

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2008

**RTP**  
**REGIONAL TRANSPORTATION PLAN**

*Making the Connections*

**Amendment #1**  
*and 2008 Regional Transportation  
Improvement Program (RTIP)  
Amendment #08-01*

**ADOPTED**  
**DECEMBER 2008**



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

**REGIONAL  
TRANSPORTATION  
PLAN AMENDMENT #1**

**2008**

**REGIONAL TRANSPORTATION IMPROVEMENT  
PROGRAM AMENDMENT #08-01**

# MISSION STATEMENT

Leadership

Vision

Progress

*Leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians.*

## **The Association will accomplish this Mission by:**

- Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.
- Providing quality information services and analysis for the region.
- Using an inclusive decision-making process that resolves conflicts and encourages trust.
- Creating an educational and work environment that cultivates creativity, initiative, and opportunity.

*Funding: The preparation of this document was financed in part through funds from the Federal Highway Administration and Federal Transit Administration. Additional financial assistance was provided by the California State Department of Transportation.*

# REGIONAL COUNCIL

## OFFICERS

**President:** Richard Dixon, Lake Forest

**First Vice President:** Harry Baldwin, San Gabriel

**Second Vice President:** Jon Edney, El Centro

**Immediate Past President:** Gary Ovitt, San Bernardino County

## MEMBERS

**Imperial County:** Victor Carrillo, Imperial County • Jon Edney, El Centro

**Los Angeles County:** Yvonne B. Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Richard Alarcon, Los Angeles • Jim Aldinger, Manhattan Beach • Harry Baldwin, San Gabriel • Barbara Calhoun, Compton • Tony Cardenas, Los Angeles • Stan Carroll, La Habra Heights • Margaret Clark, Rosemead • Gene Daniels, Paramount • Judy Dunlap, Inglewood • Rae Gabelich, Long Beach • David Gafin, Downey • Eric Garcetti, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurulé, Cudahy • Janice Hahn, Los Angeles • Keith W. Hanks, Azusa • Carol Herrera, Diamond Bar • Jose Huizar, Los Angeles • Tom LaBonge, Los Angeles • Paula Lantz, Pomona • Nury Martinez, San Fernando • Barbara Messina, Alhambra • Larry Nelson, Artesia • Pam O'Connor, Santa Monica • Bernard Parks, Los Angeles • Jan Perry, Los Angeles • Frank Quintero, Glendale • Ed Reyes, Los Angeles • Susan M. Rhilinger, Torrance • Bill Rosendahl, Los Angeles • Greig Smith, Los Angeles • Mike Ten, South Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Herb J. Wesson, Jr., Los Angeles • Dennis P. Zine, Los Angeles

**Orange County:** Chris Norby, Orange County • Christine Barnes, La Palma • John Beauman, Brea • Lou Bone, Tustin • Debbie Cook, Huntington Beach • Leslie Daigle, Newport Beach • Richard Dixon, Lake Forest • Paul Glaab, Laguna Niguel • Robert Hernandez, Anaheim • Beth Krom, Irvine • Ken Parker, Los Alamitos • Sharon Quirk, Fullerton

**Riverside County:** Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Melanie Fesmire, Indio • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

**San Bernardino County:** Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Glenn Duncan, Ontario • Paul Eaton, Montclair • Pat Gilbreath, Redlands • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto

**Ventura County:** Glen Becerra, Simi Valley • Linda Parks, Ventura County • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

**Tribal Government Representative:** Vacant

**Orange County Transportation Authority:** Art Brown, Buena Park

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**San Bernardino Associated Governments:** Paul Leon, Ontario

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

## COMMITTEE CHAIRS

**Transportation Committee:** Mike Ten, South Pasadena

**Energy & Environment Committee:** Keith Hanks, Azusa

**Community, Economic and Human Development:** Larry McCallon, Highland

**Executive/Administration Committee:** Richard Dixon, Lake Forest

## TRANSPORTATION COMMITTEE

Mike Ten, South Pasadena, Chair • Greg Pettis, Cathedral City, Vice-Chair • Steve Adams, WRCOG Subregion • Jim Aldinger, Manhattan Beach • Luis Ayala, SGVCOG Subregion • Harry Baldwin, San Gabriel • John Beauman, Brea • Glen Becerra, Simi Valley • Joel Bishop, Dana Point • Lou Bone, Tustin • Art Brown, OCTA • Thomas Buckley, Lake Elsinore • Yvonne Burke, County of Los Angeles • Stan Carroll, La Habra Heights • Kelly Chastain, SANBAG • John Chlebnik, WRCOG Subregion • Lawrence Dale, Barstow • Gene Daniels, Paramount • Steve Diels, Redondo Beach • Richard Dixon, Lake Forest • Glenn Duncan, Chino • Judy Dunlap, Inglewood • Bonnie Flickinger, Moreno Valley • Rae Gabelich, Long Beach • Patricia Gilbreath, Redlands • Paul Glaab, Laguna Niguel • Thomas Glancy, VCOG Subregion • Cathy Green, OCCOG Subregion • Carol Gross, Westside Cities COG • Frank Gurule, Cudahy • Bert Hack, OCCOG Subregion • Janice Hahn, Los Angeles • Robert Hernandez, Anaheim • Trish Kelly, Mission Viejo • Paul Leon, SANBAG • C. Robin Lowe, Riverside County Transportation Commission • Bonnie Lowenthal, Gateway Cities COG • Sharon Martinez, SGVCOG Subregion • Andrew Masiel, Pechanga Band of Luiseño Indians • Marsha McLean, North L.A. County Subregion • Barbara Messina, Alhambra • Keith Millhouse, Ventura County Transportation Commission • Leroy Mills, OCCOG Subregion • Pam O'Connor, Santa Monica • Micheál O'Leary, Westside Cities COG • Gary Ovitt, County of San Bernardino • Ken Parker, Los Alamitos • Bernard Parks, Los Angeles • Sharon Quirk, Fullerton • Ron Roberts, Temecula • Mark Rutherford, Las Virgenes Malibu COG • Greig Smith, Los Angeles • David A. Spence, La Cañada Flintridge • Jeff Stone, County of Riverside • Michael Wilson, CVAG Subregion

## RESOLUTION NO. 08-504-3

### RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS APPROVING FINAL AMENDMENT NO. 1 TO THE 2008 REGIONAL TRANSPORTATION PLAN (2008 RTP), FINAL AMENDMENT NO. 08-01 TO THE 2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2008 RTIP), AND THE CORRESPONDING ADDENDUM TO THE 2008 RTP PROGRAM ENVIRONMENTAL IMPACT REPORT AND CONFORMITY DETERMINATION

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

**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 the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) 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 designated Regional Transportation Planning Agency (RTPA) under state law, and as such is responsible for preparing, adopting, and updating the RTP pursuant to Government Sections 65080 et seq.;

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

**WHEREAS**, 23 U.S.C. §134(h)(3)(C) and 23 C.F.R. §450.324(f)(2) requires the 2008 RTIP to be consistent with the 2008 RTP;

**WHEREAS**, 23 U.S.C. §134(a), 49 U.S.C. §5301 et seq., 23 CFR §450.312, and 49 CFR §613.100 require SCAG, as the designated MPO, to maintain a continuing, cooperative, and comprehensive transportation planning process in its development of the RTP and

RTIP;

**WHEREAS**, pursuant to 23 C.F.R. §450.316(b)(1)(iv), SCAG must provide adequate public notice of public involvement activities and time for public review and comment at key decision points, including approval of plans and transportation improvement programs (the applicable comment period shall be at least 30 days for the plan, transportation improvement program and major amendment(s));

**WHEREAS**, on May 8, 2008, SCAG approved and adopted the 2008 RTP, and on June 5, 2008, the federal agencies found that the 2008 RTP conforms to the applicable State Implementation Plan (SIP);

**WHEREAS**, on July 17, 2008, SCAG approved and adopted the 2008 RTIP, and on November 17, 2008, the federal agencies found that the 2008 RTIP conforms to the applicable SIP;

**WHEREAS**, SCAG has received requests from the local county transportation commissions (CTCs) and California Department of Transportation (Caltrans) for project additions or modifications to the 2008 RTP and 2008 RTIP;

**WHEREAS**, on June 24, July 22, and August 26, 2008, the proposed 2008 RTP and 2008 RTIP amendments to address the CTC actions and local requests were discussed at the Transportation Conformity Working Group, SCAG's forum to support interagency coordination to help improve air quality and maintain transportation conformity in Southern California;

**WHEREAS**, on or about October 2, 2008, SCAG staff prepared the "Draft 2008 RTP Amendment #1" and the "Draft 2008 RTIP Amendment #08-01" (collectively referred to herein as the "Draft 2008 RTP/RTIP Amendments"), including staff findings, in order to address the local requests;

**WHEREAS**, the conformity findings included in the "Draft 2008 RTP Amendment #1" are also applicable to the "Draft 2008 RTIP Amendment #08-01";

**WHEREAS**, on October 2, 2008, SCAG's Transportation Committee (TC) approved the release of the Draft 2008 RTP/RTIP Amendments for a 30-day

public review and comment period;

**WHEREAS**, a Notice of Availability and Public Hearing was posted on the SCAG website at www.scag.ca.gov on October 2, 2008, and published in major newspapers in the six-county region, the Draft 2008 RTP/RTIP Amendments were made available on the SCAG website, and copies were provided for review at SCAG and at public libraries throughout the region;

**WHEREAS**, a public hearing for the Draft 2008 RTP/RTIP Amendments was held at the SCAG Los Angeles Office on October 23, 2008;

**WHEREAS**, to the extent that SCAG has received any written comments on the Draft 2008 RTP/RTIP Amendments, those comments have been responded to, and those comments along with responses are summarized in the final versions of the 2008 RTP/RTIP Amendments (also referred to herein as the Final 2008 RTP Amendment #1 and Final 2008 RTIP Amendment #08-01);

**WHEREAS**, amendments to the RTP must be consistent with the December 2007 RTP Guidelines and 2008 Addendum to the RTP Guidelines prepared by the California Transportation Commission;

**WHEREAS**, SCAG has complied with all applicable federal and state requirements in developing the RTP/RTIP Amendments, including, but not limited to:

- (1) SAFETEA-LU (23 U.S.C. §134 et seq.)
- (2) The metropolitan planning regulations at 23 C.F.R. §450 et seq.;
- (3) California Government Code §65080 et seq.;
- (4) §§174 and 176(c) and (d) of the Federal Clean Air Act [42 U.S.C. §§7504 and 7506(c) and (d)];
- (5) The Environmental Protection Agency (EPA) Transportation Conformity Rule at 40 CFR Parts 51 and 93 (August 15, 1997) and all associated courts rulings and federal guidance.
- (6) Title VI of the Civil Rights Acts of 1964 and the Title VI assurance executed by the State pursuant to 23 U.S.C. §324 and 29 U.S.C. §794;

(7) Title II of the American with Disabilities Act of 1990 (42 U.S.C. §120001 et seq.) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38); and

(8) The Department of Transportation's Final Environmental Justice Order, 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 and requirements set forth in U.S.D.O.T. Order 5610.2, FHWA Order 6640.23 and 23 C.F.R. § 450.316(b)(ii).

**WHEREAS**, pursuant to Section 176(c) of the Federal Clean Air Act (42 U.S.C. §7506(c)), no project may receive Federal funding unless it comes from an RTP which has been found to conform to the applicable SIP;

**WHEREAS**, as required by 23 C.F.R. §450.322(d), in nonattainment and maintenance areas for transportation-related pollutants, SCAG, the FHWA, and the FTA must make a conformity determination regarding any RTP or RTIP update or amendment in accordance with the requirements of the Federal Clean Air Act (42 U.S.C. §7401 et seq.) and the Environmental Protection Agency (EPA) conformity regulations found at 40 C.F.R. Part 51;

**WHEREAS**, with approval of the 2008 RTP/RTIP Amendments proposed herein, all South Coast Air Basin TCM projects in the federally approved conforming 2008 RTP and 2008 RTIP are given funding priority and are on schedule for timely implementation;

**WHEREAS**, the 2008 RTP and 2008 RTIP remain financially constrained for all fiscal years with the project additions and revisions described in the 2008 RTP/RTIP Amendments herein;

**WHEREAS**, SCAG is required to comply with the California Environmental Quality Act ("CEQA") [Cal. Pub. Res. Code §21000 et seq.] in amending the RTP;

**WHEREAS**, SCAG adopted and certified the Program Environmental Impact Report (PEIR) to the

2008 RTP in May 2008 (herein referred to the “2008 RTP PEIR”);

**WHEREAS**, when an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary;

**WHEREAS**, an Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (CEQA Guidelines Section 15164(a), Cal. Administrative Code, Title 14);

**WHEREAS**, for the reasons set forth in the Addendum to the 2008 RTP PEIR, SCAG determined that an Addendum to the 2008 RTP PEIR is the appropriate CEQA document because the proposed changes to the 2008 RTP do not meet the conditions of CEQA Guidelines Section 15162(a) for preparation of a Subsequent EIR;

**WHEREAS**, SCAG prepared an Addendum to the 2008 RTP PEIR, which is included in the 2008 RTP Amendment #1, in order to address the modifications to the 2008 RTP due to the requests from the local agencies;

**WHEREAS**, SCAG determined that adoption of the proposed RTP Amendment #1 would not result in either new environmental significant effects or a substantial increase in the severity of previously identified significant effects;

**NOW, THEREFORE BE IT RESOLVED THAT:**

1. The Southern California Association of Governments finds and adopts as follows:
  - a. The 2008 RTP Amendment #1 and 2008 RTIP Amendment #08-01 comply with all applicable federal and state requirements, including the federally approved SIPs;
  - b. Upon approval of the 2008 RTP/RTIP Amendments described herein, all TCM projects in the South Coast Air Basin and Ventura County portion of the South Central Coast Air Basin in the federally approved conforming

2008 RTP and 2008 RTIP are given funding priority and are on schedule for timely implementation;

- c. The 2008 RTP and 2008 RTIP as amended herein have been found to conform to the applicable SIP in accordance with the Clean Air Act and EPA conformity regulations; and
  - d. Proposed changes to the 2008 RTP as expressed in the 2008 RTP Amendment #1 are not substantial changes which would require major revisions to the 2008 RTP PEIR, and the Addendum to the 2008 RTP PEIR relatives to the project additions and revisions to the 2008 RTP fulfills SCAG’s requirements for CEQA compliance, thus, no further CEQA document is required.
2. Incorporating all the foregoing recitals and findings in the resolution, the Regional Council hereby approves and adopts the Final 2008 RTP Amendment #1 and Final 2008 RTIP Amendment #08-01, including the related 2008 RTP PEIR Addendum and conformity findings.
  3. SCAG’s Executive Director or his designee is authorized to transmit the RTP/RTIP Amendments and associated conformity finding to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 C.F.R. Parts 51 and 93.

Approved at a regular meeting of the Regional Council of the Southern California Association of Governments on this 4th day of December 2008.



\_\_\_\_\_  
RICHARD T. DIXON  
President  
Council Member, City of Lake Forest

Attested by:



\_\_\_\_\_  
HASAN IKHRATA  
Executive Director

Approved as to Form:



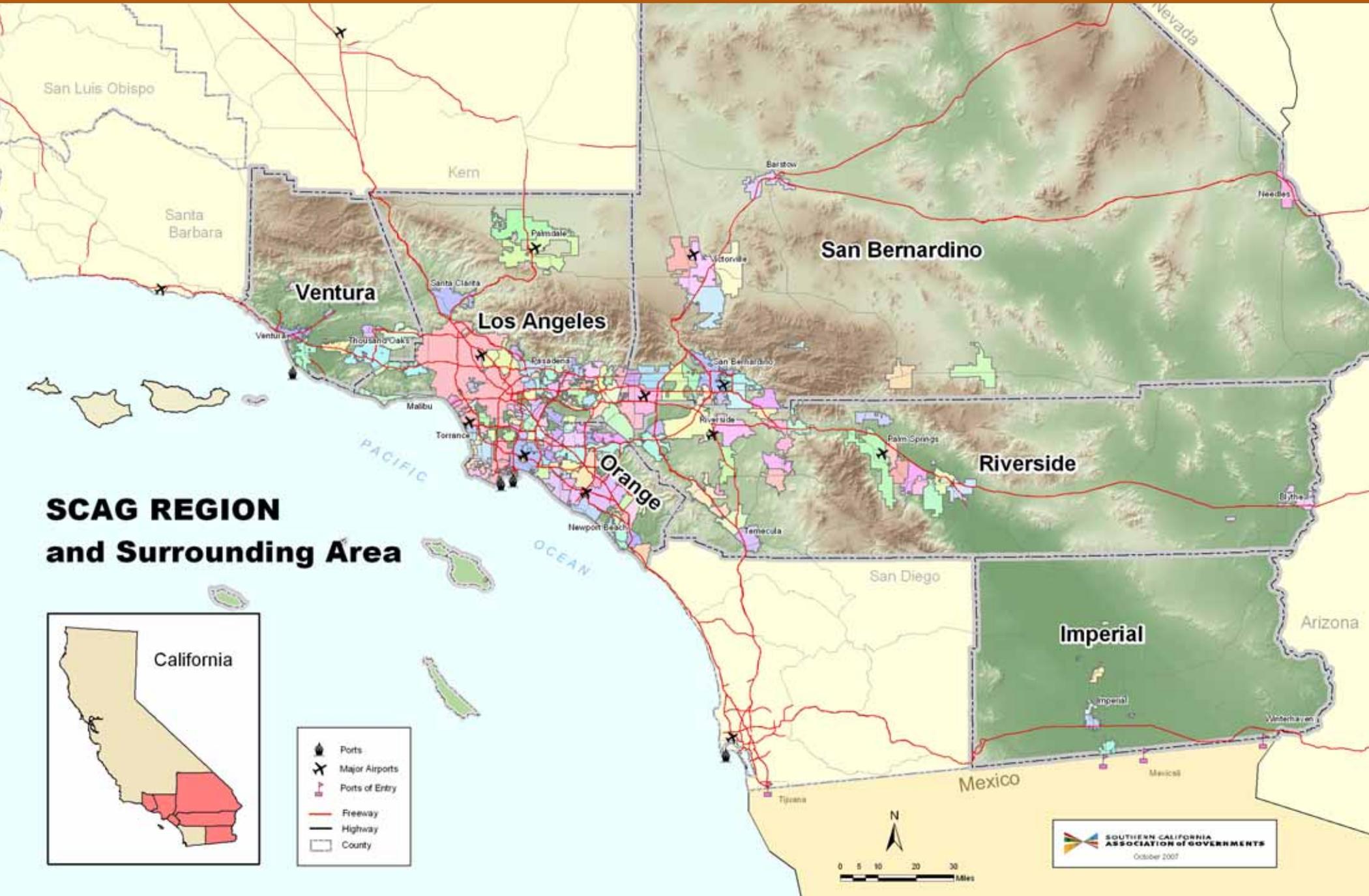
\_\_\_\_\_  
JOANN AFRICA  
Acting Chief Counsel



# CONTENTS

<b>MISSION</b>	<b>iv</b>	<b>V. ADDENDUM TO THE 2008 RTP PROGRAM ENVIRONMENTAL IMPACT REPORT</b>	<b>64</b>
<b>REGIONAL COUNCIL</b>	<b>v</b>	Introduction	65
<b>RESOLUTION</b>	<b>vi</b>	Basis for the Addendum	66
<b>I. INTRODUCTION</b>	<b>2</b>	Project Description	67
<b>II. PROJECT DESCRIPTIONS</b>	<b>4</b>	Analysis of Impacts	68
Imperial County	5	Comparison of Alternatives	72
Los Angeles County	8	Long-Term Effects	72
Riverside County	15	Conclusion	73
San Bernardino County	44	<b>VI. PUBLIC REVIEW AND COMMENT</b>	<b>74</b>
Ventura County	50	<b>VII. CONCLUSION</b>	<b>78</b>
<b>III. FISCAL IMPACT</b>	<b>54</b>	<b>VIII. ATTACHMENTS: COMMENT LETTERS</b>	<b>80</b>
<b>IV. TRANSPORTATION CONFORMITY</b>	<b>56</b>		
Conformity Findings	57		
Regional Emissions Analysis	58		

# I. INTRODUCTION



**T**he Southern California Association of Governments (SCAG) is the federally designated metropolitan planning organization (MPO) for the six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the MPO, SCAG develops the Regional Transportation Plan (RTP or Plan) and updates it every four years through a continuous, comprehensive, and cooperative process. The RTP presents a transportation vision for the region at least 20 years into the future, and provides a long-term investment framework for addressing the region's transportation and related challenges.

SCAG adopted the current operating 2008 RTP on May 8, 2008 (Resolution No. 08-497-2), and the RTP includes several thousand individual transportation projects. Since that time, the scopes of a relatively few projects in the 2008 RTP have evolved. In addition, \$210.6 million in federal funds have been committed for a congestion pricing pilot project in Los Angeles County. While some affected projects are time sensitive, all projects require amendment to the RTP.

The purpose of this document is to identify the specific details of the 2008 RTP Amendment #1 and to ensure that the proposed changes are consistent with federal and state requirements, including the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) planning requirements and the Transportation Conformity Rule. All associated analyses for the Amendment are incorporated into this document. It is also important to note that the conformity findings included in this document are applicable for the 2008 RTP Amendment #1 as well as the 2008 Regional Transportation Improvement Program (RTIP) Amendment #08-01.

## II. PROJECT DESCRIPTIONS



The project changes proposed under this Amendment are presented in this document for Imperial, Los Angeles, Riverside, San Bernardino, and Ventura Counties. The reason for amending each of these projects can be broadly categorized as follows:

- Project is **new** and currently not in the 2008 RTP
- Project currently exists in the 2008 RTP, but:
  - has a **revised description**,
  - has a **revised schedule**,
  - has a **change in total cost**, or
  - includes **any combination of the above changes**.

Descriptions of major projects in each of the counties are provided to highlight the general scope of this Amendment. The locations of projects are depicted in Exhibits 1-5.

Project Summary Tables are organized to provide a complete list of the projects for each county and to document the details of the changes from the current Plan. In addition, the summary tables are also intended to illustrate a before-and-after scenario for each of the projects. All “existing” information for RTIP projects contained in the project descriptions in this Amendment is based on the adopted 2008 RTIP and its associated regional emissions analysis. For modeled projects, the “Project Completion By” year represents the Plan network year for which the project was analyzed for modeling and regional emissions analysis.

For more specific individual project information as part of the RTP modeling and regional emissions analysis, refer to the Amendment’s modeled projects list available at <http://www.scag.ca.gov/rtp2008> .

## Imperial County

### MAJOR REGIONAL PROJECTS

#### BRAWLEY BYPASS CORRIDOR

##### Revised Schedule

RTP/RTIP Project No. IMP0021

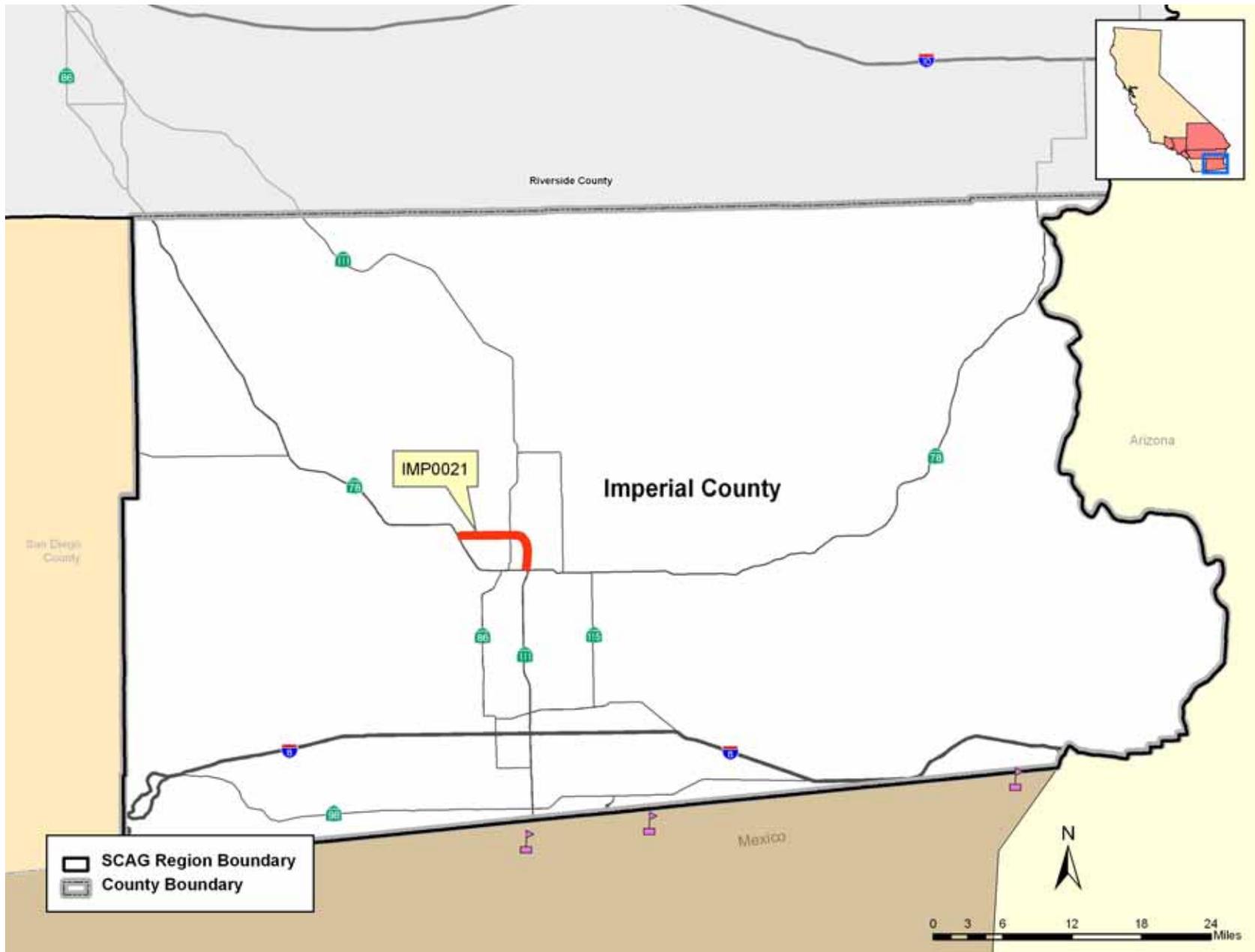
Estimated Project Cost: \$225.6 million

Project Completion By (existing): 2020

Project Completion By (revised): 2012

This project will provide a four-lane divided expressway near the City of Brawley on SR-86 to 0.3 miles north of Mead Road on SR-111.

**EXHIBIT 2.1 IMPERIAL COUNTY PROJECT LOCATIONS**



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

**TABLE 2.1 IMPERIAL COUNTY PROJECTS**

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTP AMENDMENT #08-01
IM	Mixed Flow	78	BRAWLEY BYPASS CORRIDOR -- IN AND NEAR BRAWLEY FROM 0.5 MILES SOUTH OF BAUGHMAN ROAD TO MEAD RD - 4 LANE EXPRESSWAY ON SR 86 TO 0.3 MILES NORTH OF MEAD RD. ON SR 111	\$225,603	PROJECT ADVANCED BASED ON AWARDED TCIF FUNDING. NO CHANGE TO PROJECT COST. NO FISCAL IMPACT.	Existing: 2020  Revised: 2012	IMP0021	Revised schedule	✓

## Los Angeles County

### MAJOR REGIONAL PROJECTS

#### CONGESTION REDUCTION DEMONSTRATION PROJECT

##### New Projects

The following demonstration projects, which are assumed to be in place for a limited duration, will allow for the analysis of the potential impacts of several congestion reduction strategies, including both HOT lanes and significantly-enhanced transit service.

RTP/RTIP Project No. 1HL08D01  
Estimated Project Cost: \$45.2 million  
Project Completion By: 2010

This project will convert one High-Occupancy Vehicle (HOV) lane in each direction to a High-Occupancy Toll (HOT) lane on I-10 from Alameda Street/Union Station to I-605, and restripe to add a second HOT lane on I-10 westbound from Santa Anita Avenue to I-710, and on I-10 eastbound from I-710 to Baldwin Avenue.

RTP/RTIP Project No. 1HL08D03  
Estimated Project Cost: \$48.6 million  
Project Completion By: 2010

This project will convert two High-Occupancy Vehicle (HOV) lanes in each direction to High-Occupancy Toll (HOT) lanes on I-110 from 182nd Street/Artesia Transit Center to Adams Boulevard.

RTP/RTIP Project No. 1TR08D08 and 1TR08D07A  
Estimated Project Cost: \$136.6 million  
Project Completion By: 2010

This project will provide enhanced peak frequencies and bus rapid transit (BRT) service from the Montclair Transit Center to downtown Los Angeles. The enhanced peak frequencies will occur on Metro's Line 699 and Foothill Transit's Silver Streak service, and BRT service on Metro's El Monte Busway Lines 484 and 490. This project will also include supporting transit station and facility improvements.

RTP/RTIP Project No. 1TR08D07B  
Estimated Project Cost: \$71.8 million  
Project Completion By: 2010

This project will provide BRT service from the Artesia Transit Center to downtown Los Angeles on Metro's Harbor Transitway Lines 444 and 446/447, and include supporting transit station, signal priority, and facility improvements.

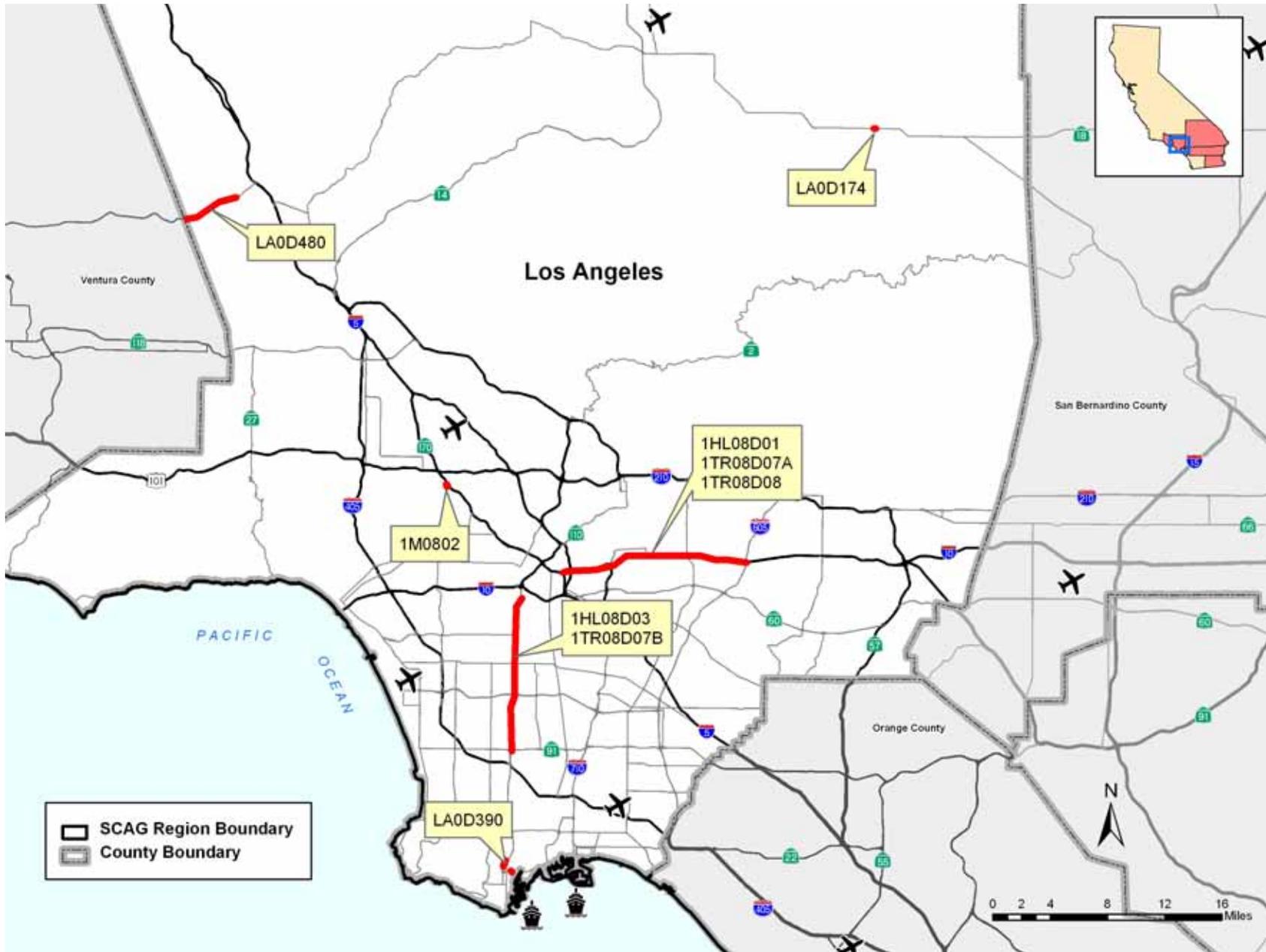
#### SR-126 WIDENING, INTERSECTION IMPROVEMENTS, AND GRADE SEPARATION

##### Revised Description, Cost, and Schedule

RTP/RTIP Project No. LA0D480  
Estimated Project Cost (existing): \$35.5 million  
Estimated Project Cost (revised): \$88.0 million  
Project Completion By (existing): 2010  
Project Completion By (revised): 2012

This project will widen SR-126 from the Los Angeles/Ventura County Line to Castaic Creek Bridge approaching the SR-126/I-5 interchange by one lane in each direction. Two new at-grade intersections will be constructed, and three existing at-grade intersections will be widened. A new full movement, urban grade separation will be constructed at Long Canyon Road.

EXHIBIT 2.2 LOS ANGELES COUNTY PROJECT LOCATIONS



Source: Southern California Association of Governments, ESRI StreetMap USA, Teleatlas

**TABLE 2.2 LOS ANGELES COUNTY PROJECTS**

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
LA	Arterial	126	Existing: Route 126: SR-126 IMPROVEMENTS - LOS ANGELES COUNTY LINE TO CASTAIC CREEK BRIDGE: IMPROVE 5 INTERSECTIONS ADD LT & RT LANES, ADD 1 SB AUX LANE FROM LONG CANYON RD TO WOLCOTT WAY	Existing: \$35,500	PROJECT COST INCREASE OF \$52,500 FUNDED BY IDENTIFIED PRIVATE DEVELOPER FUNDING PROVIDED BY NEWHALL LAND COMPANY.	Existing: 2010	LA0D480	Revised description, cost, and schedule	
			Revised: ROUTE SR-126/LOS ANGELES-VENTURA COUNTY LINE TO CASTAIC CREEK BRIDGE EAST INTERSECTION IMPROVEMENTS, ROADWAY WIDENING, AND CONSTRUCTION OF A NEW URBAN GRADE SEPARATION	Revised: \$88,000		Revised: 2012			
LA	Arterial	138	ROUTE 138: ROUTE 138 WIDENING FROM 2 LANES TO 4 LANES-WIDENING AT TWIN BRIDGES (SEG.11B) EA# 127261, PPNO 3330 (SAFETEALU # 2542)	\$14,365	AMENDMENT TO CORRECT MODEL LIST COMPLETION DATE. NO IMPACT TO PROJECT COST. NO FISCAL IMPACT.	2010	LA0D174	Revised model list completion date to match project list	
LA	IC/Ramps	0	ARTERIAL STREET AND FREEWAY-TO-FREEWAY INTERCHANGE IMPROVEMENTS AT SR-47 (VINCENT THOMAS BRIDGE) AND I-110; AND MODIFICATION TO I-110 NB ON-OFF RAMP'S TERMINI AT JOHN S. GIBSON BLVD	\$67,800	NO CHANGE TO PROJECT COST WITH MINOR COMPLETION DATE CHANGE. NO FISCAL IMPACT.	Existing: 2012  Revised: 2014	LA0D390	Revised schedule	
LA	IC/Ramps	101	US-101/UNIVERSAL TERRACE PARKWAY (CAMPO DE CAHUENGA WAY) INTERCHANGE IMPROVEMENTS	\$25,879	PROJECT COST FUNDED BY IDENTIFIED \$25,879 PRIVATE FUNDING PROVIDED BY THOMAS PROPERTIES GROUP.	2014	1M0802	New project	

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
LA	O&M	I-10 & I-110	HOT LANES DEMONSTRATION PROJECT OPERATIONS AND MAINTENANCE	\$5,600	PROJECT COST OF \$5,600 FUNDED BY USDOT CONGESTION REDUCTION DEMONSTRATION INITIATIVE GRANT FUNDS, PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION FUNDING, AND LOCAL DISCRETIONARY FUNDING. NOTE THAT USDOT FUNDING WILL BE SWAPPED WITH FLEXIBLE SOURCES TO ENSURE AVAILABILITY FOR THIS PROJECT. TOLL REVENUES MAY BE AVAILABLE FOR EXPENSES RELATED TO THE OPERATION AND MAINTENANCE OF THE CONGESTION PRICING PROGRAM.	2010	10M08D01	New project	✓

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
LA	O&M	I-10 & I-110	OPERATING SUBSIDY FOR HOT LANE TRANSIT SERVICES	\$17,584	PROJECT COST OF \$17,584 FUNDED BY USDOT CONGESTION REDUCTION DEMONSTRATION INITIATIVE GRANT FUNDS, PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION FUNDING, AND LOCAL DISCRETIONARY FUNDING. TOLL REVENUES MAY BE AVAILABLE FOR EXPENSES RELATED TO THE OPERATION AND MAINTENANCE OF THE CONGESTION PRICING PROGRAM.	2010	10M08D02	New project	✓
LA	Toll	10	CONVERSION OF HIGH OCCUPANCY VEHICLE (HOV) LANES TO HIGH OCCUPANCY TOLL (HOT) LANES ON I-10 FROM ALAMEDA ST/UNION STATION TO I-605, AND RESTRIPE TO ADD 2ND LANE (WB – SANTA ANITA AVE TO I-710; EB – I-710 TO BALDWIN AVE) INCLUDING SUPPORTING IMPROVEMENTS (CITY OF LA PARKING MANAGEMENT)	\$45,248	PROJECT COST OF \$45,248 FUNDED BY USDOT CONGESTION REDUCTION DEMONSTRATION INITIATIVE GRANT FUNDS, PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION FUNDING, AND LOCAL DISCRETIONARY FUNDING. NOTE THAT USDOT FUNDING WILL BE SWAPPED WITH FLEXIBLE SOURCES TO ENSURE AVAILABILITY FOR THIS PROJECT.	2010	1HL08D01	New project	✓

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
LA	Toll	110	CONVERSION OF HIGH OCCUPANCY VEHICLE (HOV) LANES TO HIGH OCCUPANCY TOLL (HOT) LANES ON I-110 FROM 182ND ST / ARTESIA TRANSIT CENTER TO ADAMS BLVD (TWO LANES PER DIRECTION) INCLUDING SUPPORTING IMPROVEMENTS (FACILITY ACCESS AND CITY OF LA PARKING MANAGEMENT)	\$48,608	PROJECT COST OF \$48,608 FUNDED BY USDOT CONGESTION REDUCTION DEMONSTRATION INITIATIVE GRANT FUNDS, PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION FUNDING, AND LOCAL DISCRETIONARY FUNDING. NOTE THAT USDOT FUNDING WILL BE SWAPPED WITH FLEXIBLE SOURCES TO ENSURE AVAILABILITY FOR THIS PROJECT.	2010	1HL08D03	New project	✓
LA	Transit - Bus & BRT	0	ENHANCED PEAK FREQUENCIES AND BRT FOR TRANSIT SERVICE FROM MONTCLAIR TRANSIT CENTER TO DOWNTOWN LA, INCLUDING SUPPORTING TRANSIT STATION AND FACILITY IMPROVEMENTS	\$136,640	PROJECT COST OF \$136,640 FUNDED BY USDOT CONGESTION REDUCTION DEMONSTRATION INITIATIVE GRANT FUNDS, PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION FUNDING, AND LOCAL DISCRETIONARY FUNDING.	2010	1TR08D08 & 1TR08D07A	New project	✓

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTP AMENDMENT #08-01
LA	Transit - BRT	0	BRT SERVICE FROM ARTESIA TRANSIT CENTER TO DOWNTOWN LA INCLUDING SUPPORTING TRANSIT STATION, SIGNAL PRIORITY, AND FACILITY IMPROVEMENTS	\$71,792	PROJECT COST OF \$71,792 FUNDED BY USDOT CONGESTION REDUCTION DEMONSTRATION INITIATIVE GRANT FUNDS, PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION FUNDING, AND LOCAL DISCRETIONARY FUNDING.	2010	1TR08D07B	New project	✓

## Riverside County

### MAJOR REGIONAL PROJECTS

#### I-15 HOT AND HOV LANES

##### Revised Description and Cost

RTP/RTIP Project No. RIV071267

Estimated Project Cost (existing): \$1.6 billion

Estimated Project Cost (revised): \$1.7 billion

Project Completion By: 2020

This project on I-15 will provide two High-Occupancy Toll (HOT) lanes in each direction from the Riverside/San Bernardino County Line to Hidden Valley Parkway, two HOT lanes in each direction from Cajalco Road to SR-74, and add a second HOT lane in each direction from Hidden Valley Parkway to Cajalco Road. This project will also provide one High-Occupancy Vehicle (HOV) lane in each direction from SR-74 to I-15/I-215.

#### SR-91 HOT AND MIXED-FLOW LANES

##### Revised Description and Cost

RTP/RTIP Project No. RIV071250

Estimated Project Cost (existing): \$875.4 million

Estimated Project Cost (revised): \$1.3 billion

Project Completion By: 2020

This project will provide various improvements related to SR-91:

- On SR-91, one mixed-flow lane and one auxiliary lane in each direction at various locations

- On SR-91, CD system from Lincoln Avenue to I-15
- On SR-91, one HOT lane and the conversion of an HOV lane to a HOT lane in each direction from the Riverside/Orange County Line to I-15
- At SR-91/I-15, a HOT median direct connector
- On I-15, one HOT lane in each direction from Hidden Valley Parkway to Cajalco Road

#### I-215 WIDENING

##### Revised Description, Cost, and Schedule

RTP/RTIP Project No. RIV070309

Estimated Project Cost (existing): \$172.7 million

Estimated Project Cost (revised): \$222.3 million

Project Completion By (existing): 2014

Project Completion By (revised): 2020

This project will provide a third mixed-flow lane in each direction on I-215 in southwestern Riverside County from Scott Road to Nuevo Road. This project would widen I-215 from 4 to 6 total lanes.

#### I-215 HOV LANES

##### Revised Cost

RTP/RTIP Project No. RIV071276

Estimated Project Cost (existing): \$121.0 million

Estimated Project Cost (revised): \$212.5 million

Project Completion By: 2020

This project will provide one HOV lane in each direction on I-215 from Nuevo Road to Box Springs Road.

## **SR-91/SR-71 INTERCHANGE IMPROVEMENTS**

### **Revised Description and Cost**

RTP/RTIP Project No. RIV070308

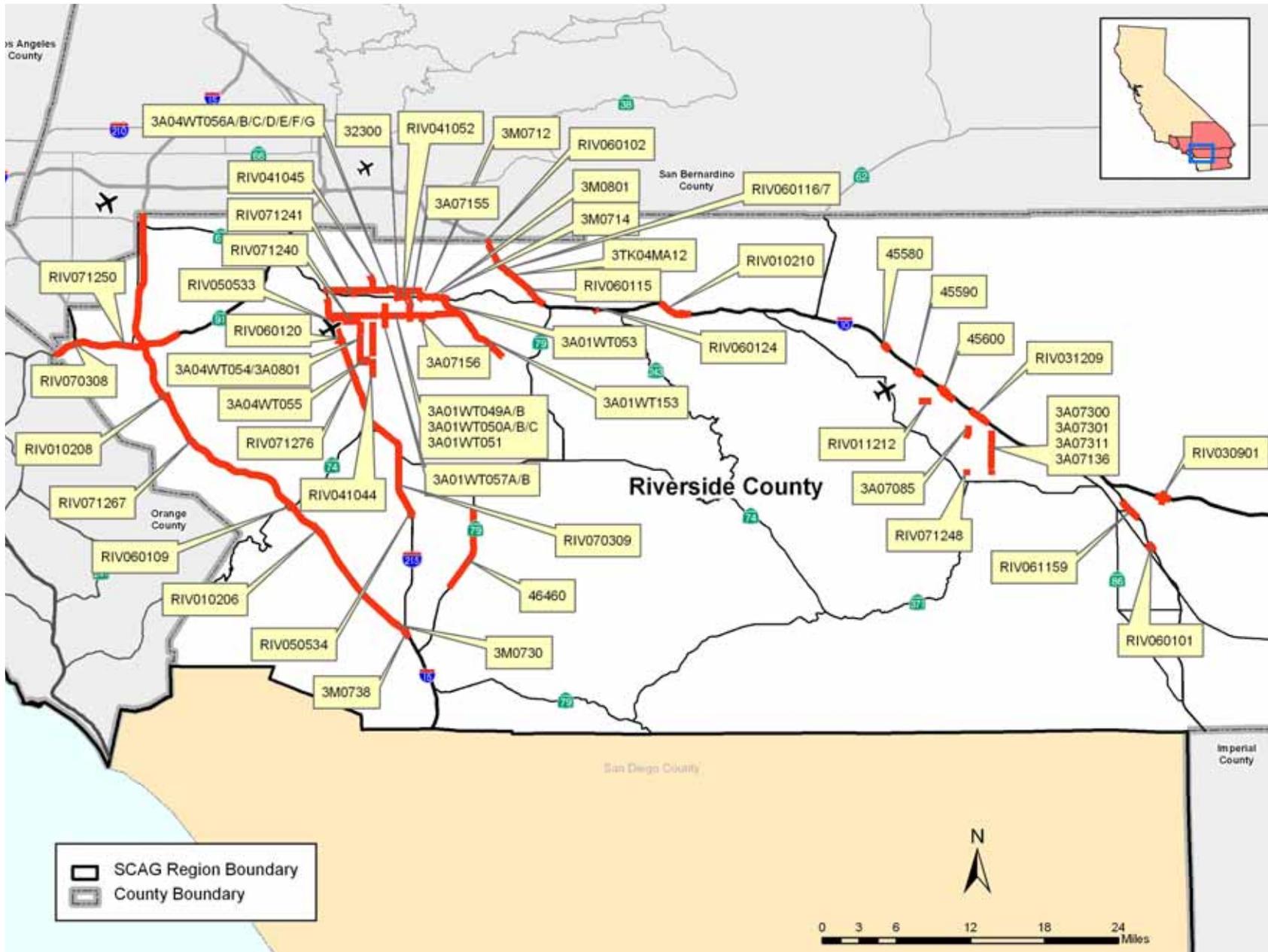
Estimated Project Cost (existing): \$99.0 million

Estimated Project Cost (revised): \$117.6 million

Project Completion By: 2014

This project will replace the existing SR-91 eastbound to SR-71 northbound connector with a direct flyover connector, and provide an eastbound collector distributor system (Green River to SR-91/SR-71 junction).

**EXHIBIT 2.3 RIVERSIDE COUNTY PROJECT LOCATIONS**



Source: Southern California Association of Governments, ESRI StreetMap USA, Teletlas

**TABLE 2.3 RIVERSIDE COUNTY PROJECTS**

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTP AMENDMENT #08-01
RV	Arterial	0	Existing: IN CATHEDRAL CITY ON RAMON RD - DATE PALM DR TO E. CITY LIMITS (1,500' E/O DA VALL) - WIDEN 4 TO 6 LNS & PAVEMENT REHAB, SIDEWALKS, SIGNAL INTERCONNECT, RETAINING WALLS, DRAIN IMP.	Existing: \$1,847	MINOR CHANGE OF \$764 TO PROJECT COST WITH COMPLETION DATE CHANGE AND REVISED SCOPE. NO MATERIAL FISCAL IMPACT.	Existing: 2009	RIV011212 (Note: Duplicate Project 3A07141 is being removed)	Revised description, cost, and schedule	✓
			Revised: IN CATHEDRAL CITY ON RAMON RD - DATE PALM DR TO E. CITY LIMITS (DA VALL) - WIDEN 4 TO 6 LNS & PAVEMENT REHAB, SIDEWALKS, SIGNAL INTERCONNECT, RETAINING WALLS, DRAIN IMP.	Revised: \$2,611		Revised: 2010			
RV	Arterial	0	IN MORENO VALLEY: WIDEN PERRIS BLVD 2 TO 6 LNS (PERRIS VALLEY STORM DRAIN LATERAL B TO CACTUS AVE., INCLUDING CURB, GUTTER, SIDEWALKS, SIGNALS, & MEDIANS	\$14,669	AMENDMENT TO CORRECT MODEL LIST DESCRIPTION. NO IMPACT TO PROJECT COST. NO FISCAL IMPACT.	2010	RIV041044 (Note: Duplicate Project 3A01WT061 is being removed)	Revised model list description to match project list	✓
RV	Arterial	0	Existing: WIDEN PERRIS BLVD FROM 2 TO 6 LANES FROM IRONWOOD AVE TO MANZANITA AVE INCLUDING CURB, GUTTER, SIDEWALKS, SIGNAL MODS, STREET LIGHTS & MEDIANS IMPROVEMENTS	\$10,600	NO CHANGE TO PROJECT COST WITH REVISED SCOPE. NO FISCAL IMPACT.	2009	RIV041045	Revised description	✓
			Revised: WIDEN PERRIS BLVD FROM 2 TO 4 LANES FROM IRONWOOD AVE TO MANZANITA AVE INCLUDING CURB, GUTTER, SIDEWALKS, SIGNAL MODS, STREET LIGHTS & MEDIANS IMPROVEMENTS						

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	Arterial	0	IN CALIMESA - WIDEN COUNTY LINE RD 1 TO 2 LNS (I-10 TO CALIMESA BLVD), ADD EB DEDICATED RIGHT-TURN LN, WIDEN SB CALIMESA BLVD 2 TO 3 LNS (APPROX 150' SOUTH FROM COUNTY LINE RD)	\$2,290	NO CHANGE TO PROJECT COST WITH MINOR COMPLETION DATE CHANGE. NO FISCAL IMPACT.	Existing: 2010 Revised: 2012	RIV060102	Revised schedule	✓
RV	Arterial	0	Existing: IN THE CITY OF MORENO VALLEY - EAST BOUND CACTUS AVE WIDENING BETWEEN DAY ST. & HEACOCK: WIDENING OF EAST BOUND CACTUS AVE FROM 2 TO 3 LANES, INCLUDING TRAFFIC SIGNAL MODIFICATIONS WITHIN THE PROJECT REACH, CHANNELIZATION, AND SIGNAL INTERCONNECT SYSTEM.	Existing: \$7,500	PROJECT COST DECREASE RESULT OF REVISED SCOPE, LEAVING \$1,257 AVAILABLE TO OTHER PROJECTS.	Existing: 2010	RIV071240 (3A07144 in 2008 RTP)	Revised description, cost, and schedule	✓
		Revised: IN THE CITY OF MORENO VALLEY - EAST BOUND CACTUS AVE WIDENING BETWEEN VETERANS WAY & HEACOCK: WIDENING OF EAST BOUND CACTUS AVE FROM 2 TO 3 LANES, INCLUDING TRAFFIC SIGNAL MODIFICATIONS WITHIN THE PROJECT REACH, CHANNELIZATION, AND SIGNAL INTERCONNECT SYSTEM	Revised: \$6,243	Revised: 2012					

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	Arterial	0	IN MORENO VALLEY ON GRAHAM ST: CONSTRUCT 4 THROUGH LANE OC (2 LANES EACH DIR) OVER SR60 BETWEEN SUNNYMEAD BLVD AND HEMLOCK AVE, ADD SIGNALS AT HEMLOCK, LEFT-TURN POCKET LANES AT BOTH INTERSECTIONS, AND ADD PEDESTRIAN SIDEWALK (APPROX ¼ MILE) ON OC EASTSIDE	\$13,800	PROJECT ADVANCED. NO CHANGE TO PROJECT COST BASED ON COMPLETION DATE CHANGE. NO FISCAL IMPACT.	Existing: 2030  Revised: 2014	RIV071241 (3A07047 in 2008 RTP)	Revised schedule	
RV	Arterial	0	Existing: IN THE CITY OF PALM DESERT – ON MONTEREY AVE (FRED WARING TO MAGNESIA FALLS) & FRED WARING DR (MONTEREY TO SAN PASCUAL) INT. CHANNELIZATION IMP.: ADD DEDICATED RT TURN LNS - NB MONTEREY TO COLLEGE OF THE DESERT ENTRANCE & AT MAGNESIA FALLS; ADD FREE RT TURN LN - WB FRED WARING TO NB MONTEREY AVE; ADD RT TURN POCKET LNS - NB SAN PABLO TO WB FRED WARING & WB FRED WARING TO NB CIVIC CENTER ENTRANCE.  Revised: ON MONTEREY AVE (FRED WARING TO MAGNESIA FALLS) & FRED WARING DR (MONTEREY TO SAN PASCUAL) INT. CHANNELIZATION IMP. ADD AUXILIARY LANES - NB MONTEREY AVE BETWEEN FRED WARING AND COLLEGE OF THE DESERT ENTRANCE AND BETWEEN COLLEGE OF THE DESERT ENTRANCE AND MAGNESIA FALLS.	\$3,075	NO CHANGE TO PROJECT COST WITH REVISED SCOPE DESCRIPTION. NO FISCAL IMPACT.	2012	RIV071248 (3AL104 in 2008 RTP)	Revised description	✓

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	Arterial	79	Existing: IN WESTERN RIVERSIDE COUNTY ON STATE ROUTE 79 - WIDEN FROM 2 TO 6 THROUGH LANES FROM THOMPSON RD TO DOMENIGONI PKWY	\$36,407	PROJECT COST INCREASE OF \$12,093 FUNDED BY \$5,393 COUNTY DISCRETIONARY FUNDS AND \$6,700 FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	2010	46460	Revised description and cost	✓
			Revised: IN WESTERN RIVERSIDE COUNTY ON STATE ROUTE 79 - WIDEN FROM 2 TO 4 LANES FROM THOMPSON RD TO DOMENIGONI PKWY	\$48,500					
RV	Arterial	ALES-SANDRO BLVD	Existing: WIDEN FROM 4 TO 6 LANES (FROM I-215 TO PERRIS BLVD)	Existing: \$14,275	PROJECT SPLIT INTO TWO SEPARATE PROJECTS (A&B). MINOR INCREASE IN OVERALL PROJECT COST OF \$863. NO MATERIAL FISCAL IMPACT.	2012	Existing: 3A01WT049	Project split into two projects (A and B)  Revised description and total cost	✓
			Revised: WIDEN FROM 4 TO 6 LANES (FROM WEST CITY LIMITS AT OLD 215 HIGHWAY TO FREDERICK ST)	Revised: \$4,404			Revised: 3A01WT049A		
			Revised: WIDEN FROM 4 TO 6 LANES (FROM FREDERICK ST TO PERRIS BLVD)	Revised: \$10,734			Revised: 3A01WT049B		

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	Arterial	ALES-SANDRO BLVD	Existing: WIDEN (ALESSANDRO BLVD) FROM 2 TO 6 LANES (FROM PERRIS BLVD TO NASON ST)	Existing: \$17,385	PROJECT SPLIT INTO THREE SEPARATE PROJECTS (A-C). NO CHANGE TO OVERALL PROJECT COST.	Existing: 2012	Existing: 3A01WT050	Project split into three projects (A, B, and C)  Revised description and schedule	✓
			Revised: WIDEN ALESSANDRO BLVD AT KITCHING ST INTERSECTION FROM 2 TO 6 LANES INCL BRIDGE WIDENING OVER EXISTING KITCHING ST FLOOD CHANNEL	Revised: \$1,000		Revised: 2010	Revised: 3A01WT050A		
			Revised: WIDEN ALESSANDRO BLVD FROM PERRIS BLVD TO 500' W/O KITCHING ST FROM 2 TO 6 LANES	Revised: \$8,193		Revised: 2012	Revised: 3A01WT050B		
			Revised: WIDEN ALESSANDRO BLVD FROM 500' E/O KITCHING ST TO NASON ST FROM 2 TO 6 LANES	Revised: \$8,193		Revised: 2012	Revised: 3A01WT050C		
RV	Arterial	ALES-SANDRO BLVD	WIDEN FROM 2 TO 4 LANES	Existing: \$21,041	FUNDING FOR \$40,959 PROJECT COST INCREASE CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	Existing: 2020	3A01WT051	Revised cost and schedule	✓
				Revised: \$62,000		Revised: 2012			

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	Arterial	Existing: BOX SPRINGS RD (IRONWOOD AVE)	Existing: WIDEN FROM 2 TO 4 LANES (FROM MORTON RD TO REDLANDS BLVD)	Existing: \$39,734	PROJECT SPLIT INTO SEVEN SEPARATE PROJECTS (A-G). MINOR INCREASE IN OVERALL PROJECT COST OF \$1,135. NO MATERIAL FISCAL IMPACT.	Existing: 2020	Existing: 3A04WT056	Project split into seven projects (A, B, C, D, E, F, and G)  Revised total cost and schedule	✓
		Revised: BOX SPRINGS RD (IRONWOOD AVE)	Revised: WIDEN FROM 2 TO 4 LANES (FROM MORTON RD TO 500' W/O CLARK ST)	Revised: \$2,500		Revised: 2020	Revised: 3A04WT056A		
		Revised: BOX SPRINGS RD (IRONWOOD AVE)	Revised: WIDEN FROM 2 TO 4 LANES (FROM 500' W/O CLARK ST TO DAY ST)	Revised: \$3,178		Revised: 2012	Revised: 3A04WT056B		
		Revised: IRONWOOD AVE	Revised: WIDEN FROM 2 TO 4 LANES (FROM DAY ST TO BARCLAY DR)	Revised: \$3,237		Revised: 2010	Revised: 3A04WT056C		
		Revised: IRONWOOD AVE	Revised: WIDEN FROM 2 TO 4 LANES (FROM BARCLAY DR TO HEACOCK ST)	Revised: \$185		Revised: 2010	Revised: 3A04WT056D		
		Revised: IRONWOOD AVE	Revised: WIDEN FROM 2 TO 4 LANES (FROM HEACOCK ST TO PERRIS BLVD)	Revised: \$9,915		Revised: 2010	Revised: 3A04WT056E		
		Revised: IRONWOOD AVE	Revised: WIDEN FROM 2 TO 4 LANES (FROM PERRIS BLVD TO NASON ST)	Revised: \$13,791		Revised: 2012	Revised: 3A04WT056F		
		Revised: IRONWOOD AVE	Revised: WIDEN FROM 2 TO 4 LANES (FROM NASON ST TO REDLANDS BLVD)	Revised: \$8,063		Revised: 2030	Revised: 3A04WT056G		

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	Arterial	COOK ST	WIDEN FROM 4 TO 6 LANES	Existing: \$9,024	MINOR INCREASE IN PROJECT COST OF \$491 BASED ON COMPLETION DATE CHANGE. NO MATERIAL FISCAL IMPACT.	Existing: 2008	3A07300	Revised cost and schedule	
				Revised: \$9,515		Revised: 2010			
RV	Arterial	COOK ST	WIDEN FROM 4 TO 6 LANES	Existing: \$9,024	MINOR INCREASE IN PROJECT COST OF \$491 BASED ON COMPLETION DATE CHANGE. NO MATERIAL FISCAL IMPACT.	Existing: 2008	3A07301	Revised cost and schedule	
				Revised: \$9,515		Revised: 2010			
RV	Arterial	COOK ST	WIDEN FROM 4 TO 6 LANES	Existing: \$2,393	MINOR INCREASE IN PROJECT COST OF \$130 BASED ON COMPLETION DATE CHANGE. NO MATERIAL FISCAL IMPACT.	Existing: 2008	3A07311	Revised cost and schedule	
				Revised: \$2,523		Revised: 2010			
RV	Arterial	COOK STREET	WIDEN FROM 4 TO 6 LANES	Existing: \$2,566	MINOR INCREASE IN PROJECT COST OF \$140 BASED ON COMPLETION DATE CHANGE. NO MATERIAL FISCAL IMPACT.	Existing: 2008	3A07136	Revised cost and schedule	
				Revised: \$2,706		Revised: 2010			
RV	Arterial	GILMAN SPRINGS RD	Existing: WIDEN FROM 2 TO 4 LANES	Existing: \$7,730	FUNDING FOR \$33,770 PROJECT COST INCREASE CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	Existing: 2020	3A01WT053	Revised description, cost, and schedule	✓
			Revised: WIDEN FROM 2 TO 6 LANES	Revised: \$41,500		Revised: 2012			

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	Arterial	GILMAN SPRINGS RD	Existing: WIDEN FROM 2 TO 4 LANES	Existing: \$39,547	FUNDING FOR \$5,453 PROJECT COST INCREASE CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	Existing: 2030	3A01WT153	Revised description, cost, and schedule	✓
			Revised: WIDEN FROM 2 TO 6 LANES	Revised: \$45,000		Revised: 2012			
RV	Arterial	HEACOCK ST	WIDEN FROM 2 TO 4 LANES	Existing: \$11,794	MINOR INCREASE IN PROJECT COST OF \$364. NO MATERIAL FISCAL IMPACT.	Existing: 2012	3A04WT054	Revised cost and schedule	✓
				Revised: \$12,158		Revised: 2010			
RV	Arterial	HEACOCK ST	WIDEN HEACOCK ST FROM 2 TO 4 LANES FROM SAN MICHELE RD TO OLEANDER AVE (HARLEY KNOX RD) INCL BRIDGE AT PVSD LATERAL B AND REALIGNMENT OF SUBSTANDARD "S" CURVE	\$6,100	FUNDING FOR \$6,100 COST OF NEW PROJECT CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	2014	3A0801	New project	✓
RV	Arterial	INDIAN ST	WIDEN FROM 2 TO 4 LANES	Existing: \$3,125	MINOR INCREASE IN PROJECT COST OF \$877 BASED ON COMPLETION DATE CHANGE. NO MATERIAL FISCAL IMPACT.	Existing: 2012	3A04WT055	Revised cost and schedule	
				Revised: \$4,002		Revised: 2020			

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	Arterial	LASSELLE ST	Existing: WIDEN FROM 2 TO 4 LANES (FROM EUCALYPTUS TO JOHN F KENNEDY)	Existing: \$8,386	PROJECT SPLIT INTO TWO SEPARATE PROJECTS (A&B). FUNDING FOR OVERALL PROJECT COST INCREASE OF \$9,592 CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	Existing: 2012	Existing: 3A01WT057	Project split into two projects (A and B)  Revised total cost and schedule	✓
			Revised: WIDEN FROM 2 TO 4 LANES (FROM ALESSANDRO TO JOHN F KENNEDY)	Revised: \$8,989		Revised: 2009	Revised: 3A01WT057A		
			Revised: WIDEN FROM 2 TO 4 LANES (FROM EUCALYPTUS TO ALESSANDRO)	Revised: \$8,989		Revised: 2012	Revised: 3A01WT057B		
RV	Arterial	MONTEREY AVE	WIDEN FROM 4 TO 6 LANES	Existing: \$6,144	MINOR PROJECT COST DECREASE OF \$317 BASED ON CHANGE TO COMPLETION DATE.	Existing: 2012	3A07085	Revised cost and schedule	
				Revised: \$5,827		Revised: 2009			
RV	Arterial	MORENO BEACH DR	WIDEN 2 TO 6 LANES / STREET IMPROVEMENT	Existing: \$669	FUNDING FOR \$11,332 PROJECT COST INCREASE CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	Existing: 2014	3A07155	Revised cost and schedule	✓
				Revised: \$12,001		Revised: 2012			
RV	Arterial	REDLANDS BLVD	WIDEN 2 TO 4 LANES / STREET IMPROVEMENT	Existing: \$651	FUNDING FOR \$17,649 PROJECT COST INCREASE CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	2012	3A07156	Revised cost	✓
				Revised: \$18,300					

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	GRADE SEPARATION	0	IN BANNING ON SUNSET AVE S/O I-10 IC: CONSTRUCT NEW 4 LANE UC GRADE SEPARATION AT UPRR & MINOR WIDENING 2 TO 6 LANES S/O OF UPRR TO LINCOLN ST	Existing: \$30,500	PROJECT COST INCREASE OF \$6,000 FUNDED BY PROPOSITION 1B TRADE CORRIDOR IMPROVEMENT FUND ALLOCATED FUNDING.	Existing: 2010	RIV060124	Revised cost and schedule	✓
				Revised: \$36,500		Revised: 2014			
RV	HOV	215	ON I-215 FROM NUEVO RD TO BOX SPRINGS RD: CONSTRUCT 2 HOV LANES (1 LANE IN EACH DIRECTION) - PA&ED.	Existing: \$121,000	APPROVED 2008 RTP INCLUDED \$168,048 FUNDING FOR THIS PROJECT UNDER ID 3H07A. PROJECT COST UPDATED IN 2008 RTIP TO \$121,000. AMENDED COST OF \$212,500 CONSTRAINED BY THE \$168,048 IDENTIFIED IN THE 2008 RTP AND \$44,452 AVAILABLE FUNDING UNDER RIV071250 BELOW.	2020	RIV071276 (3H07A in 2008 RTP)	Revised cost	✓
				Revised: \$212,500					
RV	IC/Ramps	10	NEAR PALM SPRINGS ON I-10 AT GENE AUTRY TR/PALM DR IC FROM I-10 IC SOUTH TO SALVIA ROAD - WIDEN 2 TO 6 THROUGH LANES, I-10 IC IMPROVEMENTS, WIDEN/MODIFY RAMPS FROM 1 TO 2 LNS (SAFETEA LU CA451 #1369) (EA: 45580)	\$38,603	NO CHANGE TO PROJECT COST WITH MINOR COMPLETION DATE CHANGE. NO FISCAL IMPACT.	Existing: 2009	45580	Revised schedule	✓
						Revised: 2012			
RV	IC/Ramps	10	ON I-10 IN CATHEDRAL CITY AT DATE PALM DR IC: MODIFY IC/WIDEN OC & ARTERIAL INCLUDING UPRR BRIDGE 2 TO 6 LNS FROM N. RAMPS SOUTH TO VISTA CHINO & RAMPS FROM 1 TO 2 LNS (EA: 45590K)	Existing: 31,149	MINOR INCREASE IN PROJECT COST OF \$572. NO MATERIAL FISCAL IMPACT.	Existing: 2009	45590	Revised cost and schedule	✓
				Revised: \$31,721		Revised: 2012			

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	IC/Ramps	10	Existing: ON I-10 NEAR RANCHO MIRAGE FROM 1.5 KM WEST TO 0.9 KM EAST OF RAMON RD IC - CONSTRUCT BOB HOPE DR EXTENSION (6 LANES) W/ A NEW DIAMOND IC & MODIFY RAMON RD IC & RAMPS (PPNO: 0007D) (PM 42.4 TO 43.9)	\$67,844	NO CHANGE TO PROJECT COST WITH COMPLETION DATE CHANGE AND REVISED SCOPE. NO FISCAL IMPACT.	Existing: 2010	45600	Revised description and schedule	✓
			Revised: ON I-10 NEAR RANCHO MIRAGE FROM 3.3 KM WEST TO 2.0 KM EAST OF RAMON RD IC - CONSTRUCT BOB HOPE DR EXTENSION (6 LANES) W/ A NEW DIAMOND IC & MODIFY RAMON RD IC & RAMPS (PPNO: 0007D) (EA:45600) (PM 41.3 TO 44.6)			Revised: 2012			

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	IC/Ramps	10	Existing: ON I-10 AT & E/O APACHE TRAIL - CONSTRUCT NEW MORONGO PKWY IC (4 THROUGH LANES) AND RAMPS (EB & WB EXIT 3 LANES, EB & WB ENTRY 2 LANES) BETWEEN SEMINOLE DR AND MAIN ST, ADD EB/WB AUX LANES (APACHE TR IC TO MORONGO PKWY IC, THEN TO MAIN ST IC), WIDEN APACHE TRAIL 3 TO 5 LANES, WIDEN SEMINOLE DR 2 TO 5 LANES (EA: OA650) (PM 18 TO 18.8)	Existing: \$33,760	PROJECT COST INCREASE OF \$6,240 FUNDED BY IDENTIFIED PRIVATE (TRIBE) AND COUNTY DISCRETIONARY FUNDS NOT PREVIOUSLY ALLOCATED TO OTHER PROJECTS.	2020	RIV010210	Revised description and cost	✓
			Revised: ON I-10 AT & E/O APACHE TRAIL - CONSTRUCT NEW MORONGO PKWY IC (4 THROUGH LANES) AND RAMPS BETWEEN SEMINOLE DR AND MAIN ST. ADD'L IMPROVEMENTS TO EXISTING APACHE TRAIL (R17.657) & MAIN ST (R19.398) INTERCHANGES INCL. ADDITION OF EB/WB AUX LANES (APACHE TR IC TO MORONGO PKWY IC, THEN TO MAIN ST IC), WIDEN SEMINOLE DR 2 TO 4 LANES (EA: OA650) (PM R17.3 TO R19.3)	Revised: \$40,000					

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	IC/Ramps	10	Existing: ON I-10 IN EASTERN COACHELLA (AT 5.5 KM E/O DILLON RD & 14.6 KM W/O CACTUS CITY SRRA): CONSTRUCT NEW 6 THROUGH LANE MCNAUGHTON PKWY IC (3 LANES EACH DIR. APPROX 1/2 MILE N/O AND S/O I-10), EB & WB EXIT RAMP (2 LANES), EB & WB ENTRY RAMP (1 LANE), EB & WB LOOP ENTRY RAMP (1 LANE) WITH EXTENDED RAMP ACCELERATION/DECELERATION LANES (EA: 45210)	Existing: \$35,415	PROJECT COST INCREASE OF \$9,749 CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	Existing: 2010	RIV030901	Revised description, cost, and schedule	✓
			Revised: ON I-10 IN EASTERN COACHELLA (AT 5.5 KM E/O DILLON RD & 14.6 KM W/O CACTUS CITY SRRA) CONSTRUCT NEW 6 THROUGH LN MCNAUGHTON PKWY IC (3 LNS EACH DIR. APPROX 1/2 MILE N/O AND S/O I-10), EB EXIT RAMP (1 LANE) & WB EXIT RAMP (1 LANE), EB & WB ENTRY RAMP (1 LANE), EB & WB LOOP ENTRY RAMP (1 LANE) WITH EXTENDED RAMP ACCELERATION/DECELERATION LANES (EA: 45210)	Revised: \$45,164		Revised: 2014			

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	IC/Ramps	10	AT I-10/PORTOLA AVE (BTWN MONTEREY AVE IC & COOK ST IC): CONSTRUCT NEW 6 THROUGH LANE PORTOLA AVE IC FROM DINAH SHORE DR TO VARNER RD & RAMPS (EB & WB EXIT 3 LNS, EB ENTRY 2 LNS, WB ENTRY 2 LNS, EB ENTRY LOOP RAMP (2 LNS), ENTRY RAMPS INCLUDE HOV LN, WIDENING INCLUDES BRIDGE OVER UPRR & RELOCATE/WIDEN VARNER 2 TO 4 LNS, & ADD EB/WB AUX LNS (MONTEREY TO PORTOLA AND PORTOLA TO COOK) (EA: 0F120K)	Existing: \$71,858	MINOR INCREASE OF \$135 IN PROJECT COST. NO MATERIAL FISCAL IMPACT.	Existing: 2012	RIV031209	Revised cost and schedule	✓
				Revised: \$71,993		Revised: 2014			
RV	IC/Ramps	10	AT I-10/OAK VALLEY PKWY IC: RECONSTRUCT/WIDEN IC FROM 2 TO 6 LNS & WIDEN RAMPS, ADD NEW EB/WB ENTRY LOOP RAMPS (2 LNS) , ADD EB/WB AUX LNS (EA: 0G280G)	Existing: \$12,169	PROJECT COST INCREASE OF \$10,031 FUNDED BY IDENTIFIED CITY OF BEAUMONT COMMUNITY FACILITIES DISTRICT ASSESSMENT BOND FUNDS.	Existing: 2010	RIV060115	Revised cost and schedule	✓
				Revised: \$22,200		Revised: 2014			
RV	IC/Ramps	10	II-10/CHERRY VALLEY BLVD IC: RECON/WIDEN 2 TO 5 & 6 THRU LNS (3 NB+2&3 SB) FROM E/O CALIMESA BLVD TO APPROX W/O ROBERTS RD, RECON/WIDEN RAMPS – EB ENTRY 1 TO 2 LNS W/ HOV LN, RECONFIGURE/WIDEN AS HOOK RAMPS WB ENTRY 1 TO 3 LNS W/ HOV LN & WB EXIT 1 TO 2 LNS, WIDEN EB EXIT RAMP 1 TO 2 LNS, RELOCATE/WIDEN CALIMESA/CHERRY VALLEY BLVD 2 TO 4 LNS, & INCLUDE EXTENDED RAMP ACCEL/DECEL LNS (EA: 0G170)	Existing: \$32,500	PROJECT COST INCREASE OF \$19,000 CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	Existing: 2010	RIV060116	Revised cost and schedule	✓
				Revised: \$51,500		Revised: 2020			

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	IC/Ramps	10	ON I-10/SINGLETON RD IC: RECONSTRUCT/WIDEN 2 TO 4 THROUGH LANES (WOODHOUSE TO CALIMESA BLVD), RECONSTRUCT/WIDEN RAMPS – EB ENTRY 1 TO 2 LNS W/ HOV PREFERENTIAL LN, WB EXIT 1 TO 3 LNS, ADD EB EXIT RAMP (3 LNS), WB ENTRY RAMP (2 LNS W/ HOV PREFERENTIAL LN), INCLUDE EXTENDED RAMP ACCEL/DECEL LNS, RELOCATE CALIMESA BLVD/SINGLETON RD INTERSECTION, ADD SB EXTENDED DEDICATED RIGHT-TURN LN (EA: 0F980)	Existing: \$28,000	PROJECT COST INCREASE OF \$10,400 CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	Existing: 2010	RIV060117	Revised cost and schedule	✓
				Revised: \$38,400		Revised: 2014			
RV	IC/Ramps	15	Improve IC ramps including reconstruction of northbound off-ramp to provide a loop, completing the partial clover leaf	Existing: \$6,134	MINOR DECREASE IN PROJECT COST OF \$164. NO MATERIAL FISCAL IMPACT.	Existing: 2014	3M0730	Revised cost and schedule	✓
				Revised: \$5,971		Revised: 2012			
RV	IC/Ramps	15	AT I-15/RAILROAD CYN RD IC & I-15/FRANKLIN ST: CONSTRUCT NEW FULL IC AT FRANKLIN ST, RECONSTRUCT/WIDEN FRANKLIN ST OC 2 TO 4 THROUGH LANES, RECONSTRUCT/WIDEN RAILROAD CYN UC 4 TO 6 THROUGH LANES (SUMMERHILL DR TO CASINO RD), RECONFIGURE RAMPS, ADD AUX LANES FROM FRANKLIN ST TO RAILROAD CYN RD, ADD RAMP ACCELERATION/DECELERATION LANES, AND NEW RAILROAD CYN RD NB ENTRY + SB EXIT RAMPS (EA: 0A440)	Existing: \$45,000	PROJECT COST INCREASE OF \$3,000 FUNDED BY IDENTIFIED UNALLOCATED FUTURE MEASURE A SALES TAX FUNDING.	Existing: 2012	RIV010206	Revised cost and schedule	✓
				Revised: \$48,000		Revised: 2020			

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	IC/Ramps	15	Existing: AT I-15/CAJALCO RD IC NEAR CORONA: RECONSTRUCT/REALIGN AND WIDEN CAJALCO RD FROM 2 TO 6 THROUGH LANES FROM TEMESCAL CYN RD TO BEDFORD CYN RD, RECONSTRUCT/ WIDEN SB ENTRY FROM 1 TO 2 LANES, SB EXIT FROM 2 TO 5 LANES, NB ENTRY FROM 1 LANE TO A 2 LANE RAMP, NB EXIT FROM 2 TO 4 LANES, AND ADD AUX. LANES BTWN NB ENTRY AND NB EXIT TO EL CERRITO RD, AND BETWEEN SB ENTRY FROM EL CERRITO RD AND SB EXIT. (PM 36.8 TO 37.4)	Existing: \$55,000	PROJECT COST INCREASE OF \$15,000 FUNDED BY COMBINATION OF IDENTIFIED UNALLOCATED FUTURE MEASURE A SALES TAX AND CITY DISCRETIONARY FUNDS.	2012	RIV010208	Revised description and cost	✓
			Revised: AT I-15/CAJALCO RD IC NEAR CORONA: RECONSTRUCT/REALIGN AND WIDEN CAJALCO RD FROM 2 TO 6 THROUGH LANES FROM TEMESCAL CYN RD TO BEDFORD CYN RD, RECONSTRUCT/ WIDEN SB ENTRY FROM 1 TO 2 LANES, SB EXIT FROM 2 TO 5 LANES, NB ENTRY FROM 1 LANE TO A 2 LANE RAMP, NB EXIT FROM 2 TO 4 LANES, AND ADD AUX. LANES BTWN NB ENTRY AND NB EXIT TO EL CERRITO RD, AND BETWEEN SB ENTRY FROM EL CERRITO RD AND SB EXIT. (PM 36.1 TO 37.6)	Revised: \$70,000					

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	IC/Ramps	15	<p>Existing: I-15/SR 74 (CENTRAL AVE) IC JCT MOD BTWN 1,000' W/O COLLIER TO CONRAD: ADD NB &amp; SB LOOP EXIT RAMPS (1 LN), REALIGN NB &amp; SB ENTRY &amp; EXIT RAMPS W/ MERGE/DIVERGE AUX LNS, WIDEN SR74 - RIVERSIDE DR TO CENTRAL AVE 2 TO 4 THRU LNS &amp; COLLIER AVE TO CAMBERN 4 TO 6 THRU LNS, CONSTRUCT RIVERSIDE DR OC &amp; WIDEN RIVERSIDE DR 2 TO 4 THRU LNS FROM COLLIER TO CAMBERN (SR74 PM Limits: 15.9 to 18.3) (EA: 0F3100) (PM 21.0 TO 23.5)</p> <p>Revised: I-15/SR 74 (CENTRAL AVE) IC JCT MOD BTWN 1,000' W/O COLLIER TO CONRAD: ADD NB LOOP ENTRY RAMP WITH ACCELERATION LANE, REALIGN NB ENTRY &amp; EXIT RAMPS, WIDEN SB ENTRY &amp; EXIT RAMPS, ADD SB ACCELERATION &amp; DECELERATION LANES, ADD NB DECELERATION LANE. WIDEN SR74 - RIVERSIDE DR TO CENTRAL AVE 2 TO 4 THRU LNS &amp; COLLIER AVE TO CAMBERN 4 TO 6 THRU LNS, CONSTRUCT RIVERSIDE DR OC &amp; WIDEN RIVERSIDE DR 2 TO 4 THRU LNS FROM COLLIER TO CAMBERN (SR74 PM Limits: 15.5 to 18.5) (EA: 0F3100) (PM 20.8 TO 23.7)</p>	\$85,000	NO CHANGE TO PROJECT COST WITH REVISED SCOPE. NO FISCAL IMPACT.	2014	RIV060109	Revised description	✓

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	IC/Ramps	60	AAT SR60/NASON ST IC - MODIFY/ RECONSTRUCT IC & NASON ST FROM ELDER AVE TO FIR AVE: REALIGN EB, WB EXIT RAMPS PLUS EB & WB ENTRY RAMPS, ADD EB & WB ENTRY RAMP HOV LANES, & ADD EB AND WB AUX LANES (EA: 32300)	Existing: 18,544	PROJECT COST INCREASE OF \$6,949 CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	2010	32300	Revised cost	✓
			Revised: \$25,493						
RV	IC/Ramps	60	Existing: Widen Arterial from 2 to 4 through lanes. Reconstruct to Type L-9/EB off - 3 lanes, EB on - 2 lanes, WB off - 2 lanes, WB on - 2 lanes (PM 19.87 TO 20.87)	Existing: \$51,843	MINOR INCREASE IN PROJECT COST OF \$157. NO MATERIAL FISCAL IMPACT.	2020	3M0712	Revised description and cost	✓
			Revised: WIDEN ARTERIAL FROM 2 TO 6 LANES. RAMP AND AUX LANE IMPROVEMENTS. (PM 19 TO 21)	Revised: \$52,000					
RV	IC/Ramps	60	Existing: Widen Arterial from 2 through lanes to 6 through lanes. Reconstruct/widen to EB off - 2 lanes, EB on - 1 lane, WB off - 1 lane, WB on - 2 lanes/widen ramps (PM 21.6 TO 22.6)	Existing: \$28,860	PROJECT COST INCREASE OF \$41,440 FUNDED BY IDENTIFIED LOCAL DEVELOPER IMPACT FEE FUNDING NOW ALLOCATED TO THIS PROJECT.	2020	3M0714	Revised description and cost	✓
			Revised: WIDEN AND REALIGN OVERCROSSING FROM 2 TO 6 LANES. RAMP AND AUX LANE IMPROVEMENTS. (PM 21 TO 23)	Revised: \$70,000					
RV	IC/Ramps	60	WIDEN OVERCROSSING FROM 2 TO 6 LANES AND RAMP IMPROVEMENTS	\$67,680	NEW PROJECT COST OF \$67,680 FUNDED BY IDENTIFIED LOCAL DEVELOPER IMPACT FEE FUNDING NOW ALLOCATED TO THIS PROJECT.	2020	3M0801	New project	✓

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	IC/Ramps	60	SR60/NASON ST IC + MORENO BEACH DR IC: WIDEN NASON ST OC FROM 2 TO 4 THROUGH LANES; MODIFY MORENO BEACH DR IC - WIDEN FROM 2 TO 6 THROUGH LANES, REALIGN/WIDEN RAMPS (EB EXIT 1 TO 3 LANES, EB ENTRY 1 TO 2 LANES, WB EXIT 1 TO 2 LANES), ADD NEW WB ENTRY RAMP (2 LANES), AND ADD EB/WB AUX LANE (EA: 323010)	\$60,200	PROJECT COST INCREASE OF \$3,400 CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	2012	RIV041052	Revised cost	✓
				\$63,600					
RV	IC/Ramps	86	AT SR86S/AIRPORT BLVD (AVE 56): CONSTRUCT NEW IC (3 LANE OC: 1 LANE EACH DIR + 1 MEDIAN LANE) AND RAMPS (1 LANE) FROM APPROX DESERT CACTUS DR TO 57TH AVE (EA: 47860, PPNO: 0078L)	Existing: \$32,672	APPROVED 2008 RTP INCLUDES \$49,601 FUNDING FOR THIS PROJECT UNDER ID RIV060101. PROJECT COST UPDATED IN 2008 RTIP TO \$32,672. AMENDED COST OF \$35,610 CONSTRAINED BY THE \$49,601 IDENTIFIED IN THE 2008 RTP, LEAVING \$13,991 OF FUNDING AVAILABLE TO OTHER PROJECTS.	2012	RIV060101	Revised cost	✓
				Revised: \$35,610					
RV	IC/Ramps	86	AT SR86/AVENUE 50: WIDEN AND CONSTRUCT NEW 4 THROUGH LANE IC AND RAMPS (1 LANE) BTWN APPROX W/O MIMOSA TO E/O TYLER ST INCLUDING 4 THROUGH LANE BRIDGE OVER COACHELLA STORM DRAIN, RELOCATE/ REALIGN AVE 50 AND TYLER ST AND INCLUDE EXTENDED RAMP ACCELERATION/DECELERATION RAMP LANES (SAFETEA LU 1702, CA583, #2543) (EA: OC970)	\$26,640	NO CHANGE TO PROJECT COST WITH MINOR COMPLETION DATE CHANGE. NO FISCAL IMPACT.	Existing: 2012	RIV061159	Revised schedule	✓
						Revised: 2014			

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	IC/Ramps	91	Existing: AT SR91/71 JCT: REPLACE EB 91 TO NB 71 CONNECTOR W/ DIRECT FLY-OVER CONNECTOR, WIDEN SB 71 TO EB 91 CONNECTOR 1 TO 2 LNS, CONSTRUCT EB COLLECTOR DISTRIBUTOR SYSTEM (2 & 3 LNS - GREEN RIVER TO SR 91/71 JCT), CONSTRUCT EB & WB AUX LN (SERFAS to JCT 71), CONSTRUCT EB GENERAL PURPOSE LANE (JCT 71 TO SERFAS CLUB DR) AND WIDEN SERFAS CLUB DR IC EB EXIT 1 TO 2 LNS & WB ENTRY 1 TO 3 LNS (EA: 0F541) (PM 0.36 TO 3.7)	Existing: \$98,997	APPROVED 2008 RTP INCLUDES \$139,049 FUNDING FOR THIS PROJECT UNDER ID RIV070308. PROJECT COST UPDATED IN 2008 RTIP TO \$98,997. AMENDED COST OF \$117,577 CONSTRAINED BY THE \$139,049 IDENTIFIED IN THE 2008 RTP, LEAVING \$21,472 OF FUNDING AVAILABLE TO OTHER PROJECTS.	2014	RIV070308	Revised description and cost	✓
			Revised: AT SR91/71 JCT: REPLACE EB 91 TO NB 71 CONNECTOR W/ DIRECT FLY-OVER CONNECTOR AND CONSTRUCT EB COLLECTOR DISTRIBUTOR SYSTEM (GREEN RIVER TO SR 91/71 JCT) (EA: 0F541) (PM 1.0 TO 2.2)	Revised: \$117,577					

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	IC/Ramps	215	Existing: AT I-215/NEWPORT RD IC: RECONSTRUCT/WIDEN FROM 4 TO 6 THROUGH LANES BETWEEN HAUN RD AND ANTELOPE RD, RELOCATE NB AND SB EXIT RAMPS (3 LANES), RECONFIGURE NB & SB ENTRY RAMPS TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMPS (2 LANES W/ HOV LANE), INCLUDE EXTENDED RAMP ACCELERATION/DECELERATION LANES, ADD EXTENDED DEDICATED RIGHT-TURN LANES (EA: 0J440) (PM 17.7 TO 19.3)	Existing: \$45,000	PROJECT COST INCREASE FUNDED BY IDENTIFIED \$3,000 LOCAL DISCRETIONARY COUNTY FUNDING.	Existing: 2012	RIV050534	Revised description, cost, and schedule	✓
			Revised: AT I-215/NEWPORT RD IC: RECONSTRUCT/WIDEN FROM 4 TO 6 THROUGH LANES BETWEEN HAUN RD AND ANTELOPE RD, RELOCATE NB AND SB EXIT RAMPS (3 LANES), RECONFIGURE NB & SB ENTRY RAMPS TO INCLUDE HOV LANE, ADD NEW NB AND SB LOOP ENTRY RAMPS (2 LANES), INCLUDE EXTENDED RAMP ACCELERATION/DECELERATION LANES, ADD EXTENDED DEDICATED RIGHT-TURN LANES (EA: 0J440) (PM 17.4 TO 19.3)	Revised: \$48,000		Revised: 2014			

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	IC/Ramps	215	Existing: AT I-215/VAN BUREN BLVD IC: RE-CONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES FROM MUSEUM ENTRANCE ST TO OPPORTUNITY WAY, ADD NEW NB ENTRY RAMP (2 LANES), & WIDEN RAMPS - NB ENTRY 1 TO 3 LANES, NB EXIT 1 TO 2 LANES, SB EXIT 1 TO 3 LANES, SB ENTRY 1 TO 3 LANES, ENTRY RAMPS INCLUDE HOV LANE, ADD NB/SB AUX LANE BETWEEN VAN BUREN BLVD IC AND CACTUS AVE IC (EA 0E520)	\$97,550	NO CHANGE TO PROJECT COST WITH COMPLETION DATE CHANGE AND REVISED SCOPE. NO FISCAL IMPACT.	Existing: 2012	RIV060120	Revised description and schedule	✓
			Revised: AT I-215/VAN BUREN BLVD IC: RE-CONSTRUCT/WIDEN IC FROM 2 TO 4 THROUGH LANES FROM MUSEUM ENTRANCE ST TO OPPORTUNITY WAY, ADD NEW NB ENTRY RAMP (3 LANES), & WIDEN RAMPS - NB ENTRY 1 TO 2 LANES, NB EXIT 2 TO 3 LANES, SB EXIT 2 TO 3 LANES, SB ENTRY 1 TO 3 LANES, ENTRY RAMPS INCLUDE HOV LANE, ADD NB/SB AUX LANE BETWEEN VAN BUREN BLVD IC AND CACTUS AVE IC (EA 0E520)			Revised: 2014			
RV	Mixed Flow	215	CONSTRUCT A THIRD MIXED FLOW LANE IN EACH DIRECTION	Existing: \$17,226	PROJECT COST INCREASE OF \$4,474 FUNDED BY IDENTIFIED UNALLOCATED FUTURE MEASURE A SALES TAX FUNDING.	2014	3M0738	Revised cost	
				Revised: \$21,700					

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	Mixed Flow	215	Existing: ON I-215 IN SOUTHWEST RIVERSIDE COUNTY FROM SCOTT RD TO NUEVO RD IC: CONSTRUCT A THIRD MIXED FLOW LANE IN EACH DIRECTION (WIDENS I-215 FROM 4 TO 6 LANES - 3 in each direction) (EA: 0F162) (PM 15.5 TO 28.1)	Existing: \$172,730	APPROVED 2008 RTP INCLUDED \$236,469 FUNDING FOR THIS PROJECT UNDER ID RIV070309. PROJECT COST UPDATED IN 2008 RTIP TO \$172,730. AMENDED COST OF \$222,281 CONSTRAINED BY THE \$236,469 IDENTIFIED IN THE 2008 RTP, LEAVING \$14,188 OF FUNDING AVAILABLE TO OTHER PROJECTS.	Existing: 2014	RIV070309	Revised description cost, and schedule	✓
			Revised: ON I-215 IN SOUTHWEST RIVERSIDE COUNTY FROM SCOTT RD TO NUEVO RD IC: CONSTRUCT A THIRD MIXED FLOW LANE IN EACH DIRECTION (WIDENS I-215 FROM 4 TO 6 LANES - 3 in each direction) (EA: 0F162) (PM 14.2 TO 28.5)	Revised: \$222,281		Revised: 2020			

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	Mixed Flow & HOV & Toll	15	<p>Existing: I-15 - SBD CO LINE TO JCT I-15/I-215: CONSTRUCT 4 HOT LNS (2 HOT LNS EA DIR) &amp; 2 MF LNS (1 LN EA DIR) FROM SBD CO LINE TO SR91 JCT; CONS 2 MF LNS (1 LN EA DIR FROM SR91 JCT TO CAJALCO RD); CONS 4 HOT LNS ( 2 HOT LNS EA DIR) &amp; 2 MF LNS (1 LN IN EA DIR) FROM CAJALCO RD IC TO SR74 JCT; CONS 2 HOV LNS (1 LN EA DIR) FROM SR74 TO JCT I-15/I-215 (HOT LNS SR91 to Cajalco in RIV071250) (PA&amp;ED ONLY)</p> <p>Revised: I-15 - SBD CO LINE TO JCT I-15/I-215: CONSTRUCT 4 HOT LNS (2 LNS EA DIR) FROM SBD CO LINE TO HIDDEN VALLEY PKWY AND FROM CAJALCO RD TO SR74 JCT; CONSTRUCT 2 MF LNS (1 LN EA DIR) FROM SBD CO LINE TO SR-74; ADD 2ND HOT LANE EA DIR FROM HIDDEN VALLEY PKWY TO CAJALCO RD FOR TOTAL 2 LANES EA DIR (1ST HOT LANE UNDER RIV071250); CONSTRUCT 2 HOV LNS (1 LN EA DIR) FROM SR74 TO JCT I-15/I-215</p>	<p>Existing: \$1,600,000</p> <p>Revised: \$1,706,347</p>	<p>APPROVED 2008 RTP INCLUDES \$1,411,196 FUNDING FOR THIS PROJECT UNDER ID 3HL0402 AND 3M0703. PROJECTS WERE COMBINED AND SCOPE/COST UPDATED IN 2008 RTIP TO \$1,600,000. AMENDED COST OF \$1,706,347 CONSTRAINED BY THE \$1,411,196 IDENTIFIED IN THE 2008 RTP AND \$295,151 FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.</p>	2020	RIV071267 (3HL0402 and 3M0703 in 2008 RTP)	Revised description and cost	✓

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	Mixed Flow & HOV & Toll	91	Existing: ON SR91/I-15: SR91 - CONSTRUCT 1 MF LN & 1 AUX LN EA DIR AT VAR. LOCATIONS (SR241- PIERCE ST) (OC PM 14.40-18.90), CD SYSTEM (2 & 3 LNS FROM LINCOLN AVE - I-15), 1 HOT LN & CONVERT HOV LN TO HOT LN EA DIR (OC TO I-15); I-15 - CONSTRUCT HOV/ HOT MED DIRECT CONNECTOR JCT SR91/I-15 FROM NB I-15 TO WB SR91 & EB SR91 TO SB I-15, CONSTRUCT 2 HOT LNS EA DIR SR91 TO CAJALCO RD (I-15 PM: 36.80 TO 42.88) (PM 0.0 TO 10.81)	Existing: \$875,400	APPROVED 2008 RTP INCLUDES \$2,135,161 FUNDING FOR THIS PROJECT UNDER ID 3M04MA10, 3M04MA11, AND 3HL0401. PROJECTS WERE COMBINED AND SCOPE/COST UPDATED IN 2008 RTIP TO \$875,400. AMENDED COST OF \$1,300,517 CONSTRAINED BY THE \$2,135,161 IDENTIFIED IN THE 2008 RTP, LEAVING \$834,644 OF FUNDING AVAILABLE TO OTHER PROJECTS.	2020	RIV071250 (3M04MA10, 3M04MA11, and 3HL0401 in 2008 RTP)	Revised description and cost	✓
			Revised: SR-91 CORRIDOR IMPROVEMENT PROJECT (CIP); ON SR-91 - CONSTRUCT 1 MIXED FLOW LANE AND 1 AUXILIARY LANE IN EACH DIRECTION AT VARIOUS LOCATIONS (SR-241 - PIERCE ST) (OC PM 14.43 - 18.91), CD SYSTEM (2 & 3 LANES FROM LINCOLN AVE - I-15), 1 HOT LANE & CONVERT HOV LANE TO HOT LANE EACH DIRECTION (OC TO I-15). ON I-15 - CONSTRUCT HOT MEDIAN DIRECT CONNECTOR JUNCTION SR-91/I-15 FROM NB I-15 TO WB SR-91/EB SR-91 TO SB I-15/SB I-15 TO WB SR-91/EB SR-91 TO NB I-15; 1 HOT LANE EACH DIRECTION FROM HIDDEN VALLEY PKWY TO CAJALCO RD (I-15 PM 35.64 - 45.14) (PM 0.0 TO 13.04)	Revised: \$1,300,517					

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
RV	Other	215	Existing: AT I-215/CACTUS AVE IC: WIDEN IC FROM 3 TO 6 THRU LNS (EB FROM 2 TO 3 BTWN W/O BNSF RR TO ELSWORTH ST, ADD 4TH EB LANE FROM NB EXIT RAMP TO E/O ELSWORTH ST, WIDEN WB FROM 1 & 2 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR, WIDEN RAMPS 1 TO 2 LNS (ENTRY RAMPS INCLUDE HOV LN), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RIGHT-TURN LNS (EA: 0E760)	Existing: \$33,000	PROJECT COST INCREASE OF \$19,700 FUNDED BY \$17,943 LOCAL DEVELOPER IMPACT FEE FUNDING NOW ALLOCATED TO THIS PROJECT AND \$1,757 FUNDING AVAILABLE FROM PROJECT ID RIV071250 INCLUDED HEREIN.	2014	RIV050533	Revised description and cost	✓
			Revised: AT I-215/CACTUS AVE IC: WIDEN IC FROM 3 TO 6 THRU LNS (EB FROM 2 TO 3 BTWN W/O BNSF RR TO VETERANS WAY), ADD 4TH EB LANE FROM NB EXIT RAMP TO E/O ELSWORTH ST, WIDEN WB FROM 1 & 2 TO 3 THRU LNS FROM COMMERCE CENTER DR TO BNSF RR, WIDEN RAMPS 1 TO 2 LNS (ENTRY RAMPS INCLUDE HOV LN), EXTEND NB AUX LN BTWN ALESSANDRO BLVD SOUTH TO CACTUS AVE NB ENTRY LOOP RAMP & ADD DEDICATED RIGHT-TURN LNS (EA: 0E760)	Revised: \$52,700					
RV	Truck Climbing	10	Add eastbound truck climbing lane	Existing: \$65,275  Revised: \$58,300	PROJECT COST DECREASE RESULT OF ADVANCING PROJECT FORWARD (CHANGE DOES NOT AFFECT COMPLETION BY DATE), LEAVING \$6,975 AVAILABLE TO FUND OTHER PROJECTS.	2020	3TK04MA12	Revised cost	

## San Bernardino County

### MAJOR REGIONAL PROJECTS

#### I-10 HOV LANES

##### Revised Description and Cost

RTP/RTIP Project No. 4H01001  
Estimated Project Cost (existing): \$1.08 billion  
Estimated Project Cost (revised): \$1.09 billion  
Project Completion By: 2020

This project will provide one HOV lane in each direction from Haven Avenue to Ford Street, widen undercrossings, replace overcrossings, and realign ramps.

#### I-15/I-215 INTERCHANGE IMPROVEMENTS

##### Revised Cost

RTP/RTIP Project No. 20061201  
Estimated Project Cost (existing): \$80.0 million  
Estimated Project Cost (revised): \$240.0 million  
Project Completion By: 2020

This project will improve the I-15/I-215 interchange by providing one additional mixed-flow lane and one truck bypass lane in each direction from just south of the Glen Helen Parkway to just north of the interchange.

#### SR-58 REALIGNMENT

##### Revised Cost

RTP/RTIP Project No. 34770  
Estimated Project Cost (existing): \$187.6 million  
Estimated Project Cost (revised): \$190.8 million  
Project Completion By: 2020

This project will provide a 4-lane expressway on a new alignment from the San Bernardino/Kern County Line to 7.5 miles east of US-395.



**TABLE 2.4 SAN BERNARDINO COUNTY PROJECTS**

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
SB	Arterial	58	KERN CO LINE TO 7.5 MI EAST OF JCT RTE 395 - CONSTRUCT 4 LANE EXPRESS WAY ON NEW ALIGNMENT	Existing: \$187,588	PROJECT COST INCREASE OF \$3,191 CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID 20061201 INCLUDED HEREIN.	2020	34770	Revised cost	✓
			Revised: \$190,779						
SB	Arterial	138	Existing: NEAR WRIGHTWOOD FROM I-15 TO PHELAN RD. WIDEN FROM 2 TO 4 LANES (PM 2.8 TO 15.2)	\$85,497	MINOR CLARIFICATION TO POST MILE LIMITS. NO FISCAL IMPACT.	2014	34011	Revised description	✓
			Revised: NEAR WRIGHTWOOD FROM I-15 TO PHELAN RD. WIDEN FROM 2 TO 4 LANES (PM 2.9 TO 15.2)						
SB	Arterial	138	Existing: PHASE II: WIDEN 2 TO 4 LANES FROM SR-18 TO PHELAN RD (PHASE I PHELAN RD TO I-15 IN RTIP#34011) (PM 0.0 TO 2.9)	Existing: \$116,607	MINOR CLARIFICATION TO POST MILE LIMITS AND COMPLETION DATE, LEAVING \$3,036 AVAILABLE FOR OTHER PROJECTS.	2020	4M07035	Revised description and cost change	
			Revised: PHASE II: WIDEN 2 TO 4 LANES FROM SR-18 TO PHELAN RD (PHASE I PHELAN RD TO I-15 IN RTIP#34011) (PM LA 69.3 TO 2.9)	Revised: \$113,571					
SB	Arterial	I-40/AZ 95 CONNECTOR	LOCAL STREET IMPROVEMENTS TO J ST, W. BROADWAY AVE, NEEDLES HWY, AND K ST, CONNECTING I-40 AND AZ 95	\$24,817	PROJECT COST FOR NEW PROJECT CONSTRAINED BY \$24,817 AVAILABLE FUNDING UNDER PROJECT ID 4M01043 INCLUDED HEREIN.	2012	4A0801	New project	✓

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
SB	HOV	10	Existing: Add 1 HOV lane each direction, widen UC's, reconstruct ramps (PM7.4-34.0)	Existing: \$1,080,234	PROJECT COST INCREASE OF \$9,780 CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID 20061201 INCLUDED HEREIN.	2020	4H01001	Revised description and cost	✓
			Revised: ADD 1 HOV LANE EACH DIRECTION, WIDEN UC'S, REPLACE OC'S, REALIGN RAMPS (PM 8.2 TO 33.43)	Revised: \$1,090,014					
SB	IC/Ramps	10	Existing: I-10 AT GROVE INTERCHANGE AND GROVE AVE. CORRIDOR - RELOCATE I/10 & 4TH ST. I/C TO GROVE AVE. AND WIDEN GROVE AVE BETWEEN I-10 TO HOLT (WIDEN 4-6 LANES) (PM 5.2 TO 0.0)	\$97,335	AMENDMENT TO CORRECT POST MILE LIMITS LISTED IN MODEL LIST. DOES NOT CHANGE PROJECT SCOPE. NO FISCAL IMPACT.	2014	2002160	Revised description	✓
			Revised: I-10 AT GROVE INTERCHANGE AND GROVE AVE. CORRIDOR - RELOCATE I/10 & 4TH ST. I/C TO GROVE AVE. AND WIDEN GROVE AVE BETWEEN I-10 TO HOLT (WIDEN 4-6 LANES) (PM 4.1 TO 6.1)						
SB	IC/Ramps	15	IN HESPERIA AT I-15 AND RANCHERO ROAD - CONSTRUCT 6 LANE INTERCHANGE WITH LEFT AND RIGHT TURN LANES, INCLUDING 1300 FT. AUX LANE PRIOR TO N/B OFF RAMP AND 3200 FT. AUX LANE FROM TO S/B LOOP ON RAMP	\$97,556	PROJECT COMPLETION DATE CHANGED TO COINCIDE WITH STIP FUNDING AVAILABILITY. SANBAG WILL LEVERAGE OTHER LOCAL FUNDING AVAILABLE EARLIER THAN STIP TO MEET EXISTING PROJECT COST. NO FISCAL IMPACT.	Existing: 2010	SBD031279	Revised schedule	✓
						Revised: 2014			

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
SB	IC/Ramps	210	CONSTRUCT NEW DIAMOND IC AT VICTORIA AVE WITH 2 LANES EACH RAMP AND MODIFICATIONS TO ARDEN AVE IC	\$125,458	PROJECT COST FOR \$125,458 NEW PROJECT CONSTRAINED BY FUNDING AVAILABLE FROM PROJECT ID 20061201 INCLUDED HEREIN.	2020	4M0801	New project	
SB	IC/Ramps	215	Existing: Reconstruct Barton Rd Interchange	Existing: \$80,509	PROJECT SCOPE REVISED AND INCLUDED AS ENGINEERING ONLY PENDING FURTHER PROJECT DEFINITION, LEAVING \$76,997 AVAILABLE FOR OTHER PROJECTS.	Existing: 2015	4M01043	Revised description, cost, and schedule	✓
			Revised: Reconstruct Mt Vernon/Washington Interchange (PE FUNDING ONLY)	Revised: \$3,512		Revised: 2012 (For PE only)			
SB	Mixed Flow	Existing: 220	HI- DESERT CORR. PHASE 1, SR-18 REALIGNMENT FROM US 395 IN AD-ELANTO TO SR-18 E/O APPLE VALLEY. COONSTRUCT 4-6 LANE FREEWAY/EX-PRESSWAY. CONSTRUCT NEW IC @I-15 W/AUX LANES NORTH AND SOUTH OF NEW IC. CONSTRUCT INTERSECTION @US 395 W/TURN POCKETS TO NORTH AND SOUTH	\$422,000	AMENDMENT TO COR-RECT OFFICIAL ROUTE NAME ONLY. DOES NOT CHANGE PROJECT SCOPE. NO FISCAL IMPACT.	2020	20020144	Revised route name	
		Revised: 18T							

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
SB	Mixed Flow & Auxiliary & Truck Climbing	15	I-15/I-215 I/C Improvements-Devore I/C-S/O Glen Helen Prkwy to Kenwood & on I-215 from S/O Devore Rd.I/C to I-15 I/C(1215 PM 16.0-17.8) Add 1 mixed flow lane in each direction to existing 3 m/f lanes from 3000' S/O Glen Helen Prkwy to 1200' N/O I-215 I/C including truck bypass lanes	Existing: \$80,000	APPROVED 2008 RTP INCLUDES \$461,748 FUNDING FOR THIS PROJECT UNDER ID 20061201. PROJECT COST UPDATED IN 2008 RTIP TO \$80,000. AMENDED COST OF \$239,970 CONSTRAINED BY THE \$461,748 IDENTIFIED IN THE 2008 RTP, LEAVING \$221,778 OF FUNDING AVAILABLE TO OTHER PROJECTS.	2020	20061201	Revised cost	✓
				Revised: \$239,970					
SB	Arterial	395	WIDEN FROM 2 TO 4 LANES EACH DIR AND INSTALL LEFT TURN CHANNELIZATION	\$136,870	PROJECT COST FOR NEW PROJECT CONSTRAINED BY \$83,349 AVAILABLE UNDER PROJECT ID 20061201, \$52,180 AVAILABLE UNDER PROJECT ID 4M01043, AND \$1,341 AVAILABLE UNDER PROJECT ID 4M07035 INCLUDED HEREIN.	2014	4M0802	New project	✓

## Ventura County

### MAJOR REGIONAL PROJECTS

#### US-101/PLEASANT VALLEY ROAD INTERCHANGE IMPROVEMENTS

##### Revised Schedule

RTP/RTIP Project No. VEN031226

Estimated Project Cost: \$1.1 million

Project Completion By (current): 2008

Project Completion By (revised): 2009

This project will improve the US-101/Pleasant Valley Road interchange in the City of Camarillo by widening the southbound on-ramp from 1 to 2 lanes and adding turn lanes.

#### CENTRAL AVENUE WIDENING

##### Revised Schedule

RTP/RTIP Project No. VEN031227

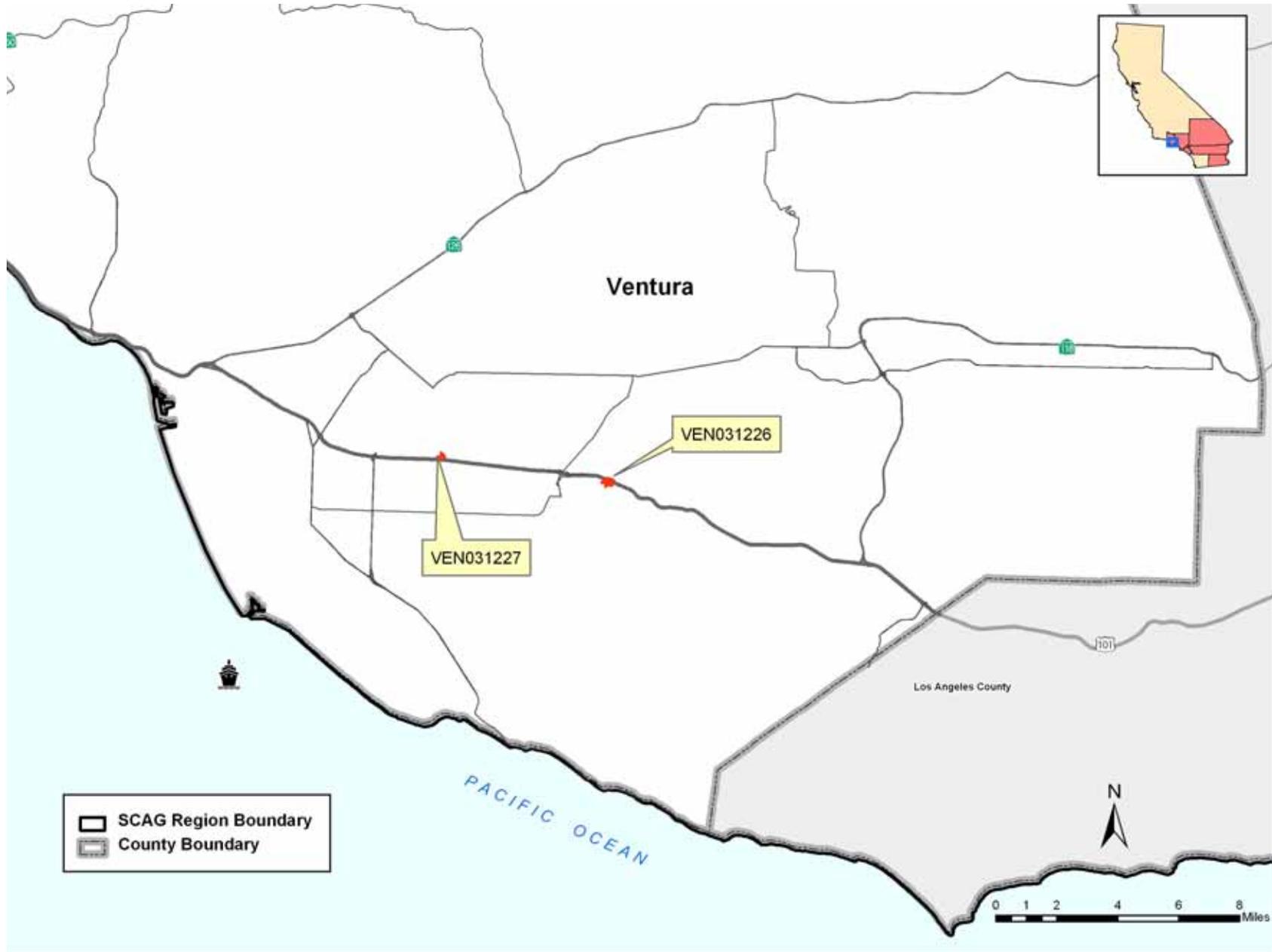
Estimated Project Cost: \$1.1 million

Project Completion By (existing): 2008

Project Completion By (revised): 2009

This project will widen Central Avenue in the City of Camarillo from 2 to 4 lanes and add bike lanes for 0.4 miles from the US-101 northbound ramps to the city limit, and add traffic signals at the US-101 ramps.

**EXHIBIT 2.5 VENTURA COUNTY PROJECT LOCATIONS**



Source: Southern California Association of Governments, ESRI StreetMap USA, Teletlas

**TABLE 2.5 VENTURA COUNTY PROJECTS**

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLETION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMENDMENT #08-01
VE	Arterial	0	WIDEN CENTRAL AVENUE FROM 2 TO 4 LANES (PLUS BIKE LANES) FROM ROUTE 101 NB RAMPS TO CITY LIMIT (0.4 MILES) PLUS SIGNALS @ RTE 101 RAMPS.	\$1,100	NO CHANGE TO PROJECT COST WITH MINOR COMPLETION DATE CHANGE. NO FISCAL IMPACT.	Existing: 2008	VEN031227	Revised schedule	
						Revised: 2009			
VE	IC/Ramps	101	IN CAMARILLO ROUTE 101 AT PLEASANT VALLEY ROAD IMPROVE INTERSECTION WITH SOUTHBOUND RAMPS - WIDEN ONRAMP ENTRANCE FROM 1 TO 2 LANES AND ADD TURN LANES	\$1,053	NO CHANGE TO PROJECT COST WITH MINOR COMPLETION DATE CHANGE. NO FISCAL IMPACT.	Existing: 2008	VEN031226	Revised schedule	✓
						Revised: 2009			



### III. FISCAL IMPACT



The 2008 RTP Amendment includes changes to existing projects, deletion of projects, and the addition of new projects. The fiscal impact of each individual project is discussed in the above summary tables under the fiscal impact column for each respective county.

In terms of overall impact on the RTP Financial Plan, there are \$1.8 billion in cost increases from changes to existing projects and new projects, and \$1.2 billion in cost decreases as a result of projects deleted from the plan. These changes result in an overall net cost increase of \$0.6 billion to the 2008 RTP Financial Plan, broken down by county in the below table (see first three rows of Table 3.1).

Any net cost increases to the RTP Financial Plan are being funded by the identified sources broken down by county (see Table 3.1) which are in addition to 2008 RTP forecasted revenues.

Based on review of the funding considerations for each project documented herein, SCAG finds that this amendment does not adversely impact the financial constraint of the 2008 RTP. The Plan remains financially constrained.

**TABLE 3.1 FISCAL IMPACT SUMMARY**

(Amounts in \$1,000's)	Imperial	Los Angeles	Riverside	San Bernardino	Ventura	SCAG Region
Cost Increase: Changes to Existing and New Projects	\$0	\$403,851	\$1,054,150	\$380,054	\$0	\$1,838,055
Cost (Decrease): Deleted Projects	\$0	\$0	(\$874,249)	(\$380,054)	\$0	(\$1,254,303)
<b>Net Cost Increase (Decrease)</b>	<b>\$0</b>	<b>\$403,851</b>	<b>\$179,901</b>	<b>\$0</b>	<b>\$0</b>	<b>\$583,752</b>
Additional Funding Sources:						
USDOT Demonstration Grant Funding	\$0	\$210,600	\$0	\$0	\$0	\$210,600
Local Discretionary Funding	\$0	\$34,872	\$19,393	\$0	\$0	\$54,265
Local Developer Impact Fee Funding	\$0	\$0	\$126,763	\$0	\$0	\$126,763
Private Funding	\$0	\$78,379	\$2,740	\$0	\$0	\$81,119
County Sales Tax Funding	\$0	\$0	\$14,974	\$0	\$0	\$14,974
Proposition 1B TCIF Allocation Funding	\$0	\$0	\$6,000	\$0	\$0	\$6,000
Proposition 1B Transit Modernization Funding	\$0	\$80,000	\$0	\$0	\$0	\$80,000
Local CFD Assessment Funding	\$0	\$0	\$10,031	\$0	\$0	\$10,031
<b>Total Sources</b>	<b>\$0</b>	<b>\$403,851</b>	<b>\$179,901</b>	<b>\$0</b>	<b>\$0</b>	<b>\$583,752</b>

## IV. TRANSPORTATION CONFORMITY



**T**ransportation 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. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), carbon monoxide (CO), and nitrogen dioxide (NO<sub>2</sub>).

Under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations, 2008 RTP Amendment #1 needs to pass five tests: consistency with the adopted 2008 RTP, regional emissions, timely implementation of transportation control measures (TCMs), financial constraint, and interagency consultation and public involvement.

The findings of the conformity determination for the 2008 RTP Amendment #1 are presented below. Details of the regional emissions analysis follow the findings.

## Conformity Findings

SCAG's findings for the approval of the 2008 RTP Amendment #1 are as follows:

- **Consistency with 2008 RTP / 2008 RTIP Test**

Inclusion of the amended projects in the 2008 RTP would not change any other policies, programs or projects in the federally approved 2008 RTIP and 2008 RTP.

**Finding:** The 2008 RTP Amendment #1 is consistent with the federally approved 2008 RTIP and 2008 RTP, and meets all federal and state requirements and regulations.

- **Regional Emissions Tests**

**Finding:** The regional emissions analyses for the 2008 RTP Amendment #1 update the regional emissions analyses for the federally approved 2008 RTIP and 2008 RTP.

**Finding:** The 2008 RTP Amendment #1 regional emissions analysis for PM<sub>2.5</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).

**Finding:** The 2008 RTP Amendment #1 regional emissions for the ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, South Central Coast Air Basin (SCCAB; Ventura County portion), Western Mojave Desert Air Basin (MDAB; Antelope Valley and San Bernardino County portion excluding Searles Valley), and the Salton Sea Air Basin (SSAB; Coachella Valley and Imperial County portions).

**Finding:** The 2008 RTP Amendment #1 regional emissions for NO<sub>2</sub> meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

**Finding:** The 2008 RTP Amendment #1 regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

**Finding:** The 2008 RTP Amendment #1 regional emissions for PM<sub>10</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Coachella Valley).

- **Finding:** The 2008 RTP Amendment #1 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 and Searles Valley portion) and for the SSAB (Imperial County portion).
- **Timely Implementation of TCMs Test**  
**Finding:** The 2008 RTP Amendment #1 does not revise or otherwise alter the schedule or implementation of any TCM.
- **Financial Constraint Test**  
**Finding:** All projects listed in the 2008 RTP and 2006 and 2008 RTIPs, including the proposed amendments, are financially constrained for all fiscal years. Fiscal constraint is analyzed in the Fiscal Impact chapter of this report.
- **Interagency Consultation and Public Involvement Test**  
**Finding:** The 2008 RTP Amendment #1 complies with all federal and state requirements for interagency consultation and public involvement. The proposed RTP/RTIP Amendment was discussed at the Transportation Conformity Working Group (TCWG), which includes representatives from the respective air quality and transportation planning agencies, on three occasions (June 24, July 22, and August 26, 2008). A preliminary draft conformity analysis was presented to the TCWG prior to the release of the Proposed Draft RTP Amendment #1 for a 30-day public comment period. No conformity-specific comments were received.

## Regional Emissions Analysis

The following tables summarize the required regional emission analyses for each of the non-attainment areas within SCAG's jurisdiction. For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by California Air Resources Board to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas.

## SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

**TABLE 4.1 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])**

Pollutant		2009	2010	2020	2030	2035
ROG	Budget	13	13	13	13	13
	Plan	12	11	7	6	5
Budget - Plan		1	2	6	7	8
NOx	Budget	19	19	19	19	19
	Plan	19	17	9	6	6
Budget - Plan		0	2	10	13	13

## SOUTH COAST AIR BASIN

**TABLE 4.2 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])**

Pollutant		2008	2011	2014	2017	2020	2030	2035
ROG	Budget	215	176	150	131	116	116	116
	Plan	201	167 <sup>a</sup>	141	123 <sup>a</sup>	110	84	76
Budget - Plan		14	9	9	8	6	32	40
NOx	Budget	427	354	287	232	190	190	190
	Plan	405	326 <sup>a</sup>	257	208 <sup>a</sup>	163	120	112
Budget - Plan		22	28	30	24	27	70	78

<sup>a</sup> = interpolated

**TABLE 4.3 PM2.5 (ANNUAL EMISSIONS [TONS/DAY])**

Pollutant		2009	2012	2020	2030	2035
ROG	Budget	196	163	163	163	163
	Plan	185	154	107	81	73
Budget - Plan		11	9	56	82	90
NOx	Budget	413	337	337	337	337
	Plan	394	308	176	122	114
Budget - Plan		19	29	161	215	223
PM2.5	Budget	38	38	38	38	38
	Plan	36	36	36	37	38
Budget - Plan		2	2	2	1	0

**TABLE 4.4 PM10 (ANNUAL EMISSIONS [TONS/DAY])**

Pollutant		2010	2020	2030	2035
ROG	Budget	251	251	251	251
	Plan	173	107	81	73
Budget - Plan		78	144	170	178
NOx	Budget	549	549	549	549
	Plan	372	176	122	114
Budget - Plan		177	373	427	435
PM10	Budget	166	166	166	166
	Plan	156	153	152	155
Budget - Plan		10	13	14	11

**TABLE 4.5 CO (WINTER EMISSIONS [TONS/DAY])**

Pollutant		2010	2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137	2,137
	Plan	1,671	1,217 <sup>a</sup>	912	624	569
Budget - Plan		466	920	1,225	1,513	1,568

<sup>a</sup> = interpolated

**TABLE 4.6 NO2 (WINTER EMISSIONS [TONS/DAY])**

Pollutant		2010	2020	2030	2035
NO2	Budget	682	682	682	682
	Plan	398	187	129	119
Budget - Plan		284	495	553	563

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

**TABLE 4.7 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])**

Pollutant		2009	2010	2020	2030	2035
ROG	Budget	22	22	22	22	22
	Plan	21	20	12	10	10
Budget - Plan		1	2	10	12	12
NOx	Budget	77	77	77	77	77
	Plan	77	74	33	26	27
Budget - Plan		0	3	44	51	50

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

**TABLE 4.8 PM10 (ANNUAL EMISSIONS [TONS/DAY])**

		2010	2020	2030	2035
PM10	No Build	9.4	8.6	9.5	10.3
	Build	8.4	8.1	9.0	9.9
No Build - Build		1.1	0.5	0.5	0.5

*Note: The results may not add up due to rounding.*

## MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

**TABLE 4.9 PM10 (ANNUAL EMISSIONS [TONS/DAY])**

		2010	2020	2030	2035
PM10	No Build	0.1	0.1	0.1	0.1
	Build	0.1	0.1	0.1	0.1
No Build - Build		0.0	0.0	0.0	0.0

## SALTON SEA AIR BASIN – COACHELLA VALLEY PORTION

**TABLE 4.10 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])**

Pollutant		2012	2020	2030	2035
ROG	Budget	7	7	7	7
	Plan	7	5	4	4
Budget - Plan		0	2	3	3
NOx	Budget	26	26	26	26
	Plan	25	14	11	12
Budget - Plan		1	12	15	14

**TABLE 4.11 PM10 (ANNUAL EMISSIONS [TONS/DAY])**

		2010	2020	2030	2035
PM10	Budget *	10.9	10.9	10.9	10.9
	Plan	8.4	8.0	8.1	8.6
Budget - Plan		2.5	2.9	2.8	2.3

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

## SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

**TABLE 4.12 OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])**

Pollutant		2009	2010	2020	2030	2035
ROG	Budget	7	7	7	7	7
	Plan	6	6	5	4	5
Budget - Plan		1	1	2	3	2
NOx	Budget	17	17	17	17	17
	Plan	17	16	10	9	10
Budget - Plan		0	1	7	8	7

**TABLE 4.13 PM10 (ANNUAL EMISSIONS [TONS/DAY])**

Pollutant		2010	2020	2030	2035
PM10	No Build	6.5	10.0	12.4	13.3
	Build	6.4	9.9	11.9	12.7
No Build - Build		0.1	0.1	0.5	0.6

V. ADDENDUM TO THE 2008 RTP PROGRAM ENVIRONMENTAL IMPACT REPORT



## Introduction

The Southern California Association of Governments (SCAG) proposes to amend the 2008 RTP (2008 RTP Amendment #1) to reflect minor additional projects and minor revisions to a very few of the thousands of individual transportation projects contained in the project list attached to the Final 2008 RTP (2008 RTP or Plan). The Final Program Environmental Impact Report for the 2008 Regional Transportation Plan (2008 PEIR), was certified on May 8, 2008.<sup>1</sup> This Addendum to that document has been prepared to address the proposed changes to the project list contained in the 2008 RTP.

As the Lead Agency under the California Environmental Quality Act (“CEQA”) (Cal. Pub. Res. Code Section 21000 et seq.), SCAG prepared the Final RTP PEIR for the 2008 RTP to evaluate the potential environmental impacts associated with implementation of the 2008 RTP. The purpose of the 2008 PEIR is to identify the potentially significant environmental impacts associated with the implementation of the projects, operations, programs, and policies included in the Plan. The 2008 PEIR serves as the informational document to inform decision-makers, agencies and the public of the potential environmental consequences of approving the 2008 RTP. As appropriate for a program EIR, the 2008 PEIR focuses on the broad policy alternatives and program-wide mitigation measures (CEQA Guidelines Section 15168(b)(4)).<sup>2</sup> The 2008 PEIR is a first tier environmental document that serves as a regional-scale environmental analysis and planning tool that can be used to support subsequent, site-specific project-level CEQA analyses.

The 2008 RTP is a long-range program that addresses the transportation needs for the six-county SCAG Region through 2035. It includes both specific projects and strategies that address transportation goals and policies and potential growth patterns. Projects analyzed in the 2008 RTP PEIR include highway improvements such as mixed flow lanes, interchanges, ramps, high occupancy vehicle (HOV) lanes, toll lanes, and arterials; transit improvements such as

bus, bus rapid transit (BRT) and various rail upgrades; high speed regional transport (HSRT); and goods movement strategies. Although the 2008 RTP has a long-term time horizon under which projects are planned and proposed to be implemented, federal and state mandates ensure that the Plan is both flexible and responsive in the near term. Therefore, the 2008 RTP is regarded as both a long-term regional transportation blueprint and as a dynamic planning tool subject to ongoing refinement and modification.

Section 15152 of the CEQA Guidelines indicates that subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the PEIR. The CEQA Guidelines do not require a Program EIR to specifically list all subsequent activities that may be within its scope. For large scale planning approvals (such as the RTP), where site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, then site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and 15152) provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

<sup>1</sup> The Final 2008 Regional Transportation Plan Program Environmental Impact Report (SCH No. 2007061126) (“Final PEIR” or “2008 PEIR”) is incorporated herein by this reference and an electronic version is available at <http://scag.ca.gov/RTP/peir2008/final/addendum.htm>.

<sup>2</sup> Unless otherwise indicated, all citations by section number are to the CEQA Guidelines (Cal. Administrative Code, tit. 14, Section 15000 et seq.)

## Basis for the Addendum

An Addendum to the 2008 RTP PEIR is appropriate to address proposed changes to the 2008 RTP contained in the 2008 RTP Amendment #1. The 2008 RTP Amendment #1 contains a list of all proposed changes to the 2008 RTP project list. The proposed changes to the 2008 RTP project list generally consist of the following:

- Changes in completion year of project already included in the 2008 RTP
- Changes in estimated costs of project already included in the 2008 RTP
- Deletion of duplicate and completed projects
- Consolidation of related contiguous projects
- Conversion of High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes, lane widening projects, intersection construction and reconfigurations and additional transit services

Further detail on the proposed 2008 RTP Amendment #1 is provided below under the subheading “Project Description.”

When an EIR has been certified and the project is modified or otherwise changed after certification, then additional CEQA review may be necessary. The key considerations in determining the need for and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines Sections 15162, 15163 and 15164.

Section 21166 of CEQA specifically provides that a Subsequent or Supplemental EIR is not required unless the following occurs:

1. Substantial changes are proposed in the project which will require major revisions of the EIR.
2. Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR.

3. New information of substantial importance, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

An Addendum may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred requiring preparation of a Subsequent EIR (Section 15164(a)). An Addendum must include a brief explanation of the agency’s decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164(e)). 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)). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (15164(d)).

For the reasons set forth in this Addendum, SCAG has determined that an Addendum to the 2008 PEIR is the appropriate CEQA document because the proposed revisions to the 2008 RTP project list **do not meet** the following conditions of Section 15162(a) for preparation of a Subsequent EIR:

1. Substantial changes are proposed in the project which will require major revisions in the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence, at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - a. The project will have one or more significant effects not discussed in the previous EIR;

- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
- e. While the proposed changes to the RTP project list may represent “New information of substantial importance...” especially at the local level, these changes are not substantial at the regional scale analyzed in the 2008 PEIR and as stated in 15162(a)(3), proposed changes to the 2008 RTP project list would not result in one or more significant effects (at the regional level) not discussed in the 2008 PEIR, nor result in impacts that are substantially more severe than shown in the 2008 PEIR. Moreover, no changes to the mitigation measures contained in the 2008 PEIR are being proposed that could trigger additional review regarding such measures. Proposed changes to the 2008 RTP contained in the 2008 RTP Amendment #1 do not result in any of the conditions described in CEQA section 15162 subdivision (a).

As indicated in the 2008 RTP Amendment #1 (as summarized above), there are no substantial changes proposed to this regional scale project (the 2008 RTP); the 2008 RTP PEIR was certified less than 5 months ago, no substantial changes have occurred with respect to the circumstances under which the 2008 RTP is to be undertaken.

SCAG has assessed the additional projects at the programmatic level and finds that the projects identified in this Amendment are consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2008 PEIR. Further, SCAG finds that the proposed changes to the 2008 RTP project list identi-

fied in 2008 RTP Amendment #1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

## Project Description

As noted above the 2008 RTP Amendment #1 includes minor changes to the project list contained in the 2008 RTP. There are generally two types of projects included in the 2008 RTP Amendment #1:

1. **Minor Revisions to Projects** – These projects appear in the existing 2008 RTP. Project changes being included in the 2008 RTP Amendment #1 include the following :
  - minor revisions to project scopes (such as adding additional lanes and arterial widening projects, revisions to interchanges and intersections, and updating project descriptions to reflect slight modifications and the latest project development details, including revised post miles),
  - minor revisions to schedules (revised completion years, mostly within one to six years of the completion year indicated in the 2008 RTP),
  - minor revisions and/or changes in project costs (usually consisting of increases to previously estimated costs),
  - minor project description revisions to projects that have been consolidated,
  - deletions of duplicate and completed projects.
2. **Minor New Projects** – These projects were not included in the 2008 RTP project list and are being added to the existing 2008 RTP. New projects represent small technical additions to existing infrastructure that were included in the regional level analysis conducted in the 2008 PEIR. These projects include:
  - the conversion of existing HOV lanes to HOT lanes in both Los Angeles and Riverside Counties,
  - interchange construction and improvements,

- lane widening at existing interchanges and arterials, and enhanced transit services.

The revised 2008 RTP project list can be found in the 2008 RTP Amendment #1: Table 1: Imperial County Projects; Table 2: Los Angeles County Projects; Table 3: Riverside County Projects; Table 4: San Bernardino; and Table 5: Ventura County Projects. Maps depicting the changes to the 2008 RTP project list are shown in Exhibit 1: Imperial County Projects, Exhibit 2: Los Angeles County Projects, Exhibit 3: Riverside County Projects, Exhibit 4: San Bernardino County Projects, and Exhibit 5: Ventura County Projects.

## Analysis of Impacts

The changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR. The 2008 PEIR broadly identifies a number of region-wide significant impacts that would result from the numerous transportation policies and projects encompassed by the 2008 RTP.

The 2008 PEIR presents analysis at the programmatic level of various types of projects, including both modifications to the existing system such as HOV lanes, HOT lanes, and grade crossings as well as new systems such as new facilities, goods movement roadway facilities, rail corridors, flyovers, interchanges, and High-Speed Regional Transport.

Although the new projects identified in the 2008 RTP Amendment #1 were not identified in the 2008 PEIR, SCAG has assessed these additional projects at the programmatic level and finds that they are consistent with the scope, goals, and policies contained in the 2008 RTP and with the analysis and conclusions presented in the 2008 PEIR. Further, each project will be fully assessed at the project-level by the implementing agency in accordance with CEQA, NEPA, and all other applicable regulations.

No changes to the mitigation measures contained in the 2008 PEIR are proposed. SCAG has determined that the addition of the projects identified above

would generally result in impacts that would fall within the range of impacts identified in the 2008 PEIR. Therefore, no substantial physical impacts to the environment beyond those already anticipated and documented in the 2008 PEIR are anticipated to result from the inclusion of the proposed projects identified in the 2008 RTP Amendment #1.

## AESTHETICS AND VIEWS

The proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 are not expected to cause significant adverse impacts to aesthetics or views beyond those already described in the 2008 PEIR. Significant impacts anticipated in the 2008 PEIR would be the obstruction of scenic views and resources, altering areas along state designated scenic highways and vista points, creating significant contrasts with the scale, form, line, color and overall visual character of the existing landscape, and adding visual urban elements to rural areas (2008 PEIR pp. 3.1-10 – 3.1-22).

Incorporation of the projects identified in 2008 RTP Amendment #1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

## AIR QUALITY

The proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 are not expected to cause additional significant air quality impacts beyond those already identified in the 2008 PEIR. The 2008 PEIR identified significant and unavoidable impacts to regional air quality, cancer risk increases, and short-term air emissions from implementation of the RTP (2008 PEIR pp 3.2-22 – 3.2-43). The conformity analysis prepared for the 2008 RTP demonstrated a positive conformity finding, showing that federal clean air requirements have been met.

The conformity analysis performed for the 2008 RTP Amendment #1 determined that the proposed changes to the 2008 RTP project list meet the regional emissions test and all other federally required conformity tests for all

non-attainment and maintenance areas in the SCAG region. The incorporation of the projects identified in the 2008 RTP Amendment #1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

## **BIOLOGICAL RESOURCES**

The proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 are consistent with the findings of the 2008 PEIR analysis of biological resources. The 2008 PEIR concluded that implementation of the RTP would adversely affect biological resources and result in habitat loss, fragmentation and degradation, direct fatalities to wild-life, encroachment of non-native species, water diversion and degradation, displacement of riparian, wetland, or other sensitive habitats, and other human activities, such as litter, light pollution, trampling, off-road vehicle activity and increasing access to previously inaccessible and undisturbed areas (2008 PEIR pp 3.3-22 – 3.3-57).

Detailed project-level analysis, including project level mitigation measures, will be conducted by each implementing agency for each individual project. The analysis in the 2008 PEIR adequately addresses the range of impacts that could result from the proposed projects (as revised by the 2008 RTP Amendment #1) at the program level. The incorporation of the projects identified in the 2008 RTP Amendment #1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

## **CULTURAL RESOURCES**

The proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 would result in impacts consistent with the findings of the 2008 PEIR on cultural resources. The 2008 PEIR determined that the development of new transportation facilities may affect archaeological and paleontological resources, primarily through the disturbance of buried resources. Additionally, the development of new transportation facilities may affect historic architectural resources (structures 50 years or older), either through direct affects to buildings within the proposed project area, or through indirect

affects to the area surrounding a resource if it creates a visually incompatible structure adjacent to a historic structure (2008 PEIR pp. 3.4-19 - 3.4-29).

Incorporation of the projects identified in the 2008 RTP Amendment #1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

## **ENERGY**

The proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 are not expected to cause significant energy impacts beyond those identified in the 2008 PEIR. The 2008 PEIR concluded that significant impacts would result from an increase in transportation-related energy demands. Impacts that would occur upon implementation of the 2008 RTP include the substantial increase in consumption of electricity, natural gas, gasoline, diesel, and other non-renewable energy types and the potential inability to meet greenhouse gas reduction levels identified in AB32 (2008 PEIR pp. 3.5-32 – 3.5-46).

The analysis in the 2008 PEIR adequately addresses the range of impacts that could result from these projects at the program level. Incorporation of the projects identified in the 2008 RTP Amendment #1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

## **GEOLOGY, SOILS, AND SEISMICITY**

Potential impacts on geology, soils, and seismicity resulting from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 would be consistent with the findings of the 2008 PEIR. The 2008 PEIR identified that damage to transportation infrastructure can result from geologic and seismic activity, such as surface rupture, ground shaking, subsidence, liquefaction, soil expansion and land-sliding. In addition work associated with implementation of the 2008 RTP could cause impacts such as soil erosion and ground instability. However, incorporation of mitigation measures identified

in the 2008 PEIR would alleviate significant impacts associated with geological safety (2008 PEIR pp. 3.6-17 – 3.6-25).

Detailed project level analysis, including project level mitigation measures, will be conducted by the implementing agency of each project. The incorporation of the projects identified in 2008 RTP Amendment #1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

## **HAZARDOUS MATERIALS**

Potential impacts on hazardous materials from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 would be consistent with the findings of the 2008 PEIR. The 2008 PEIR concluded that the RTP would facilitate the movement of goods, including hazardous materials, through the region. The potential significant impacts include potential hazards created due to the disturbance of contaminated property during implementation of the 2008 RTP and risk of accidental releases due to an increase in the transportation of hazardous materials and the potential for such releases to reach schools within one-quarter mile of transportation facilities affected by the 2008 RTP (2008 PEIR pp. 3.7-12 – 3.7-18).

The analysis in the 2008 PEIR adequately addresses impacts at the program level that could result from the projects identified in the 2008 RTP Amendment #1. Incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

## **LAND USE**

Potential impacts to land use that could result from the proposed changes to the 2008 RTP project list contained in the 2008 RTP Amendment #1 are anticipated to result in impacts consistent with the findings of the 2008 PEIR. The 2008 PEIR analyzed potential impacts of the 2008 RTP on land use consistency and compatibility. The 2008 PEIR concluded that the RTP would result

in significant impacts that could disrupt and divide established communities or cause inconsistencies with general plans or other adopted local land use policies and plans (2008 PEIR pp. 3.8-10 – 3.8-17).

The analysis in the 2008 PEIR adequately addresses impacts at the program level that could result from the projects identified in the 2008 RTP Amendment #1. Incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

## **NOISE**

Potential noise impacts from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 are anticipated to be consistent with the findings of the 2008 PEIR for noise. The projects could potentially cause temporary or permanent increases in ambient noise levels and expose noise-sensitive land uses to noise increases in excess of acceptable levels. However, the assessment in the 2008 PEIR Noise Chapter adequately evaluates these impacts at the programmatic level and includes mitigation measures to be implemented at the project level (2008 PEIR pp. 3.9-13 – 3.9-32). Impacts from the proposed project identified in this Amendment would be expected to fall within the range of impacts previously identified in the 2008 PEIR.

The analysis in the 2008 PEIR adequately addresses impacts at the program level that could result from the projects identified in 2008 RTP Amendment #1. Incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

## **OPEN SPACE**

Potential impacts to open space resources from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 are anticipated to be consistent with the findings of the 2008 PEIR for open space. The 2008 PEIR concluded that the RTP would result in significant impacts such as

the loss and disturbance of agricultural lands, the loss and disturbance of open space and/or recreational lands, and the deterioration and decreased performance of recreational facilities through increased use by a growing population (2008 PEIR pp. 3.10-20 – 3.10-33).

The analysis in the 2008 PEIR adequately addresses impacts at the program level that could result from the projects identified in 2008 RTP Amendment #1. Incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

## **POPULATION, HOUSING AND EMPLOYMENT**

Potential impacts to population, housing, and employment from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 are anticipated to be consistent with the findings for the 2008 PEIR. The 2008 PEIR analyzed potential impacts to population growth and current residential and business land uses that could occur upon implementation of the 2008 RTP. The 2008 PEIR concluded that the RTP would result in significant impacts to population growth and the displacement of a number of existing homes and businesses (2008 PEIR pp. 3.11-9 – 3.11-14).

These impacts are within the range of impacts assessed at the programmatic level in the 2008 PEIR. Therefore, inclusion of the projects identified in the 2008 RTP Amendment #1 would not result in a substantial change to the region-wide impacts programatically addressed in the 2008 PEIR.

## **PUBLIC SERVICES AND UTILITIES**

The potential impacts from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 are anticipated to be within the range of, and consistent with the findings of the 2008 PEIR for public services and utilities of the 2008 PEIR. Anticipated significant cumulative impacts include demand for more police, fire, emergency personnel and facilities; demand for more school facilities and teachers; demand for additional solid

waste services, and increased potential of encountering and severing utility lines during implementation of the 2008 RTP (2008 PEIR pp. 3.12-14 – 3.12-25).

The analysis in the 2008 PEIR adequately addresses impacts at the program level that could result from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1. Incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

## **SECURITY AND EMERGENCY PREPAREDNESS**

Potential impacts to security and emergency preparedness from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 are anticipated to be consistent with the findings for the 2008 PEIR. The 2008 PEIR determined that implementation of the 2008 RTP could impair transportation safety, security, and reliability; inhibit response and recovery from major human-caused or natural disaster events, and increase the number of households in areas subject to wildfires (2008 PEIR pp. 3.13-14 – 3.13-22).

The analysis in the 2008 PEIR adequately addresses impacts at the program level that could result from the projects identified in the 2008 RTP Amendment #1. Incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

## **TRANSPORTATION**

Proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 are not expected to cause significant adverse impacts on region-wide transportation beyond what was analyzed in the 2008 PEIR. The 2008 PEIR utilized data from the 2035 transportation model output to present a regional analysis for the impacts of the 2008 RTP on transportation. The 2008 PEIR identifies the following significant impacts from implementation of the 2008 RTP: increased Vehicle Miles Traveled (VMT); increased vehicle

hours traveled (VHT); increased average daily VHT in delay for heavy-duty truck trips; increased percentage of work opportunities within a 45 minute travel time; and decreased system-wide fatality accident rate and injury accident rate in the SCAG region (2008 PEIR pp. 3.14-21 – 3.3-28).

Analysis in the 2008 PEIR adequately addressed impacts that could result from the 2008 RTP Amendment #1 at the program level. Therefore, inclusion of the projects identified in the 2008 RTP Amendment #1 would not result in a substantial change to the region-wide impacts programmatically addressed in the 2008 PEIR.

## **WATER RESOURCES**

The potential impacts from the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 are anticipated to be within the range of, and consistent with the findings of the 2008 PEIR on water resources. The 2008 PEIR identified decreased surface water quality, the potential for substantial erosion and/or siltation due to altered drainage patterns, decreased stormwater infiltration and groundwater recharge, and an increase in impervious surfaces and potential flooding hazards as a significant adverse impact (2008 PEIR pp. 3.15-35 – 3.15-54).

The analysis in the 2008 PEIR adequately addresses region-wide impacts at the program level that could result from the 2008 RTP with the addition of projects identified in the 2008 RTP Amendment #1. Incorporation of the proposed changes to the 2008 RTP project list would not result in any additional significant impacts beyond those identified in the 2008 PEIR.

## **Comparison of Alternatives**

The proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 would not significantly affect the comparison of alternatives in the 2008 PEIR. Final Amendment #1 to the 2008 RTP is within the scope of the programmatic-level comparison among the alternatives considered in the 2008 PEIR: 1) No Project; 2) Modified 2004 RTP Alternative; and 3) The

Envision Alternative. The analysis in the Comparison of Alternatives chapter of the 2008 PEIR would not be significantly affected by the inclusion of the projects identified in the 2008 RTP Amendment #1. Therefore, no further comparison is required at the programmatic level.

## **Long-Term Effects**

The changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 would result in impacts within the scope of the discussion presented in the long-term effects chapter of the 2008 PEIR, which includes an assessment of programmatic level unavoidable impacts, irreversible impacts, growth inducing impacts, and cumulative impacts (2008 PEIR pp. 5-1 – 5-10). Unavoidable and irreversible impacts from the inclusion changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 are reasonably covered by the unavoidable and irreversible impacts previously discussed in the certified 2008 PEIR.

Any growth inducing impacts are expected to be approximately equivalent to those previously disclosed in the 2008 PEIR (2008 PEIR pp. 5-1 – 5-10). Overall, the proposed changes to the 2008 RTP project list presented in the 2008 RTP Amendment #1, and analyzed in the 2008 PEIR are within the scope of the broad, programmatic-level impacts identified and disclosed in the 2008 PEIR. Thus, the 2008 RTP Amendment #1 is consistent with the findings on long-term effects analysis contained in the 2008 PEIR.

## **Conclusion**

After completing a programmatic environmental assessment of the proposed changes to the 2008 RTP project list, SCAG finds that the proposed changes identified in the 2008 RTP Amendment #1 would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The proposed changes are not substantial changes in the context of the region which would require major revisions to the programmatic, region-wide analysis presented in the 2008 PEIR.

Further, SCAG finds that the proposed changes to the 2008 RTP project list identified in the 2008 RTP Amendment #1 do not significantly affect the comparison of regional alternatives or the potential significant impacts previously disclosed in the 2008 PEIR. As such, SCAG has assessed the proposed changes to the 2008 RTP project list at the programmatic level, and finds that inclusion of the proposed changes would be consistent with the analysis and mitigation measures contained in the 2008 PEIR, as well as the Findings of Fact and Statement of Overriding Considerations made in connection with the 2008 RTP. Therefore, a subsequent or supplemental EIR is not required and this Addendum #1 to the 2008 PEIR fulfills the requirements of CEQA.

## VI. PUBLIC REVIEW AND COMMENT



**S**CAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing was posted on the SCAG website at [www.scag.ca.gov](http://www.scag.ca.gov) on October 3, 2008, and published in major newspapers in the six-county region. The Draft Amendment was made available on the SCAG website and hard copies were made available for review at SCAG offices and public libraries throughout the region. Written comments were accepted until 5:00pm on November 7, 2008, and were directed to:

**Southern California Association of Governments**

**Attention: Ryan Kuo  
818 West Seventh Street  
Los Angeles, CA 90017**

**or to [kuo@scag.ca.gov](mailto:kuo@scag.ca.gov)**

A public hearing was held at SCAG's Los Angeles Office at 10:00am on October 23, 2008.

Comments were received from three sources, and are summarized in Table 6.1, along with SCAG's responses to the comments. The original comment letters are attached at the end of this Amendment document.

SCAG fully coordinated this Amendment with the region's stakeholders through SCAG's committee and task force structure. Specifically, staff provided periodic reports regarding this Amendment to the Transportation Committee (TC), Transportation Conformity Working Group (TCWG), and Subregional Coordinators Group.

In fulfillment of AB1246 requirements, the Amendment was brought to the Regional Transportation Agencies Coalition (RTAC) on November 6, 2008.

The final Amendment was adopted by the Regional Council on December 4, 2008.

**TABLE 6.1 COMMENTS AND RESPONSES**

DATE	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
10/20/08	Fagan, Paul B.	Caltrans–District 8	E-mail	<p>Comment 1 of 2: US-395 The Project Total Cost (PTC) for the US-395-PM4.0/19.3 Interim Widening (RTIP ID 200451 RTP Model # 4M0802, Caltrans EA 0F6300) should read \$136,870 in line with Caltrans’ Project Manager John Ashton’s September 15, 2008 SANBAG RTIP Form.</p> <p>Comment 2 of 2: I-10 To ensure the RTP and RTIP project scopes are consistent for the SBd-10 Widening (RTIP ID 0C2500, RTP Model # 4H01001, Caltrans EA 0C2500), the project description should be modified slightly as follows : “One HOV lane in each direction from Haven Avenue to Ford Street, widen undercrossings, replace overcrossings and realign ramps”</p>	<p>Response to Comment 1 of 2: The project cost has been modified per the comment.</p> <p>Response to Comment 2 of 2: The description has been modified per the comment.</p>
11/6/08	Krom, Beth	City of Irvine	Letter	<p>The City has reviewed both the proposed amendments and does not have any comments, as the proposed changes do not affect transportation projects identified in the RTP or RTIP located in Orange County or the City of Irvine. We appreciate the opportunity to review the document and request that you forward any additional amendments to the City for review.</p>	<p>Thank you for the comment.</p>

DATE	NAME	AFFILIATION	FORMAT	COMMENT SUMMARY	RESPONSE TO COMMENT
11/7/08	Witt, Maggie	United States Environmental Protection Agency	Letter	<p>Comment 1 of 3: The 2008 RTP presents plans to expand the existing high occupancy toll (HOT) lane system in order to address congested commuter corridors and better utilize existing high occupancy vehicle (HOV) lanes. The Draft Amendment #1 to the 2008 RTP expands on this strategy and includes additional projects (not currently in the 2008 RTP) that would convert HOV lanes to HOT lanes in Los Angeles and Riverside Counties. The EPA recommends that the Draft Amendment #1 include a discussion of the potential impacts of converting these additional HOV lanes to HOT lanes to the level of service of these transportation facilities. Additionally, the EPA recommends that the Draft Amendment #1 include a discussion of the broader impacts of converting more HOV lanes to HOT lanes.</p> <p>Comment 2 of 3: In the 2008 RTP, SCAG expressed its support of “further study and evaluation of proposed operational changes to the HOV lane system to fully understand the mobility, safety, and air quality impacts, as well as any implications for a potential regional HOT lane system” (pg. 99). The EPA recommends that SCAG pursue these studies and evaluations in order to fully characterize the impacts of moving the region’s HOV lane network towards a HOT lane network.</p> <p>Comment 3 of 3: The 2008 RTP also indicates that toll revenues from the HOT lane system and other toll facilities will be used to finance improvements to several major corridors in other parts of the region, including the SR-710 Gap Closure and the High Desert Corridor. With additional HOT lanes proposed in the Draft Amendment #1, the EPA recommends that SCAG consider other uses of the toll revenue that may encourage less single-occupant vehicle use and more transit use.</p>	<p>Response to Comment 1 of 3: For clarification, the RTP adopted in May of 2008 did include an HOV-to-HOT conversion on SR-91 in Riverside County. The proposed HOV-to-HOT conversion identified in this Amendment in Los Angeles County is a demonstration project assumed to be in operation for a limited term (through 2011). As such, this project should be viewed as a pilot study to evaluate and validate the merits of this strategy. At the conclusion of the demonstration, if the consensus is that the HOV-to-HOT lane conversions are valid strategies on these corridors, they may be proposed to be reflected as permanent projects either through another RTP amendment or through the next regular RTP update planned for 2012. It is anticipated that the potential impacts of this HOT lane conversion on the level of service on these facilities can be better quantified and documented only at the successful completion of this pilot project. As such, this discussion can only be addressed in the most meaningful manner in the process of making these conversions permanent.</p> <p>Response to Comment 2 of 3: SCAG is embarking on a comprehensive regional congestion pricing study that will consider all types of pricing, including HOT lanes, and which will feed into the 2012 RTP. The Los Angeles County HOT lane projects identified in this Amendment are a part of a larger demonstration project that also includes significant transit service enhancements along the demonstration corridors. This limited-term demonstration project is consistent with the intent of the 2008 RTP to continue studying the HOT lane system. Additionally, an Addendum to the 2008 RTP Program Environmental Impact Report (PEIR) was prepared to address this RTP Amendment.</p> <p>Response to Comment 3 of 3: For clarification, the 2008 RTP assumes that toll revenues generated from a proposed facility would be returned to that facility for purposes of supporting capital improvement and/or operation and maintenance needs. Nevertheless, SCAG acknowledges the importance of evaluating further uses of net toll revenues to support, for example, transit enhancements along specific corridors to provide additional transportation alternatives. SCAG’s upcoming congestion pricing study will evaluate the integration of various congestion pricing strategies with other Travel Demand Management strategies such as transit service enhancements and parking policies.</p>

Original comment letters are attached at the end of this document.

## VII. CONCLUSION



**T**his Amendment maintains the integrity of the transportation conformity as well as the fiscal constraints of the existing 2008 RTP. Furthermore, the PEIR Addendum associated with this Amendment concludes that the proposed project changes would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. 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 #1 to the 2008 RTP complies with all applicable federal and state requirements, including the Transportation Conformity Rule.

## VIII. ATTACHMENTS: COMMENT LETTERS



## Ryan Kuo

---

**From:** Paul Fagan [paul\_fagan@dot.ca.gov]  
**Sent:** Monday, October 20, 2008 8:14 AM  
**To:** Ryan Kuo  
**Cc:** David Rubinow; Philip Law; Lisa Poe; Mark Lancaster; john\_ashton; Diane Morales; Gary Green; Jamal Elsaleh; Robert So; Paul Fagan  
**Subject:** Comments on the Draft 2008 Regional Transportation Plan Amendment #1 and Draft 2008 Regional Transportation Improvement Program Amendment #08-01  
**Attachments:** SCAG\_2008\_Regional\_Transp\_Plan\_Amend\_#1\_Comments\_Oct\_2\_2008\_pbf.pdf



SCAG\_2008\_Regional  
al\_Transp\_Plan...

Dr. Paul B. Fagan  
Senior Transportation Planner  
District 8 RTIP/FTIP & Regional Transportation Conformity Coordinator Program Management, MS 1231 Division of  
Program/Project Management California Department of Transportation District 8  
464 West Fourth Street, 6th Floor  
San Bernardino CA 92401-1400  
E-mail paul\_fagan@dot.ca.gov  
Public (909) 383-5902  
Cell (909) 963-8923  
Fax (909) 383-6938

Ryan :

Thank you for the opportunity to comment on SCAG's Draft 2008 Regional Transportation Plan Amendment #1 and Draft 2008 Regional Transportation Improvement Program Amendment #08-01 available at :

<http://scag.ca.gov/rtp2008/amendment.htm>

The comments concern two San Bernardino County State Highway projects - one on US-395 and one on I-10.

(See attached file:  
SCAG\_2008\_Regional\_Transp\_Plan\_Amend\_#1\_Comments\_Oct\_2\_2008\_pbf.pdf)

US-395

The Project Total Cost (PTC) for the US-395-PM4.0/19.3 Interim Widening (RTIP ID 200451 RTP Model # 4M0802, Caltrans EA 0F6300) should read \$136,870 in line with Caltrans' Project Manager John Ashton's September 15, 2008 SANBAG RTIP Form.

I-10

To ensure the RTP and RTIP project scopes are consistent for the SBd-10 Widening (RTIP ID 0C2500, RTP Model # 4H01001, Caltrans EA 0C2500), the project description should be modified slightly as follows :

"One HOV lane in each direction from Haven Avenue to Ford Street, widen undercrossings, replace overcrossings and realign ramps"

If you have any questions, please e-mail me or call me at 909-383-5902.

All the best. Paul

**2008 RTP AMENDMENT #1 COMMENTS:**

**San Bernardino County**

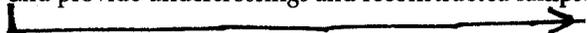
**MAJOR REGIONAL PROJECTS**

**I-10 HOV LANES**

**Revised Description and Cost**

RTP/RTIP Project No. 4H01001  
Estimated Project Cost (existing): \$1.08 billion  
Estimated Project Cost (revised): \$1.09 billion  
Project Completion By: 2020 ✓

This project will provide one HOV lane in each direction from Haven to Ford Street and provide undercrossings and reconstructed ramps.



**REPLACE WITH:**

**"One HOV lane in each direction from Haven Ave to Ford Street, widen undercrossings, replace overcrossings and realign ramps"**

**PER CALTRANS PROJECT MANAGER MARK LANCASTER TO ENSURE CONSISTENCY WITH 2008 RTIP AMENDMENT #1.**

**I-15/I-215 INTERCHANGE IMPROVEMENTS**

**Revised Cost**

RTP/RTIP Project No. 20061201  
Estimated Project Cost (existing): \$80.0 million  
Estimated Project Cost (revised): \$240.0 million  
Project Completion By: 2020

This project will improve the I-15/I-215 interchange by providing one additional mixed-flow lane and one truck bypass lane in each direction from just south of the Glen Helen Parkway to just north of the interchange.

**SR-58 REALIGNMENT**

**Revised Cost**

**O.K.**

RTP/RTIP Project No. 34770  
Estimated Project Cost (existing): \$187.6 million  
Estimated Project Cost (revised): \$190.8 million  
Project Completion By: 2020 ✓

This project will provide a 4-lane expressway on a new alignment from the San Bernardino/Kern County Line to 7.5 miles east of US-395.

**October 2, 2008**

**Page 1 of 2**

# SCAG's 2008 RTP AMENDMENT #1

LINE	TYPE	ROUTE	DESCRIPTION	EXISTING COST	REVISIONS	PROJECT YEAR	RTP RTP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTP AMENDMENT #08-01
SB	Mixed Flow & Auxiliary & Truck Climbing	15	I-15/I-215 I/C Improvements-Devore I/C-S/O Glen Helen Prkwy to Kenwood & on I-215 from S/O Devore Rd.I/C to I-15 I/C(I215 PM 16.0-17.8) Add 1 mixed flow lane in each direction to existing 3 m/f lanes from 3000' S/O Glen Helen Prkwy to 1200' N/O I-215 I/C including truck bypass lanes	Existing: \$80,000	APPROVED 2008 RTP INCLUDES \$461,748 FUNDING FOR THIS PROJECT UNDER ID 20061201. PROJECT COST UPDATED IN 2008 RTP TO \$80,000. AMENDED COST OF \$239,970 CONSTRAINED BY THE \$461,748 IDENTIFIED IN THE 2008 RTP, LEAVING \$221,778 OF FUNDING AVAILABLE TO OTHER PROJECTS.	2020	20061201	Revised cost	✓
				Revised: \$239,970					
<b>US-395-PM 4.0/19.3</b>									
SB	Arterial	395	WIDEN FROM 2 TO 4 LANES EACH DIR AND INSTALL LEFT TURN CHANNELIZATION	<del>\$124,347</del> \$136,870	PROJECT COST FOR NEW PROJECT CONSTRAINED BY \$83,349 AVAILABLE UNDER PROJECT ID 20061201 AND \$40,998 AVAILABLE UNDER PROJECT ID 4M01043 INCLUDED HEREIN.	2014	4M0802	New project	✓

**OCTOBER 2, 2008**

**2008 RTP AMENDMENT #1 COMMENTS:**

**US-395 NEW PROJECT : 2008 RTP MODEL # 4M0802  
2008 RTIP ID 200451**

**PROJ TOTAL COST (PTC) = \$136,870 YEAR OF EXPENDITURE \$**



BETH KROM, Mayor

[www.ci.irvine.ca.us](http://www.ci.irvine.ca.us)

City of Irvine, One Civic Center Plaza, P.O. Box 19575, Irvine, CA 92623-9575

(949) 724-6233

November 6, 2008

Mr. Ryan Kuo  
Southern California Association of Governments  
818 West Seventh Street, 12<sup>th</sup> Floor  
Los Angeles, California 90017-3435

Dear Mr. Kuo:

Thank you for the opportunity to comment on the Draft Amendment #1 to the 2008 Regional Transportation Plan (RTP) and Amendment #08-01 to the 2008 Regional Transportation Improvement Program.

The City has reviewed both the proposed amendments and does not have any comments, as the proposed changes do not affect transportation projects identified in the RTP or RTIP located in Orange County or the City of Irvine. We appreciate the opportunity to review the document and request that you forward any additional amendments to the City for review.

Sincerely,

BETH KROM  
Mayor

cc: The Honorable Richard Dixon, President, Southern California Association of Governments, 818 West Seventh Street, 12<sup>th</sup> Floor, Los Angeles, CA 90017  
Hasan Ikharta, Executive Director, Southern California Association of Governments, 818 West Seventh Street, 12<sup>th</sup> Floor, Los Angeles, CA 90017  
Sean Joyce, City Manager  
Wally Kreutzen, Assistant City Manager  
Sharon Landers, Assistant City Manager  
Manuel Gomez, Director of Public Works  
Douglas Williford, Director of Community Development  
Brian Fisk, Manager of Planning and Redevelopment  
Bill Jacobs, Principal Planner  
Katie Berg-Curtis, Project Development Administrator  
Marika Modugno, Senior Planner



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

**REGION IX**

**75 Hawthorne Street**

**San Francisco, CA 94105-3901**

November 7, 2008

Southern California Association of Governments  
Attention: Ryan Kuo  
818 West Seventh Street  
Los Angeles, CA 90017

Subject: EPA Comments on the Southern California Association of Governments  
Draft Amendment #1 to the 2008 Regional Transportation Plan and 2008  
Regional Transportation Improvement Program

Dear Mr. Kuo:

The U.S. Environmental Protection Agency (EPA) appreciates the opportunity to provide feedback on the Southern California Association of Governments (SCAG) Draft Amendment #1 to the 2008 Regional Transportation Plan (RTP) and 2008 Regional Transportation Improvement Program. The EPA appreciates the effort that SCAG has made to ensure that the proposed changes to the 2008 RTP are consistent with federal and state requirements, including the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). EPA is committed to the goal of incorporating environmental considerations early in the transportation planning process. This early coordination results in greater opportunities to avoid sensitive resources and minimize impacts associated with future transportation projects.

SAFETEA-LU directs metropolitan planning organizations (MPOs) to consult with resource agencies while developing long-range transportation plans. It also states that long range transportation plans must include "a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan." EPA provides the following comments in support of compliance with these requirements.

**Conversion of HOV Lanes to HOT Lanes**

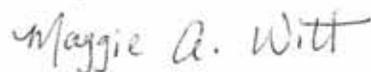
The 2008 RTP presents plans to expand the existing high occupancy toll (HOT) lane system in order to address congested commuter corridors and better utilize existing high occupancy vehicle (HOV) lanes. The Draft Amendment #1 to the 2008 RTP expands on this strategy and includes additional projects (not currently in the 2008 RTP) that would convert HOV lanes to HOT lanes in Los Angeles and Riverside Counties. The EPA recommends that the Draft Amendment #1 include a discussion of the potential

impacts of converting these additional HOV lanes to HOT lanes to the level of service of these transportation facilities. Additionally, the EPA recommends that the Draft Amendment #1 include a discussion of the broader impacts of converting more HOV lanes to HOT lanes. In the 2008 RTP, SCAG expressed its support of "further study and evaluation of proposed operational changes to the HOV lane system to fully understand the mobility, safety, and air quality impacts, as well as any implications for a potential regional HOT lane system" (pg. 99). The EPA recommends that SCAG pursue these studies and evaluations in order to fully characterize the impacts of moving the region's HOV lane network toward a HOT lane network.

The 2008 RTP also indicates that toll revenues from the HOT lane system and other toll facilities will be used to finance improvements to several major corridors in other parts of the region, including the SR-710 Gap Closure and the High Desert Corridor. With additional HOT lanes proposed in the Draft Amendment #1, the EPA recommends that SCAG consider other uses of the toll revenue that may encourage less single-occupant vehicle use and more transit use. For example, net toll revenues could be used to fund express bus service in the HOT lanes, as recommended in a recent report by the nonprofit research organization Rand Inc., which looked at specific strategies to improve transportation in the Los Angeles area.<sup>1</sup>

EPA values the opportunity to be involved in the regional transportation planning process. When the Final Amendment #1 to the 2008 RTP and 2008 Regional Transportation Improvement Program is available, please send a copy to the address above. If you have any questions about our comments, please feel free to contact me at [witt.maggie@epa.gov](mailto:witt.maggie@epa.gov) or by phone at 415-972-3370.

Sincerely,



Maggie Witt, Environmental Protection Specialist  
Environmental Review Office

cc: Marilee Mortenson, Caltrans  
Michelle Noch, Federal Highway Administration

---

<sup>1</sup> Sorenson, Paul, et al. Moving Los Angeles: Short-Term Policy Options for Improving Transportation (2008). Rand Corporation. Available online at: [http://www.rand.org/pubs/monographs/2008/RAND\\_MG748.pdf](http://www.rand.org/pubs/monographs/2008/RAND_MG748.pdf).







***Amendment #1***  
***and 2008 Regional Transportation***  
***Improvement Program (RTIP)***  
***Amendment #08-01***



818 West Seventh Street, 12th Floor • Los Angeles, CA 90017-3435 • 213-236-1800 • [www.scag.ca.gov](http://www.scag.ca.gov)