

Section I

Conformity Requirements & Findings

SECTION I

CONFORMITY REQUIREMENTS AND FINDINGS

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CONFORMITY REQUIREMENTS AND FINDINGS

PREFACE

The federally required transportation conformity analyses and findings for the 2015 Federal Transportation Improvement Program (FTIP) are set forth in the following sections. These analyses are identical to the conformity analyses for the Amendment No.2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). All transportation and air quality conformity analyses in this document are in compliance with applicable federal and state laws, including conformity and transportation planning regulations. This Technical Appendix contains three sections that specifically address the conformity analyses required for federal approval:

- Section I summarizes the conformity requirements and findings.
- Section II provides modeling methodologies and assumptions and results of the regional emissions analyses for the 2015 FTIP.
- Section III reports on the timely implementation of Transportation Control Measures (TCMs) and describes the implementation status of all applicable TCMs in the SCAG region.

STATE AND FEDERAL REQUIREMENTS

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

Regional Transportation Plan and Federal Transportation Improvement Program

Federal transportation law requires that SCAG develop a RTP for a 20-year minimum period. Additionally, SCAG must develop a FTIP that allocates funds over a four-year period to implement the RTP. 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.

The biennial FTIP update is produced on an even-year cycle, and is consistent with the State Transportation Improvement Program (STIP) cycle.

Federal Nonattainment and Maintenance Areas

EPA may make a federal “nonattainment area” designation to any area that has not met CAA health standards for one or more criteria 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 National Ambient Air Quality Standards (NAAQS), the ARB develops SIPs 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/SIPs to the ARB. The ARB is the official state agency that submits the SIPs to EPA for all federal nonattainment and maintenance areas in California.

The SIP includes two important components relative to transportation conformity requirements – 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 2015 FTIP 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

Four criteria air pollutants are subject to transportation conformity for the 2015 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 (NO₂) - created under the high pressure and temperature conditions in internal combustion engines. It impacts the respiratory system and degrades air visibility due to its brownish color.
- Ozone - formed by the reaction between volatile organic compounds (VOC) and oxides of nitrogen (NO_x) in the presence of sunlight. Ozone negatively impacts the respiratory system.
- Particulate Matter (PM₁₀ 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 effects on respiratory systems, chronic bronchitis, decreased lung function, and premature death.

Air Basins and Air Districts in the SCAG Region

SCAG is a six-county region that contains four air basins and five air districts:

- The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Riverside, and San Bernardino counties as well as the entire County of Orange. With the exception of the Morongo and Pechanga Areas of Indian Country for the 2008 ozone standard, 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 Ventura County portion of the South Central Coast Air Basin (SCCAB) covers Ventura County and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD).
- The Mojave Desert Air Basin (MDAB) covers the desert portions of Los Angeles, Riverside, and San Bernardino counties. A small portion of this air basin is in Kern County and outside of the SCAG region. The SCAG portion of this air basin is under the jurisdiction of three air districts:
 - The Mojave Desert Air Quality Management District (MDAQMD) administers portions of the MDAB situated in San Bernardino County and eastern Riverside County. The Riverside County portion is known as the Palo Verde Valley Area.
 - The SCAQMD administers the portion of MDAB in Riverside County situated between the Salton Sea Air Basin (SSAB) and the Palo Verde Valley Area.
 - The Antelope Valley Air Quality Management District (AVAQMD) administers the Los Angeles County portion of the MDAB.
- The Salton Sea Air Basin (SSAB) covers all of Imperial County and the eastern portion of Riverside County (excluding the MDAB portion). This air basin is under jurisdiction of two air districts:

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

Nonattainment/Maintenance Areas in the SCAG Region

The federal nonattainment/maintenance areas in the SCAG region are:

- Ventura County Portion of SCCAB – nonattainment area for 2008 8-hour Ozone
- Morongo Areas of Indian Country (Morongo Band of Mission Indians) - nonattainment area for 2008 8-hour Ozone
- Pechanga Areas of Indian Country (Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation) - nonattainment area for 2008 8-hour Ozone
- SCAB excluding Morongo and Pechanga Areas of Indian Country – nonattainment 2008 8-hour Ozone
- SCAB – nonattainment or maintenance area for: 2011 CO; 2010 NO₂; 1997 and 2006 PM_{2.5}; and 1997 PM₁₀
- Western MDAB (Antelope Valley portion of Los Angeles County and San Bernardino County portion of MDAB excluding Searles Valley) – nonattainment area for 2008 8-hour Ozone
- San Bernardino County portion of MDAB:
 - Searles Valley – nonattainment for 1997 PM₁₀
 - San Bernardino County (excluding the Searles Valley area) – nonattainment area for 1997 PM₁₀
- Riverside County Portion of SSAB (Coachella Valley) – nonattainment area for: 1997 PM₁₀, and 2008 8-hour Ozone
- Imperial County Portion of SSAB – nonattainment for 2008 8-hour Ozone, 2006 PM_{2.5}, and 1997 PM₁₀

The boundaries of the air basins, air districts, and nonattainment and maintenance areas are illustrated in Exhibit A at the end of this section.

Applicable Emissions Budgets in the SCAG Region

For the 2015 FTIP conformity determination, the applicable emissions budgets are established in the SIPs and found adequate by EPA as described below:

- Ventura County Portion of SCCAB
 - 2008 8-Hour Ozone Early Progress Plan (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 NO₂ SIP (Maintenance Plan) (budgets effective January 4, 2010)
 - 2010 PM₁₀ 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 PM₁₀ SIP (budgets effective April 9, 2004)
- 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 the applicable emissions budgets for conformity, SCAG has to conduct interim emissions tests for regional emissions analysis of the 2015 FTIP. At the present time, there is no federally approved SIP for the following areas.

- San Bernardino County Portion of MDAB (PM₁₀)
- Searles Valley Portion of MDAB (PM₁₀)
- Imperial County Portion of SSAB (PM₁₀ and PM_{2.5})

Applicable TCMs

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

- SCAB – The TCM categories established in the 2007 Ozone AQMP/SIP functions as the applicable TCM categories for the conformity finding (timely implementation of TCM analysis). The TCM categories in the 2007 AQMP/SIP are consistent with TCM categories in the 1997 (as amended in 1999) and 2003 Ozone AQMPs/SIPs as well as the TCM01 categories listed in the 1994 Ozone AQMP/SIP.

EPA is proposing to approve the portions of the Final 2012 South Coast AQMP that update the approved control strategy for the 1997 8-hour ozone standard and that provide a demonstration of attainment of the 1-hour ozone standard by December 31, 2022. If finalized as proposed, the TCM categories established in the 2012 Ozone AQMP/SIP will function as the applicable TCM categories for the conformity finding. The TCM categories in the 2012 Ozone AQMP/SIP are consistent with the TCM categories in the 2007 Ozone AQMP/SIP.

- The Ventura County portion of SCCAB – The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding.

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

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

CONFORMITY STATUS OF CURRENT RTP AND FTIP

The FHWA and FTA approved the conformity determination for Amendment No. 1 to the 2012-2035 RTP/SCS and Amendment No. 4 to the 2013 FTIP on July 15, 2013 for the following nonattainment and maintenance areas:

- Ventura County Portion of SCCAB – nonattainment area for 2008 8-hour Ozone
- Morongo Areas of Indian Country (Morongo Band of Mission Indians) - nonattainment area for 2008 8-hour Ozone
- Pechanga Areas of Indian Country (Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation) - nonattainment area for 2008 8-hour Ozone
- SCAB excluding Morongo and Pechanga Areas of Indian Country – nonattainment 2008 8-hour Ozone
- SCAB – nonattainment or maintenance area for: 2011 CO; 2010 NO₂; 1997 and 2006 PM_{2.5}; and 1997 PM₁₀
- Western MDAB (Antelope Valley portion of Los Angeles County and San Bernardino County portion of MDAB excluding Searles Valley) – nonattainment area for 2008 8-hour Ozone
- San Bernardino County portion of MDAB:
 - Searles Valley – nonattainment for 1997 PM₁₀
 - San Bernardino County (excluding the Searles Valley area) – nonattainment area for 1997 PM₁₀
- Riverside County Portion of SSAB (Coachella Valley) – nonattainment area for: 1997 PM₁₀, and 2008 8-hour Ozone
- Imperial County Portion of SSAB – nonattainment for 2008 8-hour Ozone, 2006 PM_{2.5}, and 1997 PM₁₀

CONFORMITY TESTS AND FINDINGS

Under the U.S. DOT Metropolitan Planning Regulations and EPA’s Transportation Conformity Regulations, SCAG’s 2015 FTIP needs to pass five tests:

- ✓ Consistency with SCAG’s RTP/SCS
(23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
- ✓ Regional Emission Analysis
(40 CFR, Sections 93.109, 93.110, 93.118, and 93.119)
- ✓ Timely Implementation of TCMs
(40 CFR, Section 93.113)
- ✓ Financial Constraint
(40 CFR, Section 93.108 and 23 CFR, Section 450.324)
- ✓ Interagency Consultation and Public Involvement
(40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

SCAG has made the following conformity findings for the 2015 FTIP under the required federal tests:

✓ **Consistency with 2012-2035 RTP/SCS Test**

Finding: SCAG's 2015 FTIP (project listing) is consistent with the 2012-2035 RTP/SCS as amended (policies, programs, and projects).

✓ **Regional Emissions Tests**

These findings are based on the regional emissions test analyses shown in Tables 21 - 48 in Section II of this Technical Appendix.

Finding: The regional emissions analyses for the 2015 FTIP is an update to the regional emissions analyses for the 2013 FTIP as previously amended and are identical to the regional emissions analyses for the Amendment No. 2 to the 2012-2035 RTP/SCS.

Finding: The 2015 FTIP regional emissions analysis for 1997 and 2006 PM_{2.5} and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB).

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

Finding: The 2015 FTIP regional emissions for NO₂ meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2015 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

Finding: The 2015 FTIP regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2015 FTIP regional emissions for PM₁₀ meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

Finding: The 2015 FTIP regional emissions analysis for 2006 PM_{2.5} and its precursors meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

✓ **Timely Implementation of TCM Test**

Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012 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.

✓ **Inter-agency Consultation and Public Involvement Test**

Finding: The 2015 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP) (for more information on SCAG's PPP, please visit http://scag.ca.gov/Documents/PPP2014_Adopted-FINAL.pdf). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

The 2015 FTIP was discussed with the Transportation Conformity Working Group (TCWG), which includes representatives from the federal, state, and local air quality and transportation agencies, on multiple occasions (September 24, 2013; October 22, 2013; December 3, 2013; January 28, 2014; February 25, 2014; March 25, 2014; April 22, 2014; and May 27, 2014). The conformity analysis for the 2015 FTIP is scheduled to be released for a 30-day public review by July 1, 2014 and two public hearings are scheduled to be held on July 10 and July 24, 2014 at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The 2015 FTIP will be posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All conformity-specific comments, as well as other comments on the 2015 FTIP, will be documented and responded to as appropriate.

✓ **Financial Constraint Test**

Finding: The 2015 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). SCAG's 2015 FTIP 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.

EXHIBIT A: MAPS

- **Air Basins**
- **Air Districts**
- **Federal Nonattainment and Maintenance Areas**

Exhibit 1 Air Basins in the SCAG Region

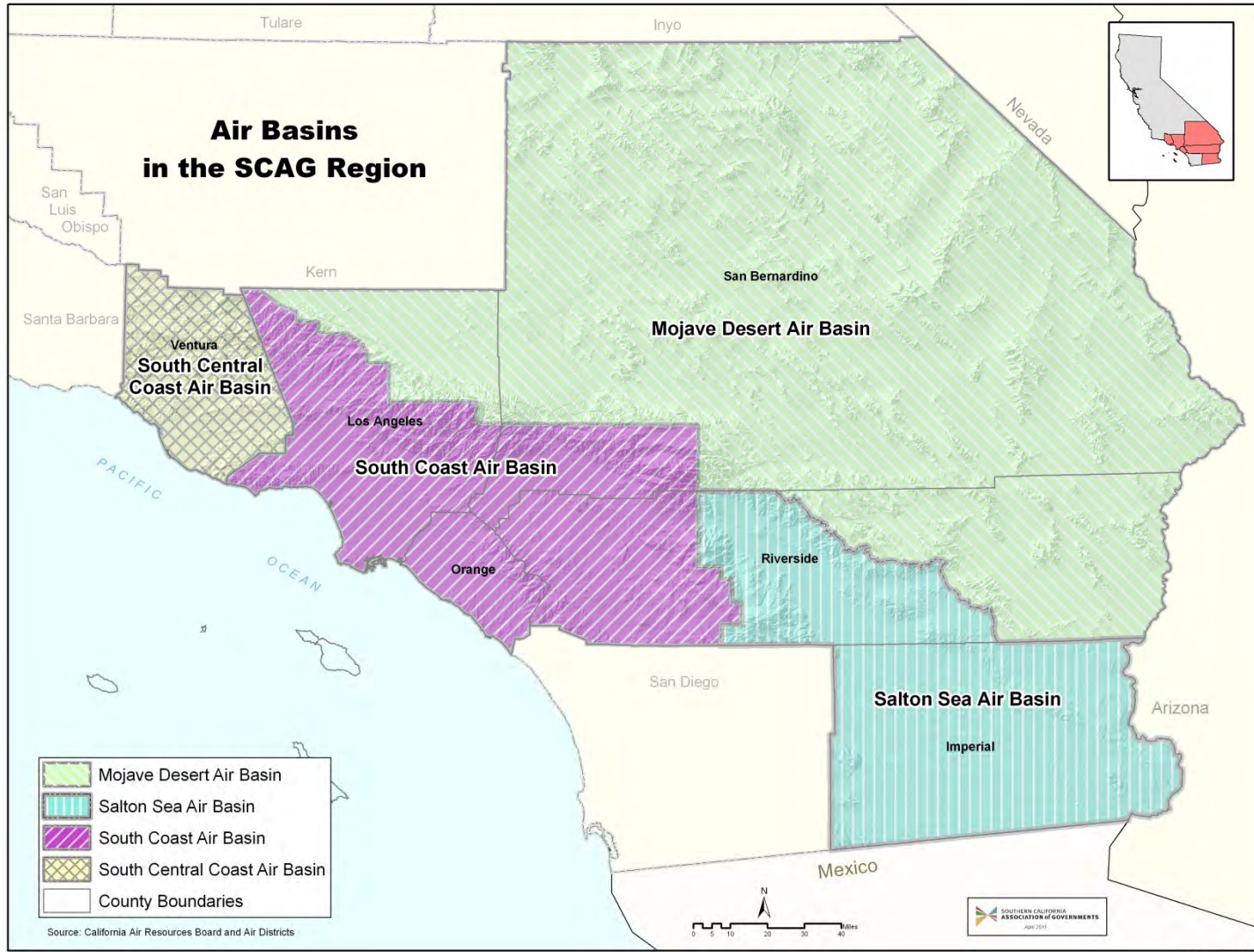


Exhibit 2 Air Districts in the SCAG region

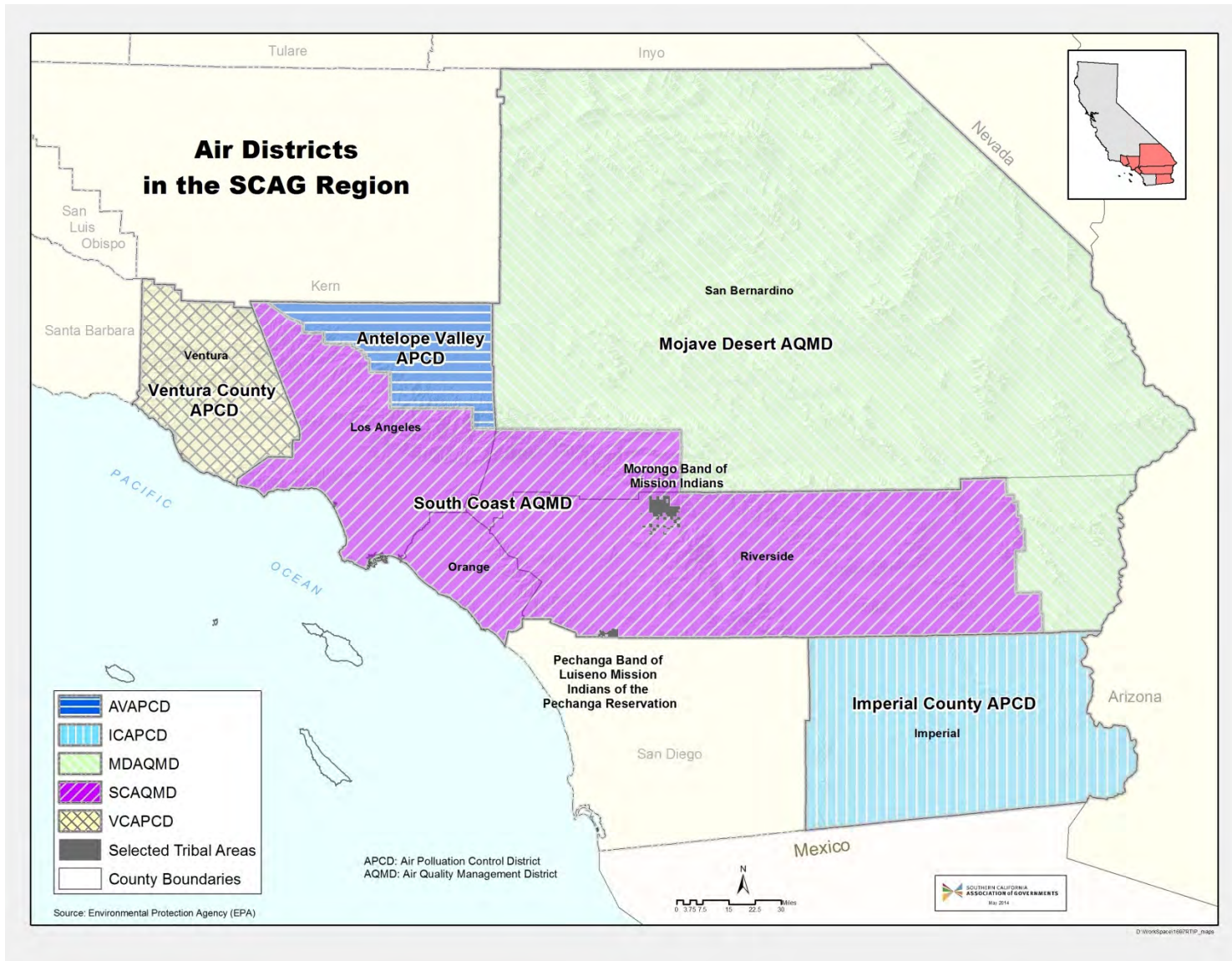


Exhibit 3 Federal Nonattainment and Maintenance Areas in the SCAG region – 2008 8-hour Ozone

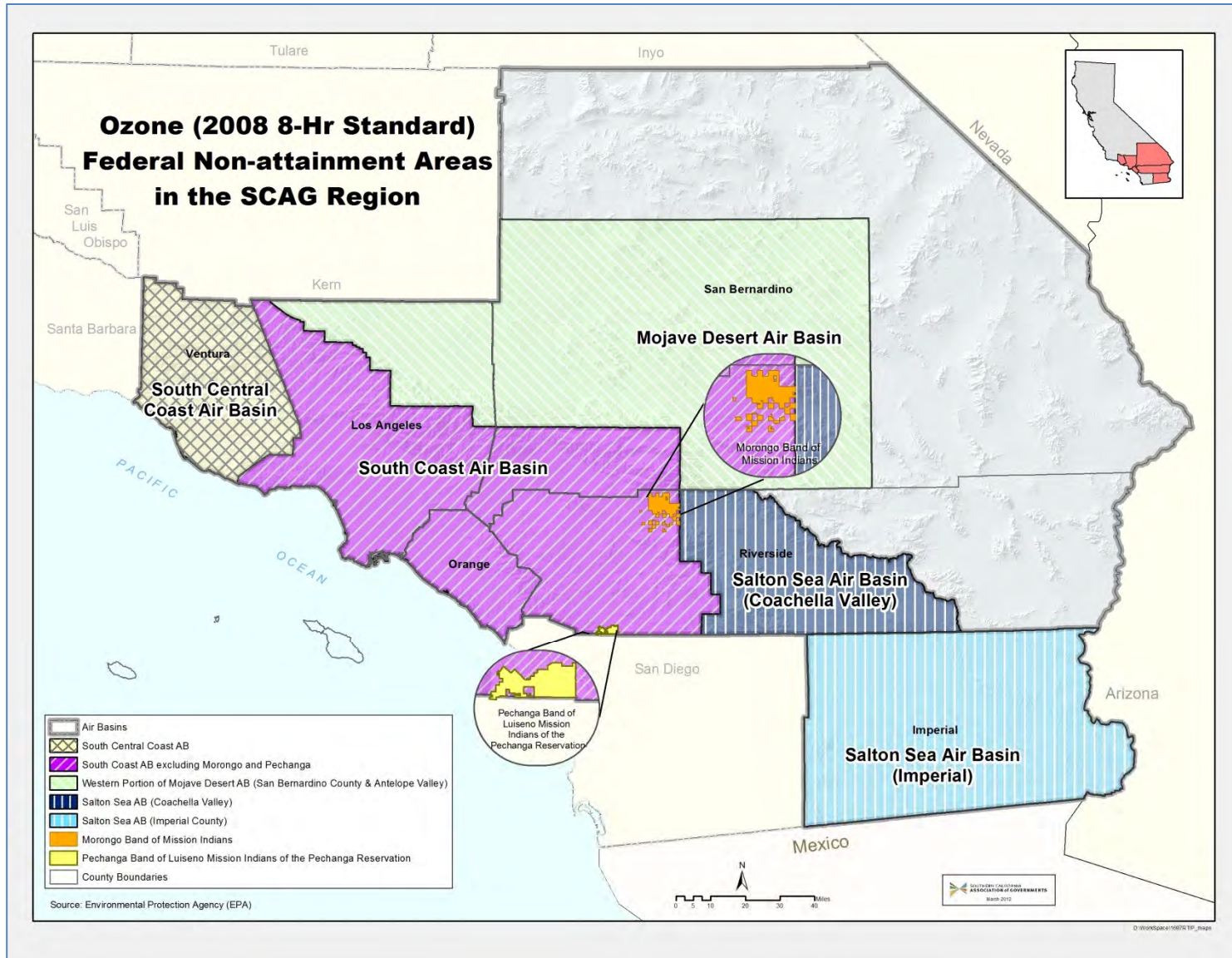


Exhibit 4 Federal Nonattainment Areas in the SCAG region – 1997 PM_{2.5}

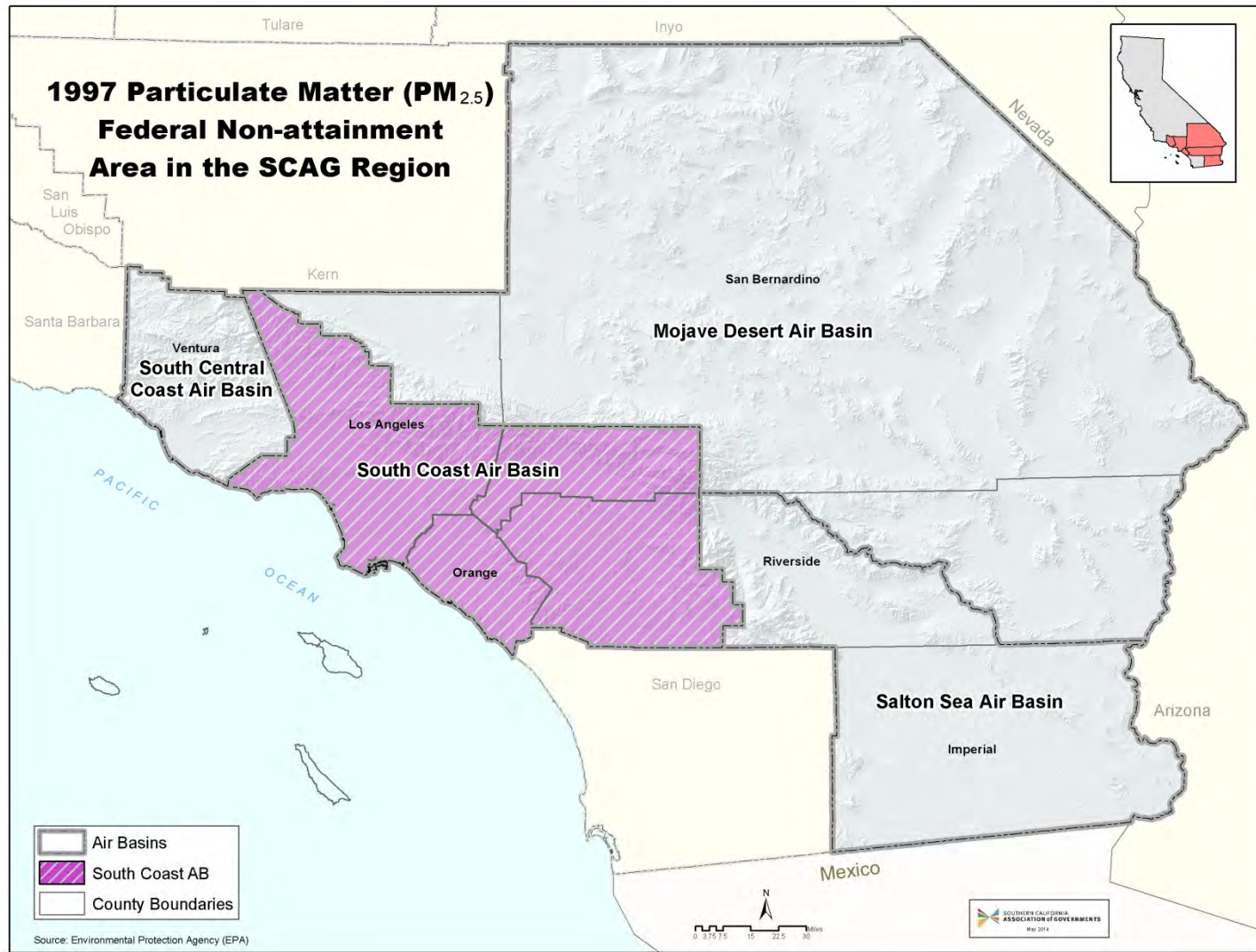


Exhibit 5 Federal Nonattainment Areas in the SCAG region – 2006 PM_{2.5}

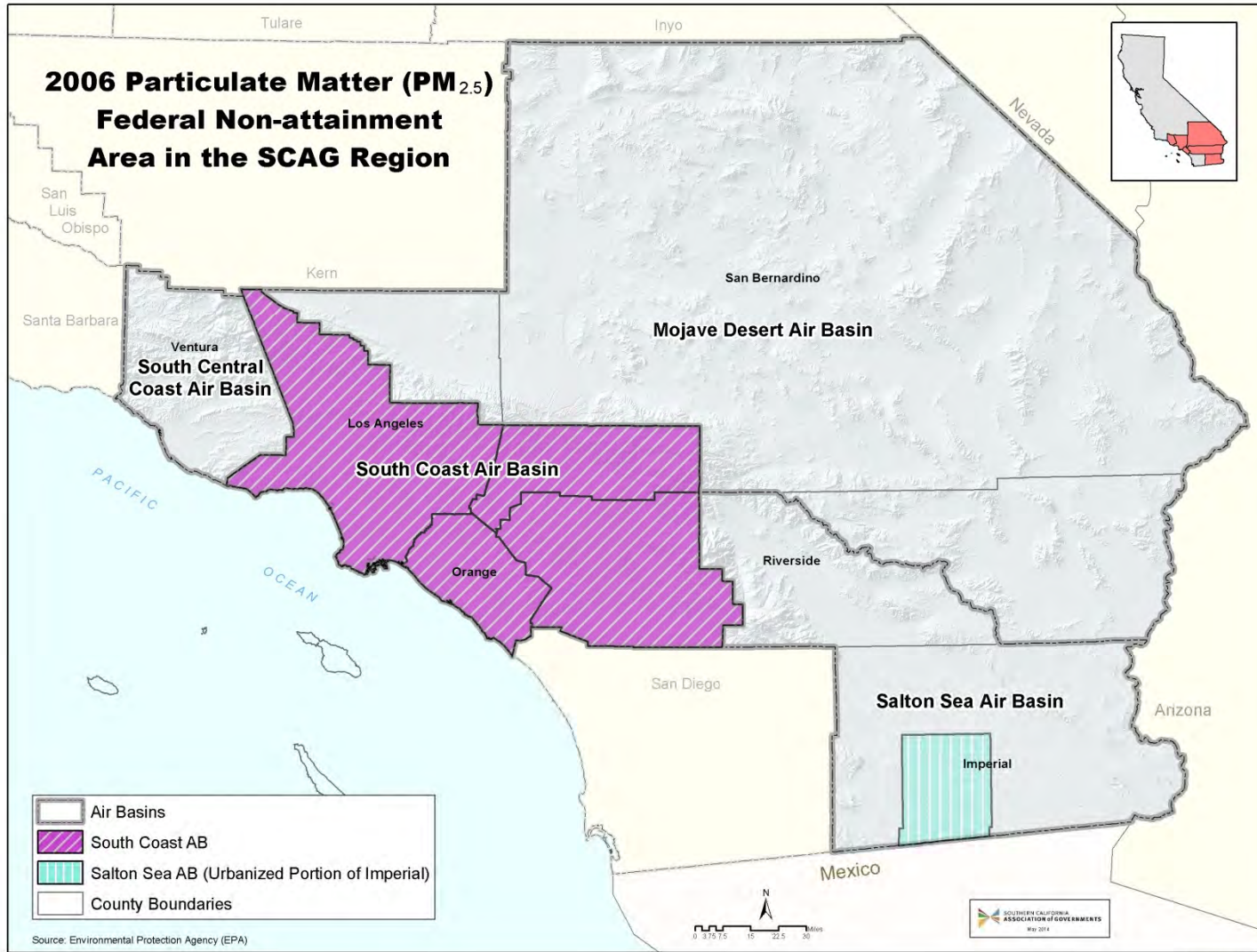


Exhibit 6 Federal Nonattainment in the SCAG region - PM₁₀

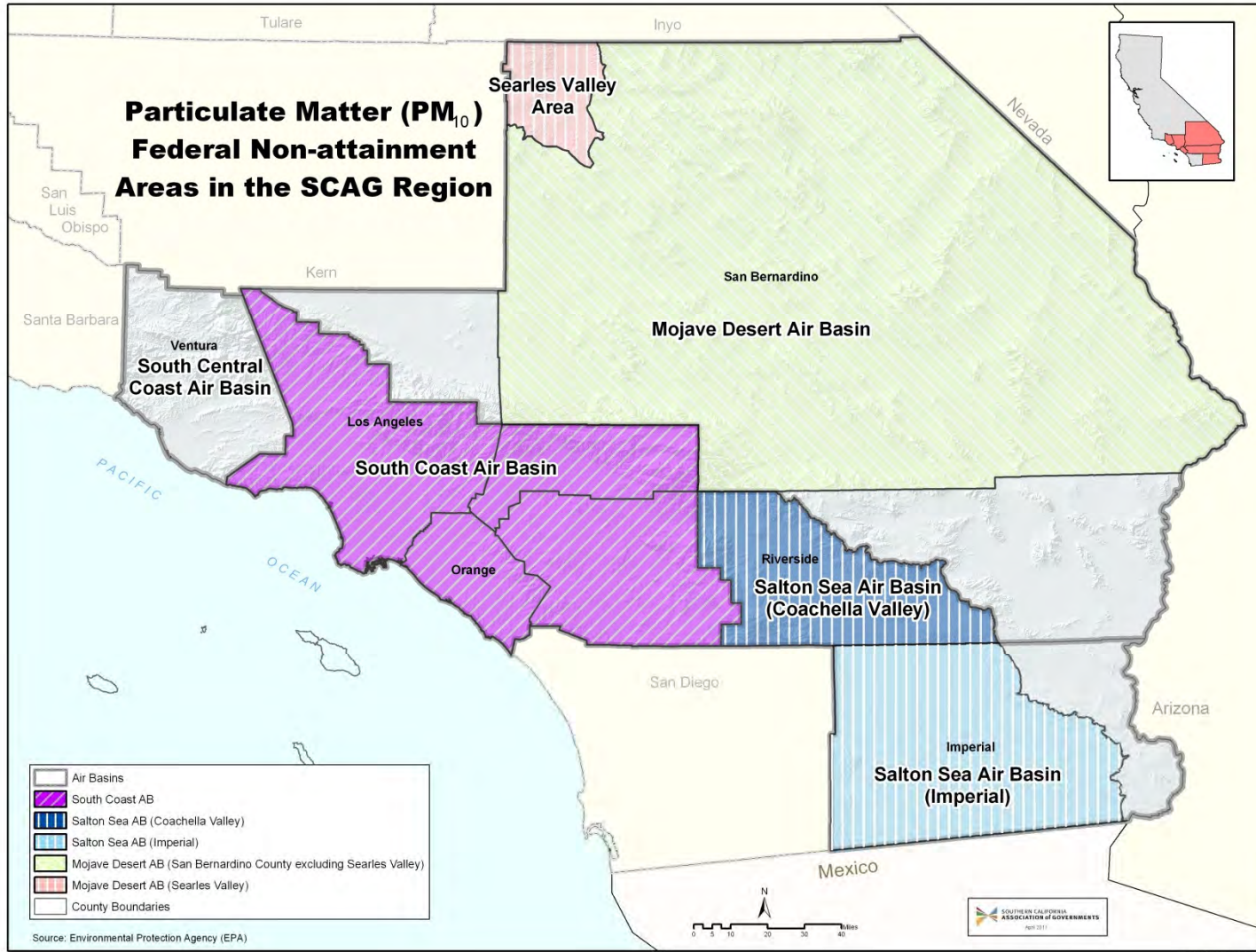


Exhibit 7 Federal Maintenance Area in the SCAG region - NO₂

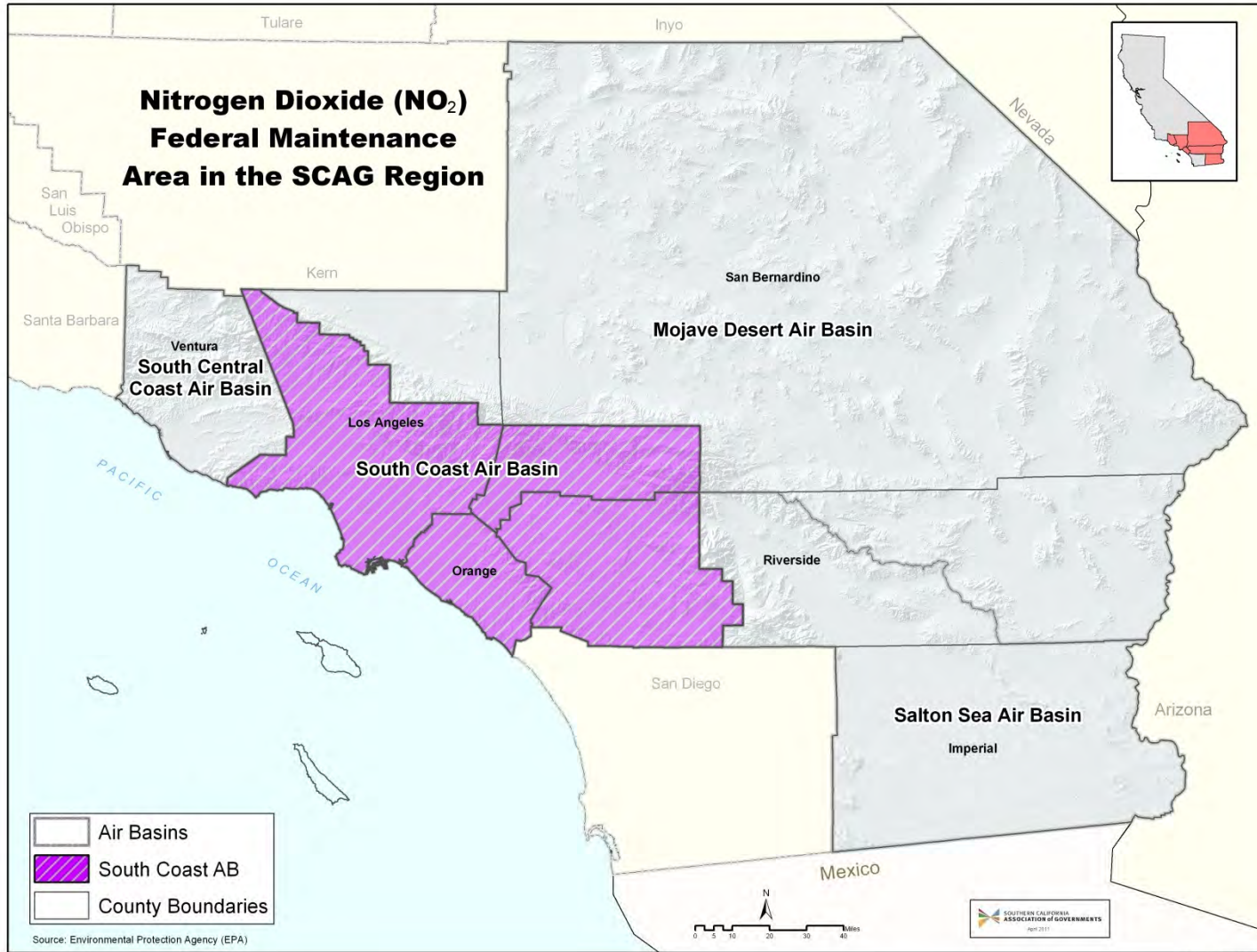
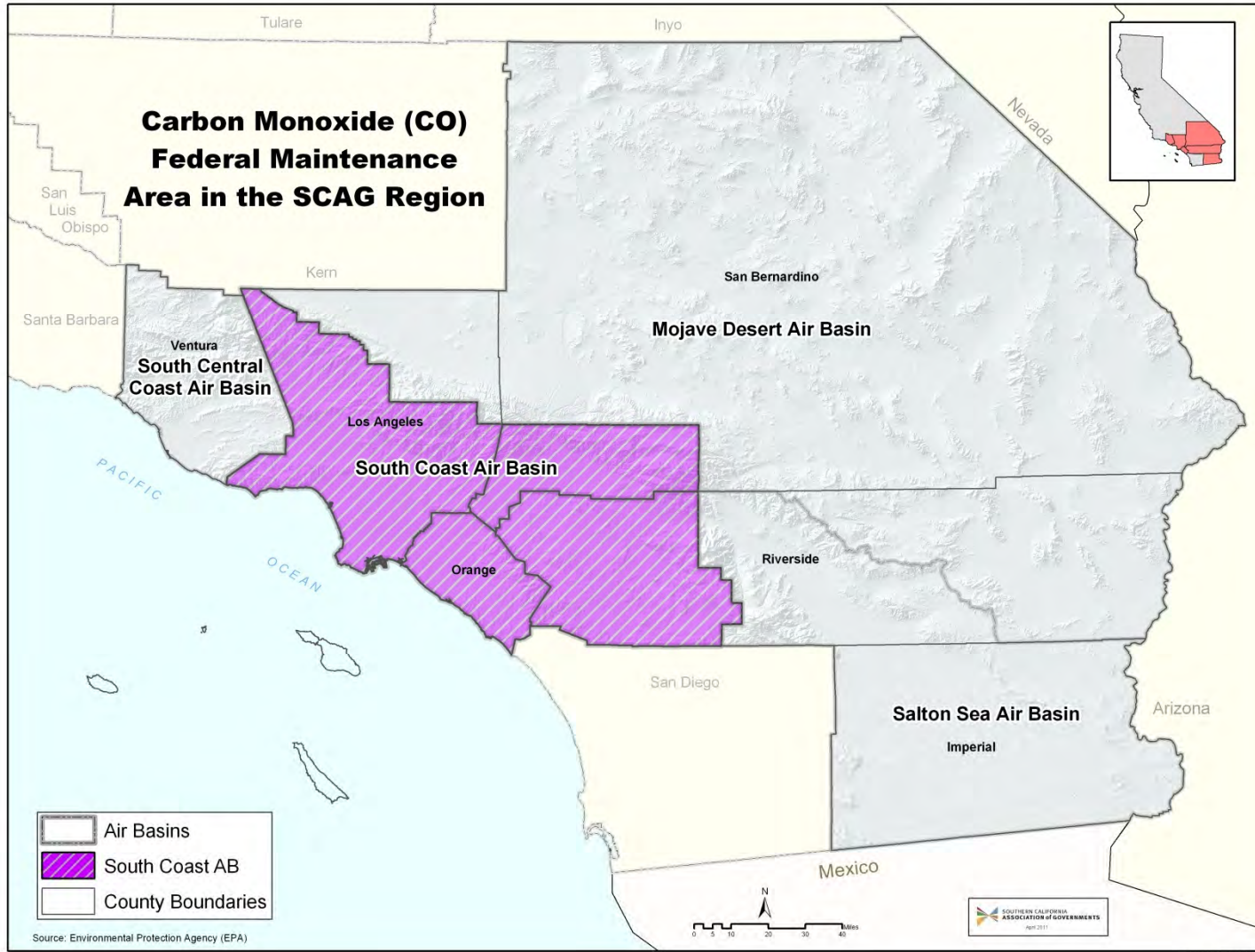


Exhibit 8 Federal Maintenance Area in the SCAG region – CO



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Section II

Regional Emissions Analysis

SECTION II

REGIONAL EMISSIONS ANALYSIS

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REGIONAL EMISSIONS ANALYSIS

BACKGROUND

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

REGIONAL TRAVEL DEMAND MODEL OVERVIEW

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

SCAG's regional transportation modeling area covers the entire SCAG region, including Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. This modeling area is divided into 11,267 Transportation Analysis Zones (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 Model was validated for the Year 2008, which is the base year for the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS) (see Year 2008 Model Validation Report).

MODEL INPUTS AND ASSUMPTIONS

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

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

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

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

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

Transit Networks – The transit networks include more than 3,300 transit routes/patterns, representing approximately 70 transit operators with fixed route service over the entire SCAG region. The transit routes are completely compatible with the highway geography. Separate transit networks are developed for five time periods based on the transit service information contained in the up-to-date Los Angeles County Metropolitan Transportation Authority (LACMTA) Transit Trip Master database and data collected from transit agencies not included in the TripMaster database. Transit services are grouped into 8 transit modes (Local Bus, Rapid Bus, Express Bus, Bus Rapid Transit (BRT), Transit Way, Urban Rail, Commuter Rail, and High Speed Rail (HSR), according to their service characteristics and fare structures. The transit networks include detailed representation of all rail stations, transfer opportunities among the different modes and between transit routes and park-and-ride locations. A TeleAtlas street network along with Census Block level data is used to calculate walk accessibilities and to develop walk access to transit.

External Trips – External trips (i.e., inter-regional trips) are trips with one or both ends located outside the SCAG modeling area. SCAG’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 2012-2035 RTP/SCS and 2015 FTIP.

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

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

MODEL MODULES AND PROCEDURES

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

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

For Home-Based-Work (HBW) trip generation, households are aggregated across the dwelling unit type and size attributes, and then further disaggregated into four Age of Head of Household groups (18 to 24 years old, 25 to 44 years old, 45 to 64 years old, and 65 years old or older). The Population Synthesizer is a module that generates a synthetic population by expanding existing disaggregate sample data (from 2000 Census PUMS data) to mirror known aggregate distributions of household and person attributes (from SCAG zonal data). A set of population and household variables of interest are used as control variables in the population synthesizer. A synthetic population is generated for the entire SCAG region using this procedure.

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

variables (mixed residential and employment, intersection density, transit accessibility, and non-motorized accessibility).

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

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

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

Heavy Duty Truck (HDT) Model – HDT trucks are defined by ARB as a truck with a gross vehicle weight of 8,500 pounds or more. The SCAG HDT Model includes internal truck and external truck trip models. The internal truck trips are generated using a cross classification method by applying truck trip rates for a two-digit NAICS code by the number of employees in that category and the number of households within each zone. The daily truck trip ends are distributed using a gravity model to create daily truck trips for each of the three truck types: 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 synthetic households by Number of Workers, Household Size, Household Income, and Type of Dwelling Unit, and a separate classification of households by Number of Workers, Age of Household Head, and Household Income are the outputs from the Population Synthesizer module and the inputs to the Trip Generation Model.

Auto Ownership Model Outputs – The auto ownership model generates households by auto ownership, in other words, the number of households with 0 car, 1 car, 2 cars, 3 cars, and 4 or more cars for each zone, which are the inputs to the Trip Generation Model.

Trip Generation Model Outputs – The output from trip generation model includes person trip tables by 9 trip purposes, of which HBW trips are further split into 8 types by 4 income groups

and Direct/Strategic categories for both peak and off-peak periods. These 32 person trip tables are used individually in the Trip Distribution step.

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

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

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

2015 FTIP MODELING ASSUMPTIONS

Socio-Economic Data – Tables 1 and 2 show population and employment summaries by county and air basin which are consistent with the 2012 RTP/SCS growth projections. This forecast was developed under direction from SCAG’s Community, Economic and Human Development Policy (CEHD) Committee and in collaboration with SCAG’s subregions and local jurisdictions. The process involved several major steps outlined as follows:

1. Analysis of regional growth trends and estimates from sources ranging from the U.S. Departments of Commerce, Health and Human Services, Bureau of Labor Statistics and Internal Revenue Service and the California Department of Finance and Employment Development Department.
2. Analysis of key assumptions (fertility rate, mortality rate, net immigration, labor force rates, headship rates, etc.) and methodologies (cohort-component and shiftshare models).
3. Review and feedback by SCAG’s three Panels of Forecasting Experts, counties, subregions and cities including subregional workshops and one-on-one meetings.

The comprehensive discussion of the socio-economic data is included in the 2012-2035 RTP/SCS Growth Forecast Report.

Table 1 Summary of Population Data (000s)

County	Air Basin	2014	2015	2018	2020	2021	2023	2027	2030	2032	2035
Imperial	SSAB	200	207	229	244	247	253	264	273	279	288
Los Angeles	SCAB	9,659	9,701	9,846	9,943	9,992	10,103	10,327	10,495	10,608	10,777
	MDAB	399	414	441	457	464	480	511	535	550	571
Orange	SCAB	3,123	3,155	3,216	3,266	3,277	3,310	3,368	3,411	3,415	3,421
Riverside	SCAB	1,838	1,863	1,935	1,982	2,011	2,071	2,188	2,276	2,336	2,426
	MDAB	31	32	34	35	36	37	40	42	44	46
	SSAB	489	502	546	575	593	630	705	761	798	852
San Bernardino	SCAB	1,587	1,602	1,647	1,676	1,697	1,738	1,816	1,872	1,912	1,973
	MDAB	546	554	576	591	603	627	677	717	741	777
Ventura	SCCAB	852	858	877	889	893	902	919	933	941	954
SCAG Region	SSAB	688	709	775	819	840	883	969	1,035	1,077	1,140
	SCAB	16,207	16,321	16,644	16,868	16,976	17,221	17,700	18,054	18,271	18,597
	MDAB	977	999	1,051	1,083	1,103	1,143	1,228	1,295	1,335	1,394
	SCCAB	852	858	877	889	893	902	919	933	941	954
Total		18,724	18,887	19,347	19,658	19,812	20,149	20,816	21,316	21,624	22,086

Rounded to nearest thousand

TABLE 2 Summary of Employment Data (000s)

County	Air Basin	2014	2015	2018	2020	2021	2023	2027	2030	2032	2035
Imperial	SSAB	82	88	96	102	103	107	113	117	119	121
Los Angeles	SCAB	4,258	4,321	4,397	4,442	4,464	4,510	4,588	4,640	4,658	4,684
	MDAB	98	100	107	111	113	117	124	130	133	138
Orange	SCAB	1,536	1,547	1,594	1,626	1,638	1,661	1,706	1,738	1,754	1,779
Riverside	SCAB	582	625	676	710	726	769	840	888	906	933
	MDAB	8	9	10	11	11	12	13	14	15	16
	SSAB	184	197	210	218	224	238	262	278	284	294
San Bernardino	SCAB	606	626	654	671	687	720	779	820	839	865
	MDAB	119	124	133	139	143	152	169	181	186	195
Ventura	SCCAB	355	363	373	379	382	388	398	406	408	411
SCAG Region	SSAB	266	285	306	320	327	344	374	395	403	415
	SCAB	6,982	7,119	7,321	7,449	7,516	7,660	7,913	8,086	8,158	8,261
	MDAB	225	233	250	260	267	281	306	325	334	348
	SCCAB	355	363	373	379	382	388	398	406	408	411
Total		7,827	8,001	8,250	8,409	8,492	8,673	8,992	9,212	9,304	9,435

Rounded to nearest thousand

Networks – A summary of the transportation system attributes for the highway and transit networks for Years 2008 to 2035 are shown in Tables 3, 4 and 5. Lane mile data includes freeway to freeway connectors. Other freeway ramps, freeway Type 3 lanes, and centroid connectors are not included. Note that values in the tables in this report may not add exactly due to rounding. A detailed list of modeled projects is in the Modeling List Appendix.

TABLE 3 Summary of Highway Network Lane Miles

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
SCAB					
2014 No Build	8,251	966	28,734	7,313	45,264
2014 Build	8,289	966	28,921	7,313	45,489
2015 Build	8,318	983	29,087	7,362	45,750
2018 Build	8,410	1,108	29,541	7,505	46,565
2020 No Build	8,394	1,075	28,870	7,434	45,774
2020 Build	8,626	1,220	30,209	7,729	47,783
2021 Build	8,630	1,241	30,226	7,752	47,849
2023 Build	8,687	1,244	30,237	7,767	47,934
2027 Build	8,877	1,404	30,631	7,891	48,803
2030 No Build	8,458	1,075	28,873	7,438	45,844
2030 Build	8,948	1,476	30,735	8,040	49,198
2032 Build	8,948	1,477	30,735	8,047	49,207
2035 No Build	8,458	1,075	28,873	7,438	45,844
2035 Build	9,208	1,621	31,225	8,159	50,212

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
SCCAB					
2014 No Build	520	0	1,883	680	3,084
2014 Build	521	0	1,896	680	3,098
2015 Build	521	0	1,904	680	3,106
2018 Build	546	8	1,910	681	3,145
2020 No Build	519	8	1,894	695	3,116
2020 Build	550	8	1,925	682	3,166
2021 Build	550	8	1,926	682	3,166
2023 Build	550	8	1,937	682	3,178
2027 Build	550	8	1,947	682	3,186
2030 No Build	522	8	1,894	695	3,119
2030 Build	550	8	1,962	682	3,202
2032 Build	550	8	1,962	682	3,202
2035 No Build	522	8	1,894	695	3,119
2035 Build	550	8	1,962	682	3,202
MDAB					
2014 No Build	1,874	23	4,683	6,241	12,821
2014 Build	1,891	23	4,782	6,296	12,991
2015 Build	1,896	26	4,807	6,319	13,048
2018 Build	1,896	26	5,091	6,395	13,407

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2020 No Build	1,875	23	4,757	6,264	12,919
2020 Build	2,342	66	5,607	6,558	14,573
2021 Build	2,342	66	5,627	6,563	14,598
2023 Build	2,342	66	5,640	6,582	14,629
2027 Build	2,342	75	5,717	6,717	14,850
2030 No Build	1,875	23	4,757	6,264	12,919
2030 Build	2,342	95	5,762	6,744	14,944
2032 Build	2,342	95	5,769	6,744	14,950
2035 No Build	1,875	23	4,757	6,264	12,919
2035 Build	2,342	95	5,769	6,818	15,024
SSAB (Coachella)					
2014 No Build	388	0	1,418	808	2,614
2014 Build	389	0	1,470	808	2,667
2015 Build	389	0	1,483	808	2,680
2018 Build	389	0	1,601	870	2,860
2020 No Build	388	0	1,420	810	2,618
2020 Build	391	0	1,662	882	2,936
2021 Build	395	0	1,673	896	2,964
2023 Build	395	0	1,700	916	3,011
2027 Build	423	0	1,747	953	3,124

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2030 No Build	388	0	1,420	810	2,618
2030 Build	423	0	1,787	979	3,190
2032 Build	423	0	1,790	993	3,207
2035 No Build	388	0	1,420	810	2,618
2035 Build	423	0	1,790	1,009	3,223
SSAB (Imperial)					
2014 No Build	380	0	1,097	2,453	3,931
2014 Build	380	0	1,106	2,453	3,939
2015 Build	380	0	1,106	2,454	3,940
2018 Build	380	0	1,142	2,454	3,977
2020 No Build	380	0	1,113	2,465	3,959
2020 Build	380	0	1,158	2,454	3,993
2021 Build	380	0	1,158	2,454	3,993
2023 Build	380	0	1,159	2,454	3,994
2027 Build	380	0	1,159	2,454	3,994
2030 No Build	380	0	1,113	2,465	3,959
2030 Build	417	0	1,159	2,454	4,030
2032 Build	417	0	1,159	2,454	4,030
2035 No Build	380	0	1,113	2,465	3,959
2035 Build	418	0	1,185	2,465	4,068

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
Total SCAG Region					
2014 No Build	11,413	990	37,816	17,495	67,713
2014 Build	11,470	990	38,174	17,550	68,185
2015 Build	11,505	1,009	38,387	17,623	68,524
2018 Build	11,622	1,142	39,286	17,905	69,955
2020 No Build	11,558	1,106	38,054	17,669	68,386
2020 Build	12,290	1,293	40,561	18,305	72,450
2021 Build	12,298	1,315	40,611	18,348	72,571
2023 Build	12,355	1,317	40,672	18,402	72,746
2027 Build	12,573	1,487	41,201	18,697	73,957
2030 No Build	11,624	1,106	38,057	17,672	68,459
2030 Build	12,680	1,579	41,405	18,899	74,564
2032 Build	12,680	1,579	41,415	18,921	74,595
2035 No Build	11,624	1,106	38,057	17,672	68,459
2035 Build	12,942	1,723	41,931	19,133	75,729

TABLE 4 Summary of Transit Route Pattern Miles (Peak Period)

Network	Local Bus	Express Bus	Rail	HSRT	Total
2014 No Build	23,477	5,918	3,080	0	32,475
2014 Build	23,719	6,245	3,080	0	33,043
2015 Build	23,779	6,388	3,130	0	33,297
2018 Build	23,778	6,388	3,193	0	33,359
2020 No Build	23,477	5,918	3,149	0	32,544
2020 Build	23,933	6,388	3,200	0	33,521
2021 Build	23,945	6,388	3,283	0	33,616
2023 Build	23,945	6,388	3,291	0	33,624
2027 Build	24,416	7,188	3,598	0	35,202
2030 No Build	23,477	5,918	3,208	0	32,603
2030 Build	24,549	7,546	3,636	0	35,730
2032 Build	24,561	7,546	3,636	0	35,743
2035 No Build	23,477	5,918	3,208	0	32,603
2035 Build	24,561	7,546	4,189	184	36,480

TABLE 5 Summary of Transit Service Miles

Network	Local Bus	Express Bus	Rail	HSRT	Total
2014 No Build	651,039	113,275	35,511	0	799,825
2014 Build	660,182	129,572	35,511	0	825,264
2015 Build	661,814	132,193	36,080	0	830,087
2018 Build	661,814	132,193	36,774	0	830,781
2020 No Build	651,039	113,275	39,152	0	803,466
2020 Build	675,442	132,193	46,217	0	853,852
2021 Build	675,769	132,193	47,309	0	855,270
2023 Build	676,778	132,193	47,407	0	856,378
2027 Build	689,340	144,893	50,957	0	885,191
2030 No Build	651,039	113,275	39,851	0	804,165
2030 Build	697,167	160,993	70,443	0	928,603
2032 Build	697,479	160,993	70,443	0	928,915
2035 No Build	651,039	113,275	39,851	0	804,165
2035 Build	748,375	175,137	80,834	5,719	1,010,064

Work-at-Home and Telecommuting – Home-Based-Work trips were reduced for Work-at-Home and Telecommuting. In year 2014, Work-at-Home trips were 5.03 percent and Telecommute trips were 5.86 percent for a total Home-Based-Work trip reduction of 10.89 percent. Trip rates used in trip generation are based on the 2000 Travel Survey. Table 6 below shows the total reductions to the home-based-work person trips over the 2000 base as applied in the trip generation model.

Table 6 Total Home-Based-Work Person Trip Reductions

Category	2014	2015	2018	2020	2021	2023	2027	2030	2032	2035
Work-at-Home	5.03%	5.13%	5.45%	5.65%	5.75%	5.97%	6.37%	6.69%	6.89%	7.21%
Telecommute	5.86%	6.52%	8.97%	11.10%	11.32%	11.77%	12.73%	13.51%	14.05%	14.90%
Total Trip	10.89%	11.65%	14.42%	16.75%	17.07%	17.74%	19.11%	20.20%	20.94%	22.11%
Increase over 2000	3.97%	4.73%	7.50%	9.83%	10.15%	10.82%	12.19%	13.28%	14.02%	15.19%

Auto Operating Cost – There are two components used in calculating auto operating cost: the cost of gasoline and “other” costs. The “other” costs category includes costs for repairs, light maintenance, lubrication, tires, and accessories. The assumption used in the modeling work is that if an auto is available at the household then the depreciation of the car and the insurance costs are already being paid for whether the car is left at home or used for commuting to work. Table 7 lists the auto operating costs used for 2012–2035 RTP/SCS and 2015 FTIP. All costs are in 1999 constant dollars. Note: costs are expressed in 1999-dollar values for input into the mode choice models. Auto Operating costs are calculated using the following formula: Auto Operating Cost = Fuel Cost / Fuel Economy + Other Costs.

Table 7 Auto Operating Costs

Category	2014	2015	2018	2020	2021	2023	2027	2030	2032	2035
Auto Operating Cost *	22.05	22.29	23.00	23.47	23.49	23.53	23.61	23.67	22.05	22.29

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

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

transfer fare) are converted into 1999 dollars using a CPI adjustment factor derived from the CPI factor published by the US Department of Labor for the Los Angeles-Riverside-Orange County metropolitan area.

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

Two other major operators, Metrolink and Amtrak, follow a zone-based fare structure. For example, Metrolink fares are calculated with a distance-based formula using the shortest driving distance between stations, with an 80-mile maximum charge. To capture the published cash fare between two station pairs, a fare matrix was developed for Metrolink and Amtrak. Similarly, the LACMTA Express bus and 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 2008 to 2035.

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

Capacity and Free Flow Speed – Highway capacities (including for heavy duty truck) used in the Model for each of the facility types vary, depending on area location (i.e., CBD, urban, suburban, rural, or mountain) (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, HOV)	1,900 – 2,100	60 – 75
Principal Arterial	475 – 975	21 – 56
Other Arterial	475 – 975	19 – 55
Collector	375 – 975	17 – 52

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

The effect of the toll charges on the toll roads was incorporated into the highway assignment procedure. The toll charge was added to each toll facility by inserting the cost to the appropriate link and identifying the link with a unique Toll Class Number. Toll costs (in 1999 dollars) were converted to a time value (in minutes) in the network assignment step.

Table 9 Express/HOT Lane Network

County	Route	From	To
Los Angeles	I-5	SR-14	Parker Road
Los Angeles	I-405	I-5 (North SF Valley)	LA/OC County Line
Los Angeles	I-110	Adams Blvd (s/o I-	I-405
Los Angeles	SR-110	Adams Blvd	US-101
Los Angeles	US-101	SR-110	I-10
Los Angeles	I-10	US-101	I-710
Los Angeles	I-10	I-710	I-605
LA, Orange	SR-91	I-110	SR-55
LA, SB	I-10	I-605	I-15
Orange	I-405	LA/OC Line	SR-55
Orange	I-5	SR-73	OC/SD County Line
Orange	SR-73	I-405	MacArthur
Riverside	SR-91	OC/RV County Line	I-15
Riverside	I-15	Riv/SB County Line	SR-74
Riverside	I-15	SR-74	Riv/SD County Line
San Bernardino	I-10	I-15	SR-210
San Bernardino	I-10	SR-210	Ford St
San Bernardino	I-15	SR-395	I-215
San Bernardino	I-15	I-215	Riv/SB County Line

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.

Table 10 Conformity Requirements Related to Travel Demand Model

CFR	Requirement	How Requirement is Satisfied
93.122(b)(1)(i)	Network-based travel models must be validated against observed counts (peak and off-peak, if possible) for a base year that is not more than 10 years prior to the date of the conformity determination. Model forecasts must be analyzed for reasonableness and compared to historical trends and other factors, and the results must be documented.	The SCAG travel demand models were estimated and calibrated using data from SCAG’s Year 2000 Post-Census Regional Travel Survey, 2003 External Travel Survey, the 2010 US Census and various Transit on-board Surveys. The model was validated against 2008 ground counts and 2008 HPMS data.
93.122(b)(1)(ii)	Land use, population, employment, and other network-based travel model assumptions must be documented and based on the best available information.	All land use, population, households, employment, and network-based model assumptions were updated for 2012-2035 RTP/SCS and 2015 FTIP and documented in 2012-2035 RTP/SCS Growth Forecast Report and this Conformity Report.
93.122(b)(1)(iii)	Scenarios of land development and use must be consistent with the future transportation system alternatives for which emissions are being estimated. The distribution of employment and residences for different transportation options must be reasonable.	Land development and use are consistent with future transportation systems. The distribution of employment, population, and household is reasonable with respect to the transport systems.
93.122(b)(1)(iv)	A capacity-sensitive assignment methodology must be used, and emissions estimates must be based on a methodology which differentiates between peak and off-peak link volumes and speeds and uses speeds based on final assigned volumes.	The SCAG travel demand model includes separate multi-modal user equilibrium assignments for peak and off-peak time periods. The network assignments are capacity-sensitive. Link speeds are calculated based on final assigned volumes.

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

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 11 VMT Summary (in Thousands)

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
	2014 NO-BUILD			2014 BUILD		
SCCAB	19,360	996	20,356	19,176	998	20,174
SCAB	366,677	22,506	389,184	363,471	22,625	386,096
MDAB	30,980	5,653	36,633	30,754	5,648	36,402
SSAB	16,870	2,836	19,706	16,728	2,834	19,562
Total	433,887	31,991	465,878	430,129	32,104	462,234
	2015 BUILD			2018 BUILD		
SCCAB	19,322	1,020	20,342	19,256	1,069	20,325
SCAB	366,215	23,133	389,348	366,275	24,245	390,520
MDAB	31,473	5,771	37,244	32,748	6,235	38,983
SSAB	17,426	2,935	20,361	18,475	3,269	21,743
Total	434,436	32,859	467,295	436,753	34,818	471,571

4.5-47

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
	2020 NO-BUILD			2020 BUILD		
SCCAB	19,696	1,101	20,797	19,118	1,137	20,255
SCAB	378,282	24,871	403,153	367,965	25,447	393,412
MDAB	34,439	6,401	40,840	34,949	7,058	42,007
SSAB	19,614	3,506	23,119	19,516	3,706	23,222
Total	452,030	35,879	487,909	441,549	37,348	478,896
	2021 BUILD			2023 BUILD		
SCCAB	19,118	1,137	20,255	19,015	1,187	20,202
SCAB	367,517	25,435	392,952	366,971	26,825	393,795
MDAB	34,944	7,060	42,003	35,488	7,676	43,164
SSAB	19,514	3,706	23,220	20,033	3,976	24,008
Total	441,093	37,336	478,429	441,507	39,664	481,171
	2027 BUILD			2030 NO-BUILD		
SCCAB	19,444	1,297	20,742	20,349	1,349	21,698
SCAB	381,468	29,207	410,675	395,505	31,094	426,599
MDAB	38,626	9,023	47,649	41,196	9,864	51,060
SSAB	22,074	4,515	26,589	24,401	5,124	29,525

4.5-48

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
Total	461,613	44,043	505,655	481,451	47,431	528,882
	2030 BUILD			2032 BUILD		
SCCAB	19,606	1,381	20,988	19,683	1,427	21,110
SCAB	389,700	31,118	420,818	392,100	32,213	424,313
MDAB	40,988	10,197	51,184	41,991	11,050	53,040
SSAB	23,550	5,153	28,703	24,141	5,354	29,495
Total	473,843	47,849	521,693	477,915	50,043	527,959
	2035 NO-BUILD			2035 BUILD		
SCCAB	20,618	1,468	22,086	18,950	1,502	20,451
SCAB	402,648	34,219	436,867	379,998	34,101	414,099
MDAB	44,350	11,894	56,245	42,579	12,272	54,851
SSAB	26,537	5,940	32,477	24,484	5,870	30,354
Total	494,153	53,521	547,674	466,011	53,745	519,755

4.5-49

2015 FTIP REGIONAL EMISSIONS ANALYSIS

EPA's Transportation Conformity Rule requires that the 2015 FTIP 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.

2015 FTIP Conformity Base Year – The conformity base year is 2011 for 2008 8-hour ozone; 2008 for 2006 PM_{2.5}; 2002 for 1997 PM_{2.5}; 1990 for all other pollutants.

2015 FTIP 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 (2011).

2015 FTIP Build – The “Build” scenario is generally defined as all FTIP projects, including the 2015 FTIP No Build, and the future transportation system that will result from full implementation of the 2015 FTIP and the 2012-2035 RTP/SCS.

For more specific individual project information as part of the FTIP modeling and regional emissions analysis, refer to the 2015 FTIP Modeled Projects list (pg II-41).

Section 93.122(d)(2) of the EPA Transportation Conformity Rule requires that in PM non-attainment and maintenance areas for which the SIPs identify construction-related fugitive dust as a contributor to the area problem, the regional emissions analysis should include construction-related fugitive PM. Of the SCAG PM 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 2015 FTIP PM regional emissions analyses include construction emissions as appropriate.

The on-road motor emissions estimates for the 2015 FTIP were analyzed using the EMFAC2011 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 2015 FTIP

The required regional emissions tests for the 2015 FTIP are presented in Tables 12 through 20. Since transportation conformity findings must go out to the RTP's horizon year (i.e. 2035), the latest budget years deemed adequate by U.S. EPA serve as the budgets for future years in each emissions test.

Table 12 South Central Coast Air Basin – Ventura County Portion

Modeling Year	2014	2021	2030	2035
NAAQS	Ozone	Ozone	Ozone	Ozone

Table 13 South Coast Air Basin

Modeling Year	2014	2015	2017*	2020	2023	2030	2032	2035
NAAQS	Ozone; PM _{2.5} ; PM ₁₀	CO; NO ₂	Ozone	Ozone; PM _{2.5} ; PM ₁₀ ; CO; NO ₂	Ozone	Ozone; PM _{2.5} ; PM ₁₀ ; CO; NO ₂	Ozone	Ozone; PM _{2.5} ; PM ₁₀ ; CO; NO ₂

* interpolated per U.S. EPA Conformity Rule.

Table 14 Morongo Ozone Non-attainment Area

Modeling Year	2014	2021	2030	2035
NAAQS	Ozone	Ozone	Ozone	Ozone

Table 15 Pechanga Ozone Non-attainment Area

Modeling Year	2018	2020	2030	2035
NAAQS	Ozone	Ozone	Ozone	Ozone

Table 16 Western Mojave Desert Air Basin – Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of MDAB excluding Searles Valley

Modeling Year	2014	2020	2027	2030	2035
NAAQS	Ozone	Ozone	Ozone	Ozone	Ozone

Table 17 Mojave Desert Air Basin –San Bernardino County Portion

Modeling Year	2014	2020	2030	2035
NAAQS	PM ₁₀ **	PM ₁₀ **	PM ₁₀ **	PM ₁₀ **

Table 18 Mojave Desert Air Basin – Searles Valley Portion

Modeling Year	2014	2020	2030	2035
NAAQS	PM ₁₀ **	PM ₁₀ **	PM ₁₀ **	PM ₁₀ **

Table 19 Salton Sea Air Basin – Coachella Valley Portion

Modeling Year	2014	2020	2027	2030	2035
NAAQS	Ozone; PM ₁₀	Ozone; PM ₁₀	Ozone	Ozone; PM ₁₀	Ozone; PM ₁₀

Table 20 Salton Sea Air Basin – Imperial County Portion-

Modeling Year	2014	2015	2020	2030	2035
NAAQS	PM _{2.5} **; PM ₁₀ **	Ozone	Ozone PM _{2.5} **; PM ₁₀ **	Ozone; PM _{2.5} **; PM ₁₀ **	Ozone; PM _{2.5} **; PM ₁₀ **

** Build/No-Build test (all other are budget tests)

SUMMARY OF REGIONAL EMISSIONS ANALYSIS

The following tables summarize the required regional emission analyses for each of the non-attainment and maintenance areas within SCAG's jurisdiction. For those areas which require budget tests, the FTIP 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])

Pollutant		2014	2021	2030	2035
ROG*	Budget	13	13	13	13
	2015 FTIP	8	5	4	4
Budget – 2015 FTIP		5	8	9	9
NO _x	Budget	19	19	19	19
	2015 FTIP	15	8	6	6
Budget – 2015 FTIP		4	11	13	13

* *Reactive Organic Gases*

SOUTH COAST AIR BASIN

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

Pollutant		Nonattainment Area	2014	2017	2018	2020	2021	2023	2032	2035	
ROG	Budget	SCAB	136	119	119	108	108	99	99	99	
	2015 FTIP	Morongo	0.4	0.4*	0.3	0.3	0.3	0.3	0.3	0.3	0.3
		Pechanga	0.0	0.0*	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	129.3	104.9*	96.7	86.8	83.9	77.8	67.1	61.7	
		Sum	129.7	105.3	97.1	87.2	84.2	78.1	67.4	62.0	
		SCAB	130	106	98	88	85	79	68	63	
	Budget – 2015 FTIP		6	13	21	20	23	20	31	36	
NO _x	Budget	SCAB	277	224	224	185	185	140	140	140	
	2015 FTIP	Morongo	1.8	1.5*	1.5	1.3	1.2	1.0	1.0	1.0	1.0
		Pechanga	0.0	0.0*	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	259.0	205.5*	187.6	160.8	148.3	124.9	109.9	106.4	
		Sum	260.8	207.0	189.1	162.1	149.5	126.0	110.9	107.4	
		SCAB	261	208	190	163	150	126	111	108	
	Budget – 2015 FTIP		16	16	34	22	35	14	29	32	

*2017 interpolated between 2014 and 2018

Table 23 1997 and 2006 PM_{2.5} (Annual Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	132	132	132	132
	2015 FTIP	127	85	68	61
Budget – 2015 FTIP		5	47	64	71
NO _x	Budget	290	290	290	290
	2015 FTIP	282	175	121	115
Budget – 2015 FTIP		8	115	169	175
PM _{2.5}	Budget	35	35	35	35
	2015 FTIP	21	14	12	12
Budget – 2015 FTIP		14	21	23	23

Table 24 PM10 (Annual Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	Budget	182	110	81	81
	2015 FTIP	127	80	54	47
Budget – 2015 FTIP		55	40	27	34
NO _x	Budget	372	180	116	116
	2015 FTIP	282	171	106	100
Budget – 2015 FTIP		90	9	10	16
PM ₁₀	Budget	159	164	175	175
	2015 FTIP	83	85	93	94
Budget – 2015 FTIP		76	79	82	81

Table 25 CO (Winter Emissions [Tons/Day])

Pollutant		2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137
	2015 FTIP	1,053	696	510	461
Budget – 2015 FTIP		1,804	1,441	1,627	1,676

Table 26 NO₂ (Winter Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
NO ₂	Budget	680	680	680	680
	2015 FTIP	277	172	118	113
Budget – 2015 FTIP		403	508	562	567

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

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

Pollutant		2014	2020	2027	2035
ROG	Budget	22	22	22	22
	2015 FTIP	9	6	6	6
Budget – 2015 FTIP		13	16	16	16
NO _x	Budget	77	77	77	77
	2015 FTIP	29	19	16	18
Budget – 2015 FTIP		48	58	61	59

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

Table 28 PM₁₀ (Annual Emissions [Tons/Day])

		2014	2020	2030	2035
PM ₁₀	No Build	9.6	10.5	13.6	15.1
	Build	8.9	9.5	12.4	13.6
No Build – Build		0.7	1.0	1.2	1.5

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

Table 29 PM₁₀ (Annual Emissions [Tons/Day])

		2014	2020	2030	2035
PM ₁₀	No Build	0.0	0.0	0.0	0.0
	Build	0.0	0.0	0.0	0.0
No Build – Build		0.0	0.0	0.0	0.0

SALTON SEA AIR BASIN – COACHELLA VALLEY PORTION

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

Pollutant		2014	2020	2027	2035
ROG	Budget	7	7	7	7
	2015 FTIP	4	3	3	3
Budget – 2015 FTIP		3	4	4	4
NO _x	Budget	26	26	26	26
	2015 FTIP	15	10	8	9
Budget – 2015 FTIP		11	16	18	17

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

		2014	2020	2030	2035
PM ₁₀	Budget	10.9	10.9	10.9	10.9
	2015 FTIP	5.0	5.6	6.8	7.0
Budget – 2015 FTIP		5.9	5.3	4.1	3.9

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

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Table 32 2008 Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2015	2020	2030	2035
ROG	Budget	7	7	7	7
	2015 FTIP	3	3	3	3
Budget – 2015 FTIP		4	4	4	4
NO _x	Budget	17	17	17	17
	2015 FTIP	9	7	7	7
Budget – 2015 FTIP		8	10	10	10

Table 33 2006 PM_{2.5} (Annual Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
NO _x	No Build	4.7	3.2	3.0	3.2
	Build	4.6	3.1	2.9	3.1
No Build – Build		0.1	0.1	0.1	0.1
PM _{2.5}	No Build	0.2	0.2	0.3	0.3
	Build	0.2	0.2	0.3	0.3
No Build – Build		0.0	0.0	0.0	0.0

Table 34 PM₁₀ (Annual Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM ₁₀	No Build	1.6	1.7	2.0	2.2
	Build	1.1	1.4	1.7	1.8
No Build – Build		0.5	0.3	0.3	0.4

DETAILED EMISSIONS ANALYSES

The following tables present further detail of the emissions analyses for all non-attainment and maintenance areas within SCAG's jurisdiction. For those areas which require budget tests, the FTIP 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])

Pollutant		2014	2021	2030	2035
ROG	2015 FTIP	7.3	4.7	3.7	3.2
Total Emissions		8	5	4	4
Emission Budget		13	13	13	13
Budget – Emissions		5	8	9	9
NOx	2015 FTIP	14.2	7.9	5.6	5.2
Total Emissions		15	8	6	6
Emission Budget		19	19	19	19
Budget – Emissions		4	11	13	13

SOUTH COAST AIR BASIN

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

Pollutant		Nonattainment Area	2014	2017	2018	2020	2021	2023	2032	2035	
ROG	Budget	SCAB	136	119	119	108	108	99	99	99	
	2015 FTIP	Morongo	0.4	0.4*	0.3	0.3	0.3	0.3	0.3	0.3	0.3
		Pechanga	0.0	0.0*	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	129.3	104.9*	96.7	86.8	83.9	77.8	67.1	61.7	
		Sum	129.7	105.3	97.1	87.2	84.2	78.1	67.4	62.0	
		SCAB	130	106	98	88	85	79	68	63	
	Budget – 2015 FTIP		6	13	21	20	23	20	31	36	
NO _x	Budget	SCAB	277	224	224	185	185	140	140	140	
	2015 FTIP	Morongo	1.8	1.5*	1.5	1.3	1.2	1.0	1.0	1.0	1.0
		Pechanga	0.0	0.0*	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	259.0	205.5*	187.6	160.8	148.3	124.9	109.9	106.4	
		Sum	260.8	207.0	189.1	162.1	149.5	126.0	110.9	107.4	
		SCAB	261	208	190	163	150	126	111	108	
	Budget – 2015 FTIP		16	16	34	22	35	14	29	32	

^a 2017 interpolated between 2014 and 2018

Table 37 1997 and 2006 PM_{2.5} (Annual Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	2015 FTIP	126.9	84.7	67.3	60.1
Total Emissions		127	85	68	61
Emission Budget		132	132	132	132
Budget – Emissions		5	47	64	71
NOX	2015 FTIP	281.9	174.6	120.5	114.8
Total Emissions		282	175	121	115
Emission Budget		290	290	290	290
Budget – Emissions		8	115	169	175
PM _{2.5}	2015 FTIP	12.5	11.3	12.4	12.6
Re-entrained Road Dust Paved		7.4	7.7	8.6	8.7
Re-entrained Road Dust Unpaved *		0.6	0.6	0.6	0.6
Road Construction Dust *		0.2	0.5	0.4	0.4
NO _x to PM _{2.5} Trading		n/a	-7.0	-10.2	-10.6
Sum		20.7	13.1	11.8	11.7
Total Emissions**		21	14	12	12
Emission Budget		35	35	35	35
Budget – Emissions		14	21	23	23

* The detailed PM_{2.5} emission budgets were provided by ARB on March 8, 2012 (Table 29A).

** The Plan PM_{2.5} emissions for years after 2014 are calculated with the NO_x to PM_{2.5} (10 to 1) trading mechanism as approved by EPA on November 9, 2011

Table 38 PM₁₀ (Annual [Tons/Day])

Pollutant		2014	2020	2030	2035
ROG	2015 FTIP	126.9	84.7	67.3	60.1
Advanced Clean Cars Reductions*		0.0	-1.4	-10.7	-10.7
Smog Check Reductions*		0.0	-3.8	-2.8	-2.8
Sum		126.9	79.5	53.8	46.6
Total Emissions		127	80	54	47
Emission Budget		182	110	81	81
Budget – Emissions		55	40	27	34
NOX	2015 FTIP	281.9	174.6	120.5	114.8
Advanced Clean Cars Reductions*		0.0	-2.7	-15.2	-15.2
Smog Check Reductions*		0.0	-1.7	0.0	0.0
Sum		281.9	170.2	105.3	99.6
Total Emissions		282	171	106	100
Emission Budget		372	180	116	116
Budget – Emissions		90	9	10	16
PM10	2015 FTIP	25.7	24.6	26.9	27.0
Re-entrained Road Dust Paved		49.1	51.1	57.4	57.9
Re-entrained Road Dust Unpaved**		5.9	5.8	5.8	5.8
Road Construction Dust		1.5	3.1	2.5	2.4
Sum		82.2	84.6	92.6	93.1
Total Emissions		83	85	93	94
Emission Budget		159	164	175	175
Budget – Emissions		76	79	82	81

* Provided by ARB.

* Provided by SCAQMD.

Table 39 CO (Winter Emissions [Tons/Day])

Pollutant		2015	2020	2030	2035
CO	2015 FTIP	1052.8	695.3	509.5	460.1
Total Emissions		1,053	696	510	461
Emission Budgets		2,137	2,137	2,137	2,137
Budget – Emissions		1,804	1,441	1,627	1,676

Table 40 NO₂ (Winter Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
NO ₂	2015 FTIP	276.5	171.3	118.0	112.5
Total Emissions		277	172	118	113
Emission Budgets		680	680	680	680
Budget – Emissions		403	508	562	567

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

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

Pollutant		2014	2020	2027	2035
ROG	2015 FTIP	8.3	5.8	5.3	5.4
Total Emissions		9	6	6	6
Emission Budget		22	22	22	22
Budget – Emissions		13	16	16	16
NO _x	2015 FTIP	28.3	18.3	16.0	17.2
Total Emissions		29	19	16	18
Emission Budget		77	77	77	77
Budget – Emissions		48	58	61	59

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTIONTable 42 PM₁₀ (Annual Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM ₁₀ No-Build	Re-entrained Road Dust	7.6	8.5	11.0	12.2
	Motor Vehicle	2.0	2.0	2.6	2.9
	Total Emissions	9.6	10.5	13.6	15.1
PM ₁₀ FTIP Build	Re-entrained Road Dust	7.6	8.1	10.2	11.0
	Paving Unpaved Roads	-0.6	-0.6	-0.4	-0.3
	Motor Vehicle	1.9	2.0	2.6	2.9
	Total Emissions	8.9	9.5	12.4	13.6
No Build – Build		0.7	1.0	1.2	1.5

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTIONTable 43 PM₁₀ (Annual Emissions [Tons/Day])

Pollutant		2014	2020	2030	2035
PM ₁₀	No Build	0.0	0.0	0.0	0.0
	Build	0.0	0.0	0.0	0.0
No Build – Build		0.0	0.0	0.0	0.0

SALTON SEA AIR BASIN – COACHELLA VALLEY PORTION

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

Pollutant		2014	2020	2027	2035
ROG	2015 FTIP	4.0	3.0	2.9	3.0
Total Emissions		4	3	3	3
Emission Budget		7	7	7	7
Budget – Emissions		3	4	4	4
NOx	2015 FTIP	14.9	9.4	7.8	8.8
Total Emissions		15	10	8	9
Emission Budget		26	26	26	26
Budget – Emissions		11	16	18	17

* Provided by ARB.

Table 45 PM₁₀ (Annual [Tons/Day])

Pollutant		2014	2020	2030	2035
PM ₁₀	2015 FTIP	1.1	1.1	1.5	1.6
Re-entrained Road Dust Paved		2.0	2.4	3.2	3.4
Re-entrained Road Dust Unpaved *		1.7	1.7	1.7	1.7
Road Construction Dust *		0.2	0.4	0.4	0.3
Total Emissions		5.0	5.6	6.8	7.0
Emission Budget		10.9	10.9	10.9	10.9
Budget – Emissions		5.9	5.3	4.1	3.9

* Provided by SCAQMD.

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

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

Pollutant		2015	2020	2030	2035
ROG	2015 FTIP	3.0	2.2	2.4	2.5
Total Emissions		3	3	3	3
Emission Budget		7	7	7	7
Budget – Emissions		4	4	4	4
NOx	2015 FTIP	9.0	6.5	6.3	6.8
Total Emissions		9	7	7	7
Emission Budget		17	17	17	17
Budget – Emissions		8	10	10	10

Table 47 2006 PM_{2.5} (Annual [Tons/Day])

Pollutant		2014	2020	2030	2035
NOX	No-Build	4.7	3.2	3.0	3.2
	FTIP Build	4.6	3.1	2.9	3.1
No Build – Build		0.1	0.1	0.1	0.1
PM _{2.5} No-Build	Re-entrained Road Dust	0.1	0.1	0.1	0.1
	Motor Vehicle	0.1	0.1	0.2	0.2
	Total Emissions	0.2	0.2	0.3	0.3
PM _{2.5} Build	Re-entrained Road Dust	0.1	0.1	0.1	0.1
	Motor Vehicle	0.1	0.1	0.2	0.2
	Total Emissions	0.2	0.2	0.3	0.3
No Build – Build		0.0	0.0	0.0	0.0

Table 48 PM₁₀ (Annual [Tons/Day])

Pollutant		2014	2020	2030	2035
PM ₁₀ No-Build	Re-entrained Road Dust	1.0	1.1	1.3	1.4
	Motor Vehicle	0.6	0.6	0.7	0.8
	Total Emissions	1.6	1.7	2.0	2.2
PM ₁₀ FTIP Build	Re-entrained Road Dust	0.6	0.8	1.0	1.0
	Motor Vehicle	0.5	0.6	0.7	0.8
	Total Emissions	1.1	1.4	1.7	1.8
No Build – Build		0.5	0.3	0.3	0.4

Section III

Timely Implementation

Of TCMs

SECTION III

TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES (TCMs)

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TIMELY IMPLEMENTATION OF TCMS

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

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 subpart¹.

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

- *Programs for improved use of public transit;*
- *Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;*
- *Employer-based transportation management plans, including incentives;*
- *Trip-reduction ordinances;*
- *Traffic flow improvement programs that achieve emission reductions;*
- *Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;*
- *Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;*
- *Programs for the provision of all forms of high-occupancy, shared-ride services;*
- *Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;*

¹ U.S. EPA, Transportation Conformity Regulations Updated April 2012, page 8.

- *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.²*

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

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

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

CRITERIA AND PROCEDURES FOR THE TIMELY IMPLEMENTATION OF TCMS

The Transportation Conformity Rule (40 CFR 93.113) states:

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

² Clean Air Act, pages 29-30.

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

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

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

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

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

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

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

(d) For FHWA/FTA projects which are not from a conforming transportation plan and TIP, this criterion is satisfied if the project does not interfere with the implementation of any TCM in the applicable implementation plan³.

³ U.S. EPA, Transportation Conformity Regulations Updated April 2012, page 22.

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:

2007 Ozone SIP (SCAB)

On March 1, 2012, the U.S. EPA published in the Federal Register the final rule approving the State Implementation Plan (SIP) revisions submitted by California to provide for attainment of the 1997 8-hour ozone national ambient air quality standards in the South Coast Air Basin. The final rule became effective on April 30, 2012. The TCM categories in the 2007 Ozone AQMP/SIP are consistent with the TCM01 categories established in the 1994 Ozone SIP.

On May 23, 2014, the U.S. EPA published in the Federal Register a new proposed rule to approve the portions of the SCAQMD's Final 2012 Air Quality Management Plan that update the approved control strategy for the 1997 8-hour ozone standard and that provide a demonstration of attainment of the 1-hour ozone standard by December 31, 2022. Once finalized, the 2012 South Coast Ozone AQMP/SIP will become 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 2007 Ozone AQMP/SIP.

2007 Ozone SIP (Ventura County Portion of SCCAB)

The EPA approved the 1994 Ozone SIP revisions on January 8, 1997. The 2007 Ozone AQMP/SIP revision (pending EPA approval) makes no changes to previously approved TCMs contained in the 1994 SIP (as amended in 1995).

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

TCM REPORTING PROCESS IN THE SCAG REGION

Only those TCM-category projects that have been committed for implementation are considered for purposes of timely implementation reporting. As such, only those projects designated as TCMs in the first two years (the fiscally constrained portion) of the prevailing FTIP are considered for reporting.

In the SCAG region, new TCMs are identified by the FTIP process. Projects that meet the TCM criteria become committed TCMs and part of the applicable SIP after: 1) funds are committed for right-of-way or construction in the first two years (the fiscally constrained portion) of the FTIP; 2) the FTIP is approved by the Regional Council; and 3) state and federal approval of the FTIP. New TCMs (i.e., those projects first identified in the 2015 FTIP) are listed later by county in this Section. However, project status for these new TCMs will be provided in the next

required timely implementation report, assuming the 2015 FTIP is approved by the Regional Council and by FHWA and FTA.

The projects reported on in this report are those TCM-category projects which have committed to right-of-way acquisition, construction or implementation in the first two years of the prevailing FTIP (the 2012-2035 RTP/SCS and 2013 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 2007 AQMP/SIP includes the following three TCM project categories:

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

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

Ventura County Portion of SCCAB

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

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

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

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

LOS ANGELES COUNTY

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
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	9/30/2015	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT
BURBANK	LAF1502	SAN FERNANDO BIKEWAY. IMPLEMENT A CLASS I BIKEWAY ALONG SAN FERNANDO BLVD, VICTORY PLACE AND BURBANK WESTERN CHANNEL TO COMPLETE THE BURBANK LEG OF A 12 MILE BIKEWAY.	2014	6/30/2015	10/30/2017	OBSTACLES ARE BEING OVERCOME. PROJECT SCHEDULE IS CONTINGENT ON ADVANCE OF ADJACENT INTERSTATE 5 HOV / EMPIRE INTERCHANGE PROJECT WITHIN SAME RIGHT-OF-WAY. DELAY ALSO DUE TO NEPA ENVIRONMENTAL REVIEW OF COMPLETED 30% DESIGN WORK. CALTRANS COMPLETED FINAL DESIGN AND UTILITY RELOCATION OF ADJACENT FREEWAY PROJECT. CITY CAN NOW BEGIN 100% DESIGN.
CALTRANS	LA000357	ROUTE 5: FROM ROUTE 170 TO ROUTE 118 ONE HOV LANE IN EACH DIRECTION (10 TO 12 LANES) INCLUDING THE RECONSTRUCTION OF THE I-5/SR-170 MIXED FLOW CONNECTOR AND THE CONSTRUCTION OF THE I-5/SR-170 HOV TO HOV CONNECTOR (CFP 345) (2001 CFP 8339; CFP2197).	2008/2010	12/31/2013	6/30/2015	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO UTILITIES RELOCATION COMPLICATIONS DURING CONSTRUCTION. UNDER CONSTRUCTION.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
CALTRANS	LA000358	ROUTE 5: – FROM ROUTE 134 TO ROUTE 170 HOV LANES (8 TO 10 LANES) (CFP 346)(2001 CFP 8355). (EA# 12180, 12181,12182,12183,12184, 13350 PPNO 0142F,151E,3985,3986,3987) SAFETEA LU # 570. CONSTRUCT MODIFIED IC @ I-5 EMPIRE AVE, AUX LNS NB & SB BETWEEN BURB	2012/2010	12/31/2014	12/31/2016	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO UTILITIES RELOCATION COMPLICATIONS. ALL PROGRAMMED FUNDS ARE OBLIGATED.
CALTRANS	LA000548	ROUTE 10: FROM PUENTE TO CITRUS HOV LANES FROM 8 TO 10 LANES (C-ISTEA 77720) (EA# 117080, PPNO# 0309N)	2030/2015	2/12/2016	10/31/2018	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO RIGHT OF WAY COMPLICATIONS FOR ACQUIRING PROPERTIES FROM CITY REDEVELOPMENT AGENCY. ALL PROGRAMMED FUNDS ARE OBLIGATED.
CALTRANS	LA01342	ROUTE 10: RT 10 FROM RT 605 TO PUENTE AVE HOV LANES (8+0 TO 8+2) (EA# 117070, PPNO 0306H) PPNO 3333 3382 AB 3090 REP (TCRP #40)	2008/2010	10/28/2013	10/28/2014	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO DESIGN CHANGE/DEVIATION FROM CONTRACT PLANS AS A RESULT OF DIFFERING SITE CONDITIONS. UNDER CONSTRUCTION AND ALL FUNDS HAVE BEEN OBLIGATED.
CALTRANS	LA0B875	ROUTE 10: HOV LANES FROM CITRUS TO ROUTE 57/210 – (EA# 11934, PPNO# 0310B)	2015	3/15/2016	1/4/2018	OBSTACLES ARE BEING OVERCOME. DELAY IS DUE TO COMBINING TWO PROJECTS (EAS 11934 AND 28900) AND REQUIRED ADDED CONSTRUCTION STAGES.
CALTRANS	LA0D73	ROUTE 5: LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTION. WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0, PPNO 2808). TCRP#42.2&42.1	2014	12/1/2016	12/1/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
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 2013 FTIP TCM REPORT. MOU SCHEDULED TO BE EXECUTED BY DEC 2014. PROJECT TO COMMENSE IN 2014-15.
GLENDALE	LA0G202	TRAFFIC LIGHT SYNCHRONIZATION ALONG THREE MAJOR ARTERIALS , GLENDALE AVE, BRAND BLVD.,SAN FERNANDO RD., AND COLORADO ST.	12/1/2014	12/1/2014	12/1/2014	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT. NEAR COMPLETION.
GLENDALE	LA0G406	FAIRMONT AVE. PARK-N-RIDE FACILITY (83 PARKING SPACES) TO SERVE COMMUTERS USING SR-134, I-5. THE LOCATION OF THE PARK-N-RIDE IS FAIRMONT AVENUE AND SAN FERNANDO RD.	12/30/2012	12/30/2014	12/30/2014	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
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		TCM SUBSTITUTION HAS BEEN INITIATED.
LONG BEACH	LAE1296	LONG BEACH INTELLIGENT TRANSPORTATION SYSTEM	2011	9/30/2013	9/30/2015	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CONSTRUCTION AND RELOCATION OF CITY'S TRAFFIC MANAGEMENT CENTER FROM 1600 SAN FRANCISCO AVENUE TO CITY HALL (COMPLETED IN MARCH OF 2014) AND RECONFIGURATION OF CITY'S FIBER COMMUNICATIONS SYSTEM (DUE TO BE COMPLETED IN JUNE OF 2014). BOTH TASKS ARE NECESSARY FOR THIS GRANT FUNDED PROJECT TO MOVE FORWARD.
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	10/1/2013	12/31/2014	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION WITH AN EXISTING CITY PROJECT IN THE AREA.
LONG BEACH	LAF1530	BICYCLE SYSTEM GAP CLOSURES & IMPROVED LA RIVER BIKE PATH. PROJECT WILL CONSTRUCT PRIORITY CLASS I & III BICYCLE SYSTEM GAP CLOSURES IN LONG BEACH AND IMPROVE CONNECTION TO LA RIVER.	2014	10/1/2014	6/30/2015	OBSTACLES ARE BEING OVERCOME. CONSTRUCTION WAS PUSHED BACK SINCE ADDITIONAL DESIGN WAS REQUIRED AFTER FEEDBACK WAS RECEIVED FROM THE COMMUNITY.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
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	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT. UNDER CONSTRUCTION.
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.	10/21/2014	10/21/2014	10/30/2015	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO RESCOPE.
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	6/30/2013	6/1/2015	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO REQUIREMENTS AND PERMITS FROM CORPS OF ENGINEER FOR PORTION OF BIKE PATH THROUGH FLOOD CONTROL CHANNEL. PROJECT DESIGN FUNDS HAVE BEEN OBLIGATED.
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 2013 FTIP TCM REPORT

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
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 2013 FTIP TCM REPORT
LOS ANGELES COUNTY MTA	LA0C8114	LA CITY RIDESHARE SERVICES; PROVIDE COMMUTE INFO, EMPLOYER ASSISTANCE AND INCENTIVE PROGRAMS THROUGH CORE & EMPLOYER RIDESHARE SERVICES & MTA INCENTIVE PROGRAMS. PPNO 9003	2009	12/30/2016	12/30/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT. ONGOING PROJECT.
LOS ANGELES COUNTY MTA	LA0D198	CRENSHAW TRANSIT CORRIDOR	12/31/2018	12/31/2018	4/30/2021	ORIGINAL SCOPE ON SCHEDULE. FINAL PROJECT COMPLETION DATE HAS BEEN UPDATED TO ACCOMODATE CONSTRUCTION OF TWO OPTIONAL STATIONS: CRENSHAW/VERNON STATION (LEIMERT PARK VILLAGE) AND FLORENCE/HINDRY STATION.
LOS ANGELES COUNTY MTA	LA0F021	EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II – FROM CULVER CITY TO SANTA MONICA		12/31/2017	12/31/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT
LOS ANGELES COUNTY MTA	LA0F075	LIGHT RAIL TRANSIT FLEET-UP TO 78 NEW CARS SYSTEMWIDE. THESE EXPANSION RAIL CARS WILL BE ASSIGNED TO EXPO I, EXPO II AND GOLD LINE FOOTHILL.	3/30/2018	3/30/2018	3/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT. FUNDS HAVE BEEN OBLIGATED.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0G010	REGIONAL CONNECTOR – LIGHT RAIL IN TUNNEL ALLOWING THROUGH MOVEMENTS OF TRAINS, BLUE, GOLD, EXPO LINES. FROM ALAMEDA / 1ST STREET TO 7TH STREET/METRO CENTER	12/31/2019	12/31/2019	5/31/2021	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO: 1) LONGER CONTRACT C0980 PROCUREMENT AND ENVIRONMENTAL, APPROVAL AND AUTHORIZATION PROCESSES THAN ORIGINALLY ESTIMATED; 2) FTA REQUIREMENT TO BUILD A NINE-MONTH BUFFER INTO THE SCHEDULE. CONTRACT C0980 PROCUREMENT COMPLETED AND METRO BOARD APPROVED AWARD OF DESIGN/BUILD CONTRACT TO REGIONAL CONNECTOR CONSTRUCTORS. THIRD PARTY UTILITY RELOCATIONS ARE PROGRESSING.
LOS ANGELES COUNTY MTA	LA0G447	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 1 - WILSHIRE/WESTERN TO LA CIENEGA	12/31/2019	2019/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT
LOS ANGELES COUNTY MTA	LA29202W	MID -CITY TRANSIT CORRIDOR: WILSHIRE BLVD. FROM VERMONT TO SANTA MONICA DOWNTOWN- MID-CITY WILSHIRE BRT INCL. DIV. EXPANSION AND BUS ONLY LANE	2009/2010	12/31/2014	6/30/2016	OBSTACLES ARE BEING OVERCOME. FUNDS HAVE BEEN OBLIGATED. DELAY DUE TO 1) LONGER ENVIRONMENTAL REVIEW AS A RESULT OF COMMUNITY CONCERNS; 2) LONGER DESIGN AND ENGINEERING BY CITY AND COUNTY; 3) NEW REQUIREMENT TO OBTAIN A LONG-TERM REVOCABLE PERMIT FROM THE VETERAN’S ADMINISTRATION FOR THE USE OF A SMALL STRIP OF THEIR PROPERTY.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LA0B7330	SAN FERNANDO RD ROW BIKE PATH PHSE II – CONSTRUCT 2.75 MILES CLAS I FRM FIRST ST TO BRANFORD ST,ON MTA-OWND ROW PARLEL TO SAN FERNANDO RD. LINK CYCLSTS TO NUMEROUS BUS LNE. PPNO 2868.	2005	3/30/2014	3/30/2014	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT
LOS ANGELES, CITY OF	LA0C8164	EXPOSITION BLVD RIGHT-OF-WAY BIKE PATH-WESTSIDE EXTENSION. DESIGN AND CONSTRUCTION OF 2.5 MILES OF CLASS 1 BIKEWAY, LIGHTING, LANDSCAPING & INTERSECTION IMPROVEMENTS. (PPNO# 3184)	2009	2018	2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 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	5/1/2014	12/31/2016	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEED FOR COMPLETON OF ATSAC SYSTEM. ATSAC SYSTEM IS NOW COMPLETE.
LOS ANGELES, CITY OF	LAF1524	SAN FERNANDO RD. BIKE PATH PH. IIIA/IIIB – CONSTRUCTION. RECOMMEND PHASE IIIA- CONSTRUCTION OF A CLASS I BIKE PATH WITHIN METRO OWNED RAIL RIGHT-OF-WAY ALONG SAN FERNANDO RD. BETWEEN BRANFORD ST. AND TUXFORD ST INCL BRIDGE.	10/1/2015	10/1/2015	10/1/2015	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF1708	HOLLYWOOD INTEGRATED MODAL INFORMATION SYSTEM. INSTALLATION OF ELECTRONIC, DIRECTION AND PARKING AVAILABILITY SIGNS WITH INTERNET CONNECTIVITY TO PROVIDE ADVANCE AND REAL-TIME INFORMATION INTENDED TO INCREASE TRANSIT RIDERSHIP	2015	9/21/2015	9/21/2015	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT
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	12/31/2014	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT
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	12/1/2015	12/31/2017	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PROGRAMMING ISSUE. PROGRAMMING ISSUE RESOLVED. CURRENTLY IN DESIGN PHASE WHICH WILL COMPLETE BY JUNE 2015.

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
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		ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT
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	12/31/2015	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT
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	12/31/2014	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP 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.	2010	12/31/2012	12/31/2015	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO 1) CONSIDERATION OF AN ALTERNATIVE SITE; AND 2) COORDINATION WITH GOLD LINE AUTHORITY. DESIGN CONCEPTS AND COST ESTIMATES ARE DEVELOPED. CONSTRUCTION BID DOCUMENT IS ALMOST COMPLETE AND WILL BE ON THE STREET IN JUNE OR JULY 2014. CITY EXPECTS TO AWARD CONTRACT IN AUGUST AND BEGIN CONSTRUCTION IN SEPTEMBER. THE PROJECT IS NOW ON A FAST TRACK.
PASADENA	LAE3790	THE PASADENA ITS INTEGRATES 3 COMPONENTS; TRAFFIC SIGNAL COMMUNICATION AND CONTRL, TRANSIT VEHICLE ARRIVAL INFO AND PUBLIC PARKING AVAILABILITY INFO. SAFETEA-LU PRJ #3790 AND #399	2010	6/30/2013	6/30/2015	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO BID HIGHER THAN CONSTRUCTION ESTIMATE. CITY IS PREPARING TO RE-ADVERTISE PROJECT REMOVING EXPENSIVE NON-TCM PORTION OF PROJECT.
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		ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT

TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
PORT OF LOS ANGELES	LAF3170	PORT TRUCK TRAFFIC REDUCTION PROGRAM: WEST BASIN RAILYARD. INTERMODAL RAILYARD CONNECTING PORT OF LA WITH ALAMEDA CORRIDOR TO ACCOMMODATE INCREASED LOADING OF TRAINS AT THE PORT, THEREBY REDUCING TRUCK TRIPS TO OFF-DOCK RAILYARDS.	12/1/2014	12/1/2014	12/1/2014	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT
RANCHO PALOS VERDES	LAF1506	BIKE COMPATIBLE RDWY SAFETY AND LINKAGE ON PALOS VERDES DR. THE PROJECT WILL HAVE A CLASS II BIKE LANE ON BOTH SIDES OF PALOS VERDES DRIVE SOUTH, WITH AN UNPAVED SHOULDER FOR EMERGENCY USE.	2014	10/9/2014	10/9/2014	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT
RANCHO PALOS VERDES	LAF1605	PEDESTRIAN SAFE BUS STOP LINKAGE. LINKING 11 BUS STOPS CURRENTLY INACCESSIBLE BECAUSE OF LACK OF SIDEWALKS ON BOTH THE EAST AND WEST SIDE OF HAWTHORNE BLVD. FROM CREST RD. TO PALOS VERDES DR. SOUTH (ABOUT 13,000')	2013	12/9/2013	12/9/2015	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ACCOMMODATING CONSTRUCTION OF AN OVERLAYING TRAFFIC SIGNAL SYNCHRONIZATION PROJECT. SIDEWALK NEEDS TO BE INSTALLED AFTER INSTALLING UNDERGROUND CONDUIT FOR THE TRAFFIC SIGNAL SYNCHRONIZATION PROJECT. FINAL DRAFT PLANS COMPLETED AND WILL PREPARE REQUEST FOR E-76.
SAN GABRIEL VALLEY COG	LA990359	GRADE SEP XINGS SAFETY IMPR; 35- MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY – EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA & L.A. SUBDIV – ITS 2318 SAFETEA #2178;1436 #1934 PPNO 2318	2003/2009	6/30/2018	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT. UNDER CONSTRUCTION.

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TABLE III-1.1 LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
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	6/30/2013	6/30/2014	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO LONGER COORDINATION AND PERMIT/APPROVAL. E-76 APPROVED BY CALTRANS ON 12/11/12. COASTAL COMMISSION PERMIT APPROVED ON 7/9/13. BID ADVERTISED ON 9/25/13. BIDS RECEIVED ON 10/30/13. 1 BID RECEIVED AND REJECTED DUE TO DBE REQUIREMENT. PROJECT RE-BID ON 11/27/13.
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	6/30/2014	6/30/2015	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO 1) TWO CITY PROJECT MANAGERS RETIRING, 2) HIRING REPLACEMENT PROJECT MANAGERS, AND 3) COORDINATING WITH COMMUNITY LEADERS, SCHOOL DISTRICTS, MAJOR EMPLOYERS ALONG THE PROPOSED PROJECT AREA. COORDINATION WITH STAKEHOLDERS HAS BEEN MOSTLY RESOLVED. PROJECT IN IMPLEMENTATION STAGE. PROJECT IS ABOUT 50% COMPLETED.
TORRANCE	LA0G358	SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT. THE LAND IS IN THE PROCESS OF BEING PURCHASED AND ESCROW WILL CLOSE ON DECEMBER 17, 2009. PRESENTLY, THE LOT IS VACANT/OPEN LAND WITH NO EXISTING STRUCTURE UPON IT. THE ADDRESS IS 465 N. CRENSHAW BLVD., TORRANCE, CA 90503.	12/31/2015	12/31/2015	12/31/2015	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
ARTESIA	LAF1607	SOUTH STREET PEDESTRIAN, BIKEWAY AND TRANSIT IMPROVEMENT. IMPROVE PEDESTRIAN ENVIRONMENT AND TRANSIT STOP LOCATIONS WITH LANDSCAPED MEDIANS, TRANSIT SHELTERS, BENCHES, SIDEWALK ENHANCEMENTS AND LIGHTING. CLOSE EXISTING BIKE LANE GAP.	2014	10/1/2014	COMPLETE	
AVALON	LAF1501	COUNTY CLUB DRIVE BIKEWAY IMPROVEMENT PROJECT. CONSTRUCTION OF A 4-FOOT WIDE CLASS II BIKE LANE IN BOTH DIRECTIONS ALONG A ONE MILE SECTION OF COUNTRY CLUB DRIVE.	2013	10/1/2013		FOR RECREATIONAL PURPOSES - NOT A COMMITTED TCM.
AZUSA	LAF3434	AZUSA INTERMODAL TRANSIT CENTER. CONSTRUCT REGIONAL AZUSA INTERMODAL TRANSIT CENTER TO ACCOMMODATE EXISTING AND FUTURE PARKING DEMAND AND SUPPORT EFFECTIVE TRANSIT USE.	6/30/2015	6/30/2015		MISTAKENLY MARKED AS A COMMITTED TCM IN 2013 FTIP A#13-24
BALDWIN PARK	LAE0076	CONSTRUCT ADD'L VEHICLE PARKING (200 TO 400 SPACES), BICYCLE PARKING LOT AND PEDESTRIAN REST AREA AT THE TRANSIT CENTER	2010	12/31/2014	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
CALTRANS	LA996134	ROUTE 5: RTE. 5/14 INTERCHANGE & HOV LNS ON RTE 14 – CONSTRUCT 2 ELEVATED LANES – HOV CONNECTOR (DIRECT CONNECTORS) (EA# 16800)(2001 CFP 8343) (PPNO 0168M)	2014/2009	5/24/2013	COMPLETE	
FOOTHILL TRANSIT ZONE	LA0B311	PARK AND RIDE FACILITY TRANSIT ORIENTED NEIGHBORHOOD PROGRAM SAFETEA-LU # 341 (E-2006-BUSP-092) (E-2006-BUSP-173)	2003/2005	12/31/2013	COMPLETE	AZUSA AND WEST COVINA WERE ENTERED ERRONEOUSLY IN THIS TIP SHEET. AZUSA IS UNDER LAF3434. INDUSTRY - CONSTRUCTION OF THE INDUSTRY PARK AND RIDE PARKING STRUCTURE WAS COMPLETED. FROM LAOB311.INDUSTRY NUMBER OF PARKING SPACES #622 WEST COVINA - CITY OF WEST COVINA STILL WAITING FOR RESPONSE FROM CALIFORNIA DEPARTMENT OF FINANCE (DOF) FOR FINAL REVIEW AND APPROVAL TO TRANSFER ALL PROPERTIES OF FORMER REDEVELOPMENT BOARD AGENCY AT THE WESTFIELD MALL TO THE CITY PARKING AUTHORITY.
FOOTHILL TRANSIT ZONE	LA0G142	LACRD - 12 BUSES FOR THE I-10 EL MONTE BUSWAY. HOT LANE. (RTP# 1TR08D08 & 1TR08D07A)		12/31/2012	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
INDUSTRY	LAF3303	INDUSTRY-ATMS SIGNAL UPGRADE/CCTV VIDEO SURVEILLANCE SYSTEM. DESIGN & IMPLEMENT 20 ATMS SIGNAL UPGRADE, 6 CCTV VIDEO SURVEILLANCE SYSTEM, WIRELESS COMMUNICATIONS & LOCAL CONTROL CENTER (LCC) VIDEO SCREEN SYSTEM.	3/30/2014	3/30/2014	COMPLETE	
LONG BEACH	LA0C8237	LONG BEACH PARK AND RIDE FACILITY AT 4TH AND PACIFIC, SOUTH OF THE MTA BLUE LINE PACIFIC STATION. 100 DEDICATED, TRANSIT ORIENTED SPACES IN MIXED USE DEVELOPMENT	6/30/2014	6/30/2014		A DUPLICATE OF LAE0332.
LONG BEACH	LA996322	DWNTWN. SHORELINE DR. TRAFFIC MGMT. SYSTEM: DEPLOYMENT OF ITS ELEMENTS IN THE DWNTWN AREA TO RESPOND TO SPECIAL GENERATOR TRAFFIC.	3/31/2013	3/31/2013	COMPLETE	
LONG BEACH	LAF1334	ATLANTIC AVE SIGNAL SYNCHRONIZATION & ENHANCEMENT PROJECT. TRAFFIC SIGNAL UPGRADES AND RECONSTRUCTION, INTERCONNECT, BUS PRIORITY TRAFFIC SIGNAL EQUIPMENT, EMERGENCY VEHICLE PREEMPTION, AND ENHANCEMENTS FOR BUS STOPS AND PEDESTRIAN SAFETY.	12/1/2013	12/1/2013	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LA0D272	SOUTH SAN FERNANDO VALLEY REGIONAL PARK AND RIDE. ADD 50 NEW PARKING SPACES TO EXISTING COMMUTER EXPRESS PARK AND RIDE LOT WITHIN EXISTING AREA.		12/31/2012	COMPLETE	
LOS ANGELES, CITY OF	LA0G181	ATCS - CENTRAL BUSINESS DISTRICT. DEVELOP A FULLY TRAFFIC RESPONSIVE SIGNAL CONTROL SYSTEM TO APPROXIMATELY 180 INTERSECTIONS CURRENTLY OPERATIONAL WITH ATSAC CAPABILITY.	2/1/2014	2/1/2014		SYSTEM REPLACEMENT, NOT A TCM.
LOS ANGELES, CITY OF	LAF1450	ENCINO PARK-AND-RIDE FACILITY RENOVATION. RENOVATION OF THE ENCINO PARK-AND-RIDE FACILITY IN ORDER TO ADDRESS PHYSICAL AND STRUCTURAL DEFICIENCIES AND ADD CAPACITY TO THIS HEAVILY UTILIZED FACILITY. INCLUDES 50 NEW PARKING SPACES AND BIKE LOCKERS.	2013	10/1/2013	COMPLETE	
LOS ANGELES, CITY OF	LAF1527	MANCHESTER AVENUE BIKE LANES & ISLAND REDUCTION. THE PROJECT CONSISTS OF THE INSTALLATION OF ONE MILE OF BIKE LANES AND THE REDUCTION OF THE LANDSCAPED MEDIAN ISLAND ON MANCHESTER BL BETWEEN SEPULVEDA BL AND OSAGE AV	10/1/2015	10/1/2015	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF1720	EXPERIENCELA.COM WEB 2.0 INTERACTIVE TRANSIT MAPPING. PROVIDE INTERACTIVE MAPPING, WIFI AND MOBILE INTERFACE, AND WEB 2.0 TECHNOLOGY AS NEW SERVICES ON EXPERIENCELA.COM.		6/30/2013	COMPLETE	
LOS ANGELES COUNTY MTA	LA0C10	MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION	2011/2012	12/31/2012	COMPLETE	
LOS ANGELES COUNTY MTA	LA0G154	LACRD – EL MONTE TRANSIT CENTER IMPROVEMENTS AND EL MONTE BUSWAY IMPROVEMENTS, INCLUDING BIKE LOCKERS, TICKET VENDING MACHINES AT EL MONTE BUSWAY STATIONS AND UP TO 10 BUS BAYS.	12/31/2010	12/31/2012	COMPLETE	
LOS ANGELES COUNTY MTA	LA0G694	LOS ANGELES - SAN FERNANDO VALLEY BRT TRANSIT EXTENSION CANOGA		12/31/2013	COMPLETE	
LOS ANGELES COUNTY MTA	LA963542	ACQUISITION REVENUE VEHICLES – 2,513 CLEAN FUEL BUSES: LEASED VEH, FY02 (370) FY03 (30 HC) + FY04 (70 HC) + (200 ARTICS); FY05-FY10 TOTAL OF 1000 BUSES.	2005	6/30/2014	COMPLETE	
ROLLING HILLS ESTATE	LAF1529	PALOS VERDES DRIVE NORTH BIKE LANES. CONSTRUCTION OF CLASS II BIKE LANE AND RELATED IMPROVEMENTS ON PALOS VERDES DRIVE NORTH	12/31/2012	12/31/2013	COMPLETE	

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
SANTA CLARITA	LAF1424	MCBEAN REGIONAL TRANSIT CENTER PARK AND RIDE. PURCHASE LAND, DESIGN, AND CONSTRUCT A REGIONAL PARK-AND-RIDE LOT ADJACENT TO THE MCBEAN REGIONAL TRANSIT CENTER IN THE CITY OF SANTA CLARITA.	2012	10/1/2013	COMPLETE	
SANTA FE SPRINGS	LA0F096	NORWALK SANTA FE SPRINGS TRANSPORTATION CENTER PARKING EXPANSION AND BIKEWAY IMPROVEMENTS. PROVIDE ADDITIONAL 250 PARKING SPACES FOR TRANSIT CENTER PATRONS AND IMPROVE BICYCLES ACCESS TO THE TRANSIT CENTER	2011	6/30/2012	COMPLETE	
SANTA FE SPRINGS	LAF3402	NORWALK/SANTA FE SPRINGS TRANSPORTATION CTR PHASE II PARKING. CONSTRUCT A TOTAL OF APPROX. 160 PARKING SPACES ON A SITE ADJACENT TO THE METROLINK STATION.	6/30/2014	6/30/2014	COMPLETE	PHASE 2 OF LA0F096 WHICH IS COMPLETE. MISTAKINGLY CARRIED OVER TO BE A NEW COMMITTED TCM IN 2013 FTIP.
SANTA MONICA	LA0F062	DESIGN AND CONST. OF REAL-TIME PARKING INF./GUIDANCE SYSTEM. PHASE I COVERS SANTA MONICA AREA, BOUNDED BY COLORADO AVE., OCEAN AVE., WILSHIRE BLVD AND LINCOLN BLVD.	6/30/2013	6/30/2013		PARKING INFORMATION/GUIDANCE SYSTEM NOT A TCM.

TABLE III-1.2 LOS ANGELES COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
SANTA MONICA	LAF1343	OCEAN PARK BL, MAIN ST, NEILSON WY SIGNAL SYSTEM. INSTALL COMMUNICATION & SIGNAL MODIFICATIONS NEEDED TO BRING INTERSECTIONS ONTO THE SIGNAL CONTROL SYSTEM ALONG THE OCEAN PARK BL, MAIN ST, AND NEILSON WY CORRIDORS. INCLUDES 26 INTERSECTIONS ON 3 CORRIDORS.	6/30/2015	6/30/2015	COMPLETE	
TEMPLE CITY	LA0G668	ROSEMEAD BLVD SAFETY ENHANCEMENTS & BEAUTIFICATION PROJECT: INSTALLATION OF BICYCLE LANES, SIDEWALK IMPROVEMENTS, LANDSCAPING, WAYFINDING SIGNAGE FROM PENTLAND TO CALLITA (1.7 MI).	10/31/2013	10/31/2013	COMPLETE	
TORRANCE	LA0G615	TORRANCE TRANSIT SYSTEM BUS RAPID PROJECT (REDONDO BEACH TO LONG BEACH) - FOR THE ACQUISITIONS OF EIGHT (8) EXPANSION BUSES (\$6,400,000), AND INCLUDES TWO (2) YEARS OF OPERATING ASSISTANCE TO OPERATE THE NEW RAPID SERVICE (\$1,500,000).		7/1/2013	COMPLETE	
WHITTIER	LAE0191	DESIGN, RIGHT-OF-WAY, AND CONSTRUCT 2.8 MILE BIKEWAY AND PEDESTRIAN PATH FROM MILLS AVE. TO VALLEY HOME IN WHITTIER.		11/30/2013	COMPLETE	

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2015 FTIP COMPLETION DATE
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
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
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
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
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
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
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
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

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2015 FTIP COMPLETION DATE
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
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
GLENDALE	LAF3714	ARROYO VERDUGO COMMUTE MANAGER SYSTEM. DEVELOPMENT OF A CUSTOMIZED TDM-SPECIFIC GEOGRAPHICALLY BASED WEBSITE.	12/30/2017
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
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
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
LONG BEACH	LA0G830	I-710 IMPROVEMENTS/SHOEMAKER BRIDGE - DOWNTOWN EXITS. THE PROJECT MAKES BICYCLE, PEDESTRIAN, AND STREETScape IMPROVEMENTS ON MAJOR THOROUGHFARES.	12/31/2020
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

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2015 FTIP COMPLETION DATE
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
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
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
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
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
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
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
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

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2015 FTIP COMPLETION DATE
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
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
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
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
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
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
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
LOS ANGELES COUNTY	LAF5310	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP. IMPLEMENTATION 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

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2015 FTIP COMPLETION DATE
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
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
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
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). MEDIANS WILL BE REDUCED TO INSTALL BIKE LANES AND BICYCLE RACKS (20) WILL BE PROVIDED AT KEY DESTINATIONS.	2/26/2019
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
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
LOS ANGELES COUNTY MTA	LA0G1048	ACTON SIDING AND SECOND PLATFORM. LENGTHEN AN EXISTING SIDING WEST OF CP QUARTZ BY APPROX. 4,000 FEET, 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

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2015 FTIP COMPLETION DATE
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 PREPARATION 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
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
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, INSTALLING CONCRETE TIES ON BOTH TRACKS, INSTALL FOUR NEW SPECIAL TRACKWORK TURNOUTS, NINE AT-GRADE CROSSINGS, FOUR BRIDGES, A NEW SECOND PLATFORM AT NORTHRIDGE, OTHER ENHANCEMENTS INCLUDE SIGNAL RELOCATION, UTILITY RELOCATION AND DRAINAGE IMPROVEMENTS.	12/31/2018
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
MONTEBELLO	LA0G862	PURCHASE OF SEVEN (7) ALTERNATIVE FUEL EXPANSION TRANSIT BUSES	12/31/2016
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
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
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

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2015 FTIP COMPLETION DATE
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
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
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
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
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
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
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

TABLE III-1.3 LOS ANGELES COUNTY NEW TCMS			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2015 FTIP COMPLETION DATE
VARIOUS AGENCIES	LA0G772	VALLEY VILLAGE - PURCHASE OF 7 SERVICE EXPANSION SMALL BUS 8 AP, 2 WC...	12/1/2015

ORANGE COUNTY

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
CALTRANS	ORA000193	HOV CONNECTORS FROM SR-22 TO I-405, BETWEEN SEAL BEACH BLVD. (I-405 PM 022.558) AND VALLEY VIEW ST. (SR-22 PM R000.917), WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTORS.	2010	2/1/2015	10/1/2014	AHEAD OF SCHEDULE.
CALTRANS	ORA000194	HOV CONNECTORS FROM I-405 TO I-605, BETWEEN KATELLA AVE. (I-605 PM R001.104) AND SEAL BEACH BLVD. (I-405 PM 022.643), WITH A SECOND HOV LANE IN EACH DIRECTION ON I-405 BETWEEN THE TWO DIRECT CONNECTIONS.	2010	7/1/2015	6/30/2014	AHEAD OF SCHEDULE.
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	1/1/2015	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT.

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
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. (MAY USE TOLL CREDIT IF CMAQ REQUIRES A MATCH)	6/1/2014	6/1/2014	12/31/2016	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PROJECT SCOPE AND RIGHT OF WAY ISSUES. THE PROJECT SCOPE AND RIGHT OF WAY ISSUES HAVE BEEN RESOLVED AND A COOPERATIVE AGREEMENT IS GOING TO OCTA BOARD IN AUGUST 2014.
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	11/1/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT.
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	10/1/2016	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT.
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 2013 FTIP TCM REPORT. ONGOING INFORMATION FOR RIDESHARE SERVICES
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	7/1/2017	7/1/2017	7/1/2017	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT.

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
TRANSPOR- TATION CORRIDOR AGENCIES (TCA)	10254	SJHC, 15 MI TOLL RD BETWEEN I-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, EXISTING 3/M/F EA.DIR.1 ADD'L M/F EA DIR, PLUS CLIMBING & AUX LNS AS REQ, BY 2020 PER SCAG/TCA MOU 4/5/01	2015/2008	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT. ONGOING IMPLEMENTATION PER SCAG/TCA MOU.
TCA	ORA050	ETC (RTE 241/261/133) (RTE 91 TO I-5/JAMBOREE) EXISTING 2 M/F EA.DIR, 2 ADD'L M/F IN EA. DIR, PLUS CLIMB AND AUX LNS AS REQ, BY 2020 PER SCAG/TCA MOU 4/05/01.	2015/2010	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT. ONGOING IMPLEMENTATION PER SCAG/TCA MOU.
TCA	ORA051	(FTC-N) (OSO PKWY TO ETC) (13MI) EXISTING 2 MF IN EA. DIR, 2 ADDITIONAL M/F LANES, PLS CLMBNG & AUX LANS AS REQ BY 2020 PER SCAG/TCA MOU 4/05/01.	2015/2010	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT. ONGOING IMPLEMENTATION PER SCAG/TCA MOU.

TABLE III-2.1 ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
TCA	ORA052	(FTC-S) (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2013; AND 1 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2030 PER SCAG/TCA MOU 4/05/01.	2015/2010	6/15/2030	2021/2030	TIMELY IMPLEMENTATION OF THE TCM IS PREDICATED UPON TCA MEETING THE SCHEDULE OF TWO CRITICAL MILESTONES AS REFERENCED BY TCA IN ITS INFORMATIONAL SUBMITTAL TO SCAG (DATED APRIL 21, 2014) ⁴ . SPECIFICALLY, TCM TIMELY IMPLEMENTATION IS DEMONSTRATED ONLY IF: 1) A POSITIVE DECISION IS RENDERED BY THE STATE WATER RESOURCES CONTROL BOARD REGARDING TCA'S PENDING APPEAL OF THE SAN DIEGO REGIONAL WATER QUALITY BOARD'S DENIAL OF THE WASTEWATER DISCHARGE REQUIREMENTS PERMIT; FURTHER, THE PERMIT AND THE CURRENTLY PENDING BIOLOGICAL OPINION FROM THE U.S. FISH AND WILDLIFE SERVICE ARE BOTH RECEIVED IN ADEQUATE TIME TO MEET THE TESORO EXTENSION CONSTRUCTION SCHEDULE; AND 2) CONSTRUCTION OF THE TESORO EXTENSION BEGINS IN JUNE 2015. IF EITHER CONDITION IS NOT MET, SUBSTITUTION OF THE SR-241 TCM SHALL BE REQUIRED AND COMMENCE ACCORDINGLY.

⁴ The TCA's informational submittal and SCAG's review letter dated May 27, 2014 are available upon request.

TABLE III-2.2 ORANGE COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
ANAHEIM	ORA000100	GENE AUTRY WAY WEST @ I-5 (I-5 HOV TRANSITWAY TO HASTER) ADD OVERCROSSING ON I-5 (S)/MANCHESTER AND EXTEND GENE AUTRY WAY WEST FROM I-5 TO HASTER (3 LANES IN EA DIR.)	2004	01/2013	COMPLETE	
ANAHEIM	ORA100508	DEVELOP AND IMPLEMENT AN ITS MASTER PLAN IN ANAHEIM. INCLUDES NEW CCTV CAMERAS (3) AND MODIFICATIONS TO FIBER OPTICS	6/30/2013	6/30/2013	COMPLETE	
FULLERTON	ORA020113	FULLERTON TRAIN STATION – PARKING STRUCTURE, PHASE I AND II. TOTAL OF 800 SPACES (PPNO 2026)	2004	6/11/2012	COMPLETE	
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA041501	PURCHASE (71) STANDARD 30FT EXPANSION BUSES – ALTERNATIVE FUEL – (31) IN FY08-09, (9) IN FY09-10, (7) IN FY11-12, (6) IN FY12-13 AND (18) IN FY13-14	2012	6/30/2016		SUBSTITUTED WITH ORA131108
OCTA	ORA0826016	PURCHASE (72) PARATRANSIT EXPANSION VANS – (21) IN FY09/10, (51) IN FY10/11.	6/30/2016	6/30/2016	COMPLETE	
OCTA	ORA082618	PURCHASE PARATRANSIT VEHICLES EXPANSION (MISSION VIEJO) (11) IN FY09/10.	6/30/2030	6/30/2030	COMPLETE	

TABLE III-2.2 ORANGE COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
OCTA	ORA085001	ORANGE TRANSPORTATION CENTER PARKING EXPANSION - PROJECT WILL PROVIDE APPROXIMATELY 1,100 ADDITIONAL TRANSIT PARKING SPACES AT THE ORANGE STATION PARKING CENTER.	9/1/2015	9/1/2015		SUBSTITUTED WITH ORA131108
OCTA	ORA120357	ORANGE COUNTY. TRAFFIC SIGNAL SYNCHRONIZATION FOR BUS RAPID TRANSIT CORRIDORS		12/31/2012	COMPLETE	
OCTA	ORA120536	TUSTIN RAIL STATION PARKING EXPANSION - CONSTRUCTION OF 191 NEW SPACES (281 EXISTING SPACES + 191 NEW SPACES = 472 TOTAL SPACES) PPNO 9510		12/15/2012	COMPLETE	
OCTA	ORA131108	2011 CTFP REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM. 102 MILES AND 355 SIGNALIZED INTERSECTIONS ALONG 10 HIGH VOLUME REGIONAL TRAFFIC CORRIDORS.	6/30/2014	6/30/2014	COMPLETE	PROJECT IS TCM SUBSTITUTION FOR ORA085001, ORA41501.

TABLE III-2.2 ORANGE COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
ORANGE COUNTY	ORA112001	MOULTON PARKWAY SMART STREET SEGMENT 3 PHASE II - FROM APPROXIMATELY 400' NORTH OF EL TORO ROAD TO 500' NORTH OF SANTA MARIA AVENUE (0.7 MILES) - IMPROVE ROADWAY TRAFFIC CAPACITY AND SMOOTH TRAFFIC FLOW THROUGH TRAFFIC SIGNAL SYNCHRONIZATION (3), BUS TURNOUTS, INTERSECTION IMPROVEMENTS, ADDITIONAL SIDEWALK, ADDITIONAL TURNING LANES AND ON-ROAD BIKE LANES WITHIN THE PROJECT LIMITS.	9/30/2013	9/30/2013	COMPLETE	

TABLE III-2.3 ORANGE COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2013 FTIP COMPLETION DATE
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
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
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
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
OCTA	ORA081619	STATION REHABILITATION AND REPAIR IMPROVMENTS FOR ORANGE COUNTY METROLINK STATIONS	5/11/2015
OCTA	ORA110304	GOLDENWEST TRANSPORTATION CENTER. CONSTRUCT A SURFACE PARKING LOT (300 SPACES)	4/30/2016
OCTA	ORA111210	I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION	12/1/2018
OCTA	ORA112005	IMPLEMENT BIKE STATIONS AND BIKE SHARING PROGRAM IN ORANGE COUNTY	10/30/2015
OCTA	ORA112702	RIDESHARE VANPOOL PROGRAM - CAPITAL LEASE COST FY12/13 - FY16/17. (USE TOLL CREDITS FOR \$1.338 IN FY12/13)	1/31/2017
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

RIVERSIDE COUNTY

TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
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	6/1/2013	2/28/2015	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO 1) OBTAINING EASEMENTS AND RIGHTS-OF-WAY; 2) UPDATING DESIGN, PLANS, AND SPECIFICATIONS; 3) UTILITY RELOCATION; AND 4) FINDING A SOLUTION BETWEEN CITY'S TRAFFIC CENTER SOFTWARE COMMUNICATING WITH EXISTING TRAFFIC CONTROLLERS IN FIELD.
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	7/31/2017	9/4/2017	OBSTACLES ARE BEING OVERCOME. MINOR ADJUSTMENT TO CONSTRUCTION SCHEDULE. PROJECT WAS AWARDED DESIGN BUILD CONTRACT AND NTP 1 AND 2 HAVE BEEN ISSUED. DESIGN BUILD CONTRACTOR IS CURRENTLY WORKING THROUGH DESIGN AND CONSTRUCTION BEGAN IN MAY 2013.
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 2013 FTIP TCM REPORT. PARK-N-RIDE LEASES ARE A CONTINUING PROGRAM IN WESTERN RIVERSIDE COUNTY.

TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
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	2014	12/31/2015	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO LITIGATION AND DELAYED SIGNING OF SMALL START GRANTS AGREEMENT. UNDER CONSTRUCTION.
RCTC	RIV520111	REGIONAL RIDESHARE – CONTINUING PROGRAM.	2009	6/30/2018	6/30/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT. ONGOING PROGRAM.
RIVERSIDE TRANSIT AGENCY	RIV041030	IN THE CITY OF HEMET – CONSTRUCT NEW HEMET TRANSIT CENTER (WITH APPROXIMATELY 4 BUS BAYS) AT 700 SCARAMELLA CR., HEMET, CA (5309C FY 04 + 05 EARMARKS).	6/30/2010	12/31/2015	12/31/2015	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT.
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	12/31/2015	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT.
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	12/30/2015	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT.

TABLE III-3.1 RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
TEMECULA	RIV62029	AT HWY 79 SO AND LA PAZ ST: ACQUIRE LAND, DESIGN AND CONSTRUCT PARK-AND-RIDE LOT – 250 SPACES (FY 05 HR4818 EARMARK)	2004/2007	12/31/2015	12/31/2015	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT.

TABLE III-3.2 RIVERSIDE COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	RIV010212	ON SR91 – ADAMS TO 60/215 IC: ADD ONE HOV LN IN EACH DIRECTION, RESTRIPE TO EXTEND 4TH WB MIXED FLOW LANE FROM 60/215 IC TO CENTRAL OFF-RAMP, RESTRIPE TO EXTEND 5TH WB MIXED FLOW LANE FROM 60/215 IC TO 14TH ST OFF-RAMP, AUX LNS (MADISON-CENTRAL), BRIDGE WIDENING & REPLACEMENTS, EB/WB BRAIDED RAMPS, IC MOD/RECONSTRUCT + SOUND/RETAINING WALLS	2002	8/3/2015	COMPLETE	
RCTC	RIV050555	ON I-215 (N/O EUCALYPTUS AVE TO N/O BOX SPRINGS RD) & SR60 (E/O DAY ST TO SR60/I-215 JCT): RECONSTRUCT JCT TO PROVIDE 2 HOV DIRECT CONNECTOR LNS (SR60 PM: 12.21 TO 13.6) AND MINOR WIDENING TO BOX SPRINGS RD FROM 2 TO 4 THROUGH LANES BETWEEN MORTON RD AND BOX SPRINGS RD/FAIR ISLE DR IC (EA: 449311)	2011	4/29/2013	COMPLETE	

TABLE III-3.3 RIVERSIDE COUNTY NEW TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2015 FTIP COMPLETION DATE
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
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 16 KEY INTERSECTIONS, AND NEW TRAFFIC SIGNAL CONTROLLERS AT EXISTING 45 SIGNALIZED INTERSECTIONS	12/31/2016
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
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
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
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
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 52.28 (PM 1.3 IN SAN BERNARDINO COUNTY),	12/31/2020

TABLE III-3.3 RIVERSIDE COUNTY NEW TCMS			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2015 FTIP COMPLETION DATE
RIVERSIDE TRANSIT AGENCY	RIV151211	IN WESTERN RIVERSIDE COUNTY FOR RTA - IMPLEMENTATION OF LIMITED-STOP SERVICE ALONG ROUTE 1 SERVICE AREA DURING WEEKDAY PEAK COMMUTE PERIODS ALONG UNIVERSITY AND MAGNOLIA AVENUES (RIVERSIDE/CORONA CORRIDOR). SERVICE WILL BE BETWEEN UCR AND THE GALLERIA AT TYLER. THIS INCLUDES PURCHASE OF 14 NEW BUSES (40 FT) AND OPERATING ASSISTANCE FOR THE FIRST THREE YEARS OF SERVICE.	12/31/2020
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
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

SAN BERNARDINO COUNTY

TABLE III-4.1 SAN BERNARDINO COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
RIALTO	200450	RIALTO METROLINK STATION – INCREASE PARKING SPACES FROM 225-775	2006	12/1/2015	12/1/2015	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT.
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	12/1/2015	ONGOING PROJECT. PAST PROJECTS HAVE BEEN COMPLETED AND NEW PROJECTS HAVE BEEN AWARDED FUNDING
SANBAG	20061012	DOWNTOWN S.B. PASSENGER RAIL – FROM SAN BERNARDINO METROLINK STATION TO APPROX. 1 MILE EAST TO A NEW METROLINK STATION AT RIALTO AVE AND E ST. IN DOWNTOWN SAN BERNARDINO	10/10/2014	10/10/2014	6/30/2015	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO LONGER FINAL ENVIRONMENTAL APPROVAL AND BUY AMERICA REQUIREMENTS. CONSTRUCTION CONTRACT IS AWARDED AND CONSTRUCTION IS UNDERWAY
UPLAND	20040825	UPLAND METROLINK STATION - ADDITIONAL PARKING FROM 200 TO 500 spaces	12/1/2013	12/1/2013		TCM SUBSTITUTION HAS BEEN INITIATED.

TABLE III-4.2 SAN BERNARDINO COUNTY COMPLETED/CORRECTED TCMS						
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
OMNITRANS	981118	BUS SYSTEM – PASSENGER FACILITIES: DESIGN AND BUILDING OF ONTARIO TRANSCENTER	2005/2002	9/30/2012	COMPLETE	
OMNITRANS	200101	BUS SYSTEM - PASSENGER FACILITIES: DEVELOPMENT OF SAN BERNARDINO TERMINAL LOCATED ON RIALTO AND E STREET. TRANSFER POINT CENTER		12/1/2014	COMPLETE	
OMNITRANS	200625	E STREET TRANSIT CORRIDOR- FROM SAN BERNARDINO TO LOMA LINDA (INCLUDES 14 ARTIC BUSES AND PARK AND RIDES)		1/1/2014	COMPLETE	
VARIOUS AGENCIES	713	I-215 CORRIDOR NORTH – IN SAN BERNARDINO, ON I-215 FROM RTE 10 TO RTE 210 – ADD 2 HOV & 2 MIXED FLOW LNS (1 IN EA. DIR.) AND OPERATIONAL IMP INCLUDING AUX LANES AND BRAIDED RAMP	2013	9/1/2013	COMPLETE	

TABLE III-4.3 SAN BERNARDINO COUNTY NEW TCMS			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2013 FTIP COMPLETION DATE
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.	12/30/2014
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
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

VENTURA COUNTY

TABLE III-5.1 VENTURA COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP 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	7/1/2014	7/1/2015	REPLACEMENT WITH VEN040502 HAS BEEN INITIATED PER FINAL 2013 FTIP GUIDELINES.
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	1/31/2013	1/31/2015	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ROW ACQUISITION. CITY IS WORKING WITH PROPERTY OWNERS ON EASEMENT.
OJAI	VEN010203	OJAI VALLEY BIKE TRAIL EXTENSION/FULTON ST EXTENSION.	2002/2004	12/31/2012	12/31/2014	OBSTACLES OVERCOME. PROJECT IS CURRENTLY IN CLOSEOUT.
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	7/1/2015	7/1/2015		ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT. UNDER CONSTRUCTION.
VCTC	VEN93017	REGIONAL RIDESHARE PROGRAM – LUMP SUM, INCL RIDESHARING PROGRAM FOR 08/09, 09/10, 10/11, 11/12, 12/13 – INCLUDES VENTURA COUNTY BIKE MAP UPDATE	2010	6/30/2018	6/30/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2013 FTIP TCM REPORT. ONGOING PROJECT.

TABLE III-5.2 VENTURA COUNTY COMPLETED/CORRECTED TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
OJAI	VEN54164	BICYCLE & PEDESTRIAN TRAIL EXTENSION: FOX CYN BARRANCA FROM RT 150 TO OJAI VALLEY TRAIL	2003/2006	12/31/2013		REPLACED BY VEN130101 AND VEN130102 PER FINAL 2013 FTIP GUIDELINES.
OXNARD	VEN053403	EAST VENTURA BOULEVARD FROM NYLAND AVENUE TO EAST OF ALMOND DRIVE - LANDSCAPE ENHANCEMENT, PEDESTRIAN AND BICYCLE FACILITIES, DRAINAGE IMPROVEMENT AND PAVEMENT REHABILITATION	12/31/2008	12/31/2013	COMPLETE	
OXNARD	VEN990317	OXNARD BLVD 5TH/VINEYARD & ON 5TH ST (RT 34) OXNARD BLVD/ROSE AVE CONSTRUCT NEW BICYCLE & PEDESTRIAN FACILITIES	2003/2008	4/1/2013		REPLACED BY VEN130101 AND VEN130102 PER FINAL 2013 FTIP GUIDELINES.
SAN BUENAVENTURA	VEN061007	MILLS ROAD AT MAPLE ADJACENT TO PACIFIC VIEW MALL – BUS TURNOUTS WITH BUS SHELTERS, AND OTHER BUS STOP AMENITIES	2008	12/31/2012		AMENITY ENHANCEMENT. NOT A COMMITTED TCM.
SIMI VALLEY	VEN051201	WEST LOS ANGELES AVENUE FROM WEST CITY LIMIT TO EASY STREET CLASS II BIKE LANES	2010	12/31/2012	COMPLETE	
SIMI VALLEY	VEN055401	EXPAND TRANSIT MAINTENANCE FACILITY TO ACCOMMODATE SYSTEM EXPANSION		10/1/2011	COMPLETE	
THOUSAND OAKS	VEN056407	HILLCREST DRIVE FROM TELLER ROAD TO CONEJO BLVD – CLASS II BIKE LANES	2009	3/31/2013		REPLACED BY VEN130401 PER FINAL 2013 FTIP GUIDELINES.

TABLE III-5.2 VENTURA COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
THOUSAND OAKS	VEN090503	LYNN ROAD FROM HILLCREST DRIVE TO AVENIDA DE LOS ARBOLES CONSTRUCT CLASS II BIKE LANES FOR 3 MILES (TEA21#221).	12/31/2010	4/1/2013	COMPLETE	
THOUSAND OAKS	VEN110109	THOUSAND OAKS TRANSIT CENTER PARKING LOT EXPANSION AND OTHER IMPROVEMENTS - EXPAND PARKING LOT BY APPROXIMATELY 77 SPACES, INSTALL ASSOCIATED LANDSCAPING, AND UPGRADE TRANSIT CENTER LIGHTING	7/1/2013	7/1/2013	COMPLETE	
THOUSAND OAKS	VEN110111	EXTEND OPERATING HOURS FOR THOUSAND OAKS FIXED ROUTE AND DIAL A RIDE SYSTEMS. Service ends 7/1/2014.	7/1/2014	7/1/2014		A DEMONSTRATION PROJECT, NOT A COMMITTED TCM.
VENTURA COUNTY	VEN110303	NEAR EL RIO ON SANTA CLARA AVENUE FROM CENTRAL TO ROUTE 118 CONSTRUCT 2.98 MILES OF CLASS II BIKE LANES	7/1/2013	7/1/2013	COMPLETE	
VENTURA COUNTY	VEN110306	IN MEINERS OAKS ON LOMITA AVENUE FROM RICE RD TO S LOMITA AVE CONSTRUCT 1.5 MILE CLASS III BIKE ROUTE	1/1/2013	1/1/2013	COMPLETE	
VENTURA COUNTY	VEN130401	ON PLEASANT VALLEY ROAD BETWEEN RICE AVE AND LAS POSAS RD (5 CENTERLINE MILES) INSTALL CLASS III BIKE LANES. INCLUDES RESTRIPIING AND SIGNAGE.	4/30/2014	4/30/2014	COMPLETE	

TABLE III-5.2 VENTURA COUNTY COMPLETED/CORRECTED TCMS

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2013 FTIP COMPLETION DATE	2015 FTIP COMPLETION DATE	2015 FTIP PROJECT STATUS
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN070204	SMARTCARD UPGRADE	2008	11/1/2012		UPGRADE/REPLACEMENT PROJECT, NOT A COMMITTEED TCM.

TABLE III-5.3 VENTURA COUNTY NEW TCMS			
LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2015 FTIP COMPLETION DATE
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
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
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
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 FY12/13 INCLUDES \$15 OF TOLL CREDITS FOR ENG IN FY 14/15, \$5 FOR RW, AND \$234 FOR CON).	12/31/2014
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
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN040405	NEXT BUS UPGRADE FOR REAL-TIME BUS STOP SIGNAGE (TRANSIT ENHANCEMENTS)	7/1/2018
VCTC	VEN121002	FARE COLLECTION AND RIDERSHIP MONITORING EQUIPMENT AND MAINTENANCE	7/1/2018