CONNECT SOCAL

The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments

Transportation Conformity Analysis

TECHNICAL REPORT

DRAFT | NOVEMBER 2, 2023

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EXECUTIVE SUMMARY

SCAG, the Metropolitan Planning Organization (MPO) for Southern California, is mandated to comply with federal and state transportation and air quality planning regulations. Federal transportation regulations authorize federal funding for highway, highway safety, transit, and other surface transportation programs. The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various criteria air pollutants.

TRANSPORTATION CONFORMITY REQUIREMENTS

Transportation conformity is required under the federal CAA Section 176(c) to ensure that federally supported transportation activities conform to or are consistent with the purpose of the applicable air quality management plan (AQMP) or State Implementation Plan (SIP). The Transportation Conformity Regulations are found in 40 Code of Federal Regulation (CFR) Part 93. Provisions related to conformity SIPs are found in 40 CFR Section 51.390.

Conformity for the purpose of the SIP means that federally supported transportation plans, programs, and projects are required to not create new violation of the federal air quality standards, worsen the existing violation, or delay the timely attainment of the applicable federal air quality standards. The Transportation Conformity Regulations apply nationwide to areas that are designated nonattainment, and those re-designated to attainment after 1990, maintenance areas, with plans developed for the specific transportation-related criteria air pollutants (40 CFR Section 93.102).

TRANSPORTATION CONFORMITY ANALYSIS AND DETERMINATION

In accordance with the federal Transportation Conformity Regulations, SCAG staff has performed the required transportation conformity analysis and documented in detail in the Transportation Conformity Analysis Technical Report. The conformity analysis demonstrates that Connect SoCal 2024, SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024 RTP/SCS), meets all federal transportation conformity requirements. Specifically, Connect SoCal 2024 passes the following four tests required for transportation conformity:

1. **Regional emissions analysis:** The regional emissions analysis was performed utilizing the latest planning assumptions and the latest U.S. EPA-approved emissions model (EMFAC2021). Connect SoCal 2024's plan emissions do not exceed any applicable emission caps for all applicable air pollutants; for all applicable milestone, attainment, and planning horizon years; and in all nonattainment and maintenance areas within the SCAG region.

2. **Fiscal constraint:** Adequate transportation revenues available from local, state, and federal sources have been identified in Connect SoCal 2024 to meet the plan's transportation expenditure totals.

3. **Timely implementation of transportation control measures:** All committed transportation control measure projects and programs in Connect SoCal 2024 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.

4. **Interagency consultation and public involvement:** Connect SoCal 2024 complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan.

PURPOSE OF THE REPORT

The federally required transportation conformity analysis and findings for Connect SoCal 2024 are set forth in this Transportation Conformity Analysis Technical Report and comply with applicable federal and state law, including transportation conformity and transportation planning regulations.

REPORT ORGANIZATION

The Transportation Conformity Analysis Technical Report for Connect SoCal 2024 consists of one Executive Summary and seven chapters:

- EXECUTIVE SUMMARY is a high-level summary of the Transportation Conformity Analysis Technical Report.
- CHAPTER 1 describes the federal regulatory framework covering regional transportation and air quality planning, the federal CAA designations in the SCAG region, and applicable conformity analysis years by nonattainment and maintenance areas.
- CHAPTER 2 contains a discussion of the latest planning assumptions related to land use & socioeconomic growth forecast, vehicle registrations, TCMs and other mobile source SIP measures, interagency consultation and public involvement, and transportation modeling.
- CHAPTER 3 documents the regional emissions modeling and analysis including summary and detailed tables of emissions test results for all nonattainment and maintenance areas within the SCAG region.
- CHAPTER 4 summarizes the financial constraint analysis from the Transportation Finance Technical Report.
- CHAPTER 5 lists the timely implementation status of all applicable transportation control measures (TCMs) in the SCAG region.
- CHAPTER 6 provides an overview of the interagency consultation and public involvement process as documented in the Public Participation Technical Report.
- CHAPTER 7 reports on the major findings of the transportation conformity analysis and the transportation conformity determination for Connect SoCal 2024.

A list of major references, Maps, and 2024 RTP/SCS Conformity Analysis Checklist are provided at the end of the Technical Report.

LINK TO MAIN PLAN AND OTHER TECHNICAL REPORTS OF CONNECT SOCAL 2024

The conclusion, including the transportation conformity determinations, of this Transportation Conformity Analysis Technical Report is reported in Chapter 5, Measuring Our Progress, of the Main Book.

Two major transportation conformity findings in this Technical Report are based on two other Connect SoCal 2024 Technical Reports. Specifically, the financial constraint finding is based on the Transportation Finance Technical Report; while the interagency consultation and public involvement finding is based on the Public Participation Technical Report.

This Technical Report also references to the Demographic and Growth Forecast Technical Report for a detailed discussion on the socioeconomic data, to the Land Use and Communities Technical Report for the most recent planning assumptions and estimates of population and housing, and to the Project List Technical Report for information on individual transportation projects in the Plan.

For related information on air quality related equity, refer to the Equity Analysis Technical Report.

1. CHAPTER 1 FEDERAL REGULATORY REQUIREMENTS

1.1 FEDERAL TRANSPORTATION AND AIR QUALITY PLANNING REQUIREMENTS

The federally required transportation conformity analysis and findings for Connect SoCal 2024 are set forth in the following chapters. The analysis is in compliance with applicable federal Transportation Conformity Regulations and federal CAA requirements. Federal transportation law authorizes federal funding for highway, highway safety, transit, and other surface transportation programs. The federal CAA (42 U.S. Code Sections 7401 to 7671q) establishes National Ambient Air Quality Standards (NAAQS) and planning requirements for various criteria air pollutants.

1.1.1 REGIONAL TRANSPORTATION PLAN (RTP) AND FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

Federal transportation law requires that SCAG develop an RTP for a 20-year minimum period. Additionally, SCAG must develop an FTIP that allocates funds over a four-year period to implement the RTP. In the federally designated nonattainment or maintenance areas, the RTP and FTIP must comply with the transportation conformity requirements of the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations. The biennial FTIP update is produced on an even-year cycle and is consistent with the State Transportation Improvement Program (STIP) cycle.

1.1.2 DESIGNATION OF FEDERAL NONATTAINMENT AND MAINTENANCE AREAS

EPA may make a federal "nonattainment area" designation to any area that has not met CAA health standards for one or more criteria air pollutants. A nonattainment area designation may require additional air quality controls for transportation plans, programs, and projects. The California Air Resource Board (CARB) recommends the federal nonattainment area boundaries to EPA for final designations. Subsequently, the EPA finalizes and defines the boundaries of the federally designated nonattainment areas for each criteria air pollutant.

A maintenance area is any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

1.1.3 STATE IMPLEMENTATION PLANS (SIPS)

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

In California, all SIPs must go through three steps: air district action, CARB action, and finally EPA action. Each air district submits its respective AQMPs/SIPs to the CARB. The CARB is the official state agency that submits the SIPs to EPA for all federal nonattainment and maintenance areas in California.

The SIP includes two important components relative to transportation conformity requirements – motor vehicle emissions budgets (for all criteria air pollutant SIPs) and TCMs (for ozone and CO SIPs only). The emissions budgets set an upper limit which transportation activities (for SIP purposes motor vehicles are also known as "on-road mobile sources") are permitted to emit. TCMs, required for Serious and worse Ozone nonattainment areas and Serious CO nonattainment areas, are strategies to reduce emissions from on–road mobile sources. Connect SoCal 2024 must conform to the applicable SIPs [i.e., emissions budgets and TCMs] in the SCAG region.

1.1.4 FEDERAL TRANSPORTATION CONFORMITY REGULATIONS

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 applicable SIP. Conformity currently applies to areas that are designated nonattainment, and those re-designated to attainment after 1990, maintenance areas, with plans developed for the specific transportation-related criteria air pollutants. Conformity for 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 Regulations are found in 40 CFR part 93 and provisions related to conformity SIPs are found in 40 CFR Section 51.390.

The federal Transportation Conformity Regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of criteria pollutant and SIP status. They include:

- Conformity Tests: 40 CFR Sections 93.118 and 93.119 specify tests (motor vehicle emissions budgets and interim emissions) that the RTP/TIP must satisfy in order for a determination of conformity to be found. The federal Transportation Conformity Regulations further require motor vehicle emissions budgets are approved or found adequate by EPA prior to use for making transportation conformity determinations. The budgets must be used on or after the effective date of EPA's approval or adequacy finding.

- Methodologies, Modeling, and Regional Emissions Analysis: 40 CFR Sections 93.110 specifies that conformity determinations must be based upon the latest planning assumptions in force at the time the conformity analysis begins. This is defined as "the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation" (40 CFR Section 93.110(a)). Chapter 2 of this Technical Report contains a discussion of the latest planning assumptions.

- 40 CFR Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the transportation conformity analysis. EPA has approved EMFAC2021 for regional transportation conformity analysis in California on November 15, 2022. In addition, the interim off-road adjustment factors for EMFAC2021 developed by the CARB were approved by EPA on May 26, 2023. The interim off-model adjustment factors account for only 50 percent of the emissions benefits of the previous EMFAC2021 adjustment factors for California's Heavy-Duty Vehicle Inspection and Maintenance Program adopted by CARB after and thus not included in EMFAC2021. Chapter 3 of this Technical Report describes the emissions modeling used to estimate mobile source emissions and documents the regional emissions analysis.

- Financial Constraints: 40 CFR Section 93.108 requires that transportation plans and TIPs must be fiscally constrained in order to be found in conformity. Chapter 4 of this Technical Report summarizes the Transportation Finance Technical Report and discusses how much money SCAG reasonably expects will be available to support the region's surface transportation investments, ensuring that there is sufficient revenue available to support expenditures identified in Connect SoCal 2024

- Timely Implementation of TCMs: 40 CFR Section 93.113 provides a detailed description of the steps necessary to demonstrate that the RTP and TIP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Chapter 5 of the Conformity Analysis.

- Consultation: 40 CFR Sections 93.105 and 93.112 require that the transportation conformity determination be made in accordance with the consultation and public consultation procedures. Specifically, MPOs are required to provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (40 CFR Section 93.105(a)(1)). MPOs are also required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)). Chapter 6 of this Technical Report provides an overview of the approach to compliance with the interagency consultation and public involvement requirement and summarizes the Public Participation Technical Report.

1.2 FEDERAL CLEAN AIR ACT DESIGNATIONS IN THE SCAG

1.2.1 AIR BASINS AND AIR DISTRICTS

The SCAG region comprises six counties and contains four air basins and five air districts (Maps 1 and 2 at the end of this Technical Report):

The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Riverside, and San Bernardino counties as well as the entire County of Orange. With the exception of the Morongo and the Pechanga Areas of Indian Country for the 2008 and 2015 8-hour ozone standards and the Pechanga Area for the 2012 annual PM2.5 standard, the SCAB is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). For the 2008 and 2015 ozone standards and the 2012 PM2.5 standard, the Morongo and the Pechanga Areas of Indian Country within the SCAB are administered by their respective Indian Tribal Governments.

The Ventura County portion of the South Central Coast Air Basin (SCCAB) covers Ventura County and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD).

The Mojave Desert Air Basin (MDAB) covers the desert portions of Los Angeles, Riverside, and San Bernardino counties. A small portion of this air basin is in Kern County and outside of the SCAG region. The SCAG portion of this air basin is under the jurisdiction of three air districts:

- The Mojave Desert Air Quality Management District (MDAQMD) administers portions of the MDAB situated in San Bernardino County and eastern Riverside County. The Riverside County portion is known as the Palo Verde Valley Area.

- The SCAQMD administers the portion of MDAB in Riverside County situated between the Salton Sea Air Basin (SSAB) and the Palo Verde Valley Area.
- The Antelope Valley Air Quality Management District (AVAQMD) administers the Los Angeles County portion of the MDAB.

The 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 situated between the SCAB and the MDAB.

1.2.2 APPLICABLE CRITERIA AIR POLLUTANTS

Connect SoCal 2024 is subject to transportation conformity requirements for the following three criteria pollutants:

- Carbon Monoxide (CO): a product of automobile exhaust. CO reduces the flow of oxygen in the bloodstream and is particularly dangerous to persons with heart disease.
- Ozone: formed by the reaction between volatile organic compounds (VOC) and oxides of nitrogen (NOx) in the presence of sunlight. Ozone negatively impacts the respiratory system.
- Particulate Matter (PM10 and PM2.5): they are 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 effects on respiratory systems, chronic bronchitis, decreased lung function, and premature death. Of these, particles with 2.5 micrometer or less in diameter, also known as fine particles or PM2.5, pose the greatest risk to human health.

1.2.3 FEDERAL NONATTAINMENT AND MAINTENANCE AREAS UNDER VARIOUS NATIONAL AMBIENT AIR QUALITY STANDARDS

There are 26 federal nonattainment and maintenance areas in the SCAG region:

- Ventura County Portion of SCCAB: nonattainment for 2008 and 2015 8-hour ozone NAAQSs
- SCAB: nonattainment for 1997 and 2006 24-hour and 2012 (excluding Pechanga) Annual PM2.5 NAAQSs and 2008 and 2015 8-hour ozone NAAQSs (excluding Morongo and Pechanga); maintenance for CO and PM10 NAAQSs
- Morongo Indian Reservation Portion of SCAB: nonattainment for 2008 and 2015 8-hour ozone NAAQSs
- Pechanga Indian Reservation Portion of SCAB: nonattainment for 2008 and 2015 8-hour ozone NAAQSs; and 2012 Annual PM2.5 NAAQS
- Riverside County Portion of SSAB (Coachella Valley): nonattainment for 2008 and 2015 8-hour ozone NAAQSs; and PM10 NAAQS
- San Bernardino County portion of MDAB (Searles Valley): nonattainment for PM10 NAAQS
- San Bernardino County portion of MDAB (excluding the Searles Valley area): nonattainment for PM10 NAAQS
- Western MDAB (Antelope Valley portion of Los Angeles County and San Bernardino County portion of MDAB): nonattainment for 2008 and 2015 8-hour ozone NAAQSs

- Most of Imperial County Portion of SSAB: nonattainment for 2008 and 2015 8-hour ozone NAAQSs; and PM10 NAAQS
- Urbanized area of Imperial County portion of SSAB: nonattainment for 2006 24-hour and 2012 Annual PM2.5 NAAQSs

The boundaries of the nonattainment and maintenance areas are illustrated in Maps 3-9 at the end of this Technical Report.

1.2.4 APPLICABLE VEHICLE EMISSIONS BUDGETS AND ASSOCIATED SIPS

For the Connect SoCal 2024 conformity determination, the applicable motor vehicle emissions budgets are established in the SIPs and approved or found adequate by EPA. Upon final approval or adequacy finding by EPA, the conformity budgets that are currently undergoing review or proposed approval by EPA will supersede the previously approved emission budgets and become applicable emissions budgets.

South Central Coast Air Basin (SCCAB) – Ventura County:

- 2016 Ventura County Air Quality Management Plan (2008 8-hour ozone NAAQS budgets effective March 30, 2020)
- 2022 Ventura County Air Quality Management Plan (2015 8-hour ozone NAAQS budgets under EPA review)

South Coast Air Basin (SCAB):

- 2007 CO State Implementation Plan (Maintenance Plan) (budgets effective June 11, 2007)
- 2010 PM10 State Implementation Plan (Maintenance Plan) (budgets effective July 26, 2013)
- 2018 Updates to the California State Implementation Plan (2008 8-hour ozone NAAQS budgets effective October 31, 2019)
- 2016 South Coast Air Quality Management Plan (2012 annual PM2.5 NAAQS budgets effective December 9, 2020)
- 2022 South Coast Air Quality Management Plan (2015 8-hour ozone NAAQS budgets under EPA review)

Riverside County Portion of Salton Sea Air Basin (SSAB) (Coachella Valley):

- 2003 Coachella Valley PM10 State Implementation Plan (budgets effective April 9, 2004)
- 2022 Coachella Valley 75 ppb 8-Hour Ozone Reasonable Further Progress State Implementation Plan (2008 2008 8-hour ozone NAAQS budgets effective April 12, 2023)
- 2022 South Coast Air Quality Management Plan (2015 8-hour ozone NAAQS budgets under EPA review)

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

- 2018 Updates to the California State Implementation Plan (2008 8-hour ozone NAAQS budgets effective November 17, 2021)
- 2022 Western Mojave Desert 70 parts per billion Ozone Attainment Plan (2015 8-hour ozone NAAQS budgets pending EPA review)

Imperial County Portion of SSAB:

- Imperial County 2017 State Implementation Plan For The 2008 8-Hour Ozone Standard (2008 8-hour ozone NAAQS budgets effective March 30, 2020)
- Imperial County 2018 Annual Particulate Matter Less Than 2.5 Microns in Diameter State Implementation Plan (2012 annual PM2.5 NAAQS budgets under EPA review)
- Imperial County 2018 Redesignation Request and Maintenance Plan for Particulate Matter Less Than 10 Microns in Diameter (PM10 budgets effective October 19, 2020)

In absence of the applicable emissions budgets for conformity, SCAG must conduct interim emissions tests for regional emissions analysis of Connect SoCal 2024 (40 CFR Section 93.119). At the present time, there is no federally approved SIP for the following areas:

- San Bernardino County Portion of MDAB excluding Searles Valley (PM10)
- Searles Valley Portion of MDAB (PM10)
- Imperial County Portion of SSAB (PM2.5)

1.2.5 APPLICABLE TRANSPORTATION CONTROL MEASURES (TCMS) AND ASSOCIATED SIPS

In the SCAG region, ozone SIPs developed in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin contain TCM strategies and are subject to the TCM analyses required by EPA's Transportation Conformity Regulations. There are no applicable TCMs in any other federal nonattainment or maintenance areas in the SCAG region. The two SIPs with TCM strategies are South Coast AQMD's AQMPs/SIPs for the SCAB and Ventura County's AQMPs/SIPs for the Ventura County portion of SCCAB. For more information on TCMs and timely implementation of the TCMs, see Chapter 5 of this Technical Report.

SOUTH COAST AQMD'S AQMPS/SIPS (SCAB)

Effective October 31, 2019, EPA approved the 2008 8-hour ozone NAAQS SIP in the 2016 South Coast Air Quality Management Plan. As a result, the TCM strategies incorporated in the 2016 South Coast Air Quality Management Plan/Ozone SIP function as the applicable TCMs for the SCAB for conformity finding purposes until after EPA approves the South Coast AQMD's 2022 AQMP for the 2015 8-hour ozone NAAQS which is currently under EPA review. Upon approval by EPA, the TCM strategies in the South Coast AQMD's 2022 AQMP would function as the applicable TCMs for the SCAB for conformity finding purposes. It is important to note that the TCM categories in the South Coast AQMD's 2022 AQMP/SIP are consistent with the TCM categories in the 1994/1997/2003/2007/2012/2016 Ozone AQMPs/SIPs.

It should also be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the 1-hour ozone SIP for the SCAB remains applicable.

VENTURA COUNTY'S AQMPS/SIPS (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 with the exception of TCM G – Employee Commute Options (ECO) which was repealed due to federal and state mandates that prohibited ECO. The EPA approved the 1994 Ozone SIP revisions on Jan. 8, 1997. The 2007 Ozone AQMP/SIP revision (which EPA has not taken an action on) makes no changes to previously approved TCMs contained in the amended 1994 SIP. Effective

July 27, 2009, EPA took a final action to find that the Ventura County attained the revoked 1-hour ozone standard by its attainment date. Effective January 2, 2013, EPA took another final action to find that the Ventura County attained the 1997 8-hour ozone standard by its attainment date. Effective November 21, 2022, EPA took another final action to find that the Ventura County attained the 2008 8-hour ozone standard by its attainment date.

The 2008 8-hour ozone NAAQS SIP revision to the 2016 Ventura County AQMP was approved by EPA, effective March 20, 2020. As a result, the TCM strategies incorporated in the 2016 Ventura County AQMP/Ozone SIP function as the applicable TCMs for the Ventura County portion of SCCAB for conformity finding purposes until after EPA approves the 2022 Ventura County AQMP, which is currently under EPA review. Upon approval by EPA, the TCM strategies incorporated in the 2022 Ventura County AQMP/SIP would function as the applicable TCMs for the Ventura County portion of SCCAB for conformity finding purposes.

Note that the 2022 Ventura County AQMP makes no changes to previously approved TCM categories contained in 1994, 2007, and 2016 Ventura County AQMPs. It is further 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. It should also be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the 1-hour ozone SIP for the Ventura County portion of SCCAB remains applicable.

1.2.6 CONFORMITY STATUS OF CURRENT CONFORMING RTP AND FTIP

SCAG received federal approval of the final transportation conformity determination for the 2020 RTP/SCS or Connect SoCal 2020 and the 2019 FTIP Consistency Amendment No. 19-12, covering all nonattainment and maintenance areas in the SCAG region, from the Federal Highway Administration and the Federal Transit Administration (FHWA/FTA) on June 5, 2020. The conformity determination is currently effective for four years.

The transportation conformity determinations for the subsequent Amendments Nos. 1 through 3 to the 2020 RTP/SCS, the 2023 FTIP, and the 2023 FTIP Amendments through No. 23-11 have all received federal approval. Therefore, the positive transportation conformity determinations for the 2020 RTP/SCS and 2023 FTIP (all as previously amended) will remain effective until June 5, 2024.

1.3 CONFORMITY ANALYSIS YEARS

1.3.1 FEDERAL REQUIREMENTS ON CONFORMITY ANALYSIS YEARS

The Transportation Conformity Regulations in 40 CFR Sections 93.118(b) and (d) require documentation of appropriate analysis years for which consistency with motor vehicle emissions budgets must be shown in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets (i.e., each budget year). When a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the maintenance plan establishes budgets in the time frame of the transportation plan.

The Transportation Conformity Regulations in 40 CFR Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed. Any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

1.3.2 APPLICABLE CONFORMITY ANALYSIS YEARS BY NONATTAINMENT AND MAINTENANCE AREA IN THE SCAG REGION

The analysis years for Connect SoCal 2024 by air basin are presented in Tables 1 through 7a. Since transportation conformity findings must go out to the RTP's horizon year 2050, the latest budget years deemed adequate by EPA serve as the budgets for future years in each regional emissions tests. Interpolation is performed for two analysis years (2029 and 2030) as provided by the transportation conformity regulations, because they are neither attainment years nor horizon years for Connect SoCal 2024.

The analysis years are based on the currently approved motor vehicle emissions budgets and may change upon EPA's final approval of new motor vehicle emissions budgets. In anticipation of possible final approval of new emissions budgets currently under EPA review, additional tables have been included to present the requirements of the pending new budget tests for each of the areas with pending emissions budgets. Placed immediately below the corresponding tables based on currently approved budgets or interim tests, these tables are included for information purposes only and would supersede any preceding budget or interim emissions test tables after any of the new budgets have received final approved by the EPA prior to FHWA/FTA approval of the final transportation conformity determination of Connect SoCal 2024 anticipated in June 2024.

Table 1. South Central Coast Air Basin – Ventura County Portion

Analysis Year	2026	2035	2045	2050
NAAQS	Ozone[a]	Ozone	Ozone	Ozone

[a] Attainment Year; [b] Budget Year

Note that the 2008 8-hour ozone NAAQS budgets apply to all analysis years in Table 1.

Table 1a. South Central Coast Air Basin – Ventura County Portion

Analysis Year	2026	2035	2045	2050
NAAQS	Ozone[a]	Ozone	Ozone	Ozone

[a] Attainment Year; [b] Budget Year

Note that Table 1a will supersede Table 1 upon EPA approval of the new ozone budgets in 2022 Updates to California 2015 8-hour Ozone SIP for the Ventura County Nonattainment Area. The 2015 8-hour ozone NAAQS budgets apply to all analysis years in Table 1a.

Table 2. South Coast Air Basin – Morongo, Pechanga, and SCAB excluding Morongo and Pechanga

Analysis Year	2025	2026	2029	2030	2031	2035	2037	2045	2050
NAAQS		Ozone[a,b]	Ozone[b]		Ozone[a,b]	Ozone	Ozone[a]	Ozone	Ozone
	PM2.5[a]					PM2.5		PM2.5	PM2.5
	PM10			PM10[b]		PM10		PM10	PM10
	CO			CO		CO		CO	CO

[a] Attainment Year; [b] Budget Year

Table 2a. South Coast Air Basin – Morongo, Pechanga, and SCAB excluding Morongo and Pechanga

Analysis Year	2025	2026	2029	2030	2031	2032	2035	2037	2045	2050
NAAQS		Ozone[a,b]	Ozone[b]		Ozone[a,b]	Ozone[b]	Ozone[b]	Ozone[a,b]	Ozone	Ozone
	PM2.5[a]						PM2.5		PM2.5	PM2.5
	PM10			PM10[b]			PM10		PM10	PM10
	CO			CO			CO		CO	CO

[a] Attainment Year; [b] Budget Year

Note that Table 2a will supersede Table 2 upon EPA approval of the new ozone budgets in 2022 Updates to California 2015 8-hour Ozone SIP for the South Coast Air Basin Nonattainment Area.

Table 3. Western Mojave Desert Air Basin – Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of MDAB excluding Searles Valley

Analysis Year	2026	2032	2040	2050
NAAQS	Ozone[a,b] (2008 NAAQS)	Ozone[a]	Ozone	Ozone

[a] Attainment Year; [b] Budget Year

Table 3a. Western Mojave Desert Air Basin – Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of MDAB excluding Searles Valley

Analysis Year	2026	2029	2032	2040	2050
NAAQS	Ozone[a,b] (2015 NAAQS)	Ozone[b]	Ozone[a,b]	Ozone	Ozone

[a] Attainment Year; [b] Budget Year

Note that Table 3a will supersede Table 3 upon EPA approval of the new ozone budgets in 2022 Updates to California 2015 8-hour Ozone SIPs for the Western Mojave Desert Nonattainment Area.

Table 4. Mojave Desert Air Basin – San Bernardino County Portion excluding Searles Valley (No Currently Approved Budgets)

Analysis Year	2025	2035	2045	2050
NAAQS	PM10*	PM10*	PM10*	PM10*

[*]Build/No-Build Test

Table 5. Mojave Desert Air Basin – Searles Valley Portion (No Currently Approved Budgets)

Analysis Year	2025	2035	2045	2050
NAAQS	PM10*	PM10*	PM10*	PM10*

[*]Build/No-Build Test

Table 6. Salton Sea Air Basin – Coachella Valley Portion

Analysis Year	2025	2026	2029	2031	2035	2040	2050
NAAQS		Ozone[a,b]	Ozone[b]	Ozone[b]		Ozone	Ozone
	PM10				PM10	PM10	PM10

[a] Attainment Year; [b] Budget Year

Table 6a. Salton Sea Air Basin – Coachella Valley Portion

Analysis Year	2025	2026	2029	2031	2032	2035	2037	2045	2050
NAAQS		Ozone[a,b]	Ozone[b]	Ozone[b]	Ozone[a,b]		Ozone[b]	Ozone	Ozone
	PM10					PM10		PM10	PM10

[a] Attainment Year; [b] Budget Year

Note that Table 6a will supersede Table 6 upon EPA approval of the new ozone budgets in 2022 Updates to California 2015 8-hour Ozone SIP for the Coachella Valley Nonattainment Area.

Table 7. Salton Sea Air Basin – Imperial County Portion

Analysis Year	2025	2030	2035	2045	2050
NAAQS	Ozone		Ozone	Ozone	Ozone
	PM2.5*		PM2.5*	PM2.5*	PM2.5*
	PM10	PM10[b]	PM10	PM10	PM10

*[a] Attainment Year; [b] Budget Year; *Build/No-Build Test*

Table 7a. Salton Sea Air Basin – Imperial County Portion

Analysis Year	2025	2030	2035	2045	2050
NAAQS	Ozone		Ozone	Ozone	Ozone
	PM2.5		PM2.5	PM2.5	PM2.5
	PM10	PM10[b]	PM10	PM10	PM10

[a] Attainment Year; [b] Budget Year

Note that Table 7a will supersede Table 7 upon EPA approval of the new PM2.5 budgets in 2018 Imperial County PM2.5 SIP.

2. CHAPTER 2 LATEST PLANNING ASSUMPTIONS AND TRANSPORTATION MODELING

2.1 FEDERAL REQUIREMENTS ON LATEST PLANNING ASSUMPTIONS

The federal CAA Section 176(c)(1) states that "the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates."

According to the Transportation Conformity Regulations in 40 CFR Section 93.110 (a, b), the time of the conformity analysis begins is "the point at which MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions". In addition, the use of latest planning assumptions (source and year) at the employment, travel, congestion, and the use of the most recent available vehicle registration data must be documented. For the SCAG region, the time of the conformity analysis begins is when the performance of the emissions modeling begins, as clarified through the required interagency consultation by SCAG's Transportation Conformity Working Group (TCWG).

In December 2008, the United States Department of Transportation (USDOT) issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in transportation conformity determinations (USDOT, 2008).

Key elements of the USDOT/EPA guidance on latest planning assumptions include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment, and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel, and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.
- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

2.2 LAND USE & SOCIOECONOMIC GROWTH FORECAST

The socioeconomic data (SED) describes both demographic and economic characteristics of the region by Transportation Analysis Zones (TAZs) and is used as major input in SCAG's travel demand model. Connect SoCal 2024 regional growth forecast projects growth in population, households, and employment at the regional, county, jurisdictional, and sub-jurisdictional levels to 2050. Projections are reported for county total population, total households, and total employment at five-year intervals from 2019-2050.

The first milestone of SCAG's regional growth forecast development was the convening of a demographic panel of experts, consisting of academic scholars and leading practitioners in demographic and economics. They reviewed and discussed key input assumptions and regional, state, and national data and recommended a set of growth projections for the SCAG region and its six counties from 2019 to 2050.

This set of the population, household, and employment growth projection at region/county level was further disaggregated to tier 2 level. Zonal demographic data, such as population, number of households, and income, is directly related to demand for activity participation in an area whereas economic characteristics, such as jobs by industry, are linked with supply of an activity. Zonal level data by SCAG's 11,267 tier 2 zones includes population, number of households, school enrollments, household income, worker, and employment.

The SED forecast incorporates extensive input and data from local jurisdictions at the small area level. SCAG's Local Data Exchange (LDX) process provides each local jurisdiction with their growth forecast information as well as several other data elements both produced by SCAG and other agencies which are related to the development of Connect SoCal 2024.

This combination of a comprehensive review and expert analysis of demographic and socioeconomic data and trends, advanced mathematical approaches, and bottom-up community engagement with planners from local jurisdictions ensures that SCAG's regional growth forecasting is based on the most current information that is available.

The Demographic and Growth Forecast Technical Report includes detailed discussions on the socioeconomic data and is incorporated by reference herein.

Pursuant to state planning requirements, SCAG's role is to coordinate the development of the Connect SoCal 2024 land use pattern in partnership with local jurisdictions that are ultimately responsible for implementing it. To facilitate this partnership during the Connect SoCal 2024 process, SCAG developed the LDX process to engage local partners and get information needed to fulfill state planning requirements. This included information on land use, transportation, priority development areas, geographical boundaries, resource areas, and growth that was shared and exchanged through a combination of one-on-one meetings and data submissions with local jurisdictions.

SCAG's Forecasted Regional Development Pattern identifies areas sufficient to accommodate housing need over its time horizon while also fulfilling the state and federal requirements to project growth using the most recent planning assumptions and estimates of population and employment. The Land Use and Communities Technical Report includes detailed discussions and is incorporated by reference herein.

2.2.1 POPULATION FORECAST

SCAG uses a cohort-component model to project regional population growth. This model computes population at a future point in time by adding to the existing population the number of group quarters population, births, and in-migrants during a projection period and subtracting the number of deaths and out-migrants. Fertility, mortality, and migration are computed by single years of age, sex, and seven race/ethnicity categories used by the California Department of Finance.

The Population Synthesizer is a sub-module within SCAG's activity-based regional travel demand model and generates a synthetic population by expanding existing disaggregate sample data from 2015-2019 5-

year PUMS (Public Use Microdata Sample) 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. A summary of population data is shown under the Transportation Modeling Assumptions of this Technical Report.

2.2.2 HOUSEHOLD FORECAST

The latest jurisdictional existing land use, general plan land use, entitlements, and housing element data serve as the basis for future year population and household allocation. Household growth rates and household size are estimated based on historical trends, county controls, and developable capacity. Population projections are calculated based on household growth and household size. Age, sex, and race/ethnicity-specific population forecasts are multiplied by a set of household formation (headship) rate assumptions to generate a disaggregated forecast of households. Headship rate assumptions used in the forecast for Connect SoCal 2024 are similar to those used by the California Department of Finance when projecting household growth for 2030.

2.2.3 EMPLOYMENT FORECAST

SCAG projects regional employment using a shift-share model. This model computes employment by industry sector at a future time using a region's share of the nation's employment. The regional employment forecasts are based on a set of national employment forecasts that provide total job projections and projections by sector. Regional jobs depend on national jobs as well as their distribution across various industries. The number of forecasted jobs and the labor force participation rate determine the pattern of migration into and out of the region, yielding a combined regional forecast of population, households, and employment. Future jurisdiction-level employment is estimated according to the share of the county's employment by sector, and TAZ-level employment is estimated according to the share of the jurisdiction's employment by sector. A summary of employment data is shown under the Transportation Modeling Assumptions of this Technical Report.

2.3 VEHICLE REGISTRATIONS

SCAG does not estimate vehicle registrations. Rather, vehicle registration and fleet characterization data are based on California Department of Motor Vehicle (DMV) vehicle registration data and included in the California EMFAC (short for EMission FACtor) model which is required to be used for use in SIP development and transportation conformity in California. EPA issued a federal register notice on November 15, 2221, formally approving the use of EMFAC2021 in California for SIP, transportation conformity, and applicable CAA purposes, effective November 15, 2022. See Chapter 3 of this Transportation Conformity Analysis Technical Report for detailed discussion on EMFAC2021 and the interim EMFAC2021 off-model adjustment factors.

2.4 TCMS AND OTHER MOBILE SOURCE SIP MEASURES

One of the four required transportation conformity tests for Connect SoCal 2024 is timely implementation of transportation control measures (TCMs). TCMs, required for serious and above ozone nonattainment areas and serious CO nonattainment areas, are strategies to reduce emissions from on-road mobile

sources. Latest planning requirements specific to TCMs provide that the conformity determination must use the latest existing information regarding the effectiveness of the TCMs and other implementation plan measures which have already been implemented [40 CFR 93.110(e)].

The regional emissions analysis in Chapter 3 of this Technical Report assumes emission reductions consistent with the applicable air quality plans. Specifically, emission reductions assumed for the committed TCMs from the ozone SIPs developed in the South Coast Air Basin and Ventura County reflect the latest implementation status of these measures. Chapter 5 of this Technical Report itemizes and reports on the findings of timely implementation of committed TCM projects in the 2023 FTIP as amended.

2.5 INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT

Planning assumptions must be reviewed through the interagency consultation process to determine whether they are adequate for conformity purposes [40 CFR Section 93.105(c)(1)(i)]. The review of latest planning assumptions typically occurs in conjunction with transportation plan and TIP conformity determinations. The results of the review of the planning assumptions and consultation process need to be documented in the conformity determination. The interagency consultation process is also the forum for evaluating and choosing assumptions that are used in conformity determinations in isolated rural nonattainment and maintenance areas [40 CFR Section 93.105(c)(1)(vi)].

In accordance with SCAG's Public Participation Plan (PPP), SCAG's TCWG serves as a forum for on-going interagency consultation. SCAG's RTP/SCS public outreach effort is documented in a separate Public Participation Technical Report. Continued interagency consultation and public involvement will occur throughout the public review process. All conformity specific comments received during the public review will be documented and responded to. For more information on Interagency Consultation and Public Involvement and SCAG's PPP, see Chapter 6 of this Technical Report.

2.6 TRANSPORTATION MODELING

The transportation conformity analysis for Connect SoCal 2024 began in 2023. SCAG uses the activity-based regional travel demand model. The model meets or exceeds the state of the practice based on the review conclusion of SCAG Model Peer Review Committee. The model was validated for the 2019 base year and meets all the requirements of the Transportation Conformity Regulations of 40 CFR Section 93.122(b)(1)(i-vi).

2.6.1 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 stakeholder agencies.

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 TAZs with an additional 40 external cordon stations, 12 airport nodes, and 31 port nodes for the Ports of Los Angeles and Long Beach. The SCAG model was peer-reviewed and updated based on the 2012 California Household Travel Survey. A comprehensive model validation was also performed to ensure the model properly replicates base-year (2019) travel conditions, which is the base year for Connect SoCal 2024 (see discussion on Model Validation and Calibration of this Technical 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 – The socioeconomic data (SED) describes both demographic and economic characteristics of the region by TAZs and is used as major input in SCAG's travel demand model. Zonal demographic data, such as population, number of households, and income, is directly related to demand for activity participation in an area; whereas economic characteristics, such as jobs by industry, are linked with supply of an activity. Zonal level data by SCAG's 11,267 tier 2 zones includes population, number of households, school enrollments, household income, worker, and employment.

Highway Networks – The highway networks code of the region's freeway system (mixed-flow lanes, auxiliary lanes, HOV lanes, Express/HOT lanes, toll roads, truck lanes, etc.) as well as major and minor arterials and collectors. Attributes for the highway network are determined based on the Federal Highway Functional Classification system, SCAG highway network, and inputs from sub-regional and regional agencies. The networks went through an extensive review to examine network coding accuracy and to ensure proper network connectivity and representation. After the highway network development, the transit network was built directly over the highway network ensuring an integrated network approach.

Transit Networks – The existing and future transit networks include nearly 3,000 transit route patterns, representing about 70 transit operators with fixed route services over the entire SCAG region. For the existing transit network, GTFS (General Transit Feed Specification) data were collected for each transit operator and converted into the TransCAD transit route system. Future transit projects were manually added to the future scenario transit networks.

Transit services in the SCAG region are grouped into six transit modes according to their service characteristics and fare structures: Local Bus, Rapid Bus, Express Bus, Bus Rapid Transit (BRT), Local Rail and Commuter Rail. As an additional transit model, High-Speed Rail, is added to the future year transit networks. Separate transit networks are developed for five time periods, rather than peak and off-peak. When a transit route has different pairs of start and end stops, the different route patterns are separated out for more accurate calculation of average headways. An "all-streets" network was used to develop walk access to transit and calculate average walk times of all paths from every street node in a TAZ to nearby transit stops. Park-and-Ride lots to rail stations were also coded in the network.

Accessibilities – Accessibility measures are important behavioral components of the SCAG activity-based model (ABM) that express the closeness of the modeled individual to potential locations where the activity "supply" (employment of the corresponding type) is present. Accessibility has a strong impact on individual activity patterns and travel behavior. Multiple sets of accessibility measures are used across

different parts of the SCAG ABM. Each set corresponds to a given activity purpose and are sometimes further segmented by travel arrangement type, user class, and/or mode.

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.

External Trips – External trips (i.e., inter-regional trips) are trips with one or both ends located outside the SCAG modeling area. SCAG's model includes 40 cordon locations consisting of freeways and arterials leading into and out of the SCAG modeling area. Traffic counts were obtained for each cordon location to estimate Year 2016 cordon volumes. Previous cordon survey results were then used to split total external trips into 1) through trips – External-to-External (E-E), and 2) External-to-Internal (EI) and Internal-to-External (IE). The resulting through trip table (E-E) and the EI/IE trip table were combined with trip tables from previous steps to form final origin-destination (OD) vehicle trip tables for highway assignment.

Airport Trips – Airports trips include passenger trips and cargo trips. The daily airport passenger trips are disaggregated into regional model TAZs and further split into five time periods by four modes of travel: drive alone, two-person carpool, three-or-more-person carpool, and transit. 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. 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.

Seaports Trips – The seaport trips were updated to reflect current port capacity improvement and throughput forecasts. The trips also incorporate two types of secondary port truck trips. Transload secondary trips are cargo trips from intermediate handling locations (i.e., transloading sites where cargo is moved from international to domestic containers) to final destination. Additionally, there are secondary repositioning movement of trucks associated with port truck trips. These movements include trips made by trucks that originated at a port but do not immediately return to a port. The secondary repositioning movements also include trip that travel to a location from a non-port zone prior to traveling to a port.

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 Validation and Calibration – A comprehensive model validation was performed to ensure the model properly replicates base-year (2019) travel conditions, which is the base year for Connect SoCal 2024. The 2019 Model Validation Report summarizes the specification, calibration, and validation of the SCAG Regional Transportation Model to the new 2019 base year. Based on the four-year time frame, the base year for this model update should be 2020. However, due to unusual travel and traffic conditions during 2020 due to the Covid-19 Pandemic, SCAG moved the base year one year back to capture normal traffic and travel condition as the base for the model calibration and validation. The year 2019 model results have been compared to independent sources of travel data within the region, such as auto and truck traffic counts, transit boarding counts, Vehicle Miles of Travel (VMT) from Highway Performance Monitoring System (HPMS), speed data from Freeway Performance Measurement System (PeMS), and

other travel survey data. The regional transportation model sufficiently replicates the observed validation data as described and is validated for use in preparing travel forecasts for the SCAG 2024 RTP/SCS.

ACTIVITY-BASED MODEL MODULES AND PROCEDURES

SCAG's ABM consists of the following basic sequence of sub-models and associated travel choices.

Population Synthesis – The Population Synthesizer is a module that generates a synthetic population by expanding existing disaggregate sample data from 2007-2011 5-year PUMS (Public Use Microdata Sample) 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.

Long Term Choice – This predicts choices of usual location for each mandatory activity for each household worker and student (workplace, university, school) including work from home as one of the alternatives.

Mobility Choice – It consists of driver license model and auto ownership model. The driver license model predicts whether an individual holds a valid driver's license or not. It applies to all persons aged 16 and older. Variables that explain possession of a driver license include household and individual sociodemographic, land use and built environment characteristics of the home zone, and accessibility from the home zone to non-mandatory opportunities using different modes. The auto ownership model predicts the number of cars, light-duty trucks, and motorcycles owned by each household. It applies to all households in the synthetic population.

Coordinated Daily Activity Travel Pattern – Predicts daily activity-travel pattern type for each household member, with a linkage of choices across household members. This model includes a binary indicator of fully joint maintenance or discretionary tours Individual mandatory activities/tours for each household member.

Mandatory Activity Frequency and Tours – A sequence of sub-models predict the number and chronological ordering of mandatory activities, the mandatory tour formation, and, in the case of workers, the frequency.

Non-Mandatory Activity Frequency – Predicts the frequency of allocated maintenance tasks such as household errands, grocery shopping and escorting. These tasks are generated at the household-level and then allocated to one or more household members depending on their availability and schedule. Household maintenance tasks are allocated only to persons that are at least 12 years old, since younger children are not very likely to take on these responsibilities on their own. A maximum of five maintenance tasks are modeled for each household, with no more than four tasks of the same purpose (shopping, maintenance and escorting).

Fully Joint Activity Frequency and Scheduling – A fully joint tour occurs when all members of the travel party travel together from the very beginning to the end of the tour and participate in the same activities along the way. Other types of joint travel are worker carpooling, escorting children to school, and other activities. These types of joint travel are handled by other sub-models.

Individual Tour Formation – The individual non-mandatory activities which remain after scheduling the prioritized activities are then allocated to the day segments. In many cases, when a single non-mandatory activity is allocated to a segment, the tour structure is fully specified, and the tour formation model is not required. Only when multiple activities are allocated to the same segment, the subsequent tour formation model is essential. Individual non-mandatory tours can be formed only from activities allocated to the same day segment, and segments between two adjacent pegs. Individual non-mandatory activities can also be allocated to one of the prioritized activity tours as an additional stop.

Mode Choice Model – The tour-level and trip-level mode choice are integrated in a network combinatorial representation. The model considers all feasible trip mode combinations on the tour. It explicitly tracks the car status at the origin and destination of each trip and constrains multi-mode combinations such as park-and-ride to transit (PNR) to a logical location of the parking lot.

Heavy Duty Truck (HDT) Model – HDT trucks are defined by CARB 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 by a two-digit North American Industry Classification System (NAICS) code to the number of employees in that category and to the number of households within each zone. The daily truck trip ends are distributed using a gravity model to create daily truck trips for each of the three truck types: 1) light HDT, 2) medium HDT, and 3) heavy HDT. The external truck trips are generated and distributed using a combination of commodity flow data at the county level and two-digit NAICS employment data for allocating county data to TAZs. Growth factors developed using the commodity flow data at a county level and external cordon are used to forecast future year external truck trips from the base year trip flow matrices. 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

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 is 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 include 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 – A list of households and persons variables for the entire model area that represents the region's population for each model year.

Long Term and Mobility Choices – Additional household and person attributes: Number of working days, work place type, usual location for work/school, work schedule flexibility, driver license, and number of cars owned by each household.

Coordinated Daily Activity Travel Pattern – Daily activity-travel pattern type for each household member from Coordinated Daily Activity Pattern (CDAP) model.

Activity Frequency and Four Formation – Output from mandatory activity, fully joint activity, household Nonmandatory activity and individual nonmandatory activity generation modules, including frequency, start/end time, duration, party size, and location of all activities/tours by purpose.

Trip List and Mode Choice Outputs – Model choice from combinatorial mode choice model for all trips in tours, including trip distance, trip start/end time, trip party, trip purpose, trip origin/destination. Also includes tour mode based on mode choice of all trips in the tour.

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.

2.6.2 MODELING ASSUMPTIONS

SOCIOECONOMIC DATA AND DATA SOURCES

Tables 8 and 9 show population and employment summaries by county and air basin which reflect current trends. The regional and county-level growth forecast establish controls for further disaggregation to jurisdictions and TAZs for use in SCAG's ABM. A growth forecast is developed for total households and total employment for the region's 197 jurisdictions and 13,062 (city-split Tier2) TAZs in 2019, 2035, and 2050.

The following major data sources are considered and used in the development of the growth forecast below the county level:

- California Department of Finance (DOF) population and household estimates;
- California Employment Development Department (EDD) jobs report by industry;
- 2019 existing land use and General Plans from local jurisdictions;
- 2020 Decennial Census PL-94 171 Redistricting File
- American Community survey (2015-2019 5-year sample);
- County assessor parcel databases;
- 2019 business establishment data from InfoGroup; and
- SCAG's Connect SoCal 2020 growth forecast.
- Latest entitlement agreements
- Connect SoCal 2020 policies and growth vision

The regional growth forecast in Connect SoCal 2024 reflected recent and past trends, key demographic and economic assumptions, and local, regional, state, and national policy in order to present a balanced view of population, household, and employment growth to 2050. Population forecasts from the California Department of Finance and the US Census Bureau were used as references for developing these forecasts. SCAG's regional growth forecasting process also emphasized the participation of local jurisdictions and other stakeholders.

Beginning in August 2021, SCAG began a rigorous process of regional growth forecast development for Connect SoCal 2024. The process started with an expert review and then the production of a set of preliminary regional and county projections of employment, population, and household growth and GIS

maps. Throughout 2022, SCAG officially launched and completed LDX process. LDX is a local jurisdiction's opportunity to provide input related to land use and the future growth of employment and households to gather the most updated information from local jurisdictions to link and align local planning with a regional plan that can meet federal, state requirements, and reflect a regional vision.

Specific milestones in the regional growth forecast development are outlined as follows:

- Evaluate and assess regional socioeconomic estimates and growth trends based on data sources ranging from the U.S. Departments of Commerce, Health and Human Services, Bureau of Labor Statistics, the California Department of Finance, and Employment Development Department.
- Analyze key assumptions (e.g., fertility rate, mortality rate, net immigration, labor force rates, headship rates, etc.) and forecast methodologies.
- Convene and conduct a demographic panel of expert reviews.
- Develop a set of preliminary regional and county projections of employment, population, and household growth and GIS maps.
- Develop a set of preliminary small area forecasts at the jurisdiction and TAZ-level and release to local jurisdictions for review and comments.
- Collaborate with peer agencies and local jurisdictions including one on one meetings.
- Receive final input from local jurisdictions on the preliminary growth forecast and adjust county and regional totals with updated local data.
- Release locally-reviewed growth forecast to SCAG's Technical Working Group for comment and additional input.

The comprehensive discussion of the socioeconomic data, data sources, and SCAG's LDX process is included in the Demographics and Growth Forecast Technical Report.

Table 8. Summary of Population Data (000s)

County	Air Basin	2025 Build	2025 No Build	2026 Build	2031 Build	2032 Build	2035 Build	2035 No Build	2037 Build	2040 Build	2045 Build	2045 No Build	2050 Build	2050 No Build
Imperial	SSAB	186	186	187	194	195	198	198	200	203	207	207	210	210
Los Angeles	SCAB	9,633	9,633	9,669	9,841	9,880	10,013	10,013	10,088	10,182	10,291	10,291	10,310	10,310
	MDAB	415	415	416	424	426	433	433	439	448	454	454	454	454
Orange	SCAB	3,208	3,208	3,216	3,257	3,267	3,298	3,298	3,320	3,354	3,399	3,399	3,436	3,436
Riverside	SCAB	2,047	2,047	2,062	2,139	2,152	2,190	2,190	2,207	2,233	2,278	2,278	2,309	2,309
	MDAB	22	22	23	28	29	34	34	34	34	35	35	35	35
	SSAB	485	485	494	535	541	560	560	572	590	620	620	646	646
San Bernardino	SCAB	1,661	1,661	1,669	1,710	1,719	1,746	1,746	1,771	1,811	1,870	1,870	1,921	1,921
	MDAB	570	570	574	594	598	611	611	625	646	676	676	701	701
Ventura	SCCAB	849	849	850	854	855	858	858	859	859	856	856	852	852
SCAG Region	SSAB	671	671	681	729	736	758	758	773	794	827	827	856	856
	SCAB	16,549	16,549	16,616	16,947	17,017	17,246	17,246	17,387	17,580	17,839	17,839	17,976	17,976
	MDAB	1,007	1,007	1,013	1,046	1,054	1,078	1,078	1,098	1,128	1,165	1,165	1,190	1,190
	SCCAB	849	849	850	854	855	858	858	859	859	856	856	852	852
Total		**19,076**	**19,076**	**19,161**	**19,575**	**19,662**	**19,941**	**19,941**	**20,116**	**20,361**	**20,687**	**20,687**	**20,874**	**20,874**

Note: Projections rounded to the nearest 1000. Population projections based on SCAG's preliminary model plus household totals provided by local jurisdictions.

Table 9. Summary of Employment Data (000s)

County	Air Basin	2025 Build	2025 No Build	2026 Build	2031 Build	2032 Build	2035 Build	2035 No Build	2037 Build	2040 Build	2045 Build	2045 No Build	2050 Build	2050 No Build
Imperial	SSAB	73	73	74	78	79	82	82	83	85	88	88	91	91
Los Angeles	SCAB	4,973	4,973	5,008	5,154	5,181	5,249	5,249	5,283	5,304	5,296	5,296	5,292	5,292
	MDAB	120	120	122	129	130	134	134	136	138	137	137	137	137
Orange	SCAB	1,843	1,843	1,848	1,900	1,911	1,942	1,942	1,952	1,977	1,998	1,998	2,019	2,019
Riverside	SCAB	712	712	722	769	778	806	806	822	843	872	872	903	903
	MDAB	8	8	8	9	9	9	9	9	10	10	10	11	11
	SSAB	219	219	222	233	235	242	242	247	253	262	262	271	271
San Bernardino	SCAB	742	742	750	791	804	843	843	847	853	886	886	921	921
	MDAB	152	152	155	171	177	192	192	193	196	209	209	223	223
Ventura	SCCAB	375	375	376	381	382	384	384	385	384	380	380	376	376
SCAG Region	SSAB	292	292	296	311	315	324	324	331	339	350	350	362	362
	SCAB	8,270	8,270	8,328	8,614	8,674	8,840	8,840	8,905	8,978	9,052	9,052	9,136	9,136
	MDAB	281	281	286	309	316	335	335	339	343	357	357	371	371
	SCCAB	375	375	376	381	382	384	384	385	384	380	380	376	376
Total		**9,218**	**9,218**	**9,286**	**9,616**	**9,686**	**9,882**	**9,882**	**9,959**	**10,044**	**10,139**	**10,139**	**10,245**	**10,245**

Note: Projections rounded to the nearest 1000.

TRANSPORTATION NETWORKS

Project Listing – the Transportation Conformity Regulations in 40 CFR Sections 93.106(a)(2)(ii) and 93.122(a)(1) require that regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year be documented for both federally funded and non-federally funded projects. Moreover, all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis must be documented, and the reasons for the exemption must also be documented (40 CFR Sections 93.126, 93.107, and 93.128).

Developed through formal input processes and a key input from County Transportation Commissions (CTCs) on their planned near-term and long-term projects, the Project List details every transportation investment of the Plan. The FTIP reflects near-term investments which form the foundation of the RTP project investment strategy and represents the first six years of already-committed funding for projects requiring federal approval or those that are regionally significant. The RTP reflects long-term investments and contains a financially constrained set of transportation projects above and beyond the FTIP, including projects submitted from the CTCs and an unconstrained list of projects, also known as regional strategic projects for illustrative purposes. Strategic projects are those projects that the region believes merits future consideration for inclusion in the financially constrained plan as the funding becomes available and the consensus for the projects are further developed through future studies.

Connect SoCal 2024 includes $750 billion of investment in the regional transportation system and over 1,900 transportation projects and programs. Please refer to the Project List Technical Report for a complete list of projects.

Highway and Transit Networks Attributes – A summary of the transportation system attributes for the highway and transit networks for Years 2024 to 2050 are shown in Tables 10 and 11. Lane mile data includes freeway to freeway connectors. Other freeway ramps, freeway Type 3 lanes, and centroid connectors are not included in the tables. Note that values in the tables in this report may not add exactly due to rounding numbers. A detailed list of modeled projects is in the Project List Technical Report.

Connect SoCal 2024 Conformity Baseline Year – The conformity baseline year is 2017 for 2015 8-hour ozone NAAQS; 2014 for 2012 PM2.5 NAAQS; 2011 for 2008 8-hour ozone; 2008 for 2006 PM2.5; 2002 for 1997 PM2.5; and 1990 for all other pollutants.

Connect SoCal 2024 No-Build Transportation Network – The "No-Build" transportation network scenario includes all existing regionally significant highway and transit projects, all ongoing TDM or Transportation System Management (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 (2023 FTIP) (FY2022/2023).

Connect SoCal 2024 Build Transportation Network Scenario – The "Build" transportation network scenario is generally defined as all FTIP projects, including the 2023 FTIP No Build, and the future transportation system that will result from full implementation of Connect SoCal 2024.

Table 10. Summary of Highway Network Lane Miles

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
SCAB					
2025 Build	8,392	1,183	28,772	11,949	50,296
2025 No Build	8,393	1,182	28,445	11,808	49,828
2026 Build	8,414	1,305	28,775	11,957	50,451
2031 Build	8,561	1,571	29,131	12,235	51,498
2032 Build	8,562	1,571	29,252	12,264	51,649
2035 Build	8,578	1,608	29,554	12,422	52,162
2035 No Build	8,458	1,305	28,469	11,845	50,077
2037 Build	8,578	1,615	29,659	12,453	52,305
2040 Build	8,618	1,697	29,783	12,512	52,610
2045 Build	8,633	1,719	30,196	12,577	53,125
2045 No Build	8,458	1,305	28,469	11,845	50,077
2050 Build	8,642	1,722	29,622	12,581	52,567
2050 No Build	8,458	1,305	28,469	11,845	50,077
SCCAB					
2025 Build	538	8	1,805	1,058	3,409
2025 No Build	538	8	1,804	1,058	3,408
2026 Build	538	8	1,807	1,061	3,414
2031 Build	561	8	1,815	1,062	3,446
2032 Build	566	8	1,818	1,069	3,461
2035 Build	566	8	1,856	1,076	3,506
2035 No Build	538	8	1,805	1,058	3,409
2037 Build	566	8	1,856	1,076	3,506
2040 Build	570	68	1,856	1,076	3,570
2045 Build	570	68	1,857	1,076	3,571

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2045 No Build	538	8	1,805	1,058	3,409
2050 Build	570	68	1,836	1,076	3,550
2050 No Build	538	8	1,805	1,058	3,409
MDAB					
2025 Build	1,896	23	4,138	6,292	12,349
2025 No Build	1,896	23	4,099	6,252	12,270
2026 Build	1,896	23	4,146	6,292	12,357
2031 Build	1,897	23	4,508	6,367	12,795
2032 Build	1,897	23	4,508	6,369	12,797
2035 Build	1,897	23	4,662	6,405	12,987
2035 No Build	1,897	23	4,134	6,291	12,345
2037 Build	1,897	23	4,668	6,405	12,993
2040 Build	1,897	62	4,885	6,597	13,441
2045 Build	1,897	90	4,931	6,647	13,565
2045 No Build	1,897	23	4,134	6,291	12,345
2050 Build	1,897	90	4,931	6,648	13,566
2050 No Build	1,897	23	4,134	6,291	12,345
SSAB (Coachella)					
2025 Build	407	0	1,292	1,341	3,040
2025 No Build	407	0	1,258	1,334	2,999
2026 Build	407	0	1,295	1,347	3,049
2031 Build	415	0	1,406	1,477	3,298
2032 Build	415	0	1,427	1,486	3,328
2035 Build	415	0	1,490	1,523	3,428
2035 No Build	411	0	1,281	1,350	3,042
2037 Build	415	0	1,493	1,523	3,431

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2040 Build	415	0	1,534	1,568	3,517
2045 Build	415	0	1,534	1,592	3,541
2045 No Build	411	0	1,281	1,350	3,042
2050 Build	415	0	1,534	1,595	3,544
2050 No Build	411	0	1,281	1,350	3,042
SSAB (Imperial)					
2025 Build	380	0	1,219	2,464	4,063
2025 No Build	380	0	1,219	2,464	4,063
2026 Build	380	0	1,221	2,465	4,066
2031 Build	417	0	1,212	2,468	4,097
2032 Build	417	0	1,212	2,468	4,097
2035 Build	417	0	1,256	2,479	4,152
2035 No Build	380	0	1,220	2,464	4,064
2037 Build	417	0	1,256	2,479	4,152
2040 Build	417	0	1,266	2,479	4,162
2045 Build	417	0	1,266	2,479	4,162
2045 No Build	380	0	1,220	2,464	4,064
2050 Build	417	0	1,266	2,479	4,162
2050 No Build	380	0	1,220	2,464	4,064
Total SCAG Region					
2025 Build	11,613	1,214	37,226	23,104	73,157
2025 No Build	11,614	1,213	36,825	22,916	72,568
2026 Build	11,635	1,336	37,244	23,122	73,337
2031 Build	11,851	1,602	38,072	23,609	75,134
2032 Build	11,857	1,602	38,217	23,656	75,332
2035 Build	11,873	1,639	38,818	23,905	76,235

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2035 No Build	11,684	1,336	36,909	23,008	72,937
2037 Build	11,873	1,646	38,932	23,936	76,387
2040 Build	11,917	1,827	39,324	24,232	77,300
2045 Build	11,932	1,877	39,784	24,371	77,964
2045 No Build	11,684	1,336	36,909	23,008	72,937
2050 Build	11,941	1,880	39,189	24,379	77,389
2050 No Build	11,684	1,336	36,909	23,008	72,937

Table 11. Summary of Transit Route Pattern Miles

Network	Local Bus	Express Bus	Rail	HSRT	Total
2025 Build	529,009	69,168	50,764	0	648,941
2025 No Build	528,031	69,167	50,764	0	647,962
2026 Build	529,009	69,173	51,709	0	649,891
2031 Build	533,640	69,605	68,154	7,339	678,738
2032 Build	534,068	69,605	68,154	7,339	679,166
2035 Build	557,749	71,202	102,496	26,354	757,801
2035 No Build	528,297	68,827	59,122	0	656,246
2037 Build	557,749	71,202	102,496	26,354	757,801
2040 Build	559,344	71,202	102,496	26,354	759,396
2045 Build	560,318	76,612	102,819	26,354	766,103
2045 No Build	528,297	68,827	59,122	0	656,246
2050 Build	560,354	76,618	117,591	26,354	780,917
2050 No Build	528,297	68,827	59,122	0	656,246

WORK PURPOSE TRAVEL REDUCTIONS

Work from Home (WfH) - Percent of Work-from-Home Workers – the work arrangement sub-model of SCAG ABM incorporates assumptions for the percent of workers who work from home, including telecommuting, home office workers, or other strategies. Inputs are estimated based on American Community Survey, 2011 California Household Travel Survey (CHTS) with SCAG add-on survey, and 2009 and 2017 National Household Travel Surveys (NHTSs). It is noted that the rebound effect, which means Work-at-Home workers have more travel for non-work purposes, is included in the SCAG's ABM. While a Work-at-Home worker saves commuting trip to/from workplace, SCAG Model does not exclude additional non-work travel or business (work-related) travel by the worker. The work purpose trip reductions by category and county are summarized in Table 12.

Travel Demand Management (TDM) – SCAG Model developed an add-on function to incorporate the assumptions for percent of workers who change commuting modes from driving a car to other modes. Inputs are based on the California Air Pollution Control Officers Association's Quantifying Greenhouse Gas Mitigation Measures report fact sheets regarding effectiveness of commute trip reduction programs, the City of Los Angeles VMT Calculator tool, and mode split data from the South Coast AQMD Rule 2202 Employee Commute Reduction Program. The input will apply to tour mode choice output for work tour. The reduction of vehicle-driving modes by county will be converted to other modes.

Auto Operating Cost – There are two components constituting the Auto Operating Cost (AOC): 1) Fuel Cost, and 2) Non-fuel Cost. The fuel cost pertains to the expenditure associated with vehicle fuel consumption per mile traveled. This is computed by dividing the fuel price by the vehicle's fuel efficiency. The Non-fuel cost category encompasses expenses linked to vehicle maintenance, repair, and tire usage. Given that a travel demand model simulates an average vehicle, a composite value is computed by encompassing three primary fuel types: gasoline, diesel, and electricity. Table 13 lists the auto operating costs used for 2024 Connect SoCal. All costs are in 2011 constant dollars.

Parking Cost – In 2013, SCAG purchased parking cost data from Parkme.com. The data includes on- and off-street parking locations and parking prices (hourly, daily, and monthly) in the SCAG region. Off-street parking data has 2,548 entities and on-street parking data has 2,102 entities in it. In March 2017, SCAG staff manually collected data from Parkme.com to obtain about 2,500 records. SCAG staff combined 2013 and 2017 data and processed parking cost by TAZs, including 1) daily average for commuter (early bird), 2) one hour parking, 3) extra hour parking, and 4) daily maximum.

SCAG ABM developed an add-on factor on model choice model to reflect the input for percent increase of parking cost with pre-selected TAZs. Based on planning assumptions, parking cost can be input from free of charge to any percent increase from current parking price, and by different vehicle types (DA, HOV2, HOV3+). Parking price is increased by double for all vehicles entering to access activities in 21 job centers, which reduces the use of SOV, and increase the use of carpool and transit modes in the model.

Table 12. Work Purpose Trip Reductions

Category	2025 Build	2025 No Build	2026 Build	2031 Build	2032 Build	2035 Build	2035 No Build	2037 Build	2040 Build	2045 Build	2045 No Build	2050 Build	2050 No Build
Work-at-Home (5 days per week)	7.54%	7.54%	7.67%	8.33%	8.46%	8.85%	8.85%	9.11%	9.50%	10.16%	10.16%	10.81%	10.81%
Telework/Hybrid (1-4 days per week)	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%
Total Trip Reduction	22.03%	22.03%	22.16%	22.81%	22.94%	23.33%	23.33%	23.60%	23.99%	24.64%	24.64%	25.29%	25.29%
Increase over 2019 Base Year	13.28%	13.28%	13.41%	14.06%	14.19%	14.58%	14.58%	14.84%	15.24%	15.89%	15.89%	16.54%	16.54%
Telemedicine													
< 18	5.0%	5.0%	5.3%	6.8%	7.1%	8.3%	8.3%	9.1%	10.6%	13.6%	13.6%	17.5%	17.5%
18-29	6.6%	6.6%	6.9%	8.9%	9.3%	10.8%	10.8%	12.0%	13.9%	17.9%	17.9%	22.9%	22.9%
30-44	5.0%	5.0%	5.3%	6.8%	7.1%	8.3%	8.3%	9.1%	10.6%	13.6%	13.6%	17.5%	17.5%
45-64	4.1%	4.1%	4.3%	5.5%	5.8%	6.7%	6.7%	7.4%	8.6%	11.0%	11.0%	14.2%	14.2%
65-74	3.9%	3.9%	4.1%	5.3%	5.5%	6.4%	6.4%	7.1%	8.2%	10.6%	10.6%	13.6%	13.6%
75+	2.5%	2.5%	2.6%	3.4%	3.5%	4.1%	4.1%	4.5%	5.3%	6.8%	6.8%	8.7%	8.7%

Table 13. Auto Operating Costs

Category	2025 Build	2025 No Build	2026 Build	2031 Build	2032 Build	2035 Build	2035 No Build	2037 Build	2040 Build	2045 Build	2045 No Build	2050 Build	2050 No Build
Auto Operating Cost *	22.11	22.11	22.27	23.88	24.04	25.94	24.28	26.25	26.56	26.97	25.30	27.30	25.63

** Cents/mile; year 2011 constant $.*

Transit Fares – The transit networks include three types of transit fares, which are average initial boarding fares, average transfer fares and average zonal fares:

- Published full cash fares at the route level are used as a base for initial boarding fares. To take complex fare structures into account, such as one-way walkup fares, daily/weekly/monthly passes, senior/student/disables fares and other special fares, fare factors were estimated at the carrier level from boarding and revenue data that SCAG collected through the Year 2008 Transit Level of Service Data Collection Program. By applying the fare factors to the published full case fares, the resulting fares represent initial boarding fares paid by an average passenger.
- Average transfer fares are defined at the transit mode level through a mode-to-mode transfer table. For example, the transfer fares from Metrolink to Urban Rail are specified as free in the transfer table.
- The commuter rail service, such as Metrolink, has a distance-based zonal fare structure. To specify the station-to-station fares, a fare matrix was developed with fares paid by an average rider reflecting all discount types.

All the fare types (average initial boarding fares, average transfer fares, and average zonal fares) were converted to 2011 dollars using a Consumer Price Index (CPI) adjustment factor derived from the CPI factor published by the U.S. Department of Labor for the Los Angeles-Riverside-Orange County metropolitan area. No real cost increase in transit fares was assumed from 2019 to 2050.

Cordon Pricing - Cordon pricing assumption is included after year 2035 in Downtown Los Angeles and West Los Angeles. To model cordon pricing, all street links crossing the cordon area boundaries are identified. SCAG model networks can set Cordon tolls for vehicles entering the Cordon area (inbound). The assumption for cordon pricing scenario is to charge $3.407 (in 2011 dollar) for AM and PM peaks.

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., central business district, urban, suburban, rural or mountain) (see Table 14). Free flow speeds are based on posted speeds.

Express/HOT Lane and Toll Roads – This includes a regional Express Lane and toll roads network that would build upon the success of the five Express Lane segments that are currently in operation across the SCAG region, which include the I-10 and I-110 Express Lanes in Los Angeles County, the two respective SR-91 Express Lanes facilities connecting Orange and Riverside Counties, and the I-15 Express Lanes that opened in Riverside County in April 2021 and several additional facilities and direct connector projects that are under construction (Table 15). 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 2011 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 Advanced Transportation Technologies/Intelligent Vehicle Highway System (ATT/IVHS).

Table 14 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

Table 15 Express/HOT Lane and Toll Roads Network

County	Route	From	To	Type
Los Angeles	I-405	US-101	LOS ANGELES/ORANGE COUNTY LINE	Express/HOT Lanes
Los Angeles	I-110	ADAMS BLVD (S/O I-10)	HARBOR GATEWAY TRANSIT CENTER	Express/HOT Lanes
Los Angeles	I-10	ALAMEDA ST	I-710	Express/HOT Lanes
Los Angeles	I-10	I-710	I-605	Express/HOT Lanes
Los Angeles	I-10	I-605	LOS ANGELES/SAN BERNARDINO COUNTY LINE	Express/HOT Lanes
Los Angeles	I-105	I-405	I-605 (STUDEBAKER RD)	Express/HOT Lanes
Los Angeles	I-605	I-10	LOS ANGELES/ORANGE COUNTY LINE	Express/HOT Lanes
Orange	I-605	LA/OC COUNTY LINE	I-405	Express/HOT Lanes
Orange	I-405	LA/OC COUNTY LINE	SR-55	Express/HOT Lanes
Orange	SR-73	I-405	MACARTHUR BLVD	Express/HOT Lanes
Orange	SR-91	SR-55	ORANGE COUNTY/RIVERSIDE COUNTY LINE	Express/HOT Lanes
Orange	SR-73	JAMBOREE ROAD	I-5	Toll Roads
Orange	SR-133	SR-241	I-5	Toll Roads
Orange	SR-241	SR-91	OSO PKWY	Toll Roads
Orange	SR-261	SR-241	I-5	Toll Roads
Riverside	I-15	SB/RIVERSIDE COUNTY LINE	SR-74	Express/HOT Lanes
Riverside	SR-60	I-15	I-215/SR-60 (NORTH)	Express/HOT Lanes
Riverside	SR-60	I-215/SR-60 (SOUTH)	GILMAN SPRINGS RD	Express/HOT Lanes
Riverside	SR-91	OC/RV COUNTY LINE	I-215/SR-60	Express/HOT Lanes
Riverside	I-215	I-215/SR-60 (NORTH)	I-215/SR-60 (SOUTH)	Express/HOT Lanes
Riverside	I-215	I-215/SR-60 (SOUTH)	VAN BUREN BLVD	Express/HOT Lanes
San Bernardino	I-10	LA/SB COUNTY LINE	I-15	Express/HOT Lanes
San Bernardino	I-10	I-15	FORD ST	Express/HOT Lanes
San Bernardino	I-15	HIGH DESERT CORRIDOR	SR-395	Express/HOT Lanes
San Bernardino	I-15	SR-395	I-215	Express/HOT Lanes
San Bernardino	I-15	I-215	SAN BERNARDINO/RIVERSIDE COUNTY LINE	Express/HOT Lanes

2.6.3 FULFILLMENT OF TRAVEL DEMAND MODEL CONFORMITY REQUIREMENTS

The transportation conformity requirements related to travel demand model are provided in 40 CFR Sections 93.122(b)(1)(i) through 93.122(b)(1)(vi). SCAG's regional travel demand model satisfies these requirements. See Table 17b: Summary of Transportation Conformity Requirements Related to Travel Demand Model for discussions on how these requirements are satisfied.

2.6.4 SUMMARY OF REGIONAL VEHICLE MILES TRAVELED (VMTS) BY AIR BASINS

Section 93.122(a)(1) requires that VMT for non-regionally significant federal projects is accounted for in the regional emissions analysis. It is assumed that all SJV MPOs include these projects in the transportation network. Table 16 is a summary of VMTs in 1,000-mile increments by air basins. 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 CARB and are included in the emissions analysis.

2.7 SUMMARY OF LATEST PLANNING ASSUMPTIONS AND TRAVEL DEMAND MODEL FOR REGIONAL EMISSIONS ANALYSIS

The latest planning assumptions and transportation conformity requirements related to travel demand model used in the transportation model validation and the regional emissions analysis are summarized in Table 17a and Table 17b below, respectively.

Table 16. Summary of VMT Data (000s)

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
	2025 NO-BUILD			2025 BUILD		
SCCAB	16,453	1,137	17,590	16,491	1,136	17,627
SCAB	338,449	24,231	362,680	337,316	24,232	361,549
MDAB	28,749	4,501	33,250	28,704	4,495	33,199
SSAB	16,343	2,570	18,914	16,304	2,570	18,874
Total	**399,995**	**32,439**	**432,434**	**398,816**	**32,433**	**431,248**
	2026 BUILD			2029 BUILD		
SCCAB	16,486	1,147	17,632	16,445	1,179	17,624
SCAB	337,614	24,513	362,127	338,883	25,209	364,092
MDAB	29,080	4,574	33,654	29,366	4,849	34,215
SSAB	16,535	2,624	19,159	17,095	2,774	19,868
Total	**399,715**	**32,858**	**432,573**	**401,788**	**34,011**	**435,799**
	2030 BUILD			2031 BUILD		
SCCAB	16,431	1,190	17,621	16,418	1,201	17,619
SCAB	339,305	25,444	364,749	339,731	25,682	365,412
MDAB	29,462	4,943	34,405	29,559	5,040	34,598
SSAB	17,281	2,825	20,106	17,470	2,877	20,348
Total	**402,480**	**34,402**	**436,882**	**403,178**	**34,799**	**437,977**
	2032 BUILD					
SCCAB	16,445	1,209	17,654			
SCAB	340,971	25,879	366,850			
MDAB	29,817	5,127	34,944			
SSAB	17,735	2,928	20,663			
Total	**404,968**	**35,142**	**440,110**			

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
	2035 NO-BUILD			2035 BUILD		
SCCAB	16,497	1,231	17,728	15,917	1,233	17,150
SCAB	347,369	26,685	374,054	330,558	26,629	357,186
MDAB	31,302	5,367	36,670	29,977	5,390	35,367
SSAB	18,789	3,092	21,881	18,184	3,090	21,274
Total	**413,958**	**36,375**	**450,332**	**394,636**	**36,342**	**430,978**
	2037 BUILD			2040 BUILD		
SCCAB	15,885	1,250	17,135	15,908	1,284	17,192
SCAB	332,054	27,069	359,124	334,422	27,854	362,277
MDAB	30,364	5,572	35,936	30,854	5,870	36,724
SSAB	18,527	3,200	21,727	18,977	3,376	22,352
Total	**396,830**	**37,091**	**433,921**	**400,161**	**38,384**	**438,545**
	2045 NO-BUILD			2045 BUILD		
SCCAB	16,297	1,321	17,618	15,775	1,327	17,102
SCAB	355,309	29,283	384,592	337,627	29,195	366,823
MDAB	32,943	6,373	39,316	31,645	6,399	38,044
SSAB	20,355	3,688	24,043	19,679	3,685	23,364
Total	**424,904**	**40,666**	**465,570**	**404,727**	**40,606**	**445,333**
	2050 NO-BUILD			2050 BUILD		
SCCAB	16,123	1,371	17,494	15,633	1,379	17,012
SCAB	357,713	31,037	388,750	338,618	30,975	369,593
MDAB	33,769	6,954	40,723	32,444	6,980	39,424
SSAB	21,079	4,031	25,111	20,360	4,027	24,388
Total	**428,684**	**43,393**	**472,077**	**407,056**	**43,361**	**450,417**

Table 17a. Summary of Latest Planning Assumptions

Assumption	Year and Sources of Data	Modeling	Next Scheduled Update
Population	Base Year: 2019. Sources of Data: • California Department of Finance (DOF) population and household estimates; • California Employment Development Department (EDD) jobs report by industry; • 2019 existing land use and General Plans from local jurisdictions; • 2020 Decennial Census PL-94 171 Redistricting File • American Community survey (2015-2019 5-year sample); • County assessor parcel databases; • 2019 business establishment data from InfoGroup; and • SCAG's Connect SoCal 2020 growth forecast. • Latest entitlement agreements • Connect SoCal 2020 policies and growth vision	The regional and county-level growth forecast establish controls for further disaggregation to jurisdictions and Traffic Analysis Zones (TAZs) for use in SCAG's activity-based travel demand model. A growth forecast is developed for total households and total employment for the region's 197 jurisdictions and 13,062 (city-split Tier2) TAZs in 2019, 2035, and 2050. For more discussions on population projections, please see Section 2.2.1 of this Technical Report.	Population projections will be reviewed and updated as appropriate with the next RTP/SCS cycle in 2028.
Employment	Base Year: 2019. Sources of Data: • California Department of Finance (DOF) population and household estimates; • California Employment Development Department (EDD) jobs report by industry; • 2019 existing land use and General Plans from local jurisdictions; • 2020 Decennial Census PL-94 171 Redistricting File • American Community survey (2015-2019 5-year sample); • County assessor parcel databases; • 2019 business establishment data from InfoGroup; and • SCAG's Connect SoCal 2020 growth forecast. • Latest entitlement agreements • Connect SoCal 2020 policies and growth vision	Employment growth projections at region/county level were further disaggregated to tier 2 level. Zonal demographic data is directly related to demand for activity participation in an area whereas economic characteristics, such as jobs by industry, are linked with supply of an activity. Zonal level data by SCAG's 11,267 tier 2 zones includes population, number of households, school enrollments, household income, worker, and employment. For more discussions on population projections, please see Section 2.2.3 of this Technical Report.	Employment projections will be reviewed and updated as appropriate with the next RTP/SCS cycle in 2028.

Assumption	Year and Sources of Data	Modeling	Next Scheduled Update
Traffic Counts	SCAG's activity-based travel demand model was validated in 2019. The model was validated against 2016 ground traffic counts and 2016 HPMS data.	Traffic counts were obtained for each cordon location to estimate Year 2016 cordon volumes. Previous cordon survey results were then used to split total external trips. The resulting through trip tables were combined with trip tables from previous steps to form final origin-destination vehicle trip tables for highway assignment. For more discussions, please see Section 2.6 of this Technical Report.	The SCAG travel demand model was developed with rigorous model calibration and validation efforts that include extensive model sensitivity tests to ensure the model is reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices. See the 2019 Model Validation and Calibration Report.
Vehicle Miles Traveled	Base Year 2019. Data Sources: • SCAG Regional Travel Model. • Non-modeled VMT data such as VMT from school buses, urban buses, and motor homes (non-modeled) were provided by the CARB and are included in the regional emissions analysis.	SCAG's activity-based travel demand model modules and procedures as discussed in Section 2.6.1 of this Technical Report were used to estimate VMT. A summary of VMTs by air basins is in Table 16 of this Technical Report.	VMT is an output of the transportation modeling. VMT is affected by the RTP/FTIP project updates and is included in each new transportation conformity analysis.
Speeds	SCAG's activity-based travel demand model is developed with rigorous model calibration and validation efforts that includes extensive model sensitivity tests to ensure the model is reasonably sensitivity to changes in model inputs and assumptions. The EPA-approved EMFAC2021 is used.	SCAG's activity-based 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. See discussions on transportation modeling and the activity-based travel demand model in Chapter 2.6 of this Technical Report.	Transportation modeling methodologies, parameters, and inputs are regularly updated to reflect current travel conditions and demographic changes.

Table 17b. Summary of Transportation 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 2016 ground counts and 2016 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 2020-2045 RTP/SCS and documented in 2020-2045 RTP/SCS 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.
93.122(b)(1)(vi)	Network-based travel models must be reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices.	The SCAG travel demand model was developed with rigorous model calibration and validation effort that includes extensive model sensitivity tests to ensure the model is reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices. Travel time(s) such as in-vehicle and out-of-vehicles times, cost(s) such as auto costs and transit fares, and other factors such as transportation infrastructure capacity and control measures are directly modeled in various model components such as auto ownership, trip generation, destination choice, mode choice, and route choice models.

3. CHAPTER 3 EMISSIONS MODELING AND REGIONAL EMISSIONS ANALYSIS

3.1 TRANSPORTATION CONFORMITY REQUIREMENTS ON EMISSIONS MODELING

EPA's Transportation Conformity Regulations require that the Connect SoCal 2024 regional emissions use the latest emission estimation model in the development of conformity determinations and be consistent with (i.e., not exceed) the motor vehicle emissions budgets in the applicable SIPs [40 CFR Sections 93.111 and 93.118(a, c, and e)]. 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 (40 CFR Section 93.119(g)). Where there are no EPA approved SIP budgets, an interim emission test is used for conformity (40 CFR Section 93.109(c-k)). 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 baseline year (40 CFR Section 93.118(b)(1)).

3.2 EMISSIONS MODEL AND INTERIM OFF-MODEL ADJUSTMENT FACTORS

3.2.1 EMFAC MODEL

The EMFAC model (short for EMission FACtor) is a computer emissions modeling software that estimates emission rates for motor vehicles for calendar years from 2000 to 2050 operating in California. Pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide are output from the model. Emissions are calculated for passenger cars, light, heavy, and medium-duty trucks, motorcycles, buses, and motor homes.

EMFAC is used to calculate current and future inventories of motor vehicle emissions at the state, county, air district, air basin, or MPO level. EMFAC contains default vehicle activity data that can be used to estimate a motor vehicle emissions inventory in tons/day for a specific year and season, and as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel, and vehicle speeds.

Effective November 15, 2022, EPA approved EMFAC2021 for use in the SIP development and transportation conformity in California. EMFAC2021 is the latest update to the EMFAC model for use by California state and local governments to meet federal CAA requirements. The new model (EMFAC2021), based on improved data and new and amended regulations in California, calculates emissions from on-road motor vehicles.

3.2.2 INTERIM OFF-MODEL ADJUSTMENT FACTORS

Under 40 CFR 93.122(a)(3)(i) of the Transportation Conformity Regulations, emission reductions from a regulation can be included in a transportation conformity regional emissions analysis if the regulation has been adopted by the enforcing jurisdiction. CARB approved the Heavy-Duty Vehicle Inspection and Maintenance Program (HD I/M Program) regulation in December 2021, the California Office of

Administrative Law approved it with an effective date of January 1, 2023, and the HD I/M Program began operation on that date. Therefore, CARB has adopted this Program, which is necessary before the emission reductions can be used in transportation conformity regional emissions analyses.

The HD I/M Program is important for reducing mobile source emissions in California and to ensure that benefits of new control programs such as the HD I/M Program are included in California's air quality plans, to help California areas attain the NAAQS. Some MPOs in California also need to incorporate the emission reduction benefits from the HD I/M Program adopted by CARB after and thus not included in EMFAC2021 into the regional emissions analyses for transportation conformity determinations prior to CARB incorporating the Program into the next version of EMFAC. Under these circumstances, CARB developed interim off-model adjustment factors to account for only 50 percent of the emissions reduction benefits from the HD I/M Program.

On May 26, 2023, EPA approved the interim off-model adjustment factors for EMFAC2021 for regional emissions analyses in transportation plan and TIP conformity determinations, not for CO or PM hot-spot analyses for project-level conformity determinations. The approved interim transportation conformity off-model adjustment factors will remain applicable until the first California nonattainment area 70 parts per billion 8-hour ozone attainment demonstration and/or reasonable further progress demonstration and associated motor vehicle emissions budgets are approved by EPA.

The regional emissions analysis for Connect SoCal 2024 uses the approved EMFAC2021 for each of the nonattainment and maintenance areas within the SCAG region. In addition, impacting emissions of NOx, PM2.5, and PM10 but not CO nor ROG, the approved interim off-road adjustment factors have been applied to the following regional emission analysis tables.

3.3 CONNECT SOCAL 2024 BASELINE YEARS AND PLANNING HORIZON YEAR

The conformity baseline year for Connect SoCal 2024 is 2017 for 2015 8-hour ozone NAAQS; 2014 for 2012 PM2.5 NAAQS; 2011 for 2008 8-hour ozone; 2008 for 2006 PM2.5; 2002 for 1997 PM2.5; and 1990 for all other pollutants. Connect SoCal 2024's horizon year is 2050.

3.4 CONNECT SOCAL 2024 NO-BUILD AND BUILD SCENARIOS

The Connect SoCal 2024 "No Build" scenario includes all existing regionally significant highway and transit projects, all ongoing TDM or Transportation System Management (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 2023 FTIP (FY2022-2023).

The Connect SoCal 2024 "Build" scenario is generally defined as all RTP/SCS projects, including the Connect SoCal 2024 No Build, and the future transportation networks that will result from full implementation of Connect SoCal 2024.

For more specific individual project information as part of the Connect SoCal modeling and regional emissions analysis, refer to the Project List Technical Report.

3.5 CONSTRUCTION-RELATED PARTICULATE MATTER EMISSIONS

The Transportation Conformity Regulations require 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 (40 CFR Section 93.122(d)(2)). Of the SCAG's PM nonattainment areas, only the SCAB and the Coachella Valley portion of SSAB within the SCAG region have PM SIPs. The relevant emissions budgets for these two areas include construction emissions, and the Connect SoCal 2024 PM regional emissions analyses include construction emissions as appropriate.

3.6 RE-ENTRAINED PAVED AND UNPAVED ROAD DUST

Re-entrained road dust from travel on paved and unpaved roads are calculated separately from roadway construction emissions. On January 13, 2011, EPA posted a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads approving the January 2011 method for use in regional emissions analysis and beginning a two-year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g., February 4, 2013) in regional conformity analyses.

3.7 POSSIBLE NEW APPLICABLE EMISSIONS BUDGETS

In anticipation of possible final approval of new emission budgets currently under EPA review, additional tables have been included to present the requirements of the pending new budget tests for each of the areas with pending emission budgets. Placed immediately below the corresponding tables based on currently approved budgets or interim tests, these tables are included for information only and would supersede any preceding budget or interim emissions test tables after any of the new budgets have been approved by the EPA prior to FHWA/FTA approval of the final transportation conformity determination of Connect SoCal 2024.

3.8 SUMMARY OF REQUIRED REGIONAL EMISSIONS ANALYSIS

The required regional emissions tests for Connect SoCal are summarized in Tables 18 through 45. Since transportation conformity findings must go out to the RTP's horizon year (i.e., 2050), the latest budget years deemed adequate by EPA serve as the budgets for future years in each emissions test.

For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by CARB to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM2.5 and PM10), SCAG uses the approved South Coast AQMD methodology, which uses the EPA's AP-42 method for the updated Base Year and a combination of additional growth in center-line miles and VMT for all future applicable modeling years. The VMT by vehicle class values were estimated by linear interpolation before performing regional emissions modeling for two analysis years (2029 and 2030) because they are neither attainment years nor horizon years for Connect SoCal 2024. Unpaved re-entrained road dust emissions were provided by the South Coast AQMD.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

Table 18. 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2035	2045	2050
ROG*	Budget	5	5	5	5
	Plan Emissions	2	2	2	1
Budget – Plan Emissions		**3**	**3**	**3**	**4**
NOx	Budget	7	7	7	7
	Plan Emissions	3	2	1	1
Budget – Plan Emissions		**4**	**5**	**6**	**6**

**Reactive Organic Gases*

SOUTH COAST AIR BASIN

Table 19. 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2026	2029	2031	2037	2045	2050
ROG	Budget	SCAB	60	54	50	50	50	50
	Plan Emissions	Morongo	0.2	0.1	0.1	0.1	0.1	0.1
		Pechanga	0.1	0.1	0.1	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	53.6	47.4	43.9	36.9	32.6	31.6
		Sum	53.8	47.6	44.1	37.0	32.7	31.7
		SCAB	54	48	45	37	33	32
	Budget – Plan Emissions		**6**	**6**	**5**	**13**	**17**	**18**
NOx	Budget	SCAB	77	69	66	66	66	66
	Plan Emissions	Morongo	0.6	0.6	0.5	0.4	0.3	0.3
		Pechanga	0.4	0.4	0.3	0.2	0.1	0.1
		SCAB excluding Morongo and Pechanga	59.4	49.0	44.0	34.4	30.3	30.3
		Sum	60.3	49.8	44.7	34.9	30.7	30.6
		SCAB	61	50	45	35	31	31
	Budget – Plan Emissions		**16**	**19**	**21**	**31**	**35**	**35**

Table 20. 1997, 2006, and 2012 (Excluding Pechanga) PM2.5 (Annual Emissions [Tons/Day])

Pollutant		2025	2035	2045	2050
ROG	Budget	69	69	69	69
	Plan Emissions	55	38	33	32
Budget – Plan Emissions		**14**	**31**	**36**	**37**
NOx	Budget	127	127	127	127
	Plan Emissions	70	41	34	34
Budget – Plan Emissions		**57**	**86**	**93**	**93**
PM2.5	Budget	20	20	20	20
	Plan Emissions	12	12	12	12
Budget – Plan Emissions		**8**	**8**	**8**	**8**

Table 21. PM10 (Annual Emissions [Tons/Day])

Pollutant		2025	2030	2040	2050
ROG	Budget	110	81	81	81
	Plan Emissions	51	42	32	29
Budget – Plan Emissions		**59**	**39**	**49**	**52**
NOx	Budget	180	116	116	116
	Plan Emissions	68	52	36	34
Budget – Plan Emissions		**112**	**64**	**80**	**82**
PM10	Budget	164	175	175	175
	Plan Emissions	64	66	66	68
Budget – Plan Emissions		**100**	**109**	**109**	**107**

Table 22. CO (Winter Emissions [Tons/Day])

Pollutant		2025	2030	2040	2050
CO	Budget	2,137	2,137	2,137	2,137
	Plan Emissions	497	398	298	280
Budget – Plan Emissions		**1,640**	**1,739**	**1,839**	**1,857**

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

Table 23. 2008 and 2015 8-Hour Ozone NAAQS (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2032	2040	2050
ROG	Budget	6.2	6.2	6.2	6.2
	Plan Emissions	4.6	3.5	2.7	2.4
Budget – Plan Emissions		**1.6**	**2.7**	**3.5**	**3.8**
NOx	Budget	10.2	10.2	10.2	10.2
	Plan Emissions	6.3	4.9	4.1	4.3
Budget – Plan Emissions		**3.9**	**5.3**	**6.1**	**5.9**

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION EXCLUDING SEARLES VALLEY

Table 24. 1997 24-hour PM10 NAAQS (Annual Emissions [Tons/Day])

Pollutant		2025	2035	2045	2050
PM10	No Build	8.3	9.1	10.0	10.6
	Build	8.3	8.7	9.6	10.1
No Build – Build		**0.0**	**0.4**	**0.4**	**0.5**

MOJAVE DESERT AIR BASIN – SEARLES VALLEY POTION

Table 25. PM10 NAAQS (Annual Emissions [Tons/Day])

Pollutant		2025	2035	2045	2050
PM10	No Build	0.0	0.0	0.0	0.0
	Build	0.0	0.0	0.0	0.0
No Build – Build		**0.0**	**0.0**	**0.0**	**0.0**

SALTON SEA AIR BASIN – RIVERSIDE COUNTY (COACHELLA VALLEY PORTION)

Table 26. 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2029	2031	2040	2050
ROG	Budget	2.5	2.3	2.2	2.2	2.2
	Plan Emissions	2.2	2.0	1.9	1.7	1.7
Budget – Plan Emissions		**0.3**	**0.3**	**0.3**	**0.5**	**0.5**
NOx	Budget	5.8	5.8	5.7	5.7	5.7
	Plan Emissions	3.4	3.0	2.9	2.7	3.1
Budget – Plan Emissions		**2.4**	**2.8**	**2.8**	**3.0**	**2.6**

Table 27. PM10 (Annual Planning Emissions [Tons/Day])

Pollutant		2025	2035	2040	2050
PM10	Budget	10.9	10.9	10.9	10.9
	Plan Emissions	3.9	4.5	4.6	4.7
Budget – Plan Emissions		**7.0**	**6.4**	**6.3**	**6.2**

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Table 28. 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions [Tons/Day)]

Pollutant		2025	2035	2045	2050
ROG	Budget	4	4	4	4
	Plan Emissions	2	1	1	1
Budget – Plan Emissions		**2**	**3**	**3**	**3**
NOx	Budget	7	7	7	7
	Plan Emissions	3	2	2	2
Budget – Plan Emissions		**4**	**5**	**5**	**5**

Table 29. 2006 24-hour and 2012 Annual PM2.5 NAAQS (Planning Emissions [Tons/Day])

Pollutant		2025	2035	2045	2050
NOx	No Build	1.3	0.9	0.8	0.8
	Build	1.3	0.9	0.8	0.8
No Build – Build		**0.0**	**0.0**	**0.0**	**0.0**
PM2.5	No Build	0.2	0.2	0.2	0.2
	Build	0.1	0.1	0.1	0.1
No Build – Build		**0.1**	**0.1**	**0.1**	**0.1**

Table 30. 2006 24-hour and 2012 Annual PM2.5 NAAQS (Planning Emissions [Tons/Day], Budgets pending U.S. EPA Approval)

Pollutant		2025	2035	2045	2050
PM2.5	Budget	1.7	1.7	1.7	1.7
	Plan Emissions	0.2	0.2	0.2	0.2
Budget – Plan Emissions		**1.5**	**1.5**	**1.5**	**1.5**

Table 31. PM10 NAAQS (Annual Planning Emissions [Tons/Day])

Pollutant		2025	2030	2035	2045	2050
PM10	Budget	20	19	19	19	19
	Plan Emissions	1	1	1	2	2
Budget – Plan Emissions		**19**	**18**	**18**	**17**	**17**

3.9 DETAILED REGIONAL EMISSIONS ANALYSIS

The following tables present further details of the regional emissions analysis for nonattainment and maintenance areas within the SCAG region.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

Table 32. 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2035	2045	2050
ROG*	Budget	5	5	5	5
	EMFAC2021 Emissions	2.0	1.3	1.1	1.0
	Plan Emissions	2	2	2	1
Budget – Plan Emissions		**3**	**3**	**3**	**4**
NOx	Budget	7	7	7	7
	EMFAC2021 Emissions	2.8	1.7	1.2	1.1
	Interim Off-Model Adjustment Factors	-0.2	-0.2	-0.2	-0.2
	Sum	2.7	1.4	1.0	0.9
	Plan Emissions	3	2	1	1
Budget – Plan Emissions		**4**	**5**	**6**	**6**

**Reactive Organic Gases*

SOUTH COAST AIR BASIN

Table 33. 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2026	2029	2031	2037	2045	2050
ROG	Budget	SCAB	60	54	50	50	50	50
	Plan Emissions	Morongo	0.2	0.1	0.1	0.1	0.1	0.1
		Pechanga	0.1	0.1	0.1	0.037	0.022	0.016
		SCAB excluding Morongo and Pechanga	53.8	47.4	43.9	36.9	32.6	31.6
		Sum	54.0	47.6	44.1	37.0	32.7	31.7
		SCAB	54	48	45	37	33	32
	Budget – Plan Emissions		**6**	**6**	**5**	**13**	**17**	**18**
NOx	Budget	SCAB	77	69	66	66	66	66
	Plan Emissions	Morongo	0.6	0.6	0.5	0.4	0.3	0.3
		Pechanga	0.4	0.4	0.3	0.2	0.1	0.1
		SCAB excluding Morongo and Pechanga	65.0	55.9	50.4	40.8	36.9	37.5
		EMFAC2021 Emissions Sum	66.1	56.8	51.3	41.4	37.4	38.0
		Interim Off-Model Adjustment Factors	-5.6	-6.5	-6.5	-6.5	-6.7	-7.4
		Sum	60.5	50.3	44.7	34.9	30.7	30.6
		Plan Emissions SCAB	61	51	45	35	31	31
	Budget – Plan Emissions		**16**	**18**	**21**	**31**	**35**	**35**

Table 34. 1997, 2006, and 2012 (Excluding Pechanga) PM2.5 (Annual Emissions [Tons/Day])

Pollutant		2025	2035	2045	2050
ROG	Budget	69	69	69	69
	EMFAC2021 Emissions	55.0	37.6	32.3	31.3
	Plan Emissions	55	38	33	32
Budget – Plan Emissions		**14**	**31**	**36**	**37**
NOx	Budget	127	127	127	127
	EMFAC2021 Emissions	75.6	46.9	40.1	40.9
	Interim Off-Model Adjustment Factors	-5.4	-6.8	-7.0	-7.8
	Sum	70.3	40.1	33.1	33.1
	Plan Emissions	71	41	34	34
Budget – Plan Emissions		**56**	**86**	**93**	**93**
PM2.5	Budget	20	20	20	20
	EMFAC2021 Emissions	3.7	3.3	3.3	3.4
	Re-entrained Road Dust Paved	7.01	7.06	7.40	7.54
	Re-entrained Road Dust Unpaved	0.58	0.58	0.58	0.58
	Road Construction Dust	0.25	0.30	0.26	0.19
	Adjustment from NOx to PM2.5 Trading	0.0	0.0	0.0	0.0
	EMFAC2021 Emissions and Road Dust	11.58	11.29	11.55	11.69
	Interim Off-Model Adjustment Factors	-0.05	-0.06	-0.06	-0.06
	Sum	11.53	11.24	11.49	11.63
	Plan Emissions	12	12	12	12
Budget – Plan Emissions		**8**	**8**	**8**	**8**

Table 35. PM10 (Annual Emissions [Tons/Day])

Pollutant		2025	2030	2040	2050
ROG	Budget	110	81	81	81
	EMFAC2021 Emissions	55.0	44.7	34.1	31.3
	Smog Check Reductions*	-3.8	-2.8	-2.8	-2.8
	Sum	51.2	41.9	31.3	28.5
	Plan Emissions	52	42	32	29
Budget – Plan Emissions		**58**	**39**	**49**	**52**
NOx	Budget	180	116	116	116
	EMFAC2021 Emission	75.6	58.5	42.0	40.9
	Smog Check Reductions*	-1.7	0	0	0
	EMFAC2021 Emissions and Smog Check Reductions	73.9	58.5	42.0	40.9
	Interim Off-Model Adjustment Factors	-5.4	-6.9	-6.8	-7.8
	Sum	68.6	51.6	35.2	33.1
	Plan Emissions	69	52	36	34
Budget – Plan Emissions		**111**	**64**	**80**	**82**
PM10	Budget	164	175	175	175
	EMFAC2021 Emissions	10.0	9.9	9.5	9.8
	Re-entrained Road Dust Paved	46.8	47.8	48.2	50.3
	Re-entrained Road Dust Unpaved**	5.8	5.8	5.8	5.8
	Road Construction Dust*	1.6	2.2	1.8	1.3
	EMFAC2021 Emissions and Road Dust	64.2	65.7	65.3	67.2
	Interim Off-Model Adjustment Factors	-0.1	-0.1	-0.1	-0.1
	Sum	64.2	65.6	65.3	67.1
	Plan Emissions	65	66	66	68
Budget – Plan Emissions		**99**	**109**	**109**	**107**

**Provided by CARB. **Provided by South Coast AQMD.*

Table 36. CO (Winter Emissions [Tons/Day])

Pollutant		2025	2030	2040	2050
CO	Budget	2,137	2,137	2,137	2,137
	EMFAC2021 Emissions	494.4	397.4	297.9	280.0
	Plan Emissions	497	398	298	280
Budget – Plan Emissions		**1,640**	**1,739**	**1,839**	**1,857**

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

Table 37. 2008 and 2015 8-Hour Ozone NAAQS (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2032	2040	2050
ROG	Budget	6.2	6.2	6.2	6.2
	EMFAC2021 Emissions	4.5	3.5	2.7	2.3
	Plan Emissions	4.6	3.5	2.7	2.4
Budget – Plan Emissions		**1.6**	**2.7**	**3.5**	**3.8**
NOx	Budget	10.2	10.2	10.2	10.2
	EMFAC2021 Emissions	7.2	6.0	5.3	5.8
	Interim Off-Model Adjustment Factors	-1.0	-1.2	-1.2	-1.5
	Sum	6.3	4.8	4.1	4.3
	Plan Emissions	6.3	4.9	4.1	4.3
Budget – Plan Emissions		**3.9**	**5.3**	**6.1**	**5.9**

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION EXCLUDING SEARLES VALLEY

Table 38. 1997 24-hour PM10 NAAQS (Annual Emissions [Tons/Day])

Pollutant			2025	2035	2045	2050
PM10	No Build	Re-Entrained Road Dust	7.6	8.3	9.1	9.6
		Motor Vehicles	0.8	0.9	0.9	1.0
		EMFAC2021 Emissions and Road Dust	8.34	9.2	10.1	10.6
		Interim Off-Model Adjustment Factors	-0.02	-0.02	-0.02	-0.02
		Sum	8.33	9.14	10.05	10.59
		No Build Emissions	8.3	9.1	10.0	10.6
	Build	Re-Entrained Road Dust	7.5	7.9	8.7	9.2
		Paving Unpaved Roads	N/A	N/A	N/A	N/A
		Motor Vehicles	0.8	0.8	0.9	1.0
		EMFAC2021 Emissions and Road Dust	8.3	8.7	9.7	10.2
		Interim Off-Model Adjustment Factors	-0.02	-0.02	-0.02	-0.02
		Sum	8.30	8.73	9.63	10.14
		Build Emissions	8.3	8.7	9.6	10.1
No Build – Build			**0.0**	**0.4**	**0.4**	**0.5**

MOJAVE DESERT AIR BASIN – SEARLES VALLEY POTION

Table 39. PM10 NAAQS (Annual Emissions [Tons/Day])

Pollutant			2025	2035	2045	2050
PM10	No Build	EMFAC2021 Emissions and Road Dust	0.0	0.0	0.0	0.0
		Interim Off-Model Adjustment Factors	0.0	0.0	0.0	0.0
		Sum	0.0	0.0	0.0	0.0
		No Build Emissions	0.0	0.0	0.0	0.0
	Build	EMFAC2021 Emissions and Road Dust	0.0	0.0	0.0	0.0
		Interim Off-Model Adjustment Factors	0.0	0.0	0.0	0.0
		Sum	0.0	0.0	0.0	0.0
		Build Emissions	0.0	0.0	0.0	0.0
No Build – Build			**0.0**	**0.0**	**0.0**	**0.0**

SALTON SEA AIR BASIN – RIVERSIDE COUNTY (COACHELLA VALLEY PORTION)

Table 40. 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2029	2031	2040	2050
ROG	Budget	2.5	2.3	2.2	2.2	2.2
	EMFAC2021 Emissions	2.1	1.9	1.8	1.6	1.6
	Plan Emissions	2.2	2	1.9	1.7	1.7
Budget – Plan Emissions		**0.3**	**0.3**	**0.3**	**0.5**	**0.5**
NOx	Budget	5.8	5.8	5.7	5.7	5.7
	EMFAC2021 Emissions	4.0	3.8	3.6	3.6	4.2
	Interim Off-Model Adjustment Factors	-0.7	-0.8	-0.8	-0.9	-1.1
	Sum	3.3	3.0	2.8	2.7	3.0
	Plan Emissions	3.4	3	2.9	2.7	3.1
Budget – Plan Emissions		**2.4**	**2.8**	**2.8**	**3.0**	**2.6**

Table 41. PM10 (Annual Planning Emissions [Tons/Day])

Pollutant		2025	2035	2040	2050
PM10	Budget	10.9	10.9	10.9	10.9
	EMFAC2021 Emissions	0.40	0.45	0.48	0.56
	Re-entrained Road Dust Paved	1.69	1.96	2.06	2.23
	Re-entrained Road Dust Unpaved*	1.71	1.70	1.70	1.70
	Road Construction Dust	0.10	0.37	0.33	0.24
	EMFAC2021 Emissions and Road Dust	3.89	4.48	4.57	4.73
	Interim Off-Model Adjustment Factors	-0.01	-0.01	-0.01	-0.01
	Sum	3.88	4.47	4.56	4.72
	Plan Emissions	3.9	4.5	4.6	4.7
Budget – Plan Emissions		**7.0**	**6.4**	**6.3**	**6.2**

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Table 42. 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions [Tons/Day)]

Pollutant		2025	2035	2045	2050
ROG	Budget	4	4	4	4
	EMFAC2021 Emissions	1.6	1.0	0.9	0.8
	Plan Emissions	2	1	1	1
Budget – Plan Emissions		**2**	**3**	**3**	**3**
NOx	Budget	7	7	7	7
	EMFAC2021 Emissions	2.8	2.1	2.0	2.1
	Interim Off-Model Adjustment Factors	-0.4	-0.5	-0.5	-0.6
	Sum	2.4	1.6	1.5	1.6
	Plan Emissions	3	2	2	2
Budget – Plan Emissions		**4**	**5**	**5**	**5**

Table 43. 2006 24-hour and 2012 Annual PM2.5 NAAQS (Planning Emissions [Tons/Day])

Pollutant			2025	2035	2045	2050
NOx	No Build	EMFAC2021 Emissions	1.5	1.1	1.1	1.1
		Interim Off-Model Adjustment Factors	-0.2	-0.2	-0.3	-0.3
		Sum	1.3	0.9	0.8	0.8
		No Build Emissions	1.3	0.9	0.8	0.8
	Build	EMFAC2021 Emissions	1.5	1.1	1.1	1.1
		Interim Off-Model Adjustment Factors	-0.2	-0.2	-0.3	-0.3
		Sum	1.3	0.9	0.8	0.8
		Build Emissions	1.3	0.9	0.8	0.8
No Build – Build			**0.0**	**0.0**	**0.0**	**0.0**
PM2.5	No Build	Re-Entrained Road Dust	0.1	0.1	0.1	0.1
		Motor Vehicles	0.1	0.1	0.1	0.1
		EMFAC2021 Emissions and Road Dust	0.2	0.2	0.2	0.2
		Interim Off-Model Adjustment Factors	0.0	0.0	0.0	0.0
		Sum	0.2	0.2	0.2	0.2
		No Build Emissions	0.2	0.2	0.2	0.2
	Build	Re-Entrained Road Dust	0.0	0.1	0.1	0.1
		Motor Vehicles	0.1	0.1	0.1	0.1
		EMFAC2021 Emissions and Road Dust	0.1	0.1	0.1	0.1
		Interim Off-Model Adjustment Factors	0.0	0.0	0.0	0.0
		Sum	0.1	0.1	0.1	0.1
		Build Emissions	0.1	0.1	0.1	0.1
No Build – Build			**0.1**	**0.1**	**0.1**	**0.1**

Table 44. 2006 24-hour and 2012 Annual PM2.5 NAAQS (Planning Emissions [Tons/Day], Budgets pending U.S. EPA Approval)

Pollutant		2025	2035	2045	2050
PM2.5	Budget	1.7	1.7	1.7	1.7
	EMFAC2021 Emissions	0.06	0.05	0.06	0.06
	Re-Entrained Road Dust	0.10	0.10	0.11	0.11
	Paving unpaved roads credit	N/A	N/A	N/A	N/A
	EMFAC2021 Emissions and Road Dust	0.15	0.16	0.17	0.17
	Interim Off-Model Adjustment Factors	0.00	0.00	0.00	0.00
	Sum	0.15	0.16	0.17	0.17
	Plan Emissions	0.2	0.2	0.2	0.2
Budget – Plan Emissions		**1.5**	**1.5**	**1.5**	**1.5**

Table 45. PM10 NAAQS (Annual Planning Emissions [Tons/Day])

Pollutant		2025	2030	2035	2045	2050
PM10	Budget	20	19	19	19	19
	EMFAC2021 Emissions	0.2	0.2	0.2	0.3	0.3
	Re-Entrained Road Dust	0.76	0.79	0.80	0.87	0.89
	Paving unpaved roads credit	N/A	N/A	N/A	N/A	N/A
	EMFAC2021 Emissions and Road Dust	1.0	1.0	1.0	1.1	1.2
	Interim Off-Model Adjustment Factors	0.0	0.0	0.0	0.0	0.0
	Sum	1.0	1.0	1.0	1.1	1.2
	Plan Emissions	1	1	1	2	2
Budget – Plan Emissions		**19**	**18**	**18**	**17**	**17**

4. CHAPTER 4 FINANCIAL CONSTRAINTS ANALYSIS

4.1 TRANSPORTATION CONFORMITY REQUIREMENTS ON FINANCIAL CONTRAINT

The RTP must include a financial plan that complies with federal financial constraint requirements. In designated nonattainment and maintenance areas, the financial plan must limit the programming of projects for the first two years of the FTIP to those for which funds are available or committed (USDOT metropolitan planning regulations in 23 CFR 450.324(e)). Revenues may be reasonably available in the third and fourth year of the FTIP to support programming levels for that year.

4.2 FINANCIAL CONSTRAINT TEST

In accordance with 40 CFR Section 93.108 and 23 CFR Section 450.324(e), SCAG's Connect SoCal 2024 demonstrates financial constraint because it identifies all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

The Transportation Finance Technical Report is incorporated by reference. It identifies how much money SCAG reasonably expects will be available to support the region's surface transportation investments, ensuring that there is sufficient revenue available to support expenditures identified in Connect SoCal 2024. SCAG has secured the necessary resources to support transportation investments detailed in past Plans. The financial plan will continue to meet the necessary milestones to implement Connect SoCal 2024.

The financial plan of Connect SoCal 2024 summarizes federal, state, and local sources of revenues used to pay for transportation, system preservation and improvements over the next 25 years and includes both a "traditional" core revenue forecast comprised of existing local, state, and federal sources and more innovative but reasonably available sources of revenue to implement a program of improvements that keeps people and goods moving. The financial plan further documents progress made since past RTPs and describes steps SCAG can take to obtain needed revenues to implement the region's transportation vision.

See the Transportation Finance Technical Report for a detailed financial plan, including financial assumptions, core and reasonable available revenues, implementation plan for reasonably available revenue sources, revenue sources, SCAG regional financial model, and financial plan assessment checklist.

5. CHAPTER 5 TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES (TCMS)

This chapter itemizes and reports on the findings of timely implementation of Transportation Control Measure (TCM) projects specified in the fiscally constrained portion, or the first two years (i.e., FY 2022/23-2023/23) of the 2023 FTIP. The findings are required only for the applicable TCM projects contained in the approved SIPs for the relevant air basins.

5.1 TRANSPORATION CONFORMITY REQUIREMENTS ON TCMS

The Transportation Conformity regulation requires that the TIP/RTP "must provide for the timely implementation of TCMs in the applicable implementation plan." The criteria for identifying TCM projects and the requirements for timely implementation of these projects are defined in the EPA's Transportation Conformity Regulations, 40 CFR 93.101:

> Transportation control measure (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.

5.1.1 TRANSPORTATION CONTROL MEASURES (TCMS)

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.

5.1.2 CRITERIA AND PROCEDURES FOR THE TIMELY IMPLEMENTATION OF 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 through a TCM substitution.

The Transportation Conformity Regulations in 40 CFR 93.113 states:

> (a) The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.
>
> (b) For transportation plans, this criterion is satisfied if the following two conditions are met:
> (1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.

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

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

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

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

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

(d) 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.

5.1.3 APPLICABLE SIPS IN THE SCAG REGION

In the Transportation Conformity regulation, the definition provided for the term "applicable implementation plan" is:

> Applicable implementation plan is defined in Section 302(q) of the federal CAA and means the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under Section 110, or promulgated under Section 110(c), or promulgated or approved pursuant to regulations promulgated under Section 301(d) and which implements the relevant requirements of the federal CAA.

In the SCAG region, ozone SIPs developed in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin contain TCM strategies and are subject to EPA's Transportation Conformity Rule analyses. There are no applicable TCMs in any other federal nonattainment or maintenance areas in the SCAG region. See Chapter 1 of this Technical Report for discussions on applicable TCMs and associated SIPs.

5.2 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.

In the SCAG region, new TCMs are identified by the FTIP process. Projects that meet the TCM criteria become committed TCMs and part of the applicable SIP after 1) funds are committed for right-of-way or construction in the first two years (the fiscally constrained portion) of the FTIP; 2) the FTIP is approved by the Regional Council; and 3) state and federal approval of the FTIP. New TCMs (i.e., those projects first identified in Connect SoCal 2024) are listed later by county in this Chapter. However, project status for these new TCMs will be provided in the next required timely implementation report, assuming Connect SoCal 2024 is approved by the Regional Council and by FHWA and FTA.

The projects reported on in this Technical Report are those TCM-category projects which have committed to right-of-way acquisition, construction, or implementation in the first two years of the prevailing FTIP (the 2023 FTIP as amended). In addition, those TCM projects designated for reporting in previous FTIPs, and which are still under construction or implementation, will continue to be reported. TCM projects completed during this RTP cycle since adoption of the 2023 FTIP are also reported.

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 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 the most current completion dates, until such a time as the project is completed. In this case, ongoing projects include the original date listed beginning with the 2004 RTIP, or a later FTIP when first listed as a committed TCM.

SCAG relies on the established project status update process used for the RTP and the FTIP to gather data from CTCs for preparing the TCM Timely Implementation Report. It is an iterative and collaborative process. The final data gathered on TCM project implementation status, currently anticipated completion dates, and, when delay occurs, reasons for the delay and efforts to overcome the implementation obstacles, is 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.

5.3 TIMELY IMPLEMENTATION OF TCM PROJECTS IN THE SCAG REGION

The federal Transportation Conformity Regulations state 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.

5.3.1 SOUTH COAST AIR BASIN

The 2022 South Coast AQMP/SIP pending EPA final approval includes the following three TCM categories:

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

It should be noted that the TCM categories in the 2022 South Coast AQMP/SIP are consistent with the TCM categories in the 1994/1997/2003/2007/2012/2016 ozone AQMPs/SIPs.

It should also be noted that the TCM project categories in Appendix IV-C, Regional Transportation Strategy and Control Measures, of the 2016 South Coast 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.

5.3.2 VENTURA COUNTY PORTION OF SCCAB

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

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

It should be noted that the 2022 Ventura County AQMP/SIP pending EPA final approval makes no changes to previously approved TCM categories contained in 1994, 2007, and 2016 Ventura County AQMPs/SIPs.

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

The information in Tables 46 through 60 demonstrates timely implementation of TCMs (by County). Table 46 through Table 60 are included at the end of this Transportation Conformity Analysis Technical Report.

6. CHAPTER 6 INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT

6.1 FEDERAL REQUIREMENTS ON INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under 40 CFR Section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, state, and federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis.

Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e).

Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, "MPOs and State departments of transportation must provide reasonable opportunity for consultation with state air agencies, local air quality and transportation agencies, DOT, and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations."

Section 93.112 of the transportation conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105.

6.2 SCAG'S PUBLIC PARTICIPATION PLAN

Consistent input and engagement from partnering agencies, stakeholders, and the general public is critical to successful regional transportation planning. As part of the development of Connect SoCal 2024, SCAG built on the public outreach strategies of previous planning cycles to drive greater and more diverse participation.

Equitable engagement and decision making are the key to a more equitable future by increasing inclusive and meaningful representation of community-centered solutions. Using an equity lens, SCAG developed the 2022 Public Participation Plan (PPP) to guide the consultation and outreach process for Connect SoCal 2024. The 2022 PPP was adopted by SCAG's Regional Council on April 7, 2022.

A full documentation of SCAG's interagency consultation and public outreach effort is in a separate Public Participation Technical Report.

6.3 INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT

Connect SoCal 2024 complies with all federal and state requirements for interagency consultation and public involvement. Consisting of representatives from federal, state, and regional air quality and transportation agencies and in accordance with the PPP, SCAG's TCWG serves as the primary forum for interagency consultation on all matters related to both regional and project-level transportation conformity. Additionally, there were many ad-hoc meetings held between the stakeholder agencies for this purpose.

Periodic updates on the development of Connect SoCal 2024 were provided to the TCWG. The draft transportation conformity analysis for the Draft Connect SoCal 2024 is released as an associated technical report to and part of the Draft Connect SoCal 2024 document for a public review and comment period from November 3, 2023, through January 12, 2024. Three public hearings on the Draft Connect SoCal 2024 will be held during the public review and comment. The hearing will be held both in-person and virtually via Zoom. The public hearings will be noticed in numerous newspapers throughout the region. The notice will be published in English, Spanish, Korean, Chinese, and Vietnamese languages. The Draft Connect SoCal 2024 will be posted on the SCAG website and virtually distributed to libraries throughout the region, and physically distributed to libraries by request.

In addition to ongoing interagency consultation and public involvement will continue to occur throughout the Connect SoCal 2024 development process, SCAG will notify the TCWG of the availability of the Draft Connect SoCal 2024, including the associated draft transportation conformity analysis as documented in the draft Transportation Conformity Analysis Technical Report. All transportation conformity specific comments received during the public review and comment period will be documented and responded to.

7. CHAPTER 7 FINDINGS AND CONCLUSION

Under the USDOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations, SCAG's Connect SoCal 2024 needs to pass four required transportation conformity tests:

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

7.1 REGIONAL EMISSIONS ANALYSIS TEST

These findings are based on the regional emissions analysis using the EPA-approved EMFAC2021 with application of CARB's interim off-model adjustment factors for EMFAC2021 set forth in Tables 18 to 45 in Chapter 3 of this Technical Report.

Findings: The Connect SoCal 2024 regional emissions for ozone precursors (2008 and 2015 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the Morongo Band of Mission Indians (Morongo), Pechanga Band of Luiseño Mission Indians of the Pechanga Reservation (Pechanga), SCAB excluding Morongo and Pechanga, South Central Coast Air Basin ([SCCAB], Ventura County portion), Western Mojave Desert Air Basin ([MDAB], Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and the Salton Sea Air Basin ([SSAB], Riverside County Coachella Valley and Imperial County portions).

Findings: The Connect SoCal 2024 regional emissions analysis for PM2.5 and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB (Pechanga excluded under 2012 annual PM2.5 NAAQS).

Findings: The Connect SoCal 2024 regional emissions analysis for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Findings: The Connect SoCal 2024 regional emissions analysis for PM10 and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB and the SSAB (Riverside County Coachella Valley and Imperial County portions).

Findings: The Connect SoCal 2024 regional emissions for PM10 meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years in the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County.

Findings: The Connect SoCal 2024 regional emissions for PM2.5 and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years in the SSAB (urbanized area of Imperial County portion).

7.2 FINANCIAL CONSTRAINT TEST

Findings: The Connect SoCal 2024 is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S.C Section 134(h) and 23 CFR Section 450.324(e). SCAG's Connect SoCal 2024

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.

7.3 TIMELY IMPLEMENTATION OF TCMS TEST

Findings: The TCM project categories listed in the 1994/1997/2003/2007/2012/2016/2022 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.

Findings: The TCM strategies listed in the 2016/2022 Ozone SIPs 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.

7.4 INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

Findings: Connect SoCal 2024 complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a primary regional forum for interagency consultation. For more information on SCAG's PPP, please visit: https://scag.ca.gov/community-participation-public-participation-plan.

SUMMARY CONCLUSION

Connect SoCal 2024 demonstrates positive transportation conformity by meeting all the required transportation conformity tests.

MAJOR REFERENCES

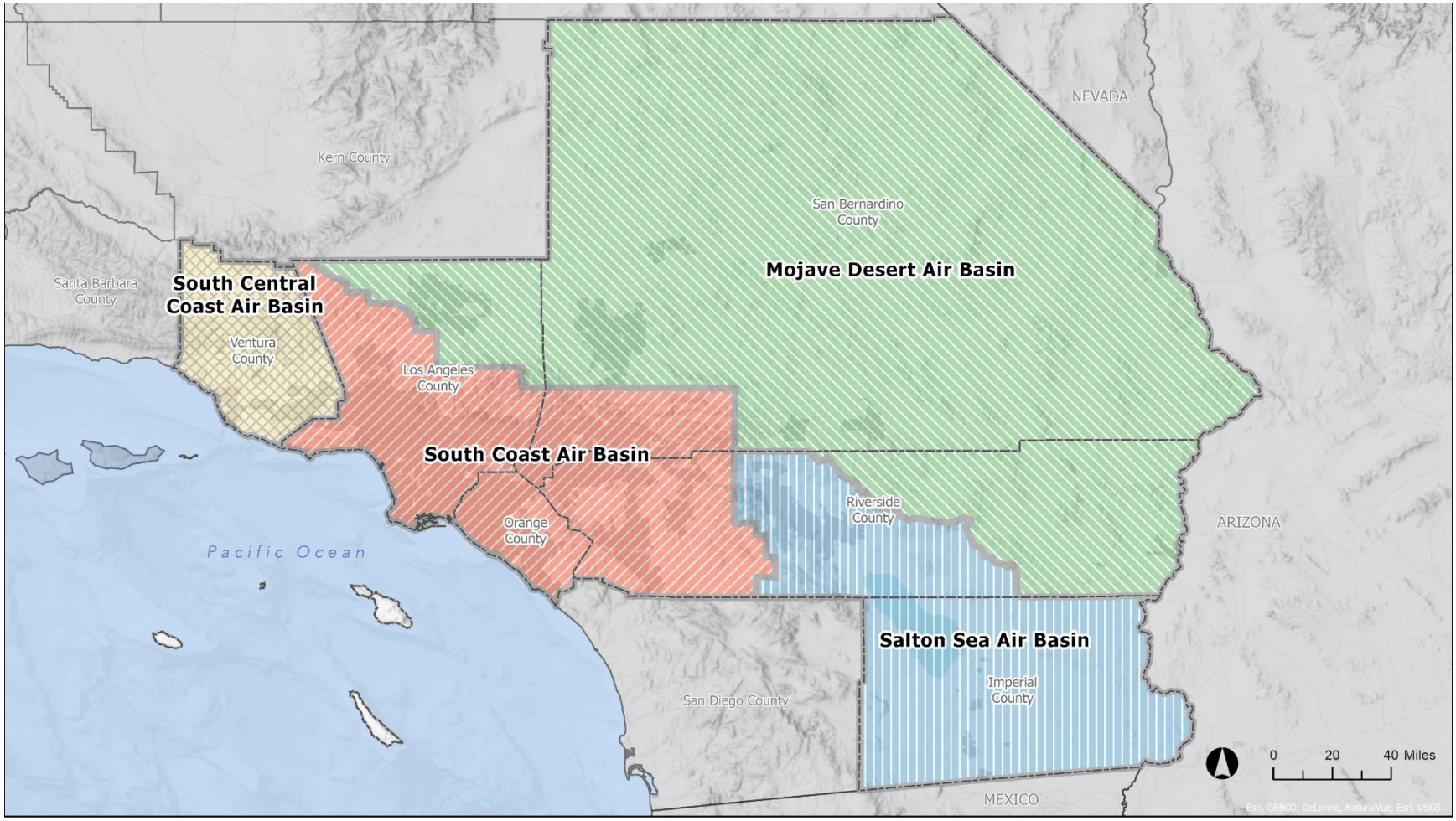
Clean Air Act as amended. (1990). (42 U.S.C. Section 7404 et seq.)

United States Environmental Protection Agency. (2012). Transportation Conformity Regulations.

United States Department of Transportation. (2008). Guidance for the Use of Latest Planning Assumptions in Transportation Conformity Determinations, Revision to January 18, 2001, Guidance Memorandum.

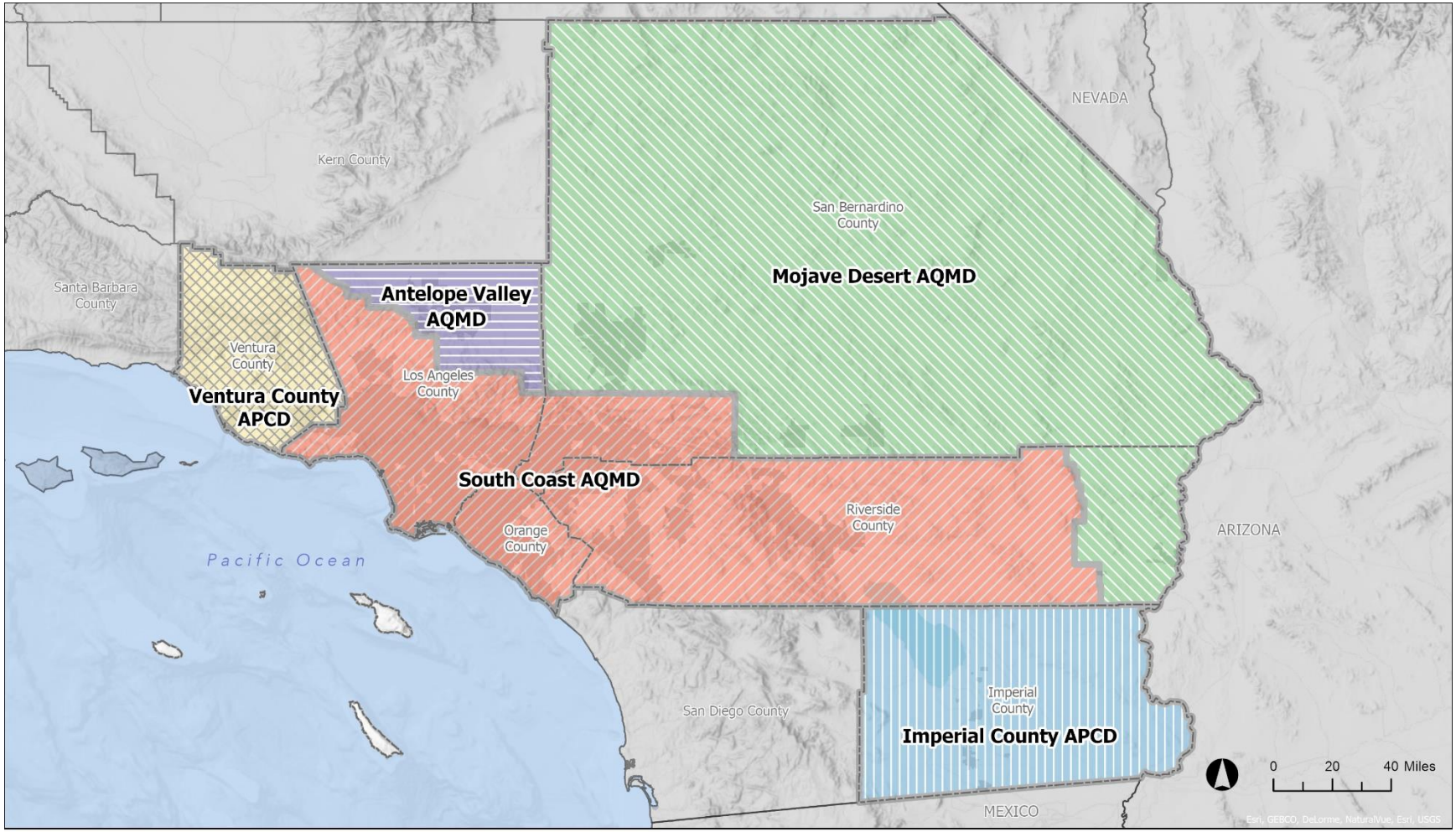
Southern California Association of Governments. (2022). 2022 Public Participation Plan.

Map 1. Air Basins in the SCAG Region



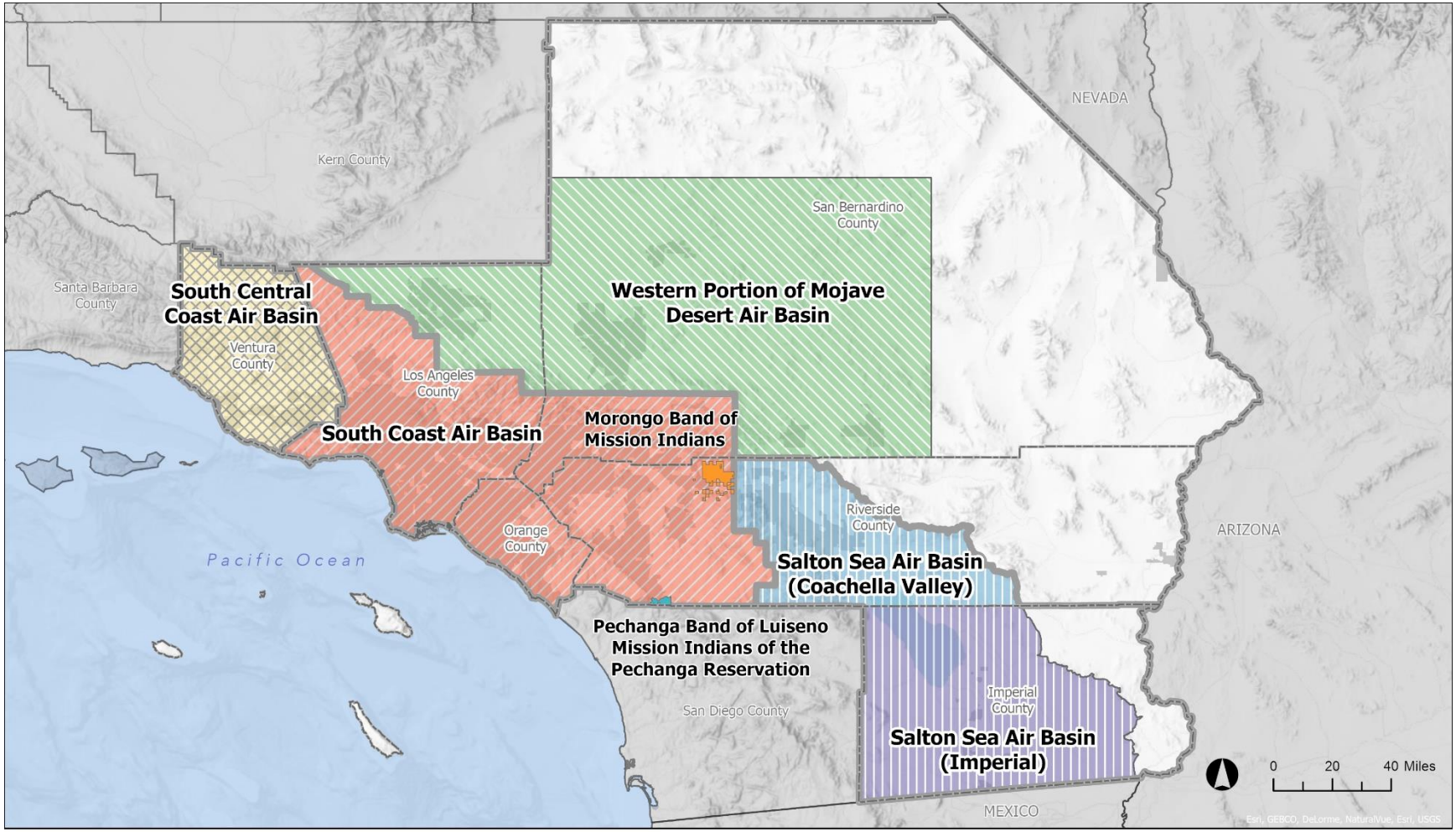
Source: SCAG 2022

Map 2. Air Districts in the SCAG Region



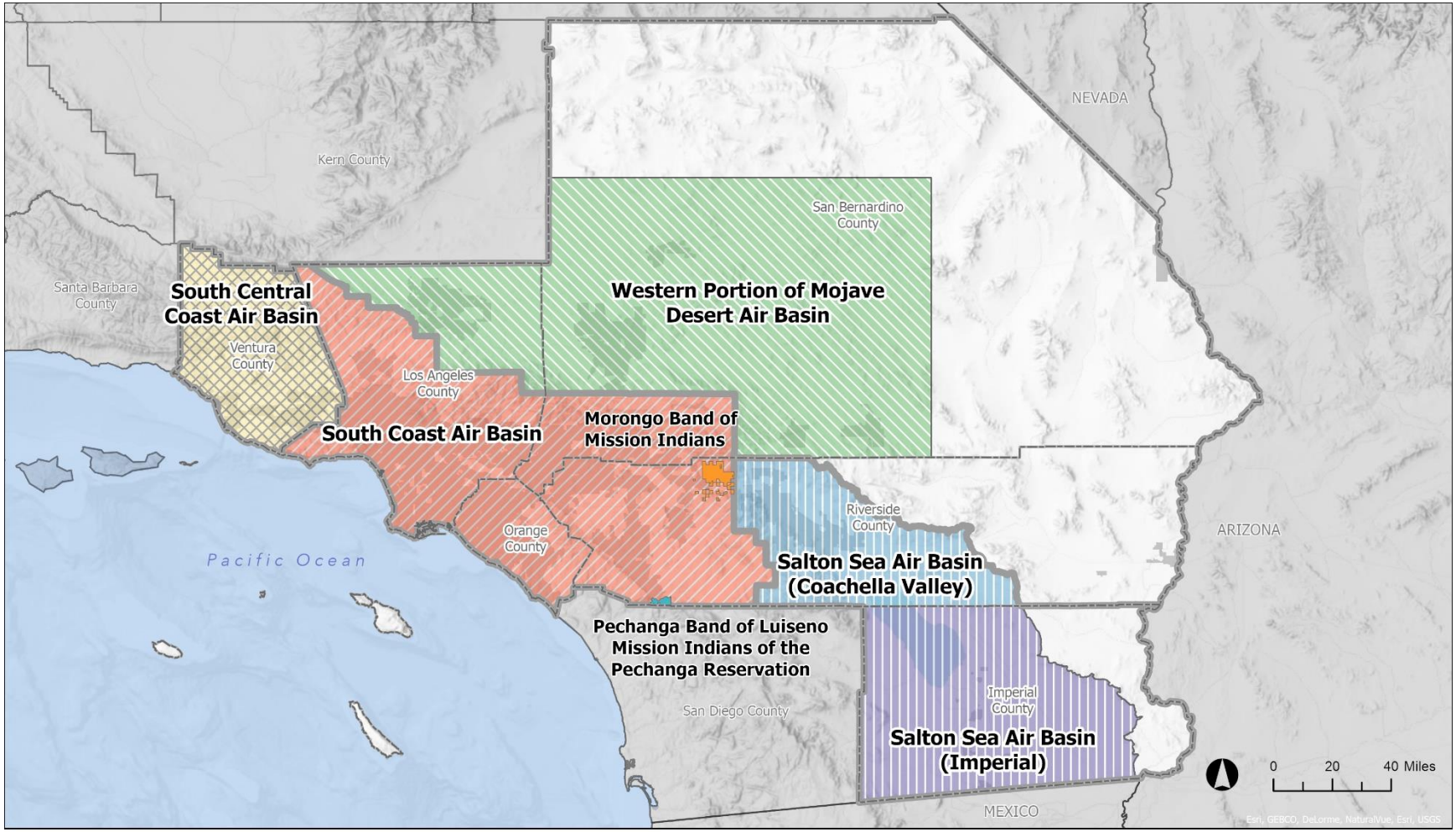
Source: SCAG 2022

Map 3. Federal Nonattainment and Maintenance Areas in the SCAG Region (2008 8-hour Ozone)



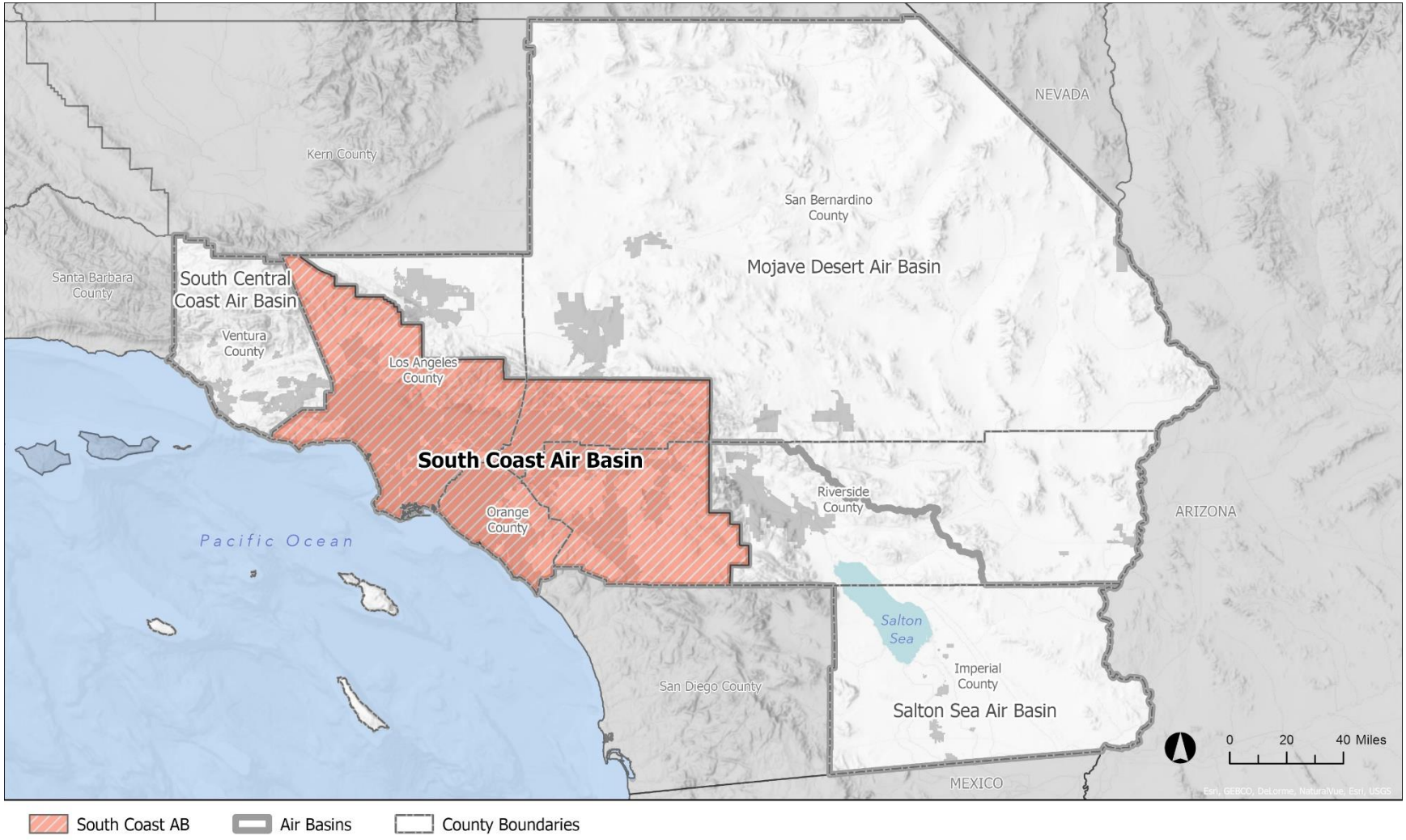
Source: SCAG 2022

Map 4. Federal Nonattainment and Maintenance Areas in the SCAG Region (2015 8-hour Ozone)



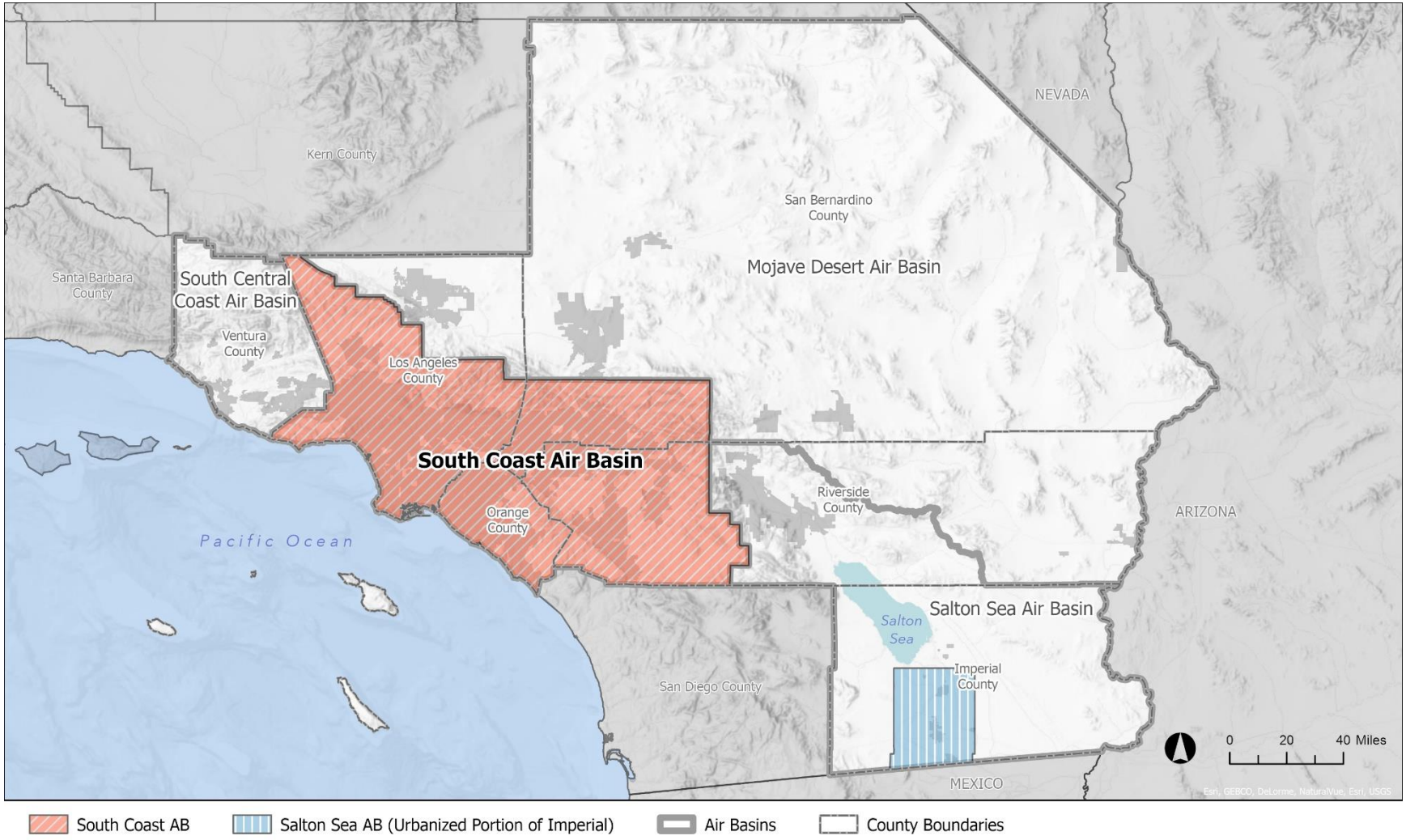
Source: SCAG 2022

Map 5. Federal Nonattainment Areas in the SCAG Region (1997 PM2.5)



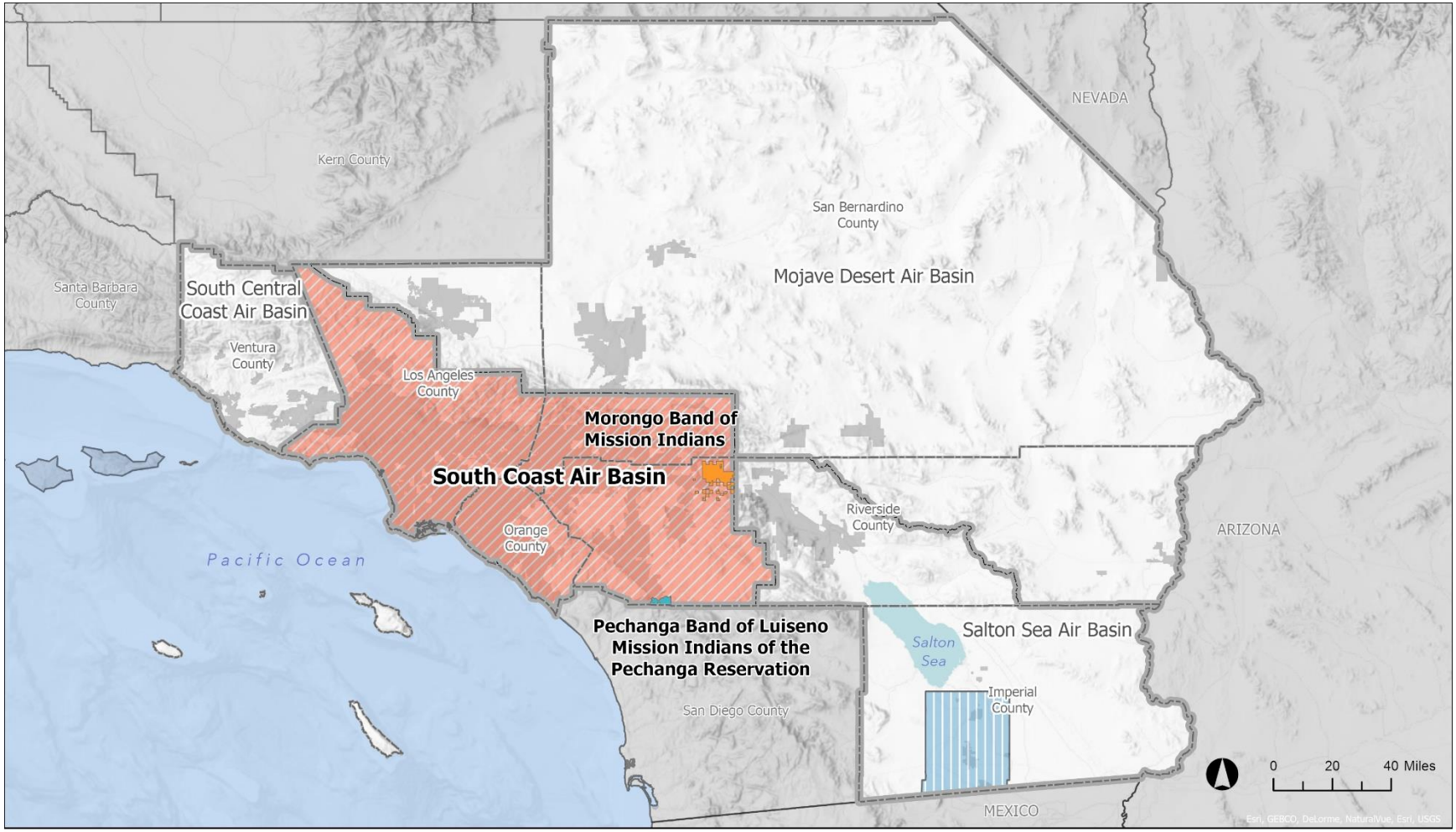
Source: SCAG 2022

Map 6. Federal Nonattainment Areas in the SCAG Region (2006 PM2.5)



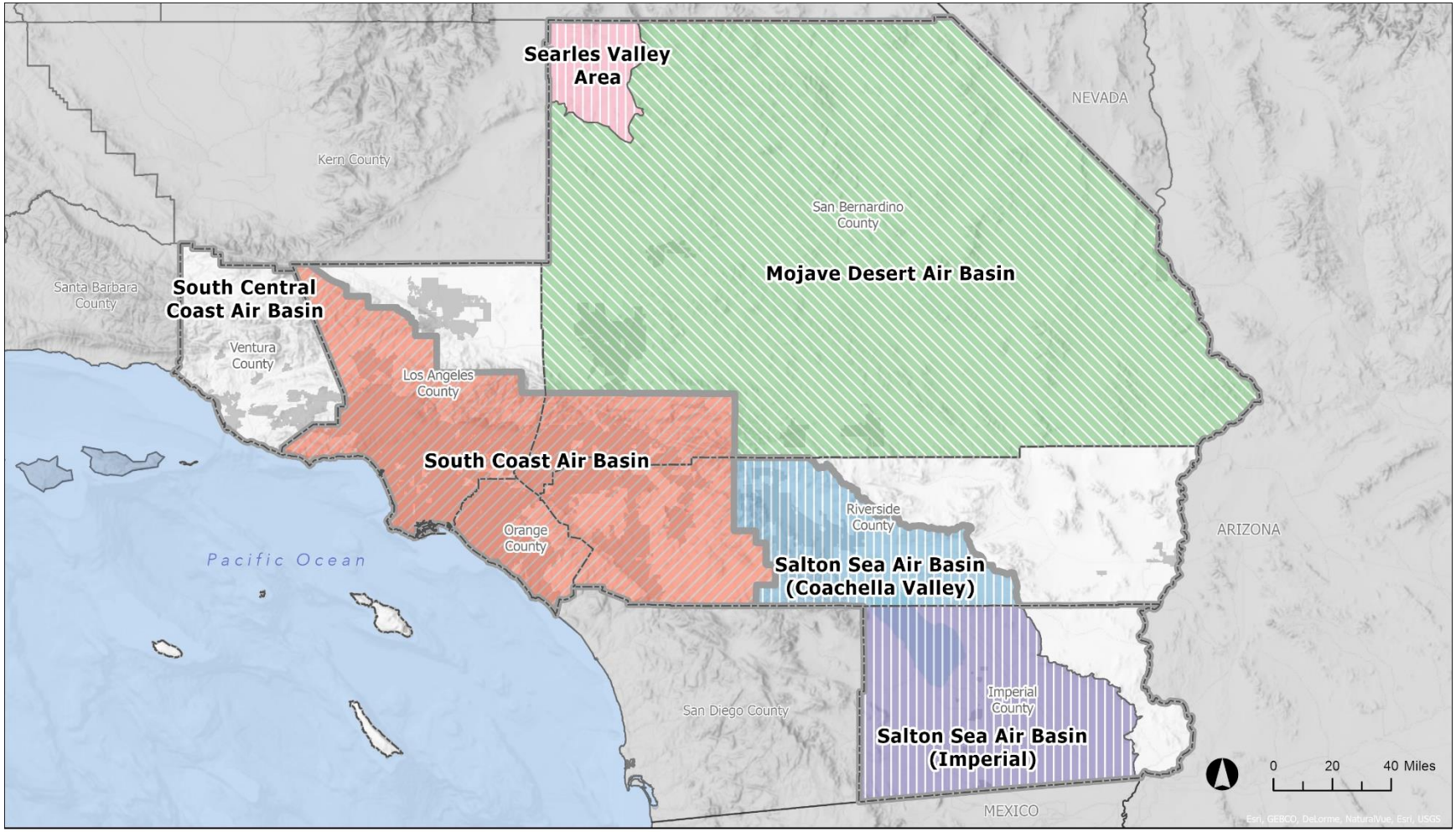
Source: SCAG 2022

Map 7. Federal Nonattainment Areas in the SCAG Region (2012 PM2.5)



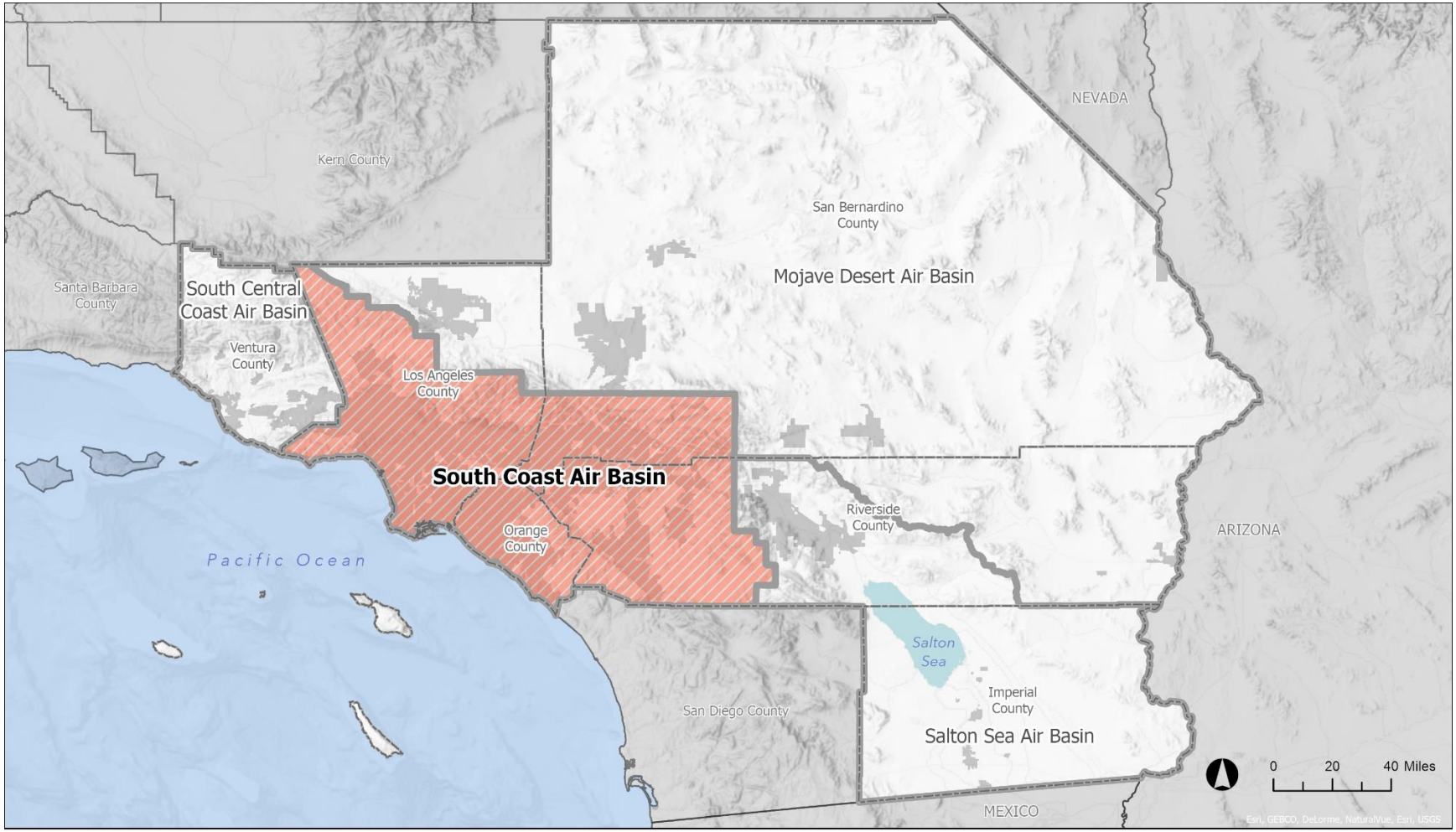
Source: SCAG 2022

Map 8. Federal Nonattainment Areas in the SCAG Region (PM10)



Source: SCAG 2022

Map 9. Federal Maintenance Areas in the SCAG Region (CO)



Source: SCAG 2022

Table 46 Los Angeles County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
ALHAMBRA	LAMIPMR116	REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC TRAFFIC SIGNAL CONTROLLERS AND FIRMWARE AT 20 SIGNALIZED INTERSECTIONS ALONG VALLEY BLVD FROM WEST CITY LIMIT TO EAST CITY LIMIT. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, ETHERNET SWITCHES, COMMUNICATION HUBS, VEHICLE DETECTION. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN A NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	2/29/2024	2/29/2024	2/29/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
ALHAMBRA	LAMIPMR117	REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC CONTROLLERS AND FIRMWARE AT 20 SIGNALIZED INTERSECTIONS ALONG GARFIELD AVENUE FROM HUNTINGTON DRIVE TO I-10 FREEWAY. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, COMMUNICATION HUBS, ETHERNET SWITCHES, VEHICLE DETECTION SYSTEMS. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	7/31/2025	7/31/2025	7/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
ALHAMBRA	LAMIPMR114	REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC TRAFFIC SIGNAL CONTROLLERS AND FIRMWARE AT 14 SIGNALIZED INTERSECTIONS ALONG ATLANTIC BLVD FROM HUNTINGTON DRIVE TO I-10 FREEWAY. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, ETHERNET SWITCHES, COMMUNICATION HUBS, VEHICLE DETECTION. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN A NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	7/31/2025	7/31/2025	7/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
ANTELOPE VALLEY TRANSIT AUTHORITY	LA9918864	FIVE (5) EXPANSION ELECTRIC BUSES - TWO (2) 30-FT & THREE (3) 35-FT TO DECREASE HEADWAYS TO EVERY 15 MINUTES ON ROUTE 12.	6/30/2023	6/30/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO VEHICLE DELIVERY DELAY FROM MANUFACTURER. UNDER CONSTRUCTION.
ANTELOPE VALLEY TRANSIT AUTHORITY	LA9918898	FIVE (5) EXPANSION 60 FT. ARTICULATED ELECTRIC BUSES - DECREASE HEADWAYS TO EVERY 15 MINUTES ON EXISTING ROUTE 11	6/30/2023	6/30/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO VEHICLE DELIVERY DELAY FROM MANUFACTURER. IN CONTRACT/PROJECT AWARD PHASE.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
AVALON	LAF9600	CITY OF AVALON FIVE-CORNER COMPREHENSIVE PEDESTRIAN PROJECT: THE PROJECT PROPOSES TO CONSTRUCT NEW-PERMENANT SIDEWALKS, MEDIAN SAFETY ISLANDS, TRAFFIC CALMING (ROUND-ABOUT) AND LIGHTING IN ORDER TO PROVIDE SAFER ACCESS FOR PEDESTRIANS. THE TOTAL PROJECT IS APPROXIMATELY .25 MILES IN LENGTH.	6/30/2021	12/31/2022	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UTILITY RELOCATION AND COVID-19 IMPACTS. IN BID/ADVERTISE PHASE.
BALDWIN PARK	LATP17S029	CONSTRUCT 2.3 MILES OF CLASS I SHARED-USE RECREATIONAL PATH ("TRAIL"). DEVELOP CONCEPTUAL DESIGNS FOR 6.8 MILE CLASS I RECREATIONAL TRAIL ALONG WALNUT CREEK AND 15.3 MILES OF ON-STREET CLASS II AND CLASS III BIKEWAYS.	6/6/2022	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
BALDWIN PARK	LAF3507	SOUTH BALDWIN PARK COMMUTER BIKEWAY PROJECT. CONSTRUCT 3-MILE COMMUTER CLASS I BIKE PATH ALONG SAN GABRIEL RIVER AND WALNUT CREEK CONNECTING TO MAJOR EMPLOYMENT CENTERS ON BALDWIN PARK BLVD.	12/31/2021	12/31/2022	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO US ARMY CORP OF ENGINEERS REVIEW PROCESS. UNDER CONSTRUCTION.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
BELL	LA9919091	ATLANTIC AVE IS A PRINCIPAL NORTH/SOUTH ARTERIAL CORRIDOR THAT CONVEYS APPROX 28,000 VEHICLES PER DAY AND PROVIDES ACCESS TO THE I-5 FREEWAY FOR CITY OF BELL AND NEIGHBORING CITIES. IMPROVEMENTS WILL INCLUDE CURB/GUTTER IMPROVEMENTS, DIRECTIONAL SIGNAGE, MEDIAN BARRIER UPGRADES, NEW PEDESTRIAN FACILITIES, PLANTING/LANDSCAPING RESTORATION, SIDEWALK/CURB CUTS, NEW STREETLIGHTS, AND SAFETY IMPROVEMENTS. SIDEWALK IMPROVEMENTS ARE ESTIMATED AT 6200 LINEAR FT AND THE BOULEVARD IS 0.75 MILE LONG.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
BURBANK	LA9918853	SYNCHRONIZE 18 INTERSECTIONS ALONG VICTORY BLVD BETWEEN LINCOLN ST AND ALAMEDA AVE, SAN FERNANDO BLVD BETWEEN COHASSET STREET AND LINCOLN ST, AND BUENA VISTA ST BETWEEN SAN FERNANDO BLVD AND GLENOAKS BLVD.	9/30/2025	9/30/2025	9/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
BURBANK	LA9918844	4 TRAFFIC SIGNALS UPGRADED TO ENABLE REAL TIME SIGNAL SYNCHRONIZATION PLANS AND MONITORING TRAFFIC. MAGNOLIA/MARIPOSA, MAGNOLIA/REESE, MAGNOLIA/SCREENLAND & VICTORY/ELMWOOD.	10/31/2026	10/31/2026	10/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN BID/ADVERTISE PHASE.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
BURBANK	LA9918855	SYNCHRONIZE 32 TRAFFIC SIGNALS ALONG OLIVE AVE BETWEEN GLENOAKS BLVD AND ALAMEDA AVE AND ON GLENOAKS BLVD BETWEEN BUENA VISTA ST AND ALAMEDA AVE. REPLACE 4 TRAFFIC CABINETS AND ELECTRICAL UTILITY CABINETS.	9/30/2025	9/30/2025	9/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP.
CALTRANS	LA0D73	ROUTE 005: LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTION. WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0 = 21591, 21592+31320=2159U, 21593, 21594, 21595 PPNO 2808 = 4153, 2808, 4154, 4155, 4156, 4841). TCRP#42.2&42.1 (USE TOLL CREDITS AS LOCAL MATCH)	2014	10/31/2022	10/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UTILITY RELOCATION AND DESIGN CHANGES FOR SOUTHERN CALIFORNIA RAILROAD TRACK RELOCATION. UNDER CONSTRUCTION.
CALTRANS	LA0B951	ROUTE 71: ROUTE 10 TO 0.14 MILE SOUTH SAN BERNARDINO COUNTY LINE - EXPRESSWAY TO FREEWAY CONVERSION - ADD 1 HOV LANE AND 1 MIXED FLOW LANE . (2001 CFP 8349, TCRP #50) (EA# 210600, PPNO 2741=EA 21060, PPNO 2741 + EA 21061, PPNO 2741N, EA 21062, PPNO 1741S) (TCRP #50) (USE TOLL CREDITS AS LOCAL MATCH).	11/21/2028	11/21/2028	11/21/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
CARSON, CITY OF	LA0G1130	ACTIVE TRANSPORTATION PROGRAM - CITY-WIDE BIKE AND PEDESTRIAN IMPROVEMENTS - THE INFRASTRUCTURE COMPONENT INCLUDES A CLASS II BIKE LANE (1.07 MILE) ON SANTA FE AVE, HIGH VISIBILITY CROSSWALKS, COUNTDOWN PEDESTRIAN SIGNALS, CURB RAMPS, ETC. THE NON-INFRASTRUCTURE COMPONENT INCLUDES, EDUCATION, ENCOURAGEMENT, AND ENFORCEMENT PROGRAMMING THAT WILL OCCUR OVER A THREE YEAR PERIOD. UTILIZING TOLL CREDITS.	12/31/2018	12/31/2020	12/31/2020	OBSTACLES ARE BEING OVERCOME. TO INITIATE INFORMAL TCM REPLACEMENT VIA FINAL CONNECT SOCAL 2024 OR 2025 FTIP.
COMMERCE	LA9919026	EASTERN AVENUE TRANSIT HUB. THIS PROJECT INCLUDES IMPROVEMENTS IN THE FOLLOWING AREAS: INSTALL NEW BUS SHELTERS, SOLAR POWER DIGITAL DISPLAYS PROVIDING ARRIVAL TIMES, STREET STRIPING, PAVEMENT, AND LIGHTING. USING TOLL DEVELOPMENT CREDITS OF $8K IN FY 22/23 AND $218K IN FY 23/24.	12/31/2026	12/31/2026	12/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
COMMERCE	LA0G1704	PROJECT INCLUDES TRAFFIC SIGNAL UPGRADES, SIGNAL INTERCONNECT INSTALLATION, ADOPTIVE SIGNAL DETECTION, CONTROL SYSTEM, SOFTWARE, SIGNAL SYNC, TRAFFIC LANE ALIGNMENTS, TRAFFIC SIGNAGE, FREEWAY ON AND OFF RAMP IMPROVEMENTS, AND OTHER ITEMS TO IMPROVE TRAFFIC FLOW AND CAPACITY. 4 INTERSECTIONS WILL RECEIVE SIGNAL SYNC: 1) TRIGGS ST, TELEGRAPH RD, ATLANTIC BLVD, GOODRICH BLVD, AND FERGUSON DR; 2) TELEGRAPH RD AND ATLANTIC BLVD; 3) ATLANTIC BLVD AND EASTERN AVE; AND 4) EASTERN AVE AND STEVENS PL.	6/30/2026	6/30/2026	6/30/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
COMPTON	LA0G1711	THIS WILMINGTON AVENUE REGIONAL BIKEWAY CORRIDOR CONNECTS EXISTING BIKEWAYS AND LANES AT ROSECRANS AVE ON THE NORTH AND CONTINUES SOUTH TO VICTORIA ST. THIS PROJECT WILL PROVIDE BICYCLE ELEMENTS INCLUDING CLASS II BIKE LANES, PEDESTRIAN LIGHTING, AND MISSING SIDEWALKS GAPS TO PROVIDE SAFE TRAVELS FOR PEDESTRIANS AND BICYCLISTS. THIS CORRIDOR WILL EVENTUALLY CONNECT THE COMPTON CREEK BIKE PATH AT EL SEGUNDO WITH THE METRO BLUE LINE ARTESIA STATION. PROJECT IS 2.5 MILES LONG.	3/31/2025	3/31/2025	3/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
COMPTON	LAF9530	ENHANCE SAFETY/IMPROVE NON-MOTORIZED TRANSPORTATION TRAVELS ALONG CENTRAL AV BY INSTALLING PROTECTIVE BUFFERED BIKE LANES, IMPROVING INTERSECTION CROSSINGS AND CLOSING SIDEWALK GAPS.	8/1/2021	12/31/2022	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ADDITIONAL TIME TO MEET DESIGN REQUIREMENT. UNDER CONSTRUCTION.
COMPTON	LATP17S012	THIS PROJECT IS THE FINAL DESIGN AND CONSTRUCTION OF 29.68 MILES OF GAP CLOSURE IN THE BIKE LANE NETWORK IN THE CITIES OF COMPTON AND CARSON. PROJECT ELEMENTS INCLUDE CLASS I, II, AND III BIKE LANE IMPROVEMENTS INCLUDING STRIPING, BIKE SHARROWS, DIRECTIONAL PAINTED GREEN LINES AND WAYFINDING SIGNAGE.	12/31/2022	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
COMPTON	LA0G1713	THIS PROJECT AIMS TO DEVELOP AND UPGRADE THE EXISTING AND OBSOLETE CITYWIDE TRAFFIC SIGNAL SYSTEM TO A STATE OF THE ART INTELLIGENT TRANSPORTATION SYSTEM THAT SYNCHRONIZES TRAFFIC SIGNAL ALONG ROSECRANS AV FROM CITY LIMITS TO CITY LIMITS. THERE ARE 20 SIGNAL INTERSECTIONS PLANNED FOR SYNCHRONIZATION.	6/30/2025	6/30/2025	6/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
COVINA	LA0G1729	CITRUS AVE INCLUDES 80-100 FEET OF PUBLIC R-O-W, TWO NEW BICYCLE TRAVEL LANES FOR N/B AND S/B TRAFFIC (5,950 LINEAR FT. OF BIKE LANES TO BE ADDED), REPAIRING SIDEWALKS AND CURB RAMPS. FOOTHILL TRANSIT SERVES THE CITRUS AVE CORRIDOR AND PROVIDES ADDITIONAL MULTIMODAL TRANSPORTATION CONNECTIVITY. PROPOSED IMPROVEMENTS WILL ENHANCE FIRST/LAST MILE CONNECTIVITY, ROAD/CONCRETE INFRASTRUCTURE, PEDESTRIAN/BICYCLE SAFETY, AND ADD TREE CANOPY AND DROUGHT TOLERANT STREETSCAPING AMENITIES.	4/30/2026	4/30/2026	4/30/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
CUDAHY	LAF9605	THE CUDAHY CITY WIDE COMPLETE STREETS IMPROVEMENT PROJECT FOCUSES ON THE ATLANTIC AVENUE CORRIDOR AND CITY WIDE MULTIMODAL TRANSPORTATION IMPROVEMENTS FOR THE FIRST/LAST MILE. PROJECT IS APPROXIMATELY 1.1 MILES LONG.	12/1/2021	12/31/2022	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES AND FEDERAL FUNDING. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
CULVER CITY MUNI BUS LINES	LAF3729	REAL-TIME BUS ARRIVAL INFORMATION SYSTEM. DEVELOP & INSTALL ON 60 BUS STOP REAL-TIME BUS ARRIVAL INFORMATION SYSTEM USING INTELLIGENT TRANSPORTATION SYSTEM (ITS) TECHNOLOGY TO DISSEMINATE "NEXT BUS" INFO TO TRAVELERS. THE PROJECT'S PHYSICAL COMPONENT IS LOCATED AT BUS STOPS AND TRANSIT CENTER WITHIN THE CITY OF CULVER CITY. THE NON-PHYSICAL COMPONENT OF THE PROJECT IS LOCATED ON A WEB SERVER.	10/31/2024	10/31/2024	10/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
CULVER CITY	LAF7303	NETWORK-WIDE SIGNAL SYNC WITH VID & ARTERIAL PERFORMANCE MEASUREMENT SYSTEM FOR ATCS : (1) OPTIMIZES SIGNAL COORDINATION TIMING NETWORK-WIDE. (2) UPGRADES MAJOR INTERSECTIONS WITH ENHANCED SYSTEM DETECTION AND ARTERIAL PERFORMANCE MEASUREMENT CAPABILITIES ALONG WASHINGTON BL, SEPULVEDA BL, JEFFERSON BL, AND OTHERS. (16 SIGNALS THAT ARE SYNCHED).	12/31/2018	12/31/2022	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SIGNAL DAMAGE REPAIR. UNDER CONSTRUCTION.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
DIAMOND BAR	LA0G1708	DIAMOND BAR BLVD FROM GOLDEN SPRINGS DRIVE TO PALOMINO DRIVE. RECONSTRUCT ASPHALT AND CONSTRUCT ENHANCED CROSSWALKS, PEDESTRIAN WALKWAYS, GREEN BICYCLE LANES, ADA RAMPS, AND BIOSWALES. UPGRADED GREEN BICYCLE LANES AND PEDESTRIAN PATHWAYS SPAN THE ENTIRE LENGTH OF THE PROJECT IN EACH DIRECTION. THE TOTAL LENGTH OF GREEN BICYCLE LANES AND PEDESTRIAN PATHWAYS ARE APPROXIMATELY 2,500 FEET EACH.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
DOWNEY	LAF7311	DOWNEY CITYWIDE TRANSIT PRIORITY SYSTEM PROGRAM : (1) SYNCHRONIZES TRAFFIC SIGNALS ALONG EXISTING TRANSIT ROUTES. (2) INSTALLS NEW FIBER OPTIC COMMUNICATION ALONG 5.5 MILES OF ARTERIAL STREETS TO CONNECT SIGNALS TO THE CENTRAL TRAFFIC MANAGEMENT CENTER. (3) INSTALLS AND INTEGRATES TRANSIT PRIORITY SYSTEM WITH THE TRAFFIC SIGNAL SYSTEM.	8/1/2024	8/1/2024	8/1/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
DOWNEY	LAF9525	THIS PROJECT IMPLEMENTS 17 MILES OF CLASS II BIKE LANES ON EIGHT ROADWAYS (SEVEN OF THEM WITH ROAD DIETS) PROVIDING ENHANCED ACCESS TO ACTIVITY CENTERS AND MULTI-MODAL ASSETS SUCH AS THE GREEN LINE AND BIKE PATHS.	12/1/2021	12/31/2022	3/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 IMPACT AND DATA COLLECTION. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
EL MONTE	LA0G1180	A 0.5 MILE CLASS III BIKE ROUTE WITH SHARROWS, A 0.7 MILE CLASS II GREEN-PAINTED BIKE LANE, AND A 2 MILE A CLASS II BIKE LANE WITH BUFFER PAVEMENT STENCILING. IMPROVEMENTS INCLUDES ROADWAY RESURFACING, HIGHLIGHTING, CROSSWALK IMPROVEMENTS, CAMERA INSTALLATION AT INTERSECTIONS, AND WAYFINDING SIGNAGE. THE PROJECT RUNS 3.2 MILES ALONG SANTA ANITA FROM ELLIOT AVENUE (SOUTH) TO WEST HONDO PARKWAY (NORTH).	12/30/2018	12/31/2022	12/31/2023	
EL MONTE	LATP21MPO101	CONSTRUCT 1.1 MILE CLASS IV TWO-WAY CYCLE TRACK WITH LANDSCAPE BUFFER; REMOVE EXISTING SPEED HUMPS; INSTALL MEDIAN CURB EXTENSIONS, HIGH-VISIBILITY CONTINENTAL CROSSWALKS, ADA IMPROVEMENTS, & SIGNAGE; ROADWAY NARROWING & STREET TREES TO CALM TRAFFIC.	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
EL SEGUNDO	LA9918809	EXISTING PAVEMENT SHOWS WIDESPREAD SIGNS OF DETERIORATION THROUGHOUT THE CORRIDOR WHICH CONSTITUTES A NEED FOR REHABILITATION. EXISTING CONDITIONS ON EL SEGUNDO BOULEVARD ARE MISSING ADA COMPLIANT CURB RAMPS, LARGER TRAFFIC SIGNAL POLES, DEDICATED BICYCLE FACILITIES INCLUDING BICYCLE DETECTION, AND ADEQUATE PEDESTRIAN CROSSINGS WHICH WILL BE ADDRESSED AT SPECIFIC LOCATIONS AS PART OF THE PROJECT. 12,000 LINEAR FEET OF BIKE LANES (CLASS II AND CLASS III) WILL BE INSTALLED.	11/15/2026	11/15/2026	11/15/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
FOOTHILL TRANSIT ZONE	LA0G1234	MT. SAN ANTONIO COLLEGE (MSAC) TRANSIT CENTER. THE TRANSIT CENTER INCLUDES 10 BUS BAYS, 2 CHARGERS FOR ELECTRIC BUSES, A TRANSIT STORE, LIGHTED SHELTERED WAIT AREAS, REAL-TIME BUS ARRIVAL KIOSKS, AND UPGRADED ADA AND PEDESTRIAN ACCESS.	12/31/2022	12/31/2022	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEW ADDITION OF A PEDSTRIAN BRIDGE. IN BID/ADVERTISE PHASE.
FOOTHILL TRANSIT ZONE	LA0G1501	CONSTRUCT BUS LAYOVER FACILITIES JOINTLY BY AVTA, LADOT & FOOTHILL TRANSIT	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
FOOTHILL TRANSIT ZONE	LA9918847	PROJECT WILL INSTALL AND UPGRADE BUS TRAFFIC SIGNAL PRIORITY AT KEY SEGMENTS ON COLORADO BOULEVARD CORRIDOR FOR SERVICE LINES 187. THE SIGNAL PRIORITY ON THIS CORRIDOR WILL IMPROVE THE COMMUNICATION BETWEEN THE BUS AND INTERSECTION EQUIPMENT TO HELP BUSES ALONG COLORADO BOULEVARD IMPROVE TRAVEL TIMES AND SCHEDULE PERFORMANCE.	12/31/2026	12/31/2026	12/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
GARDENA	LATR02020	IMPLEMENT TRANSIT SIGNAL PRIORITY FOR 8.4 MILES FROM THE HARBOR GATEWAY TRANSIT STATION TO 120TH STREET IN THE CITY OF GARDENA. ALSO IMPLEMENTING REAL TIME ARRIVAL INFORMATION THROUGH VARIETY OF MEDIA INCLUDING SMART PHONES, SMS TEXTS, CALL CENTERS, AND WEBSITE. COMPUTER AIDED DISPATCHING (CAD) SYSTEM AND AUTOMATED VEHICLE LOCATION (AVL) SYSTEM WILL ALSO BE IMPLEMENTED.	12/31/2021	12/31/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES CAUSED BY COVID-19. UNDER CONSTRUCTION.
GLENDALE	LA9918934	BROADWAY TRAFFIC SIGNAL MODIFICATIONS PROJECT INCLUDES MODIFICATIONS TO THE EXISTING SIGNAL SYSTEM ON BROADWAY FROM SAN FERNANDO RD TO CENTRAL AVE AT CENTRAL AVE., COLUMBUS AVE. AND GALLERIA WAY. THE PROJECT WILL HAVE 3 SIGNAL SYNCHRONIZATION LOCATIONS.	12/31/2025	12/31/2025	12/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
GLENDALE	LAF7709	GLENDALE REGIONAL BIKE PARKING NETWORK : PROVIDES 2 HIGH CAPACITY BIKE PARKING FACILITIES AND 20 WAYFINDING SIGNS FOR BICYCLE USERS WITHIN THE CITY OF GLENDALE, SPECIFICALLY GLENDALE LARRY ZARIAN TRANSPORTATION CENTER AND THE GLENDALE MARKETPLACE/PUBLIC LIBRARY.	12/1/2020	12/31/2022	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. UNDER CONSTRUCTION.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
HAWAIIAN GARDENS	LA9919050	TRAFFIC SIGNAL IMPROVEMENTS FOR UPGRADING SIGNAL HARDWARE AND SYNCHRONIZING EIGHT INTERSECTIONS ALONG CARSON STREET FROM PIONEER BOULEVARD TO BLOOMFIELD AVENUE. THE CITY OF HAWAIIAN GARDENS WILL COORDINATE THE PROJECT'S SCOPE AND TIMELINE WITH LAKEWOOD AND LONG BEACH FOR THE SHARED INTERSECTIONS. THE SYNCHRONIZATION OF SIGNALS WILL BE COMPLETED AT THE SAME TIME AND ALONG WITH THE CITY'S HSIP PROJECT. UTILIZING $10K OF TOLL CREDITS TO MATCH STP-L FUNDS IN FY23 IN CON. TOLL CREDITS USED.	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
HAWTHORNE	LA0G1547	WIDEN INTERSECTIONS, UPGRADE 6 TRAFFIC SIGNAL (INCLUDING ADA RAMPS WHERE SIGNAL UPGRADE IMPACTS ADJACENT RAMP), TURN LANE, STRIPING, UTILITIES, CONCRETE, ASPHALT, CURB, GUTTER, SIDEWALKS, DRIVEWAYS, RETAINING WALLS, AND RAISED MEDIANS. ROSECRANS AVENUE AT HAWTHORNE BOULEVARD ROSECRANS AVENUE AT INGLEWOOD AVENUE ROSECRANS AVENUE AT OCEAN GATE AVENUE ROSECRANS AVENUE AT HINDRY AVENUE ROSECRANS AVENUE AT ISIS AVENUE ROSECRANS AVENUE AT AVIATION BOULEVARD.	6/30/2022	6/30/2024	6/30/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
HAWTHORNE	LA0G1548	WIDEN INTERSECTIONS MODIFY AND UPGRADE FOUR TRAFFIC SIGNAL SYSTEM, TRAFFIC STRIPING, ADJUSTMENT OF UTILITIES, EXCAVATION AND REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT AND CONSTRUCTION OF CURB, GUTTER, SIDEWALKS, DRIVEWAYS AND ADA RAMPS. SIGNAL SYNCHRONIZATION AT: EL SEGUNDO BLVD AT RAMONA AVE. EL SEGUNDO BLVD. AT AVIATION AVE. EL SEGUNDO BLVD. AT ISIS AVE. EL SEGUNDO BLVD. AT VAN NESS AVE.	11/30/2022	11/30/2022	11/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 IMPACTS. IN BID/ADVERTISE PHASE.
HAWTHORNE	LA0G1546	IMPERIAL HWY SIGNAL IMPROVEMENTS AND INTERSECTION. PA/ED, PS&E, ROW, CONSTRUCTION. MODIFY AND UPGRADE 5 TRAFFIC SIGNAL, TRAFFIC STRIPING, UTILITIES, EXCAVATION, REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT AND CONSTRUCTION OF CURB, GUTTER, SIDEWALKS AND DRIVEWAYS. SIGNAL SYNCHRONIZATION AT: IMPERIAL HIGHWAY AT PRAIRIE AVENUE, IMPERIAL HIGHWAY AT FREEMAN AVENUE, IMPERIAL HIGHWAY AT HAWTHORNE BOULEVARD, IMPERIAL HIGHWAY AT RAMONA AVENUE, IMPERIAL HIGHWAY AT INGLEWOOD AVENUE.	6/20/2022	6/20/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 IMPACTS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
HAWTHORNE	LAF9102	5 INTERSECTION LOCATIONS; SIGNAL IMPROVEMENT INCLUDE UPGRADE TRAFFIC SIGNAL CONTROLLER AND CABINET ENABLING, REWIRING OF THE SIGNALIZED INTERSECTION TO ENSURE COMMUNICATION BETWEEN SIGNAL EQUIPMENT; UPGRADE PEDESTRIAN SIGNALS TO COUNT DOWN TYPE AND PUSH BUTTONS, INSTALL BATTERY BACKUP SYSTEM TO MINIMIZE DISRUPTION OF TRAFFIC DURING POWER OUTAGE NEW VEHICLE DETECTION INCLUDING BICYCLE LOOPS/SENSORS; NEW BIKE LANE WILL BE ONE MILE (EACH WAY).	10/18/2021	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
HUNTINGTON PARK	LA0G1669	THIS PROJECT WILL INCLUDE NEW SIGNAL POLES, CONDUIT, WIRING, CONTROLLER CABINETS AND VIDEO DETECTION (NOT CCTV). THE IMPROVEMENT LOCATIONS INCLUDE SLAUSON AVE AT ALAMEDA ST, SLAUSON AVE AT SANTA FE AVE, SLAUSON AVE AT MILES AVE/SOTO ST, SLAUSON AVE AT BOYLE AVE/STATE ST, SLAUSON AVE AT DOWNEY RD/MALBURG WAY. SIX NEW (6) SIGNAL SYNC INTERSECTIONS ON SLAUSON AT ALAMEDA, SANTA FE, PACIFIC, MILES, BICKETT, AND STATE.	2/1/2023	2/1/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 IMPACTS ON SUPPLY CHAIN. IN BID/ADVERTISE PHASE.
INGLEWOOD	LAF9307	CITY OF INGLEWOOD ITS PHASE VI PROJECT: 5,280 FEET OF FIBER OPTIC ALONG PINCAY DRIVE; REPLACE 170 CONTROLLERS WITH TYPE 2070 CONTROLLERS AT TWELVE INTERSECTIONS; TRAFFIC SIGNAL SYNCHRONIZATION ALONG PINCAY DRIVE BETWEEN PRAIRIE AND CRENSHAW; INSTALL CHANGEABLE MESSAGE SIGN AT CENTURY/PRAIRIE; AND MODERNIZING CITY HALL TMC TO PROVIDE ADAPTIVE TRAFFIC CONTROL AND MEET CURRENT STANDARDS.	6/30/2022	12/31/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 IMPACTS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
INGLEWOOD	LAF7319	INGLEWOOD ITS - PHASE V: (1) DESIGNS AND CONSTRUCTS COMPUTERIZED TRAFFIC CONTROL AND MONITORING SYSTEMS. (2) EXPANDS CENTRAL TRAFFIC CONTROL AND ADVANCE TRAFFIC MANAGEMENT AT 39 INTERSEECTIONS (3) IMPROVES 6.13 MILES OF FIBER OPTIC COMMUNICATIONS, (4) EXPANDS CLOSED CIRCUIT TELEVISION CAMERAS (CCTV) AT 10 INTERSECTIONS, (5) INSTALLS CHANGEABLE MESSAGE SIGNS (CMS) AT 2 INTERSECTIONS, AND (6) INSTALLS EW COMMUNICATION HUBS AT 3 INTERSECTIONS. NO SIGNAL SYNC.	3/30/2019	12/31/2022	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 IMPACTS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LA CANADA-FLINTRIDGE	LAF5522	FOOTHILL BLVD. LINK BIKEWAY & PEDESTRIAN GREENBELT PROJECT, BRIGGS AVE. TO ALTA CANYADA RD, CONSTRUCT 1.5 MILES OF CLASS II BIKE LANES, BIKE AND BUS FACILITIES, RAISED MEDIAN AND 0.5 MILES OF PEDESTRIAN BELTWAY WITH LIGHTING AND HARDSCAPE.	12/31/2020	12/31/2022	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO TWO ROUNDS OF BIDDING. UNDER CONSTRUCTION.
LAKEWOOD	LA0G1262	LAKEWOOD BL REGIONAL CORRIDOR CAPACITY ENHANCEMENT PROJECT (DEL AMO BL TO NORTH CITY LIMIT) - CLASS II BIKE LANES (1.9 MILE) IN EACH DIRECTION, NEW SIDEWALK, STREET RESURFACING, ADA & STORMWATER COMPLIANCE, TRAFFIC SIGNAL MODIFICATIONS, DROUGHT RESISTANT LANDSCAPING & IRRIGATION, SIGNING & STRIPING, AND UTILITY UNDERGROUNDING WITHIN THE EXISTING CITY RIGHT OF WAY.	12/31/2019	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LANCASTER	LA0G928	SR-138 (SR-14) AVENUE J INTERCHANGE. PROJECT WILL INCLUDE NEW NORTHBOUND OFF-RAMP AND SOUTHBOUND ON-RAMP, MAINLINE IMPROVEMENTS TO ACCOMMODATE RAMP MODIFICATIONS, IMPROVEMENTS TO AVENUE J BETWEEN 15TH STREET WEST AND 25TH STREET WEST AND TRAFFIC SIGNAL IMPROVEMENTS. PROJECT WILL REDUCE THROUGH LANES ON AVENUE J FROM 3 LANES TO 2 LANES IN EACH DIRECTION BETWEEN 25TH STREET WEST AND 15TH STREET WEST TO PROVIDE BIKE LANES AND WIDER SIDEWALKS.	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN BID/ADVERTISE PHASE.
LANCASTER	LA0G931	SR-138 (SR-14) AVENUE M INTERCHANGE. PROJECT WILL WIDEN AVENUE M FROM 10TH STREET TO 20TH STREET WEST TO PROVIDE A CENTER TURN-LANE, BIKE LANES AND SIDEWALKS. THE PROJECT INCLUDES GEOMETRIC CHANGES TO THE SR-138 (SR-14) RAMPS, INTERSECTION CONTROLS, AND BIKE AND PEDESTRIAN IMPROVEMENTS FROM WEST OF 20TH STREET WEST TO 10TH STREET WEST.	12/31/2026	12/31/2026	12/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ROW/ACQUISITION.
LAWNDALE	LAF7500	HAWTHORNE BOULEVARD CLASS II BICYCLE LANES: (1) INSTALLS 1.0 MILE OF CLASS 2 BIKE LANES ON HAWTHORNE BLVD FOR BOTH DIRECTIONS. (2) PROVIDES BICYCLE PARKING.	10/31/2019	6/30/2024	6/30/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA0G1762	EXPANSION OF FLEET TO TAKE OVER A PORTION OF THE METRO ROUTE 130 WITH UP TO (11) BATTERY ELECTRIC BUSES (30'/35'40'). 5307 FUNDS WERE AWARDED BY BOS UNDER THE DISCRETIONARY 15% SUBALLOCATION. FEDERAL FUNDING FOR FY19 IS $1.887M AND FY20 IS $1.548M. ADDING AN ADDITIONAL (7) BUSES FOR A TOTAL OF (11) TO THE TIP. UTILIZING TDC IN FY23 FOR $901K TO MATCH 5307 FUNDS. TRANSIT DEVELOPMENT CREDITS USED.	12/31/2025	12/31/2025	12/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN BID/ADVERTISE PHASE.
LONG BEACH	LAF7316	UPGRADES TRAFFIC SIGNALS ALONG ARTESIA BL BETWEEN LONG BEACH BL AND DOWNEY AV TO CONNECT WITH ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS), INSTALLS CCTV AND CMS ON ARTESIA BL, INSTALLS FIBER OPTIC CABLE AND DEVICES TO CONNECT SIGNALS TO EACH OTHER AND TRAFFIC MANAGEMENT CENTER (TMC), NEW TRAFFIC SIGNALS IN SHARED JURISDICTIONS WITH COMPTON ON THE WEST END AND BELLFLOWER ON THE EAST END, INSTALL 3.5 MILES OF CLASS IV BIKEWAYS IN BOTH DIRECTIONS, AND PEDESTRIAN IMPROVEMENTS.	12/31/2021	12/31/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PERMITTING DELAY. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LONG BEACH	LAF9314	THE PROJECT CONSISTS OF SIGNAL ENHANCEMENTS THAT WILL INCLUDE SYNCHRONIZATION AND COMMUNICATIONS. ALSO ARE INCLUDED ARE BICYCLE AND PEDESTRIAN IMPROVEMENTS AND INCLUSION OF THE CORRIDOR INTO AN ADAPTIVE TRAFFIC CONTROL SYSTEM	12/31/2022	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LONG BEACH	LATP21F103	TRANSFORM PACIFIC AVENUE FROM OCEAN BLVD TO PCH INTO A COMPLETE STREETS BEST PRACTICES CORRIDOR BY UPGRADING 1.6 MILES OF CLASS III ROUTE TO CLASS IV CURB-PROTECTED BIKE LANES, PROTECTED INTERSECTIONS, AND CURB EXTENSIONS. NON-INFRASTRUCTURE ELEMENTS INCLUDE PEDESTRIAN SAFETY EDUCATION, TARGETED MESSAGING, AND INTERACTIVE ACTIVITIES THAT MODEL DESIRED SAFETY BEHAVIORS.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP.
LONG BEACH	LAF7204	(1) REALIGNS PIER B ST. BETWEEN PICO AVE. AND ANAHEIM WAY AND WIDENS INTO 2 LANES IN EACH DIRECTION TO IMPROVE GOODS MOVEMENT MOBILITY AND ENHANCE PEDESTRIAN TRAVEL THROUGH THE ADDITION OF STREET LIGHTING AND SIGNAGE. (2) REALIGNS PICO AVE. TO THE WEST FROM PIER B ST./I-710 RAMPS TO PIER D ST. (3) CONSTRUCTS AND REPLACES 7,250 FEET OF SIDEWALK ON THE SOUTH SIDE OF PIER B ST. AND ALONG THE WEST SIDE OF PICO AVE. (4) CLOSE THE AT-GRADE RAILROAD CROSSING AT 9TH STREET.	5/1/2028	5/1/2028	5/1/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LONG BEACH	LAF9130	ESTABLISHING A GREAT STREET (OR MULTIMODAL CORRIDOR) IN LONG BEACH - IMPLEMENTING THE CITY'S STREET PRIORITIZATION FRAMEWORK. IMPROVEMENT INCLUDES ROUND-ABOUT, BUS SHELTER UPGRADE, BULB-OUT, ENHANCED CROSSING, AND CLASS II BIKE LANE (3 MILES)	5/1/2024	5/1/2024	5/1/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES, CITY OF	LAF3171	DE SOTO AVE WIDENING: RONALD REAGAN FWY TO DEVONSHIRE ST. MINOR WIDENING OF DE SOTO AVE FR SR-118 TO DEVONSHIRE ST TO PROVIDE UNIFORM RODWAY WIDTH IN EACH DIRECTION AS WELL AS INSTALLING 10' SIDEWALK, CURB AND GUTTER. SIDEWALK IS 1.1 MILES, 90% OF THE SIDEWALKS ALONG THE PROJECT LIMITS WILL BE NEW.	12/1/2015	6/30/2021	PROJECT CANCEL	PROJECT CANCEL. TO INITIATE TCM SUBSTITUTION.
LOS ANGELES, CITY OF	LAF9422	LADOT WILL PROCURE SEVEN (7) 30-FT ELECTRIC CLEAN FUEL VEHICLES TO REDUCE HEADWAYS ON SIX SELECTED DASH ROUTES	4/30/2022	6/30/2023	4/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 IMPACTS ON SUPPLY CHAIN. UNDER CONTRUCTION.
LOS ANGELES, CITY OF	LA0G901	HISTORIC LOS ANGELES STREETCAR	6/30/2017	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES, CITY OF	LAF5525	TO DESIGN AND CONSTRUCT CURB-SIDE BICYCLE PARKING (BICYCLE CORRAL) THAT WILL SERVE EACH COUNCIL DISTRICT. THE PROJECT REQUIRES SURFACE MODIFICATIONS TO CURBSIDE PARKING AREAS FOR INSTALLING AT LEAST 150 BIKE RACKS.	1/1/2018	6/30/2024	6/30/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LA0G1566	PURCHASE OF UP TO 120 ELECTRIC 30' TO 35' BUSES FOR THE DASH PROGRAM EXPANSION	9/26/2022	9/26/2024	9/26/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES, CITY OF	LATP17S005	THE CITY OF LOS ANGELES WILL BE IMPLEMENTING COMPLETE STREET TREATMENTS TO IMPROVE JEFFERSON BOULEVARD BETWEEN VERMONT AVENUE AND WESTERN AVENUE, WHICH INCLUDES BUFFERED CLASS II (0.35 MI) AND CLASS IV (0.65 MI) BICYCLE FACILITIES, CURB EXTENSIONS, PEDESTRIAN REFUGE AREAS, PATH IMPROVEMENTS, PEDESTRIAN LIGHTING, AND ADDITIONAL SHADE TREES WITH ROAD DIET FROM 4 TO 2 LANES (1 MILE).	5/15/2023	5/15/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DELAYS IN APPROVING CONTRACT AND DIFFEREING SITE CONDITIONS. CITY HAS AUTHORIZED PEAK HOUR EXEMPTION TO ALLOW CONTRACTOR TO WORK AND EXPERDITE CONSTRUCTION PHASE. UNDER CONSTRUCTION.
LOS ANGELES, CITY OF	LATP17M014	ARTS DISTRICT PEDESTRIAN & CYCLIST SAFETY PROJECT. THE PROJECT WILL ESTABLISH CRITICAL PEDESTRIAN AND CYCLIST CONNECTIONS TO AND WITHIN THE ARTS DISTRICT IN DOWNTOWN LOS ANGELES WHICH IS A HISTORIC INDUSTRIAL NEIGHBORHOOD WITH A COMPLEX STREET SYSTEM THAT CHALLENGES THE MOBILITY OF ALL USERS WHETHER THEY ARE ON FOOT, ON A BIKE OR IN A VEHICLE. UTILIZING TOLL CREDITS TO MATCH ATP FUNDS.	4/26/2022	6/30/2024	6/30/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LA0G1380	PURCHASE OF 170 SOLAR-POWERED, REAL-TIME BUS ARRIVAL INFORMATION SIGNS FOR BUS STOP IMPROVEMENT IN THE LOS ANGELES PROMISE ZONE	1/31/2020	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN CONTRACT/PROJECT AWARD PHASE.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES, CITY OF	LATP16S006	BOYLE HEIGHTS PEDESTRIAN LINKAGES. PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS INCLUDING SIDEWALK REPAIRS, 3,400 LINEAR FEET OF NEW SIDEWALK, AND INSTALLATION OF PEDESTRIAN LIGHTING, CONTINENTAL CROSSWALKS, AND CURB RAMPS TO IMPROVE CONNECTIVITY WITHIN COMMUNITY AND TO 6TH STREET VIADUCT REPLACEMENT PROJECT. UTILIZING TOLL CREDITS.	6/1/2020	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LAF9527	PROJECT WILL CONSTRUCT A 3.1 MILE CYCLETRACK ALONG CHANDLER BOULEVARD, CONNECTIN THE CHANDLER AND ORANGE LINE BIKE PATHS AND BRIDGING A GAP IN THE LOW-STRESS BICYCLE NETWORK	1/1/2023	1/1/2023	1/1/2023	IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LATP19M014	SAFETY AND MOBILITY IMPROVEMENTS ALONG 2.8 MILE STRETCH OF BROADWAY (MANCHESTER AVE TO IMPERIAL HWY) AND MANCHESTER AVE (VERMONT AVE TO BROADWAY). INCLUDES A SEPARATED 4-MILE CLASS IV CYCLE TRACK), SIDEWALK AND CROSSING IMPROVEMENTS, SIGNAL UPGRADES, CENTER MEDIAN REFUGE ISLAND MODS, AND OTHER IMPROVEMENTS TO SLOW SPEEDING VEHICLES & INCREASE PEDESTRIAN/BICYCLIST SAFETY, PLUS PEDESTRIAN LIGHTING, STREET TREES, & PEDESTRIAN/BICYCLIST AMENITIES, SUCH AS BENCHES, BIKE RACKS, AND TRASH RECEPTACLES.	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES, CITY OF	LAF7814	LADOT STREETS FOR PEOPLE: TRANSIT CORRIDOR PARKLETS AND PLAZAS: INSTALLS 12 PARKLETS AND 3 PLAZAS. THE LIMITS OF THE PARKLETS WILL BE EQUAL TO TWO CURBSIDE PARKING SPACES (APPRX. 40X 6). THE PLAZA LIMIT VARIES RANGING FROM 2,000 TO 6,000 SF.	12/31/2021	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES, CITY OF	LA0G1349	PURCHASE 35 ALTERNATIVE-FUEL 30-FOOT BUSES TO EXPAND DASH FLEET AND INCREASE SERVICE HOURS AND HEADWAYS.	12/31/2022	12/31/2022	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELEY DUE TO COVID-19 IMPACTS ON MANUFACTURER. UNDER CONSTRUCTION.
LOS ANGELES, CITY OF	LARE1701A	IMPLEMENTING DYNAMIC CORRIDOR RAMP METERING SYSTEM (DCRMS) IN I-405 SEPULVEDA PASS CORRIDOR (INTERSTATE 405 FROM I-10 TO SR101), A SYSTEM-WIDE ADAPTIVE RAMP METERING STRATEGY WHICH SIMULTANEOUSLY COORDINATES WITH ARTERIAL TRAFFIC SIGNAL OPERATION. THE SYSTEM WILL DYNAMICALLY ADJUST TRAFFIC ACCORDING TO CURRENT CAPACITY RESTRICTIONS CAUSED BY INCIDENTS OR RECURRENT CONGESTION. IMPROVE TRAFFIC MOVEMENT AND ACCESS TO FREEWAY AND MAJOR ARTERIAL INCLUDING TRANSIT OPERATION.	12/31/2022	12/31/2022	12/31/2022	OBSTACLES ARE BEING OVERCOME. PROJECT IS SET TO BE COMPLETED IN JUNE 2023.
LOS ANGELES, CITY OF	LATP19M013	DESIGN AND CONSTRUCTION OF 2.93 MILES OF GREENWAY GAP CLOSURE ALONG THE BANKS OF THE LA RIVER, AND ADJACENT ON-STREET NETWORK OF BICYCLE AND PEDESTRIAN IMPROVEMENTS	9/30/2026	9/30/2026	9/30/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES, CITY OF	LAMIP107	TRANSIT INFRASTRUCTURE IMPROVEMENTS INCLUDE THE PROCUREMENT AND INSTALLATION OR REAL-TIME ARRIVAL SOLAR-POWERED BUS SIGNS AT EACH BUS STOP ON THE DASH HIGHLAND PARK/EAGLE ROCK ROUTE. USING TDC IN FY22/23 FOR $194K TO MATCH CMAQ IN CON.	12/31/2026	12/31/2026	12/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN CONTRACT/PROJECT AWARD PHASE.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES, CITY OF	LAF3644	BROADWAY HISTORIC THEATER DISTRICT PEDESTRIAN IMPROVEMENTS 4TH-6TH STREETS. THE PROJECT WILL IMPROVE PEDESTRIAN SAFETY BY INSTALLING CURB EXTENSIONS, WIDENING SIDEWALKS, IMPROVING PEDESTRIAN LIGHTING, ENHANCING CROSSWALKS, AND PROVIDE PEDESTRIAN AMENITIES; BENCHES, STREET TREES, LANDSCAPED BUFFERS FROM TRAFFIC AND 10 BIKE RACKS.	11/2/2022	6/30/2023	11/19/2025	OBSTACLES ARE BEING OVERCOME. DELEY DUE TO COVID-19 IMPACTS. IN BID/ADVERTISE PHASE.
LOS ANGELES, CITY OF	LAE3764	SEPULVEDA BOULEVARD CLOSED-CIRCUIT TELEVISION TRAFFIC SIGNAL IMPROVEMENT SIGNAL SYNC	4/30/2025	4/30/2025	4/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LA0C53	HOLLYWOOD INTERMODAL TRANSPORTATION AND PUBLIC PARKING CENTER ON HAWTHORNE AVE. BETWEEN HIGHLAND AVENUE AND NORTH ORANGE DRIVE (EXIST 500 SP PARK STRUCTURE).TCRP#49.2	10/1/2020	10/1/2020	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELEY DUE TO CHANGES IN MANAGEMENT. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES, CITY OF	LAF7123	MAGNOLIA BOULEVARD WIDENING (NORTH SIDE) - CAHUENGA BOULEVARD TO VINELAND : INSTEAD OF WIDENING, IT RESCOPED TO INCLUDE PEDESTRIAN AND SAFETY-RELATED IMPROVEMENTS SUCH AS CURB EXTENSIONS WHERE APPROPRIATE, ENHANCED LEFT TURN PROTECTION AT SELECT LOCATIONS, TREES, ADDITIONAL SAFER CROSSINGS WITH THE INTRODUCTION OF PEDESTRIAN HYBRID BEACONS, SIDEWALK REPAIRS, ADA-COMPLIANT ACCESS RAMPS, SPEED TABLES, STORM DRAIN EXTENSION, AND ADDITIONAL CATCH BASINS.	10/1/2023	10/1/2023	10/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES, CITY OF	LAF3647	MENLO AVE/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS. IMPROVE PEDESTRIAN ACCESS TO THE NEW EXPO STATION ON VERMONT AVE BY INSTALLING SIDEWALKS, LANDSCAPING, AND LIGHTING ALONG MENLO AVE. AND MLK JR. BLVD. PLUS A MEDIAN ON MLK BLVD.	6/30/2020	6/30/2024	6/30/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES COUNTY	LAF3308	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCH, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS ON REGIONAL ARTERIALS. APROX. 183 SIGNALS TOTAL.	6/30/2016	6/30/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELEY DUE TO CHANGES TO SCOPE OF WORK AND DELAYS IN REVIEWS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Los Angeles County: Continued

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES COUNTY	LAF9511	SOUTH WHITTIER COMMUNITY BIKEWAY ACCESS IMPROVEMENTS: CONSTRUCTION OF 3.1 MILES OF CLASS II AND 1.8 MILES OF CLASS III BIKE FACILITIES IN THE UNINCORPORATED COUNTY AREA OF SOUTH WHITTIER ALONG WITH VARIOUS PEDESTRIAN INTERSECTION IMPROVEMENTS.	6/30/2022	6/30/2024	6/30/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES COUNTY	LAF7310	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT: PROJECT AREA IS NORMANDIE AV BETWEEN 92ND ST AND EL SEGUNDO BL, MANHATTAN BEACH BL BETWEEN MANHATTAN AV AND VAN NESS AV, AND HAWTHORNE BL BETWEEN IMPERIAL HIGHWAY AND MANHATTAN BEACH BL. PROJECT SCOPE INCLUDES (1) SYNCHRONIZATION AND RETIMING TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS, CHANGEABLE MESSAGE SIGNS. (2) UPGRADE TRAFFIC SIGNAL OPERATIONS TO BE CAPABLE OF TIME-BASED COORDINATION.	6/30/2021	6/30/2023	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELEY DUE TO STAFF SHORTAGE AND MORE INTERNAL NEW REQUIREMENTS. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES COUNTY	LAF7307	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT: IMPLEMENTS ITS ENHANCEMENTS INCLUDING SYNCHRONIZATION AND RETIMING OF TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS, AND CHANGEABLE MESSAGE SIGNS TO EXPAND ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS).	6/30/2021	6/30/2023	6/30/2024	OBSTACLES ARE BEING OVERCOME. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES COUNTY	LAF7306	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT: (1) TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS FOR 28 INTERSECTIONS ALONG FOOTHILL BL BETWEEN LOWELL AV AND CROWN AV. (2) INSTALLS TWO (2) CLOSED CIRCUIT TELEVISION (CCTV) CAMERAS AND WIRELESS NETWORK COMMUNICATIONS INFRASTRUCTURE WHICH WILL PROVIDE FOR EXPANSION OF ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) ALONG FOOTHILL BL.	6/30/2021	6/30/2023	6/30/2024	OBSTACLES ARE BEING OVERCOME. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES COUNTY	LATR02018	THE WHITTIER BOULEVARD TRANSIT SIGNAL PRIORITY PROJECT (PROJECT) INCLUDES THE DEPLOYMENT OF ITS INFRASTRUCTURE TO ENHANCE ARTERIAL OPERATIONS AND MONITORING IN EAST LOS ANGELES. WIRELESS COMMUNICATIONS AND UPGRADED CONTROLLER EQUIPMENT WILL BE DEPLOYED ALONG A CRITICAL SEGMENT OF WHITTER BLVD. THAT SERVES METRO RAPID LINE 720 AND PROVIDES PARALLEL CAPACITY TO THE 1-10 EXPRESSLANES.	12/31/2020	6/30/2023	6/30/2024	OBSTACLES ARE BEING OVERCOME. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES COUNTY	LAF7305	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDOR PROJECT: DESIGNS AND CONSTRUCTS ITS IMPROVEMENTS ALONG NORWALK BL, SAN ANTONIO DR, PIONEER BL BETWEEN BEVERLY BL AND CARSON ST INCLUDING SYNCHRONIZATION AND RETIMING OF TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS (UPTO 14 CCTVS), AND CHANGEABLE MESSAGE SIGNS.	6/30/2021	6/30/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES COUNTY	LA0G1291	HUNTINGTON DR - SAN GABRIEL BL TO 132' W/O MICHILLINDA AVE: CONSTRUCT APPROX. 7200FT BUFFERED CLASS II BIKE LANES, UPGRADE CURBS & SIDEWALKS TO MEET STANDARDS. ADD PEDESTRIAN ACCESS THROUGH THE MEDIAN @S SAN GABRIEL. ADD DROUGHT TOLERANT LANDSCAPING/HARDSCAPE INSIDE MEDIAN. INSTALL NEW TRAFFIC SIGNAL AT HUNTINGTON DR & MADRE ST/MUSCATEL AV WHICH MAY REQUIRE TREE REMOVAL.	9/30/2022	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN BID/ADVERSIE PHASE
LOS ANGELES COUNTY	LAF9303	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT. THIS PROJECT INCLUDES TRAFFIC SIGNAL SYNCHRONIZATION ON CRENSHAW BOULEVARD BETWEEN 120TH STREET AND ROSECRANS AVENUE AND DEL AMO BOULEVARD BETWEEN AVALON BOULEVARD AND SUSANA ROAD (APPROX. 15+ SIGNALS) AND ALSO INCLUDES SYSTEMWIDE COORDINATION TIMING, OPERATIONAL IMPROVEMENTS AND ITS.	6/30/2027	6/30/2027	6/30/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E). IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES COUNTY	LAF7508	VINCENT COMMUNITY BIKEWAYS. INSTALL 2 MILES OF BIKE PATHS ALONG THE BIG DALTON WASH BETWEEN IRWINDALE AVE AND LARK ELLEN AVE AND BETWEEN ARROW HWY AND CITRUS AVE, AND 1.3 MILES OF BIKE LANES AND 1.4 MILES OF BIKE ROUTES TO CONNECT TO THE EXISTING AND PROPOSED BIKEWAYS IN THE SURROUNDING AREAS.	6/1/2021	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES COUNTY	LAF7308	EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT: (1) SYNCHRONIZES TRAFFIC SIGNALS AND IMPLEMENTS UPGRADES AT 13 SIGNALIZED INTERSECTIONS ALONG 3.5 MILE SEGMENT OF EASTERN AV. BETWEEN MEDFORD ST AND OLYMPIC BLVD. (2) INSTALLS FIBER OPTIC COMMUNICATIONS ALONG CESAR CHAVEZ AV, RAMONA BL, AND ATLANTIC BL TO CONNECT TRAFFIC SIGNALS TO LADPW ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS).	4/30/2021	6/30/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH UTILITY COMPANIES. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES COUNTY	LAF9304	THE DESIGN AND CONSTRUCTION OF TRAFFIC SIGNAL SYNCHRONIZATION AND INTELLIGENT TRANSPORTATION SYSTEM IMPROVEMENTS AND INSTALLATION OF PERFORMANCE MEASUREMENT DEVICES IN THE GATEWAY CITIES AREA. THERE ARE 39 INTERSECTIONS IN THE TSSP ROUTE.	6/30/2027	6/30/2027	6/30/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF7610	AVIATION /LAX GREEN LINE STATION COMMUNITY LINKAGES.THE PROJECT INCLUDES IMPROVEMENTS ON CORRIDORS NEAR THE METRO AVIATION/LAX STATION INCLUDING PEDESTRIAN AND BICYCLE FACILITIES, WAYFINDING SIGNS, LANDSCAPING AND TRAFFIC CALMING. AN APPROXIMATE TOTAL OF 2 MILES OF BIKEWAY AND 2.5 MILES OF UPGRADED PEDESTRIAN FACILITIES WILL BE IMPLEMENTED.	6/1/2021	6/1/2021	PROJECT CANCEL	TO INITIATE TCM SUBSTITUTION.
LOS ANGELES COUNTY	LAF9504	E. PASADENA & E. SAN GABRIEL BIKEWAY ACCESS IMPROVEMENTS: INSTALL APPROXIMATELY 4.8 MILES OF BIKE LANES AND ENHANCED BIKE ROUTES IN THE EAST PASADENA AND EAST SAN GABRIEL COMUNITIES	12/31/2022	12/31/2022	12/31/2022	IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES COUNTY	LAF7700	WILLOWBROOK INTERACTIVE INFORMATION KIOSKS : PROVIDES INFORMATION TO PUBLIC TRANSIT USERS BY INSTALLING 3 INTERACTIVE KIOSKS DISPLAYING TRANSIT, NEIGHBORHOOD, AND CULTURAL INFORMATION. THE PROJECT WILL SERVE THE WILLOWBROOK AREA AT MARTIN LUTHER KING JR. HOSPITAL, KENNETH HAHN PLAZA, AND THE METRO WILLOWBROOK/ROSA PARKS BLUE AND GREEN LINE STATION.	6/30/2022	6/30/2024	6/30/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES COUNTY	LA0G1486	THE PROJECT CONSISTS OF DESIGN AND CONSTRUCTION OF 1.86 MILES OF CLASS I BIKE PATH ALONG PUENTE CREEK AND 0.37 MILES OF ENHANCED CLASS III BIKE ROUTE ALONG RIMGROVE AND WITZMAN DRIVE ADJACENT TO THE RIMGROVE COUNTY PARK. THE NON-INFRASTRUCTURE PORTION OF THE PROJECT INCLUDES BICYCLE AND PEDESTRIAN SAFETY EDUCATION AND ENCOURAGEMENT TRAINING WORKSHOPS AND RODEOS TO STUDENTS AT 3 ELEMENTARY, 1 MIDDLE, AND 1 HIGH SCHOOL LOCATED NEAR THE PROPOSED BIKEWAY.	6/30/2023	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LATP17M026	INSTALL NEW RAISED BIKE LANES AND SIDEWALKS ON AN EXISTING 4-LANE, 0.8-MILE ROADWAY SEGMENT OF TEMPLE AVENUE, BETWEEN THE CITIES OF WALNUT AND POMONA. THIS GAP CLOSURE PROJECT WILL CONNECT BIKE AND PEDESTRIAN FACILITIES, TWO LARGE COLLEGES AND EMPLOYERS IN TO ADJACENT CITIES. SIDEWALK AND BIKE LANE ARE BOTH 0.8 MILES.	3/16/2022	3/16/2022	3/16/2022	PROJECT CANCEL. TO INITIATE INFORMAL TCM REPLACEMENT VIA FINAL CONNECT SOCAL 2024 OR 2025 FTIP.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES COUNTY	LATP17M025	INSTALL A 1.6 MILE LONG AND 17-FOOT WIDE WALKWAY ADJACENT TO EXISTING MARVIN BRAUDE BIKE TRAIL TO CLOSE THE GAP BETWEEN THE EXISTING WALKWAYS CONNECTING PACIFIC PALISADES AND THE CITY OF SANTA MONICA. THIS WILL INCREASE SAFETY FOR CYCLISTS/PEDESTRIANS WHICH WILL INCREASE USAGE AND PHYSICAL ACTIVITY OPPORTUNITIES.	12/31/2021	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF9302	THE DESIGN AND CONSTRUCTION OF TRAFFIC SIGNAL SYNCHRONIZATION AND INTELLIGENT TRANSPORTATION SYSTEM IMPROVEMENTS AND INSTALLATION OF PERFORMANCE MEASUREMENT DEVICES IN THE SAN GABRIEL VALLEY AREA.	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LA9918952	THIS PROJECT INVOLVES SYNCHRONIZING THE TRAFFIC SIGNALS AT THE 35 INTERSECTIONS ON AVALON BOULEVARD BETWEEN 126TH STREET AND SEPULVEDA BOULEVARD. THE ATTACHED MAP IS MISSING THE TWO I-405 FREEWAY RAMPS, CARSON STREET, AND WATSON CENTER RD/228TH.	3/31/2024	3/31/2024	3/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LA0D465	COLIMA ROAD-CITY OF WHITTIER LIMITS TO FULLERTON ROAD, FOR A TOTAL DISTANCE OF 4.9 MILES. THE PROJECT WILL WIDEN COLIMA RD BY UP TO SIX FEET AT SPOT LOCATIONS AND RESTRIPE TO ACCOMMODATE THREE THROUGH LANES IN EACH DIRECTION. A CLASS II BIKEWAY FROM THE CITY OF WHITTIER WILL BE EXTENDED TO LARKVANE RD, A DISTANCE OF 1.2 MILES, AND BUS PADS WILL BE REPLACED. INCLUDES MEDIAN LANDSCAPING.	12/15/2020	6/30/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES COUNTY	LAF5316	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - SYSTEMWIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS IN SOUTH BAY REGION. 25 SIGNALS SYSTEM WIDE. ADDITIONALLY, THIS PROJECT WILL INSTALL ANY WARRANTED AND FEASIBLE ROADWAY IMPROVEMENTS ALONG THE ROUTES TO IMPROVE OVERALL PROGRESSION.	6/30/2019	6/30/2023	6/30/2024	OBSTACLES ARE BEING OVERCOME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF5315	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. THIS PROJECT INCLUDES 6 INTERSECTIONS AT MYRTLE AV/PECK RD BETWEEN HUNTINGTON DR AND CLARK ST AND PROVIDES FOR SYSTEM WIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS. (APROX. 20+ SIGNALS)	6/30/2019	6/30/2023	6/30/2024	OBSTACLES ARE BEING OVERCOME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF1321	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS. SYNCHRONIZES 83 CONSECUTIVE INTERSECTIONS.	10/1/2015	6/30/2023	6/30/2023	OBSTACLES ARE BEING OVERCOME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF1312	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION AND INTERSECTION OPERATIONAL IMPROVEMENTS ON REGIONAL ARTERIALS IN THE GATEWAY CITIES REGION. INCLUDES 86 CONSECUTIVE INTERSECTIONS.	10/1/2020	6/30/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES COUNTY	LAF1311	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSP. SYSTEM COMPONENTS ON REGIONAL ARTERIALS. SYNCHRONIZES 50 CONSECUTIVE INTERSECTIONS.	10/1/2020	6/30/2023	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH LOCAL CITIES. IN BID/ADVERTISE PHASE.
LOS ANGELES COUNTY	LAF5310	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP. IMPLEMENTION OF A TRAFFIC SIGNAL SYNCHRONIZATION PROJECT (TSSP) ON RAMONA BL/BADILLO ST/COVINA BL FROM SANTA ANITA AV TO THE 57 FREEWAY. A BUS SIGNAL PRIORITY (BSP) PROJECT WILL BE IMPLEMENTED ON RAMONA BL/BADILLO ST FROM TYLER AV TO GRAND AV TO GIVE TRANSIT PRIORITY FOR FOOTHILL TRANSIT OPERATIONS (APROX. 48 SIGNAL LOCATIONS)	6/30/2019	6/30/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH LOCAL CITIES AND UTILITY COMPANIES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF3310	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, OPERATIONAL IMPROVEMENTS & ITS COMPONENTS ON ARTERIALS IN THE SOUTH BAY AREA OF LA COUNTY. (APROX 40+ SIGNALS)	6/30/2016	6/30/2023	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEW DESIGN REQUESTS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES COUNTY	LAF3309	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJ, PHASE VI. DESIGN AND CONSTRUCT MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS & ITS COMPONENTS ON REGIONAL ARTERIALS IN GATEWAY CITES AREA. (APROX. 126 SIGNALS)	6/30/2016	6/30/2023	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH LOCAL CITIES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LA0D461	RECONSTRUCT- THE OLD ROAD FROM HILLCREST PARKWAY TO LAKE HUGHES RD & WIDEN FROM 40' TO 68', 2 VEH. LANES AND A 5' CLASS II BIKELANE IN EA DIR & STRIPPED MEDIAN (FROM 2 TO 4 LNS 2 EA DIR) FOR 2.1 MILES.	6/30/2021	6/30/2022	4/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UPDATES TO DESIGN AND ALIGNMENT. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES COUNTY	LAF3519	NORTH COUNTY BIKEWAYS. INSTALL THREE CLASS II AND THREE CLASS III BIKEWAY SEGMENTS, INCLUDING SIGNAGE, STRIPING, ROAD WIDENING, & ROAD SHOULDER IMPROVEMENTS. (APROX. 3.88 MILES OF BIKE LANES AND 3.18 MILES OF BIKE ROUTES.)	12/31/2020	6/30/2024	6/30/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY MTA	LA0G635	DESIGN AND CONSTRUCTION OF PEDESTRIAN AND TRANSIT ENHANCEMENTS ALONG THE PUBLIC RIGHT-OF-WAY OF THE METRO GOLD LINE EASTSIDE EXTENSION TO SURROUNDING NEIGHBORHOOD.TRANSIT ENHANCEMENTS ARE WITHIN 3 MILES OF EASTSIDE GOLDLINE EXTENSION STATION.	6/30/2020	6/30/2023	6/30/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CHANGED DESIGN REQUIREMENTS WHICH ARE BEING REFLECTED IN FINAL DESIGN SET. IN BID/ADVERTISE PHASE.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0G1375	THIS IS A LARGE-SCALE DEPLOYMENT OF THE FREIGHT ADVANCED TRAVELER INFORMATION SYSTEM (FRATIS) PROGRAM TO DEPLOY ADVANCED CONGESTION MANAGEMENT TECHNOLOGIES WHICH CAN ACHIEVE SIGNIFICANT REDUCTIONS IN TRUCK CONGESTION, IMPROVE AIR QUALITY, AND REDUCE THE USE OF FOSSIL FUELS IN THE LOS ANGELES REGION.	12/30/2023	12/30/2023	12/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
LOS ANGELES COUNTY MTA	LA0G1167	DESIGN AND CONSTRUCTION OF STREETSCAPE, PEDESTRIAN AND BICYCLE ACCESS IMPROVEMENTS IN THE LITTLE TOKYO AND ARTS DISTRICT NEIGHBORHOOD OF DOWNTOWN LOS ANGELES WITHIN A ONE-MILE RADIUS OF THE 1ST/CENTRAL STATION OF THE REGIONAL CONNECTOR LIGHT RAIL LINE.	8/31/2020	9/30/2023	9/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
LOS ANGELES COUNTY MTA	2018FBX00	LOS ANGELES COUNTY; SOFTWARE MODIFICATIONS AND HARDWARE UPGRADES OF FARE COLLECTION EQUIPMENT AT METRO RAIL STATIONS AND ON METRO AND MUNICIPAL OPERATOR BUSES TO ADDRESS EQUIPMENT OBSOLESCENCE, ENHANCE SYSTEM SECURITY, COMMUNICATE IN NEAR REAL-TIME, AND SUPPORT FUTURE TAP MOBILE APP AND OTHER NEW PAYMENT TECHNOLOGIES.	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN CONTRACT/PROJECT AWARED.
LOS ANGELES COUNTY MTA	LA0D198	CRENSHAW/LAX TRANSIT CORRIDOR - THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT IS AN 8.5-MILE LIGHT RAIL TRANSIT (LRT) LINE EXTENDING FROM THE INTERSECTION OF CRENSHAW AND EXPOSITION BOULEVARDS ALLOWING FOR TRANSFER TO THE EXPOSITION LIGHT RAIL TRANSIT LINE TO A CONNECTION WITH THE METRO GREEN LINE AT THE AVIATION/LAX STATION (PPNO 4027A)	12/31/2018	6/30/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. UNDER CONSTRUCTION.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES COUNTY MTA	LATP19S011	DORAN STREET GRADE SEPARATIONS ACTIVE TRANSPORTATION ACCESS PROJECT: THIS PROJECT WILL CONSTRUCT TWO BRIDGES FOR SHARED USE BY PEDESTRIANS AND CYCLISTS ACROSS VERDUGO WASH, SAN FERNANDO ROAD, RAILROAD TRACKS, AND SR-134. LINKED TO LA0G1050 (DORAN STREET AND BROADWAY/BRAZIL SAFETY AND ACCESS PROJECT). THE CURRENT ESTIMATED APPROXIMATE BRIDGE SPAN LENGTHS ARE 300 FT FOR THE RIVER ACCESS BRIDGE AND APPROXIMATELY 400 FT FOR THE RIVER WALK BRIDGE.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY MTA	LA0F075	LIGHT RAIL TRANSIT FLEET-UP TO 193 NEW CARS SYSTEMWIDE. THESE EXPANSION RAIL CARS WILL BE ASSIGNED TO EXPO II, GOLD LINE FOOTHILL AND VEHICLE REPLACEMENTS. PPNO 4025	8/31/2023	8/31/2023	8/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
LOS ANGELES COUNTY MTA	LA0G447	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 1 - WILSHIRE/WESTERN TO LA CIENEGA FTA ARPA - CIG (SECTION 5309 NS) $66.4M IN FY22	12/31/2019	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
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 $59.2M OF SECTION 5309 NS ARPA-CIG (CAPITAL INVESTMENT GRANT) IN FY22.	12/31/2019	12/31/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CONTRACT EXECUTION AND MATERIAL DELIVERY. UNDER CONSTRUCTION.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0G440	THE PROJECT WILL EXTEND THE HOV LANES ON I-5 FROM THE SR-14 INTERCHANGE TO JUST SOUTH OF THE PARKER ROAD INTERCHANGE (I-5 PM 45.4 - 59.0), INCORPORATING AN ADDITIONAL NORTHBOUND TRUCK CLIMBING LANE FROM SR 14 TO CALGROVE BOULEVARD AND AN ADDITIONAL SOUTHBOUND TRUCK CLIMBING LANE FROM PICO CANYON ROAD/LYONS AVENUE TO SR-14. INCLUDES ITS HUB (I-5 PM 41.4 - 43.8) AND EXTENDED PROJECT LIMITS RELATED TO PAVEMENT DELINEATION AND ADVANCED SIGNAGE (I-5 PM 45.0 - 59.6).	12/31/2024	12/31/2025	12/31/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 IMPACTS ON ADDITIONAL CONSTRUCTION BID TIME DUE TO DIFFICULTY IN PREPARING RESPONSES CAUSED BY SHIFTS TO REMOTE WORK. UNDER CONSTRUCTION.
LOS ANGELES COUNTY MTA	LA0G1052	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 2 - WILSHIRE/LA CIENEGA TO CENTURY CITY FTA ARPA - CIG (SECTION 5309 NS) $58.4M IN FY22	6/30/2026	6/30/2026	6/30/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
LOS ANGELES COUNTY MTA	LA0G640	PACIFIC SURFLINER CORRIDOR - RAYMER/BERNSON DOUBLE TRACK IMPROVEMENTS - UPGRADE THE RAIL CORRIDOR FROM A SINGLE TRACK TO A DOUBLE TRACK, INSTALL CONCRETE TIES ON BOTH TRACKS, INSTALL FOUR NEW SPECIAL TRACKWORK TURNOUTS, NINE AT-GRADE CROSSINGS AND TWO BRIDGES, A NEW SECOND PLATFORM & NEW FENCING AT NORTHRIDGE AND A NEW PEDESTRIAN UNDERPASS. OTHER ENHANCEMENTS INCLUDE SIGNAL RELOCATION, UTILITY RELOCATION AND DRAINAGE IMPROVEMENTS.(PPNO 2098)	12/31/2018	12/31/2021	PROJECT CANCEL.	PROJECT CANCEL. TO INITIATE TCM SUBSTITUTION.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0G1247	THE PROJECT CONSISTS OF BICYCLE AND PEDESTRIAN TRANSPORTATION LINKAGE IMPROVEMENTS TO THE RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR (ATC) CONNECTOR PROJECT SEGMENT A ALONG AN APPROXIMATELY 5.6-MILE LONG CORRIDOR FROM THE FUTURE METRO CRENSHAW/LAX FAIRVIEW HEIGHTS STATION TO THE EXISTING METRO BLUE LINE SLAUSON STATION.	12/31/2019	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN BID/ADVERTISE PHASE.
MALIBU	LA0G1748	THIS PROJECT AIMS TO IMPROVE SAFETY AND TRAFFIC FLOW BY PROVIDING STRIPING AND SIGNAGE FOR BICYCLES, A CONNECTING BIKE PATH ALONG THE BEACH, SEPARATION OF PEDESTRIANS AND BICYCLES FROM THE ACTIVE ROADWAY, CONNECTIVITY TO PACIFIC COAST HIGHWAY, A SAFE PATHWAY FOR PEDESTRIANS, A SAND WALL, AND DRIVEWAYS FOR LIFEGUARD TOWER ACCESS. THE PROPOSED BICYCLE FACILITY WILL INCLUDE 1,200 FT OF CLASS I, 1,800 FT OF CLASS II, AND 3,800 FT OF CLASS III BIKE LANES. THE PEDESTRIAN PATH IS 1,350 FT.	6/30/2021	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
MALIBU	LA0G910	PACIFIC COAST HIGHWAY REGIONAL TRAFFIC MESSAGE SYSTEMS. THE PROJECT WILL ENABLE THE CITY OF MALIBU AND OTHER AGENCIES TO NOTIFY TRAVELERS OF CRITICAL REGIONAL TRAFFIC AND SAFETY INFORMATION AND FACILITATE TRAFFIC FLOW THROUGHOUT THE REGION. THE PROJECT WILL INSTALL A MAXIMUM OF 4 PERMANENT CHANGEABLE MESSAGE SIGNS AT STRATEGIC LOCATIONS ALONG PCH/SR-1 CORRIDOR IN THE CITY OF MALIBU.	1/31/2017	3/31/2021	PROJECT CANCEL.	PROJECT CANCEL. TO INITIATE INFORMAL TCM REPLACEMENT VIA FINAL CONNECT SOCAL 2024 OR 2025 FTIP.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	LA29212XY	METRO RAIL GOLD LINE FOOTHILL EXTENSION - AZUSA TO CLAREMONT (LA COUNTY LINE) 12 MILE, 5 STATION LRT EXTENSION. SAFETEA-LU # 285 LEAD AGENCY WILL CHANGE TO METRO GOLD LINE.	6/30/2027	6/30/2025	6/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
MONTEREY PARK	LAF9502	MONTEREY PASS ROAD COMPLETE STREETS BIKE PROJECT IS A 1.6 MILE CORRIDOR PROVIDING MULTIMODAL TRANSPORTATION ALTERNATIVES INCREASING PED, BIKE & TRANSIT USE FOR THE FIRST LAST MILE.	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP.
NORWALK	LATP17S028	DESIGN AND CONSTRUCT 12,000 LF OF CLASS 2 BICYCLE LANES AND IMPROVE 2,000 LF OF SIDEWALK ON ALONDRA BLVD. THIS IS PART OF A LONG-RANGE PROJECT IDENTIFIED IN THE GATEWAY CITIES 2014 STRATEGIC TRANSPORTATION PLAN TO CREATE OVER 14 MILES OF BIKE LANES ALONG THIS CORRIDOR.	6/1/2026	6/1/2026	6/1/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
NORWALK	LA0G1342	IMPERIAL HIGHWAY ITS PROJECT, FROM SAN GABRIEL RIVER TO SHOEMAKER ROAD: TRAFFIC SIGNAL SYNCHRONIZATION	7/1/2020	12/31/2022	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES FROM COVID-19. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
PASADENA	LAF3522	CORDOVA STREET COMPLETE STREETS PROJECT. CONVERT THE VEHICULAR-ORIENTED STREET TO A COMPLETE STREET BY REMOVING 2 VEHICULAR TRAFFIC LANES TO ACCOMMODATE BIKE AND PEDESTRIAN FACILITIES. CITY OF PASADENA - HILL STREET TO ARROYO PARKWAY.	7/30/2023	7/30/2023	7/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
PASADENA	LAMIPMR120	THE WALNUT STREET ITS PROJECT CONSIST OF THE IMPLEMENTATION OF ITS ASSETS ALONG THE CORRIDOR AND INTEGRATION OF THESE ASSETS INTO THE DOT TRANSPORTATION NETWORK. INTEGRATION WILL FEATURE POINT TO POINT CONNECTIVITY VIA FIBER OPTICS, UPGRADE IN TRAFFIC SIGNAL HARDWARE, INCLUSION OF VIDEO SURVEILLANCE SYSTEMS, HIGH RESOLUTION CAPABLE CONTROLLERS, TRAFFIC SAFETY ANALYTICS AND COLLISION PREDICTION AND SHORT WAVE RADIO FOR VEHICLE TO INFRASTRUCTURE OR V2I APPLICATIONS	12/31/2025	12/31/2025	12/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP.
PASADENA	LATP17M021	THE CITY OF PASADENA WILL INSTALL A 1.5-MILE, TWO-WAY, PROTECTED CYCLE TRACK (CLASS I) ON UNION STREET FROM HILL AVENUE TO ARROYO PARKWAY, INCLUDING NECESSARY SIGNAL UPGRADES WITH ROAD DIET FROM 3 TO 2 LANES. ALSO INSTALLING BIKE BOULEVARD (0.3 MILES, CLASS III) ALONG HOLLISTON AVENUE BETWEEN UNION ST AND CORDOVA ST (NO ROAD DIET.)	2/1/2022	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
PICO RIVERA	LAF7502	REGIONAL BIKEWAY PROJECT. THE PROJECT WILL INSTALL A BICYCLE/PEDESTRIAN BRIDGE, CLASS II BICYCLE LANES, A CLASS I SHARED- USE PATH, TRAFFIC CALMING MEDIANS, SIDEWALKS, CURB RAMPS, SIGNAL MODIFICATIONS, AND WAYFINDING SIGNAGE, CONNECTING TO TWO REGIONAL CLASS I ROUTES.	6/1/2019	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
POMONA	LATP19S009	PRIORITY PROJECTS OF THE POMONA ACTIVE TRANSPORTATION PLAN, INCLUDING 10.2 MILES OF BIKE LANES, 1.8 MILES OF TRAFFIC CALMING MEASURES, AND 14 INTERSECTIONS OF BIKE/PED IMPROVEMENTS.	9/24/2024	9/24/2024	9/24/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
POMONA	LAF9526	POMONA ATP PHASE 2 BICYCLE NETWORK FOR COMMUNITY ASSETS: NEARLY 9 MILES OF BIKEWAYS ALONG 5 ROADS, IMPROVING ACCESS TO COMMUNITY DESTINATIONS AND ASSETS, ENHANCING ACCESS TO THE LOCAL AND REGIONAL MULTI-MODAL TRANSPORTATION NETWORK.	12/1/2023	12/1/2026	12/1/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
REDONDO BEACH	LAF3502	REDONDO BEACH BICYCLE TRANSPORTATION PLAN IMPLEMENTATION. IMPLEMENT CLASS II AND III BIKE FACILITIES IDENTIFIED IN THE CITY OF REDONDO BEACH'S ADOPTED BICYCLE TRANSPORTATION PLAN. APPROXIMATELY 2.1 CENTERLINE MILES OF BIKE LANES AND 15.8 CENTERLINE MILES OF BIKE ROUTES THROUGHOUT THE CITY OF REDONDO BEACH.	12/31/2015	12/31/2022	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 BACKLOG OF PROJECTS. RECEIVED EXTENSION OF CONSTRUCTION ALLOCATION FROM CTC. IN CONTRACT/PROJECT AWARD PHASE.
REDONDO BEACH	LAF5301	GRANT AVENUE SIGNAL IMPROVEMENTS. THIS PROJECT IS LOCATED IN REDONDO BEACH IN THE SOUTH BAY SUBREGION ON GRANT AV BETWEEN INGLEWOOD AV AND AVIATION BL. THE PROJECT WILL UPGRADE SIX EXISTING TRAFFIC SIGNALS. THE PROJECT INVOLVES SYNCHRONIZATION, BIKE DETECTION, SIGNAL REPLACEMENT, VIDEO DETECTION, ADAPTIVE SIGNAL COORDINATION, WIRELESS CONNECTION AND INTEGRATION INTO THE REDONDO BEACH TRAFFIC MANAGEMENT CENTER (TMC).	6/30/2022	6/30/2022	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO INITIAL BIDS OVER COST ESTIMATE AND REBIDDING AND COVID-19. IN CONTRACT/PROJECT AWARD PHASE.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
REDONDO BEACH	LAF7521	BICYCLE TRANSPORTATION PLAN IMPLEMENTATION PHASE II: (1) ROAD DIET WITH BIDIRECTIONAL CLASS 2 BIKE LANES ON PROSPECT AV (3.33MI) AND ON CATALINA AV (1.63MI). (2) INSTALLS BULBOUTS AT STOP-CONTROLLED INTERSECTIONS ON CATALINA. (3) INSTALLS ROUNDABOUT ON NORTH HARBOR DR AT YACHT CLUB WY AND AT HERONDO ST. (4) INSTALLS HIGH-VISIBILITY CROSSWALKS AT ALL-WAY CONTROLLED INTERSECTIONS AND AT CROSSINGS APPROACHING THE ROUNDABOUT.	12/31/2023	12/31/2023	12/31/2023	PROJECT CANCEL. TO INITIATE INFORMAL TCM REPLACEMENT VIA FINAL CONNECT SOCAL 2024 OR 2025 FTIP.
REDONDO BEACH	LA0G1423	PURCHASE AND INSTALL A REAL TIME PASSENGER INFORMATION SYSTEM ON BEACH CITIES TRANSIT FIXED ROUTE BUSES.	6/30/2021	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN CONTRACT/PROJECT AWARD PHASE.
ROSEMEAD	LAMIPMR111	INSTALL ADAPTIVE TRAFFIC SIGNAL CONTROL (ATSC) SYSTEM, INCLUDING NECESSARY SIGNAL SYSTEM UPGRADES FOR COMPLIANCE WITH CURRENT STANDARDS AT 39 SIGNALIZED LOCATIONS ALONG GARVEY AVE (9 INTERSECTIONS - W TO E CITY LIMITS), VALLEY BLVD (7 INTERSECTIONS - W TO E CITY LIMITS), SAN GABRIEL BLVD (6 INTERSECTIONS N TO S CITY LIMITS), WALNUT GROVE AVE (16 INTERSECTIONS - N TO S CITY LIMITS), AND ROSEMEAD BLVD (5 INTERSECTIONS - N TO S CITY LIMITS).	6/30/2027	6/30/2027	6/30/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
SAN FERNANDO	LAF9313	THIS PROJECT IMPROVES OPERATION OF 6 MAJOR ARTERIALS BY SYNCHRONIZING 35 INTERSECTIONS ALONG 6 CORRIDORS, MINOR LANE/SIGNAL MODIFICATION & INSTALLATION OF 3 CHANGEABLE MESSAGE SIGNS.	3/31/2023	3/31/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UTILITY UPGRADES. IN CONTRACT/PROJECT AWARD PHASE.
SAN GABRIEL	LAMIPMR102	THE PROPOSED PROJECT WILL REPLACE AND UPGRADE TRAFFIC SIGNAL EQUIPMENT AT 30 SIGNALIZED INTERSECTIONS ALONG MAJOR ARTERIAL IN THE CITY OF SAN GABRIEL. THE PROPOSED UPGRADES INCLUDE, BUT ARE NOT LIMITED TO: NEW LOOP DETECTION, VIDEO DETECTION, BATTERY BACK-UP, NEW CONTROLLERS, AND COMMUNICATIONS. THE CITY SHALL FURNISH A LIST INTERSECTION LOCATIONS AND EQUIPMENT TO THE METRO PROJECT MANAGER PRIOR TO INSTALLATION AND IMPLEMENTATION. ALL 30 SIGNALS IS PROPOSED TO BE SYNCHRONIZED.	5/31/2024	5/31/2024	5/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN CONTRACT/PROJECT AWARD PHASE.
SANTA CLARITA	LA0G774	VISTA CANYON RANCH TRANSIT CENTER - RELOCATE THE EXISTING, TEMPORARY VIA PRINCESSA METROLINK STATION TO THE VISTA CANYON PROJECT SITE; INCLUDES METROLINK STATION AND BUS TRANSFER STATION, A PEDESTRIAN OVERPASS OR UNDERCROSSING OF THE TRACKS AND AN ADJACENT PARKING STRUCTURE WITH UP TO 750 PARKING SPACES.	6/30/2019	12/31/2023	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEED TO RELOCATION OF FIBER LINES AND RIGHT OF WAY ISSUES. UNDER CONSTRUCTION.
SANTA CLARITA	LAF9118	LYONS AV/DOCKWEILER DR EXTENSION (2 OF 2): CONSTRUCT DOCKWEILER DRIVE GAP CLOSURE BETWEEN 12TH ST. AND EXISTING TERMINUS OF DOCKWEILER DR, JUST WEST OF VALLE DEL ORO. CONSTRUCTS 8-FT SIDEWALKS AND CLASS II BIKE LANES ON BOTH SIDES.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
SANTA CLARITA	LAF7105	DOCKWEILER DR EXTENSION (1 OF 2): THE PROJECT CONSISTS OF EXTENSION OF TWO LANES TO CONNECT WITH A FUTURE EXTENSION PLANNED FOR DOCKWEILER DRIVE. IT INCLUDES NEW SIDEWALKS, CLASS II BIKE LANE, PEDESTRIAN SIGNAL HEADS, HIGH VISIBILITY CROSSWALKS, LIGHTING, LANDSCAPING, BICYCLE ACTUATION SIGNALS AND WAYFINDING SIGNS.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
SANTA CLARITA	LAF9513	RAILROAD AVENUE CLASS I BIKE PATH: PROJECT WILL ADD 1.45 MILES OF CLASS I BIKE PATH ON RAILROAD AVENUE AND ENHANCE CONNECTIVITY TO THE JAN HEIDT NEWHALL METROLINK STATION TO THE CITY'S BICYCLE TRAIL NETWORK	6/30/2023	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
SANTA MONICA	LATP21F109	CONSTRUCTION OF CLASS IV SEPARATED BIKEWAY, BUS ISLANDS, AND INTERSECTION RECONFIGURATIONS ALONG STEWART STREET. ADD NEW SIDEWALKS AND PEDESTRIAN SCALE LIGHTING ALONG PENNSYLVANIA AVE. THIS PROJECT WILL INCLUDE 1300 FEET OF NEW SIDEWALK AND 3300 FEET OF NEW BIKEWAYS.	7/31/2027	7/31/2027	7/31/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
SANTA MONICA	LA9918887	PROJECT TO MAKE CONNECTIVITY AND SAFETY IMPROVEMENTS ON OLYMPIC BL BETWEEN STEWART & 26TH ST, INCLUDING SIDEWALK & PEDESTRIAN CROSSINGS, TO PROVIDE SAFER FIRST/LAST MILE ACCESS AND ENHANCE MOBILITY. PROJECT CONSISTS OF APPROX 1,300 LF (0.25 MILES) OF PEDESTRIAN IMPROVEMENT, ENHANCE SIGNAL AND INTERSECTION GEOMETRY AT 26TH ST & OLYMPIC BL TO REMOVE A RIGHT TURN SLIP LANE AND ISLAND, SHORTEN PEDESTRIAN CROSSING DISTANCES & IMPROVE LIGHTING. USE TC $221K IN FY24 TO MATCH STPL. TOLL CREDITS USED.	12/31/2022	12/31/2022	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 IMPACTS ON THE ROW CERTIFICATION PROCESS. IN ROW ACQUISITION PHASE.
SIGNAL HILL	LATP17S010	THE PROJECT WILL INSTALL APPROXIMATELY 2.0 LANE MILES OF BIKE LANES (CLASS II) ON SPRING STREET, REPAVE ROADWAY TO MINIMIZE DRAINAGE TO BIKE LANES/LEVEL SURFACE, REVISED STRIPING, SIGNING, MODIFIED PEDESTRIAN WALKWAYS/RAMPS, SIGNAL PEDESTRIAN COUNTDOWN HEADS, SAFETY LIGHTING, AND INSTALL BIO-RETENTION STORMWATER QUALITY DEVICES.	9/15/2026	9/15/2026	9/15/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SOUTH EL MONTE	LAF5516	INSTALL CLASS II BIKE LANES ON SANTA ANITA AVE FROM KLINGERMAN ST TO END OF CITY LIMITS SOUTH OF MERCED AVE (1.5 MI) AND ON MERCED AVE FROM FERN AVE TO SANTA ANITA AVE (1.3 MI). INSTALL CLASS III BIKE ROUTES WITH SHARED-LANE MARKINGS ON LERMA AVE FROM MERCED AVE TO SW CITY LIMITS (0.3 MI) AND ON THIENES AVE FROM TYLER AVE TO SE CITY LIMITS (1 MI). INSTALL BIKE PARKING AT THE CIVIC CENTER AND WAYFINDING/SIGNAGE. UTILIZING TC $13K IN FY24 TO MATCH STPL CON. TOLL CREDITS USED $13,000 IN FFY23/24.	5/29/2019	12/31/2022	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO LACK OF STAFF ON PROJECT DUE TO COVID-19. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
SOUTH GATE	LAF7309	TWEEDY BOULEVARD SIGNAL SYNCHRONIZATION PROJECT: (1) INTERCONNECTS 18 TRAFFIC SIGNALS USING FIBER OPTIC CABLE AND WIRELESS COMMUNICATIONS (2) SYNCHRONIZES SIGNAL TIMING TO IMPROVE TRAFFIC FLOW, AND REDUCES DELAYS ALONG THE 2.7-MILE ARTERIAL. (3) INSTALL A CLOSED CIRCUIT TELEVISION CAMERA (CCTV) AT THE INTERSECTION OF LONG BEACH BL TO SUPPORT THE ADVANCE TRANSPORTATION MANAGEMENT SYSTEMS (ATMS).	6/30/2021	2/28/2023	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DESIGN DELAY FROM COVID-19 IMACTS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SOUTH GATE	LATP17S006	INSTALL A CLASS I BIKE PATH (750 FT), CLASS II BIKE LANES (2.65 MILES), AND CLASS III BIKE ROUTES (1.61 MILES) ALONG WITH PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALK, CURB EXTENSIONS, ADA CURB RAMPS, HIGH VISIBILITY CROSSWALKS, RECTANGULAR RAPID FLASHING BEACON, BUS SHELTERS, AND BIKE RACKS.	5/24/2026	5/24/2026	5/24/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN CONTRACT/PROJECT AWARD PHASE.
SOUTH GATE	LA9918774	CONSTRUCT RAISED MEDIAN INCLUDED IN THE SCOPE OF WORK IS TIMING AND COORDINATION AND INTELLIGENT TRANSPORTATION SYSTEM FOR EXISTING THREE (3) TRAFFIC SIGNALS.	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
SOUTH PASADENA	LA9918928	DEPLOY ADVANCED ADAPTIVE TRAFFIC MANAGEMENT SYSTEM ALONG THE NORTH SOUTH FAIR OAKS AVENUE AND ADJACENT FREMONT CORRIDOR FROM THE NORTH CITY LIMIT TO HUNTINGTON DRIVE (12 SIGNALS: 11 SOUTH PASADENA AND 1 PASADENA). THE ALL TRAFFIC SIGNAL SYSTEMS NEED FULL SCALE UPGRADES TO ACCOMMODATE INTELLIGENT TRANSPORTATION SYSTEMS TECHNOLOGIES. THE PROJECT INCLUDES ADA UPGRADES AND CHANGEABLE MESSAGE SIGNS TO PROVIDE REAL TIME INFORMATION FOR DRIVERS TO DEPLOY INTEGRATED CORRIDOR MANAGEMENT STRATEGIES.	12/31/2026	12/31/2026	12/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SOUTH PASADENA	LAF5308	SOUTH PASADENA'S ATMS, CENTRAL TCS AND FOIC FOR FAIR OAKS AV. THIS PROJECT IS LOCATED IN SOUTH PASADENA ON FAIR OAKS AV BETWEEN COLUMBIA ST AND HUNTINGTON DR. IT WILL ESTABLISH A FIBER-OPTIC BACKBONE COMMUNICATION SYSTEM CONNECTION BETWEEN 12 SIGNALS ON FAIR OAKS AV AND CITY HALL AND INSTALL THE ATMS/CENTRAL MANAGEMENT/CONTROL SYSTEM AT ITS CITY HALL BUILDING. FUNDS ARE FOR DESIGN AND CONSTRUCTION COSTS.	6/1/2019	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA0G1596	SAN FERNANDO ROAD BIKE PATH PHASE III - CROSSINGS SAFETY IMPROVEMENT. THE PROJECT IS LOCATED ALONG SAN FERNANDO ROAD BETWEEN BRANFORD STREET IN THE CITY OF LOS ANGELES TO CP HOLLYWOOD IN THE CITY OF BURBANK AND INCLUDES 4.2 MILE OF BIKE PATH AND 5 AT-GRADE CROSSINGS.	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2021 FTIP. UNDER CONSTRUCTION.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
TORRANCE	LA0G1589	ANZA AVE FROM DEL AMO BLVD TO SEPULVEDA BLVD; ASPHALT PAVEMENT REHABILITATION, REPAIR DAMAGED SIDEWALKS AND CURB AND GUTTER, TRAFFIC SIGNAL IMPROVEMENTS TO INCREASE CAPACITY AND THROUGHPUT (VIDEO DETECTION, PEDESTRIAN ACTUATION), INSTALLATION OF EMERGENCY VEHICLE PREEMPTION.	6/30/2020	6/30/2023	6/30/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PROJECT MANAGEMENT ISSUES. RECRUITING NEW PM. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
TORRANCE	LA0G1280	PURCHASE OF SEVEN (7) ALL ELECTRIC BUSES FOR A NEW CIRCULATOR SERVICE. RUBBER-WHEEL TROLLEY SERVICE WILL OPERATE IN OLD TOWN AREA, AS WELL AS HOTEL AND FINANCIAL DISTRICT ON HAWTHORNE BLVD. ORIGIN/TERMINUS IS AT THE TORRANCE TRANSIT PARK AND RIDE REGIONAL TERMINAL (465 CRENSHAW BLVD).	12/31/2022	12/31/2022	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEED TO WAIT FOR FINAL MEMORANDUM OF UNDERSTANDING WITH TORRANCE TRANSIT AGENCY. IN CONTRACT/PROJECT AWARD PHASE.
VARIOUS AGENCIES	LA0G1324	ROUTE 105: IN LOS ANGELES COUNTY, IN VARIOUS CITIES, EXPRESSLANES BETWEEN I-405 AND I-605 [EA 31450] INCLUDING SIGNAGE IMPROVEMENTS BEGINNING AT PM 0.5 THROUGH PM 18.1. IN ADDITION TO SIGNAGE IMPROVEMENTS ON I-110 BETWEEN PM 13.9 TO PM 14.4	12/31/2029	12/31/2029	12/31/2029	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
VERNON	LATP17M018	THE PROJECT WILL INSTALL ONE-WAY PROTECTED CYCLE TRACKS (CLASS II - 1.13 MILES) WITH A RAISED CURBED BUFFER ON PACIFIC BOULEVARD BETWEEN SANTA FE AVENUE AND FRUITLAND AVENUE AND INSTALL SAFETY IMPROVEMENT AT SIGNALIZED AND UNCONTROLLED CROSSWALK LOCATIONS ALONG PACIFIC BOULEVARD AND AT THE UNCONTROLLED CROSS LOCATION AT SANTA FE AVENUE AND 52ND STREET.	11/1/2022	11/1/2022	11/1/2022	PROJECT CANCEL. TO INITIATE INFORMAL TCM REPLACEMENT VIA FINAL CONNECT SOCAL 2024 OR 2025 FTIP.
WHITTIER	LAF5314	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - IMPROVE TRAFFIC SIGNAL OPERATIONS BY UPGRADING EACH TRAFFIC SIGNAL TO FEDERAL AND STATE STANDARDS, PROVIDING ADDITIONAL VEHICLE DETECTION TO ENABLE OPERATION AS A FULLY TRAFFIC-ACTUATED SIGNAL, INSTALLING THE APPROPRIATE COMPONENTS TO ENABLE EACH SIGNAL TO BE CAPABLE OF TIME-BASED COORDINATION AND RETIMING SIGNALS TO IMPROVE THE OVERALL PROGRESSION OF TRAFFIC. (APROXIMATLY 17 SIGNALS INCLUDED)	12/31/2020	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
WHITTIER	LAF7519	PROJECT IS LOCATED IN THE CITY OF WHITTIER. IT WILL IMPLEMENT A TWO-MILE CLASS I BIKE/PEDESTRIAN PATH ON A CITY-CONTROLLED EASEMENT ALONG THE UNION PACIFIC RAILROAD CORRIDOR FROM MILLS AV TO LEFFINGWELL RD, AND IT WILL ALSO PROVIDE A TRAILHEAD EAST OF MILLS AV. THE PROJECT PROMOTES A REGIONAL BIKEWAY CORRIDOR BY EXTENDING THE 4.5-MILE WHITTIER GREENWAY TRAIL EAST AT THE CITY AND LA COUNTY LIMITS. UTILIZING TC OF $247K IN FY24 TO MATCH CMAQ IN CON. TOLL CREDITS USED.	12/31/2020	12/31/2022	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 IMPACTS ON MATERIAL SUPPLY SHORTAGE. IN CONTRACT/PROJECT AWARD PHASE.

Table 46 Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
WHITTIER	LATP16S011	WHITTIER GREENWAY TRAIL EAST EXTENSION GAP CLOSURE. ACQUISITION OF FINAL 0.5 MILE AND CONSTRUCTION/COMPLETION OF FINAL 2.8 MILES OF THE 7.3-MILE WHITTIER GREENWAY TRAIL, A CLASS I BICYCLE AND PEDESTRIAN TRAIL ALONG SOUTHERN BOUNDARY OF WHITTIER, CONNECTING LA & ORANGE COUNTY.	4/15/2019	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.

Table 47 Los Angeles County Completed/Corrected TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
BEVERLY HILLS	LAF9537	BEVERLY HILLS BIKE SHARE PROGRAM: REGIONALLY-COMPATIBLE, PUBLIC BICYCLES FOR LOCAL/REGIONAL NON VEHICLE MOBILITY, FIRST/LAST MILES CONNECTION TO BUS AND PURPLE LINE RAIL TRANSIT, REDUCE AIR POLLUTANTS, PROMOTE HEALTHY LIFESTYLES	12/31/2022	12/31/2022		NON-REPORTABLE TCM - NOT BIKE FACILITY ENHANCEMENT/EXPANSION PROJECT.
DOWNEY	LAF5114	TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENT BETWEEN THE RIO HONDO RIVER CHANNEL TO THE SAN GABRIEL RIVER CHANNEL, A DISTANCE OF 2.2 MILES. PROJECT INVOLVES THE CONSTRUCTION OF RAISED MEDIAN ISLANDS, MINOR WIDENING AT INTERSECTIONS, TRANSIT PRIORITY SYSTEM AND BIKE (2.2 MILES IN LENGTH) AND PEDESTRIAN CIRCULATION IMPROVEMENTS.	6/30/2021	12/31/2022	COMPLETE	
EL MONTE	LA9918839	IMPROVEMENTS INCLUDE 1.9 MILES OF NEW ENHANCED CLASS III BIKE LANES ON FERN ST AND ELLIOT AVE FROM SASTRE AVE TO MOUNTAIN VIEW RD AND FROM MOUNTAIN VIEW RD TO NORTH BROOKSIDE, AND 1 MILE OF NEW CLASS II BIKE LANES ON DURFEE AVE FROM ELLIOT AVE TO VALLEY BLVD AND VALLEY BLVD FROM DURFEE AVE TO SAN GABRIEL RIVER TRAIL. OTHER IMPROVEMENTS INCLUDE PAVEMENT MAINTENANCE, REPAIR, RECONSTRUCTION ON FERN ST/ELLIOT AVE, FROM SASTRE AVE TO MOUNTAIN VIEW RD.	12/31/2026	12/31/2026	COMPLETE	
GLENDALE	LA0G1411	HONOLULU AVE AND MONTROSE AVE AT PENNSYLVANIA AVE TRAFFIC SIGNAL MODIFICATION (ROUTE I-210 FWY CONNECTIVITY).	12/31/2023	12/31/2022	COMPLETE	

Table 47 Los Angeles County Completed/Corrected TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
GLENDALE	LA9918846	NORTH VERDUGO ROAD TRAFFIC SIGNAL MODIFICATIONS AT GLORIETTA AVE, FERN LN, WABASSO WAY, CRESMONT CT, AND VERDUGO LOMA DR. THESE TRAFFIC SIGNAL MODIFICATIONS ARE PART OF NORTH VERDUGO ROAD SAFETY IMPROVEMENTS BETWEEN CANADA BLVD (N. SPLIT) AND CANADA BLVD (S. SPLIT) PROJECT. THE PROJECT WILL HAVE 5 SIGNAL SYNCHRONIZATION LOCATIONS.ROAD SAFETY PORTION OF THE PROJECT WILL BE FUNDED BY HSIP FUNDS, FTIP#SCAG015.	12/31/2026	12/31/2026	COMPLETE	
LONG BEACH	LAF7522	DELTA AVENUE BICYCLE BOULEVARD. THIS NORTH-SOUTH BICYCLE BOULEVARD ON DELTA AVE (APPROXIMATELY 3 MILES) IN WEST LONG BEACH WILL CONSIST OF CLASS II LANE SEGMENTS AND SHARROW MARKINGS, TRAFFIC CIRCLES, TRAFFIC SIGNAL, AND WAYFINDING SIGNAGE TO NEARBY METRO BLUE LINE STATIONS AND LA RIVER BIKE PATH.	11/1/2019	12/31/2021		INFORMALLY REPLACED WITH LATP21F104.
MONTEBELLO	LATP17M028	THE PROJECT CONSISTS OF DEDICATED CLASS II BIKE LANES, SIDEWALK CONSTRUCTION, ADA-COMPLIANT CORNER RAMPS, AND PEDESTRIAN LIGHTING AND TRAFFIC SIGNAL IMPROVEMENTS ALONG MONTEBELLO BOULEVARD TO CONNECT RETAIL/EMPLOYMENT CENTERS WITH LOW/MODERATE INCOME HOUSING TO INCREASE ACTIVE TRANSPORTATION-RELATED ACTIVITIES. 1.4 MILES FROM LINCOLN AVE TO PARAMONT BLVD.	3/16/2022	12/31/2022	COMPLETE	

Table 48 Los Angeles County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2024 RTP COMPLETION DATE
CULVER CITY	LAF7303	NETWORK-WIDE SIGNAL SYNC WITH VID & ARTERIAL PERFORMANCE MEASUREMENT SYSTEM FOR ATCS : (1) OPTIMIZES SIGNAL COORDINATION TIMING NETWORK-WIDE. (2) UPGRADES MAJOR INTERSECTIONS WITH ENHANCED SYSTEM DETECTION AND ARTERIAL PERFORMANCE MEASUREMENT CAPABILITIES ALONG WASHINGTON BL, SEPULVEDA BL, JEFFERSON BL, AND OTHERS. (16 SIGNALS THAT ARE SYNCHED)	12/31/2023
DOWNEY	LAF9525	THIS PROJECT IMPLEMENTS 17 MILES OF CLASS II BIKE LANES ON EIGHT ROADWAYS (SEVEN OF THEM WITH ROAD DIETS) PROVIDING ENHANCED ACCESS TO ACTIVITY CENTERS AND MULTI-MODAL ASSETS SUCH AS THE GREEN LINE AND BIKE PATHS.	3/31/2024
EL MONTE	LATP23F101	INSTALL 1.1-MILE CLASS IV CYCLE TRACK, CLASS III ROUTE (2100 FEET), LANDSCAPE BUFFER, X-WALKS, CURB EXTENSIONS, ADA RAMPS, CONFLICT STRIPING, WIDEN SIDEWALK, ADD STOP CONTROL AT 1 INTERSECTION.	12/31/2032
FOOTHILL TRANSIT ZONE	LA9918847	PROJECT WILL INSTALL AND UPGRADE BUS TRAFFIC SIGNAL PRIORITY AT KEY SEGMENTS ON COLORADO BOULEVARD CORRIDOR FOR SERVICE LINES 187. THE SIGNAL PRIORITY ON THIS CORRIDOR WILL IMPROVE THE COMMUNICATION BETWEEN THE BUS AND INTERSECTION EQUIPMENT TO HELP BUSES ALONG COLORADO BOULEVARD IMPROVE TRAVEL TIMES AND SCHEDULE PERFORMANCE.	12/31/2026
GARDENA	LATR02020	IMPLEMENT TRANSIT SIGNAL PRIORITY FOR 8.4 MILES FROM THE HARBOR GATEWAY TRANSIT STATION TO 120TH STREET IN THE CITY OF GARDENA. ALSO IMPLEMENTING REAL TIME ARRIVAL INFORMATION THROUGH VARIETY OF MEDIA INCLUDING SMART PHONES, SMS TEXTS, CALL CENTERS, AND WEBSITE. COMPUTER AIDED DISPATCHING (CAD) SYSTEM AND AUTOMATED VEHICLE LOCATION (AVL) SYSTEM WILL ALSO BE IMPLEMENTED.	6/30/2024
HAWTHORNE	LAF9102	5 INTERSECTION LOCATIONS; SIGNAL IMPROVEMENT INCLUDE UPGRADE TRAFFIC SIGNAL CONTROLLER AND CABINET ENABLING, REWIRING OF THE SIGNALIZED INTERSECTION TO ENSURE COMMUNICATION BETWEEN SIGNAL EQUIPMENT; UPGRADE PEDESTRIAN SIGNALS TO COUNT DOWN TYPE AND PUSH BUTTONS, INSTALL BATTERY BACKUP SYSTEM TO MINIMIZE DISRUPTION OF TRAFFIC DURING POWER OUTAGE NEW VEHICLE DETECTION INCLUDING BICYCLE LOOPS/SENSORS; NEW BIKE LANE WILL BE ONE MILE (EACH WAY).	10/18/2023
HAWTHORNE	LA0G1548	WIDEN INTERSECTIONS MODIFY AND UPGRADE FOUR TRAFFIC SIGNAL SYSTEM, TRAFFIC STRIPING, ADJUSTMENT OF UTILITIES, EXCAVATION AND REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT AND CONSTRUCTION OF CURB, GUTTER, SIDEWALKS, DRIVEWAYS AND ADA RAMPS. SIGNAL SYNCHRONIZATION AT: EL SEGUNDO BLVD AT RAMONA AVE. EL SEGUNDO BLVD. AT AVIATION AVE. EL SEGUNDO BLVD. AT ISIS AVE. EL SEGUNDO BLVD. AT VAN NESS AVE.	11/30/2024

Table 48 Los Angeles County New TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2024 RTP COMPLETION DATE
HAWTHORNE	LA0G1546	IMPERIAL HWY SIGNAL IMPROVEMENTS AND INTERSECTION. PA/ED, PS&E, ROW, CONSTRUCTION. MODIFY AND UPGRADE 5 TRAFFIC SIGNAL, TRAFFIC STRIPING, UTILITIES, EXCAVATION, REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT AND CONSTRUCTION OF CURB, GUTTER, SIDEWALKS AND DRIVEWAYS. SIGNAL SYNCHRONIZATION AT: IMPERIAL HIGHWAY AT PRAIRIE AVENUE, IMPERIAL HIGHWAY AT FREEMAN AVENUE, IMPERIAL HIGHWAY AT HAWTHORNE BOULEVARD, IMPERIAL HIGHWAY AT RAMONA AVENUE, IMPERIAL HIGHWAY AT INGLEWOOD AVENUE.	6/30/2024
INGLEWOOD	LA9919191	INCLUDES BUT SHALL NOT BE LIMITED TO PRELIMINARY INVESTIGATION, ROADWAY RESURFACING, UTILITY COORDINATION, PS&E. LANDSCAPE, ENVIRONMENTAL ASSESSMENT TO COMPLY WITH CEQA AND PAVEMENT REHAB. FULL TRAFFIC SIGNAL MODIFICATION COMPLETE WITH TIMING SHEETS AT 15 INTERSECTIONS. FIBER OPTIC IMPROVEMENTS OF 3 MI LONG ON CRENSHAW BLVD. NEW CROSSWALKS, RAMPS, LANE DELINEATION & IMPROVED RAISED MEDIANS AT 3 INTERSECTIONS. INSTALL CCTV AT 10 INTERSECTIONS & CMS AT 2 INTERSECTIONS. NO NEW SIGNAL SYNC.	12/31/2032
INGLEWOOD	LAF9307	CITY OF INGLEWOOD ITS PHASE VI PROJECT: 5,280 FEET OF FIBER OPTIC ALONG PINCAY DRIVE; REPLACE 170 CONTROLLERS WITH TYPE 2070 CONTROLLERS AT TWELVE INTERSECTIONS; TRAFFIC SIGNAL SYNCHRONIZATION ALONG PINCAY DRIVE BETWEEN PRAIRIE AND CRENSHAW; INSTALL CHANGEABLE MESSAGE SIGN AT CENTURY/PRAIRIE; AND MODERNIZING CITY HALL TMC TO PROVIDE ADAPTIVE TRAFFIC CONTROL AND MEET CURRENT STANDARDS.	6/30/2024
INGLEWOOD	LA99ITC101	INGLEWOOD TRANSIT CONNECTOR PROJECT; CONSTRUCTION OF A NEW ~1.6 MILE ELECTRICALLY POWERED, ELEVATED, FIXED-GUIDEWAY TRANSIT SYSTEM WITH THREE TRANSIT STATIONS IN THE CITY OF INGLEWOOD LOCATED ALONG FLORENCE AVENUE, MARKET STREET, MANCHESTER BOULEVARD AND PRAIRIE AVENUE.	12/31/2027
LONG BEACH	LAF7316	MODIFICATION TO PROJ DESC: (1) UPGRADES TRAFFIC SIGNALS ALONG ARTESIA BL BETWEEN LONG BEACH BL AND DOWNEY AV TO CONNECT WITH ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS) (2) INSTALLS CCTV AND CMS ON ARTESIA BL (3) INSTALLS FIBER OPTIC CABLE AND DEVICES TO CONNECT SIGNALS TO EACH OTHER AND TRAFFIC MANAGEMENT CENTER (TMC) (4) NEW TRAFFIC SIGNALS IN SHARED JURISDICTIONS WITH COMPTON ON THE WEST END AND BELLFLOWER ON THE EAST END (5) INSTALL CLASS 4 BIKEWAYS IN BOTH DIRECTIONS (6) PEDESTRIAN IMPROVEMENTS.	6/30/2023
LOS ANGELES, CITY OF	LA0G1566	PURCHASE OF UP TO 120 ELECTRIC 30' TO 35' BUSES FOR THE DASH PROGRAM EXPANSION.	9/26/2024

Table 48 Los Angeles County New TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2024 RTP COMPLETION DATE
LOS ANGELES, CITY OF	LAF7109	SOTO ST WIDENING FROM MULTNOMAH ST TO MISSION RD: (1) WIDENS SOTO ST BETWEEN MULTNOMAH ST AND MISSION RD (0.6 MILE) FROM A BI-DIRECTIONAL 1-LANE ROADWAY TO 2-LANE ROADWAY IN EACH DIRECTION. (2) WIDENS EXISTING SIDEWALKS FROM 4 FT TO 8 FT FOR WHEELCHAIR ACCESSIBILITY. (3) CONSTRUCTS CLASS II BIKE LANE IN BOTH DIRECTIONS, PEDESTRIAN LIGHTING, A NEW STRIPED MEDIAN, AND SHOULDERS ON BOTH SIDES OF THE STREET. UTILIZING TOLL CREDITS OF $459K IN FY23 FOR CON TO MATCH STPL-R FUNDS.	10/1/2025
LOS ANGELES, CITY OF	LAF9422	LADOT WILL PROCURE SEVEN (7) 30-FT ELECTRIC CLEAN FUEL VEHICLES TO REDUCE HEADWAYS ON SIX SELECTED DASH ROUTES.	4/30/2024
LOS ANGELES, CITY OF	LA0G901	HISTORIC LOS ANGELES STREETCAR	12/31/2023
LOS ANGELES, CITY OF	LAF7307	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT: IMPLEMENTS ITS ENHANCEMENTS INCLUDING SYNCHRONIZATION AND RETIMING OF TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS, AND CHANGEABLE MESSAGE SIGNS TO EXPAND ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS).	6/30/2024
LOS ANGELES COUNTY	LAF7307	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT : IMPLEMENTS ITS ENHANCEMENTS INCLUDING SYNCHRONIZATION AND RETIMING OF TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS, AND CHANGEABLE MESSAGE SIGNS TO EXPAND ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS).	6/30/2024
LOS ANGELES COUNTY	LAF3310	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, OPERATIONAL IMPROVEMENTS & ITS COMPONENTS ON ARTERIALS IN THE SOUTH BAY AREA OF LA COUNTY. (APROX 40+ SIGNALS)	6/30/2023
LOS ANGELES COUNTY	LAF7310	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT : PROJECT AREA IS NORMANDIE AV BETWEEN 92ND ST AND EL SEGUNDO BL, MANHATTAN BEACH BL BETWEEN MANHATTAN AV AND VAN NESS AV, AND HAWTHORNE BL BETWEEN IMPERIAL HIGHWAY AND MANHATTAN BEACH BL. PROJECT SCOPE INCLUDES (1) SYNCHRONIZATION AND RETIMING TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS, CHANGEABLE MESSAGE SIGNS. (2) UPGRADE TRAFFIC SIGNAL OPERATIONS TO BE CAPABLE OF TIME-BASED COORDINATION.	6/30/2024
LOS ANGELES COUNTY	LATR02018	THE WHITTIER BOULEVARD TRANSIT SIGNAL PRIORITY PROJECT (PROJECT) INCLUDES THE DEPLOYMENT OF ITS INFRASTRUCTURE TO ENHANCE ARTERIAL OPERATIONS AND MONITORING IN EAST LOS ANGELES. WIRELESS COMMUNICATIONS AND UPGRADED CONTROLLER EQUIPMENT WILL BE	6/30/2024

Table 48 Los Angeles County New TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2024 RTP COMPLETION DATE
		DEPLOYED ALONG A CRITICAL SEGMENT OF WHITTER BLVD. THAT SERVES METRO RAPID LINE 720 AND PROVIDES PARALLEL CAPACITY TO THE 1-10 EXPRESSLANES.	
LOS ANGELES COUNTY	LAF5316	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - SYSTEMWIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS IN SOUTH BAY REGION. 25 SIGNALS SYSTEM WIDE. ADDITIONALLY, THIS PROJECT WILL INSTALL ANY WARRANTED AND FEASIBLE ROADWAY IMPROVEMENTS ALONG THE ROUTES TO IMPROVE OVERALL PROGRESSION.	6/30/2024
LOS ANGELES COUNTY	LAF1321	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS. SYNCHRONIZES 83 CONSECUTIVE INTERSECTIONS.	6/30/2023
LOS ANGELES COUNTY	LAF5315	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. THIS PROJECT INCLUDES 6 INTERSECTIONS AT MYRTLE AV/PECK RD BETWEEN HUNTINGTON DR AND CLARK ST AND PROVIDES FOR SYSTEM WIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS. (APROX. 20+ SIGNALS)	6/30/2024
LOS ANGELES COUNTY	LAF1311	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSP. SYSTEM COMPONENTS ON REGIONAL ARTERIALS. SYNCHRONIZES 50 CONSECUTIVE INTERSECTIONS.	6/30/2023
LOS ANGELES COUNTY	LAF3309	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJ, PHASE VI. DESIGN AND CONSTRUCT MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS & ITS COMPONENTS ON REGIONAL ARTERIALS IN GATEWAY CITES AREA. (APROX. 126 SIGNALS)	6/30/2023
LOS ANGELES COUNTY	LAF1312	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION AND INTERSECTION OPERATIONAL IMPROVEMENTS ON REGIONAL ARTERIALS IN THE GATEWAY CITIES REGION. INCLUDES 86 CONSECUTIVE INTERSECTIONS.	6/30/2024

Table 48 Los Angeles County New TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2024 RTP COMPLETION DATE
LOS ANGELES COUNTY	LAF7306	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT : (1) TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS FOR 28 INTERSECTIONS ALONG FOOTHILL BL BETWEEN LOWELL AV AND CROWN AV. (2) INSTALLS TWO (2) CLOSED CIRCUIT TELEVISION (CCTV) CAMERAS AND WIRELESS NETWORK COMMUNICATIONS INFRASTRUCTURE WHICH WILL PROVIDE FOR EXPANSION OF ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) ALONG FOOTHILL BL.	6/30/2024
LOS ANGELES COUNTY MTA	LA0G1162	AIRPORT METRO CONNECTOR.	12/31/2024
LOS ANGELES COUNTY MTA	LA0G642	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 3 FTA ARPA - CIG (SECTION 5309 NS) $93.4M IN FY22	6/30/2027
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 $59.2M OF SECTION 5309 NS ARPA-CIG (CAPITAL INVESTMENT GRANT) IN FY22.	6/30/2024
LOS ANGELES COUNTY MTA	LA0G1169	BRIGHTON TO ROXFORD DOUBLE TRACK ADDS 11 MILES OF 2ND TRACK BETWEEN BURBANK AND SYLMAR ON METROLINK'S ANTELOPE VALLEY LINE (AVL). PROJECT ELIMINATES CURRENT BOTTLENECK & IMPROVES ON-TIME PERFORMANCE & OPERATIONAL RELIABILITY ON THE AVL. PROJECT IS DESIGNED TO BE COMPATIBLE WITH THE POTENTIAL FUTURE HIGH SPEED RAIL ALIGNMENT. PROJECT WILL BE CONSTRUCTED IN 4 SEGMENTS. SEG. 1, BRIGHTON TO MCKINLEY ST, IS FUNDED THROUGH CONSTRUCTION. SEGMENTS 2, 3, AND 4 ARE NOT FUNDED FOR DESIGN OR CONSTRUCTION.	12/31/2023
LOS ANGELES COUNTY MTA	LA0D198	CRENSHAW/LAX TRANSIT CORRIDOR - THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT IS AN 8.5-MILE LIGHT RAIL TRANSIT (LRT) LINE EXTENDING FROM THE INTERSECTION OF CRENSHAW AND EXPOSITION BOULEVARDS ALLOWING FOR TRANSFER TO THE EXPOSITION LIGHT RAIL TRANSIT LINE TO A CONNECTION WITH THE METRO GREEN LINE AT THE AVIATION/LAX STATION (PPNO 4027A)	6/30/2024
PALMDALE	LATP17S025	THE IMPROVEMENTS WOULD CONSIST OF IMPLEMENTING A "COMPLETE STREETS" ELEMENT THAT INCLUDES CROSSWALK ENHANCEMENTS, BULB-OUT CROSSINGS, NEW CLASS II BIKE LANES (0.74 MILE), THE UPGRADE OF A CLASS II BIKE LANE TO A CLASS IV FACILITY (0.3 MILE), MINI-ROUNDABOUTS, SIDEWALK GAP CLOSURES, ADA-COMPLIANT CURB RAMPS, AND UPGRADED TRAFFIC CONTROL DEVICES ALONG 10TH STREET EAST FROM AVENUE Q-9 TO Q-12.	12/31/2030

Table 48 Los Angeles County New TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2024 RTP COMPLETION DATE
SANTA CLARITA	LA0G774	VISTA CANYON RANCH TRANSIT CENTER - RELOCATE THE EXISTING, TEMPORARY VIA PRINCESSA METROLINK STATION TO THE VISTA CANYON PROJECT SITE; INCLUDES METROLINK STATION AND BUS TRANSFER STATION, A PEDESTRIAN OVERPASS OR UNDERCROSSING OF THE TRACKS AND AN ADJACENT PARKING STRUCTURE WITH UP TO 750 PARKING SPACES.	6/30/2024
SOUTH GATE	LAF7309	TWEEDY BOULEVARD SIGNAL SYNCHRONIZATION PROJECT: (1) INTERCONNECTS 18 TRAFFIC SIGNALS USING FIBER OPTIC CABLE AND WIRELESS COMMUNICATIONS (2) SYNCHRONIZES SIGNAL TIMING TO IMPROVE TRAFFIC FLOW, AND REDUCES DELAYS ALONG THE 2.7-MILE ARTERIAL. (3) INSTALL A CLOSED-CIRCUIT TELEVISION CAMERA (CCTV) AT THE INTERSECTION OF LONG BEACH BL TO SUPPORT THE ADVANCE TRANSPORTATION MANAGEMENT SYSTEMS (ATMS).	6/30/2024
SOUTH PASADENA	LAF5308	SOUTH PASADENA'S ATMS, CENTRAL TCS AND FOIC FOR FAIR OAKS AV. THIS PROJECT IS LOCATED IN SOUTH PASADENA ON FAIR OAKS AV BETWEEN COLUMBIA ST AND HUNTINGTON DR. IT WILL ESTABLISH A FIBER-OPTIC BACKBONE COMMUNICATION SYSTEM CONNECTION BETWEEN 12 SIGNALS ON FAIR OAKS AV AND CITY HALL AND INSTALL THE ATMS/CENTRAL MANAGEMENT/CONTROL SYSTEM AT ITS CITY HALL BUILDING. FUNDS ARE FOR DESIGN AND CONSTRUCTION COSTS.	12/31/2023
TORRANCE	LA0G1589	ANZA AVE FROM DEL AMO BLVD TO SEPULVEDA BLVD; ASPHALT PAVEMENT REHABILITATION, REPAIR DAMAGED SIDEWALKS AND CURB AND GUTTER, TRAFFIC SIGNAL IMPROVEMENTS TO INCREASE CAPACITY AND THROUGHPUT (VIDEO DETECTION, PEDESTRIAN ACTUATION), INSTALLATION OF EMERGENCY VEHICLE PREEMPTION.	6/30/2024
WHITTIER	LAF5314	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - IMPROVE TRAFFIC SIGNAL OPERATIONS BY UPGRADING EACH TRAFFIC SIGNAL TO FEDERAL AND STATE STANDARDS, PROVIDING ADDITIONAL VEHICLE DETECTION TO ENABLE OPERATION AS A FULLY TRAFFIC-ACTUATED SIGNAL, INSTALLING THE APPROPRIATE COMPONENTS TO ENABLE EACH SIGNAL TO BE CAPABLE OF TIME-BASED COORDINATION AND RETIMING SIGNALS TO IMPROVE THE OVERALL PROGRESSION OF TRAFFIC.(APROXIMATLY 17 SIGNALS INCLUDED)	6/30/2023

Table 49 Orange County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
ANAHEIM	ORA152211	NOHL RANCH OPEN SPACE TRAIL - PROJECT WILL CONSIST OF A 10-FOOT WIDE CLASS I BIKEWAY AND A 3 TO 10-FOOT WIDE PEDESTRIAN TRAIL (PENDING CLEARANCE), IN COMPLIANCE WITH CALTRANS STANDARDS. THE PROJECT ALIGNMENT WOULD BE APPROXIMATELY 5,100 LF AND CONNECT ANAHEIM HILLS ROAD TO THE SIGNALIZED CROSSING ON THE EAST SIDE OF AVENIDO BERNARDO NORTH. ANCILLARY FEATURES OF THE PROJECT INCLUDE LIGHTING, LANE MARKINGS, SIGNS, BICYCLE PARKING AND PEDESTRIAN AMENITIES.	6/30/2023	6/30/2025	6/30/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEED FOR ADDITIONAL TECHNICAL STUDIES AS PART OF ENVIRONMENTAL DOCUMENT. IN ROW ACQUISITION PHASE.
BREA	ORA190906	OC LOOP BREA GAP CLOSURE - CLASS I, 1.30-MILE BIKEWAY ALONG THE EXISTING RAILROAD ROW BETWEEN NORTH PALM STREET AND THE BREA CANYON CHANNEL IN THE CITY OF BREA.	6/30/2028	6/30/2028	6/30/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
GARDEN GROVE	ORA170202	CITY OF GARDEN GROVE, BICYCLE CORRIDOR IMPROVEMENTS - NEW BIKE LANES THROUGH ROAD REBALANCING ON WEST STREET AND GILBERT STREET, STRIPING BUFFERS TO EXISTING BIKE LANES ON BROOKHURST STREET, CHAPMAN AVENUE, AND LAMPSON AVENUE, STRIPING BIKE LANE NETWORK GAPS ON BROOKHURST STREET, IMPROVING AND CREATING BICYCLE ROUTES ON LAMPSON AVENUE, GILBERT AVENUE, IMPERIAL AVENUE, SHAPEL STREET AND DEADORA DRIVE.	10/1/2025	10/1/2025	10/1/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.

Table 49 Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
LA HABRA	ORA113011	LA HABRA UNION PACIFIC RAILROAD BIKEWAY. ENG FOR UNION PACIFIC RAILROAD ROW BETWEEN LA HABRA WEST CITY LIMITS AND LA HABRA EAST CITY LIMITS. ROW FOR LA HABRA WEST CITY LIMITS TO BEACH BOULEVARD. TOLL CREDIT MATCH FOR ATP-MPO - SPLIT PROJECT WITH ORA190920 FOR ROW.	7/1/2025	7/1/2025	7/1/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ROW ACQUISITION PHASE.
ORANGE COUNTY	ORA170205	HAZARD AVENUE BIKEWAY PROJECT BETWEEN GOLDENWEST STREET AND EUCLID AVENUE. CONSTRUCT APPROXIMATELY 4 MILES OF A CLASS IV (PAVED, ON-ROAD PROTECTED) BIKEWAY IN THE CITIES OF WESTMINSTER AND GARDEN GROVE.	12/1/2023	12/1/2023	12/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA112702	RIDESHARE VANPOOL PROGRAM - CAPITAL LEASE COST FY12/13 - FY20/21. THIS PROJECT INCLUDES SUBSIDY, MARKETING, DATABASE, RIDE GUIDE AND ASSOCIATED COSTS FOR THE RIDESHARE/VANPOOL PROGRAM. TRANSIT DEVELOPMENT CREDITS: FY18/19 FTA 5307 TRANSFER @ $516, FY20/21 CMAQ @ $516 AND FY21/22 CMAQ @ $516	1/31/2017	9/30/2024	9/30/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA080909	OC STREETCAR BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. (TRANSIT DEVELOPMENT CREDIT MATCH FOR FHWA TRANSFER FY16/17 IS $306K & TDC MATCH FOR FHWA TRANSFER FY18/19 IS $2.822M). $9.407M OF SECTION 5309B NS ARPA-CIG (CAPITAL INVESTMENT GRANT) IN FY22.	6/30/2021	6/30/2023	12/31/2024	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DISCOVERY OF NATIVE AMERICAN REMAINS. UNDER CONSTRUCTION.

Table 49 Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030605	I-405 FROM SR-73 TO I-605. ADD 1 MF LANE IN EACH DIRECTION AND ADDITIONAL CAPITAL IMPROVEMENTS (BY 2022), CONVERT EXISTING HOV TO HOT. ADD 1 ADDITIONAL HOT LANE EACH DIRECTION. COMBINED WITH ORA045, ORA151, ORA100507, ORA120310, AND ORA030605A. SIGNAGE FROM PM 7.6 TO 24.2	12/31/2026	12/31/2026	12/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA085004	ANAHEIM CANYON STATION PROJECT WILL ADD DOUBLE TRACK AND ANOTHER PLATFORM AS WELL AS EXTEND THE EXISTING PLATFORM TO BE IN CONFORMANCE WITH THE METROLINK STANDARDS FOR PASSENGER PLATFORM LENGTH. (TDCS IN FY18/19 $136 FOR DES, $29 FOR ROW AND $2,532 FOR CON; 5307 FHWA TRANSFER: $43 IN FY19/20 FROM ORANGE PARKING STRUCTURE SAVINGS ALREADY IN FTA GRANT CA-2017-072)	6/1/2014	7/23/2022	12/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO FINAL STAGE DESIGN PHASE. CONSTRUCTION / IMPLEMENTATION COMPLETE, PROJECT OPEN FOR USE.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA211701	COUNTYWIDE SIGNAL SYNCHRONIZATION BASELINE THIS PROJECT AIMS TO BUILD AND RESET THE SYNCHRONIZATION BASELINE NETWORK FOR ORANGE COUNTY'S SIGNAL SYNCHRONIZATION NETWORK OR SSN FOR THE WEEKDAY AND WEEKEND PEAK PERIODS. THIS PROJECT WILL INCLUDE DATA COLLECTION, TIMING OPTIMIZATION, IMPLEMENTATION, FINE-TUNING AND CONTINUITY TESTING OF 2,500 SIGNALS ALONG THE SSN. TOLL CREDITS: CMAQ: $1,376 IN FY22/23; STBG: $344 IN FY22/23.	6/30/2029	6/30/2029	6/30/2029	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP.

Table 49 Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA210301	THE PROJECT WILL INSTALL REAL-TIME DISPLAY & BRAVO! SIGNAGE AT UP TO 23 BUS STOPS ALONG THE BRAVO! MAIN STREET RAPID BUS AND OC BUS ROUTE 53/53X CORRIDOR. ROUTE 53/53X OPERATES FROM ANAHEIM THROUGH ORANGE AND SANTA ANA TO IRVINE VIA MAIN STREET AND BRAVO! MAIN STREET RAPID BUS (ROUTE 533) OPERATES ON MAIN STREET FROM ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER TO MACARTHUR BOULEVARD IN SANTA ANA	12/31/2025	12/31/2025	12/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SANTA ANA	ORA170802	FIRST STREET PEDESTRIAN IMPROVEMENTS - WIDEN EXISTING SIDEWALKS BY THREE FEET, NARROW THE VEHICLE LANES, CONSTRUCT ADA IMPROVEMENTS ON SIDEWALKS AND WHEEL CHAIR RAMPS, PROVIDE HIGH VISIBILITY MARKED CROSSWALKS, AND ADD A SIGNAL CONTROLLED PEDESTRIAN CROSSING ALONG FIRST STREET, 1.1 MILE CORRIDOR.	12/14/2026	12/14/2026	12/14/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SANTA ANA	ORA190905	STANDARD AVENUE CLASS IV PROTECTED BIKE LANE AND CLASS II BUFFERED BIKE LANE FROM 3RD STREET TO WARNER AVENUE AND PROTECTED INTERSECTION PROJECT AT MCFADDEN IN THE CITY OF SANTA ANA. PROJECT INCLUDES 9,900 LINEAR FEET (LF) OF ROAD DIETS, 4,000 LF CLASS II, 1,700 LF CLASS III, AND 5,900 LF CLASS IV BIKEWAYS. ATP TOLL CREDITS.	12/15/2024	7/15/2026	7/15/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 49 Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
SANTA ANA	ORA190901	FREMONT ELEMENTARY AND SPURGEON INTERMEDIATE SRTS - PEDESTRIAN/BICYCLIST TRAFFIC SAFETY IMPROVEMENTS FOR FREMONT ELEMENTARY AND SPURGEON INTERMEDIATE SAFE ROUTES TO SCHOOL. WORK INCLUDES BULBOUTS, CURB RAMPS, 2,383 LINEAR FEET (LF) OF NEW SIDEWALK, 10,824 LF OF CLASS 3 BIKEWAYS AND A ROAD DIET WITH 5,280 LF OF CLASS 2 BIKEWAYS. STATE ONLY FUNDS.	12/15/2024	12/6/2024	7/15/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEED TO TRANSITION TO WORK-FROM-HOME CAUSED BY COVID-19. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SANTA ANA	ORA151502	SANTA ANA AND FIFTH PROTECTED BIKE LANE - INSTALL MEDIAN PROTECTED BIKE LANES ON SANTIAGO, SIXTH, BROWN, GARFIELD, FRENCH, FIFTH AND SANTA ANA WITH ALL APPLICABLE SIGNAGE, STRIPING, AND SIGNAL IMPROVEMENTS. ATP STATE ONLY FUNDING.	12/1/2026	12/1/2026	12/1/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
SANTA ANA	ORA190915	BRISTOL STREET PROTECTED BIKE LANES - PHASE II WARNER TO ST. ANDREW PLACE - CLASS IV, 1.0-MILE BICYCLE LANE INSTALLATION ON BRISTOL STREET FROM WARNER AVENUE TO ST. ANDREW PLACE. THIS SEGMENT WILL INSTALL A SIX-FOOT WIDE BICYCLE LANE AND A FOUR-FOOT WIDE SEPARATION BARRIER AS A BUFFER WITHIN THE CURB TO CURB STREET WIDTH AFTER.	2/26/2024	2/26/2024	2/26/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES ON TRANSIT PLANNING EFFORTS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SANTA ANA	ORA190904	MCFADDEN AVE. PROTECTED BIKE LANE AND BICYCLE BLVD. PROJECT - MCFADDEN AVE. 15,050 LINEAR FEET OF CLASS IV PROTECTED BIKE LANES AND ROAD DIETS AND 6,365 LINEAR FEET OF CLASS III BICYCLE BLVD FROM HARBOR BLVD TO GRAND AVE IN THE CITY OF SANTA ANA. ATP TOLL CREDITS.	12/15/2024	12/15/2024	7/15/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEED TO TRANSITION TO WORK-FROM-HOME AND UNDER-STAFFING CAUSED BY COVID-19.

Table 49 Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
						IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SANTA ANA	ORA151503	THE EDINGER AVE PROTECTED BIKE LANES PROJECT - INSTALL BIKE LANES DOWN THE 1.7-MILE CORRIDOR PASSING THROUGH RESIDENTIAL HOMES, SCHOOLS, PARKS, AND SMALL BUSINESS SHOPPING CENTERS. THE PROJECT INCLUDES A SAFE ROUTES TO SCHOOL PROGRAM AT 3 SCHOOLS. ATP STATE-ONLY FUNDED.	12/31/2024	12/1/2026	12/1/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
SANTA ANA	ORA210901	RAITT STREET PROTECTED AND BUFFERED BIKE LANE PROJECT - RAITT ST. CLASS 4 PROTECTED BIKE LANE FROM ST. GERTRUDE TO SANTA ANA BLVD, CLASS 2 BIKE LANE FROM WARNER TO OCCIDENTAL, AND CLASS 3 BICYCLE BLVD FROM SANTA ANA BLVD TO WASHINGTON.	12/30/2030	12/30/2030	12/30/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
VARIOUS AGENCIES	ORA239801	PORTOLA PARKWAY SIGNAL SYNCH PROJECTS - SYNCHRONIZATION OF 31 TRAFFIC SIGNALS ALONG 7.6 MILES OF PORTOLA PARKWAY BETWEEN PALOMA PARKWAY AND PLANO TRABUCO ROAD. INCLUDES SELECT UPGRADES TO KEY EQUIPMENT INCLUDING ADVANCED TRAFFIC CONTROLLERS (ATC), COMMUNICATIONS, AND DETECTION.			12/31/2022	UNDER CONSTRUCTION.
VARIOUS AGENCIES	ORA100511	SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS.	12/15/2024	4/30/2027	4/30/2029	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COMPLEX RIGHT OF WAY NEGOTIATIONS.

Table 49 Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
		TOLL CREDIT FOR RSTP AND CMAQ. (INCLUDING STREET TRAFFIC SIGNAL IMPROVEMENT AT I-5/NEWPORT AVENUE ONRAMP FOR MITIGATION. NON-CAPACITY)				IN ROW ACQUISITION.
VARIOUS AGENCIES	ORA111801	I-5 (ALICIA PARKWAY TO EL TORO ROAD) SEGMENT 3 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN ALICIA PARKWAY AND EL TORO ROAD (APPROXIMATELY 1.7 MILES), EXTEND THE 2ND HOV LANE IN BOTH DIRECTIONS AND ADD AUXILIARY LANES WHERE NEEDED.	6/30/2023	9/30/2025	9/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
VARIOUS AGENCIES	ORA239802	1ST STREET/BOLSA AVENUE SIGNAL SYNCHRONIZATION PROJECT - SYNCHRONIZATION OF 55 TRAFFIC SIGNALS ALONG 13.1 MILES OF 1ST STREET BETWEEN BOLSA AVENUE AND NEWPORT AVENUE. INCLUDES SELECT UPGRADES TO KEY EQUIPMENT INCLUDING ATC, COMMUNICATIONS, AND DETECTION.			12/31/2022	UNDER CONSTRUCTION.
VARIOUS AGENCIES	ORA239803	ALTON PARKWAY SIGNAL SYNCHRONIZATION PROJECT - SYNCHRONIZATION OF 50 TRAFFIC SIGNALS ALONG 12.8 MILES OF ALTON PARKWAY BETWEEN RED HILL STREET TO PORTOLA PARKWAY. INCLUDES SELECT UPGRADES TO KEY EQUIPMENT INCLUDING ATC, COMMUNICATIONS, AND DETECTION.			12/31/2022	CONSTRUCTION / IMPLEMENTATION COMPLETE, PROJECT OPEN FOR USE.

Table 49 Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
WESTMINSTER	ORA151507	GARDEN GROVE BOULEVARD COMPLETE STREET PROJECT - EB SR-22 ON/OFF-RAMPS/NB I-405 OFF-RAMP TO THE WEST AND EB SR-22 OFF-RAMP TO THE EAST; EDWARDS ST BETWEEN GARDEN GROVE BLVD AND TRASK AVE; TRASK AVE BETWEEN EDWARDS ST AND HOOVER ST. INSTALL CLASS IV BIKEWAY WITH ROAD DIET AND CLASS II BIKEWAYS WITH ROAD DIET, TRAFFIC SIGNAL MODIFICATION, ROADWAY SIGNING AND STRIPING, WITH A NON-INFRASTRUCTURE BIKE SAFETY PILOT PROGRAM. TOLL CREDIT FOR ATP-MPO.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Table 50 Orange County Completed/Corrected TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
ANAHEIM	ORA151509	WEST STREET AND CITRON STREET SIDEWALK GAP CLOSURE - CONSTRUCTION OF SIDEWALK GAP CLOSURES TO CREATE NEW 5-FT-WIDE SIDEWALK, CURB AND GUTTER, AND DRAINAGE FACILITIES ALONG WEST AND CITRON STREETS, AS WELL AS NON-INFRASTRUCTURE ACTIVITIES. TOLL CREDIT FOR ATP-MPO.	2/1/2023	2/1/2023	COMPLETE	
SANTA ANA	ORA152212	BRISTOL STREET PROTECTED BICYCLE LANES - INSTALL 1.25 MILE PROTECTED BIKE LANE ON BRISTOL STREET FROM EDINGER AVENUE TO 1ST STREET.	6/30/2023	6/30/2023	COMPLETE	
VARIOUS AGENCIES	ORA111209	LAGUNA NIGUEL TO SAN JUAN CAPISTRANO PASSING SIDING - ADD 1.8 MILES OF NEW RAILROAD TRACK ADJACENT TO THE EXISTING MAIN TRACK. (INCLUDES SLOPE STABILIZATION/RETAINING WALL) MP 193.9 - MP 195.7 (PROJECT WILL UTILIZE TDC MATCH - 5307 FHWA TRANSFER: $438 IN FY13/14; $2,125 IN FY16/17. CMAQ: $264 IN FY21/22. 5307 FHWA TRANSFER: $47 IN FY19/20 FROM ORANGE PARKING SAVINGS ALREADY IN GRANT CA-2017-072)(PPNO 2107)	2/28/2023	2/28/2023	COMPLETE	

Orange County
Table 51 Orange County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2024 RTP COMPLETION DATE
ANAHEIM	ORA152211	NOHL RANCH OPEN SPACE TRAIL - PROJECT WILL CONSIST OF A 10-FOOT-WIDE CLASS I BIKEWAY AND A 3- TO 10-FOOT-WIDE PEDESTRIAN TRAIL (PENDING CLEARANCE), IN COMPLIANCE WITH CALTRANS STANDARDS. THE PROJECT ALIGNMENT WOULD BE APPROXIMATELY 5,100 LF AND CONNECT ANAHEIM HILLS ROAD TO THE SIGNALIZED CROSSING ON THE EAST SIDE OF AVENIDO BERNARDO NORTH. ANCILLARY FEATURES OF THE PROJECT INCLUDE LIGHTING, LANE MARKINGS, SIGNS, BICYCLE PARKING AND PEDESTRIAN AMENITIES.	6/30/2027
ORANGE COUNTY	ORA230801	OC LOOP SEGMENT P AND Q - CLASS I TRAIL ALONG THE COYOTE CREEK FLOOD CHANNEL (1.6 MILES) THAT CLOSES A GAP ALONG THE 66-MILE MULTI-MODAL REGIONAL ROUTE KNOWN AS THE OC LOOP. SPLIT PROJECT FROM ORA151508.	12/19/2030
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030605	I-405 FROM SR-73 TO I-605. ADD 1 MF LANE IN EACH DIRECTION AND ADDITIONAL CAPITAL IMPROVEMENTS (BY 2022), CONVERT EXISTING HOV TO HOT. ADD 1 ADDITIONAL HOT LANE EACH DIRECTION. COMBINED WITH ORA045, ORA151, ORA100507, ORA120310, AND ORA030605A. SIGNAGE FROM PM 7.6 TO 24.2.	12/31/2026

Table 52 Riverside County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
CALIMESA	RIV190623	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF CALIMESA (JOINT PROJECT WITH CITY OF YUCAIPA) - ON COUNTY LINE RD B/W PARK AV AND BRYANT ST, CONSTRUCT 4 SINGLE-LANE AND 1 MULTI-LANE ROUNDABOUTS; AND IMPROVEMENTS TO STREET, PEDESTRIAN FACILITIES, AND BICYCLE FACILITIES.	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
CITY OF EASTVALE	RIV210627	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF EASTVALE - SOUTHEAST EASTVALE SAFE ROUTES TO SCHOOL EQUITABLE ACCESS PROJECT - CONSTRUCT: 1 LANE MILE OF CLASS II BIKEWAY ALONG ORANGE STREET FROM SUMMER AVE TO SCHOLAR WAY; A PEDESTRIAN SIGNAL WITH BULB-OUTS & PEDESTRIAN REFUGE ISLAND; 3 ADDITIONAL CROSSING IMPROVEMENTS FOR EXISTING CLASS 1 PATH; 4 BULB-OUTS.	10/28/2028	10/28/2028	10/28/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
CITY OF JURUPA VALLEY	RIV200703	IN WESTERN RIVERSIDE CO. FOR THE CITY OF JURUPA VALLEY - SRTS SIDEWALK GAP CLOSURE ON VARIOUS STREETS NEAR SUNNYSLOPE ELEMENTARY SCHOOL: CONSTRUCT 9,715 LF OF SIDEWALKS, 15 CROSSWALKS (11 NEW & 4 UPGRADES), 19 ADA RAMPS, SOLAR FLASHING BEACONS AT 2 AWSC INTERECTIONS AND RRFB CONTROLLED CROSSWALK (STATE-ONLY FUNDS: SB1 & SHA).	12/30/2027	12/30/2027	12/30/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.

Table 52 Riverside County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
HEMET	RIV181010	IN CITY OF HEMET - HEMET VALLEY BIKEWAY CONX: INSTALL CLASS II (1,200 LF), III (10,500 LF) BIKE LNS, NEW S/W (4,000 LF) W/ ADA RAMPS, XING IMP., ON PALM BW ESPLANDE & JOHNSTN, WHITTIER BW PALM & GILBERT, JOHNSTN BW PALM & GILBERT, GILBERT BW WHITTIER & CHAMBERS, CHAMBERS BW GILBERT & STATE; BIKE STAGING W/ DETECTION, LOCKERS, REPAIR AREA; INCL OUTREACH. (ATP-3 AUG STATE) TC UTILIZ FOR FY19, FY20.	9/1/2023	9/1/2023	9/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
PERRIS	RIV210619	IN WESTERN RIV. CO. IN THE CITY OF PERRIS: CONSTRUCT 9,240 LINEAR FT OF CLASS IV BIKE LANES WITH HARDSCAPE BUFFER AND REFLECTIVE DELINEATORS, 3 HIGH-VISIBILITY CROSSWALKS, 700 LINEAR FT OF SIDEWALKS, BIKE REPAIR STATIONS, AND SIGNAGE ON REDLANDS AVE BETWEEN PLACENTIA AVE AND TAHOE ST, AND ON CITRUS AVE BETWEEN REDLANDS AVE AND PERRIS BLVD. INCLUDES PUBLIC OUTREACH CAMPAIGN.	12/31/2028	12/31/2028	12/31/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
RIVERSIDE COUNTY	RIV200707	IN WESTERN RIVERSIDE CO. FOR THE UNINCORPORATED AREA OF WARM SPRINGS AND IN THE CITY OF LAKE ELSINORE - EL TORO RD/DEXTER AVE SRTS SIDEWALK PROJECT: CONSTRUCT APPROX. 5,748 LF OF SIDEWALK, CURB AND GUTTER ON EL TORO/DEXTER FROM CARMELA CT TO 630' N/O CENTRAL AVE INCLUDING 7 NEW CURB RAMPS, A NEW CROSSWALK AND 2 FLASHING BEACONS. SRTS PROGRAM INCLUDES: WALK/BIKE AUDIT, PED SAFETY CLASS, MOCK CITY EVENTS, AND SRTS LAW ENFORCEMENT.	12/30/2028	12/30/2028	12/30/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ROW ACQUISITION.

Table 52 Riverside County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV160101	IN WESTERN RIVERSIDE COUNTY ON SR-91/I-15: ON I-15 -ADD TOLL EXPRESS LANE MEDIAN DIRECT CONNECT FROM SB15 TO WB91 & EB91 TO NB15, 1 TOLL EXPRESS LANE EACH DIRECTION FROM HIDDEN VALLEY TO SR91 DIRECT CONNECTOR. CONSTRUCT OPERATIONAL IMPROVEMENT BY EXTENDING THE EB91 EXPRESS LANE (2ND LN SPLIT TO RIV160101A) AND AUXILARY LANE ALONG SR91. CONSTRUCT ADDITIONAL SIGNAGE ALONG SR91 AT PM R18.0 IN OR COUNTY.	6/30/2023	6/30/2024	6/30/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV111207	IN WESTERN RIVERSIDE COUNTY - CONTINUE THE IMPLEMENTATION OF PARK & RIDE FACILITIES THROUGH PROPERTY LEASES (VARIOUS LOCATIONS THROUGHOUT THE WESTERN COUNTY).	12/30/2028	12/30/2028	12/30/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV151104	FREEWAY SERVICE PATROL (FSP) CONTINUED IMPLEMENTATION OF FSP ON SR-91 (ORANGE COUNTY LINE TO 60/91/215 INTERCHANGE), SR-60 (MILLKEN TO THEODORE), I-215 (SAN BERNARDINO COUNTY LINE TO MURRIETA HOT SPRINGS), I-15 (SR-60 TO SR-79/TEMECULA PARKWAY).	12/31/2022	12/31/2028	12/31/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV200105	IN WESTERN RIVERSIDE COUNTY - CONTINUE THE IMPLEMENTATION OF SUBSIDIES FOR ELIGIBLE VANPOOLS COMMUTING TO WORKSITES IN WESTERN COUNTY. TDC USED AS FOLLOWS: FFY 23/24 $49K; FFY24/25 $70K; & FFY25/26 $93K.	12/30/2030	12/30/2030	12/30/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.

Table 52 Riverside County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV200801	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF TEMECULA: INSTALLATION OF NEW VEHICLE DETECTION AND ADAPTIVE HIGHWAY METERING SYSTEMS ON I-15 NB FROM THE SAN DIEGO COUNTY LINE TO THE I-15/I-215 SPLIT. INCLUDES RELOCATION OF EXISTING RAMP METERS AT RANCHO CALIFORNIA RD. (RCR) AND TEMECULA PARKWAY, RAMP MODIFICATIONS AT RCR AND WINCHESTER ROAD, VARIABLE SPEED LIMIT SIGNS, AND OTHER ITS ELEMENTS. TC UTILIZATION FOR CMAQ AND TC FOR EARMARKS.	12/31/2025	12/31/2025	12/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
RIVERSIDE TRANSIT AGENCY	RIV180131	IN WESTERN RIV CO IN THE CITY OF HEMET FOR RTA - CONSTRUCTION OF THE HEMET MOBILITY HUB ON 2 ACRE PARCEL LOCATED EAST OF RAIL ROW, SOUTH OF EAST DATE STREET, W/O NORTH JUANITA ST, AND NORTH OF EAST DEVONSHIRE AVE TO INCLUDE: 10 BUS BAYS, 10 SHELTERS/CANOPIES, 20 PARKING SPACES, 1 TRAFFIC SIGNAL AT DEVONSHIRE & CARMALITA, 1 CONTROLLED INTERSECTION AT DEVONSHIRE AND JUANITA; STORAGE AND RESTROOM FACILITY. (FTA 5339: FY15 $1,626 (URBAN); FY16 $317 AND FY17 $326 (SMALL URBAN).	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
WILDOMAR	RIV210630	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: BUNDY CANYON ATP CORRIDOR (CIP 026-3): BETWEEN MONTE VISTA DRIVE AND HARVEST WAY, CONSTRUCT A 2.2 MILE ADA COMPLIANT 15-FOOT WIDE CLASS I SHARED BIKE/PEDESTRIAN PATH ALONG BUNDY CANYON ROAD WITH LIGHTING, WOOD/ROPE BARRIER, AND CA MUTCD SIGNAGE. INCLUDES COMMUNITY PROGRAMS TO ENHANCE SAFETY AND COMFORT FOR RESIDENTS AND STUDENTS.	12/31/2029	12/31/2029	12/31/2029	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.

Table 53 Riverside County Completed/Corrected TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
RIVERSIDE COUNTY	RIV181007	IN WEST RIV CO IN UNINCORPORATED CABAZON: CABAZON SRTS SIDEWALK SAFETY IMPROVEMENTS: INSTALL 3,000 LF OF NEW S/W, CURB&GUTTER, PAVEMENT WIDENING, ADA CURB RAMPS, DRIVEWAY APPROACHES, SIGNS, MARKINGS ALONG THE EAST SIDE OF BROADWAY ST. (B/W CARMEN AVE & 400 FT. S/O MAIN ST) & ALONG THE S/S OF CARMEN AVE (B/W ALMOND ST & CABAZON ELEMENTARY) (ATP-3 AUG-STATEWIDE) (STATE-ONLY FUNDS)	11/26/2021	12/31/2022	COMPLETE	
RIVERSIDE, CITY OF	RIV181012	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE - LA SIERRA NEIGHBORHOOD SIDEWALK IMP: INSTALLATION OF 1.28 MILE OF ADA-COMPLIANT SIDEWALK ON CARMINE ST, RICHMOND ST, NORWOOD AVE. FROM COLLEGE AVENUE TO SIERRA VISTA AVE., ON DOVERWOOD DR. FROM BUTLER DR. TO LA SIERRA AVE., ON A PORTION OF BUTLER DR. AND ON COLLEGE AVE FROM DOVERWOOD DR. TO NORWOOD AVE. (ATP-3 AUG STATEWIDE, SOF)	3/30/2023	3/30/2023	COMPLETE	

Table 54 Riverside County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2024 RTP COMPLETION DATE
MENIFEE	RIV230305	IN THE CITY OF MENIFEE: CONSTRUCT SIDEWALKS, CROSSWALKS, BICYCLE LANES AND ADA RAMPS ALONG WATSON ROAD AND BRIGGS ROAD - MAJOR ACCESS ROUTES TO THE HARVEST VALLEY ELEMENTARY SCHOOL.	12/31/2030

Table 55 San Bernardino County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
FONTANA	20131506	IN FONTANA: SAN SEVAINE TRAIL (PHASE 1, SEG 2) NORTH/SOUTH 1.25 MILE LONG, 12 FT WIDE PAVED MULTI-USE TRAIL FROM BANYAN ST. TO THE PACIFIC ELECTRIC TRAIL IN FONTANA	12/31/2020	12/31/2022	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COMPLEX RIGHT OF WAY ACQUISITION AND COORDINATION ISSUES. IN ROW ACQUISITION.
OMNITRANS	20150307	COUNTY-WIDE VANPOOL PROJECT (ONGOING)(TDC: FY16/17 CMAQ CON $460K)	6/30/2016	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN BID/ADVERTISE PHASE.
REDLANDS	SBD230802	IN REDLANDS: INSTALLATION OF 0.1 MILES OF A CLASS IV BIKEWAY ON TEXAS STREET FROM CITRUS VALLEY HIGH SCHOOL (CVHS) TO DOMESTIC AVENUE. INSTALLATION OF 0.5 MILES OF CLASS I BICYCLE/PEDESTRIAN PATH ON DOMESTIC AVENUE FROM TEXAS STREET TO ORANGE STREET CONNECTING CVHS TO ORANGE STREET. INSTALLATION OF 0.25 MILES OF CLASS I BICYCLE/PEDESTRIAN PATH ON ORANGE STREET FROM PIONEER STREET TO DOMESTIC AVENUE.			4/1/2024	NON-REPORTABLE TCM – BIKE LANE LESS THAN 1 MILE.
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	201186	AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN CHURCH AVE AND BOULDER AVE FROM 4 TO 6 THROUGH LANES AND EXTEND LEFT TURN LANES, WIDEN RAMPS: WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970)	6/1/2021	12/31/2022	12/31/2022	NON-REPORTABLE TCM – BIKE LANE LESS THAN 1 MILE.

Table 55 San Bernardino County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	20190010	RECONSTRUCT MT. VERNON AVE BRIDGE OVER I-10 TO ACCOMMODATE 2 NEW DEDICATED LEFT TURN AND BIKE LANES AND SIDEWALK, REALIGN MT. VERNON & E VALLEY BLVD INTERSECTION, AND MODIFY PORTION OF THE WB ON-RAMP AND EB OFF-RAMP. WIDEN SB MT VERNON AVE SOUTH OF THE BRIDGE TO 2 THROUGH LANES. WIDEN NB MT VERNON AVE, SOUTH OF THE EB ON-RAMP, TO ACCOMMODATE 1 NEW DEDICATED LEFT TURN LANE.	12/31/2025	12/31/2025	12/31/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. NON-REPORTABLE TCM – BIKE LANE LESS THAN 1 MILE.
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	20190702	SBCTA METROLINK STATION ACCESSIBILITY IMPROVEMENT PROJECT - PHASE II: BICYCLE AND PEDESTRIAN ACCESSIBILITY IMPROVEMENTS NEAR FIVE METROLINK TRANSIT STATIONS (MONTCLAIR, UPLAND, RANCHO CUCAMONGA, FONTANA, AND SAN BERNARDINO). TOLL CREDIT TO MATCH ATP	5/21/2024	5/21/2024	5/21/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
VARIOUS AGENCIES	20159902	I-10 CORRIDOR EXPRESS LANE WIDENING (CONTRACT 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED. (TOLL CREDITS TO MATCH STP, CMAQ) (TOLL SYSTEM PROVIDER (TSP) SPLIT AS 20159902A)	3/1/2022	12/31/2022	10/1/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COVID-19 SUPPLY CHAIN ISSUES AND CONTRACT AWARD WAS OVERESTIMATED. UNDER CONSTRUCTION.

Table 55 San Bernardino County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
VARIOUS AGENCIES	20159901	I-15 EXPRESS LANES (CONTRACT 1): CONSTRUCT 1 EXP. LANE IN EACH DIRECTION BETWEEN CANTU-GALLEANO RANCH RD. AND SR-60 AND 2 EXP. LANES IN EACH DIRECTION BETWEEN SR-60 AND NORTH OF FOOTHILL BLVD. ADDITIONAL IMPROVEMENTS TO AUX LN WIDENING, UNDERCROSSING, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED.	12/31/2024	12/31/2024	5/28/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

San Bernardino County

Table 56 San Bernardino County Completed/Corrected TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
OMNITRANS	20151301	REDLANDS PASSENGER RAIL PROJECT (RPRP): NEW PASSENGER RAIL SERVICE FROM RIALTO / E ST IN SAN BERNARDINO TO REDLANDS. (SBCTA IS SUB RECIPIENT OF FTA FUNDS & IS ACTUAL PROJECT LEAD AGENCY)(TD CREDITS: 5307-TR FTA FUNDS FY19/20 $3,998) (THE PROJECT MANAGEMENT COST OF APPROX $20M IN LOCAL FUNDS IS NOT INCLUDED IN FTIP TOTAL COST.)(INCLUDES LOCOMOTIVE PURCHASE FROM STUDY PROJECT 20151303)	12/31/2020	COMPLETE		CONSTRUCTION / IMPLEMENTATION COMPLETE, PROJECT OPEN FOR USE.

Table 57 San Bernardino County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2024 RTP COMPLETION DATE
HIGHLAND	SBD230803	IN HIGHLAND: CONSTRUCTION OF 1 MILE OF NEW CLASS II AND III BICYCLE LANES ON ORANGE ST FROM GREENSPOT RD TO EUCALYPTUS AVE (CLASS II), ORANGE ST FROM EUCALYPTUS AVE TO TONNER DR. (CLASS III), TONNER DR. FROM ORANGE ST TO STREATER DR. (CLASS III), STEATER DR. FROM BASELINE TO GLENHEATHER DR. (CLASS II AND III), GLENHEATHER DR. FROM STREATER DR. TO CHURCH ST/LOVE ST. (CLASS II AND III) AND LOVE ST. FROM CHURCH ST. TO ELDER GULCH PASEO (CLASS III)	6/30/2025
REDLANDS	SBD230802	IN REDLANDS: INSTALLATION OF 0.1 MILES OF A CLASS IV BIKEWAY ON TEXAS STREET FROM CITRUS VALLEY HIGH SCHOOL (CVHS) TO DOMESTIC AVENUE. INSTALLATION OF 0.5 MILES OF CLASS I BICYCLE/PEDESTRIAN PATH ON DOMESTIC AVENUE FROM TEXAS STREET TO ORANGE STREET CONNECTING CVHS TO ORANGE STREET. INSTALLATION OF 0.25 MILES OF CLASS I BICYCLE/PEDESTRIAN PATH ON ORANGE STREET FROM PIONEER STREET TO DOMESTIC AVENUE.	4/1/2024
VARIOUS AGENCIES	20191301	I-10 CORRIDOR CONTRACT 2: THE PROJECT WILL PROVIDE ONE EXPRESS LANE IN EACH DIRECTION FROM JUST EAST OF I-15 TO PEPPER AVENUE IN COLTON, CONNECTING TO THE I-10 CORRIDOR CONTRACT 1 EXPRESS LANES CURRENTLY UNDER CONSTRUCTION. (TOLL CREDITS TO MATCH STP)	12/30/2027

Table 58 Ventura County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
MOORPARK	VEN181001	IN MOORPARK, EXPAND NORTH RAIL STATION PARKING BY 30 SPACES	4/15/2020	9/30/2022	9/30/2022	IN CONTRACT/PROJECT AWARD.
OXNARD	VEN130101	IN OXNARD, ON NORTHEAST COMMUNITY NEIGHBORHOOD STREETS, AND ON CLOYNE ST/CYPRESS RD FROM CHANNEL ISLANDS BLVD TO HUENEME RD, INSTALL CLASS II BIKE LANES (1.9 MILES), CLASS III BIKE LANES (6.3 MILES), IMPROVE EXISTING BIKE LANES, AND INSTALL CURB EXTENSIONS AND ADA IMPROVEMENTS.	5/31/2015	12/31/2022	12/30/2022	IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
OXNARD	VEN150907	ON OXNARD BLVD FROM TOWN CENTER DR TO GONZALES RD (1.6 MILES). INSTALL CLASS II BIKE LANES ENTIRE PROJECT LIMITS, AND NEW SIDEWALK AND ADA IMPROVEMENTS FROM ORCHARD PL TO VINEYARD PLAZA SHOPPING CENTER	12/29/2017	6/30/2023	6/30/2023	IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
OXNARD	VEN210801	IN OXNARD ON 4TH STREET FROM META ST TO C STREET (1,600'), INSTALL CURB EXTENSIONS, CROSSWALKS, CLASS II BIKE LANES, BIKE RACKS, STREET LIGHTING, BUS STOP IMPROVEMENTS, STREET LIGHTING, AND TRAFFIC SIGNAL MODIFICATIONS.	1/3/2025	1/3/2025	1/3/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SAN BUENAVENTURA	VEN210803	THE CABRILLO SEGMENT MULTI-USE PATH GAP COMPLETION CONSTRUCTS A CLASS I TRAIL IN THE CITY OF VENTURA CREATING A 2.0 MILE LONG CONTINUOUS ACTIVE TRANSPORTATION CORRIDOR.	5/29/2024	5/29/2024	5/29/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Table 58 Ventura County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
SAN BUENAVENTURA	VEN171009	IN VENTURA HARMON BARRANCA BIKE PATH AT TELEPHONE; RALSTON, AND ANTELOPE, ANTELOPE AVENUE FROM HARMON BARRANCDA TO BRISTOL; BRISTOL FROM ANTELOPE TO HARMON BARRANCA INSTALL ACTIVE TRANSPORTATION IMPROVEMENTS INCLUDING 600 LINEAR FEET OF CLASS IV CYCLE TRACK AND APPROXIMATELY 1,700 LINEAR CLASS III BIKE BOULEVARD 175 LINEAR FEET OF CLASS ONE PATH, SAFETY FEATURES, RRFBS, PEDESTRIAN SIGNALS, ADA TOLL CREDITS OF $7 IN FY 19/20 AND $50 IN TOLL CREDITS IN FY 22/23.	6/1/2023	6/1/2023	12/31/2023	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEED TO FINISH ANOTHER REPAVING PROJECT FIRST. IN ROW ACQUISITION.
THOUSAND OAKS	VEN191205	IN THE CITY OF THOUSAND OAKS AT JANSS ROAD PARK AND RIDE, NEW LIGHT POLES AND LED FIXTURES, NEW VINYL FENCING, ASPHALT GRIND AND OVERLAY, NEW STRIPING, AND INSTALLATION OF ADDITIONAL EV CHARGER.	12/30/2022	12/30/2022	12/30/2022	IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
THOUSAND OAKS	VEN171005	IN THOUSAND OAKS ON CONEJO SCHOOL ROAD AND WILLOW LANE BETWEEN HILLCREST AND HAMPSHIRE, INSTALL MISSING SIDEWALK AND RECONSTRUCT EXISTING SIDEWALK SEGMENTS FOR ADA REQUIREMENTS (APPROX 3,400 FT.), INSTALL NEW AND RETROFIT CURB RAMPS, INSTALL PED CROSSWALK ENHANCEMENTS, STRIPE NEW CLASS 2 (APPROX 5,300 LF), CLASS 3 SHARROWS (APPROX 1,400 LF), MODIFY VEHICLE STRIPING.	6/30/2023	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.
THOUSAND OAKS	VEN190702	IN THE CITY OF THOUSAND OAKS ON LOS FELIZ DRIVE, CONSTRUCT SIDEWALK, CURB AND GUTTER AND HANDICAP RAMPS FROM THOUSAND OAKS BLVD. TO CONEJO SCHOOL RD. (4,680 FEET)	12/30/2022	12/30/2022	12/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.

Table 58 Ventura County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS
VENTURA COUNTY	VEN210606	EL RIO PEDESTRIAN IMPROVEMENT AND SAFE ROUTE TO SCHOOL PROJECT: INSTALL SIDEWALKS, CURBS, GUTTERS, WATER-RETENTION AREAS, CURB EXTENSIONS, RRFBS, AND INTERSECTION IMPROVEMENTS, FOR SRTS AND DISADVANTAGED COMMUNITY.	6/30/2025	6/30/2025	6/30/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
VENTURA COUNTY	VEN210802	SANTA ROSA ROAD BIKE LANE IMPROVEMENT AND PEDESTRIAN PROJECT INSTALLS 6.8 LANE MILES OF CLASS II BIKE LANE WITH A 2 FOOT BUFFER AND RUMBLE STRIPS AND OVER 900 LINEAR FEET OF SIDEWALKS TO PROVIDE SRTS.	9/28/2024	9/28/2024	9/28/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP.
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN93017	REGIONAL RIDESHARE PROGRAM FOR 22/23, 23/24, 24/25 & 25/26. TOLL CREDITS IN THE AMOUNT OF $51 PER YEAR FOR 22/23, 23/24, 24/25 & 25/26.	2010	3/18/2027	3/18/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2023 FTIP. UNDER CONSTRUCTION.

Ventura County

Table 59 Ventura County Completed/Corrected TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2023 FTIP COMPLETION DATE	2024 RTP COMPLETION DATE	2024 RTP PROJECT STATUS

No reporting of Ventura County completed/corrected TCMs for the 2024 RTP.

Table 60 Ventura County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2024 RTP COMPLETION DATE
THOUSAND OAKS	VEN220401	IN THOUSAND OAKS, RANCHO CONEJO BIOTECH AREA SIDEWALK IMPROVEMENTS, INSTALL SIDEWALK AND PEDESTRIAN SAFETY IMPROVEMENTS (LIGHTING AND CROSSWALKS AS REQUIRED), AS FOLLOWS: (A) TELLER RD BETWEEN LAWRENCE DR AND APPROX 1,000 FEET WEST OF LAWRENCE DR; (B) HILLCREST DRIVE BETWEEN MITCHELL RD AND APPROX 1,000 FEET WEST OF LAWRENCE DR; (C) LAWRENCE DR BETWEEN HILLCREST DR AND APPROX 700 FEET NORTH OF HILLCREST DR: AND (D) ON CORPORATE CENTER DR EAST OF RANCHO CONEJO BLVD. APPROX 440 FEET.	3/16/2026
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN230106	IN VENTURA COUNTY, VENTURA COUNTY TRANSPORATION COMMISSION (VCTC) TO EXPAND SERVICE OF THE VALLEY EXPRESS TO ESTABLISH A THREE-YEAR DEMO ROUTE THAT PROVIDES DIRECT ONE-SEAT RIDE CONNECTING FILLMORE TO MOORPARK VIA THE HIGHWAY 23/GRIMES CANYON CORRIDOR, APPROXIMATELY 15 MILES IN EACH DIRECTION. ROUTE WILL OPERATE SEVEN DAYS A WEEK WITH TWO BUSES TO MAINTAIN 60-90 MINUTE HEADWAYS DURING PEAK WEEKDAY HOURS, AND ONE BUS ON WEEKENDS.	5/30/2024
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN131201	ROUTE 101 MOORPARK ROAD TO ROUTE 33 ADD TWO HOV LANES IN EACH DIRECTION AND AUXILARY LANES AT VARIOUS LOCATIONS. TOLL CREDITS OF $2,623 IN 22/23, $5,546 IN 23/24, $1,210 IN 24/25 TO MATCH STP.	9/30/2040

APPENDIX 1: CONFORMITY ANALYSIS CHECKLIST FOR SCAG CONNECT SOCAL 2024 (2024 RTP/SCS)

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40 CFR	***Criteria***	***Page***	***Comments***
Section 93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	Executive Summary; Chapter 1; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Chapter 3 as set forth in Tables 18-45; Maps 3 to 9.	
Section 93.104(b,c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	Executive Summary; Chapter 1.2.6 on conformity status of current RTP and FTIP. Please see comments.	SCAG's Regional Council is anticipated to adopt Connect SoCal 2024 and the associated transportation conformity determination at its regular meeting on April 4, 2024.
Section 93.104(e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	Chapter 1.1.3 on applicable SIPs in the SCAG region; Chapter 1.2.4 on applicable vehicle emissions budges and associated SIPs; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Chapter 3 as set forth in Tables 18-45.	
Section 93.106	If the metropolitan planning area is in a serious, severe, or extreme ozone nonattainment area and/or serious carbon monoxide nonattainment area and contains an urbanized population over 200,000, then RTP must specifically describe the transportation system envisioned for future years called "horizon years."	Chapter 1.3 on conformity analysis years; Chapter 2.6.2 on transportation network; Table 10: Summary of Highway Network Lanes; Table 11: Summary of Transit Route Pattern Miles.	

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40 CFR	***Criteria***	***Page***	***Comments***
Section 93.106(a)(2)(ii)	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	Chapter 2.6.2 on transportation network; the Connect SoCal 2024 Project List Technical Report.	
Section 93.108	Document the TIP/RTP is fiscally constrained consistent with DOT's metropolitan planning regulations at (23 CFR 450) in order to be found in conformity.	Chapter 4 on the Connect SoCal 2024 Transportation Finance Technical Report.	
Section 93.109(a,b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Chapter 2 on latest planning assumptions and transportation modeling, which are summarized in Tables 17a and Table 17b; Chapter 3 on emissions modeling and regional emissions analysis; Chapter 5 on timely implementation of TCMs; Chapter 7 on findings and conformity determination. Please see comments.	Based on a review of applicable AQMPs/SIPs from air districts in the SCAG region, court orders are included in and addressed by local air districts' respective AQMPs/SIPs. SCAG has not received any SIP or conformity specific court orders.

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40 CFR	***Criteria***	***Page***	***Comments***
Section 93.109(c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	For applicable conformity analysis years, please see Chapter 1.3.2; Table 1 and Table 1a through Table 7 and Table 7a.	
Section 93.110(a, b)	Document the use of latest planning assumptions (source and year) at the employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	For socioeconomic data, please see Chapter 2.2; summary of population and employment data in Table 8 and Table 9, respectively; the Connect SoCal 2024 Demographic and Growth Forecast Technical Report For a summary of latest planning assumptions, please see Table 17a. For vehicle registration, please see Chapter 2.3. For transportation networks, please see Chapter 2.6.2; Table 10: Summary of Highway Network Lanes; and Table 11: Summary of Transit Route Pattern Miles	

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40 CFR	***Criteria***	***Page***	***Comments***
USDOT/ EPA Guidance	Documents planning assumptions are less than 5 years old at the time the conformity analysis begins. If assumptions are older than 5 years documents justification for not reviewing and updating assumptions at least every 5 years.	The latest planning assumptions are documented in Chapter 2 and Table 17a: Summary of Latest Planning Assumptions. Please see the Connect SoCal 2024 Demographic and Growth Forecast Technical Report.	
Section 93.110(c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	For transit network, transit operating policies and assumptions, please see Chapter 2.6.2; Table 15 on Express/HOT Lane and Toll Roads Network. For information on TCMs, please see Chapter 5. Chapter 6 discusses interagency and public consultation. Please see comments.	In accordance with SCAG's Public Participation Plan (PPP), SCAG's Transportation Conformity Working Group (TCWG) serves as a forum for interagency consultation. For more information on SCAG's PPP, please visit: https://scag.ca.gov/community-participation-public-participation-plan.

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40 CFR	***Criteria***	***Page***	***Comments***
Section 93.111	Document the use of the latest emissions model approved by EPA.	For emissions models, please see Chapter 3.1 on requirements for regional emissions analysis; Chapter 3.2 on EMFAC2021 and interim off-road adjustment factors for EMFAC2021. Please see comments.	EMFAC2021, which was approved by EPA for regional transportation conformity analysis in California, effective November 15, 2022, was used in the regional emissions analysis for the 2024-2050 RTP/SCS. In addition, the interim off-model adjustment factors developed by CARB and approved by EPA were applied in the regional emissions analysis. Impacting emissions of NOx, PM2.5, and PM10, not CO nor ROG, the interim off-model adjustment factors account for only 50 percent of the emissions benefits of the previous EMFAC2021 adjustment factors for California's Heavy-Duty Vehicle Inspection and Maintenance Program adopted by CARB after and thus not included in EMFAC2021.
Section 93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to Section 51.390 or, if a SIP revision has not been completed, according to Section 93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Chapter 2.5 and Chapter 6 discuss interagency and public involvement. Please see comments.	Connect SoCal 2024 went through an extensive interagency and public consultation process following strategies described in SCAG's PPP (http://www.scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

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40 CFR	***Criteria***	***Page***	***Comments***
Section 93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	For TCMs and a listing of committed TCMs subject to timely implementation requirements, please see Chapter 2.4; Chapter 5; and Tables 46 to 60.	
Section 93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	For conformity status of current RTP and FTIP, please see Chapter 1.2.6.	
Section 93.115	Describe how the projects come from a conforming RTP and TIP. If this criterion is not satisfied, the project must satisfy all criteria in Table 1 of Section 93.109(b) for a project not from a RTP and TIP.	For projects, please see Chapter 2.6.2 on transportation network; Table 10: Summary of Highway Network Lanes; Table 11: Summary of Transit Route Pattern Miles; the Connect SoCal 2024 Project List Technical Report.	
Section 93.118(a,c,e)	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	For each applicable pollutant and precursor, please see Chapter 1.2.4; Chapter 1.3; Tables 1 and 1a through Tables 7 and 7a; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Chapter 3 as set forth in Tables 18-45. Please see comments.	There is no donut area within the SCAG region.

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40 CFR	***Criteria***	***Page***	***Comments***
Section 93.118(b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	For documentation of applicable emissions budgets, please see Chapter 1.2.4; Chapter 1.3; Tables 1 and 1a through Tables 7 and 7a; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Chapter 3 as set forth in Tables 18-45.	
Section 93.118(d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	For each applicable pollutant and precursor, Chapter 1.2.4; Chapter 1.3; Tables 1 and 1a through Tables 7 and 7a; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Chapter 3 as set forth in Tables 18-45. For interpolation, Chapter 1.3.2; Chapter 3.8.	
Section 93.119[1]	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline," "Action/1990" and/or "Action/2002" interim emissions tests as applicable.	For each applicable pollutant and precursor, Chapter 1.2.4; Chapter 1.3; Table 4; Table 5; Table 7; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Chapter 3 as set forth in Tables 18-45. Please see comments.	The regional emissions analysis in Chapter 3 of this Technical Report includes Action/Build and Baseline/No-Build interim emissions tests as applicable.

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40 CFR	***Criteria***	***Page***	***Comments***
Section 93.119(g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets. The regional emissions analysis must be performed for analysis years that are no more than ten years apart. The first analysis year must be no more than five years beyond the year in which the conformity determination is being made. The last year of the timeframe of the conformity determination (as described under Section 93.106(d)) must also be an analysis year.	For each applicable pollutant and precursor, Chapter 1.2.4; Chapter 1.3; Tables 1 and 1a through Tables 7 and 7a; Chapter 3.3; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Chapter 3 as set forth in Tables 18-45. Please see comments.	The transportation conformity determination is being made for Connect SoCal 2024 in year 2024. The last year of the transportation conformity determination is the 2024-2050 RTP/SCS plan horizon year 2050. 2025, 2035, 2045, and 2050 are the same four analysis years for all interim emissions or build vs. no-build analysis for areas without applicable SIP budgets.
Section 93.119(h,i)	Document how the baseline and action scenarios are defined for each analysis year.	For Connect SoCal 2024 baseline/no-build and action/build, please see Chapter 3.4.	
Section 93.122(a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	For transportation network, please see Chapter 2.6.2. A complete list of projects is in the Connect SoCal 2024 Project List Technical Report. For VMT data, please see Table 16.	

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40 CFR	***Criteria***	***Page***	***Comments***
Section 93.122(a)(2,3)	Document that only emission reduction credits from TCMs on schedule have been included or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	For TCMs, please see Chapter 5. Please see comments.	All committed TCMs demonstrate timely implementation.
Section 93.122(a) (4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g., fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	Not applicable. Please see comments.	There are no nonregulatory measures that are not included in the STIP. EPA-approved EMFAC2021 and CARB-developed interim off-road adjustment factors for EMAC2021 were used for the regional emissions analysis for both baseline/no-build and Plan/build.

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40 CFR	***Criteria***	***Page***	***Comments***
Section 93.122(b)(1)(i)[2]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	Chapter 2.6 on Transportation Modeling and Model Validation and Calibration. Table 17b: Summary of Transportation Conformity Requirements related to Travel Demand Model.	
Section 93.122 (b)(1)(ii)[2]	Document the land use, population, employment, and other network-based travel model assumptions.	For latest planning assumptions, please see Chapter 2 and Table 17a: Summary of Latest Planning Assumptions and Table 17b: Table 17b: Summary of Transportation Conformity Requirements related to Travel Demand Model; the Connect SoCal 2024 Demographic and Growth Forecast Technical Report.	

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40 CFR	***Criteria***	***Page***	***Comments***
Section 93.122 (b)(1)(iii)[2]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	For socioeconomic data, please see Chapter 2.2; Chapter 2.6; Table 17a: Summary of Latest Planning Assumptions; summary of population and employment data in Table 8 and Table 9; the Connect SoCal 2024 Demographic and Growth Forecast Technical Report. Table 17b: Summary of Transportation Conformity Requirements related to Travel Demand Model.	
Section 93.122 (b)(1)(iv)[2]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off- peak volumes and speeds, and bases speeds on final assigned volumes.	For transportation modeling and the activity-based travel demand model, please see Chapter 2.6; Table 14: capacity and free flow speed; Table 17b: Summary of Transportation Conformity Requirements related to Travel Demand Model.	
Section 93.122 (b)(1)(v)[2]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to- zone travel impedances used to distribute trips are used to model mode split.	For mode choice module of the activity-based travel demand model, please see Chapter 2.6 and Table 17b: Summary of Transportation Conformity Requirements related to Travel Demand Model.	

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40 CFR	***Criteria***	***Page***	***Comments***
Section 93.122 (b)(1)(vi)[2]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	For transportation modeling and the activity-based travel demand model, please see Chapter 2.6 and Table 17b: Summary of Transportation Conformity Requirements related to Travel Demand Model.	
Section 93.122 (b)(2)[2]	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	For transportation modeling and the activity-based travel demand model, please see Chapter 2.6. Please see comments.	SCAG's activity-based travel demand model meets or exceeds the state of the practice based on recommendations of SCAG Model Peer Review Committee. The model is developed with rigorous model calibration and validation efforts that includes extensive model sensitivity tests to ensure the model is reasonably sensitivity to changes in model inputs and assumptions. The modeling methodologies, parameters, and inputs are regularly updated to reflect current travel conditions and demographic changes.

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40 CFR	***Criteria***	***Page***	***Comments***
Section 93.122 (b)(3)[2]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	For activity-based modules and procedures, please see Chapter 2.6.	
Section 93.122(d)	In areas not subject to Section 93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled.	Not applicable. Please see comments.	Activity-based travel demand model was used in regional emissions analysis of Connect SoCal 2024.
Section 93.122(e,f)	Document, in areas where a SIP identifies construction related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	Summary of Regional Emissions Analysis in Table 20, Table 21, Table 27 of Chapter 3; Detailed Regional Emissions Analysis in Table 34, Table 35, and Table 41 of Chapter 3. Chapter 3.5 on Construction-Related PM Emissions.	
Section 93.122(g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	Not applicable. Please see comments.	The transportation conformity determination of Connect SoCal 2024 is based on a new regional emissions analysis as documented in Chapter 3 of this Technical Report.

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40 CFR	***Criteria***	***Page***	***Comments***
Section 93.126 Section 93.127 Section 93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	For transportation modeling, please see Chapter 2.6. For a complete list of projects, please see the Connect SoCal 2024 Project List Technical Report. For regional emissions analysis, please see Chapter 3. Please see comments.	All exempt projects are documented in the Connect SoCal 2024 Project List Technical Report. Specific exempt Conformity Category is identified (Sections 93.126, 93.127, and 93.128).

1. Note that some areas are required to complete both interim emissions tests.
2. 40 CFR Section 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR Section 93.122(d)).

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and Section 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and Section 93 contain additional criteria for project-level conformity determinations.

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Main Office

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800
www.scag.ca.gov

Regional Offices

Imperial County

1503 N. Imperial Ave., Ste. 104
El Centro, CA 92243
Tel: (213) 236-1967

Orange County

OCTA Building
600 S. Main St., Ste. 1143
Orange, CA 92868
Tel: (213) 630-1548

Riverside County

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

San Bernardino County

1170 W. Third St., Ste. 140
San Bernardino, CA 92410
Tel: (213) 630-1499

Ventura County

4001 Mission Oaks Blvd., Ste. L
Camarillo, CA 93012
Tel: (213) 236-1960