TRANSPORTATION CONFORMITY ANALYSIS

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2016 2040 RTPSCS

APPENDIX

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TRANSPORTATION CONFORMITY ANALYSIS

INTRODUCTION

The federally required conformity analyses and findings for the 2016 RTP/SCS are set forth in the following sections. The conformity sections cover all federally required analyses for the conformity determination of the 2016 RTP/SCS. These analyses also update the 2015 Federal Transportation Improvement Program (FTIP). All transportation and air quality conformity analyses in this document are in compliance with applicable federal and state law, including conformity and transportation planning regulations. This Appendix contains four sections that specifically address the conformity analyses required for federal approval:

- Section I summarizes the conformity requirements and findings.
- Section II provides modeling methodologies, assumptions and results of the regional emissions analyses for the 2016 RTP/SCS.
- Section III highlights the conformity findings of the Timely Implementation of Transportation Control Measures (TCMs) analysis, and describes the implementation status of all applicable TCMs in the SCAG region.
- Section IV summarizes public comments received and SCAG's responses.

SECTION I: CONFORMITY REQUIREMENTS AND FINDINGS

FEDERAL REQUIREMENTS

SCAG, the Metropolitan Planning Organization (MPO) for the six-county Southern California region, is mandated to comply with federal and state transportation and air quality regulations. Federal transportation law authorizes federal funding for highway, highway safety, transit and other surface transportation programs. The federal Clean Air Act (CAA) (42 USCA §§7401 to 7671q) establishes National Ambient Air Quality Standards (NAAQS) and planning requirements for various criteria air pollutants.

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. SCAG must also develop an FTIP that allocates monies over a four-year period to implement the RTP. The FTIP must be consistent with the RTP (e.g., projects, scope, implementation schedules, etc.). In addition, in the federal 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.

DESIGNATION OF FEDERAL NONATTAINMENT AND MAINTENANCE AREAS

The U.S. EPA may make a federal "nonattainment area" designation to any area that has not met CAA health standards for one or more criteria pollutants. A nonattainment area designation may require additional air-quality controls for transportation plans, programs and projects. The California Air Resource Board (ARB) 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 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.

STATE IMPLEMENTATION PLANS (SIPs)

To comply with the CAA in achieving the NAAQS, SIPs are required to be developed for federal nonattainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and the ARB 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 have to go through three steps: air district action, ARB action and finally EPA action. Each air district submits its respective AQMPs to the ARB for inclusion in the SIPs. The ARB is the official state agency that submits the SIPs to EPA for all federal nonattainment and maintenance areas in California.

The SIP may include two important components relative to transportation conformity requirements – emissions budgets (for all criteria pollutant SIPs) and TCMs (for ozone and CO SIPs only). 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 above ozone nonattainment areas and serious CO nonattainment areas, are strategies to reduce emissions from on-road mobile sources. The 2016 RTP/SCS must conform to the applicable SIPs [i.e., emissions budgets and TCMs] in the SCAG region.

FEDERAL TRANSPORTATION CONFORMITY RULE

Transportation conformity is required under CAA section 176(c) to ensure that federally supported highway and transit project activities "conform to" the purpose of the SIP. Conformity currently applies to areas that are designated nonattainment, and those re-designated to attainment after 1990, maintenance areas, with plans developed for the

specific transportation-related criteria 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 regulation is found in 40 CFR part 93, and provisions related to conformity SIPs are found in 40 CFR 51.390.

CLEAN AIR ACT DESIGNATIONS IN THE SCAG REGION

APPLICABLE CRITERIA POLLUTANTS IN THE SCAG REGION

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

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.

Nitrogen Dioxide (NO_2) – created under the high pressure and temperature conditions in internal combustion engines. It impacts the respiratory system and degrades visibility due to its brownish color.

Ozone (O_3)– formed by the reaction between reactive organic gases (ROG) and oxides of nitrogen (NO_X) in the presence of sunlight. Ozone negatively impacts the respiratory system.

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

AIR BASINS AND AIR DISTRICTS IN THE SCAG REGION

There are four air basins and five air districts within the six-county SCAG region (see **EXHIBITS 1** and **2** at the end of the report):

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

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

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

- The Mojave Desert Air Quality Management District (MDAQMD) administers portions of the MDAB situated in San Bernardino County and eastern Riverside County. The Riverside County portion is known as the Palo Verde Valley Area.
- The SCAQMD administers the portion of MDAB in Riverside County situated between the Salton Sea Air Basin and the Palo Verde Valley Area.
- The Antelope Valley Air Quality Management District (AVAQMD) administers the Los Angeles County portion of the MDAB.

The Salton Sea Air Basin (SSAB) covers all of Imperial County and the eastern portion of Riverside County (excluding the MDAB portion). This air basin is under jurisdiction of two air districts:

- The Imperial County Air Pollution Control District (ICAPCD) administers the Imperial County portion of the SSAB.
- The SCAQMD administers the Riverside County portion of the SSAB, Coachella Valley, situated between the SCAB and the MDAB.

NONATTAINMENT AND MAINTENANCE AREAS IN THE SCAG REGION

There are 19 federal nonattainment and maintenance areas in the SCAG region, as follows:

- Most of Imperial County Portion of SSAB – nonattainment for 8-hour ozone; and PM_{10}
- Urbanized area of Imperial County portion of SSAB-nonattainment for $PM_{2.5}$ (2006 24-hour and 2012 Annual Standards)
- Morongo Indian Reservation Portion of SCAB – nonattainment area for 8-hour ozone
- Pechanga Indian Reservation Portion of SCAB – nonattainment area for 8-hour ozone
- Riverside County Portion of SSAB (Coachella Valley) – nonattainment area for: 8-hour ozone and PM_{10}
- San Bernardino County portion of MDAB:
  - Searles Valley – nonattainment for PM_{10}
  - San Bernardino County (excluding the Searles Valley area) – nonattainment area for PM_{10}
- SCAB – nonattainment for $PM_{2.5}$ (1997 & 2006 24-hour and 2012 Annual standards) and 8-hour ozone; maintenance area for CO; NO_2 and PM_{10}.

- Ventura County Portion of SCCAB – nonattainment area for 8-hour ozone
- Western MDAB (Antelope Valley portion of Los Angeles County and San Bernardino County portion of MDAB excluding Searles Valley) – nonattainment area for 8-hour ozone

The boundaries of the nonattainment and maintenance areas are illustrated in **EXHIBITS 3 – 9** at the end of the report.

APPLICABLE EMISSIONS BUDGETS IN THE SCAG REGION

For the 2016 RTP/SCS conformity determination, the applicable emissions budgets are established in the SIPs, as described below:

Ventura County Portion of SCCAB

- 2008 8-Hour Ozone Early Progress Plan SCAB (budgets effective May 20, 2008)

SCAB

- 2007 Ozone SIP (budgets effective April 30, 2012)
- 2007 $PM_{2.5}$ SIP (budgets effective January 9, 2012)
- 2007 CO SIP (Maintenance Plan) (budgets effective June 11, 2007)
- 2007 NO_2 SIP (Maintenance Plan) (budgets effective January 4, 2010)
- 2010 PM_{10} SIP (Maintenance Plan) (budgets effective July 26, 2013)

Riverside County Portion of SSAB (Coachella Valley)

- 2008 8-Hour Ozone Early Progress Plan (budgets effective May 22, 2008)
- 2003 PM_{10} SIP (budgets effective April 9, 2008)

Western MDAB (Antelope Valley and portion of Los Angeles County and San Bernardino County portion of MDAB excluding Searles Valley)

- 2008 8-Hour Ozone Early Progress Plan (budgets effective May 20, 2008)

Imperial County Portion of SSAB (Ozone)

- 2008 8-Hour Ozone Early Progress Plan (budgets effective May 20, 2008)

SIP STATUS IN OTHER AREAS OF THE SCAG REGION

In absence of applicable emissions budgets for conformity, SCAG has to conduct interim emissions tests for regional emissions analysis of the 2016 RTP/SCS. At the present time, there is no federally approved SIP for the following areas:

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

APPLICABLE TCMS

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. The two SIPs with TCM strategies are:

2012 South Coast AQMP/SIP (SCAB)

Effective October 3, 2014, the U.S. EPA approved the portions of the SCAQMD's Final 2012 Air Quality Management Plan that updated the approved control strategy for the 1997 8-hour ozone standard and that provided a demonstration of attainment of the 1-hour ozone standard by December 31, 2022. As a result, the 2012 South Coast Ozone AQMP/SIP is the applicable Ozone SIP for the SCAB. It is important to note that the TCM categories in the 2012 Ozone AQMP/SIP are consistent with the TCM categories in the 1994/1997/2003/2007 Ozone AQMPs/SIPs.

2007 Ozone SIP (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. The EPA approved the 1994 Ozone SIP revisions on January 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 1994 SIP (as amended in 1995). 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.

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

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 SIPs remain applicable.

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

CONFORMITY STATUS OF CURRENT RTP/SCS AND FTIP

The FHWA and FTA approved the conformity determination for the 2012 RTP/SCS through Amendment No. 2 and the 2015 FTIP on December 15, 2014 for all nonattainment and maintenance areas in the SCAG region. The conformity determination is valid through June 4, 2016.

CONFORMITY ANALYSIS AND FINDINGS FOR THE 2016 RTP/SCS

Per the US DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Rule requirements, SCAG's 2016 RTP/SCS needs to pass four tests:

Regional Emissions Analysis (40 CFR, Sections 93.109, 93.110, 93.118, and 93.119)

Timely Implementation of Transportation Control Measures Analysis (40 CFR, Section 93.113)

Financial Constraint Analysis (40 CFR, Section 93.108 and 23 CFR, Section 450.322)

Interagency Consultation and Public Involvement Analysis (40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

SCAG has made the following conformity findings for the 2016 RTP/SCS under the required federal tests.

REGIONAL EMISSIONS TESTS

These findings are based on the regional emissions test analyses shown in **TABLES 12 – 48**.

Finding: The regional emissions analyses for the 2016 RTP/SCS update the reg ional emissions analyses for the 2015 FTIP as previously amended.

Finding: The 2016 RTP/SCS regional emissions analysis for $PM_{2.5}$ 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.

Finding: The 2016 RTP/SCS regional emissions for the Ozone precursors meet all applicable emission budget tests for all milestone, attainment and planning horizon years for the SCAB, excluding Morongo and Pechanga, Morongo, Pechanga, SCCAB (Ventura County portion), Western MDAB (Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and SSAB (Riverside County Coachella Valley and Imperial County portions).

Finding: The 2016 RTP/SCS regional emissions for NO_2 meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.

Finding: The 2016 RTP/SCS regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in SCAB.

Finding: The 2016 RTP/SCS regional emissions for PM_{10} and its precursors meet all applicable emission budget tests for all milestone, attainment and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2016 RTP/SCS regional emissions for PM_{10} meet the interim emission test (build/no-build test) for all milestone and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

Finding: The 2016 RTP/SCS regional emissions analysis for $PM_{2.5}$ and its precursors (1997 and 2006 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

TIMELY IMPLEMENTATION OF TCM TEST

Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

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

FINANCIAL CONSTRAINT TEST

Finding: The 2016 RTP/SCS is fiscally constrained. SCAG's 2016 RTP/SCS demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state and federal sources available to meet the region's programming totals. [1]

INTER-AGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

Finding: The 2016 RTP/SCS complies with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working Group has served as a forum for interagency consultation and, additionally, there were many ad-hoc meetings held between the stakeholder agencies for this purpose. SCAG's RTP/SCS public

outreach effort is documented in a separate Public Participation and Consultation Appendix. To view a summary of comments received on the Draft 2016 RTP/SCS Transportation Conformity Analysis Appendix, refer to Section IV. All comments and responses on the Draft 2016 RTP/SCS can be found at www.scag.ca.gov.

SECTION II: REGIONAL EMISSIONS ANALYSIS

BACKGROUND

SCAG's Regional Travel Demand Model is an advanced four-step model that meets and in many cases exceeds the state of the practice. The Model meets all the requirements of the Transportation Conformity Rule, specifically 40 CFR 93.122(b) (see Table 10). The results from the Regional Travel Demand Model are input to the ARB's EMFAC model for calculating regional emissions.

REGIONAL TRAVEL DEMAND MODEL OVERVIEW

SCAG is the primary agency responsible for the development and maintenance of travel demand forecasting models for the SCAG region. SCAG has been developing and improving these travel demand forecasting models since 1967. SCAG's Modeling Task Force, consisting of modeling technical peers from the various county and state agencies and private firms, meets every other month at SCAG to discuss regionally significant modeling projects and modeling issues, including the development, maintenance and application of SCAG's Regional Travel Demand Model as well as the travel demand models used by other stakeholders agencies.

SCAG's regional transportation modeling area covers the entire SCAG region, including Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. This modeling area is divided into 11,267 Transportation Analysis Zones (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 (2012) travel conditions, which is the base year for the 2016 RTP/SCS (see Draft Year 2012 Model Validation Report).

MODEL INPUTS AND ASSUMPTIONS

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

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

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

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

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

Transit Networks – The transit networks include more than 3,000 existing and future transit routes/patterns, representing about 70 transit operators with fixed route service over the entire SCAG region. The transit routes are completely compatible with the highway geography. Separate transit networks are developed for five time periods based on the transit service information contained in the up-to-date Los Angeles County Metropolitan Transportation Authority (LACMTA) Transit Trip Master database and data collected from transit agencies not included in the TripMaster database. Transit services are grouped into 8 transit modes (Local Bus, Rapid Bus, Express Bus, Bus Rapid Transit (BRT), Transit

Way, Urban Rail, Commuter Rail and High Speed Rail (HSR)), according to their service characteristics and fare structures. The transit networks include detailed representation of all rail stations, transfer opportunities among the different modes and between transit routes and park-and-ride locations. A TeleAtlas street network along with Census Block level data is used to calculate walk accessibilities and to develop walk access to transit.

External Trips – External trips (i.e., inter-regional trips) are trips with one or both ends located outside the SCAG modeling area. SCAG's model includes 40 cordon locations consisting of freeways and arterials leading into and out of the SCAG modeling area. A cordon traffic origin-destination survey was conducted in year 2003 and the results were used to develop inter-regional Light and Medium (LM) duty vehicle trip matrices, including External-to-External (E-E), External-to-Internal (E-I), and Internal-to-External (I-E) trips. The origin-destination survey is updated for the 2016 RTP/SCS .

Airport Trips – Airports trips include passenger trips and cargo trips, and are represented by about 100 zones in the SCAG modeling area. The daily airport passenger trips are disaggregated into regional model TAZ and further split into five time periods by five vehicle modes of travel: drive alone, 2-person carpool, 3-person carpool, 4-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.

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

MODEL MODULES AND PROCEDURES

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

- Household Size (4 categories): the number of one-person households, two-person households, three-person households and four or more person households.
- Number of Workers (4 categories): the number of households with no worker, one worker, two workers and three workers or more.
- Household Income (4 categories): the number of households with annual household income (in 2011 dollars) less than $35,000 (Low), $35,000–$74,999 (Medium), $75,000–$149,999 (High) and $150,000 or more (Very High).
- Type of Dwelling Unit (2 categories): number of households living in single-family detached housing, and living in other housing.

For Home-Based-Work (HBW) trip generation, trips are estimated for five household markets which are carried out through trip distribution and mode choice:

- Zero car households
- Car insufficient households
- Car sufficient household, Low Income (less than $35,000)
- Car sufficient household, Medium income ($35,000-$74,999)
- Car sufficient household, High income ($75,000 or greater)

The Population Synthesizer is a module that generates a synthetic population by expanding existing disaggregate sample data (from 2010 Census PUMS data) to mirror known aggregate distributions of household and person attributes (from SCAG zonal data). A set of population and household variables of interest are used as control variables in the population synthesizer. A synthetic population is generated for the entire SCAG region using this procedure.

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

Trip Generation Model – Trip generation is the process of estimating daily person trips generated by (i.e., trip production) and attracted to (i.e., trip attraction) in each TAZ on an average weekday. The trip generation model contains 9 trip purposes, each subdivided into different household markets. The total trips produced by TAZ were estimated for each of the following purposes:

1. Home-based work (HBW). There are two types of HBW trips. "Direct" homework trips go directly between home and work. "Strategic" home-work trips include one or more intermediate stops between home and work.
2. Home-based school (HBSC)
3. Home-based college/university (HBCU)
4. Home-based shopping (HBS)
5. Home-based social-recreational (HBSR)

6. Home-based serving-passenger (HBSP)
7. Home-based other (HBO)
8. Work-based other (WBO)
9. Other-based other (OBO)

Trip Distribution Models – The trip distribution model estimates the number of trips from each TAZ to each other TAZ. The SCAG model uses two types of trip distribution models. Destination choice models are developed for HBW, HBS, HBSR, HBSP, HBO, WBO and OBO trip purposes while a gravity model approach is used to distribute trips for HBSC and HBCU trip purposes.

Mode Choice Models – Mode choice is the process of taking the zone-to-zone person trips by trip purpose from the trip distribution model, and determining how many of these trips are made by various travel modes. The SCAG mode choice model is a nested logit model. The top branch of the nesting structure includes Auto, Transit and Non-Motorized. The branch under Auto includes Drive Alone and Shared Ride, which is further split into 2-person carpool, 3-person carpool, and 4-or-more person carpool. The branch under Transit includes Local Bus, Rapid Bus, Express Bus, Bus Rapid Transit (BRT), Transit Way, Urban Rail, Commuter Rail and High Speed Rail (HSR). The branch under Non-Motorized includes Walk and Bicycle. Separate mode choice models are estimated for each trip purpose and time period. Mode choice is a function of level of service attributes (in-vehicle travel time, out-of-vehicle travel time, fares, parking fees, roadway tolls, auto operating costs), household attributes such as income, and zonal attributes such as residential and employment densities. Currently the region includes more than 11,000 miles of limited access roadways, 900+ lane miles of HOV (2 and 3 and more persons) roadways, two dynamically priced HOT facilities and several toll roads.

Heavy Duty Truck (HDT) Model – HDT trucks are defined by ARB as a truck with a gross vehicle weight of 8,500 pounds or more. The SCAG HDT Model includes internal truck and external truck trip models. The internal truck trips are generated using a cross classification method by applying truck trip rates for a two-digit NAICS code by the number of employees in that category and the number of households within each zone. The daily truck trip ends are distributed using a gravity model to create daily truck trips for each of the three truck types: 1) light HDT, 2) medium HDT, and 3) heavy HDT. The external truck trips are developed using an econometric model to estimate inbound and outbound commodity flows by counties. The county to county commodity data are allocated to the zonal level based on NAICS employee distribution and then converted to trucks trips using observed data collected during model development. Seaport and airport related truck trips were included as special generator truck trips. The daily truck trips by truck types are allocated to five time periods and merged with the auto trips in trip assignment.

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

Model Convergence – In order to maintain consistency between the speeds predicted by the highway assignment and the travel times input to the entire travel demand model chain, the predicted speeds are used to re-compute highway and transit travel times, and the entire model sequence are repeated until input and output speeds are consistent with each other.

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

MODEL OUTPUTS

Population Synthesizer Outputs – The socio-economic data for year 2012 consists of various marginal and joint distributions of population and households for each TAZ. A total of 65 socio-economic variables and eight joint distribution of two or more variables are developed as model inputs. Those variables include population, households, school enrollments, household income, workers and employment, etc. These variables are available at TAZ level.

Auto Ownership Model Outputs – The auto ownership model generates households by auto ownership, in other words, the number of households with 0 car, 1 car, 2 cars, 3 cars and 4 or more cars for each zone, which are the inputs to the Trip Generation Model. The key findings are: Auto availability increases with household size, household income and the number of workers in the household, and decreases for households living in multifamily housing. Auto availability decreases with increasing transit and walk accessibility to employment, and also decreases with increasing mixed density.

Trip Generation Model Outputs – The output from the trip generation model includes daily person trips for an average weekday by households within each TAZ. The model contains a series of models to estimate trip production and attractions by trip purpose. There are ten trip purposes, each subdivided into different household markets. A market stratification is defined by household income and car sufficiency. The car sufficiency is defined relative to household workers for HBW trips and relative to household size for HBO trips.

Trip Distribution Model Outputs – Eight destination choice models were estimated. The HBWD, HBWS, HBSH, HBSR, HBSP and HBO models are stratified by the car sufficency/ income market segments. The WBO and OBO models are not stratified as is customary for non-home-based models. Several different measures of the fit of the model to the observed data were examined, including average trip length by trip purpose, time period and trip market level, average trip length by trip purpose market and density level, trip length distribution and coincidence ratio, ACS 5-year county-level worker flow patterns.

Mode Choice Model Outputs – Mode choice models are similarly stratified as Trip Distribution models, in order to better reflect the effect of transit-dependent users on mode and destination choice. The various travel modes estimated by the model.

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

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

2016 RTP/SCS MODELING ASSUMPTIONS

Socio-Economic Data – **TABLES 1** and **2** show population and employment summaries by county and air basin which reflect current trends. This forecast has been in development since 2012 under SCAG's Community, Economic and Human Development (CEHD) Committee's guidance, and in collaboration with SCAG's subregions and local jurisdictions. The process involved several major steps outlined as follows:

TABLE 1 Summary of Population Data (000s)

County	Air Basin	2017	2019	2020	2021	2023	2026	2030	2031	2035	2040
Imperial	SSAB	214	228	234	237	242	250	260	262	272	282
Los Angeles	SCAB	9,766	9,855	9,900	9,948	10,045	10,191	10,385	10,433	10,627	10,937
	MDAB	405	416	422	428	440	458	483	489	513	572
Orange	SCAB	3,200	3,247	3,271	3,287	3,319	3,360	3,397	3,404	3,431	3,461
Riverside	SCAB	1,891	1,933	1,954	1,981	2,036	2,119	2,228	2,256	2,366	2,446
	MDAB	27	28	29	31	35	40	48	49	57	64
	SSAB	473	489	497	506	524	551	587	596	632	673
San Bernardino	SCAB	1,606	1,629	1,641	1,659	1,697	1,753	1,829	1,847	1,923	1,978
	MDAB	542	552	557	567	588	620	662	673	715	753
Ventura	SCCAB	867	880	886	890	898	910	925	929	945	966
SCAG Region	SSAB	687	717	732	743	766	801	847	859	905	955
	SCAB	16,464	16,665	16,765	16,876	17,097	17,423	17,839	17,940	18,346	18,822
	MDAB	975	996	1,007	1,026	1,063	1,118	1,192	1,211	1,285	1,389
	SCCAB	867	880	886	890	898	910	925	929	945	966
Total		18,993	19,258	19,390	19,535	19,824	20,252	20,804	20,939	21,481	22,132

Rounded to nearest thousand.

TABLE 2 Summary of Employment Data (000s)

County	Air Basin	2017	2019	2020	2021	2023	2026	2030	2031	2035	2040
Imperial	SSAB	86	96	102	103	106	109	114	116	121	125
Los Angeles	SCAB	4,413	4,514	4,565	4,590	4,639	4,712	4,810	4,835	4,933	5,084
	MDAB	90	93	94	96	100	106	114	116	125	137
Orange	SCAB	1,666	1,709	1,730	1,743	1,767	1,801	1,836	1,843	1,870	1,899
Riverside	SCAB	570	612	633	646	672	710	761	774	825	870
	MDAB	6	7	7	7	8	8	9	9	10	11
	SSAB	186	201	208	213	222	236	254	259	277	293
San Bernardino	SCAB	618	643	655	666	687	719	761	771	814	837
	MDAB	123	131	134	138	144	154	168	171	184	191
Ventura	SCCAB	359	369	375	377	382	388	398	400	409	420
SCAG Region	SSAB	272	297	310	316	328	345	368	374	397	418
	SCAB	7,266	7,478	7,583	7,644	7,764	7,942	8,169	8,223	8,442	8,690
	MDAB	219	230	235	241	252	269	291	297	319	340
	SCCAB	359	369	375	377	382	388	398	400	409	420
Total		**8,116**	**8,374**	**8,503**	**8,577**	**8,725**	**8,944**	**9,226**	**9,294**	**9,568**	**9,868**

Rounded to nearest thousand.

- 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 (fertility rate, mortality rate, net immigration, labor force rates, headship rates, etc.) and forecast methodologies.
- Conduct panel of expert reviews.
- Collaborate with peer agencies and local jurisdictions including one on one meetings.

The comprehensive discussion of the socio-economic data is included in the 2016 RTP/SCS Demographics and Growth Forecast Appendix.

Networks – A summary of the transportation system attributes for the highway and transit networks for Years 2008 to 2040 are shown in **TABLES 3**, **4** and **5**. Lane mile data includes freeway to freeway connectors. Other freeway ramps, freeway Type 3 lanes, and centroid connectors are not included. Note that values in the tables in this report may not add exactly due to rounding. A detailed list of modeled projects is in the Project List Appendix.

Work-at-Home and Telecommuting – Home-Based-Work trips were reduced for Work-at-Home, Telecommuting, Flexible work schedules and Parking subsidies. In year 2017, Work-at-Home trips were 5.56 percent, Telecommute trips were 3.49 percent and Flexible work schedule were 0.35% for a total Home-Based-Work trip reduction of 9.40 percent. **TABLE 6** below shows the total reductions to the home-based-work person trips over the 2012 base as applied in the trip generation model.

Auto Operating Cost – There are two components used in calculating auto operating cost: the cost of gasoline and "other" costs. The "other" costs category includes costs for repairs, light maintenance, lubrication, tires and accessories. The assumption used in the modeling work is that if an auto is available at the household then the depreciation of the car and the insurance costs are already being paid for whether the car is left at home or used for commuting to work. **TABLE 7** lists the auto operating costs used for 2016 RTP/SCS. All costs are in 2011 constant dollars. Note: costs are expressed in 2011-dollar values for input into the mode choice models. Auto Operating costs are calculated using the following formula: Auto Operating Cost = Fuel Cost / Fuel Economy + Other Costs.

TABLE 3 Summary of Highway Network Lane Miles

	Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
SCAB	2017 Build	8,273	1,061	28,402	11,098	48,834
	2019 Build	8,298	1,112	28,660	11,213	49,283
	2020 Build	8,517	1,221	29,126	11,349	50,213
	2021 Build	8,576	1,221	29,183	11,372	50,352
	2021 No Build	8,445	1,083	28,273	11,087	48,888
	2023 Build	8,622	1,265	29,361	11,479	50,727
	2026 Build	8,733	1,422	29,656	11,635	51,446
	2030 Build	8,831	1,523	29,846	11,805	52,005
	2031 Build	8,831	1,523	29,847	11,805	52,006
	2031 No Build	8,490	1,083	28,280	11,091	48,944
	2035 Build	8,871	1,564	30,325	11,962	52,722
	2040 Build	8,885	1,634	30,325	11,968	52,812
	2040 No Build	8,492	1,085	28,281	11,092	48,950
SCCAB	2017 Build	531	9	1,797	1,008	3,345
	2019 Build	531	9	1,802	1,008	3,350
	2020 Build	533	9	1,814	1,010	3,366
	2021 Build	533	9	1,816	1,010	3,368
	2021 No Build	528	9	1,796	1,009	3,342
	2023 Build	533	9	1,830	1,010	3,382
	2026 Build	556	9	1,833	1,010	3,408
	2030 Build	561	61	1,857	1,017	3,496
	2031 Build	561	61	1,857	1,017	3,496
	2031 No Build	528	9	1,795	1,009	3,341
	2035 Build	561	61	1,857	1,017	3,496
	2040 Build	561	61	1,858	1,017	3,497
	2040 No Build	528	9	1,796	1,010	3,343

TABLE 3 Summary of Highway Network Lane Miles: Continued

	Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
MDAB	2017 Build	1,892	23	4,143	6,741	12,799
	2019 Build	1,893	23	4,250	6,759	12,925
	2020 Build	2,261	23	4,626	6,790	13,700
	2021 Build	2,261	23	4,629	6,790	13,703
	2021 No Build	1,891	23	4,057	6,738	12,709
	2023 Build	2,261	23	4,652	6,799	13,735
	2026 Build	2,261	23	4,697	6,836	13,817
	2030 Build	2,261	73	4,815	6,880	14,029
	2031 Build	2,263	73	4,815	6,884	14,035
	2031 No Build	1,891	23	4,057	6,738	12,709
	2035 Build	2,261	101	5,021	6,927	14,310
	2040 Build	2,260	101	5,185	7,130	14,676
	2040 No Build	1,891	23	4,058	6,738	12,710
SSAB (Coachella)	2017 Build	389	0	1,284	1,205	2,878
	2019 Build	393	0	1,297	1,222	2,912
	2020 Build	393	0	1,335	1,256	2,984
	2021 Build	396	0	1,350	1,265	3,011
	2021 No Build	390	0	1,267	1,199	2,856
	2023 Build	397	0	1,411	1,311	3,119
	2026 Build	397	0	1,468	1,374	3,239
	2030 Build	397	0	1,486	1,418	3,301
	2031 Build	397	0	1,499	1,424	3,320
	2031 No Build	390	0	1,267	1,199	2,856
	2035 Build	397	0	1,524	1,454	3,375
	2040 Build	397	0	1,524	1,454	3,375
	2040 No Build	390	0	1,266	1,199	2,855

TABLE 3 Summary of Highway Network Lane Miles: Continued

	Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
SSAB (Imperial)	2017 build	380	0	1,156	2,463	3,999
	2019 Build	380	0	1,157	2,464	4,001
	2020 Build	380	0	1,172	2,464	4,016
	2021 Build	380	0	1,172	2,464	4,016
	2021 No Build	380	0	1,158	2,465	4,003
	2023 Build	380	0	1,173	2,464	4,017
	2026 Build	380	0	1,212	2,464	4,056
	2030 Build	417	0	1,200	2,463	4,080
	2031 Build	417	0	1,200	2,463	4,080
	2031 No Build	380	0	1,158	2,465	4,003
	2035 Build	417	0	1,200	2,463	4,080
	2040 Build	417	0	1,200	2,463	4,080
	2040 No Build	380	0	1,158	2,464	4,002
Total SCAG Region	2017 Build	11,465	1,093	36,782	22,515	71,855
	2019 Build	11,495	1,144	37,166	22,666	72,471
	2020 Build	12,084	1,253	38,073	22,869	74,279
	2021 Build	12,146	1,253	38,150	22,901	74,450
	2021 No Build	11,634	1,115	36,551	22,498	71,798
	2023 Build	12,193	1,297	38,427	23,063	74,980
	2026 Build	12,327	1,454	38,866	23,319	75,966
	2030 Build	12,467	1,657	39,204	23,583	76,911
	2031 Build	12,469	1,657	39,211	23,593	76,930
	2031 No Build	11,679	1,115	36,557	22,502	71,853
	2035 Build	12,507	1,726	39,927	23,823	77,983
	2040 Build	12,520	1,796	40,098	24,032	78,446
	2040 No Build	11,681	1,116	36,560	22,502	71,859

Notes:
1) Arterials = Expressway + Principle Arterial + Minor Arterial
2) Collectors = Major Collector + Minor Collector
3) Total does not include ramps and truck

TABLE 4 Summary of Transit Route Miles

Network	Local Bus	Express Bus	Rail	HSRT	Total
2017 Build	10,190	1,789	994	0	12,973
2019 Build	10,207	1,824	997	0	13,028
2020 Build	10,212	1,838	1,005	55	13,110
2021 Build	10,212	1,838	1,020	55	13,125
2021 No Build	10,167	1,659	992	0	12,818
2023 Build	10,212	1,839	1,026	97	13,174
2026 Build	10,219	1,839	1,029	97	13,184
2030 Build	10,219	1,839	1,070	124	13,252
2031 Build	10,219	1,839	1,070	124	13,252
2031 No Build	10,167	1,659	992	0	12,818
2035 Build	10,220	1,839	1,100	124	13,283
2040 Build	10,231	2,179	1,115	124	13,649
2040 No Build	10,167	1,659	992	0	12,818

TABLE 5 Summary of Transit Service Miles

Network	Local Bus	Express Bus	Rail	HSRT	Total
2017 Build	453,159	44,677	48,317	0	546,153
2019 Build	455,356	45,374	49,603	0	550,333
2020 Build	455,607	46,557	49,990	6,174	558,328
2021 Build	455,607	46,557	58,685	6,174	567,023
2021 No Build	451,901	37,315	44,545	0	533,761
2023 Build	455,613	46,557	62,674	14,215	579,059
2026 Build	456,498	46,557	63,619	14,215	580,889
2030 Build	456,500	46,557	71,246	16,210	590,513
2031 Build	456,500	46,557	71,246	16,210	590,513
2031 No Build	451,901	37,315	44,545	0	533,761
2035 Build	459,236	46,557	80,065	16,210	602,068
2040 Build	467,429	62,056	90,358	16,210	636,053
2040 No Build	451,901	37,315	44,545	0	533,761

TABLE 6 Total Home-Based-Work Person Trip Reductions

Category	2017	2019	2020	2021	2023	2026	2030	2031	2035	2040
Work-at-Home	5.56%	5.79%	5.91%	6.01%	6.21%	6.53%	6.97%	7.09%	7.57%	8.13%
Telecommute	3.66%	5.01%	5.70%	5.87%	6.21%	6.77%	7.58%	7.80%	8.75%	10.00%
Flexible work schedules	0.59%	1.76%	2.34%	2.41%	2.54%	2.76%	3.08%	3.16%	3.53%	3.49%
Parking subsidies	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.61%	3.07%	2.97%
Total Trip Reductions	9.81%	12.56%	13.95%	14.28%	14.96%	16.05%	17.63%	18.67%	22.92%	24.59%
Increase over 2012 Base	2.42%	5.17%	6.56%	6.89%	7.57%	8.66%	10.24%	11.28%	15.53%	17.20%

TABLE 7 Auto Operating Costs (Cents per Mile)

Category	2017	2019	2020	2021	2023	2026	2030	2031	2035	2040
Auto Operating Cost *	25.31	25.76	26.04	26.02	25.95	28.21	29.12	29.48	30.83	33.00

** Cents/mile; year 2011 constant $. 2040 includes 2.80 cents VMT fee.*

Transit Fares – The transit network includes three types of transit fares: base boarding fares, zone fares and transfer fares; and two types of fare factors: base fare factor and transfer fare factor. Fare values were collected through the Transit Level of Service Data Collection program. Considering the complex fare structure for most carriers, only published full cash fares for initial boarding and transfers are used to represent the base fare and transfer fare. To account for the revenue composition of different fare types, such as one-way walkup fares, daily/weekly/monthly passes, Senior/Student/Disabled fares and other special fares, base fare factors and transfer fare factors are estimated from the boarding and revenue data provided by transit operators. By applying fare factors to the published full cash fare, the resulting fares represent actual fares paid by an average passenger. Finally, all boarding fares (base fare and transfer fare) are converted into 2011 dollars using a 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.

The fare structure varies significantly by operator and by service for the same operator. For example, LACMTA has both local and express bus service. For local bus, the general fare was a flat rate of $1.50 in 2012. For express bus, there was a surcharge of $0.70 for each zone in addition to the $1.50 fare. However, OCTA, another major operator in the region, charged a general fare of $1.50 for local bus in 2012. For express bus, the fare was a flat rate of $4.00 or $6.00 depending on the route. To accommodate variations in the fares for different routes, the transit network codes general flat fares (i.e., base fares, transfer fares) at the route level, while the fare factors are calculated at the carrier level.

Two other major operators, Metrolink and Amtrak, follow a zone-based fare structure. For example, Metrolink fares are calculated with a distance-based formula using the shortest driving distance between stations, with an 80-mile maximum charge. To capture the published cash fare between two station pairs, a fare matrix was developed for Metrolink and Amtrak. Similarly, the LACMTA Express bus and Los Angeles Department of Transportation (LADOT) Commuter Express bus that have zone-based fare are also included as a zone-to-zone fare matrix. Similar to the development of fare factors for flat-rate routes, a fare factor matrix was developed based on Metrolink sales and boarding data to represent the weighted average fare for each station pair. In addition, regression analysis was conducted to generate the relationship between the distance and fares for Metrolink to predict future fares for new stations.

No real cost increase in transit fares was assumed from 2012 to 2040.

Capacity and Free Flow Speed – Highway capacities (including for heavy duty truck) used in the Model for each of the facility types vary, depending on area location (i.e., CBD, urban, suburban, rural or mountain) (see **TABLE 8** below). Free flow speeds are based on posted speeds.

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

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

Toll Roads – There were approximately 325 lane miles of toll roads in 2012, increasing to about 1,855 toll/HOT lanes in 2040. This includes a regional Express Lane network (**TABLE 9**) that would build upon the success of the 91 Express Lanes and Transportation Corridor Agencies (TCA) Toll Roads in Orange County and two demonstration projects in Los Angeles County.

TABLE 9 Express/HOT Lane Network

County	Route	From	To
LOS ANGELES	I-405	I-5 (NORTH SF VALLEY)	LA/OC COUNTY LINE
LOS ANGELES	I-110	ADAMS BLVD (S/O I-10)	I-405
LOS ANGELES	I-10	ALAMEDA ST	I-710
LOS ANGELES	I-10	I-710	I-605
LOS ANGELES	I-10	I-605	LA/SB COUNTY LINE
LOS ANGELES	I-105	I-405	I-605
LOS ANGELES	I-605	LA/OC LINE	I-10
ORANGE	I-605	I-405	LA/OC COUNTY LINE
ORANGE	I-405	LA/OC COUNTY LINE	SR-55
ORANGE	SR-55	I-405	SR-91
ORANGE	SR-73	I-405	MACARTHUR
RIVERSIDE	I-15	RIV/SB COUNTY LINE	SR-74
RIVERSIDE	SR-91	OC/RV COUNTY LINE	I-15
SAN BERNARDINO	I-10	LA/SB COUNTY LINE	I-15
SAN BERNARDINO	I-10	I-15	FORD ST
SAN BERNARDINO	I-15	HDC	SR-395
SAN BERNARDINO	I-15	SR-395	I-215
SAN BERNARDINO	I-15	I-215	RIV/SB COUNTY LINE

The effect of the toll charges on the toll roads was incorporated into the highway assignment procedure. The toll charge was added to each toll facility by inserting the cost to the appropriate link and identifying the link with a unique Toll Class Number. Toll costs (in 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).

Conformity requirements – **TABLE 10** below is a summary of the conformity requirements related to travel demand model and how SCAG's regional travel demand model satisfies these requirements.

SUMMARY OF REGIONAL VEHICLE MILES TRAVELED

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

TABLE 10 Conformity Requirements Related to Travel Demand Model

CFR	Requirement	How Requirement is Satisfied
93.122(b)(1)(i)	Network-based travel models must be validated against observed counts (peak and off-peak, if possible) for a base year that is not more than 10 years prior to the date of the conformity determination. Model forecasts must be analyzed for reasonableness and compared to historical trends and other factors, and the results must be documented.	The SCAG travel demand models were estimated and calibrated using data from SCAG's Year 2000 Post-Census Regional Travel Survey, 2003 External Travel Survey, the 2010 US Census and various Transit on-board Surveys. The model was validated against 2012 ground counts and 2012 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 2016-2040 RTP/SCS and documented in Demographics and Growth Forecast Appendix 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.

TABLE 11 VMT Summary (000s)

Air Basin	L&MD	HD	Total
	2017 BUILD		
SCCAB	19,847	1,036	20,882
SCAB	373,218	24,240	397,459
MDAB	31,815	5,747	37,561
SSAB	16,274	2,914	19,189
Total	441,154	33,937	475,091
	2019 BUILD		
SCCAB	19,929	1,068	20,997
SCAB	372,604	25,335	397,938
MDAB	32,643	6,048	38,691
SSAB	16,817	2,986	19,803
Total	441,993	35,437	477,430
	2020 BUILD		
SCCAB	19,831	1,087	20,918
SCAB	370,253	25,768	396,021
MDAB	33,103	6,337	39,439
SSAB	16,980	3,173	20,153
Total	440,166	36,365	476,531
	2021 BUILD		
SCCAB	19,925	1,107	21,032
SCAB	372,634	26,293	398,927
MDAB	33,752	6,548	40,300
SSAB	17,299	3,266	20,565
Total	443,610	37,214	480,824

TABLE 11 VMT Summary (000s): Continued

Air Basin	L&MD	HD	Total
	2021 NO-BUILD		
SCCAB	20,668	1,108	21,776
SCAB	385,967	26,097	412,064
MDAB	33,984	6,409	40,393
SSAB	17,766	3,276	21,042
Total	458,385	36,890	495,275
	2023 BUILD		
SCCAB	20,096	1,148	21,244
SCAB	377,337	27,256	404,594
MDAB	34,727	7,005	41,733
SSAB	17,903	3,462	21,365
Total	450,063	38,872	488,935
	2026 BUILD		
SCCAB	19,802	1,215	21,017
SCAB	372,983	28,849	401,832
MDAB	35,912	7,779	43,691
SSAB	18,298	3,791	22,089
Total	446,995	41,634	488,629
	2030 BUILD		
SCCAB	19,969	1,315	21,285
SCAB	375,826	31,048	406,874
MDAB	38,118	9,072	47,190
SSAB	19,266	4,288	23,554
Total	453,179	45,723	498,902

TABLE 11 VMT Summary (000s): Continued

Air Basin	L&MD	HD	Total
	2031 BUILD		
SCCAB	19,908	1,342	21,249
SCAB	374,825	31,634	406,459
MDAB	38,549	9,455	48,004
SSAB	19,433	4,423	23,856
Total	452,714	46,854	499,568
	2031 NO-BUILD		
SCCAB	21,148	1,344	22,492
SCAB	398,110	31,380	429,490
MDAB	39,270	9,221	48,491
SSAB	20,431	4,433	24,864
Total	478,960	46,378	525,337
	2035 BUILD		
SCCAB	19,575	1,457	21,032
SCAB	372,422	34,241	406,663
MDAB	40,733	11,407	52,139
SSAB	20,481	5,026	25,507
Total	453,211	52,130	505,341
	2040 BUILD		
SCCAB	19,536	1,617	21,153
SCAB	368,753	37,302	406,055
MDAB	43,476	13,436	56,911
SSAB	21,000	5,706	26,706
Total	452,765	58,061	510,826
	2040 NO-BUILD		
SCCAB	21,101	1,620	22,721
SCAB	397,526	37,216	434,742
MDAB	43,695	13,103	56,798
SSAB	22,654	5,726	28,380
Total	478,287	57,691	535,978

2016 RTP/SCS REGIONAL EMISSIONS ANALYSIS

EPA's Transportation Conformity Rule requires that the 2016 RTP/SCS regional emissions be consistent with (i.e., not exceed) the motor vehicle emissions budgets in the applicable SIPs. Consistency with emissions budgets must be demonstrated for each year that the applicable emissions budgets are established, for the transportation planning horizon year, and for any milestone years as necessary so that the years for which consistency is demonstrated are no more than ten years apart. Where there are no EPA-approved SIP budgets, an interim emission test is used for conformity. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year. Listed below is a description of the various network scenarios:

2016 RTP/SCS Conformity Baseline Year – The conformity baseline year is 2011 for 2008 8-hour ozone; 2014 for 2012 $PM_{2.5}$; 2008 for 2006 $PM_{2.5}$; 2002 for 1997 $PM_{2.5}$; 1990 for PM_{10}.

2016 RTP/SCS No Build – The "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 FTIP (Fiscal Year 2015).

2016 RTP/SCS Build – The "Build" scenario is generally defined as all RTP/SCS projects, including the 2016 RTP/SCS No Build, and the future transportation system that will result from full implementation of the 2015 FTIP and the 2016 RTP/SCS.

For more specific individual project information as part of the RTP/SCS modeling and regional emissions analysis, refer to the 2016 RTP/SCS Project List Appendix.

Section 93.122 (e)(2) and Section 93.122(f)(2) of the EPA Transportation Conformity Rule requires that in PM nonattainment and maintenance areas for which the SIPs identify construction-related fugitive dust as a contributor to the area problem, the regional emissions analysis should include construction-related fugitive PM. Of the SCAG PM nonattainment areas, only the SCAB and the Coachella Valley portion of SSAB have PM SIPs. The relevant emissions budgets for these two areas include construction emissions, and the 2016 RTP/SCS PM regional emissions analyses include construction emissions as appropriate.

The on-road motor emissions estimates for the 2016 RTP/SCS were analyzed using the EMFAC2014 emission model developed by ARB. For paved road dust, SCAG uses the approved EPA's AP-42 method and VMT by facility type for all applicable years.

REQUIRED REGIONAL EMISSIONS TESTS FOR 2016 RTP/SCS

The required regional emissions tests for the 2016 RTP/SCS are presented in TABLES 12 –20. Since transportation conformity findings are needed out to the RTP's horizon year 2040, the latest budget years deemed adequate by U.S. EPA serve as the budgets for future years in each emissions test.

TABLE 12 South Central Coast Air Basin – Ventura County Portion

Modeling Year	2020	2030	2040
NAAQS	Ozone [a]	Ozone	Ozone

TABLE 13 South Coast Air Basin

Modeling Year	2017	2019	2020	2021	2023	2030	2031	2040
NAAQS	Ozone [b]		Ozone [b]		Ozone [b] (interpolation)		Ozone [a]	Ozone
		$PM_{2.5}$ [a] (2006 NAAQS)		$PM_{2.5}$ [a] (2012 NAAQS)		$PM_{2.5}$		$PM_{2.5}$
			PM_{10} [b]			PM_{10} [b]		PM_{10}
			CO			CO		CO
			NO_2			NO_2		NO_2

Note: 2030 is allowed to be done by interpolation per Conformity Regulations..

TABLE 14 Morongo Ozone Non-attainment Area

Modeling Year	2017	2020	2023	2031	2040
NAAQS	Ozone [b]	Ozone [a, b]	Ozone [b] (interpolation)	Ozone	Ozone

TABLE 15 Pechanga Ozone Non-attainment Area

Modeling Year	2017	2020	2023	2031	2040
NAAQS	Ozone [a, b]	Ozone [b]	Ozone [b] (interpolation)	Ozone	Ozone

TABLE 16 Western Mojave Desert Air Basin *

Modeling Year	2020	2026	2031	2040
NAAQS	Ozone	Ozone [a]	Ozone	Ozone

** Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of MDAB excluding Searles Valley.*

TABLE 17 Mojave Desert Air Basin –San Bernardino County Portion Excluding Searles Valley

Modeling Year	2021	2031	2040
NAAQS	PM_{10}	PM_{10}	PM_{10}

[a] *Attainment year.*
[b] *Budget year.*

TABLE 18 Mojave Desert Air Basin – Searles Valley Portion

Modeling Year	2021	2031	2040
NAAQS	PM_{10}	PM_{10}	PM_{10}

TABLE 19 Salton Sea Air Basin – Coachella Valley Portion

Modeling Year	2021	2026	2031	2040
NAAQS	Ozone	Ozone [a]	Ozone	Ozone
	PM_{10}		PM_{10}	PM_{10}

TABLE 20 Salton Sea Air Basen – Imperial County Portion

Modeling Year	2017	2021	2031	2040
NAAQS	Ozone [a]	Ozone	Ozone	Ozone
		$PM_{2.5}$	$PM_{2.5}$	$PM_{2.5}$
		PM_{10}	PM_{10}	PM_{10}

SUMMARY OF REGIONAL EMISSIONS ANALYSIS

The following tables summarize the required regional emission analyses for each of the nonattainment and maintenance areas within SCAG's jurisdiction based on EMFAC2014 which is the latest emission model approved by U.S. EPA on December 14, 2016. For those areas which require budget tests, the RTP/SCS emissions values in the summary tables below utilize the rounding convention used by ARB to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas.

South Central Coast Air Basin – Ventura County Portion

TABLE 21 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2020	2030	2040
ROG *	Budget	13	13	13
	RTP	5	3	2
Budget – RTP		8	10	11
NO_x	Budget	19	19	19
	RTP	6	3	3
Budget – RTP		13	16	16

** Reactive Organic Gases*

South Coast Air Basin

TABLE 22 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		Nonattainment Area	2017	2020	2023	2031	2040
ROG	Budget	SCAB	119	108	99	99	99
	RTP	Morongo	0.5	0.4	0.3	0.2	0.2
		Pechanga	0.1	0.1	0.1	0.0	0.0
		SCAB excluding Morongo and Pechanga	102.0	79.3	67.3	49.2	37.1
		Sum	102.6	79.8	67.7	49.5	37.3
		SCAB	103	80	68	50	38
	Budget – RTP		16	28	31	49	61
NO_x	Budget	SCAB	224	185	140	140	140
	RTP	Morongo	2.3	1.8	1.1	0.7	0.6
		Pechanga	0.9	0.7	0.5	0.3	0.2
		SCAB excluding Morongo and Pechanga	180.4	137.6	86.4	64.0	59.0
		Sum	183.5	140.1	88.0	65.0	59.8
		SCAB	184	141	88	65	60
	Budget – RTP		40	44	52	75	80

TABLE 23 1997, 2006, and 2012 $PM_{2.5}$ Standards (Annual Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2019	2021	2030	2040
ROG	Budget	132	132	132	132
	RTP	76	72	48	35
Budget – RTP		56	60	84	97
NO_x	Budget	290	290	290	290
	RTP	165	136	71	63
Budget – RTP		125	154	219	227
$PM_{2.5}$	Budget	35	35	35	35
	RTP	7	4	-3	-4
Budget – RTP		28	31	38	39

South Coast Air Basin: Continued

TABLE 24 PM_{10} (Annual Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2020	2030	2040
ROG	Budget	110	81	81
	RTP	73	47	33
Budget – RTP		37	34	48
NO_x	Budget	180	116	116
	RTP	149	71	63
Budget – RTP		31	45	53
PM_{10}	Budget	164	175	175
	RTP	85	90	90
Budget – RTP		79	85	85

TABLE 25 CO (Winter Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2020	2030	2040
CO	Budget	2,137	2,137	2,137
	RTP	572	318	238
Budget – RTP		1,565	1,819	1,899

TABLE 26 NO_2 (Winter Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2020	2030	2040
NO_2	Budget	680	680	680
	RTP	148	70	62
Budget – RTP		532	610	618

Western Mojave Desert Air Basin – Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of MDAB

TABLE 27 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2020	2026	2031	2040
ROG	Budget	22	22	22	22
	RTP	8	6	6	5
Budget – RTP		14	16	16	17
NO_x	Budget	77	77	77	77
	RTP	18	10	9	11
Budget – RTP		59	67	68	66

Mojave Desert Air Basin – San Bernardino County Portion Excluding Searles Valley

TABLE 28 PM_{10} (Annual Emissions [Tons/Day]) (EMFAC 2014)

		2021	2031	2040
PM_{10}	No Build	9.9	12.2	14.2
	Build	8.9	10.9	12.6
No Build – Build		1.0	1.3	1.6

Mojave Desert Air Basin – Searles Valley Portion

TABLE 29 PM_{10} (Annual Emissions [Tons/Day]) (EMFAC 2014)

		2021	2031	2040
PM_{10}	No Build	0.0	0.0	0.0
	Build	0.0	0.0	0.0
No Build – Build		0.0	0.0	0.0

Salton Sea Air Basin – Coachella Valley Portion

TABLE 30 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2021	2026	2031	2040
ROG	Budget	7	7	7	7
	RTP	4	3	3	3
Budget – RTP		3	4	4	4
NO_x	Budget	26	26	26	26
	RTP	8	5	4	5
Budget – RTP		18	21	22	21

TABLE 31 PM_{10} (Annual Emissions [Tons/Day]) (EMFAC 2014)

		2021	2031	2040
PM_{10}	Budget	10.9	10.9	10.9
	RTP	5.1	5.6	5.8
Budget – RTP		5.8	5.3	5.1

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

Salton Sea Air Basin – Imperial County Portion

TABLE 32 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2017	2021	2031	2040
ROG	Budget	7	7	7	7
	RTP	4	3	3	2
Budget – RTP		3	4	4	5
NO_X	Budget	17	17	17	17
	RTP	7	5	4	4
Budget – RTP		10	12	13	13

TABLE 33 2006 and 2012 $PM_{2.5}$ Standards (Annual Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2021	2031	2040
NO_X	No Build	2.4	1.6	1.6
	Build	2.4	1.5	1.6
No Build – Build		0.0	0.1	0.0
$PM_{2.5}$	No Build	0.3	0.3	0.3
	Build	0.2	0.2	0.2
No Build – Build		0.1	0.1	0.1

TABLE 34 PM_{10} (Annual Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2021	2031	2040
PM_{10}	No Build	1.4	1.6	1.8
	Build	1.0	1.2	1.4
No Build – Build		0.4	0.4	0.4

DETAILED EMISSIONS ANALYSES

The following tables present further detail of the emissions analyses for all non-attainment and maintenance areas within SCAG's jurisdiction. For those areas which require budget tests, the RTP/SCS emissions values in the tables below utilize the rounding convention used by ARB to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas.

South Central Coast Air Basin – Ventura County Portion

TABLE 35 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2020	2030	2040
ROG	RTP	4.2	2.5	1.7
Total Emissions		5	3	2
Emission Budget		13	13	13
Budget		8	10	11
NO_X	RTP	5.9	2.7	2.2
Total Emissions		6	3	3
Emission Budget		19	19	19
Budget		13	16	16

South Coast Air Basin

TABLE 36 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		Nonattainment Area	2017	2020	2023	2031	2040
ROG	Budget	SCAB	119	108	99	99	99
	RTP	Morongo	0.5	0.4	0.3	0.2	0.2
		Pechanga	0.1	0.1	0.1	0.0	0.0
		SCAB excluding Morongo and Pechanga	102.0	79.3	67.3	49.2	37.1
		Sum	102.6	79.8	67.7	49.4	37.3
		SCAB	103	80	68	50	38
	Budget – RTP		16	28	31	49	61
NO_x	Budget	SCAB	224	185	140	140	140
	RTP	Morongo	2.3	1.8	1.1	0.7	0.6
		Pechanga	0.9	0.7	0.5	0.3	0.2
		SCAB excluding Morongo and Pechanga	180.4	137.6	86.4	64.0	59.0
		Sum	183.5	140.1	88.0	65.0	59.8
		SCAB	184	141	88	65	60
	Budget – RTP		40	44	52	75	80

South Coast Air Basin: Continued

TABLE 37 1997, 2006 and 2012 $PM_{2.5}$ Standards (Annual Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2019	2021	2030	2040
ROG	RTP	82.5	71.8	49.1	35.4
Baseline Adjustments *		-7.16	N/A	-1.79	-0.48
Total Emissions		76	72	48	35
Emission Budget		132	132	132	132
Budget – Emissions		56	60	84	97
NO_x	RTP	166.5	135.1	70.8	62.9
Baseline Adjustments *		-1.88	N/A	-0.03	0.00
Total Emissions		165	136	71	63
Emission Budget		290	290	290	290
Budget – Emissions		125	154	219	227
$PM_{2.5}$	RTP	10.8	10.2	10.0	9.8
Re-entrained Road Dust Paved		7.6	7.7	8.2	8.5
Re-entrained Road Dust Unpaved *		0.6	0.6	0.6	0.6
Road Construction Dust *		0.3	0.5	0.8	0.5
NO_x to $PM_{2.5}$ Trading		-12.5	-15.4	-21.9	-22.7
Sum		6.9	3.6	-2.3	-3.3
Total Emissions **		7	4	-3	-4
Emission Budget		35	35	35	35
Budget – Emissions		28	31	38	39

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

TABLE 38 PM_{10} (Annual Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2020	2030	2040
ROG	RTP	76.3	49.1	35.4
Smog Check Reductions *		-3.8	-2.8	-2.8
Sum		72.5	46.3	32.6
Total Emissions		73	47	33
Emission Budget		110	81	81
Budget – Emissions		37	34	48
NO_x	RTP	150.1	70.8	62.9
Smog Check Reductions *		-1.7	0.0	0.0
Sum		148.4	70.8	62.9
Total Emissions		149	71	63
Emission Budget		180	116	116
Budget – Emissions		31	45	53
PM_{10}	RTP	24.0	23.9	24.0
Re-entrained Road Dust Paved		50.8	54.8	55.5
Re-entrained Road Dust Unpaved **		5.8	5.8	5.8
Road Construction Dust		3.7	5.4	3.4
Sum		84.3	89.9	89.7
Total Emissions		85	90	90
Emission Budget		164	175	175
Budget – Emissions		79	85	85

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

South Coast Air Basin: Continued

TABLE 39 CO (Winter Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2020	2030	2040
CO	RTP	572.0	317.3	237.2
Total Emissions		572	318	238
Emission Budgets		2,137	2,137	2,137
Budget – Emissions		1,565	1,819	1,899

TABLE 40 NO_2 (Winter Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2020	2030	2040
NO_2	RTP	147.3	69.5	61.8
Total Emissions		148	70	62
Emission Budgets		680	680	680
Budget – Emissions		532	610	618

Western Mojave Desert Air Basin – Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of MDAB

TABLE 41 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2020	2026	2031	2040
ROG	RTP	7.9	6.0	5.2	4.3
Total Emissions		8	6	6	5
Emission Budget		22	22	22	22
Budget – Emissions		14	16	16	17
NO_x	RTP	17.3	9.7	8.9	10.1
Total Emissions		18	10	9	11
Emission Budget		77	77	77	77
Budget – Emissions		59	67	68	66

Mojave Desert Air Basin – San Bernardino County Portion Excluding Searles Valley

TABLE 42 PM_{10} (Annual Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2021	2031	2040
PM_{10} No-Build	Re-entrained Road Dust	8.1	10.0	11.6
	Motor Vehicle	1.8	2.2	2.6
	Total Emissions	9.9	12.2	14.2
PM_{10} Build	Re-entrained Road Dust	7.7	9.2	10.3
	Paving Unpaved Roads	-0.6	-0.4	-0.3
	Motor Vehicle	1.8	2.1	2.6
	Total Emissions	8.9	10.9	12.6
No Build – Build		1.0	1.3	1.7

Mojave Desert Air Basin – Searles Valley Portion

TABLE 43 PM_{10} (Annual Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2021	2031	2040
PM_{10}	No Build	0.0	0.0	0.0
	Build	0.0	0.0	0.0
No Build – Build		0.0	0.0	0.0

Salton Sea Air Basin – Coachella Valley Portion

TABLE 44 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2021	2026	2031	2040
ROG	RTP	3.5	2.9	2.6	2.3
Total Emissions		4	3	3	3
Emission Budget		7	7	7	7
Budget – Emissions		3	4	4	4
NO_x	RTP	7.4	4.1	3.8	4.0
Total Emissions		8	5	4	5
Emission Budget		26	26	26	26
Budget – Emissions		18	21	22	21

Salton Sea Air Basin – Coachella Valley Portion

TABLE 45 PM_{10} (Annual Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2021	2031	2040
PM_{10}	RTP	0.91	1.04	1.17
Re-entrained Road Dust Paved		2.08	2.44	2.69
Re-entrained Road Dust Unpaved *		1.71	1.70	1.70
Road Construction Dust *		0.32	0.37	0.27
Sum		5.02	5.55	5.83
Total Emissions		5.1	5.6	5.9
Emission Budget		10.9	10.9	10.9
Budget – Emissions		5.8	5.3	5.0

** Provided by SCAQMD.*

Salton Sea Air Basin – Imperial County Portion

TABLE 46 2008 8-Hour Ozone (Summer Planning Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2017	2021	2031	2040
ROG	RTP	3.1	2.6	2.0	1.8
Total Emissions		4	3	3	2
Emission Budget		7	7	7	7
Budget – Emissions		3	4	4	5
NO_X	RTP	6.5	4.9	3.1	3.4
Total Emissions		7	5	4	4
Emission Budget		17	17	17	17
Budget – Emissions		10	12	13	13

Salton Sea Air Basin – Imperial County Portion

TABLE 47 2006 and 2012 $PM_{2.5}$ Standards (Annual Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2021	2031	2040
NO_X	No-Build	2.4	1.6	1.6
	Build	2.4	1.5	1.6
No Build – Build		0.0	0.1	0.0
$PM_{2.5}$ No-Build	Re-entrained Road Dust	0.11	0.12	0.14
	Motor Vehicle	0.10	0.11	0.13
	Sum	0.21	0.23	0.27
	Total Emissions	0.3	0.3	0.3
$PM_{2.5}$ Build	Re-entrained Road Dust	0.06	0.07	0.08
	Motor Vehicle	0.10	0.11	0.12
	Sum	0.16	0.18	0.20
	Total Emissions	0.2	0.2	0.2
No Build – Build		0.1	0.1	0.1

TABLE 48 PM_{10} (Annual Emissions [Tons/Day]) (EMFAC 2014)

Pollutant		2021	2031	2040
PM_{10} No-Build	Re-entrained Road Dust	0.93	1.07	1.19
	Motor Vehicle	0.42	0.50	0.59
	Sum	1.35	1.57	1.78
	Total Emissions	1.4	1.6	1.8
PM_{10} Build	Re-entrained Road Dust	0.58	0.71	0.82
	Motor Vehicle	0.42	0.49	0.58
	Sum	1.00	1.20	1.40
	Total Emissions	1.0	1.2	1.4
No Build – Build		0.4	0.4	0.4

SECTION III: TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

INTRODUCTION

This section itemizes and reports 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 2014/15-2015/16) of the 2015 FTIP. The findings are required only for the applicable TCM projects contained in the approved SIPs for the relevant air basins.

TRANSPORTATION CONFORMITY RULE

TRANSPORTATION CONTROL MEASURES (TCMs)

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

> *Transportation control measure (TCM) is any measure that is specifically identified and committed to in the applicable implementation plan, 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.* [2]

Section 108(f)(1)(A) of the federal Clean Air Act (CAA) lists the following 16 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. [3]

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.

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 by either substituting it with a new TCM strategy or by enhancing other control measures through the substitution.

The Transportation Conformity Rule (40 CFR 93.113) states:

- 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.
- For transportation plans, this criterion is satisfied if the following two conditions are met:
  - The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.
  - Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.
- For TIPs, this criterion is satisfied if the following conditions are met:
  - 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.
  - 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.
  - Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.
- 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. [4]

APPLICABLE SIPS IN THE SCAG REGION

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. The two SIPs with TCM strategies are:

2012 South Coast AQMP/SIP (SCAB)

Effective October 3, 2014, the U.S. EPA approved the portions of the SCAQMD's Final 2012 Air Quality Management Plan that updated the approved control strategy for the 1997 8-hour ozone standard and that provided a demonstration of attainment of the 1-hour ozone standard by December 31, 2022. As a result, the 2012 South Coast Ozone AQMP/SIP is the applicable Ozone SIP for the SCAB. It is important to note that the TCM categories in the 2012 Ozone AQMP/SIP are consistent with the TCM categories in the 1994/1997/2003/2007 Ozone AQMPs/SIPs.

2007 Ozone SIP (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. The EPA approved the 1994 Ozone SIP revisions on January 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 1994 SIP (as amended in 1995). 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.

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

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 SIPs remain applicable.

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

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.

The projects reported on in this report are those TCM-category projects that have committed to right-of-way acquisition, construction or implementation in the first two years of the prevailing FTIP (the 2012 RTP/SCS and 2015 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 FTIP cycle 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 the county transportation commissions (CTCs). It is SCAG's intention that project completion dates reported when a TCM is first listed in an approved FTIP will be reported in all subsequent Timely Implementation Reports alongside 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.

TIMELY IMPLEMENTATION OF TCM PROJECTS IN THE SCAG REGION

The federal Transportation Conformity Rule states that timely implementation is to be measured against the TCM projects in the applicable SIP. SCAG evaluates the TCM-category projects to determine the anticipated level and current status of implementation. The enforceable commitment is to report on the funding and implementation of TCM projects in the first two years of the six-year FTIP. In each FTIP, TCM category projects roll forward and the enforceable commitment is automatically revised to encompass the first two-year schedule of TCM-category projects without the need for a SIP revision. The implementation status of each of these TCM projects then continues to be reported on in subsequent FTIPs, until the TCM project is reported as having been completed, or the suitably replaced or substituted project has been completed.

South Coast Air Basin

The 2012 AQMP/SIP (SCAB) includes the following three TCM project categories:

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

It should be noted that the TCM project categories in Appendix IV-C, Regional Transportation Strategy and Control Measures, of the 2012 Ozone AQMP/SIP, are consistent with those of TCM01 specified in the 1994 and subsequent Ozone SIPs, and are updated by the list provided in the Timely Implementation Report section of this document.

Ventura County Portion of SCCAB

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

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

Listing of TCMs Subject to Timely Implementation and completed/corrected projects

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

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
AZUSA	LAF5309	CITY OF AZUSA TRAFFIC MANAGEMENT SYSTEM. THIS PROJECT WILL UPGRADE TRAFFIC SIGNALS AT 43 INTERSECTIONS IN THE CITY OF AZUSA. THE PROJECT WILL FUND THE DESIGN AND CONSTRUCTION/IMPLEMENTATION OF CONTROLLERS, WIRING, DETECTION, CONDUIT, FIBER OPTIC, COUNTDOWN PEDESTRIAN HEADS, SIGNALS, VIDEO DETECTION, CCTV CAMERAS AND TRAFFIC CONTROL AND MONITORING UPGRADES AT THE 43 INTERSECTIONS.	12/1/2017	12/1/2017	12/1/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
BALDWIN PARK	LA0G1140	COMPLETE STREET IMPROVEMENTS ALONG MAINE AVE. FROM LOS ANGELES ST. TO ARROW HWY. IMPROVEMENTS INVOLVE THE RECONFIGURATION OF THE CORRIDOR BY MEANS OF ROAD DIET. PROJECT COMPONENTS INCLUDE (1) CLASS II BIKE WAYS (2) ROAD DIET FROM 4 TRAVEL LANES TO 2 LANES (3) SHARE LEFT TURN LANES (4) CURB EXTENSION AT 13 INTERSECTIONS (5) SIDEWALK EXTENSION (6) HIGH VISIBILITY CROSSWALKS (7) REPLACING PED SIGNALS AT 5 INTERSECTIONS (8) PED LIGHTING AND (9) ADA IMPROVEMENTS	10/1/2018	10/1/2018	10/1/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
BALDWIN PARK	LA0G1178	EXPANSION OF THE CITY'S CIRCULATOR SHUTTLE TO CONNECT TO BUSINESS AND MEDICAL COMMUTERS FROM THE BALDWIN PARK TRANSIT CENTER AND METROLINK STATION TO THE CITY'S MAIN BUSINESS CENTERS. PURCHASE OF 2 CNG BUSES.	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
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.	9/30/2015	9/30/2015	6/30/2018	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO UNANTICIPATED EIR REQUIREMENT AND ADA COMPLIANCE ALONG THE RIVER BANK. ADDITIONAL TIME NEEDED TO RE-PROCURE ENGINEERING FIRMS AND TO DEVELOP ADDITIONAL ALTERNATIVES. WORKING WITH LA METRO AND OTHER PARTNERS TO ADDRESS THE DEIGN ISSUES. PROCUREMENT FOR DESIGN SERVICES AND SEEKING ADDITIONAL PARTNERS.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
BURBANK	LA0G1211	THIS PROJECT WOULD PROVIDE TRAFFIC SIGNAL UPGRADES, SIGNAL CONTROLLER UPGRADES, TIMING PLANS, AND TRAFFIC SIGNAL SYSTEM MONITORING TO INTERSECTIONS ON ARTERIAL STREETS WITHIN 1 MILE OF THE INTERSTATE 5 CORRIDOR. SCOPE INCLUDES AUGMENTING BURBANK TMC STAFF FOR MONITORING SIGNAL COORDINATION AND POLICE TRAFFIC CONTROL DURING THE LIFE OF THE CONSTRUCTION PROJECT.	7/30/2019	7/30/2019	7/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THIS PROJECT IS ONGOING AND WILL PROCEED AS THE I-5 RECONSTRUCTION PROJECT THROUGH BURBANK PROGRESSES
BURBANK	LA0G914	MEASURE R ARROYO VERDUGO HIGHWAY OPERATIONAL IMPROVEMENTS ALONG (WITHIN 1 MILE) THE I-5 CORRIDOR IN BURBANK. INCLUDES 50 NON-CONTIGUOUS INTERSECTIONS SIGNAL IMPROVEMENTS, INSTALLATION OF FIBER COMMUNICATIONS, DETECTION AND CAMERAS.	6/1/2015	6/1/2015	12/31/2015	NOT A TCM. OPERATIONAL IMPROVEMENT, NOT SIGNAL SYNC.
BURBANK	LA0G916	MEASURE R ARROYO VERDUGO HIGHWAY OPERATIONAL IMPROVEMENTS ALONG SR-134 CORRIDOR. INCLUDES APPROXIMATELY 20+ INTERSECTIONS (NON-CONSECUTIVE) AND INCLUDES CCTV, SIGNAL/TURN-SIGNAL IMPROVEMENTS, FIBER COMMUNICATIONS AND VIDEO DETECTION.	12/1/2015	12/1/2015	12/1/2016	OBSTACLES ARE BEING OVERCOME. A NUMBER OF DISCRETE CONSTRUCTION PROJECTS WERE UNDERTAKEN. THE LAST OF THE PROJECTS IS CURRENTLY UNDER CONSTRUCTION.
BURBANK	LAF1502	SAN FERNANDO BIKEWAY. IMPLEMENT A CLASS I BIKEWAY ALONG SAN FERNANDO BLVD, VICTORY PLACE AND BURBANK WESTERN CHANNEL TO COMPLETE THE BURBANK LEG OF A 12 MILE BIKEWAY.	2014	10/30/2017	10/30/2019	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO I-5 PROJECT, WHICH IS IMPACTING 2/3 OF THE PROJECT AREA. I-5 PROJECT IS SCHEDULED TO BE COMPLETED BY 2017. THE CITY IS WORKING WITH LA METRO TO RENEW FUNDING AGREEMENT, AMEND TIP TO READY FOR PROJECT DELIVERY ONCE THE I-5 PROJECT IS COMPLETED. CURRENTLY UNDER ENG PHASE, COMPLETING 30% DESIGN.
BURBANK	LAF3313	BURBANK-GLENDALE TRAFFIC SYSTEM COORDINATION. REPLACE TYPE 170 TRAFFIC SIGNAL CONTROLLERS WITH TYPE 2070 & ASSOCIATED COMMUNICATIONS EQUIPMENT IN BURBANK & GLENDALE & INSTALL SYSTEM DETECTION ON GLENOAKS BL & SAN FERNANDO BL. CITY OF BURBANK AND CITY OF GLENDALE ALONG GLENOAKS BOULEVARD BETWEEN BUENA VISTA STREET IN BURBANK AND GENEVA STREET IN GLENDALE, AND ALONG SAN FERNANDOM BOULEVARD BETWEEN OLIVE AVENUE IN BURBANK AND GLENDALE AVENUE IN GLENDALE (SIG SYN - APROX. 65 SIGNALS).	12/1/2017	12/1/2017	12/1/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. APPROXIMATELY 10 PERCENT OF THE FUNDS HAVE BEEN SPENT. BURBANK AND GLENDALE ARE PREPARING TO PURCHASE 2070 CONTROLLERS AND INSTALL NEW SOFTWARE.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
BURBANK GLENDALE PASADENA AIRPORT	LA000789A	BURBANK-GLENDALE-PASADENA AIRPORT INTERMODAL GROUND ACCESS LINK: CONSTRUCTION OF A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES, INCLUDING CONSTRUCTION OF A NEW METROLINK STATION AT HOLLYWOOD WAY/SAN FERNANDO ROAD ON THE ANTELOPE VALLEY LINE AND A LINK BETWEEN THE AIRPORT AND OTHER TRANSPORTATION SERVICES. (CONSTRUCTION OF LA000789)	3/31/2017	3/31/2017	3/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. ENG AND CON FUNDS HAVE BEEN OBLIGATED.
CALABASAS	LA0G606	THIS PROJECT WOULD REDESIGN THE INTERSECTION AT THE PARKWAY CALABASAS ON/OFF RAMP FOR THE US101. PRESENTLY, TRAFFIC QUEUES OBSTRUCT THROUGH TRAFFIC ALONG CALABASAS ROAD, AND THERE ARE NO PEDESTRIAN IMPROVEMENTS. THIS PROJECT WOULD WIDEN CALABASAS ROAD FROM MUREAU ROAD TO THE PARKWAY CALABASAS OFFRAMP AND PROVIDE BIKE LANES AND SIDEWALKS.	7/1/2015	7/1/2015	7/1/2016	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO A PROPOSED NEW COMMERCIAL DEVELOPMENT AT THE SAME INTERSECTION. THE CITY IS WORKING WITH THE DEVELOPER TO COORDINATE THE INTERSECTION CONFIGURATION. CURRENTLY IN ENG PHASE.
CALTRANS	LA000357	ROUTE 005: --- FROM ROUTE 170 TO ROUTE 118 ONE HOV LANE IN EACH DIRECTION (10 TO 12 LANES) INCLUDING THE RECONSTRUCTION OF THE I-5/SR-170 MIXED FLOW CONNECTOR AND THE CONSTRUCTION OF THE I-5/SR-170 HOV TO HOV CONNECTOR (CFP 345) (2001 CFP 8339; CFP2197). (EA# 121901, PPNO 0158K) (TCRP#41.2)	2008/2010	6/30/2015	6/30/2015	COMPLETE
CALTRANS	LA000358	ROUTE 005: --- FROM ROUTE 134 TO ROUTE 170 HOV LANES (8 TO 10 LANES) (CFP 346)(2001 CFP 8355). (EA# 12180, 12181,12182+12183=1218W,12184, 13350 PPNO 0142F,151E,3985,3986,3987) SAFETEA LU # 570. CONSTRUCT MODIFIED IC @ I-5 EMPIRE AVE, AUX LNS NB & SB BETWEEN BURBANK BLVD & EMPIRE AVE; AND MODIFY EXISTING STRUCTURES. ADD AUXILIARY LANE BETWEEN ALAMEDA AND OLIVE FROM PM 28.43 TO PM 29.78	2012/2010	12/31/2016	6/30/2019	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UTILITIES RELOCATION COMPLICATIONS.
CALTRANS	LA000548	ROUTE 10: FROM PUENTE TO CITRUS HOV LANES FROM 8 TO 10 LANES & SOUNDWALLS (C-ISTEA 77720, 95 STIP-IIP) (EA# 117080,11172, 1170U, PPNO# 0309N, 0309S)-(USE TOLL CREDITS AS LOCAL MATCH).	2030/2015	10/31/2018	10/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. PROJECT IS CURRENTLY IN CONSTRUCTION
CALTRANS	LA01342	ROUTE 10: RT 10 FROM RT 605 TO PUENTE AVE HOV LANES (8+0 TO 8+2) (EA# 117070, PPNO 0306H) PPNO 3333 3382 AB 3090 REP (TCRP #40)	2008/2010	10/28/2014	10/28/2014	COMPLETE. PROJECT IS OPENED TO TRAFFIC AND IS CURRENTLY IN PLANT ESTABLISHMENT PHASE

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
CALTRANS	LA0B875	ROUTE 10: HOV LANES AND PAVEMENT REBHAB FROM CITRUS TO ROUTE 57 - (EA# 11934+31120 = 1193U, PPNO# 0310B+4812=0310B).USE TOLL CREDIT AS LOCAL MATCH	2015	1/4/2018	1/4/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. PROJECT IS READY FOR ADVERTISEMENT AND SHOULD BE GOING TO CONSTRUCTION IN WINTER 2015.
CALTRANS	LA0D73	ROUTE 5: LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTION. WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0 = 21591, 21592, 21593, 21594, 21595, 31320 PPNO 2808 = 4153, 2808, 4154, 4155, 4156, 4841). TCRP#42.2&42.1 (USE TOLL CREDITS AS LOCAL MATCH)	2014	12/1/2017	9/12/2019	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ADDITIONAL SCOPE OF WORK INVOLVING TWO NEW BRIDGE RAMPS. LAST SEGMENT OF THIS CORRIDOR [2159U] IS READY FOR ADVERTISEMENT AND SHOULD BE GOING TO CONSTRUCTION IN MAY 2016.
CALTRANS	LA0G440	ROUTE 005: PHASE 2,FROM SR-14 TO PARKER ROAD, CONSTRUCT HOV/HOT, TRUCK & AUX LANES (EA 2332C, PPNO 3189A & EA 2332E PPNO 3189B), SAFTETEA-LU#465. PE & RW $ ARE PROGRAMMED FOR EA 2332E ONLY.	6/11/2018	6/11/2018	6/11/2020	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COMPLICATED/ EXTENSIVE PROCUREMENT PROCESS PER PUBLIC PRIVATE PARTNERSHIP RELATION. PROJECT IS CURRENTLY IN CONSTRUCTION
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.	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. SUBMITTED PES AND FIELD REVIEW FORM TO CALTRANS. SUBMITTED A REQUEST FOR FUNDING ALLOCATION TO CALTRANS TO BEGIN PREPARATION OF PS&E. CARSON WAITING FOR AUTHORIZATION TO PROCEED.
CARSON, CITY OF	LA0G1179	TRANSFORM MAINTENANCE ROAD TO A NEW 1.3 MILE CLASS I BIKE PED PATH ON DOMINGUEZ CHANNEL. IMPROVEMENTS INCLUDE IMPROVING HORIZONTAL AND VERTICAL GEOMETRY FOR IMPROVED SIGHT DISTANCE, ADDING A GUARDRAIL TO EXISTING BRIDGE, AND IMPROVING THE AVALON BLVD. INTERSECTION SIGNAL.	12/30/2018	12/30/2018	12/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. SUBMITTED FUNDING AGREEMENT FOR THE METRO EXPRESSLANES NET TOLL REVENUE REINVESTMENT FUNDS. CARSON WAITING FOR AUTHORIZATION TO PROCEED.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
COMPTON	LA0G1131	WILMINGTON AVE SAFE STREETS PED/BICYCLE IMPROVEMENTS IS A PED/BIKE SAFETY IMPROVEMENT PROJECT FOR THE COMMUNITIES ADJACENT TO THE WILMINGTON AVENUE TRANSPORTATION CORRIDOR BY DEVELOPING SAFER PED CROSSINGS AND INTERSECTIONS AS WELL AS INSTALLING BIKE PATHS TO IMPROVE PED/BIKE SAFETY. TOTAL LENGTH OF CLASS II BIKE WAY IS 1.09 MILE ALONG WILMINGTON AVE BETWEEN EL SEGUNDO BLVD AND ROSECRANS AVE (0.9 MILE) AND ALONG ROSECRANS AVE BETWEEN WILMINGTON AVE AND COMPTON CREEK (0.19 MILE).	6/30/2018	6/30/2018	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
COVINA	LAF5501	CITY OF COVINA BICYCLE NETWORK-CONSTRUCT CLASS II BIKE LANES ON CITRUS AV (1.8 MI), FRONT ST (0.13 MI), SECOND AV (0.87 MI), BADILLO ST (3.61 MI) AND AZUSA AV (1.53 MILES). THIS PROJECT PROVIDES DIRECT CONNECTIVITY TO A REGIONALLY SIGNIFICANT BIKE-TRANSIT HUB (COVINA METROLINK STATION) IDENTIFIED IN METRO'S 2006 BICYCLE TRANSPORTATION STRATEGIC PLAN. THE PROJECT WILL ALSO PROVIDE SECURE BIKE PARKING AT A LOCATION DETERMINED TO HAVE SIGNIFICANT NEED FOR BICYCLISTS.	4/30/2019	4/30/2019	4/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. FUNDS ARE ALLOCATED FOR FY15/16. CITY IS WAITING FOR THE FUNDS.
CULVER CITY	LAF3318	TRAFFIC MONITORING AND SURVEILLANCE SYSTEM GAP CLOSURE. DESIGN AND IMPLEMENTATION OF 14 CCTV CAMERA TRAFFIC MONITORING AND SURVEILLANCE SYSTEM, HUB SWITCHING EQUIPMENT AND APPROX. 4 MI OF FIBER OPTIC COMMUNICATION CABLES, AND EOC VIDEO.	12/30/2016	12/30/2016	12/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
CULVER CITY	LAF5302	PROJECT WILL UPGRADE THE CURRENT TRAFFIC CONTROL SYSTEM TO AN ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS). PROJECT WILL REPLACE 90 TYPE 170 CONTROLLERS WITH TYPE 2070, ADD ADDITIONAL VEHICLE DETECTORS AT 102 LOCATIONS, AND UPGRADE COMMUNICATIONS EQUIPMENT AND CONNECTION TO FIBER-OPTIC BACKBONE. THE ATCS WILL CONTROL 102 INTERSECTIONS THROUGHOUT CULVER CITY.	3/1/2019	3/1/2019	3/1/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
CULVER CITY MUNI BUS LINES	LAF3317	BUS SIGNAL PRIORITY IN CULVER CITY. DESIGN, DEVELOP & INSTALL WIRELESS BUS SIGNAL PRIORITY SYSTEM ON CULVER CITY BUS FLEET AND AT INTERSECTIONS TO INCREASE OPERATION EFFICIENCY & TRAVEL TIME SAVINGS. THE PROJECT INCLUDES INTERSECTIONS WITH TRANSIT SERVICE WITHIN THE BOUNDARY OF THE CITY OF CULVER CITY.	6/30/2017	6/30/2017	6/30/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
DIAMOND BAR	LAF7300	DIAMOND BAR ADAPTIVE TRAFFIC CONTROL SYSTEM PROJECT : INSTALLS ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS) AT SIGNALIZED INTERSECTIONS ON DIAMOND BAR BL, GOLDEN SPRINGS DR, AND GRAND AV. (2) PROVIDES FULLY TRAFFIC RESPONSIVE SIGNAL CONTROL SYSTEM BASED ON TRAFFIC DEMANDS.	6/30/2019	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. BUDGETED TO BEGIN THE RFP PROCESS THIS FISCAL YEAR 2015-2016.
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.	6/30/2018	6/30/2018	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
DUARTE	LAF5627	DUARTE GOLD LINE STATION PEDESTRIAN IMPROVEMENTS. THIS PROJECT IS LOCATED IN DUARTE ON DUARTE RD BETWEEN HIGHLAND AV AND BUENA VISTA ST. IT WILL FUND PEDESTRIAN IMPROVEMENTS AROUND THE DUARTE GOLD LINE STATION, CONNECTING THE STATION WITH SURROUNDING LAND USES AND OTHER TRANSIT LINES BY CONSTRUCTING SIDEWALK ON THE NORTH SIDE OF DUARTE RD AND INSTALLING PEDESTRIAN LIGHTING, LANDSCAPING, BENCHES, TRASH RECEPTACLES, CURB RAMPS, PEDESTRIAN CROSSINGS, AND WAYFINDING SIGNS.	6/1/2017	6/1/2017	6/1/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE CITY OF DUARTE INTENDS TO COMPLETE THE PROJECT PRIOR TO 6/1/2017 AND IS IN THE PROCESS OF SELECTING CONSULTANTS FOR THE WAY-FINDING SIGNAGE AND PS&E FOR THE PROPOSED IMPROVEMENTS.
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	12/30/2018	12/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. FUNDS ARE ALLOCATED FOR FY15/16. CITY IS WAITING FOR THE FUNDS.
EL MONTE	LAF5705	SHARED PARKING PROGRAM/SMART PARKING DETECTION SYS IN DOWNTOWN AREA; I-10 FWY, EL MONTE BUSWAY, EL MONTE TRANSIT CTR, TRANSIT VILLAGE, AND EL MONTE METROLINK STATION. COMPREHENSIVE PARKING STRATEGY PLAN. INCLUDES SMART PARKING DETECTION SYSTEM AND SHARED PARKING PROGRAM. UTILIZE MOBILE COMMUNICATION DEVICES TO ASSESS THE PARKING AVAILABILITY AT MULTIPLE PARKING LOTS. PROVIDE REAL-TIME INVENTORY OF PARKING SPACES.	6/30/2017	6/30/2017	6/30/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. ENG PHASE.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
GARDENA	LA0G1164	LINE 1X-EXPAND TRANSIT BUS SERVICE ON I-110 FREEWAY: EXPANSION OF LINE 1X TRANSIT SERVICE TO PROVIDE MID-DAY SERVICE. THIS PROJECT IS FUNDED BY THE METRO'S EXPRESSLANES TOLL REVENUE REINVESTMENT PROGRAM.	6/30/2018	6/30/2018	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
GARDENA	LA0G1175	COMPUTER AUTOMATED DISPATCHING/AUTOMATED VEHICLE LOCATION (CAD/AVL)SOLUTION WITH REAL TIME PASSENGER INFORMATION NETWORK. TOLL CREDIT (TDC) OF $400 WILL BE UTILIZED IN FY15/16 TO MATCH FTA 5307 FUNDS.	12/30/2016	12/30/2016	12/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
GARDENA	LAF3306	GARDENA MUNICIPAL BUS LINES LINE #1X TSP (TRANSIT SIGNAL SYNCHRONIZATION PROJECT 21-SIGNALS). PROJECT WILL IMPLEMENT TRANSIT SIGNAL PRIORITY ALONG ITS LINE #1X TO REDUCE TRANSIT TRAVEL TIMES AND ENHANCE ON-TIME PERFORMANCE. CITY OF GARDENA: MARINE AVENUE: FROM YUKON AVENUE TO WESTERN AVENUE WESTERN AVENUE: FROM MARINE AVENUE TO 166TH STREET NORMANDIE AVENUE: FROM 166TH STREET TO GARDENA BOULEVARD VERMONT AVENUE: FROM GARDENA BOULEVARD TO 153RD STREET; UP TO 21 LOCATIONS.	6/30/2016	6/30/2016	6/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
GLENDALE	LA0G1148	SIGNAL INSTALLATION AT VARIOUS LOCATIONS-PACIFIC AVE. TRAFFIC SIGNAL MODIFICATIONS. SIGNAL SYNCH FOR SIX (6) NON-CONSECUTIVE INTERSECTIONS ALONG PACIFIC AVENUE.	6/1/2016	6/1/2016	6/1/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
GLENDALE	LA0G809	CONSTRUCTION OF CITYWIDE BIKEWAY FACILITY THIS PROJECT INCLUDES CONSTRUCTION OF CLASS II, AND SHARROWS RECOMMENDED IN THE GLENDALE BICYCLE MASTER PLAN AND INSTALLATION OF CITYWIDE BIKE RACKS, AND OTHER AMENITIES RELATED TO BICYCLE. THE PROJECT LENGTH MAY INCLUDE OVER 12 MILES OF BIKE LANES.	12/1/2018	12/1/2018	12/1/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. CURRENTLY IN ENG PHASE. PROJECT WILL BE COMPLETED BY 12/1/2018
HUNTINGTON PARK	LA0G1141	STATE ST. COMPLETE STREET PROJECT BETWEEN RANDOLPH ST AND SANTA ANA ST (1.5 MILE) PROPOSES IMPROVEMENTS THAT WILL HELP IMPROVE STATE STREET'S OVERALL OPERATION AND EFFICIENCY WHILE PROMOTING BICYCLING AND WALKING WITHIN HUNTINGTON PARK.	5/1/2017	5/1/2017	5/1/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
INGLEWOOD	LA0G843	MEASURE R ITS PHASE IV - PART A OF A TWO PART ITS IMPROVEMENT PROJECT. DESIGN AND CONSTRUCTION OF APPROXIMATELY 2.7 MILES OF COMMUNICATION INFRASTRUCTURE ALONG LA BREA, FLORENCE, CRENSHAW, MANCHESTER AND CENTINELA. SIGNAL SYNCHRONIZATION (APPROX. 20 LOCATIONS); DESIGN AND CONSTRUCTION OF SYSTEM DETECTION (APPROX. 40 INTERSECTIONS); CHANGEABLE MESSAGE SIGNS (2 LOCATIONS); CCTV CAMERAS (APPROX. 6 LOCATIONS) AND TRAFFIC MANAGEMENT CENTER EQUIPMENT AND COMMUNICATION NETWORK INTEGRATION.	6/30/2016	6/30/2016	6/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LAWNDALE	LA0G954	THIS PROJECT WILL IMPROVE OUTDATED AND NON-ACTUATED TRAFFIC SIGNAL SYSTEMS WITHIN LAWNDALE AND WILL INCLUDE: FULL ACTUATION, INADEQUATE BICYCLE & PEDESTRIAN ACCOMMODATION, LIMITED TIMING PLANS, NEW CONTROLLERS/CABINETS WHERE NEEDED, AND NEW WIRING/LOOPS WHERE NEEDED AT ALL INTERSECTIONS.	12/1/2015	12/1/2015	12/1/2015	COMPLETE
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	10/31/2019	10/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. WILL COMMENCE PS&E PHASE ON RECEIPT OF MEASURE R FUNDING.
LONG BEACH	LAE0332	LONG BEACH PARK AND RIDE FACILITY AT 3RD STREET AND PACIFIC AVE SOUTH OF THE MTA BLUE LINE PACIFIC STATION. 300 TO 500 SPACE AND INCLUDE RESIDENTIAL AND COMMERCIAL DEVELOPMENT	10/1/2011	10/1/2011	UNDERGOING TCM SUBSTITUTION	PROJECT WILL BE CANCELLED. TCM SUBSTITUTION IS UNDER EPA REVIEW.
LONG BEACH	LAE1296	LONG BEACH INTELLIGENT TRANSPORTATION SYSTEM	2011	9/30/2015	12/31/2016	OBSTACLES ARE BEING OVERCOME. IN ENG PHASE.
LONG BEACH	LAF1530	BICYCLE SYSTEM GAP CLOSURES & IMPROVED LA RIVER BIKE PATH. PROJECT WILL CONSTRUCT PRIORITY CLASS I & III BICYCLE SYSTEM GAP CLOSURES IN LONG BEACH AND IMPROVE CONNECTION TO LA RIVER. CLASS II BIKE LANES 4.8 MILES, CLASS III 3 MILES.	2014	6/30/2015	6/30/2016	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO THE DELAY OF ENG PHASE. CITY IS WORKING HARD TO SPEED UP THE RFA PROCESS TO START CONSTRUCTION. ENG PHASE COMPLETED AND CURRENTLY PREPARING RFA FOR CON PHASE.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
LONG BEACH	LAF5503	CITY OF LONG BEACH PHASE II BIKE SHARE PROGRAM. THIS PROJECT IS LOCATED IN THE CITY OF LONG BEACH AND WILL IMPLEMENT A PHASE II BIKE-SHARE PROGRAM. FUNDS ARE REQUESTED FOR THE PURCHASE AND INSTALLATION OF 500 BIKES, 50 DOCKING STATIONS AND KIOSKS, AND WAYFINDING/SIGNAGE. THE PROJECT WILL SUPPORT LOCAL AND METRO TRANSIT STATIONS, EMPLOYMENT AREAS, BUSINESS DISTRICTS, AND MAJOR ACTIVITY NODES.	6/30/2019	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LONG BEACH	LA0G830	I-710 IMPROVEMENTS/SHOEMAKER BRIDGE - DOWNTOWN EXITS. THE PROJECT MAKES BICYCLE, PEDESTRIAN, AND STREETSCAPE IMPROVEMENTS ON MAJOR THOROUGHFARES.	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LONG BEACH	LAF5609	DOWNTOWN LONG BEACH PINE AVENUE STREETSCAPE IMPROVEMENT. THIS PROJECT IS LOCATED ON PINE AVE BETWEEN SEASIDE WY AND ANAHEIM ST. IT WILL IMPLEMENT STREET IMPROVEMENTS, SUSTAINABLE DESIGN FEATURES, AND PEDESTRIAN ENHANCEMENTS ALONG A MAJOR TRANSIT NODE INCLUDING: PEDESTRIAN LIGHTING, CROSSWALK ENHANCEMENTS, DIAGONAL CROSSWALKS, STREET FURNITURE, BIKE RACKS, STREET TREES, LANDSCAPING, BOLLARDS TO FACILITATE STREET CLOSURE FOR COMMUNITY EVENTS AND REMOVAL OF OBSTRUCTIONS FROM THE WALKWAY.	7/1/2016	7/1/2016	7/1/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LONG BEACH	LAF7316	ARTESIA CORRIDOR ATCS ENHANCEMENT PROJECT : (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) TWO NEW TRAFFIC SIGNALS IN COMPTON (5) INSTALLS CLASS II BIKE LANE IN BOTH DIRECTIONS FROM ATLANTIC AV TO SUSANA RD. (6) PEDESTRIAN IMPROVEMENTS.	1/1/2019	1/1/2019	1/1/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LOS ANGELES COUNTY	LA0C8120	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTI JURISDICTIONAL, SIGNAL SYSTEM IMPROVEMENTS ON REGIONAL ARTERIALS & ADVANCED ITS TECHNOLOGY. (APROX. 770 INTERSECTIONS)	12/31/2015	12/31/2015	12/31/2015	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DIFFICULTIES IN IMPLEMENTING A LARGE PHASED PROJECT SCOPE. TSSP PROJECTS COMPLETED. OPERATIONAL IMPROVEMENTS AT INTERSECTIONS UNDER CONSTRUCTION. ITS WORK UNDER DESIGN AND CONSTRUCTION.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
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 ALLENTON AV, A DISTANCE OF 1.2 MILES, AND BUS PADS WILL BE REPLACED. INCLUDES MEDIAN LANDSCAPING. TOLL CREDITS USED TO MATCH FY 14/15 AND FY 15/16 CMAQ.	12/15/2020	12/15/2020	12/15/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. UNDER DESIGN 60 PERCENT
LOS ANGELES COUNTY	LAF1511	EASTSIDE LIGHT RAIL BIKE INTERFACE PROJECT. PROJECT INCLUDES DESIGN AND CONSTRUCTION OF BIKE ROUTES WITH APPROPRIATE SIGNAGE AND STRIPING TO ACCESS METRO GOLD LINE STATIONS. TOLL CREDITS - LOCAL AND STATE HWYOF $20 WILL BE USED TO MATCH FY16 FEDERAL FUNDS FOR THE CON PHASE	10/21/2014	10/30/2015	10/30/2016	OBSTACLES ARE BEING OVERCOME. UNDER DESIGN- PREVIOUSLY FUNDED BY METRO CFP BUT NOW PROJECT HAS RECEIVED FUNDING FROM ATP CYCLE 1.
LOS ANGELES COUNTY	LAF1514	EMERALD NECKLACE BIKE TRAIL PROJECT. DESIGN AND CONSTRUCT 1.1 MILES OF CLASS I BIKE PATH TO CONNECT DUARTE ROAD TO THE SAN GABRIEL RIVER BICYCLE TRAIL.	2011	6/1/2015	12/31/2015	COMPLETE
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	6/30/2016	6/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. MOU EXECUTED FOR DESIGN WORK ONLY. COMPLETED THE INTERSECTION OF MYRTLE AVENUE/ PECK ROAD AT LIVE OAK AVENUE LEFT-TURN PHASING WITH A LETTER OF NO PREJUDICE.
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	6/30/2016	6/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. MOU EXECUTED FOR DESIGN WORK ONLY.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
LOS ANGELES COUNTY	LAF5515	FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS.DESIGN AND CONSTRUCT 11.19 MILES OF CLASS III BIKE ROUTES WITH SHARROWS AND ENHANCED TREATMENTS (BICYCLE BOULEVARD). SHORT-TERM BICYCLE PARKING WILL BE PROVIDED AND LIMIT LINE LOOP DETECTORS WILL BE UPGRADED TO DETECT BICYCLES AT ALL REQUIRED SIGNALIZED INTERSECTIONS. CLASS III BIKE ROUTES WITH SHARROWS WILL BE INSTALLED AT VARIOUS LOCATIONS.. TOLL CREDITS - LOCAL AND STATE HWYOF $18 WILL BE USED TO MATCH FY16 FEDERAL FUNDS FOR THE CON PHASE	10/30/2020	10/30/2020	10/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. UNDER DESIGN- PREVIOUSLY FUNDED BY METRO CFP BUT NOW PROJECT HAS RECEIVED FUNDING FROM ATP CYCLE 1
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	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. PROJECT PRELIMINARY DESIGN
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.	10/1/2015	10/1/2015	10/1/2016	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO DESIGN DELAY. CURRENTLY DESIGN PHASE IS COMPLETED AND PREPARING FOR ADVERTISEMENT. COMPLETED DESIGN OF TWO TSSP PROJECTS. PREPARING PROJECTS TO ADVERTISE FOR CONSTRUCTION IN WINTER 2015.
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	10/1/2015	10/1/2016	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO DESIGN DELAY. CURRENTLY DESIGN PHASE IS COMPLETED AND PREPARING FOR ADVERTISEMENT. COMPLETED DESIGN OF FOUR TSSP PROJECTS. PREPARING PROJECTS TO ADVERTISE FOR CONSTRUCTION IN WINTER 2015.
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	6/30/2016	6/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. MOU EXECUTED FOR DESIGN WORK ONLY.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
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	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LOS ANGELES COUNTY	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)	6/30/2019	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
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	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
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	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LOS ANGELES COUNTY	LAF5514	VERMONT AVE BIKE LANE - MANCHESTER BLVD TO EL SEGUNDO BLVD. FUNDS ARE REQUESTED TO DESIGN AND CONSTRUCT CLASS II BIKE LANES ON VERMONT AV (3.0 MILES). SHORT TERM BICYCLE RACKS (14) ARE ALSO PROPOSED AT KEY DESTINATIONS.. TOLL CREDITS OF $10 WILL BE USED TO MATCH FY16 FEDERAL FUNDS FOR THE CON PHASE	2/26/2019	2/26/2019	2/26/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. UNDER DESIGN- PREVIOUSLY FUNDED BY METRO CFP BUT NOW PROJECT HAS RECEIVED FUNDING FROM ATP CYCLE 1

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
LOS ANGELES COUNTY	LAF7703	EXPERIENCELA 3.0-MOBILITY IN THE CLOUD : DEVELOPS AND IMPLEMENTS CLOUD COMPUTING BASED SOFTWARE TECHNOLOGY TO PROVIDE TRANSIT USERS LOCATION SPECIFIC INFORMATION VIA PERSONAL MOBILE DEVICES AND INTERACTIVE KIOSKS AT KEY TRANSPORTATION FACILITIES.	6/30/2019	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. PROJECT TO BE DELIVERED BY COUNTY ARTS COMMISSION-CONSULTANT SERVICES ARE PROCURED.
LOS ANGELES COUNTY MTA	LA0C8164	EXPOSITION BLVD RIGHT-OF-WAY BIKE PATH-WESTSIDE EXTENSION. DESIGN AND CONSTRUCTION OF 2.5 MILES OF CLASS 1 BIKEWAY, LIGHTING, LANDSCAPING & INTERSECTION IMPROVEMENTS. (PPNO# 3184)	2009	7/31/2018	7/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE BIKE PATH IS AN ONGOING DESIGN AND BUILD PROJECT. THE CONSTRUCTION IS BEING PERFORMED IN CONJUNCTION WITH THE EXPOSITION LIGHT RAIL TRANSIT - PHASE 2 PROJECT.
LOS ANGELES COUNTY MTA	LA0C8114	LA CNTY RIDESHARE SERVICES; PROVIDE COMMUTE INFO, EMPLOYER ASSISTANCE AND INCENTIVE PROGRAMS THROUGH CORE & EMPLOYER RIDESHARE SERVICES & MTA INCENTIVE PROGRAMS. PPNO 9003	2009	12/30/2016	12/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE REGIONAL RIDESHARE PROJECT IS BEING IMPLEMENTED IN A TIMELY MANNER AND IS ON SCHEDULE. ALL FUNDS ARE BEING SPENT IN ACCORDANCE WITH PROP C 25% GUIDELINES.
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	12/31/2018	4/30/2021	4/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. RIGHT OF WAY IS 81% COMPLETE. CONSTRUCTION IS UNDERWAY WITH FIVE MAJOR CONTRACTS AWARDED: C0988 DESIGN BUILD, C0990 ADVANCED UTILITY RELOCATION, C0991 SOUTHWESTERN YARD & STORAGE FACILITY, C0992 CONCRETE TIES AND ASSEMBLY ITEMS
LOS ANGELES COUNTY MTA	LA0F021	EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II - FROM CULVER CITY TO SANTA MONICA	12/31/2017	12/31/2017	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE DESIGN PHASE IS APPROXIMATELY 99.9% COMPLETE. THE CONSTRUCTION PHASE IS APPROXIMATELY 82.3% COMPLETE.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
LOS ANGELES COUNTY MTA	LA0F075	LIGHT RAIL TRANSIT FLEET-UP TO 133 NEW CARS SYSTEMWIDE. THESE EXPANSION RAIL CARS WILL BE ASSIGNED TO EXPO II, GOLD LINE FOOTHILL AND VEHICLE REPLACEMENTS.	3/30/2018	3/30/2019	3/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LOS ANGELES COUNTY MTA	LA0G010	REGIONAL CONNECTOR - LIGHT RAIL IN TUNNEL ALLOWING THROUGH MOVEMENTS OF TRAINS, BLUE, GOLD, EXPO LINES. FROM ALAMEDA / 1ST STREET TO 7TH STREET/METRO CENTER	12/31/2019	5/31/2021	5/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE OVERALL FINAL DESIGN IS 72% COMPLETE AS OF THE END OF JUNE 2015. SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT(SEIS) WAS ISSUED FOR PUBLIC COMMENTS ON JUNE 12, 2015.
LOS ANGELES COUNTY MTA	LA0G1052	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 2 - WILSHIRE/LA CIENEGA TO CENTURY CITY	6/30/2026	6/30/2026	6/30/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. ESCROW CLOSED ON JUNE 18, 2015, FOR METRO'S PURCHASE OF THE ACE GALLERY BUILDING PROPERTY.
LOS ANGELES COUNTY MTA	LA0G1149	IMPROVEMENTS AT FOUR SITES ALONG CESAR CHAVEZ AVENUE, THE PERIMETER OF THE LOS ANGELES UNION STATION, AT ALAMEDA AND VIGNES STREETS. LAND WILL BE ACQUIRED FOR A BUS PAVILION, BIKE FACILITIES, AND ENHANCED LANDSCAPING AT ONE SITE. STREET FURNITURE WILL BE REPLACED AND UPDATED AT THE THREE OTHER SITES. A CONTINENTAL CROSSWALK WILL BE INSTALLED ON ALL FOUR SEGMENTS OF THE INTERSECTION AT CESAR CHAVEZ AVENUE AND VIGNES STREET	5/31/2017	5/31/2017	5/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. COMPLETING PLANNING STAGES, PROJECT SCOPING COMPLETED, REAL ESTATE APPRAISAL IS UNDERWAY. COORDINATION INITIATED WITH SEVERAL CITY OF LOS ANGELES DEPARTMENTS. INTERNAL COORDINATION TO DETERMINATION BETWEEN ACQUIRING A SITE OR USING AND EXITING ONE OWNED BY LACMTA.
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	8/31/2020	8/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. PROJECT IS STILL UNDER DESIGN STAGE WITH CONSTRUCTION EXPECTED TO START IN SEPTEMBER 2016.
LOS ANGELES COUNTY MTA	LA0G1182	EXPRESS LANES - 84 BIKE STATION AND 840 BIKES FOR DEPLOYMENT OF THE BIKESHARE WITHIN 1 MILE RADIUS OF RAIL STATIONS.	12/30/2018	12/30/2018	12/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
LOS ANGELES COUNTY MTA	LA0G1184	DESIGN AND CONSTRUCT A HIGH-CAPACITY BIKE PARKING FACILITY TO ACCOMDATE AT LEAST 300 PARKED BICYCLES IN A SECURE ENVIRONMENT.	12/30/2018	12/30/2018	12/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LOS ANGELES COUNTY MTA	LA0G447	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 1 - WILSHIRE/WESTERN TO LA CIENEGA	12/31/2019	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. OVERALL SECTION 1 ADVANCED UTILITY RELOCATIONS WORK IS 48% COMPLETE.
LOS ANGELES COUNTY MTA	LA29202W	WILSHIRE BLVD BRTPHASE I: 12.5-MI. CORRIDOR WITH 7.7-MI. PEAK PERIOD BUS LANE ON WILSHIRE WITHIN THE CITY AND COUNTY OF LA FROM VALENCIA ST. TO CITY OF SANTA MONICA. INCLUDES STREET WIDENING, CURB LANE REPAVING/ RECONSTRUCTING, IMPROVED TRAFFIC SIGNAL TIMING & BUS SIGNAL PRIORITY. PHASE II: INCLUDES ENHANCED SHELTERS & LANDSCAPING; STREET REPAIR/RECONSTRUCTION; CONCRETE BUS PADS AND P&R FACILITIES.	2009/2010	6/30/2016	6/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LOS ANGELES COUNTY MTA	LA0B408	ROUTE 405: ADD A 10-MILE HOV LANE ON THE NORTHBOUND 405 BETWEEN I-10 AND U.S. 101 IN LA FROM RTE 10 TO RTE 101 WIDEN FOR HOV LANE & MODIFY RAMPS, & HOV INGRESS/EGRESS AT SANTA MONICA BLV(EA 12030, PPNO 0851G, SAFETLU SECTION 1302 #18, 1934 #20)	5/24/2016	5/24/2016	5/24/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. PROJECT IS WORKING WITH KIEWIT TO SETTLE MERITED CLAIMS, REQUEST FOR CHANGES (RFCS), AND PROVISIONAL SUM ITEMS PRIOR TO GOING TO ARBITRATION.
LOS ANGELES COUNTY MTA	LA0G1048	ACTON SIDING AND SECOND PLATFORM. LENGTHEN AN EXISTING SIDING WEST OF CP QUARTZ BY APPROX. 4,000 FEET INCLUDING A CROSSOVER, AND ADD A SECOND STATION PLATFORM AT VINCENT GRADE/ ACTON STATION. THE PROJECT WILL PROVIDE BENEFITS TO FREIGHT AND COMMUTER RAIL WITH IMPROVED OVERALL CAPACITY, TRACK OPERATIONS, AND SAFETY ALONG A VITAL SEGMENT OF THE ANTELOPE VALLEY LINE.	12/31/2016	12/31/2016	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LOS ANGELES COUNTY MTA	LA0G1051	EXTEND SEVERAL OF THE STUB-END TRACKS IN UNION STATION TO CONNECT WITH EXISTING MAINLINE TRACKS. THE PROJECT WILL SERVE THE EXISTING METROLINK, AMTRAK, AND NEW HIGH SPEED TRAIN PROJECT IN THIS CORRIDOR. IT WILL INCLUDE THE PREPARTION OF AN UPDATED ENVIRONMENTAL REPORT AND CLEARANCE, PREPARATION OF THE P/E DOCUMENTATION, PREPARATION OF FINAL PLANS, SPECIFICATIONS AND ESTIMATES, AND THE CONSTRUCTION OF THE PROJECT.	2/28/2019	2/28/2019	2/28/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
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	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE PROJECT SEGMENTS ARE EITHER UNDER FINAL DESIGN OR IN 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.	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LOS ANGELES, CITY OF	LA0B7330	SAN FERNANDO RD ROW BIKE PATH PHSE II-CONSTRUCT 2.75 MILES CLAS I FRM FIRST ST TO BRANFORD ST,ON MTA-OWND ROW PARLEL TO SAN FERNANDO RD. LINK CYCLSTS TO NUMROUS BUS LNE. PPNO 2868.	2005	12/31/2014	12/31/2015	COMPLETE
LOS ANGELES, CITY OF	LA0G1128	EXPO LINE BUNDY STATION FIRST]LAST MILE IMPROVEMENTS. THIS PROJECT WILL ESTABLISH PEDESTRIAN/BIKE-FRIENDLY ROUTES TO THE EXPO/BUNDY STATION THROUGH TRAFFIC CALMING, SAFETY IMPROVEMENTS, WAYFINDING, AND PLACE MAKING. PROJECT ELEMENTS INCLUDE SHADE TREES, ACCESS RAMPS, NEW SIDEWALKS, MEDIAN REFUGE, BICYCLE PARKLET, CURB EXTENSIONS, PEDESTRIAN LIGHTING, BIKE RACKS, AND STREET FURNITURE.	6/30/2017	6/30/2017	6/30/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE PROJECT IS CURRENTLY IN DESIGN. WE WILL BE ALLOCATING CONSTRUCTION FUNDS AT THE JUNE 2016 CTC MEETING.
LOS ANGELES, CITY OF	LA0G1165	COMMUTER EXPRESS SERVICE EXPANSION TO ALLEVIATE CONGESTION ON HARBOR FREEWAY: PURCHASE ONE NEW COMMUTER EXPRESS BUS AND EXTENSION OF SEVERAL AM & PM TRIPS ON EXPRESS ROUTE 438.	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LOS ANGELES, CITY OF	LA0G182	THE CENTRAL CITY EAST PROJECT WILL PROVIDE A FULLY TRAFFIC RESPONSIVE SIGNAL CONTROL SYSTEM TO APPROXIMATELY 150 INTERSECTIONS CURRENTLY OPERATIONAL WITH ATSAC CAPABILITY.	5/1/2014	12/31/2016	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. CONSTRUCTION 70% COMPLETED.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
LOS ANGELES, CITY OF	LA0G901	HISTORIC LOS ANGELES STREETCAR	6/30/2017	6/30/2017	6/30/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. WORKING ON ENVIRONMENTAL DOCUMENT
LOS ANGELES, CITY OF	LAF1524	SAN FERNANDO RD. BIKE PATH PH. IIIA/IIIB - CONSTRUCTION. RECOMMEND PHASE IIIA-CONSTRUCTION OF A CLASS I BIKE PATH WITHIN METRO OWNED RAIL RIGHT-OF-WAY ALONG SAN FERNANDO RD. BETWEEN BRANFORD ST. AND TUXFORD ST INCL BRIDGE. 2 MILE BIKEPATH.	10/1/2015	6/30/2017	6/30/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. 80% DESIGN
LOS ANGELES, CITY OF	LAF1708	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM. INSTALLATION OF ELECTRONIC, DIRECTION AND PARKING AVAILABILITY SIGNS WITH INTERNET CONNECTIVITY TO PROVIDE ADVANCE AND REAL-TIME INFORMATION INTENDED TO INCREASE TRANSIT RIDERSHIP	2015	9/21/2015	9/21/2017	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO THE RE-PROGRAMMING PROCESS BECAUSE FUNDS WERE PREVIOUSLY OBLIGATED BY THE CRA AND WERE SUBSEQUENTLY DE-OBLIGATED DUE TO INACTIVITY. WORKING WITH METRO TO RE-ALLOCATE THE LAPSED FUNDS TO THE CITY OF LA AND TO FINALIZE LOA. WORKING ON LOA WITH METRO AS THE PROJECT FUNDS WERE LAPSED BY METRO WHILE THE PROJECT WAS TRANSFERRED FROM CRA/LA TO THE CITY OF LOS ANGELES.
LOS ANGELES, CITY OF	LAF3171	DE SOTO AVE WIDENING: RONALD REAGAN FWY TO DEVONSHIRE ST.. WIDEN DE SOTO AVE FR SR-118 TO DEVONSHIRE ST TO PROVIDE 3 LANES IN EACH DIRECTION & UNIFORM ROADWAY WIDTH. EXISTING ASPHALT BERMS TO BE REPLACED WITH CURB, GUTTER, & 10' SIDEWALK. SIDEWALK IS 1.42 MILES, 90% OF THE SIDEWALKS ALONG THE PROJECT LIMITS WILL BE NEW.	12/1/2015	12/31/2017	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LOS ANGELES, CITY OF	LAF3314	INTELLIGENT TRANSPORTATION SYSTEM (ITS) COMMUNICATION SYSTEM. UPGRADE AND REPLACE UNDER CAPACITY COMMUNICATION SYSTEM HARDWARE IN ORDER TO PROVIDE A VIABLE AND COST EFFECTIVE COMMUNICATION LINK BETWEEN TRAFFIC CORRIDORS AND THE LA COUNTY IEN.	12/31/2015	12/31/2015	12/31/2016	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO STAFF TURNOVER. NEW PROJECT MANAGER. DESIGN 90% COMPLETE. PREPARING E76 FOR CONSTRUCTION.
LOS ANGELES, CITY OF	LAF3513	DESIGN AND CONSTRUCT 3.85 MILE BIKEWAY ALONG FUTURE EXPOSITION LIGHT RAIL CORRIDOR BETWEEN VENICE/ROBERTSON BLVDS. AND SANTA MONICA CITY LIMITS AT CENTINELA. CLASS I AND CLASS II BIKEWAYS.	12/31/2015	12/31/2015	12/31/2016	OBSTACLES ARE BEING OVERCOME. UNDER CONSTRUCTION

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
LOS ANGELES, CITY OF	LAF3731	DOWNTOWN LA INTER-MODAL TRANSIT INFORMATION AND WAYFINDING. INSTALL TRANSIT INFORMATION MONITORS, VARIABLE MESSAGE SIGNS, INTERACTIVE KIOSKS & PARKING AVAILABILITY SIGNAGE ALONG BROADWAY CORRIDOR TO OLYMPIC.	12/31/2014	12/31/2014	12/31/2017	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO THE FACT THAT FUNDS WERE ORIGINALLY AWAREDED TO THE CRA. THE CITY OF LOS ANGELES DEPARTMENT OF TRANSPORATION WILL ASSUME THE LEAD (PER COUNCIL DIRECTIVE). THE CITY OF LA HAS BEEN WORKING WITH METRO TO TAKE OVER THE PROJECT. CURRENTLY IN ENG PHASE.
LOS ANGELES, CITY OF	LAF5518	THIS PROJECT IS LOCATED IN THE CITY OF LOS ANGELES IN THE WEST SAN FERNANDO VALLEY. CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH FROM OWENSMOUTH AV TO MASON AV (1.25 MILES) ALONG THE SOUTH BANK OF THE LA RIVER. INCLUDES UNDERPASSES AT DE SOTO AV AND CANOGA AV/BUSWAY BRIDGES. THE PROJECT WILL INCLUDE LIGHTING, RAILING, STRIPING AND SIGNAGE AND A CONNECTION STRUCTURE TO THE METRO ORANGE LINE BIKEWAY.	6/30/2018	6/30/2018	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. 60% DESIGN, FILED ENVIRONMENTAL CEQA, COMMENCING PERMIT PROCESS WITH LA COUNTY FLOOD CONTROL DISTRICT & ARMY CORP, COMMENCING NEPA DOCUMENT. CITY SEEKING ADDITIONAL FUNDS TO COVER HIGHER CONSTRUCTION ESTIMATE.
LOS ANGELES, CITY OF	LAF5620	EXPO LINE - TRANSIT/PEDESTRIAN LINKAGES - WEST. IT WILL FUND PEDESTRIAN IMPROVEMENTS BY INSTALLING DECORATIVE SIDEWALKS, STREET TREES, NEW AND UPGRADED ACCESS RAMPS, TRASH RECEPTACLES, BENCHES, BICYCLE RACKS, PEDESTRIAN LIGHTING, AND DECORATIVE CROSSWALKS. FUNDS ARE REQUESTED FOR DESIGN AND CONSTRUCTION COSTS. PEDESTRIAN LINKAGES 2.5 MILES.	7/1/2018	7/1/2018	7/1/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE PROJECT IS CURRENTLY IN DESIGN.
LOS ANGELES, CITY OF	LAF1612	CENTURY CITY URBAN DESIGN AND PEDESTRIAN CONNECTION PLAN. PROJECT WILL IMPLEMENT SIDEWALK IMPROVEMENTS, DECORATIVE CROSSWALKS, MEDIAN ISLAND, CURB RAMPS, PEDESTRIAN LIGHTING, SHELTERS, BENCHES, TRASH RECEPTACLES & STREET TREES. THE PHYSICAL IMPROVEMENTS WILL CONSIST OF A MEANDERING PEDESTRIAN WALKWAY, SOLAR-POWERED PEDESTRIAN SCALE LIGHTING, STREET LIGHTING, TRASH RECEPTACLES, BUS BENCHES, (10) BICYCLE RACKS.	12/31/2016	12/31/2016	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
LOS ANGELES, CITY OF	LAF3315	CITY/COUNTY TRAFFIC MANAGEMENT INTEGRATION PHASE 2 PROJECT. INTEGRATE THE IEN TRAFFIC SIGNAL TIMING DATA AS SECOND LEVEL INPUTS INTO ATCS AND MAKE REVISIONS FROM 2007 CALL APPLICATION TO THIS PROJECT.	6/30/2015	6/30/2015	12/31/2016	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO THE FACT THAT LADOT LOST EXERIENCED STAFF ON DATA COMMUNICATIONS AND DATABAS. NEW STAFF ON BOARD. 20% COMPLETE.
LOS ANGELES, CITY OF	LAF3515	SAN FERNANDO RD. BIKE PATH PH. IIIB CONSTRUCTION. CONSTRUCT 2.75 MILE CLASS I BIKE PATH WITHIN METRO RIGHT-OF-WAY ALONG SAN FERNANDO RD. BETWEEN TUXFORD ST. AND COHASSET ST. TO COMPLETE 12-MILE BIKEWAY.. THE PROJECT IS LOCATED WITHIN THE CITY OF LOS ANGELES, IN THE COMMUNITY OF SUN VALLEY. THE PROJECT CONSISTS OF A CLASS I FACILITY 12 FEET IN WIDTH AND 2.75 MILES IN LENGTH BETWEEN TUXFORD ST. AND COHASSET ST. (BURBANK CITY LIMIT).	1/1/2016	1/1/2016	1/1/2016	OBSTACLES ARE BEING OVERCOME. IN FINAL DESIGN.
LOS ANGELES, CITY OF	LAF3646	ARTS DISTRICT/LITTLE TOKYO GOLD LINE STATION LINKAGES. PEDESTRIAN ENHANCEMENTS INCLUDING SIDEWALK/PATH PAVING; PED LIGHTS; STREET TREES/PLANTING; DISTRICT SIGNAGE; ENTRY ELEMENTS; STREET FURNITURE; CROSSWALK PAVING; AND BIKE PARKING. (10 BIKE RACKS)	12/31/2016	12/31/2016	12/30/2017	OBSTACLES ARE BEING OVERCOME. DELAY BECAUSE CITY WAS REQUIRED TO SEEK ATP FUNDS ATP FUNDS HAVE BEEN SECURED AND DESIGN BACK ON SCHEDULE. 50% DESIGN.
LOS ANGELES, CITY OF	LAF5519	THIS PROJECT IS LOCATED IN THE CITY OF LOS ANGELES. CONSTRUCTION OF BICYCLE FRIENDLY STREET TREATMENTS: AT LEAST 100 DIRECTIONAL SIGNS, AT LEAST 500 SHARED LANE MARKINGS, AND BICYCLE DETECTORS AND MARKINGS PROVIDED TO AT LEAST 15 SIGNALIZED INTERSECTIONS. OTHER TREATMENTS WILL INCLUDE TRAFFIC CALMING DEVICES AND DIVERSION, WHICH INCLUDE AT LEAST ONE DIVERTER AND ROUNDABOUT.	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. LOA SIGNED.
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	1/1/2018	1/1/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. PREPARING LOA.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
LOS ANGELES, CITY OF	LAF5710	EXPERIENCE LA HISTORIC CULTURAL NEIGHBORHOOD CONNECTIONS. INSTALLATION OF 22 KIOSKS AT TRANSIT HUBS IN ACTIVITY CENTERS THROUGHOUT THE CITY OF LOS ANGELES. BY UTILIZING SMART TECHNOLOGY TRANSIT USERS WILL BE ABLE TO USE CELL PHONES OR THE KIOSK TO FIND INFORMATION THAT WILL MAKE THE TRANSFER MORE SEAMLESS TO THEIR FINAL DESTINATION.	6/1/2019	6/1/2019		INFORMNATIONAL KIOSKS ARE NOT TCM.
LOS ANGELES, CITY OF	LAF7628	WATTS STREETSCAPE IMPROVEMENTS PHASE 2: INSTALLS ADA RAMPS, LANDSCAPING STREET TREES, STREET FURNITURE, PED LIGHTING, CROSSWALK ENHANCEMENTS, CURB EXTENSIONS, SHARROWS, AND PED & BIKE WAYFINDING SIGNAGE.	12/31/2019	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. 1ST YEAR OF PROGRAMMING IS 15/16. WE WILL BE EXECUTING A MOU THIS FY TO INITIATE DESIGN.
LOS ANGELES, CITY OF	LAF7707	LAST MILE FOLDING BIKE INCENTIVE PROGRAM : PROVIDES FINANCIAL INCENTIVES TO TRANSIT RIDERS TOWARDS THE PURCHASE OF 1,800 COLLAPSIBLE OR ELECTRIC BIKES TO USE IN CONJUNCTION WITH BUS AND RAIL SYSTEMS.	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. PREPARING LOA.
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. 6 PERMANENT AND 2 MOBILE CHANGEABLE MESSAGE SIGNS WILL BE INSTALLED AT STRATEGIC LOCATIONS ALONG PCH/SR-1 CORRIDOR IN THE CITY OF MALIBU.	1/31/2017	1/31/2017	12/1/2017	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO THE DELAY OF SCOPING AND PERMITTING PROCESS. THE SCOPING AND DESIGN PROCESS HAS BEEN COMPLETED. GIVEN THE TIME ASSOCIATED WITH EXECUTING METRO MOUS AND CALTRANS PERMITTING THE PROJECT COMPLETION DATE NEEDS TO BE EXTENDED TO DECEMBER 2017.
METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	LA0G558	GOLD LINE FOOTHILL LRT EXTENSION - PASADENA TO AZUSA	12/31/2017	12/31/2017	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. WILL BE SUBSTANTIALLY COMPLETE IN SEPT 2015 AND REVENUE OPERATIONS IS SCHEDULED FOR MARCH 2016.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
MONROVIA	LAE0039	TRANSIT VILLAGE - PROVIDE A TRANS. FACILITY FOR SATELLITE PARKING FOR SIERRA MADRE VILLA GOLD LINE STA, P-N-R FOR COMMUTERS, A FOOTHILL TRANSIT STORE INCLUDING THREE (3) BUS BAYS, AT LEAST FOUR (4) SHELTERS WITH BENCHES, LIGHTING FOR SAFETY AND SECURITY, TRASH RECEPTACLES, DRINKING FOUNTAINS, AND INFORMATION KIOSKS. ADDITIONAL TRAFFIC SIGNALS AND SOME STREET WIDENING WILL TAKE PLACE TO IMPROVE BUS TRAFFIC FLOW.	2010	12/31/2015	12/31/2015	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
MONTEBELLO	LAES757	CUSTOMER INFORMATION SYSTEM PROJECT: INCLUDING AUTOMATIC VEHICLE LOCATION AND REAL-TIME PASSENGER INFORMATION SYSTEMS.	7/1/2016	7/1/2016	7/1/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THIS IS AN ON-GOING PROJECT INSTALLING AUTOMATIC VEHICLE LOCATION AND REAL-TIME PASSENGER INFORMATION SYSTEMS.
MONTEBELLO	LA0G862	PURCHASE OF SEVEN (7) ALTERNATIVE FUEL EXPANSION TRANSIT BUSES	12/31/2016	12/31/2016	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. CURRENTLY MONTEBELLO TRANSIT IS DISCUSSING WITH LA METRO TO DETERMINE THE EXTENT OF THE EXPANSION SERVICE.
MONTEREY PARK	LA0G1181	2.86 MILES CLASS III BIKE PATH. 1.96 MILES CLASS II BIKE PATH CONVERTED FROM ON-STREET PARKING AND MEDIAN. CLASS III BIKE PATH: MONTEREY PASS RD/GARVEY AVE (2.86 MILE). CLASS II BIKE PATH: CESAR CHAVEZ/RIGGIN (1.96 MILE)	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE GRANT MOU WAS EXECUTED ON JUNE 6, 2015. CONSTRUCTION IS SCHEDULED TO START IN JAN. 2016 AND COMPLETED BY DEC. 2016.
NORWALK	LAF3443	IMPROVEMENTS TO THE PEDESTRIAN PLAZA AT THE NORWALK/SANTA FE SPRINGS METRLINK STATION. IMPROVEMENTS INCLUDE DEVELOPMENT OF A CONTINUOUS NEW PEDESTRIAN WALKWAY AND BICYCLE PATH UTILIZING THE ROADBED ALONG THE NORTHERN EDGE OF THE PROPERTY. ADDITIONAL IMPROVEMENTS INCLUDE PASSENGER CAR PICK-UP/DROP-OFF AREA, PROPER SIGNAGE AND STRIPING, BUS SHELTER/SEATING AREA, SECURITY LIGHTING, AND LANDSCAPING AND INSTALLATION OF CLOSED CIRCUIT TELEVISION (CCTV) SURVEILLANCE SECURITY SYSTEM.	7/1/2017	7/1/2017	6/1/2016	AHEAD OF SCHEDULE. CITYN HAS AWARDED THE FOLLOWING CONTRACTS FOR THIS PROJECT: CONSTRUCTION MANAGEMENT TO PSOMAS ON 11/18/14. PROJECT MANAGEMENT TO MARRS, INC. ON 4/21/15. CONSTRUCTION CONTRACT TO KEMCORP ON 5/5/15. CONSTRUCTION STARTED ON 6/15/15 AND WE ARE CURRENTLY IN THE DEMOLITION STAGE OF THE PROJECT.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
PASADENA	LAE3790	THE PASADENA ITS INTEGRATES 2 COMPONENTS; TRAFFIC SIGNAL COMMUNICATION AND CONTRL, AND PUBLIC PARKING AVAILABILITY INFO. SAFETEA-LU PRJ #3790	2010	6/30/2015	4/30/2016	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO RE-ADVERTISEMENT. THE CITY IS ADVERTISING THIS PROJECT ON JULY 23, 2015. PLANS, SPECS AND ESTIMATE PACKAGE IS COMPLETE AND ROUTING THROUGH THE CITY FOR ADVERTISEMENT APPROVAL.
PASADENA	LAF3501	DETECTION OF BICYCLES AT SIGNAL CONTROLLED INTERSECTIONS. BICYCLE DETECTION SYSTEMS AT INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS ALONG BIKE CORRIDORS. PROJECT CORRIDOR LENGTH IS 15.5 MILES.	5/1/2016	5/1/2016	6/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. PLANS, SPECS AND ESTIMATE PACKAGE IS ALMOST COMPLETE.
PASADENA	LAF3301	METRO GOLD LINE AT-GRADE CROSSING MOBILITY ENHANCEMENTS. DEPLOYMENT OF ITS AT SIGNALIZED INTERSECTIONS ADJACENT TO METRO GOLD LINE AT-GRADE CROSSINGS TO PROVIDE ADAPTIVE TRAFFIC SIGNAL CONTROL TO IMPROVE MOBILITY & ENHANCE SAFETY. PROJECT INCLUDES 14 INTERSECTIONS.	5/1/2016	5/1/2016	5/1/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. STILL ON DESIGN COMPLETION. PRESENTLY 68% DESIGN COMPLETED.
PASADENA	LAF3302	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III (SIGNAL SYNCHRONIZATION PROJECT 3+ SIGNALS). COMPLETE THE MAIN COMMUNICATION INFRASTRUCTURE SYSTEM OF THE ITS COMMUNICATION MASTER PLAN BY CLOSING ALL GAPS IN THE EXISTING FIBER COMMUNICATION NETWORK. AS STATED IN THE PROJECT DESCRIPTION, THIS PROJECT TARGETS CRITICAL EXISTING GAPS WITHIN THE CITY'S ITS FIBER MASTER PLAN.	5/1/2016	5/1/2016	12/30/2016	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO THE FACT THAT THE CITY IS SHORT STAFFED AS EFFORTS ON DESIGN ARE SHIFTED TO DIFFERENT PROJECTS. DESIGN STAFF IS BEING MOVED TO HELP COMPLETE THIS PROJECTS DESIGN. THE CITY ANTICIPATED ADVERTISEMENT IS ON MAY 15, 2016.
PASADENA	LAF3710	PASADENA'S WAYFINDING SYSTEM. IMPLEMENT WAYFINDING SYSTEM INCLUDING TRANSIT INFORMATION AND CONNECTIVITY TO ADJACENT DESTINATIONS AT TRANSIT STOPS AND PARKING LOTS.	5/1/2016	5/1/2016	5/1/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. PROJECT IS IN ENG STATUS.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
POMONA	LA0G1135	DESIGN AND CONSTRUCT 14.5 MILE OF NEW BIKEWAYS AND IMPROVE PEDESTRIAN SAFETY THROUGH CROSSING IMPROVEMENTS AT EIGHT MAJOR INTERSECTIONS. BIKE IMPROVEMENTS INCLUDE 3.8 MILES OF CLASS II BUFFERED BIKE LANES, 2.9 MILES OF CLASS II BIKE LANES, AND 7.8 MILES OF CLASS III BIKE ROUTES.	9/30/2019	9/30/2019	9/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. ALL OF THE GRANT FUNDING ON THIS PROJECT IS IN CON FOR US.THE CITY HAS SUBSTANTIAL LOCAL FUNDING OBLIGATED FOR DESIGN, ETC. DESIGN IS OVER 30% COMPLETE CONSTRUCTION AND REIMBURSEMENT IS EXPECTED TO BE COMPLETE BY FALL 2019.
PORT OF LOS ANGELES	LAF3170	PORT TRUCK TRAFFIC REDUCTION PROGRAM: WEST BASIN RAILYARD. INTERMODAL RAILYARD CONNECTING PORT OF LA WITH ALAMEDA CORRIDOR TO ACCOMMODATE INCREASED LOADING OF TRAINS AT THE PORT, THEREBY REDUCING TRUCK TRIPS TO OFF-DOCK RAILYARDS.(LAF5204)	12/1/2014	12/1/2014	4/30/2017	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO UNFORESEEN UTILITY CONFLICTS, DELAYS IN OBTAINING 3RD PARTY AGENCY PERMITS AND APPROVALS AND UNREASONABLY HIGH CONTRACTOR QUOTES RESULTING IN A PARTIAL RE-BID OF THE WORK SCOPE. THE PROJECTS WAS SEPARATED INTO THREE PHASES TO MOVE FOREWARD WHILE RESOLVING UTILITY CONFLICTS. 90% OF PROJECT HAS BEEN COMPLETED
RANCHO PALOS VERDES	LAF1605	PEDESTRIAN SAFE BUS STOP LINKAGE. LINKING 11 BUS STOPS CURRENTLY INACCESSIBLE BECAUSE OF LACK OF SIDEWALKS ON BOTH THE EAST AND WEST SIDE OF HAWTHORNE BLVD. FROM CREST RD. TO PALOS VERDES DR. SOUTH (ABOUT 13,000')	2013	12/9/2015	3/30/2016	COMPLETE
REDONDO BEACH	LA0D29	HEART OF THE CITY BUS TRANSFER STATION AMENITIES. RELOCATE THE EXISTING INTERMODAL TRANSIT TERMINAL AND CONSTRUCT A NEW TRANSIT CENTER WITH 12 BUS BAYS, PASSENGER WAITING AREA AND INFORMATION CENTER, AND A DRIVER OPERATOR LOUNGE. THE PROPERTY WILL ALSO PROVIDE 339 PUBLIC PARKING SPACES (PLUS 2 FOR STAFF: MAINTENANCE & SECURITY) AND BICYCLE FACILITIES. LOCATION - 1521 KINGSDALE AVENUE, REDONDO BEACH, CA 90278	12/31/2016	12/31/2016	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
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	12/31/2015	6/30/2017	OBSTACLES ARE BEING OVERCOME. CURRENTLY THE PROJECT IS IN DESIGN AND SPECIFICATION FOR VIDEO DETECTION. RESLOVE THE ISSUE WITH LA METRO CFP PROJECT MANAGERS TO FASTEN THE LOA/ MOU PREPARATION PROCESS. ALSO HIRING A NEW STAFF TO ENSURE TIMELY COMPLETION OF THE PROJECT.
SAN GABRIEL VALLEY COG	LA990359	GRADE SEP XINGS SAFETY IMPR; 35- MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA &L.A. SUBDIV - ITS 2318 SAFETEA #2178;1436 #1934 PPNO 2318. NOGALES(LA) PROJECT INCLUDES WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF E.WALNUT DRIVE NO. EAST OF NOGALES FOR 2600 LINEAR FEET AND WIDENING FROM 2 TRAVEL LANES TO 4 TRAVEL LANES OF GALE AVE. WEST OF NOGALES FOR 1900 LINEAR FEET.	2003/2009	6/30/2018	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
SANTA CLARITA	LAF3535	CITYWIDE WAYFINDING PROGRAM FOR PEDESTRIANS AND BICYCLISTS. DIRECT USERS TO METROLINK STATIONS AND OTHER REGIONAL TRIP GENERATORS, DESIGN AND INSTALL WAYFINDING SIGNS ALONG THE CITY'S EXISTING NETWORK OF MULTI-USE PATHS, ON-STREET BIKEWAYS, PASEOS IN THE VALENCIA AND SAUGUS NEIGHBORHOODS, AND SIDEWALKS ALONG MOST MAJOR ROADWAYS.	12/31/2017	12/31/2017	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. DESIGN OF THE PROJECT IS COMPLETE. ENVIRONMENTAL CLEARANCE WAS OBTAINED IN MAY 2015. PLANS AND SPECIFICATIONS ARE CURRENTLY BEING PREPARED TO SUBMIT FOR RIGHT-OF-WAY CERTIFICATION. CONSTRUCTION IS EXPECTED TO OCCUR IN 2016.
SANTA CLARITA	LAF3300	ITS PHASE IV INTERCONNECT GAP CLOSURE AND SIGNAL SYNCH. THIS PROJECT INVOLVES RE-SYNCHRONIZING TRAFFIC SIGNALS ON ARTERIALS, DEPLOYING AN ADAPTIVE SIGNAL SYSTEM, AND A REDUNDANT FIBER-OPTIC INTERCONNECT SYSTEM. (APROX. 40+ SIGNALS)	12/31/2017	12/31/2017	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
SANTA MONICA	LAF3703	A 'NO NET NEW TRIPS' RIDESHARE TOOLKIT. DEVELOP A TDM TOOLKIT WITH ONLINE MULTI-MODAL MOBILITY INFORMATION, BIKE ACCOMMODATIONS, 300 WALKING-ROLLING CARTS, 75 BIKE LOCKERS & INCENTIVE PROGRAMS FOR EMPLOYERS, SCHOOLS & NEIGHBORHOODS. WITHIN THE CITY OF SANTA MONICA IN DEMAND MANAGEMENT AREAS AS DEFINED IN THE LAND USE AND CIRCULATION ELEMENT (LUCE) ADOPTED JULY 2010.	6/30/2014	6/30/2015	6/30/2016	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO RETIREMENT OF THE LAST TWO PROJECT MANAGERS AND THE LOSS OF PART-TIME SUPPORT STAFF. CURRENTLY THE PROEJCT IS 60% COMPLETE AND THE PROJECT IS ON SCHEDULE LAUNCH THE WEBISTE AND HOST THE REMAINING EVENTS THIS YEAR. THE PROJECT MANAGER POSITION HAS BEEN FILLED, ADDITIONAL STAFF SUPPORT HAS BEEN PROVIDED, AND THE PROJECT IS NOW HEADED TOWARDS COMPLETION.
SANTA MONICA	LAF3505	BIKE NETWORK LINKAGES TO EXPOSITION LIGHT RAIL PROJECT. BIKE NETWORK ENHANCEMENTS TO SUPPORT EXPOSITION LINE. INCREASED SAFETY AND CONVENIENCE WITH SIGNAL DETECTION, HIGHLY VISIBLE LANE MARKINGS AND NEW BIKE RACKS. THE PROJECT AREA IS LOCATED THROUGHOUT THE CITY OF SANTA MONICA AND NO MORE THAN TWO MILES FROM THE PROPOSED EXPOSITION LIGHT RAIL LINE STATIONS.	12/31/2016	12/31/2016	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. CURRENTLY PREPARING RFA PACKAGE TO OBLIGATE CMAQ FUNDS.
SANTA MONICA	LAF5524	IMPLEMENTATION OF A SANTA MONICA BIKE-SHARE PROGRAM, INCLUDING THE PURCHASE AND INSTALLATION OF 250 BIKES AND 25 DOCKING STATIONS TO BE LOCATED AT ACTIVITY NODES AND TRANSIT STATIONS (INCLUDING EXPO LRT STATIONS). TWO VEHICLES WILL BE ACQUIRED AND OUTFITTED TO TRANSPORT AND REDISTRIBUTE BICYCLES BETWEEN STATIONS AS NEEDED. THE BIKE-SHARE DOCKING STATIONS WILL BE SOLAR POWERED WHERE APPROPRIATE AND INCLUDE A TECHNOLOGY PLATFORM FOR SYSTEM OPERATION THROUGH THE WEB AND SMART PHONE APPLICATIONS.	6/30/2019	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
TORRANCE	LA0G358	SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT AT 465 N. CRENSHAW BLVD., TORRANCE, CA 90503.	12/31/2015	12/31/2015	12/31/2016	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO ENVIRONMENTAL ISSUES. CONSTRUCTION PHASE BEGINS. THE ENVIRONMENTAL ISSUES HAVE BEEN MITIGATED AND ADDRESSED AND THE PROJECT IS NOW MOVING FORWARD.

TABLE 49 LOS ANGELES COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
TORRANCE	LA0G1166	TORRANCE TRANSIT EXPANSION OF LINE #1 AND LINE #4 HOTLANE SERVICE * : TRANSIT EXPANSION OF LINE #1 AND #4 TO INCLUDE MID-DAY AND WEEKEND SERVICE. THE ACQUISITION OF 5 40'FOOT CNG BUSES.	12/31/2015	12/31/2015	12/31/2015	COMPLETE
WHITTIER	LA0G257	WHITTIER GREENERY TRAILHEAD PARK. EXTENSION OF WHITTIER GREENERY TRAIL FROM MILLS AVENUE TO 300 FEET EAST OF MILLS AVENUE IN CONJUNCTION WITH CONSTRUCTION OF NEW TRAILHEAD PARK AND 20 SPACE PARK & RIDE PARKING LOT.	12/31/2015	12/31/2015	9/30/2017	OBSTACLES ARE BEING OVERCOME. IN DESIGN PHASE.
VARIOUS AGENCIES	LA0G772	VALLEY VILLAGE - PURCHASE OF 7 SERVICE EXPANSION SMALL BUS 8 AP, 2 WC...	12/1/2015	12/1/2015	12/1/2015	COMPLETE

TABLE 50 LOS ANGELES COUNTY Completed/Corrected TCMS

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Project Status
GLENDALE	LAF3714	ARROYO VERDUGO COMMUTE MANAGER SYSTEM. DEVELOPMENT OF A CUSTOMIZED TDM-SPECIFIC GEOGRAPHICALLY BASED WEBSITE.	12/30/2017	12/30/2017	WEBSITE IS NOT TCM
GLENDALE	LA0G202	TRAFFIC LIGHT SYNCHRONIZATION ALONG THREE MAJOR ARTERIAL , GLENDALE AVE, BRAND BLVD.,SAN FERNANDO RD., AND COLORADO ST.	12/1/2014	12/1/2014	COMPLETE
GLENDALE	LA0G406	FAIRMONT AVE. PARK-N-RIDE FACILITY (83 PARKING SPACES) TO SERVE COMMUTERS USING SR-134, I-5. THE LOCATION OF THE PARK-N-RIDE IS FAIRMONT AVENUE AND SAN FERNANDO RD, ON THE SOUTH SIDE OF FAIRMONT AVENUE BETWEEN SAN FERNANDO ROAD AND SR-134 WESTBOUND FREEWAY RAMPS. THE WORK INCLUDES EARTHWORK, DRAINAGE, AND PLACEMENT OF AC, LIGHTING, LANDSCAPING, FENCING, AND SIGNAGE WORK. THE WORK ALSO INCLUDES INSTALLING A SIDEWALK FOR PEDESTRIAN ACCESS FROM SAN FERNANDO ROAD.	12/30/2012	12/30/2014	COMPLETE
HAWTHORNE	LAF3109	HAWTHORNE BOULEVARD MOBILITY IMPROVEMENT PROJECT. IMPROVE CIRCULATION, INCREASING EFFICIENCY FOR VEHICULAR, PEDESTRIAN, PUBLIC TRANSIT AND BICYCLE MOVEMENT ON HAWTHORNE BLVD.. THE PROJECT LIMIT IS FROM EL SEGUNDO BOULEVARD TO THE NORTH AND TO THE SOUTHERN CITY LIMIT AT ROSECRANS AVENUE. FROM I-105/120 STREET TO EL SEGUNDO BOULEVARD.	1/15/2015	1/15/2015	COMPLETE
LONG BEACH	LAF1341	OCEAN BL. SIGNAL SYNCHRONIZATION AND ENHANCEMENT PROJECT. INSTALLATION OF NEW SIGNALS, INTERCONNECT, PEDESTRIAN SAFETY ENHANCEMENTS, ADA ACCESS RAMPS, TRANSIT INFORMATION SYSTEMS, AND TRAFFIC SIGNAL UPGRADES AND RECONSTRUCTION. OCEAN BL,ALAMITOS TO LIVINGSTON	10/1/2013	12/31/2014	COMPLETE
LOS ANGELES, CITY OF	LAF1704	DOWNTOWN L.A. ALTERNATIVE GREEN TRANSIT MODES TRIAL PROGRAM. OFFER SHARED RIDE-BICYCLE AND NEIGHBORHOOD ELECTRIC VEHICLE TRANSIT SERVICES TO LA CITY HALL AS AN ALTERNATIVE TO OVERCROWDED DASH SERVICE	6/27/2016	6/27/2016	DEMONSTRATION PROJECT IS NOT TCM
LOS ANGELES, CITY OF	LAF1725	WIFI ON THE GOLD LINE. WIFI INTERNET INSTALLED ON GOLD LINE TRAINS, POLES & STATIONS, EASTSIDE EXTENSION, CHINATOWN & LITTLE TOKYO/ARTS DISTRICTS.	12/31/2014	12/31/2014	WIFI INTERNET IS NOT TCM
RANCHO PALOS VERDES	LAF1506	BIKE COMPATIBLE RDWY SAFETY AND LINKAGE ON PALOS VERDES DR. THE PROJECT WILL HAVE A CLASS II BIKE LANE ON BOTH SIDES OF PALOS VERDES DRIVE SOUTH, WITH AN UNPAVED SHOULDER FOR EMERGENCY USE. (DISTANCE 1.3 MILES)	2014	10/9/2014	THIS PROJECT HAS BEEN REPLACED WITH LA0G257 VIA 2015 FTIP AMENDMENT #15-09
SANTA CLARITA	LAF5502	DESIGN AND CONSTRUCT CLASS II BIKE LANES ON TOURNEY ROAD FROM VALENCIA TO MAGIC MOUNTAIN PKWY (1.1 MILES), AND CLASS III BIKE ROUTES ON ORCHARD VILLAGE RD FROM MCBEAN PKWY TO LYONS (1.35 MILES). THE PROJECT WILL INCLUDE BIKE DETECTION AT ALL INTERSECTIONS AND BICYCLE WAYFINDING AND SIGNAGE.	12/1/2017	12/1/2017	COMPLETE
SANTA MONICA	LAF1728	CITY OF SANTA MONICA ITS IMPROVEMENTS. SANTA MONICA REAL TIME BEACH PARKING SIGNS. THIS PROJECT WILL MAKE INFORMATION REGARDING BEACH PARKING AVAILABLE TO MOTORISTS DESTINED FOR SANTA MONICA BEACH PARKING LOTS.	6/30/2013	6/30/2014	PROJECT FOR RECREATIONAL PURPOSES IS NOT TCM
TORRANCE	LAF3312	CITY OF TORRANCE ITS & TRAFFIC IMPROVEMENTS. IMPLEMENT ITS COMPONENTS AT LOCATIONS NOT COVERED BY '95 METRO CFP SOUTH BAY SIGNAL SYNCH PROJECT, TO PROVIDE EFFECTIVE CITYWIDE AND MULTI-JURISDICTIONAL TRAFFIC MANAGEMENT. *CRENSHAW BLVD BETWEEN PCH AND THE MOST SOUTH CITY CONTROLLED SIGNALIZED INTERSECTION.(APROX. 3 SIGNALS)	12/31/2016	12/31/2016	COMPLETE

TABLE 51 ORANGE COUNTY TCMS Subject To Timely Implemenation

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
ANAHEIM	ORA112622	BROOKHURST ST (600' NORTH OF I-5 TO SR-91). ADD ONE LANE EACH DIRECTION. FROM 4 TO 6 LANE FACILITY WITH RAISED MEDIAN. THE PROJECT WILL INCLUDE SIX-FOOT-WIDE CLASS II BIKEWAYS, TEN-FOOT WIDE PARKWAYS/SIDEWALKS AND CONCRETE SOUNDWALLS ALONG THE EAST AND/OR WEST SIDES OF BROOKHURST ST. CONSISTENT WITH THE 2012 RTP	6/30/2017	6/30/2017	6/30/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. CURRENTLY IN ROW.
BREA	ORA150103	THE TRACKS AT BREA SEGMENTS 2 & 3. CONSTRUCTION CLASS I BICYCLE/PEDESTRIAN TRAIL ALONG 1.15 MILE LONG SECTION ON THE TRACKS AT BREA. SEGMENT 2 FROM BREA FLOOD CONTROL CHANNEL TO NORTH BREA BOULEVARD. SEGMENT 3 FROM NORTH BREA BOULEVARD TO STATE COLLEGE BOULEVARD.	7/30/2017	7/30/2017	7/30/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
CYPRESS	ORA131706	CERRITOS AVENUE BIKE CORRIDOR IMPROVEMENTS (FROM DENNI STREET TO WALKER STREET) - CONSTRUCT AN OFF-ROAD BIKE PATH TO REPLACE AN EXISTING ON-STREET BIKE ROUTE TO IMPROVE SAFETY AND CONNECTIVITY. CLASS 1 FOR 1 MILE. TOLL CREDITS: FY 15/16 CMAQ CON FOR $9,405, FY 15/16 ATP-MPO CON FOR $72,490.	7/1/2017	7/1/2017	7/1/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
LA HABRA	ORA113011	LA HABRA UNION PACIFIC RAILROAD BIKEWAY. ENG FOR UNION PACIFIC RAILROAD RIGHT-OF-WAY 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: FY15/16 CMAQ CON FOR $10,552, FY15/16 ATP-MPO CON FOR $81,235.	7/1/2025	7/1/2025	7/1/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
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. (PROJECT UTILIZES $1,812,260 IN TOLL CREDIT IN FY15/16 FOR CON, & $400,200 IN STATEWIDE TOLL CREDIT FOR FTA 5337 FY14/15 FOR CON)	6/1/2014	6/1/2018	7/23/2020	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO THE SPECIFIC LANGUAGE REQUIRED IN THE PROJECT DEFINITION REPORT BY THE CITY OF ANAHEIM. OCTA STAFF WORKED WITH THE CITY TO ADD REQUIRED LANGUAGE. PA/ED CONSULTANT PROCUREMENT. FINAL SCOPE OF WORK WAS JUST APPROVED AND THE 2020 DATE IS BASED ON THAT.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA111001	INTERSTATE 5 ADD 1 HOV IN EACH DIRECTION FROM SOUTH OF PACIFIC COAST HIGHWAY TO SAN JUAN CREEK ROAD. PPNO:2531F	11/1/2016	11/1/2016	12/13/16	OBSTACLES ARE BEING OVERCOME. CONSTRUCTION STARTED 2/13/14 AND IS 50% COMPLETE

TABLE 51 ORANGE COUNTY TCMS Subject To Timely Implemenation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA111002	INTERSTATE 5 ADD 1 HOV IN EACH DIRECTION FROM SOUTH OF AVENIDA VISTA HERMOSA TO SOUTH OF PACIFIC COAST HIGHWAY. PPNO 2531E	10/1/2016	10/1/2016	10/26/16	OBSTACLES ARE BEING OVERCOME. CONSTRUCTION STARTED 8/27/14 AND IS 17% COMPLETE
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA65002	RIDESHARE SERVICES RIDEGUIDE, DATABASE, CUSTOMER INFO, AND MARKETING (ORANGE COUNTY PORTION).	2010	12/30/2020	12/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA990929	INTERSTATE 5 ADD 1 HOV IN EACH DIRECTION FROM SOUTH OF AVENIDA PICO TO SOUTH OF AVENIDA VISTA HERMOSA AND RECONFIGURE AVENIDA PICO INTERCHANGE. PPNO:2531D (UTILIZE TOLL CREDIT MATCH FOR IMD AND STIP)	7/1/2017	7/1/2017	11/1/17	OBSTACLES ARE BEING OVERCOME. CONSTRUCTION STARTED 2/17/15 AND IS 7% COMPLETE
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA111209	LAGUNA NIGUEL TO SAN JUAN CAPISTRANO PASSING SIDING - ADD 1.8 MILES OF NEW RAILROAD TRACK ADJACENT TO THE EXISTING MAIN TRACK. MP 193.9 - MP 195.7 (PROJECT WILL UTILIZE TRANSIT DEVELOPMENT CREDITS MATCH - CMAQ FY13/14 FOR $438 AND FY14/15 FOR $1,832)	8/31/2018	8/31/2018	1/21/2020	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO PROCUREMENT PROCESS TOOK LONGER THAN PLANNED. THE ENGINEERING PHASE IS ANTICIPATED TO BE COMPLETED IN MAY 2016. ADVERTISING FOR CONSTRUCTION IS ANTICIPATED FOR AUGUST 2016.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	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	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. BEGIN DESIGN 4/1/15
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030612	PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDEING PPNO 9514	4/30/2016	4/30/2016	6/30/2018	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO PENDING BNSF AGREEMENT FOR CONSTRUCTION. OCTA HAS CONTINUED TO WORK WITH ALL PARTICIPATING MEMBER AGENCIES TO PUT THE AGREEMENT IN PLACE.

TABLE 51 ORANGE COUNTY TCMS Subject To Timely Implemenation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA110304	GOLDENWEST TRANSPORTATION CENTER. CONSTRUCT A SURFACE PARKING LOT (300 SPACES)	4/30/2016	4/30/2016	4/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. COMPLETING PAVING THE PARKING LOT AND PENDING ELECTRICAL SERVICE.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA111210	I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION	12/1/2018	12/1/2018	12/1/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. FINAL PR/ED 4/1/15
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA112702	RIDESHARE VANPOOL PROGRAM - CAPITAL LEASE COST FY12/13 - FY16/17. (USE TOLL CREDITS FOR $1.338 IN FY12/13)	1/31/2017	1/31/2017	1/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
SANTA ANA	ORA131709	NEWHOPE-CIVIC CENTER-GRAND CLASS II BIKE LANES PROJECT - CLASS II 0.45 MILE ON NEWHOPE STREET FROM FIRST STREET TO MCFADDEN AVENUE. CLASS II 0.87 MILE SEGMENT ON CIVIC CENTER DRIVE FROM BRISTOL TO BROADWAY. CLASS II 1.25 MILE SEGMENT ON GRAND AVENUE FROM 21ST STREET TO FAIRHAVEN AVENUE. TOLL CREDITS FY 14/15 CON FOR $31,349.	7/1/2017	7/1/2017	7/1/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. UNDER CONSTRUCTION.
SANTA ANA	ORA150106	DEVELOP, DESIGN, AND CONSTRUCT BISHOP-PACIFIC-SHELTON BIKE BOULEVARDS. CONSTRUCT CLASS III FACILITIES ALONG BISHOP STREET, PACIFIC AVENUE, AND SHELTON STREET. DEVELOPMENT, DESIGN, AND CONSTRUCTION. INCLUDES BULB OUTS, TRAFFIC CIRCLES, AND TRAFFIC TURNING RESTRICTIONS AND/OR SPEED BUMPS. IMPROVEMENTS ALONG 2.268 MILES OF BIKEWAYS. TOLL CREDITS FOR FY 14/15 PA&ED/PS&E FOR $8,029, FY 15/16 CON FOR $100,936.	12/31/2017	12/31/2017	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. CTC ALLOCATED PA/ED & PS&E.
TCA	10254	SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC – SR 73). 15 MI TOLL RD BETWEEN 1-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, CONSISTENT WITH SCAG/ TCA MOU 4/5/01. EXISTING 3 M/F EA DIR. 1 ADDITIONAL M/F EA DIR, PLUS CLIMBING & AUX LANES BY 2020.	2015/2008	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
TCA	ORA050	EASTERN TRANSPORTATION CORRIDOR (ETC- SR 241/261/133) 26.4 MI TOLL ROAD CONNECTS SR 91 TO I-5 VIA SR 261 AND SR 133, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F EA DIR. 2 ADDITIONAL M/F IN EA DIR, PLUS CLIMBING AND AUX LANES BY 2020.	2015/2010	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
TCA	ORA051	FOOTHILL TRANSPORTATION CORRIDOR-NORTH (FTC-N - SR 241). 12.7 MI TOLL ROAD BETWEEN OSO PKWY AND ETC, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F IN EA DIR. 2 ADDITIONAL M/F, PLS CLIMBING & AUX LANES BY 2020.	2015/2010	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.

TABLE 51 ORANGE COUNTY TCMS Subject To Timely Implemenation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
TCA	ORA052	FOOTHILL TRANSPORTATION CORRIDOR-SOUTH (FTC-S - SR 241). 10.3 MI TOLL ROAD BETWEEN SAN DIEGO COUNTY LINE AND OSO PKWY, CONSISTENT WITH SCAG/TCA MOU 4/05/01. 2 M/F EA DIR FROM OSO PKWY TO COW CAMP RD BY 2017. 2 M/F EA DIR FROM COW CAMP RD TO SAN DIEGO CO LINE BY 2021. 1 ADDITIONAL M/F EA DIR PLS CLIMBING & AUX LANES BY 2030.	2015/2010	2021/2030 SAME AS THE ORIGINAL DATE	2021/2030	UNDER SUBSTITUTION PROCESS
VARIOUS AGENCIES	ORA150602	ABRAZAR - 2 MEDIUM EXPANSION BUSES, 7 EXPANSION MINIVANS, AND 6 SMALL EXPANSION BUSES. (TRANSIT DEVELOPMENT CREDITS MATCH – FTA 5310 FY14/15 FOR $163)	4/30/2017	4/30/2017	4/30/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.

TABLE 52 ORANGE COUNTY Completed/Corrected TCMS

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Project Status
ANAHEIM	ORA120318	ANAHEIM REGIONAL TRANS INTERMODAL CENTER (ARTIC) PHASE I - INCLUDE EXPAND OF EXIST AMTRAK/METROLINK STATION AT ANA STAD TO PROVIDE ACCESS W/ TRANS SVC. TOLL CREDITS FTA 5337 FY 12/13 FOR $1,600. TOLL CREDITS FOR FTA 5309C FY12/13 FOR $1,500. TOLL CREDITS FOR CMAQ FY 13/14 FOR $2,747.	6/30/2018	6/30/2018	COMPLETE
CALTRANS	ORA000193	HOV CONNECTORS FROM SR-22 TO I-405, BETWEEN SEAL BEACH BLVD. (I-405 PM 022.558) AND VALLEY VIEW ST. (SR-22 PM R000.917), WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTORS. TOLL CREDIT MATCH FOR CMAQ.	2010	10/1/2014	COMPLETE
CALTRANS	ORA000194	HOV CONNECTORS FROM I-405 TO I-605, BETWEEN KATELLA AVE. (I-605 PM R001.104) AND SEAL BEACH BLVD. (I-405 PM 022.643), WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTORS. TOLL CREDITS FOR CMAQ.	2010	12/31/2014	COMPLETE
NEWPORT BEACH	ORA113013	EASTBLUFF DRIVE/FORD ROAD CLASS II BIKE LANE IMPROVEMENT WILL ADD A 1.09 MILE STRIPED BIKE LANE ALONG THE SELECTED PORTION OF EASTBLUFF DRIVE AND CONTINUE IT PAST JAMBOREE ROAD ONTO FORD ROAD.	12/1/2016	12/1/2016	COMPLETE
ORANGE COUNTY	ORA113006	COYOTE CREEK CLASS I BIKEWAY. MALVERN AVENUE/LA MIRADA BOULEVARD TO HILLSBOROUGH DRIVE FOR A TOTAL LENGTH OF APPROXIMATELY 1.95 MILES.	9/25/2016	9/25/2016	COMPLETE
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA112005	IMPLEMENT BIKE STATIONS AND BIKE SHARING PROGRAM IN ORANGE COUNTY	10/30/2015	10/30/2015	COMPLETE
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. COMBINED WITH ORA045, ORA151, ORA100507 AND ORA120310	9/30/2022	9/30/2022	HIGHWAY COMPACITY ENHANCEMENT PROJECT IS NOT TCM.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA081619	STATION REHABILITATION AND REPAIR IMPROVMENTS FOR ORANGE COUNTY METROLINK STATIONS	5/11/2015	5/11/2015	STATION REHABILITATION AND REPAIR IMPROVMENTS PROGRAM IS NOT TCM.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020820	METROLINK SERVICE TRACK EXPANSION AND GRADE CROSSING IMPROVEMENTS. PART OF A PLAN TO IMPLEMENT 30 MINUTE HEADWAYS COULD INCLUDE TURNBACK FACILITIES, LAYOVER FACILITIES, AND OR RELIABILITY IMPROVEMENTS FOR HIGH FREQUENCY METROLINK SERVICE OPERATIONS BETWEEN FULLERTON AND LAGUNA NIGUEL/MISSION VIEJO	1/1/2015	1/1/2015	COMPLETE
VARIOUS AGENCIES	ORA990906	GROUPED PROJECTS FOR BICYCLE AND PEDESTRIAN FACILITIES FUNDED WITH TE - SCOPE: PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES - BICYCLE AND PEDESTRIAN FACILITIES (BOTH MOTORIZED AND NON-MOTORIZED)	12/30/2014	12/30/2014	COMPLETE

TABLE 53 RIVERSIDE COUNTY TCMS Subject To Timely Implemenation

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
CITY OF EASTVALE	RIV151201	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF EASTVALE - TRAFFIC SYCHRONIZATION OF SIX TRAFFIC SIGNALIZED INTERSECTIONS ALONG HAMNER AVENUE FROM SCHLEISMAN ROAD TO EASTVALE GATEWAY	12/31/2015	12/31/2015	12/31/2015	COMPLETE
MORENO VALLEY	RIV071240	IN THE CITY OF MORENO VALLEY - EAST BOUND CACTUS AVE WIDENING BETWEEN VETERANS WAY & HEACOCK: WIDENING OF EAST BOUND CACTUS AVE FROM 2 TO 3 LANES, INCLUDING TRAFFIC SIGNAL MODIFICATIONS WITHIN THE PROJECT REACH, CHANNELIZATION, AND SIGNAL INTERCONNECT SYSTEM (6 SIGNALS).	6/1/2013	2/28/2015	11/30/2015	COMPLETE
MORENO VALLEY	RIV151202	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY - DESIGN AND CONSTRUCTION OF ITS, INCLUDING AN ETHERNET FIBER-OPTIC BACKBONE SYSTEM, CCTV CAMERAS AT 26 KEY INTERSECTIONS, AND NEW TRAFFIC SIGNAL CONTROLLERS AT EXISTING 43 SIGNALIZED INTERSECTIONS (CMAQ PM 2.5 BENEFITS .21 KG/ DAY)	12/31/2016	12/31/2016	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE PROJECT IS CURRENTLY IN ENVIRONMENTAL.
PERRIS	RIV140850	IN WESTERN RIVERSIDE CO. IN THE CITY OF PERRIS – MURRIETA RD PED IMPROVEMENTS: INSTALL 1.0 MILE OF SIDEWALK GAPS, CURB & GUTTER ON W-SIDE OF MURRIETA RD W/ CLASS II BIKE LANES IN BOTH DIRECTIONS B/W SAN JACINTO AVE & 1000' NORTH OF NUEVO RD; 10' WIDE BRIDGE OVER METZ FLOOD CONTROL CHANNEL; TRAFFIC SIGNAL AT MURRIETA & NUEVO RDS; NEW SIDEWALK ON DALE ST B/W WILSON & MURRIETA RD. TC TO MATCH ATP	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE PROJECT IS IN ENVIRONMENTAL /DESIGN.
RIVERSIDE COUNTY	RIV140838	IN WESTERN RIVERSIDE CO. FOR THE COUNTY OF RIVERSIDE IN MEAD VALLEY-CLARK ST S/W & INTERSECTION SAFETY IMPROVEMENTS: ON EASTSIDE OF CLARK ST B/W RIDER ST AND CAJALCO RD, CONSTRUCT APPROX. 2,000 L.F. OF CONCRETE SIDEWALK, CURB & GUTTER, PAVEMENT IMPROVEMENTS, NEW CURB RAMPS MEETING LATEST ADA REQS, DRIVEWAY APPROACHES, SIGNS, MARKINGS, & OTHER INCIDENTAL ITEMS TO IMPROVE PEDESTRIAN SAFETY.	12/31/2021	12/31/2021	12/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE PROJECT IS CURRENTLY IN ENVIRONMENTAL WITH ATP FUNDS FOR PA&ED ALLOCATED AT THE 3/26/2015 CTC MEETING.

TABLE 53 RIVERSIDE COUNTY TCMS Subject To Timely Implemenation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
RIVERSIDE COUNTY	RIV151210	IN WESTERN RIVERSIDE COUNTY FOR THE COUNTY OF RIVERSIDE - CONSTRUCTION OF A 7.2 MILE MULTI-MODAL URBAN TRAIL ALONG THE SALT CREEK FLOOD CONTROL CHANNEL BETWEEN THE COMMUNITIES OF HEMET, MENIFEE AND CANYON LAKE. THE MULTI-MODAL TRAIL WILL INCLUDE A 16 FT WIDE CLASS I BIKEWAY AND 12 FT WIDE DECOMPOSED GRANITE PEDESTRIAL TRAIL	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE PROJECT IS CURRENTLY IN PA&ED.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV071250	ON SR-91/I-15: SR91 - CONST 1 MF LN (SR71-I15)/1 AUX LN VAR LOCS(SR241-PIERCE) (OC PM 14.43-18.91), CD SYSTEM (2/3/4 LNS MAIN-I15), 1 TOLL EXPR LN (TEL) & CONVERT HOV TO TEL EA DIR (OC-I15); I15- CONST TEL MED DIR CONNCT NB15 TO WB91 AND EB91 TO SB15, 1 TEL EA DIR SR91 DIR CONNCT-ONTARIO IC (I15 PM 37.56-42.94).	7/31/2017	9/4/2017	9/4/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. AS OF JUNE 2015, THE DESIGN BUILD CONTRACT HAS ACHIEVED 29% PROJECT COMPLETION.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV111207	IN WESTERN RIVERSIDE COUNTY - CONTINUE THE IMPLEMENTATION OF PARK-N-RIDE FACILITIES THROUGH PROPERTY LEASES (VARIOUS LOCATIONS THROUGHOUT THE WESTERN COUNTY).	12/30/2018	12/30/2018	12/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. ON-GOING RCTC PROGRAM AS PART OF THE COMMISSION'S COMMUTER ASSISTANCE ACTIVITIES FOR WESTERN RIVERSIDE COUNTY.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV520109	RECONSTRUCT & UPGRADE SAN JACINTO BRANCH LINE FOR RAIL PASSENGER SERVICE (RIVERSIDE TO PERRIS) (PERRIS VALLEY LINE) (FY 07 5307) (UZA: RIV-SAN).	2012	12/31/2015	12/31/2015	COMPLETE
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV520111	REGIONAL RIDESHARE - CONTINUING PROGRAM ($115.73 IN FY12/13 AND $193.96 IN FY 13/14 IN TOLL CREDITS UTILIZED TO MATCH CMAQ IN CONS).	2009	6/30/2018	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. ON-GOING RCTC PROGRAM AS PART OF THE COMMISSION'S COMMUTER ASSISTANCE ACTIVITIES FOR WESTERN RIVERSIDE COUNTY.

TABLE 53 RIVERSIDE COUNTY TCMS Subject To Timely Implemenation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV071267	I-15 IN RIVERSIDE COUNTY: CONSTRUCT 4 TOLL EXPR LNS (TEL) (2 TE EA DIR) FROM SR60 (PM 51.4) TO HIDDEN VALLEY PKWY (PM 42.9) AND CONS 2 TE LNS (1 TE EA DIR) FROM HIDDEN VALLEY PKWY (PM 42.9) TO CAJALCO RD (PM 36.8). ADVANCE SIGNAGE WILL BE INSTALLED A THE SOUTH END BETWEEN PM 34.7 TO PM 36.8 (CAJALCO RD) AND AT THE NORTH END BETWEEN PM 51.4 (SR60) TO PM 1.3 IN SAN BERNARDINO COUNTY.	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. NEPA CLEARANCE (MND/FONSI) ANTICIPATED APPROVAL IN EARLY SPRING 2016. SUBSEQUENT TO NEPA APPROVAL, RCTC WILL PROCEED WITH DESIGN BUILD PROCUREMENT; START OF CONSTRUCTION IN SPRING 2017 AND COMPLETION IN FALL 2020.
RIVERSIDE TRANSIT AGENCY	RIV041030	IN WESTERN RIVERSIDE COUNTY FOR RTA IN THE CITY OF HEMET: CONSTRUCT NEW HEMET TRANSIT FACILITY ON KIRBY ST BETWEEN DEVONSHIRE AVE AND W. LATHAM AVE. THE IMPROVEMENTS WILL ACCOMODATE NINE BUS ROUTES AND WILL INCLUDE PASSENGER SHELTERS AND ITS ELEMENTS. (5309C FY04 + 05 EARMARKS)	6/30/2010	12/31/2015		TCM SUBSTITUTION HAS RECEIVED SCAG REGIONAL COUNCIL ADOPTION AS WELL AS U.S. EPA AND CALIFORNMIA ARB CONCURRENCES. UNDERGOING FTIP AMENDMENT TO BE REPLACED BY RIV160201.
RIVERSIDE TRANSIT AGENCY	RIV050553	IN TEMECULA – CONSTRUCT NEW TEMECULA TRANSIT CENTER AT 27199 JEFFERSON AVE. (SW OF JEFFERSON AVE & SE OF CHERRY ST) (04, 05, 06, 07, E-2006-091, E- 2007-0131, & 2008-BUSP-0131, SAFETEA-LU).	12/30/2010	12/31/2015		TCM SUBSTITUTION HAS RECEIVED SCAG REGIONAL COUNCIL ADOPTION AS WELL AS U.S. EPA AND CALIFORNMIA ARB CONCURRENCES. UNDERGOING FTIP AMENDMENT TO BE REPLACED BY RIV160201.
RIVERSIDE TRANSIT AGENCY	RIV151211	IN WESTERN RIVERSIDE COUNTY FOR RTA: RAPIDLINK SERVICE ALONG THE RTE 1 SERVICE AREA DURING WEEKDAY PEAK COMMUTE PERIODS ALONG UNIVERSITY AND MAGNOLIA AVES (RIVERSIDE/CORONA CORRIDOR) BETWEEN UCR AND CORONA. THIS INCLUDES PURCHASE OF 14 NEW BUSES (40 FT) AND OPERATING ASSISTANCE FOR THE FIRST THREE TO FIVE YEARS OF SERVICE. (CMAQ - $9,212K) (BENEFITS FOR PM 2.5 = .239 KG/DAY; PM 10 = .258 KG/DAY)	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. RTA WILL BEGIN PROCURING REVENUE SERVICE VEHICLES FOR THE IMPLEMENTATION OF RAPID LINK 1 - SERVICE SCHEDULED TO START IN JULY 1, 2016.
RIVERSIDE, CITY OF	RIV140841	IN WESTERN RIVERSIDE COUNTY FOR CITY OF RIVERSIDE-IOWA AVE & MLK BLVD BIKE IMPROVEMENTS: CONSTRUCT 0.8 MI 10 FT WIDE TWO DIR MULTI-USE PATH ON N.SIDE OF MLK BLVD B/W CANYON CREST DR & CHICAGO AVE & WIDENING IOWA AVE B/W MLK BLVD & EVERTON PL INCLUDES GRADING, ASPHALT PAVING, SIGNS, & RESTRIPING & INSTALL 6 FT CLASS II BIKE LNS FOR 0.8 MI WITH 2 FT BUFFERS	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE PROJECT IS CURRENTLY IN PA&ED.

TABLE 53 RIVERSIDE COUNTY TCMS Subject To Timely Implemenation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
RIVERSIDE, CITY OF	RIV140843	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE-WELLS/ARLANZA SIDEWALK IMPROVEMENTS: INSTALL ADA RAMPS, DRIVEWAY APPROACHES & 32,730 SQ FT OF SIDEWALK ON ONE SIDE OF FIVE STREETS (CHALLEN AVE, IVANHOE AVE, KENT AVE, RUTLAND AVE, BABB AVE) SURROUNDING WELLS MIDDLE SCHOOL AND ARLANZA ELEMENTARY SCHOOL. TC USED TO MATCH ATP FUNDS	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE PROJECT IS CURRENTLY IN PA&ED.
RIVERSIDE, CITY OF	RIV140844	IN WESTERN RIVERSIDE CO. IN THE CITY OF RIVERSIDE - NORTE VISTA SIDEWALK IMPROVEMENTS: INSTALL ADA RAMPS, DRIVEWAY APPROACHES & 94,200 SQ.FT. OF SIDEWALK ON ONE SIDE OF FOUR STREETS (GAYLORD ST, JONES AVE, CHADBOURNE AVE, BUSHNELL AVE) NEAR NORTE VISTA HIGH SCHOOL, ROSEMARY KENNEDY ELEMENTARY SCHOOL, AND TWINHILL ELEMENTARY SCHOOL. TC USED TO MATCH ATP	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE PROJECT IS CURRENTLY IN PA&ED.
RIVERSIDE, CITY OF	RIV140852	IN WESTERN RIVERSIDE CO. IN THE CITY OF RIVERSIDE – DOWNTOWN & ADJOINING AREAS BICYCLE AND PED IMPROVEMENTS: 17 MILES OF BIKE LANES, 2,500 FT. OF CONNECTING SIDEWALKS, BIKE STATION AT METROLINK, CONNECTIVITY MAP KIOSKS, TWO NEW HAWK SIGNALS, BIKE STAGING AREA, BIKE SHARE TERMINAL, BIKE CORRALS, BIKE BLVD, PEDESTRIAN SIGNALS, WALKING PATH, ALL-WAY STOP CROSSWALK & NEW SIDEWALK.	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE PROJECT IS CURRENTLY IN PA&ED.
RIVERSIDE, CITY OF	RIV151205	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE - INSTALL FIBER-OPTIC SIGNAL INTERCONNECT IMPROVEMENTS ON MARKET ST/ MAGNOLIA AVE FROM FIRST ST TO BUCHANAN ST AND INSTALL MISSING CONDUITS ON MAGNOLIA AVE FROM LA SIERRA AVE TO PIERCE ST UPDATING 49 SIGNALIZED INTERSECTIONS	12/31/2016	12/31/2016	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE PROJECT IS CURRENTLY IN PA&ED.
RIVERSIDE, CITY OF	RIV151209	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE - INSTALL UP TO FOUR BICYCLE STATIONS AND PROVIDE FORTY BICYCLES, TEN AT EACH STATION, TO IMPLEMENT A BIKE SHARE PROGRAM IN THE VICINITY OF DOWNTOWN RIVERSIDE, RIVERSIDE METROLINK STATION AND UNIVERSITY OF CALIFORNIA IN RIVERSIDE.	12/31/2015	12/31/2015	12/31/2016	OBSTACLES ARE BEING OVERCOME. IN PA&ED

TABLE 53 RIVERSIDE COUNTY TCMS Subject To Timely Implemenation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
RIVERSIDE, CITY OF	RIV151215	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE - CONSTRUCTION OF SIDEWALK ON ONE SIDE OF BRUCE STREET FROM ADAIR AVE TO LAKE AVE. IMPROVEMENTS INCLUDE A TOTAL OF 2,100 LF OF NEW SIDEWALK	12/31/2015	12/31/2015	10/31/2016	OBSTACLES ARE BEING OVERCOME. MINOR PROJECT DELAYS ASSOCIATED WITH BIOLOGICAL AND CULTURAL STUDIES REQUIRED BY CALTRANS ENVIRONMENTAL.
SAN JACINTO	RIV140856	IN WESTERN RIVERSIDE CO. IN THE CITY OF SAN JACINTO – SAFE & ACTIVE SAN JACINTO SRTS: INFRASTRUCTURE INCLUDES 33,275 SQ. FT. OF NEW SIDEWALK, 5,215 SQ. FT. OF EXISTING SIDEWALK UPGRADES, 52,800 SQ. FT. OF BIKE TRAILS WITHIN WALKING DISTANCE TO SCHOOLS; NON-INFRASTRUCTURE INCLUDES PED/BIKE SAFETY EDUCAITON, SRTS WORKSHOPS, DEVELOPMENT OF SRTS PLANS FOR EACH SCHOOL, AND OUTREACH.	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. THE PROJECT IS CURRENTLY IN DESIGN.
TEMECULA	RIV62029	IN SOUTHWEST RIVERSIDE COUNTY IN TEMECULA ON TEMECULA PKWY (FORMERLY SR79) AT LA PAZ ST: ACQUIRE LAND, DESIGN AND CONSTRUCT PARK-AND-RIDE LOT - 157 SPACES. OTHER IMPROVEMENTS INCLUDE THE CONSTRUCTION OF 10 BICYCLE LOCKERS, PASSENGER LOAD/UNLOAD ZONE AND ADA ACCESSIBLE PARKING.	2004/2007	12/31/2015	9/1/2016	OBSTACLES ARE BEING OVERCOME. CEQA APPROVAL PREVIOUSLY SECURED. CMAQ FUNDS APPROVED BY RCTC TRIGGERED NEPA APPROVAL (IN PROCESS). DESIGN COMPLETE. RIGHT-OF-WAY CERTIFICATION SUBMITTED. CONSTRUCTION PENDING NEPA APPROVAL AND OBLIGATION OF FUNDS.
WILDOMAR	RIV151213	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR - WIDENING OF GRAND AVE (CLINTON KEITH RD TO DAVID BROWN MIDDLE SCHOOL) TO INCLUDE A CLASS II BIKE LANE AND MINIMAL WORK TO INCORPORATE CLASS II/III BIKE LANES ON CLINTON KEITH RD FROM GRAND AVE TO GEORGE AVE. IMPROVEMENTS INCLUDE A TOTAL OF 7,300 LF OF NEW BIKE LANES	12/31/2015	12/31/2015	8/31/2016	OBSTACLES ARE BEING OVERCOME. MINOR DELAY IS DUE TO THE COMBINATION OF THE TWO PROJECTS. PROJECT SPONSOR IS EXPLORING THE POSSIBILITY OF COMBINING RIV151213 AND RIV151214 INTO ONE PROJECT.

TABLE 53 RIVERSIDE COUNTY TCMS Subject To Timely Implemenation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
WILDOMAR	RIV151214	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR - WIDENING OF GRAND AVE (CORYDON RD TO DAVID BROWN MIDDLE SCHOOL) TO INCLUDE A CLASS II BIKE LANES. IMPROVEMENTS INCLUDE A TOTAL OF 12,000 LF OF NEW BIKE LANES	12/31/2016	12/31/2016	8/31/2016	OBSTACLES ARE BEING OVERCOME. MINOR DELAY IS DUE TO THE COMBINATION OF THE TWO PROJECTS. PROJECT SPONSOR IS EXPLORING THE POSSIBILITY OF COMBINING RIV151213 AND RIV151214 INTO ONE PROJECT.

TABLE 54 RIVERSIDE COUNTY Completed/Corrected TCMS

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2106 RTP/SCS Project
RIVERSIDE TRANSIT AGENCY	RIV090609	IN WESTERN RIVERSIDE COUNTY FOR RTA: INSTALL ADVANCE TRAVELER INFORMATION SYSTEMS (ATIS) ON VARIOUS FIXED ROUTE VEHICLES AND INSTALLATION OF ELECTRONIC MESSAGE SIGNS AT APPROX. 60 BUS STOPS (FY 'S 05, 07, 08, 09, AND 10 – 5309).	2011	12/30/2015	COMPLETE

TABLE 55 SAN BERNARDINO COUNTY TCMS Subject To Timely Implementation

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2015 RTP/SCS Completion Date	2016 RTP/SCS Project Status
OMNITRANS	20150109	PEDESTRIAN & BICYCLE ACCESS IMPROVEMENTS WITHIN 1/2 MILE OF RAPID TRANSIT STATIONS, INCLUDING SIDEWALK AND CURB RAMP REPLACEMENT & BIKE PARKING AT STATIONS (TERMINI AT POMONA DOWNTOWN METROLINK STATION & KAISER MEDICAL CENTER FONTANA, FOLLOWING HOLT AVE/BLVD, ARCHIBALD AVE, MILLIKEN AVE, FOOTHILL BLVD, & SIERRA AVE).	3/31/2018	3/31/2018	3/31/2018	NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
RIALTO	200450	RIALTO METROLINK STATION - INCREASE PARKING SPACES FROM 225-775	2006	12/1/2015	6/30/2016	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PERMIT APPROVAL AND REBIDDING. TCM SUBSTITUTION TO REDUCE TOTAL EXPANSION FROM 550 TO 121 SPACES HAS RECEIVED ALL APPROVAL. NEW SUBSTITUTE TCM IS 20150307. A CONSTRUCTION CONTRACT FOR REMAINING 121 SPACES WAS AWARDED ON 4/28/2015.
SANBAG	20061012	DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW TRANSIT STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO	10/10/2014	6/30/2015	8/30/2016	OBSTACLES ARE BEING OVERCOME. AWARD OF THE CONTRACT WAS DELAYED DUE TO ISSUES WITH ACQUIRING RIGHT OF WAY AND COORDINATION WITH BNSF. THE PROJECT IS UNDER CONSTRUCTION.
SANBAG	2011150	SOUTH COAST AIR BASIN RIDESHARE PROGRAM (TOLL CREDITS ARE BEING USED AS MATCH FOR CMAQ IN FY14/15 FOR $233)	12/1/2015	12/1/2015	12/1/2019	NO DELAY. ON-GOING PROGRAM.
SANBAG	SBD031505	GROUPED PROJECTS FOR LTF ARTICLE 3 PROJECTS LTF, ARTICLE 3 BICYCLE/ PEDESTRIAN PROJECTS AT VARIOUS LOCATIONS (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126, 127,128, EXEMPT TABLES 2 & 3)	12/1/2015	12/1/2015	12/1/2019	NO DELAY. ON-GOING PROGRAM.
UPLAND	20040825	UPLAND METROLINK STATION - ADDITIONAL PARKING FROM 200 TO 500 SPACES	12/1/2013	12/1/2013		TCM SUBSTITUTION HAS RECEIVED SCAG REGIONAL COUNCIL ADOPTION AS WELL AS U.S. EPA AND CALIFORNIA ARB CONCURRENCES. NEW SUBSTITUTE TCM IS 20150307.
SANBAG	20150108	BICYLE AND PEDESTRIAN ACCESSIBILITY IMPROVEMENTS ALONG SIX METROLINK TRANSIT STATIONS (MONTCLAIR, UPLAND, RANCHO CUCAMONGA,FONTANA, RIALTO, AND SAN BERNARDINO) PHASE I. (TOLL CREDIT TO MATCH ATP IN ALL PHASES)	12/31/2021	12/31/2021	12/31/2021	NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.

TABLE 55 SAN BERNARDINO COUNTY TCMS Subject To Timely Implementation: Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2015 RTP/SCS Completion Date	2016 RTP/SCS Project Status
OMNITRANS	20150109	PEDESTRIAN & BICYCLE ACCESS IMPROVEMENTS WITHIN 1/2 MILE OF RAPID TRANSIT STATIONS, INCLUDING SIDEWALK AND CURB RAMP REPLACEMENT & BIKE PARKING AT STATIONS (TERMINI AT POMONA DOWNTOWN METROLINK STATION & KAISER MEDICAL CENTER FONTANA, FOLLOWING HOLT AVE/BLVD, ARCHIBALD AVE, MILLIKEN AVE, FOOTHILL BLVD, & SIERRA AVE).	3/31/2018	3/31/2018	7/3/12019	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO ENVIRONMENTAL APPROVAL. IT IS TIED TO THE ENVIRONMENTAL DOCUMENT OF A LARGER PROJECT THAT IS DELAYED. OMNITRANS IS EXPLORING THEIR ABILITY TO SEPARATE THIS PROJECT FROM THE LARGER PROJECT TO EXPEDITE DELIVERY.

TABLE 56 SAN BERNARDINO COUNTY Completed/Corrected TCMS

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Project Status
HIGHLAND	20061015	GREENSPOT ROAD BRIDGE AT SANTA ANA RIVER - GREENSPOT RD.CONSTRUCT NEW 4 LANE BRIDGE (STRIPING FOR 2 LANES) AT SAR W/ CHANNEL IMPROVMENTS-REALIGN APPROX 2400 FT OF 2 LANE RD.(54C0368) - EXISTING BRIDGE WILL BE PRESERVED AND REHABILITATED FOR PEDESTRIAN, BICYCLE, AND EQUESTRIAN USES. (TOLL CREDITS: HBRR-L IN R/W & CON/ TEA IN CON)	12/30/2014	3/31/2015	COMPLETE
HIGHLAND	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)	10/1/2017	10/1/2017	CORRECTED AS NON-REPORTABLE.
SANBAG	200614	I-215 BI-COUNTY HOV LANE GAP CLOSURE PROJECT- ADD 1 HOV LANE IN EACH DIRECTION FROM SPRUCE ST. ON RIV 91 TO ORANGE SHOW RD;(ALSO INCLUDES RTP 4M0803 (STIP 2010 $24881 RCTC AND $45089 SANBAG)(M003)	12/21/2015	12/21/2015	COMPLETE
SANBAG	200074	LUMP SUM – TRANSPORTATION ENHANCEMENT ACTIVITIES PROJECTS FOR SAN BERNARDINO COUNTY-BIKE/PED PROJECTS (PROJECTS CONSISTENT W/40CFR PART 93.126,127,128, EXEMPT TABLE 2 & 3).	2004	12/1/2015	COMPLETE

TABLE 57 VENTURA COUNTY TCMS Subject To Timely Implementation

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
CAMARILLO	VEN040502	SANTA ROSA ROAD FROM UPLAND ROAD TO WOODCREEK ROAD WIDEN FROM TWO TO FOUR LANES AND ADD BIKE LANES	9/30/2008	7/1/2015	12/31/2016	OBSTACLES ARE BEING OVERCOME. DESIGN WAS DELAYED DUE TO RIGHT-OF-WAY ACQUISITION ISSUES WHICH WERE ADDRESSED THROUGH A REDESIGN. READY TO ADVERTISE.
SAN BUENAVENTURA	VEN140804	IN SAN BUENAVENTURA, CONSTRUCT SIDEWALK AND CLASS II AND III BIKE LANES ON CEDAR ST BETWEEN PROSPECT AND POL ST (0.3 MI). VARIOUS SIDEWALK, CURB IMPROVEMENTS ON VENTURA AVE BETWEEN KELLOGG ST AND SHOSHONE ST (0.9 MI). FLASHING BEACONS TO BE INSTALLED ON VENTURA AVE. EXISTING BEACONS TO BE UPDATED.	3/1/2017	3/1/2017	3/1/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. ENVIRONMENTAL CLEARANCE UNDERWAY.
SANTA PAULA	VEN140806	IN SANTA PAULA ON 10TH ST (SR 150) CONSTRUCT NEW CLASS II BIKE LANE BETWEEN SR 126 AND SANTA PAULA ST (1.2 MI). REPAIR SIDEWALKS, ENHANCE CROSSWALKS, ADD BIKE AMENITIES, BENCHES AND LANDSCAPING.	12/1/2016	12/1/2016	12/1/2017	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UNANTICIPATED CALTRANS DESIGN REQUIREMENTS INCLUDING SIGNAL PLAN. THE REQUIRED ADDITIONAL DESIGN IS CURRENTLY UNDERWAY.
THOUSAND OAKS	VEN110308	ERBES ROAD FROM FALMOUTH TO THOUSAND OAKS BLVD (3900') CONSTRUCT CLASS II BIKE LANES, SIDEWALK/DRAINAGE IMPROVEMENTS, EXTEND TURN LANES AT INTERSECTION OF ERBES/HILLCREST (CMAQ IN FY 14/15 INCLUDES $30 TOLL CREDITS).	7/1/2015	7/1/2015	10/1/2015	COMPLETE
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN93017	REGIONAL RIDESHARE PROGRAM FOR 14/15, 15/16, 16/17, 17/18.	2010	6/30/2019	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. ONGOING ACTIVITY
OXNARD	VEN130101	IN THE NORTHEAST COMMUNITY OF THE CITY OF OXNARD, NORTHEAST OF OXNARD TRANSPORTATION CENTER. INSTALL 1.9 MI CLASS II BIKE LANES, 6.3 MI CLASS III BIKE LANES AND IMPROVEMENTS TO 3.69 MI OF EXISTING BIKE LANES.	5/31/2015	8/31/2016	8/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. PE UNDERWAY
OXNARD	VEN130102	ON C STREET FROM VINEYARD AVE TO CHANNEL ISLANDS BLVD, CONSTRUCT 4.9 MI OF CLASS II BIKE LANES. CONSTRUCT CLASS III BIKE LANES ON GUAVA ST/HEMLOCK AVE AND ALONG HILL ST.	3/1/2015	8/31/2016	8/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. PE UNDERWAY

TABLE 57 VENTURA COUNTY TCMS Subject To Timely Implementation: Completed

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Completion Date	2016 RTP/SCS Project Status
SANTA PAULA	VEN111102	SANTA PAULA BIKE TRAIL IMPROVEMENTS INCLUDING BIKE/PEDESTRIAN IMPROVEMENTS AT 16 ADJACENT INTERSECTIONS AND CONSTRUCTION OF ONE REST AREA SHADE STRUCTURE	6/1/2015	12/31/2016	12/31/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT. FINAL DESIGN.
SIMI VALLEY	VEN120417	WEST LOS ANGELES AVE IN SIMI VALLEY, WIDEN 10 FT TO ADD BIKE LANES AND SIDEWALK FROM THE PUBLIC SERVICES CENTER TO WEST CITY LIMIT (1 MILE). (CMAQ IN FY 14/15 INCLUDES $5 FOR RW, AND $287 FOR CON).	12/31/2014	12/31/2016	12/31/2016	OBSTACLES ARE BEING OVERCOME. ALL PERMITS RECEIVED. WILL START CONSTRUCTION EARLY THIS SUMMER.
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN040405	NEXT BUS UPGRADE FOR REAL-TIME BUS STOP SIGNAGE (TRANSIT ENHANCEMENTS)	7/1/2018	7/1/2018	7/1/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN121002	FARE COLLECTION AND RIDERSHIP MONITORING EQUIPMENT AND MAINTENANCE	7/1/2018	7/1/2018	7/1/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2015 FTIP TCM REPORT.

TABLE 58 VENTURA COUNTY Completed/Corrected TCMS

Lead Agency	Project ID	Project Description	Original Completion Date	2015 FTIP Completion Date	2016 RTP/SCS Project Status
CALTRANS	VEN070201	NEAR MUSSEL SHOALS ADD 1 HOV LANE EACH DIR FROM MOBILE PIER ROAD UC TO S/O CASITAS PASS RD IN SANTA BARBARA CO. (PM R 39.8 TO 2.2). HOV LANES ARE PROPOSED TO BE PART-TIME (AM & PM PEAK PERIODS) ONLY. EXTEND ON/OFF-LANES AT MUSSEL SHOALS & LA CONCHITA FOR BETTER ACCEL AND DECEL; KEEP AS SINGLE LANES. CLOSE EXISTING 3 MEDIAN OPENNINGS LOCATED NEAR LA CONCHITA AND MUSSEL SHOALDS AND TANK FARM.	8/22/2016	8/22/2016	COMPLETE
CAMARILLO	VEN110106	CALLEGUAS CREEK BIKE PATH PHASE 4 - SOUTH SIDE OF ROUTE 101 FROM PETIT STREET TO CALLEGUAS CREEK / VILLAGE AT THE PARK DRIVE – CONSTRUCT APPROXIMATELY 3500 FOOT CLASS I BIKE PATH	1/31/2013	1/31/2015	COMPLETE
OJAI	VEN010203	OJAI VALLEY BIKE TRAIL EXTENSION/FULTON ST EXTENSION (STP INCLUDES TOLL CREDITS OF $54 FOR FY 2010/11 CON AND $11 FOR FY 13/14 CON.)	2002/2004	12/31/2014	COMPLETE
OXNARD	VEN110112	VICTORIA AVENUE FROM GUM TREE ST TO GONZALES RD SIDEWALK AND DRAINAGE IMPROVEMENTS, RESTRIPING TO PROVIDE THREE NB THROUGH LANES AND BIKE LANE	8/31/2014	8/31/2014	COMPLETE
VENTURA COUNTY	VEN130103	ON LAS POSAS RD FROM PLEASANT VALLEY RD TO LAGUNA RD, CONSTRUCT 2.05 MI CLASS III BIKE LANE. (CMAQ IN FY 14/15 INCLUDES $28 IN TOLL CREDITS.)	11/1/2015	11/1/2015	COMPLETE

SECTION IV: SUMMARY OF PUBLIC COMMENTS AND RESPONSES

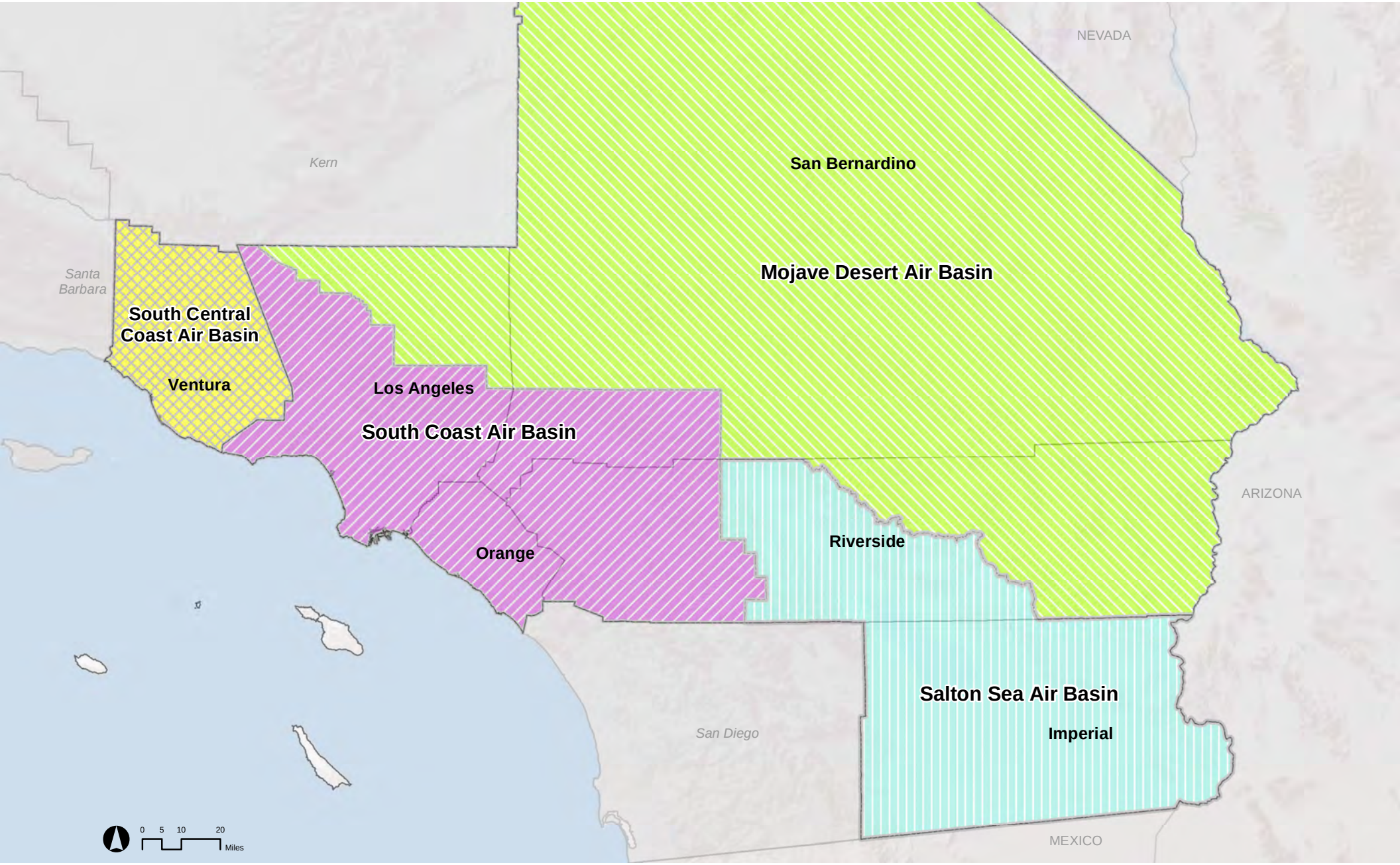
As discussed previously, SCAG's Transportation Conformity Working Group served as the forum specifically for interagency consultation relative to conformity and, additionally, there were many ad-hoc meetings held between the stakeholder agencies for this purpose. The comprehensive public participation and interagency consultation conducted for the 2016 RTP/SCS is detailed in the 2016 RTP/SCS Public Participation and Consultation Appendix.

The public review and comment period for the Draft 2016 RTP/SCS Transportation Conformity Analysis Appendix began on December 4, 2015 and closed on February 1, 2016. Eight comments on transportation conformity were received during the public review period. Most of the comments are for clarification purposes while the remaining comments are suggestions/recommendations/requests that do not apply to the 2016 RTP/SCS because the 2016 RTP/SCS meets all federal and state requirements. Appropriate changes were made to reflect the comments.

All comments and responses on the Draft 2016 RTP/SCS can be accessed at:

http://scagrtpscs.net/Pages/PROPOSEDFINAL2016RTPSCS.aspx

EXHIBIT 1 Air Basins in the SCAG Region

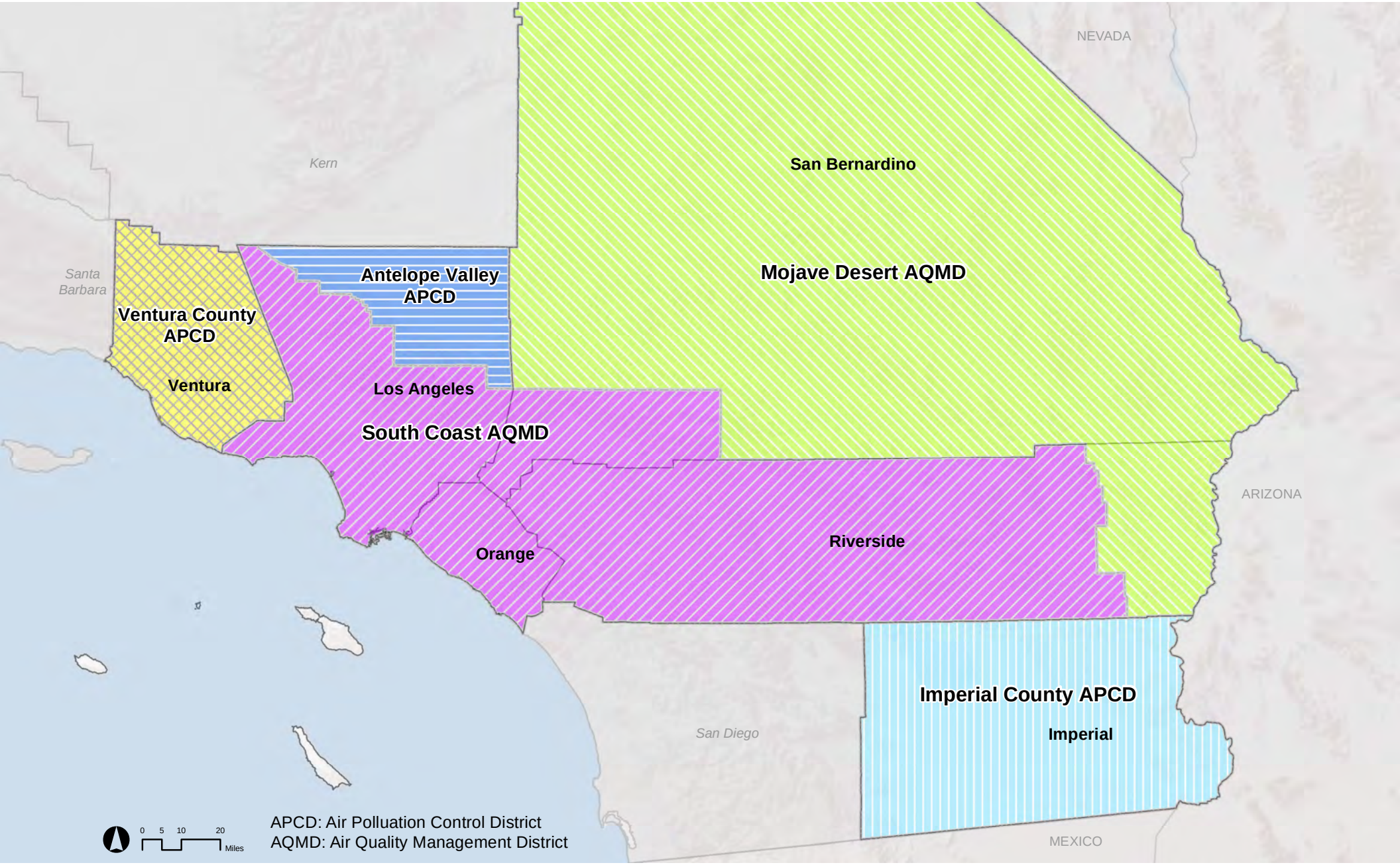


Air Basins in the SCAG Region

Mojave Desert Air Basin | Salton Sea Air Basin | South Coast Air Basin | South Central Coast Air Basin | County Boundaries

Source: SCAG, 2015

EXHIBIT 2 Air Districts in the SCAG Region

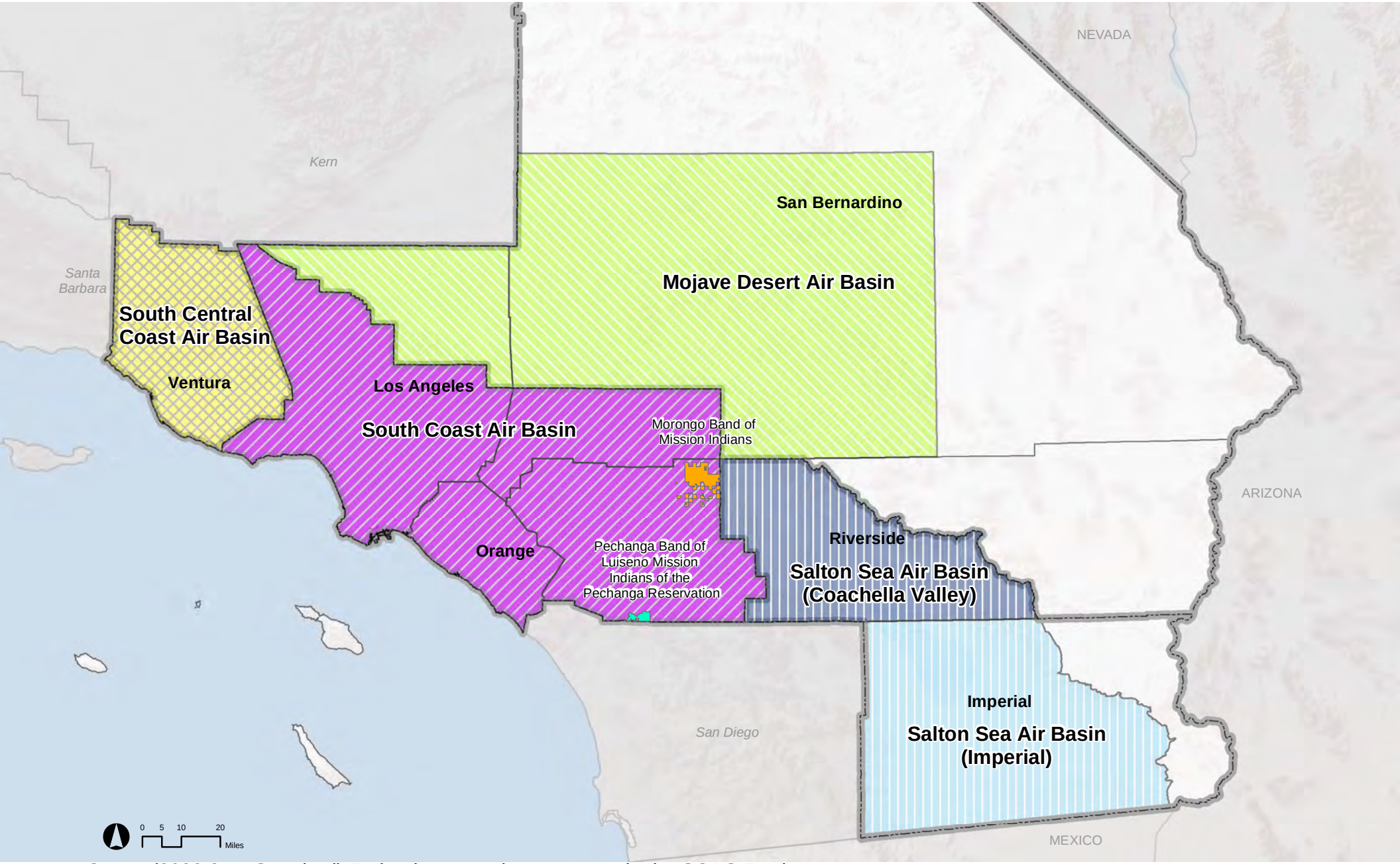


Air Districts in the SCAG Region

AVAPCD ICAPCD MDAQMD SCAQMD VCAPCD County Boundaries

Source: SCAG, 2015

EXHIBIT 3 Federal Nonattainment Areas in the SCAG Region – 2008 8-hour Ozone

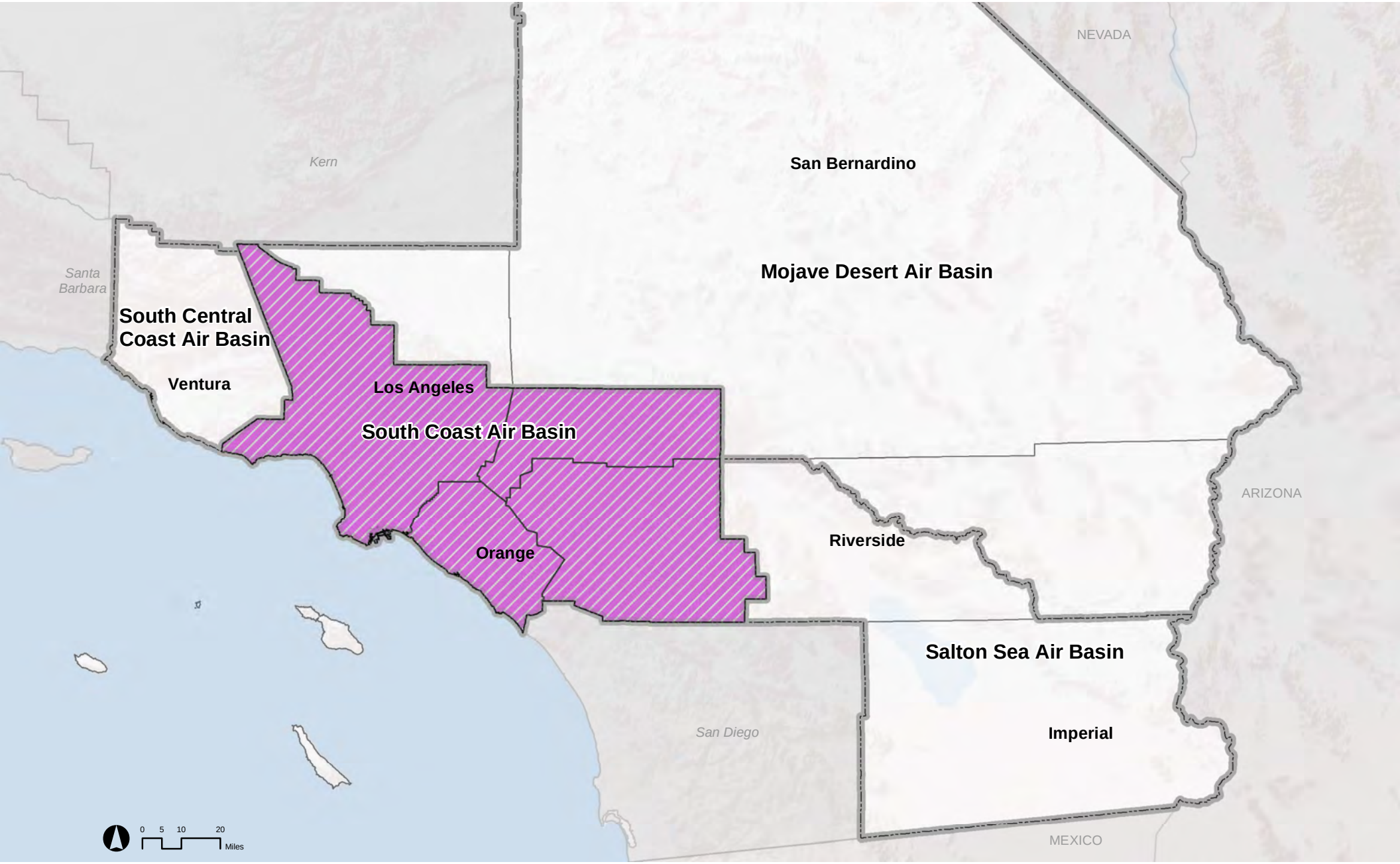


Ozone (2008 8-Hr Standard) Federal Non-attainment Areas in the SCAG Region

- Air Basins
- County Boundaries
- South Central Coast AB
- South Coast AB excluding Morongo and Pechanga
- Western Portion of Mojave Desert AB (San Bernardino County & Antelope Valley)
- Salton Sea AB (Coachella Valley)
- Salton Sea AB (Imperial)
- Morongo Band of Mission Indians
- Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation

Source: SCAG, 2015

EXHIBIT 4 Federal Nonattainment Area in the SCAG Region – 1997 24-hour $PM_{2.5}$

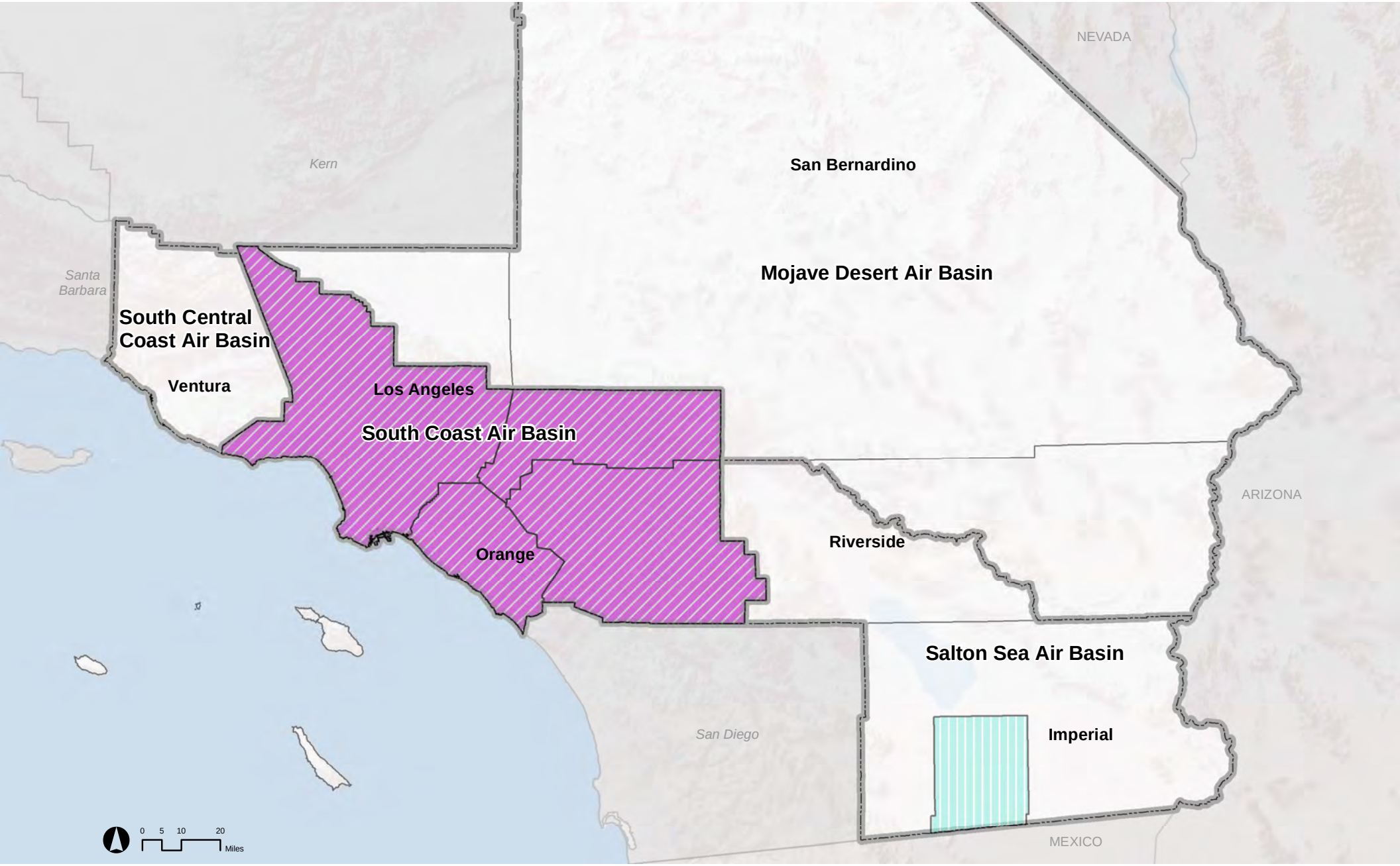


1997 Particulate Matter (PM 2.5) Federal Non-attainment Area in the SCAG Region

Air Basins | South Coast AB | County Boundaries

Source: SCAG, 2015

EXHIBIT 5 Federal Nonattainment Areas in the SCAG region - 2006 $PM_{2.5}$

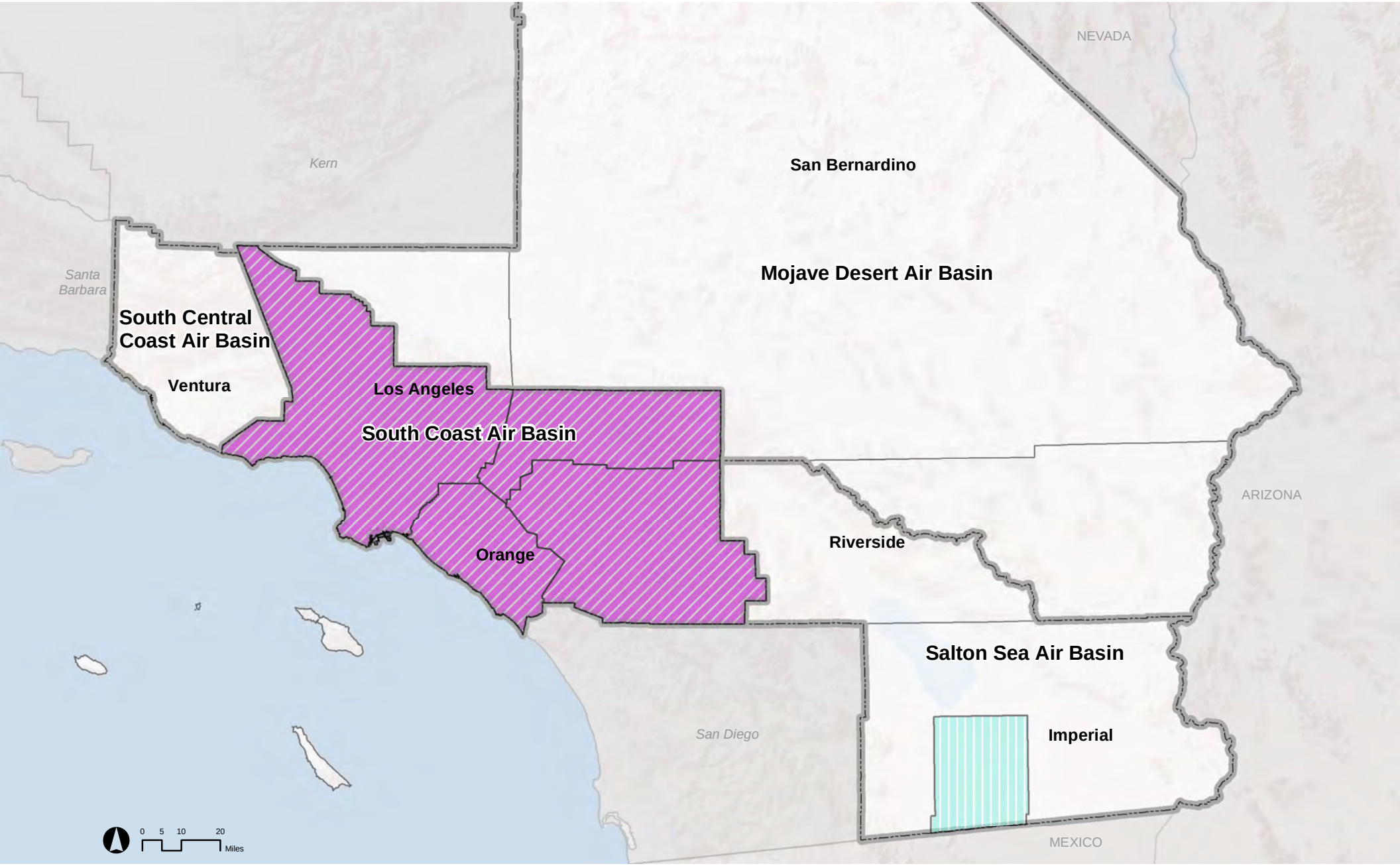


2006 Particulate Matter (PM 2.5) Federal Non-attainment Area in the SCAG Region

Air Basins | South Coast AB | Salton Sea AB (Urbanized Portion of Imperial) | County Boundaries

Source: SCAG, 2015

EXHIBIT 6 Federal Nonattainment Areas in the SCAG region - 2012 $PM_{2.5}$

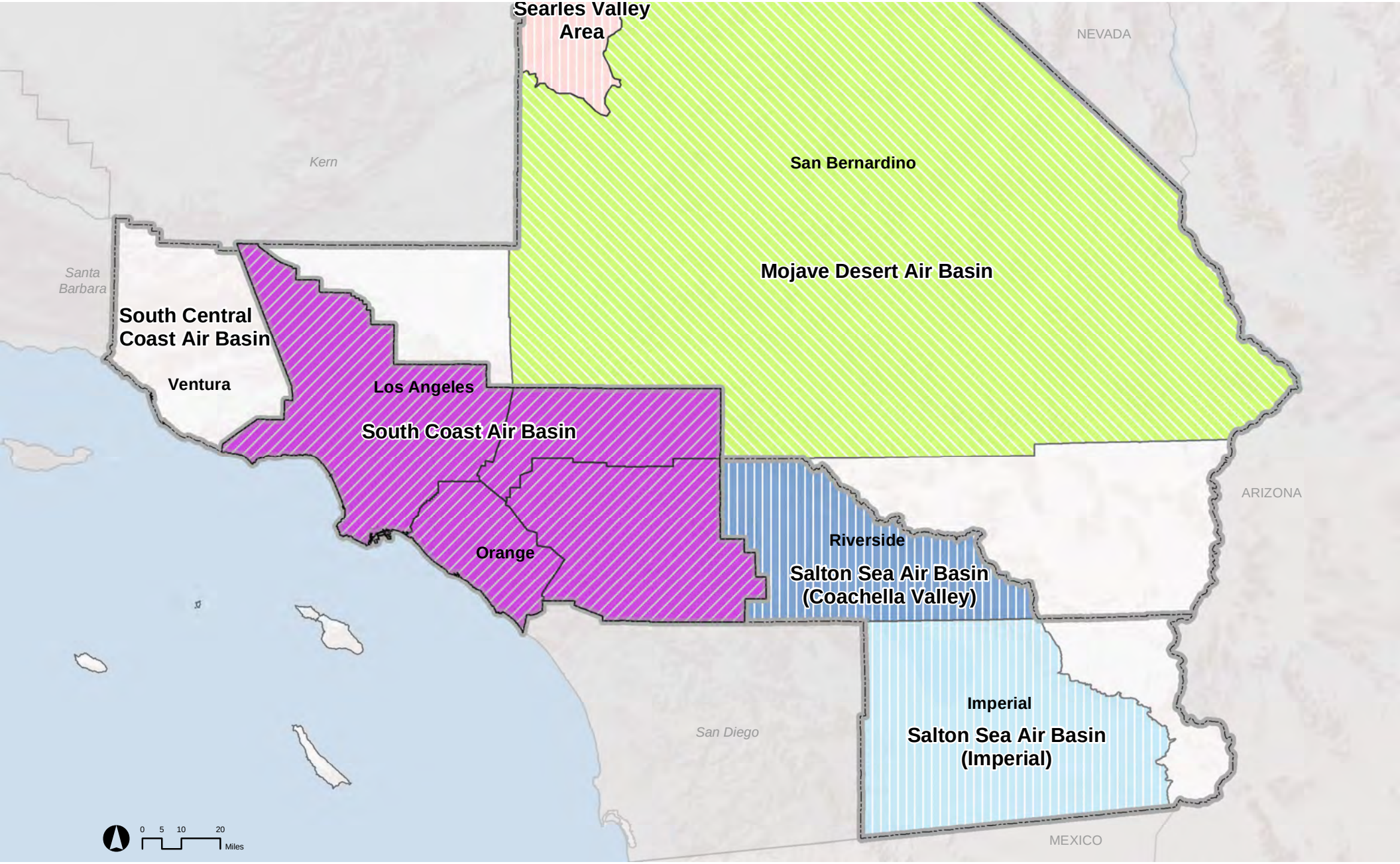


2012 Particulate Matter (PM 2.5) Federal Non-attainment Area in the SCAG Region

Air Basins | South Coast AB | Salton Sea AB (Urbanized Portion of Imperial) | County Boundaries

Source: SCAG, 2015

EXHIBIT 7 Federal Nonattainment and Maintenance Areas in the SCAG Region - PM_{10}

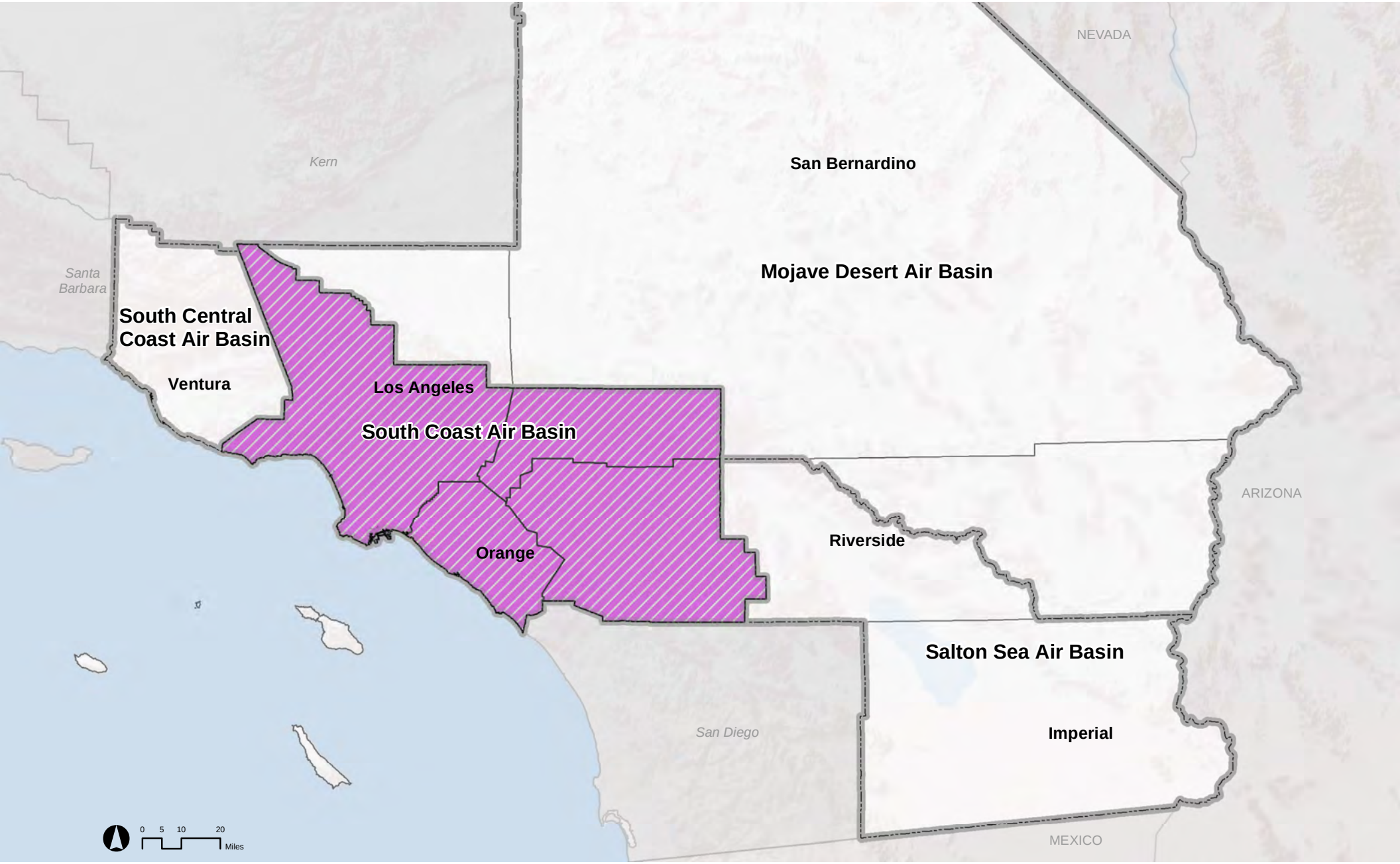


Particulate Matter (PM 10) Federal Non-attainment and Maintenance Areas in the SCAG Region

- Air Basins
- County Boundaries
- South Coast AB (Maintenance Area)
- Salton Sea AB (Coachella Valley)
- Salton Sea AB (Imperial)
- Mojave Desert AB (San Bernardino County excluding Searles Valley)
- Mojave Desert AB (Searles Valley) (Maintenance Area)

Source: SCAG, 2015

EXHIBIT 8 Federal Maintenance Area in the SCAG Region - CO

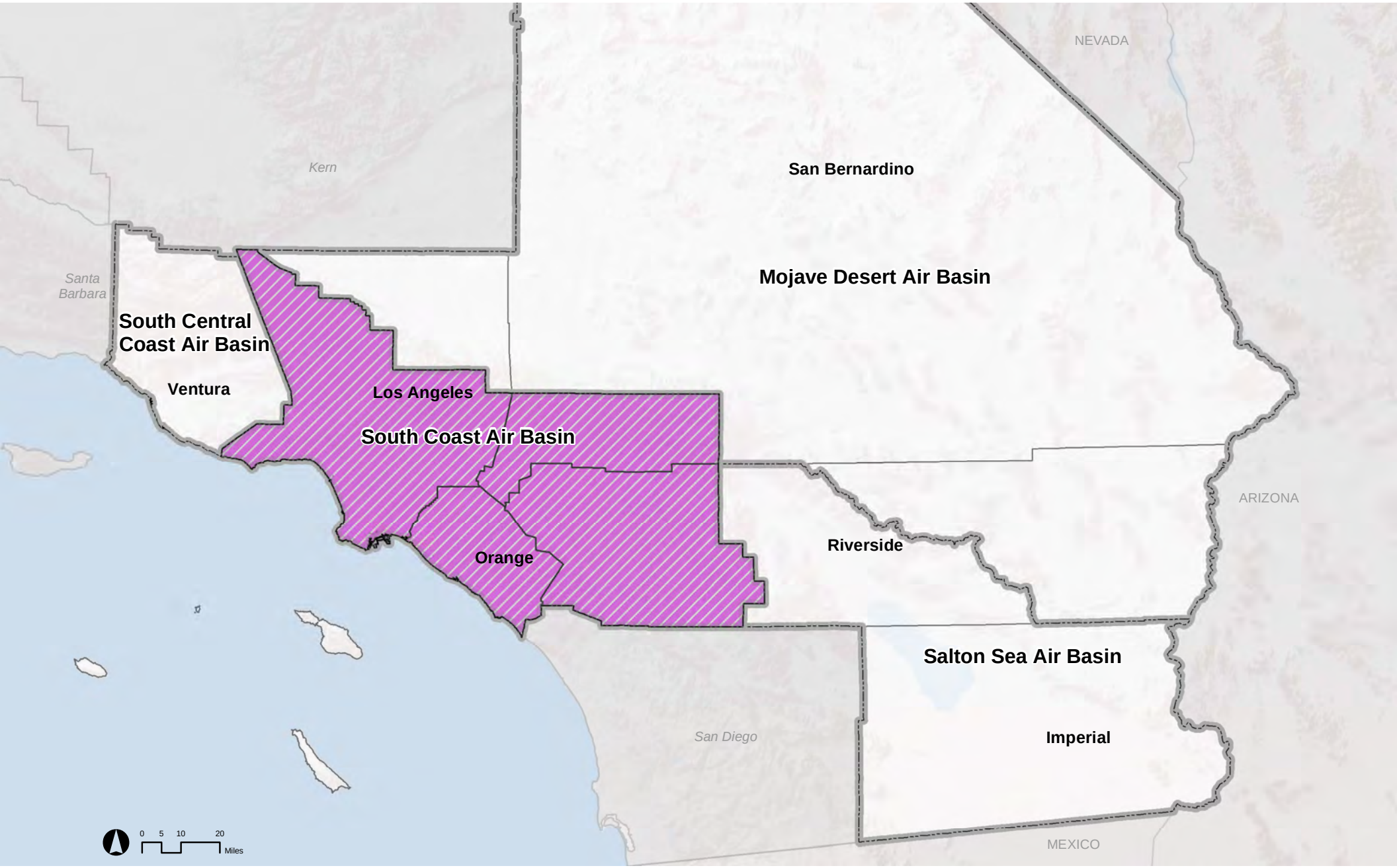


Carbon Monoxide (CO) Federal Maintenance Area in the SCAG Region

Air Basins | South Coast AB | County Boundaries

Source: SCAG, 2015

EXHIBIT 9 Federal Maintenance Area in the SCAG Region - NO_2



Nitrogen Dioxide (NO2) Federal Maintenance Area in the SCAG Region

Air Basins | South Coast AB | County Boundaries

Source: SCAG, 2015

NOTES

1 See the 2016 RTP/SCS Transportation Finance Appendix.

2 U.S. EPA, Transportation Conformity Regulations Updated April 2012, page 8.

3 Clean Air Act, pages 29-30.

4 U.S. EPA, Transportation Conformity Regulations Updated April 2012, page 22.

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2016 2040 RTPSCS

APPENDIX

PLAN PERFORMANCE | TRANSPORTATION CONFORMITY ANALYSIS

ADOPTED | APRIL 2016

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