



2016 2040 RTP SCS

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

AMENDMENT #1

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

ADOPTED APRIL 2017

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INTRODUCTION

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

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

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

PROJECT MODIFICATIONS

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

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

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

TABLE 1 Modifications to FTIP Projects

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
1	IMPERIAL	EL CENTRO	1161L001	IMP160901	LOCAL HIGHWAY	IMPERIAL AVE	IMPERIAL AVENUE EXTENSION SOUTH - NEW ROADWAY FROM I-8 TO MCCABE ROAD. PHASE 1 INCLUDES 6 NEW LANES ON IMPERIAL AVENUE FROM I-8 TO WAKE AVENUE; AND 2 NEW LANES ON WAKE AVENUE FROM IMPERIAL AVENUE TO CYPRESS DRIVE.	2025	\$5,556	NEW RTP PROJECT COST.	NEW PROJECT
2	LOS ANGELES	EL MONTE	1AL04	LAF3125	LOCAL HIGHWAY	RAMONA BLVD	RAMONA CORRIDOR TRANSIT CENTER ACCESS PROJECT. CONSTRUCT A NEW UNDERPASS STRUCTURE ON RAMONA BLVD UNDER SANTA ANITA AVE TO ACCESS THE LOWER LEVEL OF THE EL MONTE TRANSIT CENTER. THE PROPOSED BUS TUNNEL RAMPS WILL BEGIN EAST OF THE SANTA ANITA AVENUE AND RAMONA BOULEVARD INTERSECTION ON RAMONA BOULEVARD AND THE TUNNEL WILL CONTINUE UNDER SANTA ANITA AVENUE (ALONG ROMONA BOULEVARD) TO THE LOWER LEVEL OF THE EL MONTE TRANSIT CENTER AND INCLUDES 1 BUS ONLY LANE IN EACH DIRECTION.	EXISTING: 2016 REVISED: 2020	EXISTING: \$15,302 REVISED: \$15,830	RTP PROJECT COST INCREASE.	REVISED SCHEDULE AND COST
3	LOS ANGELES	INDUSTRY	LAF5100	LAF5100	LOCAL HIGHWAY	GRAND AVE	SR57/60 CONFLUENCE, IMPROVE GRAND AVENUE INTERSECTION AT GOLDEN SPRINGS DRIVE: WIDEN GRAND AVE, FROM SR-60 FREEWAY TO LAVENDER DRIVE, A DISTANCE OF 0.2 MILES. PROJECT WILL ADD 1 THRU SB LANE AND 2 THRU NB LANE. WIDEN GOLDEN SPRINGS DRIVE BETWEEN COPLEY DR AND RACQUET CLUB DRIVE. ADD WB LEFT-TURN LANE AND A DEDICATED RIGHT-TURN LANE, WIDEN SIDEWALKS AND ADD PEDESTRIAN COUNTDOWN SIGNALS.	EXISTING: 2017 REVISED: 2019	\$16,819	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

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

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
5	LOS ANGELES	LOS ANGELES COUNTY	LA9711031	LA9711031	LOCAL HIGHWAY	CASTAIC CUT OFF	CASTAIC CUTOFF FROM LAKE HUGHES RD TO SAN FRANCISQUITO CANYON RD CONTRUCT NEW ROAD 4 12-FOOT LANES AND 10-FOOT SHOULDERS	2018	\$7,600	RTP PROJECT COST REMOVED.	LOCALLY FUNDED PROJECT CANCELED
6	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF5310	LOCAL HIGHWAY	RAMONA BOULEVARD/ BADILLO STREET/ COVINA BOULEVARD	RAMONA BOULEVARD/ BADILLO STREET/COVINA BOULEVARD TSSP/BSP. IMPLEMENTATION OF A TRAFFIC SIGNAL SYNCHRONIZATION PROJECT (TSSP) ON RAMONA BL/BADILLO ST/COVINA BL FROM SANTA ANITA AV TO THE 57 FREEWAY. A BUS SIGNAL PRIORITY (BSP) PROJECT WILL BE IMPLEMENTED ON RAMONA BL/BADILLO ST FROM TYLER AV TO GRAND AV TO GIVE TRANSIT PRIORITY FOR FOOTHILL TRANSIT OPERATIONS (APROX. 48 SIGNAL LOCATIONS)	EXISTING: 2019 <hr/> REVISED: 2020	\$4,242	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
7	LOS ANGELES	LOS ANGELES COUNTY	1AL04	LAF5314	LOCAL HIGHWAY	VARIOUS STREETS IN GATEWAY COG	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - IMPROVE TRAFFIC SIGNAL OPERATIONS BY UPGRADING EACH TRAFFIC SIGNAL TO FEDERAL AND STATE STANDARDS, PROVIDING ADDITIONAL VEHICLE DETECTION TO ENABLE OPERATION AS A FULLY TRAFFIC-ACTUATED SIGNAL, INSTALLING THE APPROPRIATE COMPONENTS TO ENABLE EACH SIGNAL TO BE CAPABLE OF TIME-BASED COORDINATION AND RETIMING SIGNALS TO IMPROVE THE OVERALL PROGRESSION OF TRAFFIC. (APPROXIMATELY 17 SIGNALS INCLUDED)	EXISTING: 2019 <hr/> REVISED: 2020	\$2,481	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
8	LOS ANGELES	LOS ANGELES COUNTY	1AL04	LAF5315	LOCAL HIGHWAY	SAN GABRIEL VALLEY COG	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. THIS PROJECT INCLUDES 6 INTERSECTIONS AT MYRTLE AV/PECK RD BETWEEN HUNTINGTON DR AND CLARK ST AND PROVIDES FOR SYSTEM WIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS. (APPROX. 20+ SIGNALS)	EXISTING: 2019 <hr/> REVISED: 2020	\$1,551	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
9	LOS ANGELES	LOS ANGELES COUNTY	1ITS04	LAF5316	LOCAL HIGHWAY	SOUTH BAY TSSP VARIOUS STREETS	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - SYSTEMWIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS IN SOUTH BAY REGION. 25 SIGNALS SYSTEM WIDE. ADDITIONALLY, THIS PROJECT WILL INSTALL ANY WARRANTED AND FEASIBLE ROADWAY IMPROVEMENTS ALONG THE ROUTES TO IMPROVE OVERALL PROGRESSION.	EXISTING: 2019 <hr/> REVISED: 2020	\$2,351	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
10	LOS ANGELES	LOS ANGELES, CITY OF	LAE2515	LAE2515	LOCAL HIGHWAY	BUNDY DR	WIDEN BUNDY DR. BETWEEN WILSHIRE AND SANTA MONICA BLVD - WIDEN FROM 2 LANES TO 4 LANES.	2018	\$4,250	RTP PROJECT COST REMOVED.	PROJECT CANCELED
11	LOS ANGELES	LOS ANGELES, CITY OF	1AL04	LAF7131	LOCAL HIGHWAY	CENTURY BLVD	CENTURY BOULEVARD EXTENSION BETWEEN GRAPE STREET AND ALAMEDA STREET : EXTENDS CENTURY BL BY APPROX 2,600 FT FROM GRAPTE ST TO ALAMEDA ST WITH A 2 LANE ROADWAY, SIDEWALKS ON BOTH SIDES, CLASS II BIKE LANE, PED/BIKE FACILITIES, AND LANDSCAPING.	EXISTING: 2018 <hr/> REVISED: 2020	\$11,129	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

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

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
15	LOS ANGELES	PICO RIVERA	1AL04	LA0G1106	LOCAL HIGHWAY	WASHINGTON BLVD	<p>EXISTING: BRIDGE NO. 53C0471 - WASHINGTON BOULEVARD OVER RIO HONDO RIVER BRIDGE - REPLACING EXISTING 6-LANE BRIDGE WITH AN 8-LANE BRIDGE INCREASING CAPACITY. UP TO ENVIRONMENTAL PHASE</p> <hr/> <p>REVISED: BRIDGE NO. 53C0471 - WASHINGTON BOULEVARD OVER RIO HONDO RIVER BRIDGE - REPLACING EXISTING 6-LANE BRIDGE WITH AN 8-LANE BRIDGE INCREASING CAPACITY.</p>	<p>EXISTING: 2020</p> <hr/> <p>REVISED: 2023</p>	\$33,143	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE
16	LOS ANGELES	REDONDO BEACH	101008	LAF7521	LOCAL HIGHWAY	PROSPECT AVE	<p>BICYCLE TRANSPORTATION PLAN IMPLEMENTATION PHASE II: (1) ROAD DIET WITH BIDIRECTIONAL CLASS 2 BIKE LANES ON PROSPECT AV (3.33MI) AND ON CATALINA AV (1.63MI). (2) INSTALLS BULBOUTS AT STOP-CONTROLLED INTERSECTIONS ON CATALINA. (3) INSTALLS ROUNDABOUT ON NORTH HARBOR DR AT YACHT CLUB WY AND AT HERONDO ST. (4) INSTALLS HIGH-VISIBILITY CROSSWALKS AT ALL-WAY CONTROLLED INTERSECTIONS AND AT CROSSINGS APPROACHING THE ROUNDABOUT.</p>	2023	\$1,953	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 1 Continued

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

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
20	LOS ANGELES	MANHATTAN BEACH	LAOC8080	LAOC8080	STATE HIGHWAY	SR-1	ROUTE 1: MANHATTAN BEACH: ON ROUTE 1 BETWEEN 33RD STREET & ROSECRANS AV; ADD ONE THROUGH LN TO NORTH BOUND SEPULVEDA BLVD. TO WIDEN EXISTING STRUCTURE FROM 6 TO 7 THROUGH LANES PPNO 2947. PROJECT USING \$1,440 OF FEDERAL FUNDS (80%) AND \$360 AGENCY MATCH (20%, PROP. C) IN ENG PHASE.	EXISTING: 2017 <hr/> REVISED: 2018	\$21,129	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
21	LOS ANGELES	INDUSTRY	1M0104	LAOD450	STATE HIGHWAY	GRAND AVE	RECONSTRUCT SR 60/GRAND AV INTERCHANGE - WIDEN GRAND AV: SB ADD 1THRU LN (2 EXSTNG); NB ADD 1 THRU LN (3 EXSTNG), REPLACE GRAND AV OC, ADD EB LOOP ON-RAMP, CONSTRUCT ADDITIONAL EB THRU LN FROM GRAND AVE TRAP LN TO SR57 ADD LN, ADD TWO BYPASS RAMP CONNECTORS, ADD AUX LNS EB AND WB FROM EAST TO WEST JUNCTION OF THE CONFLUENCE.	EXISTING: 2017 <hr/> REVISED: 2024	\$257,900	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
22	LOS ANGELES	AGOURA HILLS	REG0703	LA0G1024	STATE HIGHWAY	US-101	<p>EXISTING: (US 101 @ KANAN) KANAN CORRIDOR, BETWEEN AGOURA ROAD AND HILLRISE DRIVE. PROJECT TO INCLUDE DESIGN AND CONSTRUCTION OF ADDITIONAL LOOP RAMP LANES, WIDENING OF ROADWAY, AND ADJUSTMENT OF DRY AND WET UTILITIES.</p> <hr/> <p>REVISED: (US 101 @ KANAN) KANAN CORRIDOR, BETWEEN AGOURA ROAD AND HILLRISE DRIVE. PROJECT TO INCLUDE DESIGN AND CONSTRUCTION OF ADDITIONAL LOOP RAMP LANES, WIDENING OF ROADWAY, AND ADJUSTMENT OF DRY AND WET UTILITIES. (PE&AD)</p>	<p>EXISTING: 2017</p> <hr/> <p>REVISED: 2024</p>	\$750	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE
23	LOS ANGELES	CALTRANS	LA0D451	LA0D451	STATE HIGHWAY	SR-138	<p>EXISTING: ROUTE 138: ROUTE 138 FROM AVE. T TO ROUTE 18-WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE. EA# 12721,12722,12723,12724(= 29350),12725,12728(= 28580 + 28590 + 28600 + 28620 + 28610 + 28630). PPNO# 3325, 3326,3327,33289(=4560),3329,3331(= 4351 + 4352 + 5353 + 4356 + 4354 + 4357) (USE TOLL CREDITS AS LOCAL MATCH)</p> <hr/> <p>REVISED: ROUTE 138: ROUTE 138 FROM AVE. T TO ROUTE 18-WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE. EA# 12721,12722,12723,12724 (=29350),12725,12728(=28580 + 28600 + 28620 + 28610 + 28630). PPNO# 3325,3326,3327,3328(=4560),3329,3331 (= 4351 + 4352 + 5353 + 4356 + 4354 + 4357) (USE TOLL CREDITS AS LOCAL MATCH)</p>	<p>EXISTING: 2019</p> <hr/> <p>REVISED: 2023</p>	\$113,762	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE

TABLE 1 Continued

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

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
25	LOS ANGELES	EXISTING: INDUSTRY	LA0D441	LA0D441	STATE HIGHWAY	ON-OFF RAMP 605	EXISTING: RECONFIGURATION OF VALLEY BLVD ON-AND-OFF-RAMPS TO THE 605 FREEWAY TO IMPROVE MOBILITY, CIRCULATION, AND RELIEVE THE CURRENT CONGESTION AT VALLEY BLVD. INCLUDES; RIGHT TURN FROM VALLEY ONTO EXISTING SB ON-RAMP, CONSTRUCT DUAL WB TO SB LANES TO SB ON-RAMP AND RECONSTRUCT ENTIRE SB ON-RAMP, IMPROVEMENTS AT VALLEY/TEMPLE/NB 605 OFF-RAMP INTERSECTION, WIDEN EB VALLEY TO 3 LANES IN ADVANCE OF SB RAMPS.	EXISTING: 2017	EXISTING: \$25,000	RTP PROJECT COST DECREASE.	REVISED LEAD AGENCY, DESCRIPTION, SCHEDULE, AND COST
		REVISED: LOS ANGELES COUNTY MTA					REVISED: THE PROJECT INVOLVES THE RECONFIGURATION OF SB I-605 RAMP BY REMOVING THE HORSESHOE ON-RAMP AND ADDING TWO LANES TO THE ON-RAMP. THE PROJECT WILL ALSO RECONSTRUCT THE SB I-605 LOOP OFF AND ON-RAMPS. LASTLY, THE PROJECT WILL ADD A WB THROUGH LANE ON VALLEY BLVD WEST OF TEMPLE AVE AND ADD A TWO LANE LEFT TURN POCKET FOR SB I-605 ON-RAMP ON WB VALLEY BLVD.	REVISED: 2020	REVISED: \$15,300		
26	LOS ANGELES	LONG BEACH	LA000512	LA000512	STATE HIGHWAY	OCEAN BLVD	BRIDGE NO. 53C0065, OCEAN BLVD, OVER ENTRANCE CHANNEL, UP RR, 1.0 MI E STATE ROUTE 47. REPLACE EXISTING 5 LANE GERALD DESMOND BRIDGE (GDB) WITH NEW 6 LANE BRIDGE.	EXISTING: 2017 REVISED: 2019	\$1,288,101	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
27	LOS ANGELES	BURBANK GLENDALE PASADENA AIRPORT	7120010	LA000789A	TRANSIT	-	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)	EXISTING: 2017 REVISSED: 2018	\$4,033	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
28	ORANGE	ORANGE COUNTY	2A0704	ORA082401	LOCAL HIGHWAY	COW CAMP RD	EXISTING: COW CAMP ROAD (4 LANES) FROM ANTONIO PARKWAY TO F STREET (SEGMENT 1 OF ANTONIO TO FOOTHILL TRANSPORTATION CORRIDOR) REVISSED: COW CAMP ROAD SEGMENT 1 – ADD 2 LANES EACH DIRECTION FROM ANTONIO TO 8500' EAST OF ANTONIO	2016	\$32,320	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION
29	ORANGE	ORANGE COUNTY	2A0704	ORA170003	LOCAL HIGHWAY	COW CAMP RD	COW CAMP ROAD (4 LANES) FROM F STREET TO ORTEGA HIGHWAY (SEGMENT 2). (F STREET AKA I STREET ON MPAH) REVISSED: COW CAMP ROAD SEGMENT 2 – ADD (2-3) LANES EACH DIRECTION FROM 8500' EAST OF ANTONIO TO ORTEGA HIGHWAY	2019	\$6,500	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
32	ORANGE	ANAHEIM	2TR0701	ORA080908	TRANSIT	-	A TRANSIT CORRIDOR FOR THE CITY OF ANAHEIM - ANAHEIM RAPID CONNECTION (ARC) FIXED GUIDEWAY SYSTEM CONNECTING THE ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER (ARTIC) THE PLATINUM TRIANGLE, AND THE ANAHEIM RESORT. ALTERNATIVES ANALYSIS, EIR/ EIS, LPA AND CONCEPTUAL AND ADVANCED ENGINEERING, PROJECT DEVELOPMENT ACTIVITIES AND PRELIMINARY ENGINEERING.	EXISTING: 2019 <hr/> REVISED: 2021	\$319,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
33	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030612	ORA030612	TRANSIT	-	PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDEING PPNO 9514	EXISTING: 2018 <hr/> REVISED: 2020	\$23,420	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
34	RIVERSIDE	CORONA	3161L005	RIV160405	LOCAL HIGHWAY	MAGNOLIA AVE	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF CORONA - MAGNOLIA AVE BRIDGE WIDENING FROM 4 TO 6 LANES FROM EL CAMINO AVE TO 1000 FT E/O ALL AMERICAN WY, INCLUDING THE WIDENING OVER THE TEMESCAL CHANNEL; PROJECT TO INCLUDE CONSTRUCTION OF MISSING SIDEWALK, BIKE LANES, ADA COMPLIANT RAMPS, AND DECORATIVE LANDSCAPING.	2022	\$500	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 1 Continued

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

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
37	RIVERSIDE	LA QUINTA	3161L001	RIV160901	LOCAL HIGHWAY	AVENUE 50	IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA QUINTA - WIDEN AVENUE 50 FROM WASHINGTON ST TO PARK AVE- WB INCREASE FROM 1 TO 2 LANES; EB EXISTING 2 LANES. PROJECT TO INSTALL 1,700 FT (.3 MI) SIDEWALK AND CLASS II BIKE LANES. TO INCLUDE REPLACEMENT OF AN EXISTING LOW WATER CROSSING WITH A BRIDGE AND NECESSARY SLOPE AND CHANNEL SCOUR PROTECTION MEASURES.	2024	\$15,224	NEW RTP PROJECT COST.	NEW PROJECT
38	RIVERSIDE	RIVERSIDE COUNTY	3G0705	RIV071288	LOCAL HIGHWAY	-	EXISTING: IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY FOR THE COMMUNITY OF MECCA.- CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS 1,900 FT S/O AVE 66 BEGINNING 1,100 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT HOME AVE. NEW BYPASS WILL BE APPROX. 1.7 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., AND SH-111. REVISED: IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY FOR THE COMMUNITY OF MECCA- CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS S/O AVE 66 BEGINNING 2,800 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT DALE KILER RD. BYPASS WILL BE APPROX. 0.9 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., INCLUDING REALIGNED SH 195. PROJECT INCLUDES REALIGNED CONNECTIONS TO SH-111 & LINCOLN.	EXISTING: 2019 REVISED: 2021	\$39,080	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE

TABLE 1 Continued

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

TABLE 1 Continued

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

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
41	RIVERSIDE	RIVERSIDE COUNTY	EXISTING: RIV011232	EXISTING: RIV011232	STATE HIGHWAY	I-215	EXISTING: AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)	EXISTING: 2019	EXISTING: \$66,031	RTP PROJECT COST DECREASE.	PROJECT SPLIT, REVISED DESCRIPTION, SCHEDULE, COST, AND MODELING DETAILS
			REVISED (1 OF 1): RIV011232	REVISED (1 OF 1): RIV011232			REVISED: AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMPS; NB ENTRY 1 TO 3 LNS; SB EXIT 2 TO 4 LNS; ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY LOOP RAMP (3 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).	REVISED: 2019	REVISED: \$57,823		
			REVISED (1 OF 2): RIV011232B	REVISED (1 OF 2): RIV011232A			REVISED: AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCEL/DECEL LNS, ADD EXTENDED RIGHT-TURN LNS. (PH II OF RIV011232 - NEW SPLIT PROJECT).	REVISED: 2038	REVISED: \$1,300		

TABLE 1 Continued

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

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
46	SAN BERNARDINO	ONTARIO	2002160	20150201	LOCAL HIGHWAY	GROVE AVE	EXISTING: GROVE AVE CORRIDOR: WIDEN GROVE AVE FROM I-10 TO AIRPORT DRIVE (4-6 LNS) CONCURRENT W I-10/ GROVE AVE IC PRJ (2002160)	EXISTING: 2025	EXISTING: \$42,830	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST.
							REVISED: GROVE AVE CORRIDOR: WIDEN GROVE BETWEEN FOURTH ST AND STATE ST / AIRPORT DR (4-6 LNS); AND IMPROVEMENTS TO GROVE AVE / HOLT BLVD INTERSECTION	REVISED: 2027	REVISED: \$4,440		
47	SAN BERNARDINO	RANCHO CUCAMONGA	20010133	20150004	LOCAL HIGHWAY	FOOTHILL BLVD	WIDEN FOOTHILL BOULEVARD (OLD STATE ROUTE 66) BETWEEN GROVE AVENUE AND SAN BERNARDINO RD: WIDEN 4-6 LNS INCLUDES RAISED MEDIANS, SIDEWALKS, STREET LIGHTS, LANDSCAPING AND AN ARCH SPANNING FOOTHILL BLVD AS A MONUMENT TO THE HISTORIC ROUTE 66.	EXISTING: 2017 REVISED: 2021	\$6,006	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
48	SAN BERNARDINO	SAN BERNARDINO COUNTY	200414	20150002	LOCAL HIGHWAY	DUNCAN RD	ON DUNCAN ROAD FROM WILSON RANCH ROAD TO BALDY MESA PAVE DIRT ROAD IN 4 ONE MILE SEGMENTS 1 LANE IN EACH DIRECTION	EXISTING: 2019 REVISED: 2021	\$6,600	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
49	SAN BERNARDINO	SANBAG	4122004	20159902	STATE HIGHWAY	I-10	<p>EXISTING: I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED.</p> <hr/> <p>REVISED: I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED.</p>	2022	<p>EXISTING: \$720,049</p> <hr/> <p>REVISED: \$625,532</p>	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
50	SAN BERNARDINO	SANBAG	4122005	20159903	STATE HIGHWAY	I-10	<p>EXISTING: I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.</p> <hr/> <p>REVISED: I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.</p>	2024	<p>EXISTING: \$1,206,897</p> <hr/> <p>REVISED: \$1,142,243</p>	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

TABLE 1 Continued

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

TABLE 1 Continued

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

TABLE 2 Modifications to RTP Projects

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

TABLE 2 Continued

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

TABLE 2 Continued

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

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
11	LOS ANGELES	PORT OF LOS ANGELES	1161L008	LOCAL HIGHWAY	-	CALIFORNIA COASTAL TRAIL - PORTS O' CALL PROMENADE (30-FOOT WIDE PUBLIC PROMENADE/CLASS I BIKE PATH)	2019	\$29,000	NEW RTP PROJECT COST.	NEW PROJECT
12	LOS ANGELES	SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS (SGVCOG)	1120015	LOCAL HIGHWAY	EXISTING: GREENWOOD AVE (MONTEBELLO) REVISED: MONTEBELLO BOULEVARD	ALAMEDA CORRIDOR-EAST GRADE SEPARATION	2020	\$69,574	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED ROUTE NAME
13	LOS ANGELES	MANHATTAN BEACH	LAOC8080	STATE HIGHWAY	SR-1	ROUTE 1: MANHATTAN BEACH: ON ROUTE 1 BETWEEN 33RD STREET & ROSECRANS AV; ADD ONE THROUGH LN TO NORTH BOUND SEPULVEDA BLVD. TO WIDEN EXISTING STRUCTURE FROM 6 TO 7 THROUGH LANES PPNO 2947. PROJECT USING \$1,440 OF FEDERAL FUNDS (80%) AND \$360 AGENCY MATCH (20%, PROP. C) IN ENG PHASE.	EXISTING: 2017 REVISED: 2018	\$21,129	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
16	LOS ANGELES	--	1122004	STATE HIGHWAY	SR-138	<p>EXISTING: NW 138 CORRIDOR IMPROVEMENT PROJECT - APPROXIMATELY 36 MILES, PROVIDING AN IMPROVED 4 TO 6 LANE FACILITY BETWEEN I-5 AND SR 14</p> <hr/> <p>REVISED: NORTHWEST 138 CORRIDOR IMPROVEMENT PROJECT - APPROXIMATELY 36 MILES, PROVIDING AN IMPROVED 4 TO 6-LANE FACILITY FROM I-5 TO SR-14.</p>	2020	<p>EXISTING: \$600,000</p> <hr/> <p>REVISED: \$850,000</p>	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST
17	LOS ANGELES	<p>EXISTING: INDUSTRY</p> <hr/> <p>REVISED: LOS ANGELES COUNTY MTA</p>	LA0D442	STATE HIGHWAY	I-605	<p>EXISTING: RETROFITTING THE EXISTING TWO-LANE WIDE PECK ROAD BRIDGE OVER THE SAN GABRIEL RIVER FWY (ROUTE 605) & WIDEN IT TO ACCOMMODATE 4 LANES (2 EACH DIRECTION) TO ELIMINATE BOTTLENECK</p> <hr/> <p>REVISED: THE PROJECT INVOLVES CONSTRUCTION OF THE SB I-605 AUXILIARY LANE FROM ROSE HILL ROAD TO SR 60 AND THE REPLACEMENT OF THE I-605 OC AT PECK ROAD. ADDITIONALLY, THE PROJECT ALSO FEATURES CONSTRUCTION OF A ROUNDABOUT BETWEEN ROOKS RD. AND SPORTS ARENA DR. TO CONNECT PECK ROAD AND PROPOSED HOOK RAMPS.</p>	<p>EXISTING: 2017</p> <hr/> <p>REVISED: 2022</p>	<p>EXISTING: 13,600</p> <hr/> <p>REVISED: \$53,000</p>	RTP PROJECT COST INCREASE.	REVISED LEAD AGENCY, DESCRIPTION, SCHEDULE, AND COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
22	LOS ANGELES	PORT OF LOS ANGELES	100710	OTHER	-	OTHER IN-PORT MAINLINE	2033	EXISTING: \$1,026,750 REVISSED: \$792,839	RTP PROJECT COST DECREASE.	REVISED COST
23	ORANGE	ORANGE COUNTY	2A0804	LOCAL HIGHWAY	COW CAMP ROAD	COW CAMP ROAD (4 LANES) FROM ANTONIO TO I STREET (SEGMENT 1 OF ANTONIO TO FOOTHILL TRANSPORTATION CORRIDOR)	2015	\$32,320	NONE; DUPLICATE PROJECT STILL IN RTP/SCS.	REMOVED DUPLICATE PROJECT
24	ORANGE	VARIOUS AGENCIES	2A0704	LOCAL HIGHWAY	REGIONAL CAPACITY PROGRAM	COMPLETE MPAH, IMPROVE ARTERIAL CAPACITY	2035	\$2,731,000	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED MODELING DETAILS INCLUDING THE REMOVAL OF THE MILLER STREET ADDITIONS FROM LA PALMA TO MIRALOMA AND FROM MIRALOMA TO CROWTHER.
25	ORANGE	ORANGE COUNTY TRANS AUTHORITY (OCTA)	2M0733	STATE HIGHWAY	SR-55	EXISTING: ADD 1 MF LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMPS AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS REVISSED: ADD 1 MF LANE AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMPS AND OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS	2030	EXISTING: \$311,657 REVISSED: \$369,400	RTP PROJECT COST INCREASE.	REVISED DESCRIPTION AND COST

TABLE 2 Continued

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

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
31	RIVERSIDE	LA QUINTA	3161L001	LOCAL HIGHWAY	AVENUE 50	IN EASTERN RIVERSIDE COUNTY IN THE CITY OF LA QUINTA - WIDEN AVENUE 50 FROM WASHINGTON ST TO PARK AVE- WB INCREASE FROM 1 TO 2 LANES; EB EXISTING 2 LANES. PROJECT TO INSTALL 1,700 FT (.3 MI) SIDEWALK AND CLASS II BIKE LANES. TO INCLUDE REPLACEMENT OF AN EXISTING LOW WATER CROSSING WITH A BRIDGE AND NECESSARY SLOPE AND CHANNEL SCOUR PROTECTION MEASURES.	2024	\$15,224	NEW RTP PROJECT COST.	NEW PROJECT
32	RIVERSIDE	RIVERSIDE COUNTY	3161L007	LOCAL HIGHWAY	AVE 66 GS/ BYPASS	IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY FOR THE COMMUNITY OF MECCA- CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS S/O AVE 66 BEGINNING 2,800 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT DALE KILER RD. BYPASS WILL BE APPROX. 0.9 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., INCLUDING REALIGNED SH 195. PROJECT INCLUDES REALIGNED CONNECTIONS TO SH-111 & LINCOLN.	2021	\$39,080	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
33	RIVERSIDE	RIVERSIDE COUNTY	3G0705	LOCAL HIGHWAY	-	<p>EXISTING: IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY FOR THE COMMUNITY OF MECCA- CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS 1,900 FT S/O AVE 66 BEGINNING 1,100 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT HOME AVE. NEW BYPASS WILL BE APPROX. 1.7 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., AND SH-111.</p> <hr/> <p>REVISED: IN EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY FOR THE COMMUNITY OF MECCA- CONSTRUCT A NEW TWO-LN (1-LN IN EA DIR) GRADE SEPARATION BYPASS S/O AVE 66 BEGINNING 2,800 FT E/O SR-86 & CONNECTING BACK TO AVE 66 AT DALE KILER RD. BYPASS WILL BE APPROX. 0.9 MILES WITH ELEVATED STRUCTURE OVER THE UPRR, HAMMOND RD., INCLUDING REALIGNED SH 195. PROJECT INCLUDES REALIGNED CONNECTIONS TO SH-111 & LINCOLN.</p>	<p>EXISTING: 2019</p> <hr/> <p>REVISED: 2021</p>	\$39,080	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
34	RIVERSIDE	LAKE ELSINORE	RIV010206	STATE HIGHWAY	I-15	<p>EXISTING: AT I-15/RR CYN RD IC: CONST 5-MULTI LN ROUNDABOUTS (SUMMERHILL DR - MISSION TR), WIDEN NB ENTRANCE RAMP FROM 2-3 LNS, WIDEN SB ENTRANCE RAMP FROM 1-3 LNS, AND RAMP ACCEL/ DECEL LNS AT RR CYN RD (PH I); CONST NEW I-15/FRANKLIN ST IC, ADD AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN/WIDEN MAIN ST SB ON RAMP 1-2 LNS, AND CONST FRONTAGE RD ON WS AND ES OF I-15 F</p> <hr/> <p>REVISED: AT I-15/RR CYN RD IC & NEW I-15/FRANKLIN ST IC: WIDEN RR CYN RD UC FROM 7 TO 8 LANES (SUMMERHILL DR - MISSION TR), RCNSTCT NB EXIT/ ENTRY RAMPS TO HOOK RAMP CNECTN TO GRAPE ST, WIDEN SB ENTRANCE RAMP FROM 1-2 LNS, WIDEN SHLDRS SB EXIT RAMP, WIDEN GRAPE ST TO CONST DEDICATED RT TN LN AT NB HOOK RAMP AND RR CYN RD, & CONS RAMP ACCEL/DECEL LNS AT RR CYN RD (PH I); CONS NEW I-15/FRANKLIN ST IC, CONST AUX LNS FROM FRANKLIN ST IC TO MAIN ST IC & FROM FRANKLIN ST IC TO RR CYN IC, REALIGN & RECONSTRUCT MAIN ST SB ON RAMP FROM 1-2 LNS, ON WS OF I-15 CONST AUTO CENTER DR EXTNSN FROM EX FRANKLIN ST TO ADOBE ST & ON ES OF I-15 AND CONS CNY ESTATE DR EXT FROM EX FRANKLIN ST TO CAMINO DEL NORTE (PH 2)</p>	2020	\$78,294	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION

TABLE 2 Continued

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

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
36	RIVERSIDE	RIVERSIDE COUNTY	RIV011232	STATE HIGHWAY	I-215	<p>EXISTING: AT I-215/SCOTT RD IC: RECONSTRUCT/WIDEN FROM 2 TO 6 THROUGH LANES BTWN E/O ANTELOPE RD & HAUN RD, RECONSTRUCT/WIDEN RAMPS – NB EXIT 2 TO 3 LNS, NB ENTRY 1 TO 3 LNS, SB EXIT 2 TO 4 LNS, SB ENTRY 1 TO 2 LNS, ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY RAMP (3 LNS), ENTRY RAMPS INCLUDE HOV LN, RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LNS, ADD EXTENDED RIGHT-TURN LNS (EA: 0A020)</p> <hr/> <p>REVISED: AT I-215/SCOTT RD IC: RECONST/WIDEN FROM 2 - 6 LNS (4 THRU & 2 TURN) BTWN ANTELOPE RD & HAUN RD - RECONST/WIDEN RAMPS; NB ENTRY 1 TO 3 LNS; SB EXIT 2 TO 4 LNS; ADD NB EXIT LOOP RAMP (2 LNS) & SB ENTRY LOOP RAMP (3 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXT. ACCEL/ DECEL LNS, ADD EXT. RT LNS (PROJECT SPLIT INTO 2 PHASES - SEE RIV011232A).</p>	2019	<p>EXISTING: \$66,031</p> <hr/> <p>REVISED: \$57,823</p>	RTP PROJECT COST DECREASE.	PROJECT SPLIT, REVISED DESCRIPTION, COST, AND MODELING DETAILS
37	RIVERSIDE	RIVERSIDE COUNTY	RIV011232B	STATE HIGHWAY	I-215	AT I-215/SCOTT RD IC: WIDEN FROM 6 TO 11 LANES (7 THRU AND 4 TURN) BTWN ANTELOPE RD AND HAUN RD - RECONSTRUCT/WIDEN RAMPS - NB EXIT INCLUDING DECELERATION LN; SB ENTRY RAMP (1 TO 2 LNS); ENTRY RAMPS INCLUDE HOV LN; RAMPS INCLUDE EXTENDED ACCELERATION/DECELERATION LANES, ADD EXTENDED RIGHT-TURN LNS. - PH II.	2038	\$1,300	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	PROJECT SPLIT FROM RTP/FTIP RIV011232.

TABLE 2 Continued

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

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
43	SAN BERNARDINO	RANCHO CUCAMONGA	20010133	LOCAL HIGHWAY	FOOTHILL BLVD	WIDEN FOOTHILL BOULEVARD (OLD STATE ROUTE 66) BETWEEN GROVE AVENUE AND SAN BERNARDINO RD: WIDEN 4-6 LNS INCLUDES RAISED MEDIANS, SIDEWALKS, STREET LIGHTS, LANDSCAPING AND AN ARCH SPANNING FOOTHILL BLVD AS A MONUMENT TO THE HISTORIC ROUTE 66.	EXISTING: 2017 REVISED: 2021	\$6,006	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
44	SAN BERNARDINO	SAN BERNARDINO COUNTY	200414	LOCAL HIGHWAY	DUNCAN RD	ON DUNCAN ROAD FROM WILSON RANCH ROAD TO BALDY MESA PAVE DIRT ROAD IN 4 ONE MILE SEGMENTS 1 LANE IN EACH DIRECTION	EXISTING: 2019 REVISED: 2021	\$6,600	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED SCHEDULE
45	SAN BERNARDINO	SANBAG	4122004	STATE HIGHWAY	I-10	EXISTING: I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. REVISED: I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED.	2022	EXISTING: \$720,049 REVISED: \$625,532	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
46	SAN BERNARDINO	SANBAG	4122005	STATE HIGHWAY	I-10	<p>EXISTING: I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.</p> <hr/> <p>REVISED: I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 2): IMPLEMENT 2 EXPRESS LANES IN EACH DIRECTION FROM I-10/I-15 INTERCHANGE TO CALIFORNIA ST; IMPLEMENT 1 EXPRESS LANE IN EACH DIRECTION FROM CALIFORNIA ST TO FORD STREET IN REDLANDS FOR A TOTAL OF 10-12 LANES, AND AUX LANES, UNDERCROSSINGS, OVERCROSSINGS, RAMP RECONSTRUCTION AND LANE TRANSITIONS WHERE NEEDED.</p>	2024	<p>EXISTING: \$1,206,897</p> <hr/> <p>REVISED: \$1,142,243</p>	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION AND COST

TABLE 2 Continued

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

TABLE 2 Continued

#	COUNTY	LEAD AGENCY	RTP ID	SYSTEM	ROUTE	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
48	SAN BERNARDINO	CALTRANS	4M07008	STATE HIGHWAY	SR-60	EXISTING: SR-60: WIDEN AUX LANES IN EACH DIRECTION; WIDEN CONNECTOR FROM SB-15 TO WB-60 AND EB-60 TO NB/SB-15; WIDEN RAMPS FROM ONE TO TWO LANES <hr/> IN ONTARIO: FROM WEST OF CUCAMONGA CREEK TO WEST OF MILLIKEN AVENUE EASTBOUND OFF RAMP; CONSTRUCT WESTBOUND AUXILIARY AND EASTBOUND DECELERATION LANES. (G13 CONTINGENCY PROJECT)	EXISTING: 2021 <hr/> REVISED: 2022	\$27,245	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED DESCRIPTION AND SCHEDULE
49	VARIOUS	CHSRA	7120010	PASSENGER RAIL	-	CALIFORNIA HIGH-SPEED RAIL - PHASE 1 (INCLUDES METROLINK AND LOSSAN CORRIDOR SPEED UPGRADES)	2040	\$34,648,921	NO CHANGE TO RTP PROJECT COST. NO FISCAL IMPACT.	REVISED MODELING DETAILS INCLUDING COMPLETION YEAR UPDATES FOR VARIOUS STATIONS.

TABLE 3 Modifications to Strategic Projects

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

TABLE 3 Continued

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

FISCAL IMPACT

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

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

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

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

TABLE 4 Fiscal Impact Summary

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

SENATE BILL 375 AND THE SUSTAINABLE COMMUNITIES STRATEGY

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

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

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

TRANSPORTATION CONFORMITY

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

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

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

CONFORMITY FINDINGS

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

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

Inclusion of the amended and new projects in the 2016 RTP/SCS and 2017 FTIP would not change any other policies, programs or projects in the federally approved 2016 RTP/SCS.

- Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP are consistent with the federally approved 2016 RTP/SCS and meet all federal and state requirements and regulations.

- **Regional Emissions Tests**

- Finding: The regional emissions analyses for Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP update the regional emissions analyses for the federally approved 2016 RTP/SCS and the SCAG adopted 2017 FTIP.

- Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP regional emissions analysis for PM_{2.5} and its precursors (2006 and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the South Coast Air Basin (SCAB).
- Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP regional emissions for ozone precursors meet all applicable emission budget tests for all milestone, attainment and planning horizon years for the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB) and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).
- Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP regional emissions for NO₂ meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.
- Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in SCAB.
- Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).
- Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).
- Finding: Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP regional emissions analysis for PM_{2.5} and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

- **Timely Implementation of TCMs Test**

- Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.
- Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

- **Financial Constraint Test**

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

- **Interagency Consultation and Public Involvement Test**

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

REGIONAL EMISSIONS ANALYSIS

The following tables summarize the required regional emission analyses for each of the nonattainment and maintenance areas within SCAG's jurisdiction based on EMFAC2014 which is the latest emission model approved by U.S. EPA on December 14, 2016. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by ARB to set the budgets (i.e., any fraction rounded up to the nearest ton) and are the basis of the conformity findings for these areas. For paved road dust (PM2.5 and PM10), SCAG uses the approved South Coast Air Quality Management District (AQMD) methodology, which uses EPA's AP-42 for the updated Base Year and a combination of additional growth in center-line miles and vehicle miles traveled for future years.

South Central Coast Air Basin – Ventura County Portion

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

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

South Coast Air Basin

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

Pollutant		Nonattainment Area	2017	2020	2023	2031	2040
ROG	Budget	SCAB	119	108	99	99	99
		Morongo	0.5	0.4	0.3	0.2	0.2
	RTP	Pechanga	0.1	0.1	0.1	0.0	0.0
		SCAB excluding Morongo and Pechanga	102.0	79.3	67.3	49.2	37.1
		Sum	102.6	79.8	67.7	49.4	37.3
		SCAB	103	80	68	50	38
		Budget – RTP	16	28	31	49	61
NO _x	Budget	SCAB	224	185	140	140	140
		Morongo	2.3	1.8	1.1	0.7	0.6
	RTP	Pechanga	0.9	0.7	0.5	0.3	0.2
		SCAB excluding Morongo and Pechanga	180.4	137.7	86.4	64.0	59.0
		Sum	183.6	140.2	88.0	65.0	59.8
		SCAB	184	141	89	66	60
		Budget – RTP	40	44	51	74	80

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

Pollutant		2019	2021	2030	2040
ROG	Budget	132	132	132	132
	RTP	76	72	48	35
Budget – RTP		56	60	84	97
NO _x	Budget	290	290	290	290
	RTP	165	136	71	63
Budget – RTP		125	154	219	227
PM _{2.5}	Budget	35	35	35	35
	RTP	20	20	20	20
Budget – RTP		15	15	15	15

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

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

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

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

2015 interpolated between 2014 and 2020

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

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

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

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

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

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

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

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

Mojave Desert Air Basin – Searles Valley Portion

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

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

Salton Sea Air Basin – Riverside County Coachella Valley Portion

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

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

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

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

Salton Sea Air Basin – Imperial County Portion

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

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

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

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

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

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

PUBLIC REVIEW AND COMMENT

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

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

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

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

COMMENTS AND RESPONSES

Over the 30-day public review and comment period, SCAG received nine separate communications containing 34 comments on the amendment. A total of 31 comments were received from agencies/organizations and three were received from individuals. The table on the following pages provide details of the comments received in addition to our response to comments.

TABLE 19 COMMENTS AND RESPONSES

ID	Name	Affiliation	Format	Comment Summary	Response to Comment
Agencies/Organizations					
1	Fernando Castro	California Department of Transportation - District 7	E-Mail	Please delete EA28590 from the list. This was reserved for Segment 1 that was deleted by Metro.	Comment noted. Metro staff has removed EA#28590 from the project description.
2A	Betty J. Courtney	California Department of Fish and Wildlife	Letter	CDFW recommends that future transportation project related environmental documents provide the information and thoroughly discuss global wildlife corridor issues such as, wildlife permeability designs, bat roosting concepts under bridges, road surface permeability, reduced lighting, and evaluate advanced mitigation options when practical to facilitate regional wildlife habitat conservation acquisition and linkage conservation.	<p>Thank you for your comments. SCAG will coordinate and consult with CDFW when preparing for the 2020 RTP/SCS. SCAG believes that proactive coordination will result in a robust plan which will benefit the entire region.</p> <p>An Addendum to the 2016 RTP/SCS Draft Program Environmental Impact Report (PEIR) is being prepared for the 2016 RTP/SCS Amendment #1. Pursuant to the California Environmental Quality Act (CEQA) Guidelines 15164, an addendum to the 2016 RTP/SCS PEIR is appropriate to address the proposed changes in the 2016 RTP/SCS because the proposed updates and revisions do not meet the conditions of Section 15162(a) for preparation of a subsequent EIR. Neither the proposed new projects or changes to existing projects would result in 1) substantial changes to the 2016 RTP/SCS which will require major revisions of the 2016 RTP/SCS PEIR; 2) substantial changes to the circumstances under which the 2016 RTP/SCS is being undertaken which will require major revisions in the 2016 PEIR; or 3) new information of substantial importance showing significant effects not previously examined.</p>
2B	Betty J. Courtney	California Department of Fish and Wildlife	Letter	<p>1) Project Description and Alternatives. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in future environmental documents:</p> <p>a) A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas; and, b) A range of feasible alternatives to project component location and design features to ensure that alternatives to the proposed project are fully considered and evaluated. The alternatives should avoid or otherwise minimize direct and indirect impacts to sensitive biological resources and wildlife movement areas.</p>	<p>While the proposed changes to the 2016 RTP/SCS Project List documented in the 2016 RTP/SCS Amendment #1 may arguably represent “new information of substantial importance ...” at the local project-level, these changes are not substantial at the regional program-level as analyzed in the 2016-2040 RTP/SCS PEIR. More specifically, the proposed changes documented in the 2016 RTP/SCS Amendment #1 would not result in one or more significant effects (at the regional level) not discussed in the 2016 RTP/SCS PEIR, nor result in a substantial increase in the severity of previously identified significant effects disclosed in the 2016 RTP/SCS PEIR. Moreover, no changes to the mitigation measures or alternatives contained in the 2016 RTP/SCS PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the 2016 RTP/SCS PEIR, the level of detail for individual projects on the RTP/SCS Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in project-specific environmental documents prepared by the individual CEQA lead agencies proposing each project.</p>

TABLE 19 Continued

ID	Name	Affiliation	Format	Comment Summary	Response to Comment
2C	Betty J. Courtney	California Department of Fish and Wildlife	Letter	<p>2) Lake and Streambed Alteration Agreements (LSA). As a Responsible Agency under CEQA Guidelines section 15381, the Department has authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (including vegetation associated with the stream or lake) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. As a Responsible Agency, the Department may consider the Negative Declaration or Environmental Impact Report of the local jurisdiction (Lead Agency) for the project. To minimize additional requirements by the Department pursuant to section 1600 et seq. and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.1 a) The project area supports aquatic, riparian, and wetland habitats; therefore, a preliminary jurisdictional delineation of the streams and their associated riparian habitats should be included in the DEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department.2 Some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers' Section 404 permit and Regional Water Quality Control Board Section 401 Certification. b) In project areas which may support ephemeral streams, herbaceous vegetation, woody vegetation, and woodlands also serve to protect the integrity of ephemeral channels and help maintain natural sedimentation processes; therefore, the Department recommends effective setbacks be established to maintain appropriately-sized vegetated buffer areas adjoining ephemeral drainages. c) Project-related changes in drainage patterns, runoff, and sedimentation should be included and evaluated in the environmental document.</p>	<p>Furthermore, the Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). However, the decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).</p> <p>With respect to Amendment #1 and its effects on Biological Resources, the proposed changes to the 2016 RTP/SCS Project List identified in the 2016 RTP/SCS Amendment #1 are not expected to cause any new or a substantial increase in the severity of significant impacts to biological resources beyond those already identified in the 2016 RTP/SCS PEIR. The 2016 RTP/SCS PEIR concluded that significant impacts expected with the implementation of the RTP/SCS include the disturbance and removal of natural vegetation that may be utilized by sensitive species, habitat fragmentation and associated decrease in habitat quality, litter, trampling, light pollution and road noise, displacement of riparian and wetland habitat, siltation, loss of prime farmlands, grazing lands, open space and recreation lands (see 2016 RTP/SCS PEIR pp. 3.4-53 – 3.4-83). Detailed project-level analysis, including project level mitigation measures, will be conducted by each implementing agency for each individual project.</p> <p>The analysis in the previously certified 2016 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any new significant impacts to biological resources, or a substantial increase in the severity of impacts to biological resources beyond those programmatically addressed in the 2016 RTP/SCS PEIR.</p>

TABLE 19 Continued

ID	Name	Affiliation	Format	Comment Summary	Response to Comment
2D	Betty J. Courtney	California Department of Fish and Wildlife	Letter	<p>3) Wetlands Resources. The Department, as described in Fish & Game Code § 703(a) is guided by the Fish and Game Commission’s policies. The Wetlands Resources policy (http://www.fgc.ca.gov/policy/) of the Fish and Game Commission ... seek[s] to provide for the protection, preservation, restoration, enhancement and expansion of wetland habitat in California. Further, it is the policy of the Fish and Game Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion which would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, project mitigation assures there will be “no net loss” of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values.</p> <p>a) The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. The Department encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. The Department encourages activities that would avoid the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, the project must include mitigation measures to assure a “no net loss” of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions for the benefit to on-site and off-site wildlife populations. The Department recommends mitigation measures to compensate for unavoidable impacts be included in the DEIR and these measures should compensate for the loss of function and value. b) The Fish and Game Commission’s Water policy guides the Department to [insure] the quantity and quality of the waters of this state should be apportioned and maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support programs to maintain or restore a high quality of the waters of this state, and prevent the degradation thereof caused by pollution and contamination; and endeavor to keep as much water as possible open and accessible to the public for the use and enjoyment of fish and wildlife. The Department recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible.</p>	See response on previous page.
2E	Betty J. Courtney	California Department of Fish and Wildlife	Letter	<p>4) California Endangered Species Act (CESA). The Department considers adverse impacts to a species protected by CESA, for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, candidate species, or state-listed rare plant species that results from the Project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085; Cal. Code Regs., tit. 14, §786.9). Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from the Department may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.</p>	

TABLE 19 Continued

ID	Name	Affiliation	Format	Comment Summary	Response to Comment
2F	Betty J. Courtney	California Department of Fish and Wildlife	Letter	<p>5) Biological Baseline Assessment. To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, regionally and locally unique species, and sensitive habitats, the DEIR should include the following information: a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125(c)); b) A thorough, recent, floristic-based assessment of special status plants and natural communities, following the Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see http://www.dfg.ca.gov/habcon/plant/); c) Floristic, alliance- and/or association-based mapping and vegetation impact assessments conducted at the project site and within the neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 20083). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions; d) A complete, recent, assessment of the biological resources associated with each habitat type on site and within adjacent areas that could also be affected by the project. The Department's California Natural Diversity Data Base (CNDDDB) in Sacramento should be contacted to obtain current information on any previously reported sensitive species and habitat. The Department recommends that CNDDDB Field Survey Forms be completed and submitted to CNDDDB to document survey results. Online forms can be obtained and submitted at http://www.dfg.ca.gov/biogeodata/cnddb/submitting_data_to_cnddb.asp; e) A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511). Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines § 15380). Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service; and, f) A recent, wildlife and rare plant survey. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed project may warrant periodic updated surveys for certain sensitive taxa, particularly if build out could occur over a protracted time frame, or in phases.</p>	See response on page 60.
2G	Betty J. Courtney	California Department of Fish and Wildlife	Letter	<p>6) Biological Direct, Indirect, and Cumulative Impacts. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR:</p> <p>a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address project-related changes on drainage patterns and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussion should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included;</p> <p>b) A discussion regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a NCCP). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR; c) The impacts of zoning of areas for development projects or other uses nearby or adjacent to natural areas, which may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document; and,</p> <p>d) A cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.</p>	

TABLE 19 Continued

ID	Name	Affiliation	Format	Comment Summary	Response to Comment
2H	Betty J. Courtney	California Department of Fish and Wildlife	Letter	7) Avoidance, Minimization, and Mitigation for Sensitive Plants. The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from Project-related direct and indirect impacts. CDFW considers these communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3 and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDDB and are included in The Manual of California Vegetation (Sawyer et al. 2008).	See response on page 60.
2I	Betty J. Courtney	California Department of Fish and Wildlife	Letter	8) Compensatory Mitigation. The DEIR should include mitigation measures for adverse Project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.	
2J	Betty J. Courtney	California Department of Fish and Wildlife	Letter	9) Long-Term Management of Mitigation Lands. For proposed preservation and/or restoration, the DEIR should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include, but are not limited to, restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate non-wasting endowment should be set aside to provide for long-term management of mitigation lands.	
2K	Betty J. Courtney	California Department of Fish and Wildlife	Letter	10) Nesting Birds. CDFW recommends that measures be taken to avoid Project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50, § 10.13, Code of Federal Regulations). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Proposed Project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from February 1st through September 1st (as early as January 1st for some raptors) to avoid take of birds or their eggs. If avoidance of the avian breeding season is not feasible, CDFW recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.	
2L	Betty J. Courtney	California Department of Fish and Wildlife	Letter	11) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation is the process of moving an individual from the Project site and permanently moving it to a new location. CDFW generally does not support the use of, translocation or transplantation as the primary mitigation strategy for unavoidable impacts to rare, threatened, or endangered plant or animal species. Studies have shown that these efforts are experimental and the outcome unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving sensitive plants and animals, and their habitats.	

TABLE 19 Continued

ID	Name	Affiliation	Format	Comment Summary	Response to Comment
2M	Betty J. Courtney	California Department of Fish and Wildlife	Letter	12) Moving out of Harm's Way. The proposed Project is anticipated to result in clearing of natural habitats that support many species of indigenous wildlife. To avoid direct mortality, CDFW recommends a qualified biological monitor approved by CDFW be on site prior to and during ground and habitat disturbing activities to move out of harm's way special status species or other wildlife of low mobility that would be injured or killed by grubbing or Project-related construction activities. It should be noted that the temporary relocation of on-site wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss.	See response on page 60.
2N	Betty J. Courtney	California Department of Fish and Wildlife	Letter	13) Wildlife Movement and Connectivity. The Project area supports significant biological resources and is located adjacent to a regional wildlife movement corridor. The Project area contains habitat connections and supports movement across the broader landscape, sustaining both transitory and permanent wildlife populations. Onsite features, which contribute to habitat connectivity, should be evaluated and maintained. Aspects of the Project could create physical barriers to wildlife movement from direct or indirect project-related activities. Indirect impacts from lighting, noise, dust, and increased human activity may displace wildlife in the general area.	
2O	Betty J. Courtney	California Department of Fish and Wildlife	Letter	14) Revegetation/Restoration Plan. Plans for restoration and re-vegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought. a) CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in the near future in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various Project components as appropriate. b) Restoration objectives should include providing special habitat elements where feasible to benefit key wildlife species. These physical and biological features can include, for example, retention of woody material, logs, snags, rocks and brush piles (see Mayer and Laudenslayer, 19881, for a more detailed discussion of special habitat elements).	
3	Luis Lopez	City of Coachella	Letter	Based on our review, there is nothing in either document that proposes any changes affecting the City of Coachella which were not previously a part of the April 2016 RTP/SCS documents. If, in the future, changes are proposed that affect the City of Coachella, we would appreciate being put on notice. The City of Coachella is concerned with regional transportation planning efforts that affect our ability to increase public transit ridership and convenience, and the City remains interested in creating a transit-oriented hub in our Downtown Coachella area which has previously been identified by SCAG as a "strategic growth area."	Comment noted.

TABLE 19 Continued

ID	Name	Affiliation	Format	Comment Summary	Response to Comment
4	Mindy Wilcox	City of Inglewood	Letter	The following revised employment projections reflect changes made to the Hollywood Park Specific Plan inclusive of adding the 80,000 seat NFL Stadium and 6,000 seat performance venue. City: Inglewood, Population 2012: 110,900, Population 2040: 129,000, Households 2012: 36,600, Households 2040: 43,300, Employment 2012: 31,100, Employment 2040: 44,500. The Planning Division wants to ensure that the appropriate jurisdictional level numbers are used for the 2016 RTP/SCS; otherwise, we have no additional comments.	Comment noted. Thank you for providing the new employment growth figures included in the Hollywood Park Specific Plan. This updated information will assist us as we develop growth forecasts for the upcoming 2020 RTP/SCS.
5	Therese McMillan	Los Angeles County Metropolitan Transportation Authority	Letter	This letter serves to confirm the status and lead agency for the "NW 138 Corridor Improvement Project" which is listed as #10 on page 31 of the Draft Amendment #1. This project has been in the RTP/SCS since 2012 with no Lead Agency associated with it, and no Metro funding, although the project is wholly within the Los Angeles County borders. Since the Metro Board has not made any decisions to fund this project, it should remain with no Lead Agency. Should the Metro Board make a formal decision to fund the project in the future we will inform you of the details to ensure that the RTP description and project details remain correct.	Comment noted.
6A	Steve Rogers	Mentone Area Community Association	E-Mail	General Comment: In San Bernardino County and involving the newly created County Transportation Agency and Council of Governments, we have significant concerns with two specific projects: 1) The I10/I15 Corridor project(s) where SanBAG has predetermined ahead of the completion of the environmental review process that the Locally Preferred Alternative is to construct Toll Lanes, and 2) the presently under-funded Redlands Passenger Rail project. These two projects were identified as projects of interest during my public comments which were made from SCAG's San Bernardino Office via video teleconference held on January 18, 2017.	Comment noted. The San Bernardino County Transportation Authority (SBCTA) Board of Directors approved the express lanes as the Locally Preferred Alternative (LPA) for the I-10 project during the preparation of the draft environmental document in July 2014. The designation of an LPA is allowed at this stage in the environmental process under the National Environmental Policy Act (NEPA). The final "environmentally preferred alternative" will be identified at the conclusion of the environmental process through a Caltrans/Federal Highway Administration (FHWA) Record of Decision (ROD) scheduled for mid-2017. For the I-15, express toll lanes have been identified as the preferred option since the Board approved the Measure I Strategic Plan in 2009, confirmed through the Alternative Financing Study. This will match up with the I-15 express lane project in Riverside County. The Redlands Passenger Rail Program has a funding plan contained in the draft 10-year Delivery Plan 2017 update, which was considered by the SBCTA Board on March 1, 2017.

TABLE 19 Continued

ID	Name	Affiliation	Format	Comment Summary	Response to Comment
6B	Steve Rogers	Mentone Area Community Association	E-Mail	2). General Comment: A significant project which has previously been identified as missing from the Project List for SanBAG during the preparation of the initial SCAG 2012- 2035 RTP/ SCS document, being the upgrade and reconfiguration of the San Bernardino Avenue/ I210 Fwy Interchange still is not reflected in the 2016-2040 RTP/ SCS or in this proposed amendment.	Comment noted. This project was never identified in the SBCTA's Development Mitigation Nexus Study, which is required for any use of Measure, federal, or state funding. The County of San Bernardino and the City of Redlands have opted not to include this project in the Nexus Study. Therefore, there are no plans in regional programs for improvements to the interchange and it was not submitted for inclusion into the 2016 RTP/SCS.
6C	Steve Rogers	Mentone Area Community Association	E-Mail	3). On Pg 23, Table 1- Project No. 46 for the Grove Avenue Corridor in the City of Ontario, the cost as reflected in the existing 2016-2040 RTP/ SCS has been inappropriately inflated and over stated by SanBAG and it's member agency's representative Ontario City Councilman Alan Wapner by approximately \$38,000,000., an error which will now be corrected by this amendment.	Comment noted. This project only had Project Approval and Environmental Document (PA/ED) costs included in the prior version of the RTP/SCS at approximately \$4 million. The final cost with construction is now at \$42 million, which is why there was an increase of \$38 million.
6D	Steve Rogers	Mentone Area Community Association	E-Mail	4). On Pg 24, Table 1- Project No. 49 for the I10 Corridor Express (Toll) Lane Widening (Phase 1) from San Antonio Avenue to I10/ I15 Interchange is proposed to be the first segment to be implemented as Contract 1 with this amendment; however, this segment of the I10 west of Haven Avenue and extending to the LA County line was never identified in Measure I or its 2010 reauthorization by the San Bernardino County electorate.	Comment noted. SBCTA's 10-Year Delivery Plan states the following: "Because the project segment from Los Angeles County Line to I-15 is not specifically listed in the Measure I 2010-2040 Expenditure Plan, the Board has approved an exchange of state funds and Measure I between Contract 1 and Contract 2 and an estimated \$58 million Measure I investment that will be repaid with interest from future toll revenue. Additionally a \$35 million "line of credit" backstop of Measure I will be reserved for investments during periods of unexpected shortfalls in revenue or increases in operating and maintenance expenses; any use of these funds would be repaid from toll revenue." The Plan also indicates that "the cost for interchange improvements resulting from this project will be paid by the Measure I Freeway Interchange Program and required local contributors." These include interchanges listed in the Measure I Expenditure Plan approved by the voters.

TABLE 19 Continued

ID	Name	Affiliation	Format	Comment Summary	Response to Comment
6E	Steve Rogers	Mentone Area Community Association	E-Mail	<p>5). On Pg 43, Attachment: RTP/ SCS Revision Sheet No. 1- Chapter 4: CREATING A PLAN FOR OUR FUTURE from Page 70 of the text, we are concerned about the confidentiality/security/ accuracy and misuse of data which has been collected by SCAG, SanBAG (now known as SBCTA /SBCOG), local member sub- jurisdictional agencies or CalTrans, and used for population, household and employment forecasts. We recommend that additional public involvement and outreach be employed as necessary before the access to such data as has apparently been approved by SCAG's Regional Council in a document entitled "Protocol for Distributing Sub- jurisdictional Population, Household and Employment Data" is put into practice.</p>	<p>Thank you for your comment. Under the 2016 RTP/SCS, any non-governmental entity must obtain permission from SCAG's Policy Committees and Regional Council to obtain subjurisdictional population, household, and employment data. This system was too restrictive and took five months to complete for a single request. As a result of this delay, however, SCAG staff worked with our Technical Working Group and Community, Economic, & Human Development Committee (CEHD) to develop a new protocol for data distribution of subjurisdictional population, household, and employment data that expedites this process and also includes guidance for the proper use of SCAG's data, which helps data requestors and implements the adopted principles of SCAG's Policy Growth Forecast (Page 70 of the Plan), and stresses the "advisory" nature of this particular dataset. The Protocol will go to SCAG's Regional Council in March for their evaluation (based upon the recommendation of SCAG's CEHD).</p>

TABLE 19 Continued

ID	Name	Affiliation	Format	Comment Summary	Response to Comment
7A	Tuba Ebru Ozdil	Pechanga Band of Luiseno Indians	Letter	<p>If you haven't done so already, please add the Tribe to your distribution list(s) for public notices and circulation of all documents, for the transportation projects identified in this letter, including environmental review documents, archeological reports and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. The Tribe also requests that these comments be incorporated into the record of approval for this Project as well.</p>	<p>Thank you for your comment letter and recommendations. SCAG will coordinate and consult with the Pechanga Tribe when preparing for the 2020 RTP/SCS. SCAG believes that proactive coordination will result in a robust plan which will benefit the entire region.</p> <p>With respect to tribal consultation and to prepare for the 2016 RTP/SCS and PEIR, SCAG reached out to the Native American Heritage Commission (NAHC) and representatives of the 16 federally recognized tribes and other Native American tribes with ties to the SCAG region in an effort to share information early in the planning process regarding proposed alignments for major projects addressed in the RTP as well as anticipated patterns of land use development that would result from the 2016 RTP/SCS and alternative under consideration. During preparation of the 2016 RTP/SCS and the PEIR, SCAG made a presentation to the Tribal Alliance of Sovereign Indian Nations on September 14, 2015 and hosted two Native American Consultation Workshops on October 14 and 19, 2015. The purpose of these meetings was to share information regarding anticipated transportation infrastructure improvement projects and determine if these projects would have the potential to effect Tribal cultural resources.</p> <p>An Addendum to the 2016 RTP/SCS PEIR is being prepared for the 2016 RTP/SCS Amendment #1. Pursuant to CEQA Guidelines 15164, an addendum to the 2016 RTP/SCS PEIR is appropriate to address the proposed changes in the 2016 RTP/SCS because the proposed updates and revisions do not meet the conditions of Section 15162(a) for preparation of a subsequent EIR. Neither the proposed new projects or changes to existing projects would result in 1) substantial changes to the 2016 RTP/SCS which will require major revisions of the 2016 RTP/SCS PEIR; 2) substantial changes to the circumstances under which the 2016 RTP/SCS is being undertaken which will require major revisions in the 2016 PEIR; or 3) new information of substantial importance showing significant effects not previously examined.</p> <p>While the proposed changes to the 2016 RTP/SCS Project List documented in the 2016 RTP/SCS Amendment #1 may arguably represent "new information of substantial importance..." at the local project-level, these changes are not substantial at the regional program-level as analyzed in the 2016 RTP/SCS PEIR.</p>

TABLE 19 Continued

ID	Name	Affiliation	Format	Comment Summary	Response to Comment
7B	Tuba Ebru Ozdil	Pechanga Band of Luiseno Indians	Letter	<p>The Tribe understands that 2016 RTP/SCS is an important planning document for the region, includes over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. Our primary concern is that several proposed projects within Riverside County; Magnolia Avenue, Temescal Canyon Rd. Bridge Replacement/Realignment, and 1-15 widening (Summerhill Dr.-Mission Trail, See Attachment A to this letter) will pass through the area rich in cultural resources and sacred sites. These proposed projects may impact significant cultural resources, possibly including Native American human remains. As such, we are requesting to consult on these projects in the early planning stages to identify possible impacts, avoidance and alternatives, and to assist in environmental assessments of these projects.</p>	<p>Moreover, no changes to the mitigation measures or alternatives contained in the 2016 RTP/SCS PEIR are necessary or being proposed that could trigger additional review regarding such measures. Furthermore, as discussed in the 2016 RTP/SCS PEIR, the level of detail for individual projects on the RTP/SCS Project List is generally insufficient to be able to analyze local effects. Such analysis is more appropriately undertaken in project-specific environmental documents prepared by the individual CEQA lead agencies proposing each project.</p> <p>Furthermore, the Addendum to the EIR need not be circulated for public review but it may be included in or attached to the Final EIR (Section 15164(c)). However, the decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).</p> <p>With respect to Amendment #1 and its effects on Cultural Resources, the proposed changes to the 2016 RTP/SCS Project List are not expected to cause any new or a substantial increase in the severity of significant impacts to cultural resources beyond those already identified in the 2016 RTP/SCS PEIR. The certified 2016 RTP/SCS PEIR determined that the development of new transportation and land use strategies may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. (See 2016 RTP/SCS PEIR pp. 3.5-34 – 3.5-46). Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project.</p>
7C	Tuba Ebru Ozdil	Pechanga Band of Luiseno Indians	Letter	<p>It has been the intent of the Federal Government¹ and the State of California² that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that major portions of the Los Angeles to San Diego Section lies within the Pechanga Tribe’s traditional territory. Therefore, in order to comply with NEPA/CEQA and other applicable Federal and California law, it is imperative that the Southern California Association of Governments (SCAG) consult with the Tribe in order to guarantee an adequate knowledge base to appropriately evaluate the Project’s effects, as well as generating adequate avoidance and mitigation measures.</p>	<p>The analysis in the previously certified 2016 RTP/SCS PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2016 RTP/SCS Amendment #1) at the program level. Thus, the incorporation of the proposed changes to the Project List would not result in any new significant impacts to cultural resources, or a substantial increase in the severity of impacts to cultural resources beyond those programmatically addressed in the 2016 RTP/SCS PEIR.</p>

TABLE 19 Continued

ID	Name	Affiliation	Format	Comment Summary	Response to Comment
7D	Tuba Ebru Ozdil	Pechanga Band of Luiseno Indians	Letter	The Pechanga Tribe asserts that the portion of the proposed Project(s) area is part of Luiseño, and therefore the Tribe's, aboriginal territory as evidenced by the existence of Luiseno place names, toota yixelval (rock art, pictographs, petroglyphs), and an extensive Luiseno artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseno Indians because of the Tribe's cultural ties to this area as well as extensive history with both this Project and other projects within the area.	See response on page 69.
7E	Tuba Ebru Ozdil	Pechanga Band of Luiseno Indians	Letter	Under both Federal and State requirements, we look forward to working closely with the SCAG on ensuring that a full, comprehensive environmental review of the project(s) impacts are completed, which includes analysis and discussion of any sensitive cultural resources that could be potentially be impacted, whether they be direct, indirect or cumulative impacts. Further, we hope to assist SGAG with ensuring that the Project(s) will provide every effort to avoid impacts to cultural resources, in addition to addressing the culturally appropriate and respectful treatment of human remains, cultural resources and inadvertent discoveries, should they be impacted during the proposed construction and grading activities.	
7F	Tuba Ebru Ozdil	Pechanga Band of Luiseno Indians	Letter	In addition to those rights granted to the Tribe under Section 106, the Tribe reserves the right to fully participate in environmental review process, as well as to provide further comment on the Project(s) impacts to cultural resources and potential avoidance and mitigation for such impacts.	
7G	Tuba Ebru Ozdil	Pechanga Band of Luiseno Indians	Letter	The Pechanga Tribe looks forward to working together with the Southern Government Association of Governments in protecting the invaluable Pechanga cultural resources that could be impacted by the proposed improvements in Riverside County.	
Individuals					
8A	Hank Fung	-	E-Mail	Project 2TR0701 - Didn't OCTA and the City of Anaheim reject the streetcar project? Why is this still on the RTP?	Comment noted. At this time, Orange County Transportation Authority (OCTA) staff has not received direction from its Board of Directors to remove the project from the RTP/SCS. OCTA anticipates that its Board will provide direction through development of the ongoing Central Harbor Boulevard Transit Corridor Study.

TABLE 19 Continued

ID	Name	Affiliation	Format	Comment Summary	Response to Comment
8B	Hank Fung	-	E-Mail	<p>Data disclosure policy: There is a need for a consistent data disclosure policy which does not favor politically preferable groups and provides equal access to all individuals and organizations which desire to obtain data, including subregional data, regardless of any alleged motives or purposes. The previous draft of this amendment stated, "Individuals and nonpublic organizations may also have access to this information, in accordance with the California Public Records Act." This should have been retained.</p> <p>Although SCAG staff may not be obligated to run any models for non-public organizations or non-members, once information is released to any individual or organization which is outside the jurisdiction(s) where the data originates, it should be accessible to all. This arises from a concern that a non-government organization wanted to use SCAG data to validate their issues with a regional project, and threatened to use a political route to obtain the data. Organizations which are not politically favored may not have the same opportunity to use and obtain the information to support their claims. I strongly support a position of equal access and posting any sub regional data released outside a governmental or academic context to the web site, or at least the availability of said data. SCAG staff should post any requests for data from nonmembers on its web site so that the public may ascertain if certain organizations are obtaining access to information that are otherwise not available to the general public. In the future, the data distribution policy should be thoroughly discussed with the public in the preparation of the next Regional Transportation Plan.</p>	<p>Thank you for your comment. Under the 2016 RTP/SCS, any non-governmental entity must obtain permission from SCAG's Policy Committees and Regional Council to obtain subjurisdictional population, household, and employment data. This system was too restrictive and took five months to complete for a single request. Note that this organization did not receive any preferential treatment, and completed the prescribed process. As a result of this delay, however, SCAG staff worked with our Technical Working Group and CEHD to develop a new protocol for data distribution of subjurisdictional population, household, and employment data that provided access for all entities and individuals without the need for approval from SCAG's legislative bodies. The protocol also includes guidance for the proper use of SCAG's data, which helps data requestors and implements the adopted principles of SCAG's Policy Growth Forecast (Page 70 of the Plan), and stress the "advisory" nature of this particular dataset. For the 2020 RTP/SCS, SCAG will hold additional outreach on the development of the subjurisdictional population, household, and employment data, and will include the refinement of a data distribution policy for the subsequent plan. Although SCAG has not published a list of entities requesting data from SCAG by name or type of organization, we will consider this suggestion moving forward to increase transparency.</p>
9	Tressy Capps	-	E-Mail	<p>My comment is as follows: I attempted on two separate occasions to view hard copies of the proposed amendments but was unable to view a physical copy. I attended the public hearing at the San Bernardino location and there was no physical copy to view and I went to San Bernardino SCAG location again on 2-2-17 at 11am and the door was locked. Providing a physical copy for those who do not have internet access or for those who prefer a physical copy is important. This planning should engage the public as opposed to the way it is structured now which goes through the motions of engagement but fails miserably. Shame on SCAG. Shame on Hasan Ikhtrata whose documented stated intent is to coordinate us. With the Trump administration perhaps some of these disingenuous schemes will be halted and people like Mr. Ikhtrata will be replaced with leaders who embrace American values. #DrainTheSwamp. Please acknowledge receipt of my comment.</p>	<p>Comment noted.</p>

CONCLUSION

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

ATTACHMENT: RTP/SCS REVISION SHEET #1

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

Chapter 4: CREATING A PLAN FOR OUR FUTURE

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

Existing: Consistent with the above stated principles, the preferred scenario and corresponding forecast of population, household and employment growth is adopted at the jurisdictional level as part of the 2016 RTP/SCS and sub-jurisdictional level data and/or maps associated with the 2016 RTP/SCS is advisory only. For purposes of qualifying for future funding opportunities and/ or other incentive programs, sub-jurisdictional data and/or maps used to determine consistency with the Sustainable Communities Strategy shall only be used at the discretion and with the approval of the local jurisdiction. However, this does not otherwise limit the use of the sub-jurisdictional data and/or maps by SCAG, CTCs, Councils of Governments, SCAG Subregions, Caltrans and other public agencies for transportation modeling and planning purposes. **Any other use of the sub-jurisdictional data and/or maps not specified herein, shall require agreement from the Regional Council, respective policy committees and local jurisdictions.**

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

ATTACHMENT: RESOLUTION NO. 17-588-2

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING AMENDMENT #. 1 TO THE 2016-2040 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2016 RTP/SCS) AND AMENDMENT #17-03 TO THE 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (2017 FTIP) (ALSO HEREIN REFERRED TO AS "AMENDMENTS"); AND CORRESPONDING CONFORMITY DETERMINATION

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

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

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

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

WHEREAS, the 2016 RTP/SCS must be consistent with all other applicable provisions of federal and state law including:

(1) The Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-94, December 4, 2015) and the Moving Ahead for Progress in the 21st Century (MAP-21) (P.L. 112-141);

(2) The metropolitan planning regulations at 23 C.F.R. Part 450, Subpart C;

(3) California Government Code §65080 et seq.; Public Utilities Code §130058 and 130059; and Public Utilities Code §44243.5;

(4) §§174 and 176(c) and (d) of the federal Clean Air Act [(42 U.S.C. §§7504 and 7506(c) and (d))] and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93;

(5) Title VI of the 1964 Civil Rights Act and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324;

(6) The Department of Transportation's Final Environmental Justice Strategy (60 Fed. Reg. 33896; June 29, 1995) enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment;

(7) Title II of the 1990 Americans with Disabilities Act (42 U.S.C. §§12101 et seq.) and accompanying regulations at 49 C.F.R. §27, 37, and 38;

(8) Senate Bill 375 (Steinberg, 2008) as codified in California Government Code §65080(b) et seq.;

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

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

WHEREAS, on April 7, 2016, the SCAG Regional Council approved the 2016 RTP/SCS, and on June 1, 2016, FHWA and FTA found that the 2016 RTP/SCS conforms to the applicable State Implementation Plan (SIP);

WHEREAS, on September 1, 2016, the SCAG Regional Council approved the 2017 FTIP, and on December 16, 2016, FHWA and FTA found that the 2017 FTIP conforms to the applicable SIP;

WHEREAS, SCAG has received requests from the local county transportation commissions (CTCs) for additional project additions or modifications to the 2016 RTP/SCS and 2017 FTIP;

WHEREAS, 23 U.S.C. §134(h)(3)(C) and 23 C.F.R. §450.324(f)(2) requires the 2017 FTIP to be consistent with the 2016 RTP/SCS;

WHEREAS, pursuant to Government Code §65080(b)(2)(F) and federal public participation requirements, including 23 C.F.R. §450.316(b)(1)(iv), SCAG must prepare amendments to the RTP, including its SCS, and FTIP, by providing adequate public notice of public involvement activities and time for public review. In April 2014, SCAG approved and adopted a Public Participation Plan, to serve as a guide for SCAG's public involvement process;

WHEREAS, on January 5, 2017, SCAG's Transportation Committee released the Draft Amendment #1 to the 2016 RTP/SCS and the associated Draft Amendment #17-03 to the 2017 FTIP (also herein referred to as "Amendments") for a 30-day public review and comment period;

WHEREAS, a Notice of Availability for a 30-day public review and comment period was posted on SCAG's website at <http://scag.ca.gov> on January 6, 2017; public notices were mailed and emailed to regional stakeholders; the Draft Amendments were made available on SCAG's website; and copies were provided for review at SCAG offices throughout the region;

WHEREAS, a public hearing for the Draft Amendments was held at the SCAG Main Office in Los Angeles on January 18, 2017, which was accessible via videoconferencing at SCAG's offices throughout the region;

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

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

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

WHEREAS, the Amendments include a financial plan identifying the financial impact of the changes contained in the Amendments;

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

WHEREAS, conformity of Amendment # 17-03 to the 2017 FTIP has been determined simultaneously with Amendment # 1 to the 2016 RTP/SCS in order to address the consistency requirement of federal law;

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

1. The Regional Council approves Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP for the purpose of complying with the requirements of the FAST Act, MAP-21, and all other applicable laws and regulations as referenced in the above recitals. In adopting these Amendments, the Regional Council finds as follows:
 - a. Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP comply with all applicable federal and state requirements, including the FAST Act and MAP-21 planning provisions; and
 - b. Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP comply with the greenhouse gas emission reduction targets established by the California Air Resources Board and meets the requirements of Senate Bill 375 (Steinberg, 2008) as codified in Government Code §65080(b) et seq. by achieving per capita GHG emission reductions relative to 2005 of 8% by 2020 and 18% by 2035.
2. The Regional Council hereby makes a positive transportation conformity determination of Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP. In making this determination, the Regional Council finds as follows:
 - a. Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP passes the four tests and analyses required for conformity, namely: regional emissions analysis; timely implementation of Transportation Control Measures; financial constraint analysis; and interagency consultation and public involvement.
3. SCAG's Executive Director or his designee is authorized to transmit Amendment #1 to the 2016 RTP/SCS and Amendment #17-03 to the 2017 FTIP and associated conformity findings to the FTA and the FHWA to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule, 40 C.F.R. Parts 51 and 93.

APPROVED by the Regional Council of the Southern California Association of Governments at its regular meeting on the 6th day of April, 2017.



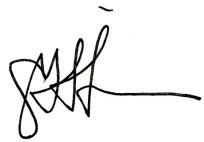
Michele Martinez
President
Councilmember, Santa Ana

Attest:



Hasan Ikhata
Executive Director

Approved as to Form:



Joanna Africa
Chief Counsel

ATTACHMENT: PUBLIC COMMENTS

Included within this section is an attachment of public comments received during the 30-day public review and comment period.

2016 RTP/SCS

From: Castro, Fernando D@DOT <fernando.castro@dot.ca.gov>
Sent: Monday, January 23, 2017 11:38 AM
To: 2016 RTP/SCS
Cc: Daniel Tran; Kopulsky, Dan E@DOT
Subject: RE: COMMENTS PERTAINING SCAG'S RTP DRAFT AMENDMENT #1/SR-138

COMMENTS PERTAINING SCAG'S RTP DRAFT AMENDMENT #1

23	LOS ANGELES	CALTRANS	LA00451	LA00451	STATE HIGHWAY	SR-138	EXIST
							EXISTING: ROUTE 138: ROUTE 138 FROM AVE. T TO ROUTE 18-WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE. EA# 12721,12722,12723,12724(= 29350),12725,12728(- 28580 + 28590 + 28600 + 28620 + 28610 + 28630). PPN0# 3325, 3326,3327,33289(=4550),332 9,3331(= 4351 + 4352 + 5353 + 4356 + 4354 + 4357) (USE TOLL CREDITS AS LOCAL MATCH)
							REVIS REVIS: (US 101 @ KAVAN) KANAN CORRIDOR, BETWEEN AGOURA ROAD AND HILLRISE DRIVE. PROJECT TO INCLUDE DESIGN AND CONSTRUCTION OF ADDITIONAL LOOP RAMP LANES, WIDENING OF ROADWAY, AND ADJUSTMENT OF DRY AND WET UTILITIES. (PE&AD)
							EXISTING: ROUTE 138: ROUTE 138 FROM AVE. T TO ROUTE 18-WIDEN 2 TO 4 THRU LANES WITH MEDIAN TURN LANE. EA# 12721,12722,12723,12724(= 29350),12725,12728(- 28580 + 28590 + 28600 + 28520 + 28610 + 28630). PPN0# 3325 ,3326,3327,3328(=4560),332 9,3331(= 4351 + 4354 + 5353 + 4356 + 4354 + 4357) (USE TOLL CREDITS AS LOCAL MATCH)
							REVIS REVIS: 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 + 28520 + 28610 + 28630). PPN0# 3325 ,3326,3327,3328(=4560),332 9,3331(= 4351 + 4354 + 5353 + 4356 + 4354 + 4357) (USE TOLL CREDITS AS LOCAL MATCH)

Dear SCAG Staff:

Please delete EA28590 from the list. This was reserved for Segment 1 that was deleted by Metro.

Thank you,

Osama R. Megalla, P.E., PMP
Senior Transportation Engineer
Project Manager.

Regional Transportation Partnerships North

Caltrans, District 7, Los Angeles

Tel #: 213-897-0520

Fax#: 213-897-0618

Caltrans Mission: *Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.*

Caltrans Vision: *A performance-driven, transparent, and accountable organization that values its people, resources, and partners, and meets new challenges through leadership, innovation, and teamwork.*

Please do not hesitate to contact us if you have any further questions.

Fernando Castro

Associate Transportation Planner

Regional Planning and Goods Movement Branch

Caltrans, District 7

Work Station 12-010

100 S. Main Street, MS-16

Los Angeles, CA 90012

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Los Angeles, CA 90012

Mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.*



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE

South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov



EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

February 1, 2017

Southern California Association of Governments (SCAG)
Attention: 2016 TRP/SCS
818 West 7th Street, 12th Floor
Los Angeles, CA 90017
rtpscs@scag.ca.gov

Subject: Comments on the Draft 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) Amendment #1 and the Draft 2017 Federal Transportation Improvement Program (FTIP) Consistency Amendment #17-03, Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties

Dear SCAG:

The California Department of Fish and Wildlife (CDFW) has reviewed the above-referenced Plan Amendments (Plan) for the Southern California Association of Governments (SCAG). The Plan area includes the above-referenced counties. On April 7, 2016, SCAG's Regional Council adopted the 2016 RTP/SCS, a plan that represents the vision for Southern California's future, including policies, strategies, and projects for advancing the region's mobility, economy and sustainability through 2040. A major component of the 2016 RTP/SCS is a Project List containing thousands of individual transportation projects that aim to improve the region's mobility and air quality and to revitalize our economy. Since its adoption, some of these projects have experienced technical changes. In addition, county transportation commissions (CTCs) have also reassessed project priorities. An amendment to the 2016 RTP/SCS and the 2017 Federal Transportation Investment Program (FTIP) is needed in order to allow these projects to move forward in a timely manner.

The following comments and recommendations have been prepared pursuant to the Department's authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.*, and pursuant to our authority as Trustee Agency with jurisdiction over natural resources affected by the Project (California Environmental Quality Act, [CEQA] Guidelines § 15386) to assist the Lead Agency in avoiding or minimizing potential Project impacts on biological resources.

CDFW recommends that future transportation project related environmental documents provide the information and thoroughly discuss global wildlife corridor issues such as, wildlife permeability designs, bat roosting concepts under bridges, road surface permeability, reduced lighting, and evaluate advanced mitigation options when practical to facilitate regional wildlife habitat conservation acquisition and linkage conservation.

Conserving California's Wildlife Since 1870

General Comments

- 1) Project Description and Alternatives. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in future environmental documents:
 - a) A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas; and,
 - b) A range of feasible alternatives to project component location and design features to ensure that alternatives to the proposed project are fully considered and evaluated. The alternatives should avoid or otherwise minimize direct and indirect impacts to sensitive biological resources and wildlife movement areas.
- 2) Lake and Streambed Alteration Agreements (LSA). As a Responsible Agency under CEQA Guidelines section 15381, the Department has authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (including vegetation associated with the stream or lake) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. As a Responsible Agency, the Department may consider the Negative Declaration or Environmental Impact Report of the local jurisdiction (Lead Agency) for the project. To minimize additional requirements by the Department pursuant to section 1600 et seq. and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.¹
 - a) The project area supports aquatic, riparian, and wetland habitats; therefore, a preliminary jurisdictional delineation of the streams and their associated riparian habitats should be included in the DEIR. The delineation should be conducted pursuant to the U.S. Fish and Wildlife Service wetland definition adopted by the Department.² Some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers' Section 404 permit and Regional Water Quality Control Board Section 401 Certification.

¹ A notification package for a LSA may be obtained by accessing the Department's web site at www.wildlife.ca.gov/habcon/1600.

² Cowardin, Lewis M., et al. 1970. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

- b) In project areas which may support ephemeral streams, herbaceous vegetation, woody vegetation, and woodlands also serve to protect the integrity of ephemeral channels and help maintain natural sedimentation processes; therefore, the Department recommends effective setbacks be established to maintain appropriately-sized vegetated buffer areas adjoining ephemeral drainages.
 - c) Project-related changes in drainage patterns, runoff, and sedimentation should be included and evaluated in the environmental document.
- 3) Wetlands Resources. The Department, as described in Fish & Game Code § 703(a) is guided by the Fish and Game Commission's policies. The Wetlands Resources policy (<http://www.fgc.ca.gov/policy/>) of the Fish and Game Commission "...seek[s] to provide for the protection, preservation, restoration, enhancement and expansion of wetland habitat in California. Further, it is the policy of the Fish and Game Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion which would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values".
- a) The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. The Department encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. The Department encourages activities that would avoid the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, the project must include mitigation measures to assure a "no net loss" of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions for the benefit to on-site and off-site wildlife populations. The Department recommends mitigation measures to compensate for unavoidable impacts be included in the DEIR and these measures should compensate for the loss of function and value.
 - b) The Fish and Game Commission's Water policy guides the Department to [insure] the quantity and quality of the waters of this state should be apportioned and maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support programs to maintain or restore a high quality of the waters of this state, and prevent the degradation thereof caused by pollution and contamination; and endeavor to keep as much water as possible open and accessible to the public for the use and enjoyment of fish and wildlife. The Department recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible.

- 4) California Endangered Species Act (CESA). The Department considers adverse impacts to a species protected by CESA, for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, candidate species, or state-listed rare plant species that results from the Project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085; Cal. Code Regs., tit. 14, §786.9). Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from the Department may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.
- 5) Biological Baseline Assessment. To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, regionally and locally unique species, and sensitive habitats, the DEIR should include the following information:
- a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]);
 - b) A thorough, recent, floristic-based assessment of special status plants and natural communities, following the Department's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see <http://www.dfg.ca.gov/habcon/plant/>);
 - c) Floristic, alliance- and/or association-based mapping and vegetation impact assessments conducted at the project site and within the neighboring vicinity. *The Manual of California Vegetation*, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008³). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions;

³Sawyer, J. O., Keeler-Wolf, T., and Evens J.M. 2008. A manual of California Vegetation, 2nd ed. ISBN 978-0-943460-49-9.

- d) A complete, recent, assessment of the biological resources associated with each habitat type on site and within adjacent areas that could also be affected by the project. The Department's California Natural Diversity Data Base (CNDDB) in Sacramento should be contacted to obtain current information on any previously reported sensitive species and habitat. The Department recommends that CNDDB Field Survey Forms be completed and submitted to CNDDB to document survey results. Online forms can be obtained and submitted at http://www.dfg.ca.gov/biogeodata/cnddb/submitting_data_to_cnddb.asp;
 - e) A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California Species of Special Concern (CSCC) and California Fully Protected Species (Fish and Game Code § 3511). Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines § 15380). Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service; and,
 - f) A recent, wildlife and rare plant survey. CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed project may warrant periodic updated surveys for certain sensitive taxa, particularly if build out could occur over a protracted time frame, or in phases.
- 6) Biological Direct, Indirect, and Cumulative Impacts. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR:
- a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address project-related changes on drainage patterns and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussion should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included;
 - b) A discussion regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a NCCP). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR;

- c) The impacts of zoning of areas for development projects or other uses nearby or adjacent to natural areas, which may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document; and,
 - d) A cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
- 7) Avoidance, Minimization, and Mitigation for Sensitive Plants. The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from Project-related direct and indirect impacts. CDFW considers these communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3 and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2008).
- 8) Compensatory Mitigation. The DEIR should include mitigation measures for adverse Project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.
- 9) Long-Term Management of Mitigation Lands. For proposed preservation and/or restoration, the DEIR should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include, but are not limited to, restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate non-wasting endowment should be set aside to provide for long-term management of mitigation lands.
- 10) Nesting Birds. CDFW recommends that measures be taken to avoid Project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50, § 10.13, Code of Federal Regulations). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Proposed Project activities (including, but not limited to, staging and disturbances to native and nonnative vegetation, structures, and substrates) should occur outside of the avian breeding season which generally runs from February 1st through September 1st (as early as January 1st for some raptors) to avoid take of birds or their eggs. If avoidance of the avian breeding season is not feasible, CDFW recommends surveys by a qualified biologist with experience in conducting breeding bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and (as access to adjacent areas allows) any other such habitat within 300 feet of

the disturbance area (within 500 feet for raptors). Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

11) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation is the process of moving an individual from the Project site and permanently moving it to a new location. CDFW generally does not support the use of, translocation or transplantation as the primary mitigation strategy for unavoidable impacts to rare, threatened, or endangered plant or animal species. Studies have shown that these efforts are experimental and the outcome unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving sensitive plants and animals, and their habitats.

12) Moving out of Harm's Way. The proposed Project is anticipated to result in clearing of natural habitats that support many species of indigenous wildlife. To avoid direct mortality, CDFW recommends a qualified biological monitor approved by CDFW be on site prior to and during ground and habitat disturbing activities to move out of harm's way special status species or other wildlife of low mobility that would be injured or killed by grubbing or Project-related construction activities. It should be noted that the temporary relocation of on-site wildlife does not constitute effective mitigation for the purposes of offsetting project impacts associated with habitat loss.

13) Wildlife Movement and Connectivity. The Project area supports significant biological resources and is located adjacent to a regional wildlife movement corridor. The Project area contains habitat connections and supports movement across the broader landscape, sustaining both transitory and permanent wildlife populations. Onsite features, which contribute to habitat connectivity, should be evaluated and maintained. Aspects of the Project could create physical barriers to wildlife movement from direct or indirect project-related activities. Indirect impacts from lighting, noise, dust, and increased human activity may displace wildlife in the general area.

14) Revegetation/Restoration Plan. Plans for restoration and re-vegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

a) CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in the near future in order to accumulate sufficient propagule material for

subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various Project components as appropriate.

- b) Restoration objectives should include providing special habitat elements where feasible to benefit key wildlife species. These physical and biological features can include, for example, retention of woody material, logs, snags, rocks and brush piles (see Mayer and Laudenslayer, 1988⁴, for a more detailed discussion of special habitat elements).

We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to Dan Blankenship, Senior Environmental Scientist at (661-259-3750) or Daniel.Blankenship@wildlife.ca.gov.

Sincerely,



Betty J. Courtney
Environmental Program Manager I
South Coast Region

cc: Christine Found-Jackson, CDFW, Westlake Village
Dan Blankenship, CDFW, Newhall
Gail Sevrens, CDFW, San Diego
Bruce Kinney, CDFW, Region 6 - Bishop
Scott Morgan, State Clearinghouse, Sacramento

⁴Mayer, K. E. and W. F. Laudenslayer, Jr. 1988. Editors: A guide to wildlife habitats of California. State of California, The Resources Agency, Department of Forestry and Fire Protection, Sacramento, CA.



CITY OF COACHELLA

1515 SIXTH STREET, COACHELLA, CALIFORNIA 92236

PHONE (760) 398-3502 • FAX (760) 398-8117 • WWW.COACHELLA.ORG

February 1, 2017

Southern California Association of Governments
Attn: 2016 RTP/SCS
818 West 7th Street, 12th Floor
Los Angeles, CA. 90017


**RE: 2016 RTP/SCS Amendment #1 and Draft 2017 FTIP Consistency Amendment
#17-03**

Thank you for the opportunity to comment on the above referenced documents.

Based on our review, there is nothing in either document that proposes any changes affecting the City of Coachella which were not previously a part of the April 2016 RTP/SCS documents. If, in the future, changes are proposed that affect the City of Coachella, we would appreciate being put on notice.

The City of Coachella is concerned with regional transportation planning efforts that affect our ability to increase public transit ridership and convenience, and the City remains interested in creating a transit-oriented hub in our Downtown Coachella area which has previously been identified by SCAG as a “strategic growth area”.

Sincerely,


Luis Lopez

Development Services Director



CITY OF INGLEWOOD

ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division



Christopher E. Jackson, Sr.
Department Manager

February 6, 2017

Southern California Association of Governments
Attention: 2016 RTP/SCS
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

RE: 2016 RTP/SCS – Draft Amendment #1

To Whom This May Concern,

Thank you for the opportunity to provide input on the Draft 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Amendment Number 1 (2016 RTP/SCS Amendment #1) and Draft 2017 Federal Transportation Improvement Program (FTIP) Consistency Amendment #17-03.

The following revised employment projections reflect changes made to the Hollywood Park Specific Plan inclusive of adding the 80,000 seat NFL Stadium and 6,000 seat performance venue.

City	Population 2012	Population 2040	Households 2012	Households 2040	Employment 2012	Employment 2040
Inglewood	110,900	129,000	36,600	43,300	31,100	44,500

The Planning Division wants to ensure that the appropriate jurisdictional level numbers are used for the 2016 RTP/SCS; otherwise, we have no additional comments.

Should you have any questions or comments please contact me or Fred Jackson, Senior Planner, at (310) 412-5230 or fjackson@cityofinglewood.org. We look forward to receiving updates on the status of this project and we appreciate the opportunity to provide input.

Sincerely,

Robert L. John
For Mindy Wilcox
Mindy Wilcox, AICP

Planning Manager



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

January 30, 2017

Naresh Amatya
Acting Director, Transportation
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

RE: Draft Amendment #1 of the 2016 RTP/SCS

Dear Mr. Amatya:

Thank you for the opportunity to comment on the subject amendment. This letter serves to confirm the status and lead agency for the "NW 138 Corridor Improvement Project" which is listed as #10 on page 31 of the Draft Amendment #1.

This project has been in the RTP/SCS since 2012 with no Lead Agency associated with it, and no Metro funding, although the project is wholly within the Los Angeles County borders. Since the Metro Board has not made any decisions to fund this project, it should remain with no Lead Agency.

Should the Metro Board make a formal decision to fund the project in the future we will inform you of the details to ensure that the RTP description and project details remain correct.

Thank you again for this opportunity to comment on the Draft Amendment #1 of the 2016 RTP/SCS. If you have any questions please contact Mark Yamarone of our Planning Department at 213 922-2834.

Sincerely,

Therese McMillan
Chief Planning Officer

Daniel Tran

From: Stephen Rogers [REDACTED]
Sent: Monday, February 6, 2017 4:37 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Draft 2016 RTP/SCS Amendment #1

Public Comments February 6, 2017

To whom it may concern:

The following comments are hereby submitted on behalf of the Mentone Area Community Association (MACA) pertaining to the subject Draft Amendment No.1 of the 2016-2040 Regional Transportation Plan/Sustainable Community Strategies document dated January 5, 2017:

- 1). General Comment: In San Bernardino County and involving the newly created County Transportation Agency and Council of Governments, we have significant concerns with two specific projects: 1) The I10/I15 Corridor project(s) where SanBAG has predetermined ahead of the completion of the environmental review process that the Locally Preferred Alternative is to construct Toll Lanes, and 2) the presently under-funded Redlands Passenger Rail project. These two projects were identified as projects of interest during my public comments which were made from SCAG's San Bernardino Office via video teleconference held on January 18, 2017.
- 2). General Comment: A significant project which has previously been identified as missing from the Project List for SanBAG during the preparation of the initial SCAG 2012- 2035 RTP/ SCS document, being the upgrade and reconfiguration of the San Bernardino Avenue/ I210 Fwy Interchange still is not reflected in the 2016-2040 RTP/ SCS or in this proposed amendment.
- 3). On Pg 23, Table 1- Project No. 46 for the Grove Avenue Corridor in the City of Ontario, the cost as reflected in the existing 2016-2040 RTP/ SCS has been inappropriately inflated and over stated by SanBAG and it's member agency's representative Ontario City Councilman Alan Wapner by approximately \$38,000,000., an error which will now be corrected by this amendment.
- 4). On Pg 24, Table 1- Project No. 49 for the I10 Corridor Express (Toll) Lane Widening (Phase 1) from San Antonio Avenue to I10/ I15 Interchange is proposed to be the first segment to be implemented as Contract 1 with this amendment; however, this segment of the I10 west of Haven Avenue and extending to the LA County line was never identified in Measure I or its 2010 reauthorization by the San Bernardino County electorate.
- 5). On Pg 43, Attachment: RTP/ SCS Revision Sheet No. 1- Chapter 4: CREATING A PLAN FOR OUR FUTURE from Page 70 of the text, we are concerned about the confidentiality/security/ accuracy and misuse of data which has been collected by SCAG, SanBAG (now known as SBCTA /SBCOG), local member sub-jurisdictional agencies or CalTrans, and used for population, household and employment forecasts. We recommend that additional public involvement and outreach be employed as necessary before the access to such data as has apparently been approved by SCAG's Regional Council in a document entitled "Protocol for Distributing Sub- jurisdictional Population, Household and Employment Data" is put into practice.

Thank you for this opportunity to comment on SCAG's proposed Draft Amendment No. 1 to the 2016- 2040 Regional Transportation Plan/ Sustainable Community Strategies (RTP/SCS). Please contact me at [REDACTED] or by email to [REDACTED] if there are any questions regarding this correspondence.

Sincerely,
Steve Rogers, VP/ Treasurer MACA
Stephen W. Rogers, PE Consulting



PECHANGA CULTURAL RESOURCES

Temecula Band of Luiseño Mission Indians

Chairperson:
Neal Ibanez

Vice Chairperson:
Bridgett Barcello

Committee Members:
Evie Gerber
Darlene Miranda
Richard B. Searce, III
Michael Vasquez

Director:
Gary DuBois

Coordinator:
Paul Macarro

Planning Specialist:
Tuba Ebru Ozdil

Cultural Analyst:
Anna Hoover

Post Office, Box 2183 • Temecula, CA 92593
Telephone (951) 308-9295 • Fax (951) 506-9491

February 6, 2017

VIA ELECTRONIC MAIL
(rtpscs@scag.ca.gov)

Southern Californian Association of Governments
Attention: 2016 RTP/SCS
818 West 7th Street, 12th Floor
Los Angeles, CA 90017

Re: The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Draft Amendment #1

To Whom It May Concern;

Thank you for inviting us to submit comments on the above named Project. This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, “the Tribe”), a federally recognized Indian tribe and sovereign government. The Tribe formally requests, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire NEPA/CEQA environmental review process for the duration of the above referenced project (the “Project”).

If you haven’t done so already, please add the Tribe to your distribution list(s) for public notices and circulation of all documents, for the transportation projects identified in this letter, including environmental review documents, archeological reports and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. The Tribe also requests that these comments be incorporated into the record of approval for this Project as well.

The Tribe submits these comments concerning the Project’s potential impacts to cultural resources in conjunction with the environmental review of the Project. The Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project’s impacts to cultural resources and potential mitigation for such impacts. Further, the Tribe reserves the right to participate in the regulatory process and provide comment on issues pertaining to the regulatory process and Project approval.

The Tribe understands that 2016 RTP/SCS is an important planning document for the region, includes over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. Our primary concern is that several proposed projects within Riverside County; Magnolia Avenue, Temescal Canyon Rd. Bridge Replacement/Realignment, and I-15 widening (Summerhill Dr.-Mission

Trail, *See* Attachment A to this letter) will pass through the area rich in cultural resources and sacred sites. These proposed projects may impact significant cultural resources, possibly including Native American human remains. As such, we are requesting to consult on these projects in the early planning stages to identify possible impacts, avoidance and alternatives, and to assist in environmental assessments of these projects.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS MUST INCLUDE INVOLVEMENT OF AND CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL REVIEW PROCESS

It has been the intent of the Federal Government¹ and the State of California² that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that major portions of the Los Angeles to San Diego Section lies within the Pechanga Tribe's traditional territory. Therefore, in order to comply with NEPA/CEQA and other applicable Federal and California law, it is imperative that the Southern California Association of Governments (SCAG) consult with the Tribe in order to guarantee an adequate knowledge base to appropriately evaluate the Project's effects, as well as generating adequate avoidance and mitigation measures.

PECHANGA CULTURAL AFFILIATION

The Pechanga Tribe asserts that the portion of the proposed Project(s) area is part of Luiseño, and therefore the Tribe's, aboriginal territory as evidenced by the existence of Luiseño place names, *tóota yixé'lval* (rock art, pictographs, petroglyphs), and an extensive Luiseño artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as extensive history with both this Project and other projects within the area.

The Pechanga Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Of the many anthropologists and historians who have presented boundaries of the Luiseño traditional territory, few have excluded the proposed Project area from their descriptions (Sparkman 1908; Kroeber 1925; White 1963; Harvey 1974; Oxendine 1983; Smith and Freers 1994), and such territory descriptions correspond almost identically with that communicated to

¹ See Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments and Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments.

² See California Public Resource Code §5097.9 et seq.; California Government Code §§65351,65352,65352.3 and 65352.4

the Pechanga people by our elders. While historic accounts and anthropological and linguistic theories are important in determining traditional Luiseño territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions.

Luiseño history originates with the creation of all things at *éxva Teméeku*, the present day City of Temecula, and dispersing out to all corners of creation (what is today known as Luiseño territory). It was at Temecula that the Luiseño deity *Wuyóot* lived and taught the people, and here that he became sick, finally expiring at Lake Elsinore. Many of our songs relate the tale of the people taking the dying *Wuyóot* to the many hot springs at Elsinore, where he died (DuBois 1908). He was cremated at *éxva Teméeku*. It is the Luiseño creation account that connects Elsinore to Temecula, and thus to the Temecula people who were evicted and moved to the Pechanga Reservation, and now known as the Pechanga Band of Luiseño Mission Indians (the Pechanga Tribe). From Elsinore, the people spread out, establishing villages and marking their territories. The first people also became the mountains, plants, animals and heavenly bodies.

Many traditions and stories are passed from generation to generation by songs. One of the Luiseño songs recounts the travels of the people to Elsinore after a great flood (DuBois 1908). From here, they again spread out to the north, south, east and west. Three songs, called *Monívol*, are songs of the places and landmarks that were destinations of the Luiseño ancestors, several of which are located near the Project area. They describe the exact route of the Temecula (Pechanga) people and the landmarks made by each to claim title to places in their migrations (DuBois 1908:110). Further, the story of *Táakwish* and *Túkupa* includes place names for events from the Idyllwild area to the Glen Ivy/Corona area (Kroeber 1906). In addition, Pechanga elders state that the Temecula/Pechanga people had usage/gathering rights to an area extending from Rawson Canyon on the east, over to Lake Mathews on the northwest, down Temescal Canyon to Temecula, eastward to Aguanga, and then along the crest of the Cahuilla range back to Rawson Canyon. The Native American Heritage Commission (NAHC) Most Likely Descendent (MLD) files substantiate this habitation and migration record from oral tradition. These examples illustrate a direct correlation between the oral tradition and the physical place; proving the importance of songs and stories as a valid source of information outside of the published anthropological data.

Tóota yixé'val (rock art) is also an important element in the determination of Luiseño territorial boundaries. *Tóota yixé'val* can consist of petroglyphs (incised) elements, or pictographs (painted) elements. The science of archaeology tells us that places can be described through these elements. Riverside and Northern San Diego Counties are home to red-pigmented pictograph panels. Archaeologists have adopted the name for these pictograph-versions, as defined by Ken Hedges of the Museum of Man, as the San Luis Rey style. The San Luis Rey style incorporates elements which include chevrons, zig-zags, dot patterns, sunbursts, handprints, net/chain, anthropomorphic (human-like) and zoomorphic (animal-like) designs. Tribal historians and photographs inform us that some design elements are reminiscent of Luiseño

ground paintings. A few of these design elements, particularly the flower motifs, the net/chain and zig-zags, were sometimes depicted in Luisefño basket designs and can be observed in remaining baskets and textiles today.

An additional type of *tóota yixéval*, identified by archaeologists also as rock art or petroglyphs, are cupules. Throughout Luisefño territory, there are certain types of large boulders, taking the shape of mushrooms or waves, which contain numerous small pecked and ground indentations, or cupules. Many of these cupule boulders have been identified within a few miles of the Project. Additionally, according to historian Constance DuBois:

When the people scattered from Ekvo Temeko, Temecula, they were very powerful. When they got to a place, they would sing a song to make water come there, and would call that place theirs; or they would scoop out a hollow in a rock with their hands to have that for their mark as a claim upon the land. The different parties of people had their own marks. For instance, Albañas's ancestors had theirs, and Lucario's people had theirs, and their own songs of Mumival to tell how they traveled from Temecula, of the spots where they stopped and about the different places they claimed (1908:158).

Thus, our songs and stories, our indigenous place names, as well as academic works, demonstrate that the Luisefño people who occupied western Riverside County and portions of northern San Diego County are ancestors of the present-day Luisefño/Pechanga people, and as such, Pechanga is culturally affiliated to this geographic area.

The Tribe welcomes the opportunity to meet with the SCAG to further explain and provide additional documentation regarding our tribal affiliation.

Under both Federal and State requirements, we look forward to working closely with the SCAG on ensuring that a full, comprehensive environmental review of the project(s) impacts are completed, which includes analysis and discussion of any sensitive cultural resources that could be potentially be impacted, whether they be direct, indirect or cumulative impacts. Further, we hope to assist SGAG with ensuring that the Project(s) will provide every effort to avoid impacts to cultural resources, in addition to addressing the culturally appropriate and respectful treatment of human remains, cultural resources and inadvertent discoveries, should they be impacted during the proposed construction and grading activities.


In addition to those rights granted to the Tribe under Section 106, the Tribe reserves the right to fully participate in environmental review process, as well as to provide further comment on the Project(s) impacts to cultural resources and potential avoidance and mitigation for such impacts.

The Pechanga Tribe looks forward to working together with the Southern Government Association of Governments in protecting the invaluable Pechanga cultural resources that could

Pechanga Comment Letter to the SCAG
Re: Pechanga Tribe Comments on 2016-2040 RTPSCS Draft Amendment #1
February 6, 2017
Page 5

be impacted by the proposed improvements in Riverside County. Please do not hesitate to contact me at 951.770.8113 or at eozdil@pechang-nsn.gov once you have had a chance to review these comments. Thank you

Sincerely,



Tuba Ebru Ozdil
Planning Specialist

Cc Pechanga Office of the General Counsel

ATTACHMENT A

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
35	RIVERSIDE	LAKE ELSINORE	3A04WT198	RIV11203	LOCAL HIGHWAY		EXISTING: IN LAKE ELSINORE - TEMESCAL CANYON RD BRIDGE REPLACEMENT/REALIGNMENT: REPLACE TEMESCAL CANYON RD. 2 LANE BRIDGE WITH A 4 LANE OVER TEMESCAL WASH, 0.42 MI. W/O LAKE STREET AND PROVIDE TRANSITION TO A 2 LANE ROADWAY (BOTH SIDES). OTHER IMPROVEMENTS INCLUDE CONS SIDEWALK AND STRIPPING FOR 8 FT CLASS II BIKE LNS ON EACH SIDE OF THE BRIDGE. (BRIDGE NO. 56C0050).	EXISTING: 2020	EXISTING: \$19,452	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
							REVISED: IN LAKE ELSINORE - TEMESCAL CANYON RD BRIDGE REPLACEMENT/REALIGNMENT: REPLACE TEMESCAL CANYON RD. 2 LANE BRIDGE WITH A 4 LANE OVER TEMESCAL WASH, 0.42 MI. W/O LAKE STREET AND PROVIDE TRANSITION TO A 2 LANE ROADWAY (BOTH SIDES). OTHER IMPROVEMENTS INCLUDE CONS OF 706 FT OF SIDEWALK AND 8 FT CLASS II BIKE LNS ON EACH SIDE OF THE BRIDGE. (BRIDGE NO. 56C0050).	REVISED: 2022	REVISED: \$17,130		
36	RIVERSIDE	LAKE ELSINORE	3161L009	RIV160902	LOCAL HIGHWAY	REALIGNED TEMESCAL CANYON RD.	IN LAKE ELSINORE - CONS OF A NEW 4-LANE DIVIDED ROADWAY, REALIGNING EXISTING TEMESCAL CANYON ROAD AND REPLACE EXISTING 2-LANE UNIMPROVED TEMESCAL CANYON ROAD FROM LAKE STREET TO 650 FT EASTERLY OF CITY'S WESTERLY BOUNDARY. SEGMENT OF THIS REALIGNED ROAD INCLUDES A 706' BRIDGE FUNDED BY HBP LISTED SEPARATELY UNDER RIV11203.	2022	\$5,750	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 1 Continued

#	COUNTY	LEAD AGENCY	RTP ID	FTIP ID	SYSTEM	ROUTE NAME	DESCRIPTION	COMPLETION YEAR	COST (\$1,000's)	FISCAL IMPACT	REASON FOR AMENDMENT
35	RIVERSIDE	LAKE ELSINORE	3A04WT198	RIV11203	LOCAL HIGHWAY		<p>EXISTING: IN LAKE ELSINORE - TEMESCAL CANYON RD BRIDGE REPLACEMENT/REALIGNMENT: REPLACE TEMESCAL CANYON RD. 2 LANE BRIDGE WITH A 4 LANE OVER TEMESCAL WASH, 0.42 MI. W/O LAKE STREET AND PROVIDE TRANSITION TO A 2 LANE ROADWAY (BOTH SIDES). OTHER IMPROVEMENTS INCLUDE CONS SIDEWALK AND STRIPPING FOR 8 FT CLASS II BIKE LNS ON EACH SIDE OF THE BRIDGE. (BRIDGE NO. 56C0050).</p> <p>REVISED: IN LAKE ELSINORE - TEMESCAL CANYON RD BRIDGE REPLACEMENT/REALIGNMENT: REPLACE TEMESCAL CANYON RD. 2 LANE BRIDGE WITH A 4 LANE OVER TEMESCAL WASH, 0.42 MI. W/O LAKE STREET AND PROVIDE TRANSITION TO A 2 LANE ROADWAY (BOTH SIDES). OTHER IMPROVEMENTS INCLUDE CONS OF 706 FT OF SIDEWALK AND 8 FT CLASS II BIKE LNS ON EACH SIDE OF THE BRIDGE. (BRIDGE NO. 56C0050).</p>	<p>EXISTING: 2020</p> <p>REVISED: 2022</p>	<p>EXISTING: \$19,452</p> <p>REVISED: \$17,130</p>	RTP PROJECT COST DECREASE.	REVISED DESCRIPTION, SCHEDULE, AND COST
36	RIVERSIDE	LAKE ELSINORE	3161L009	RIV160902	LOCAL HIGHWAY	REALIGNED TEMESCAL CANYON RD.	IN LAKE ELSINORE - CONS OF A NEW 4-LANE DIVIDED ROADWAY, REALIGNING EXISTING TEMESCAL CANYON ROAD AND REPLACE EXISTING 2-LANE UNIMPROVED TEMESCAL CANYON ROAD FROM LAKE STREET TO 650 FT EASTERLY OF CITY'S WESTERLY BOUNDARY. SEGMENT OF THIS REALIGNED ROAD INCLUDES A 706' BRIDGE FUNDED BY HBP LISTED SEPARATELY UNDER RIV11203.	2022	\$5,750	NEW RTP PROJECT COST.	NEW PROJECT

TABLE 1 Continued

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

TABLE 1 Continued

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

Daniel Tran

From: Hank Fung <[REDACTED]>
Sent: Monday, February 6, 2017 9:51 AM
To: 2016 RTP/SCS
Subject: Comment on 2016 RTP Draft Amendment #1

Comments on Amendment #1 of the 2016 SCAG draft RTP amendment:

Project 2TR0701 - Didn't OCTA and the City of Anaheim reject the streetcar project? Why is this still on the RTP?

Data disclosure policy: There is a need for a consistent data disclosure policy which does not favor politically preferable groups and provides equal access to all individuals and organizations which desire to obtain data, including subregional data, regardless of any alleged motives or purposes. The previous draft of this amendment stated, "Individuals and nonpublic organizations may also have access to this information, in accordance with the California Public Records Act." This should have been retained.

Although SCAG staff may not be obligated to run any models for non-public organizations or non-members, once information is released to any individual or organization which is outside the jurisdiction(s) where the data originates, it should be accessible to all. This arises from a concern that a non-government organization wanted to use SCAG data to validate their issues with a regional project, and threatened to use a political route to obtain the data. Organizations which are not politically favored may not have the same opportunity to use and obtain the information to support their claims. I strongly support a position of equal access and posting any subregional data released outside a governmental or academic context to the web site, or at least the availability of said data. SCAG staff should post any requests for data from nonmembers on its web site so that the public may ascertain if certain organizations are obtaining access to information that are otherwise not available to the general public.

In the future, the data distribution policy should be thoroughly discussed with the public in the preparation of the next Regional Transportation Plan.

Sincerely,

Hank Fung, P.E.

2016 RTP/SCS

From: Tresey Capps [REDACTED]
Sent: Friday, February 3, 2017 8:58 AM
To: 2016 RTP/SCS
Subject: COMMENT: Notice of Availability: Draft Amendments- Draft 2016 RTP/SCS Amendment #1 and Draft 2017 FTIP Amendment #17-03

Importance: High

My comment is as follows:

I attempted on two separate occasions to view hard copies of the proposed amendments but was unable to view a physical copy. I attended the public hearing at the San Bernardino location and there was no physical copy to view and I went to San Bernardino SCAG location again on 2-2-17 at 11am and the door was locked. Providing a physical copy for those who do not have internet access or for those who prefer a physical copy is important. This planning should engage the public as opposed to the way it is structured now which goes through the motions of engagement but fails miserably. Shame on SCAG. Shame on Hasan Ikhtrata whose documented stated intent is to coordinate us.

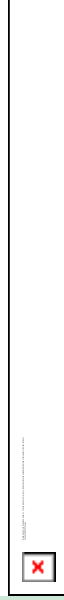
With the Trump administration perhaps some of these disingenuous schemes will be halted and people like Mr. Ikhtrata will be replaced with leaders who embrace American values. #DrainTheSwamp

Please acknowledge receipt of my comment.

Sincerely,

Tresey Capps, Toll Free IE [REDACTED]

From: SCAG RTP/SCS <rtpscs=scag.ca.gov@cmail19.com> on behalf of SCAG RTP/SCS <rtpscs@scag.ca.gov>
Sent: Friday, January 6, 2017 11:42 AM
To: T Capps
Subject: Notice of Availability: Draft Amendments



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AMENDMENT #1

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

ADOPTED APRIL 017