

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2008
REGIONAL TRANSPORTATION PLAN



Making the Connections

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

DRAFT

OCTOBER 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.

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I. INTRODUCTION



The 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) 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

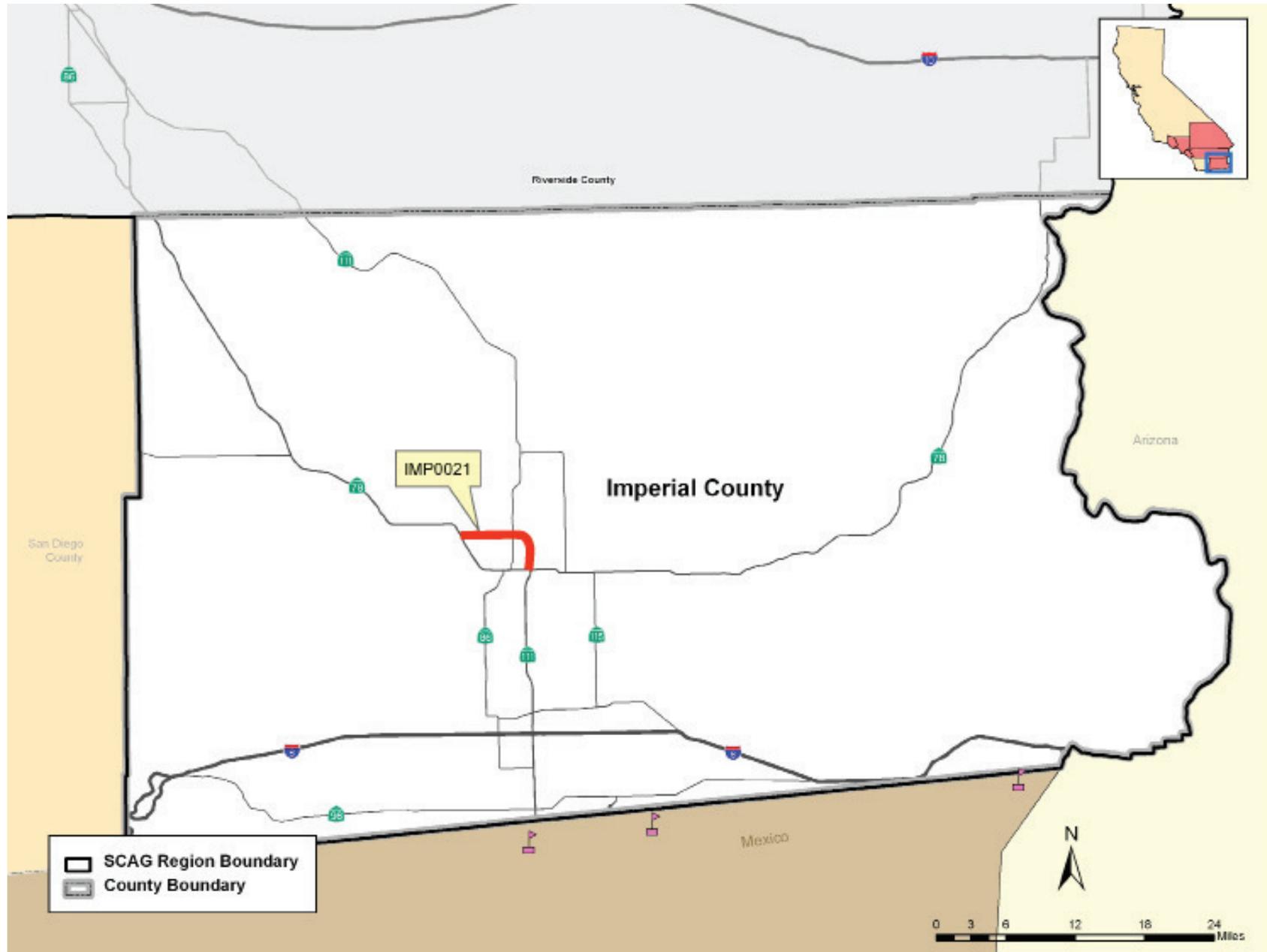
Estimated Project Cost: \$225.6 million

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, Teletlas

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 AMEND-MENT	INCLUDED IN RTIP AMEND-MENT #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 PRICING PILOT PROJECTS

New Projects

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.

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 RTP 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 RAMPS TERMINI AT JOHN S. GIBSON BLVD	\$67,800	NO CHANGE TO PROJECT COST WITH MINOR COMPLETION DATE CHANGE. NO FISCAL IMPACT.	Existing: 2012	LA0D390	Revised schedule	✓
						Revised: 2014			
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 COMPLE-TION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTP AMEND-MENT #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 COMPLE-TION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTP AMEND-MENT #08-01
LA	Toll	110	CONVERSION OF HIGH OCCUPANCY VEHICLE (HOV) LANES TO HIGH OC-CUPANCY TOLL (HOT) LANES ON I-110 FROM 182ND ST / ARTESIA TRANSIT CENTER TO ADAMS BLVD (TWO LANES PER DIRECTION) INCLUDING SUPPORT-ING IMPROVEMENTS (FACILITY ACCESS AND CITY OF LA PARKING MANAGE-MENT)	\$48,608	PROJECT COST OF \$48,608 FUNDED BY USDOT CONGESTION RE-DUCTION DEMONSTRA-TION INITIATIVE GRANT FUNDS, PROPOSITION 1B PUBLIC TRANSPORTA-TION MODERNIZATION FUNDING, AND LO-CAL 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 SUPPORT-ING TRANSIT STATION AND FACILITY IMPROVEMENTS	\$136,640	PROJECT COST OF \$136,640 FUNDED BY USDOT CONGESTION RE-DUCTION DEMONSTRA-TION INITIATIVE GRANT FUNDS, PROPOSITION 1B PUBLIC TRANSPORTA-TION MODERNIZATION FUNDING, AND LOCAL DISCRETIONARY FUND-ING.	2010	1TR08D08 & 1TR08D07A	New project	✓

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLE-TION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTP AMEND-MENT #08-01
LA	Transit - BRT	0	BRT SERVICE FROM ARTESIA TRANSIT CENTER TO DOWNTOWN LA INCLUDING SUPPORTING TRANSIT STATION, SIGNAL PRIORITY, AND FACILITY IMPROVE-MENTS	\$71,792	PROJECT COST OF \$71,792 FUNDED BY USDOT CONGESTION RE-DUCTION DEMONSTRA-TION INITIATIVE GRANT FUNDS, PROPOSITION 1B PUBLIC TRANSPORTA-TION MODERNIZATION FUNDING, AND LOCAL DISCRETIONARY FUND-ING.	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

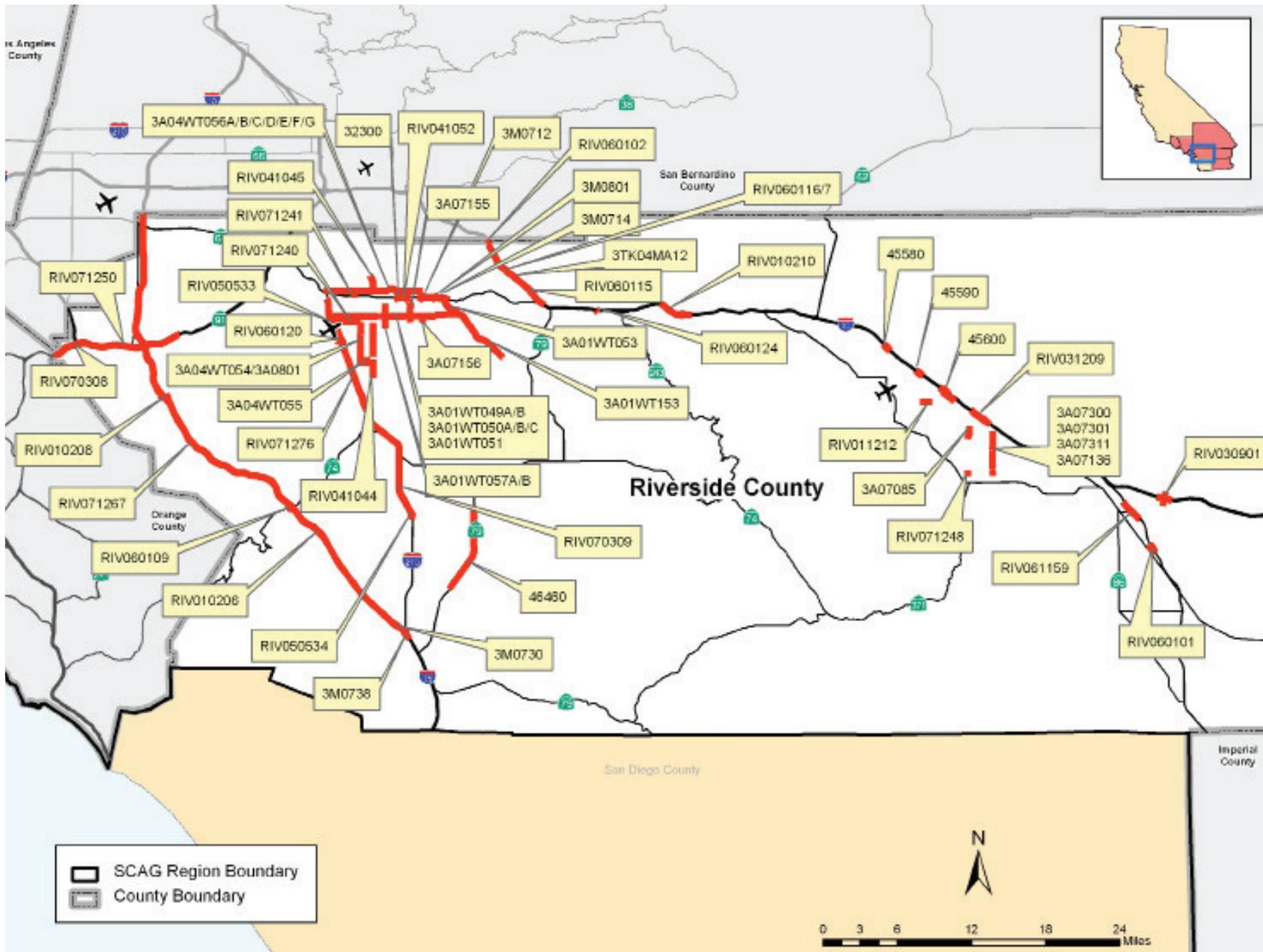
Estimated Project Cost (existing): \$99.0 million

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, Teleatlas

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	RIV071241 (3A07047 in 2008 RTP)	Revised schedule	✓
			Revised: 2014						
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.	\$3,075	NO CHANGE TO PROJECT COST WITH REVISED SCOPE DESCRIPTION. NO FISCAL IMPACT.	2012	RIV071248 (4AL104 in 2008 RTP)	Revised description	✓
			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.						

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	ALESSANDRO 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	ALESSANDRO 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	CATEGORY	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			
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			

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	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			
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		

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	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					
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			

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	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 RTP 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 OC (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 RAMPS (2 LANES), EB & WB ENTRY RAMPS (1 LANE), EB & WB LOOP ENTRY RAMPS (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 RAMPS (1 LANE), EB & WB LOOP ENTRY RAMPS (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 CON- STRAINED BY FUND- ING 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 EN- TRY + SB EXIT RAMPS (EA: 0A440)	Existing: \$45,000	PROJECT COST INCREASE OF \$3,000 FUNDED BY IDENTIFIED UNALLO- CATED 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	Existing: I-15/SR 74 (CENTRAL AVE) IC JCT MOD BTWN 1,000' W/O COLLIER TO CONRAD: ADD NB & SB LOOP EXIT RAMPS (1 LN), REALIGN NB & SB ENTRY & EXIT RAMPS W/ MERGE/DIVERGE AUX LNS, WIDEN SR74 - RIVERSIDE DR TO CENTRAL AVE 2 TO 4 THRU LNS & COLLIER AVE TO CAMBERN 4 TO 6 THRU LNS, CONSTRUCT RIVERSIDE DR OC & 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)	\$85,000	NO CHANGE TO PROJECT COST WITH REVISED SCOPE. NO FISCAL IMPACT.	2014	RIV060109	Revised description	✓
			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 & EXIT RAMPS, WIDEN SB ENTRY & EXIT RAMPS, ADD SB ACCELERATION & DECELERATION LANES, ADD NB DECELERATION LANE. WIDEN SR74 - RIVERSIDE DR TO CENTRAL AVE 2 TO 4 THRU LNS & COLLIER AVE TO CAMBERN 4 TO 6 THRU LNS, CONSTRUCT RIVERSIDE DR OC & 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)						

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: OF541) (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: OF541) (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: RE-CONSTRUCT/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: RE-CONSTRUCT/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: RECONSTRUCT/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: RECONSTRUCT/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 RTP 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 RTP AMENDMENT #08-01
RV	Mixed Flow & HOV & Toll	15	Existing: I-15 - SBD CO LINE TO JCT I-15/I-215: CONSTRUCT 4 HOT LNS (2 HOT LNS EA DIR) & 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) & 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&ED ONLY)	Existing: \$1,600,000	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 RTP 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.	2020	RIV071267 (3HL0402 and 3M0703 in 2008 RTP)	Revised description and cost	✓
			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 SR74; 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	Revised: \$1,706,347					

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	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	✓
				Revised: \$58,300					

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.

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.

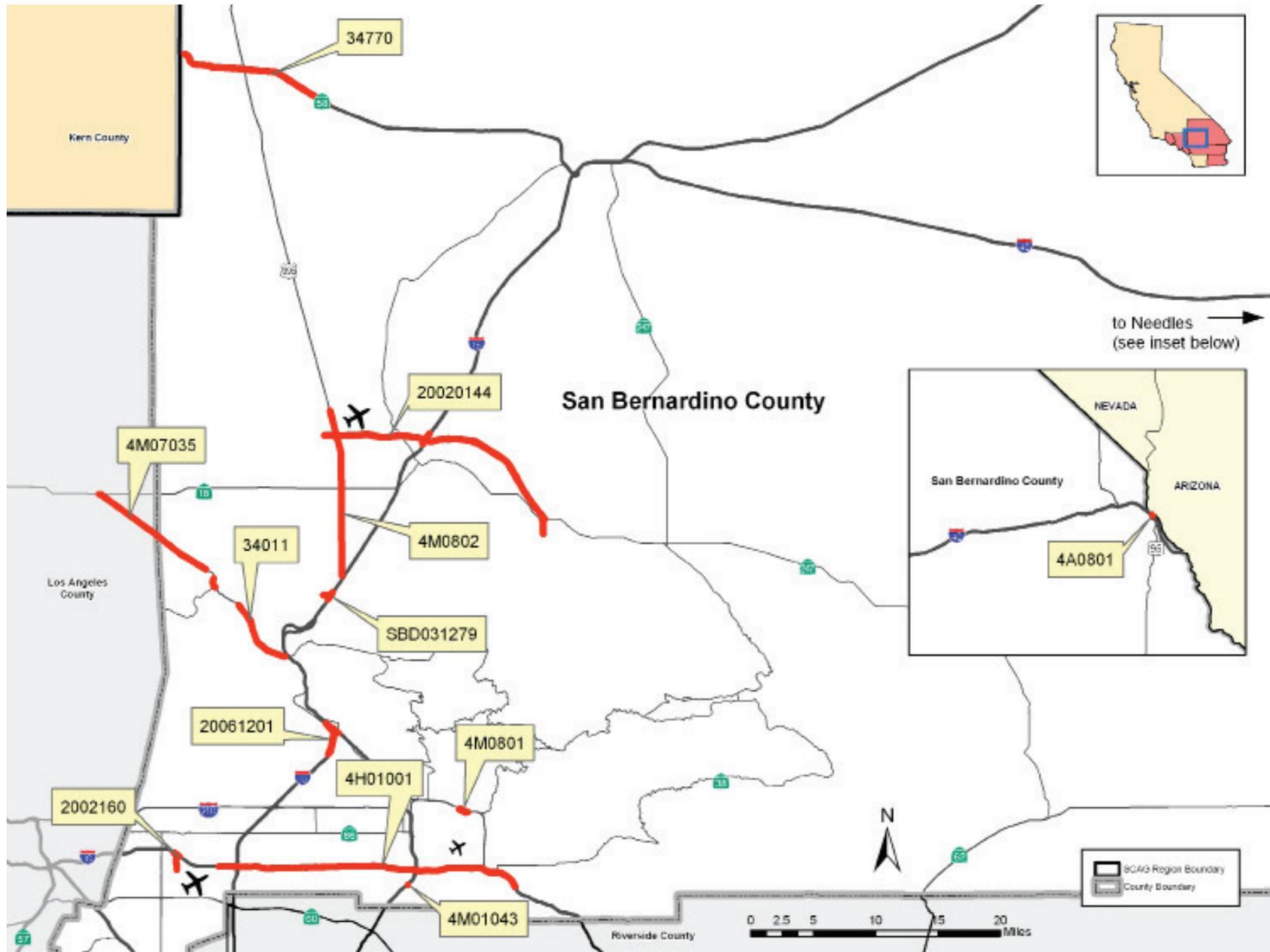
SR-58 REALIGNMENT

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.

EXHIBIT 2.4 SAN BERNARDINO COUNTY PROJECT LOCATIONS



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

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, RECONSTRUCT 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		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/EXPRESSWAY. 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		2020	20020144	Revised route name	✓
		Revised: 18T							

CO	CAT-EGORY	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)	FISCAL IMPACT (\$1,000'S)	PROJECT COMPLE-TION BY	RTP/RTIP PROJECT ID	REASON FOR AMENDMENT	INCLUDED IN RTIP AMEND-MENT #08-01
SB	Mixed Flow & Auxil-ary & 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					
SB	Arterial	395	WIDEN FROM 2 TO 4 LANES EACH DIR AND INSTALL LEFT TURN CHANNELIZA-TION	\$124,347	PROJECT COST FOR NEW PROJECT CON-STRAINED BY \$83,349 AVAILABLE UNDER PROJECT ID 20061201 AND \$40,998 AVAIL-ABLE UNDER PROJECT ID 4M01043 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

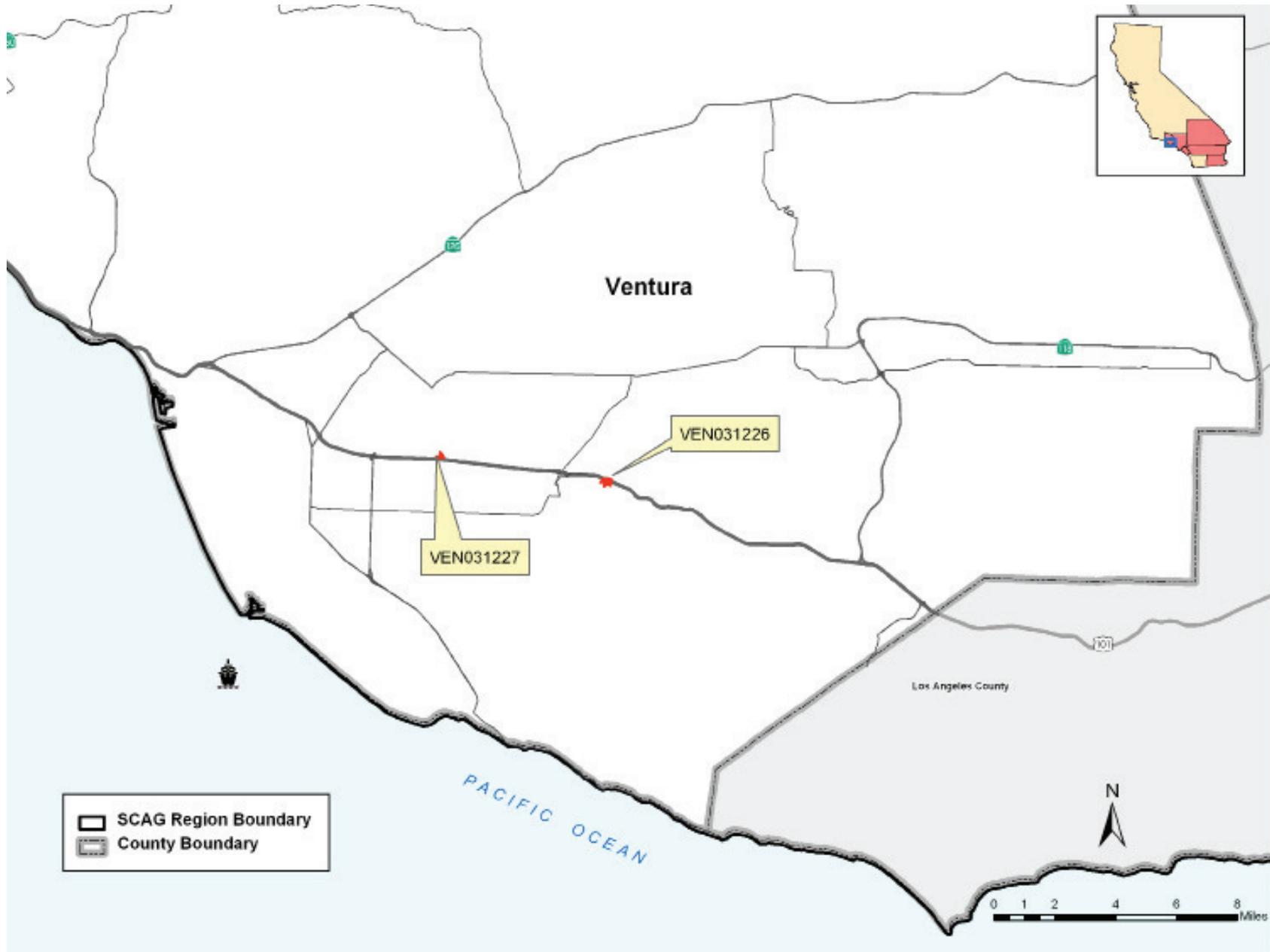
Estimated Project Cost: \$1.1 million

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, Teleatlas

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	\$367,531	\$0	\$1,825,532
Cost (Decrease): Deleted Projects	\$0	\$0	(\$874,249)	(\$367,531)	\$0	(\$1,241,780)
Net Cost Increase (Decrease)	\$0	\$403,851	\$179,901	\$0	\$0	\$583,752
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
Total Sources	\$0	\$403,851	\$179,901	\$0	\$0	\$583,752

IV. TRANSPORTATION CONFORMITY



Transportation conformity is required under the federal Clean Air Act to ensure that federally supported highway and transit project activities conform to the purpose of the State Implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards. Conformity applies to non-attainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM2.5 and PM10), carbon monoxide (CO), and nitrogen dioxide (NO2).

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 2006 RTIP and 2008 RTP, or the SCAG approved 2008 RTIP.

Finding: The 2008 RTP Amendment #1 is consistent with the federally approved 2006 RTIP and 2008 RTP, and the SCAG approved 2008 RTIP, 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 2006 RTIP and 2008 RTP, and the SCAG approved 2008 RTIP.

Finding: The 2008 RTP Amendment #1 regional emissions analysis for PM2.5 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 NO2 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 PM10 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.

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

a = 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 ^a	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137	2,137
	Plan	1,671	1,217	912	624	569
Budget - Plan		466	920	1,225	1,513	1,568

a = 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	13.5
	Build	6.4	9.9	11.9	12.7
No Build - Build		0.1	0.1	0.5	0.8

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, 2008.¹ 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)).² 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.

¹ 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>.

² 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 alternative 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, however 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 identified 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 pro-

posed 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



SCAG is required to provide a 30-day public review and comment period for the Draft Amendment. A Notice of Availability and Public Hearing will be posted on the SCAG website at www.scag.ca.gov by October 3, 2008, and published in major newspapers in the six-county region. The Draft Amendment will be made available on the SCAG website and copies will be available for review at SCAG offices and public libraries throughout the region. Written comments will be accepted until 5:00pm on November 7, 2008, and should be directed to:

Southern California Association of Governments

Attention: Ryan Kuo

818 West Seventh Street

Los Angeles, CA 90017

or to kuo@scag.ca.gov

A public hearing will be held at SCAG's Los Angeles Office at 10:00am on October 23, 2008. All of the public comments received will be summarized in the final Amendment document, along with SCAG's responses to those comments. SCAG's Regional Council (RC) is scheduled to consider approving the Draft Amendment on December 4, 2008. The final Amendment will be sent to the appropriate state and federal agencies for their approval.

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

The final Amendment will be presented to the RC on December 4, 2008, as noted above.

VII. CONCLUSION



This 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.





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



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