Range Transit Plan

Table 4 - Summary of Funds Requested for FY 2016/17

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	[1] [6] Bond Proceeds	Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 Murrieta/ Temecula/ Menifee	Section 5307 - Hemet	[3] Section 5307 Carryover	[4] Section 5310	Section 5311	[5] Section 5339 Bus & Bus Facilities	[7] Section 5304 Planning	[2] LCTOP	Farebox	Other Revenue
Operating Assistance		40,998,251	36,857,990			1,790,000			1,800,000			550,261					
Operating Assistance - CTSA		823,000				823,000											
OPEB ARC		2,500,000	2,500,000														
RapidLink Operating Assistance		-															
91 Express Service [1]		425,000			425,000												
PVL Feeder Service [2]		1,554,550	938,685												460,410	155,455	
OCTA 794		150,000				150,000											
CommuterLink 212 & 217 (JARC Svc)		892,500	375,000				315,000			60,000						142,500	
Extended Fixed Route Service (JARC Svc)		553,500	225,000				225,000									103,500	
Travel Training [4]		370,000									370,000						
Capitalized Preventive Maintenance		7,500,000	1,500,000				4,750,000	750,000		500,000							
Capital Cost of Contracting		7,625,000	1,525,000				2,700,000	3,000,000		400,000							
Lifeline Service (DAR Plus)		129,142	66,142			41,000										22,000	
First Mile Last Mile Study		95,000	11,400											83,600			
Farebox (Cash, Tix, Passes)		10,626,545														10,626,545	
Interest Income		50,000															50,000
Advertising Revenue		18,000															18,000
CNG Sales		125,000															125,000
RINS/LCFS Credits		600,000															600,000
Medi-Cal Reimbursement		900,000	450,000														450,000
Wentworth Lease		62,100															62,100
		-															
		-															
Subtotal: Operating		**$75,997,588**	**$44,449,217**	**$0**	**$425,000**	**$2,804,000**	**$7,990,000**	**$3,750,000**	**$1,800,000**	**$960,000**	**$370,000**	**$550,261**	**$0**	**$83,600**	**$460,410**	**$11,050,000**	**$1,305,100**
Revenue Vehicles - (10) COFR - Repl	FY17-1	1,983,400		297,510				1,685,890									
Revenue Vehicles - (33) DAR - Repl	FY17-2	3,305,895		495,884			2,810,011										
Associated Transit Improvements	FY17-3	200,000		40,000			80,000	45,000	35,000								
Capital Maintenance Spares	FY17-4	1,110,065		222,013			888,052										
Capitalized Tire Lease	FY17-5	303,249		60,650				242,599									
Maintenance/Support Equipment	FY17-6	72,888		14,578					58,310								
Facility Maintenance	FY17-7	266,760		53,352			213,408										
Information Systems	FY17-8	90,000		18,000					72,000								
Central Operations & Maintenance Facility [5]	FY17-9	3,952,209		790,442									3,161,767				
Heavy-duty CNG Buses [6]	FY15-13	-	(3,698,701)		3,698,701												
		-															
Subtotal: Capital		**$11,284,466**	**($3,698,701)**	**$1,992,429**	**$3,698,701**	**$0**	**$3,991,471**	**$1,973,489**	**$165,310**	**$0**	**$0**	**$0**	**$3,161,767**	**$0**	**$0**	**$0**	**$0**
Total: Operating & Capital		**$87,282,054**	**$40,750,516**	**$1,992,429**	**$4,123,701**	**$2,804,000**	**$11,981,471**	**$5,723,489**	**$1,965,310**	**$960,000**	**$370,000**	**$550,261**	**$3,161,767**	**$83,600**	**$460,410**	**$11,050,000**	**$1,305,100**

[1] 91 Express service for six months funded with bond proceeds, which is farebox recovery ratio allowable.
[2] Low Carbon Transit Operations Program (LCTOP) carryover from FY16 SRTP.
[3] 5307 estimated carryover from FY16 grant (not yet awarded).
[4] 5310 funds represent the second year of the CalTrans grant awarded December 2015.
[5] Section 5339 Bus and Bus Facilities funding is FY2015 and FY2016 apportionment.
[6] Bond proceeds for 91 Express heavy duty buses will supplant previously programmed LTF. LTF offset to be used for operating.
[7] Section 5304 Planning grant is carryover from FY16 SRTP.

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

Table 5.1 - Summary of Funds Requested for FY 2017/18

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	Bond Proceeds	Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 - Temecula/ Murrieta	Section 5307 - Hemet/San Jacinto	Section 5337 State of Good Repair	Section 5339 Bus & Bus Facilities [1]	Section 5310	Section 5311	CMAQ	Farebox	Other Revenue
FY 2017/2018																
Operating Assistance		46,045,496	40,995,496			2,700,000			1,800,000				550,000			
GASB 43/45 ARC		2,500,000	2,500,000													
RapidLink Operating Assistance		1,319,608	314,067											989,706	15,835	
91 Express Service		876,299			876,299											
PVL Feeder Service		1,585,924	1,427,332												158,592	
OCTA 794		155,000				155,000										
CommuterLink 212 & 217 (JARC)		901,425	378,750				378,750								143,925	
Extended Fixed Route Service (JARC)		559,035	227,250				227,250								104,535	
Travel Training		450,000										450,000				
Capitalized Preventative Maintenance		6,937,500	1,387,500				3,700,000	1,850,000								
Capital Cost of Contracting		7,687,500	1,537,500				3,100,000	3,050,000								
Lifeline Service (DAR Plus)		300,000	300,000													
TAM Plan Development		150,000	30,000							120,000						
Farebox (Cash, Tix, Passes)		10,777,113													10,777,113	
Interest Income		50,000														50,000
Advertising Revenue		18,000														18,000
CNG Sales		125,000														125,000
RINS/LCFS Credits		600,000														600,000
Medi-Cal Reimbursement		900,000	450,000													450,000
Wentworth Bldg Lease		62,100														62,100
Subtotal: FY17/18 Operating		**$82,000,000**	**$49,547,895**	**$0**	**$876,299**	**$2,855,000**	**$7,406,000**	**$4,900,000**	**$1,800,000**	**$0**	**$0**	**$450,000**	**$550,000**	**$989,706**	**$11,200,000**	**$1,305,100**
Revenue Vehicles - (11) COFR Repl	FY18-1	2,253,020		337,953			1,915,067									
Revenue Vehicles - (18) DAR Repl	FY18-2	1,818,000		272,700					1,545,300							
Revenue Vehicles - (5) DAR - Expansion	FY18-3	505,000		75,750				429,250								
Non-Revenue Vehicles - (11) Support Vehicles	FY18-4	279,720		55,944			223,776									
Non-Revenue Vehicles - (2) S&Z Trailers	FY18-4	43,200		8,640				34,560								
Non-Revenue Vehicles - Electric Car	FY18-4	42,660		8,532				34,128								
Fare Collection System	FY18-5	1,788,480		357,696			1,430,784									
Associated Transit Improvements	FY18-6	1,000,000		200,000			720,000	47,000	33,000							
Capital Maintenance Spares	FY18-7	1,086,484		217,297			869,187									
Capitalized Tire Lease	FY18-8	311,113		62,223				248,890								
Maintenance/Support Equipment	FY18-9	61,880		12,376					49,504							
Facility Maintenance	FY18-10	3,001,131		600,226			2,050,905		350,000							
Information Systems	FY18-11	100,000		20,000					80,000							
Ops/Maint Facility	FY18-12	20,000,000		400,000							1,600,000					18,000,000
UCR Mobility Hub [2]	FY18-13	1,492,532														1,492,532
Ops & Facilities Security Projects	FY18-14	911,925														911,925
Subtotal: FY17/18 Capital		**$34,695,145**	**$0**	**$2,629,337**	**$0**	**$0**	**$7,209,719**	**$793,828**	**$2,057,804**	**$0**	**$1,600,000**	**$0**	**$0**	**$0**	**$0**	**$20,404,457**
Total: Operating & Capital FY17/18		**$116,695,145**	**$49,547,895**	**$2,629,337**	**$876,299**	**$2,855,000**	**$14,615,719**	**$5,693,828**	**$3,857,804**	**$0**	**$1,600,000**	**$450,000**	**$550,000**	**$989,706**	**$11,200,000**	**$21,709,557**

[1] Section 5339 Bus and Bus Facilities funding is estimated FY2016 apportionment.

[2] Funding for UCR Mobility Hub is Low Carbon Transit Operations Program (LCTOP).

Riverside Transit Agency
FY 2018/19
Summary of Funds Requested
Short Range Transit Plan

Table 5.2 - Summary of Funds Requested for FY 2018/19

Project Description	Capital Project Number	Total Amount of Funds	LTF	STA	Bond Proceeds	Measure A Operating Assistance	Section 5307 - Riv-San Bernardino	Section 5307 - Temecula/ Murrieta	Section 5307 - Hemet/San Jacinto	Section 5337 State of Good Repair	Section 5339 Bus & Bus Facilities	Section 5310	Section 5311	CMAQ	Farebox	Other Revenue
FY 2018/2019																
Operating Assistance		52,992,490	47,842,490			2,800,000			1,800,000				550,000			
GASB 43/45 ARC		2,500,000	2,500,000													
RapidLink Operating Assistance		1,358,420	176,595											1,018,815	163,010	
91 Express Service		-														
OCTA 794		161,000				161,000										
CommuterLink 212 & 217 (JARC)		911,540	383,000				383,000								145,540	
Extended Fixed Route Service (JARC)		565,800	230,000				230,000								105,800	
Travel Training		475,000										475,000				
Capitalized Preventative Maintenance		7,125,000	1,425,000				4,300,000	1,400,000								
Capital Cost of Contracting		7,750,000	1,550,000				3,200,000	3,000,000								
Lifeline Service (DAR Plus)		320,000	320,000													
Farebox (Cash, Tix, Passes)		11,085,650													11,085,650	
Interest Income		50,000														50,000
Advertising Revenue		18,000														18,000
CNG Sales		125,000														125,000
RINS/LCFS Credits		600,000														600,000
Medi-Cal Reimbursement		900,000	450,000													450,000
Wentworth Bldg Lease		62,100														62,100
Subtotal: FY18/19 Operating		**$87,000,000**	**$54,877,085**	**$0**	**$0**	**$2,961,000**	**$8,113,000**	**$4,400,000**	**$1,800,000**	**$0**	**$0**	**$475,000**	**$550,000**	**$1,018,815**	**$11,500,000**	**$1,305,100**
Revenue Vehicles - (27) DAR Repl	FY19-1	2,835,000		425,250			2,409,750									
Capital Maintenance Spares	FY19-2	1,086,484		217,297			869,187									
Capitalized Tire Lease	FY19-3	325,484		65,097			260,387									
Maintenance/Support Equipment	FY19-4	100,000		20,000					80,000							
Facility Maintenance	FY19-5	200,000		40,000					160,000							
Information Systems	FY19-6	100,000		20,000					80,000							
Ops/Maint Facility	FY19-7	18,000,000		-												18,000,000
Subtotal: FY18/19 Capital		**$22,646,968**	**$0**	**$787,644**	**$0**	**$0**	**$3,539,324**	**$0**	**$320,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$18,000,000**
Total: Operating & Capital FY18/19		**$109,646,968**	**$54,877,085**	**$787,644**	**$0**	**$2,961,000**	**$11,652,324**	**$4,400,000**	**$2,120,000**	**$0**	**$0**	**$475,000**	**$550,000**	**$1,018,815**	**$11,500,000**	**$19,305,100**

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SUNLINE TRANSIT AGENCY

Financial Data FY 2016-17 to FY 2018-19[1]

[1] Riverside County Transportation Commission

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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TABLE 4

SunLine Transit Agency
FY 2016/17
Summary of Fund Requested
Short Range Transit Plan

Table 4 - Summary of Funding Request for FY 2016/17 FINAL V3 05.18.2016

FINAL V1 5/19/2016

Project Description		Total Amount of Funds	LTF	STA	PTMISEA	Prop 1B Transit Security	Measure A	Section 5307 Indio/Cathedral City Palm Springs	LCTOP	Section 5310	Carryover Section 5310	5311(f)	Section 5339	Section 5311	Section 5316	Section 5317	CMAQ	AQIP	Other Revenue	Farebox
OPERATING																				
Operating Assistance		$31,867,800	$18,317,414				$5,835,696	$1,374,632						$341,572					$2,664,763	$3,333,723
Taxi Voucher		$275,707	$57,488							$29,606	$28,000					$57,488			$103,125	
Line 20		$212,231	$24,343														$187,888			
Commuter Link 220		$460,196	$147,103									$300,000			$13,093					
Lines 80, 81 & 95		$539,373							$539,373											
Vanpool Program		$118,804	$105,524														$13,280			
Sub-total Operating		**$33,474,111**	**$18,651,872**	**$0**	**$0**	**$0**	**$5,835,696**	**$1,374,632**	**$539,373**	**$29,606**	**$28,000**	**$300,000**	**$0**	**$341,572**	**$13,093**	**$57,488**	**$201,168**	**$0**	**$2,767,888**	**$3,333,723**

CAPITAL	Capital Project Number	Total Amount of Funds	LTF	STA	PTMISEA	Prop 1B Transit Security	Measure A	Section 5307 Indio/Cathedral City Palm Springs	LCTOP	Section 5310	Carryover Section 5310	5311(f)	Section 5339	Section 5311	Section 5316	Section 5317	CMAQ	AQIP	Other Revenue	Farebox
Paratransit (13) Replacement Vans	SL-17-01	$1,833,000		$1,113,032				$719,968												
Expansion (2) Paratransit Van	SL-17-02	$282,000		$28,200				$253,800												
Transit Enhancements	SL-17-03	$373,551				$373,551														
Information Technology (IT) Projects	SL-17-04	$312,000		$62,400				$249,600												
Facility Improvements	SL-17-05	$117,802			$117,802															
Operations Facility Replacement Phase 1	SL-17-06	$2,768,000		$1,825,126									$942,874							
Replacement Non Revenue Service Vehicles (4 SV)	SL-17-07	$240,000		$48,000				$192,000												
Hydrogen Electric Hybrid FCB and Hydrogen Station	SL-17-08	$12,213,200						$2,750,000										$9,463,200		
Hydrogen Electric Hybrid Fuel Cell Bus (FY13-LoNo Match)	SL-17-09	$341,320		$341,320																
Expansion (1) Fixed Route Bus	SL-17-10	$575,000		$115,000				$460,000												
Sub-total Capital		$19,055,873	$0	$3,533,078	$117,802	$373,551	$0	$4,625,368	$0	$0	$0	$0	$942,874	$0	$0	$0	$0	$9,463,200	$0	$0
Total Operating & Capital		**$52,529,984**	**$18,651,872**	**$3,533,078**	**$117,802**	**$373,551**	**$5,835,696**	**$6,000,000**	**$539,373**	**$29,606**	**$28,000**	**$300,000**	**$942,874**	**$341,572**	**$13,093**	**$57,488**	**$201,168**	**$9,463,200**	**$2,767,888**	**$3,333,723**

Project Funding Details

Target Budget	$33,474,111	Based on FY15/16 Operating Budget
Projected FY16/17 LTF	$18,651,872	Based on FY15/16 + some unallocated carryover funds
Projected FY16/17 Farebox Revenue	$3,333,723	Based on FY15/16
Projected FY16/17 Other Revenues	$2,664,763	As for FY14/15 SRTP - Based on projections with outside fuel sales ($1,300,000), advertising revenue ($173,202) , bus shelter maintenance revenue ($59,508), emissions credit ($544,642.43), SRA overhead fees ($27,078.06), CNG Rebate ($500,000), and miscellaneous interest and income ($60,333)
Projected FY 16/17 TVP Revenue	$103,125	Based on estimated Taxi Voucher Program Revenue
Projected FY16/17 Measure A	$5,835,696	As for FY15/16 + 12%
Projected FY16/17 CMAQ	$201,168	
Projected FY16/17 Section 5311 Operating Funds	$341,572	As for FY16/17
Section 5307	$1,374,632	
Section 5310	$29,606	
Section 5310	$28,000	Carryover
Section 5311 (f)	$300,000	
Section 5316	$13,093	Reprogram to Link 220 in grant X148
Section 5317	$57,488	Reprogram to Taxi Voucher Program in grant X102
LCTOP	$539,373	
Total Estimated Operating Funding Request	$33,474,111	Based on FY15/16 Operating Budget
Projected FY16/17 STA Capital	$3,533,078	FY16/17 plus some unallocated carryover
Projected FY16/17 5307 Capital	$4,625,368	FY 16 carryover plus some of FY 17
Projected FY16/17 Prop 1B Safety and Security	$373,551	FY 15/16 level
PTMISEA	$117,802	
Section 5339	$942,874	
AQIP	$9,463,200	
Total Estimated Capital Funding Request	$19,055,873	
Total Funding Request	**$52,529,984**	

TABLE 5.1

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

Table 5.1 - Summary of Funding Request for FY 2017/18 FINAL V1 05.13.2016

FINAL V1 17-May-16

Project Description		Total Amount of Funds	LTF	STA	Prop 1B Transit Security	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5311	Section 5311 (f)	Section 5312	Section 5339 ©	CMAQ Carryover	Other Revenue	Farebox
OPERATING														
Operating Assistance		$28,272,536	$15,020,534			$6,598,673		$429,687					$2,823,245	$3,400,397
Vanpool Program		$540,000	$61,938									$478,062		
Line 20		$190,508										$190,508		
Commuter Link 220		$723,350	$223,350							$500,000				
Sub-total Operating		$29,726,394	$15,305,822	$0	$0	$6,598,673	$0	$429,687	$0	$500,000	$0	$668,570	$2,823,245	$3,400,397
CAPITAL														
	Capital Project Number	Total Amount of Funds With Carryover	LTF	STA	Prop 1B Transit Security	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5311	Section 5311 (f)	Section 5312	Section 5339 ©	CMAQ Carryover	Other Revenue	Farebox
Fixed Route Bus Rehabilitation	SL-18-01	$1,155,000		$231,000			$924,000							
Transit Enhancements	SL-18-02	$373,000			$373,000									
Information Technology (IT Projects)	SL-18-03	$350,000		$70,000			$280,000							
Facility Improvements	SL-18-04	$100,000		$20,000			$80,000							
Replacement Non-Revenue Support Vehicles (2 SV & 2 Safety)	SL-18-05	$240,000		$48,000			$192,000							
Expansion (2) Fixed Route Buses	SL-18-06	$1,150,000		$230,000			$920,000							
Replacement Fixed Route Buses (10)	SL-18-07	$5,750,000		$1,150,000			$4,600,000							
Operations Facility Replacement Phase 2	SL-18-08	$3,031,800		$471,800			$2,560,000							
Bus Operator Training Safety Equipment	SL-18-09	$400,000		$80,000			$320,000							
Maintenance Facility for Zero Emission Vehicle (ZEV)	SL-18-10	$1,688,055		$168,200							$1,519,855			
Sub-total Capital		$14,237,855	$0	$2,469,000	$373,000	$0	$9,876,000	$0	$0	$0	$1,519,855	$0	$0	$0
Total Operating & Capital		$43,964,249	$15,305,822	$2,469,000	$373,000	$6,598,673	$9,876,000	$429,687	$0	$500,000	$1,519,855	$668,570	$2,823,245	$3,400,397

Project Funding Details

Target Budget	$29,726,394	
Projected FY17/18 LTF	$15,305,822	
Projected FY17/18 Farebox Revenue	$3,400,397	Based on FY16/17 Operating Budget * 1.02 (2% increase)
Projected FY17/18 Other Revenues	$2,823,245	Based on FY16/17 Operating Budget * 1.02 (2% increase)
Projected FY17/18 Measure A	$6,598,673	
Projected FY17/18 Section 5307 Operating Funds	$0	
Projected FY17/18 CMAQ Carryover	$668,570	
Projected FY17/18 Section 5311 Operating Funds	$429,687	
Section 5312	$500,000	
Total Estimated Operating Funding Request	$29,726,394	Based on FY15/16 Operating Budget * 1.02 (2% increase)
Projected FY16/17 STA Capital	$2,469,000	
Projected FY16/17 5307 Capital	$9,876,000	
Projected FY16/17 Prop 1B Safety and Security	$373,000	
Section 5339 ©	$1,519,855	
Total Estimated Capital Funding Request	$14,237,855	
Total Funding Request	**$43,964,249**	

TABLE 5.2

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

Table 5.2 - Summary of Funding Request for FY 2018/19 FINAL V1 05.13.2016

FINAL V1 17-May-16

Project Description		Total Amount of Funds	LTF	STA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5311	CMAQ Carryover	Other Revenue	Farebox
OPERATING										
Operating Assistance		$31,772,536	$15,020,534		$6,598,673	$3,500,000	$429,687		$2,823,245	$3,400,397
Vanpool Program		$540,000	$61,938					$478,062		
Line 20		$190,508						$190,508		
Sub-total Operating		$32,503,044	$15,082,472	$0	$6,598,673	$3,500,000	$429,687	$668,570	$2,823,245	$3,400,397
CAPITAL										
	Capital Project Number	Total Amount of Funds With Carryover	LTF	STA	Measure A	Section 5307 Indio/Cathedral City Palm Springs	Section 5311	CMAQ Carryover	Other Revenue	Farebox
Fixed Route Bus Rehabiliation	SL-19-01	$1,155,000		$231,000		$924,000				
Replacement Paratransit Vans (4)	SL-19-02	$520,000		$52,000		$468,000				
Facility Improvements	SL-19-03	$100,000		$20,000		$80,000				
Information Technology (IT Projects)	SL-19-04	$350,000		$70,000		$280,000				
Expansion (2) Fixed Route Buses	SL-19-05	$1,150,000		$230,000		$920,000				
Replacement Fixed Route Buses (5)	SL-19-06	$2,875,000		$575,000		$2,300,000				
Bus Operator Training Safety Equipment	SL-19-07	$400,000		$80,000		$320,000				
Operations Facility Replacement Phase 3	SL-19-08	$3,200,000		$640,000		$2,560,000				
Sub-total Capital		$9,750,000	$0	$1,898,000	$0	$7,852,000	$0	$0	$0	$0
Total Operating & Capital		$42,253,044	$15,082,472	$1,898,000	$6,598,673	$11,352,000	$429,687	$668,570	$2,823,245	$3,400,397

Project Funding Details

Target Budget	$32,503,044	
Projected FY17/18 LTF	$15,082,472	
Projected FY17/18 Farebox Revenue	$3,400,397	Based on FY16/17 Operating Budget * 1.02 (2% increase)
Projected FY17/18 Other Revenues	$2,823,245	Based on FY16/17 Operating Budget * 1.02 (2% increase)
Projected FY17/18 Measure A	$6,598,673	
Projected FY17/18 Section 5307 Operating Funds	$3,500,000	
Projected FY17/18 CMAQ Carryover	$668,570	
Projected FY17/18 Section 5311 Operating Funds	$429,687	
Total Estimated Operating Funding Request	$32,503,044	Based on FY15/16 Operating Budget * 1.02 (2% increase)
Projected FY16/17 STA Capital	$1,898,000	
Projected FY16/17 5307 Capital	$7,852,000	
Total Estimated Capital Funding Request	$9,750,000	
Total Funding Request	**$42,253,044**	

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MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY (MARTA)

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] San Bernardino Associated Governments

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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MARTA

FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Measure I	180,374	95,627	98,496	101,451	475,947	
LTF	2,625,305	2,704,064	2,785,186	2,868,742	10,983,297	
CMAQ	665,547	560,000	560,000	560,000	2,345,547	
STA	124,388	125,000	125,000	125,000	499,388	This is kept flat because it's a volitile fund.
Prop 1B Security	3,287	-	-	-	3,287	Ends this year
					-	
Revenue Total	**3,598,901**	**3,484,691**	**3,568,682**	**3,655,192**	**14,307,466**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	793,222	560,000	560,000	560,000	2,473,222	The capital will be the CMAQ funds plus STA but the STA is still not known.
Operating	2,805,679	2,889,849	2,976,545	3,065,841	11,737,914	
Expenditures Total	**3,598,901**	**3,449,849**	**3,536,545**	**3,625,841**	**14,211,136**	

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OMNITRANS

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] San Bernardino Associated Governments

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Omnitrans
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Passenger Fares - Fixed Route	12,125,011	18,950,000	19,870,000	20,380,000	71,325,011	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	1,647,000	1,696,410	1,747,302	1,799,721	6,890,434	
Advertising	655,000	655,000	655,000	655,000	2,620,000	
Interest and Other Non-Trans	60,000	61,800	63,654	65,564	251,018	
LTF	39,974,380	40,910,000	42,140,000	43,400,000	166,424,380	
LTF Carryover	767,296	-	-	-	767,296	
FTA 5307	16,943,440	16,943,440	16,943,440	16,943,440	67,773,760	
STA	3,668,452	3,668,452	3,668,452	3,668,452	14,673,808	Funding is volatile so we project flat
Carl Moyer/JARC/STIP/LCTOP	744,000	-	-	-	744,000	
Measure I	5,800,000	6,100,000	6,400,000	6,700,000	25,000,000	
Other Funds	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	
FTA 5339	1,848,880	1,848,880	1,848,880	1,848,880	7,395,520	
Prop 1B	2,936,287	-	-	-	2,936,287	Funding ends FY17
CMAQ	6,660,000	5,560,000	5,470,000	7,620,000	25,310,000	
Prop 1B Security	128,566	-	-	-	128,566	Funding ends FY17
					-	
Revenue Total	**94,958,312**	**97,393,982**	**99,806,728**	**104,081,057**	**396,240,079**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	17,156,932	16,430,000	16,930,000	17,130,000	67,646,932	
Operating	77,210,768	79,527,091	81,912,904	84,370,291	323,021,054	
Expenditures Total	**94,367,700**	**95,957,091**	**98,842,904**	**101,500,291**	**390,667,986**	

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VICTOR VALLEY TRANSIT AUTHORITY

Financial Data for FY 2016-17 to FY 2019-20[1]

(only FY16/17 available at this time)

[1] San Bernardino Associated Governments

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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VVTA

FY 2016/2017 - 2019/2020 *

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Section 5307	7,575,105				7,575,105	
Section 5311	463,178				463,178	
Section 5310	129,125				129,125	
Section 5316/5317	123,987				123,987	
Section 5339	1,020,647				1,020,647	
CMAQ	2,520,162				2,520,162	
LTF	13,381,881				13,381,881	
STA	537,385				537,385	
Measure I	1,975,721				1,975,721	
AB2766	113,320				113,320	
Prop 1B	3,459,195				3,459,195	
COP	5,000,000				5,000,000	
LCTOP	306,574				306,574	
Other	889,172				889,172	
Fares	3,538,000				3,538,000	
					-	
					-	
Revenue Total	**41,033,452**	**-**	**-**	**-**	**41,033,452**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	23,953,218					
Operating	17,080,234					
Expenditures Total	**41,033,452**	**-**	**-**	**-**	**-**	

* Only FY16/17 available at this time

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GOLD COAST TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Ventura County Transportation Commission

July 2016

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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Gold Coast Revenue and Expenditure Tables

Revenue (List Funds)	First 4-Years				Total Revenue
	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
Calif. Local Transportation Funds (LTF)	$15,882	$16,478	$17,096	$17,737	$67,193
Federal Formula Funds	4,061	4,183	4,308	4,437	$16,989
Federal Funds, Other (CMAQ, JARC, ARRA)	792	816	840	865	$3,313
LTF Funds Deferred from Prior Year	3,202	0	0	0	$3,202
Calif. State Transit Assistance (STA) and Other	218	226	234	243	$921
Passenger Fares	3,579	4,099	4,185	4,272	$16,135
Local Support	171	177	184	191	$723
Advertising Revenue	252	260	268	276	$1,056
MAA Reimbursement Fares	150	200	207	214	$771
Calif. LCFS and Federal RIN Credit Revenue	150	200	250	258	$858
Other Revenue	13	2513*	13	13	$39
REVENUE TOTAL - GROSS	$28,470	$26,639	$27,585	$28,506	$111,200
Less: Funds Appropriated to District Members for Public Transit Uses	(2,589)	(2,680)	(2,774)	(2,871)	($10,914)
REVENUE TOTAL - NET	$25,881	$23,959	$24,811	$25,635	$100,286

***FY17/18 - Revenue from sale of real property**

Expenditures	First 4-Years				Total Expenditure
	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
Operating					
Fixed Route	$11,907	$12,324	$12,755	$13,202	$50,188
Paratransit	2,920	3,023	3,128	3,238	$12,309
Maintenance	3,193	3,505	3,627	3,754	$14,079
Administration	2,417	2,501	2,589	2,679	$10,186
Planning and Marketing	907	939	972	1,006	$3,824
Capital					
COP Payments	$1,400	$1,400	$1,400	$1,400	$5,600
Capital Reserve Contribution Future Projects/Matching funds	1,637	1,280	200	200	$3,317
Retain for Operating Reserve	1,500	1,500	140	156	$3,296
EXPENDITURE TOTALS	$25,881	$26,472	$24,811	$25,635	$102,799

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SIMI VALLEY TRANSIT

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Ventura County Transportation Commission

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Simi Valley Transit
FY 2016/2017 - 2019/2020

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Fare Revenue	430,100	438,702	447,476	456,426	1,772,704	
Shleter Advertising	82,000	83,640	85,313	87,019	337,972	
Misc	60,000	61,200	62,424	63,672	247,296	
FTA 5307	2,251,540	2,251,540	2,296,571	2,342,502	9,142,153	
CMAQ	487,200	374,000	425,000	-	1,286,200	
State TDA/Prop 1B	5,953,300	4,703,300	4,797,366	4,893,313	20,347,279	
Revenue Total	**9,264,140**	**7,912,382**	**8,114,150**	**7,842,933**	**33,133,604**	

Expenditures

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 16/17	FY 17/18	FY 18/19	FY 19/20		
Capital	3,102,700	1,250,000	310,000	1,790,100		
Operating	6,161,440	6,662,382	7,804,150	6,052,833		
Expenditures Total	**9,264,140**	**7,912,382**	**8,114,150**	**7,842,933**	**-**	

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VCTC

Financial Data for FY 2016-17 to FY 2019-20[1]

[1] Ventura County Transportation Commission

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VCTC Bus 4-Year Expenditure / Revenue Forecast

Revenue Forecast				
	FY 16/17	**FY 17/18**	**FY 18/19**	**FY 19/20**
FTA	$ 2,208,614	$ 2,274,872	$ 2,343,119	$ 2,413,412
LTF	$ -	$ -	$ -	$ -
STA	$ 2,857,186	$ 3,005,642	$ 3,182,150	$ 3,296,466
Local Contr.	$ 1,529,066	$ 1,424,825	$ 1,460,862	$ 1,504,688
CMAQ	$ 1,147,481	$ 368,285	$ 327,561	n/a
LCTOP	$ 804,001	$ 483,113	$ 497,607	n/a
FARES	$ 1,812,000	$ 1,857,300	$ 1,885,160	$ 1,922,863
TOTAL	$ 10,358,348	$ 9,414,038	$ 9,696,458	$ 9,137,429

Expenditures				
	FY 16/17	**FY 17/18**	**FY18/19**	**FY19/20**
Operating	$ 7,657,792	$ 7,887,526	$ 8,124,152	$ 7,517,953
Capital	$ 2,245,756	$ 1,058,068	$ 1,089,810	$ 1,122,504
Administration	$ 454,800	$ 468,444	$ 482,497	$ 496,972
TOTAL	$ 10,358,348	$ 9,414,038	$ 9,696,458	$ 9,137,429

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)

Financial Data (Projected) for FY 2016/17[1]

[1] Southern California Regional Rail Authority

July 2016

SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

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8.3.2 *Exhibit 8.2*
FY2016-17 Forecast of Operating Budget Distribution to Member Agencies

	Forecast FY 16-17 Budget	Metro	OCTA	RCTC	SANBAG	VCTC
EXPENSES	**236,732**	**122,063**	**50,799**	**24,693**	**26,422**	**12,755**
REVENUES	**104,828**	**55,034**	**25,007**	**8,227**	**13,107**	**3,453**
NET LOCAL SUBSIDY	**131,903**	**67,029**	**25,791**	**16,465**	**13,316**	**9,302**
OPERATIONS						
Revenues						
Farebox Revenue	87,517	44,184	21,406	7,576	11,769	2,581
Dispatching	2,698	1,373	915	13	58	339
Other Revenues						
MOW Revenues	14,614	9,477	2,687	638	1,279	533
Operation Revenue Subtotal	104,828	55,034	25,007	8,227	13,107	3,453
Member Agency Revenues	113,604	56,867	21,980	15,033	11,172	8,553
Total Revenues	**218,432**	**111,901**	**46,987**	**23,260**	**24,279**	**12,005**
Operations & Services						
Train Operations	45,420	24,046	10,274	4,709	4,769	1,622
Equipment Maintenance	29,811	15,076	6,549	3,317	3,422	1,448
Contingency (Train Ops)						
Fuel	23,898	12,102	6,066	2,481	2,499	750
Non-Scheduled Rolling Stock Repairs	232	129	48	18	27	9
Operating Facilities Maintenance	1,321	733	275	103	155	54
Other Operating Train Services	595	284	103	89	59	60
Rolling Stock Lease	250	119	50	28	36	18
Security - Sheriff	5,758	3,250	1,117	624	598	168
Security - Guards	2,070	989	358	309	207	207
Supplemental Additional Security	690	348	169	60	93	20
Public Safety Program	254	121	44	38	25	25
Passenger Relations	1,844	914	483	151	239	57
Holiday Trains						
TVM Maintenance/Revenue Collection	7,043	2,909	1,582	1,123	1,021	408
Marketing	944	477	235	78	124	31
Media & External Communications	426	204	74	64	43	43
Utilities/Leases	2,766	1,322	478	413	276	277
Transfers to Other Operators	7,782	4,325	1,708	511	963	274
Amtrak Transfers	1,700	540	1,081			79
Station Maintenance	2,006	1,196	284	184	253	89
Rail Agreements	5,088	1,852	1,385	1,156	350	345
Subtotal Operations & Services	**139,899**	**70,938**	**32,363**	**15,454**	**15,160**	**5,984**
Maintenance-of-Way						
MoW - Line Segments	43,426	23,886	8,360	2,895	5,568	2,717
MoW - Extraordinary Maintenance	1,281	737	311	14	137	82
Subtotal Maintenance-of-Way	**44,707**	**24,623**	**8,671**	**2,909**	**5,705**	**2,799**
Administration & Services						
Staff						
Ops Salaries & Fringe Benefits	11,687	5,585	2,029	1,738	1,169	1,166
Ops Non-Labor Expenses	4,940	2,535	951	593	527	335
Indirect Administrative Expenses	13,936	6,660	2,409	2,079	1,392	1,396
Ops Professional Services	2,747	1,313	475	410	274	275
Subtotal Administration & Services	**33,310**	**16,093**	**5,864**	**4,820**	**3,362**	**3,171**
Contingency (Non-Train Ops)	**516**	**247**	**89**	**77**	**52**	**52**
Total Expenses Including MoW	**218,432**	**111,901**	**46,987**	**23,260**	**24,279**	**12,005**
RISK MANAGEMENT						
Revenues						
Member Agency Revenues	18,300	10,162	3,812	1,432	2,144	749
PL/PD Revenues						
Total Revenues	**18,300**	**10,162**	**3,812**	**1,432**	**2,144**	**749**
Insurance						
Liability/Property/Auto	13,524	7,511	2,817	1,059	1,584	554
Claims / SI	3,500	1,944	729	274	410	143
Claims Administration	1,275	708	266	100	149	52
Subtotal Insurance	**18,300**	**10,162**	**3,812**	**1,432**	**2,144**	**749**
Total Insurance / SIR Expenses	**18,300**	**10,162**	**3,812**	**1,432**	**2,144**	**749**

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Attachment D

Regional Funding and Expenditure Tables

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TABLE 1: REVENUE

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
Local	**Sales Tax**	**$1,266,864**	**$1,125,200**	**$1,459,431**	**$530,768**	**$4,382,263**
	- City					
	- County	$1,266,864	$1,125,200	$1,459,431	$530,768	$4,382,263
	Gas Tax					
	- Gas Tax (Subventions to Cities)					
	- Gas Tax (Subventions to Counties)					
	Other Local Funds	**$770,278**	**$544,082**	**$523,733**	**$407,274**	**$2,245,367**
	- County General Funds	$73,920	$60,897	$66,386	$419	$201,622
	- City General Funds	$629,175	$368,681	$353,948	$312,938	$1,664,742
	- Street Taxes and Developer Fees	$67,183	$114,504	$103,399	$93,917	$379,003
	- RSTP exchange funds					
	Transit	**$98,658**	**$77,122**	**$76,641**	**$78,104**	**$330,525**
	- Transit Fares	$98,658	$77,122	$76,641	$78,104	$330,525
	Other (See Appendix 1)	$2,020,610	$2,558,876	$2,745,190	$1,258,334	$8,583,010
	Local Total	**$4,156,410**	**$4,305,280**	**$4,804,995**	**$2,274,480**	**$15,541,165**
Regional	**Tolls**					
	- Bridge					
	- Corridor					
	- Regional Sales Tax					
	- Regional Gas Tax					
	Other (See Appendix 2)					
	Regional Total					
State	**State Highway Operations and Protection Program (SHOPP)**	**$1,403,705**	**$1,013,075**			**$2,416,780**
	- SHOPP (Including Augmentation)	$929,804	$1,013,075			$1,942,879
	- SHOPP Prior	$473,901				$473,901
	- State Minor Program					
	State Transportation Improvement Program (STIP)	**$322,934**	**$188,799**	**$78,880**	**$167,662**	**$758,275**
	- STIP (Including Augmentation)	$321,070	$188,799	$78,880	$167,662	$756,411
	- STIP Prior	$1,864				$1,864
	State Bond	**$72,931**	**$8,214**	**$6,521**	**$3,709**	**$91,375**
	- Proposition 1A (High Speed Passenger Train Bond Program)					
	- Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port	$72,931	$8,214	$6,521	$3,709	$91,375
	- Active Transportation Program	$27,512	$4,272	$5,970		$37,754
	- Highway Maintenance (HM) Program					
	- Highway Bridge Program (HBP)	$138,036	$116,134	$148,853	$37,803	$440,826
	- Traffic Congestion Relief Program (TCRP)	$16,140				$16,140

TABLE 1: REVENUE

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
	- State Transit Assistance (STA) (e.g. population/revenue based, Prop 42)	$37,180	$33,995	$33,370	$33,015	$137,560
	Other (See Appendix 3)	$6,264	$2,719	$5,093	$2,829	$16,905
	State Total	**$2,024,702**	**$1,367,208**	**$278,687**	**$245,018**	**$3,915,615**
Federal Transit	- 5307/5340 - Urbanized Area Formula Grants	$513,347	$205,092	$108,427	$103,377	$930,243
	- 5309 - Fixed Guideway Capital Improvement Starts					
	- 5309b - New and Small Starts (Capital Investment Grants)	$300,000	$300,000	$404,900	$200,000	$1,204,900
	- 5309c - Bus and Bus Related Grants	$6,564				$6,564
	- 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	$22,502	$442	$13,127	$6,595	$42,666
	- 5311 - Formula Grants for Rural Areas	$4,310	$2,688	$1,844	$1,843	$10,685
	- 5311f - Intercity Bus					
	- 5337 - State of Good Repair Grants	$46,288	$30,996	$31,143	$31,293	$139,720
	- 5339 - Bus and Bus Facilities Formula Grants	$31,371	$11,165	$11,207	$11,250	$64,993
	- FTA Transfer from Prior FTIP	$4,093	$1,079			$5,172
	Other (See Appendix 4)					
	Federal Transit Total	**$937,816**	**$551,462**	**$570,648**	**$354,358**	**$2,414,284**
Federal Highway	- Congestion Mitigation and Air Quality (CMAQ) Improvement Program	$264,993	$261,452	$266,317	$271,813	$1,064,575
	- Construction of Ferry Boats and Ferry Terminal Facilities					
	- Coordinated Border Infrastructure					
	- Corridor Infrastructure Improvement Program					
	- Federal Lands Access Program					
	- Federal Lands Transportation Program					
	- High Priority Projects (HPP) and Demo	$66,939	$14,495	$6,456	$769	$88,659
	- Highway Safety Improvement Program (HSIP)	$54,390	$47,613			$102,003
	- GARVEE Bonds Debt Service Payments					
	- National Highway Freight Program					
	- Nationally Significant Freight and Highway Projects					
	- Projects of National/Regional Significance	$8,836				$8,836
	- Public Lands Highway	$585				$585
	- Railway Highway Crossings	$1,375				$1,375
	- Recreational Trails Program	$190	$26			$216
	- SAFETEA-LU Safe Routes to School (SRTS)	$15,028	$5,195			$20,223
	- Surface Transportation Block Grant Program (STBGP/RSTP)	$233,426	$242,782	$251,848	$262,311	$990,367
	Other (See Appendix 5)	$24,621	$450			$25,071
	Federal Highway Total	**$670,383**	**$572,013**	**$524,621**	**$534,893**	**$2,301,910**

TABLE 1: REVENUE

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
Federal Railroad Administration	Other Federal Railaroad Administration (see Appendix 6)					
	Federal Railroad Administration Total					
	Federal Total	**$1,608,199**	**$1,123,475**	**$1,095,269**	**$889,251**	**$4,716,194**
Innovative Finance	- TIFIA (Transportation Infrastructure Finance and Innovation Act)	$354,500	$457,646	$447,918	$184,865	$1,444,929
	Other (See Appendix 7)					
	Innovative Finance Total	**$354,500**	**$457,646**	**$447,918**	**$184,865**	**$1,444,929**
	REVENUE TOTAL	**$8,143,811**	**$7,253,609**	**$6,626,869**	**$3,593,614**	**$25,617,903**

TABLE 2: PROGRAMMED

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
Local	**Sales Tax**	**$1,135,574**	**$989,349**	**$1,318,280**	**$480,874**	**$3,924,077**
	- City					
	- County	$1,135,574	$989,349	$1,318,280	$480,874	$3,924,077
	Gas Tax					
	- Gas Tax (Subventions to Cities)					
	- Gas Tax (Subventions to Counties)					
	Other Local Funds	**$770,278**	**$544,082**	**$520,873**	**$348,938**	**$2,184,171**
	- County General Funds	$73,920	$60,897	$66,386	$419	$201,622
	- City General Funds	$629,175	$368,681	$351,088	$254,602	$1,603,546
	- Street Taxes and Developer Fees	$67,183	$114,504	$103,399	$93,917	$379,003
	- RSTP exchange funds					
	Transit	**$90,639**	**$67,710**	**$66,669**	**$67,542**	**$292,560**
	- Transit Fares	$90,639	$67,710	$66,669	$67,542	$292,560
	Other (See Appendix 1)	$2,012,110	$2,470,646	$2,655,196	$1,163,987	$8,301,939
	Local Total	**$4,008,601**	**$4,071,787**	**$4,561,018**	**$2,061,341**	**$14,702,747**
Regional	**Tolls**					
	- Bridge					
	- Corridor					
	- Regional Sales Tax					
	- Regional Gas Tax					
	Other (See Appendix 2)					
	Regional Total					
State	**State Highway Operations and Protection Program (SHOPP)**	**$1,403,705**	**$1,013,075**			**$2,416,780**
	- SHOPP (Including Augmentation)	$929,804	$1,013,075			$1,942,879
	- SHOPP Prior	$473,901				$473,901
	- State Minor Program					
	State Transportation Improvement Program (STIP)	**$322,934**	**$188,799**	**$78,880**	**$167,662**	**$758,275**
	- STIP (Including Augmentation)	$321,070	$188,799	$78,880	$167,662	$756,411
	- STIP Prior	$1,864				$1,864
	State Bond	**$72,931**	**$8,214**	**$6,521**	**$3,709**	**$91,375**
	- Proposition 1A (High Speed Passenger Train Bond Program)					
	- Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port	$72,931	$8,214	$6,521	$3,709	$91,375
	- Active Transportation Program	$27,512	$4,272	$5,970		$37,754
	- Highway Maintenance (HM) Program					
	- Highway Bridge Program (HBP)	$138,036	$116,134	$148,853	$37,803	$440,826
	- Traffic Congestion Relief Program (TCRP)	$16,140				$16,140

TABLE 2: PROGRAMMED

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
	- State Transit Assistance (STA) (e.g. population/revenue based, Prop 42)	$30,603	$22,957	$22,237	$21,531	$97,328
	Other (See Appendix 3)	$3,598		$2,320		$5,918
	State Total	**$2,015,459**	**$1,353,451**	**$264,781**	**$230,705**	**$3,864,396**
Federal Transit	- 5307/5340 - Urbanized Area Formula Grants	$482,489	$163,235	$74,558	$69,315	$789,597
	- 5309 - Fixed Guideway Capital Improvement Starts					
	- 5309b - New and Small Starts (Capital Investment Grants)	$300,000	$300,000	$404,900	$200,000	$1,204,900
	- 5309c - Bus and Bus Related Grants	$6,564				$6,564
	- 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	$20,789	$351	$13,036	$6,504	$40,680
	- 5311 - Formula Grants for Rural Areas	$3,418	$1,778	$916	$897	$7,009
	- 5311f - Intercity Bus					
	- 5337 - State of Good Repair Grants	$39,070	$22,626	$22,626	$22,626	$106,948
	- 5339 - Bus and Bus Facilities Formula Grants	$28,970	$8,558	$8,558	$8,558	$54,644
	- FTA Transfer from Prior FTIP	$4,093	$1,079			$5,172
	Other (See Appendix 4)					
	Federal Transit Total	**$894,679**	**$497,627**	**$524,594**	**$307,900**	**$2,224,800**
Federal Highway	- Congestion Mitigation and Air Quality (CMAQ) Improvement Program	$220,829	$155,292	$171,335	$137,229	$684,685
	- Construction of Ferry Boats and Ferry Terminal Facilities					
	- Coordinated Border Infrastructure					
	- Corridor Infrastructure Improvement Program					
	- Federal Lands Access Program					
	- Federal Lands Transportation Program					
	- High Priority Projects (HPP) and Demo	$66,939	$14,495	$6,456	$769	$88,659
	- Highway Safety Improvement Program (HSIP)	$54,390	$47,613			$102,003
	- GARVEE Bonds Debt Service Payments					
	- National Highway Freight Program					
	- Nationally Significant Freight and Highway Projects					
	- Projects of National/Regional Significance	$8,836				$8,836
	- Public Lands Highway	$585				$585
	- Railway Highway Crossings	$1,375				$1,375
	- Recreational Trails Program	$190	$26			$216
	- SAFETEA-LU Safe Routes to School (SRTS)	$15,028	$5,195			$20,223
	- Surface Transportation Block Grant Program (STBGP/RSTP)	$201,997	$118,917	$84,983	$67,501	$473,398
	Other (See Appendix 5)	$24,621	$450			$25,071
	Federal Highway Total	**$594,790**	**$341,988**	**$262,774**	**$205,499**	**$1,405,051**

TABLE 2: PROGRAMMED

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
Federal Railroad Administration	Other Federal Railaroad Administration (see Appendix 6)					
	Federal Railroad Administration Total					
	Federal Total	**$1,489,469**	**$839,615**	**$787,368**	**$513,399**	**$3,629,851**
Innovative Finance	- TIFIA (Transportation Infrastructure Finance and Innovation Act)	$354,500	$457,646	$447,918	$184,865	$1,444,929
	Other (See Appendix 7)					
	Innovative Finance Total	**$354,500**	**$457,646**	**$447,918**	**$184,865**	**$1,444,929**
	Programmed Total	**$7,868,029**	**$6,722,499**	**$6,061,085**	**$2,990,310**	**$23,641,923**

TABLE 3: REVENUE - PROGRAMMED

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
Local	**Sales Tax**	**$131,290**	**$135,851**	**$141,151**	**$49,894**	**$458,186**
	- City					
	- County	$131,290	$135,851	$141,151	$49,894	$458,186
	Gas Tax					
	- Gas Tax (Subventions to Cities)					
	- Gas Tax (Subventions to Counties)					
	Other Local Funds			**$2,860**	**$58,336**	**$61,196**
	- County General Funds					
	- City General Funds			$2,860	$58,336	$61,196
	- Street Taxes and Developer Fees					
	- RSTP exchange funds					
	Transit	**$8,019**	**$9,412**	**$9,972**	**$10,562**	**$37,965**
	- Transit Fares	$8,019	$9,412	$9,972	$10,562	$37,965
	Other (See Appendix 1)	$8,500	$88,230	$89,994	$94,347	$281,071
	Local Total	**$147,809**	**$233,493**	**$243,977**	**$213,139**	**$838,418**
Regional	**Tolls**					
	- Bridge					
	- Corridor					
	- Regional Sales Tax					
	- Regional Gas Tax					
	Other (See Appendix 2)					
	Regional Total					
State	**State Highway Operations and Protection Program (SHOPP)**					
	- SHOPP (Including Augmentation)					
	- SHOPP Prior					
	- State Minor Program					
	State Transportation Improvement Program (STIP)					
	- STIP (Including Augmentation)					
	- STIP Prior					
	State Bond					
	- Proposition 1A (High Speed Passenger Train Bond Program)					
	- Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port					
	- Active Transportation Program					
	- Highway Maintenance (HM) Program					
	- Highway Bridge Program (HBP)					
	- Traffic Congestion Relief Program (TCRP)					

TABLE 3: REVENUE - PROGRAMMED

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
	- State Transit Assistance (STA) (e.g. population/revenue based, Prop 42)	$6,577	$11,038	$11,133	$11,484	$40,232
	Other (See Appendix 3)	$2,666	$2,719	$2,773	$2,829	$10,987
	State Total	**$9,243**	**$13,757**	**$13,906**	**$14,313**	**$51,219**
Federal Transit	- 5307/5340 - Urbanized Area Formula Grants	$30,858	$41,857	$33,869	$34,062	$140,646
	- 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	$1,713	$91	$91	$91	$1,986
	- 5311 - Formula Grants for Rural Areas	$892	$910	$928	$946	$3,676
	- 5311f - Intercity Bus					
	- 5337 - State of Good Repair Grants	$7,218	$8,370	$8,517	$8,667	$32,772
	- 5339 - Bus and Bus Facilities Formula Grants	$2,401	$2,607	$2,649	$2,692	$10,349
	- FTA Transfer from Prior FTIP					
	Other (See Appendix 4)					
	Federal Transit Total	**$43,137**	**$53,835**	**$46,054**	**$46,458**	**$189,484**
Federal Highway	- Congestion Mitigation and Air Quality (CMAQ) Improvement Program	$44,164	$106,160	$94,982	$134,584	$379,890
	- Construction of Ferry Boats and Ferry Terminal Facilities					
	- Coordinated Border Infrastructure					
	- Corridor Infrastructure Improvement Program					
	- Federal Lands Access Program					
	- Federal Lands Transportation Program					
	- High Priority Projects (HPP) and Demo					
	- Highway Safety Improvement Program (HSIP)					
	- GARVEE Bonds Debt Service Payments					
	- National Highway Freight Program					
	- Nationally Significant Freight and Highway Projects					
	- Projects of National/Regional Significance					
	- Public Lands Highway					
	- Railway Highway Crossings					
	- Recreational Trails Program					
	- SAFETEA-LU Safe Routes to School (SRTS)					
	- Surface Transportation Block Grant Program (STBGP/RSTP)	$31,429	$123,865	$166,865	$194,810	$516,969
	Other (See Appendix 5)					
	Federal Highway Total	**$75,593**	**$230,025**	**$261,847**	**$329,394**	**$896,859**

TABLE 3: REVENUE - PROGRAMMED

Southern California Association of Governments

2016/2017 - 2019/2020 Federal Transportation Improvement Program

2017 FTIP Adoption

($`s in 1,000)

	Funding Source/Program	4 YEARS (FSTIP Cycle)				
		2016/2017	2017/2018	2018/2019	2019/2020	Total
Federal Railroad Administration	Other Federal Railaroad Administration (see Appendix 6)					
	Federal Railroad Administration Total					
	Federal Total	**$118,730**	**$283,860**	**$307,901**	**$375,852**	**$1,086,343**
Innovative Finance	- TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other (See Appendix 7)					
	Innovative Finance Total					
	REVENUE - PROGRAM TOTAL	**$275,782**	**$531,110**	**$565,784**	**$603,304**	**$1,975,980**

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2017 Federal Transportation Improvement Program
Expenditure Summary by Program Category
(All figures in $000's)

Category	Regional Summary							
	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	Total	%
Transit Improvement								
Bus Equipment or Capital Lease	59,885	5,855	3,860	4,872	3,369	130	77,971	0%
Bus Vehicles Expansion	10,354	2,800	2,320	-	-	-	15,474	0%
Commuter Rail Vehicles Expansion	-	-	-	-	-	-	-	0%
Intercity/Heavy Rail Extension	597,042	889,359	1,002,425	680,028	558,213	493,339	4,220,406	15%
Light Rail Equipment	-	-	-	-	-	-	-	0%
Light Rail Extension	483,562	305,576	123,480	20,510	-	-	933,128	3%
Light Rail Vehicles Expansion	128,345	71,209	579,728	20,700	20,700	-	820,682	3%
Transit Equipment, Structures, Facilities	271,077	136,724	40,927	35,285	8,728	8,728	501,469	2%
Transit Improvement Subtotal	**1,550,265**	**1,411,523**	**1,752,740**	**761,395**	**591,010**	**502,197**	**6,569,130**	**24%**
Transit Operations & Maintenance								
Bus Operations	570,599	324,847	327,457	322,893	29,945	29,988	1,605,729	6%
Bus Vehicles Rehab/Replace	260,481	68,281	14,292	22,023	95	220	365,392	1%
Commuter Rail Operations	100	100	100	100	-	-	400	0%
Intercity/Heavy Rail Operations	39,176	77,426	81,625	94,500	-	-	292,727	1%
Intercity/Heavy Rail Equipment	22,400	10,230	-	-	-	-	32,630	0%
Paratransit	317,100	90,835	99,640	92,270	82,925	83,035	765,805	3%
Transit O&M Subtotal	**1,209,856**	**571,719**	**523,114**	**531,786**	**112,965**	**113,243**	**3,062,683**	**11%**
Highway Improvement								
Auxiliary, Passing, Truck Climbing Lane	35,969	109,064	-	-	-	-	145,033	1%
Bridge Improvement	98,334	189,005	82,295	25,700	283,965	25,214	704,513	3%
Capacity Enhancing Improvements (Highway)	1,489,798	1,787,312	2,068,487	431,805	657,073	151,432	6,585,907	24%
Grade Separations	371,701	122,439	71,000	1,500	155,000	-	721,640	3%
HOV Lanes	161,233	326,184	585,307	556,057	216,401	-	1,845,182	7%
Interchange, ramps, over/undercrossing	696,889	681,526	643,773	604,909	256,723	119,803	3,003,623	11%
Non-Capacity Improvements	238,348	132,536	37,349	17,032	29,165	4,555	458,985	2%
Highway Improvement Subtotal	**3,092,272**	**3,348,066**	**3,488,211**	**1,637,003**	**1,598,327**	**301,004**	**13,464,883**	**49%**
Highway Operations & Maintenance								
SHOPP Operations	248,994	62,820	-	-	-	-	311,814	1%
SHOPP Rehabilitation	712,827	641,345	-	-	-	-	1,354,172	5%
SHOPP Safety	360,621	204,224	-	-	-	-	564,845	2%
Road Rehabilitation/Replacement	192,307	238,577	71,384	40,347	498,413	238,131	1,279,159	5%
Safety Improvements	46,192	23,854	12,117	3,954	-	-	86,117	0%
Soundwalls	500	2,000	3,000	-	-	-	5,500	0%
Highway O&M Subtotal	**1,561,441**	**1,172,820**	**86,501**	**44,301**	**498,413**	**238,131**	**3,601,607**	**13%**
ITS, TDM, and Non-Motorized								
ITS	129,096	35,757	52,846	-	-	-	217,699	1%
Bicycle and Pedestrian Facilities	60,511	46,027	113,715	2,222	2,254	-	224,729	1%
Rideshare	15,643	13,643	16,743	443	-	-	46,472	0%
TDM, Park and Ride (excl. ridematching)	11,717	4,358	8,657	3,087	3,219	3,224	34,262	0%
ITS, TDM, and Non-Motorized Subtotal	**216,967**	**99,785**	**191,961**	**5,752**	**5,473**	**3,224**	**523,162**	**2%**
Other								
Administration, Admin. Facilities, Vehicles, Misc.	47,247	14,261	7,772	7,401	62,224	3,400	142,305	1%
Ferry Service	395	-	-	-	-	-	395	0%
Land Acquisition	-	-	-	-	-	-	-	0%
Landscaping	34,340	12,731	2,856	2,260	-	-	52,187	0%
Planning	9,718	8,160	7,780	412	-	-	26,070	0%
Study	60,083	26,400	-	-	-	-	86,483	0%
Transportation Enhancement Activities	5,395	-	-	-	-	-	5,395	0%
Other Subtotal	**157,178**	**61,552**	**18,408**	**10,073**	**62,224**	**3,400**	**312,835**	**1%**
Various Agencies Lump Amounts	**80,050**	**57,034**	**150**	**-**	**-**	**-**	**137,234**	**0%**
Total	**7,868,029**	**6,722,499**	**6,061,085**	**2,990,310**	**2,868,412**	**1,161,199**	**27,671,534**	**100%**

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Attachment E

Expedited Project Selection Procedures

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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 Associated Governments, 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) Program Manager may advance or delay projects programmed in the adopted SHOPP project schedule upon notifying SCAG.

The Caltrans Division of Local Assistance has implemented a project selection process for the Highway Maintenance (HM) 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 2017 FTIP have been selected using the project selection procedures.

Attachment F

Amendment Approval Procedures

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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.

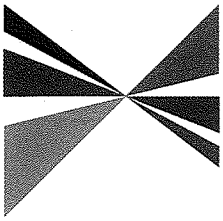
Additionally, the SCAG Regional Council adopted a resolution on October 6, 2011 regarding Administrative Modification approval procedures. It is consistent with the FHWA and FTA letter dated June 3, 2011 and the SCAG Regional Council hereby accepts delegation from Caltrans and delegates authority to 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.

SOUTHERN CALIFORNIA



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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 6th day of October 2011.

Pam O'Connor
President
Councilmember, City of Santa Monica

Attested by:

Hasan Ikhrata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

Section V
Environmental Justice & Public Notifications

SECTION V

ENVIRONMENTAL JUSTICE & PUBLIC NOTIFICATIONS

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Environmental Justice

The following items will be included in the Final 2017 FTIP Technical Appendix (Volume II):

Public Hearing Notice

Public Hearing July 14, 2016 Minutes

Public Hearing July 21, 2016 Minutes

Newspaper Public Notifications

Cover Letter Included with Distributed Draft 2017 FTIP

Distribution List of Public Libraries receiving the Draft 2017 FTIP

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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 2017 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 2017 FTIP.

A key component of the 2016-2040 RTP/SCS development process was to further implement SCAG's Public Participation Plan, 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 2016-2040RTP/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.

Additionally, SCAG updated its Public Participation Plan, adopted on April 3, 2014, which addresses Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B; Effective October 1, 2012), including enhanced strategies for engaging minority and limited English proficient populations in SCAG's transportation planning and programming processes, as well as Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA Circular 4703.1; Effective August 15, 2012).

Interagency Consultation and Public Participation

As stated earlier in this document, the 2017 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://scag.ca.gov/Documents/PPP2014_Adopted-FINAL.pdf). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

The 2017 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 22, 2015; October 27, 2015; November 17, 2015; January 26, 2016; February 23, 2016; March 22, 2016; April 26, 2016; May 24, 2016; and June 28, 2016). The draft conformity analysis for the 2017 FTIP is scheduled for release for a 30-day public review on July 8, 2016 and two public hearings will be held on July 14th and July 21st, 2016 at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The 2017 FTIP will be posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All comments on the 2017 FTIP will be documented and responded to as appropriate.

SCAG, in cooperation with the CTCs, TCWG, and other local, state and federal partners, also completed the update to the 2017 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2017 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 2017 FTIP were approved by the SCAG Regional Council on October 8, 2015. For additional information on the 2017 FTIP Guidelines, please visit http://ftip.scag.ca.gov/Documents/Final2017FTIPGuidelines.pdf

Section VI
Congestion Management Process (CMP)

SECTION VI

CONGESTION MANAGEMENT PROCESS

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CONGESTION MANAGEMENT PROCESS

2017 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 450.320(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).

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

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§450.320(d), *"…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.

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 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 alternative TSM/TDM 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 TSM/TDM strategies considered
    - Environmental Impact Statement/Environmental Impact Report (EIS/EIR)
    - Statement of overriding consideration explaining why consideration of TSM/TDM 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.

2017 FTIP CMP-Eligible Projects

SCAG identified 13 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.

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Congestion Management Process (CMP) Project Listing Report for 2017 FTIP

County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measure Desc.	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 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	Bycycle 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.	12/30/2021	Bycycle and Pedestrian Facilities,	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
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.	12/30/2017	Bycycle and Pedestrian Facilities,		The ENV Doc is attached
ORA	S	ORA030605	ORANGE COUNTY TRANS AUTHORITY (OCTA)	SCAB	14.9	I-405 FROM SR-73 TO I-605. Add 1 MF lane in each direction, and additional capital improvements. Combined with ORA045, ORA151, ORA100507 and ORA120310. Phase 2 listed under ORA030605A	9/30/2022	HOT/HOV Lanes, Ramp Meters, Signal Sync.	See weblink in next column for TDM/TSM for all alternatives	http://www.dot.ca.gov/dist12/DEA/405/TOC-Q/04%20I-405%20FEIR-EIS%20V1_Chapter%202.pdf

Congestion Management Process (CMP) Project Listing Report for 2017 FTIP

County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measure Desc.	Environmental Document Source
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 spilt with ORA111801 and ORA131712.	6/30/2023	HOV Lanes	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). See weblink in next column for TDM/TSM for all alternatives - **Page 59**	http://www.dot.ca.gov/dist12/DEA/5widening/Chapter_1_Project_Description.pdf
ORA	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. Project is spilt with ORA111801 and ORA131711.	6/30/2023	HOV Lanes	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). See weblink in next column for TDM/TSM for all alternatives - **Page 59**	http://www.dot.ca.gov/dist12/DEA/5widening/Chapter_1_Project_Description.pdf
RIV	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	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 2017 FTIP

County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measure Desc.	Environmental Document Source
RIV	L	RIV151001	INDIO	SSAB	1.2	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).	12/30/2016	Ramp Meters	Additional measure include better access to transit services. Lastly, there is going to be a median installed as a safety element to reduce collisions in the area.	The ENV Doc is attached
RIV	L	RIV151216	RIVERSIDE, CITY OF	SCAB	2.3	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.	12/31/2018	Sygnal Sync.	Widening of Magnolia will be accomplished utilizing existing median - bicycle and pedestrian facilities are already in place. Magnolia Traffic Signal interconnect is being implemented under RIV151205.	The ENV Doc is attached
RIV	L	RIV151217	COACHELLA	SSAB	1	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	12/31/2017	Bycycle and Pedestrian Facilities,		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: FY14/15 $72 for DEMO, FY15/16 $683 for STP, FY17/18 $2,217 for STP)	12/31/2019	Wide Shoulders, Pedestrian Facilities		The ENV Doc is attached

Congestion Management Process (CMP) Project Listing Report for 2017 FTIP

County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measure Desc.	Environmental Document Source
SBD	S	20111625	SANBAG	SCAB	1	SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE. TO SAN BERNARDINO AVE (REDLANDS) INCLUDES AUX. LANES BETWEEN BASE LINE AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. E/B ON RAMP AND DECELRATION LANE AT HIGHLAND AVE E/B OFF RAMP EXTENDING TO STERLING AVENUE (Under 1/4 miles length)	6/1/2021	Ramp Meters	Additional Aux, MF, and truck acceleration lanes	The ENV Doc is attached
SBD	S	SBD31850	VARIOUS AGENCIES	SCAB	1.08	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)	9/1/2018	Ramp Meters, Bycycle and Pedestrian Facilities,		The ENV Doc is attached

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

1/26/2011
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

1/27/2011
Date

If applicable, California PE Stamp and Lic. #

REGISTERED PROFESSIONAL ENGINEER
HANK FUNG
C 69352
CIVIL
STATE OF CALIFORNIA

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

Allenton Av to Halliburton Rd County
(T.G. 678 C6, D5, E5)

- Landscape ex. raised median

Halliburton Rd to Azusa Av County
(T.G. 678 E4, F4)

- 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 County, Industry
(T.G. 678 G4, H4, J5)

- 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 County
(T.G. 678 J5)

- Reconstruct ex raised median east of Larkvane Rd
- Restripe 3 lanes each direction
- landscape raised median

ENVIRONMENTAL DOCUMENT (ED) AND PERMIT REQUIREMENTS

This project will require the preparation of a Negative Declaration

	Yes	No
Widen Intersection	X	
Tree Removal	X	
5 (or more) Tree Removals within 500'	X	

	Yes	No
New R/W Acquisition	X	
New Wall	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

CON	– Coordinate utility notifications and relocations, prepare specifications, and contract documents	35,000
DES	– Prepare highway plans, Right of Way plans, and perform all inter-divisional coordination	250,000
GMED	– Prepare Materials Report (Completed), prepare Preliminary Environmental Site Screening, and Review plans.	15,000
SUR/ MPM	– Provide Electronic Topographic Survey (Completed), Prepare Preliminary Study Map (Completed), acquire R/W and Permits to Enter	200,000
PDD	– 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
RMD	– Identify locations for tree planting, removal, and root pruning. Review Plans.	15,000
FMD	– Review plans	5,000
T&L	– Prepare signing, striping, traffic signal, street light and traffic control plans.	200,000
	Total =	$ 1,150,000

PRELIMINARY ESTIMATE

	County SD 1	County SD 4	City of Industry	Total
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%)	75,000	1,237,000	245,000	1,557,000
Total:	$ 704,000	11,639,000	2,297,000	14,640,000

FUNDING

Per PDD, this project is proposed to be funded by PDD will arrange for necessary funding from the City of Industry

Fund Source	Fiscal Year (FY)	Phase	Amount
Gas Tax	Estimated expenditures through November 30, 2010	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:	$ 14,640,000

SCHEDULE

CONTRACT PLANS SCHEDULE		Estimated Start	Estimated Finish
S/MPM	– Survey R/W Acquisition	March 1, 2011	April 28, 2011
GMED	– Materials Report Preliminary Environmental Site Screening		
DES	– 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, 1012	July 30, 2012
	Distribution of Approved Plan	July 31, 2012	August 3, 2012
	Final Plans and Estimates (P&E) to CON		

CON	– Utility Search		
	1st Utility Notice	October 31, 2011	November 23, 2011
	Final Utility Notice and Coordination	April 4, 2012	June 17, 2012
T&L	– 60% Plans (Traffic, Striping,	May 2, 2011	October 27, 2011
	90% Plans Street Light)	November 28, 2011	March 31, 2012
	100% Plans	May 4, 2012	June 17, 2012
	Signed Plans	June 21, 1012	July 30, 2012
AED	– 60% Plans (Landscaping)	May 2, 2011	October 27, 2011
	90% Plans	November 28, 2011	March 31, 2012
	100% Plans	May 4, 2012	June 17, 2012
	Signed Plans	June 21, 1012	July 30, 2012
PDD	– Environmental Determination		
	PDC Approved by City of Industry		
	Agreement Signed by City of Industry		
	City Sign Plans		
	ACF		
	Advertise		
	Award		

wl:
P:\ddpub\Road\General\In-House Design\Highway Section\PDC\CC\WL\Colima Rd RDC0014911

Attach

cc: Construction (Chenoweth, Updyke), Geotechnical and Materials Engineering (Bouzari), 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	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 between1962 to 1975. There are 65 curb ramps that do not meet the current Americans with Disabilities Act (ADA) requirements. There are curbs, gutters, and sidewalks on both sides of the street.	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. 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. 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.
Traffic Signal	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.	Replace all affected traffic signal and loops in the widening area.

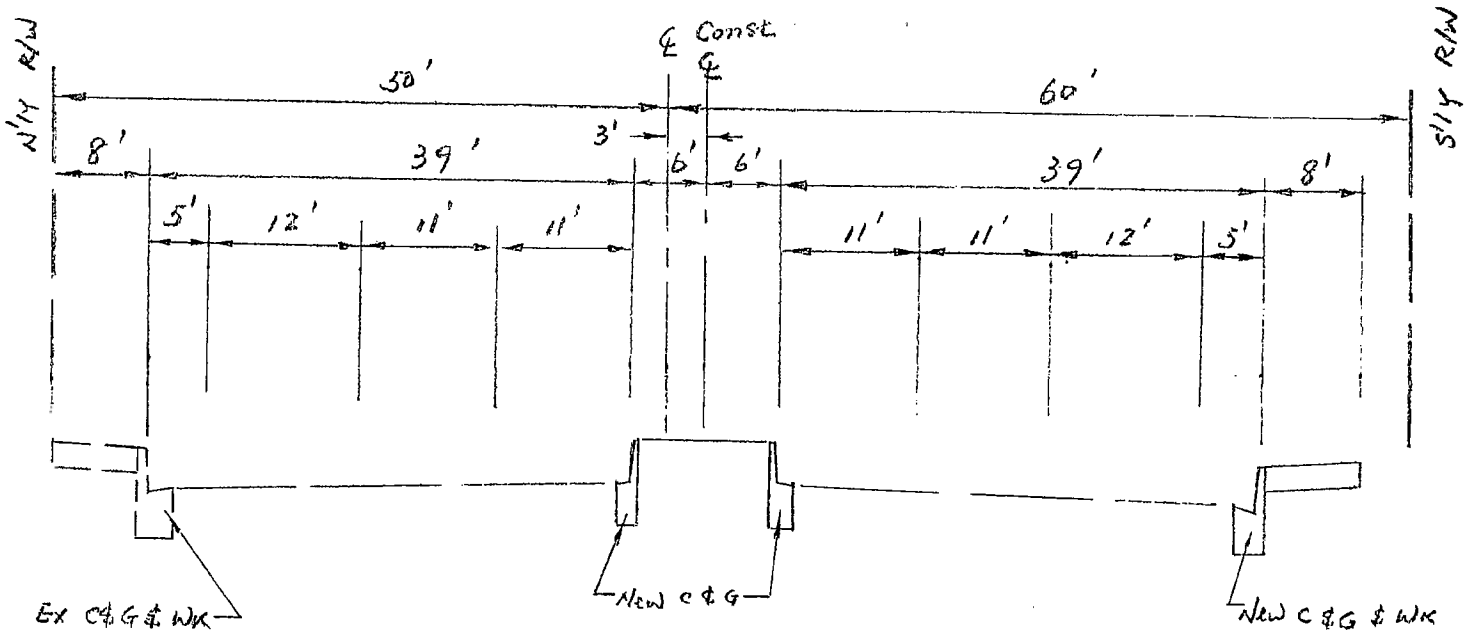
Colima Road (4.87 miles) – City of Whittier Boundary to Fullerton Road

Feature	Existing	Proposed
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.

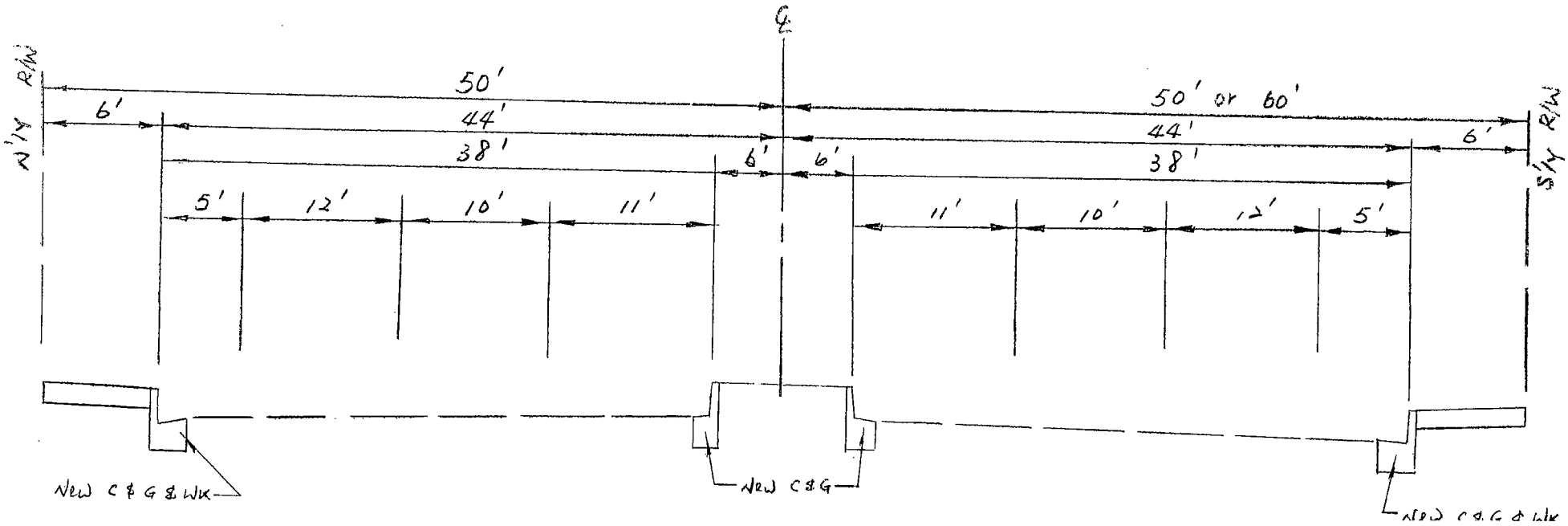
Colima Road (4.87 miles) – City of Whittier Boundary to Fullerton Road

Feature	Existing	Proposed
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



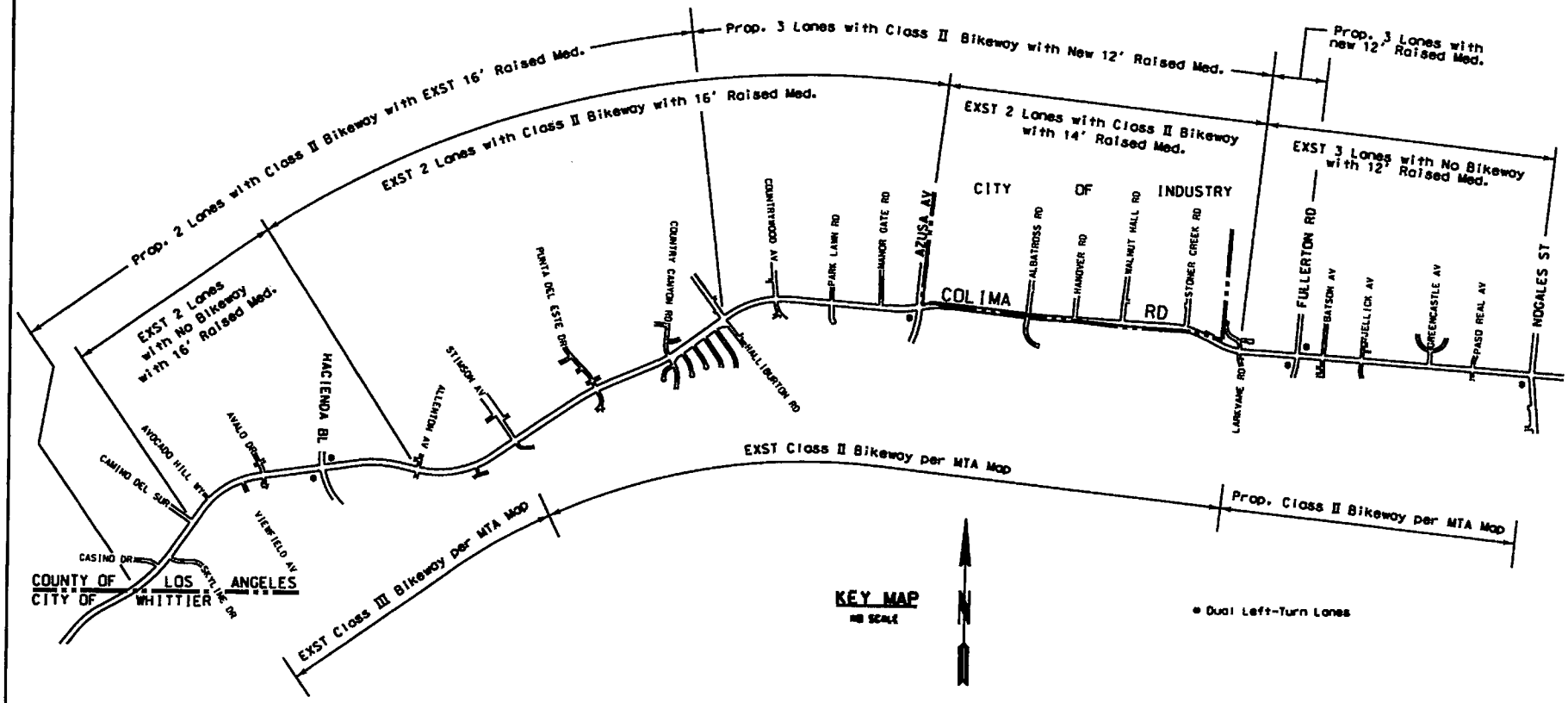
Colima Road
Azusa Av To Larkvane Rd
Widening Segment

#17-00 LA LA0D465_CMP_Project Study Report

Attachment 2

COLIMA ROAD

WHITTIER CITY BOUNDARY TO FULLERTON ROAD



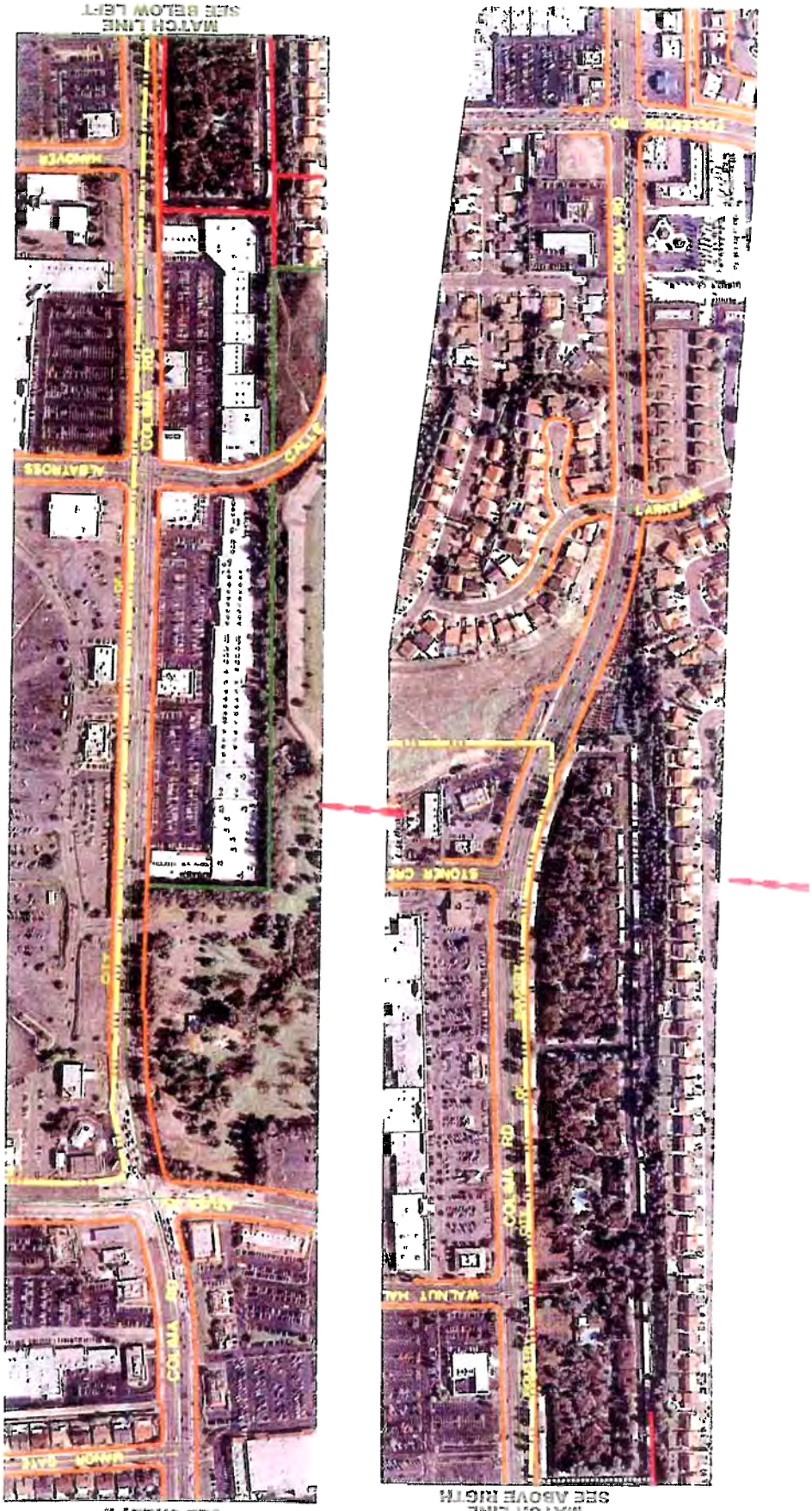
SHEET 1 OF 4

Attachment 3

#17-00 LA LA0D465 CMP Project Study Report

COLIMA ROAD
SITE MAP
MATCH LINE
SEE ABOVE RIGHT

COLIMA ROAD
SITE MAP
MATCH LINE
SEE BELOW LEFT
MATCH LINE
SEE SHEET 3
PUNTA DEL
STIMPSON AV
MATCH LINE
SEE SHEET 4
MATCH LINE
SEE ABOVE RIGTH



COLIMA ROAD
SITE MAP

Congested Management Process – Project Study Report

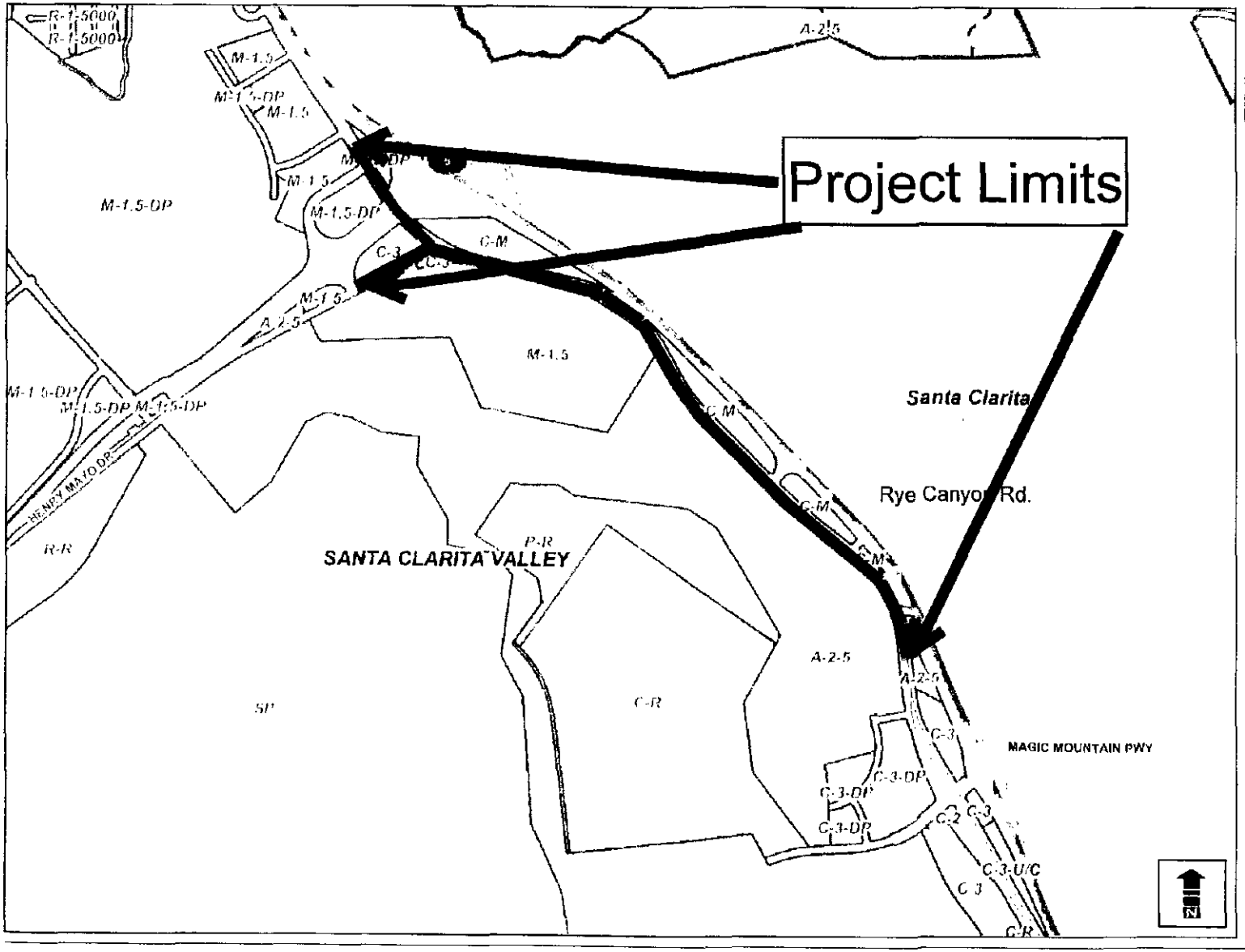
Project LAF3136

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.

Los Angeles County
Department *of* Regional Planning

The Old Road from Magic Mountain Parkway to Turnberry Lane



Legend

Base Layers

Zoning

LOS ANGELES REGION
LARIC
Imagery acquisition consortium

Scale: 1:22,304
Printed On: Apr 22, 2009
GIS-NET | Public Web Mapping Application

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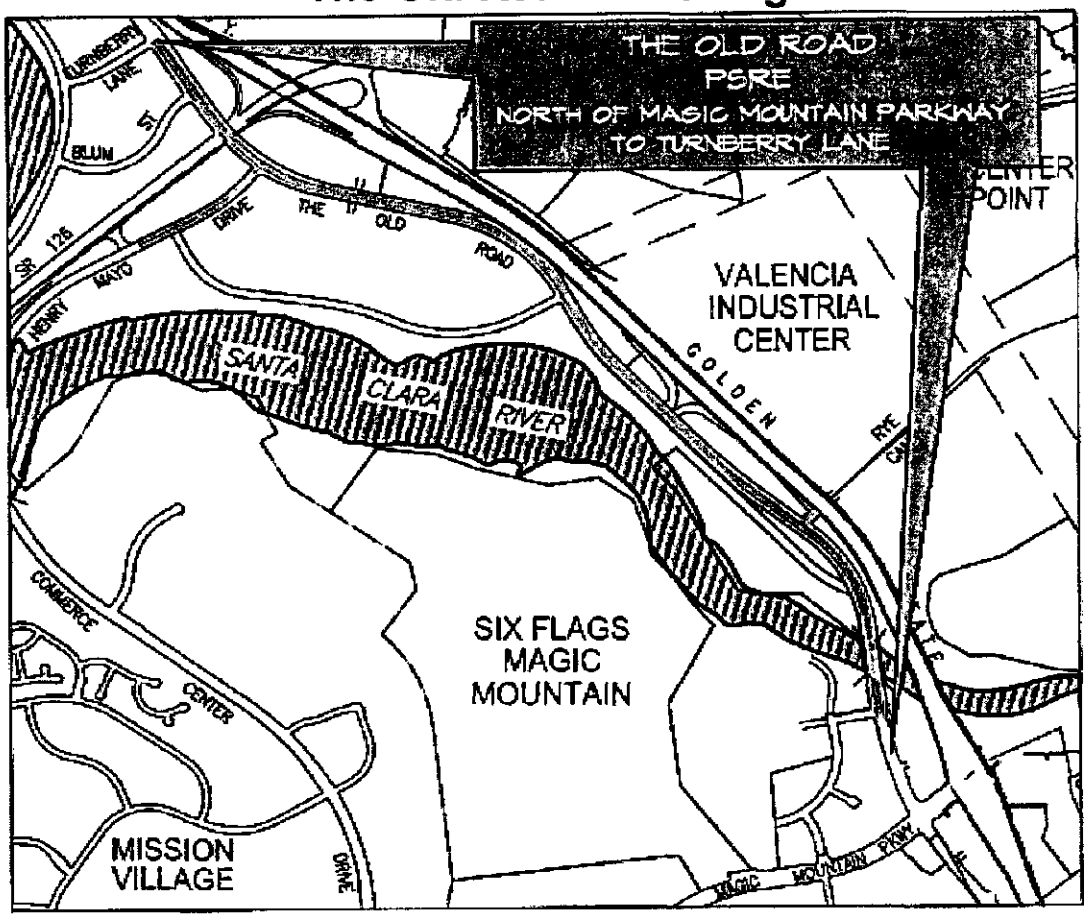
Printed with permission by the Los Angeles County Dept. of Regional Planning. All rights reserved.
Note: This map represents a quick representation of spatial imagery or vector layers using GIS-NET.
The map should be interpreted in accordance with the disclaimer statement of GIS-NET.

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 — 4-23-09

Shari Afshari, Assistant Deputy Director of Public Works — *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 — 4/23/09 *DATE*

REGISTERED PROFESSIONAL ENGINEER
JOSEPHINE G. GUTIERREZ
No. C58486
Exp. 12/30/09
CIVIL
STATE OF CALIFORNIA

4/23/2009

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 Multi-purpose 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 Multi-purpose 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

XI. AUTHORIZED STAFF SIGNATURES OR REGISTERED CALIFORNIA PROFESSIONAL ENGINEERS STAMP

Prepared by Aric Rodriguez Date April 23, 2009
This Project Study Report Equivalent 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 4/23/09 DATE

XII. RECOMMENDATION

It is recommended that the project be approved to construct The Old Road widening as described in proposed Alternative 2 of this report. Alternative 2 is the most cost effective and provides enhanced safety and increased capacity to meet future traffic demands.

XIII. ATTACHMENTS

A) Project Funding - Financial Plan
B) STIP Fact Sheet
C) Approved Cost Estimate
D) Maps and Exhibits

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.

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:

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.

REGISTERED PROFESSIONAL ENGINEER
JEFFREY T. PLETYAK
No. C51107
EXP. 9/30/2011
CIVIL
STATE OF CALIFORNIA

1/26/2011

authorized staff

DATE

If applicable California PE Stamp and Lic #

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> (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.

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 50th Street West and at the intersection of Avenue L and 48th Street West to connect to the proposed storm drain systems on 50th Street West.***
- ***Modify existing culvert at 52nd 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.***

- *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 45th Street West and 42nd Street West.*

- *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.*

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.

	Scope	Jurisdiction
Avenue L - 57th Street West to 40th Street West (T.G. 4104 F4:J4, 4105 A4; 1.74 mi)	***Reconstruct and Widen***	***County City of Lancaster***

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.	***Peak hour volume***	***E/B - 966 W/B - 645***	***E/B - 928 W/B - 1052***
v.	***Level of Service (LOS) peak hour (based on HCM2000 p.12-16)***	***D***	***E***
vi.	***Peak hour delay (hours)***	***19***	***63***

Future Conditions Without Project for 2035:

		AM	PM
iv.	***Peak hour volume***	***E/B - 2098 W/B - 1400***	***E/B - 2015 W/B - 2285***
v.	***LOS peak hour (based on HCM2000 p.12-16)***	***F***	***F***
vi.	***Peak hour delay (hours)***	***285***	***1720***

Future Conditions With Project for 2035:

		AM	PM
iv.	***Peak hour volume***	***E/B - 2098 W/B - 1400***	***E/B - 2015 W/B - 2285***
v.	***LOS peak hour (based on HCM2000 p.30-5 for 45 mph multi-lane roadway)***	***E/B – A W/B - A***	***E/B – A W/B - B***
vi.	***Peak hour delay (hours)***	***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.

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***

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.*

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)[1]	***21,300***	***46,300***	***46,300***
Vehicles per Hour (VPH)[1]	***1,900***	***4,100***	***4,100***

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

A. Completion of all permits and environmental studies		***Funded prior to the funding period***
B. Preparation of Plans, Specifications, and Estimates (PS&E)		***Funded prior to the funding period***
C. Acquisition of Right-of-Way		***$2,750,000***
D. Construction and construction management and engineering, including surveys and inspection		***$5,830,000***
Construction Cost:		
Roadway	***$3,760,000***	
Drainage	***$150,000***	
Signing, Striping (thermoplastic)	***$130,000***	
Traffic Signal	***$500,000***	
Traffic Control	***$110,000***	
Construction Contingency	***$470,000***	
Construction Engineering	***$710,000***	
TOTAL		***$8,580,000***

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&PItem10.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 42nd 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.

Avenue L looking westward from 42nd Street West

Shown in the figure below is Avenue L looking eastward from 57th Street West. The primary environmental impact will be to move the north dirt shoulder back.

Avenue L looking eastward from 57th Street West

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

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

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

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
A		60	Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. **No delays**
B		60	Traffic flows freely, but drivers have slightly less freedom to maneuver. **No delays**
C		60	Density becomes noticeable with ability to maneuver limited by other vehicles. **Minimal delays**
D		57	Speed and ability to maneuver is severely restricted by increasing density of vehicles. **Minimal delays**
E		55	Unstable traffic flow. Speeds vary greatly and are unpredictable. **Minimal delays**
F		<55	Traffic flow is unstable, with brief periods of movement followed by forced stops. **Significant delays**

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Levels of Service — Figure 2-6

French Valley Parkway Improvements Project

Source: Department of Transportation.

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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)

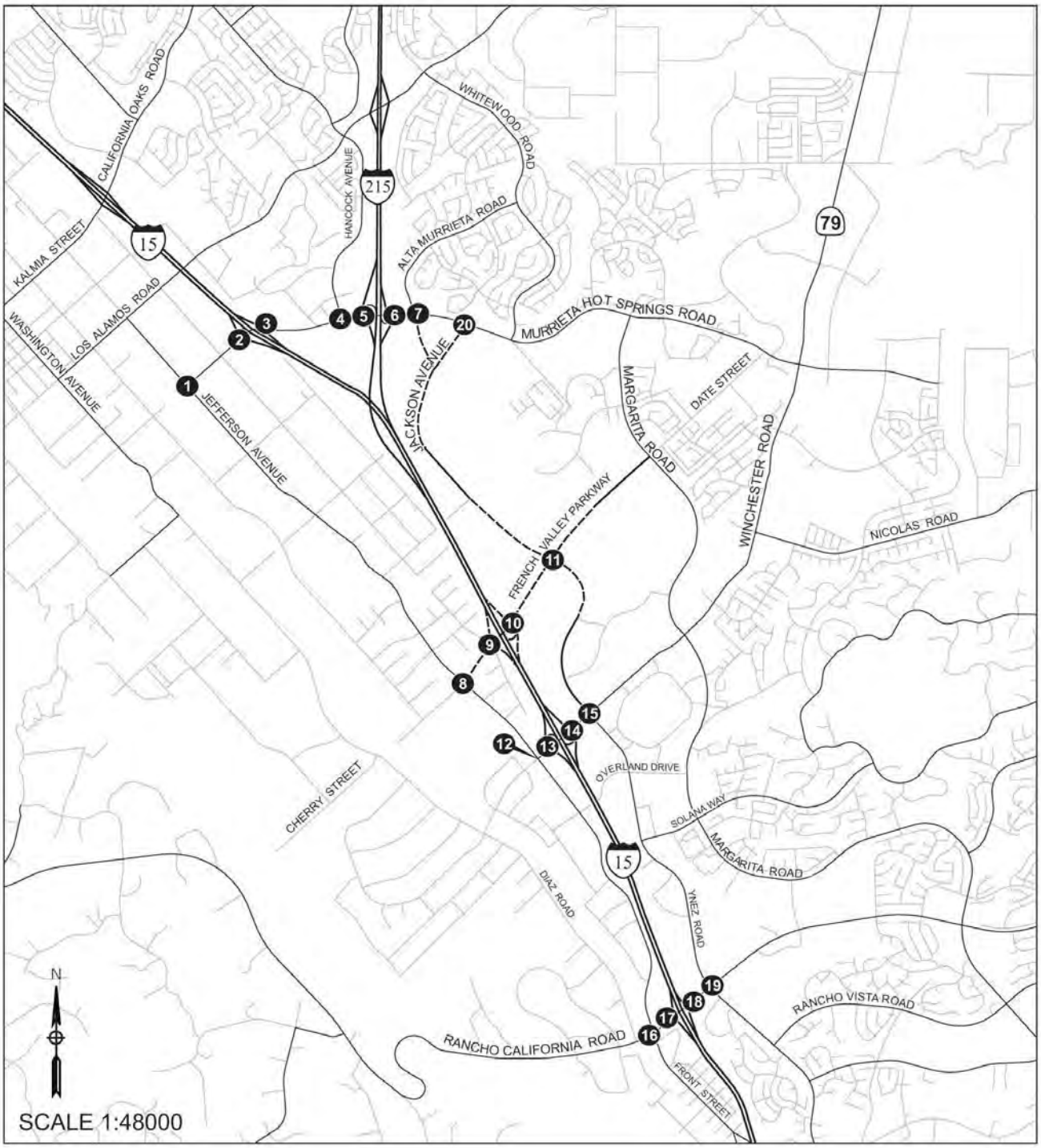
- Jefferson Avenue/Murrieta Hot Springs Road (LOS E)

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)



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METERS

PROPOSED ROADWAY ALIGNMENT

STUDY AREA INTERSECTIONS

Source: LSA, Inc. 2008

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Study Area Intersection Locations — Figure 2-7

French Valley Parkway Improvements Project

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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	
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.

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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
I-15 Northbound									
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
I-215 Northbound									
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
I-15 Southbound									
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/ln)	LOS
I-215 Southbound									
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
C/D Line 1 –I-15 Northbound									
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/ln)	LOS
C/D Line 1 – I-215 Northbound									
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			‡	‡	‡
C/D Line 1 – Southbound									
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
C/D Line 2 – Southbound									
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
I-15 Northbound									
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*

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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
I-215 Northbound									
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*
I-15 Southbound									
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

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
I-215 Southbound									
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
C/D Line 1 – I-15 Northbound									
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
CD Line 1 – I-215 Northbound									
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			‡	‡	‡
CD Line 1 – Southbound									
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
CD Line 2 – Southbound									
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.

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
I-15 Northbound								
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

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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
I-215 Northbound								
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
I-15 Southbound								
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

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
I-215 Southbound								
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
I-15 Northbound								
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
I-215 Northbound								
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*
I-15 Southbound								
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
I-215 Southbound								
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.

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- ***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 norththbound 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	*No Intersection*		*No Intersection*	
9. I-15 SB Ramps/French Valley Pkwy	Signal	10.5	B	10.3	B	*No Intersection*		*No Intersection*	
10. I-15 NB Ramps/French Valley Pkwy	Signal	10.0	A	7.9	A	*No Intersection*		*No Intersection*	
11. Ynez Road/French Valley Pkwy	Signal	26.5	C	43.0	D	*No Intersection*		*No Intersection*	
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
I-15 Northbound									
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
I-215 Northbound									
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*
I-15 Southbound									
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*

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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
I-215 Southbound									
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*
CD Line 1 - I-15 Northbound									
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 ad 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

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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
CD Line 1 – I-215 Northbound									
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			‡	‡	‡
CD Line 1 – Southbound									
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
CD Line 2 – Southbound									
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
I-15 Northbound									
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*

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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
I-215 Northbound									
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*
I-15 Southbound									
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

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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
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*
I-215 Southbound									
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*
CD Line 1 - I-15 Northbound									
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
CD Line 1 – I-215 Northbound									
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
CD Line 1 – Southbound									
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
CD Line 2 – Southbound									
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

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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
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.

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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					
			Mainline Volume	Entering Volume	Exiting Volume	Speed (km/hr)	Density (pc/km/ln)	LOS
I-15 Northbound								
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

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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
I-215 Northbound								
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*
I-15 Southbound								
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*
I-215 Southbound								
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.

#17-00 RIV RIV031215_CMP_IS_ENV Assessment

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
I-15 Northbound								
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*

#17-00 RIV RIV031215_CMP_IS_ENV Assessment

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
I-215 Northbound								
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*
I-15 Southbound								
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*

#17-00 RIV RIV031215_CMP_IS_ENV Assessment

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*
I-215 Southbound								
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.

#17-00 RIV RIV031215_CMP_IS_ENV Assessment

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.

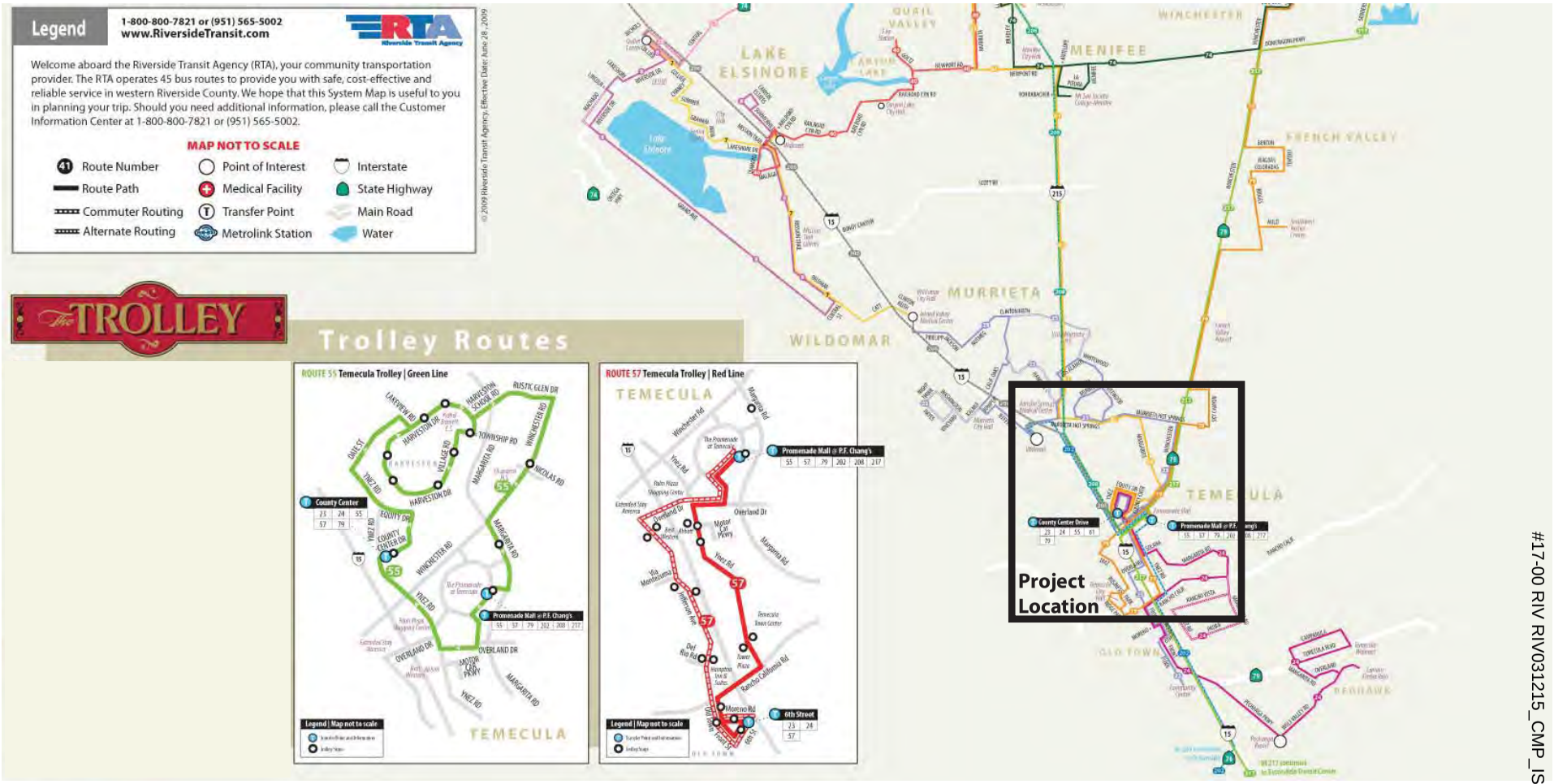
T-1 During the Final Design Phase, a Traffic Management Plan shall be developed to reduce potential delays and conflicts associated with construction activities. The Traffic Management Plan shall be approved by the Manager of the Department's Traffic Operations. The plan shall identify construction phasing 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). 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.



Riverside Transit Agency System Map

Figure 2-8

French Valley Parkway Improvements Project

D:/Projects/Moffatt/J024/graphics/ex_RTA_map.ai

R:/Projects/Moffatt/J024/Graphics/IS-ESA/Ex2-8_RTA_MAP.pdf

- ***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), 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), 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 – Overriding Statement

Project RIV151001

Project Description:

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).

Riverside County Transportation Commission

4080 Lemon Street, 3rd Floor • Riverside, CA
Mailing Address: P. O. Box 12008 • Riverside, CA 92502-2208
(951) 787-7141 • Fax (951) 787-7920 • www.rctc.org

June 6, 2016

Maria Lopez
Federal Transportation Improvement Program Manager
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 130017

Subject: 2017 Federal Transportation Improvement Program (FY 2016/2017–2021/2022)
Congestion Management Plan - Statement of Overriding Consideration for RIV151001

Dear Ms. Lopez:

RIV151001 is a local highway widening project included in the 2017 Federal Transportation Improvement Program (FTIP) for the City of Indio in the Coachella Valley. Through the review of the 2017 FTIP, RIV151001 was identified as a Congestion Management Plan (CMP) project because it increases road capacity and is one mile in length. As required by federal law, any project one mile or greater in length utilizing federal funds is required to include CMP elements. According to the City of Indio's approved Preliminary Environmental Study (PES) and its FY 15/16 Senate Bill 821 (SB821) application to RCTC, RIV151001 satisfies the CMP due to the following elements:

- Adds missing sidewalk segments within project limits;
- Updates all ADA ramps to current standards;
- Improves access to transit; and
- Improves traffic flow for vehicles and transit buses within project limits.

Based on the elements provided, RIV151001 satisfies all CMP requirements for the project.

Please feel free to contact me if you have any questions.

Sincerely,

Grace Alvarez
Planning and Programming Manager

cc: Shirley Medina, RCTC Planning and Programming Director

Congested Management Process – Overriding Statement

Project RIV151216

Project Description:

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.

Widening of Magnolia will be accomplished utilizing existing median - bicycle and pedestrian facilities are already in place. Magnolia Traffic Signal interconnect is being implemented under RIV151205

3.33 Magnolia Avenue Traffic Signal Technology Upgrade

Implementing Agency: City of Riverside

Project Description: This project will upgrade the traffic signal coordination technology along Magnolia Avenue from Buchanan to Third Street by removing existing interconnect copper wires and replacing them with fiber optic interconnects.

Air Quality Analysis:

ROG Emission Benefits (kg/day)	CO Emission Benefits (kg/day)	NO_x Emission Benefits (kg/day)	PM_{10} Emission Benefits (kg/day)	$PM_{2.5}$ Emission Benefits (kg/day)	CO_2E Emission Benefits (kg/day)
4.357	34.927	5.498	0.168	0.155	4,513.52

Benefit Cost Analysis Results:

The applicant provided a detailed Benefit Cost assessment that quantified the benefit ratio as **11.5:1**. There is not enough raw data in the application to replicate this value; however, it appears reasonable relative to similar projects in this category.

Congested Management Process – Preliminary Environmental Study

Project RIV151217

Project Description:

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

EXHIBIT 6-A PRELIMINARY ENVIRONMENTAL STUDY (PES)

Federal Project No.: RSTPL – 5294 (014)
(Federal Program Prefix-Project No., Agreement No.)

Final Design: TBD
(Expected Start Date)

To: Sean Yeung
(District Local Assistance Engineer)
District 8
(District)
464 W. 4th Street 7th floor, San Bernardino, CA
(Address)
sean.yeung@dot.ca.gov
(Email Address)

From: City of Coachella
(Local Agency)
Oscar Espinoza, P.E.
(Project Manager's Name and Telephone No.)
1515 Sixth St., Coachella, Ca 92236
(Address)
oespinoza@coachella.org
(Email Address)

Is this Project "ON" the State Highway System? ☐ Yes ☒ No

IF YES, STOP HERE and contact the District Local Assistance Engineer regarding the completion of other environmental documentation.

Federal State Transportation Improvement Program (FSTIP) http://www.dot.ca.gov/hq/transprog/fedpgm.htm: 2013 *(Currently Adopted Plan Date)* 17 *(Page No._3/30_ attach to this form)*

Programming for FSTIP:

Preliminary Engineering		Right of Way		Construction	
2013/2014 *(Fiscal Year)*	$ $95,000 *(Dollars)*	N/A *(Fiscal Year)*	$ 0 *(Dollars)*	2015/2016 *(Fiscal Year)*	$ 3,505,000 *(Dollars)*

Project Description as Shown in RTP and FSTIP: In Eastern Riverside County in the City of Coachella-Widening of Avenue 48 from 2 to 6 lanes from Jackson to Van Buren St. including Traffic Signal Modification and offsite improvmts

Detailed Project Description: *(Describe the following, as applicable: purpose and need, project location and limits, required right of way acquisition, proposed facilities, staging areas, disposal and borrow sites, construction activities, and construction access.)*

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 Street, including traffic signal modifications, street lighting, drainage (cont.)

(Continue description on "Notes" sheet, last page of this Exhibit, if necessary)

Preliminary Design Information:

Does the project involve any of the following? Please check the appropriate boxes and delineate on an attached map, plan, or layout including any additional pertinent information.

Yes	No		Yes	No		Yes	No	
☒	☐	Widen existing roadway	☒	☐	Ground disturbance	☐	☒	Easements
☒	☐	Increase number of through lanes	☒	☐	Road cut/fill	☐	☒	Equipment staging
☐	☒	New alignment	☒	☐	Excavation: anticipated maximum depth 24 inches	☐	☒	Temporary access road/detour
☒	☐	Capacity increasing—other (e.g., channelization)				☐	☒	Utility relocation
						☐	☒	Right of way acquisition (if yes, attach map with APN)
			☐	☒	Drainage/culverts			
☐	☒	Realignment	☐	☒	Flooding protection			
☐	☒	Ramp or street closure	☐	☒	Stream channel work	☐	☒	Disposal/borrow sites
☐	☒	Bridge work						
			☐	☒	Pile driving	☐	☒	Part of larger adjacent project
☐	☒	Vegetation removal						
☐	☒	Tree removal	☐	☒	Demolition	☐	☒	Railroad

Required Attachments:

☒ Regional map ☒ Project location map ☒ Project footprint map (existing/proposed right of way)
☐ Engineering drawings (existing and proposed cross sections), if available ☐ Borrow/disposal site location map, if applicable
(Note: all maps (except project location map and regional maps) should be consistent with the project description (minimum scale: 1" = 200').)

☒ Notes to support the conclusions of this checklist/project description continuation page (attached)

Notes:

continue from front page: drainage improvements including sidewalk and bicycle lanes and landscaping.

Examine the project for potential effects on the environment, direct or indirect and answer the following questions. The "construction area," as specified below, includes all areas of ground disturbance associated with the project, including staging and stockpiling areas and temporary access roads.

Each answer must be briefly documented on the "Notes" pages at the end of the PES Form.

A. Potential Environmental Effects	Yes	To Be Determined	No
General			
1. Will the project require future construction to fully utilize the design capabilities included in the proposed project?	☐	☐	☒
2. Will the project generate public controversy?	☐	☐	☒
Noise			
3. Is the project a Type I project as defined in 23 CFR 772.5(h); "construction on new location or the physical alteration of an existing highway, which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes"?	☒	☐	☐
4. Does the project have the potential for adverse construction-related noise impact (such as related to pile driving)?	☐	☐	☒
Air Quality			
5. Is the project in a NAAQS non-attainment or maintenance area?	☒	☐	☐
6. Is the project exempt from the requirement that a conformity determination be made? (If "Yes," state which conformity exemption in 40 CFR 93.126, Table 2 applies): Other-Transportation	☒	☐	☐
7. Is the project exempt from regional conformity? (If "Yes," state which conformity exemption in 40 CFR 93.127, Table 3 applies): _____	☐	☐	☐
8. If project is not exempt from regional conformity, (If "No" on Question #7)			
Is project in a metropolitan non-attainment/maintenance area?	☐	☐	☐
Is project in an isolated rural non-attainment area?	☐	☐	☐
Is project in a CO, PM10 and/or PM2.5 non-attainment/maintenance area?	☐	☐	☐
Hazardous Materials/Hazardous Waste			
9. Is there potential for hazardous materials (including underground or aboveground tanks, etc.) or hazardous waste (including oil/water separators, waste oil, asbestos-containing material, lead-based paint, ADL, etc.) within or immediately adjacent to the construction area?	☐	☐	☒
Water Quality/Resources			
10. Does the project have the potential to impact water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area?	☐	☐	☒
11. Is the project within a designated sole-source aquifer?	☐	☐	☒
Coastal Zone			
12. Is the project within the State Coastal Zone, San Francisco Bay, or Suisun Marsh?	☐	☐	☒
Floodplain			
13. Is the construction area located within a regulatory floodway or within the base floodplain (100-year) elevation of a watercourse or lake?	☐	☐	☒
Wild and Scenic Rivers			
14. Is the project within or immediately adjacent to a Wild and Scenic River System?	☐	☐	☒
Biological Resources			
15. Is there a potential for federally listed threatened or endangered species, or their critical habitat or essential fish habitat to occur within or adjacent to the construction area?	☐	☐	☒
16. Does the project have the potential to directly or indirectly affect migratory birds, or their nests or eggs (such as vegetation removal, box culvert replacement/repair, bridge work, etc.)?	☐	☐	☒
17. Is there a potential for wetlands to occur within or adjacent to the construction area?	☐	☐	☒

18. Is there a potential for agricultural wetlands to occur within or adjacent to the construction area?	☐	☐	☒
19. Is there a potential for the introduction or spread of invasive plant species?	☐	☐	☒
Sections 4(f) and 6(f)			
20. Are there any historic sites or publicly owned public parks, recreation areas, wildlife or waterfowl refuges (Section 4[f]) within or immediately adjacent to the construction area?	☐	☐	☒
21. Does the project have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act (Section 6[f]) funds?	☐	☐	☒
Visual Resources			
22. Does the project have the potential to affect any visual or scenic resources?	☐	☐	☒
Relocation Impacts			
23. Will the project require the relocation of residential or business properties?	☐	☐	☒
Land Use, Community, and Farmland Impacts			
24. Will the project require any right of way, including partial or full takes? Consider construction easements and utility relocations.	☐	☐	☒
25. Is the project inconsistent with plans and goals adopted by the community?	☐	☐	☒
26. Does the project have the potential to divide or disrupt neighborhoods/communities?	☐	☐	☒
27. Does the project have the potential to disproportionately affect low-income and minority populations?	☐	☐	☒
28. Will the project require the relocation of public utilities?	☐	☐	☒
29. Will the project affect access to properties or roadways?	☐	☐	☒
30. Will the project involve changes in access control to the State Highway System (SHS)?	☐	☐	☒
31. Will the project involve the use of a temporary road, detour, or ramp closure?	☐	☐	☒
32. Will the project reduce available parking?	☐	☐	☒
33. Will the project construction encroach on state or federal lands?	☐	☐	☒
34. Will the project convert any farmland to a different use or impact any farmlands?	☐	☐	☒
Cultural Resources			
35. Is there National Register listed, or potentially eligible historic properties, or archaeological resources within or immediately adjacent to the construction area? *(Note: Caltrans PQS answers question #35)*	☐	☐	☒
36. Is the project adjacent to, or would it encroach on Tribal land?	☐	☐	☒

For Sections B, C, and D, check appropriate box to indicate required technical studies, coordination, permits, or approvals.

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
☐ **Traffic**		
Check one:		
☐ Traffic Study	☐ Caltrans	☐ Approval
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
☐ **Noise**		
Check as applicable:		
☐ Traffic Related		
☐ Construction Related		
Check one:		
☐ Noise Study Report	☐ Caltrans	☐ Approval
☐ NADR	☐ Caltrans	☐ Approval

☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
☐ **Air Quality** ***Check as applicable:*** ☐ Traffic Related ☐ Construction Related ***Check one:*** ☐ Air Quality Report	☐ Caltrans	☐ Approval
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
	☐ FHWA	☐ Conformity Finding (23 USC 327 CEs, EAs, EISs)
	☐ Caltrans	☐ Conformity Finding (23 USC 326 CEs)
	☐ Regional Agency	☐ PM10/PM2.5 Interagency Consultation
☐ **Hazardous Materials/ Hazardous Waste** ***Check as applicable:*** ☐ Initial Site Assessment (Phase 1)	☐ Caltrans	☐ Approval
☐ Preliminary Site Assessment (Phase 2)	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
	☐ Cal EPA DTSC	☐ Review Database
	☐ Local Agency	☐ Review Database
☐ **Water Quality/Resources** ***Check as applicable:*** ☐ Water Quality Assess. Report	☐ Caltrans	☐ Approval
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
☐ **Sole-Source Aquifer (Districts 5, 6 and 11)**	☐ EPA (S.F. Regional Office)	☐ Approval of Analysis in ED
☐ **Coastal Zone**	☐ CCC	☐ Coastal Zone Consistency Determination

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
☐ **Floodplain**		
Check as applicable:		
☐ Location Hydraulic Study	☐ Caltrans	☐ Approval
☐ Floodplain Evaluation Report	☐ Caltrans	☐ Approval
☐ Summary Floodplain Encroachment Report	☐ Caltrans	☐ Approval
	☐ Caltrans	☐ Only Practicable Alternative Finding
	☐ FHWA	☐ Approves significant encroachments and concurs in Only Practicable Alternative Findings
☐ **Wild and Scenic Rivers**	☐ River Managing Agency	☐ Wild and Scenic Rivers Determination
☐ **Biological Resources**		
Check as applicable:		
☐ NES, Minimal Impact	☐ Caltrans	☐ Approval
☐ NES		
☐ BA	☐ Caltrans	☐ Approves for Consultation
	☐ USFWS ☐ NOAA Fisheries	☐ Section 7 Informal/Formal Consultation
☐ EFH Evaluation	☐ NOAA Fisheries	☐ MSA Consultation
☐ Bio-Acoustic Evaluation	☐ NOAA Fisheries	☐ Approval
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ **Wetlands**		
Check as applicable:		
☐ WD and Assessment	☐ Caltrans	☐ Approval
	☐ ACOE	☐ Wetland Verification
	☐ NRCS	☐ Agricultural Wetland Verification
	☐ Caltrans	☐ Wetlands Only Practicable Alternative Finding
☐ **Invasive Plants**		
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
☐ **Section 4(f)**		
Check as applicable:		
	☐ Caltrans	☐ Determine Temporary Occupancy
☐ De minimis	☐ Caltrans	☐ De minimis finding
☐ Programmatic 4(f) Evaluation Type: _____	☐ Caltrans	☐ Approval
☐ Individual 4(f) Evaluation	☐ Caltrans	☐ Approval
	☐ Agency with Jurisdiction ☐ SHPO ☐ DOI ☐ HUD ☐ USDA	

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
☐ **Section 6(f)**	☐ Agency with Jurisdiction ☐ NPS	☐ Determines Consistency with Long-Term Management Plan
	☐ NPS	☐ Approves Conversion
☐ **Visual Resources**		
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ Minor VIA	☐ Caltrans	☐ Approval
☐ Moderate VIA	☐ Caltrans	☐ Approval
☐ Advance/Complex VIA	☐ Caltrans	☐ Approval
☐ **Relocation Impacts**		
Check one:		
☐ Relocation Impact Memo	☐ Caltrans	☐ Approval
☐ Relocation Impact Study	☐ Caltrans	☐ Approval
☐ Relocation Impact Report	☐ Caltrans	☐ Approval
☐ **Land Use and Community Impacts**		
Check one:		
☐ CIA	☐ Caltrans	☐ Approval
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
☐ **Construction/Encroachment on State Lands**		
Check as applicable:		
☐ SLC Jurisdiction	☐ SLC	☐ SLC Lease
☐ Caltrans Jurisdiction	☐ Caltrans	☐ Encroachment Permit
☐ SP Jurisdiction	☐ SP	☐ Encroachment Permit
☐ **Construction/Encroachment on Federal Lands**	☐ Federal Agency with Jurisdiction	☐ Encroachment Permit
☐ **Construction/Encroachment On Indian Trust Lands**	☐ Bureau of Indian Affairs	☐ Right of Way Permit
☐ **Farmlands**		
Check one:		
☐ CIA	☐ Caltrans	☐ Approval
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
Check as applicable:		
☐ Form AD 1006	☐ NRCS	☐ Approves Conversion
	☐ CDOC	☐ Approves Conversion
☐ Conversion to Non-Agri Use	☐ ACOE	

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/ Approvals
☐ **Cultural Resources** (PQS completes this section) ***Check as applicable:***	☐ Caltrans PQS	☐ Screened Undertaking
☐ APE Map	☐ Caltrans PQS and DLAE	☐ Approves APE Map
	☐ Local Preservation Groups and/or Native American Tribes	☐ Provides Comments Regarding Concerns with Project
☐ HPSR ☐ ASR ☐ HRER	☐ Caltrans	☐ Approves for Consultation
☐ Finding of Effect Report	☐ Caltrans	☐ Concurs on No Effect, No Adverse Effect with Standard Conditions
	☐ SHPO	☐ Letter of Concurrence on Eligibility, No Adverse Effect without Standard
☐ MOA	☐ Caltrans	☐ Approves MOA
	☐ SHPO	☐ Approves MOA
	☐ ACHP (if requested)	☐ Approves MOA
☐ **Permits** Copies of permits and a list of mitigation commitments are mandatory submittals following NEPA approval.	☐ ACOE	☐ Section 404 Nationwide Permit
	☐ ACOE	☐ Section 404 Individual Permit
	☐ Caltrans/ACOE/EPA ☐ USFWS ☐ NOAA Fisheries	☐ NEPA/404 Integration MOU
	☐ ACOE	☐ Rivers and Harbors Act Section 10 Permit
	☐ USCG	☐ USCG Bridge Permit
	☐ RWQCB	☐ Section 401 Water Quality Certification
	☐ CDFG	☐ Section 1602 Streambed Alteration Agreement
	☐ RWQCB	☐ NPDES Permit
	☐ CCC ☐ Local Agency	☐ Coastal Zone Permit
	☐ BCDC	☐ BCDC Permit

Notes: Additional studies may be required for other federal agencies.

ACHP = Advisory Council on Historic Preservation
ACOE = U.S. Army Corps of Engineers
ADL = Aerially Deposited Lead
APE = Area of Potential Effect
APN = Assessor Parcel Number
ASR = Archaeological Survey Report
BA = Biological Assessment
BCDC = Bay Conservation and Development Commission
BE = Biological Evaluation
BO = Biological Opinion
Cal EPA = California Environmental Protection Agency
CCC = California Coastal Commission
CDFG = California Department of Fish and Game
CDOC = California Department of Conservation
CE = Categorical Exclusion
CIA = Community Impact Assessment
CWA = Clean Water Act
DLAE = District Local Assistance Engineer
DOI = U.S. Department of Interior
DTSC = Department of Toxic Substances Control
EA = Environmental Assessment
ED = Environmental Document
EFH = Essential Fish Habitat
EIS = Environmental Impact Statement
EPA = U.S. Environmental Protection Agency
FEMA = Federal Emergency Management Agency
FHWA = Federal Highway Administration
FONSI = Finding of No Significant Impacted
FTIP = Federal Transportation Improvement Program
HPSR = Historic Property Survey Report
HRER = Historical Resources Evaluation Report
HUD = U.S. Housing and Urban Development
MOA = Memorandum of Agreement
MSA = Magnuson-Stevens Fishery Conservation and Management Act
NEPA = National Environmental Policy Act
NADR = Noise Abatement Decision Report
NES = Natural Environment Study
NHPA = National Historic Preservation Act
NOAA = National Oceanic and Atmospheric Administration
NMFS National Marine Fisheries Service
NPDES = National Pollutant Discharge Elimination System
NPS = National Park Service
NRCS = Natural Resources Conservation Service
PM10 = Particulate Matter 10 Microns in Diameter or Less
PM2.5 = Particulate Matter 2.5 Microns in Diameter or Less
PMP = Project Management Plan
PQS = Professionally Qualified Staff
ROD = Record of Decision
RTIP = Regional Transportation Improvement Program
RTP = Regional Transportation Plan
RWQCB = Regional Water Quality Control Board
SER = Standard Environmental Reference
SEP = Senior Environmental Planner
SHPO = State Historic Preservation Officer
SLC = State Lands Commission
SP = State Parks
TIP = Transportation Improvement Program
USCG = U.S. Coast Guard
USDA = U.S. Department of Agriculture
USFWS = U.S. Fish and Wildlife Service
WD = Wetland Delineation

E. Preliminary Environmental Document Classification (NEPA)

Based on the evaluation of the project, the environmental document to be developed should be:

Check one:

- ☐ Environmental Impact Statement (*Note: Engagement with participating agencies in accordance with 23 USC 139 required)*
  - ☐ Compliance with 23 USC 139 regarding Participating Agencies required
- ☐ Complex Environmental Assessment
- ☐ Routine Environmental Assessment
- ☒ Categorical Exclusion without required technical studies.
- ☐ Categorical Exclusion with required technical studies

  (if Categorical Exclusion is selected, check one of the following):
  - ☐ Section 23 USC 326
    - ☐ 23 CFR 771 activity ()()
    - ☒ 23 CFR 771 activity (d) (1)
    - ☐ Activity _____ listed in the Section 23 USC 326
  - ☐ Section 23 USC 327

F. Public Availability and Public Hearing

Check as applicable:

- ☒ Not Required
- ☐ Notice of Availability of Environmental Document
- ☐ Public Meeting
- ☐ Notice of Opportunity for a Public Hearing
- ☐ Public Hearing Required

G. Signatures

Local Agency Staff and/or Consultant Signature

(Signature of Preparer)	10/2/14 *(Date)*	760-398-5744 *(Telephone No.)*

Oscar Espinoza, P.E.
(Name)

Local Agency Project Engineer Signature

This document was prepared under my supervision, according to the *Local Assistance Procedures Manual,* Exhibit 6-B, "Instructions for Completing the Preliminary Environmental Study Form."

Jonathan Hoy, P.E. *(Signature of Local Agency)*	10-2-14 *(Date)*	760-398-5744 *(Telephone No.)*

Caltrans District Professionally Qualified Staff (PQS) Signature

☐ Project does not meet definition of an "undertaking"; no further review is necessary under Section 106 ("No" Section A, #35).

☐ Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA and based on the information provided in the PES Form, the project does not have the potential to affect historic properties ("No" Section A, #35).

☐ Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA, but the following additional procedures or information is needed to determine the potential for effect ("To Be Determined" Section A, #35):
☐ Records Search ☐ _____ ☐ _____ ☐ _____

☐ Project meets the definition of an "undertaking"; all properties in the project area are exempt from evaluation per Attachment 4 of the Section 106 PA ("No" Section A, #35).

☐ The proposed undertaking is considered to have the potential to affect historic properties; further studies for 106 compliance are indicated in Sections B, C, and D of this PES Form ("Yes" Section A, #35).

_____ _____ _____
(Signature of Professionally Qualified Staff) *(Date)* *(Telephone No.)*

The following signatures are required for all CEs, routine and complex EAs, and EISs:

Caltrans District Senior Environmental Planner (or Designee) and DLAE Signatures

I have reviewed this Preliminary Environmental Study (PES) Form and determined that the submittal is complete and sufficient. I concur with the studies to be performed and the recommended NEPA Class of Action.

_____ _____ _____
(Signature of Senior Environmental Planner or Designee) *(Date)* *(Telephone No.)*

_____
(Name)

_____ _____ _____
(Signature of District Local Assistance Engineer or Designee) *(Date)* *(Telephone No.)*

_____
(Name)

☐ HQ DEA Environmental Coordinator concurrence _____. Email concurrence attached.
(*date*)

Preliminary Environmental Investigation
Notes to Support the Conclusions of the PES Form
(May Also Include Continuation of Detailed Project Description)

Brief Explanation of How Project Complies, or Will Comply with Applicable Federal Mandate (Part A):

1. No, this is complete construction.

2. No public controversy is expected.

3. The project is in accordance with the Mobility Element of the 2013 General Plan by the City. The plan accommodates 3 through lanes in each direction. Includes improvements as sidewalk, bicycle lanes and landscape.

4. No, only potential noise source is from regular construction equipment, ie. asphalt machine, asphalt delivery trucks, saw-cutting curb and gutter in the construction of offsite improvements, nailing forms together for concrete pours.

5. Yes, per www.dot.ca.gov/hq/env/air/pages/conftable.htm

6. Yes, the project is under Table 2-Exempt Projects-Other- Transportation Enhancement Activities.

7. N/A

8. N/A

9. Project not likely to encounter hazardous waste as widening work is at previously agricultural fields.

10. No. The project sites are not located within or adjacent to a water resource

11. Compliance is not invoked; the project is not located in a U.S.EPA-designated sole source aquifer area.

12. Nearest coastal zone is over 100 miles away.

13. The project is not located within a 100-yer flood plain as identified by FEMA Map Panel #06065C2262G and 06065C2270G dated September, 26, 2008

14. The City of Coachella is not located within one mile of a listed Wild and Scenic River. SOURCE: City of Coachella-General Plan Land Use Element 2035.

15. The project will not affect any federally listed threatened or endangered species.

16. No migratory birds present in the area.

17. Project locations do not involve new construction within or adjacent to a wetland.

18. The project locations are in the general suburban residential area. Source: General Plan Land Use Element 2035

19. No. The project include a landscape median, and will be limited to hardscape and approved plants by City of Coachella Planning Department.

20. The project site is not adjacent to a public park, recreation area, or wildlife or waterfowl refuges.

21. No lands acquired with Land and water Conservation Fund Act

22. No potential to affect visual or scenic resources. Project is with-in fully developed area.

23. No relocations required for residential or business properties. Maximum improvements along the north side are existing housing development. South side is undeveloped property; right of way in this section of the road has been dedicated to the City.

24. No right of way required.

25. Not inconsistent with goals.

26. No potential to disrupt neighborhoods.

27. No potential to disrupt neighborhoods.

28. No utilities to be relocated.

29. No access will be affected.

30. The project will not affect access control to the State Highway System.

31. No temporary roads or detours will occur. If detours used, will be with-in same roadway or traffic limited to one lane controlled by flaggers.

32. Will not reduce parking. No geometric changes.

33. Construction work will not encroach on state highway R/W.

34. No farmland will be affected.

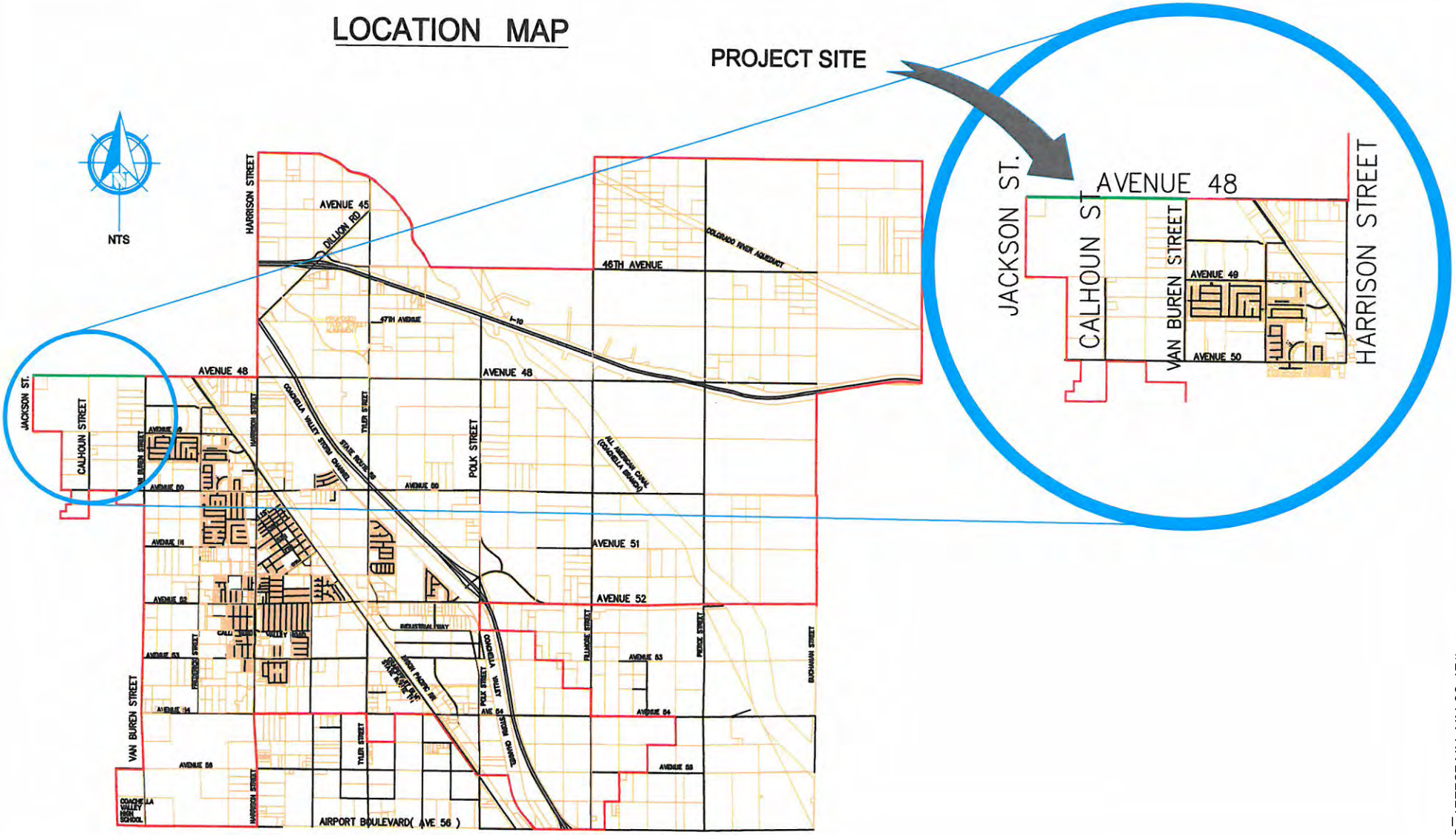
35. N/A

36. City of Coachella does indeed have 3 tribal land areas within or adjacent to city boundaries. However, the proposed location do not encroach onto nor are they adjacent to these tribal lands.

Distribution 1) Original - DLAE, 2) Local Agency Project Manager, 3) DLA Environmental Coordinator 4) Senior Environmental Planner (or designee), 5) District PQS

Updated: 05/15/08

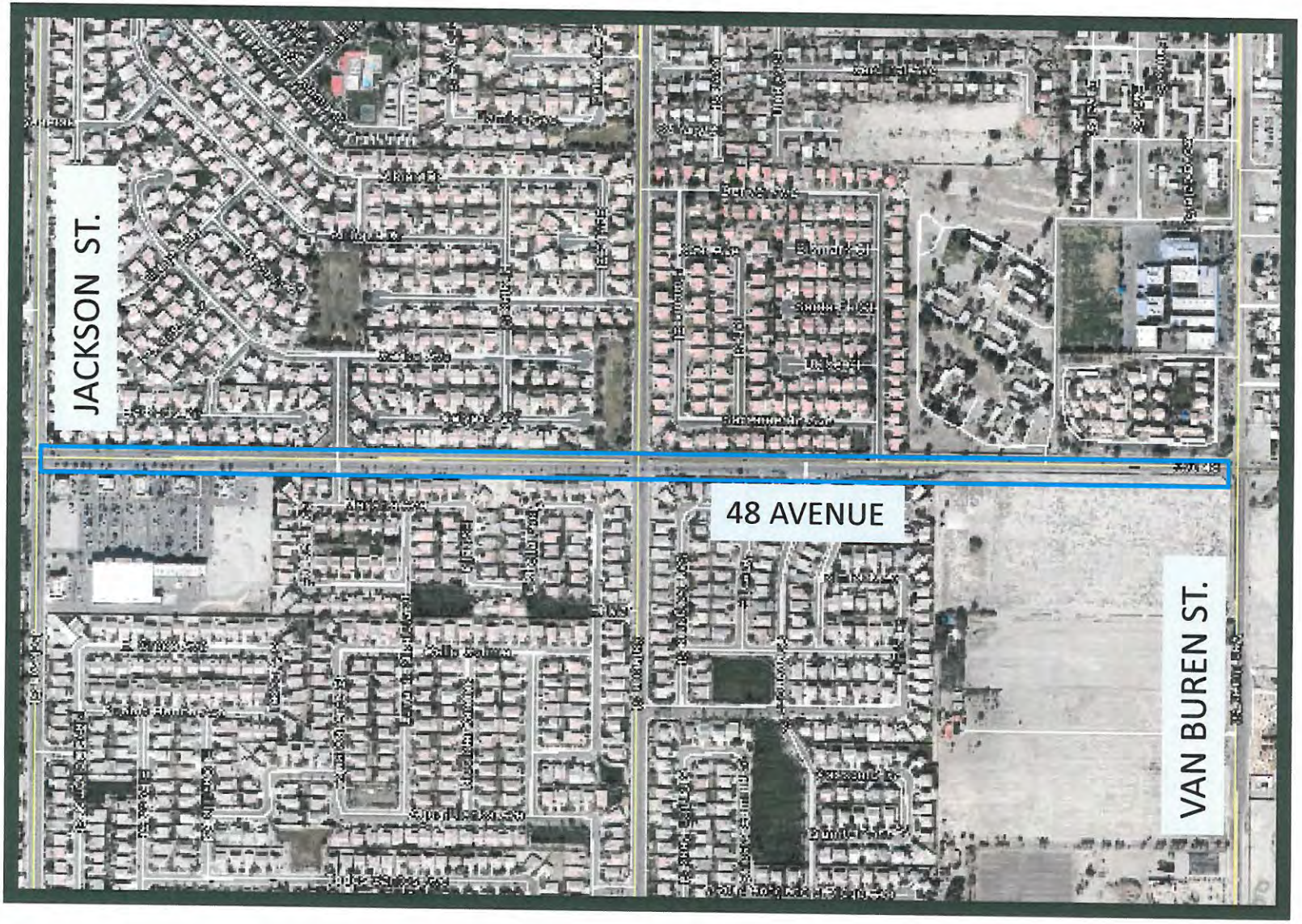
LOCATION MAP



CITY OF COACHELLA MAP

#17-00 RIV RIV151217_CMP_PES

PROJECT LIMITS



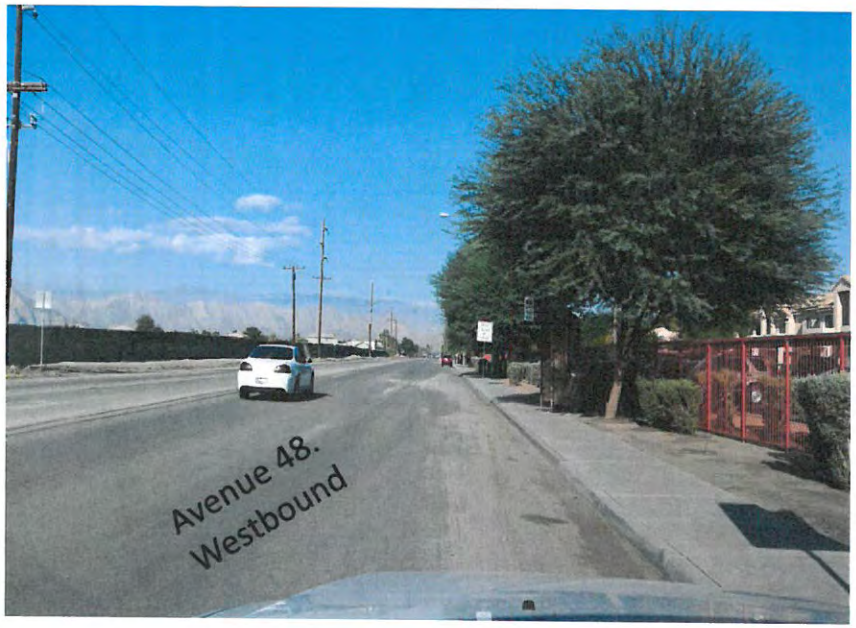
#17-00 RIV RIV151217_CMP_PES

CALHOUN ST.
48 AVENUE
JACKSON ST.

VAN BUREN ST.
48 AVENUE
CALHOUN ST.

WIDENING OF AVENUE 48

Avenue 48 looking West from Van Buren St.



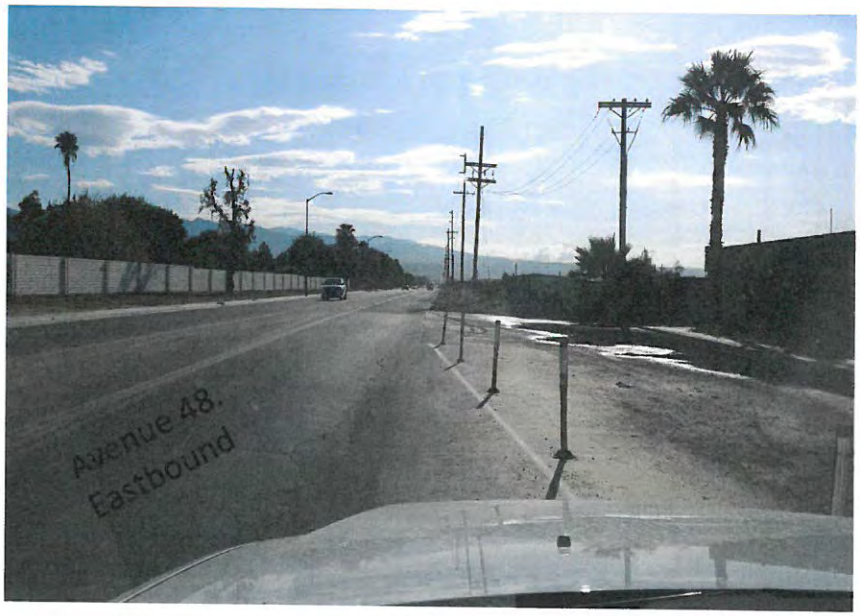
Avenue 48 looking West 2 lanes

#17-00 RIV RIV151217_CMP_PES

GRAPEFRUIT BLVD. PAVEMENT REHABILITATION

Avenue 48 looking eastbound one lane

Avenue 48 looking eastbound one lane



Congested Management Process – Project Report (Partial Pages 1-8)

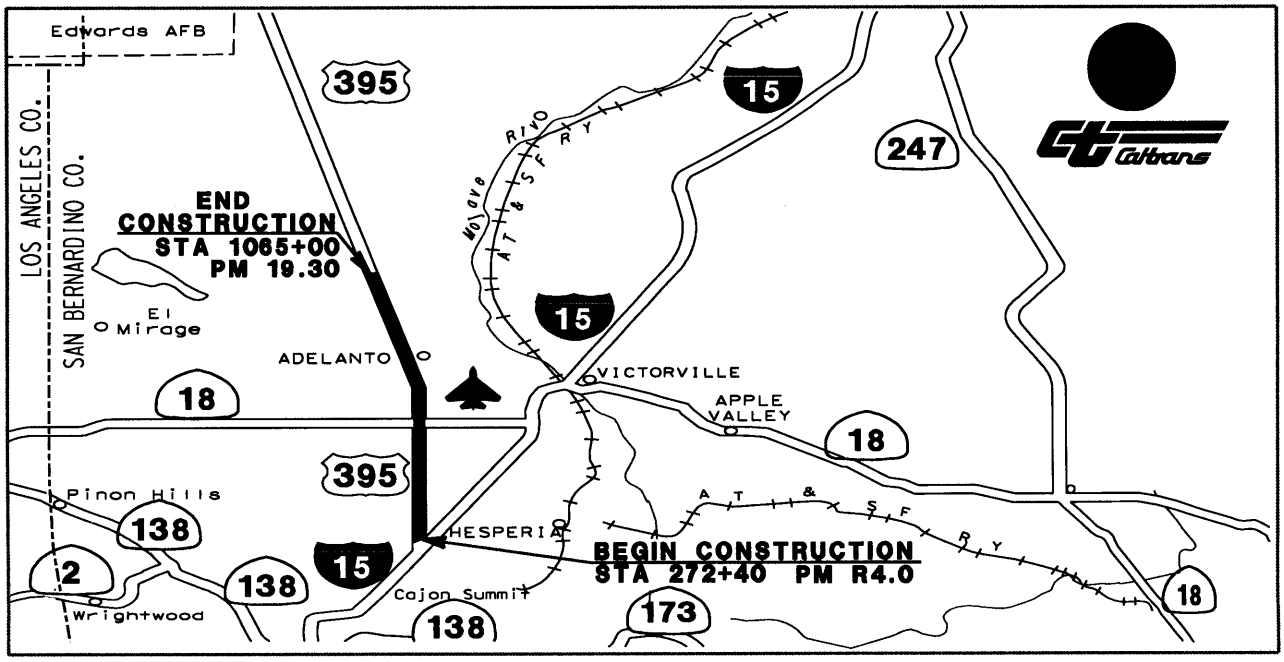
Project 200451

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 **CHRISTY CONNORS** – DEPUTY DISTRICT DIRECTOR DESIGN
FOR

APPROVED: 12/31/09

for **RAYMOND W. WOLFE, PHD** - DISTRICT DIRECTOR 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 — *DATE* 12/21/09

REGISTERED PROFESSIONAL ENGINEER
REFAAT M. ELSHERIF
C 67382
EXP. 9/30/10
CIVIL
STATE OF CALIFORNIA

SUPERVISING ENGINEER — *DATE* 12/21/09

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08-SBd-395 PM R4.0/19.3
08-236-0F6300
Widen Highway and
Improve Intersections
HE-13 (STIP)
20.20.025.700

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 (7th 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

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.

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

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.

Congested Management Process – Initial Study

Project 20111625

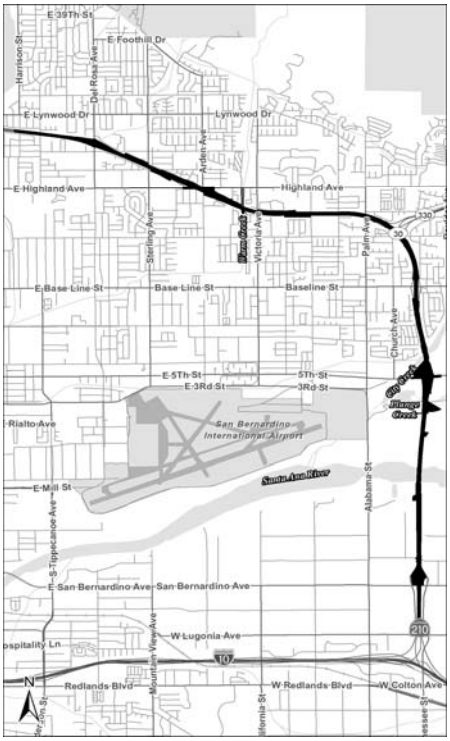
Project Description:

SR210 LANE ADDITION - ADD 1 MIXED FLOW LANE IN EACH DIRECTION FROM HIGHLAND AVE. TO SAN BERNARDINO AVE (REDLANDS) INCLUDES AUX. LANES BETWEEN BASE LINE AND 5TH STS AND AN ACCELERATION LANE AT 5TH ST. E/B ON RAMP AND DECELRATION LANE AT HIGHLAND AVE E/B OFF RAMP EXTENDING TO STERLING AVENUE (Under 1/4 miles length)

State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue Project

CITIES OF HIGHLAND, SAN BERNARDINO, AND REDLANDS
SAN BERNARDINO COUNTY, CALIFORNIA
DISTRICT 8– SBD – 210 (PM R25.0/R33.2)
EA 0C700/PN 08-12000164

Initial Study [with Proposed Mitigated Negative Declaration]



Prepared by the
State of California Department of Transportation and in cooperation with the San Bernardino Associated Governments and City of Highland

May 2016

SCH # _____
08-SBd-210-PM R25.0/R33.2
PN 08-12000164/EA 0C700

Add one mixed flow lane eastbound and one mixed flow land westbound along SR-210 from Sterling Avenue to San Bernardino Avenue (post mile R25.0 to post mile R33.2) in the cities of Highland, San Bernardino, and Redlands, and portion of unincorporated San Bernardino County, California.

INITIAL STUDY with (Proposed) Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation
and the San Bernardino Associated Governments

5/11/16
Date of Approval

DAVID BRICKER
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District 8 Division of Environmental Planning
California Department of Transportation

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APPENDICES

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Appendix B Title VI Policy Statement
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Chapter 1 Proposed Project

1.1 Project Location

The San Bernardino Associated Governments (SANBAG), in cooperation with the California Department of Transportation (Caltrans) and the City of Highland, proposes to widen State Route (SR) 210 from Sterling Avenue to San Bernardino Avenue in the cities of Highland, San Bernardino, and Redlands, as well as a portion of unincorporated San Bernardino County, California. The widening would occur between post miles (PM) Revised (R) 26.3 and R32.4, for a distance of 6.1 miles. The total length of the proposed project limits is approximately 8.2 miles, from PM R25.0 to R33.2, which includes transition striping and signage. Figures 1-1 and 1-2 (on pages 1-9 and 1-11) show the regional vicinity map and the project location map, respectively. The project is on the *Redlands* and *Harrison Mountain* U.S. Geological Survey 7.5-minute topographic maps, in Township 1 North, Range 3 West, in Sections 30, 31, 32, 33 and 34, and in Township 1 South, Range 3 West, in Sections 4, 9, and 16. The land uses surrounding the proposed project corridor are urban and moderately to densely developed primarily with residential, public facilities, open space, and general commercial uses. There are four service interchanges within the proposed project limits—Highland Avenue, Base Line, 5th Street/Greenspot Road, and San Bernardino Avenue—and one freeway-to-freeway interchange at SR-330. Undercrossings occur at Victoria Avenue, Access Road, and Pioneer Avenue. There are existing water-crossing bridges at Sand Creek, City Creek, Plunge Creek, and the Santa Ana River.

1.2 Project Description

This section describes the proposed action and the design alternatives that were developed to meet the identified need through accomplishing the defined purpose(s), while avoiding or minimizing environmental impacts. The alternatives are “Build Alternative” and “No Build Alternative.”

The proposed project would widen SR-210 from Sterling Avenue to San Bernardino Avenue in the cities of Highland, San Bernardino, and Redlands, as well as a portion of unincorporated San Bernardino County, California, to add a mixed flow lane in each direction. The widening would occur between PM R26.3 and R32.4, for a distance of 6.1 miles. The total length of the proposed project limits is approximately 8.2 miles, from PM R25.0 to R33.2, which includes transition striping and signage. Within the limits of the proposed project, SR-210 is a four-lane divided freeway with two 12-foot lanes, flanked by 10-foot left shoulders and 10-foot right shoulders. The purpose of the proposed project is to reduce congestion and improve operational efficiency by providing lane continuity with the existing segments of freeway to the west and east of the project limits.

1.2.1 Purpose and Need

The purpose of the proposed project is to eliminate an existing bottleneck caused by the reduction in the number of mixed flow lanes within the project limits to:

- Provide continuity with the number of mixed flow lanes west and east of this freeway segment along SR-210 between Highland Avenue and San Bernardino Avenue.
- Increase the efficiency of this segment of SR-210 by minimizing weaving conflicts at the termini of the third mixed flow lane east and west of this freeway segment.
- Reduce congestion and improve operational efficiency along SR-210 within the project limits.

The proposed project is needed to eliminate an existing bottleneck, which would reduce congestion and improve operational efficiency by providing lane continuity with the existing segments of SR-210 to the west and east of the project limits. Currently, SR-210 consists of a six-lane facility (three lanes in each direction) to the west of Highland Avenue. To the east of Highland Avenue, the facility is four lanes (two in each direction) to approximately San Bernardino Avenue, where the existing freeway widens to four lanes in each direction at the terminus of SR-210 at Interstate 10 (I-10). This results in a lane imbalance condition and bottleneck within the corridor. In addition, capacity and operating conditions on SR-210 between Highland Avenue and San Bernardino Avenue are projected to operate at Level of Service (LOS)[1] F during the AM and PM peak hours by the year 2040 (see Tables 1-1 and 1-2), which is considered unacceptable to Caltrans. Freeway congestion has potential negative impacts such as increased air pollution, longer commuter and emergency vehicle delays, increased energy consumption, extended commute periods, increased driver frustration, and reduced safety, as well as adverse impacts on the regional and local economy.

[1] The ability of a highway to accommodate traffic is typically measured in terms of Level of Service (LOS). Traffic flow is classified by LOS, ranging from LOS A (free-flow traffic with low volumes and high speeds) to LOS F (traffic volume exceeds design capacity, with forced-flow and substantial delays).

Table 1-1. Existing (2012) and Horizon Year (2040)
SR-210 Eastbound Mainline and Ramp Operation Level of Service

Freeway Mainline Segment/ Ramp Connection	AM Peak Hour LOS		PM Peak Hour LOS	
	Existing 2012	Future Year 2040 No Build	Existing 2012	Future Year 2040 No Build
SR-210 between Sterling Avenue and Highland Avenue-Arden Avenue	B	D	C	D
SR-210 Highland Avenue off-ramp	N/A*	N/A*	N/A*	N/A*
SR-210 Arden Avenue on-ramp	C	**F**	C	**F**
SR-210 between Highland Avenue-Arden Avenue and SR-330	C	**F**	C	**F**
SR-210/SR-330 connector	B	D	C	D
SR-210 between SR-330 and Base Line	B	D	B	C
SR-210 Base Line on-ramp	D	**F**	D	**E**
SR-210 between Base Line and 5th Street-Greenspot Road	D	**F**	D	**E**
SR-210 5th Street off-ramp	D	**F**	C	**E**
SR-210 5th Street on-ramp	**E**	**F**	D	**F**
SR-210 between 5th Street-Greenspot Road and San Bernardino Avenue	**E**	**F**	D	**F**
SR-210 San Bernardino Avenue off-ramp	D	D	C	D
SR-210 San Bernardino Avenue on-ramp	B	C	B	C
SR-210 between San Bernardino Avenue and I-10	B	C	B	C

Shaded cells indicate (LOS E or F).
"Highland Avenue-Arden Avenue" refers to SR-210 off-ramps to Highland Avenue and SR-210 on-ramps from Arden Avenue (eastbound) and both Arden Avenue and Highland Avenue (westbound).
"5th Street-Greenspot Road" refers to SR-210 off-/on-ramps to 5th Street (eastbound) and SR-210 off-/on-ramps to Greenspot Road (westbound).
*Ramp junction analysis is not applicable for lane drop (trap) lane or lane addition connection to freeway.
Ramp junction analysis is not applicable for ramp connections in weave segments.
Source: Caltrans 2014h.

Table 1-2. Existing (2012) and Horizon Year (2040)
SR-210 Westbound Mainline and Ramp Operation Level of Service

Freeway Mainline Segment/ Ramp Connection	AM Peak Hour LOS		PM Peak Hour LOS	
	Existing 2012	Future Year 2040 No Build	Existing 2012	Future Year 2040 No Build
SR-210 between I-10 and San Bernardino Avenue off-ramp	B	C	C	D
SR-210 San Bernardino off-ramp	C	C	C	D
SR-210 San Bernardino Avenue on-ramp	C	**F**	D	**F**
SR-210 between San Bernardino Avenue and 5th Street-Greenspot Road	D	**F**	D	**F**
SR-210 Greenspot Road off-ramp	D	**F**	E	**F**
SR-210 Greenspot Road on-ramp	C	D	C	D
SR-210 between Greenspot Road and Base Line	C	**E**	C	**E**
SR-210 Base Line off-ramp	C	D	C	D
SR-210 between Base Line and SR-330	B	D	B	D
SR-210/SR-330 connector	D	**F**	C	**E**
SR-210 between SR-330 and Highland Avenue	D	**F**	C	**E**
SR-210 Highland Avenue off-ramp	D	**F**	D	**F**

Shaded cells indicate (LOS E or F).
"Highland Avenue-Arden Avenue" refers to SR-210 off-ramps to Highland Avenue and SR-210 on-ramps from Arden Avenue (eastbound) and both Arden Avenue and Highland Avenue (westbound).
"5th Street-Greenspot Road" refers to SR-210 off-/on-ramps to 5th Street (eastbound) and SR-210 off-/on-ramps to Greenspot Road (westbound).
*Ramp junction analysis is not applicable for lane drop (trap) lane or lane addition connection to freeway.
Ramp junction analysis is not applicable for ramp connections in weave segments.
Source: Caltrans 2014h

1.2.2 Alternatives

Build Alternative

The proposed Build Alternative would widen SR-210 from four mixed flow lanes (two lanes in each direction) to six mixed flow lanes (three lanes in each direction) from Sterling Avenue to San Bernardino Avenue by adding a mixed flow lane in each direction within the existing median (see Figures 1-3 and 1-4 on pages 1-13 and 1-51).

The proposed Build Alternative includes the following design features and elements.

- The existing segment of SR-210 from Sterling Avenue to San Bernardino Avenue would be widened from four mixed flow lanes (two lanes in each direction) to six mixed flow lanes (three lanes in each direction) with the addition of one mixed flow lane in each direction. The third lane would be added within the existing SR-210 median. Each of the six resulting mainline lanes would be 12 feet wide. Both directions (eastbound and westbound) would have 10-foot-wide left and right shoulders.
- An auxiliary lane would be created in each direction between the Base Line and 5th Street interchanges.

- A deceleration lane would be constructed on eastbound SR-210 from Sterling Avenue undercrossing to the proposed two-lane exit at Highland Avenue. Proposed permanent striping would start from Del Rosa Avenue in the eastbound direction.
- A new acceleration lane would be added at the 5th Street eastbound on-ramp.
- The existing SR-210 median would be re-graded and generally remain unpaved.
- The following existing bridges would be widened to accommodate the new mixed flow lanes: Highland Avenue/Arden Avenue, Sand Creek, Victoria Avenue, 5th Street/Greenspot Road, City Creek, Plunge Creek, Access Road, Santa Ana River, and Pioneer Avenue.
- The proposed project would not require the acquisition of new permanent right of way. Temporary Construction Easements (TCE) would likely be needed during the construction period for construction of noise barriers and construction access.
- Scour and pier protection would be installed at the drainages as needed to protect bridge foundations.
- Drainage system improvements would be constructed to carry runoff away from the traveled lanes and into traditional drainage courses.
- Stormwater treatment best management practice (BMP) features would be included at select locations where identified benefits outweigh impacts. To the fullest extent possible, roadside swales and bio-filtration strips would be used to convey both stormwater quantity flows and peak flows.
- A new fiber optic backbone system would be constructed within the existing median with branch connections linking the backbone system to existing traffic management system elements along the corridor, including wireless vehicle detection stations, ramp metering systems, and a Changeable Message Sign.
- Ramp metering systems would be installed on the existing on-ramps at the 5th Street/ Greenspot Road interchange.
- An existing weigh-in-motion system approximately 0.5 mile north of San Bernardino Avenue would be reconstructed to accommodate the additional lanes on the freeway.
- Utilities would be relocated, as needed, to accommodate the widened facility.
- Retaining walls would be constructed as needed by changes in elevation that cannot be accommodated by regrading.
- An existing sound wall between Base Line and 5th Street in the eastbound direction would be reconstructed to accommodate the proposed auxiliary lane. Additional noise barriers would be constructed where noise abatement is required and where they are determined to be feasible and reasonable (see Figure 1-3).

The ultimate corridor for SR-210 within the project limits would be an eight-lane freeway facility (six mixed flow lanes and two high occupancy vehicle lanes). Improving the facility to six mixed flow lanes would be compatible with the Route Concept Fact Sheet planning and

would not preclude future improvements or make these future improvements more costly to implement.

The proposed project is included in Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan (RTP) Amendment 1, which was adopted by SCAG on June 12, 2013 and approved by the Federal Highway Administration (FHWA) on July 15, 2013. The proposed project is also included in the 2015 Federal Transportation Improvement Program (FTIP) adopted by SCAG on September 11, 2014 and approved by FHWA on December 15, 2014. Both the SCAG 2012 RTP Amendment 1 and SCAG 2015 FTIP include the proposed project as project numbers 4M01005 and 20111625, respectively. The proposed project is being funded with San Bernardino Sales Tax Measure I funds.

The total estimated cost for the project is $102.3 million, which includes right of way and construction costs.

Alternative 2 (No Build Alternative)

Under the No Build Alternative, no additional lanes would be constructed along SR-210 between Sterling Avenue and San Bernardino Avenue. This alternative, however, does not preclude the construction of future improvements.

The No Build Alternative provides a baseline for comparing impacts with the Build Alternative. It is used to compare the relative impacts and benefits of the proposed project improvements, but would not meet the identified purpose and need.

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)

08-SBd-215-PM 0.58/1.66
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:

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DEPUTY DISTRICT DIRECTOR
RIGHT OF WAY

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CONCURRED BY:

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APPROVED:

for Basem Muallem
DISTRICT DIRECTOR

3/5/14
DATE

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.

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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:

CONSTRUCTION COST:	**Modified Alternative 7 (Preferred Alternative)**
Roadway	$26,140,000
Structures	$9,818,000
Right of way	$18,617,000
Total Project Capital Outlay:	**$54,575,000**
SUPPORT COST:	
PS&E	$3,596,000
Construction Management	$4,315,000
TOTAL PROJECT COST:	**$62,486,000**

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 (6th 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:

Project Name/Type	Location	Proposed Use/Description	Status
City of Grand Terrace			
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

Project Name/Type	Location	Proposed Use/Description	Status
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.
City of Colton			
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
Northbound						
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	**	**
Southbound						
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
Northbound						
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
Southbound						
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)[1]			Does not exist (eliminated)[1]		
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)[2]			Does not exist (eliminated)[2]		
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.*

[1] *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.*

[2] *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 Alterative 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)[1]			Does not exist (eliminated)[1]		
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)[2]			Does not exist (eliminated)[2]		
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.*

[1] *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 Alterative 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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DRAFT

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