SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

RTP

2008
REGIONAL TRANSPORTATION PLAN

Making the Connections

Transportation Conformity Report

TRANSPORTATION CONFORMITY ANALYSIS

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Executive Summary

The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various air pollutants. To comply with the CAA in achieving the National Ambient Air Quality Standards (NAAQS), the California Air Resources Board (ARB) develops State Implementation Plans (SIPs) for federal non-attainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and ARB working with federal, state, and local agencies (including the Metropolitan Planning Organizations [MPO]). Local Air Quality Management Plans (AQMPs) are prepared in response to federal and state requirements.

Transportation conformity is required under the CAA to ensure that federally supported highway and transit project activities "conform to" the purpose of the 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 NAAQS. Conformity currently applies to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("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. Department of Transportation (DOT) Metropolitan Planning Regulations and U.S. Environmental Protection Agency's (EPA) Transportation Conformity Rule requirements, SCAG's 2008 Regional Transportation Plan (RTP) needs to pass four tests upon adoption by the SCAG Regional Council:

- ✓ Regional Emission Analysis
- ✓ Timely Implementation of Transportation Control Measures Analysis
- ✓ Financial Constraint Analysis
- ✓ Interagency Consultation and Public Involvement Analysis

The analyses in this report demonstrate a positive conformity finding for each of these tests and, therefore, for the whole 2008 Regional Transportation Plan (RTP).

Preface

The federally required conformity analyses and findings for the 2008 RTP are set forth in the following sections. The conformity sections cover all federally required analyses for the conformity determination of the 2008 RTP. These analyses also update the 2006 Regional Transportation Improvement Program (RTIP). All transportation and air quality conformity analyses in this document are in compliance with applicable federal and state law, including conformity and transportation planning regulations. This report contains three sections that specifically address the conformity analyses required for federal approval.

- Section I summarizes the conformity requirements and findings.
- Section II provides modeling methodologies and assumptions and results of the regional emissions analyses for the 2008 RTP.
- Section III highlights the conformity findings of the Timely Implementation of Transportation Control Measures (TCMs) and describes the implementation status of all applicable TCMs in the SCAG Region.

Section I: Conformity Requirements and Findings

STATE AND FEDERAL REQUIREMENTS

SCAG, MPO for Southern California, is mandated to comply with federal and state transportation and air quality regulations. Federal transportation regulations authorize federal funding for highway, highway safety, transit, and other surface transportation programs. The federal CAA establishes air quality standards and planning requirements for various air pollutants.

REGIONAL TRANSPORTATION PLAN AND REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Federal transportation law requires that SCAG develop an RTP for a 20-year minimum period. SCAG must also develop a federal RTIP that allocates monies over a four-year period to implement the RTP. The RTIP must be consistent with the RTP (e.g., projects, scope, implementation schedules, etc.).

FEDERAL NON-ATTAINMENT AND MAINTENANCE AREAS

The U.S. EPA may make a federal "non-attainment area" designation to any area that has not met CAA health standards for one or more pollutants. A non-attainment area designation may require additional air-quality controls for transportation plans, programs, and projects. The ARB recommends the federal non-attainment area boundaries to U.S. EPA for final designations. Subsequently, the EPA finalizes and defines the boundaries of the federally designated non-attainment areas for each criteria pollutant.

STATE IMPLEMENTATION PLANS

To comply with the CAA in achieving the NAAQS, the ARB develops SIPs for federal non-attainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and ARB working with federal, state, and local agencies (including the MPOs). Local AQMPs are prepared in response to federal and state requirements.

In California, all SIPs have to go through three steps: air district action, ARB action, and finally EPA action. Each air district submits its respective AQMPs/SIPs to ARB. ARB is the official State agency that submits the SIPs to EPA for all federal non-attainment and maintenance areas in California.

The SIP includes two important components relative to transportation and air quality conformity requirements – emissions budgets and TCMs. Emissions budgets set an upper limit which transportation activities (motor vehicles also known as on-road mobile sources) are permitted to emit. TCMs are strategies to reduce emissions from on–road mobile sources. The 2008 RTP must conform to the applicable SIPs [i.e., emissions budgets and TCMs] in the SCAG region.

FEDERAL TRANSPORTATION CONFORMITY RULE

Transportation conformity is required under CAA section 176(c) to ensure that federally supported highway and transit project activities "conform to" the purpose of the SIP. Conformity currently applies to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas" with plans developed under CAA section 175[A]) for the following transportation-related criteria pollutants: ozone, particulate matter (PM2.5 and PM10), CO, and NO_2. 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 NAAQS. The transportation conformity regulation is found in 40 CFR part 93 and provisions related to conformity SIPs are found in 40 CFR 51.390.

CLEAN AIR ACT DESIGNATIONS IN THE SCAG REGION

Transportation activities, particularly motor vehicles (on-road mobile sources), are major causes of air pollution. Four criteria pollutants are subject to air quality conformity for the RTP and RTIP:

- CO - a product of automobile exhaust. CO reduces the flow of oxygen in the bloodstream and is particularly dangerous to persons with heart disease.
- Ozone - formed by the reaction between volatile organic compounds (VOC) and oxides of nitrogen (NOx) in the presence of sunlight. Ozone negatively impacts the respiratory system.
- NO2 - created under the high pressure and temperature conditions in internal combustion engines. It impacts the respiratory system and degrades visibility due to its brownish color.

- PM10 and PM2.5 - extremely small particles and liquid droplets associated with dust, soot and combustion products. Particulate pollution has been linked to significant health problems, including aggravated asthma, increases in adverse respiratory systems, chronic bronchitis, decreased lung function, and premature death.

AIR BASINS AND AIR DISTRICTS IN THE SCAG REGION

Federal non-attainment areas are usually described by their air basin geographies. SCAG is a six-county region that contains four air basins (administered by five air districts):

- The South Coast Air Basin (SCAB) covers the urbanized portions of the Los Angeles, Riverside, and San Bernardino counties as well as the entire County of Orange and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).
- The Ventura County portion of the South Central Coast Air Basin (SCCAB) covers Ventura County and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD).
- The Mojave Desert Air Basin (MDAB) covers the desert portions of Los Angeles, Riverside, and San Bernardino counties. A small portion of this air basin is in Kern County and outside of the SCAG region. The SCAG portion of this air basin is under the jurisdiction of three air districts:
  - The Mojave Desert Air Quality Management District (MDAQMD) administers portions of the MDAB situated in San Bernardino County and eastern Riverside County. The Riverside County portion is known as the Palo Verde Valley Area.
  - The SCAQMD administers the portion of MDAB in Riverside County situated between the Salton Sea Air Basin (SSAB) and the Palo Verde Valley Area.
  - The Antelope Valley Air Quality Management District (AVAQMD) administers the Los Angeles County portion of the MDAB.
- The SSAB covers all of Imperial County and the eastern portion of Riverside County (excluding the MDAB portion). This air basin is under jurisdiction of two air districts:
  - The Imperial County Air Pollution Control District (ICAPCD) administers the Imperial County portion of the SSAB.
  - The SCAQMD administers the Riverside County portion of the SSAB situated between the SCAB and the MDAB.

NON-ATTAINMENT / MAINTENANCE AREAS IN THE SCAG REGION

The Federal non-attainment/maintenance areas in the SCAG region are as follows:

- Ventura County Portion of SCCAB – non-attainment area for 8-hour ozone
- SCAB – non-attainment or maintenance area for: NO_2 ; CO; PM10; PM2.5; and 8-hour ozone
- Western MDAB (Antelope Valley portion of Los Angeles County and San Bernardino County portion of MDAB excluding Searles Valley) – non-attainment area for 8-hour ozone
- San Bernardino County portion of MDAB:
  - Searles Valley – non-attainment for PM10
  - San Bernardino County (excluding the Searles Valley area) – non-attainment area for PM10
- Riverside County Portion of SSAB (Coachella Valley) – non-attainment area for: PM10 and 8-hour ozone
- Imperial County Portion of SSAB – non-attainment for 8-hour ozone and PM10

The boundaries of the air basins, air districts, and non-attainment and maintenance areas are illustrated in Exhibits 1 through 7 at the end of the report.

APPLICABLE EMISSIONS BUDGETS IN THE SCAG REGION

For the 2008 RTP conformity determination, the applicable emissions budgets are established in the SIPs as described below.

- Ventura County Portion of SCCAB
  - 2008 8-Hour Ozone Early Progress Plan
- SCAB
  - 2007 Ozone SIP (using budgets found adequate by EPA May 2008)
  - 2007 PM2.5 SIP (using budgets found adequate by EPA May 2008)
  - 2007 CO SIP (Maintenance Plan)
  - 2007 NO2 SIP (Maintenance Plan)
  - 2003 PM10 SIP
- Riverside County Portion of SSAB (Coachella Valley)
  - 2008 8-Hour Ozone Early Progress Plan
  - 2003 PM10 SIP
- Western MDAB (Antelope Valley and portion of Los Angeles County and San Bernardino County portion of MDAB excluding Searles Valley)
  - 2008 8-Hour Ozone Early Progress Plan
- Imperial County Portion of SSAB (Ozone)
  - 2008 8-Hour Ozone Early Progress Plan

SIP STATUS IN OTHER AREAS OF THE SCAG REGION

In absence of the applicable emissions budgets for conformity, SCAG has to conduct interim emissions tests for regional emissions analysis of the 2008 RTP. At the present time, there is no federally approved SIP for the following areas.

- San Bernardino County Portion of MDAB (PM10)
- Searles Valley Portion of MDAB (PM10)
- Imperial County Portion of SSAB (PM10)

APPLICABLE TCMS

The SIP documents for the applicable TCMs in the SCAG region are listed below:

- SCAB – The TCM01 established in the 1994 Ozone SIP functions as the applicable TCM categories for the conformity finding (timely implementation of TCM analysis). The TCM categories in the 2007 AQMP/SIP as well as the 2003 Ozone AQMP/SIP and the 1997 (as amended in 1999) Ozone AQMP / SIP are consistent with the TCM01 categories listed in the 1994 Ozone AQMP/SIP.
- The Ventura County portion of SCCAB – The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding. Note, the 2004 Ozone AQMP/SIP was prepared to address new motor vehicle emissions budgets. No changes were made to the TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP.

It should be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the 1-hour ozone SIPs remain applicable.

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

CONFORMITY STATUS OF CURRENT RTP AND RTIP

On June 7, 2004, the federal conformity determination for the 2004 RTP was issued for the following non-attainment and maintenance areas:

- SCAB (ozone, CO, NO2, and PM10)

- San Bernardino County portion of MDAB (PM10)
- Coachella Valley portion of the SSAB (PM10)
- Imperial County portion of the SSAB (ozone and PM10)

On June 16, 2004, the federal conformity determination for the 2004 RTP was issued for the non-attainment and maintenance areas listed below. However, the effective date for the conformity determination for the entire SCAG 2004 RTP, including all of the air basins, was June 7, 2004.

- Ventura County portion of the SCCAB (ozone)
- Southeast Desert Modified Area (ozone)

The federal 8-hour ozone and PM2.5 conformity determinations for the 2004 RTP and 2004 RTIP was issued by the federal agencies on May 12, 2005, and March 30, 2006, respectively.

On October 2, 2006, the federal agencies approved funding and determined conformity of the 2006 RTIP and 2004 RTP as amended by SCAG on February 2, 2006 and July 27, 2006.

CONFORMITY ANALYSIS AND FINDINGS FOR THE 2008 RTP

Under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Rule requirements, SCAG's 2008 RTP needs to pass four tests.

- ✓ Regional Emissions Analysis (40 CFR, Sections 93.109, 93.110, 93.118, and 93.119)
- ✓ Timely Implementation of Transportation Control Measures Analysis (40 CFR, Section 93.113)
- ✓ Financial Constraint Analysis (40 CFR, Section 93.108 and 23 CFR, Section 450.322)
- ✓ Interagency Consultation and Public Involvement Analysis (40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

REGIONAL EMISSIONS ANALYSIS

EPA's Transportation Conformity Rule requires that the 2008 RTP regional emissions be consistent with (i.e., not exceed) the motor vehicle emissions budgets in the applicable SIPs. Consistency with emissions budgets must be demonstrated for each year that the applicable emissions budgets are established, for the transportation planning horizon year, and for any milestone years as necessary so that the years for which consistency is demonstrated are no more than ten years apart. Where there are no EPA approved SIP budgets, an interim emission test is used for conformity. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year.

Section 93.122(d)(2) of the EPA Transportation Conformity Rule requires that in PM10 non-attainment and maintenance areas for which the SIPs identify construction-related fugitive dust as a contributor to the area problem, the regional emissions analysis should include construction-related fugitive PM10. Of the SCAG PM10 non-attainment areas, only the SCAB and the Coachella

Valley portion of SSAB have PM10 SIPs. The 2003 PM10 SIPs/AQMPs emissions budgets for these two areas include construction emissions, and the 2008 RTP PM10 regional emissions analysis includes construction emissions as appropriate.

Details of the modeling methodologies and regional emissions analyses are included in Section II – Regional Emissions Analysis, of this document. The analyses show that the 2008 RTP meets all applicable regional emissions analysis tests.

CONFORMITY DETERMINATIONS

SCAG has made the following conformity findings for the 2008 RTP under the required federal tests.

Regional Emissions Tests

These findings are based on the regional emissions test analyses shown in Tables 14 – 26.

Finding: The regional emissions analyses for the 2008 RTP update the regional emissions analyses for the 2006 RTIP.

Finding: The 2008 RTP 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 SCAB.

Finding: The 2008 RTP regional emissions for the ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, SCCAB (Ventura County), Western MDAB (Antelope Valley and San Bernardino County portion excluding Searles Valley), SSAB (Coachella Valley and Imperial County portions).

Finding: The 2008 RTP regional emissions for NO_2 meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

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

Finding: The 2008 RTP 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 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 TCM Test

Finding: The TCM[1] project categories listed in the 1994/1997/2003/2007 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

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

Financial Constraint Test

Finding: The 2008 RTP is fiscally constrained.[1]

[1] See the 2008 RTP Financial Plan.

Inter-agency Consultation and Public Involvement Test

Finding: The 2008 RTP complies with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working Group has served as a forum for interagency consultation and, additionally, there were many ad-hoc meetings held between the stakeholder agencies for this purpose. SCAG's RTP public outreach effort is documented in a separate Public Participation Report. Continued interagency consultation and public involvement has occurred throughout the public review process. To view a summary of comments received on the Draft 2008 RTP Conformity Report, refer to Section IV. Comment letters and responses to comments can be found in the Public Participation and Consultation Report.

Section II: Regional Emissions Analysis

BACKGROUND

SCAG is the primary agency responsible for the development and maintenance of travel demand forecasting models for the SCAG Region. SCAG has been developing and improving these travel demand forecasting models since 1967. The current Regional Transportation Modeling System has been calibrated and validated using the Year 2000 Post-Census Regional Travel Survey and the Year 2000 Census data. The validated model is described in the "2003 Model Validation & Summary – Regional Transportation Model", published in May 2007.

The current SCAG Regional Transportation Model follows the standard four-step modeling structure: trip generation, trip distribution, mode choice, and network assignment. SCAG's Model utilizes the TransCAD transportation modeling software and executes on several computers located at SCAG. The on-road motor emissions for the 2008 RTP were estimated using the EMFAC2007 emission model developed by the ARB.

SCAG affirms that the Regional Transportation Demand Model meets all the requirements of the Transportation Conformity Rule, specifically 40 CFR 93.122(b) (see Table 11 below). SCAG's Modeling Task Force, consisting of modeling technical peers from the various county and state agencies and private firms, meets every other month at SCAG to discuss regionally significant modeling projects and modeling issues. These meetings are recorded on tape and stored at SCAG.

As required under EPA's Transportation Conformity Rule, emissions analyses were performed for all budget and interim test years. Under the Transportation Conformity Rule, there are two types of regional emission tests for conformity findings: with SIP emission budgets (cited in section 93.118) and without SIP emission budgets (cited in section 93.119). The regional emission tests without a SIP emission budget are called interim emission tests. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year. Listed below is a description of the various network scenarios.

2008 RTP Conformity Base Year - the conformity base year for 8-hour ozone and PM2.5 is 2002; for all other pollutants the conformity base year is 1990.

2008 RTP No Build - the "No Build" scenario includes all existing regionally significant highway and transit projects, all ongoing TDM or TSM activities, and all projects which are undergoing right-of-way acquisition, are currently under construction, have completed the NEPA process, or are in the first year of previously conforming RTIP (2006).

2008 RTP Build - The "Build" scenario is generally defined as all RTP projects, including the 2008 RTP No Build, and the future transportation system that will result from full implementation of the 2006 RTIP and the 2008 RTP.

For more specific individual project information as part of the RTP modeling and regional emissions analysis, refer to the 2008 RTP Modeled Projects list available at www.scag.ca.gov/rtp2008.

REGIONAL TRAVEL DEMAND MODEL OVERVIEW

SCAG's Regional Travel Demand Model follows a standard four step modeling approach. SCAG's modeling methodologies, parameters, and inputs are periodically being updated to reflect current travel conditions and demographic changes. The Model is subject to periodic peer reviews to insure that the model is valid and represents the current state of the practice for transportation modeling. The Model was validated for the Year 2003, which is the base year for the 2008 RTP (note, this differs from the "conformity base year" previously described). Key modeling features are described below.

Modeling Area – The SCAG's Regional Transportation Modeling area covers the entire SCAG region, including Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. For transportation analysis purposes, this modeling area is divided into 4109 Transportation Analysis Zones (TAZ's) with an additional 40 external cordon stations, 12 airport nodes, and 31 port nodes for the Port of Los Angeles and Port of Long Beach.

Highway Networks – The highway networks were initially developed from the Thomas Brothers GIS database and then updated with street inventory survey data. The networks include freeways for each direction coded as one-way links, freeway access/egress ramps, and freeway to freeway connectors (mixed flow and HOV where applicable). In addition, all highways/roads above the minor collector level are represented in the highway network.

Transit Networks – Transit networks were developed from the highway networks and therefore are consistent with the highway networks. For modeling purposes, transit services in SCAG region are grouped into 13 transit modes to represent different transit operators and transit operating characteristics.

Trip Generation Models – Trip generation models were applied to nine different trip purposes (14 trip types): home-based work, home-based school, home-based college and university, home-based shopping, home-based social-recreational, home-based serving passenger, home-based other, work-based other, and non-home-based other trips. Home-based work trips were further split into six categories: direct low income, direct medium income, direct high income, strategic low income, strategic medium income, and strategic high income trips. "Direct" home-work trips are trips that go directly between home and work while "Strategic" home-work trips are trips that include at least one intermediate stop between home and work.

Trip Distribution Models – The Regional Model uses a gravity model approach to distribute trips. SCAG's trip distribution models are applied to the productions and attractions from trip generation models for each of the 14 trip types. The productions and attractions are split into two time periods (peak and off-peak) using the trips-in-motion factors. The distribution models are run for each trip type by each time period. This distribution process creates a total of 28 zone-to-zone person trip matrices, one for each trip type in the "peak" and "off peak" time periods.

Mode Choice Models – These consist of eight separate mode choice models for the trips of home-based work direct, home-based work strategic, home-based school, home-based shopping, home-based college and university, home-based other, work-based other, and other-to-other. These mode choice models are nested logit models with auto trips further split into drive alone, 2-person carpool, shared-ride of 3 or more people. Transit trips are further split into local bus, express bus, urban rail, and commuter rail, by access mode. Each model is applied for both the peak and off-peak periods. The travel modes outputs from the models also include school bus and non-motorized (walking or bicycling).

Heavy Duty Truck (HDT) Models – These consist of two major components: internal truck trip models and external truck trip models. The internal truck trips are generated using a cross-classification method by applying truck trip rates for a two-digit code by the North American Industry Classification System (NAICS) to the number of employees in that category and also the number of households within each zone. The daily truck trip ends are distributed using a gravity model to create daily truck trips for each of the three truck types: 1) light HDT, 2) medium HDT, and 3) heavy HDT. The external truck trips are developed using an econometric model to estimate inbound and out-

bound commodity flows by counties. The county to county commodity data is allocated to the zonal level based on NAICS employee distribution and then converted to trucks trips using observed data collected during model development. Seaport and airport related truck trips were included as special generator truck trips. The daily truck trips by truck types are allocated to four time periods and merged with the auto trips in trip assignment.

Airport Passenger Trip Tables – airport passenger trip tables were obtained from the RADAM Model, developed and maintained by consultants. RADAM estimated airport passenger trips at the RADAM zone level (about 100 zones) for two trip purposes: 1) business, and 2) non-business. These trips were then disaggregated to a Traffic Analysis Zone (TAZ) system of about 4109 zones based on NAICS employment data for business trips and household data for non-business trips. The daily passenger vehicle trips were split into four time periods by three modes of travel: drive alone, 2-person carpool, and 3-or-more person carpools. The airport vehicle trips were merged with the other auto vehicle trips prior to network assignment.

Airport Air Cargo Trip Tables – these were also developed from the RADAM Model. The RADAM Model generated air cargo truck trips at the RADAM zones. These trips were then disaggregated to the TAZ based on NAICS employment data. The daily air cargo trips were split into four time periods by three truck types: light HDT, medium HDT, and heavy HDT. The air cargo trips were merged with the HDT truck trips prior to network assignment.

Time of Day Factors – these factors for allocating the daily auto trips to the four time periods (AM peak 6:00-9:00 am, midday 9:00 am-3:00pm, PM peak 3:00-7:00 pm, night 7:00pm-6:00 am) were developed using the Travel Survey data.

Network Assignments – network assignments consist of series of multi-class simultaneous equilibrium assignments for six classes of vehicles (drive alone, 2-person carpool, 3+ person carpool, light HDT, medium HDT, and heavy HDT) and for each of the four time periods. During this assignment process, trucks are converted to PCE for each link based on 1) percentage of trucks, 2) percentage of grade, 3) length of the link, and 4) level of congestion (v/c ratios). Transit vehicles are also included in the highway assignment.

Convergence Process – a 5-loop model run was conducted for each model year and modeling scenario. The following provides a detailed description of the process:

- The trip generation, trip distribution, and the mode choice models were run using the initial speeds or the "observed speeds" coded on the input highway networks to develop the initial AM peak period and mid-day period trip tables.
- This set of initial trip tables for each time period and for each vehicle class was assigned to the corresponding highway networks. This process produced the first pass (loop) highway assignments and yielded model-estimated congested speeds for the highway networks.
- The congested speeds were then fed back into the trip generation, trip distribution, and mode choice models to produce a second set of congested speeds for the AM and mid-day highway networks. An averaging process was utilized to smooth the volume variation between the first pass (loop) of the trip assignment and the second pass of the trip assignment step. A new set of congested speeds was then created and fed back into trip generation, trip distribution, and mode choice models to produce a new set of trip tables for the third pass of trip assignment. This process was repeated one more time to produce a set of reasonably converged AM peak and mid-day networks (the 4th loop).
- The congested speeds were then fed back into the trip generation, trip distribution, and mode choice models to produce trip tables for the last loop trips assignments. The final assignment of trips was performed for all four time periods (AM, mid-day, PM, and night period).

Highway Performance Monitoring System (HPMS) Vehicle Miles Traveled (VMT) Factors – in order to maintain consistency of model results with HPMS VMT estimates, a set of base year HPMS VMT to model VMT ratios (factors) is developed for each subarea of county by air basin, based on the year 2003

model validation results. Separate factors were generated for autos and trucks. These same factors are applied to final network assignments of each model run to yield final network flows and congestion.

It is noted that for the San Bernardino County portion of the Western MDAB ozone non-attainment area (MDAB_SB), an HPMS adjustment was not made to the heavy-duty truck VMT after reviewing locally developed county-based data and per agreement among U.S. EPA, ARB, FHWA, and SCAG and additional interagency consultation as allowed for by the Federal Conformity Regulation Section 93.122(b)(3).

SCAG's Travel Demand Model used for the regional emissions analysis meets the federal modeling requirements reflected in Section 93.122 (Procedures for determining regional transportation related emissions) of the Transportation Conformity Rule.

2008 RTP MODELING ASSUMPTIONS

The following sub-sections list of the key modeling assumptions for the 2008 RTP.

Socio-Economic Data – Tables 1 and 2 show the population and employment summaries by county and air basin which reflect current trends. This forecast has been in development since 2005 under direction from the SCAG's Regional Council Community, Economic and Human Development Policy (CEHD) Committee and in collaboration with SCAG's subregions and local jurisdictions. The process involved several major steps outlined as follows:

1. Analysis of regional growth trends and estimates from sources ranging from the U.S. Departments of Commerce, Health and Human Services, Bureau of Labor Statistics and Internal Revenue Service and the California Department of Finance and Employment Development Department.
2. Analysis of key assumptions (fertility rate, mortality rate, net immigration, labor force rates, headship rates, etc.) and methodologies (cohort-component and shift-share models).
3. Review and feedback by SCAG's Plans and Programs Technical Advisory Committee, a Panel of Forecasting Experts, counties, subregions and cities on numerous occasions including 15 subregional workshops and dozens of one-on-one meetings.
4. SCAG's CEHD took action on March 6, 2008, to recommend approval of the 2008 RTP growth forecast to the Regional Council.

The comprehensive discussion of the socio-economic data is included in the 2008 RTP Growth Forecast Report.

TABLE 1 SUMMARY OF POPULATION DATA

County	Air Basin	2003	2008	2009	2010	2012	2014	2020	2030	2035
IMPERIAL	SSAB	155,000	187,000	195,000	202,000	220,000	241,000	276,000	312,000	320,000
LOS ANGELES	SCAB	9,716,000	10,055,000	10,117,000	10,179,000	10,288,000	10,395,000	10,721,000	11,236,000	11,477,000
	MDAB	319,000	397,000	417,000	437,000	470,000	502,000	609,000	780,000	861,000
ORANGE	SCAB	2,999,000	3,213,000	3,264,000	3,315,000	3,370,000	3,424,000	3,534,000	3,630,000	3,654,000
RIVERSIDE	SCAB	1,352,000	1,642,000	1,688,000	1,734,000	1,808,000	1,881,000	2,095,000	2,413,000	2,549,000
	MDAB	35,000	38,000	38,000	39,000	40,000	41,000	47,000	54,000	58,000
SAN BERNARDINO	SSAB	361,000	439,000	454,000	470,000	502,000	534,000	667,000	877,000	989,000
	SCAB	1,446,000	1,567,000	1,589,000	1,611,000	1,653,000	1,684,000	1,818,000	2,011,000	2,102,000
	MDAB	418,000	531,000	551,000	571,000	611,000	640,000	765,000	946,000	1,031,000
VENTURA	SCCAB	797,000	842,000	851,000	861,000	877,000	898,000	937,000	996,000	1,014,000
SCAG REGION	SSAB	516,000	626,000	649,000	672,000	722,000	775,000	943,000	1,189,000	1,310,000
	SCAB	15,513,000	16,476,000	16,658,000	16,839,000	17,118,000	17,384,000	18,168,000	19,289,000	19,783,000
	MDAB	772,000	965,000	1,006,000	1,047,000	1,120,000	1,183,000	1,421,000	1,781,000	1,951,000
	SCCAB	797,000	842,000	851,000	861,000	877,000	898,000	937,000	996,000	1,014,000
	TOTAL	**17,598,000**	**18,910,000**	**19,164,000**	**19,418,000**	**19,837,000**	**20,239,000**	**21,469,000**	**23,255,000**	**24,057,000**

Rounded to nearest thousand

Source: SCAG 2008 RTP Growth Forecast, May 2008

TABLE 2 SUMMARY OF EMPLOYMENT DATA

County	Air Basin	2003	2008	2009	2010	2012	2014	2020	2030	2035
IMPERIAL	SSAB	56,000	67,000	70,000	73,000	81,000	90,000	106,000	126,000	133,000
LOS ANGELES	SCAB	4,270,000	4,395,000	4,423,000	4,450,000	4,493,000	4,532,000	4,626,000	4,791,000	4,872,000
	MDAB	83,000	95,000	99,000	102,000	108,000	114,000	129,000	155,000	169,000
ORANGE	SCAB	1,567,000	1,699,000	1,727,000	1,755,000	1,788,000	1,821,000	1,897,000	1,961,000	1,982,000
RIVERSIDE	SCAB	433,000	547,000	568,000	588,000	629,000	670,000	797,000	1,005,000	1,098,000
	MDAB	7,000	9,000	9,000	9,000	10,000	10,000	12,000	14,000	15,000
	SSAB	148,000	176,000	182,000	187,000	196,000	205,000	233,000	276,000	301,000
SAN BERNARDINO	SCAB	522,000	612,000	627,000	642,000	667,000	691,000	751,000	870,000	954,000
	MDAB	117,000	155,000	162,000	168,000	178,000	189,000	215,000	265,000	301,000
VENTURA	SCCAB	335,000	362,000	368,000	373,000	382,000	391,000	17,000	450,000	463,000
SCAG REGION	SSAB	204,000	243,000	252,000	261,000	278,000	296,000	339,000	402,000	433,000
	SCAB	6,792,000	7,254,000	7,345,000	7,436,000	7,578,000	7,715,000	8,072,000	8,627,000	8,906,000
	MDAB	207,000	259,000	269,000	280,000	297,000	313,000	355,000	435,000	485,000
	SCCAB	335,000	362,000	368,000	373,000	382,000	391,000	417,000	450,000	463,000
	TOTAL	**7,537,000**	**8,118,000**	**8,234,000**	**8,349,000**	**8,534,000**	**8,715,000**	**9,183,000**	**9,913,000**	**10,287,000**

Rounded to nearest thousand
Source: SCAG,2008 RTP Growth Forecast, May 2008

Networks – A summary of the transportation system attributes for the highway and transit networks for Years 2003 to 2035 are shown in Tables 3, 4 and 5. Lane mile data includes freeway to freeway connectors. Other freeway ramps, freeway Type 3 lanes, and centroid connectors are not included. Note that values in the tables in this Report may not add exactly due to rounding.

TABLE 3 SUMMARY OF 2008 RTP HIGHWAY NETWORK LANE MILES

Network	Freeway/Toll	HOV	Arterials	Collectors	Total
SCAB					
2003	7,950	746	28,110	6,218	43,024
2008	8,012	799	28,360	6,300	43,470
2009	8,096	821	28,638	6,399	43,954
2010 No Build	8,046	831	28,506	6,340	43,723
2010	8,103	836	28,744	6,418	44,102
2012	8,134	852	28,922	6,459	44,368
2014	8,229	873	28,995	6,463	44,559
2020 No Build	8,288	885	28,610	6,352	44,135
2020	8,647	1,037	29,667	6,718	46,068
2030 No Build	8,320	890	28,599	6,352	44,161
2030	8,792	1,086	30,145	7,068	47,091
2035 No Build	8,320	890	28,599	6,352	44,161
2035	8,882	1,105	30,191	7,058	47,236
SCCAB					
2003	496	1	1,858	623	2,978
2008	495	1	1,874	622	2,993
2009	506	1	1,893	622	3,022
2010 No Build	519	1	1,895	614	3,028
2010	521	1	1,897	622	3,042
2012	521	1	1,903	623	3,049
2014	521	8	1,905	623	3,057
2020 No Build	522	1	1,898	615	3,036
2020	524	8	1,918	623	3,073
2030 No Build	522	1	1,899	615	3,036
2030	550	8	1,953	623	3,134
2035 No Build	522	1	1,899	615	3,036
2035	550	8	1,953	623	3,134

TABLE 3 CONTINUED

Network	Freeway/Toll	HOV	Arterials	Collectors	Total
MDAB					
2003	1,757	6	4,489	6,123	12,375
2008	1,813	12	4,746	6,070	12,641
2009	1,814	12	5,013	5,982	12,821
2010 Baseline	1,813	12	4,772	6,063	12,661
2010	1,814	12	5,037	5,982	12,846
2012	2,013	12	5,022	6,024	13,072
2014	2,013	12	5,029	6,024	13,079
2020 No Build	1,813	12	4,782	6,064	12,670
2020	2,021	37	5,577	5,946	13,581
2030 No Build	1,813	12	4,810	6,064	12,699
2030	2,165	39	6,014	5,925	14,143
2035 No Build	1,813	12	4,816	6,058	12,699
2035	2,165	39	6,080	5,910	14,193
SSAB (Coachella)					
2003	401	0	1,357	750	2,508
2008	401	0	1,400	764	2,564
2009	401	0	1,507	819	2,727
2010 No Build	400	0	1,405	761	2,566
2010	401	0	1,520	821	2,742
2012	401	0	1,595	850	2,845
2014	401	0	1,633	865	2,899
2020 No Build	401	0	1,405	760	2,565
2020	401	0	1,732	909	3,042
2030 No Build	401	0	1,405	760	2,565
2030	429	0	1,809	992	3,230
2035 No Build	401	0	1,405	760	2,565
2035	429	0	1,811	992	3,232

TABLE 3 CONTINUED

Network	Freeway/Toll	HOV	Arterials	Collectors	Total
SSAB (Imperial)					
2003	373	0	991	2,374	3,738
2008	373	0	1,078	2,365	3,816
2009	373	0	1,101	2,362	3,837
2010 No Build	373	0	1,074	2,371	3,818
2010	373	0	1,102	2,362	3,837
2012	373	0	1,102	2,362	3,837
2014	373	0	1,102	2,362	3,837
2020 No Build	373	0	1,120	2,368	3,861
2020	373	0	1,169	2,364	3,906
2030 No Build	373	0	1,120	2,368	3,861
2030	412	0	1,178	2,357	3,947
2035 No Build	373	0	1,120	2,368	3,861
2035	412	0	1,186	2,353	3,951
Total SCAG Region					
2003	10,977	752	36,806	16,087	64,623
2008	11,094	812	37,457	16,121	65,484
2009	11,189	834	38,153	16,185	66,361
2010 No Build	11,150	844	37,652	16,149	65,795
2010	11,212	849	38,300	16,206	66,568
2012	11,442	865	38,544	16,319	67,170
2014	11,536	893	38,664	16,337	67,431
2020 No Build	11,396	898	37,815	16,158	66,268
2020	11,966	1,082	40,064	16,559	69,670
2030 No Build	11,428	903	37,832	16,158	66,322
2030	12,348	1,132	41,100	16,966	71,546
2035 No Build	11,428	903	37,838	16,152	66,322
2035	12,438	1,151	41,220	16,937	71,747

TABLE 4 SUMMARY OF 2008 RTP TRANSIT CENTERLINE MILES

Network	Local Bus	Express Bus	Rail	HSRT	Total
2003	5,117	1,750	436	0	7,303
2008	5,841	2,112	451	0	8,404
2009	5,841	2,149	451	0	8,441
2010 No Build	5,841	2,141	464	0	8,446
2010	5,841	2,181	464	0	8,486
2012	5,841	2,225	464	0	8,530
2014	5,841	2,268	475	0	8,584
2020 No Build	5,841	2,203	483	0	8,527
2020	5,841	2,386	511	277	9,015
2030 No Build	5,841	2,203	483	0	8,527
2030	5,881	2,673	575	277	9,406
2035 No Build	5,841	2,203	483	0	8,527
2035	5,881	2,673	584	277	9,415

TABLE 5 SUMMARY OF 2008 RTP TRANSIT SERVICE MILES

Network	Local Bus	Express Bus	Rail	HSRT	Total
2003	528,237	95,172	27,100	0	650,509
2008	631,529	149,567	33,746	0	814,842
2009	632,144	150,549	33,746	0	816,439
2010 No Build	632,144	148,971	38,446	0	819,561
2010	632,144	156,104	38,446	0	826,694
2012	632,144	160,974	41,267	0	834,385
2014	632,144	171,435	42,870	0	846,448
2020 No Build	632,144	162,557	42,352	0	837,052
2020	632,144	183,134	56,969	23,925	896,172
2030 No Build	632,144	162,557	42,352	0	837,053
2030	632,512	199,993	66,219	23,925	922,650
2035 No Build	632,144	162,557	42,352	0	837,053
2035	632,512	201,270	69,849	23,925	927,557

Work-at-home and Telecommuting – Home-Based-Work trips were reduced for Work-at-Home and Telecommuting in keeping with the trends observed since 1990 and 2000. In year 2000, Work-at-Home trips were 3.58% and Telecommute trips were 3.34% for a total Home-Based-Work trip reduction of 6.92%. Trip rates used in trip generation are based on the 2000 Travel Survey. Table 6 below shows the total reductions to the home-based-work person trips over the 2000 base as applied in the trip generation model.

TABLE 6 TOTAL HOME–BASED-WORK PERSON TRIP REDUCTIONS

Category	2000	2003	2008	2010	2014	2018	2020	2030	2035
Work-at-Home	3.58%	3.89%	4.41%	4.62%	5.03%	5.45%	5.65%	6.69%	7.21%
Telecommute	3.34%	3.48%	3.73%	3.84%	4.06%	4.29%	4.41%	5.07%	5.43%
Total Trip Reductions	6.92%	7.37%	8.14%	8.46%	9.09%	9.74%	10.06%	11.76%	12.64%
Increase over 2000 Base	0	0.45%	1.22%	1.54%	2.17%	2.82%	3.14%	4.84%	5.72%

Auto Operating Cost – there are two components used in calculating auto operating cost: the cost of gasoline and "other" costs. The "other" costs category includes costs for repairs, light maintenance, lubrication, tires, and accessories. The assumption used in the modeling work is that if an auto is available at the household then the depreciation of the car and the insurance costs are already being paid for whether the car is left at home or used for commuting to work. Table 7 lists the auto operating costs used for 2008 RTP model runs. All costs are in 1999 constant dollars. Note: costs are expressed in 1999-dollar values for input into the mode choice models. Auto Operating costs are calculated using the following formula: Auto Operating Cost = Fuel Cost / Fuel Economy + Other Costs.

TABLE 7 AUTO OPERATING COSTS

Category	2003	2008	2010	2014	2018	2020	2030	2035
Auto Operating Cost *	13.762	16.089	16.519	17.178	17.604	17.764	18.047	18.179

** Cents/mile; year 1999 constant $*

Transit Fare – are estimated based on a composite of the different fares charged for different categories and weighted appropriately. Fare estimation considers the following:

- Cash fares including the various discounts offered to students, the elderly, and the disabled.
- The use of monthly passes by various categories for the initial boarding, and transferring between buses.
- The average effective express and rail zone charge for both cash and pass users.

Table 8 shows the transit fares utilized in the Regional Model. This assumes no real cost increase in transit fares from 2003 to 2035.

TABLE 8 TRANSIT FARES (IN 1999 DOLLAR VALUE)

Transit Mode	Description	Boarding Fare
10	Commute Rail	$2.96
11	MTA Local Bus	$0.75
12	MTA Express Bus	$0.75
13	Urban Rail (MTA Metrorail)	$0.75
14	Los Angeles County Express Bus	$1.03
15	Los Angeles County Local Bus (Group 1)	$0.69
16	Los Angeles County Local Bus (Group 2)	$0.40
17	Los Angeles County Local Bus (Group 3)	$0.19
18	Los Angeles County Local Bus (Group 4)	$0.00
19	All Other Local Bus	$0.75
20	All Other Express Bus	$0.75
22	MTA Rapid Bus	$0.75

Non-Motorized Trips – Plan scenario (all years) assumes that there will be a shift of 1 percent of the motorized trips to non-motorized forms of travel (i.e., walking and bicycling) due to the Regional Transportation Plan's investment in non-motorized facilities.

Capacity and Free Flow Speed – highway capacities (including for heavy duty truck) used in the Model for each of the facility types vary, depending on area location (i.e., CBD, urban, suburban, rural, or mountain). Free flow speeds are based on posted speeds. A complete description of how the speeds/capacities were derived is contained in SCAG's model validation report – "2003 Model Validation & Summary".

TABLE 9 HIGHWAY CAPACITIES AND FREE FLOW SPEEDS USED IN THE MODEL

Facility Type	Vehicles / Lane / Hour	Free Flow Speed (mph)
Freeway (MF, HOV)	1,900 – 2,100	55 – 70
Principal Arterial	500 – 850	20 – 60
Other Arterial	450 – 800	20 – 55
Collector	400 – 750	20 – 55

Toll Roads – Currently there are four toll roads in the SCAG Region. All of the toll facilities are freeways and are located in Orange County. The toll facility on the SR-91 Freeway is approximately 10 miles long and is part of the Riverside Freeway which consists of 8 lanes of mixed flow and 4 lanes of toll roads (located in the center lanes of the freeway). The other three toll facilities were designed and built by private funding and require all vehicles to pay toll fees. The effect of the toll charges on the toll roads was incorporated into the highway assignment procedure. The toll charge was added to each toll facility by inserting the cost to the appropriate link and identifying the link with a unique Toll Class Number. Toll costs (in 1999 dollars) were converted to a time value (in minutes) in the network assignment step.

TABLE 10 MAXIMUM TOLL COSTS APPLIED

Corridor	Peak Period	Off Peak Period
SR-91, Riverside Freeway	$2.75	$0.82
SR-73, San Joaquin Hills Transportation Corridor	$0.15/mile	$0.075/mile
SR-241, Foothill Transportation Corridor	$0.15/mile	$0.075/mile
SR-261, Eastern Transportation Corridor	$0.15/mile	$0.075/mile

ITS – The speeds and capacities on Smart Streets were increased by 5% to reflect the improved traffic flow due to the ATT/IVHS.

Highway Assignments – Vehicle trip assignments yield traffic volumes and speeds on each link for the AM peak (6:00 a.m. – 9:00 a.m.), PM peak (3:00 p.m. – 7:00 p.m.), Midday (9:00 a.m. – 3:00 p.m.), and Night (7:00 p.m. – 6:00 a.m.) periods. For each time period, SCAG utilizes an equilibrium assignment algorithm to take into account congestion by employing a capacity-restrained iterative assignment process. Heavy-duty trucks are integrated into the assignment process by converting truck vehicle trips into Passenger Car Equivalences (PCE) and then assigning them simultaneously with the light-duty vehicles.

This equilibrium assignment technique adjusts link time for each assignment iteration by using an Akcelik formation of volume-delay curve.

TABLE 11 CONFORMITY REQUIREMENTS RELATED TO TRAVEL DEMAND MODEL

CFR	Requirement	How Requirement is Satisfied
93.122(b)(1)(i)	Network-based travel models must be validated against observed counts (peak and off-peak, if possible) for a base year that is not more than 10 years prior to the date of the conformity determination. Model forecasts must be analyzed for reasonableness and compared to historical trends and other factors, and the results must be documented.	The SCAG travel demand models were estimated and calibrated using data from SCAG's Year 2000 Post-Census Regional Travel Survey, the 2000 US Census, 2003 External Travel Survey, and various Transit on-board Surveys. The model was validated against 2003 ground counts and 2003 HPMS data.
93.122(b)(1)(ii)	Land use, population, employment, and other network-based travel model assumptions must be documented and based on the best available information.	All land use, population, households, employment, and network-based model assumptions were updated for 2008 RTP and documented in 2008 RTP Growth Forecast Report and this Conformity Report.
93.122(b)(1)(iii)	Scenarios of land development and use must be consistent with the future transportation system alternatives for which emissions are being estimated. The distribution of employment and residences for different transportation options must be reasonable.	Land development and use are consistent with future transportation systems. The distribution of employment, population, and household is reasonable with respect to the transport systems.
93.122(b)(1)(iv)	A capacity-sensitive assignment methodology must be used, and emissions estimates must be based on a methodology which differentiates between peak and off-peak link volumes and speeds and uses speeds based on final assigned volumes.	The SCAG travel demand model includes separate multi-modal user equilibrium assignments for peak and off-peak time periods. The network assignments are capacity-sensitive. Link speeds are calculated based on final assigned volumes.

CFR	Requirement	How Requirement is Satisfied
93.122(b)(1)(v)	Zone-to-zone travel impedances used to distribute trips between origin and destination pairs must be in reasonable agreement with the travel times that are estimated from final assigned traffic volumes. Where use of transit currently is anticipated to be a significant factor in satisfying transportation demand, these times should also be used for modeling mode splits.	The SCAG travel demand model includes full feedback of travel time among trip generation, trip distribution, mode choice, and trip assignment steps. Both highway and transit times are included in the mode choice model.

FUTURE MODEL IMPROVEMENTS

Although significant improvements have been incorporated into the models used for the 2008 RTP modeling, SCAG continually refines and upgrades the Regional Transportation Model. Listed below are some of the current and upcoming model improvement projects:

- Updated Heavy-Duty Truck Model: SCAG is currently in the process of finalizing the Regional Heavy-Duty Truck Model. Work tasks include an extensive travel survey, an updated external trip estimation methodology, and a more accurate representation of warehouse related trips.
- Arterial Speed Study and Regional Screen-line Traffic Count Program: The results of these two studies will be used to validate the new Regional Transportation Model.
- Regional Highway Inventory: SCAG will perform an extensive survey and inventory of existing highways, the goods movement system, and transit facilities.
- Weekend Travel Demand Model: SCAG has selected a consultant team to develop a new weekend travel demand model. The purpose of this project is to obtain a new tool to estimate weekend traffic and associated emissions.
- Integrated Land Use Transportation Model: SCAG is developing a strategy to implement an integrated land use transportation modeling program. SCAG has completed a feasibility study to develop a proposed scope of work, identify resource needs, produce a schedule, and identify data needs.
- Activity Based Travel Demand Model: SCAG has completed a feasibility study assessing the tasks and resource requirement for developing an activity-based model for SCAG region. SCAG is hiring a consultant team to start model design work.
- Year 2010 Post-Census Survey: SCAG is conducting advanced planning work on the upcoming Year 2010 Travel Survey. This travel survey will provide the necessary travel behavior inventory for developing an activity-based model.
- Next-generation Freight Model: SCAG is working on a next-generation freight model to simulate the freight movement in SCAG region.

SUMMARY OF REGIONAL VEHICLE MILES TRAVELED

Table 12 shows the summaries of VMT in 1,000-mile increments by air basin. VMT data were produced from the SCAG Regional Travel Model and does not include VMT from school buses, urban buses, and motor homes (non-modeled). These non-modeled VMT were provided by the ARB and is included in the emissions section as OTH (Other) VMT.

TABLE 12 VMT SUMMARY (IN THOUSANDS)

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL	L&MD	HD	TOTAL
		2003			2008 PLAN			2009 PLAN	
SCCAB	17,414	1,214	18,627	18,133	1,290	19,424	18,589	1,315	19,904
SCAB	323,641	21,105	344,746	333,366	23,016	356,383	338,835	23,630	362,464
MDAB	24,915	4,648	29,563	32,637	5,829	38,466	34,367	6,085	40,453
SSAB	13,623	2,076	15,698	17,026	2,387	19,413	17,616	2,461	20,078
Total	379,592	29,043	408,634	401,163	32,523	433,685	409,407	33,491	442,899
		2010 NO-BUILD			2010 PLAN			2012 PLAN	
SCCAB	18,951	1,342	20,294	18,916	1,340	20,256	19,194	1,380	20,574
SCAB	342,727	24,226	366,953	341,242	24,217	365,459	346,640	25,050	371,690
MDAB	35,558	6,332	41,890	35,566	6,325	41,891	37,129	6,714	43,842
SSAB	18,052	2,540	20,592	18,128	2,534	20,662	19,300	2,682	21,982
Total	415,288	34,441	449,729	413,852	34,416	448,268	422,263	35,825	458,088
		2014 PLAN			2020 NO-BUILD			2020 PLAN	
SCCAB	19,456	1,418	20,873	20,443	1,548	21,991	20,339	1,543	21,882
SCAB	351,192	25,797	376,988	369,617	28,391	398,008	370,976	28,398	399,374
MDAB	38,519	7,103	45,622	43,566	8,345	51,911	43,778	8,316	52,094
SSAB	20,928	2,825	23,753	26,630	3,178	29,808	26,581	3,185	29,766
Total	430,094	37,142	467,236	460,256	41,462	501,718	461,674	41,443	503,117
		2030 NO-BUILD			2030 PLAN				
SCCAB	21,523	1,715	23,239	21,572	1,724	23,296			
SCAB	393,488	31,933	425,421	395,715	31,815	427,530			
MDAB	53,332	10,127	63,460	54,865	10,122	64,986			
SSAB	34,339	3,697	38,036	34,447	3,705	38,152			
Total	502,683	47,473	550,156	506,599	47,366	553,965			
		2035 NO-BUILD			2035 PLAN				
SCCAB	21,920	1,789	23,709	21,929	1,798	23,727			
SCAB	403,564	33,609	437,174	406,531	33,427	439,958			
MDAB	58,987	11,028	70,015	60,552	11,002	71,554			
SSAB	38,097	3,933	42,030	38,253	3,944	42,196			
Total	522,568	50,360	572,928	527,265	50,171	577,436			

2008 RTP REGIONAL EMISSIONS ANALYSIS

For the past few years, many have been involved in development of the 2008 RTP in consultations with all federal, state, regional, local transportation and air agencies and transit operators in the Region. SCAG's Transportation Conformity Working Group and Modeling Task Force Meetings have facilitated the required interagency consultation throughout the 2008 RTP development process. SCAG's 2008 RTP is consistent with the most recent estimate of mobile source emissions. The conformity analysis is based on the population, employment, travel, and congestion estimates by SCAG as the MPO.

The on-road motor emissions estimates for the 2008 RTP were analyzed using the EMFAC2007 emission model developed by ARB. For paved road dust, SCAG uses the approved South Coast AQMD methodology, which uses AP-42 for the Base Year and a combination of additional growth in center-line miles and VMT for future years.

It should be noted that, due to recent litigation relative to U.S EPA's 8-hour Ozone Phase 2 Rule, EPA has instructed ARB to revise the established method of demonstrating Reasonable Further Progress (RFP) in ozone non-attainment areas that utilize reductions from other areas to demonstrate attainment (e.g., upwind areas). In the SCAG region, these areas are the Ventura County portion of the SCCAB, the Western MDAB (Antelope Valley and a portion of San Bernardino County), and the Coachella Valley portion of the SSAB. Therefore, at this time, there are no AQMPs or SIPs and, thus, no 8-hour ozone transportation emission budgets for these areas. SCAG has worked closely with ARB and EPA to resolve this issue. As agreed upon by ARB and EPA, ARB has adopted Early Progress Plans (i.e., emissions inventories and transportation emission budgets) for areas that need upwind reductions to show RFP. The Early Progress Plans establish the transportation emission budgets while EPA decides how to respond to the RFP issue raised by the litigation. Since EPA has recently reclassified the Imperial County portion of the SSAB ozone non-attainment area from "marginal" to "moderate" such that a revised SIP will need to be prepared, ARB has also adopted an early progress plan to establish the transportation emission budget for this area.

It is also noted that in November 2007, ARB adopted conformity budgets for the South Coast Air Basin and forwarded to EPA for adequacy review. However, during review of the conformity budgets, U.S. EPA staff expressed concerns related to the State Strategy used in the attainment demonstration plans. Although ARB and SCAQMD staff do not believe that U.S. EPA's concerns were properly part of conformity budget review, ARB and SCAQMD staff worked with SCAG and U.S. EPA staff to identify revised budgets that reflect California's commitment to meeting the air quality standards and address U.S. EPA concerns. Based on that effort, ARB staff revised and adopted two sets of conformity budgets for the South Coast Air Basin. The first set reflected the 2007 SIP submittal for the South Coast Air Basin, including the locally adopted 2007 AQMP and the 2007 State Strategy adopted by ARB. The second set of budgets reflected control measures adopted as of October, 2006, which are the rules that formed the baseline emission inventory used in the development of the 2007 SIP. Both the SIP and baseline-based budgets provide sufficient reductions to meet the Clean Air Act's RFP test.

ARB forwarded the two sets of budgets to U.S. EPA with the request that both sets of budgets be considered simultaneously. ARB recommended that EPA approve the budgets based on the 2007 SIP, and should only approve the baseline budgets if it could not approve or find adequate in their entirety the budgets based on the 2007 SIP.

Considering these circumstances, SCAG revised the Draft Conformity Report and demonstrated conformity on both sets of proposed South Coast ozone and PM2.5 emission budgets, as well as with any potential set of the budgets deemed adequate by U.S. EPA. Subsequent to the release of the revised Conformity Report, EPA deemed adequate the baseline emission budgets. As required by EPA's Transportation Conformity Regulations, this Final Conformity Report demonstrates conformity with the budgets deemed adequate by U.S. EPA.

REQUIRED REGIONAL EMISSIONS TESTS FOR 2008 RTP

The required regional emissions tests for the 2008 RTP are presented in Table 13. Since transportation conformity findings are needed out to the RTP's horizon year (i.e. 2035), the latest budget years deemed adequate by U.S. EPA serve as the budgets for future years in each emissions test.

TABLE 13 REQUIRED REGIONAL EMISSIONS TEST FOR 2008 RTP

Year	8-hr Ozone	PM2.5	PM10	CO	NO2
2008	SC				
2009	VEN, WMD, IMP	SC			
2010	VEN, WMD, IMP		SC, CV, MD *, IMP *	SC	SC
2011	SC**				
2012	CV	SC			
2014	SC				
2015				SC **	
2017	SC**				
2020	SC, VEN, WMD, IMP, CV	SC	SC, CV, MD *, IMP *	SC	SC
2030	SC, VEN, WMD, IMP, CV	SC	SC, CV, MD *, IMP *	SC	SC
2035	SC, VEN, WMD, IMP, CV	SC	SC, CV, MD *, IMP *	SC	SC

*SC = South Coast Air Basin; CV = Coachella Valley (SSAB); VEN = Ventura County (SCCAB); WMD = Western Mojave (Antelope/Victor Valleys); MD = Mojave Desert (San Bernardino Portion and Searles Valley portions); IMP Imperial County (SSAB); * Build/No-Build test (all other are budget tests); ** Interpolated per conformity rule.*

SUMMARY OF 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 RTP emissions values in the summary tables below utilize the rounding convention used by ARB to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas. Details of the analyses in the summary tables are provided in the two subsections that follow.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

TABLE 14 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 15 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2008	2011	2014	2017	2020	2030	2035
ROG	Budget *	215	176	150	131	116	116	116
	Plan	201	167	141	124	110	84	76
Budget - Plan		14	9	9	7	6	32	40
NOx	Budget *	427	354	287	232	190	190	190
	Plan	406	326	258	208	163	120	112
Budget - Plan		21	28	29	24	27	70	78

TABLE 16 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	395	309	176	122	114
Budget - Plan		18	28	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 17 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	371	176	122	114
Budget - Plan		178	373	427	435
PM10	Budget	166	166	166	166
	Plan	156	153	152	155
Budget - Plan		10	13	14	11

TABLE 18 CO (WINTER EMISSIONS [TONS/DAY])

Pollutant		2010	2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137	2,137
	Plan	1,668	1,221	911	624	568
Budget - Plan		469	916	1226	1513	1569

TABLE 19 NO_2 (WINTER EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
NO2	Budget	682	682	682	682
	Plan	398	188	129	119
Budget - Plan		284	494	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 20 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2009	2010	2020	2030	2035
ROG	Budget	22	22	22	22	22
	Plan	21	20	11	10	10
Budget - Plan		1	2	11	12	12
NOx	Budget	77	77	77	77	77
	Plan	77	74	33	27	27
Budget - Plan		0	3	44	50	50

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION

TABLE 21 PM10 (ANNUAL EMISSIONS [TONS/DAY])

		2010	2020	2030	2035
PM10	No Build	9.4	8.7	9.5	10.4
	Build	8.4	8.2	9.0	9.9
Budget - Plan		1.0	0.5	0.6	0.5

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

TABLE 22 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 23 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 24 PM10 (ANNUAL EMISSIONS [TONS/DAY])

		2010	2020	2030	2035
PM10	Budget *	10.9	10.9	10.9	10.9
	Plan	8.4	8.0	8.2	8.6
Budget - Plan		2.5	2.9	2.7	2.3

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

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

TABLE 25 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 26 PM10 (ANNUAL EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
PM10	No Build	6.5	10.0	12.4	13.6
	Build	6.4	9.9	12.2	12.7
No Build - Build		0.1	0.1	0.2	0.9

DETAILED EMISSIONS ANALYSES

The following tables present further detail for those non-attainment areas within SCAG's jurisdiction where the emissions analyses include additional line items beside the RTP model run and the emission budgets (e.g., baseline adjustments, state strategy reductions, re-entrained road dust, etc.).

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

TABLE 27 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2009	2010	2020	2030	2035
ROG	2008 RTP	11.4	10.7	6.9	5.1	4.5
Baseline Adjustment*		0.0	0.0	0.0	0.0	0.0
Total Emissions		11.4	10.7	6.9	5.1	4.5
Emission Budget		13	13	13	13	13
Budget – Emissions		1.7	2.3	6.1	7.9	8.5
NOx	2008 RTP	18.6	16.7	8.1	5.5	5.1
Baseline Adjustment*		-0.5	0.0	0.0	0.0	0.0
Total Emissions		18.1	16.7	8.1	5.5	5.1
Emission Budget		19	19	19	19	19
Budget – Emissions		0.9	2.3	10.9	13.5	13.9

** Provided by ARB.*

SOUTH COAST AIR BASIN

TABLE 28 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2008	2011	2014	2017	2020	2030	2035
ROG	2008 RTP	200.7	167.0	141.4	124.1	110.4	83.8	75.9
Baseline Adjustments *		-0.1	-0.4	-0.7	-1.0	-1.2	0.0	0.0
Total Emissions		200.6	166.6	140.7	123.1	109.2	83.8	75.9
Emission Budget **		215	176	150	131	116	116	116
Budget – Emissions		14.4	9.4	9.3	7.9	6.8	32.2	40.1
NOx	2008 RTP	420.2	339.9	271.0	219.6	172.6	120.0	111.8
Baseline Adjustments *		-14.7	-14.3	-13.4	-12.0	-10.4	0.0	0.0
Total Emissions		405.5	325.6	257.6	207.6	162.2	120.0	111.8
Emission Budget **		427	354	287	232	190	190	190
Budget – Emissions		21.5	28.4	29.4	24.4	27.8	70.0	78.2

** Provided by ARB.*

TABLE 29 PM2.5 (ANNUAL EMISSIONS [TONS/DAY])

Pollutant		2009	2012	2020	2030	2035
ROG	2008 RTP	184.7	154.1	106.4	80.4	73.0
Baseline Adjustment *		-0.2	-0.5	0.0	0.0	0.0
Total Emissions		184.5	153.6	106.4	80.4	73.0
Emission Budget		196	163	163	163	163
Budget – Emissions		11.6	9.4	56.7	82.6	90.0
NOx	2008 RTP	409.2	322.4	175.9	121.8	113.1
Baseline Adjustment *		-14.6	-14.0	0.0	0.0	0.0
Total Emissions		394.6	308.4	175.9	121.8	113.1
Emission Budget		413	337	337	337	337
Budget – Emissions		18.4	28.6	161.1	215.3	223.9
PM2.5	2008 RTP	16.5	15.7	14.6	14.7	15.2
Re-entrained Road Dust Paved		18.3	18.6	19.5	20.3	20.7
Re-entrained Road Dust Unpaved **		1.0	1.0	1.0	1.0	1.0
Road Construction Dust **		0.2	0.2	0.2	0.3	0.
Baseline Adjustment *		-0.2	-0.2	0.0	0.0	0.0
Total Emissions		35.8	35.3	35.3	36.3	37.1
Emission Budget		38	38	38	38	38
Budget – Emissions		2.2	2.7	2.7	1.7	0.9

** Provided by ARB.*

*** Provided by SCAQMD based on SCAG input.*

TABLE 30 PM10 (ANNUAL [TONS/DAY])

Pollutant		2010	2020	2030	2035
ROG	2008 RTP	172.4	106.4	80.4	73.0
	Emission Budget	251	251	251	251
	Budget – Emissions	78.6	144.7	170.6	178.0
NOx	2008 RTP	370.9	175.9	121.8	113.1
	Emission Budget	549	549	549	549
	Budget – Emissions	178.1	373.1	427.3	435.9
PM10	2008 RTP	22.8	21.7	22.4	23.1
Re entrained Road Dust Paved		122.2	129.1	134.5	136.8
Re entrained Road Dust Unpaved*		8.7	8.7	8.7	8.7
Road Construction Dust*		2.2	2.2	2.2	2.2
AQMD Backstop**		0.0	-9.0	-16.0	-16.0
Total Emissions		155.8	152.8	151.7	154.8
	Emission Budget	166	166	166	166
	Budget – Emissions	10.2	13.2	14.3	11.2

** Provided by SCAQMD based on SCAG input.*

*** AQMP Backstop Measure: There is projected long-term growth in direct PM10 emissions due to increased vehicle travel on paved and unpaved roads. To address this increase in primary PM10 emissions from travel while continuing to provide for attainment after 2006, the 2003 AQMP included the "Transportation Conformity Budget Backstop Control Measure" which commits to achieve additional PM10 reductions from transportation-related PM10 source categories in future years to offset the increased emissions.*

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

TABLE 31 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2009	2010	2020	2030	2035
ROG	2008 RTP	20.6	19.3	11.0	9.3	9.2
Baseline Adjustment *		0.0	0.0	0.0	0.0	0.0
Total Emissions		20.6	19.3	11.0	9.3	9.2
Emission Budget		22	22	22	22	22
Budget – Emissions		1.4	2.7	11.0	12.7	12.8
NOx	2008 RTP	80.9	73.8	32.9	26.1	27.0
Baseline Adjustment *		- 4.6	0.0	0.0	0.0	0.0
Total Emissions		76.3	73.8	32.9	26.1	27.0
Emission Budget		77	77	77	77	77
Budget – Emissions		0.7	3.2	44.1	50.9	50.0

** Provided by ARB.*

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION

TABLE 32 PM10 (ANNUAL EMISSIONS [TONS/DAY])

	2010	2020	2030	2035
2008 RTP No-Build				
Re-entrained Road Dust	4.6	5.5	6.5	7.1
Motor Vehicle	4.9	3.2	3.0	3.2
Total Emissions	9.4	8.7	9.5	10.4
2008 RTP Build				
Re-entrained Road Dust	4.6	5.7	6.3	6.9
Paving Unpaved Roads	-1.1	-0.6	-0.4	-0.3
Motor Vehicle	4.9	3.2	3.1	3.3
Total Emissions	8.4	8.2	9.0	9.9
No Build - Build	1.0	0.5	0.6	0.5

SALTON SEA AIR BASIN – COACHELLA VALLEY PORTION

TABLE 33 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2012	2020	2030	2035
ROG	2008 RTP	6.4	4.5	3.8	3.7
	Baseline Adjustment *	0.0	0.0	0.0	0.0
	Total Emissions	6.4	4.5	3.8	3.7
	Emission Budget	7	7	7	7
	Budget – Emissions	0.6	2.5	3.2	3.3
NOx	2008 RTP	26.8	13.4	10.7	11.2
	Baseline Adjustment *	-2.0	0.0	0.0	0.0
	Total Emissions	24.8	13.4	10.7	11.2
	Emission Budget	26	26	26	26
	Budget – Emissions	1.2	12.6	15.3	14.8

** Provided by ARB.*

TABLE 34 PM10 (ANNUAL [TONS/DAY])

	2010	2020	2030	2035
2008 RTP	1.7	1.3	1.4	1.5
Re-entrained Road Dust Paved	3.0	3.4	3.9	4.2
Re-entrained Road Dust Un-paved *	3.7	3.3	2.8	2.8
Road Construction Dust *	0.1	0.1	0.1	0.1
Total Emissions	8.4	8.0	8.2	8.6
Emission Budget	10.9	10.9	10.9	10.9
Budget – Emissions	2.5	2.9	2.7	2.3

** Provided by SCAQMD based on SCAG input.*

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

TABLE 35 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2009	2010	2020	2030	2035
ROG	2008 RTP	6.0	5.7	4.1	4.0	4.1
	Baseline Adjustment *	0.0	0.0	0.0	0.0	0.0
	Total Emissions	6.0	5.7	4.1	4.0	4.1
	Emission Budget	7	7	7	7	7
	Budget-Emissions	1.0	1.3	2.9	3.0	2.9
NOx	2008 RTP	17.5	15.9	9.1	8.6	9.1
	Baseline Adjustment *	-0.9	0.0	0.0	0.0	0.0
	Total Emissions	16.6	15.9	9.1	8.6	9.1
	Emission Budget	17	17	17	17	17
	Budget-Emissions	0.4	1.1	7.9	8.4	7.9

** Provided by ARB.*

TABLE 36 PM10 (ANNUAL [TONS/DAY])

	2010	2020	2030	2035
2008 RTP No-Build				
Re-entrained Road Dust	5.8	9.4	11.6	12.8
Motor Vehicle	0.7	0.7	0.7	0.8
Total Emissions	6.5	10.0	12.4	13.6
2008 RTP Build				
Re-entrained Road Dust	5.7	9.3	11.4	12.0
Motor Vehicle	0.7	0.7	0.7	0.8
Total Emissions	6.4	9.9	12.2	12.7
Difference (No Build – Build)	0.1	0.1	0.2	0.9

EMISSIONS BY VEHICLE CLASS

The following tables present detailed emissions information, by year and by vehicle class, for each of the non-attainment areas within SCAG's jurisdiction.

Table notes: HDT = heavy duty truck; L&M = light and medium duty vehicle; Other Vehicle = school bus, urban bus and motor home; VMT = 1,000 miles; Emissions = tons per day

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

TABLE 37 8-HOUR OZONE (SUMMER [TONS/DAY])

Year	Vehicle Class	ROG	NOX	Year	Vehicle Class	ROG	NOX
2009	L&M	10.1	8.4	2010	L&M	9.5	7.6
	HDT	1.2	9.5		HDT	1.1	8.6
	Other	0.1	0.6		Other	0.1	0.6
	Total	11.4	18.6		Total	10.7	16.7
2020	L&M	6.1	3.5	2030	L&M	5.0	2.0
	HDT	0.7	4.2		HDT	0.6	3.2
	Other	0.0	0.4		Other	0.0	0.3
	Total	6.9	8.1		Total	5.1	5.5
2035	L&M	3.9	1.6				
	HDT	0.6	3.3				
	Other	0.0	0.3				
	Total	4.5	5.1				

SOUTH COAST AIR BASIN

TABLE 38 8-HOUR OZONE, NO_2, CO, PM10, PM2.5

Year	Vehicle Class	ROG Summer	ROG Annual	NOX Summer	NO_x Annual	NO_x Winter	CO Winter	PM10 Annual	PM2.5 Annual
2003	L&M	268.7	266.9	260.6	273.4	299.0	2600.6	13.1	7.9
	HDT	43.3	45.9	267.1	268.7	286.0	409.6	10.0	8.7
	Other	3.0	3.1	24.8	25.0	26.9	58.9	0.5	0.4
	Total	315.0	315.9	552.4	567.1	611.9	3069.1	23.6	17.1
2008	L&M	169.4	N/A	154.6	N/A	N/A	N/A	N/A	N/A
	HDT	29.1	N/A	243.6	N/A	N/A	N/A	N/A	N/A
	Other	2.2	N/A	22.1	N/A	N/A	N/A	N/A	N/A
	Total	200.7	N/A	420.2	N/A	N/A	N/A	N/A	N/A
2009	L&M	N/A	153.6	N/A	150.6	N/A	N/A	N/A	8.8
	HDT	N/A	29.0	N/A	236.8	N/A	N/A	N/A	7.4
	Other	N/A	2.1	N/A	21.8	N/A	N/A	N/A	0.4
	Total	N/A	184.7	N/A	409.2	N/A	N/A	N/A	16.5
2010	L&M	147.8	143.0	128.1	134.4	146.2	1425.6	14.3	8.8
	HDT	26.4	27.4	215.3	216.1	229.1	211.4	8.1	6.8
	Other	2.0	2.0	20.4	20.5	22.0	30.9	0.5	0.4
	Total	176.1	172.4	363.7	370.9	397.3	1667.9	22.8	16.1
2012	L&M	N/A	127.8	N/A	115.4	N/A	N/A	N/A	9.3
	HDT	N/A	24.6	N/A	187.5	N/A	N/A	N/A	6.0
	Other	N/A	1.8	N/A	19.5	N/A	N/A	N/A	0.4
	Total	N/A	154.1	N/A	322.4	N/A	N/A	N/A	15.7
2014	L&M	118.9	N/A	94.1	N/A	N/A	N/A	N/A	N/A
	HDT	20.8	N/A	158.6	N/A	N/A	N/A	N/A	N/A
	Other	1.6	N/A	18.2	N/A	N/A	N/A	N/A	N/A
	Total	141.4	N/A	271.0	N/A	N/A	N/A	N/A	N/A
2020	L&M	94.1	89.4	59.3	62.2	67.6	786.4	16.7	10.8
	HDT	15.0	15.6	98.6	98.9	103.6	110.5	4.6	3.5
	Other	1.3	1.3	14.7	14.9	15.9	13.9	0.5	0.4
	Total	110.4	106.4	172.6	175.9	187.1	910.8	21.7	14.6

Year	Vehicle Class	ROG Summer	ROG Annual	NOX Summer	NO_x Annual	NO_x Winter	CO Winter	PM10 Annual	PM2.5 Annual
2030	L&M	71.6	67.8	35.1	36.7	40.0	535.3	18.1	11.7
	HDT	11.3	11.7	73.2	73.3	75.8	79.2	3.8	2.6
	Other	0.9	0.9	11.7	11.8	12.6	9.4	0.5	0.4
	Total	83.8	80.4	120.0	121.8	128.3	623.9	22.4	14.7
2035	L&M	68.3	61.0	29.1	30.3	33.1	483.5	18.8	12.2
	HDT	10.9	11.3	74.0	74.0	76.3	76.9	3.9	2.7
	Other	0.7	0.8	8.7	8.8	9.4	7.6	0.4	0.3
	Total	75.9	73.0	111.8	113.1	118.7	567.9	23.1	15.2

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

TABLE 39 8-HOUR OZONE (SUMMER)

Year	Vehicle Class	ROG	NO_x	Year	Vehicle Class	ROG	NO_x
2009	L&M	15.7	16.6	2010	L&M	14.7	15.0
	HDT	4.7	62.9		HDT	4.4	57.3
	Other	0.2	1.5		Other	0.1	1.4
	Total	20.6	80.9		Total	19.3	73.8
2020	L&M	8.7	7.0	2030	L&M	7.5	4.8
	HDT	2.2	24.8		HDT	1.8	20.4
	Other	0.1	1.1		Other	0.1	0.9
	Total	11.0	32.9		Total	9.3	26.1
2035	L&M	7.2	4.3				
	HDT	1.9	22.1				
	Other	0.1	0.7				
	Total	9.2	27.0				

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION

TABLE 40 PM10 (ANNUAL)

Network	Vehicle Class	PM10	Network	Vehicle Class	PM10
2010 No-Build	L&M	0.9	2010 Build	L&M	0.9
	HDT	3.9		HDT	4.0
	Other	0.0		Other	0.0
	Total	4.9		Total	4.9
2020 No-Build	L&M	1.1	2020 Build	L&M	1.1
	HDT	2.0		HDT	2.1
	Other	0.0		Other	0.0
	Total	3.2		Total	3.2
2030 No-Build	L&M	1.3	2030 Build	L&M	1.4
	HDT	1.6		HDT	1.7
	Other	0.0		Other	0.0
	Total	3.0		Total	3.1
2035 No-Build	L&M	1.5	2035 Build	L&M	1.5
	HDT	1.7		HDT	1.7
	Other	0.0		Other	0.0
	Total	3.2		Total	3.3

MOJAVE DESERT AIR BASIN – SEARLES VALLEY

The Searles Valley planning area is designated as a PM_{10} federal non-attainment area. There are no proposed projects or programs in the 2008 RTP for transportation improvements in the Searles Valley area. Therefore, there are no differences between the 2008 RTP Plan and No-Build scenarios.

TABLE 41 PM10 (ANNUAL)

Network	Vehicle Class	PM10	Network	Vehicle Class	PM10
2010	L&M	0.03	2020	L&M	0.04
	HDT	0.08		HDT	0.03
	Other	0.00		Other	0.00
	Total	0.11		Total	0.07
2030	L&M	0.04	2035	L&M	0.05
	HDT	0.01		HDT	0.01
	Other	0.00		Other	0.00
	Total	0.06		Total	0.06

SALTON SEA AIR BASIN – COACHELLA VALLEY

TABLE 42 8-HOUR OZONE, PM10

Year	Vehicle Class	ROG (summer)	NOX (summer)	PM (annual)	Year	Vehicle Class	ROG (summer)	NOX (summer)	PM (annual)
2010	L&M	5.0	4.4	0.5	2012	L&M	4.6	3.8	N/A
	HDT	2.0	26.6	1.2		HDT	1.7	22.5	N/A
	Other	0.1	0.5	0.0		Other	0.1	0.5	N/A
	Total	7.1	31.5	1.7		Total	6.4	26.8	N/A
2020	L&M	3.5	2.3	0.6	2030	L&M	3.0	1.7	0.9
	HDT	0.9	10.8	0.6		HDT	0.8	8.8	0.5
	Other	0.0	0.4	0.0		Other	0.0	0.3	0.0
	Total	4.5	13.4	1.3		Total	3.8	10.7	1.4
2035	L&M	2.9	1.6	1.0					
	HDT	0.8	9.3	0.5					
	Other	0.0	0.2	0.0					
	Total	3.7	11.2	1.5					

SALTON SEA AIR BASIN – IMPERIAL COUNTY

TABLE 43 8-HOUR OZONE; PM10

Year	Vehicle Class	ROG (summer)	NOX (summer)	PM (annual)	Year	Vehicle Class	ROG (summer)	NOX (summer)	PM (annual)
2009	L&M	4.9	5.0	N/A	2010	L&M	4.7	4.7	0.2
	HDT	1.1	12.2	N/A		HDT	1.0	11.0	0.5
	Other	0.1	0.2	N/A		Other	0.1	0.2	0.0
	Total	6.0	17.5	N/A		Total	5.7	15.9	0.7
2020	L&M	3.6	3.9	0.39	2030	L&M	3.5	3.6	0.5
	HDT	0.5	5.0	0.3		HDT	0.4	5.0	0.2
	Other	0.0	0.2	0.0		Other	0.0	0.1	0.0
	Total	4.1	9.1	0.7		Total	4.0	8.6	0.7
2035	L&M	3.6	3.6	0.5					
	HDT	0.5	5.4	0.2					
	Other	0.0	0.1	0.0					
	Total	4.1	9.1	0.8					

Note: The PM10 emissions by vehicle class are equal for Build and No Build scenarios.

Section III: Timely Implementation of Transportation Control Measures

INTRODUCTION

This section itemizes and reports the findings of timely implementation of TCM projects as specified in the fiscally constrained portion, or the first two years (i.e., FY 2006/07-2007/08), of the 2006 RTIP. These projects comprise the committed TCMs in the 2008 RTP. The findings are required only for the applicable TCM projects contained in the approved SIPs which, in the SCAG Region, are the ozone attainment plans for the SCAB and the Ventura County portion of the SCCAB.

TRANSPORTATION CONFORMITY RULE

The criteria for identifying TCM projects and the requirements for timely implementation of these projects are defined in the U.S. EPA's Transportation Conformity Rule, 40 CFR Parts 51 and 93:

> Transportation control measure (TCM) is any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in section 108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.

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

- Programs for improved use of public transit;
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- Employer-based transportation management plans, including incentives;
- Trip-reduction ordinances;
- Traffic flow improvement programs that achieve emission reductions;
- Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;
- Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;
- Programs for the provision of all forms of high-occupancy, shared-ride services;
- Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- Programs to control extended idling of vehicles;
- Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;
- Employer-sponsored programs to permit flexible work schedules;
- Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and

- Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

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

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

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

CRITERIA AND PROCEDURES FOR THE TIMELY IMPLEMENTATION OF TCMS

The Transportation Conformity Rule (40 CFR 93.113) states:

a. The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

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

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

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

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

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

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

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

APPLICABLE SIPS IN THE SCAG REGION

In the SCAG region, SIPs developed in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin contain TCM strategies and are subject to EPA's Transportation Conformity Rule analyses. The other SIPs do not contain any TCM strategies. The two SIPs with TCM strategies are:

2007 OZONE SIP (SCAB)

The 2007 Ozone AQMP for the SCAB was approved by the SCAQMD Board on June 1, 2007 and by the ARB as part of the SIP on September 27, 2007. The TCM categories in the 2007 Ozone AQMP/SIP are consistent with the TCM01 categories established in the 1994 Ozone SIP.

2004 OZONE SIP (VENTURA COUNTY PORTION OF SCCAB)

The 2004 Ozone SIP was approved by the Ventura County Air Pollution Control District (VCAPCD) on April 13, 2004 and by the ARB on April 21, 2004. The 2004 Ozone AQMP/SIP revision makes no changes to previously approved TCMs contained in the 1994 SIP (as amended in 1995).

It is noted that the Ventura County SIP does not claim emission reduction credits from TCM projects. They have been included to assist transportation and air quality agencies to identify projects that have the potential of reducing vehicle emissions, vehicle trips and vehicle miles traveled.

TCM REPORTING PROCESS IN THE SCAG REGION

Only those TCM-category projects that have been committed for implementation are considered for purposes of timely implementation reporting. As such, only those projects designated as TCMs in the first two years (the fiscally constrained portion) of the prevailing RTIP are considered for reporting. The projects reported on here are those TCM-category projects which have been committed to right-of-way acquisition, construction or implementation in the Fiscal Year 2006-07 and 2007-08 portions of the 2006 RTIP, which is the currently prevailing document. In addition, those TCM projects designated for reporting in previous RTIPs, and which are still under construction or implementation, will continue to be reported. Further, completed TCM projects are also reported. Thus, this Timely Implementation Report provides the programmed completion dates as set forth in the 2004 RTIP and 2006 RTIP and current status for the 2008 RTP.

Although project implementation remains an enforceable commitment by project sponsor agencies, SCAG is responsible for assuring the timely implementation of TCMs. Per a request from the federal agencies, beginning with the 2003 AQMP/SIP, SCAG began to develop a protocol for tracking currently anticipated project completion dates against previously reported completion dates, as provided by the County Transportation Commissions (CTCs). It is SCAG's intention that project completion dates reported when a TCM is first listed in an approved RTIP will be reported in all subsequent Timely Implementation Reports alongside any changes to these completion dates that may arise, until such a time as the project is completed or open to use. In this case, ongoing and completed projects include the date listed in the 2004 RTIP, which was the first RTIP to include this reporting requirement.

SCAG has traditionally relied on the established project status update process used for the RTP and the RTIP to provide the initial structure for the Timely Implementation Report. This data, which is submitted to SCAG by the CTCs, is then tabulated into a Timely Implementation Report and then re-circulated to the CTCs so as to obtain the most current project information available with regard to implementation status. This final data on project implementation status, and on currently anticipated completion dates, is then used to establish the final Timely Implementation Report. SCAG's process integrates an assessment of the specific steps and funding sources needed to fully implement each TCM, and confirms that the projects are on or ahead of schedule; or, in the case that some particular project is delayed, the analysis establishes that the obstacles to implementation have been or are being overcome, and that the project is henceforth expected to be expeditiously implemented.

TIMELY IMPLEMENTATION OF TCM PROJECTS IN THE SCAG REGION

The federal Transportation Conformity Rule states that timely implementation is to be measured against the TCM projects in the applicable SIP. SCAG evaluates the TCM-category projects to determine the anticipated level and current status of implementation.

The enforceable commitment is to report on the funding and implementation of TCM projects in the first two years of the six-year RTIP. In each RTIP, TCM category projects roll forward and the enforceable commitment is automatically revised to encompass the first two-year schedule of TCM-category projects without the need for a SIP revision. The implementation status of each of these TCM projects then continues to be reported on in subsequent RTIPs, until the TCM project is reported as having been completed, or the suitably replaced or substituted project has been completed.

TCM FUNDING SOURCES

The following types of funding sources contribute to demonstrating timely implementation of TCM projects:

- SAFETEA-LU programs provide federal funds for eligible TCM projects under EPA requirements.
- TCMs are eligible expenditures under funds provided for the National Highway System (NHS), CMAQ, and the STP. TCMs listed in federal CAA Section 108 (f)(1)(A) [other than clauses xii and xvi] are specifically listed as eligible uses for federal funding.
- Under CMAQ, funds are targeted for TCMs and may not be used for projects that do not contribute to the attainment of NAAQS. CMAQ funds may not be provided for a project resulting in the construction of new capacity available to single occupancy vehicles, except on the HOV portion of a larger freeway project, or where the project consists of a HOV facility made available to single occupancy vehicles only during non-peak travel times.

SOUTH COAST AIR BASIN

The 2007 AQMP/SIP includes the following three TCM project categories:

- High Occupancy Vehicle (HOV) Measures,
- Transit and Systems Management Measures, and
- Information-based Transportation Strategies.

It should be noted that the TCM project categories in Appendix IV-C, Regional Transportation Strategy and Control Measures, of the 2007 Ozone AQMP/SIP, are consistent with those of TCM01 specified in the 1994 and subsequent Ozone SIPs, and are updated by the list provided in the Timely Implementation Report section of this document.

VENTURA COUNTY PORTION OF SCCAB

The applicable TCM projects in Ventura County include the following strategies:

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

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

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

TABLE 44 LOS ANGELES COUNTY TCM REPORT

Los Angeles County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
ACCESS SERVICES, INC.	LA900520	PURCHASE OF ADDITIONAL 386 VEHICLES FROM FY06 TO FY09. 100 VEHICLES IN FY06, 114 VEHICLES IN FY07; 110 IN FY08 AND 62 IN FY09.	2005	2009	The project is in the "First Vehicle/Equipment Delivered" phase. PURCHASE OF ADD'L 51 REPLACEMENT VEHICLES FROM FY09 TO FY11. 17 VEHICLES IN FY09, 17 VEHICLES IN FY10; AND 17 IN FY11. Ongoing Project, implementation started. Multi-year project. Anticipated completion date 2011.
ALAMEDA TRANSP. CORRIDOR AGENCY	LA0D45	SR-47 EXPRESSWAY:REPLACEMENT OF COMMODORE HEIM BRIDGE & ELEVATED 4-LANE EXPRESSWAY BETWEEN COMMODORE HEIM BRIDGE & ALAMEDA ST (SR-47). SAFETEA-LU # 712 & # 3797	2003/2005	2011	In the Environmental Document/Pre-Design Phase. Anticipated completion date 2012.
ANTELOPE VALLEY TRANSIT AUTHORITY	LA0D428	PURCHASE PROPERTY/CONSTRUCT PASSENGER TRANSFER STATION	N/A	2010	ROW acquisition; intend to obligate the funds prior to October 2008
ARCADIA	LA990712	NEW & EXPANDED SHUTTLE SERVICE THRU DOWNTOWN ARCADIA CONNECTING HOTELS & BUSINESSES TO SANTA ANITA RACE TRAK & FASHION MALL (HUNTINGTON ST) & PROPOSED TRANSIT STATION	2003/2005	2010	Project in environmental review. Project study and implementation pending FTA EIR approval. Project can not move forward until approval is obtained. Engineering schedule to start 2010. Anticipated completion date 2012.
BALDWIN PARK	LA0D281	DESIGN AND CONSTRUCT PARKING IMPROVEMENTS AT AND ADJACENT TO THE CITY'S EXISTING METROLINK STATION	N/A	2007	Award of design RFP expected in Dec 2007; design to commence Jan 2008. Anticipated completion date 2010.
BALDWIN PARK	LAE0076	CONSTRUCT ADD'L VEHICLE PARKING (200 TO 400 SPACES), BICYCLE PARKING LOT AND PEDESTRIAN REST AREA AT THE TRANSIT CENTER	N/A	2010	Baldwin Park Metrolink Transit Center recently granted $4,200,000 through the STIP process. Metro staff working with Caltrans to obligate a portion of the STIP (LAFA141) funding to complete the Transit Center design. Anticipated completion date December 2009.
BELL GARDENS	LA0F099	TRANSIT CENTER AND PARK AND RIDE; CONSIST OF BUS STOP AMENITIES INCLUDING NEW BUS SHELTER, BENCHES, LANDSCAPING ETC.THE TRANSIT CENTER WILL BE SUPPORTED BY A 283 SPACE PARK & RIDE	N/A	2009	Environmental Document/Pre-Design Phase (PAED). On schedule.

Los Angeles County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
BELLFLOWER	LA996275	WEST BRANCH GREENWAY MULTI-MODAL TRANS. CORRIDOR DESIGN AND CONSTRUCT 2.5 MILE CLASS I BIKE PATH ALONG MTA-OWNED SANTA ANA BRANCH ROW INCL. PEDESTRIAN AND LANDSCAPING (3145)	2006	2007	Project bids due November 14, 2007; award of contract scheduled for November 26, 2007. E-76 for construction in hand. Delays encountered largely related to requested changes from Caltrans in the license agreement between the City and the MTA for use of the property. Anticipated completion date July 2008.
BURBANK	LAE0396	UPGRADE EXIST - REG,L TRANSIT & LAYOVER FACILITY ADJACENT TO THE BURBANK-GLEN-DALE-PASADENA AIRPORT. WILL FACILITATE TRANSFER OF PASSENGERS TO & FROM MANY GROUND TRANS. (PE ONLY)	N/A	2011	City of Burbank has produced a number of preliminary design alter-natives. On schedule.
CALABASAS	LA0D322	TRANSIT FACILITY TO INCLUDE BUS MAINTE-NANCE STRUCTURE, BUS STORAGE, TRANSIT HUB, PARK-N-RIDE, TRAIL HEAD AND A VISITOR SERVING KIOSK.	N/A	2007	Project Delayed. ROW issues. Cannot procure the planned ROW and must now look for alternative sites. Anticipated completion date 2010.
CALABASAS	LA974100	U.S. 101 INTERJURISDICTIONAL BIKE LANE GAP CLOSURE CONSTRUCTION 4.5 MILES OF BIKEWAY IMPROVEMENTS TO CLOSE SEVERAL GAPS WITHIN A 12 MILE CORRIDOR(TEA21-#69) (PPNO# 3147)	2003/2006	2007	Under construction. Anticipated completion date December 2008.
CALTRANS	1178A	IN LOS ANGELES AND CULVER CITY FROM ROUTE 90 TO ROUTE 10 - HOV LANES (SB 5+0 TO 5+1; NB 5+0 TO 5+1 HOV) (2206LK CFP) OBLIGATED 6207 (034)	2006	2008	Construction/Implementation. All funds have been obligated. Antici-pated completion date 11/30/2008.
CALTRANS	LA000357	FROM ROUTE 170 TO ROUTE 118 HOV LANES (10 TO 12 LANES) (CFP 345) (2001 CFP 8339; CFP2197). (EA# 121901, PPNO 0158K) (TCRP#41.2)	2008/2010	2010	Engineering/Plans, Specifications and Estimates (PS&E). Anticipated completion date December 2011.
CALTRANS	LA000358	FROM ROUTE 134 TO ROUTE 170 HOV LANES (8 TO 10 LANES) (CFP 346)(2001 CFP 8355). (EA# 12181,12182,12183,12184 PPNO 0142F,151E,3985,3987) SAFETEA LU # 570	2012/2010	2010	Engineering/Plans, Specifications and Estimates (PS&E). Anticipated completion date December 2011.
CALTRANS	LA000548	FROM PUENTE TO CITRUS HOV LANES FROM 8 TO 10 LANES (C-ISTEA 77720) (EA# 117080, PPNO# 0309N)	2030/2015	2015	Engineering/Plans, Specifications and Estimates (PS&E). On sched-ule.

Los Angeles County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
CALTRANS	LA01342	RT 10 FROM RT 605 TO PUENTE AVE HOV LANES (8+0 TO 8+2) (EA# 117070, PPNO 0306H) PPNO 3333 3382 AB 3090 REP (TCRP #40)	2008/2010	2011	Bid/Advertise Phase. Anticipated completion date 2012.
CALTRANS	LA01344	RT 5 FROM RT 118 TO RT 14 FROM 10 TO 12 LANES HOV LANES. EA# 122001, PPNO 0162P. GARVEE project	2005/2006	2010	Construction/Implementation. All funds have been obligated. Anticipated completion date 7/31/08.
CALTRANS	LA0C8344	EXTENSION OF N/B I-405 HOV LANE-TO EXTEND THE HOV LANE ON N/B I-405 FROM SOUTH OF VENTURA BL TO SO. BURBANK BLVD WHERE IT WILL JOIN THE EXISTING HOV LANE. (EA# 199620, PPNO# 2788).	2007	2008	In construction Implementation Phase. All funds have been obligated. Project on schedule to be comopleted 7/22/08.
CALTRANS	LA0D73	LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTION. WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0, PPNO 2808) TCRP#42.2&42.1	2014	2016	Environmental Document/Pre-design Phase (PAED). Anticipated completion date 2016.
CALTRANS	LA195900	RTE. 405 - WATERFORD AVE. TO RTE 10 - AUX LANE: LOS ANGELES - WATERFORD AV. TO RTE 10 - CONSTRUCT S/B AUX LANE & S/B HOV LANE (2001 CFP 8354) (EA# 195900 ,PPNO 2333). GARVEE 12/03	2006/2007	2009	Construction Implementation phase. Project Completion scheduled 4/3/2009. All funds have been obligated.
CALTRANS	LA963724	IN LA VERNE AND CLAREMONT, FROM FOOTHILL BOULEVARD TO SAN BERNAR- DINO COUNTY LINE - CONSTRUCT 8-LANE FREEWAY INCLUDING 2-HOV LANES (12620, 12640, 12630, 10501, 17210) 24270	2003	2009	Construction/Project implementation. Anticipated completion date 2010.
CALTRANS	LA996134	RTE. 5/14 INTERCHANGE & HOV LNS ON RTE 14 - CONSTRUCT 2 ELEVATED LANES - HOV CONNECTOR (DIRECT CONNECTORS) (EA# 16800) (2001 CFP 8343) (PPNO 0168M)	2014/2009	2009	Project being awarded. Completion date moved due to contractibility issues. Anticipated completion date 2013.

Los Angeles County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
CALTRANS	LA996137	RTE. 60 HOV LNS. FROM RTE. 605 TO BREA CANYON RD. -- CONSTRUCT ONE HOV LANE IN EACH DIRECTION) (CFP: 358, 4262, 6137=67,150+IIP: 5,100) (EA#129410, 129421, PPNO 0482R,0482RA)	2008/2007	2010	Beginning project implementation. Anticipated completion date 2011.
CARSON, CITY OF	LA0C8219	SOUTH BAY PAVILION REGIONAL TRANSIT CTR. CONSTRUCTION OF A TRANSIT CTR AT THE SOUTH BAY PAVILION SHOPPING CTR TO BE SERVED BY ALL 8 CARSON CIRCUIT RTES & MTA LINES #205 & #446-447.	2006	2010	Engineering/Plans , Specifications and Estimates (PS&E)
CARSON, CITY OF	LAE0108	PURCHASE TWO TRIPPER BUSES TO RELIEVE OVERCROWDING DURING PEAK PERIODS. ROUTE G AND D, BLUELINE STATION AT DEL AMO BLVD/I-710 TO SOUTH BAY PAVILION MALL, DEL AMO BLVD	N/A	2010	On schedule.
CARSON, CITY OF	LAE0132	PURCHASE OF ONE BUS.REPLACEMENT OF A 1983 CROWN DIESEL FUEL SCHOOL BUS WITH THE PURCHASE OF A NEW CNG-POWERED SCHOOL BUS. BUS WILL REDUCE EMISSIONS & CONTINUE TO PROVIDE TRANSPORTA	N/A	2011	On schedule.
CARSON, CITY OF	LAE0407	PURCHASE ONE TROLLEY BUS VEHICLE FOR EXISTING SERVICE ALONG CARSON ST. BETWEEN THE HARBOR TRANSIT WAY STATION AND THE CARSON CIVIC CENTER AT AVALON BLVD	N/A	2010	On schedule.
CARSON, CITY OF	LAE2932	213TH ST. PEDESTRIAN SIDEWALK BRIGE OVER DOMINGUEZ CHANNEL. CONSTRUCT 213TH ST. PEDESTRIAN BRIDGE TO PROVIDE SAFE PASSAGE FOR PEDESTRIANS & WHEELCHAIRS OVER DOMINGUEZ CHANNEL.	N/A	2010	On schedule.
CLAREMONT	LA0D103	THE CITY AND THE REDEVELOPMENT AGENCY WILL EXPAND ON AN EXISTING PARKING FACILITY (500 PARKING SPACE) FOR ADDITIONAL USE BY TRANSIT PATRONS.	N/A	2006	Under construction. Anticipated completion date 12/31/09.

Los Angeles County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
COMPTON	LA0B7326	COMPTON CREEK BIKEWAY EXTSN - PHASE III. DSIGN & CNSTRUCT .6 MI OF CLAS 1 BIKE/PED PATH FRM GREENLEAF BL TO ARTESIA FWY. WILL INC BIKE PATH, PED WALKWAY SIGNAGE, STRPNG. (PPNO 2869).	2005/2006	2009	On schedule. Anticipated completion date 2009.
COVINA	LA0D206	METROLINK PEDESTRIAN BRIDGE PROJECT. THIS FACILITY WILL BE CONSTRUCTED ON THE WEST SIDE OF CITRUS AVE. THE METROLINK STATION IS ON THE EAST SIDE OF CITRUS AVE.	N/A	2006	In pre-environmental review. Communication with Metrolink indicated issues with ROW width, airspace rights, and rail crossing visibility. Study on placement of the pedestrian bridge depends on negotiations with a developer that are expected to end in winter of 2008. Anticipated completion date 2012.
CULVER CITY MUNI BUS LINES	LA0B400	PROCUREMENT OF FIVE (5) 40' CNG EXPANSION BUSES/420K PER BUS	2004	2008	In the process of planning for the implementation of a BRT and are trying to figure out how many buses needed for this program. Have optional add-on program from last bus procurement. Order for the buses will be placed once planning completed. Anticipated completion date 2008.
CULVER CITY MUNI BUS LINES	LA0C8382	SEPULVEDA BLVD BUS STOP IMPROVEMENT PROGRAM. BUS STOP AMENITIES INC LIGHTING SIGNAGE, LANDSCAPING, SHELTERS, SEATING, LANDINGS AND TRASH RECEPTACLES.	2008/2010	2010	Potential implementation obstacles identified. MTA has identified substitute projects and has requested that SCAG initiate the substitution process pursuant to SAFETEA-LU.
FOOTHILL TRANSIT ZONE	LA0B311	PARK AND RIDE FACILITY TRANSIT ORIENTED NEIGHBORHOOD PROGRAM SAFETEA-LU # 341 (E-2006-BUSP-092) (E-2006-BUSP-173)	2003/2005	2010	Environemental Document/Pre-Design Phase (PAED). Anticipated completion date 2010.
FOOTHILL TRANSIT ZONE	LA963526	BUS STOP ENHANCEMENT	2005	2008	Construction/Project implementation. Anticipated completion date June 2008.
FOOTHILL TRANSIT ZONE	LA9811007	AVL SYSTEM, ARRIVAL SIGNS, (SMART BUS PROJECT) AND LINE 187 SIGNAL PRIORITY	2005	2008	Engineering/Plans, Specifications and Estimates. Anticipated completion date December 2008.
GARDENA	LA0D340	PURCHASE SIX (6) 40 FT. ALTERNATIVE FUEL BUSES FOR SERVICE EXPANSION. PART OF SAFETEA-LU TRANSIT PROJECT #260 ALONG WITH LA0D308, LA000507, AND LA0D307	N/A	2010	PAED Phase. Anticipated completion date June 2010.
GLENDALE	LAE0001A	PURCHASE OF CNG BUSES FOR GLENDALE BEELINE TRANSIT SYSTEM	N/A	2010	Order additional 17 buses in 08/09. Anticipated completion date 2010.

Los Angeles County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
LA CANADA-FLINTRIDGE	LA0C8159	LA CANADA FLINTRIDGE EAST/WEST BIKEWAY CORRIDOR. DESIGN AND CONSTRUCTION OF 3.42 MILES OF EAST/WEST DIRECTIONAL CLASS II BIKE LANES IN THE CITY OF LA CANADA FLINTRIDGE.	N/A	2008	Ongoing. Anticipated completion date December 2008.
LA MIRADA	LA0D349	PURCHASE EXPANSION BUSES WITH ALTERNATE FUEL (HYBRID/ELECTRIC): FY 06=2	N/A	2008	Project is in the planning stage. Funds obligated.
LAC MTA	927333	RIDESHARE ACTIVITIES	2005	2006	All funds obligated. Ongoing project.
LAC MTA	LA0C8109	COUNTYWIDE TRANSPORTATION SYS. AWARENESS & SATISFACTION. PROJECT WILL USE AND EXPAND UPON IT'S PREDECESSOR'S WORK, THE SERVICE PLANNING MARKET RESEARCH PROGRAM (SPMRP) FOR TRANSIT	2002/2007	2007	All funds obligated. Project in implementation stage. Anticipated completion date 2011.
LONG BEACH	LA0C8163	BIKEWAY AND PEDESTRIAN IMPROVEMENTS. 1.2 MILE CLASS I BIKE/PED PATH FROM WALNUT AVE TO WILLOW ST AT THE BLUE LINE STATION. (PPNO# 3408)	2005	2008	Environmental Document/Pre-design Phase (PAED). Anticipated completion date December 2008.
LONG BEACH	LA0C8331	LONG BEACH WAYFINDING/TRANSIT CONNECTION PROGRAM OF SIGNS WILL BE PEDESTRIAN, VEHICULAR, A PARKING AND WILL INCLUDE MAPPING THAT DISPLAYS DESTINATIONS AND TRANSIT OPTIONS.	2004	2007	Project under construction and implementation. Anticipated completion date December 2009.
LONG BEACH	LAE1296	LONG BEACH INTELLIGENT TRANSPORTATION SYSTEM	N/A	2011	New Project. On schedule.
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA0C8383	LONG BEACH TRANSIT: BUS STOP IMPROVEMENT PROJ. ENHANCE 9 OF RAIL STATION FEEDER BUS STOPS TO EASE TRANSFERS, MAKE PUBLIC TRANSIT MORE AESTHETICALLY PLEASING & SAFER, INC RIDERSHIP.	2004	2010	Construction/Project implementation begins. On schedule.
LOS ANGELES COUNTY	LA0C8364	NORTH LA COUNTY NON-ADVERTISING BUS STOP SHELTERS. INSTALLATION OF BUS SHELTERS WITH SEATING AT BUS STOPS WITH GREATEST # OF DAILY BOARDING IN NORTH LOS ANGELES COUNTY. PPNO 3229.	2006/2007	2010	Still coordinating with local transit providers for shelter locations. On schedule.

Los Angeles County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
LOS ANGELES COUNTY	LA996289	SOUTH BAY BIKE TRAIL PED. ACCESS RAMPS/ SIDEWALKS - DESIGN OF RAMPS, WALKWAYS TO PROVIDE ACCESS TO THE STH. BAY TRAIL AT DOCKWEILER STATE BEACH (2006 STIP)	N/A	2010	Preliminary Engineering
LOS ANGELES COUNTY MTA	LA0C10	MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERT-SON STATION	2011/2012	2010	Construction. Anticipated completion date 2010.
LOS ANGELES COUNTY MTA	LA0C8114	LA CNTY RIDESHARE SERVICES; PROVIDE COMMUTE INFO, EMPLOYER ASSISTANCE AND INCENTIVE PROGRAMS THROUGH CORE & EM-PLOYER RIDESHARE SERVICES & MTA INCENTIVE PROGRAMS. PPNO 9003	2009	2010	Ongoing. Anticipated completion date December 2010.
LOS ANGELES COUNTY MTA	LA0C8413	METRO RAPID BUS STATIONS-PHASE II: IN-CLUDES COMMUNICATIONS & EQUIPMENT	2006/2007	2009	Ongoing installment of bus signal priority system. On schedule.
LOS ANGELES COUNTY MTA	LA29202U3	SAN FERNANDO VALLEY NORTH/SOUTH BRT EXTENSION PHASE I: METRO RAPID SERVICE ALONG RESEDA BLVD. AND SEPULVEDA BLVD. SAFETEA-LU # 183	2005	2009	Planning. On schedule.
LOS ANGELES COUNTY MTA	LA29202U4	SAN FERNANDO VALLEY NORTH/ SOUTH BRT EXTENSION PHASE II: BUS SPEED IMPROVE-MENTS ALONG METRO RAPID CORRIDORS AND EXPANSION OF EXISTING PARK & RIDE FACILITY.	2005/2007	2010	Planning. On schedule.
LOS ANGELES COUNTY MTA	LA29202U5	SAN FERNANDO VALLEY NORTH/ SOUTH BRT EXTENSION PHASE III: STATION ACCESSIBILITY AND PEDESTRIAN ENHANCEMENTS ON RESEDA BLVD., SEPULVEDA BLVD., AND LANKERSHIM BLVD.	2005/2008	2010	Planning. On schedule.
LOS ANGELES COUNTY MTA	LA29202U6	SAN FERNANDO VALLEY NORTH/ SOUTH BRT EX-TENSION PHASE IV: COMPLETION OF A NORTH-BOUND BUS ONLY LANE ON A PORTION OF SEPULVEDA BLVD. AND OTHER IMPROVEMENTS.	2005/2009	2010	Planning. On schedule.
LOS ANGELES COUNTY MTA	LA29202V	EASTSIDE TRANSIT CORRIDOR - UNION STATION TO ATLANTIC VIA 1ST ST. TO LORENA, THEN 3RD ST. VIA 3RD/BEVERLY BLVD. TO ATLANTIC (EASTSIDE LRT PPNO 3358)	2009/2010	2010	Construction. Anticipated completion date 2010.

Los Angeles County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
LOS ANGELES COUNTY MTA	LA963542	ACQUISTION REVENUE VEHICLES - 2,513 CLEAN FUEL BUSES: LEASED VEH, FY02 (370) FY03 (30 HC) + FY04 (70 HC) + (200 ARTICS); FY05-FY10 TOTAL OF 1000 BUSES.	2005	2012	Bids will be advertised soon. 105 45' Comp CNG and 25 45' gas electric hybus, delivery 6/09. 94 ARTICS 6/07 delivered. 95 ARTICS expect to be delivered 6/08. FY02 (370) FY03 (30 HC) + FY04 (70 HC) + (200 ARTICS), all delivered. On schedule.
LOS ANGELES COUNTY MTA	LA990305	LIGHT RAIL TRANSIT FLEET- 50 NEW RAIL CAR (26 EXP (10 FOR METRO GOLD LINE EASTSIDE & (16) FOR EXPOSITION LRT) 24 REPLACEMENT CARS - .PPNO 3225.	2010	2010	All funds have been obligated. Phased project - vehicles will start to be delivered now and will complete all delivery in 2012
LOS ANGELES COUNTY MTA	LAE0036	WILSHIRE/ VERMONT PEDESTRIAN PLAZA IMPROVEMENTS AND INTERMODAL PEDESTRIAN LINKAGES	N/A	2011	In construction. On schedule
LOS ANGELES COUNTY MTA	LAE0195	DESIGN AND CONSTRUCT IMPROVED PEDESTRIAN LINKAGES BETWEEN LOS ANGELES PIERCE COLLEGE AND MTA'S RAPID BUS TRANSIT STOPS TO INCLUDE PASSENGER AMENITIES	N/A	2010	Funding to be provided by 2007 Metro Call for Projects process. Anticipated completion date 2014.
LOS ANGELES COUNTY MTA	LAE0388A	DESIGN AND CONSTRUCT IMPROVED PEDESTRIAN LINKAGES BETWEEN LOS ANGELES MISSION COLLEGE AND PUBLIC TRANSIT SERVICES TO INCLUDE LIGHTING, LANDSCAPIND, AND PASSENGER AMENITIES	N/A	2010	In contract/project award phase. Anticipated completion date December 2010.
LOS ANGELES REDEVELOPMENT AGENCY	LA0C53	HOLLYWOOD INTERMODAL TRANSPORTATION AND PUBLIC PARKING CENTER ON HAWTHORNE AVE. BETWEEN HIGHLAND AVENUE AND NORTH ORANGE DRIVE (EXIST 500 SP PARK STRUCTURE).TCRP#49.2	2004	2008	Environmental Document/Pre-design Phase (PAED). Anticipated completion date December 2008.
LOS ANGELES, CITY OF	LA002738	BIKEWAY/PEDESTRIAN BRIDGE OVER LA R RIVER AT TAYLOR YARD CLASS I (CFP 738, 2077) (PPNO# 3156)	N/A	2009	Environmental Document/Pre-design Phase (PAED); E76 and CTC Allocation request for 06/07 funds have been completed. Anticipated completion date December 2009.
LOS ANGELES, CITY OF	LA0B7330	SAN FERNANDO RD ROW BIKE PATH PHSE II-CONSTRUCT 2.75 MILES CLAS I FRM FIRST ST TO BRANFORD ST,ON MTA-OWND ROW PARLEL TO SAN FERNANDO RD. LINK CYCLSTS TO NUMROUS BUS LNE. PPNO 2868.	2005	2010	Project is in Final Design phase. Environmental documents have been completed. Anticipated completion date June 2010.

Los Angeles County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
LOS ANGELES, CITY OF	LA0C8164	EXPOSITION BLVD RIGHT-OF-WAY BIKE PATH-WESTSIDE EXTENSION. DESIGN AND CONSTRUCTION OF 2.5 MILES OF CLASS 1 BIKEWAY, LIGHTING, LANDSCAPING & INTERSECTION IMPROVEMENTS. (PPNO# 3184)	N/A	2009	Project is in the PAED (Preliminary Design) phase. E76 and CTC Allocation Request have been completed for 06/07 funds. Anticipated completion date 2009.
LOS ANGELES, CITY OF	LA0C8171	GAYLEY AVE BIKE LANES & STREET WIDENING. DESIGN AND CONSTRUCTION OF .25 MILES OF CLASS II BIKE LANES ON GAYLEY AVE FROM EXISTING BIKE LANES AT LEVERING AVENUE TO THE UCLA CAMPUS	N/A	2010	Potential implementation obstacles identified. MTA has identified substitute projects and has requested that SCAG initiate the substitution process pursuant to SAFETEA-LU.
LOS ANGELES, CITY OF	LA0C8173	NORTHRIDGE METROLINK STN PARKING IMPRVMENT. CONSTRCT ADDT'L 100 PRKING SPCS & RECONFIGURE SOUTHERN PRTION OF EXISTNG PRKNG LOT TO YIELD AN ADDT'L 40 NET PRKING SPCES TOTAL 400 SPC.	2007	2007	Engineering/Plans, Specifications and Estimates (PS&E). Construction expected to start July 2008. Anticipated completion date December 2009.
LOS ANGELES, CITY OF	LA0C8174	LITTLE TOKYO PEDESTRIAN LINKAGES. CONSTRUCT OF IMPRVMENT: SIDEWALK & CROSSWALK ENHANCEMENTS, STREET FURNITURE & LANDSCAPING TO PROMOTE PEDESTRIAN TRAVEL W/IN LITTLE TOKYO. PPNO 3116.	2004/2006	2007	Project funded by local funds only. Project is under construction. Project delay as result of prop 218 assessment process. The community opposed the assessment and additional outreach and community meetings were needed. Assessment is approved and project is under way. Anticipated completion date 2009.
LOS ANGELES, CITY OF	LA0C8209	HOLLYWOOD MEDIA DISTRICT-PED IMPRV. STRETTSCAPE ELEMNTS: LANDSCAP, PED LIGHT STAMPED XWALK, ON SANTA MONICA BVD F/M VINE ST TO HIGHLAND & HIGHLAND F/M MELROSE TO FOUNTAIN	2005	2008	Engineering/Plans, Specifications and Estimates (PS&E). Anticipated completion date November 2008.
LOS ANGELES, CITY OF	LA0C8242	BUS STOP IMPROVEMENTS ON SAN FERNANDO ROAD & TC LIGHTING; ENHANCE PASSENGER FACILITIES AT VARIOUS BUS STOPS WITH GREATEST NUMBER OF DAILY BOARDINGS ON EAST SIDE OF SAN FERNANDO RD.	2008	2010	Engineering/Plans, Specifications and Estimates (PS&E); Funding has changed. MTA and Bureau of St Lighting has entered into an MOU with PC25 funds. Amendment to take place in the future to include this project in the 06/07 FTIP. Anticipated completion date 2010.
LOS ANGELES, CITY OF	LA0C8330	BICYCLE COMMUTER TECHNOLOGY ACCESS, CITY'S WEB PAGE FOR BICYCLE PROGRAM	2006	2006	In construction Implementation Phase. All funds have been obligated. All local funds. Anticipated completion date is 2009.

Los Angeles County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
LOS ANGELES, CITY OF	LA0C8380	CHINATOWN/COLLEGE STREET GOLD LINE STATION - INTERMODAL TRANS. CENTER ENHANCE MENT (PEDESTRIAN WALKWAY BRIDGE, BUS STATION, AND A BIKE STATION)	2004/2008	2010	Project in Construction. All funds have been obligated.
LOS ANGELES, CITY OF	LA974165	MACARTHUR PARK STATION IMPROVEMENTS INCLUDE DESIGN AND CONSTRUCTION OF A PLAZA TO ACCOMODATE PUBLIC ACCESS (PEDESTRIAN ENTRANCES, WALKWAYS, BICYCLE FACILITIES) PPNO# 3417	2002/2007	2002	Connected to a joint private-public development at the Westlake/ MacArthur Park Station. Metro has taken over the project from the City of LA. Anticipated completion date 2011.
LOS ANGELES, CITY OF	LAE0566	EXPANSION OF LAX REMOTE TERMINAL FLYAWAY SHUTTLE BUS SYSTEM. LAWA AIRPORTS WILL OPERATE BUSES BETWEEN THESE PARK-N-RIDE LOTS AND L.A. INTERNATIONAL AIRPORT. SITES BEING CONSIDERED	N/A	2011	Bid/Advertise Phase. On schedule.
LOS ANGELES, CITY OF	LAE0567	LAX INTERMODAL TRANSPORTATION CENTER RAIL & BUS FACILITIES AT THE NORTHEAST CORNER OF AVIATION BLVD AND IMPERIAL HWY. INCLUDES PEDESTRIAN CONNECTION TO THE EXISTING GREEN LINE .	N/A	2010	LA City Council has required Los Angeles World Airports to complete additional analysis for LAX master plan projects such that the environmental process is expected to take an additional two years. Anticipated completion date 2013.
MONROVIA	LAE0039	TRANSIT VILLAGE - PROVIDE A TRANS. FACILITY FOR SATELLITE PARKING FOR SIERRA MADRE VILLA GOLD LINE STA, P-N-R FOR COMMUTERS, A FOOTHILL TRANSIT STORE.	N/A	2010	With publication of Draft EIR for the Transit Village Development area, projects are being defined with scope of works developing within the 6 months, with design/construction documents to follow. Construction to begin within 6-9 months. Anticipated completion date 2010.
MONTEBELLO	LA0D287	PURCHASE OF 29 REPLACEMENT BUSES. GASOLINE-ELECTRIC HYBRID LOW FLOOR 40' COACH. PURCHASE OF 6 EXPANSION BUSES. GASOLINE-ELECTRIC HYBRID LOW FLOOR 40' COACH	N/A	2009	On schedule.
MONTEBELLO	LA55201	CONTINUING PROJECT - BUS STOP IMPROVEMENTS ,AMENITIES ,SHELTERS ,ETC	2010	2010	Construction/Project implementation. On schedule.
PASADENA	LA0D372	SOUTH ACCESS PEDESTRIAN BRIDGE TO SIERRA MADRE VILLA LIGHT RAIL STATION. THIS PEDESTRIAN BRIDGE OVER THE ROUTE 210 FREEWAY WILL PROVIDE A DIRECT AND SAFE APPROACH FOR PEDESTRIANS	N/A	2007	Engineering (PS&E) Phase PS&E. ROW completion – Jan. 2009, Construction completion - June 2010. Required revisions to design to comply with new AASHTO standards.

Los Angeles County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
PASADENA	LA0D47	SR 710 MITIGATION PROJECT-TRAFFIC CONTROL AND MONITORING SYSTEM-INTELLIGENT TRANSPORTATION SYSTEMS (ITS). CONSTRUCT AND INSTALL ITS TECHNOLOGY AND VARIOUS DEGREES OF SMART SIGNALS	2008	2008	Project in Progress. Anticipated completion date December 2008.
PASADENA	LA0D99	PURCHASE 2 EXPANSION LOW-FLOOR, HANDICAPPED ACCESSIBLE, ALTERNATIVE FUEL TRANSIT BUSES.	2004	2006	Vehicles have been purchased and are waiting delivery. All funds have been obligated. Anticipated completion date 2010.
PASADENA	LAE3790	THE PASADENA ITS INTEGRATES 3 COMPONENTS; TRAFFIC SIGNAL COMMUNICATION AND CONTRL, TRANSIT VEHICLE ARRIVAL INFO AND PUBLIC PARKING AVAILABILITY INFO. SAFETEA-LU PRJ #3790 AND #399	N/A	2010	Preliminary Engineering – Environmental Documentation/Pre-Design Phase (PAED). PS&E/ROW completion – June 2008, Construction completion - June 2009.
REDONDO BEACH	LA0D299	ACQUISITION OF (6) ALTER FUEL TRANSIT/ PARATRANSIT VEHICLES NOT TO EXCEED 35' SAFETEA-LU TRANSIT #251	N/A	2010	First Vehicle/Equipment Delivered. Anticipated completion date 2010.
SAN FERNANDO	LA0D284	PROCUREMENT OF TWO EXPANSION CNG TRANSIT VEHICLES AND RELATED INFRASTRUCTURE EQUIPMENT FOR FIXED ROUTE PUBLIC TRANSPORTATION WITHIN THE CITY OF SAN FERNANDO.	N/A	2005	Vehicles have been purchased and are waiting delivery. Note that this ID# replaces LA0D314.
SAN FERNANDO	LAE0127	PROCUREMENT OF (3) CNG TRANSIT VEHICLES AND RELATED INFRASTRCTURE EQUIPMENT FOR FIXED ROUTE PUBLIC TRANSPORTATION.	N/A	2010	Engineering/Plans, Specifications and Estimates (PS&E). On schedule.
SAN GABRIEL VALLEY COG	LA0C57	ACE/GATEWAY CITIES-CONSTRUCT GRADE SEP. AT PASSONS BLVD IN PICO RIVERA (& MODIFY PROFILE OF SERAPIS AV,)(PART OF ALAMEDA CORR EAST PROJ.)SAFETEA-LU HPP # 1666 (TCRP #54.3)	2006	2010	Engineering/Plans, Specifications and Estimates (PS&E). On schedule.
SAN GABRIEL VALLEY COG	LA990359	GRADE SEP XINGS SAFETY IMPR; 35- MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA &L.A. SUBDIV - ITS 2318 SAFETEA #2178;1436 #1934 PPNO 2318	2003/2009	2010	Construction/Project implementation begins. On schedule.

Los Angeles County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
SANTA CLARITA	LA0B7335	SANTA CLARA RIVER REGIONAL TRAIL-DESIGNING OF 7 MILES OF CLASS I BIKE/PED PATH ALONG THE NORTH SIDE OF THE RIVER FROM I-5 ON THE WEST TO DISCOVERY PARK ON THE EAST	2005	2006	Project in environmental review and engineering. Project is adjacent to an environmentally sensitive river bed and thus the environmental review process has caused delays. Anticipated completion date 2011.
SANTA CLARITA	LA0C8130	INCIDENT MANAGEMENT - TRAVELER INFORMATION SUBSYSTEM; INSTALLATION OF SYSTEM DETECTORS, FIBER OPTIC CABLE, CCTV'S, AND TRAVELER INFO SYSTEM VIA WEBSITE, EMAIL OR CELL PHONE.	2006	2008	In implementation stage. Anticipated completetion date February 2009.
SANTA CLARITA	LA0C8156	SANTA CLARITA REG'L COMUTR TRAIL - I-5 TO RAILROAD BRIDGE & FROM RAILROAD BRIDGE TO ANZA DRIVE- CONSTRUCT & ACQUISITION OF 1.0 MI OF CLASS I BIKE PATH (PPNO 3127). NON-CAP.	2006	2008	In construction. Anticipated completion date January 2011.
SANTA CLARITA	LA0D363	SANTA CLARITA TRANSIT PHASE 2 - EXPANSION BUSES - (9) LOCAL TRANSIT CNG BUSES & (4) OVER THE ROAD COMMUTER BUSES.	N/A	2009	This project will continue for several years while we implement our recently adopted Transportation Development Plan (TDP). Additional federal funds will be added at a later time during a TIP Amendment. Anticipated completion date 2010.
SANTA CLARITA	LA0F018	PURCHASE (2) EXPANSION BUSES FOR ROUTE 8 TO THE SAN FERNANDO VALLEY	N/A	2009	In procurement stage. Anticipated completion date 2009.
SANTA FE SPRINGS	LA0F096	NORWALK SANTA FE SPRINGS TRANSPORTATION CENTER PARKING EXPANSION AND BIKEWAY IMPROVEMENTS. PROVIDE ADDITIONAL 250 PARKING SPACES FOR TRANSIT CENTER PATRONS AND IMPROVE	N/A	2009	In ROW acquisition phase. The ISTEA Demonstration Funds have been allocated to this project by the I-5 JPA. FHWA Caltrans approval for this fund reallocation is pending. Additional funds received from 2007 Call for Project. Project authorization and request to proceed with preliminary engineering and construction (relocation) of a groundwater treatment system on the site is being prepared for submittal to Caltrans. Anticipated completion date 2011.
SANTA MONICA	LA57101	BUS FACILITY IMPROVEMENTS	2005	2010	Construction/Project implementation begins. On schedule.
SANTA MONICA MUNICIPAL BUS	LAE0364	CONSTRUCT INTERMODAL PARK AND RIDE FACILITY AT SANTA MONICA COLLEGE CAMPUS ON SOUTH BUNDY DRIVE NEAR AIRPORT AVENUE	N/A	2010	Engineering/Plans, Specifiations and Estimates (PS&E). Anticipated completion date 2010.
SCRAA/LACMTA/ SANBAG	LA29204	LA-SAN BERNARDINO CR (SF UNION STATION-SAN BERNARDINO) CAPACITY IMPROVEMENTS (3037) (JARC $1982). DEMOT21 = 3037	2003/2005	2007	The project is in construction. All the funds have been obligated and are in a grant.

Los Angeles County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY	LA963758	METROLINK ROLLING STOCK-PHASE II (SCRRA). PURCHASE ADD'L METROLINK ROLLING STOCK TO ALLOW SYST EXPANSION(4 LOCOMOTIVES AND UPTO 31 CARS (JOINTLY FUNDED LA, ORA,RIV,SBD) LA0C8231	2005/2008	2009	Project is on schedule for a 2009 completion date. It has been merged with LA0C8231 to consolidate all Metrolink rolling stock purchases, and may be tracked as a TCM in the future.
TORRANCE	LA0D379	AUTOMATIC VEHICLE LOCATOR (AVL) PROJECT-PHASE 2	N/A	2007	Project ongoing. Planned completion date December 2008.
WEST COVINA	LAE1407	PLAZA DRIVE FROM VINCENT AVE. TO CALIFORNIA AVE. INCLUDING INSTALLATION OF TRAFFIC SIGNAL SYS AT INTERSECTION OF PLAZA DR. & CALIF. THE SYNC. OF TWO TRAFFIC SY, & ADD TURN LANES.	N/A	2009	The project is in the latter part of the design phase. City received the environmental clearance on 12/26/06 and authorization for Preliminary Engineering on 5/8/07. Anticipated completion date 2009.
WESTLAKE VILLAGE	LA960142	LINDERO CANYON ROAD FROM AGOURA RD TO JANLOR DR CONSTRUCT BIKE PATH, RESTRIPE STREET, INTERSECTION WIDENING, SIGNAL COORDINATIONG (TEA21-#65)	2003/2005	2008	The entire project will be done in four phases, each defined by a physical boundary with the overall project limit; Phase 1A, 1B, 2A, and 2B. Phase 2A construction has been completed, Phase 2B design is near completion, Phase 1B design is near completion, and Phase 1A design has recently started. Anticipated completion date 2012.
WHITTIER	LA0B7322	WHITTIER GREENWAY TRAIL-ACQUISITION, DESIGN, AND CONSTRUCTION MANAGEMENT OF 2 MILES CLASS I BIKE/PED PATH ON AN ABANDONED RAIL ROW FROM NORWALK TO FIVE POINTS.PPNO 2872	2004	2008	Construction/Project implementation begins. Anticipated completion date 2008.
WHITTIER	LA0C8161	WHITTIER GREENWAY TRAIL: PICKERING BRIDE SEG 1 DEVT& SEG 3 P/E & DEVT. DESIGN, CONST& ACQUIST OF 2.86 MLES CLASS I BIKE/PED FAC ON ABANDONED ROW IN WHITTIER PPNO#3440-EA07-932045	2008	2008	Construction/Project implementation begins. Anticipated completion date 2008.

Los Angeles Completed/Corrected Projects					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
BURBANK	LA0D25	PROCUREMENT OF (3) ALTERNATIVE FUEL TRANSIT VEHICLES	N/A	2005	Project Completed in June 2005.
CALTRANS	12570	RTE. 57/60 HOV CONNECTOR INDUSTRY FROM OLD BREA CANYON ROAD TO GRAND AVENUE - HOV DIRECT CONNECTORS AND COLLECTOR ROAD (BOTH DIRECTIONS) (EA# 12570, PPNO# 0499Q)	2006/2007	2007	Project Complete
CALTRANS	LA000359	IN EL MONTE AND BALDWIN PARK FROM BALDWIN AVE TO ROUTE 605 HOV LANES (8+0 TO 8+2) AND TOS PROJECTS. (EA# 10695, 22350, 22340 PPNO 0295M, PPNO 2969,PPNO 2968)	2004/2005	2006	Project Completed in April 2006.
CALTRANS	LA0B951	ROUTE 10 TO ROUTE 60 - EXPRESSWAY TO FREEWAY CONVERSION - ADD 1 HOV LANE AND 1 MIXED FLOW LANE . (2001 CFP 8349, TCRP #50) (EA# 210600, PPNO 2741) SAFETEA-LU # 3771 (TCRP#50)	2030/2010	2020	Corrected. Not a committed TCM - No funding for ROW or construction in the first two years of RTIP.
CALTRANS	LA963519	ADD 3 MILES OF TRIPLE TRACK AT BANDINI, MP 148.5 & 151.7 BETWEEN FULLERTON & LAUS (2002 IIP)	2002/2007	2007	Project Completed in December 2007.
CALTRANS	LA996138	RTE.5 HOV LNS. FROM FLORENCE AVE TO RTE.19 - ADD ONE LANE IN EACH DIRECTION	2025/2016	2016	Corrected. Not a committed TCM - No funding for ROW or construction in first two years of RTIP
CALTRANS	LAE2577	WIDEN I-5 TO 10 LANES AND IMPROVE CORRIDOR ARTERIALS, SR-91 TO I-710. STUDY NORWALK, SANTA FE SPRINGS, DOWNEY, MONTEBELLO, & COMMERCE: ON I-5, CONDUCT PLAN'G, ENV. STUDIES FOR WIDEN'G W/HOV & MIXED FLOW LNS FROM I-605 TO I-710.(EA2159E, 2159F, PPNO 2808C, 2808D)PAED ONLY	2025/2016	2016	Not a committed TCM – study only
FOOTHILL TRANSIT ZONE	LA0C8362	EL MONTE STATION IMPROVEMENT PROJECT AND TRANSIT STORE EQUIPMENT	2005	2007	Project Complete
FOOTHILL TRANSIT ZONE	LA963762	MONROVIA TIMED TRANSFER CENTER	2004	2006	Project Complete
LAC MTA	LA002633	THOMPSON CREEK BICYCLE TRAIL (93/97 CFP; BIKE PROGRAM) CLASS I (2 MILES)	2003/2005	2005	Corrected. Not a TCM - Project is recreational and does not meet the definition of a TCM.

Los Angeles Completed/Corrected Projects					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
LAC MTA	LA0B7023	GET ABOUT FLEET IMPROVE (POMONA VAL TRANS. AUTHORITY)-PURCHASE 18, 21 PASSENGER VEHIC TO INCR CAPACITY OF SUBREG PARATRANSIT SYS	2002/2004	2008	Project Completed in 2003
LAC MTA	LA0C8315	ELECTRIC BIKE AND SCOOTER DEMONSTRATION PROJECT. PURCHASE OF ELECTRIC BIKES AND SCOOTERS AS A TEST FOR FEASIBILITY AS SUBSTITUTES FOR SHORT COMMUTE TRIPS TO PARK AND RIDE LOTS.	2004/2005	2007	Project Complete
LAC MTA	LA974124	SANTA MONICA BOULEVARD TRANSIT PARKWAY TRANSIT PEDESTRIAN AND BIKEWAY IMPROVEMENTS ALONG SANTA MONICA BLVD IN WEST LOS ANGELES, SPANS 2.5	2002/2005	2007	Project Complete
LAC MTA	LA974181	LAC+USC MEDICAL CENTER BUS TRANSIT STATION FACILITY WILL HAVE 4 BUS BAYS AND 4 LAYOVER BAYS BUS STOP IMPROVEMENT PRJ	2002/2005	2007	Project Completed in 2005
LAC MTA	LA974294	IN LOS ANGELES - DOWNTOWN OVER FREEWAY 101 - PEDESTRIAN BRIDGE ENHANCEMENT	2004	2007	Project Completed in 2007
LAC MTA	LA996044	VEH ACQ FOR EST L.A. SHUTTLE PURCH 4 VEH'S TO REMEDY EXISTING OVERCROWDED CONDITIONS	2002/2004	2006	Project Complete
LONG BEACH PUBLIC TRANSPORTATION CO.	LA973029	BUS STOP AMENITIES	2004	2006	Project Complete
LOS ANGELES COUNTY	LA0C8316	TRANSPORTATION INFORMATION PROJECT (TIP) EQUIP COUNTY EMPLOYEES AT 41 SITES THROUGHOUT LA COUNTY WITH THE TOOLS NEEDED TO PROVIDE INDIVIDUALIZED TRANSIT ITINERARIES ETC.	2005	2007	Project Completed December 2005.
LOS ANGELES COUNTY	LA962214	PACIFIC COAST HIGHWAY TRAFFIC MANAGEMENT SYSTEM FROM MCCLURE TUNNEL TO TRANCAS CANYON RD TRAFFIC MAN. & BUS SPEED IMPROVEMNT(TEA21-#707). LACDPW LEAD AGENCY INSTEAD CALTRANS.	2003/2005	2006	Project Complete
LOS ANGELES COUNTY	LA990353	ALAMEDA CORRIDOR EAST - NOGALES ST GRADE SEP (T21-491, SGVCG)	2006	2008	Project Complete

Los Angeles Completed/Corrected Projects					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
LOS ANGELES COUNTY	LA996285	SOUTH BAY BIKE TRAIL RECONSTRCT AT PLAYA DEL REY - DESIGN AND RECONSTRCT SEGMENT OF THE TRAIL AT DOCKWEILER STATE BEACH.	2005	2008	Project Complete
LOS ANGELES COUNTY	LA996288	SAN GABRIEL RVR. BIKE TRAIL REHAB PHASE I - FROM WHITTIER NARROWS DAM TO FLORENCE AVE.	2005	2006	Project Complete
LOS ANGELES COUNTY MTA	LA000274	FROM SEPULVEDA TO MORENO CONSTRUCT DIVIDED PKWY WITH TRANSIT PKWAY IMPROVEMENTS, BIKE LANES & RT. 2/405 INTERCHANGE (94CFP; CAT. 2, 210, 98STIP00027) TEA21-#1531	2003/2005	2007	Project Complete
LOS ANGELES COUNTY MTA	LA01B120	EXPANSION OF DIVISION 1 TO ADD ADDITIONAL CAPACITY OF APPROX 67 BUSES AND ADDITIONAL PARKING SPACE OF EMPLOYEES. ACQUISITION OF A VACANT PARCEL SOUTH OF DIV 1	2003/2005	2007	Project Completed in June 2006.
LOS ANGELES COUNTY MTA	LA29202U1	SAN FERNANDO VALLEY E/W BRT (FROM TERMINUS OF METRO RED LINE IN NO HOLLYWOOD TO WARNER CTR)14-MILE EXCLUSIVE BUS LANES AT FORMER RAIL RD ROW (PPNO 3333 AB3090REP) SAFETEA-LU # 326	N/A	2010	Project Completed in October 2005.
LOS ANGELES COUNTY MTA	LA29202W	MID -CITY TRANSIT CORRIDOR: WILSHIRE BLVD. FROM VERMONT TO SANTA MONICA DOWNTOWN-MID-CITY WILSHIRE BRT INCL. DIV. EXPANSION	2009/2010	2014	First phase is complete.
LOS ANGELES COUNTY MTA	LA29212XY	METRO RAIL GOLD LINE EXTENSION- PASADENA TO MONTCLAIR 24- MILE, 12- STATION LRT EXTENSION. SAFETEA-LU # 285 LEAD AGENCY WILL CHANGE TO METRO GOLD LINE	N/A	2014	Not a committed TCM - No funding for ROW or construction in first two years of RTIP.
LOS ANGELES COUNTY MTA	LA974083	CHANDLER/BURBANK BIKE PATH-WHITEOAK TO PIERCE COLLEGE A 3.2 MILE CLASS I BIKEWAY ON MTA'S CHANDLER/BURBANK RAIL RIGHT-OF-WAY WILL IMPROVE NON-MOTORIZED ACCESS (COMBINED W/LA974078)	2003/2007	2008	Project Complete
LOS ANGELES COUNTY MTA	LAE0276	MUSEUM OF LATIN AMERICAN ART, LONG BEACH TO BUILD INTERMODAL PARK AND RIDE FACILITY	N/A	2010	Not a committed TCM - No funding for ROW or construction in first two years of RTIP.

Los Angeles Completed/Corrected Projects					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
LOS ANGELES, CITY OF	LA0B7293	SAN PEDRO PEDESTRIAN WAY-PROVIDE PEDESTRIAN ACCESS WAYS LINKING EXISTING TRANSIT FACILITIES AND PROPOSED PARKING STRUCTURE TO SURROUNDING & OTHER DESTINATIONS IN DOWNTOWN SAN PEDRO	2005/2004	2007	Project Complete
LOS ANGELES, CITY OF	LA0C8241	PICO UNION/ECHO PARK DASH VEHICLE PROCUREMENT. PURCHASE (3) LOW-FLOOR, PROPANE-POWERED 30' BUSES FOR THE PICO/UNION ECHO PARK SHUTTLE SERVICE.	2004/2010	2010	Project Complete
LOS ANGELES, CITY OF	LA0C8318	LA CITY AND SURROUNDING COMMUNITIES BICYCLE MAP-PROJECT WILL UPDATE BIKEWAY MAPPING INFO. FOR THE CITY OF LA AND PLOT BICYCLE LANE AND PATH INFORMATION ON A NEW MAP.	2004	2006	Project Completed in August 2006.
LOS ANGELES, CITY OF	LA0C8319	TAXI/SHUTTLE STANDS AT METRO RED LINE STA AT N HLWD & UNIVERSAL CITY AUTHORIZED TAXI STANDS AT TWO METRO RED LINE STATIONS (UNIVERSAL CITY ON LANKERSHIM AND N. HLWD ON CHANDLER.	2003/2004	2006	Project Complete
LOS ANGELES, CITY OF	LA0C8385	EL SERENO DASH PROCUREMENT. PURCHASE (2) LOW-FLOOR, PROPANE POWERED, 30' FOOT BUSES FOR THE EL SERENO DASH SERVICE.	2008	2010	Project Complete
LOS ANGELES, CITY OF	LA962148	"WESTLAKE COMMUNITY BASED INTERCEPT INTERMODAL FACILITY" (MIXED-USE TRANSIT-ORIENTED HOUSING AND RETAIL DEVELOPMENT) (95 CALL, CAT 2) [CALL #2446]	2003/2007	2007	Corrected. Incorrectly identified as a TCM. The proposed project is reconstruction of a facility demolished as part of the Westlake/McArthur Park Metro Red Line Station. It is a mixed-use, transit-oriented development that would include retail space and housing units. The project does not include a park-in-ride facility nor does it include the development of an integrated system of vanpool or carpooling. The parking serves the retail and housing components and its use for vanpool or carpooling is incidental. MTA is requesting that we correct the designation of this project. Not a TCM per TCWG discussion in March 2008.
PASADENA	LA0C8155	'8 SEGMENTS OF PASADENA BIKEWAY; INCLUDES IMPROVEMENTS TO SIGNALIZED INTERSECTIONS FOR BICYCLE DETECTION, SIGNAGE, RESTRIPING OF TRAFFIC LANES & STRIPING OF BIKE LANES.	NA	2005	Project Complete

Los Angeles Completed/Corrected Projects					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
PASADENA	LA974129	PASADENA GOLD LINE COMMUNITY LINKAGES PEDESTRIAN IMPROVEMENTS TO TWO PLANNED METRO PASADENA GOLD LINE STATIONS WITHIN THE CITY (PPNO# 3422)	2003/2006	2008	Project Complete
SAN FERNANDO	LA0D314	PROCURE 2 CNG EXPANSION TRANSIT VEHICLES WHICH WILL PROVIDE FIXED ROUTE PUBLIC TRANS-PORTATION IN SAN FERNANDO.	N/A	2005	Project's identification number changed to LA0D284. ID# LA0D314 will no longer be reported.
SAN GABRIEL VAL-LEY COG	LA0C56	ACE/GATEWAY CITIES-CONSTRUCT GRADE SEPARATION AT VALLEY VIEW AVENUE IN SANTA FE SPRINGS (PART OF ALAMEDA CORRIDOR EAST PROJECT)	2004/2006	2008	This project has been reclassified under LA0C8092. Anticipated completion date 2009.
SANTA CLARITA	LA0B7020	ADDITIONAL (150) PARKING AT NEWHALL METROLINK STATION-CONSTRUCT ADEQUATE PARKING AT NEWHALL METROLINK STATION, INCLDE PARK & RIDE, KISS & RIDE & DISBLED -AC-CESS SPACES.PPNO 2901	2003/2005	2007	Project Complete
SANTA CLARITA	LA0C8371	SANTA CLARITA TRANSIT EXPANSION BUSES; WILL ALLOW PHASE 1 OF 5 YEAR MASTER PLAN TO BE IMPLEMENTED WITH SEVEN LOCAL BUSES AND FOUR COMMUTER BUSES.	2008	2008	Project Complete
SANTA MONICA	LA030001	CALIFORNIA INCLINE SIDEHILL VIADUCT BR 53C0543 ADD, INCLUDED IN STATE HBRR PRO-GRAM (0.3 MILE, 1-S, 1-N) SIDEWALK/BIKEWAY WIDENING & SEISMIC (53C0543)	2006	2008	Project Complete
SCRRA/LACMTA/ SANBAG	LA0D375	DESIGN & CONSTRUCTION OF PEDESTRIAN ACCESS AT COVINA METROLINK STATION, AT THE SAN BERNARDINO LINE ROW, & DOUBLE TRACKING AP-PROACHING STATION. PROJECT IS IN LA COUNTY	N/A	2008	Combined with Project LA0D206. This project number will no longer be reported.
SIERRA MADRE	LA0C8372	EXPANSION OF SIERRA MADRE BUS ROUTE. PUR-CHASE OF 3 CNG VANS TO EXPAND SIERRA MADRE ROUNDABOUT SYSTEM.	2007	2007	Project Complete

TABLE 45 ORANGE COUNTY TCM REPORT

Orange County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
ANAHEIM	ORA000100	GENE AUTRY WAY WEST @ I-5 (I-5 HOV TRANSIT-WAY TO HASTER) ADD OVERCROSSING ON I-5 (S)/ MANCHESTER AND EXTEND GENE AUTRY WAY WEST FROM I-5 TO HASTER (3 LANES IN EA DIR.)	2004	2009	City is updating environmental documents and beginning ROW.
ANAHEIM	ORA120318	ANAHEIM REGIONAL TRANS INTERMODAL CENTER (ARTIC) - PLANNING AND ENV PHASE - INCLUD EXPAND OF EXIST AMTRAK/METROLINK STATION AT ANA STAD TO PROVIDE ACCESS W/ TRANS SVC	N/A	2010	Funds programmed for ROW in 06/07 and construction from 06/07 through 08/09.
CALTRANS	10167	I-5 FROM SR-91 TO LA COUNTY LINE IN BUENA PARK - ADD 1 MIXED FLOW LN AND 1 HOV LN IN EACH DIRECTION. FROM 6 - 0 TO 8 - 2 LANES.	2008	2008	Project currently underway - in construction
CALTRANS	ORA000193	HOV CONNECTRS ON 22/405 BTWN SEAL BCH BL. & VALLEY VIEW & ON 405/605 BTWN KATELLA AVE & SEAL BCH BL. W/2ND HOV LN IN EA DIR ON 405 BTWN CONNECTRS EA071631 DUAL LD CALTRANS-OCTA	2010	2013	Project is currently in design phase. ROW will begin this fiscal year.
FULLERTON	ORA020113	FULLERTON TRAIN STATION - PARKING STRUC-TURE, PHASE I AND II. TOTAL OF 500 SPACES (PPNO 2026)	2004	2008	Project is in design phase and ROW is scheduled to start this FY. Construction funding was delayed as part of STIP. Anticipated completion date June 2011.
OCTA	ORA110501	BUS RAPID TRANIST - 28MI FIXED BRT FRM BREA MALL TO IRVINE TRANS CNTR. INCLUDES STRUC-TURES, (32) ROLLING STOCK, AND FEEDER SVC & IBC SHUTTLE- CNG SHUTTLES FROM JWA TO IBC.	2010	2010	Project is in design - proceeding as scheduled.
OCTA	ORA120531	BUS RAPID TRANIST (HARBOR BOULEVARD BRT) - 19MILE FIXED RT BRT BETWEEN FULLERTON AND COSTA MESA; INCLUDES STRUCTURES AND (23) ROLLING STOCK	N/A	2011	The RFP's for Design - Service Bus Stop Modifications Technol-ogy System Design were let in October 2007.

Orange County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
OCTA	ORA120532	BUS RAPID TRANIST (WESTMINSTER/17TH BRT) - 22MILE FIXED RT BRT BETWEEN SANTA ANA AND LONG BEACH; INCLUDES STRUCTURES AND (23) ROLLING STOCK	N/A	2011	On schedule.
OCTA	ORA65002	RIDESHARE SERVICES RIDEGUIDE, DATABASE, CUSTOMER INFO, AND MARKETING (ORANGE COUNTY PORTION).	N/A	2010	Ongoing
ORANGE COUNTY TRANSIT DISTRICT	ORA041501	PURCHASE (82)STANDARD 30FT EXPANSION BUSES - ALTERNATIVE FUEL - (17) IN FY06-07, (26) IN FY07-08, (24) IN FY08-09, (10) IN FY09-10, (2) IN FY10-11, AND (3) IN FY11-12	N/A	2012	Ongoing
ORANGE COUNTY TRANSIT DISTRICT	ORA041502	PURCHASE (45) PARATRANSIT EXPANSION MINI-VANS - (4) IN FY07-08, (11) IN FY08-09, (12) IN FY09-10, AND (8) IN FY10-11 AND (10) IN FY11-12	N/A	2012	Ongoing
ORANGE COUNTY TRANSIT DISTRICT	ORA55241	PURCHASE (71) STANDARD 40 FT EXPAN ALT FUEL BUSES - (7) IN FY08-09, (35) IN FY09/10, AND (29) IN FY10-11	2007/2010	2012	Ongoing
ORANGE COUNTY TRANSIT DISTRICT	ORA020119	PURCHASE PARATRANSIT VEHICLES EXPAN (142) - (66) IN FY04/05, (21) IN FY05/06, (14) IN FY06/07, (13) IN FY07/08, (14) IN FY08/09, (14) IN FY09/10	2007/2010	2010	On going project - project is being implemented consistent with programming.
ORANGE, CITY OF	ORA990452	TUSTIN BRANCH RAIL TRAIL (SANTA ANA RIVER TO FAIRHAVEN ST) CONVERT RAILS TO BIKE TRAIL THROUGH VILLA PARK AND ORANGE. CONNECTS 9 MILE TRAIL.	2003/2005	2006	Project in ROW and final design. Anticipated completion date January 2010.
TCA	10254	SJHC, 15 MI TOLL RD BETWEEN I-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, EXISTING 3/M/F EA.DIR.1 ADD'L M/F EA DIR, PLUS CLIMBING & AUX LNS AS REQ, BY 2015 PER SCAG/TCA MOU 4/5/01	2015/2008	2008 (Phase 1 Only)	Ongoing implementation of AVO monitoring requirements of SCAG/TCA MOU

Orange County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
TCA	ORA050	ETC (RTE 241/261/133) (RTE 91 TO I-5/JAMBO-REE) EXISTING 2 M/F EA.DIR, 2 ADD'L M/F IN EA. DIR, PLUS CLIMB AND AUX LNS AS REQ, BY 2015 PER SCAG/TCA MOU 4/05/01.	2015/2010	2010 (Phase 1 only)	Ongoing implementation of AVO monitoring requirements of SCAG/TCA MOU
TCA	ORA051	(FTC-N) (OSO PKWY TO ETC) (13MI) EXISTING 2 MF IN EA. DIR, 2 ADDITIONAL M/F LANES, PLS CLMBNG & AUX LANS AS REQ BY 2015 PER SCAG/TCA MOU 4/05/01.	2015/2010	2010 (Phase 1 only)	Ongoing implementation of AVO monitoring requirements of SCAG/TCA MOU
TCA	ORA052	(FTC-S) (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2013; AND 1 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2020 PER SCAG/TCA MOU 4/05/01. #1988	2015/2010	2010 (Phase 1 only)	Selection of preferred alternative 2/23/06; proceeding to construction with initial phase opening in 2013, second phase opening in 2030; ROD pending 6/08
VARIOUS AGENCIES	ORA990906	LUMP SUM. TEA FUNDS FOR BICYCLE AND PEDES-TRIAN FACILITY PROJECTS THROUGHOUT ORANGE COUNTY (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126,127,128, EXEMPT TABLES 2 & 3)	2009	2009	All projects are proceeding as scheduled.

Orange County Completed/Corrected Projects					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
BUENA PARK	ORA55286	COMMUTER RAIL STATION (DALE STREET AND LAKEKNOLL AVENUE) IN BUENA PARK. CONSTRUCT NEW RAIL STATION. 308 PARKING SPACES.	2006	2006	Construction completed 8/07. Station open to commuter rail service on 9/4/07. Administrative completion under way to close out cooperative agreement, including project audit and preparation of FTA performance report.
GARDEN GROVE	ORA981104	RECONSTRUCT HARBOR BLVD INTERCHANGE. 4 LANES EACH DIRECTION (1/4 MILE BEFORE AND AFTER SR-22 RAMPS) 2 HOV LNES(1 E/B & 1 W/B) AND PROPOSED SR-22 HOV LANES.	2007/2004	2007	Project Completed
MISSION VIEJO	ORA990902	MISSION VIEJO (CITYWIDE) REMOTE TMC AND TRAVLER/PUBLIC INFO ACCESS CENTER. PROVIDES TRAFFIC INFO TO PUBLIC LIBRARIES. EST COMM INTERTIE BETWEEN CITY AND CALTRANS	2003/2004	2006	Project Completed
OCTA	ORA000195	ON SR-22 (Valley View TO SR55) ADD 2 HOV LANES/1 EA DIR (FRM 0 - 2) & 2 AUX LANES/1 EA DIR (FRM 0- 2) (I-5 TO BEACH) & OPERATING IMPROVMENTS (SEE COMMENTS) TCRP PAYBACK WHEN AVAILABLE	2007	2008	Project Completed
OCTA	ORA000104	PARKING EXPANSION AT IRVINE TRANSPORTATION CENTER; BUILD 1500-CAR PARKING STRUCTURE, INCLUDING ENVIRONMENTAL, DESIGN AND CONSTRUCTION. PPNO 9511	2007	2007	Project Completed
ORANGE, CITY OF	ORA990443	SR-22 AND CITY DRIVE INTERCHANGE IMPROVEMENTS. RECONFIGURE FREEWAY INTERCHANGE AT SR-22 FROM SR-57 TO LEWIS STREET -- FROM 6/0 TO 6/2 LANES (ADDING 2 HOV LANES)	2007/2004	2007	Project Completed
VARIOUS AGENCIES	ORA030301	(1) EXPANSION MINIVAN - A.S. FOUNDATION - PROVIDE SERVICES TO SENIORS AND DISABLED PERSONS.	2004	2005	Project Completed
VARIOUS AGENCIES	ORA030302	(9) EXPANSION MEDIUM BUSES (TYPE II) AND (11) MOBILE RADIOS - ORANGE COUNTY ARC - PROVIDE SERVICES TO SENIORS AND DISABLED PERSONS.	2004	2006	Project Completed

TABLE 46 RIVERSIDE COUNTY TCM REPORT

Riverside TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
CALTRANS	0121D	ON I-215/SR91/SR60, RIV I215 COR IMPROV PROJ - FROM 60/91/215 JCT TO 60/215 SPLIT - WIDEN 6 TO 8 LNS, INCLUDING MAINLINE/IC IMPROVS, ADD HOV, AUX, & SB TRUCK CLIMB LN (EA: 3348U1)	2006/2007	2009	Project under construction. Construction completion scheduled for December 2009.
CALTRANS	RIV061163	ON I-15 (R0.0 to R41.8) & I-215 (R8.4 to R38.5): INSTALL APPROX. 75 VEHICLE DETECTION STATIONS FOR IMPROVED INCIDENT RESPONSE, TRAFFIC DATA COLLECTION, & TRAVELER INFO (EA: 0J710G)	N/A	2008	The project is currently in the pre-construction phase. PA/ED and PS&E have been completed; draft cooperative agreement has been prepared. The project is scheduled for completion in September 2008. (The project was scheduled to be completed in June 2008, but due to a contractor mobilization vs. order/delivery time for the light poles, the project was extended for 90-days.)
CORONA	RIV010227	CORONA ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) - AND REGIONAL ITS INTEGRATION PHASE 1 AND 2	2005	2010	Phase I completed. 2008 RTIP to reflect Phase 2 portion.
RCTC	RIV010212	ON SR91 - ADAMS TO 60/215 IC: ADD HOV LNS, AUX LNS (MADISON-CENTRAL), BRIDGE WIDENING & REPLACEMENTS, EB/WB BRAIDED RAMPS, IC MOD/RECONSTRUCT + SOUND/RETAINING WALLS	2002	2013	Environmental document signed on Aug. 31, 2007. Project is in design and right-of-way phase. Estimated completion is 2015.
RCTC	RIV011211	AT N. MAIN ST/E. GRAND BLVD - CONSTRUCT NEW 1,000 SPACE PARKING STRUCTURE & CCTV/SEC ENHANCE. AT CORONA N. MAIN METROLINK STN (EA: CORSTN, PPNO: 0079D) (FY 07 5307) (UZA: RIV-SAN)	2005	2011	The contract has been awarded. Anticipated completion date May 2011.
RCTC	RIV050555	ON I-215 (N/O EUCALYPTUS AVE TO S/O BOX SPRINGS RD) & SR60 (DAY ST TO SR60/I-215 JCT): RECONSTRUCT JCT TO PROVIDE 2 HOV DIRECT CONNECTOR LNS (SR60 PM: 12.21 to 13.31) (EA: 449311)	2011	2011	Project is in design phase. Anticipated completion date April 2012.
RCTC	RIV051006	IN WESTERN RIVERSIDE COUNTY FOR CARE CONNEXXUS INC.: PURCHASE 1 EXPANSION LARGE BUS (APPROX 16 PASSENGERS, GAS/DIESEL) W/ LIFT AND TIEDOWNS (5310 FY 05/06 CYCLE)	N/A	2009	Vehicles order completed May 11, 2007; target vehicle delivery is March 2008.

Riverside TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
RCTC	RIV061149	IN WESTERN RIVERSIDE COUNTY FOR PEPPERMINT RIDGE - PURCHASE 2 EXPANSION MODIFIED VANS (APPROX 8 PASS EACH, GAS/DIESEL) (FY 06/07 5310 CYCLE)	N/A	2010	Vehicle order anticipated to occur May 2008.
RCTC	RIV061162	AT DOWNTOWN RIVERSIDE METROLINK STATION FOR UCR (CE-CERT): IMPLEMENT UCR INTELLISHARE SYSTEM (INTELLIGENT SHARED-USE VEHICLE SYSTEM) AT 2 DESIGNATED PARKING SPACES	N/A	2007	Project is progressing – environmental clearance is underway. Environmental clearance expected by Spring 2008
RCTC	RIV070303	ON SR60 IN NW RIV CO: IMPLEMENT EXPANDED SR60 FREEWAY SERVICE PATROL (FSP) (BEAT #7 PATROL , 2 TRUCKS) BETWEEN MILIKEN AVE & MAIN ST (SR60 HOV LN CHANGE TCM SUBSTITUTION PROJECT)	N/A	2010	Ongoing since 2007. Daily service provided (Monday – Friday)
RCTC	RIV070304	ON I-215 IN SW RIV CO: IMPLEMENT NEW I-215 FREEWAY SERVICE PATROL (FSP) (BEAT #19, 2 TRUCKS) BETWEEN SR74/4TH ST AND ALESSANDRO BLVD (SR60 HOV LANE CHANGE TCM SUBSTITUTION PROJECT)	N/A	2010	Ongoing since 2007. Daily service provided Monday – Friday.
RCTC	RIV070307	ON SR60 IN MORENO VALLEY: IMPLEMENT NEW SR60 FREEWAY SERVICE PATROL (FSP) (BEAT #8, 2 TRUCKS) BETWEEN DAY ST AND REDLANDS BLVD (SR60 HOV LANE CHANGE TCM SUBSTITUTION PROJECT)	N/A	2010	Ongoing since 2007. Daily service provided Monday – Friday.
RCTC	RIV520109	RECONSTRUCT & UPGRADE SAN JACINTO BRANCH LINE FOR RAIL PASSENGER SERVICE (RIVERSIDE TO PERRIS) (PERRIS VALLEY LINE) (FY 07 5307) (UZA: RIV-SAN)	N/A	2012	Draft EA completed in July 2004. Alternative analysis has also been completed. Project is in the PA//ED phase – working on the environmental assessment; waiting to begin preliminary engineering. FTA Small Starts funding approval must be secured prior to start of the PE. Estimated completion date is December 2010.
RCTC	RIV520111	REGIONAL RIDESHARE	N/A	2009	On-going program for implementation of rideshare activities over life of Measure A (through 2039).

Riverside TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
RIVERSIDE TRANSIT AGENCY	RIV051005	IN WESTERN RIVERSIDE COUNTY FOR RTA: PURCHASE 10 EXPANSION MINIVANS (APPROX 5 PASSENGERS EACH, GAS/DIESEL) (5310 FY 05/06 CYCLE)	N/A	2009	5310 order changed to 7 Type II – DAR vehicles. Vehicles ordered; delivery expected by 2009.
RIVERSIDE TRANSIT AGENCY	RIV051008	INSTALL MULTI-JURISDICTIONAL ATIS AT TRANSIT CENTERS & HIGH TRAFFIC CORRIDOR BUS STOPS INCLUDING REAL TIME SCHEDULES, IMPROVED SIGNAGE & LIGHTING (MAGNOLIA CORRIDOR PHASE)	N/A	2007	Project progressing forward – revised completion date per lead agency is December 2009.
RIVERSIDE TRANSIT AGENCY	RIV061121	IN WESTERN RIVERSIDE COUNTY FOR RTA: INSTALL AUTOMATED TRAVELER INFORMATION SYSTEM (ATIS) ON VARIOUS FIXED ROUTE VE-HICLES (Approx 97) (SAFETEA LU Earmark -#171, E-2006-BUSP-157)	N/A	2008	Project progressing forward – revised completion date per lead agency is December 2009.
RIVERSIDE TRANSIT AGENCY	RIV061135	IN WESTERN RIV COUNTY FOR RTA: INSTALL AUTOMATED TRAVELER INFORMATION SYSTEM (ATIS) ON VARIOUS FIXED ROUTE VEHICLES AND AT APPROX 60 STOPS (SAFETEA LU #171, E-2007-BUSP-0107)	N/A	2009	On schedule.
RIVERSIDE TRANSIT AGENCY	RIV990902	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF PERRIS - CONSTRUCT NEW MULTIMODAL TRANSIT FACILITY (BUS & RAIL) AT 4TH AND D STREETS	2006	2007	Bid Advertisement scheduled for spring 2008.
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	RIV010214	PURCHASE/REHAB ROLLING STOCK - RIVERSIDE COUNTY SHARE (13 CARS IN FY02/03 AND 18 CARS IN FY 03/04)	2005/2007	2008	Cars ordered - delivery of new cars scheduled for 2009.
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	RIV011242	PURCHASE EXPANSION ROLLING STOCK (2 CAB CARS AND 3 LOCOMOTIVES) FOR METROLINK IEOC AND RIVERSIDE/FULLERTON/LA LINES (EA: RIVFUL, PPNO: 0079E)	2004/2009	2009	Project is being implemented – the rolling stock contractor was issued a notice to proceed with design & construction of the new cars on 4/13/06. Scheduled completion date is 8/1/2010. The project delay is due to the initial procurement that was protested, causing a significant delay in issuing a second RFP and awarding the contract.
TEMECULA	RIV62029	AT HWY 79 SO AND LA PAZ ST: ACQUIRE LAND, DESIGN AND CONSTRUCT PARK-AND-RIDE LOT - 250 SPACES (FY 05 HR4818 EARMARK)	2004/2007	2009	The project is in design phase. Design is estimated to be com-pleted by June 2008. Bid advertisement/award and construction to follow.

Riverside County Completed/Corrected Projects					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
CALTRANS	354801	JCT RTE 15 TO VALLEY WAY - ADD 1 HOV LN AND 1 M/ F LN IN EA. DIR. INCLUDING OPERATIONAL STRIPING (IN SBD CNTY 9.05 - 9.95 & AT THE EAST END) ALSO WIDEN 5 UC'S & 1 OH	2006/2008	2008	Project Complete
HEMET	RIV990708	CONSTRUCT TRANSPORTATION/ TRANSIT CENTER/ PARK-N-RIDE LOT ON CORNER OF HARVARD AND LATHAM AVE, APP 100 SPACES	2003/2004	2006	Project Complete
RCTC	RIV020902	IN WEST RIV CO FOR EXCEED, A DIVISION OF VALLEY RESOURCE CENTER - PURCHASE 1 EXPANSION 20' MODIFIED VAN, 1 EXPANSION 22' MEDIUM BUS, AND 2 RADIOS - SECTION 5310 FY 02/03 CYCLE	2004	2008	Project Complete
MORENO VALLEY	32300	AT SR60/NASON ST IC - MODIFY/RECONSTRUCT IC & NASON ST FROM ELDER TO FIR: REALIGN EB, WB EXIT PLUS EB & WB ENTRY RAMPS, ADD EB & WB RAMP HOV LNS, & ADD AUX LANES (EA: 32300)	2007	2007	ROW acquisition under way. Construction scheduled to start January 2009.
RCTC	RIV030902	IN WESTERN RIVERSIDE COUNTY FOR EXCEED, A DIVISION OF VALLEY RESOURCE CENTER - PURCHASE 2 EXPANSION SMALL BUSES AND 1 EXPANSION MINIVAN (5310 FY 03/04 CYCLE)	N/A	2008	Project Complete
RCTC	RIV051201	IN CORONA - IMPLEMENT NEW 60 SPACE PARK-AND-RIDE LOT (via annual lease agreement) AT FAITH BIBLE CHURCH AT 1114 W. ONTARIO AVE (TCM substitution for Corona's 3 expansion buses)	N/A	2009	Project implemented – ride share lot at 90% capacity.
RIVERSIDE TRANSIT AGENCY	RIV041009	IN WESTERN RIVERSIDE COUNTY FOR RTA - DEBT FINANCING (FY 04/05 PORTION) FOR 57 TRANSIT COACHES, 25 REPLACEMENT, 32 EXPANSION (FY 05 5307)	N/A	2006	Project Complete
RIVERSIDE TRANSIT AGENCY	RIV050538	IN WESTERN RIVERSIDE COUNTY FOR RTA - DEBT FINANCING (FY 05/06 PORTION) FOR 57 TRANIST COACHES, 25 REPLACEMENT, 32 EXPANSION (FY 06 5307, UZA: RIV-SAN)	N/A	2007	Project Complete

TABLE 47 SAN BERNARDINO COUNTY TCM REPORT

San Bernardino County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
COLTON	2002164	ON VALLEY BLVD. IN COLTON TO NORTH TO 10TH STREET CONNECTING TO ABANDONED RR CORRIDOR ON WEST SIDE OF COLTON AVE.-CONSTRUCT CLASS I BIKEWAY, LANDSCAPING AND LIGHTING	2003/2006	2006	Under construction. Anticipated completion date August 2008.
FONTANA	200431	INLAND PACIFIC ELECTRIC TRAIL - ON OLD SP ABANDONED RR BETWEEN I-15 TO JUNIPER AVE.-CONSTRUCT CLASS 1 BIKE LANE (APPROX. 7 MILES LONG)	N/A	2006	Under construction.
OMNITRANS	981118	BUS SYSTEM - PASSENGER FACILITIES: DESIGN AND BUILDING OF ONTARIO TRANSCENTER	2005/2008	2007	City of Ontario is in the process of updating their redevelopment plan to be completed January 2008. The Plan needs to be in place before agreement with Omnitrans is reached. The design will be revisited after the plan update. The project is scheduled to be competed by summer of 2009
OMNITRANS	20060607	CHAFFEY COLLEGE TRANSCENTER - CONSTRUCT TRANSFER FACILITY AT CHAFFEY COLLEGE	N/A	2009	Contract with Chaffey College underway. Construction is planned ahead of original schedule. Anticipated completion date April 2009.
RANCHO CUCAMONGA	20020201	PACIFIC ELECTRIC INLAND EMPIRE TRAIL - PHASE 1 - HAVEN AVENUE TO 1200' EAST OF ETIWANDA AVE(3.4 MILES) CONSTRUCT CLASS 1 BIKE TRAIL&ROW ACQ.ETIWANDA DEPOT	2004/2006	2007	Project under construction
RIALTO	200450	RIALTO METROLINK STATION - INCREASE PARKING SPACES FROM 225-775	2006	2009	On schedule.
SAN BERNARDINO, CITY OF	20020802	METROLINK ADD'L PARKING STRUCTURE - CONSTRUCT 5 LEVEL PARKING STRUCTURE TO SERVE EXISTING METROLINK STATION AT SANTA FE DEPOT LOCATION	N/A	2008	Construction to start April/May 2008. Anticipated completion date June 2009.

San Bernardino County TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
SANBAG	200074	LUMP SUM - TRANSPORTATION ENHANCEMENT ACTIVITIES PROJECTS FOR SAN BERNARDINO COUNTY-BIKE/PED PROJECTS (PROJECTS CONSIS-TENT W/40CFR PART 93.126,127,128, EXEMPT TABLE 2 & 3).	2004	2004	Funds have been obligated. Some of these funds are for the Pacific Electric Trail that are included under separate line item detail of the TCM report.
SANBAG	20020106	MONTCLAIR PEDESTRIAN UNDERCROSSING-CON-STRUCTION OF A 2ND PLATFORM CREATES NEED FOR CONSTRUCTION OF NEW UNDERCROSSING	2003	2006	The platform is complete and in use with an at-grade crossing. The undercrossing is currently in the design phase; however, the lead agency had to reconsider the design to accommodate the Gold Line which is currently planned to terminate in Montclair. SCRRA is the lead agency for the design and construction
SANBAG	20040827	RIDESHARE PROGRAM FOR SOUTHCOAST AIR DISTRIST	N/A	2009	All project dollars obligated to date; project on-going
SANBAG	SBD031505	VARIOUS LOCATIONS - LUMP SUMS LTF, ARTICLE 3 BICYCLE/PEDESTRIAN PROJECTS (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126, 127,128, EXEMPT TABLES 2 & 3)	2004	2009	The old money has been awarded and projects complete. $4.2 million has been awarded to projects as of 4/07 to be completed by 4/09
VARIOUS AGENCIES	713	I-215 CORRIDOR NORTH - IN SAN BERNARDINO, ON I-215 FROM RTE 10 TO RTE 210 - ADD 2 HOV & 2 MIXED FLOW LNS (1 IN EA. DIR.) AND OPERATIONAL IMP INCLUDING AUX LANES AND BRAIDED RAMP	2005/2010	2013	The project has been broken into segments for construction. The 5th St. bridge is currently under construction and expected to be completed by summer of 2008. Seg. 3 had bid opening at the end of Sept. 07; Seg. 1& 2 are at 90% design completion. Seg. 5 at 85% design completion. Seg. 1,2,& 5 are expected to go out to bid for construction in 2009. (There is no seg. 4 - it was split into 2 & 5)
VARIOUS AGENCIES	20620	UPLAND TO SAN BERNARDINO FROM LA CO LINE TO RTE 215 - 8 LN FREEWAY INCLUDING 2 HOV LNS (6+2)-210 CORR. W/AUX LNS THRUOUT SEGS. 9-11(SEG.11 INCL CONNECTOR BETWEEN 210 & 215 (MORE)	2007/2009	2009	Segments 1-11 complete and freeway open. The 210/215 con-nector under construction

San Bernardino County Completed/Corrected Projects					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
OMNITRANS	2002171	(1) EXPANSION PARATRANSIT VAN	2003	2003	Combined in 2004 with ID 20020110. Project completed.
SANBAG	94163	RIDESHARE ACTIVITIES FOR SOUTH COAST AIR BASIN	N/A	N/A	Ongoing operational project-monies expended for all current years. Remains an on-going project; new ID number 20040827.

TABLE 48 VENTURA COUNTY TCM REPORT

Ventura TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
CAMARILLO	VEN050403	CALLEGUAS BIKE PATH - CONSTRUCT CLASS I BIKE PATH FOR 0.7 MILES FROM ADOLFO ROAD TO THE ROUTE 101 FREEWAY, WITH CONNECTION TO NEW TRAIL AT VILLAGE AT THE PARK (PHASE II)	N/A	2009	The project is now in the construction bid phase with the environmental clearance having been completed.
CAMARILLO	VEN990305	CONSTRUCT PONDEROSA EXTENSION FROM EARL JOSEPH TO VENTURA BL & VENTURA BLVD EXTENSION FROM PONDEROSA TO EAST OF CENTRAL AVE INCLUDING BIKE LANES	2003/2007	2012	This project has now been split. The Ventura Boulevard phase is in PS&E, while there is no activity on the Ponderosa phase (now VEN071104). The Ventura Boulevard extension remains on schedule for 2012. The Ponderosa Extension has been delayed one year to 2013.
FILLMORE	VEN051401	ROUTE 126 AND SANTA PAULA BRANCH RAILROAD AT POLE CREEK - CLASS I BIKE PATH UNDERCROSSING 0.2 MILES IN LENGTH	N/A	2009	Remains on schedule for completion in 2009.
OJAI	VEN010203	OJAI VALLEY BIKE TRAIL EXTENSION/FULTON ST EXTENSION	2002/2004	2007	Project remains in Environmental Phase due to continuing unanticipated Caltrans environmental analysis requirements. The City continues to move forward with requested environmental work. Completion date is delayed one year to 2008.
OJAI	VEN54164	BICYCLE & PEDESTRIAN TRAIL EXTENSION: FOX CYN BARRANCA FROM RT 150 TO OJAI VALLEY TRAIL	2003/2006	2007	The City was unable to complete the design on schedule, with completion delayed 2 years to 2009. The City has hired new engineering staff and is proceeding with the design.
OXNARD	VEN990317	OXNARD BLVD 5TH/VINEYARD & ON 5TH ST (RT 34) OXNARD BLVD/ROSE AVE CONSTRUCT NEW BICYCLE & PEDESTRIAN FACILITIES	2003/2008	2008	Project in ROW Phase, with a completed environmental document. There have been additional unanticipated right-of-way issues, which are being resolved. Completion is now projected for 2009.
SAN BUENA-VENTURA	VEN031229	ROUTE 126 BIKE PATH - PHASE II BIKE PATH (CLASS I) CROSSING THE HARMON BARRANCA	N/A	2007	The project is still in environmental phase. The City has faced significant environmental clearance difficulties due to the project spanning a waterway. Completion is now scheduled for 2009.

Ventura TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
SAN BUENA-VENTURA	VEN031230	ROUTE 126 BIKE PATH PHASE III BIKE PATH (CLASS I) PARALLEL AND SOUTH OF ROUTE 126 FROM PARRISH TO BACH (ADJACENT TO IMPERIAL MOBILE HOME PARK)	N/A	2010	Working to overcome potential ROW issues. Will substitute in the event that the project cannot be implemented by 2010.
SAN BUENA-VENTURA	VEN061007	MILLS ROAD AT MAPLE ADJACENT TO PACIFIC VIEW MALL - BUS TURNOUTS WITH BUS SHELTERS, AND OTHER BUS STOP AMENITIES	N/A	2008	The project has an approved environmental document, is in ROW phase and remains on schedule for 2008 completion.
SAN BUENA-VENTURA	VEN990319	CALIFORNIA ST BRIDGE OVER RT 101 PEDESTRIAN ENHANCEMENTS	2004/2005	2007	Project in PS&E phase, with a completed environmental document. Completion has been delayed 3 years to 2010 to allow for completion of the Downtown Specific Plan with which the project will complement.
SANTA PAULA	VEN54168	FACILITY INCL BIKEWAY/WALKWAY FROM SANTA PAULA CREEK TO PECK RD FENCING, LANDSCAPING, BRIDGE & DRAINAGE, PUBLIC ACCESS POINTS/ SAFETY ITEMS	2003/2007	2007	Project is in Bid/Advertise Phase. The design came in with significantly higher than anticipated cost, and the project was delayed to allow identification of additional funding resources, which has now been done. Completion date is delayed one year to 2008.
SIMI VALLEY	VEN031202	SIMI VALLEY TRANSIT EXPANSION TO SERVE NEW MALL - DEMONSTRATION PROJECT	N/A	2008	Demonstration service continues in operation, and is scheduled for completion in 2008.
SIMI VALLEY	VEN031203	ONE (1) CNG PARATRANSIT VAN FOR EXPANSION	N/A	2007	Project is delayed due to insufficient demand. It is anticipated that this project will be completed in 2010.
SIMI VALLEY	VEN031205	SIMI VALLEY BIKE PATH CLASS I 500-FOOT CONNECTION FROM HIDDEN RANCH ROAD TO STEARNS STREET; INCLUDES 75-FOOT TUNNEL UNDER METROLINK TRACKS	N/A	2007	Delayed due to railroad coordination issues, being revised to address railroad concerns, completion expected 2009.
SIMI VALLEY	VEN051201	WEST LOS ANGELES AVENUE FROM WEST CITY LIMIT TO EASY STREET CLASS II BIKE LANES	N/A	2010	Project remains on schedule for completion in 2010.
SIMI VALLEY	VEN055401	EXPAND TRANSIT MAINTENANCE FACILITY TO ACCOMMODATE SYSTEM EXPANSION	N/A	2008	This project is in PS&E and is on schedule for completion in 2008.

Ventura TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
SIMI VALLEY	VEN055408	AUTOMATIC VEHICLE LOCATION AND DATA TERMINALS	N/A	2008	This project has been deleted because it duplicates VEN020402. That project has an approved environmental document, is in the construction phase and on schedule for 2008 completion.
SIMI VALLEY	VEN055410	ONE EXPANSION PARATRANSIT VAN	N/A	2008	Project is delayed due to insufficient demand. It is anticipated that this project will be completed in 2009.
SIMI VALLEY	VEN055413	ONE EXPANSION PARATRANSIT VAN	N/A	2009	Project is delayed due to insufficient demand. It is anticipated that this project will be completed in 2011.
SIMI VALLEY	VEN54051	IN SIMI VALLEY ARROYO SIMI BIKE TRAIL FROM END OF EXISTING TRAIL TO CORRIGANVILLE PARK. CONSTRUCT BIKE PATH AND LANES	2003/2005	2007	Project in PS&E Phase. The project was further delayed awaiting completion of the flood control project. That other project is now completed, and the PS&E are being prepared for resubmission to Caltrans. Completion was delayed one year to 2008.
SOUTH COAST AREA TRANSIT	VEN057403	DOWNTOWN VENTURA / VENTURA HARBOR DEMONSTRATION SERVICE (3-YEAR DEMONSTRATION)	N/A	2008	This service began operation on 1/24/06 and continues to operate, with completion scheduled for 2008.
THOUSAND OAKS	VEN011209	CONSTRUCT BIKEWAY ADJACENT TO RT 101 (SOUTH SIDE) FROM RANCHO RD TO WILLOW LN (TEA21 #221)	2002/2007	2008	The project is in PA&ED Phase, and remains on schedule for completion in 2008.
THOUSAND OAKS	VEN030613	ELECTRONIC FARE BOXES FOR THOUSAND OAKS TRANSIT	2004	2005	Fare boxes ordered; to be operational by June 2008.
THOUSAND OAKS	VEN031212	EXPAND TRAFFIC SIGNAL COORDINATION SYSTEM	N/A	2007	The project design is nearly complete, having been delayed by a slower than anticipated review process. The completion has been delayed one year to 2008.
THOUSAND OAKS	VEN054605	CONEJO CREEK PARK BIKE PATH - CLASS I BIKE PATH FOR 0.5 MILES IN CONEJO CREEK PARK FROM ROUTE 23 TO JANSS ROAD	N/A	2009	This project is now in preliminary design (PA&ED) Phase, and remains on schedule for 2009 completion.
THOUSAND OAKS	VEN056407	HILLCREST DRIVE FROM TELLER ROAD TO CONEJO BLVD - CLASS II BIKE LANES	N/A	2009	This project is now in preliminary design (PA&ED) Phase, and remains on schedule for 2009 completion.
THOUSAND OAKS	VEN030614	THOUSAND OAKS TRANSPORTATION CENTER OPERATIONS BUILDING & CUSTOMER WAITING ROOM INCLUDING LANDSCAPING, OUTDOOR SEATING, AND SECURITY LIGHTING	N/A	2008	Project under construction. On schedule.

Ventura TCMs Subject to Timely Implementation					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
VCTC	VEN070204	SMARTCARD UPGRADE	N/A	2008	This project has not yet begun activity, and has been delayed due to technical difficulties with the prior project to upgrade the smartcard reports. Completion has been delayed one year to 2009.
VCTC	VEN93017	REGIONAL RIDESHARE PROGRAM	N/A	2010	Project is fully operational and on-going.
VENTURA COUNTY	VEN040501	LEWIS ROAD CAMARILLO CL / HUENEME ROAD ADD BIKE LANES	2004/2010	2008	Lewis Road Pleasant Valley Road/RTE 101 has railroad ROW issues, to go to bid for construction in Summer 2008. Lewis Road Camarillo CL/Hueneme Road under construction, completion by Summer 2008.
VENTURA COUNTY	VEN070101	PHASE 2 - SANTA PAULA BRANCH ROW - PIRU CREEK TO RTE 126, CONSTRUCT CLASS I BIKE PATH AND PEDESTRIAN PATH WITH GRADING ON ENTIRE ROW (SPLIT FROM VEN990310)	N/A	2007	This project has an approved environmental document, and is under construction.
VENTURA COUNTY	VEN990310	1000' E. OF RTE 126/CTR ST/RANCHO CAMULOS CONSTRUCT CLASS I BIKE PATH & PIRU CRK BRIDGE (PHASE I & III) PED PATH, FENCENG RE-LAY TRK, INSTALL PLATFRM @ RANCHO CAMULOS (VEN070101)	2003/2006	2008	Phase I of the project was completed in 2006. Phase III is in ROW phase, and has been delayed due to ROW acquisition is-sues. All phases have an approved environmental document. Phase III completion date delayed two years to 2010.

Ventura Completed/Corrected Projects					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
CAMARILLO	VEN991225	CALLEGUAS BIKE PATH - CONSTRUCT CLASS I BIKE PATH FROM MISSION OAKS BLVD TO UPLAND RD	2002/2004	2006	Project Completed
FILLMORE	VEN54167	IN FILLMORE INTERMODAL TRANSPORTATION CENTER IN DOWNTOWN FILLMORE ON SANTA CLARA AVENUE AT SENIOR CENTER,	2003/2005	2006	Project Completed
OJAI	VEN021201	PEDESTRIAN IMPROVEMENTS ON OJAI AVE (RT 150) FROM SIGNAL TO MONTGOMERY, MONTGOMERY ST. FROM RTE 150 TO MATILIJA & MATILIJA AVE FROM MONTGOMERY TO SIGNAL	2003/2005	2006	Project Completed
OJAI	VEN031214	EIGHT (8) BUS SHELTERS FOR OJAI VALLEY TROLLEY SERVICE	N/A	2006	Project Completed
OXNARD	VEN54165	OXNARD TRANSPORTATION CENTER IMPROVEMENTS: ADD BUS ISLAND; PED & VEHICLE FLOW IMPROVEMENTS; LIGHTING & SECURITY IMPROVEMENTS	2004	2006	Project Completed
SANTA PAULA	VEN031215	GREEN ALLEY AND ADJACENT PARKING LOT PEDESTRIAN IMPROVEMENTS	N/A	2006	Project Completed
THOUSAND OAKS	VEN056411	ELDERLY/DISABLED SHUTTLE DEMONSTRATION SERVICE FROM THOUSAND OAKS TO KAISER HOSPITAL WOODLAND HILLS	N/A	2008	Operation underway.
VCTC	VEN990308	VENTURA COUNTY SMART CARD IMPLEMENTATION	N/A	2006	Project Completed
VENTURA COUNTY	VEN031220	SANTA CLARA AVENUE CLASS II BIKE LANES FROM FRIEDRICH TO CENTRAL (1.6 MILES)	N/A	2007	Project Completed
VENTURA COUNTY	VEN031221	IN CASITAS SPRINGS CONSTRUCT UPGRADED CROSSWALKS	N/A	2005	Project Completed

Ventura Completed/Corrected Projects					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
VENTURA COUNTY	VEN031222	BUS SHELTERS ON ROUTE 33 IN OJAI, MIRA MONTE, AND CASITAS SPRINGS AREAS	N/A	2006	Project Completed
VENTURA COUNTY	VEN54123	CONSTRUCT BICYCLE LANES ON CENTRAL AVE BTWN ROSE AVE & VINEYARD AVE (TWO 8' CLASS II BICYCLE LANES)	2003/2004	2006	Project Completed
VENTURA COUNTY	VEN990304	LEWIS ROAD PLEASANT VALLEY ROAD / RTE 101 CONSTRUCT BIKE LANES	2004	2008	Project combined with VEN990307 and changed to VEN04050. Refer to VEN040501
VENTURA COUNTY	VEN990306	CAWELTI ROAD LAS POSAS ROAD / LEWIS ROAD ADD BIKE LANES	N/A	2006	Project Completed
VENTURA COUNTY	VEN990307	LEWIS ROAD CAMARILLO CL / HUENEME ROAD ADD BIKE LANES	2004/2010	2008	Project combined with VEN990304 and changed to VEN04050. Refer to VEN040501

Section IV: Summary of Public Comments and Responses

As discussed previously, SCAG's Transportation Conformity Working Group served as the forum specifically for interagency consultation relative to conformity and, additionally, there were many ad-hoc meetings held between the stakeholder agencies for this purpose. The comprehensive public participation and interagency consultation conducted for the 2008 RTP is detailed in the 2008 RTP Public Participation and Consultation Report.

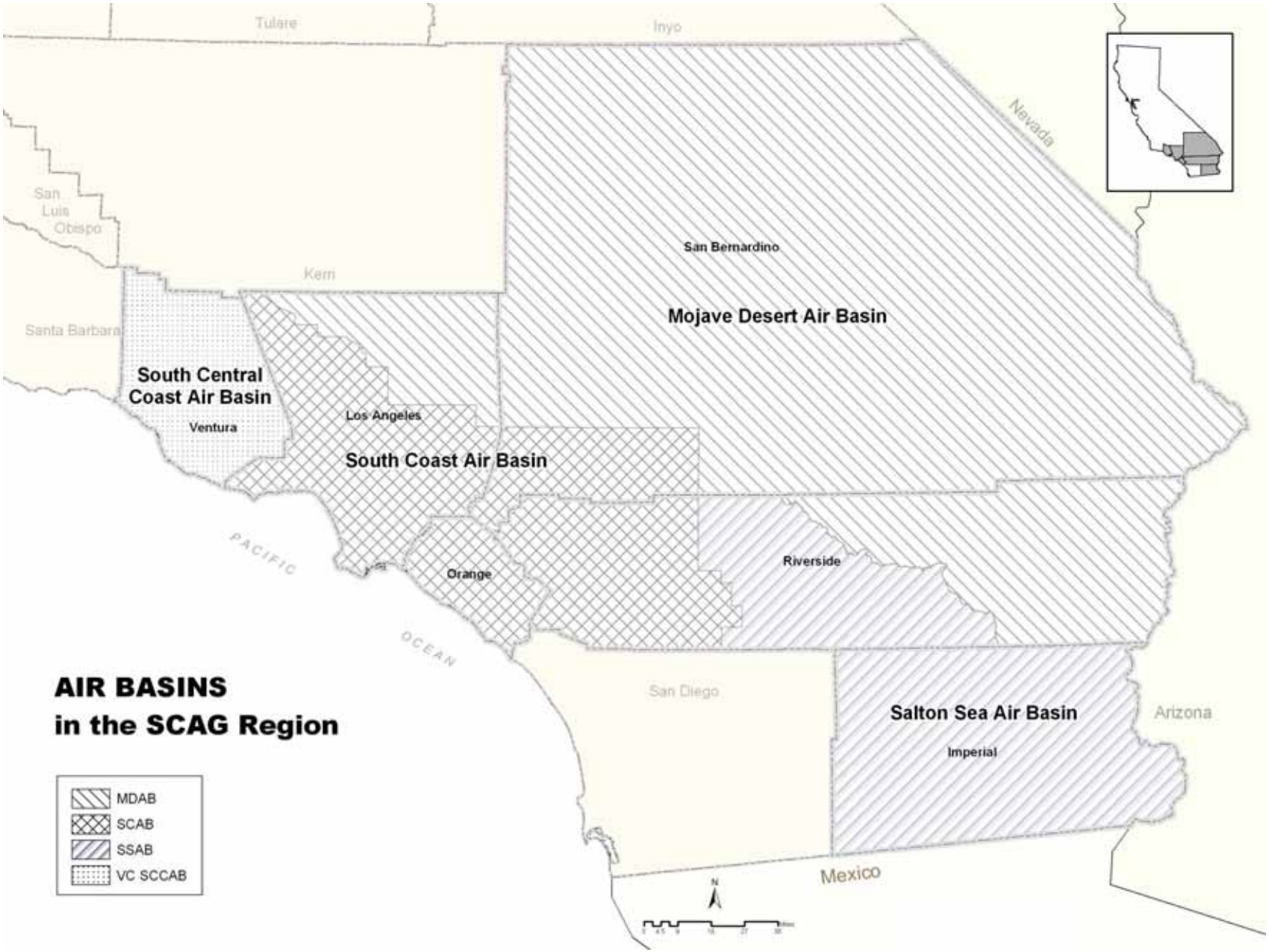
The public review and comment period for the Draft 2008 RTP Conformity Report began December 9, 2007, and closed on February 19, 2008. After release of the Draft Conformity Report, U.S. EPA required ARB to revise and re-submit the ozone and PM2.5 emission budgets for the South Coast Air Basin, necessitating that the Draft Conformity Report also be revised and released for an additional public review period, which occurred from March 28 to April 28, 2008.

Twelve comments were received during the first public review period. The comments were all from public agencies and generally sought clarification to the information in the Draft Conformity Report or the conformity summary information included in the main RTP document. Appropriate changes were made to the Final Conformity Report to reflect the comments.

Two comments were received during the additional review period. The letters describe the commentors' positions that the State approved South Coast PM2.5 and ozone SIPs are deficient such that any emission budgets derived from them should not be deemed adequate by U.S. EPA. The issue of budget adequacy is solely under the purview of U.S. EPA. SCAG must use whatever budgets are deemed adequate by U.S. EPA for the conformity finding.

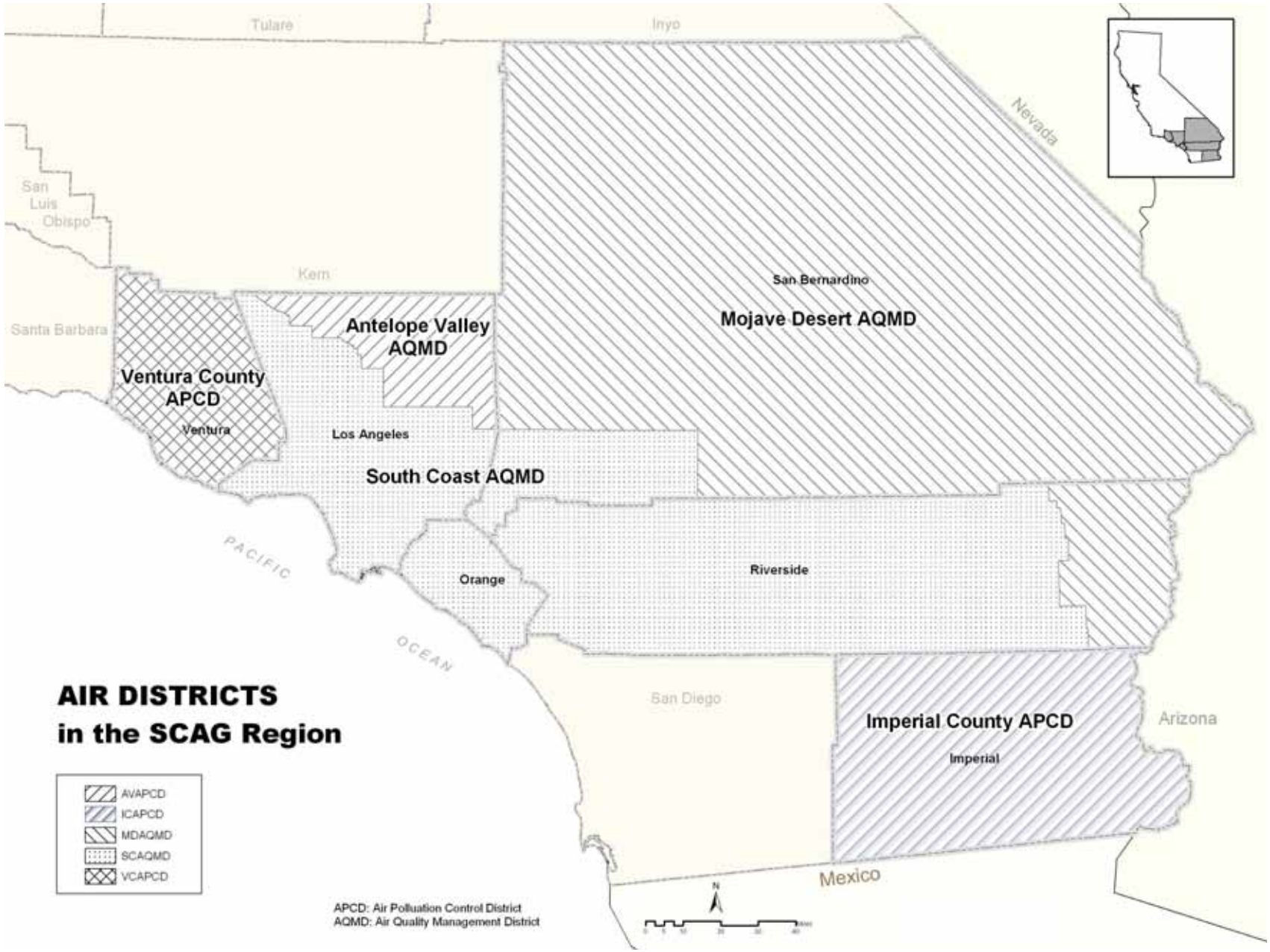
Comments and responses can be accessed at http://scag.ca.gov/rtp2008/ .

EXHIBIT 1 AIR BASINS



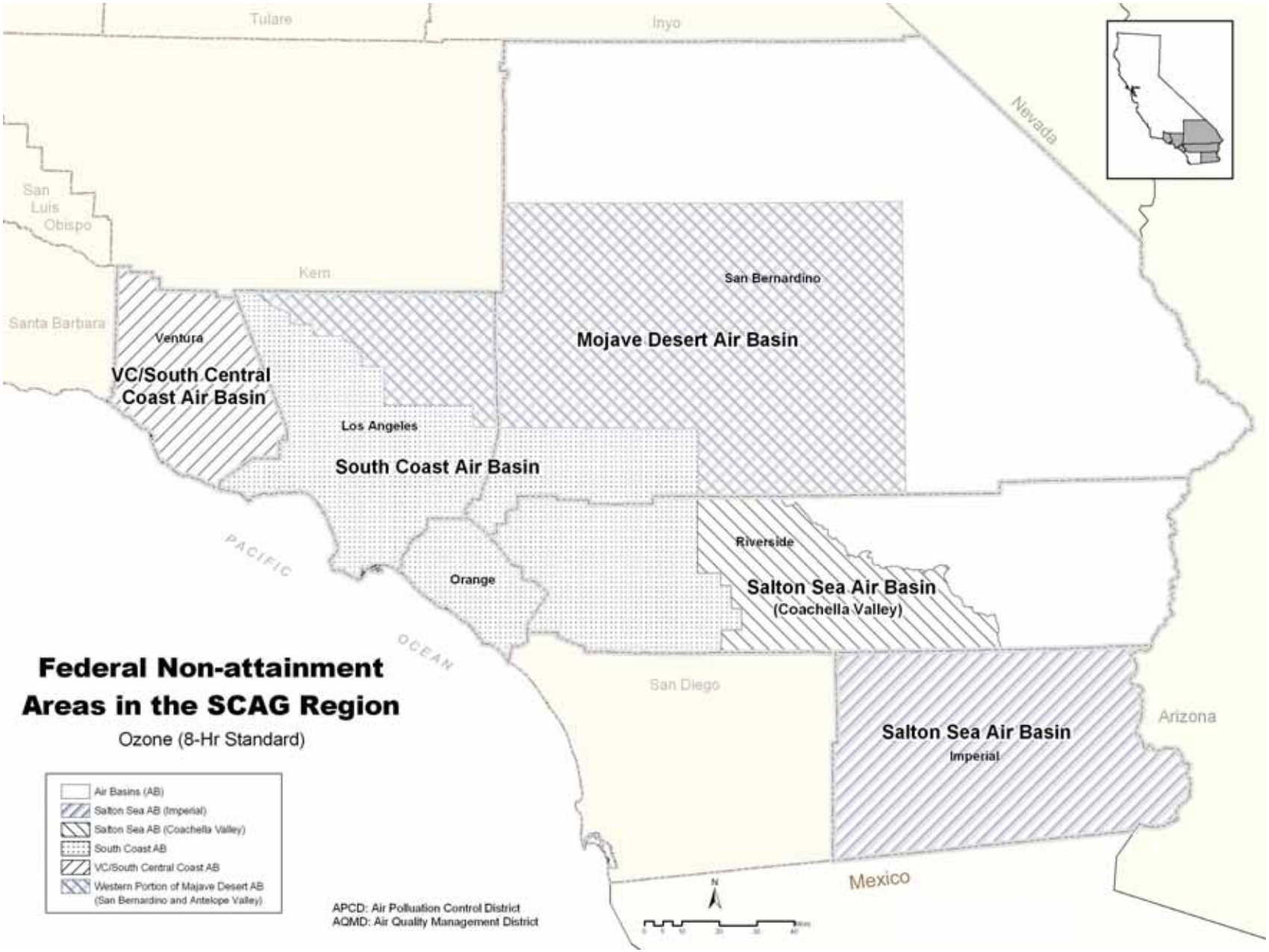
Source: Southern California Association of Governments

EXHIBIT 2 AIR DISTRICTS



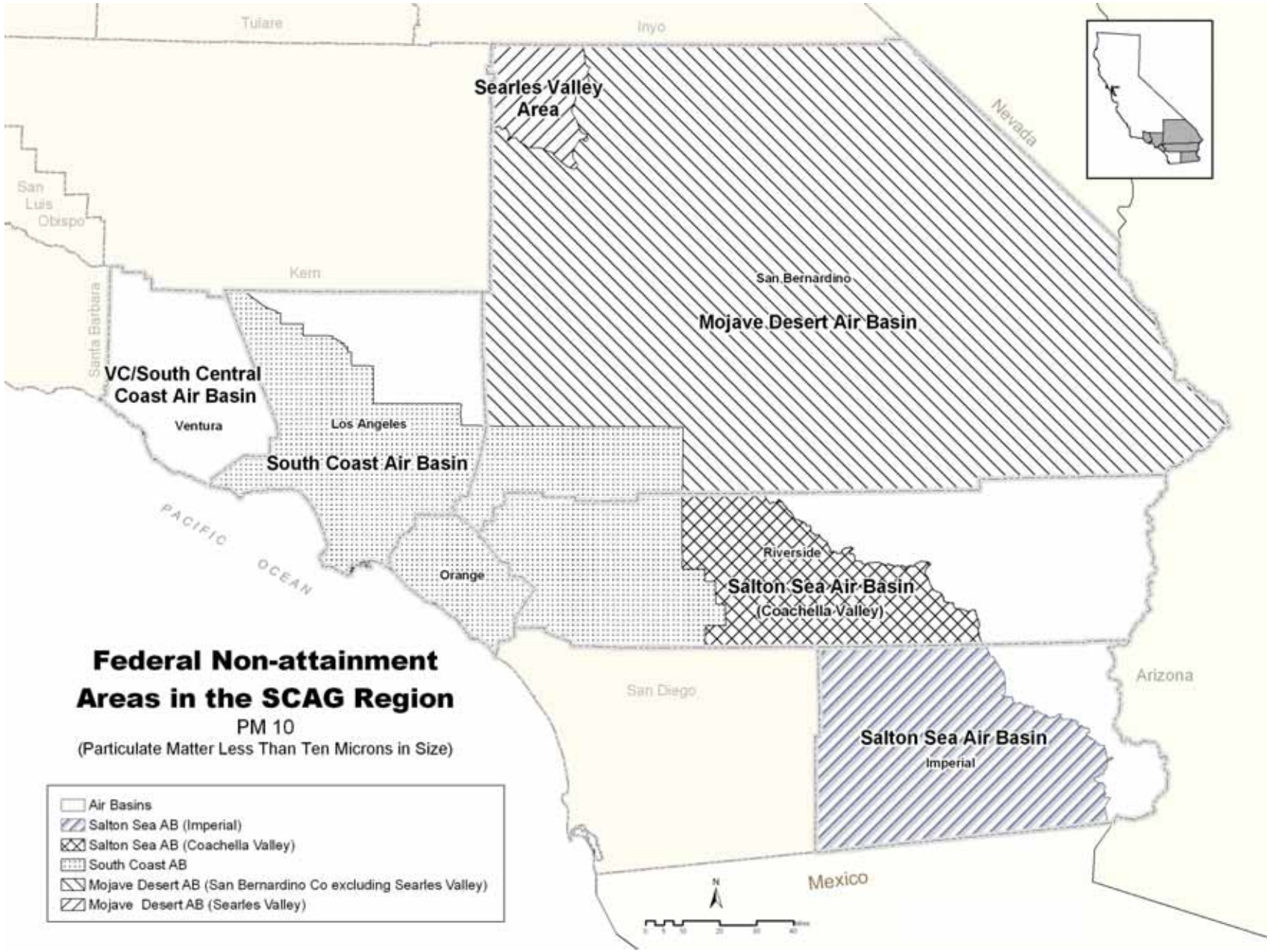
Source: Southern California Association of Governments

EXHIBIT 3 FEDERAL NON-ATTAINMENT AREAS - OZONE



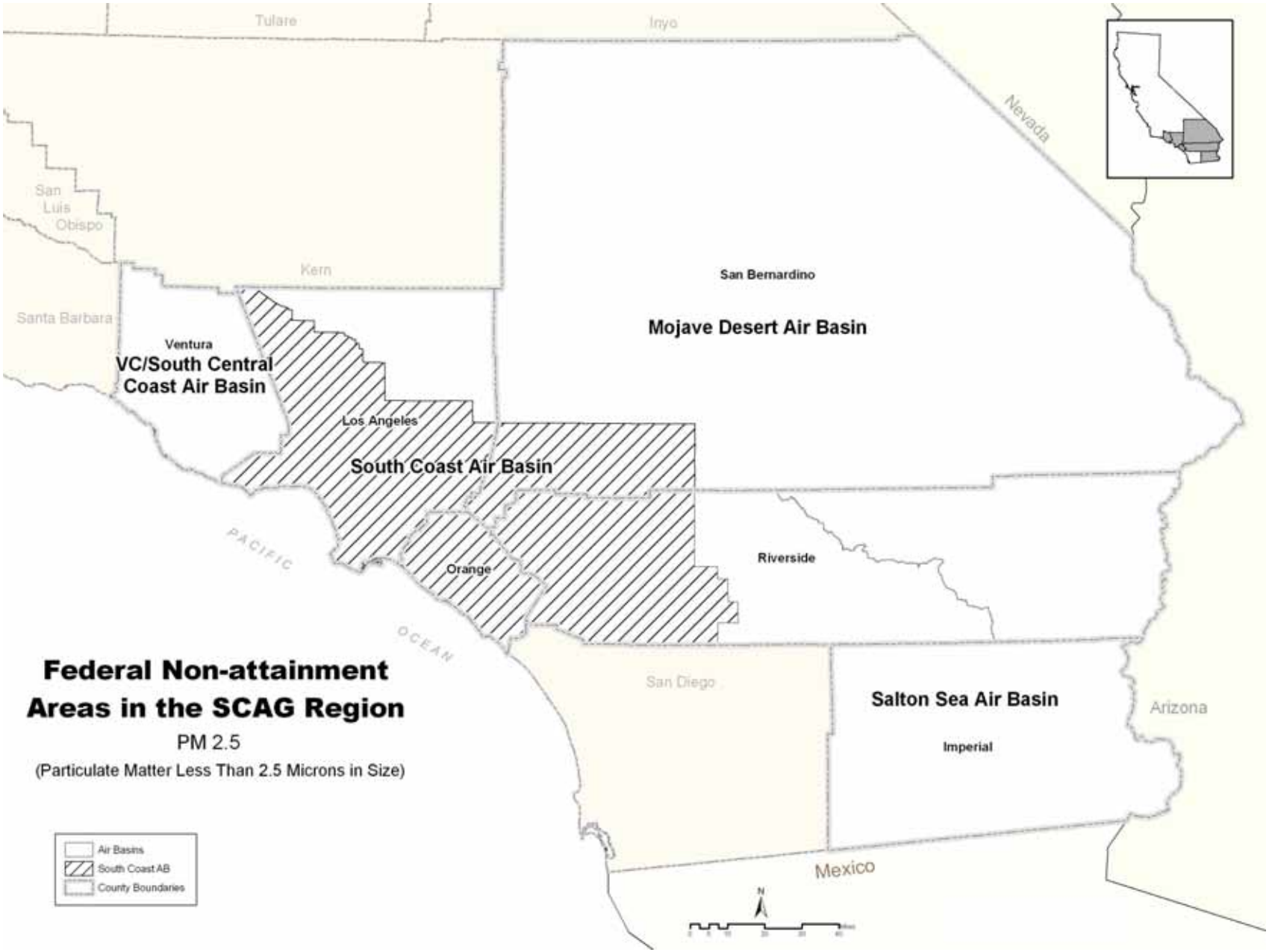
Source: Southern California Association of Governments

EXHIBIT 4 FEDERAL NON-ATTAINMENT AREAS - PM_{10}



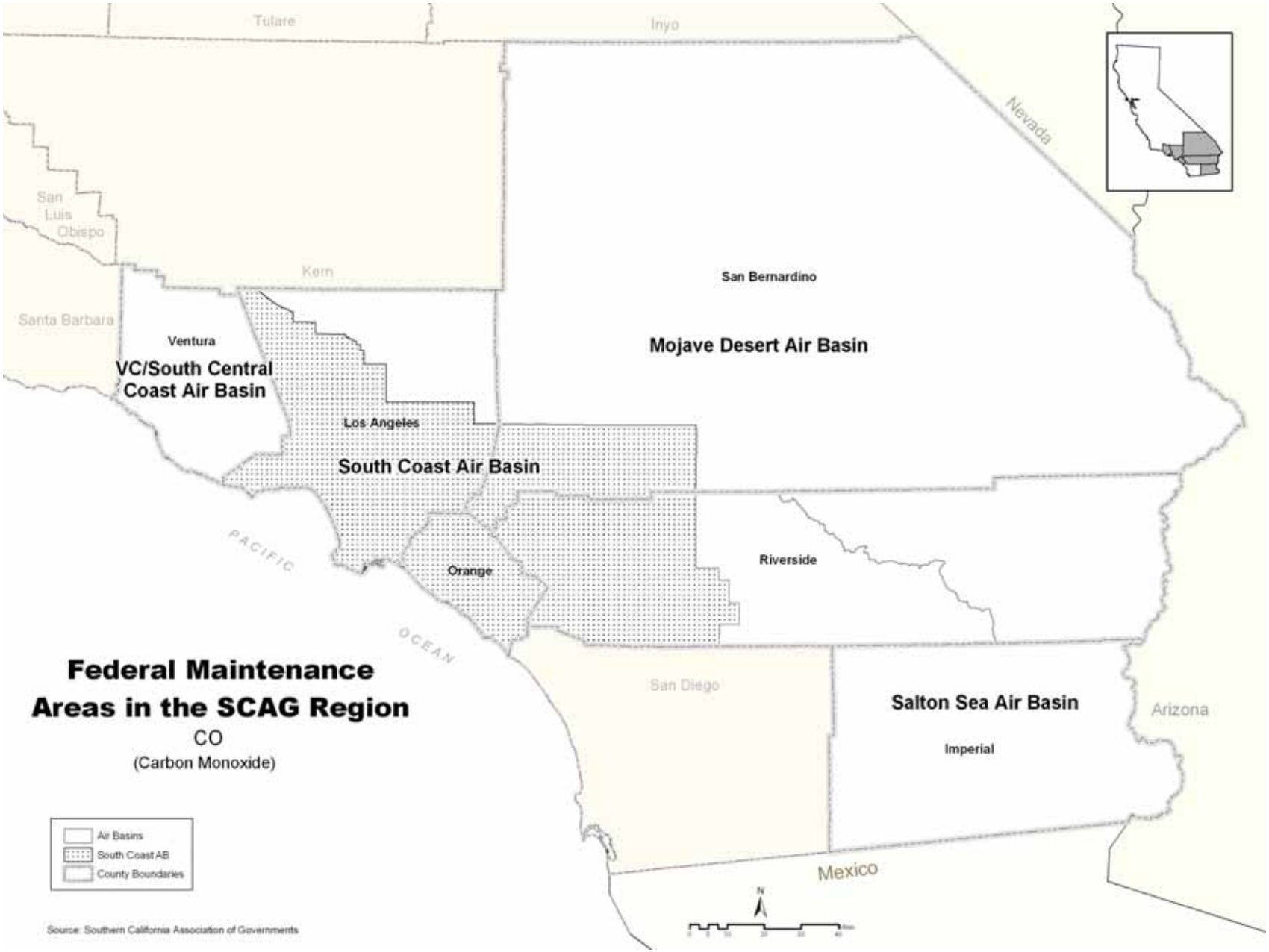
Source: Southern California Association of Governments

EXHIBIT 5 FEDERAL NON-ATTAINMENT AREAS - $PM_{2.5}$



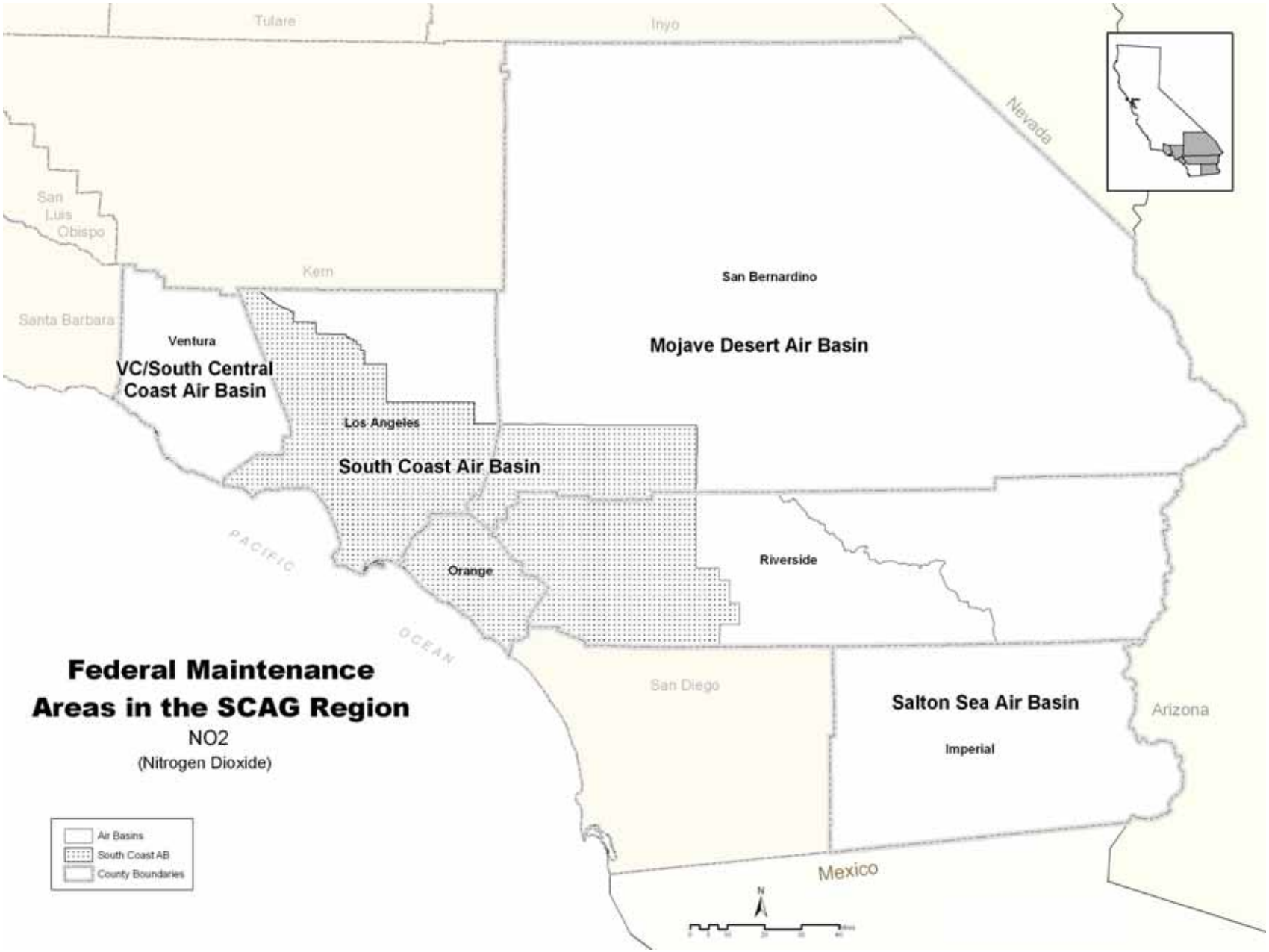
Source: Southern California Association of Governments

EXHIBIT 6 FEDERAL MAINTENANCE AREAS - CO



Source: Southern California Association of Governments

EXHIBIT 7 FEDERAL MAINTENANCE AREAS - NO_2



Source: Southern California Association of Governments