TRANSPORTATION CONFORMITY ANALYSIS APPENDIX

REGIONAL TRANSPORTATION PLAN
2012–2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future

Southern California Association of Governments

PROPOSED FINAL
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TRANSPORTATION CONFORMITY ANALYSIS

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Executive Summary

The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for certain 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 [MPOs]). 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 ($PM_{2.5}$ and PM_{10}), carbon monoxide (CO), and nitrogen dioxide (NO_2).

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 2012 Regional Transportation Plan (RTP) needs to comply with four tests upon adoption by the SCAG Regional Council in order for the RTP to conform:

- Regional Emissions
- Timely Implementation of Transportation Control Measures
- Financial Constraint
- Interagency Consultation and Public Involvement

The analyses in this report demonstrate a positive conformity finding for each of these tests and, therefore, for the 2012 RTP.

Preface

The federally required conformity analyses and findings for the 2012 RTP are set forth in the following sections. The conformity sections cover all federally required analyses for the conformity determination of the 2012 RTP. These analyses also update the 2011 Federal Transportation Improvement Program (FTIP). 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 four 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 2012 RTP.
- Section III highlights the conformity findings of the Timely Implementation of Transportation Control Measures (TCMs) analysis and describes the implementation status of all applicable TCMs in the SCAG Region.
- Section IV summarizes the conformity comments and responses.

Section I: Conformity Requirements and Findings

Federal and State Requirements

SCAG, the 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 criteria air pollutants.

REGIONAL TRANSPORTATION PLAN AND FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

Federal transportation law requires that SCAG develop an RTP for a 20-year minimum period. SCAG must also develop an FTIP that allocates monies over a four-year period to implement the RTP. The FTIP 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. The SIP is a plan which provides for implementation, maintenance, and enforcement of the national primary ambient air quality standard in each air quality control region within the state. 42 U.S.C. § 7410(a)(1). Each state must submit a SIP to EPA within three years after the promulgation of a national primary ambient air quality standard (or any revision thereof) for any air pollutant. 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 on-road mobile sources are permitted to emit. TCMs are strategies to reduce emissions from on–road mobile sources. The 2012 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 specific transportation-related criteria pollutants. 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.

Clean Air Act Designations in the SCAG Region

APPLICABLE CRITERIA POLLUTANTS IN THE SCAG REGION

Four criteria pollutants are subject to air quality conformity for the RTP and FTIP:

- 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 (NO_X) 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.
- PM_{10} and $PM_{2.5}$ – extremely small particles and liquid droplets associated with dust, soot and combustion products. Particulate pollution has been linked to significant health problems, including aggravated asthma, increases in adverse respiratory problems, chronic bronchitis, decreased lung function, and premature death.

AIR BASINS AND AIR DISTRICTS IN THE SCAG REGION

SCAG is a six-county region that contains four air basins 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 South Central Coast Air Basin (SCCAB), Ventura County portion, 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 and the Palo Verde Valley Area.
    - The Antelope Valley Air Quality Management District (AVAQMD) administers the Los Angeles County portion of the MDAB.
- The Salton Sea Air Basin (SSAB) covers all of Imperial County and the eastern portion of Riverside County (excluding the MDAB portion). This air basin is under jurisdiction of two air districts:
    - The Imperial County Air Pollution Control District (ICAPCD) administers the Imperial County portion of the SSAB.
    - The SCAQMD administers the Riverside County portion of the SSAB , Coachella Valley, 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; PM_{10}; $PM_{2.5}$; 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 PM_{10}
    - San Bernardino County (excluding the Searles Valley area) – non-attainment area for PM_{10}
- Riverside County Portion of SSAB (Coachella Valley) – non-attainment area for: PM_{10} and 8-hour ozone
- Imperial County Portion of SSAB – non-attainment for 8-hour ozone; $PM_{2.5}$; and PM_{10}

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 2012 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 $PM_{2.5}$ SIP (using budgets found adequate by EPA November 2011)
    - 2007 CO SIP (Maintenance Plan)

  - 2007 NO2 SIP (Maintenance Plan) (using budgets found adequate by EPA January 2010)
  - 2003 PM_{10} SIP
- Riverside County Portion of SSAB (Coachella Valley)
  - 2008 8-Hour Ozone Early Progress Plan (using budgets found adequate by EPA May 2008)
  - 2003 PM_{10} 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 applicable emissions budgets for conformity, SCAG has to conduct interim emissions tests for regional emissions analysis of the 2012 RTP. At the present time, there is no federally approved SIP for the following areas.

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

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.

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

Conformity Status of Current RTP and FTIP

The FHWA and FTA approved the conformity determination for the amended 2008 RTP and the 2011 FTIP on December 8 and 14, 2010 respectively for the following non-attainment and maintenance areas:

- SSCCAB (Ventura County portion) – Ozone
- SCAB – Ozone, PM_{10}, $PM_{2.5}$, CO and NO_2
- Western MDAB (Antelope Valley and San Bernardino County portion excluding Searles Valley) – Ozone
- MDAB (San Bernardino County and Searles Valley portion) – PM_{10}
- SSAB (Coachella Valley portion) – Ozone, PM_{10}
- SSAB (Imperial County portion) – Ozone, PM_{10}, and $PM_{2.5}$

Conformity Analysis and Findings for the 2012 RTP

Under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Rule requirements, SCAG's 2012 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)

CONFORMITY DETERMINATIONS

SCAG has made the following conformity findings for the 2012 RTP under the required federal tests.

Regional Emissions Tests

These findings are based on the regional emissions test analyses shown in **TABLES 13–40**.

Finding: The regional emissions analyses for the 2012 RTP update the regional emissions analyses for the 2011 FTIP.

Finding: The 2012 RTP regional emissions analysis for $PM_{2.5}$ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2012 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 portion), Western MDAB (Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and SSAB (Riverside County Coachella Valley and Imperial County portions).

Finding: The 2012 RTP regional emissions for NO2 meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2012 RTP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

Finding: The 2012 RTP regional emissions for PM_{10} and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2012 RTP regional emissions for PM_{10} meet the interim emission test (build/no-build test) for all milestone and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

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

Timely Implementation of TCM Test

Finding: The TCM project categories listed in the 1994/1997/2003/2007 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 2012 RTP is fiscally constrained. SCAG's 2012 RTP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.[1]

Inter-agency Consultation and Public Involvement Test

Finding: The 2012 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 and Consultation Report. To view a summary of comments received on the Draft 2012 RTP Conformity Report, refer to Section IV. All comments and responses on the Draft RTP/SCS can be foundat www.scag.ca.gov.

[1] See the 2012 RTP Financial Plan

Section II: Regional Emissions Analysis

Background

SCAG's Regional Travel Demand Model is an advanced four step model that meets and in many cases exceeds the state of the practice. The Model meets all the requirements of the Transportation Conformity Rule, specifically 40 CFR 93.122(b) (see **TABLE 10**).

The results from the Regional Travel Demand Model are input to the ARB's EMFAC model for calculating regional emissions.

Regional Travel Demand Model Overview

SCAG is the primary agency responsible for the development and maintenance of travel demand forecasting models for the SCAG Region. SCAG has been developing and improving these travel demand forecasting models since 1967. SCAG's Modeling Task Force, consisting of modeling technical peers from the various county and state agencies and private firms, meets every other month at SCAG to discuss regionally significant modeling projects and modeling issues, including the development, maintenance, and application of SCAG's Regional Travel Demand Model as well as the travel demand models used by other stakeholders agencies. The SCAG model has undergone periodic peer reviews, the latest occurring in June 2011 (see SCAG Regional Travel Model Enhancement Program and Year 2008 Model Validation Report).

SCAG's regional transportation modeling area covers the entire SCAG region, including Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. This modeling area is divided into 11,267 Transportation Analysis Zones (TAZ's) with an additional 40 external cordon stations, 12 airport nodes, and 31 port nodes for the Ports of Los Angeles and Long Beach. The Model was validated for the Year 2008, which is the base year for the 2012 RTP (see Year 2008 Model Validation Report).

Model Inputs and Assumptions

SCAG's modeling methodologies, parameters, and inputs are regularly updated to reflect current travel conditions and demographic changes.

Socioeconomic Data by Census Block Group – Socioeconomic data (SED), which describes population, households, and employment at Block Group level, are used as major input to SCAG's Regional Travel Demand Model. The concept is that travel is a derived demand, which is directly related to the demographics and economic characteristics of households. The model uses both aggregate and disaggregate SED. The aggregate data are counts of population, households and employment for each TAZ. The disaggregate data are Public Use Microdata Sample (PUMS) records from the Census, which contain detailed information about person and household characteristics in the region.

Highway Networks – The highway networks were originally developed from the Thomas Brothers GIS database and then updated with street inventory survey data (the latest SCAG region street inventory survey was conducted in year 2008) in the TransCAD environment. The networks include detailed coding of the region's freeway system (mixed-flow lane, auxiliary lane, HOV lane, HOT lane, toll lane, truck lane, etc.) as well as arterials, major collectors, and some minor collectors. Separate highway networks for each time period were developed to simulate time of day differences in roadway capacity and vehicle travel restrictions, such as arterial parking restrictions during peak hours, HOV lane minimum vehicle occupancy requirement, and heavy-duty vehicle restrictions on certain roadways.

Land Use and Accessibility for Auto Ownership Model – Accessibility refers to the ease of reaching goods, services, activities, and destinations. Many factors affect accessibility, including the quality and affordability of transport options, transport system connectivity, and land use patterns. The auto and non-auto accessibilities of a zone directly influence household auto ownership. Land use patterns, in particular high density, mixed-use developments also directly influence household auto ownership.

Land Use, Parking, Pricing, TDM, Walk and Bike for Mode Choice Model – Land use, zonal parking, roadway pricing, and Travel Demand Management (TDM) are inputs to mode choice, in addition to the modal level of service obtained from the highway, transit, and non-motorized networks. Parking fees/restrictions, road pricing cost/policies, and land use densities have direct influence on travelers' mode choice. For example, increasing parking fees encourages travelers to shift from auto to transit. Also, high employment and residential densities encourage the use of transit and non-motorized modes.

Transit Networks – The transit networks include more than 3,300 transit routes/patterns, representing approximately 70 transit operators with fixed route service over

the entire SCAG region. The transit routes are completely compatible with the highway geography. Separate transit networks are developed for five time periods based on the transit service information contained in the up-to-date Los Angeles County Metropolitan Transportation Authority (LACMTA) Transit Trip Master database and data collected from transit agencies not included in the TripMaster database. Transit services are grouped into 8 transit modes (Local Bus, Rapid Bus, Express Bus, Bus Rapid Transit (BRT), Transit Way, Urban Rail, Commuter Rail, and High Speed Rail (HSR), according to their service characteristics and fare structures. The transit networks include detailed representation of all rail stations, transfer opportunities among the different modes and between transit routes and park-and-ride locations. A TeleAtlas street network along with Census Block level data is used to calculate walk accessibilities and to develop walk access to transit.

External Trips – External trips (i.e., inter-regional trips) are trips with one or both ends located outside the SCAG modeling area. SCAG model includes 40 cordon locations consisting of freeways and arterials leading into and out of SCAG modeling area. A cordon traffic origin-destination survey was conducted in year 2003 and the results were used to develop inter-regional Light and Medium (LM) duty vehicle trip matrices, including External-to-External (E-E), External-to-Internal (E-I), and Internal-to-External (I-E) trips. The origin-destination survey is updated for the 2012 RTP.

Airport Trips – Airports trips include passenger trips and cargo trips, and are represented by approximately 100 zones in the SCAG modeling area. The daily airport passenger trips are disaggregated into regional model TAZ (using employment data for business trips and household data for non-business trips) and further split into five time periods by four modes of travel: drive alone, 2-person carpool, 3~person carpool, and 4-or-more person carpool. The airport vehicle trips are merged with the other auto vehicle trips prior to the network assignment step. Air cargo truck trips are disaggregated into the regional model TAZs based on the North American Industry Classification System (NAICS) employment data. The daily air cargo trips are split into five time periods by three heavy-duty truck (HDT) types (light HDT, medium HDT, and heavy HDT) and merged with the HDT truck trips prior to network assignment.

Employment, Commodity Flow, Ports, and Warehouse Activities – These inputs to the transportation model are data related to the freight activities, including employment by industrial classification, commodity flows, seaports, warehousing, trucking and wholesale trade, etc.

Model Modules and Procedures

Household Classification and Population Synthesizer – This module classifies zonal households into several household segments. Prior to the application of Auto Ownership module, households are classified across the following four attributes:

1. Household Size (4 categories): the number of one-person households, two-person households, three-person households, and four or more person households.
2. Number of Workers (4 categories): the number of households with no worker, one worker, two workers, and three workers or more.
3. Household Income (4 categories): the number of households with annual household income (in 1999 dollars) less than $25K (Low), $25K–$50K (Medium), $50K–$100K (High), and $100K or more (Very High).
4. Type of Dwelling Unit (2 categories): single-family detached, and multi-family/ attached and group quarters.

For Home-Based-Work (HBW) trip generation, households are aggregated across the dwelling unit type and size attributes, and then further disaggregated into four Age of Head of Household groups (18 to 24 years old, 25 to 44 years old, 45 to 64 years old, and 65 years old or older).

The Population Synthesizer is a module that generates a synthetic population by expanding existing disaggregate sample data (from 2000 Census PUMS data) to mirror known aggregate distributions of household and person attributes (from SCAG zonal data). A set of population and household variables of interest are used as control variables in the population synthesizer. A synthetic population is generated for the entire SCAG region using this procedure.

Auto Ownership Model – The auto ownership model provides an estimate of households by auto ownership level (0, 1, 2, 3, 4 or more) for each zone. This information is used in trip generation models to estimate zonal person trips. The basic structure of the auto ownership model is a multinomial logit formulation, using input socioeconomic variables (household size, household income, number of workers, and type of dwelling unit) and land use and accessibility variables (mixed residential and employment, intersection density, transit accessibility, and non-motorized accessibility).

Trip Generation Model – Trip generation is the process of estimating daily person trips generated by (i.e., trip production) and attracted to (i.e., trip attraction) each TAZ on an average weekday. The trip generation model contains 9 trip purposes: home-based work (HBW), home-based school (HBSC), home¬based college/university (HBCU), home-based shopping (HBS), home-based social-recreational (HBSR), home-based serving-passenger (HBSP), home-based other (HBO), work-based other (WBO), and other-based other (OBO) trips. HBW trips are further split into 10 types based on trip categories ("Direct" versus "Strategic") and market segmentation (zero car households, households with fewer cars than workers, other households with income less than $25,000, income between $25,000 and $50,000, and income equal to or higher than $50,000). "Direct" home-work trips go directly between home and work. "Strategic" home-work trips include one or more intermediate stops between home and work. In total, there are 16 trip types: 8 types for home-based work, and one type for each of the other 8 trip purposes.

Trip Distribution Models – The trip distribution model estimates the number of trips from each TAZ to each other TAZ. Destination choice models are developed for HBW, HBS, HBSR, HBSP, HBO, WBO, and OBO trip purposes while a gravity model approach is used to distribute trips for HBSC and HBCU trip purposes. The trip distribution is estimated as a function of the attractiveness of the destination zone and the travel impedance from origin to destination. The destination choice models include other variables, such as intrazonal indicators, employment or residential density variables, and flags for special generators. For each of the 9 trip purposes, the productions and attractions are split into both peak and off-peak periods.

Mode Choice Models – Mode choice is the process of taking the zone-to-zone person trips by trip purpose from the trip distribution model, and determining how many of these trips are made by various travel modes. The SCAG mode choice model is a nested logit model. The top branch of the nesting structure includes Auto, Transit, and Non-Motorized. The branch under Auto includes Drive Alone and Shared Ride which is further split into 2-person carpool, 3-person carpool, and 4-or-more person carpool. The branch under Transit includes Local Bus, Rapid Bus, Express Bus, BRT, Transit Way, Urban Rail, Commuter Rail, and High Speed Rail (HSR). The branch under Non-Motorized includes Walk and Bicycle. Separate mode choice models are estimated for each trip purpose and time period. Mode choice is a function of level of service attributes (in-vehicle travel time, out-of-vehicle travel time, fares, parking fees, roadway tolls, auto operating costs), household attributes such as income, and zonal attributes such as residential and employment densities.

Heavy Duty Truck (HDT) Model – HDT trucks are defined by ARB as a truck with a gross vehicle weight of 8,500 pounds or more. The SCAG HDT Model includes internal truck and external truck trip models. The internal truck trips are generated using a cross¬classification method by applying truck trip rates for a two-digit NAICS code by the number of employees in that category and the number of households within each zone. The daily truck trip ends are distributed using a gravity model to create daily truck trips for each of the three truck types: I) light HDT, 2) medium HDT, and 3) heavy HDT. The external truck trips are developed using an econometric model to estimate inbound and outbound commodity flows by counties. The county to county commodity data are allocated to the zonal level based on NAICS employee distribution and then converted to trucks trips using observed data collected during model development. Seaport and airport related truck trips were included as special generator truck trips. The daily truck trips by truck types are allocated to five time periods and merged with the auto trips in trip assignment.

Network Assignment Model – Network assignment is the process of loading vehicle trips on the appropriate networks. For highway assignment, the Regional Model consists of a series of multi-class simultaneous equilibrium assignments for eight classes of of vehicles (drive alone, 2-person carpool using HOV, 2-person carpool using general purpose lanes, 3 or more person carpool using HOV, 3 or more person carpool using general purpose lanes, light HDT, medium HDT, and heavy HDT) and for each of the five time periods. During this assignment process, trucks are converted to Passenger Car Equivalent (PCE) for each link and each truck type based on 1) percentage of trucks, 2) percentage of grade, 3) length of the link, and 4) level of congestion (v/c ratios). Transit vehicles are also included in the highway assignment. For transit trip assignment, the final transit trips from the last loop mode choice models are aggregated by access mode and time period, and then assigned to transit networks for each time period. The vehicle trip tables obtained from mode choice, airport, and heavy duty models are aggregated to the 4,109 Tier1 zone system prior to network assignment.

Model Convergence – In order to maintain consistency between the speeds predicted by the highway assignment and the travel times input to the entire travel demand model chain, the predicted speeds are used to re-compute highway and transit travel times, and

the entire model sequence are repeated until input and output speeds are consistent with each other.

Highway Performance Monitoring System (HPMS) VMT-based Post-Process – In this step, the outputs from the Network Assignment Model, which including traffic volumes, speeds, VMT, Vehicle Hours Traveled (VHT), and Vehicle Hours of Delay (VHD) are adjusted so that the base-year model VMT by air-basin by county is consistent with HPMS VMT as appropriate.

Model Outputs

Population Synthesizer Outputs – The synthetic households by Number of Workers, Household Size, Household Income, and Type ofDwelling Unit, and a separate classification of households by Number of Workers, Age of Household Head, and Household Income are the outputs from the Population Synthesizer module and the inputs to the Trip Generation Model.

Auto Ownership Model Outputs – The auto ownership model generates households by auto ownership, in other words, the number of households with 0 car, I car, 2 cars, 3 cars, and 4 or more cars for each zone, which are the inputs to the Trip Generation Model.

Trip Generation Model Outputs – The output from trip generation model includes person trip tables by 9 trip purposes, of which HBW trips are further split into 8 types by 4 income groups and Direct/Strategic categories for both peak and off-peak periods. These 32 person trip tables are used individually in the Trip Distribution step.

Trip Distribution Model Outputs – The Trip Distribution Model distributes person trips from each trip production zone to each and every attraction zones, resulting in 32 person trip Production/Attraction (PIA) matrices, which are the inputs to the Mode Choice Model.

Mode Choice Model Outputs – The outputs from the Time of Day Model include passenger vehicle trip matrices in OD format by time period and occupancy level. These matrices are then combined with external trips, airport trips, and HDT trips to produce final vehicle OD matrices (3 passenger vehicle classes and 3 HDT classes in 5 time periods) for Network Assignment step. The 3 passenger vehicle classes are drive alone, 2-person carpool, and 3-person carpool. The 3 HDT classes are light HDT, medium HDT, and heavy HDT. Transit person trips matrices for each of five time periods are also produced in this step for transit assignment.

Network Assignment Model Outputs – Major outputs of the Network Assignment Model are highway and transit level of service attributes, including traffic flows and the associated speeds, VMT, VHT, and VHD on the highway networks as well as transit boarding and passenger loads on each transit line for each time period.

2012 RTP Modeling Assumptions

Socio-Economic Data – **TABLES 1** and **2** show population and employment summaries by county and air basin which reflect current trends. This forecast has been in development since 2010 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, three Panel of Forecasting Experts, counties, subregions and cities including subregional workshops and one-on-one meetings.

The comprehensive discussion of the socio-economic data is included in the 2012 RTP Growth Forecast Report.

TABLE 1 Summary of Population Data

County	Air Basin	2008	2012	2014	2020	2030	2035
Imperial	SSAB	170,000	185,000	200,000	244,000	273,000	288,000
Los Angeles	SCAB	9,398,000	9,550,000	9,648,000	9,937,000	10,502,000	10,781,000
	MDAB	373,000	397,000	413,000	459,000	530,000	565,000
Orange	SCAB	2,989,000	3,070,000	3,119,000	3,266,000	3,411,000	3,421,000
Riverside	SCAB	1,683,000	1,786,000	1,842,000	1,994,000	2,304,000	2,460,000
	MDAB	28,000	34,000	38,000	48,000	65,000	73,000
	SSAB	418,000	462,000	486,000	553,000	719,000	803,000
San Bernardino	SCAB	1,510,000	1,560,000	1,592,000	1,684,000	1,865,000	1,956,000
	MDAB	506,000	531,000	547,000	591,000	722,000	788,000
Ventura	SCCAB	813,000	839,000	852,000	890,000	936,000	959,000
SCAG Region	SSAB	588,000	647,000	686,000	797,000	993,000	1,091,000
	SCAB	15,580,000	15,966,000	16,201,000	16,881,000	18,083,000	18,618,000
	MDAB	907,000	962,000	998,000	1,098,000	1,317,000	1,425,000
	SCCAB	813,000	839,000	852,000	890,000	936,000	959,000
	Total	**17,890,000**	**18,410,000**	**18,740,000**	**19,670,000**	**21,330,000**	**22,090,000**

Rounded to nearest thousand

TABLE 2 Summary of Employment Data

County	Air Basin	2008	2012	2014	2020	2030	2035
Imperial	SSAB	62,000	66,000	81,000	102,000	117,000	121,000
Los Angeles	SCAB	4,244,000	4,125,000	4,263,000	4,440,000	4,638,000	4,678,000
	MDAB	92,000	89,000	92,000	112,000	137,000	144,000
Orange	SCAB	1,624,000	1,510,000	1,535,000	1,626,000	1,738,000	1,779,000
Riverside	SCAB	495,000	484,000	574,000	709,000	887,000	933,000
	MDAB	7,000	7,000	8,000	11,000	14,000	14,000
	SSAB	162,000	158,000	187,000	220,000	279,000	295,000
San Bernardino	SCAB	591,000	568,000	619,000	676,000	824,000	868,000
	MDAB	110,000	106,000	115,000	136,000	177,000	191,000
Ventura	SCCAB	348,000	337,000	355,000	382,000	408,000	413,000
SCAG Region	SSAB	224,000	224,000	268,000	321,000	396,000	416,000
	SCAB	6,954,000	6,687,000	6,991,000	7,451,000	8,087,000	8,257,000
	MDAB	209,000	202,000	215,000	259,000	328,000	350,000
	SCCAB	348,000	337,000	355,000	382,000	408,000	413,000
	Total	**7,740,000**	**7,450,000**	**7,830,000**	**8,410,000**	**9,220,000**	**9,440,000**

Rounded to nearest thousand

Networks – A summary of the transportation system attributes for the highway and transit networks for Years 2008 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. A detailed list of modeled projects is in the Modeling List Appendix.

TABLE 3 Summary of Highway Network Lane Miles

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
SCAB					
2008	8,101	859	28,487	7,252	44,699
2012	8,172	909	28,785	7,269	45,135
2014 No Build	8,245	977	28,799	7,394	45,415
2014	8,293	977	29,044	7,396	45,710
2020 No Build	8,392	1,036	28,849	7,420	45,697
2020	8,678	1,307	30,192	7,736	47,913
2030 No Build	8,455	1,036	28,850	7,420	45,761
2030	9,000	1,470	30,653	8,024	49,147
2035 No Build	8,455	1,036	28,850	7,420	45,761
2035	9,261	1,578	31,155	8,143	50,137
SCCAB					
2008	503	0	1,852	684	3,039
2012	529	0	1,879	684	3,092
2014 No Build	529	8	1,879	684	3,100
2014	529	8	1,892	684	3,113
2020 No Build	529	8	1,885	695	3,117
2020	551	8	1,908	695	3,162
2030 No Build	529	8	1,885	695	3,117
2030	551	8	1,949	695	3,203
2035 No Build	529	8	1,885	695	3,117
2035	551	8	1,949	695	3,203

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
MDAB					
2008	1,873	23	4,637	6,243	12,776
2012	1,876	23	4,710	6,277	12,886
2014 No Build	1,876	23	4,725	6,280	12,904
2014	1,891	23	4,888	6,347	13,149
2020 No Build	1,876	23	4,752	6,290	12,941
2020	2,119	69	5,745	6,553	14,486
2030 No Build	1,876	23	4,752	6,290	12,941
2030	2,208	78	5,832	6,737	14,855
2035 No Build	1,876	23	4,752	6,290	12,941
2035	2,208	81	5,843	6,840	14,972
SSAB (Coachella)					
2008	388	0	1,373	791	2,552
2012	388	0	1,414	804	2,606
2014 No Build	388	0	1,414	810	2,612
2014	388	0	1,476	808	2,672
2020 No Build	388	0	1,416	810	2,614
2020	393	0	1,667	894	2,954
2030 No Build	388	0	1,416	810	2,614
2030	422	0	1,791	1,001	3,214
2035 No Build	388	0	1,416	810	2,614
2035	422	0	1,800	1,039	3,261

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
SSAB (Imperial)					
2008	379	0	1,068	2,464	3,911
2012	380	0	1,119	2,463	3,962
2014 No Build	380	0	1,117	2,465	3,962
2014	380	0	1,120	2,463	3,963
2020 No Build	380	0	1,117	2,465	3,962
2020	380	0	1,160	2,463	4,003
2030 No Build	380	0	1,117	2,465	3,962
2030	417	0	1,147	2,463	4,027
2035 No Build	380	0	1,117	2,465	3,962
2035	418	0	1,186	2,452	4,056
Total SCAG Region					
2008	11,244	882	37,417	17,434	66,977
2012	11,345	932	37,907	17,497	67,681
2014 No Build	11,418	1,008	37,934	17,633	67,993
2014	11,481	1,008	38,420	17,698	68,607
2020 No Build	11,565	1,067	38,019	17,680	68,331
2020	12,121	1,384	40,672	18,341	72,518
2030 No Build	11,628	1,067	38,020	17,680	68,395
2030	12,598	1,556	41,372	18,920	74,446
2035 No Build	11,628	1,067	38,020	17,680	68,395
2035	12,860	1,667	41,933	19,169	75,629

TABLE 4 Summary of Transit Route Pattern Miles

Network	Local Bus	Express Bus	Rail	HSRT	Total
2008	23,431	5,942	3,070	-	32,442
2012	23,441	6,019	3,088	-	32,548
2014 No Build	23,481	5,942	3,136	-	32,558
2014	23,520	6,066	3,136	-	32,722
2020 No Build	23,481	5,942	3,153	-	32,575
2020	23,659	6,066	3,208	-	32,933
2030 No Build	23,481	5,942	3,153		32,575
2030	23,739	6,259	3,524		33,522
2035 No Build	23,481	5,942	3,153	-	32,575
2035	25,022	7,143	3,415	184	35,764

TABLE 5 Summary of Transit Service Miles

Network	Local Bus	Express Bus	Rail	HSRT	Total
2008	646,939	113,275	32,431	-	792,646
2012	647,426	116,971	34,937	-	799,334
2014 No Build	651,039	113,275	35,513	-	799,827
2014	653,522	123,133	35,513	-	812,169
2020 No Build	651,039	113,275	38,318	-	802,632
2020	662,813	123,133	44,549	-	830,495
2030 No Build	651,039	113,275	38,318		802,632
2030	667,988	132,429	67,178		867,595
2035 No Build	651,039	113,275	38,318	-	802,632
2035	716,744	159,686	70,240	5,719	952,388

Work-at-Home and Telecommuting – Home-Based-Work trips were reduced for Work-at-Home and Telecommuting. In year 2000, Work-at-Home trips were 3.58 percent and Telecommute trips were 3.34 percent for a total Home-Based-Work trip reduction of 6.92 percent. 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	2008	2012	2014	2020	2030	2035
Work-at-Home	3.58%	4.41%	4.62%	5.03%	5.65%	6.69%	7.21%
Telecommute	3.34%	3.73%	4.74%	5.86%	11.10%	13.51%	14.90%
Total Trip Reductions	6.92%	8.14%	9.36%	10.89%	16.75%	20.20%	22.11%
Increase over 2000 Base	0.00%	1.22%	2.44%	3.97%	9.83%	13.28%	15.19%

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 2012 RTP. 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	2008	2012	2014	2020	2030	2035
Auto Operating Cost *	20.63	21.58	22.05	23.47	23.67	25.77

** Cents/mile; year 1999 constant $. 2035 includes a two cents vmt fee.*

Transit Fares – The transit network includes three types of transit fares: base boarding fares, zone fares, and transfer fares; and two types of fare factors: base fare factor and transfer fare factor. Fare values were collected through the Transit Level of Service Data Collection program. Considering the complex fare structure for most carriers only published full cash fares for initial boarding and transfers are used to represent the base fare and transfer fare. To account for the revenue composition of different fare types, such as one-way walkup fares, daily/weekly/monthly passes, Senior/Student/Disabled fares, and other special fares, base fare factors and transfer fare factors are estimated from the boarding and revenue data provided by transit operators. By applying fare factors to the published full cash fare, the resulting fares represent actual fares paid by an average passenger. Finally, all boarding fares (base fare and transfer fare) are converted into 1999 dollars using a CPI adjustment factor derived from the CPI factor published by the US Department of Labor for the Los Angeles-Riverside-Orange County metropolitan area.

The fare structure varies significantly by operator and by service for the same operator. For example, LACMTA has both local and express bus service. For local bus, the general fare is a flat rate of $1.25. For express bus, there is a surcharge of $0.60 for each zone in addition to the $1.25 fare. As However, OCTA, another major operator in the region, charges a general fare of $1.50 for local bus. For express bus, the fare is a flat rate of $3.00 or $4.50 depending on the route. To accommodate variations in the fares for different routes, the transit network codes general flat fares (i.e., base fares, transfer fares) at the route level, while the fare factors are calculated at the carrier level.

Two other major operators, Metrolink and Amtrak, follow a zone-based fare structure. For example, Metrolink fares are calculated with a distance-based formula using the shortest driving distance between stations, with an 80-mile maximum charge. To capture the published cash fare between two station pairs, a fare matrix was developed for Metrolink and Amtrak. Similarly, the LACMTA Express bus and LADOT Commuter Express bus that have zone-based fare are also included as a zone-to-zone fare matrix.

Similar to the development of fare factors for flat-rate routes, a fare factor matrix was developed based on Metrolink sales and boarding data to represent the weighted average fare for each station pair. In addition, regression analysis was conducted to generate the relationship between the distance and fares for Metrolink to predict future fares for new stations.

No real cost increase in transit fares was assumed from 2008 to 2035.

Non-Motorized Trips – 2035 Plan scenario assumes that there will be a shift of approximately one percent of the motorized trips to non-motorized forms of travel (i.e., walking and bicycling) due to the RTP's investment in active transportation.

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.

TABLE 8 Highway Capacities and Free Flow Speeds Used in the Model

Facility Type	Vehicles / Lane / Hour	Free Flow Speed (MPH)
Freeway (MF, HOV)	1,900 – 2,100	60 – 75
Principal Arterial	475 – 975	21 – 56
Other Arterial	475 – 975	19 – 55
Collector	375 – 975	17 – 52

Toll Roads – There were approximately 325 lane miles of toll roads in 2008, increasing to about 1,600 toll/HOT lanes in 2035. This includes a regional Express Lane network (**TABLE 9**) that would build upon the success of the 91 Express Lanes and TCA Toll Roads in Orange County and two demonstration projects in Los Angeles County.

TABLE 9 Express/HOT Lane Network

County	Route	From	To
Los Angeles	I-405	I-5 (North SF Valley)	LA/OC County Line
Los Angeles	I-110	Adams Blvd (s/o I-10)	I-405
Los Angeles	I and SR-110	Adams Blvd	US-101
Los Angeles	US-101	SR-110	I-10
Los Angeles	I-10	US-101	I-710
Los Angeles	I-10	I-710	I-605
LA, Orange	SR-91	I-110	SR-55
LA, SB	I-10	I-605	I-15
Orange	I-405	LA/OC Line	SR-55
Orange	I-5	SR-73	OC/SD County Line
Orange	SR-73	I-405	MacArthur
Riverside	SR-91	OC/RV County Line	I-15
Riverside	I-15	Riv/SB County Line	SR-74
Riverside	I-15	SR-74	Riv/SD County Line
San Bernardino	I-10	I-15	SR-210
San Bernardino	I-10	SR-210	Ford St
San Bernardino	I-15	SR-395	Sierra Ave
San Bernardino	I-15	Sierra Ave	6th St
San Bernardino	I-15	6th St	Riv/SB County Line

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.

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

TABLE 10 Conformity Requirements Related to Travel Demand Model

CFR	Requirement	How Requirement is Satisfied
93.122(b)(1)(i)	Network-based travel models must be validated against observed counts (peak and off-peak, if possible) for a base year that is not more than 10 years prior to the date of the conformity determination. Model forecasts must be analyzed for reasonableness and compared to historical trends and other factors, and the results must be documented.	The SCAG travel demand models were estimated and calibrated using data from SCAG's Year 2000 Post-Census Regional Travel Survey, 2003 External Travel Survey, the 2010 US Census and various Transit on-board Surveys. The model was validated against 2008 ground counts and 2008 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 2012 RTP and documented in 2012 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.
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.

SUMMARY OF REGIONAL VEHICLE MILES TRAVELED

Table 11 on the next page is a summariy of VMT in 1,000-mile increments by air basin. VMT data were produced from the SCAG Regional Travel Model and does not include VMT from school buses, urban buses, and motor homes (non-modeled). These non-modeled VMT were provided by the ARB and are included in the emissions analysis.

TABLE 11 VMT Summary (in Thousands)

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
		2008			**2012**	
SCCAB	18,679	954	19,633	18,872	953	19,824
SCAB	355,042	21,724	376,766	355,171	20,423	375,594
MDAB	27,822	5,028	32,850	28,870	5,317	34,186
SSAB	14,100	2,494	16,594	15,409	2,565	17,974
Total	415,642	30,201	445,843	418,321	29,258	447,579
		2014 NO-BUILD			**2014**	
SCCAB	19,364	988	20,352	19,174	992	20,166
SCAB	363,817	21,255	385,072	361,309	21,368	382,677
MDAB	30,101	5,604	35,705	29,903	5,610	35,514
SSAB	16,964	2,783	19,747	16,812	2,782	19,594
Total	430,246	30,630	460,876	427,199	30,752	457,950
		2020 NO-BUILD			**2020**	
SCCAB	19,917	1,156	21,073	19,267	1,118	20,385
SCAB	377,563	25,046	402,609	364,660	24,791	389,451
MDAB	34,313	6,390	40,702	34,254	6,678	40,933
SSAB	19,425	3,531	22,956	18,889	3,489	22,378
Total	451,218	36,123	487,341	437,070	36,076	473,147
		2030 NO-BUILD			**2030**	
SCCAB	20,386	1,348	21,734	19,462	1,361	20,823
SCAB	392,193	30,899	423,092	385,891	28,849	414,740
MDAB	41,385	9,251	50,636	40,401	9,354	49,755
SSAB	23,069	5,048	28,118	22,080	5,002	27,082
Total	477,032	46,547	523,579	467,834	44,567	512,401
		2035 NO-BUILD			**2035**	
SCCAB	20,814	1,486	22,301	19,089	1,498	20,588
SCAB	402,256	35,517	437,772	380,976	33,802	414,779
MDAB	44,829	11,649	56,478	42,622	12,065	54,687
SSAB	24,631	5,772	30,403	22,711	5,762	28,472
Total	492,530	54,423	546,954	465,398	53,127	518,525

2012 RTP Regional Emissions Analysis

EPA's Transportation Conformity Rule requires that the 2012 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. Listed below is a description of the various network scenarios.

2012 RTP Conformity Base Year – The conformity base year for 8-hour ozone and $PM_{2.5}$ is 2002; for all other pollutants the conformity base year is 1990.

2012 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 the previously conforming FTIP (2011).

2012 RTP Build – The "Build" scenario is generally defined as all RTP projects, including the 2012 RTP No Build, and the future transportation system that will result from full implementation of the 2011 FTIP and the 2012 RTP.

For more specific individual project information as part of the RTP modeling and regional emissions analysis, refer to the 2012 RTP Modeled Projects list available at www.scag.ca.gov/rtp2012.

Section 93.122(d)(2) of the EPA Transportation Conformity Rule requires that in PM non-attainment and maintenance areas for which the SIPs identify construction-related fugitive dust as a contributor to the area problem, the regional emissions analysis should include construction-related fugitive PM. Of the SCAG PM non-attainment areas, only the SCAB and the Coachella Valley portion of SSAB have PM SIPs. The relevant emissions budgets for these two areas include construction emissions, and the 2012 RTP PM regional emissions analyses includes construction emissions as appropriate.

The on-road motor emissions estimates for the 2012 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 EPA's AP-42 for the Base Year and a combination of additional growth in center-line miles and VMT for future years.

Required Regional Emissions Tests for 2012 RTP

The required regional emissions tests for the 2012 RTP are presented in Table 12. 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 12 Required Regional Emissions Test for 2012 RTP

Year	8-hr Ozone	$PM_{2.5}$	PM_{10}	CO	NO_2
2012	CV	SC			
2014	CV, IMP, SC, VEN, WMD	IMP*, SC	CV, IMP*, MD*, SC		SC
2015**				SC	
2017**	SC				
2020	CV, IMP, SC, VEN, WMD	IMP*, SC	CV, IMP*, MD*, SC	SC	SC
2030	CV, IMP, SC, VEN, WMD	IMP*, SC	CV, IMP*, MD*, SC	SC	SC
2035	CV, IMP, SC, VEN, WMD	IMP*, SC	CV, IMP*, MD*, SC	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.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

TABLE 13 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	13	13	13	13
	Plan	9	7	5	5
Budget – Plan		4	6	8	8
NOx	Budget	19	19	19	19
	Plan	14	9	6	6
Budget – Plan		5	10	13	13

SOUTH COAST AIR BASIN

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

Pollutant		2014	2017	2020	2030	2035
ROG	Budget	150	131	116	116	116
	Plan	141	125	108	82	74
Budget – Plan		9	6	8	34	42
NOx	Budget	287	232	190	190	190
	Plan	267	219	170	124	119
Budget – Plan		20	13	20	66	71

TABLE 15 $PM_{2.5}$ (Annual Emissions [Tons/Day])

Pollutant		2012	2014	2020	2030	2035
ROG	Budget	154	132	132	132	132
	Plan	145	124	105	73	66
Budget – Plan		9	8	27	59	66
NO_X	Budget	326	290	290	290	290
	Plan	308	270	184	111	109
Budget – Plan		18	20	106	179	181
$PM_{2.5}$	Budget	37	35	35	35	35
	Plan	35	33	25	18	19
Budget – Plan		2	2	10	17	16

TABLE 16 PM_{10} (Annual Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	251	251	251	251
	Plan	138	105	79	71
Budget – Plan		113	146	172	180
NO_X	Budget	549	549	549	549
	Plan	286	184	126	120
Budget – Plan		263	365	423	429
PM_{10}	Budget	166	166	166	166
	Plan	162	154	158	162
Budget – Plan		4	12	8	4

TABLE 17 CO (Winter Emissions [Tons/Day])

Pollutant		2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137
	Plan	1,219	875	587	523
Budget – Plan		918	1,262	1,550	1,614

TABLE 18 NO_2 (Winter Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
NO_2	Budget	680	680	680	680
	Plan	306	196	133	126
Budget – Plan		374	484	547	554

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

TABLE 19 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	22	22	22	22
	Plan	13	10	8	8
Budget – Plan		9	12	14	14
NO_X	Budget	77	77	77	77
	Plan	34	24	20	22
Budget – Plan		43	53	57	55

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION

TABLE 20 PM_{10} (Annual Emissions [Tons/Day])

		2014	2020	2030	2035
PM_{10}	No Build	6.2	6.4	7.5	8.3
	Build	5.6	5.9	7.1	7.9
No Build – Build		0.6	0.5	0.4	0.4

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

TABLE 21 PM_{10} (Annual Emissions [Tons/Day])

		2014	2020	2030	2035
PM_{10}	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 22 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2012	2014	2020	2030	2035
ROG	Budget	7	7	7	7	7
	Plan	6	6	5	4	4
Budget – Plan		1	1	2	3	3
NO_X	Budget	26	26	26	26	26
	Plan	19	18	12	11	11
Budget – Plan		7	8	14	15	15

TABLE 23 PM_{10} (Annual Emissions [Tons/Day])

		2014	2020	2030	2035
PM_{10}	Budget	10.9	10.9	10.9	10.9
	Plan	8.0	7.6	7.5	7.7
Budget – Plan		2.9	3.3	3.4	3.2

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

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

TABLE 24 Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	7	7	7	7
	Plan	5	4	4	4
Budget – Plan		2	3	3	3
NO_X	Budget	17	17	17	17
	Plan	13	9	9	10
Budget – Plan		4	8	8	7

TABLE 25 $PM_{2.5}$ (Annual Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM_{10}	No Build	1.0	1.0	1.1	1.2
	Build	0.9	0.9	1.1	1.1
No Build – Build		0.1	0.1	0.0	0.1

TABLE 26 PM_{10} (Annual Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM_{10}	No Build	3.7	4.4	4.9	5.2
	Build	3.5	4.2	4.6	4.8
No Build – Build		0.2	0.2	0.3	0.4

Detailed Emissions Analyses

The following tables present further detail of the emissions analyses for all non-attainment and maintenance areas within SCAG's jurisdiction.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

TABLE 27 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	2012 RTP	8.6	6.8	5.0	4.3
Total Emissions		9	7	5	5
Emission Budget		13	13	13	13
Budget – Emissions		4	6	8	8
NOx	2012 RTP	13.2	8.6	5.8	5.2
Total Emissions		14	9	6	6
Emission Budget		19	19	19	19
Budget – Plan		5	10	13	13

SOUTH COAST AIR BASIN

TABLE 28 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2017	2020	2030	2035
ROG	2012 RTP	141.4	125.1	108.9	81.8	73.8
Baseline Adjustments *		-0.7	-1.0	-1.2	0.0	0.0
Sum		140.7	124.1	107.7	81.8	73.8
Total Emissions		141	125	108	82	74
Emission Budget **		150	131	116	116	116
Budget – Emissions		9	6	8	34	42
NO_X	2012 RTP	280.4	230.3	180.2	123.6	118.3
Baseline Adjustments *		-13.4	-12.0	-10.4	0.0	0.0
Sum		267.0	218.3	169.8	123.6	118.3
Total Emissions		267	219	170	124	119
Emission Budget		287	232	190	190	190
Budget – Emissions		20	13	20	66	71

** Provided by ARB*

TABLE 29 $PM_{2.5}$ (Annual Emissions [Tons/Day])

Pollutant		2012	2014	2020	2030	2035
ROG	2012 RTP	154.1	137.5	104.9	78.4	70.9
Adjustment for Adopted State and Local On-road Measures*		-0.4	-0.6	n/a	-1.5	-1.5
State Strategy-On-road Reductions*		-8.7	-13.6	n/a	-4.8	-4.3
Sum		145.0	123.3	104.9	72.1	65.1
Total Emissions		145	124	105	73	66
Emission Budget		154	132	132	132	132
Budget – Emissions		9	8	27	59	66
NO_X	2012 RTP	332.3	285.9	183.4	125.3	119.6
Adjustment for Adopted State and Local On-Road Measures*		-1.4	-1.4	n/a	-0.1	-0.1
State Strategy – On-road Reductions*		-23.7	-15.1	n/a	-15.1	-11.2
Sum		307.2	269.4	183.4	110.1	108.3
Total Emissions		308	270	184	111	109
Emission Budget		326	290	290	290	290
Budget – Emissions		18	20	106	179	181
$PM_{2.5}$	2012 RTP	15.6	15.2	14.1	13.9	14.2
Re-entrained Road Dust Paved		19.1	19.4	19.8	21.3	22.0
Re-entrained Road Dust Unpaved *		1.0	1.0	1.0	1.0	1.0
Road Construction Dust *		0.2	0.2	0.2	0.2	0.2
Adjustment for Adopted State and Local On-road Measures*		-0.1	-0.2	n/a	-0.3	-0.3
State Strategy – On-road Reductions*		-1.4	-2.8	n/a	-0.5	-0.3
Adjustment from NO_X to $PM_{2.5}$ Trading**		N/A	N/A	-10.6	-17.9	-18.1
Sum		34.4	32.8	24.5	17.7	18.7
Total Emissions**		35	33	25	18	19
Emission Budget		37	35	35	35	35
Budget – Emissions		2	2	10	17	16

* The detailed $PM_{2.5}$ emission budgets are provided by ARB on March 8, 2012 (Table 29A).
*** The Plan $PM_{2.5}$ emissions for years after 2014 are calculated with the NO_X to $PM_{2.5}$ (10 to 1) trading mechanism as approved by EPA on November 9, 2011*

TABLE 29A South Coast $PM_{2.5}$ Plan Transportation Conformity Budgets (Annual Emissions [Tons/Day])

	2012	2014	2023	2030	2035
South Coast Air Basin – ROG					
Baseline Emissions (EMFAC 2007 Default)	162.6	146.1	101.9	85.4	77.6
Adjustments for Adopted State and Local On-road Measures	-0.4	-0.6	-1.5	-1.5	-1.5
AB1493	-0.2	-0.4	-1.5	-1.5	-1.5
Moyer (on-road portion)	-0.1	-0.1	0.0	0.0	0.0
State Strategy - On-road Reductions* (Estimated)	-8.7	-13.6	-6.2	-4.8	-4.3
Smog Check	0.0	-4.7	-2.8	-2.8	-2.8
Reformulated Gasoline	-4.2	-3.9	-2.3	-2.3	-2.3
Cleaner in use HD Diesel Trucks	-4.5	-5.0	-1.1	0.4	0.8
Proposed Local Strategy – On-road Reductions					
SUM	153.5	131.9			
Budget	154	132	N/A	N/A	N/A
South Coast Air Basin - NO_X	2012	2014	2023	2030	2035
Baseline Emissions (EMFAC 2007 Default)	350.8	305.7	174.7	141.8	133.0
Adjustments for Adopted State and Local On-road Measures	-1.4	-1.4	-0.1	-0.1	-0.1
AB1493	0.0	0.0	-0.1	-0.1	-0.1
Moyer (on-road portion)	-1.4	-1.4	0.0	0.0	0.0
State Strategy – On-road Reductions*	-23.7	-15.1	-28.8	-15.1	-11.2
Smog Check	0.0	-2.7	-1.2	-1.2	-1.2
Cleaner in use HD Diesel Trucks	-23.7	-12.4	-27.6	-13.9	-10.0
Proposed Local Strategy – On-road Reductions					
SUM	325.6	289.2			
Budget	326	290	N/A	N/A	N/A

	2012	2014	2023	2030	2035
South Coast Air Basin – $PM_{2.5}$	2012	2014	2023	2030	2035
Baseline Emissions (EMFAC 2007 Default)	17.5	17.2	16.4	17.0	17.9
Paved Road Dust	18.8	19.0	20.8	21.4	21.9
Un-paved Road Dust	1.0	1.0	1.0	1.0	1.0
Road Construction Dust	0.2	0.2	0.2	0.2	0.2
Adjustments for Adopted State and Local On-road Measures	-0.1	-0.2	-0.3	-0.3	-0.3
AB1493	0.0	-0.2	-0.3	-0.3	-0.3
Moyer (on-road portion)	-0.1	-0.1	0.0	0.0	0.0
State Strategy – On-road Reductions*	-1.4	-2.8	-1.1	-0.5	-0.2
Smog Check	0.0	-0.2	-0.2	-0.2	-0.2
Cleaner in use HD Diesel Trucks	-1.4	-2.6	-0.9	-0.3	0.0
Proposed Local Strategy – On-road Reductions					
SUM	36.1	34.5			
Budget	37	35	N/A	N/A	N/A

TABLE 30 PM_{10} (Annual [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	2012 RTP	137.5	104.9	78.4	70.9
	Total Emissions	138	105	79	71
	Emission Budget	251	251	251	251
	Budget – Emissions	113	146	172	180
NO_X	2012 RTP	285.9	183.4	125.3	119.6
	Total Emissions	286	184	126	120
	Emission Budget	549	549	549	549
	Budget – Emissions	263	365	423	429
PM_{10}	2012 RTP	22.1	21.1	21.3	21.7
	Re entrained Road Dust Paved	128.4	130.9	141.3	145.2
	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
	Sum	161.4	153.9	157.5	162.0
	Total Emissions	162	154	158	162
	Emission Budget	166	166	166	166
	Budget – Emissions	4	12	8	4

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

TABLE 31 CO (Winter Emissions [Tons/Day])

Pollutant		2015	2020	2030	2035
CO	2012 RTP	1218.9	874.4	586.5	522.8
Total Emissions		1,219	875	587	523
Emission Budgets		2,137	2,137	2,137	2,137
Budget – Emissions		918	1,262	1,550	1,614

TABLE 32 NO_2 (Winter Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
NO_2	2012 RTP	305.6	195.1	132.1	125.6
Total Emissions		306	196	133	126
Emission Budgets		680	680	680	680
Budget – Plan		374	484	547	554

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

TABLE 33 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	2012 RTP	12.2	9.4	7.9	7.7
Total Emissions		13	10	8	8
Emission Budget		22	22	22	22
Budget – Emissions		9	12	14	14
NOx	2012 RTP	33.3	23.2	19.9	21.9
Total Emissions		34	24	20	22
Emission Budget		77	77	77	77
Budget – Emissions		43	53	57	55

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION

TABLE 34 PM_{10} (Annual Emissions [Tons/Day])

	2014	2020	2030	2035
2012 RTP No-Build				
Re-entrained Road Dust	4.0	4.4	5.3	5.7
Motor Vehicle	2.2	2.0	2.2	2.6
Total Emissions	6.2	6.4	7.5	8.3
2012 RTP Build				
Re-entrained Road Dust	4.0	4.5	5.3	5.6
Paving Unpaved Roads	-0.6	-0.6	-0.4	-0.3
Motor Vehicle	2.2	2.0	2.2	2.6
Total Emissions	5.6	5.9	7.1	7.9
No Build – Build	0.6	0.5	0.4	0.4

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

TABLE 35 PM_{10} (Annual Emissions [Tons/Day])

		2014	2020	2030	2035
PM_{10}	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 36 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2012	2014	2020	2030	2035
ROG	2012 RTP	5.8	5.2	4.2	3.5	3.4
Total Emissions		6	6	5	4	4
Emission Budget		7	7	7	7	7
Budget – Emissions		1	1	2	3	3
NO_X	2012 RTP	20.7	17.9	11.8	10.1	10.6
Baseline Adjustment *		-2.0	0.0	0.0	0.0	0.0
Sum		18.3	17.9	11.8	10.1	10.6
Total Emissions		19	18	12	11	11
Emission Budget		26	26	26	26	26
Budget – Emissions		7	8	14	15	15

** Provided by ARB.*

TABLE 37 PM_{10} (Annual [Tons/Day])

Pollutant	2014	2020	2030	2035
2012 RTP	1.1	1.0	1.1	1.2
Re-entrained Road Dust Paved	3.1	3.3	3.5	3.6
Re-entrained Road Dust Unpaved *	3.7	3.3	2.8	2.8
Road Construction Dust *	0.1	0.1	0.1	0.1
Total Emissions	8.0	7.6	7.5	7.7
Emission Budget	10.9	10.9	10.9	10.9
Budget – Emissions	2.9	3.3	3.4	3.2

** Provided by SCAQMD.*

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

TABLE 38 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	2012 RTP	4.5	3.7	3.5	3.6
Total Emissions		5	4	4	4
Emission Budget		7	7	7	7
Budget – Emissions		2	3	3	3
NO_X	2012 RTP	12.2	8.7	8.8	9.5
Total Emissions		13	9	9	10
Emission Budget		17	17	17	17
Budget – Plan		4	8	8	7

TABLE 39 $PM_{2.5}$ (Annual [Tons/Day])

	2014	2020	2030	2035
2012 RTP No-Build				
Re-entrained Road Dust	0.5	0.6	0.6	0.7
Motor Vehicle	0.5	0.4	0.5	0.5
Total Emissions	1.0	1.0	1.1	1.2
2012 RTP Build				
Re-entrained Road Dust	0.4	0.5	0.6	0.6
Motor Vehicle	0.5	0.4	0.5	0.5
Total Emissions	0.9	0.9	1.1	1.1
No Build – Build	0.1	0.1	0.0	0.1

TABLE 40 PM_{10} (Annual [Tons/Day])

	2014	2020	2030	2035
2012 RTP No-Build				
Re-entrained Road Dust	3.1	3.8	4.2	4.4
Motor Vehicle	0.6	0.6	0.7	0.8
Total Emissions	3.7	4.4	4.9	5.2
2012 RTP Build				
Re-entrained Road Dust	2.9	3.6	3.9	4.0
Motor Vehicle	0.6	0.6	0.7	0.8
Total Emissions	3.5	4.2	4.6	4.8
No Build – Build	0.2	0.2	0.3	0.4

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 2010/11-2011/12), of the 2011 FTIP. These projects comprise the committed TCMs in the 2012 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 Part 93:

A TCM is any measure that is specifically identified and committed to in the applicable implementation plan, including a substitute or additional TCM that is incorporated into the applicable SIP through the process established in CAA section 176(c)(8), that is either one of the types listed in CAA section 108, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.

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

b. 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.

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

Applicable SIPs in the SCAG Region

In the SCAG region, SIPs developed in the SCAB and the Ventura County portion of the SCCAB contain TCM strategies and thus are the applicable SIPs per EPA's Transportation Conformity Rule. 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 EPA has approved the 2007 South Coast Ozone SIP effective April 30, 2012. The TCM categories in the 2007 Ozone AQMP/SIP are consistent with the TCM01 categories established in the 1994 Ozone SIP.

1994 OZONE SIP (VENTURA COUNTY PORTION OF SCCAB)

The EPA approved the 1994 Ozone SIP revisions on January 8, 1997. The 2007 Ozone AQMP/SIP revision (pending EPA approval) 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 FTIP are considered for reporting. The projects reported on in this report are those TCM-category projects which have been committed to right-of-way acquisition, construction or implementation in the Fiscal Year 2010–2011 and 2011–2012 portions of the 2011 FTIP. In addition, those TCM projects designated for reporting in previous FTIPs, 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 2011 FTIP and current status for the 2012 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 FTIP 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 FTIP, which was the first FTIP to include this reporting requirement.

SCAG has traditionally relied on the established project status update process used for the RTP and the FTIP 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 FTIP. In each FTIP, TCM category projects roll forward and the enforceable commitment is automatically revised to encompass the first two-year schedule of TCM-category projects without the need for a SIP revision. The implementation status of each of these TCM projects then continues to be reported on in subsequent FTIPs, until the TCM project is reported as having been completed, or the suitably replaced or substituted project has been completed.

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), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and the Surface Transportation Program (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.[2]

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

[2] SCAG will continue working with EPA, ARB and SCAQMD to understand the full implications of the recent Ninth Circuit Court ruling in the *Association of Irritated Residents et al. v. EPA* case (Nos. 09-71383 and 09-71404) related to the Transportation Control Measures (TCMs) for the severe or extreme ozone non-attainment area contained within this plan. SCAG will amend the plan (if required)) once the EPA has completed its analysis and provided any direction that may be needed.

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 41.1 Los Angeles County TCMs Subject to Timely Implementation

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
BALDWIN PARK	LAFA141	BALDWIN PARK METROLINK TRANSPORTATION CENTER. FUNDED THRU STIP AUGMENTATION CONSTRUCTION A TRANSPORTATION CENTER AND PARKING STRUCTURE AT THE BALDWIN PARK METROLINK STATION.	2012	11/1/2012	11/1/2014	OBSTACLES ARE BEING OVERCOME. THE PROJECT IS IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED). DELAY IS THE RESULT OF THE ENVIRONMENTAL DOCUMENT PROCESSING TAKING LONGER THAN ORIGINALLY EXPECTED.
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	12/31/2013	12/31/2013	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. AGENCY IS FINALIZING PLANS FOR THE NEW SITE FOR THE PARK AND RIDE. PROJECT IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
GLENDALE	LA0G406	FAIRMONT AVE. PARK-N-RIDE FACILITY (83 PARKING SPACES) TO SERVE COMMUTERS USING SR-134, I-5. THE LOCATION OF THE PARK-N-RIDE IS FAIRMONT AVENUE AND SAN FERNANDO RD.	12/30/2012	12/30/2012	12/30/2013	OBSTACLES ARE BEING OVERCOME. ONE YEAR DELAY DUE TO COORDINATION AND LAG TIME BETWEEN PROJECT COMPONENTS AS THE PROJECT WAS COMBINED WITH FAIRMONT AVE GRADE SEPARATION. AGENCY HAS AN APPROVED MOU WITH METRO AND THE PROJECT IS UNDERWAY.
LOS ANGELES COUNTY	LAF1514	EMERALD NECKLACE BIKE TRAIL PROJECT. DESIGN AND CONSTRUCT 1.1 MILES OF CLASS I BIKE PATH TO CONNECT DUARTE ROAD TO THE SAN GABRIEL RIVER BICYCLE TRAIL.	2011	12/31/2011	6/30/2013	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO REQUIRED COORDINATION WITH CORPS OF ENGINEER AND CITY OF DUARTE TO EXECUTE NECESSARY AGREEMENTS FOR INSTALLATION OF BIKE PATH THROUGH SANTA FE DAM RECREATIONAL AREA. REVISED PLANNED OBLIGATION DATE FOR THIS PROJECT IS JUNE 2012 WITH AWARD OF CONTRACT IN SEPTEMBER 2012 AND CONSTRUCTION COMPLETION BY JUNE 2013.
LOS ANGELES COUNTY MTA	LA0G270	EXPANSION AND IMPROVEMENT TO EXISTING TRANSIT CENTER IN THE CITY OF PALMDALE. E2009-BUSP-137.	9/30/2012	9/30/2012	9/30/2013	OBSTACLES ARE BEING OVERCOME. THE PROJECT IS IN THE ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED). ADDITIONAL TRAFFIC STUDIES WERE REQUESTED BY THE FTA PRIOR TO THE APPROVAL OF THE ENVIRONMENTAL DOCUMENTS. ADDITIONAL YEAR NEEDED TO CONDUCT TRAFFIC STUDIES, INCORPORATE THE INFORMATION INTO THE ENVIRONMENTAL DOCUMENT AND SEEK APPROVAL FROM FTA.
LOS ANGELES COUNTY MTA	LA0F021	EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II – FROM CULVER CITY TO SANTA MONICA		12/31/2017	12/31/2017	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
LOS ANGELES COUNTY MTA	LA29202W	MID -CITY TRANSIT CORRIDOR: WILSHIRE BLVD. FROM VERMONT TO SANTA MONICA DOWNTOWN- MID-CITY WILSHIRE BRT INCL. DIV. EXPANSION AND BUS ONLY LANE	2009/2010	12/31/2012	12/31/2014	OBSTACLES ARE BEING OVERCOME. AFTER INITIAL DELAYS WITH PROCESSIG ENVIRONMENTAL DOCUMENTS, PROJECT IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED). NOTE: 2011 FTIP TCM TIMELY IMPLEMENTATION REPORT PROJECT DESCRIPTION AND COMPLETION DATE ONLY ACCOUNT FOR FIRST PHASE OF PROJECT.
LOS ANGELES COUNTY MTA	LA0G194	ACQUIRE FOUR (4) ALTERNATE FUEL BUSES FOR THE CITY OF ARTESIA TO BE USED FOR NEW FIXED ROUTE SERVICE EARMARK ID #E2008-BUSP-0694	10/31/2011	10/31/2011	10/31/2012	OBSTACLES ARE BEING OVERCOME. GRANT HAD BEEN APPROVED BY FTA. ACQUIRING NEW VEHICLES BEING COORDIATED WITH THE COMPLETION OF A REDEVELOPMENT PROJECT TO BETTER UNDERSTAND THE NEEDS FOR BUS STOPS AND ROUTING.
LOS ANGELES COUNTY MTA	LA0C10	MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION	2011/2012	12/31/2012	12/31/2012	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. THE PROJECT IS UNDER CONSTRUCTION.
LOS ANGELES COUNTY MTA	LA0G431	MULTI-MODAL TRANSIT CENTER AT CSUN TO INCLUDE PASSENGER LOADING AREAS AND BUS SHELTERS	10/1/2012	10/1/2012	10/1/2012	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. THE GRANT FOR THE PROJECT HAS BEEN APPROVED BY FTA. PROJECT IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES COUNTY MTA	LA974165	MACARTHUR PARK STATION IMPROVEMENTS INCLUDE DESIGN AND CONSTRUCTION OF A PLAZA TO ACCOMMODATE PUBLIC ACCESS (PEDESTRIAN ENTRANCES, WALKWAYS, BICYCLE FACILITIES) PPNO# 3417	2002/2007	12/30/2011	12/30/2011	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
LOS ANGELES, CITY OF	LA0G155	LACRD – TRANSIT SIGNAL PRIORITY IN THE CITY OF LOS ANGELES.	12/31/2011	12/31/2011	02/28/2012	OBSTACLES ARE BEING OVERCOME. IN CONSTRUCTION/IMPLEMENTATION PHASE.
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	2010	06/2011	6/30/2013	OBSTACLES ARE BEING OVERCOME. FUNDS HAVE BEEN OBLIGATED. THE PROJECT IS CURRENTLY IN THE DESIGN PHASE AND THE WORK IS 95% COMPLETE. DELAY DUE TO ADDITIONAL COORDINATION REQUIRED WITH THE LOCAL STAKEHOLDERS REGARDING THE PROJECT.

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
PICO RIVERA (PREVIOUSLY LEAD AGENCY WAS SGVCOG)	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	12/31/2010	12/31/2012	OBSTACLES ARE BEING OVERCOME. UNDER CONSTRUCTION. THE PROJECT ENCOUNTERED SEVERAL DELAYS FOR ISSUES RELATED TO ROW CERTIFICATION AND SEVERAL CASES OF EMINENT DOMAIN. THE CONSTRUCTION PHASE OF THIS PROJECT STARTED 12/6/10 AND THE UNDERPASS (BRIDGE) IS ESTIMATED TO BE COMPLETED WITHIN 19-20 MONTHS.
ROLLING HILLS ESTATE	LAF1529	PALOS VERDES DRIVE NORTH BIKE LANES. CONSTRUCTION OF CLASS II BIKE LANE AND RELATED IMPROVEMENTS ON PALOS VERDES DRIVE NORTH	12/31/2012	12/31/2012	12/31/2013	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO TIME NECESSARY FOR CALTRANS TO REVIEW AND APPROVE THE ENVIRONMENTAL DOCUMENT. PROJECT HAS RECEIVED ITS E-76 FOR PE (PS&E). THE CITY WORKED WITH METRO TO UPDATE THE SCHEDULE AND REPROGRAM THE CONSTRUCTION FUNDS; PLANNING TO OBTAIN CONSTRUCTION ALLOCATION BY JUNE 30, 2013 AND COMPLETE CONSTRUCTION BY DECEMBER 31, 2013.
SANTA CLARITA	LAF1424	MCBEAN REGIONAL TRANSIT CENTER PARK AND RIDE. PURCHASE LAND, DESIGN, AND CONSTRUCT A REGIONAL PARK-AND-RIDE LOT ADJACENT TO THE MCBEAN REGIONAL TRANSIT CENTER IN THE CITY OF SANTA CLARITA.	2012	10/1/2012	10/1/2013	OBSTACLES ARE BEING OVERCOME. PROJECT CURRENTLY IN PRE-CONSTRUCTION PHASE. DELAYED TO ALLOW NEGOTIATIONS WITH THE CURRENT PROPERTY OWNER AND COMMUNITY OUTREACH. FUNDING IS IN AN APPROVED FTA GRANT CA-95-X137 AND CA-96-X071
WHITTIER	LA0G257	WHITTIER GREENWAY TRAILHEAD PARK. EXTENSION OF WHITTIER GREENWAY TRAIL FROM MILLS AVENUE TO 300 FEET EAST OF MILLS AVENUE ON CITY OWNED RIGHT-OF-WAY IN CONJUNCTION WITH THE CONSTRUCTION OF NEW TRAILHEAD PARK WITH A PARK AND RIDE PARKING LOT FOR NEARBY PUBLIC TRANSIT STOP. NEW 20 SPACE PARKING LOT WOULD BE CONSTRUCTED OF “GREEN” PERMEABLE PAVEMENT IN COMPLIANCE WITH NPDES REQUIREMENTS. INCLUDES THE INSTALLATION OF PARK AMENITIES, DRINKING FOUNTAIN FOR THE CONVENIENCE OF PEDESTRIAN AND BICYCLE PATRONS OF THE WHITTIER GREENWAY TRAIL. CONSTRUCTION OF NEW SIDEWALKS ALONG MILLS AVENUE TO PROVIDE WHITTIER GREENWAY TRAIL CROSSING CONNECTION AT THE SIGNALIZED INTERSECTION OF MILLS AVENUE AT LAMBERT ROAD.	9/30/2012	9/30/2012	9/30/2014	OBSTACLES ARE BEING OVERCOME. THE CITY OF WHITTIER HAS PLACED THIS PROJECT ON TEMPORARY HOLD DUE TO RESUMED NEGOCIATIONS WITH THE UNION PACIFIC RAILROAD (UPRR) FOR ACQUISITION OF A PORTION OF RAILROAD ROW ADJACENT TO CITY OWNED PROPERTY TO BE DEVELOPED INTO THE WHITTIER GREENWAY TRAILHEAD PARK. CITY IS ATTEMPTING TO SECURE A PORTION OF RAILROAD ROW FOR EXTENDING THE WHITTIER GREENWAY TRAIL FURTHER EAST TO THE EAST CITY LIMITS OF WHITTIER (LOS ANGELES/ORANGE COUNTY BOARDER). THE PRELIMINARY DESIGN LAYOUT OF THE PROPOSED PARK AND PARKING LOT COULD BE REARRANGED IF THE CITY IS SUCCESSFUL IN OBTAINING THE ADDITIONAL LAND FOR THE GREENWAY TRAIL EASTERN EXTENSION.

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
ARTESIA	LAF1607	SOUTH STREET PEDESTRIAN, BIKEWAY AND TRANSIT IMPROVEMENT. IMPROVE PEDESTRIAN ENVIRONMENT AND TRANSIT STOP LOCATIONS WITH LANDSCAPED MEDIANS, TRANSIT SHELTERS, BENCHES, SIDEWALK ENHANCEMENTS AND LIGHTING. CLOSE EXISTING BIKE LANE GAP.	2014	10/1/2014	10/1/2014	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
AVALON	LAF1501	COUNTY CLUB DRIVE BIKEWAY IMPROVEMENT PROJECT. CONSTRUCTION OF A 4-FOOT WIDE CLASS II BIKE LANE IN BOTH DIRECTIONS ALONG A ONE MILE SECTION OF COUNTRY CLUB DRIVE.	2013	10/1/2013	10/1/2013	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
AZUSA	LAF3434	AZUSA INTERMODAL TRANSIT CENTER. CONSTRUCT REGIONAL AZUSA INTERMODAL TRANSIT CENTER TO ACCOMMODATE EXISTING AND FUTURE PARKING DEMAND AND SUPPORT EFFECTIVE TRANSIT USE.	6/30/2015	6/30/2015	6/30/2015	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
BALDWIN PARK	LAE0076	CONSTRUCT ADD'L VEHICLE PARKING (200 TO 400 SPACES), BICYCLE PARKING LOT AND PEDESTRIAN REST AREA AT THE TRANSIT CENTER	2010	2014	12/31/2014	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
BALDWIN PARK	LAF1654	BALDWIN PARK METROLINK PEDESTRIAN OVERCROSSING. CONSTRUCT A PEDESTRIAN OVERCROSSING OVER BOGART AVE AND THE METROLINK LINE TO LINK THE STATION WITH VITAL BUS TRANSFER POINTS AND TO PROVIDE ACCESS TO PARKING OVERFLOW AREAS.	2015	10/1/2015	10/1/2015	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
BURBANK	LAF1502	SAN FERNANDO BIKEWAY. IMPLEMENT A CLASS I BIKEWAY ALONG SAN FERNANDO BLVD, VICTORY PLACE AND BURBANK WESTERN CHANNEL TO COMPLETE THE BURBANK LEG OF A 12 MILE BIKEWAY.	2014	6/30/2014	6/30/2014	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
CALTRANS	LA000358	ROUTE 5: – FROM ROUTE 134 TO ROUTE 170 HOV LANES (8 TO 10 LANES) (CFP 346)(2001 CFP 8355). (EA# 12180, 12181,12182,12183,12184, 13350 PPNO 0142F,151E,3985,3986,3987) SAFETEA LU # 570. CONSTRUCT MODIFIED IC @ I-5 EMPIRE AVE, AUX LNS NB & SB BETWEEN BURB	2012/2010	12/31/2014	12/31/2014	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IS IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
CALTRANS	LA000548	ROUTE 10: FROM PUENTE TO CITRUS HOV LANES FROM 8 TO 10 LANES (C-ISTEA 77720) (EA# 117080, PPNO# 0309N)	2030/2015	2/12/2016	2/12/2016	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IS IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
CALTRANS	LA0B875	ROUTE 10: HOV LANES FROM CITRUS TO ROUTE 57/210 – (EA# 11934, PPNO# 0310B)	2015	3/15/2016	3/15/2016	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IS IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
CALTRANS	LA0D73	ROUTE 5: LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTION. WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0, PPNO 2808). TCRP#42.2&42.1	2014	12/1/2016	12/1/2016	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IS IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
CALTRANS	LA000357	ROUTE 5: FROM ROUTE 170 TO ROUTE 118 ONE HOV LANE IN EACH DIRECTION (10 TO 12 LANES) INCLUDING THE RECONSTRUCTION OF THE I-5/SR-170 MIXED FLOW CONNECTOR AND THE CONSTRUCTION OF THE I-5/SR-170 HOV TO HOV CONNECTOR (CFP 345) (2001 CFP 8339; CFP2197).	2008/2010	12/31/2011	12/31/2013	OBSTACLES ARE BEING OVERCOME. PROJECT UNDER CONSTRUCTION. DELAY DUE TO ADDITIONAL TIME NEEDED TO UPDATE ENGINEERING DESIGNS IN ORDER TO INCORPORATE SLAB REPLACEMENT AND GRINDING/RESURFACING ALL FREEWAY LANES.
CALTRANS	LA01342	ROUTE 10: 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	10/28/2013	10/28/2013	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT UNDER CONSTRUCTION
CALTRANS	LA996134	ROUTE 5: 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	5/24/2013	5/24/2013	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IS UNDER CONSTRUCTION.

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
CLAREMONT	LAF1510	CLAREMONT PORTION OF THE CITRUS REGIONAL BIKEWAY. THIS PROJECT PROPOSES THE IMPLEMENTATION OF THE CLAREMONT PORTION OF THE CITRUS REGIONAL BIKEWAY UTILIZING BONITA AVENUE AND FIRST STREET AS PRIMARY CLASS II BIKE ROUTES.	10/1/2012	10/1/2012	10/1/2012	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT HAS HAD CONTRACT/PROJECT AWARD
EL MONTE	LAF1504	EL MONTE: TRANSIT CYCLE FRIENDLY. EL MONTE PROPOSES TO IMPLEMENT THE 1ST PHASE OF THE EL MONTE BIKE-TRANSIT HUB COMPONENT (METRO BICYCLE TRANSPORTATION STRATEGIC PLAN) A COUNTYWIDE EFFORT TO IMPROVE BIKE FACILITIES	2013	10/1/2013	10/1/2013	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
LONG BEACH	LAE1296	LONG BEACH INTELLIGENT TRANSPORTATION SYSTEM	2011	9/30/2012	9/30/2012	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
LONG BEACH	LAF1530	BICYCLE SYSTEM GAP CLOSURES & IMPROVED LA RIVER BIKE PATH. PROJECT WILL CONSTRUCT PRIORITY CLASS I & III BICYCLE SYSTEM GAP CLOSURES IN LONG BEACH AND IMPROVE CONNECTION TO LA RIVER.	2014	10/1/2014	10/1/2014	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
LOS ANGELES COUNTY MTA	LA0D198	CRENSHAW TRANSIT CORRIDOR	12/31/2018	12/31/2018	12/31/2018	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IS IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
LOS ANGELES COUNTY MTA	LA0G010	REGIONAL CONNECTOR – LIGHT RAIL IN TUNNEL ALLOWING THROUGH MOVEMENTS OF TRAINS, BLUE, GOLD, EXPO LINES. FROM ALAMEDA / 1ST STREET TO 7TH STREET/METRO CENTER	12/31/2019	12/31/2019	12/31/2019	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IS IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
LOS ANGELES COUNTY MTA	LA0G154	LACRD – EL MONTE TRANSIT CENTER IMPROVEMENTS AND EL MONTE BUSWAY IMPROVEMENTS, INCLUDING BIKE LOCKERS, TICKET VENDING MACHINES AT EL MONTE BUSWAY STATIONS AND UP TO 10 BUS BAYS.	12/31/2010	12/31/2010	12/31/2012	OBSTACLES ARE BEING OVERCOME. DELAY IN OBTAINING ENVIRONMENTAL CLEARANCE AND DISCOVERY OF CONTAMINATED SOILS DURING INITIAL EXCAVATION AT EL MONTE TRANSIT CENTER. CHANGE ORDER REQUIRED THE CONTRACTOR TO INVESTIGATE AND SEGREGATE SOIL TYPES PRIOR TO HAULING TO VARIOUS LANDFILLS DEPENDING ON TYPE OF CONTAMINATION. THIS ADDITIONAL PROCESS HAS DELAYED CONSTRUCTION FOR TWO YEARS. LACMTA IS WORKING WITH ITS CONTRACTOR TO REMOVE CONTAMINATED SOIL AS QUICKLY AS POSSIBLE AND WORKING WITH SHPO AND FTA TO EXPEDITE APPROVALS.
LOS ANGELES COUNTY MTA	LA0G447	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SEGMENT 1 – WILSHIRE/WESTERN TO FAIRFAX	12/31/2019	12/31/2019	12/31/2019	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IS IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.
LOS ANGELES COUNTY MTA	LA0C8114	LA CITY RIDESHARE SERVICES; PROVIDE COMMUTE INFO, EMPLOYER ASSISTANCE AND INCENTIVE PROGRAMS THROUGH CORE & EMPLOYER RIDESHARE SERVICES & MTA INCENTIVE PROGRAMS. PPNO 9003	2009	12/30/2016	12/30/2016	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS
LOS ANGELES COUNTY MTA	LA963542	ACQUISITION 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	6/30/2014	6/30/2014	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. FIRST VEHICLE/EQUIPMENT DELIVERED. PROJECT ONGOING.
LOS ANGELES COUNTY MTA	LAE0036	WILSHIRE/ VERMONT PEDESTRIAN PLAZA IMPROVEMENTS AND INTERMODAL PEDESTRIAN LINKAGES	2011	2012	2012	PROJECT UNDER CONSTRUCTION
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, 2007 CFP # F1658	2010	10/1/2014	10/1/2014	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E) PHASE.

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP 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)	2009	2/2/2011	2/2/2012	OBSTACLES ARE BEING OVERCOME. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED) DELAYS DUE TO UNANTICIPATED STAGING ISSUES WITH THE CONSTRUCTION OF THE EXPO LINE (PHASE I & II). AGENCY HAD TO WAIT FOR SOME STATION AND ROW CONSTRUCTION ACTIVITIES TO BE COMPLETED BEFORE STARTING CONSTRUCTION ACTIVITIES. THE DESIGN-BUILD OF THE BIKE PATH WILL BEGIN AFTER THE FINAL SIGN-OFF FROM CALTRANS ON THE ENVIRONMENTAL DOCUMENT.
LOS ANGELES, CITY OF	LAF1704	DOWNTOWN L.A. ALTERNATIVE GREEN TRANSIT MODES TRIAL PROGRAM. OFFER SHARED RIDE-BICYCLE AND NEIGHBORHOOD ELECTRIC VEHICLE TRANSIT SERVICES TO LA CITY HALL AS AN ALTERNATIVE TO OVERCROWDED DASH SERVICE	2014	6/27/2014	6/27/2014	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E)
LOS ANGELES, CITY OF	LA002738	BIKEWAY/PEDESTRIAN BRIDGE OVER LA RIVER AT TAYLOR YARD CLASS I (CFP 738, 2077) (PPNO# 3156)	2009	7/31/2015	7/31/2015	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
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 NUMEROUS BUS LNE. PPNO 2868.	2005	11/30/2011	1/30/2014	OBSTACLES ARE BEING OVERCOME. CONSTRUCTION IS ANTICIPATED TO START EARLY 2012 AND COMPLETE IN JANUARY 2014. CONSTRUCTION HAD STARTED IN 2010 BUT THERE WAS A BREACH OF A UTILITY LINE WHICH HALTED CONSTRUCTION. THE REPAIR OF THE UTILITY LINE HAD TAKEN APPROXIMATELY 18 MONTHS.
LOS ANGELES, CITY OF	LAF1450	ENCINO PARK-AND-RIDE FACILITY RENOVATION. RENOVATION OF THE ENCINO PARK-AND-RIDE FACILITY IN ORDER TO ADDRESS PHYSICAL AND STRUCTURAL DEFICIENCIES AND ADD CAPACITY TO THIS HEAVILY UTILIZED FACILITY. INCLUDES 50 NEW PARKING SPACES AND BIKE LOCKERS.	2013	10/1/2013	10/1/2013	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. BID/ADVERTISE PHASE
LOS ANGELES, CITY OF	LAF1520	IMPERIAL HIGHWAY BIKE LANES. THIS PROJECT INVOLVES THE MODIFICATION OF THE MEDIAN ISLAND AND THE WIDENING OF IMPERIAL HIGHWAY ALONG 1000 FT EAST OF PERSHING DRIVE TO ACCOMMODATE BIKE LANES.	6/1/2014	6/1/2014	6/1/2014	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
LOS ANGELES, CITY OF	LAF1524	SAN FERNANDO RD. BIKE PATH PH. IIIA/IIIB – CONSTRUCTION. RECOMMEND PHASE IIIA-CONSTRUCTION OF A CLASS I BIKE PATH WITHIN METRO OWNED RAIL RIGHT-OF-WAY ALONG SAN FERNANDO RD. BETWEEN BRANFORD ST. AND TUXFORD ST INCL BRIDGE.	10/1/2015	10/1/2015	10/1/2015	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
LOS ANGELES, CITY OF	LAF1615	EASTSIDE LIGHT RAIL PEDESTRIAN LINKAGE. IMPROVE LINKAGES WITHIN 1/4 MILE OF METRO'S GOLD LINE LRT.	2012	6/29/2012	6/29/2012	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E)
LOS ANGELES, CITY OF	LAF1657	LOS ANGELES VALLEY COLLEGE (LAVC) BUS STATION EXTENSION. PROJECT WILL EXTEND THE ORANGE LINE STATION AT THE LA VALLEY COLLEGE BY PROVIDING A DIRECT PEDESTRIAN CONNECTION FROM THE STATION TO A NEW PEDESTRIAN ENTRANCE TO LAVC.	2013	10/1/2013	10/1/2013	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
LOS ANGELES, CITY OF	LAF1708	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM. INSTALLATION OF ELECTRONIC, DIRECTION AND PARKING AVAILABILITY SIGNS WITH INTERNET CONNECTIVITY TO PROVIDE ADVANCE AND REAL-TIME INFORMATION INTENDED TO INCREASE TRANSIT RIDERSHIP	2015	9/21/2015	9/21/2015	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
LOS ANGELES, CITY OF	LAF3419	SUNSET JUNCTION PHASE 2. CREATE A MULTI-MODAL TRANSIT PLAZA TO INTEGRATE PUBLIC TRANSPORTATION, PEDESTRIAN & BICYCLE IMPROVEMENTS THAT WOULD RESULT IN REGIONAL & LOCAL BENEFITS (CFP3844). TRIANGLE PROPERTY ON SUNSET BLVD BWT MANZANITA AND SANTA MONICA.	6/30/2017	6/30/2017	6/30/2017	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
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.	2010	12/31/2012	12/31/2012	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
PORT OF LOS ANGELES	LAF3170	PORT TRUCK TRAFFIC REDUCTION PROGRAM: WEST BASIN RAILYARD. INTERMODAL RAILYARD CONNECTING PORT OF LA WITH ALAMEDA CORRIDOR TO ACCOMMODATE INCREASED LOADING OF TRAINS AT THE PORT, THEREBY REDUCING TRUCK TRIPS TO OFF-DOCK RAILYARDS.	12/1/2014	12/1/2014	12/1/2014	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E)
RANCHO PALOS VERDES	LAF1506	BIKE COMPATIBLE RDWY SAFETY AND LINKAGE ON PALOS VERDES DR. THE PROJECT WILL HAVE A CLASS II BIKE LANE ON BOTH SIDES OF PALOS VERDES DRIVE SOUTH, WITH AN UNPAVED SHOULDER FOR EMERGENCY USE.	2014	10/9/2014	10/9/2014	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
RANCHO PALOS VERDES	LAF1605	PEDESTRIAN SAFE BUS STOP LINKAGE. LINKING 11 BUS STOPS CURRENTLY INACCESSIBLE BECAUSE OF LACK OF SIDEWALKS ON BOTH THE EAST AND WEST SIDE OF HAWTHORNE BLVD. FROM CREST RD. TO PALOS VERDES DR. SOUTH (ABOUT 13,000')	2013	12/9/2013	12/9/2013	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
SAN DIMAS	LAF1503	BIKEWAY IMPROVEMENTS ON FOOTHILL BLVD. AT SAN DIMAS WASH. THE BWY IMPROVEMENTS ON FOOTHILL BLVD. AT SAN DIMAS WASH; WILL CLOSE THE GAP ON A BRIDGE & CONNECT THE EXISTING CLASS II BIKE LANES TO THE EAST & WEST OF SAN DIMAS WASH CROSSING.	12/1/2013	12/1/2013	12/1/2013	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
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	6/30/2018	6/30/2018	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS
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 BICYCLES ACCESS TO THE TRANSIT CENTER	2011	8/23/2011	6/30/2012	OBSTACLES ARE BEING OVERCOME. THE PARK-N-RIDE LOT PORTION OF THE PROJECT IS COMPLETE. DELAY OF THE BIKEWAY PORTION OF THE PROJECT IS DUE TO ADDITIONAL TIME REQUIRED FOR INTERAGENCY COORDINATION AND SPECIALIZED ENGINEERING NEEDS.
SANTA MONICA	LAE0364	CONSTRUCT INTERMODAL PARK AND RIDE FACILITY AT SANTA MONICA COLLEGE CAMPUS ON SOUTH BUNDY DRIVE NEAR AIRPORT AVENUE	2010	12/31/2012	12/31/2013	OBSTACLES ARE BEING OVERCOME. PROJECT IN BID/ADVERTISE PHASE. DELAY IN GRANT PROCESSING AND THE PROJECT ENCOUNTERED PROTESTS REGARDING TREE REMOVAL REQUIRING REDESIGN OF BUS STOP SHELTERS.

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
TORRANCE	LA0G358	SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT. THE LAND IS IN THE PROCESS OF BEING PURCHASED AND ESCROW WILL CLOSE ON DECEMBER 17, 2009. PRESENTLY, THE LOT IS VACANT/OPEN LAND WITH NO EXISTING STRUCTURE UPON IT. THE ADDRESS IS 465 N. CRENSHAW BLVD., TORRANCE, CA 90503.	12/31/2015	12/31/2015	12/31/2015	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED)
WESTLAKE VILLAGE	LA960142	LINDERO CANYON ROAD FROM AGOURA TO JANLOR DR CONSTRUCT BIKE PATH, RESTRIPE STREET, INTERSECTION WIDENING, SIGNAL COORDINATION	2003/2005	1/30/2013	1/30/2013	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. CONSTRUCTION/PROJECT IMPLEMENTATION BEGINS

TABLE 41.2 Los Angeles County Completed/Corrected Projects

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Project Status
BALDWIN PARK	LA0D281	DESIGN AND CONSTRUCT PARKING IMPROVEMENTS AT AND ADJACENT TO THE CITY'S EXISTING METROLINK STATION	12/30/2010	12/30/2010	NOT A COMMITTED TCM – NO ROW/CON IN FIRST TWO YEARS OF 2011 FTIP.
CALTRANS	LA996137	ROUTE 60: 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	5/1/2011	COMPLETEED
CULVER CITY	LAF1717	REAL-TIME MOTORIST PARKING INFORMATION SYSTEM DEMONSTRATION. THIS PROJECT WILL PROVIDE A REAL-TIME INFORMATION SYSTEM TO COMMUNICATE AND GUIDE MOTORISTS TO AVAILABLE PARKING SPACES IN SELECTED PARKING STRUCTURES IN THE CITY OF CULVER CITY.	2011	6/30/2011	NOT A TCM – A DEMONSTRATION PROJECT
CALTRANS	LA0G138	ROUTE 010: LACRD – HOT LANES ON THE I-10 FROM ALAMEDA ST./UNION STATION TO I-605, AND ON I-110 FROM 182 ST./ARTESIA TRANSIT CENTER TO ADAMS BLVD. CONVERSION OF HOV LANES TO HOT LANES.(INFRASTRUCTURE/PAVEMENT)(1HL08D01, 1HL08D03)	12/30/2011	12/30/2011	NOT A TCM – A DEMONSTRATION PROJECT

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Project Status
CALTRANS	LA0G139	ROUTE 010: LACRD – EXPAND CAPACITY OF THE I-10 HOT LANE (RESTRIPING AND BUFFER CHANGES). RESTRIPE TO ADD A SECOND LANE (WB – SANTA ANITA TO I-710; EB – I-710 TO BALDWIN AVE) FOR HOT LANES ON THE I-10. (RTP# 1HL08D01)	12/30/2011	12/30/2011	NOT A TCM – A DEMONSTRATION PROJECT
FOOTHILL TRANSIT ZONE	LA0G142	LACRD – 10 BUSES FOR THE I-10 EL MONTE BUSWAY. HOT LANE. (RTP# 1TR08D08 & 1TR08D07A)	12/31/2012	12/31/2012	NOT A TCM – A DEMONSTRATION PROJECT
TORRANCE	LA0G145	LACRD – 4 BUSES FOR THE I-110 HARBOR TRANSITWAY HOT LANE (TORRANCE TRANSIT). (RTP# 1TR204)	12/31/2010	12/31/2010	NOT A TCM – A DEMONSTRATION PROJECT
GARDENA MUNICIPAL BUS LINES	LA0G147	LACRD – I-110 HOT LANE OPERATIONS – NEW TRANSIT SERVICES.(CITY OF GARDENA)(RTP# 1TR204)	12/31/2011	12/31/2011	NOT A TCM – A DEMONSTRATION PROJECT
TORRANCE	LA0G148	LACRD – I-110 HOT LANE OPERATIONS – NEW TRANSIT SERVICES. (RTP# 1TR204)	12/31/2011	12/31/2011	NOT A TCM – A DEMONSTRATION PROJECT
FOOTHILL TRANSIT ZONE	LA0G149	LACRD – I-10 HOT LANE OPERATIONS – NEW TRANSIT SERVICES.(RTP# 10M08D02).	12/31/2011	12/31/2011	NOT A TCM – A DEMONSTRATION PROJECT
LOS ANGELES COUNTY MTA	LA0G150	LACRD – I-10 AND I-110 HOT LANE OPERATIONS (O & M), INCLUDING SECURITY, TVM AND REVENUE COLLECTION SERVICES, MARKETING, NEW TRANSIT (RTP ID 1TR08D7B & 10M08D01; LA0G150, LA0G151, LA0G152,10M08D02)	12/31/2011	12/31/2011	NOT A TCM – A DEMONSTRATION PROJECT.
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	2012	COMPLETED
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	12/31/2011	COMPLETED
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	2010	12/31/2010	COMPLETED
LOS ANGELES COUNTY MTA	LA29202U4	SAN FERNANDO VALLEY NORTH/ SOUTH BRT EXTENSION PHASE II: BUS SPEED IMPROVEMENTS ALONG METRO RAPID CORRIDORS AND EXPANSION OF EXISTING PARK & RIDE FACILITY.	2005/2007	12/31/2010	COMPLETED

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Project Status
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	2012	COMPLETED
LOS ANGELES, CITY OF	LA0C8380	CHINATOWN/COLLEGE STREET GOLD LINE STATION – INTERMODEL TRANS. CENTER ENHANCE MENT (PEDESTRIAN WALKWAY BRIDGE, BUS STATION, AND A BIKE STATION)	2004/2008	2012	NOT A TCM – STATION IMPROVEMENT PROJECT TO ENHANCE TRANSIT RIDERS' EXPERIENCE.
MONTEBELLO	LA0G354	CONSTRUCTION OF TRANSIT CENTER AT THE COMMUNITY REC FACILITY LOCATED AT THE TAYLOR RANCH PARK AND RIDE FACILITY, 737 NORTH MONTEBELLO BOULEVARD, MONTEBELLO.	12/31/2010	12/31/2010	NOT A TCM – A BUS STOP ENHANCEMENT PROJECT FOR THE EXISTING PARKING-N-RIDE FACILITY.
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	12/30/2010	COMPLETED
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.	12/31/2012	12/31/2012	NOT A REPORTABLE TCM
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	6/30/2010	SUBSTITUTED WITH LAF1601-SAN GABRIEL CITY-WIDE BUS SHELTER INSTALLATION IN APRIL 2009.
PALMDALE	LAF1507	AVENUE S BIKEWAY PHASE 2. CLASS I BIKEWAY IMPROVEMENTS ALONG THE GENERAL ALIGNMENT OF AVENUE S IN THE CITY OF PALMDALE. THIS PROJECT WILL INCLUDE CLOSING GAPS IN OUR LOCAL BICYCLE PLAN.	2014	10/1/2014	NOT A REPORTABLE TCM.
ANTELOPE VALLEY TRANSIT AUTHORITY	LA0G490	THREE (3) EXPANSION HYBRID LOCAL TRANSIT BUSES	1/31/2011	1/31/2011	COMPLETED
LOS ANGELES COUNTY	LA990353	ALAMEDA CORRIDOR EAST – NOGALES ST GRADE SEP (T21-491, SGVCG)	12/29/2010	12/29/2010	DELETED PROJECT IN 2011 FTIP – COMBINED INTO LA990359.
LOS ANGELES COUNTY MTA	LAE0036	WILSHIRE/ VERMONT PEDESTRIAN PLAZA IMPROVEMENTS AND INTERMODAL PEDESTRIAN LINKAGES	2011	2012	AHEAD OF SCHEDULE. PROJECT UNDER CONSTRUCTION

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Project Status
SANTA MONICA	LAF1533	DOWNTOWN SANTA MONICA BIKE TRANSIT STATION. STORE FRONT BIKE CENTER IN DOWNTOWN PARKING STRUCTURE WITH ATTENDED & SELF PARKING FOR 250 BIKES.	6/30/2012	6/30/2012	COMPLETED
SANTA MONICA	LAF1534	BIKE TECHNOLOGY DEMONSTRATION. PROJECT WILL CONSIST OF DESIGN, INSTALLATION AND EVALUATION OF SEVERAL BICYCLE TECHNOLOGIES, INCLUDING BICYCLE ACTIVATED DETECTION AT INTERSECTIONS, BIKE BOXES, AND BIKE PARKING.	2015	6/30/2015	NOT A TCM – A DEMONSTRATION PROJECT
TORRANCE	LA0D379	AUTOMATIC VEHICLE LOCATOR (AVL) PROJECT – PHASE 2	2007	12/31/2011	COMPLETED
CARSON	LAE2932	213TH ST. PEDESTRIAN SIDEWALK BRIGE OVER DOMINGUEZ CHANNEL. CONSTRUCT 213TH ST. PEDESTRIAN BRIDGE TO PROVIDE SAFE PASSAGE FOR PEDESTRIANS & WHEELCHAIRS OVER DOMINGUEZ CHANNEL.	2010	12/31/2012	NOT A REPORTABLE TCM
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	6/30/2010	SUBSTITUTED WITH LAF1601-SAN GABRIEL CITY-WIDE BUS SHELTER INSTALLATION IN APRIL 2009.
LOS ANGELES COUNTY MTA	LA0G196	ACQUIRE ALTERNATE FUEL BUSES FOR RIO HONDO COLLEGE	10/31/2011	10/31/2011	NOT A REPORTABLE TCM
LOS ANGELES COUNTY	LA990353	ALAMEDA CORRIDOR EAST – NOGALES ST GRADE SEP (T21-491, SGVCG)	12/29/2010	12/29/2010	DELETED PROJECT 2011 FTIP – COMBINED INTO LA990359.
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	6/29/1905	9/30/2012	NOT A REPORTABLE TCM.
GLENDALE	LAE0001A	PURCHASE OF CNG BUSES FOR GLENDALE BEELINE TRANSIT SYSTEM	2010	12/1/2011	NOT A REPORTABLE TCM
LA MIRADA	LA0D349	PURCHASE EXPANSION BUSES WITH ALTERNATE FUEL (HYBRID/ELECTRIC)	2008	6/30/2011	NOT A REPORTABLE TCM
LOS ANGELES, CITY OF	LA0B416	ROUTE 101: IN LOS ANGELES – DOWNTOWN OVER FREEWAY 101 – PEDESTRIAN BRIDGE ENHANCEMENT	2010	6/30/2010	NOT A REPORTABLE TCM.

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Project Status
LOS ANGELES, CITY OF	LAOB416	ROUTE 101: IN LOS ANGELES – DOWNTOWN OVER FREEWAY 101 – PEDESTRIAN BRIDGE ENHANCEMENT	2010	6/30/2010	NOT A REPORTABLE TCM.
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY	LA0G153	LACRD – PLATFORMS AND PARKING IMPROVEMENTS AT THE METROLINK POMONA STATION. ADDITION OF 100 PARKING SPACES AND EXTENSION OF PLAT-FORM.(G# CA-37-X052-00)	12/31/2010	12/31/2010	COMPLETED

TABLE 42.1 Orange County TCMs Subject to Timely Implementation

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
ANAHEIM	ORA000100	GENE AUTRY WAY WEST @ I-5 (I-5 HOV TRANSITWAY 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	2/28/2012	11/16/2012	OBSTACLES ARE BEING OVERCOME. PROJECT UNDER CONSTRUCTION. DELAY DUE TO UTILITIES RELOCATION.
CALTRANS	ORA000193	HOV CONNECTORS FROM SR-22 TO I-405, BETWEEN SEAL BEACH BLVD. (I-405 PM 022.558) AND VALLEY VIEW ST. (SR-22 PM R000.917), WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTORS.	2010	9/1/2013	2/1/2015	OBSTACLES ARE BEING OVERCOME. CONSTRUCTION STARTED ON SEPT. 7, 2010. DELAY DUE TO UNDERESTIMATE OF TIME TO COMPLETE THE PROJECT.
CALTRANS	ORA000194	HOV CONNECTORS FROM I-405 TO I-605, BETWEEN KATELLA AVE. (I-605 PM R001.104) AND SEAL BEACH BLVD. (I-405 PM 022.643), WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTIONS.	2010	9/1/2013	7/1/2015	OBSTACLES ARE BEING OVERCOME. CONSTRUCTION STARTED ON JAN. 4, 2011. DELAY DUE TO UNDERESTIMATE OF PROJECT COMPLETION DATE.
FULLERTON	ORA020113	FULLERTON TRAIN STATION – PARKING STRUCTURE, PHASE I AND II. TOTAL OF 800 SPACES (PPNO 2026)	2004	6/30/2011	5/31/2012	OBSTACLES ARE BEING OVERCOME. CONSTRUCTION STARTED MARCH 2011.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA041501	PURCHASE (71) STANDARD 30FT EXPANSION BUSES – ALTERNATIVE FUEL – (31) IN FY08-09, (9) IN FY09-10, (7) IN FY11-12, (6) IN FY12-13 AND (18) IN FY13-14	2012	6/30/2016	6/30/2016	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. DUE TO CUT TO TRANSIT SERVICES, THERE IS NO NEED FOR ADDITIONAL BUSES FOR THE TIME BEING.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA110633	RIDESHARE VANPOOL PROGRAM – CAPITAL LEASE COSTS	2012	9/30/2012	9/30/2012	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ONGOING CAPITAL LEASE COSTS FOR VANPOOL PROGRAM.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA65002	RIDESHARE SERVICES RIDEGUIDE, DATABASE, CUSTOMER INFO, AND MARKETING (ORANGE COUNTY PORTION).	2010	6/30/2016	6/30/2016	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. ONGOING INFORMATION FOR RIDESHARE SERVICES
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA0826016	PURCHASE (72) PARATRANSIT EXPANSION VANS – (21) IN FY09/10, (51) IN FY10/11.	6/30/2016	6/30/2016	6/30/2016	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. DUE TO CUT TO TRANSIT SERVICES, THERE IS NO NEED FOR ADDITIONAL BUSES FOR THE TIME BEING.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA082618	PURCHASE PARATRANSIT VEHICLES EXPANSION (MISSION VIEJO) (11) IN FY09/10. ON-GOING PROJECT.	6/30/2030	6/30/2030	6/30/2030	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. DUE TO CUT TO TRANSIT SERVICES, THERE IS NO NEED FOR ADDITIONAL BUSES FOR THE TIME BEING.

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
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 2020 PER SCAG/TCA MOU 4/5/01	2015/2008	12/31/2020	12/31/2020	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ONGOING IMPLEMENTATION PER SCAG/TCA MOU.
TCA	ORA050	ETC (RTE 241/261/133) (RTE 91 TO I-5/JAMBOREE) EXISTING 2 M/F EA.DIR, 2 ADD'L M/F IN EA. DIR, PLUS CLIMB AND AUX LNS AS REQ, BY 2020 PER SCAG/TCA MOU 4/05/01.	2015/2010	12/31/2020	12/31/2020	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ONGOING IMPLEMENTATION PER 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 2020 PER SCAG/TCA MOU 4/05/01.	2015/2010	12/31/2020	12/31/2020	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ONGOING IMPLEMENTATION PER 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 2030 PER SCAG/TCA MOU 4/05/01. #1988	2015/2010	6/15/2030	6/15/2030	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ONGOING IMPLEMENTATION PER SCAG/TCA MOU. TCA IS DEVELOPING ENGINEERING PLANS, ENVIRONMENTAL ASSESSMENTS AND FINANCIAL STRATEGY TO BUILD THE 241 EXTENSION FROM THE EXISTING SOUTHERLY TERMINUS AT OSO PARKWAY TO THE VICINITY OF ORTEGA HIGHWAY WHILE CONTINUING TO PURSUE THE BALANCE OF THE ALIGNMENT THAT CONNECTS TO INTERSTATE 5.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA120357	TRAFFIC SIGNAL SYNCHRONIZATION SUBSTITUTION TCM (REPLACING BRTS)	6/15/2012	6/15/2012	6/15/2012	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. UNDER CONSTRUCTION.

TABLE 42.2 Orange County Completed/Corrected Projects

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Project Status
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA110501	BUS RAPID TRANSIT – 28MI FIXED BRT FRM BREA MALL TO IRVINE TRANS CNTR. INCLUDES STRUCTURES, (32) ROLLING STOCK, AND FEEDER SVC & IBC SHUTTLE- CNG SHUTTLES FROM JWA TO IBC.	2010	6/15/2010	SUBSTITUTED WITH ORA120357

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Project Status
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA120531	BUS RAPID TRANIST (HARBOR BOULEVARD BRT) – 19MILE FIXED RT BRT BETWEEN FULLERTON AND COSTA MESA; INCLUDES STRUCTURES AND (23) ROLLING STOCK	NA	6/30/2011	SUBSTITUTED WITH ORA120357
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA120532	BUS RAPID TRANIST (WESTMINSTER/17TH BRT) – 22MILE FIXED RT BRT BETWEEN SANTA ANA AND LONG BEACH; INCLUDES STRUCTURES AND (23) ROLLING STOCK	2011	6/30/2011	SUBSTITUTED WITH ORA120357
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA55241	PURCHASE (1) STANDARD 40 FT REPLACEMENT ALT FUEL BUSES – (1) IN FY15/16	2007/2010	6/30/2016	NOT A TCM – ALT FUEL BUSES REPLACEMENT PROJECT
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA041502	PURCHASE (48) PARATRANSIT EXPANSION VANS – (22) IN FY10/11, (12) IN FY11/12, AND (14) IN FY13/14	2012	6/30/2012	NOT A COMMITTED TCM (CORRECTED IN 2009 FTIP AMENDMENT #44)
VARIOUS AGENCIES	ORA990906	LUMP SUM. TEA FUNDS FOR BICYCLE AND PEDESTRIAN FACILITY PROJECTS THROUGHOUT ORANGE COUNTY (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126,127,128, EXEMPT TABLES 2 & 3)	2009	12/30/2015	NOT A REPORTABLE TCM.

TABLE 43.1 Riverside County TCMs Subject to Timely Implementation

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV010212	ON SR91 – ADAMS TO 60/215 IC: ADD ONE HOV LN IN EACH DIRECTION, RESTRIPE TO EXTEND 4TH WB MIXED FLOW LANE FROM 60/215 IC TO CENTRAL OFF-RAMP, RESTRIPE TO EXTEND 5TH WB MIXED FLOW LANE FROM 60/215 IC TO 14TH ST OFF-RAMP, AUX LNS (MADISON-CENTRAL), BRIDGE WIDENING & REPLACEMENTS, EB/WB BRAIDED RAMPS, IC MOD/ RECONSTRUCT + SOUND/RETAINING WALLS	2002	8/3/2015	8/3/2015	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. CONSTRUCTION IS PENDING E-76 APPROVAL FROM FHWA.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV050555	ON I-215 (N/O EUCALYPTUS AVE TO N/O BOX SPRINGS RD) & SR60 (E/O DAY ST TO SR60/I-215 JCT): RECONSTRUCT JCT TO PROVIDE 2 HOV DIRECT CONNECTOR LNS (SR60 PM: 12.21 TO 13.6) AND MINOR WIDENING TO BOX SPRINGS RD FROM 2 TO 4 THROUGH LANES BETWEEN MORTON RD AND BOX SPRINGS RD/FAIR ISLE DR IC (EA: 449311)	2011	4/29/2013	4/29/2013	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE. PROJECT UNDER CONSTRUCTION.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV051201	IN CORONA – CONTINUE THE IMPLEMENTATION OF A 60 SPACE PARK-AND-RIDE LOT (VIA ANNUAL LEASE AGREEMENT) AT LIVING TRUTH CHRISTIAN FELLOWSHIP AT 1114 W. ONTARIO AVE.	9/30/2009	6/30/2013	6/30/2013	NO CHANGE IN COMPLETION DATE FROM 2011 FTIP TCM REPORT. ON SCHEDULE.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070303	ON SR60 IN NW RIV CO: CONTINUE THE IMPLEMENTATION OF THE EXPANDED SR60 FREEWAY SERVICE PATROL (FSP) (BEAT #7 PATROL , 2 TRUCKS) BETWEEN MILIKEN AVE & MAIN ST (SR60 HOV LN CHANGE TCM SUBSTITUTION PROJECT)	2010	2010	ON GOING TCM PROGRAM IN RIVERSIDE COUNTY	ON-GOING TCM PROGRAM IN WESTERN RIVERSIDE COUNTY. PARK-N-RIDE LOTS ARE PART OF RCTC'S ON-GOING TCM FOR THE REGION. CURRENT LEASE WILL EXPIRE ON 6/30/2013. RCTC WILL MOST LIKELY REQUEST RENEWAL OF THE LEASE TO CONTINUE THE OPERATION OF THE PARK-N-RIDE LOT BEYOND 6/30/2013.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070304	ON I-215 IN SW RIV CO: CONTINUE THE IMPLEMENTATION OF I-215 FREEWAY SERVICE PATROL (FSP) (BEAT #19, 2 TRUCKS) BETWEEN SR74/4TH ST AND ALESSANDRO BLVD (SR60 HOV LANE CHANGE TCM SUBSTITUTION PROJECT)	2010	2010	ON-GOING TCM PROGRAM IN RIVERSIDE COUNTY	ON-GOING TCM PROGRAM IN WESTERN RIVERSIDE COUNTY. RCTC CONTINUED THE FSP BEAT #19 IN FY 2010/2011 AND WILL MOST LIKELY CONTINUE TO PROVIDE THE SERVICE IN FY 2011/2012 AND BEYOND.

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV070307	ON SR60 IN MORENO VALLEY: CONTINUE THE IMPLEMENTATION OF SR60 FREEWAY SERVICE PATROL (FSP) (BEAT #8, 2 TRUCKS) BETWEEN DAY ST AND REDLANDS BLVD (SR60 HOV LANE CHANGE TCM SUBSTITUTION PROJECT)	2010	2010	ON-GOING TCM PROGRAM IN RIVERSIDE COUNTY	ON-GOING TCM PROGRAM IN WESTERN RIVERSIDE COUNTY. RCTC CONTINUED THE FSP BEAT #8 IN FY 2010/2011 AND WILL MOST LIKELY CONTINUE TO PROVIDE THE SERVICE IN FY 2011/2012 AND BEYOND.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV520109	RECONSTRUCT & UPGRADE SAN JACINTO BRANCH LINE FOR RAIL PASSENGER SERVICE (RIVERSIDE TO PERRIS) (PERRIS VALLEY LINE) (FY 07 5307) (UZA: RIV-SAN)	2012	12/30/2012	2014	OBSTACLES ARE BEING OVER COME. RCTC CERTIFIED THE PERRIS VALLEY LINE CEQA FINAL EIR AND APPROVED THE PROPOSED PROJECT ON JULY 25, 2011. UPON COMPLIANCE WITH CEQA AND NEPA, RCTC WILL PROCEED TO COMPLETE FINAL DESIGN, APPLY FOR A PROJECT CONSTRUCTION GRANT AGREEMENT (PCGA), AND OBLIGATE FEDERAL FUNDS FOR START OF CONSTRUCTION ANTICIPATED IN 2012.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV520111	REGIONAL RIDESHARE – CONTINUING PROGRAM.	2009	12/30/2011	ON-GOING TCM PROGRAM IN RIVERSIDE COUNTY	ON GOING TCM IN RIVERSIDE COUNTY. REGIONAL RIDESHARE PROGRAM WILL CONTINUE BEYOND FY 2011/2012.
RIVERSIDE TRANSIT AGENCY	RIV041030	IN THE CITY OF HEMET – CONSTRUCT NEW HEMET TRANSIT CENTER (WITH APPROXIMATELY 4 BUS BAYS) AT 700 SCARAMELLA CR., HEMET, CA (5309C FY 04 + 05 EARMARKS).	6/30/2010	6/30/2012	6/30/2013	OBSTACLES ARE BEING OVER COME. THE CITY OF HEMET HAS IDENTIFIED THE POTENTIAL SITE FOR THE HEMET COURTHOUSE WITH AN ADJACENT TRANSIT CENTER AT STATE AND DEVONSHIRE. ONCE THE HEMET COURTHOUSE FUNDING IS SECURED, THE PROJECT DESIGN AND CONSTRUCTION CAN PROCEED.
RIVERSIDE TRANSIT AGENCY	RIV050553	IN TEMECULA – CONSTRUCT NEW TEMECULA TRANSIT CENTER AT 27199 JEFFERSON AVE. (SW OF JEFFERSON AVE & SE OF CHERRY ST) (04, 05, 06, 07, E-2006-091, E-2007-0131, & 2008-BUSP-0131, SAFETEA-LU).	12/30/2010	6/30/2013	12/30/2014	OBSTACLES ARE BEING OVERCOME. ORIGINAL SITE AT 27199 JEFFERSON AVE IS NO LONGER FEASIBLE DUE TO ENVIRONMENTAL CONCERNS BY ARMY CORP OF ENGINEERS. TEMECULA & MURRIETA ARE WORKING TO CHOOSE A NEW SITE. RTA WILL BE CONDUCTING A CONSULTANT LED FEASIBILITY STUDY OR ALTERNATIVE ANALYSIS TO IDENTIFY THE PREFERRED ALTERNATIVE OR SITE.

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
RIVERSIDE TRANSIT AGENCY	RIV090609	IN WESTERN RIVERSIDE COUNTY FOR RTA: INSTALL ADVANCE TRAVELER INFORMATION SYSTEMS (ATIS) ON VARIOUS FIXED ROUTE VEHICLES AND INSTALLATION OF ELECTRONIC MESSAGE SIGNS AT APPROX. 60 BUS STOPS (FY 'S 05, 07, 08, 09, AND 10 – 5309).	2011	12/30/2011	12/30/2012	90% COMPLETED – RTA HAS INSTALLED ELECTRONIC MESSAGE SIGNS AT THE RIVERSIDE DOWNTOWN TERMINAL, PERRIS TRANSIT CENTER, AND THE CORONA TRANSIT CENTER; AND STRATEGICALLY PLACED SEVERAL OTHER ATIS SIGNS IN THE CITY OF MORENO VALLEY (8) AND CITY OF RIVERSIDE (4) – A TOTAL OF 40 SIGNS INSTALLED YEAR-TO-DATE. PRELIMINARY DESIGN FOR ADDITIONAL SIGNS AND CORRESPONDING SHELTERS IS UNDERWAY FOR GALLERIA AT TYLER TRANSFER LOCATION AND THE ADJACENT STOP ON MAGNOLIA AVE IN RIVERSIDE.
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	12/31/2012	12/31/2015	INTERIM 240-SPACE PARK-N-RIDE FACILITY LOCATED IN SPENCER'S CROSSING AT THE CORNER OF BIGGS AND LOS ALAMOS (NE OF THE CITY IN THE VICINITY OF THE FRENCH VALLEY AREA) ARE OPEN. THE ORIGINAL P-N-R FACILITY AT HWY 79 SO AND LA PAZ WILL BE BUILT BY 2015 – MAX NUMBER OF SPACES IS 157. THE REMAINING 93 SPACES WILL BE PROVIDED THROUGH THE INTERIM FACILITY AT SPENCER'S CROSSING AND/OR A COMBINATION OF SPENCER'S CROSSING AND NEW CIVIC CENTER PARKING STRUCTURE.

TABLE 43.2 Riverside County Completed/Corrected Projects

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Project Status
RIVERSIDE COUNTY TRANS COMMISSION (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	6/30/2011	COMPLETED
RIVERSIDE TRANSIT AGENCY	RIV031207	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF CORONA – CONSTRUCT NEW CORONA TRANSIT CENTER AT 31 EAST GRAND BLVD (5309C FY 03+04+06+08 (E-2006-BUSP-080 & E-2008-BUSP-0688) EARMARKS)).	2009	12/31/2010	COMPLETED

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Project Status
RIVERSIDE TRANSIT AGENCY	RIV041029	IN RIVERSIDE – CONSTRUCT NEW RIVERSIDE TRANSIT CENTER AT 4141 VINE ST., IN THE VICINITY OF DOWNTOWN METROLINK STATION (5309C FY 03+04+06+08, E-2006-BUSP-156 & E-2008-BUSP-0688 EARMARKS) (FY 09 5309) (UZA: RIV-SAN) (TE)	12/30/2010	12/30/2012	NOT A TCM THE RIVERSIDE TRANSIT CENTER IS A RELOCATION/ REPLACEMENT PROJECT WITH SIMILAR CAPACITY. THE CURRENT TRANSIT CENTER ON MISSION INN BLVD WILL CLOSE ONCE THE NEW TRANSIT CENTER PROPOSED FOR THE VICINITY OF METROLINK STATION OPENS TO THE PUBLIC.
RIVERSIDE TRANSIT AGENCY	RIV080929	IN WESTERN RIVERSIDE COUNTY FOR RTA – PURCHASE 9 – 40 FT. CNG EXPANSION BUSES TO IMPLEMENT EXPRESS AND/OR BRT TYPE SERVICES IN WESTERN RIVERSIDE COUNTY, PER RECENTLY COMPLETED COMPREHENSIVE ANALYSIS (COA).	12/30/2010	12/30/2010	NOT A TCM. BUS REPLACEMENT PROJECT, NOT EXPANSION. INFORMATION INPUT ERROR IN 2011 FTIP TCM TIMELY IMPLEMENTATION REPORT. THE APPROVED 2011 FTIP DESC READS: PURCHASE OF 19 – TYPE VII REPLACEMENT BUSES FOR EXISTING FIXED RTE SVC & PURCHASE OF SOLAR PANELS FOR EXISTING BUS SHELTERS.
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	12/30/2010	COMPLETED
CORONA	RIV010227	CORONA ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) – AND REGIONAL ITS INTEGRATION PHASE 2.	2005	12/31/2010	COMPLETED
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	RIV010214	RCTC SHARE OF PURCHASE OF METROLINK CARS & LOCOMOTIVES – UP TO 47 CARS/ CABS & 8 LOCOS TO BE ORDERED BY 6/30/06 (FY 03 & 04 5307) (SHARES AMONG LAOC8231, SBD20020801, & ORA090302)	2005/2007	12/30/2012	COMPLETED
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	12/30/2012	COMPLETED

TABLE 44.1 San Bernardino County TCMs Subject to Timely Implementation

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
OMNITRANS	981118	BUS SYSTEM – PASSENGER FACILITIES: DESIGN AND BUILDING OF ONTARIO TRANSCENTER	2005/2008	8/31/2010	5/31/2012	OBSTACLES ARE BEING OVERCOME. CALTRANS ENCROACHMENT PERMIT APPLICATIONS AND PLANS RE-SUBMITTED.
RIALTO	200450	RIALTO METROLINK STATION – INCREASE PARKING SPACES FROM 225-775	2006	12/1/2011	12/1/2012	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DIFFICULTIES GETTING STAKEHOLDERS TO BUY IN ON LEVEL OF EFFECTIVENESS AND LAND VALUE COST ESTIMATES. FTA FUNDS AWARDED FOR JULY 2011 PROJECT IS MOVING FORWARD.
SANBAG	200074	LUMP SUM – TRANSPORTATION ENHANCEMENT ACTIVITIES PROJECTS FOR SAN BERNARDINO COUNTY-BIKE/ PED PROJECTS (PROJECTS CONSISTENT W/40CFR PART 93.126,127,128, EXEMPT TABLE 2 & 3).	2004	12/1/2011	12/1/2015	ONGOING PROJECTS. PAST PROJECTS HAVE BEEN COMPLETED AND NEW PROJECTS HAVE BEEN AWARDED FUNDING.
SANBAG	20040827	RIDESHARE PROGRAM FOR SOUTHCOAST AIR DISTRIST	2009	12/1/2009	12/1/2015	ONGOING PROJECT. ALL FUNDS TO DATE HAVE BEEN OBLIGATED ON THIS PROJECT WHICH IS ON GOING. CMAQ FUNDING SECURED FOR FUTURE ALLOCATIONS FOR THIS PROGRAM
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	2013	12/1/2010	9/1/2013	ON SCHEDULE THIS PROJECT IS OPEN TO TRAFFIC ON THE FREEWAY PORTION. INTERCHANGES ARE NOW BEING CONSTRUCTED ON THE NORTH END OF THE PROJECT. ORANGE SHOW RD. INLAND EMPIRE, MILLS AND 5TH STREET INTERCHANGES AND OFFRAMPS ARE COMPLETED. THE LARGER 215/210 INTERCHANGE IS CURRENTLYUNDER CONSTRUCTION ALL FUNDS HAVE BEEN OBLIGATED FOR THIS PROJECT

TABLE 44.2 San Bernardino County Completed/Corrected Projects

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Project Status
FONTANA	200431	INLAND PACIFIC ELECTRIC TRAIL – ON OLD SP ABANDONED RR BETWEEN I-15 TO MAPLE AVE. – CONSTRUCT CLASS 1 BIKE LANE (APPROX. 7 MILES LONG)	2006	12/1/2011	COMPLETED
OMNITRANS	20060607	CHAFFEY COLLEGE TRANSCENTER – CONSTRUCT TRANSFER FACILITY AT CHAFFEY COLLEGE	2009	12/1/2010	COMPLETED
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	2008	6/30/2009	COMPLETED
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	12/1/2010	NOT A REPORTABLE TCM.
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	12/1/2010	COMPLETED

TABLE 45.1 Ventura County TCMs Subject to Timely Implementation

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
CAMARILLO	VEN040502	SANTA ROSA ROAD FROM UPLAND ROAD TO WOODCREEK ROAD WIDEN FROM TWO TO FOUR LANES AND ADD BIKE LANES	9/30/2008	12/31/2012	12/31/2012	OBSTACLES ARE BEING OVERCOME. UNDER DESIGN; CONSTRUCTION IS EXPECTED TO BEGIN WITHIN 12 MONTHS. (CORRECTED FROM "NON-EXEMPT" TO "COMMITTED TCM" IN 2012 RTP)
OJAI	VEN010203	OJAI VALLEY BIKE TRAIL EXTENSION/FULTON ST EXTENSION.	2002/2004	7/1/2011	7/1/2012	OBSTACLES ARE BEING OVERCOME. CONSTRUCTION WAS AUTHORIZED BY FHWA 8/25/11 AND WILL GO TO BID.
OJAI	VEN54164	BICYCLE & PEDESTRIAN TRAIL EXTENSION: FOX CYN BARRANCA FROM RT 150 TO OJAI VALLEY TRAIL	2003/2006	12/31/2011	12/31/2013	OBSTACLES ARE BEING OVERCOME. PROJECT DELAYED DUE TO WORK WITH THE WATERSHED PROTECTION DISTRICT TO OBTAIN ROW APPROVAL. NEW CITY ENGINEER HAS BEEN HIRED TO REPLACE PREVIOUS STAFF AND STAFF IS WORKING WITH THE WPD TO OBTAIN APPROVAL.
OXNARD	VEN053403	EAST VENTURA BOULEVARD FROM NYLAND AVENUE TO EAST OF ALMOND DRIVE - LANDSCAPE ENHANCEMENT, PEDESTRIAN AND BICYCLE FACILITIES, DRAINAGE IMPROVEMENT AND PAVEMENT REHABILITATION	12/31/2008	12/31/2013	12/31/2013	OBSTACLES ARE BEING OVERCOME. UNDER DESIGN; CONSTRUCTION IS EXPECTED TO BEGIN WITHIN 12 MONTHS. (CORRECTED FROM "NON-EXEMPT" TO "COMMITTED TCM" IN 2012 RTP)
OXNARD	VEN990317	OXNARD BLVD 5TH/VINEYARD & ON 5TH ST (RT 34) OXNARD BLVD/ROSE AVE CONSTRUCT NEW BICYCLE & PEDESTRIAN FACILITIES	2003/2008	7/1/2012	12/31/2012	OBSTACLES ARE BEING OVERCOME. DESIGN IS COMPLETE, RIGHT-OF-WAY OBTAINED, PROEJECT CAN GO OUT TO BID AROUND JULY AND CONSTRUCTION WILL FOLLOW SOON.
SAN BUENAVENTURA	VEN061007	MILLS ROAD AT MAPLE ADJACENT TO PACIFIC VIEW MALL – BUS TURNOUTS WITH BUS SHELTERS, AND OTHER BUS STOP AMENITIES	2008	6/1/2011	12/31/2012	OBSTACLES ARE BEING OVERCOME. PROJECT FURTHER DELAYED DUE TO COMMUNITY DESIGN CONCERNS. TTHE ISSUES HAVE BEEN RESOLVED AND FINAL DESIGN IS UNDERWAY. INSTALLATION OF OTHER NEW STANDARD SHELTERS HAS BEEN COMPLETED
SIMI VALLEY	VEN051201	WEST LOS ANGELES AVENUE FROM WEST CITY LIMIT TO EASY STREET CLASS II BIKE LANES	2010	12/31/2010	7/1/2012	OBSTACLES ARE BEING OVERCOME. DELAY IN OBTAINING A RAILROAD ENCROACHMENT PERMIT. THE PERMIT HAS BEEN OBTAINED AND THE PROJECT IS OUT TO BID.

Lead Agency	Project ID	Project Description	Original Completion Date	2011 FTIP Completion Date	2012 RTP Completion Date	2012 RTP Project Status
THOUSAND OAKS	VEN056407	HILLCREST DRIVE FROM TELLER ROAD TO CONEJO BLVD – CLASS II BIKE LANES	2009	4/1/2011	3/31/2013	OBSTACLES ARE BEING OVERCOME. PROJECT DELAYED TO ALLOW COMMUNITY INPUT REGARDING DESIGN ISSUES. THE ISSUES ARE RESOLVED AND PROJECT IS IN FINAL DESIGN.
THOUSAND OAKS	VEN090503	LYNN ROAD FROM HILLCREST DRIVE TO AVENIDA DE LOS ARBOLES CONSTRUCT CLASS II BIKE LANES FOR 3 MILES (TEA21#221).	12/31/2010	12/31/2010	12/31/2012	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO A SPACE CONSTRAINT DESIGN ISSUE. THE ISSUE HAS BEEN RESOLVED AND THE DESIGN IS NOW COMPLETE. THE PROJECT IS READY TO GO OUT TO BID. CONSTRUCTION AUTHORIZATION IS BEING REQUESTED FROM CALTRANS. CONSTRUCTION SHOULD BEGIN IN SPRING, 2012.
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN070204	SMARTCARD UPGRADE	2008	12/31/2010	10/1/2012	OBSTACLES ARE BEING OVERCOME. DELAYED DUE TO LENGTHY PROJECT MANAGER DISABILITY LEAVE. STAFF RECENTLY RETURNED AND IS PROCEEDING WITH PROJECT. THE PROJECT SPECIFICATIONS ARE UNDER DEVELOPMENT AND THE CONTRACT SHOULD BE APPROVED SOON.
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN93017	REGIONAL RIDESHARE PROGRAM – LUMP SUM, INCL RIDESHARING PROGRAM FOR 08/09, 09/10, 10/11, 11/12, 12/13 – INCLUDES VENTURA COUNTY BIKE MAP UPDATE	2010	6/30/2015	6/30/2015	ONGOING – DURING FY 10/11 PROCESSED 16,990 SURVEYS, GENERATED 2,646 RIDEGUIDES AND 13,610 RIDESMART TIPS

TABLE 45.2 Ventura County Completed/Corrected Projects

Lead Agency	Project ID	Project Description	O riginal Completion Date	2011 FTIP Completion Date	2012 RTP Project Status
GOLD COAST TRANSIT	VEN090107	EIGHT (8) CNG-FUELED 25-FOOT TO 40-FOOT BUSES FOR EXPANSION. BUSES WILL BE USED ON ALL GOLD COAST LINES TO REDUCE SPARE RATIO AND INCREASE FREQUENCY WHERE WARRANTED BY DEMAND.	7/1/2011	10/1/2010	COMPLETED

Lead Agency	Project ID	Project Description	O riginal Completion Date	2011 FTIP Completion Date	2012 RTP Project Status
GOLD COAST TRANSIT	VEN090201	MARKET/VALENTINE INDUSTRIAL PARK SHUTTLE SERVICE ON MARKET STREET, VALENTINE ROAD, AND TELEPHONE ROAD	12/31/2012	7/11/2012	NOT A TCM. A DEMONSTRATION PROJECT.
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	6/30/2011	COMPLETED
SIMI VALLEY	VEN055401	EXPAND TRANSIT MAINTENANCE FACILITY TO ACCOMMODATE SYSTEM EXPANSION	2008	7/1/2011	COMPLETED
THOUSAND OAKS	VEN054605	CONEJO CREEK PARK BIKE PATH – CLASS I BIKE PATH FOR 1.4 MILES IN CONEJO CREEK PARK FROM ROUTE 23 TO JANSS ROAD AND PAIGE LANE	2009	12/31/2009	COMPLETED
THOUSAND OAKS	VEN056403	LYNN ROAD FROM ROUTE 101 TO AVENIDA DE LAS FLORES SIGNAL SYNCHRONIZATION IMPROVEMENT (PHASE III)	11/30/2008	10/1/2011	COMPLETED
THOUSAND OAKS	VEN031212	EXPAND TRAFFIC SIGNAL COORDINATION SYSTEM	2007	6/30/2010	COMPLETED
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN040501	NEAR CAMARILLO LEWIS RD WIDEN FROM 2 TO 4 LANES PLUS BIKE LANES BETWEEN RT 101 & HUENEME RD, & PROVIDE SIGNAL IMPROVEMENTS – CON PHASE (PE & ROW IN 07-VEN54122) – INCL FINANCE COST	2004/2010	4/27/2010	COMPLETED

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 2012 RTP is detailed in the 2012 RTP Public Participation and Consultation Report.

The public review and comment period for the Draft 2012 RTP Conformity Report began in December 2011 and closed in February 2012. Six non-substantive comments on confomrity were received during the public review period. The comments sought clarification, provided update or minor revisions to the information in the Draft Conformity Report or the conformity summary information included in the main RTP document. Appropriate changes were made to to reflect the comments.

All comments and responses on the Draft 2012 RTP can be accessed at http://rtpscs.scag.ca.gov/Pages/default.aspx.

EXHIBIT 1 Air Basins in the SCAG Region

EXHIBIT 2 Air Districts in the SCAG Region

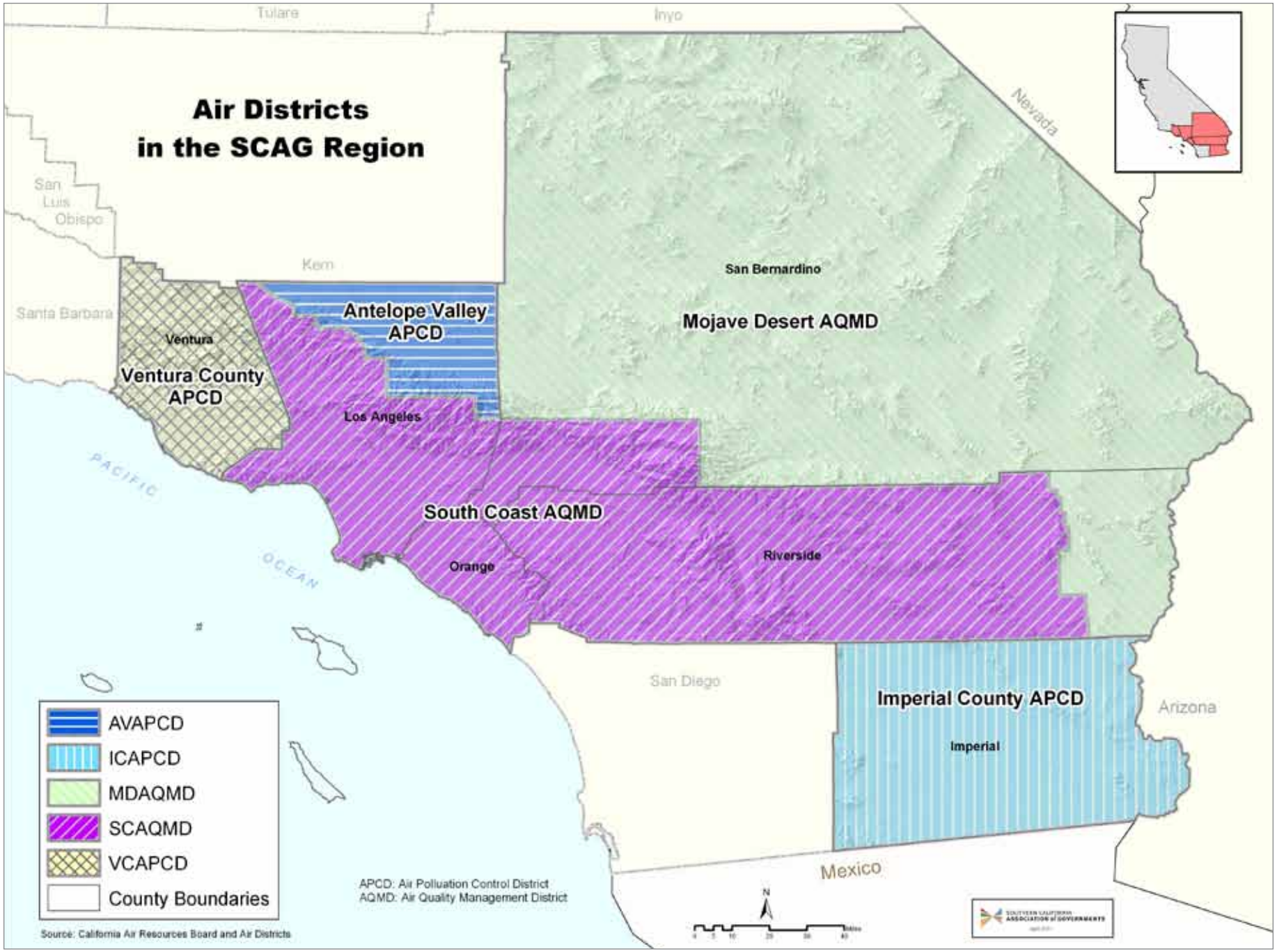


EXHIBIT 3 Federal Non-attainment Areas in the SCAG Region – Ozone (8-Hour Standards)

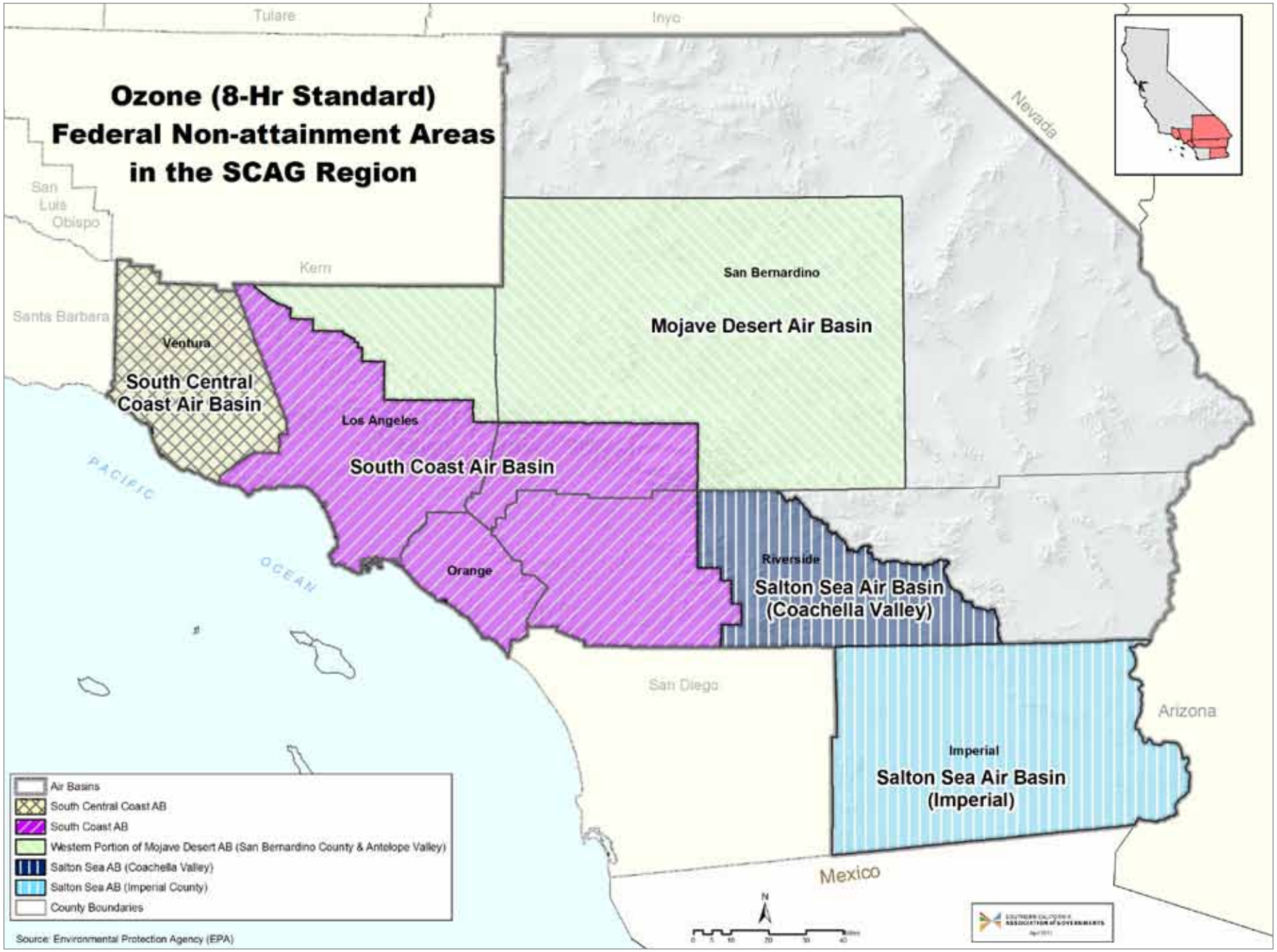


EXHIBIT 4 Federal Non-attainment Areas in the SCAG Region – $PM_{2.5}$

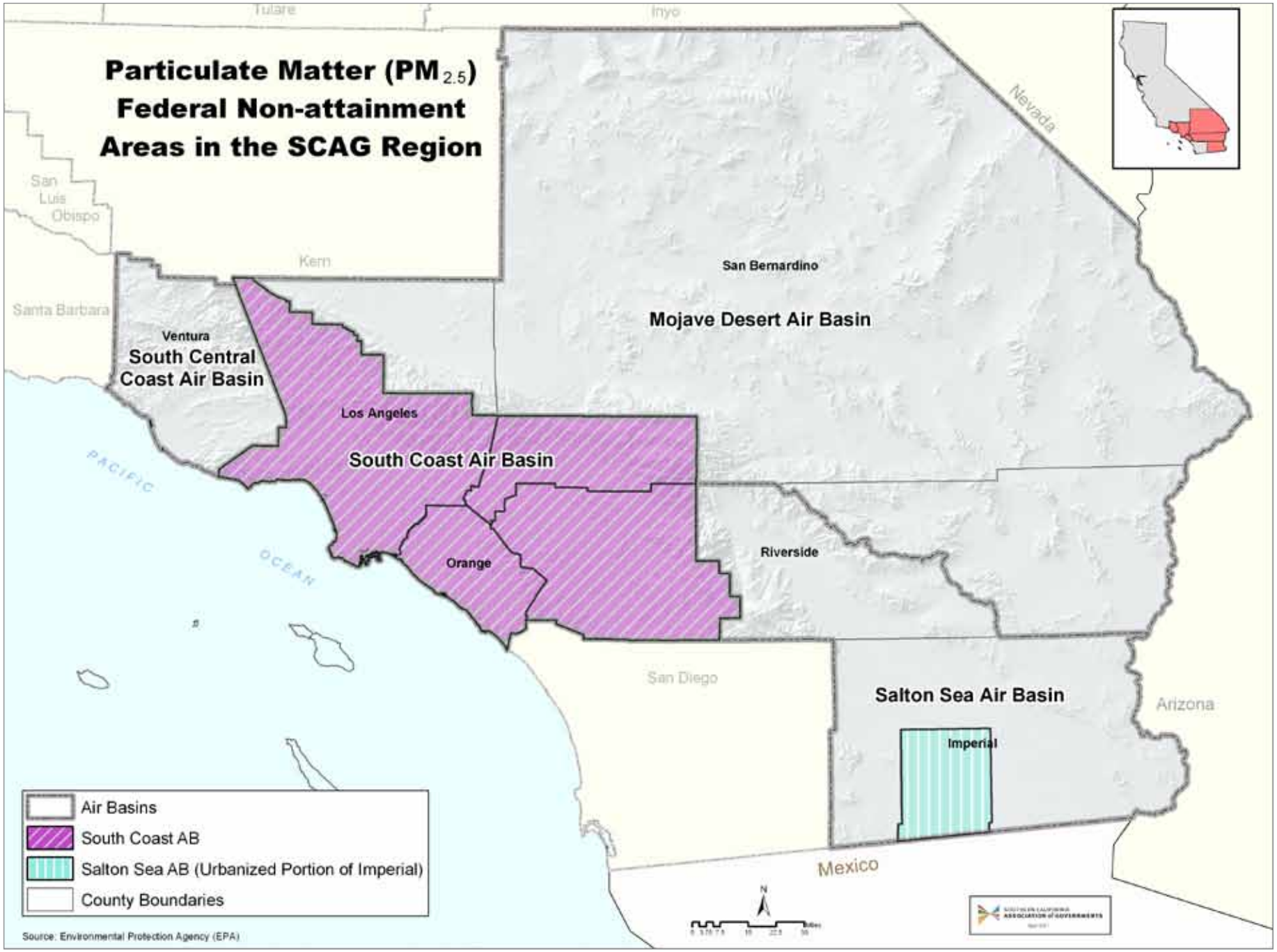


EXHIBIT 5 Federal Non-attainment Areas in the SCAG Region – PM_{10}

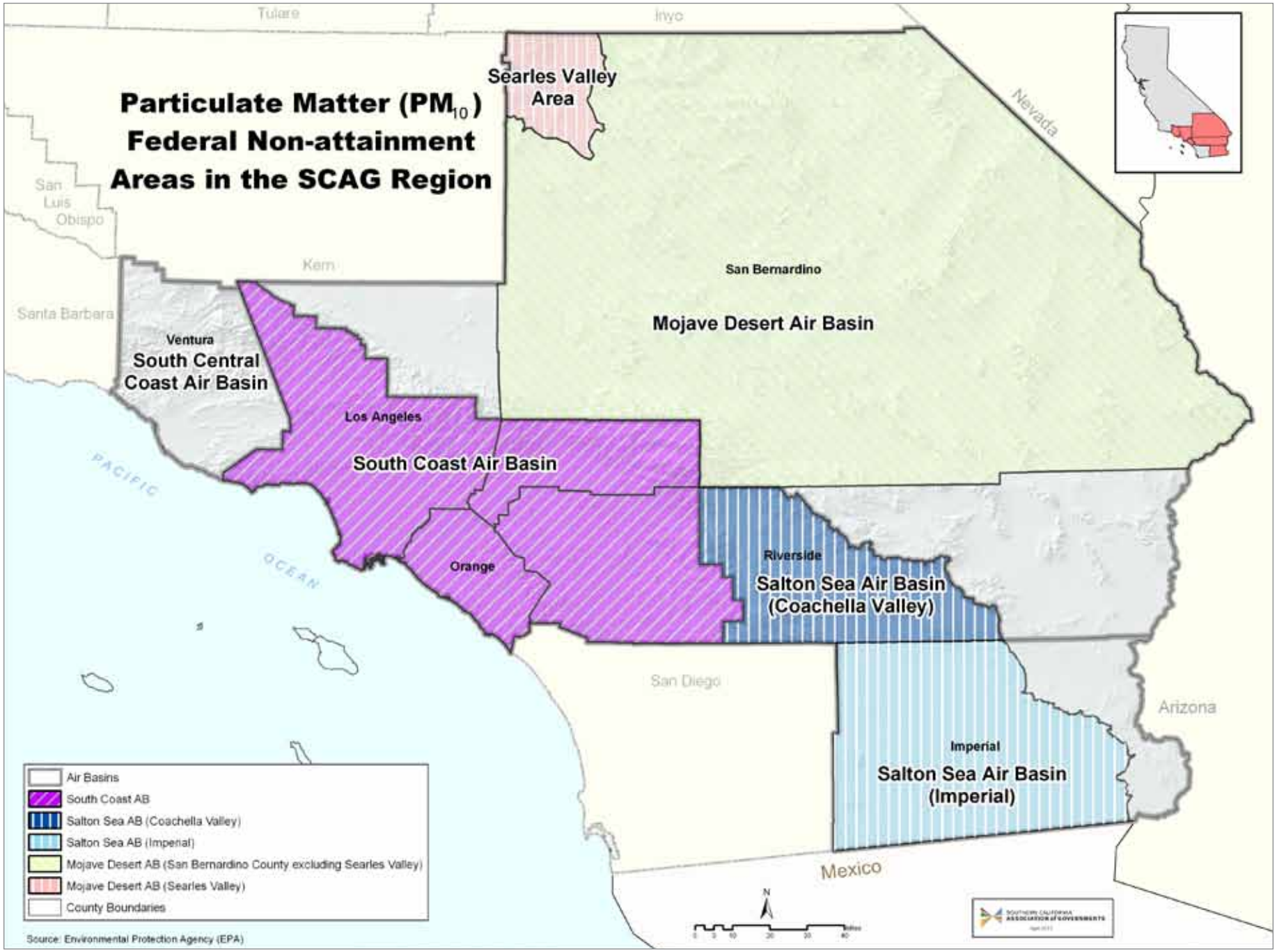


EXHIBIT 6 Federal Maintenance Areas in the SCAG Region – NO_2

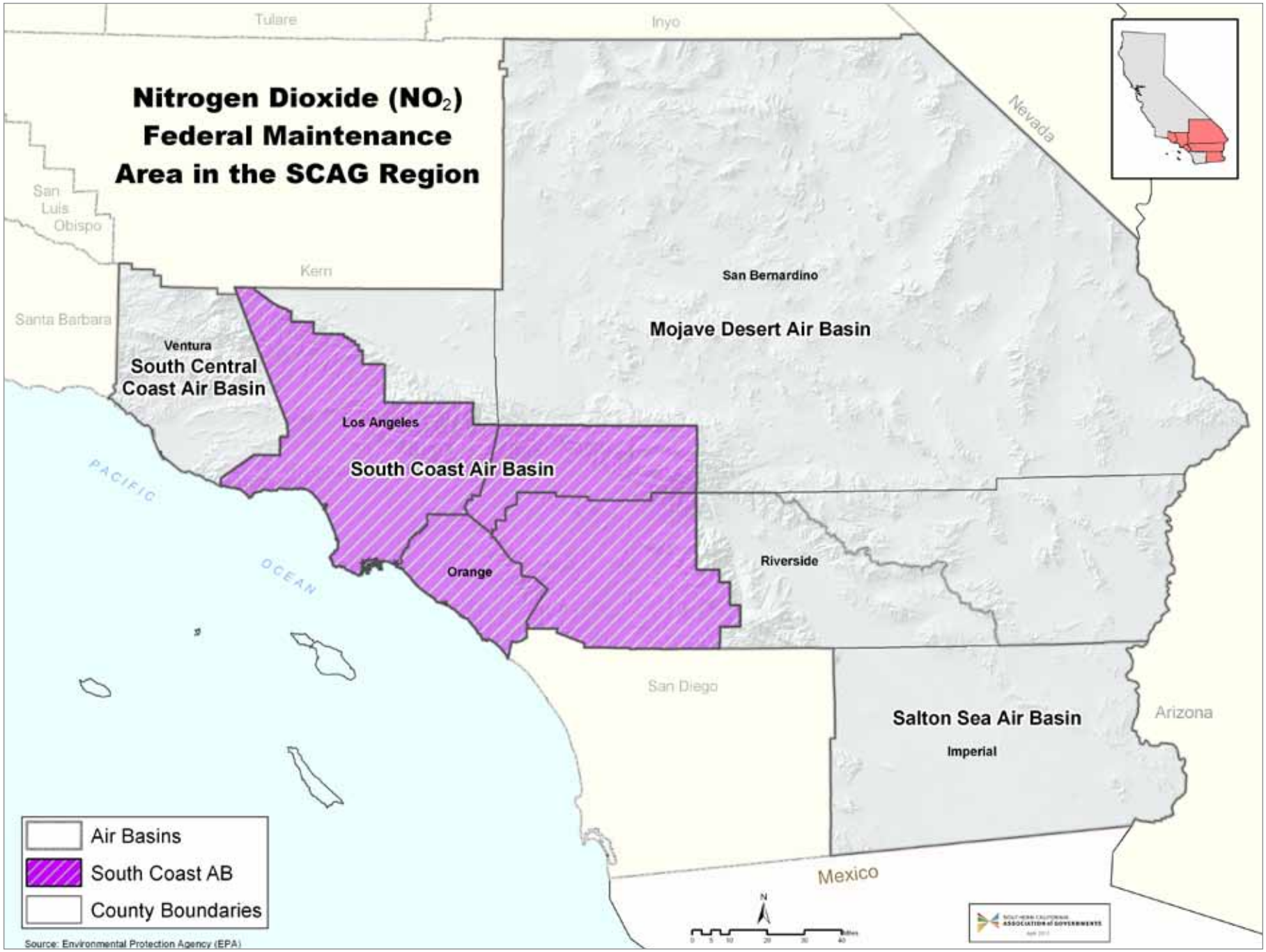
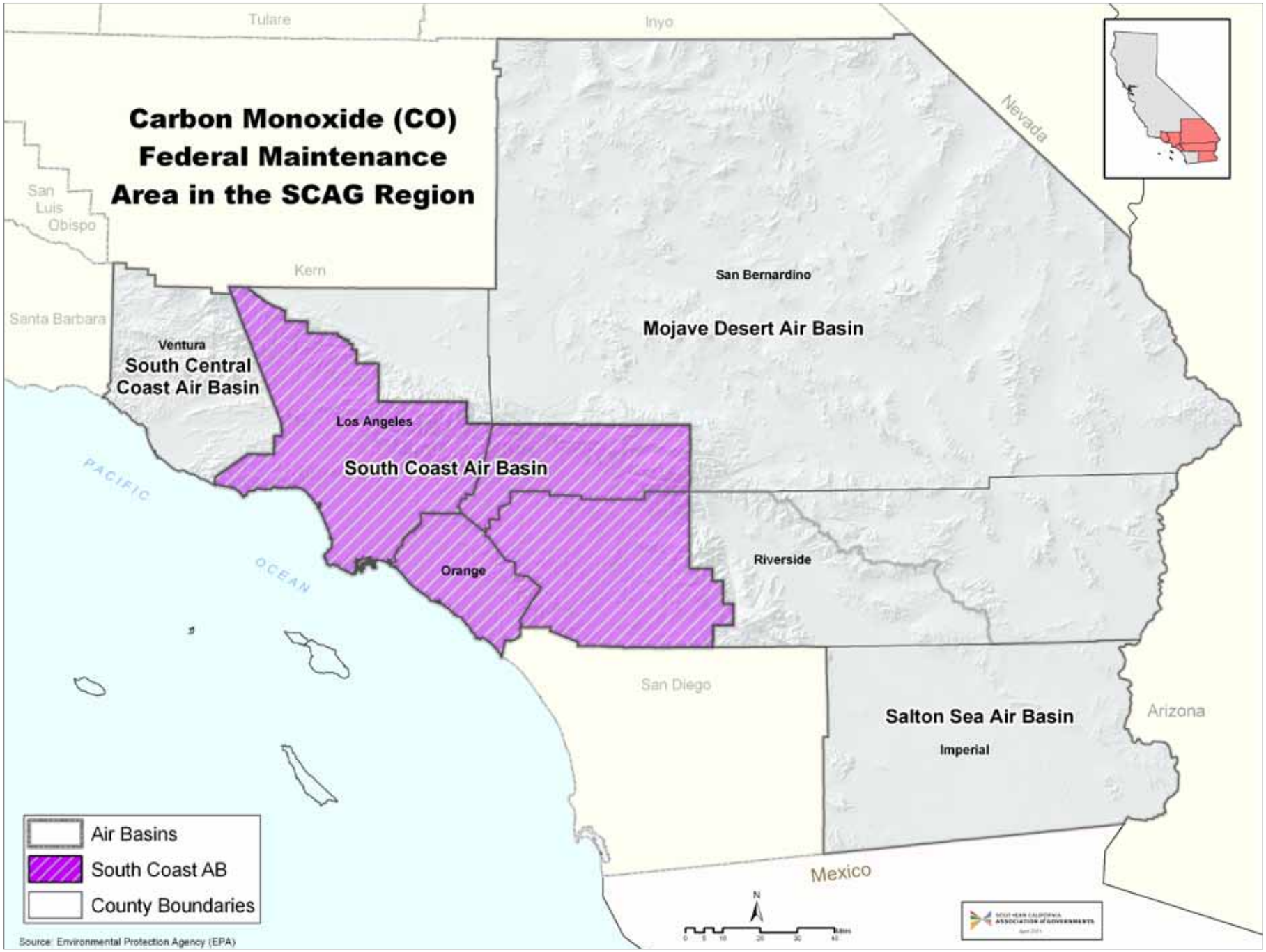


EXHIBIT 7 Federal Maintenance Areas in the SCAG Region – CO



REGIONAL TRANSPORTATION PLAN
2012–2035
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future

RTP

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