

PLAN PERFORMANCE

# TRANSPORTATION CONFORMITY ANALYSIS

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



TECHNICAL REPORT

ADOPTED ON SEPTEMBER 3, 2020

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## TECHNICAL REPORT

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## PLAN PERFORMANCE

# Transportation Conformity Analysis

## EXECUTIVE SUMMARY

Transportation conformity is required by the federal Clean Air Act to ensure that federally-supported transportation activities conform to or are consistent with the State's air quality implementation plan for meeting the federal health-based air quality standards. Specifically, the regional transportation plan, program, and project are required to not create new violation of the federal air quality standards, worsen the existing violation, or delay the timely attainment of the applicable air quality standards.

In accordance with the federal Transportation Conformity Regulations, SCAG staff has performed the required transportation conformity analysis and determined that Connect SoCal, SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, meets all federal transportation conformity requirements. Specifically, Connect SoCal passes the following required transportation conformity tests:

1. Regional emissions analysis: The Connect SoCal plan emissions do not exceed any applicable emission caps for all applicable air pollutants; for all applicable milestone, attainment, and planning horizon years; and in all nonattainment and maintenance areas within the SCAG region.
2. Fiscal constraint: Adequate transportation revenues available from local, state, and federal sources have been identified in Connect SoCal to meet the plan's transportation expenditure totals.
3. Timely implementation of transportation control measures: All transportation control measure projects and programs in Connect

SoCal were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

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

To fulfill the federal transportation conformity requirements, the Connect SoCal Transportation Conformity Analysis Technical Report has been prepared to document the requirements and detail transportation conformity analysis. Consisting of one Executive Summary and four Chapters, this Technical Report includes (1) a detailed description of the regulatory framework covering the applicable federal requirements, the federal Clean Air Act designations in the SCAG region, and the transportation conformity status of the current conforming regional transportation plan and regional transportation improvement program; (2) the analytical approach for performing the regional emissions analysis including modeling methodologies, assumptions and results, as well as for reporting on the timely implementation of transportation control measures; (3) the findings of the transportation conformity analysis; and (4) the overall conclusion of transportation conformity determination for Connect SoCal.

As documented in detail in the Transportation Conformity Analysis Technical Report, Connect SoCal demonstrates positive transportation conformity by meeting all the required transportation conformity tests.

## INTRODUCTION

### PURPOSE OF THE REPORT

The federally required transportation conformity analysis and findings for Connect SoCal are set forth in this Transportation Conformity Analysis Technical Report. The report covers all federally required analyses for the conformity determination of Connect SoCal. These analyses also update the conformity

analysis and determination for the 2019 Federal Transportation Improvement Program (FTIP). All transportation conformity analyses in this document are in compliance with applicable federal and state law, including transportation conformity and transportation planning regulations.

## ORGANIZATION OF THE REPORT

The Connect SoCal Transportation Conformity Analysis Technical Report consists of one Executive Summary and four Chapters.

**Executive Summary** is a concise high-level summary of the Connect SoCal Transportation Conformity Analysis Technical Report.

**Introduction** briefly describes the purpose and organization of the Transportation Conformity Analysis Technical Report as well as how the Technical Report relates to the Main Plan and other Connect SoCal Technical Reports.

**Regulatory Framework** includes a detailed description of the applicable federal requirements, the federal Clean Air Act designations in the SCAG region, and the transportation conformity status of the current conforming 2016 RTP/SCS and 2019 FTIP.

**Analytical Approach** documents the regional emissions analysis including modeling methodologies, assumptions and results; and reports on the timely implementation of transportation control measures (TCMs) by listing the implementation status of all applicable TCMs in the SCAG region.

**Conclusion** summarizes the major findings of the transportation conformity analysis and transportation conformity determination for Connect SoCal.

### LINK TO MAIN PLAN AND TO OTHER CONNECT SOCIAL TECHNICAL REPORTS

The conclusion, including the transportation conformity determination, of this Transportation Conformity Analysis Technical Report is reported in Chapter 5 Measuring Our Progress of the Main Plan, under the Meeting Federal & State

Planning Outcomes Requirements Section.

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

This Technical Report also references to the Connect SoCal Demographic and Growth Forecast Technical Report for detailed discussion on the socio-economic data as well as to the Connect SoCal Project List Technical Report for information on individual projects in the Plan.

## REGULATORY FRAMEWORK

### FEDERAL REQUIREMENTS

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

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

Federal transportation law requires that SCAG develop an RTP for a 20-year minimum period. SCAG also must develop an FTIP that allocates funds over a four-year period to implement the RTP. Additionally, in the federal nonattainment or maintenance areas, the RTP and FTIP must comply with the transportation conformity requirements of the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

## DESIGNATION OF FEDERAL NONATTAINMENT AND MAINTENANCE AREAS

The U.S. EPA may make a federal “nonattainment area” designation to any area that has not met CAA health standards for one or more transportation related 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 that was previously designated nonattainment pursuant to the CAA Amendments of 1990, but subsequently redesignated to attainment.

### STATE IMPLEMENTATION PLANS (SIPS)

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

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

A SIP may include two important components relative to transportation conformity requirements – motor vehicle emissions budgets (for all criteria pollutant SIPs) and TCMs (for ozone and CO SIPs only). The emissions budgets set an upper limit which transportation activities (for SIP purposes, motor vehicles are also known as “on-road mobile sources”) are permitted to emit. TCMs, required for serious and above ozone nonattainment areas and serious

CO nonattainment areas, are strategies to reduce emissions from on-road mobile sources. Connect SoCal must conform to the applicable SIPs [i.e., motor vehicle emissions budgets and TCMs] in the SCAG region.

## FEDERAL TRANSPORTATION CONFORMITY REGULATIONS

Transportation conformity is required under CAA Section 176(c) to ensure that federally supported highway and transit project activities “conform to” the purpose of the applicable SIP. Transportation conformity applies to nonattainment and maintenance areas. Conformity for the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. The transportation conformity regulations are found in 40 CFR Part 93 and provisions related to conformity SIPs are found in 40 CFR 51.390.

## FEDERAL CLEAN AIR ACT DESIGNATIONS IN THE SCAG REGION

### APPLICABLE CRITERIA AIR POLLUTANTS IN THE SCAG REGION

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

- Carbon Monoxide (CO) - a product of automobile exhaust. CO reduces the flow of oxygen in the bloodstream and is particularly dangerous to persons with heart disease.
- Ground-level Ozone - formed by the reaction between volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>) in the presence of sunlight. Ground-level ozone negatively impacts the respiratory system.
- Particulate Matter (PM<sub>2.5</sub> and PM<sub>10</sub>) - extremely small particles and liquid droplets associated with dust, soot, and combustion products.

Particulate pollution has been linked to significant health problems, including aggravated asthma, increases in adverse effects on respiratory systems, chronic bronchitis, decreased lung function, and premature death. Of these, particles with 2.5 micrometer or less in diameter, also known as fine particles or PM<sub>2.5</sub>, pose the greatest risk to human health.

## AIR BASINS AND AIR DISTRICTS IN THE SCAG REGION

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

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

The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Riverside, and San Bernardino counties, and all of the County of Orange. With the exception of the Morongo and the Pechanga Areas of Indian Country for the 2008 and 2015 8-hour ozone NAAQS and the Pechanga Area for the 2012 annual PM<sub>2.5</sub> NAAQS, the SCAB is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). For the 2008 and 2015 zone standards, the Morongo and the Pechanga Areas of Indian Country within the SCAB are administered by their respective Indian Tribal Governments. For the 2012 annual PM<sub>2.5</sub> NAAQS, the Pechanga Area within the SCAB is administered by the Pechanga Indian Tribal Government.

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

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

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

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

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

## NONATTAINMENT AND MAINTENANCE AREAS IN THE SCAG REGION

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

- Most of Imperial County Portion of SSAB – nonattainment for 2008 & 2015 8-hour ozone, and PM<sub>10</sub>
- Urbanized area of Imperial County portion of SSAB - nonattainment for PM<sub>2.5</sub> (2006 24-hour & 2012 Annual Standards)
- Morongo Indian Reservation Portion of SCAB – nonattainment area for 2008 & 2015 8-hour ozone
- Pechanga Indian Reservation Portion of SCAB – nonattainment area for 2008 & 2015 8-hour ozone, and 2012 Annual PM<sub>2.5</sub> Standards
- Riverside County Portion of SSAB (Coachella Valley) – nonattainment area for 2008 & 2015 8-hour ozone, and PM<sub>10</sub>
- Searles Valley – nonattainment for PM<sub>10</sub>
- San Bernardino County excluding the Searles Valley area – nonattainment area for PM<sub>10</sub>

- SCAB – nonattainment for PM<sub>2.5</sub> (1997 & 2006 24-hour, and 2012 Annual standards [excluding Pechanga]) and ozone (2008 & 2015 8-hour standards [excluding Morongo and Pechanga]); maintenance area for CO and PM<sub>10</sub>.
- Ventura County Portion of SCCAB – nonattainment area for 2008 & 2015 8-hour ozone
- Western MDAB (Antelope Valley portion of Los Angeles County and San Bernardino County portion of MDAB) – nonattainment area for 2008 & 2015 8-hour ozone

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

It is important to note the removal of the five 1997 8-hour ozone nonattainment areas and the one NO<sub>2</sub> maintenance area in the SCAG region since the adoption of the 2019 FTIP: (1) Transportation conformity for the 1997 ozone NAAQS does not need to be demonstrated in the five previous 1997 ozone NAAQS nonattainment areas in the SCAG region, because the 1997 ozone NAAQS has been revoked by U.S. EPA for all purposes and the 2008 ozone NAAQS nonattainment areas in the SCAG region are identical to the 1997 ozone nonattainment areas (U.S. EPA, Transportation Conformity Guidance for the South Coast II Court Decision, November 2018); and (2) Transportation conformity no longer applies to SCAB under the NO<sub>2</sub> NAAQS because the region has attained the standards consistently for over twenty years (U.S. EPA letter to SCAG, April 25, 2019).

## APPLICABLE VEHICLE EMISSIONS BUDGETS AND ASSOCIATED SIPS IN THE SCAG REGION

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

### Ventura County Portion of SCCAB

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

### SCAB

- 2016 South Coast Air Quality Management Plan (2006 24-hour PM<sub>2.5</sub> NAAQS budgets effective Jan. 22, 2018)
- 2007 CO SIP (Maintenance Plan) (budgets effective June 11, 2007)
- 2010 PM<sub>10</sub> SIP (Maintenance Plan) (budgets effective July 26, 2013)
- 2018 Updates to the California State Implementation Plan (2008 8-hour ozone NAAQS budgets effective October 31 2019)
- 2016 South Coast Air Quality Management Plan (2012 PM<sub>2.5</sub> NAAQS budgets under EPA review)

### Riverside County Portion of SSAB (Coachella Valley)

- 2008 8-Hour Ozone Early Progress Plan (1997 8-hour ozone NAAQS budgets effective May 22, 2008)
- 2003 PM<sub>10</sub> SIP (budgets effective April 9, 2004)
- 2018 Updates to the California State Implementation Plan (2008 8-hour ozone NAAQS budgets under proposed approval by EPA-)

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

- 2008 8-Hour Ozone Early Progress Plan (1997 8-hour ozone NAAQS budgets effective May 20, 2008)
- 2018 Updates to the California State Implementation Plan (2008 8-hour ozone NAAQS budgets under EPA review)

### Imperial County Portion of SSAB

- Imperial County 2017 State Implementation Plan For The 2008 8-Hour Ozone Standard (2008 8-hour ozone NAAQS budgets effective March 30, 2020)

- Imperial County 2018 Annual Particulate Matter Less Than 2.5 Microns in Diameter State Implementation Plan (2012 PM<sub>2.5</sub> NAAQS budgets under EPA review)
- Imperial County 2018 Redesignation Request and Maintenance Plan for Particulate Matter Less Than 10 Microns in Diameter (PM<sub>10</sub> budgets under EPA review)

### 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 the regional emissions analysis of Connect SoCal. At the present time, there is no federally approved SIP for the following areas.

- San Bernardino County Portion of MDAB excluding Searles Valley (PM<sub>10</sub>)
- Searles Valley Portion of MDAB (PM<sub>10</sub>)
- Imperial County Portion of SSAB (PM<sub>10</sub> and PM<sub>2.5</sub>)

## APPLICABLE TRANSPORTATION CONTROL MEASURES (TCMS)

In the SCAG region, ozone SIPs developed in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin contain TCM strategies and are subject to EPA's Transportation Conformity Rule analyses. The two SIPs with TCM strategies are:

### 2016 SOUTH COAST AQMP/OZONE SIP (SCAB)

Effective October 31, 2019, the U.S. EPA approved the 2008 8-hour ozone NAAQS SIP in the 2016 South Coast Air Quality Management Plan. As a result, the 2016 South Coast AQMP/ Ozone SIP is the applicable Ozone SIP for the SCAB. It is important to note that the TCM categories in the 2016 Ozone AQMP/SIP are consistent with the TCM categories in the 1994/1997/2003/2007/2012 Ozone AQMPs/SIPs.



## 2007 OZONE SIP (VENTURA COUNTY PORTION OF SCCAB)

The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding with the exception of TCM G – Employee Commute Options (ECO) which was repealed due to federal and state mandates that prohibited ECO. The EPA approved the 1994 Ozone SIP revisions on Jan. 8, 1997. The 2007 Ozone AQMP/SIP revision (which EPA has not taken an action on) makes no changes to previously approved TCMs contained in the amended 1994 SIP. Effective July 27, 2009, EPA took a final action to find that the Ventura County attained the revoked 1-hour ozone standard by its attainment date. Effective Jan. 2, 2013, EPA took another final action to find that the Ventura County attained the 1997 8-hour ozone standard by its attainment date.

The 2008 8-hour ozone NAAQS SIP in the 2016 Ventura County Air Quality Management Plan is currently under U.S. EPA review. If approved by the U.S. EPA, the TCM strategies incorporated in the 2016 Ozone AQMP/SIP would function as the applicable TCMs for conformity finding. Note that the 2016 Ozone AQMP/SIP revision makes no changes to previously approved TCMs contained in 2007 Ozone AQMP/SIP revision (which EPA has not taken an action on) and the amended 1994 SIP.

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 in identifying projects that have potential to reduce vehicle emissions, vehicle trips, and vehicle miles traveled.

It should also be noted that while the 1-hour Ozone standard has been revoked and replaced with 8-hour Ozone standards, 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 2 of Chapter III of this Technical Report

## TRANSPORTATION CONFORMITY STATUS OF CURRENT CONFORMING 2016 RTP/SCS AND 2019 FTIP

The effective date of the final transportation conformity determination for the 2016 RTP/SCS, covering all nonattainment and maintenance areas in the SCAG region, is June 1, 2016. The conformity determination is currently effective for four years.

The transportation conformity determinations for the subsequent Amendments No.1 through 3 to the 2016 RTP/SCS, the 2019 FTIP which implements 2016 RTP/SCS, and the 2019 FTIP Amendments through #19-11 have all received federal approval. On April 26, 2019, the FHWA/FTA also approved the required transportation conformity re-determination for the 2016 RTP/SCS and the 2019 FTIP under the 2015 8-hour ozone standards. Therefore, the positive transportation conformity determinations for the 2016 RTP/SCS and the 2019 FTIP (both as previously amended) will remain effective until June 1, 2020.

## ANALYTICAL APPROACH

### REGIONAL EMISSIONS ANALYSIS

### BACKGROUND

SCAG's Regional Travel Demand Model is an activity-based model that meets or exceeds the state of the practice based on recommendations of SCAG Model Peer Review Committee. The Model meets all the requirements of the Transportation Conformity Rule, specifically 40 CFR 93.122(b) (see **TABLE 9**). The results from the Regional Travel Demand Model are input to the ARB's Emission Factors (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 the SCAG office to discuss regionally significant modeling projects and modeling issues, including the development, maintenance, and application of SCAG's Regional Travel Demand Model as well as the travel demand models used by other stakeholder agencies.

SCAG's regional transportation modeling area covers the entire SCAG region. The SCAG region encompasses six counties which are Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. This modeling area is divided into 11,267 Transportation Analysis Zones (TAZs) with an additional 40 external cordon stations, 12 airport nodes, and 31 port nodes for the Ports of Los Angeles and Long Beach. The SCAG model was peer reviewed and developed based on the 2012 California Household Travel Survey. A comprehensive model validation was also performed to ensure the model properly replicates base-year (2016) travel conditions, which is the base year for Connect SoCal (see Year 2016 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.

**Socio-Economic Data** – Describes both demographic and economic characteristics of the region by TAZs and is used as major input in SCAG's travel demand model. Zonal demographic data, such as population, number of households, and income, is directly related to demand for activity participation in an area; whereas economic characteristics, such as jobs by industry, are linked with supply of an activity. Zonal level data by SCAG's 11,267 tier 2 zones includes population, number of households, school enrollments, household income, worker, and employment.

**Highway Networks** – Include detailed coding of the region's freeway system (mixed-flow lanes, auxiliary lanes, HOV lanes, Express/HOT lanes, toll roads,

truck lanes, etc.) as well as major and minor arterials and collectors. Attributes for the highway network are determined based on the Federal Highway Functional Classification system, SCAG highway network, and inputs from sub-regional and regional agencies. The networks went through an extensive review to examine network coding accuracy and to ensure proper network connectivity and representation. After the highway network development, the transit network was built directly over the highway network ensuring an integrated network approach.

**Transit Networks** – The existing and future transit networks include nearly 2,000 transit route patterns, representing about 80 transit operators with fixed route services over the entire SCAG region. For the existing transit network, GTFS (General Transit Feed Specification) data were collected for each transit operator and converted into the TransCAD transit route system. Future transit projects were manually added to the future scenario transit networks. Transit services in the SCAG region are grouped into six transit modes according to their service characteristics and fare structures: Local Bus, Rapid Bus, Express Bus, Bus Rapid Transit (BRT), Local Rail and Commuter Rail. As an additional transit model, High-Speed Rail, is added to the future year transit networks. Separate transit networks are developed for five time periods, rather than peak and off-peak. When a transit route has different pairs of start and end stops, the different route patterns are separated out for more accurate calculation of average headways. A TeleAtlas-based street network was used to develop walk access to transit and calculate average walk times of all paths from every street nodes in a TAZ to nearby transit stops. Park-and-Ride lots to rail stations were also coded in the network.

**Accessibilities** – Accessibility measures are important behavioral components of the SCAG Activity-Based Model (ABM) that express the closeness of the modeled individual to potential locations where the activity "supply" (employment of the corresponding type) is present. Accessibility has a strong impact on individual activity patterns and travel behavior. Multiple sets of accessibility measures are used across different parts of the SCAG ABM. Each set corresponds to a given activity purpose and are sometimes further segmented by travel arrangement type, user class, and/or mode.

### Land Use, Parking, Pricing, TDM, Walk, and Bike for Mode

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

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

**Airport Trips** – Airports trips include passenger trips and cargo trips. The daily airport passenger trips are disaggregated into regional model TAZs and further split into five time periods by four modes of travel: drive alone, two-person carpool, three-or-more-person carpool, and transit. The airport vehicle trips are merged with the other auto vehicle trips prior to the network assignment step. Air cargo truck trips are disaggregated into the regional model TAZs. The daily air cargo trips are split into five time periods by three heavy-duty truck (HDT) types (light HDT, medium HDT, and heavy HDT) and merged with the HDT truck trips prior to network assignment.

**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

SCAG ABM consists of the following basic sequence of sub-models and associated travel choices:

**Population Synthesis** – The Population Synthesizer is a module that generates a synthetic population by expanding existing disaggregate sample data from 2007-2011 5-year PUMS (Public Use Microdata Sample) to mirror known aggregate distributions of household and person attributes (from SCAG zonal data). A set of population and household variables of interest are used as control variables in the population synthesizer. A synthetic population is generated for the entire SCAG region using this procedure.

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

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

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

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

**Fully Joint Activity Frequency and Scheduling** – a fully joint tour occurs when

all members of the travel party travel together from the very beginning to the end of the tour and participate in the same activities along the way. Other types of joint travel are worker carpooling, escorting children to school, and other activities. These types of joint travel are handled by other sub-models.

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

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

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

**Heavy Duty Truck (HDT) Model** – HDT trucks are defined by 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 by a two-digit North American Industry Classification System (NAICS) code to the number of employees in that category and to the number of households within

each zone. The daily truck trip ends are distributed using a gravity model to create daily truck trips for each of the three truck types: 1) light HDT, 2) medium HDT, and 3) heavy HDT. The external truck trips are generated and distributed using a combination of commodity flow data at the county level and two-digit NAICS employment data for allocating county data to TAZs. Growth factors developed using the commodity flow data at a county level and external cordon are used to forecast future year external truck trips from the base year trip flow matrices. Seaport and airport related truck trips were included as special generator truck trips. The daily truck trips by truck types are allocated to five time periods and merged with the auto trips in trip assignment.

**Network Assignment Model** – 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, two-person carpool using HOV, two-person carpool using general purpose lanes, three-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 activity generator are aggregated by access mode and time period, and then assigned to transit networks for each time period. The vehicle trip tables obtained from activity generator, external cordon, seaport, 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 is repeated until input and output speeds are consistent with each other.

**Highway Performance Monitoring System (HPMS) VMT-based Post-Process** – In this step, the outputs from the Network Assignment

Model, which include traffic volumes, speeds, 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** – A list of households and persons variables for the entire model area that represents the region’s population for each model year.

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

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

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

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

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

## MODELING ASSUMPTIONS

**Socio-Economic Data** – TABLES 1 and 2 show population and employment summaries by county and air basin which reflect current trends. The growth forecast started with a panel of experts, consisting of academic scholars and leading practitioners in demographic and economics. They reviewed and discussed SCAG regional, California as well as nation’s data and recommended a set of growth projections from 2016 to 2045. This set of the population, household, and employment growth projection at region/county level was further disaggregated to tier 2 level.

The disaggregation process considered and incorporated many data sources such as

- SCAG past RTP projection;
- 2010 Census data;
- 2012-2016 American Community survey (ACS);
- Department of Finance (DOF) estimations;
- Employment Development Department (EDD) employment survey;
- Jurisdictions’ general plans;
- County assessor parcel database; and
- 2015 Info group data.

**TABLE 1 Summary of Population Data (000s)**

County	Air Basin	2020	2021	2025	2026	2030	2031	2032	2035	2037	2045
Imperial	SSAB	223	226	237	239	249	251	253	260	264	281
Los Angeles	SCAB	10,013	10,058	10,239	10,283	10,463	10,513	10,562	10,711	10,803	11,155
	MDAB	391	394	406	412	433	438	443	459	469	514
Orange	SCAB	3,268	3,287	3,361	3,377	3,441	3,453	3,464	3,499	3,512	3,535
Riverside	SCAB	1,981	2,010	2,124	2,150	2,254	2,273	2,292	2,351	2,386	2,519
	MDAB	27	27	29	29	30	31	31	32	32	34
	SSAB	485	493	526	535	569	578	586	613	630	699
San Bernardino	SCAB	1,679	1,694	1,753	1,768	1,827	1,844	1,860	1,910	1,939	2,056
	MDAB	571	578	609	616	647	654	662	685	700	759
Ventura	SCCAB	877	880	892	894	906	908	911	920	925	947
SCAG Region	SSAB	708	719	763	774	817	828	839	873	894	980
	SCAB	16,941	17,048	17,477	17,579	17,985	18,082	18,179	18,470	18,641	19,265
	MDAB	988	999	1044	1057	1110	1,123	1,136	1,176	1,201	1,307
	SCCAB	877	880	892	894	906	908	911	920	925	947
<b>Total</b>		<b>19,514</b>	<b>19,647</b>	<b>20,176</b>	<b>20,304</b>	<b>20,817</b>	<b>20,941</b>	<b>21,066</b>	<b>21,439</b>	<b>21,660</b>	<b>22,500</b>

Rounded to nearest thousand

This forecast has been in development since 2016 under SCAG’s Community, Economic and Human Development (CEHD) Committee’s guidance, and in collaboration with SCAG’s subregions and local jurisdictions. The process involved several major steps outlined as follows:

- Evaluate and assess regional socioeconomic estimates and growth trends based on data sources ranging from the U.S. Departments of Commerce, Health and Human Services, Bureau of Labor Statistics, the California Department of Finance, and Employment Development Department.
- Analyze key assumptions (fertility rate, mortality rate, net immigration, labor force rates, headship rates, etc.) and forecast methodologies.
- Conduct panel of expert reviews.
- Collaborate with peer agencies and local jurisdictions including one on one meetings.

The comprehensive discussion of the socio-economic data is included in the Connect Social Demographics and Growth Forecast Technical Report.

**Networks** – A summary of the transportation system attributes for the highway and transit networks for Years 2020 to 2045 are shown in **TABLES 3** and **4**. Lane mile data includes freeway to freeway connectors. Other freeway ramps, freeway Type 3 lanes, and centroid connectors are not included in the tables. Note that values in the tables in this report may not add exactly due to rounding numbers. A detailed list of modeled projects is in the Connect SoCal Project List Technical Report.

**TABLE 2 Summary of Employment Data (000s)**

County	Air Basin	2020	2021	2025	2026	2030	2031	2032	2035	2037	2045
Imperial	SSAB	79	82	95	96	102	104	105	110	114	130
Los Angeles	SCAB	4,726	4,749	4,837	4,858	4,941	4,963	4,985	5,050	5,098	5,253
	MDAB	109	110	112	113	115	116	117	118	120	126
Orange	SCAB	1,774	1,786	1,835	1,845	1,886	1,894	1,903	1,928	1,941	1,980
Riverside	SCAB	617	632	692	699	728	735	743	766	783	844
	MDAB	6	7	7	7	7	7	7	7	7	8
	SSAB	200	203	218	220	227	228	230	235	239	251
San Bernardino	SCAB	690	697	722	729	754	760	767	786	798	849
	MDAB	143	146	157	160	172	175	177	186	192	215
Ventura	SCCAB	348	351	361	362	369	370	372	376	379	389
SCAG Region	SSAB	278	285	313	316	329	332	335	346	353	381
	SCAB	7,807	7,863	8,086	8,131	8,309	8,353	8,397	8,529	8,620	8,927
	MDAB	259	262	277	280	294	298	301	312	319	348
	SCCAB	348	351	361	362	369	370	372	376	379	389
<b>Total</b>		<b>8,693</b>	<b>8,761</b>	<b>9,037</b>	<b>9,090</b>	<b>9,301</b>	<b>9,353</b>	<b>9,406</b>	<b>9,563</b>	<b>9,671</b>	<b>10,046</b>

Rounded to nearest thousand

**TABLE 3 Summary of Highway Network Lane Miles**

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
<b>SCAB</b>					
2020 Build	8,267	1,106	28,465	11,530	49,368
2021 Build	8,288	1,124	28,503	11,562	49,477
2021 No Build	8,288	1,124	28,493	11,535	49,440
2025 Build	8,536	1,293	29,057	11,832	50,718
2025 No Build	8,526	1,210	28,530	11,563	49,829
2026 Build	8,538	1,339	29,120	11,847	50,844
2030 Build	8,620	1,548	29,319	12,071	51,558
2031 Build	8,651	1,583	29,319	12,071	51,624
2032 Build	8,653	1,585	29,431	12,094	51,763
2035 Build	8,719	1,627	29,635	12,253	52,234
2035 No Build	8,547	1,241	28,555	11,583	49,926
2037 Build	8,720	1,627	29,738	12,284	52,369
2045 Build	8,828	1,719	30,302	12,403	53,252
2045 No Build	8,564	1,241	28,637	11,587	50,029
<b>SCCAB</b>					
2020 Build	536	8	1,807	1,048	3,399
2021 Build	536	8	1,808	1,048	3,400
2021 No Build	536	8	1,808	1,048	3,400
2025 Build	536	8	1,827	1,050	3,421
2025 No Build	536	8	1,811	1,048	3,403
2026 Build	536	8	1,829	1,052	3,425
2030 Build	536	8	1,830	1,052	3,426
2031 Build	559	8	1,833	1,052	3,452
2032 Build	559	8	1,836	1,052	3,455
2035 Build	559	8	1,867	1,059	3,493
2035 No Build	536	8	1,811	1,048	3,403
2037 Build	559	8	1,867	1,059	3,493
2045 Build	568	60	1,867	1,059	3,554
2045 No Build	536	8	1,811	1,048	3,403



**TABLE 3 Summary of Highway Network Lane Miles - Continued**

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
<b>MDAB</b>					
2020 Build	1,895	23	4,109	6,210	12,237
2021 Build	1,895	23	4,117	6,210	12,245
2021 No Build	1,895	23	4,115	6,210	12,243
2025 Build	1,895	23	4,230	6,297	12,445
2025 No Build	1,895	23	4,141	6,218	12,277
2026 Build	1,895	23	4,240	6,297	12,455
2030 Build	1,901	33	4,495	6,362	12,791
2031 Build	1,901	33	4,497	6,362	12,793
2032 Build	1,901	33	4,495	6,364	12,793
2035 Build	1,901	33	4,618	6,376	12,928
2035 No Build	1,895	23	4,141	6,218	12,277
2037 Build	1,901	33	4,619	6,377	12,930
2045 Build	1,901	100	4,921	6,621	13,543
2045 No Build	1,895	23	4,141	6,218	12,277
<b>SSAB (Coachella)</b>					
2020 Build	407	0	1,266	1,243	2,916
2021 Build	407	0	1,265	1,252	2,924
2021 No Build	407	0	1,266	1,241	2,914
2025 Build	410	0	1,404	1,338	3,152
2025 No Build	410	0	1,287	1,246	2,943
2026 Build	410	0	1,405	1,359	3,174
2030 Build	414	0	1,469	1,419	3,302
2031 Build	414	0	1,479	1,423	3,316
2032 Build	414	0	1,493	1,428	3,335
2035 Build	415	0	1,505	1,448	3,368
2035 No Build	410	0	1,289	1,246	2,945
2037 Build	415	0	1,508	1,448	3,371
2045 Build	415	0	1,522	1,516	3,453
2045 No Build	410	0	1,289	1,246	2,945

**TABLE 3 Summary of Highway Network Lane Miles - Continued**

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
<b>SSAB (Imperial)</b>					
2020 Build	380	0	1,164	2,469	4,013
2021 Build	380	0	1,164	2,469	4,013
2021 No Build	380	0	1,164	2,469	4,013
2025 Build	380	0	1,210	2,459	4,049
2025 No Build	380	0	1,169	2,469	4,018
2026 Build	380	0	1,213	2,460	4,053
2030 Build	418	0	1,223	2,462	4,103
2031 Build	418	0	1,223	2,462	4,103
2032 Build	418	0	1,223	2,462	4,103
2035 Build	418	0	1,235	2,462	4,115
2035 No Build	380	0	1,172	2,470	4,022
2037 Build	418	0	1,235	2,462	4,115
2045 Build	418	0	1,235	2,462	4,115
2045 No Build	380	0	1,172	2,470	4,022
<b>Total SCAG Region</b>					
2020 Build	11,485	1,137	36,811	22,500	71,933
2021 Build	11,506	1,155	36,857	22,541	72,059
2021 No Build	11,506	1,155	36,846	22,503	72,010
2025 Build	11,757	1,324	37,728	22,976	73,785
2025 No Build	11,747	1,241	36,938	22,544	72,470
2026 Build	11,759	1,370	37,807	23,015	73,951
2030 Build	11,889	1,589	38,336	23,366	75,180
2031 Build	11,943	1,624	38,351	23,370	75,288
2032 Build	11,945	1,626	38,478	23,400	75,449
2035 Build	12,012	1,668	38,860	23,598	76,138
2035 No Build	11,768	1,272	36,968	22,565	72,573
2037 Build	12,013	1,668	38,967	23,630	76,278
2045 Build	12,130	1,879	39,847	24,061	77,917
2045 No Build	11,785	1,272	37,050	22,569	72,676

*Rounded to nearest thousand*

**TABLE 4 Summary of Transit Service Miles**

Network	Local Bus	Express Bus	Rail	HSRT	Total
2020 Build	451,464	74,541	43,717	0	569,722
2021 Build	452,420	78,239	51,302	0	581,961
2021 No Build	452,420	78,233	51,301	0	581,954
2025 Build	467,478	78,433	57,499	6,981	610,391
2025 No Build	467,480	78,431	56,107	0	602,018
2026 Build	467,505	78,434	58,586	6,981	611,506
2030 Build	466,010	81,373	74,235	6,981	628,599
2031 Build	466,010	81,374	74,235	6,981	628,600
2032 Build	466,030	81,375	74,234	6,981	628,620
2035 Build	466,291	81,368	116,897	20,790	685,346
2035 No Build	467,424	78,432	58,142	0	603,998
2037 Build	466,291	81,371	116,897	20,790	685,349
2045 Build	470,896	83,169	121,927	20,790	696,782
2045 No Build	467,433	78,432	58,142	0	604,007

Notes: Rounded to nearest thousand.

1. Express Bus includes MTA Express Bus, LADOT Commuter Express, Other Express Bus, and Transitway Bus.

2. Total does not include BRT and Rapid Bus.

3. Transit service miles are defined as sum of route pattern miles times number of services.

4. A proper indicator to show a growth pattern in transit services.

# WORK PURPOSE TRAVEL REDUCTION

**Work At Home** – The work arrangement sub-model of SCAG Model incorporates the assumptions of working-at-home workers, including both telecommuters and home-office workers. Inputs are estimated based on American Community Survey, 2011 California Household Travel Survey (CHTS) with SCAG add-on survey, and 2017 National Household Travel Survey (NHTS). It is noted that the rebound effect is included in the SCAG ABM. While a Work-at-Home worker saves commuting trip to/from work place, SCAG Model does not exclude additional non-work travel or business (work-related) travel by the worker.

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

**TABLE 5 Work Purpose Travel Reduction**

Category	2020	2021	2025	2026	2030	2031	2032	2035	2037	2045
Work-at-Home	2.22%	2.33%	2.82%	2.96%	3.59%	3.76%	3.95%	4.56%	5.02%	7.36%
Telecommute	6.04%	6.19%	6.83%	6.99%	7.69%	7.81%	7.93%	8.31%	8.56%	9.61%
Total Trip Reductions	8.26%	8.52%	9.65%	9.95%	11.27%	11.57%	11.88%	12.86%	13.58%	16.98%
Increase over 2016 Base	0.77%	1.03%	2.16%	2.46%	3.78%	4.08%	4.39%	5.37%	6.09%	9.49%
TDM Input (% Vehicle Trip Reduction)										
Imperial	0.00%	0.00%	0.00%	0.14%	0.71%	0.83%	0.95%	1.31%	1.55%	2.50%
Los Angeles	0.00%	0.00%	0.00%	0.17%	0.87%	1.02%	1.16%	1.60%	1.89%	3.05%
Orange	0.00%	0.00%	0.00%	0.15%	0.73%	0.85%	0.97%	1.33%	1.57%	2.54%
Riverside	0.00%	0.00%	0.00%	0.15%	0.75%	0.88%	1.00%	1.38%	1.63%	2.64%
San Bernardino	0.00%	0.00%	0.00%	0.14%	0.72%	0.84%	0.96%	1.32%	1.56%	2.52%
Ventura	0.00%	0.00%	0.00%	0.15%	0.75%	0.87%	0.99%	1.37%	1.62%	2.61%

*Rounded to nearest thousand*

**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 6** lists the auto operating costs used for Connect SoCal. All costs are in 2011 constant dollars. Note: costs are expressed in 2011-dollar values for input into the mode choice models. Auto Operating costs are calculated using the following formula: Auto Operating Cost = Fuel Cost / Fuel Economy + Other Costs.

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

SCAG ABM developed an add-on factor on model choice model to reflect the input for percent increase of parking cost with pre-selected TAZs. Based on planning assumptions, parking cost can be input from free of charge to any percent increase from current parking price, and by different vehicle types (DA, HOV2, HOV3+). Parking price in 2045 is increased by double for all vehicles entering to access activities in 21 job centers, which reduces the use of SOV, and increase the use of carpool and transit modes in the model.

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

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

**TABLE 6 Auto Operating Costs**

Category	2020	2021	2025	2026	2030	2031	2032	2035	2037	2045
Auto Operating Cost *	19.89	20.43	21.92	22.1	24.17	24.27	24.34	24.49	24.57	25.06

\* Cents/mile; year 2011 constant \$. 2045 includes 1.5 cents VMT fee and 0.05 cents TNC fee.

All the fare types (average initial boarding fares, average transfer fares, and average zonal fares) were converted to 2011 dollars using a Consumer Price Index (CPI) adjustment factor derived from the CPI factor published by the US Department of Labor for the Los Angeles-Riverside-Orange County metropolitan area. No real cost increase in transit fares was assumed from 2016 to 2045.

**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 7**). Free flow speeds are based on posted speeds.

**Express/HOT Lane and Toll Roads** – There were approximately 414 lane miles of toll roads and express lanes in 2016, increasing to about 1,464 lane miles in 2045. This includes a regional Express Lane network (**TABLE 8**) 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 2011 dollars) were converted to a time value (in minutes) in the network assignment step.

**TABLE 7 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

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

**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 9** is a summary of the conformity requirements related to travel demand model and how SCAG’s regional travel demand model satisfies these requirements.

## SUMMARY OF REGIONAL VEHICLE MILES TRAVELED (VMTS)

**TABLE 10** 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 8 Express/HOT Lanes and Toll Roads**

County	Route	From	To	Type
Los Angeles	I-405	US-101	LA/OC County Line	Express/HOT Lanes
Los Angeles	I-110	Adams Blvd (s/o I-10)	Harbor Gateway Transit Center	Express/HOT Lanes
Los Angeles	I-10	Alameda St	I-710	Express/HOT Lanes
Los Angeles	I-10	I-710	I-605	Express/HOT Lanes
Los Angeles	I-10	I-605	LA/SB County line	Express/HOT Lanes

**TABLE 8 Express/HOT Lanes and Toll Roads - Continued**

County	Route	From	To	Type
Los Angeles	I-105	I-405	I-605 (STUDEBAKER RD)	Express/HOT Lanes
Los Angeles	I-605	I-10	LA/OC County Line	Express/HOT Lanes
Orange	I-605	LA/OC County Line	I-405	Express/HOT Lanes
Orange	I-405	LA/OC County Line	SR-55	Express/HOT Lanes
Orange	SR-73	I-405	MacArthur Blvd	Express/HOT Lanes
Orange	SR-91	SR-55	OC/Riv County Line	Express/HOT Lanes
Orange	SR-73	Jamboree Rd	I-5	Toll Roads
Orange	SR-133	SR-241	I-5	Toll Roads
Orange	SR-241	SR-91	Oso Pkwy	Toll Roads
Orange	SR-261	SR-241	I-5	Toll Roads
Riverside	I-15	SB/Riv County Line	SR-74	Express/HOT Lanes
Riverside	SR-60	I-15	I-215/SR-60 (North)	Express/HOT Lanes
Riverside	SR-60	I-215/SR-60 (South)	Gilman Springs Rd	Express/HOT Lanes
Riverside	SR-91	OC/RV County Line	I-215/SR-60	Express/HOT Lanes
Riverside	I-215	I-215/SR-60 (North)	I-215/SR-60 (South)	Express/HOT Lanes
Riverside	I-215	I-215/SR-60 (South)	Van Buren Blvd	Express/HOT Lanes
San Bernardino	I-10	LA/SB County Line	I-15	Express/HOT Lanes
San Bernardino	I-10	I-15	Ford St	Express/HOT Lanes
San Bernardino	I-15	HDC	SR-395	Express/HOT Lanes
San Bernardino	I-15	SR-395	I-215	Express/HOT Lanes
San Bernardino	I-15	I-215	SB/Riv County Line	Express/HOT Lanes

## REGIONAL EMISSIONS ANALYSIS

EPA’s Transportation Conformity Rule requires that the Connect SoCal 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 baseline year. Listed below is a description of the various network scenarios:

**Connect SoCal Conformity Baseline Year** – The conformity baseline year is 2017 for 2015 8-hour ozone NAAQS; 2014 for 2012 PM<sub>2.5</sub>; 2011 for 2008 8-hour ozone; 2008 for 2006 PM<sub>2.5</sub>; 2002 for 1997 PM<sub>2.5</sub> and 1997 8-hour ozone; and 1990 for all other air pollutants.

**Connect SoCal 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 (FY2018-2019).

**Connect SoCal Build** – The “Build” scenario is generally defined as all RTP/SCS projects, including the Connect SoCal “No Build”, and the future transportation system that will result from full implementation of Connect SoCal.

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

**TABLE 9 Conformity Requirements Related to Travel Demand Model**

CFR	Requirement	How Requirement is Satisfied
93.122(b)(1)(i)	Network-based travel models must be validated against observed counts (peak and off-peak, if possible) for a base year that is not more than 10 years prior to the date of the conformity determination. Model forecasts must be analyzed for reasonableness and compared to historical trends and other factors, and the results must be documented.	The SCAG travel demand models were estimated and calibrated using data from SCAG's Year 2000 Post-Census Regional Travel Survey, 2003 External Travel Survey, the 2010 US Census and various Transit on-board Surveys. The model was validated against 2016 ground counts and 2016 HPMS data.
93.122(b)(1)(ii)	Land use, population, employment, and other network-based travel model assumptions must be documented and based on the best available information.	All land use, population, households, employment, and network-based model assumptions were updated for 2020-2045 RTP/SCS and documented in 2020 -2045 RTP/SCS Growth Forecast Report and this Conformity Report.
93.122(b)(1)(iii)	Scenarios of land development and use must be consistent with the future transportation system alternatives for which emissions are being estimated. The distribution of employment and residences for different transportation options must be reasonable.	Land development and use are consistent with future transportation systems. The distribution of employment, population, and household is reasonable with respect to the transport systems.
93.122(b)(1)(iv)	A capacity-sensitive assignment methodology must be used, and emissions estimates must be based on a methodology which differentiates between peak and off-peak link volumes and speeds and uses speeds based on final assigned volumes.	The SCAG travel demand model includes separate multi-modal user equilibrium assignments for peak and off-peak time periods. The network assignments are capacity-sensitive. Link speeds are calculated based on final assigned volumes.
93.122(b)(1)(v)	Zone-to-zone travel impedances used to distribute trips between origin and destination pairs must be in reasonable agreement with the travel times that are estimated from final assigned traffic volumes. Where use of transit currently is anticipated to be a significant factor in satisfying transportation demand, these times should also be used for modeling mode splits.	The SCAG travel demand model includes full feedback of travel time among trip generation, trip distribution, mode choice, and trip assignment steps. Both highway and transit times are included in the mode choice model.
93.122(b)(1)(vi)	Network-based travel models must be reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices.	The SCAG travel demand model was developed with rigorous model calibration and validation effort that includes extensive model sensitivity tests to ensure the model is reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices. Travel time(s) such as in-vehicle and out-of-vehicles times, cost(s) such as auto costs and transit fares, and other factors such as transportation infrastructure capacity and control measures are directly modeled in various model components such as auto ownership, trip generation, destination choice, mode choice, and route choice models.



**TABLE 10 VMT Summary (in Thousands)**

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
	2020 Build			2021 Build		
SCCAB	18,288	993	19,282	18,310	1,013	19,323
SCAB	365,206	23,772	388,978	364,957	24,195	389,152
MDAB	29,094	5,683	34,777	29,445	5,805	35,250
SSAB	16,834	2,901	19,735	17,070	2,964	20,034
<b>Total</b>	<b>429,423</b>	<b>33,349</b>	<b>462,771</b>	<b>429,782</b>	<b>33,977</b>	<b>463,759</b>
	2021 No-Build			2022 Build		
SCCAB	18,300	1,014	19,314	18,266	1,030	19,297
SCAB	365,201	24,195	389,396	365,392	24,528	389,920
MDAB	29,462	5,805	35,267	29,791	5,966	35,757
SSAB	17,115	2,964	20,079	17,049	3,059	20,108
<b>Total</b>	<b>430,078</b>	<b>33,977</b>	<b>464,056</b>	<b>430,498</b>	<b>34,583</b>	<b>465,082</b>
	2023 Build			2025 Build		
SCCAB	18,256	1,049	19,305	18,234	1,087	19,321
SCAB	365,486	24,914	390,400	365,699	25,704	391,403
MDAB	30,130	6,112	36,242	30,821	6,415	37,236
SSAB	17,155	3,140	20,295	17,368	3,311	20,678
<b>Total</b>	<b>431,027</b>	<b>35,215</b>	<b>466,242</b>	<b>432,122</b>	<b>36,516</b>	<b>468,638</b>
	2025 No-Build			2026 Build		
SCCAB	18,259	1,086	19,345	18,251	1,097	19,348
SCAB	368,121	25,691	393,812	366,970	25,897	392,867
MDAB	31,406	6,420	37,826	31,360	6,582	37,942
SSAB	17,394	3,310	20,705	18,238	3,370	21,608
<b>Total</b>	<b>435,180</b>	<b>36,508</b>	<b>471,688</b>	<b>434,818</b>	<b>36,946</b>	<b>471,764</b>
	2029 Build			2030 Build		
SCCAB	18,148	1,143	19,292	18,114	1,159	19,274
SCAB	366,324	26,634	392,959	366,114	26,884	392,998
MDAB	32,507	7,158	39,665	32,886	7,360	40,246
SSAB	18,788	3,629	22,417	18,971	3,720	22,692
<b>Total</b>	<b>435,767</b>	<b>38,565</b>	<b>474,332</b>	<b>436,086</b>	<b>39,124</b>	<b>475,210</b>

**TABLE 10 VMT Summary (in Thousands) - Continued**

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
	2031 Build			2032 Build		
SCCAB	18,214	1,183	19,397	18,217	1,198	19,414
SCAB	367,751	27,175	394,926	369,172	27,475	396,646
MDAB	33,352	7,587	40,940	33,776	7,805	41,582
SSAB	19,228	3,800	23,028	19,478	3,869	23,348
<b>Total</b>	<b>438,545</b>	<b>39,745</b>	<b>478,290</b>	<b>440,643</b>	<b>40,347</b>	<b>480,990</b>
	2035 Build			2035 No-Build		
SCCAB	18,305	1,261	19,566	18,549	1,255	19,804
SCAB	371,658	28,554	400,213	381,645	28,532	410,177
MDAB	35,124	8,549	43,673	36,141	8,540	44,681
SSAB	19,344	4,178	23,523	19,725	4,180	23,905
<b>Total</b>	<b>444,431</b>	<b>42,543</b>	<b>486,974</b>	<b>456,061</b>	<b>42,506</b>	<b>498,567</b>
	2037 Build			2045 Build		
SCCAB	18,449	1,303	19,752	18,513	1,504	20,017
SCAB	374,297	29,359	403,657	378,792	33,435	412,228
MDAB	36,061	9,106	45,167	40,082	11,991	52,073
SSAB	19,778	4,399	24,177	21,702	5,440	27,143
<b>Total</b>	<b>448,585</b>	<b>44,167</b>	<b>492,753</b>	<b>459,090</b>	<b>52,371</b>	<b>511,460</b>
	2045 No-Build					
SCCAB	18,879	1,497	20,376			
SCAB	394,138	33,375	427,513			
MDAB	41,177	12,067	53,244			
SSAB	22,427	5,447	27,874			
<b>Total</b>	<b>476,621</b>	<b>52,386</b>	<b>529,007</b>			

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

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

**Required Regional Emissions Test** – The required regional emissions tests for Connect SoCal are presented in **TABLES 11** through **21**. Since transportation conformity findings must go out to the RTP’s horizon year 2045, the latest budget years deemed adequate by U.S. EPA serve as the budgets for future years in each emissions test.

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

**TABLE 11 South Central Coast Air Basin – Ventura County Portion (Currently Approved Budgets)**

Modeling Year	2020	2026	2035	2045
NAAQS	Ozone <sup>a,b</sup> (2008 NAAQS)	Ozone <sup>a</sup> (2015 NAAQS)	Ozone	Ozone

<sup>a</sup> Attainment Year, <sup>b</sup> Budget year

**TABLE 12 South Coast Air Basin – Morongo, Pechanga, and SCAB excluding Morongo and Pechanga Nonattainment Areas (Currently Approved Budgets)**

Modeling Year	2020	2021	2023	2025	2026	2029	2030	2031	2035	2037	2045
NAAQS	Ozone <sup>a,b</sup> (2008 and 2015 NAAQS)		Ozone <sup>b</sup>		Ozone <sup>a</sup> (2015 NAAQS)	Ozone <sup>b</sup>		Ozone <sup>a</sup> (2008 NAAQS)		Ozone <sup>a</sup> (2015 NAAQS)	Ozone
		PM <sub>2.5</sub> <sup>a</sup> (2012 NAAQS)		PM <sub>2.5</sub> <sup>a</sup> (2012 NAAQS)					PM <sub>2.5</sub>		PM <sub>2.5</sub>
	PM <sub>10</sub> <sup>b</sup>						PM <sub>10</sub> <sup>b</sup>		PM <sub>10</sub>		PM <sub>10</sub>
	CO <sup>b</sup>						CO		CO		CO

<sup>a</sup> Attainment Year, <sup>b</sup> Budget year

**TABLE 13 South Coast Air Basin – Morongo, Pechanga, and SCAB excluding Morongo and Pechanga Nonattainment Areas (Budgets pending U.S. EPA Approval)**

Modeling Year	2020	2021	2022	2023	2025	2026	2029	2030	2031	2035	2037	2045
NAAQS	Ozone <sup>a,b</sup> (2008 and 2015 NAAQS)			Ozone <sup>b</sup>		Ozone <sup>a,b</sup> (2015 NAAQS)	Ozone <sup>b</sup>		"Ozone <sup>a,b</sup> (2008 NAAQS)"		Ozone <sup>a</sup> (2015 NAAQS)	Ozone
		PM <sub>2.5</sub> <sup>a</sup> (2012 NAAQS)	PM <sub>2.5</sub> <sup>b</sup>		PM <sub>2.5</sub> <sup>a,b</sup> (2012 NAAQS)					PM <sub>2.5</sub>		PM <sub>2.5</sub>
	PM <sub>10</sub> <sup>b</sup>							PM <sub>10</sub> <sup>b</sup>		PM <sub>10</sub>		PM <sub>10</sub>
	CO <sup>b</sup>							CO		CO		CO

<sup>a</sup> Attainment Year, <sup>b</sup> Budget year

**TABLE 14 Western Mojave Desert Air Basin – Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of WMDAB (Currently Approved Budgets)**

Modeling Year	2026	2032	2035	2045
NAAQS	Ozone <sup>a</sup> (2008 NAAQS)	Ozone <sup>a</sup> (2015 NAAQS)	Ozone	Ozone

<sup>a</sup> Attainment Year

**TABLE 15 Western Mojave Desert Air Basin – Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of WMDAB (Budgets pending U.S. EPA Approval)**

Modeling Year	2020	2023	2026	2032	2035	2045
NAAQS	Ozone <sup>b</sup>	Ozone <sup>b</sup>	Ozone <sup>a,b</sup> (2008 NAAQS)	Ozone <sup>a</sup> (2015 NAAQS)	Ozone	Ozone

<sup>a</sup> Attainment Year, <sup>b</sup> Budget year

**TABLE 16 Mojave Desert Air Basin – San Bernardino County Portion (excluding Searles Valley (No Currently Approved Budgets))**

Modeling Year	2021	2025	2035	2045
NAAQS	PM <sub>10</sub> <sup>*</sup>	PM <sub>10</sub> <sup>*</sup>	PM <sub>10</sub> <sup>*</sup>	PM <sub>10</sub> <sup>*</sup>

\* Build/No-Build test

**TABLE 17 Mojave Desert Air Basin – Searles Valley Portion (No Currently Approved Budgets)**

Modeling Year	2021	2025	2035	2045
NAAQS	PM <sub>10</sub> <sup>*</sup>	PM <sub>10</sub> <sup>*</sup>	PM <sub>10</sub> <sup>*</sup>	PM <sub>10</sub> <sup>*</sup>

\* Build/No-Build test

**TABLE 18 Salton Sea Air Basin – Coachella Valley Portion (Currently Approved Budgets)**

Modeling Year	2025	2026	2032	2035	2045
NAAQS		Ozone <sup>a</sup> (2008 NAAQS)	Ozone <sup>a</sup> (2015 NAAQS)	Ozone	Ozone
	PM <sub>10</sub>			PM <sub>10</sub>	PM <sub>10</sub>

<sup>a</sup> Attainment Year, <sup>b</sup> Budget year

**TABLE 19 Salton Sea Air Basin – Coachella Valley Portion (Budgets pending U.S. EPA Approval)**

Modeling Year	2020	2023	2025	2026	2032	2035	2045
NAAQS	Ozone <sup>b</sup>	Ozone <sup>b</sup>		Ozone <sup>a,b</sup> (2008 NAAQS)	Ozone <sup>a</sup> (2015 NAAQS)	Ozone	Ozone
			PM <sub>10</sub>			PM <sub>10</sub>	PM <sub>10</sub>

<sup>a</sup> Attainment Year, <sup>b</sup> Budget year

**TABLE 20 Salton Sea Air Basin – Imperial County Portion (Currently Approved Budgets)**

Modeling Year	2020	2021	2025	2035	2045
NAAQS	Ozone <sup>a</sup> (2015 NAAQS)		Ozone	Ozone	Ozone
		PM <sub>2.5</sub> <sup>a,*</sup> (2012 NAAQS)	PM <sub>2.5</sub> <sup>*</sup>	PM <sub>2.5</sub> <sup>*</sup>	PM <sub>2.5</sub> <sup>*</sup>
		PM <sub>10</sub> <sup>*</sup>	PM <sub>10</sub> <sup>*</sup>	PM <sub>10</sub> <sup>*</sup>	PM <sub>10</sub> <sup>*</sup>

<sup>a</sup> Attainment Year, <sup>b</sup> Budget year, <sup>\*</sup> Build/No-Build test

**TABLE 21 Salton Sea Air Basin – Imperial County Portion (Budgets pending U.S. EPA Approval)**

Modeling Year	2020	2021	2025	2030	2035	2045
NAAQS		PM <sub>2.5</sub> <sup>a</sup> (2012 NAAQS)	PM <sub>2.5</sub>		PM <sub>2.5</sub>	PM <sub>2.5</sub>
	PM <sub>10</sub>			PM <sub>10</sub> <sup>b</sup>	PM <sub>10</sub>	PM <sub>10</sub>

<sup>a</sup> Attainment Year, <sup>b</sup> Budget year

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

To account for the emission impact of the federal “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program,” all the plan and no-build emissions set forth in all the tables below in this chapter reflect the EMFAC2014 off-model adjustment factors released by ARB on November 20, 2019 and approved by U.S. EPA on March 12, 2020.

## SUMMARY OF REGIONAL EMISSIONS ANALYSIS

The following tables summarize the required regional emissions analyses for each of the nonattainment and maintenance areas within SCAG’s jurisdiction based on EMFAC2014 which was approved by U.S. EPA on Dec. 14, 2016. Although U.S. EPA recently approved a newer version of the model, EMFAC2017, on August 15, 2019, a two-year grace period had been established by U.S. EPA to allow EMFAC2014 for regional conformity analysis through August 15, 2021. In addition, the regional conformity analysis for Draft Connect SoCal started in early 2019, long before the approval of EMFAC2017. For those areas which require budget tests, the Plan 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 22 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day], Budgets pending U.S. EPA Approval, Tons per Day)**

Pollutant		2020	2026	2035	2045
ROG*	Budget	5	5	5	5
	Plan Emission	4	3	2	2
Budget – Plan Emission		1	2	3	3
NO <sub>x</sub>	Budget	7	7	7	7
	Plan Emission	6	3	2	2
Budget – Plan Emission		1	4	5	5

\* Reactive Organic Gases

## SOUTH COAST AIR BASIN

**TABLE 23 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		Nonattainment Area	2020	2023	2026	2029	2031	2037	2045
ROG	Budget	SCAB	80	68	60	54	50	50	50
	Plan Emission	Morongo	0.3	0.2	0.2	0.2	0.2	0.1	0.1
		Pechanga	0.1	0.1	0.1	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	78.3	65.2	58.0	52.1	48.4	40.5	36.9
		Sum	78.6	65.5	58.2	52.3	48.6	40.6	37.0
		SCAB	79	66	59	53	49	41	37
	Budget - Plan Emission			1	2	1	1	1	9
NO <sub>x</sub>	Budget	SCAB	141	89	77	69	66	66	66
	Plan Emission	Morongo	1.4	0.9	0.7	0.6	0.5	0.4	0.4
		Pechanga	0.7	0.5	0.4	0.3	0.3	0.2	0.2
		SCAB excluding Morongo and Pechanga	130.3	80.6	69.4	61.1	57.3	51.3	52.6
		Sum	132.4	82.0	70.6	62.0	58.1	51.9	53.2
		SCAB	133	82	71	62	59	52	54
	Budget - Plan Emission			8	7	6	7	7	14

## SOUTH COAST AIR BASIN: CONTINUED

**TABLE 24 1997, 2006, and 2012 (Excluding Pechanga) PM<sub>2.5</sub> (Annual Emissions [Tons/Day])**

Pollutant		2021	2025	2035	2045
ROG	Budget	83	83	83	83
	Plan Emission	71	58	41	36
Budget - Plan Emission		12	25	42	47
NO <sub>x</sub>	Budget	169	169	169	169
	Plan Emission	128	80	56	56
Budget - Plan Emission		41	89	113	113
PM <sub>2.5</sub>	Budget	20	20	20	20
	Plan Emission	18	18	18	19
Budget - 2019 FTIP		2	2	2	1

**TABLE 25 1997, 2006, and 2012 (Excluding Pechanga) PM<sub>2.5</sub> (Annual Emissions [Tons/Day], Budgets pending U.S. EPA Approval, Tons per Day)**

Pollutant		2021	2022	2025	2035	2045
ROG	Budget	83	69	59	59	59
	Plan Emission	71	67	58	41	36
Budget - Plan Emission		12	2	1	18	23
NO <sub>x</sub>	Budget	169	127	87	87	87
	Plan Emission	128	117	80	56	56
Budget - Plan Emission		41	10	7	31	31
PM <sub>2.5</sub>	Budget	20	20	20	20	20
	Plan Emission	18	19	18	18	19
Budget - Plan Emission		2	1	2	2	1

**TABLE 26 PM<sub>10</sub> (Annual Emissions [Tons/Day])**

Pollutant		2020	2030	2035	2045
ROG	Budget	110	81	81	81
	Plan Emission	72	46	38	33
Budget - Plan Emission		38	35	43	48
NO <sub>x</sub>	Budget	180	116	116	116
	Plan Emission	141	64	56	56
Budget - Plan Emission		39	52	60	60
PM <sub>10</sub>	Budget	164	175	175	175
	Plan Emission	77	80	82	85
Budget - Plan Emission		87	95	93	90

**TABLE 27 CO (Winter Emissions [Tons/Day])**

Pollutant		2020	2030	2035	2045
CO	Budget	2,137	2,137	2,137	2,137
	Plan Emission	568	313	269	238
Budget - Plan Emission		1,569	1,824	1,868	1,899



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

**TABLE 28 2008 and 2015 8-Hour Ozone NAAQS (Summer Planning Emissions [Tons/Day])**

Pollutant		2026	2032	2035	2045
ROG	Budget	22	22	22	22
	Plan Emission	6	5	4	4
Budget - Plan Emission		16	17	18	18
NO <sub>x</sub>	Budget	77	77	77	77
	Plan Emission	8	7	7	9
Budget - Plan Emission		69	70	70	68

**TABLE 29 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day], Budgets pending U.S. EPA Approval)**

Pollutant		2020	2023	2026	2032	2035	2045
ROG	Budget	7.9	6.8	6.2	6.2	6.2	6.2
	Plan Emission	6.8	5.7	5.1	4.3	3.9	3.6
Budget - Plan Emission		1.1	1.1	1.1	1.9	2.3	2.6
NO <sub>x</sub>	Budget	17.6	11.0	10.2	10.2	10.2	10.2
	Plan Emission	14.9	9.0	7.9	6.9	6.9	8.4
Budget - Plan Emission		2.7	2.0	2.3	3.3	3.3	1.8

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

**TABLE 30 1997 24-hour PM<sub>10</sub> NAAQS (Annual Emissions [Tons/Day])**

Pollutant		2021	2025	2035	2045
PM <sub>10</sub>	No Build	8.9	9.4	11.0	13.1
	Build	8.9	9.3	10.6	12.5
No Build - Build		0.0	0.1	0.4	0.6

## MOJAVE DESERT AIR BASIN – SEARLES VALLEY

**TABLE 31 PM<sub>10</sub> NAAQS (Annual Emissions [Tons/Day])**

Pollutant		2021	2025	2035	2045
PM <sub>10</sub>	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 32 2008 and 2015 8-hour Ozone NAAQS (Currently Approved Budgets, Tons per Day)**

Pollutant		2026	2032	2035	2045
ROG	Budget	7	7	7	7
	Plan Emission	3	3	3	3
Budget – Plan Emission		4	4	4	4
NO <sub>x</sub>	Budget	26	26	26	26
	Plan Emission	4	4	4	4
Budget – Plan Emission		22	22	22	22

**TABLE 33 2008 and 2015 8-hour Ozone NAAQS (Budgets pending U.S. EPA Approval, Tons per Day)**

Pollutant		2020	2023	2026	2032	2035	2045
ROG	Budget	3.7	3.3	3.0	3.0	3.0	3.0
	Plan Emission	3.4	2.9	2.7	2.4	2.2	2.1
Budget – Plan Emission		0.3	0.4	0.3	0.6	0.8	0.9
NO <sub>x</sub>	Budget	8.4	4.6	4.2	4.2	4.2	4.2
	Plan Emission	7.2	3.9	3.5	3.2	3.1	3.7
Budget – Plan Emission		1.2	0.7	0.7	1.0	1.1	0.5

**TABLE 34 PM<sub>10</sub> NAAQS (Annual Emissions [Tons/Day])**

Pollutant		2025	2035	2045
PM <sub>10</sub>	Budget	10.9	10.9	10.9
	Plan Emission	5.0	5.0	6.0
Budget – Plan Emission		5.9	5.9	4.9

## SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

**TABLE 35 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions)**

Pollutant		2020	2025	2035	2045
ROG	Budget	4	4	4	4
	Plan Emission	4	3	3	3
Budget – Plan Emission		0	1	1	1
NO <sub>x</sub>	Budget	7	7	7	7
	Plan Emission	6	4	4	4
Budget – Plan Emission		1	3	3	3

**TABLE 36 2006 and 2012 PM<sub>2.5</sub> NAAQS (Annual Emissions [Tons/Day])**

Pollutant		2021	2025	2035	2045
NO <sub>x</sub>	No Build	2.6	1.8	1.8	2.0
	Build	2.6	1.8	1.7	1.9
No Build – Build		0.0	0.0	0.0	0.1
PM <sub>2.5</sub>	No Build	0.2	0.2	0.3	0.3
	Build	0.2	0.2	0.2	0.3
No Build – Build		0.1	0.1	0.1	0.1

**TABLE 37 2006 and 2012 PM<sub>2.5</sub> NAAQS (Annual Emissions [Tons/Day], Budgets pending U.S. EPA Approval)**

Pollutant		2021	2025	2035	2045
PM <sub>2.5</sub>	Budget	1.8	1.7	1.7	1.7
	Plan Emission	0.2	0.2	0.3	0.3
Budget – Plan Emission		1.6	1.5	1.4	1.4

**TABLE 38 PM<sub>10</sub> NAAQS (Annual Emissions [Tons/Day])**

Pollutant		2021	2025	2035	2045
PM <sub>10</sub>	No Build	1.4	1.5	1.7	2.0
	Build	1.0	1.1	1.4	1.7
No Build – Build		0.3	0.3	0.3	0.4

**TABLE 39 PM<sub>10</sub> NAAQS (Annual Emissions [Tons/Day], Budgets pending U.S. EPA Approval)**

Pollutant		2020	2030	2035	2045
PM <sub>10</sub>	Budget	20	19	19	19
	Plan Emission	2	2	2	2
Budget – Plan Emission		18	17	17	17

## DETAILED REGIONAL EMISSIONS ANALYSIS

The following tables present further detail of the emissions analyses for all nonattainment and maintenance areas within SCAG’s jurisdiction. For those areas which require budget tests, the Plan 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.

To account for the emission impact of the federal “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program,” all the plan and no-build emissions set forth in all the tables below reflect the EMFAC2014 off-model adjustment factors released by ARB on November 20, 2019 and approved by U.S. EPA on March 12, 2020.

## SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

**TABLE 40 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		2020	2026	2035	2045
ROG*	Budget	5	5	5	5
	Plan Emission	3.9	2.8	1.8	1.5
	Total Emission	4	3	2	2
Budget – Plan Emission		1	2	3	3
NO <sub>x</sub>	Budget	7	7	7	7
	Plan Emission	5.4	3.0	2.0	1.9
	Total Emission	6	3	2	2
Budget – Plan Emission		1	4	5	5

## SOUTH COAST AIR BASIN

**TABLE 41 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])**

Pollutant		Nonattainment Area	2020	2023	2026	2029	2031	2037	2045
ROG	Budget	SCAB	80	68	60	54	50	50	50
	Plan Emission	Morongo	0.3	0.2	0.2	0.2	0.2	0.1	0.1
		Pechanga	0.1	0.1	0.1	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	78.3	65.2	58.0	52.1	48.4	40.5	36.9
		Sum	78.6	65.5	58.2	52.3	48.6	40.6	37.0
		SCAB	79	66	59	53	49	41	37
	Budget – Plan Emission			1	2	1	1	1	9
NO <sub>x</sub>	Budget	SCAB	141	89	77	69	66	66	66
	Plan Emission	Morongo	1.4	0.9	0.7	0.6	0.5	0.4	0.4
		Pechanga	0.7	0.5	0.4	0.3	0.3	0.2	0.2
		SCAB excluding Morongo and Pechanga	130.3	80.6	69.4	61.1	57.3	51.3	52.6
		Sum	132.4	82.0	70.6	62.0	58.1	51.9	53.2
		SCAB	133	82	71	62	59	52	54
	Budget – Plan Emission			8	7	6	7	7	14

## SOUTH COAST AIR BASIN: CONTINUED

**TABLE 42 1997, 2006, and 2012 (Excluding Pechanga) PM<sub>2.5</sub> (Annual Emissions [Tons/Day])**

Pollutant		2021	2025	2035	2045
ROG	Budget	83	83	83	83
	Plan Emission	70.3	57.4	40.5	35.1
	Total Emission	71	58	41	36
Budget - Plan Emission		12	25	42	47
NO <sub>x</sub>	Budget	169	169	169	169
	Plan Emission	127.1	79.4	56.0	56.0
	Total Emission	128	80	56	56
Budget - Plan Emission		41	89	113	113
PM <sub>2.5</sub>	Budget	20	20	20	20
	Plan Emission	10.0	9.8	9.6	9.8
	Re-entrained Road Dust Paved	7.0	7.2	7.6	7.9
	Re-entrained Road Dust Unpaved	0.6	0.6	0.6	0.6
	Road Construction Dust	0.2	0.4	0.3	0.3
	Adjustment from NO <sub>x</sub> to PM <sub>2.5</sub> Trading	0.0	0.0	0.0	0.0
	Sum	17.7	17.9	18.0	18.6
	Total Emission	18	18	18	19
Budget - Plan Emission		2	2	2	1

**TABLE 43 1997, 2006, and 2012 (Excluding Pechanga) PM<sub>2.5</sub> (Annual Emissions [Tons/Day], Budgets pending U.S. EPA Approval, Tons per Day)**

Pollutant		2021	2022	2025	2035	2045
ROG	Budget	83	69	59	59	59
	Plan Emission	70.3	66.4	57.4	40.5	35.1
	Total Emission	71	67	58	41	36
Budget - Plan Emission		12	2	1	18	23
NO <sub>x</sub>	Budget	169	127	87	87	87
	Plan Emission	127.1	116.5	79.4	56.0	56.0
	Total Emission	128	117	80	56	56
Budget - Plan Emission		41	10	7	31	31
PM <sub>2.5</sub>	Budget	20	20	20	20	20
	Plan Emission	10.0	9.9	9.8	9.6	9.8
	Re-entrained Road Dust Paved	7.0	7.1	7.2	7.6	7.9
	Re-entrained Road Dust Unpaved	0.6	0.6	0.6	0.6	0.6
	Road Construction Dust	0.2	0.5	0.4	0.3	0.3
	Adjustment from NO <sub>x</sub> to PM <sub>2.5</sub> Trading	0.0	0.0	0.0	0.0	0.0
	Sum	17.7	18.1	17.9	18.0	18.6
	Total Emission	18	19	18	18	19
Budget - Plan Emission		2	1	2	2	1

## SOUTH COAST AIR BASIN: CONTINUED

**TABLE 44 PM<sub>10</sub> (Annual Emissions [Tons/Day])**

Pollutant		2020	2030	2035	2045
ROG	Budget	110	81	81	81
	Plan Emission	75.3	47.9	40.5	35.1
	Smog Check Reductions*	-3.8	-2.8	-2.8	-2.8
	Sum	71.5	45.1	37.7	32.3
	Total Emission	72	46	38	33
Budget - Plan Emission		38	35	43	48
NO <sub>x</sub>	Budget	180	116	116	116
	Plan Emission	142.0	63.6	56.0	56.0
	Smog Check Reductions*	-1.7	0.0	0.0	0.0
	Sum	140.3	63.6	56.0	56.0
	Total Emission	141	64	56	56
Budget - Plan Emission		39	52	60	60
PM <sub>10</sub>	Budget	164	175	175	175
	Plan Emission	23.5	22.9	23.2	24.0
	Reentrained Road Dust Paved	46.3	48.8	50.4	52.8
	Reentrained Road Dust Unpaved**	5.8	5.8	5.8	5.8
	Road Construction Dust*	1.3	2.3	2.1	1.9
	Sum	76.9	79.9	81.5	84.6
	Total Emission	77	80	82	85
Budget - Plan Emission		87	95	93	90

Note: \* Provided by ARB, \*\* Provided by SCAQMD

**TABLE 45 CO (Winter Emissions [Tons/Day])**

Pollutant		2020	2030	2035	2045
CO	Budget	2,137	2,137	2,137	2,137
	Plan Emission	567.2	312.6	268.4	237.2
	Total Emission	568	313	269	238
Budget - Plan Emission		1,569	1,824	1,868	1,899

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

**TABLE 46 2008 and 2015 8-Hour Ozone NAAQS (Summer Planning Emissions [Tons/Day])**

Pollutant		2026	2032	2035	2045
ROG	Budget	22	22	22	22
	Plan Emission	5.1	4.2	3.9	3.5
	Total Emission	6	5	4	4
Budget – Plan Emission		16	17	18	18
NO <sub>x</sub>	Budget	77	77	77	77
	Plan Emission	7.8	6.8	6.8	8.4
	Total Emission	8	7	7	9
Budget – Plan Emission		69	70	70	68

**TABLE 47 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day], Budgets pending U.S. EPA Approval)**

Pollutant		2020	2023	2026	2032	2035	2045
ROG	Budget	7.9	6.8	6.2	6.2	6.2	6.2
	Plan Emission	6.78	5.67	5.09	4.21	3.87	3.55
	Total Emission	6.8	5.7	5.1	4.3	3.9	3.6
Budget – Plan Emission		1.1	1.1	1.1	1.9	2.3	2.6
NO <sub>x</sub>	Budget	17.6	11	10.2	10.2	10.2	10.2
	Plan Emission	14.84	8.95	7.81	6.82	6.84	8.38
	Total Emission	14.9	9.0	7.9	6.9	6.9	8.4
Budget – Plan Emission		2.7	2.0	2.3	3.3	3.3	1.8

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

**TABLE 48 1997 24-hour PM<sub>10</sub> NAAQS (Annual Emissions [Tons/Day])**

Pollutant		2021	2025	2035	2045	
PM <sub>10</sub>	No Build	Re-Entrained Road Dust	7.3	7.7	9.0	10.5
		Motor Vehicles	1.6	1.7	2.0	2.5
		Total Emission	8.9	9.4	11.0	13.1
	Build	Re-Entrained Road Dust	7.3	7.7	8.6	10.0
		Paving Unpaved Roads	N/A	N/A	N/A	N/A
		Motor Vehicles	1.6	1.7	2.0	2.5
Total Emission		8.9	9.3	10.6	12.5	
No Build – Build		0.0	0.1	0.4	0.6	

## MOJAVE DESERT AIR BASIN – SERLES VALLEY

**TABLE 49 PM<sub>10</sub> NAAQS (Annual Emissions [Tons/Day])**

Pollutant		2021	2025	2035	2045
PM <sub>10</sub>	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 50 2008 and 2015 8-hour Ozone NAAQS (Currently Approved Budgets, Tons per Day)**

Pollutant		2026	2032	2035	2045
ROG	Budget	7	7	7	7
	Plan Emission	2.7	2.3	2.1	2.1
	Total Emission	3	3	3	3
Budget – Plan Emission		4	4	4	4
NO <sub>x</sub>	Budget	26	26	26	26
	Plan Emission	3.5	3.1	3.1	3.7
	Total Emission	4	4	4	4
Budget – Plan Emission		22	22	22	22

**TABLE 51 2008 and 2015 8-hour Ozone NAAQS (Budgets pending U.S. EPA Approval, Tons per Day)**

Pollutant		2020	2023	2026	2032	2035	2045
ROG	Budget	3.7	3.3	3.0	3.0	3.0	3.0
	Plan Emission	3.31	2.81	2.66	2.33	2.10	2.06
	Total Emission	3.4	2.9	2.7	2.4	2.2	2.1
Budget – Plan Emission		0.3	0.4	0.3	0.6	0.8	0.9
NO <sub>x</sub>	Budget	8.4	4.6	4.2	4.2	4.2	4.2
	Plan Emission	7.19	3.84	3.49	3.12	3.06	3.65
	Total Emission	7.2	3.9	3.5	3.2	3.1	3.7
Budget – Plan Emission		1.2	0.7	0.7	1.0	1.1	0.5

**TABLE 52 PM<sub>10</sub> NAAQS (Annual Emissions [Tons/Day])**

Pollutant		2025	2035	2045
PM <sub>10</sub>	Budget	10.9	10.9	10.9
	Plan Emission	0.83	0.92	1.05
	Reentrained Road Dust Paved	1.74	1.97	2.24
	Reentrained Road Dust Unpaved*	1.71	1.70	1.70
	Road Construction Dust	0.41	0.35	0.27
	Sum	4.68	4.94	5.26
	Total Emission	4.7	4.9	5.3
Budget – Plan Emission		6.2	6.0	5.6

## SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

**TABLE 53 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions [Tons/Day])**

Pollutant		2020	2025	2035	2045
ROG	Budget	4	4	4	4
	Plan Emission	3.1	2.6	2.2	2.2
	Total Emission	4	3	3	3
Budget - Plan Emission		0	1	1	1
NO <sub>x</sub>	Budget	7	7	7	7
	Plan Emission	5.8	3.5	3.4	3.9
	Total Emission	6	4	4	4
Budget - Plan Emission		1	3	3	3

**TABLE 54 2006 and 2012 PM<sub>2.5</sub> NAAQS (Annual Emissions [Tons/Day])**

Pollutant		2021	2025	2035	2045	
NO <sub>x</sub>	No Build	2.6	1.8	1.8	2.0	
	Build	2.6	1.8	1.7	1.9	
	No Build - Build	0.0	0.0	0.0	0.1	
PM <sub>2.5</sub>	No Build	Re-Entrained Road Dust	0.11	0.12	0.14	0.16
		Motor Vehicles	0.12	0.12	0.13	0.15
		Total Emission	0.2	0.2	0.3	0.3
	Build	Re-Entrained Road Dust	0.1	0.1	0.1	0.1
		Motor Vehicles	0.1	0.1	0.1	0.2
		Total Emission	0.2	0.2	0.2	0.3
	No Build - Build		0.1	0.1	0.1	0.1

**TABLE 55 2006 and 2012 PM<sub>2.5</sub> NAAQS (Annual Emissions [Tons/Day], Budgets pending U.S. EPA Approval)**

Pollutant		2021	2025	2035	2045
PM <sub>2.5</sub>	Budget	1.8	1.7	1.7	1.7
	Plan Emission	0.12	0.12	0.13	0.15
	Re-Entrained Road Dust	0.11	0.12	0.14	0.16
	Paving unpaved roads credit	N/A	N/A	N/A	N/A
	Sum	0.23	0.24	0.27	0.31
	Total Emission	0.2	0.2	0.3	0.3
Budget - Plan Emission		1.6	1.5	1.4	1.4

## SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION: CONTINUED

**TABLE 56 PM<sub>10</sub> NAAQS (Annual Emissions [Tons/Day])**

Pollutant			2021	2025	2035	2045
PM <sub>10</sub>	No Build	Re-Entrained Road Dust	0.9	1.0	1.2	1.4
		Motor Vehicles	0.5	0.5	0.6	0.7
		Total Emission	1.4	1.5	1.7	2.0
	Build	Re-Entrained Road Dust	0.6	0.6	0.8	1.0
		Motor Vehicles	0.5	0.5	0.6	0.7
		Total Emission	1.0	1.1	1.4	1.7
No Build – Build			0.3	0.3	0.3	0.4

**TABLE 57 PM<sub>10</sub> NAAQS (Annual Emissions [Tons/Day], Budgets pending U.S. EPA Approval)**

Pollutant		2020	2030	2035	2045
PM <sub>10</sub>	Budget	20	19	19	19
	Plan Emission	0.5	0.5	0.6	0.7
	Re-Entrained Road Dust	0.9	1.1	1.1	1.3
	Paving unpaved roads credit	N/A	N/A	N/A	N/A
	Sum	1.4	1.6	1.7	2.0
	Plan Emission	2	2	2	2
Budget – Plan Emission		18	17	17	17

## TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

### INTRODUCTION

This sub-section itemizes and reports on the findings of timely implementation of Transportation Control Measure (TCM) projects specified in the fiscally constrained portion, or the first two years (i.e., FY 2018/19-2019/20) of the 2019 FTIP Consistency Amendment. The findings are required only for the applicable TCM projects contained in the approved SIPs for the relevant air basins.

### TRANSPORTATION CONFORMITY REGULATIONS

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 Regulations, 40 CFR Parts 51 and 93:

Transportation control measure (TCM) is any measure that is specifically identified and committed to in the applicable implementation plan, including a substitute or additional TCM that is incorporated into the applicable SIP through the process established in CAA section 176(c)(8), that is either one of the types listed in CAA section 108, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart. (U.S. EPA, Transportation Conformity Regulations Updated April 2012, page 8)

## TRANSPORTATION CONTROL MEASURES (TCMS)

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;
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- Programs to control extended idling of vehicles;
- Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;
- Employer-sponsored programs to permit flexible work schedules;
- Programs and ordinances to facilitate non-automobile travel, provision

and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;

- Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and
- Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

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

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

## CRITERIA AND PROCEDURES FOR THE TIMELY IMPLEMENTATION OF TCMs

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

The Transportation Conformity Regulations (40 CFR 93.113) states:

- The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.
- For transportation plans, this criterion is satisfied if the following two conditions are met:
  - The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.
  - Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.
- For TIPs, this criterion is satisfied if the following conditions are met:
  - An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area.
  - If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in

the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.

- Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.
- For FHWA/FTA projects which are not from a conforming transportation plan and TIP, this criterion is satisfied if the project does not interfere with the implementation of any TCM in the applicable implementation plan.

(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. There are no applicable TCMs in any other federal nonattainment or maintenance areas in the SCAG region. The two SIPs with TCM strategies are:

### 2016 SOUTH COAST AQMP/SIP (SCAB)

Effective October 31, 2019, the U.S. EPA approved the 2008 8-hour ozone NAAQS SIP in the 2016 South Coast Air Quality Management Plan. As a result, the 2016 South Coast AQMP/ Ozone SIP is the applicable Ozone SIP for the SCAB. It is important to note that the TCM categories in the 2016 Ozone AQMP/SIP are consistent with the TCM categories in the 1994/1997/2003/2007/2012 Ozone AQMPs/SIPs.

## 2007 OZONE SIP (VENTURA COUNTY PORTION OF SCCAB)

The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding. The EPA approved the 1994 Ozone SIP revisions on Jan. 8, 1997. The 2007 Ozone AQMP/SIP revision (which EPA has not taken an action on) makes no changes to previously approved TCMs contained in the 1994 SIP (as amended in 1995). Effective July 27, 2009, EPA took a final action to find that the Ventura County attained the revoked 1-hour ozone standard by its attainment date. Effective Jan. 2, 2013, EPA took another final action to find that the Ventura County attained the 1997 8-hour ozone standard by its attainment date.

The 2008 8-hour ozone NAAQS SIP in the 2016 Ventura County Air Quality Management Plan is currently under U.S. EPA review. If approved by the U.S. EPA, the TCM strategies incorporated in the 2016 Ozone AQMP/SIP would function as the applicable TCMs for conformity finding. Note that the 2016 Ozone AQMP/SIP revision makes no changes to previously approved TCMs contained in 2007 Ozone AQMP/SIP revision (which EPA has not taken an action on) and 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.

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

## TCM REPORTING PROCESS IN THE SCAG REGION

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

In the SCAG region, new TCMs are identified by the FTIP process. Projects that meet the TCM criteria become committed TCMs and part of the applicable SIP after: 1) funds are committed for right-of-way or construction in the first two years (the fiscally constrained portion) of the FTIP; 2) the FTIP is approved by the Regional Council; and 3) state and federal approval of the FTIP. New TCMs (i.e., those projects first identified in Connect SoCal) are listed later by county in this Chapter. However, project status for these new TCMs will be provided in the next required timely implementation report, assuming Connect SoCal 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 2019 FTIP as amended). In addition, those TCM projects designated for reporting in previous FTIPs, and which are still under construction or implementation, will continue to be reported. TCM projects completed during this RTP cycle since adoption of 2019 FTIP are also reported.

Although project implementation remains an enforceable commitment by project sponsor agencies, SCAG is responsible for assuring the timely implementation of TCMs. Per a request from the federal agencies, beginning with the 2003 AQMP/SIP, SCAG began to develop a protocol for tracking currently anticipated project completion dates against previously reported completion dates, as provided by 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 Regulations 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 and RTPs, 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 2016 South Coast AQMP/SIP includes the following three TCM project categories:

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

## VENTURA COUNTY PORTION OF SCCAB

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

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

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

The information in the following tables by county demonstrates timely implementation of TCMS.

## LOS ANGELES COUNTY

**TABLE 58 Los Angeles County TCMs Subject to Timely Implementation**

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
ARCADIA	LATP16S004	BICYCLE FACILITY IMPROVEMENTS: 1) 7.7 MILE CLASS 2 BIKE LANES ON HIGHLAND OAKS DR, FIRST AV, BALDWIN AV, SIERRA MADRE BLVD, SYCAMORE AV, COLORADO BLVD, SANTA CLARA ST, AND HUNTINGTON DR. 2) 8.64 MILE CLASS 3 BIKE LANES ON FIRST AV (SHARROWS), SECOND AV, SIERRA MADRE BL (SHARROWS), ORANGE GROVE AV (ENHANCED BLVD), CAMPUS DR, CAMINO REAL AV, AND LONGDEN AV. 3) BIKE SIGNAL DETECTION AND BIKE PARKING AT KEY LOCATIONS	3/30/2019	3/30/2019	12/30/2020	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO APPROVED SCOPE CHANGE BECAUSE CLASS 2 BIKE LANE CANNOT BE ACCOMODATED IN A PORTION OF SIEERE MADRE BLVD. TO REQUEST CTC FUNDING ALLOCATION IN AUGUST 2019 AND PROJECT AWARD TARGETED FOR DECEMBER 2019.
ARTESIA	LATP17M023	PROMOTE MULTI-MODAL CONNECTIONS TO OTHER MAJOR THOROUGHFARES BY INCORPORATING BIKE LANES, UPGRADING ADA RAMPS, REPAIRING UPLIFTED OR UNEVEN SIDEWALKS, AND ENHANCING TRAFFIC CALMING BY INSTALLING SAFETY PEDESTRIAN REFUGE ALONG NORWALK BOULEVARD TO REDUCE SPEED LIMIT. IMPROVEMENTS ALONG NORWALK (1.24 MILES) AND ARTESIA (1.15 MILES) BOULEVARDS BETWEEN CITY LIMITS TO CITY LIMITS.	12/15/2020	12/15/2020	1/31/2021	OBSTACLES ARE BEING OVERCOME.  MINOR DELAY DUE TO PLAN CHANGE AS A RESULT OF UNFORSEEN ENVIRONMENTAL FACTORS. PLAN CHANGE FINALIZED IN DECEMBER 2018.
AVALON	LAF9600	CITY OF AVALON FIVE-CORNER COMPREHENSIVE PEDESTRIAN PROJECT (>.25 MI)	6/30/2021	6/30/2021	2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
AZUSA	LAF5309	CITY OF AZUSA TRAFFIC MANAGEMENT SYSTEM. THIS PROJECT WILL UPGRADE TRAFFIC SIGNALS AT 43 INTERSECTIONS IN THE CITY OF AZUSA. THE PROJECT WILL FUND THE DESIGN AND CONSTRUCTION/ IMPLEMENTATION OF CONTROLLERS, WIRING, DETECTION, CONDUIT, FIBER OPTIC, COUNTDOWN PEDESTRIAN HEADS, SIGNALS, VIDEO DETECTION, CCTV CAMERAS AND TRAFFIC CONTROL AND MONITORING UPGRADES AT THE 43 INTERSECTIONS.	12/1/2017	12/1/2019	7/1/2020	OBSTACLES ARE BEING OVERCOME.  MINOR DELAY DUE TO DESIGN COORDINATION WITH OTHER AGENCIES.
BALDWIN PARK	LATP17M015	THE PROJECT ENTAILS THE DESIGN AND CONSTRUCTION OF ACTIVE TRANSPORTATION IMPROVEMENTS ALONG THE SUBJECT CORRIDOR. COMPONENTS INCLUDE A ROAD RECONFIGURATION (ROAD-DIET - 1.3 MILES) VIA THE REDUCTION OF VEHICLE TRAVEL LANES FROM FOUR TO TWO, PROTECTED CLASS IV BIKEWAY, SHARED CENTUR LEFT TURN LANE AND KEY INTERSECTION BULB-OUTS	12/1/2022	12/1/2022	12/1/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
BALDWIN PARK	LATP17S029	CONSTRUCT 2.3 MILES OF CLASS I SHARED-USE PATH (TRAIL). DEVELOP CONCEPTUAL DESIGNS FOR 6.8 MILE CLASS I TRAIL ALONG WALNUT CREEK AND 15.3 MILES OF ON-STREET CLASS II AND CLASS III BIKEWAYS.	6/6/2022	6/6/2022	6/6/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP



## LOS ANGELES COUNTY: CONTINUED

**TABLE 58 Los Angeles County TCMs Subject to Timely Implementation - Continued**

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
BEVERLY HILLS	LAF9537	BEVERLY HILLS BIKE SHARE PROGRAM: REGIONALLY-COMPATIBLE, PUBLIC BICYCLES FOR LOCAL/REGIONAL NON VEHICLE MOBILITY, FIRST/LAST MILES CONNECTION TO BUS AND PURPLE LINE RAIL TRANSIT, REDUCE AIR POLLUTANTS, PROMOTE HEALTHY LIFESTYLES	12/31/2022	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
BURBANK	LA0G1211	THIS PROJECT WOULD PROVIDE TRAFFIC SIGNAL UPGRADES, SIGNAL CONTROLLER UPGRADES, TIMING PLANS, AND TRAFFIC SIGNAL SYSTEM MONITORING TO INTERSECTIONS ON ARTERIAL STREETS WITHIN 1 MILE OF THE INTERSTATE 5 CORRIDOR. SCOPE INCLUDES AUGMENTING BURBANK TMC STAFF FOR MONITORING SIGNAL COORDINATION AND POLICE TRAFFIC CONTROL DURING THE LIFE OF THE CONSTRUCTION PROJECT.	7/30/2019	7/30/2019	6/30/2021	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO RELATED I-5 NORTH HOV/EMPIRE INTERCHANGE PROJECT.  NEW COMPLETION DATE WILL BE MODELED PENDING METRO'S PUBLIC COMMENT/REQUEST FOR MODELING IN FINAL CONNECT SOCIAL.
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	12/31/2021	12/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
BURBANK	LAF5306	BURBANK TRAFFIC RESPONSIVE SIGNAL SYSTEM; UPGRADE 20 SIGNALS ON HOLLYWOOD WAY AND 18 ON BUENA VISTA ST., CONNECT 38 SIGNALS TO THE FIBER-OPTIC CABLE-TRUNK LINE, AND PURCHASE FIBER-OPTIC MODEMS. INCLUDES A DEMAND-RESPONSIVE TRAFFIC SIGNAL SYSTEM ALONG HOLLYWOOD WAY AND BUENA VISTA ST., LICENSE, SYSTEM INTEGRATION AND TESTING OF THE QUICK TRACK ADAPTIVE CONTROL SOFTWARE.	1/1/2019	6/30/2019	6/30/2020	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO STAFF VACANCIES AND HIRING FREEZE. CITY EXPEDIATED HIRING PROCESS TO FILL VACANCIES TO REDISTRIBUTE WORKLOAD.
BURBANK	LAF5701	BURBANK TRAVELER INFORMATION AND WAYFINDING SYSTEM -INSTALLATION OF REAL-TIME BUS ARRIVAL SYSTEM ON BURBANKBUS BUSES. THE PROJECT WILL ALSO COMPLETING WAYFINDING SIGNAGE ON MAJOR BIKE CORRIDORS TO HELP IDENTIFY DESTINATION AND TRAVEL DISTANCE FOR BICYCLISTS.	4/30/2022	4/30/2022	4/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
BURBANK	LAF9315	TRAFFIC RESPONSIVE SYSTEM INVOLVING ADVANCED TRAFFIC CONTROLLERS, COMMUNICATIONS, VIDEO SURVEILLANCE, AND BICYCLE AND SYSTEM DETECTION FOR 33 INTERSECTIONS IN THE CITY OF BURBANK	12/21/2021	12/21/2021	12/21/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
BURBANK	LAF9502	TRAFFIC RESPONSIVE SYSTEM INVOLVING ADVANCED TRAFFIC CONTROLLERS, COMMUNICATIONS, VIDEO SURVEILLANCE, AND BICYCLE AND SYSTEM DETECTION FOR 33 INTERSECTIONS IN THE CITY OF BURBANK	12/21/2021	12/21/2021	12/21/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
CALABASAS	LAF9300	THE PROPOSED PROJECT IS TO SYNCHRONIZE AND ADD INTERCONNECT ALONG LAS VIGENES ROAD AND SYNCHRONIZE MULHOLLAND HIGHWAY AND OLD TOPANGA CANYON ROAD	6/30/2022	6/30/2022	6/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
CALTRANS	LA000358	ROUTE 005: --- FROM ROUTE 134 TO ROUTE 170 HOV LANES (8 TO 10 LANES) (CFP 346)(2001 CFP 8355). (EA# 12180, 12181,12182+12183=1218W,12184, 13350 PPNO 0142F,151E,3985,3986,3987) SAFETEA LU # 570. CONSTRUCT MODIFIED IC @ I-5 EMPIRE AVE, AUX LNS NB & SB BETWEEN BURBANK BLVD & EMPIRE AVE; AND MODIFY EXISTING STRUCTURES. ADD AUXILIARY LANE BETWEEN ALAMEDA AND OLIVE FROM PM 28.43 TO PM 29.78	2012/2010	6/30/2019	7/30/2022	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO UTILITY RELOCATION, CHANGES IN DESIGN TO RELOCATE SOUTHERN CALIFORNIA RAILROAD TRACK AND OTHER SITE CONDITIONS CHANGE.
CALTRANS	LA000548	ROUTE 10: FROM PUENTE TO CITRUS HOV LANES FROM 8 TO 10 LANES & SOUNDWALLS (C-ISTEA 77720, 95 STIP-IIP) (EA# 117080, 11172, 1170U, PPNO# 0309N, 0309S)-(USE TOLL CREDITS AS LOCAL MATCH.)	2030/2015	4/29/2019	1/30/2021	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO UTILITY RELOCATION AND DIFFERENT SITE CONDITINOS.  TO RESOLVE ISSUES, PROJECTS HAS BEEN HAVING QUARTERLY EXECUTIVE AND STAFF LEVEL MEETINGS; MAKE CHANGES TO CONTRACT PLANS AS QUICKLY AS POSSIBLE; ESCALATE ISSUES FOR RESOLUTIONS; AND CLOSE COORDINATION BETWEEN DESIGN, PROJECT MANAGER, AND CONSTRUCTIONS.  NEW COMPLETION DATE WILL BE MODELED PENDING METRO'S PUBLIC COMMENT/REQUEST FOR MODELING IN FINAL CONNECT SOCIAL.
CALTRANS	LA0B875	ROUTE 10: HOV LANES AND PAVEMENT REHAB FROM CITRUS TO ROUTE 57 (EA# 11934 + 31120 = 1193U, PPNo 0310B+4812=0310B). USE TOLL CREDIT AS LOCAL MATCH.	2015	12/3/2021	12/3/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
CALTRANS	LA0B951	ROUTE 71: ROUTE 10 TO SAN BERNARDINO COUNTY LINE - EXPRESSWAY TO FREEWAY CONVERSION - ADD 1 HOV LANE AND 1 MIXED FLOW LANE. (2001 CFP 8349, TCRP #50) (EA# 210600, PPNO 2741) (TCRP #50) (USE TOLL CREDITS AS LOCAL MATCH).	11/21/2028	11/21/2028	11/21/2028	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
CALTRANS	LA0D73	ROUTE 5: LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTIONS. WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0 = 21591, 21592+31320=2159U, 21593, 21594, 21595, 31320 PPNO 2808 = 4153, 2808, 4154, 4155, 4156, 4841). TCRP#42.2&42.1 (USE TOLL CREDITS AS LOCAL MATCH)	2014	9/12/2019	10/31/2022	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UTILITY REMOVAL/RELOCATION PRIOR TO CONTRACTOR STARTING WORK.
CALTRANS	LA0G1116	ROUTE 001: PACIFIC COAST HIGHWAY AND PARALLEL ARTERIALS FROM I-105 TO I-110: SIGNAL SYNCHRONIZATION (EA 30990 PPNO 4800)	12/31/2019	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
CALTRANS	LAF9301	ROUTE 210: IMPLEMENTATION OF I-210 CONNECTED CORRIDORS TRANSPORTATION MANAGEMENT SYSTEM THAT INTEGRATES FREEWAY RAMP METERS, ARTERIAL SIGNAL SYSTEMS, TRANSIT SYSTEMS AND TRAVELER INFORMATION [EA 32910].	12/30/2021	12/30/2021	12/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
CARSON, CITY OF	LA0G1130	ACTIVE TRANSPORTATION PROGRAM - CITY-WIDE BIKE AND PEDESTRIAN IMPROVEMENTS - THE INFRASTRUCTURE COMPONENT INCLUDES A CLASS II BIKE LANE (1.07 MILE) ON SANTA FE AVE, HIGH VISIBILITY CROSSWALKS, COUNTDOWN PEDESTRIAN SIGNALS, CURB RAMPS, ETC. THE NON-INFRASTRUCTURE COMPONENT INCLUDES, EDUCATION, ENCOURAGEMENT, AND ENFORCEMENT PROGRAMMING THAT WILL OCCUR OVER A THREE YEAR PERIOD.	12/31/2018	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
CARSON, CITY OF	LAF7322	BROADWAY INTERSECTION IMPROVEMENTS TRAFFIC SIGNAL MODIFICATION: DESIGN AND MODIFY FIVE SIGNALIZED INTERSECTIONS ON BROADWAY BETWEEN ALONDRA BLVD AND VICTORIA ST TO INCLUDE LONGER SIGNAL MAST ARMS TO IMPROVE VISIBILITY OF SIGNAL INDICATIONS, IMPROVE LIGHTING, UPGRADE SIGNAL CABINET AND EQUIPMENT, IMPROVE SIGNAL TIMING, AND IMPROVE THE OPERATION OF THE INTERSECTIONS BY ADDING PROTECTIVE/PERMISSIVE LEFT-TURN PHASING AS WARRANTED.	12/31/2017	6/30/2019	7/1/2020	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO STAFFING AND ISSUES OF CITY'S PROCUREMENT SYSTEM. ISSUES HAVE BEEN RESOLVED AND A PO HAS BEEN ISSUED TO COMPLETE PS&E.

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
CARSON, CITY OF	LATP17M024	DESIGN AND CONSTRUCT A 1.8 MILE BIKE AND PEDESTRIAN PATH (CLASS 1 FACILITY) ALONG THE TOP OF THE DOMINGUEZ CHANNEL LEVEE BETWEEN AVALON BOULEVARD AND 223RD STREET / WILMINGTON AVENUE IN CARSON.	9/1/2022	9/1/2022	9/1/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
COMPTON	LAF9530	ENHANCE SAFETY/IMPROVE NON-MOTORIZED TRANSPORTATION TRAVELS ALONG CENTRAL AV BY INSTALLING PROTECTIVE BUFFERED BIKE LANES, IMPROVING INTERSECTION CROSSINGS AND CLOSING SIDEWALK GAPS	8/1/2021	8/1/2021	8/1/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
COMPTON	LATP17S012	THIS PROJECT IS THE FINAL DESIGN AND CONSTRUCTION OF 29/68 MILES OF GAP CLOSURE IN THE BIKE LANE NETWORK IN THE CITIES OF COMPTON AND CARSON. PROJECT ELEMENTS INCLUDE CLASS I, II, AND III BIKE LANE IMPROVEMENTS INCLUDING STRIPING, BIKE SHARROWS, DIRECTIONAL PAINTED GREEN LINES AND WAYFINDING SIGNAGE. UTILIZING TOLL CREDITS TO MATCH ATP.	12/31/2022	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
CUDAHY	LAF9605	THE CUDAHY CITY WIDE COMPLETE STREETS IMPROVEMENT PROJECT FOCUSES ON THE ATLANTIC AVENUE CORRIDOR AND CITY WIDE MULTIMODAL TRANSPORTATION IMPROVEMENTS FOR THE FIRST/LAST MILE. PROJECT IS APPROXIMATELY 1.1 MILES LONG.	12/1/2021	12/1/2021	12/1/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
CULVER CITY	LAF7303	NETWORK-WIDE SIGNAL SYNC WITH VID & ARTERIAL PERFORMANCE MEASUREMENT SYSTEM FOR ATCS: (1) OPTIMIZES SIGNAL COORDINATION TIMING NETWORK-WIDE. (2) UPGRADES MAJOR INTERSECTIONS WITH ENHANCED SYSTEM DETECTION AND ARTERIAL PERFORMANCE MEASUREMENT CAPABILITIES ALONG WASHINGTON BL, SEPULVEDA BL, JEFFERSON BL, AND OTHERS. (16 SIGNALS THAT ARE SYNCHED)	12/31/2018	6/30/2019	12/31/2021	<p>OBSTACLES ARE BEING OVERCOME.</p> <p>AGENCY NEEDED ADDITIONAL TIME TO EVALUATE VARIOUS TECHNOLOGIES FOR ARTERIAL STREETS PERFORMANCE MEASUREMENT DEVICES AND TIME REQUIRED ASSESSING COMMUNICATIONS FIELD CONDITIONS NEEDS TO ENSURE A ROBUST COMM NETWORK TO SUPPORT APEMS.</p> <p>TO DATE, PROJECT TECHNICAL MEMO/ REPORT IS COMPLETE AND FINAL ENGINEERING DESIGN PLANS ARE EXPECTED TO BE COMPLETED IN SEPTEMBER.</p> <p>NEW COMPLETION DATE WILL BE MODELED PENDING METRO'S PUBLIC COMMENT/REQUEST FOR MODELING IN FINAL CONNECT SOCIAL.</p>
CULVER CITY MUNI BUS LINES	LAF3317	BUS SIGNAL PRIORITY IN CULVER CITY. DESIGN, DEVELOP & INSTALL WIRELESS BUS SIGNAL PRIORITY SYSTEM ON CULVER CITY BUS FLEET AND AT INTERSECTIONS TO INCREASE OPERATION EFFICIENCY & TRAVEL TIME SAVINGS. THE PROJECT INCLUDES INTERSECTIONS WITH TRANSIT SERVICE WITHIN THE BOUNDARY OF THE CITY OF CULVER CITY.	6/30/2017	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
CULVER CITY MUNI BUS LINES	LAF3729	REAL-TIME BUS ARRIVAL INFORMATION SYSTEM. DEVELOP & INSTALL ON 60 BUS STOP REAL-TIME BUS ARRIVAL INFORMATION SYSTEM USING INTELLIGENT TRANSPORTATION SYSTEM (ITS) TECHNOLOGY TO DISSEMINATE NEXT BUS INFO TO TRAVELERS. THE PROJECT'S PHYSICAL COMPONENT IS LOCATED AT BUS STOPS AND TRANSIT CENTER WITHIN THE CITY OF CULVER CITY. THE NON-PHYSICAL COMPONENT OF THE PROJECT IS LOCATED ON A WEB SERVER.	6/30/2018	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
DOWNEY	LA0G1254	OLD RIVER SCHOOL RD PAVEMENT REHAB INCLUDES SAWCUT, REMOVAL AND FULL DEPTH RECONSTRUCTION OF PAVEMENT, COLD MILLING OF EXISTING PAVEMENT, ASPHALT RUBBER HOT MIX (ARHM) PAVEMENT OVERLAY, RECONSTRUCTION OF DAMAGED OR MISSING CURB AND GUTTER, SIDEWALK, CROSS GUTTERS, AND RAMPS, UTILITY ADJUSTMENTS, TRAFFIC SIGNAL DETECTOR LOOP REPLACEMENTS, TRAFFIC STRIPING, TRAFFIC CONTROL, AND INSTALL CLASS II BIKE LANE (2 MILES). UTILIZING TOLL CREDITS.	9/1/2017	12/31/2018	4/30/2020	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO DESIGN CHANGE, LONGER RIGHT-OF-WAY CERTIFICATION PROCEES, AND UTILITY WORK.  IN PROCESS OF APPLYING FOR E-76 FOR CONSTRUCTION.
DOWNEY	LAF3304	WOODRUFF AV FIBER-OPTIC TRAFFIC SIGNAL COMMUNICATIONS PROJ. INSTALL FIBER-OPTIC COMMUNICATION & VIDEO DETECTION SYSTEM ON WOODRUFF AV & INTERCONNECT IT TO EXISTING FIBER BACKBONE TO DEVELOP AN ETHERNET-BASED COMMUNICATION NETWORK.	7/31/2018	12/31/2019	12/31/2021	OBSTACLES ARE BEING OVERCOME.
DOWNEY	LAF9525	THIS PROJECT IMPLEMENTS 17 MILES OF CLASS II BIKE LANES ON EIGHT ROADWAYS (SEVEN OF THEM WITH ROAD DIETS) PROVIDING ENHANCED ACCESS TO ACTIVITY CENTERS AND MULTI-MODAL ASSETS SUCH AS THE GREEN LINE AND BIKE PATHS.	12/1/2021	12/1/2021	12/1/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
EL MONTE	LA0G1180	A 0.5 MILE CLASS III BIKE ROUTE WITH SHARROWS, A 0.7 MILE CLASS II GREEN-PAINTED BIKE LANE, AND A 2 MILE A CLASS II BIKE LANE WITH BUFFER PAVEMENT STENCILING. IMPROVEMENTS INCLUDES ROADWAY RESURFACING, HIGHLIGHTING, CROSSWALK IMPROVEMENTS, CAMERA INSTALLATION AT INTERSECTIONS, AND WAYFINDING SIGNAGE. THE PROJECT RUNS 3.2 MILES ALONG SANTA ANITA FROM ELLIOT AVENUE (SOUTH) TO WEST HONDO PARKWAY (NORTH).	12/30/2018	12/30/2019	12/31/2020	OBSTACLES ARE BEING OVERCOME.

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation – Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
EL MONTE	LAF3125	RAMONA CORRIDOR TRANSIT CENTER ACCESS PROJECT. CONSTRUCT A NEW UNDERPASS STRUCTURE ON RAMONA BLVD UNDER SANTA ANITA AVE TO ACCESS THE LOWER LEVEL OF THE EL MONTE TRANSIT CENTER. THE PROPOSED BUS TUNNEL RAMPS WILL BEGIN EAST OF THE SANTA ANITA AVENUE AND RAMONA BOULEVARD INTERSECTION ON RAMONA BOULEVARD AND THE TUNNEL WILL CONTINUE UNDER SANTA ANITA AVENUE (ALONG ROMONA BOULEVARD) TO THE LOWER LEVEL OF THE EL MONTE TRANSIT CENTER AND INCLUDES 1 BUS ONLY LANE IN EACH DIRECTION.	12/30/2020	12/30/2020	12/30/2020	OBSTACLES ARE BEING OVERCOME. MAY NEED TO INITIATE TCM SUBSTITUTION VIA 2021 FTIP.
FOOTHILL TRANSIT ZONE	LA0B311	PARK AND RIDE FACILITY (TRANSIT ORIENTED NEIGHBORHOOD PROGRAM) IN THE CITY OF INDUSTRY. AZUSA PROJECT UNDER LAF3434.	2/31/2015	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
FOOTHILL TRANSIT ZONE	LA0G1234	MT. SAN ANTONIO COLLEGE (MSAC) TRANSIT CENTER. THE TRANSIT CENTER INCLUDES 10 BUS BAYS, 2 CHARGERS FOR ELECTRIC BUSES, A TRANSIT STORE, LIGHTED SHELTERED WAIT AREAS, REAL-TIME BUS ARRIVAL KIOSKS, AND UPGRADED ADA AND PEDESTRIAN ACCESS.	12/31/2022	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
FOOTHILL TRANSIT ZONE	LA0G1501	CONSTRUCT BUS LAYOVER FACILITIES JOINTLY BY AVTA, LADOT & FOOTHILL TRANSIT	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
GARDENA	LA0G1175	COMPUTER AUTOMATED DISPATCHING/AUTOMATED VEHICLE LOCATION (CAD/AVL) SOLUTION WITH REAL TIME PASSENGER INFORMATION NETWORK.	12/30/2016	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
GARDENA	LATRO2020	IMPLEMENT TRANSIT SIGNAL PRIORITY FOR 8.4 MILES FROM THE HARBOR GATEWAY TRANSIT STATION TO 120TH STREET...	12/31/2021	12/31/2021	12/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
GLENDALE	LA0G1208	TRAFFIC SIGNAL SYNCHRONIZATION – ALONG PARALLEL ARTERIALS, I-5 NORTH CORRIDOR: THIS PROJECT PROVIDES FOR AN UPGRADE TO THE TRAFFIC SIGNAL COMMUNICATION FACILITIES TO IMPROVE SIGNAL COORDINATION ALONG REGIONAL ARTERIALS IN THE VICINITY OF THE I-5 NORTH CONSTRUCTION CORRIDOR.	8/31/2017	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
GLENDALE	LA0G1411	HONOLULU AVE AND MONTROSE AVE AT PENNSYLVANIA AVE TRAFFIC SIGNAL MODIFICATION	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
GLENDALE	LAF5307	GLENDALE SUB-REGIONAL TRAFFIC MANAGEMENT CENTER. PROJECT WILL CONNECT TO THE TRAFFIC SIGNAL NETWORK CITYWIDE AND WILL DESIGN AND IMPLEMENT A SUBREGIONAL TRAFFIC MANAGEMENT CENTER (TMC). SYSTEM WILL BE INTEGRATED WITH METRO'S REGIONAL INTEGRATION OF ITS (RIITS) AND THE COUNTY INFORMATION EXCHANGE NETWORK (IEN) SYSTEMS.	12/1/2019	12/1/2019	2/1/2021	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UNFORSEEN CONSTRAINTS WITHIN CITY BUILDING WHERE TMC IS TO BE LOCATED. CITY OFFICES HAVE BEEN RE-CONFIGURED AND WORKING WITH FACILITIES MAINTENANCE DIVISION TO MAKE NECESSARY ACCOMODATION.
GLENDALE	LAF7709	GLENDALE REGIONAL BIKE PARKING NETWORK: PROVIDES 2 HIGH CAPACITY BIKE PARKING FACILITIES AND 20 WAYFINDING SIGNS FOR BICYCLES USERS WITHIN THE CITY OF GLENDALE, SPECIFICALLY GLENDALE LARRY ZARIAN TRANSPORTATION CENTER AND THE GLENDALE MARKETPLACE/PUBLIC LIBRARY	12/1/2020	12/1/2020	12/1/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
HAWTHORNE	LA0G1321	THE SCOPE INVOLVES ALL PHASES PAVED, PS&E, ROW AND, CONSTRUCTION. THE PROJECT WILL ENVIRONMENTALLY CLEAR AND DESIGN TRAFFIC SIGNAL MODIFICATIONS, TRAFFIC STRIPING, ADJUSTMENT OF UTILITIES, EXCAVATION AND REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT, CONSTRUCTION OF CURB, GUTTER, SIDEWALKS, DRIVEWAYS, RETAINING WALLS, STORM DRAIN, RAISED MEDIANS AND ADA RAMPS. ADDITIONALLY, OTHER ITEMS NOT LISTED HERE MAY BE NECESSARY TO COMPLETE THE IMPROVEMENTS.	6/15/2019	6/15/2019	12/31/2021	OBSTACLES ARE BEING OVERCOME. MAY NEED TO INITIATE INFORMAL TCM REPLACEMENT VIA 2021 FTIP.



## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
HAWTHORNE	LA0G1353	PROJECT ENHANCES EXISTING MULTI-MODAL SERVICES AS WELL AS INTEGRATING NEW SUCH AS A CLASS II BIKE LANE IMPROVED PEDESTRIAN SUPPORT SUCH AS WIDER SIDEWALK PEDESTRIAN CROSSING SIGNALS WITH COUNTDOWN CAPABILITY IMPROVED ACCESS BETWEEN TRANSIT VEHICLES AND TRANSIT PATRONS THROUGH RELOCATION AND ADJUSTMENT OF TRANSIT STOPS AND IMPROVED SIGNALIZATION ALONG THE BOULEVARD	12/1/2021	12/1/2021	12/1/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
HAWTHORNE	LA0G1546	IMPERIAL HWY SIGNAL IMPROVEMENTS AND INTERSECTION THE SCOPE INVOLVES ALL PHASES PA/ ED, PS&E, ROW AND CONSTRUCTION. THE PROJECT WILL ENVIRONMENTALLY CLEAR AND TO MODIFY AND UPGRADE FIVE TRAFFIC SIGNAL SYSTEM, TRAFFIC STRIPING, ADJUSTMENT OF UTILITIES, EXCAVATION AND REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT AND CONSTRUCTION OF CURB, GUTTER, SIDEWALKS AND DRIVEWAYS. TO COMPLETE THE IMPROVEMENTS	6/20/2022	6/20/2022	6/20/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
HAWTHORNE	LA0G1547	"THE PROJECT WILL ENVIRONMENTALLY CLEAR AND TO WIDEN INTERSECTIONS, ADD VEHICULAR LANES, MODIFY AND UPGRADE SIX TRAFFIC SIGNAL SYSTEM (INCLUDING ADA RAMPS WHERE SIGNAL UPGRADE IMPACTS THE ADJACENT RAMP) , TRAFFIC STRIPING, ADJUSTMENT OF UTILITIES, EXCAVATION AND REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT AND CONSTRUCTION OF CURB, GUTTER, SIDEWALKS, DRIVEWAYS, RETAINING WALLS, AND RAISED MEDIANS. TO COMPLETE THE IMPROVMENTS"	6/30/2022	6/30/2022	6/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
HAWTHORNE	LA0G1548	EL SEGUNDO BLVD IMPROVEMENTS PROJECT PHASE I. THE PROJECT WILL ENVIRONMENTALLY CLEAR AND TO WIDEN INTERSECTIONS MODIFY AND UPGRADE FOUR TRAFFIC SIGNAL SYSTEM, TRAFFIC STRIPING, ADJUSTMENT OF UTILITIES, EXCAVATION AND REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT AND CONSTRUCTION OF CURB, GUTTER, SIDEWALKS, DRIVEWAYS AND ADA RAMPS. TO COMPLETE THE IMPROVEMENTS.	11/30/2022	11/30/2022	11/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
HAWTHORNE	LAF7101	PRARIE AVENUE MOBILITY PROJECT: 1) WIDENS PRARIE AV INTERSECTIONS AT EL SEGUNDO BL AND AT ROSECRANS AV TO CONSTRUCT DOUBLE LEFT-TURN POCKETS FOR TRAFFIC FLOW IMPROVEMENT AND TO INSTALL CLASS III BIKE ROUTES ON BOTH SIDES 2) TRAFFIC SIGNAL UPGRADE AND SYNCHRONIZATION OF 8 INTERSECTIONS BETWEEN 118TH AND MARINE. 3) INSTALLS CLASS III BIKE EQUIPMENTS, IMPROVES PEDESTRIAN FACILITES, AND UPGRADES ADA ACCESS RAMPS, NEW MEDIAN CURBS AND LANDSCAPING AT INTERSECTIONS.	6/15/2019	6/15/2019	12/31/2021	<p>OBSTACLES ARE BEING OVERCOME.</p> <p>TRAFFIC SIGNAL POLES ARE BEING DELAYED 30 WEEKS. TRAFFIC SIGNAL POLES NEED TO BE INSTALLED FIRST BEFORE AGENCY CAN PROCEED WITH OTHER WORK. IN ADDITION, AGENCY EXPERIENCE ALSO HAD SOME TIMELY CONFLICTS WITH SOUTHERN CALIFORNIA EDISON REGARDING SERVICE METER UPGRADES FOR THIS PROJECT.</p> <p>ISSUES HAVE BEEN RESOLVED.</p> <p>NEW COMPLETION DATE WILL BE MODELED PENDING METRO'S PUBLIC COMMENT/REQUEST FOR MODELING IN FINAL CONNECT SOCIAL.</p>
HAWTHORNE	LAF9102	5 INTERSECTION LOCATIONS; SIGNAL IMPROVEMENT INCLUDE UPGRADE TRAFFIC SIGNAL CONTROLLER AND CABINET ENABLING, REWIRING OF THE SIGNALIZED INTERSECTION TO ENSURE COMMUNICATION BETWEEN SIGNAL EQUIPMENT; UPGRADE PEDESTRIAN SIGNALS TO COUNT DOWN TYPE AND PUSH BUTTONS, INSTALL BATTERY BACKUP SYSTEM TO MINIMIZE DISRUPTION OF TRAFFIC DURING POWER OUTAGE NEW VEHICLE DETECTION INCLUDING BICYCLE LOOPS/SENSORS;NEW BIKE LANE WILL BE ONE MILE	10/18/2021	10/18/2021	10/18/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
HUNTINGTON PARK	LAF7312	HUNTINGTON PARK SIGNAL SYNCHRONIZATION & BUS SPEED IMPROVEMENT: (1) SYNCHRONIZES SIGNALIZED INTERSECTIONS, RECONFIGURES TRAFFIC LANES TO ALLOW DUAL TURNING LANES, INSTALLS CHANGEABLE MESSAGE SIGNS ALONG PACIFIC BL. (2) SIGNAL IMPROVEMENTS INCLUDING CONTROLLER UPGRADES, NEW MASTS, VIDEO ACTIVATED TRAFFIC CONTROLLERS, AND SYNCHRONIZATION OF SIGNALIZED MID-BLOCK PEDESTRIAN CROSSINGS ON PACIFIC BL.	3/20/2019	3/20/2019	2/28/2020	<p>OBSTACLES ARE BEING OVERCOME.</p> <p>PROJECT DELAYED DUE TO PROJECT REEVALUATION AS A RESULT OF CITY COUCL AND CITY ADMISNTRATIOORS CHANGE.</p> <p>EFFORTS HAVE BEEN MADE TO REDUCE AND MITIGATE/ELIMNATE FUTURE DELAYS BY USING A PROPER PROJECT PFERMANCE MONITORING AND CONTROL SYSTEM.</p>

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
HUNTINGTON PARK	LAF7702	DOWNTOWN HUNTINGTON PARK I-PARK SYSTEM IMPLEMENTATION: PROVIDES 4 CHANGEABLE MESSAGING PARKING SIGNS, 12 WAYFINDING PARKING SIGNS, 10 BICYCLE RACKS, AND 6 BICYCLE LOCKERS AT THE DOWNTOWN SHARED PARKING DISTRICT ALONG PACIFIC BL TO IMPROVE BICYCLE ACCESS AND IMPROVE TRAFFIC CIRCULATION.	6/30/2019	6/30/2019	3/31/2020	OBSTACLES ARE BEING OVERCOME.  MINOR DELAY DUE TO PROJECT REEVALUATION AS A RESULT OF CITY COUCIL AND CITY ADMISNTRATIOORS CHANGE.  EFFORTS HAVE BEEN MADE TO REDUCE AND MITIGATE/ELIMNATE FUTURE DELAYS BY USING A PROPER PROJECT PFFERMANE MONITORING AND CONTROL SYSTEM.
INGLEWOOD	LA0G1502	PROJECT WILL INCREASE EFFICIENCY AND REDUCE CONGESTION DUE TO REDUCTION OF TIME OF VEHICLES ON IDLED AT THE NON-SYNCHRONIZED 16 INTERSECTIONS AND THUS ALLOW TRAFFIC FLOW TO BE CONSISTENT. SYNCHRONIZING THE TRAFFIC SIGNALS, WILL ALLEVIATE HEAVY TRAFFIC GENERATED DUE TO THE CLOSE PROXIMITY OF PRAIRIE AVENUE TO THE I-105 FREEWAY, I-405 FREEWAY AND HOLLYWOOD PARK CASINO AND THE NEW NFL STADIUM. PROVIDING SIGNAL COORDINATION WILL SIGNIFICANTLY BENEFIT BOTH THE TWO FREEWAYS AND THE CITY OF INGLEWOOD.	6/30/2020	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
INGLEWOOD	LA0G1554	THE PROJECT WILL UPGRADE TRAFFIC SIGNALS AND SYNCHRONIZATION ACROSS 10 INTERSECTIONS ALONG ARBOR VITAE STREET. THE EXISTING TRAFFIC SIGNALS ARE USING 170 CONTROLLERS WITH MCCAIN 233 AND 200 PROGRAM. THE CITY IS IN THE PROCESS OF UPGRADING THE EXISTING 170 CONTROLLERS TO 2070ATC CONTROLLERS AS PART OF THE CALL FOR PROJECT ITS PHASE V.	6/30/2021	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
INGLEWOOD	LA0G1555	THE PROJECT WILL UPGRADE TRAFFIC SIGNALS AND SYNCHRONIZATION ACROSS 6 INTERSECTIONS ALONG LA CIENEGA BLVD. THE EXISTING TRAFFIC SIGNALS ARE USING COMBINATION 170 AND 2070 CONTROLLERS WITH MCCAIN 233 AND 2033 SOFTWARE. AS PART OF THE LAWALAMP PROJECT, THE CITY OF INGLEWOOD WILL BE UPGRADING ALL INTERSECTIONS TO THE 2070ATC PLATFORM AND UPGRADING THE COMMUNICATION DEVICES TO BRING THE INTERSECTIONS ONLINE AT THE CITY TRAFFIC MANAGEMENT SYSTEM.	3/31/2020	3/31/2020	3/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
INGLEWOOD	LA0G1556	UPGRADE TRAFFIC SIGNALS/SYNCHRONIZATION FOR 14 INTERSECTIONS ON FLORENCE AVENUE. CONTROLLER UPGRADES TO A MODERN AND ROBUST 2070 CONTROLLERS CAPABLE OF PROVIDING ADAPTIVE SIGNAL CONTROL AND OTHER ADVANCE FEATURES TO INCREASE THE CAPACITY OF VEHICLES AND IMPROVE PROGRESSION THROUGHOUT THE CORRIDOR, INSTALLATION OF CLOSED CIRCUIT TVS CONNECTING THEM TO THE CITY'S TRAFFIC MANAGEMENT CENTER TO ALLOW CITY TO MONITOR THE REAL-TIME TRAFFIC CONDITIONS REMOTELY.	6/30/2021	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
INGLEWOOD	LAF5300	CITY OF INGLEWOOD ITS - PHASE IV. 2.5 MILES OF FIBER-OPTICS ON LA CIENEGA BLVD., CENTINELA AVE., FLORENCE AVE. AND PRAIRIE AVE. NEW CCTV, SPEED DETECTION SYSTEMS AND WEB-BASED TRAVELER INFORMATION. UPGRADE THE CURRENT TRAFFIC CONTROL SYSTEM (TCS) TO ADAPTIVE TCS AND REPLACE 4 TYPE 170 CONTROLLERS WITH TYPE 2070 CONTROLLERS ON PRAIRIE AVE. THERE ARE APPROXIMATELY 23 INTERSECTIONS THAT WILL RECEIVE VARIOUS ITS IMPROVEMENTS. AND, UPGRADE LEGACY ETHERNET SWITCHES TO ENHANCE OPERATIONAL SYSTEM.	12/31/2019	12/31/2019	12/31/2021	OBSTACLES ARE BEING OVERCOME.  NEW COMPLETION DATE WILL BE MODELED PENDING METRO'S PUBLIC COMMENT/REQUEST FOR MODELING IN FINAL CONNECT SOCIAL.
INGLEWOOD	LAF7319	INGLEWOOD ITS - PHASE V : (1) DESIGNS AND CONSTRUCTS COMPUTERIZED TRAFFIC CONTROL AND MONITORING SYSTEMS. (2) EXPANDS CENTRAL TRAFFIC CONTROL AND ADVANCE TRAFFIC MANAGEMENT AT 39 INTERSECTIONS (3) IMPROVES 6.13 MILES OF FIBER OPTIC COMMUNICATIONS, 4) EXPANDS CCTV AT 10 INTERSECTIONS, 5) INSTALLS CHANGEABLE MESSAGE SIGNS AT 2 INTERSECTIONS, AND 6) INSTALLS NEW COMMUNICATION HUBS AT 3 INTERSECTIONS.	3/30/2019	3/30/2019	6/21/2021	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO STAFF TURNOVER. A DESIGNATED PROJECT MANAGER HAS BEEN ASSIGNED FOR THE PROJECT.
INGLEWOOD	LAF9307	CITY OF INGLEWOOD ITS PHASE VI PROJECT: 5,280 FEET OF FIBER OPTIC ALONG PINCAY DRIVE; REPLACE 170 CONTROLLERS WITH TYPE 2070 CONTROLLERS AT TWELVE INTERSECTIONS; TRAFFIC SIGNAL SYNCHRONIZATION ALONG PINCAY DRIVE BETWEEN PRARIE AND CRENSHAW; INSTALL CHANGEABLE MESSAGE SIGN AT CENTURY/ PRARIE; AND MODERNIZING CITY HALL TMC TO PROVIDE ADAPTIVE TRAFFIC CONTROL AND MEET CURRENT STANDARDS.	6/30/2022	6/30/2022	6/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LA CANADA FLINTRIDGE	LAF5522	FOOTHILL BLVD. LINK BIKEWAY & PEDESTRIAN GREENBELT PROJECT, BRIGGS AVE. TO ALTA CANYADA RD, CONSTRUCT 1.5 MILES OF CLASS II BIKE LANES, BIKE AND BUS FACILITIES, RAISED MEDIAN AND 0.5 MILES OF PEDESTRIAN BELTWAY WITH LIGHTING AND HARDSCAPE	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LA VERNE	LAF7524	LA VERNE REGIONAL COMMUTER BICYCLE GAP CLOSURE PROJECT. A RANGE OF PROPOSED ENHANCEMENTS WILL SIGNIFICANTLY IMPROVE THE BICYCLE INFRASTRUCTURE IN THE CITY OF LA VERNE AND STRENGTHEN REGIONAL CONNECTIVITY BY CLOSING CRITICAL GAPS IN AN INTEGRATED BIKE NETWORK SPANNING THE NORTHEASTERN SAN GABRIEL VALLEY	12/1/2019	12/1/2019	6/30/2020	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO NUMEROUS CHALLENGES, PRIMARILY COORDINATION OF DESIGN WITH PROPOSED GOLD LINE EXTENSION. CTC FUNDING ALLOCATION APPROVED IN MAY 2019. E-76 AUTHORIZATION ANTICIPATED BY AUGUST 2019.
LAKWOOD	LA0G1262	LAKWOOD BL REGIONAL CORRIDOR CAPACITY ENHANCEMENT PROJECT (DEL AMO BL TO NORTH CITY LIMIT) - CLASS II BIKE LANES (1.9 MILE) IN EACH DIRECTION, NEW SIDEWALK, STREET RESURFACING, ADA & STORMWATER COMPLIANCE, TRAFFIC SIGNAL MODIFICATIONS, DROUGHT RESISTANT LANDSCAPING & IRRIGATION, SIGNING & STRIPING, AND UTILITY UNDERGROUNDING WITHIN THE EXISTING CITY RIGHT OF WAY.	12/31/2019	12/31/2019	6/30/2021	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO COMPLEXITIES ENCOUNTERED BY SCE IN DESIGNING UNDERGROUNDING OF UTILITIES.
LAWNDALE	LAF7500	HAWTHORNE BOULEVARD CLASS II BICYCLE LANES: (1) INSTALLS 1.0 MILE OF CLASS 2 BIKE LANES ON HAWTHORNE BLVD FOR BOTH DIRECTIONS. (2) PROVIDES BICYCLE PARKING.	10/31/2019	10/31/2019	10/31/2019	OBSTACLES ARE BEING OVERCOME.  TO INITIATE INFORMAL TCM REPLACEMENT VIA FINAL CONNECT SOCIAL OR 2021 FTIP.
LONG BEACH	LA0G830	I-710 IMPROVEMENTS/SHOEMAKER BRIDGE - DOWNTOWN EXITS. THE PROJECT MAKES BICYCLE, PEDESTRIAN, AND STREETSCAPE IMPROVEMENTS ON MAJOR THOROUGHFARES. THIS REPLACES THE EXISTING BRIDGE.	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LONG BEACH	LAF7522	DELTA AVENUE BICYCLE BOULEVARD. THIS NORTH-SOUTH BICYCLE BOULEVARD ON DELTA AVE (APPROXIMATELY 3 MILES) IN WEST LONG BEACH WILL CONSIST OF CLASS II LANE SEGMENTS AND SHARROW MARKINGS, TRAFFIC CIRCLES, A ROUNDABOUT, AND WAYFINDING SIGNAGE TO NEARBY METRO BLUE LINE STATIONS AND LA RIVER BIKE PATH	11/1/2019	11/1/2019	6/30/2021	"OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO ADDITIONAL RESURFACING BEYOND ORIGINAL SCOPE.  COMPLETED DESIGN."

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LONG BEACH	LAF7313	LONG BEACHS METRO BLUE LINE SIGNAL PRIORITIZATION: (1) ENHANCES TRANSIT SIGNAL PRIORITIES AT 33 SIGNALIZED INTERSECTIONS ALONG METRO BLUE LINE (MBL) ROUTE, (2) IMPROVES LRT RAILROAD CROSSING AT SPRING ST AND METRO BLUE LINE, AND (3) UPGRADES BUS SIGNAL PRIORITY CONTROLLERS AT 52 SIGNALIZED INTERSECTIONS ALONG ATLANTIC AVE BETWEEN SR-91 AND OCEAN BLVD. SAFETY TYPE OF PROJECT.	12/30/2020	12/30/2020	12/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LONG BEACH	LAF9314	THE PROJECT CONSISTS OF SIGNAL ENHANCEMENTS THAT WILL INCLUDE SYNCHRONIZATION AND COMMUNICATIONS. ALSO ARE INCLUDED ARE BICYCLE AND PEDESTRIAN IMPROVEMENTS AND INCLUSION OF THE CORRIDOR INTO AN ADAPTIVE TRAFFIC CONTROL SYSTEM	12/31/2022	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LONG BEACH	LATP16M011	SOUTH WATER FRONT/PIER J BIKE AND PEDESTRIAN PATH. THE PIER J BIKE PATH WILL CONNECT THE PORT TO DOWNTOWN LONG BEACH VIA THE QUEENSWAY BRIDGE BIKEWAY (APPROXIMATELY 1.5 MILES - PROJECT SEGMENTS 2-6). PEDESTRIANS AND BIKE IMPROVEMENTS IN THE PORT WILL PROVIDE ADDITIONAL SAFETY AND MOBILITY FOR NON- MOTORIZED USERS AND CONNECT TO PIER J.	3/30/2020	3/30/2020	3/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES, CITY OF	LA0C53	HOLLYWOOD INTERMODAL TRANSPORTATION AND PUBLIC PARKING CENTER ON HAWTHORNE AVE. BETWEEN HIGHLAND AVENUE AND NORTH ORANGE DRIVE (EXIST 500 SP PARK STRUCTURE).TCRP#49.2	10/1/2020	10/1/2020	10/1/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES, CITY OF	LA0G1349	PURCHASE 35 ALTERNATIVE-FUEL 30-FOOT BUSES TO EXPAND DASH FLEET AND INCREASE SERVICE HOURS AND HEADWAYS.	12/31/2022	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES, CITY OF	LA0G1380	PURCHASE OF 170 SOLAR-POWERED, REAL-TIME BUS ARRIVAL INFORMATION SIGNS FOR BUS STOP IMPROVEMENT IN THE LOS ANGELES PROMISE ZONE	1/31/2020	1/31/2020	1/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES, CITY OF	LA0G901	HISTORIC LOS ANGELES STREETCAR	6/30/2017	12/30/2021	2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LOS ANGELES, CITY OF	LA0G1216	UPGRADE EXISTING ATSAC TRAFFIC SIGNALS IN THE GLENOAKS/SAN FERNANDO AND I-5 FREEWAY CORRIDOR TO INCLUDE REAL-TIME ADAPTIVE TRAFFIC AND SIGNAL CONTROL CAPABILITY, INSTALL 2 ADDITIONAL VIDEO SURVEILLANCE AND ITS COMMUNICATIONS EQUIPMENT, AND RE-TIME TRAFFIC SIGNAL TIMING TO ACCOMMODATE TRAFFIC FLUCTUATIONS.	7/30/2020	7/30/2020	7/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES, CITY OF	LAF1524	SAN FERNANDO RD. BIKE PATH PH. IIIA - CONSTRUCTION. RECOMMEND PHASE IIIA-CONSTRUCTION OF A CLASS I BIKE PATH WITHIN METRO OWNED RAIL RIGHT-OF-WAY ALONG SAN FERNANDO RD. BETWEEN BRANFORD ST. AND TUXFORD ST INCL BRIDGE. 2 MILE BIKEPATH.	10/1/2015	12/31/2019	6/30/2021	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PERMITS AND DESIGN. CONSTRUCTION CONTRACT AWARDED ON 8/12/19.
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	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
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. DE SOTO AVE WIDENING: RONALD REAGAN FWY TO DEVONSHIRE ST.. MINOR WIDENING OF DE SOTO AVE FR SR-118 TO DEVONSHIRE ST TO PROVIDE UNIFORM RODWAY WIDTH IN EACH DIRECTION AS WELL AS INSTALLING 10' SIDEWALK, CURB AND GUTTER. SIDEWALK IS 1.1 MILES, 90% OF THE SIDEWALKS ALONG THE PROJECT LIMITS WILL BE NEW.	12/1/2015	12/31/2019	12/31/2019	OBSTACLES ARE BEING OVERCOME. TO INITIATE INFORMAL TCM REPLACEMENT VIA FINAL CONNECT SOCIAL OR 2021 FTIP.

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
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	12/31/2019	6/30/2021	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PERMITS AND DESIGN. CONSTRUCTION CONTRACT AWARDED ON 8/12/19.
LOS ANGELES, CITY OF	LAF3644	BROADWAY HISTORIC THEATER DISTRICT PEDESTRIAN IMPROVEMENTS 4TH-6TH STREETS. THE PROJECT WILL IMPROVE PEDESTRIAN SAFETY BY INSTALLING CURB EXTENSIONS, WIDENING SIDEWALKS, IMPROVING PEDESTRIAN LIGHTING, ENHANCING CROSSWALKS, AND PROVIDE PEDESTRIAN AMENITIES; BENCHES, STREET TREES, LANDSCAPED BUFFERS FROM TRAFFIC AND 10 BIKE RACKS. UTILIZING TOLL CREDITS TO MATCH ATP FUNDS.	11/2/2022	11/2/2022	11/2/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
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)	6/30/2019	6/30/2019	3/31/2020	OBSTACLES ARE BEING OVERCOME. MINOR DELAY DUE TO BUNDLE WITH ANOTEHR ATP PROJECT.
LOS ANGELES, CITY OF	LAF3647	MENLO AVE/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS. IMPROVE PEDESTRIAN ACCESS TO THE NEW EXPO STATION ON VERMONT AVE BY INSTALLING SIDEWALKS, LANDSCAPING, AND LIGHTING ALONG MENLO AVE. AND MLK JR. BLVD. PLUS A MEDIAN ON MLK BLVD.	6/30/2020	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES, CITY OF	LAF5317	ITS PLATFORM UPGRADES-THIS PROJECT INCLUDES TWO PARTS: COMPUTER NETWORK ARCHITECTURE UPGRADE (CNA) AND COMMUNICATIONS SYSTEM & CENTRAL COMPUTER CORE UPGRADE (CSC). THE CNA WILL INCREASE CAPACITY OF THE ATSAC CENTRAL COMPUTER NETWORK. THE CSC INVOLVES UPGRADE OF NEW SOFTWARE COMMUNICATIONS STACKS TO INCREASE CAPABILITY OF EACH COMMUNICATIONS CHANNEL TO TRANSMIT VARIOUS TRAFFIC DATA.	6/30/2019	6/30/2019	2/28/2021	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO STAFF ATTRITION AND PROMOTION. AGENCY ARE FILLING VACANT POSITIONS AND CONTRACTOR WORKING ON OTHER PROJECTS HAS FREED RESOURCES.



## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LOS ANGELES, CITY OF	LAF5518	THIS PROJECT IS LOCATED IN THE CITY OF LOS ANGELES IN THE WEST SAN FERNANDO VALLEY. CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH FROM OWENSMOUTH AV TO MASON AV (1.25 MILES) ALONG THE SOUTH BANK OF THE LA RIVER. INCLUDES UNDERPASSES AT DE SOTO AV AND CANOGA AV/BUSWAY BRIDGES. THE PROJECT WILL INCLUDE LIGHTING, RAILING, STRIPING AND SIGNAGE AND A CONNECTION STRUCTURE TO THE METRO ORANGE LINE BIKEWAY.	6/30/2021	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
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	12/31/2019	12/31/2020	OBSTACLES ARE BEING OVERCOME. IN PROCESS OF LOA AMENDMENT.
LOS ANGELES, CITY OF	LAF7131	CENTURY BOULEVARD EXTENSION BETWEEN GRAPE STREET AND ALAMEDA STREET	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES, CITY OF	LAF7628	WATTS STREETScape IMPROVEMENTS PHASE 2: INSTALLS ADA RAMPS, LANDSCAPING STREET TREES, STREET FURNITURE, PED LIGHTING, CROSSWALK ENHANCEMENTS, CURB EXTENSIONS, SHARROWS, AND PED & BIKE WAYFINDING SIGNAGE.	12/31/2019	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES, CITY OF	LAF7814	LADOT STREETS FOR PEOPLE: TRANSIT CORRIDOR PARKLETS AND PLAZAS: INSTALLS 12 PARKLETS AND 3 PLAZAS. THE LIMITS OF THE PARKLETS WILL BE EQUAL TO TWO CURBSIDE PARKING SPACES (APPRX. 40X 6). THE PLAZA LIMIT VARIES RANGING FROM 2,000 TO 6,000 SF.	12/31/2021	12/31/2021	12/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES, CITY OF	LAF9422	LADOT WILL PROCURE 7 30-FT CLEAN FUEL VEHICLES TO REDUCE HEADWAYS ON SIX SELECTED DASH ROUTES	4/30/2022	4/30/2022	4/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES, CITY OF	LAF9527	PROJECT WILL CONSTRUCT A 3.1 MILE CYCLETRACK ALONG CHANDLER BLVD, CONNECTING THE CHANDLER AND ORANGE LINE BIKE PATHS AND BRIDGING A GAP IN THE LOW-STRESS BICYCLE NETWORK	1/1/2023	1/1/2023	1/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LOS ANGELES, CITY OF	LARE1701A	IMPLEMENTING DYNAMIC CORRIDOR RAMP METERING SYSTEM (DCRMS) IN I-405 SEPULVEDA PASS CORRIDOR (INTERSTATE 405 FROM I-10 TO SR101), A SYSTEM-WIDE ADAPTIVE RAMP METERING STRATEGY WHICH SIMULTANEOUSLY COORDINATES WITH ARTERIAL TRAFFIC SIGNAL OPERATION. THE SYSTEM WILL DYNAMICALLY ADJUST TRAFFIC ACCORDING TO CURRENT CAPACITY RESTRICTIONS CAUSED BY INCIDENTS OR RECURRENT CONGESTION. IMPROVE TRAFFIC MOVEMENT AND ACCESS TO FREEWAY AND MAJOR ARTERIAL INCLUDING TRANSIT OPERATION.	12/31/2022	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES, CITY OF	LATP16S006	BOYLE HEIGHTS PEDESTRIAN LINKAGES. PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS INCLUDING SIDEWALK REPAIRS, 3,400 LINEAR FEET OF NEW SIDEWALK, AND INSTALLATION OF PEDESTRIAN LIGHTING, CONTINENTAL CROSSWALKS, AND CURB RAMPS TO IMPROVE CONNECTIVITY WITHIN COMMUNITY AND TO 6TH STREET VIADUCT REPLACEMENT PROJECT. UTILIZING TOLL CREDITS.	6/1/2020	6/1/2020	6/1/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES, CITY OF	LATP17M014	ARTS DISTRICT PEDESTRIAN & CYCLIST SAFETY PROJECT. THE PROJECT WILL ESTABLISH CRITICAL PEDESTRIAN AND CYCLIST CONNECTIONS TO AND WITHIN THE ARTS DISTRICT IN DOWNTOWN LOS ANGELES WHICH IS A HISTORIC INDUSTRIAL NEIGHBORHOOD WITH A COMPLEX STREET SYSTEM THAT CHALLENGES THE MOBILITY OF ALL USERS WHETHER THEY ARE ON FOOT, ON A BIKE OR IN A VEHICLE. UTILIZING TOLL CREDITS TO MATCH ATP FUNDS.	4/26/2022	4/26/2022	4/26/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES, CITY OF	LATP17S005	THE CITY OF LOS ANGELES WILL BE IMPLEMENTING COMPLETE STREET TREATMENTS TO IMPROVE JEFFERSON BOULEVARD BETWEEN VERMONT AVENUE AND WESTERN AVENUE, WHICH INCLUDES BUFFERED CLASS II (0.35 MI) AND CLASS IV (0.65 MI) BICYCLE FACILITIES, CURB EXTENSIONS, PEDESTRIAN REFUGE AREAS, PATH IMPROVEMENTS, PEDESTRIAN LIGHTING, AND ADDITIONAL SHADE TREES WITH ROAD DIET FROM 4 TO 2 LANES (1 MILE).	5/15/2023	5/15/2023	5/15/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LA0D461	RECONSTRUCT- THE OLD ROAD FROM HILLCREST PARKWAY TO LAKE HUGHES RD & WIDEN FROM 40' TO 68', 2 VEH. LANES and a 5' CLASS II BIKELANE IN EA DIR & STRIPPED MEDIAN (FROM 2 TO 4 LNS 2 EA DIR) FOR 2.1 MILES.	6/30/2021	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LOS ANGELES COUNTY	LA0D465	COLIMA ROAD-CITY OF WHITTIER LIMITS TO FULLERTON ROAD, FOR A TOTAL DISTANCE OF 4.9 MILES. THE PROJECT WILL WIDEN COLIMA RD BY UP TO SIX FEET AT SPOT LOCATIONS AND RESTRIPE TO ACCOMMODATE THREE THROUGH LANES IN EACH DIRECTION. A CLASS II BIKEWAY FROM THE CITY OF WHITTIER WILL BE EXTENDED TO ALLENTON AV, A DISTANCE OF 1.2 MILES, AND BUS PADS WILL BE REPLACED. INCLUDES MEDIAN LANDSCAPING. TOLL CREDIT ADDED IN FY18/19 \$28 IN CONSTRUCTION.	12/15/2020	12/15/2020	12/15/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LA0G1291	HUNTINGTON DR - SAN GABRIEL BL TO 132' W/O MICHILLINDA AVE: PAVEMENT RESURFACING, RECONSTRUCTION OF CURBS/GUTTERS/SIDEWALKS, ADA AND PEDESTRIAN UPGRADES, TREE MAINTENANCE, CLASS II BIKE LANES (1.3 MILES), INSTALLATION OF A NEW TRAFFIC SIGNAL AT HUNTINGTON DRIVE AND MADRE STREET, AND NEW SIDEWALK (0.1 MILES)	9/30/2022	9/30/2022	9/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
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	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF1312	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION AND INTERSECTION OPERATIONAL IMPROVEMENTS ON REGIONAL ARTERIALS IN THE GATEWAY CITIES REGION. INCLUDES 86 CONSECUTIVE INTERSECTIONS.	10/1/2020	10/1/2020	10/1/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF1321	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS. SYNCHRONIZES 83 CONSECUTIVE INTERSECTIONS.	10/1/2015	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58 Los Angeles County TCMs Subject to Timely Implementation - Continued**

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LOS ANGELES COUNTY	LAF1511	EASTSIDE LIGHT RAIL BIKE INTERFACE PROJECT. PROJECT INCLUDES DESIGN AND CONSTRUCTION OF BIKE ROUTES WITH APPROPRIATE SIGNAGE AND STRIPING TO ACCESS METRO GOLD LINE STATIONS.. TOLL CREDITS - LOCAL AND STATE HWYOF \$20 WILL BE USED TO MATCH FY16 FEDERAL FUNDS FOR THE CON PHASE	10/21/2014	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP.  CONSTRUCTION WAS COMPLETED IN 2018.
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	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF3309	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJ, PHASE VI. DESIGN AND CONSTRUCT MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS & ITS COMPONENTS ON REGIONAL ARTERIALS IN GATEWAY CITES AREA. (APROX. 126 SIGNALS)	6/30/2016	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
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	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF3519	NORTH COUNTY BIKEWAYS. INSTALL THREE CLASS II AND THREE CLASS III BIKEWAY SEGMENTS, INCLUDING SIGNAGE, STRIPING, ROAD WIDENING, & ROAD SHOULDER IMPROVEMENTS. (APROX. 3.88 MILES OF BIKE LANES AND 3.18 MILES OF BIKE ROUTES.)	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
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	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
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. (APPROXIMATELY 17 SIGNALS INCLUDED)	6/30/2019	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
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	3/31/2020	3/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF5316	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - SYSTEMWIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS IN SOUTH BAY REGION. 25 SIGNALS SYSTEM WIDE. ADDITIONALLY, THIS PROJECT WILL INSTALL ANY WARRANTED AND FEASIBLE ROADWAY IMPROVEMENTS ALONG THE ROUTES TO IMPROVE OVERALL PROGRESSION.	6/30/2019	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF5514	VERMONT AVE BIKE LANE - MANCHESTER BLVD TO EL SEGUNDO BLVD. FUNDS ARE REQUESTED TO DESIGN AND CONSTRUCT CLASS II BIKE LANES ON VERMONT AV (3.0 MILES). SHORT TERM BICYCLE RACKS (14) ARE ALSO PROPOSED AT KEY DESTINATIONS.. TOLL CREDITS - LOCAL AND STATE HWY OF \$10 WILL BE USED TO MATCH FY17 FEDERAL FUNDS FOR THE CON PHASE	2/26/2019	2/26/2019	5/30/2020	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CLOSE-OUT DOCUMENTATION ISSUES.

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation – Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LOS ANGELES COUNTY	LAF5515	FLORENCE METRO BLUE LINE STATION BIKEWAY ACCESS IMPROVEMENTS. DESIGN AND CONSTRUCT 11.19 MILES OF CLASS III BIKE ROUTES WITH SHARROWS AND ENHANCED TREATMENTS (BICYCLE BOULEVARD). SHORT-TERM BICYCLE PARKING WILL BE PROVIDED AND LIMIT LINE LOOP DETECTORS WILL BE UPGRADED TO DETECT BICYCLES AT ALL REQUIRED SIGNALIZED INTERSECTIONS. \$176K IN TOLL CREDITS WILL BE USED TO MATCH FEDERAL FUNDS (ATP AND STP-LOCAL)	10/30/2020	10/30/2020	10/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF7305	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDOR PROJECT : DESIGNS AND CONSTRUCTS ITS IMPROVEMENTS ALONG NORWALK BL, SAN ANTONIO DR, PIONEER BL BETWEEN BEVERLY BL AND CARSON ST INCLUDING SYNCHRONIZATION AND RETIMING OF TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV (UP TO 14 CCTVS), AND CHANGEABLE MESSAGE SIGNS.	6/30/2021	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF7306	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT : (1) TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS FOR 28 INTERSECTIONS ALONG FOOTHILL BL BETWEEN LOWELL AV AND CROWN AV. 2) INSTALLS 2 CCTV CAMERAS AND WIRELESS NETWORK COMMUNICATIONS INFRASTRUCTURE WHICH WILL PROVIDE FOR EXPANSION OF ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) ALONG FOOTHILL BL	6/30/2021	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF7307	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT : IMPLEMENTS ITS ENHANCEMENTS INCLUDING SYNCHRONIZATION AND RETIMING OF TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS, AND CHANGEABLE MESSAGE SIGNS TO EXPAND ADVANCED TRA	6/30/2021	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LOS ANGELES COUNTY	LAF7308	EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT : (1) SYNCHRONIZES TRAFFIC SIGNALS AND IMPLEMENTS UPGRADES AT 13 SIGNALIZED INTERSECTIONS ALONG 3.5 MILE SEGMENT OF EASTERN AV. BETWEEN MEDFORD ST AND OLYMPIC BLVD. 2) INSTALLS FIBER OPTIC COMMUNICATIONS ALONG CESAR CHAVEZ AV, RAMONA BL, AND ATLANTIC BL TO CONNECT TRAFFIC SIGNALS TO LADPW ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS)	4/30/2021	4/30/2021	4/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF7310	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT : PROJECT AREA IS NORMANDIE AV BETWEEN 92ND ST AND EL SEGUNDO BL, MANHATTAN BEACH BL BETWEEN MANHATTAN AV AND VAN NESS AV, AND HAWTHORNE BL BETWEEN IMPERIAL HIGHWAY AND MANHATTAN BEACH BL. PROJECT SCOPE INCLUDES 1) SYNCHRONIZATION AND RETIMING TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV, CHANGEABLE MESSAGE SIGNS. 2) UPGRADE TRAFFIC SIGNAL OPERATIONS TO BE CAPABLE OF TIME-BASED COORDINATION	6/30/2021	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF7508	VINCENT COMMUNITY BIKEWAYS. INSTALL 2 MILES OF BIKE PATHS ALONG THE BIG DALTON WASH BETWEEN IRWINDALE AVE AND LARK ELLEN AVE AND BETWEEN ARROW HWY AND CITRUS AVE, AND 1.3 MILES OF BIKE LANES AND 1.4 MILES OF BIKE ROUTES TO CONNECT TO THE EXISTING AND PROPOSED BIKEWAYS IN THE SURROUNDING AREAS.	6/1/2021	6/1/2021	6/1/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF7610	AVIATION /LAX GREEN LINE STATION COMMUNITY LINKAGES.THE PROJECT INCLUDES IMPROVEMENTS ON CORRIDORS NEAR THE METRO AVIATION/LAX STATION INCLUDING PEDESTRIAN AND BICYCLE FACILITIES, WAYFINDING SIGNS, LANDSCAPING AND TRAFFIC CALMING. AN APPROXIMATE TOTAL OF 2 MILES OF BIKEWAY AND 2.5 MILES OF UPGRADED PEDESTRAIN FACILITIES WILL BE IMPLEMENTED.	6/1/2021	6/1/2021	6/1/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF9302	THE DESIGN AND CONSTRUCTION OF TRAFFIC SIGNAL SYNCHRONIZATION AND INTELLIGENT TRANSPORTATION SYSTEM IMPROVEMENTS AND INSTALLATION OF PERFORMANCE MEASUREMENT DEVICES IN THE SAN GABRIEL VALLEY AREA.	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LOS ANGELES COUNTY	LAF9504	E. PASADENA & E. SAN GABRIEL BIKEWAY ACCESS IMPROVEMENTS: INSTALL APPROXIMATELY 4.8 MILES OF BIKE LANES AND ENHANCED BIKE ROUTES IN THE EAST PASADENA AND EAST SAN GABRIEL COMMUNITIES	12/31/2022	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LAF9511	SOUTH WHITTIER COMMUNITY BIKEWAY ACCESS IMPROVEMENTS: CONSTRUCTION OF CLASS II & CLASS III BIKE FACILITIES IN THE UNINCORPORATED COUNTY AREA OF SOUTH WHITTIER ALONG WITH VARIOUS PEDESTRIAN INTERSECTION IMPROVEMENTS	6/30/2022	6/30/2022	6/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LATP17M025	INSTALL A 1.6 MILE LONG AND 17-FOOT WIDE WALKWAY ADJACENT TO EXISTING MARVIN BRAUDE BIKE TRAIL TO CLOSE THE GAP BETWEEN THE EXISTING WALKWAYS CONNECTING PACIFIC PALISADES AND THE CITY OF SANTA MONICA. THIS WILL INCREASE SAFETY FOR CYCLISTS/ PEDESTRIANS WHICH WILL INCREASE USAGE AND PHYSICAL ACTIVITY OPPORTUNITIES.	12/30/2021	12/30/2021	12/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LATP17M026	INSTALL NEW RAISED BIKE LANES AND SIDEWALKS ON AN EXISTING 4-LANE, 0.8-MILE ROADWAY SEGMENT OF TEMPLE AVENUE, BETWEEN THE CITIES OF WALNUT AND POMONA. THIS GAP CLOSURE PROJECT WILL CONNECT BIKE AND PEDESTRIAN FACILITIES, TWO LARGE COLLEGES AND EMPLOYERS IN TO ADJACENT CITIES. SIDEWALK AND BIKE LANE ARE BOTH 0.8 MILES.	3/16/2022	3/16/2022	3/16/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY	LATRO2018	THE WHITTIER BOULEVARD TRANSIT SIGNAL PRIORITY PROJECT (PROJECT) INCLUDES THE DEPLOYMENT OF ITS INFRASTRUCTURE TO ENHANCE ARTERIAL OPERATIONS AND MONITORING IN EAST LOS ANGELES. WIRELESS COMMUNICATIONS AND UPGRADED CONTROLLER EQUIPMENT WILL BE DEPLOYED ALONG A CRITICAL SEGMENT OF WHITTIER BLVD THAT SERVES METRO RAPID LINE 720 AND PROVIDES PARALLEL CAPACITY TO THE I-10 EXPRESSLANES	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY MTA	2018FBX00	LOS ANGELES COUNTY; SOFTWARE MODIFICATIONS AND HARDWARE UPGRADES OF FARE COLLECTION EQUIPMENT AT METRO RAIL STATIONS AND ON METRO AND MUNICIPAL OPERATOR BUSES TO ADDRESS EQUIPMENT OBSOLESCENCE, ENHANCE SYSTEM SECURITY, COMMUNICATE IN NEAR REAL-TIME, AND SUPPORT FUTURE TAP MOBILE APP AND OTHER NEW PAYMENT TECHNOLOGIES.	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP



## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LOS ANGELES COUNTY MTA	LA0C10	MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION. (INCLUDING E200-BUSP-095, LA CIENEGA INTERMODAL CENTER)	12/31/2019	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. UNDER CONSTRUCTION.
LOS ANGELES COUNTY MTA	LA0C8114	LA CNTY RIDESHARE SERVICES; PROVIDE COMMUTE INFO, EMPLOYER ASSISTANCE AND INCENTIVE PROGRAMS THROUGH CORE & EMPLOYER RIDESHARE SERVICES & MTA INCENTIVE PROGRAMS. PPNO 9003	2009	12/30/2019	6/30/2021	ON GOING PROGRAM. NO DELAY.
LOS ANGELES COUNTY MTA	LA0D198	CRENSHAW/LAX TRANSIT CORRIDOR - THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT IS AN 8.5-MILE LIGHT RAIL TRANSIT (LRT) LINE EXTENDING FROM THE INTERSECTION OF CRENSHAW AND EXPOSITION BOULEVARDS ALLOWING FOR TRANSFER TO THE EXPOSITION LIGHT RAIL TRANSIT LINE TO A CONNECTION WITH THE METRO GREEN LINE AT THE AVIATION/LAX STATION	12/31/2018	4/30/2021	4/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY MTA	LA0F075	LIGHT RAIL TRANSIT FLEET-UP TO 193 NEW CARS SYSTEMWIDE. THESE EXPANSION RAIL CARS WILL BE ASSIGNED TO EXPO II, GOLD LINE FOOTHILL AND VEHICLE REPLACEMENTS. PPNO 4025	3/30/2018	3/30/2021	3/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY MTA	LA0G010	REGIONAL CONNECTOR - LIGHT RAIL IN TUNNEL ALLOWING THROUGH MOVEMENTS OF TRAINS, BLUE, GOLD, EXPO LINES. FROM ALAMEDA / 1ST STREET TO 7TH STREET/METRO CENTER	12/31/2019	5/31/2021	5/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY MTA	LA0G440	ROUTE 005: 1 HOV LANE IN EACH DIRECTION, FROM THE SR-14 TO LAKE HUGHES RD WITH SOME TRUCK LANES. (EA 2332E PPNO 3189B), SAFTETEA-LU#465.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY MTA	LA0G447	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 1 - WILSHIRE/WESTERN TO LA CIENEGA	12/31/2019	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY MTA	LA0G635	DESIGN AND CONSTRUCTION OF PEDESTRIAN AND TRANSIT ENHANCEMENTS ALONG THE PUBLIC RIGHT-OF-WAY OF THE METRO GOLD LINE EASTSIDE EXTENSION TO SURROUNDING NEIGHBORHOOD. TRANSIT ENHANCEMENTS ARE WITHIN 3 MILES OF EASTSIDE GOLDLINE EXTENSION STATION.	6/30/2020	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LOS ANGELES COUNTY MTA	LA0G640	PACIFIC SURFLINER CORRIDOR - RAYMER/BERNSON DOUBLE TRACK IMPROVEMENTS - UPGRADE THE RAIL CORRIDOR FROM A SINGLE TRACK TO A DOUBLE TRACK, INSTALL CONCRETE TIES ON BOTH TRACKS, INSTALL FOUR NEW SPECIAL TRACKWORK TURNOUTS, NINE AT-GRADE CROSSINGS AND TWO BRIDGES, A NEW SECOND PLATFORM & NEW FENCING AT NORTHRIDGE AND A NEW PEDESTRIAN UNDERPASS. OTHER ENHANCEMENTS INCLUDE SIGNAL RELOCATION, UTILITY RELOCATION AND DRAINAGE IMPROVEMENTS.	12/31/2018	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY MTA	LA0G642	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 3	6/30/2027	6/30/2027	6/30/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
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	2/28/2019	6/30/2021	CORRECTED AS EXEMPT VIA 2019 FTIP AMENDMENT #19-05
LOS ANGELES COUNTY MTA	LA0G1052	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 2 - WILSHIRE/LA CIENEGA TO CENTURY CITY	6/30/2026	6/30/2026	6/30/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY MTA	LA0G1149	IMPROVEMENTS AT FOUR SITES ALONG CESAR CHAVEZ AVENUE, THE PERIMETER OF THE LOS ANGELES UNION STATION, AT ALAMEDA AND VIGNES STREETS. LAND WILL BE ACQUIRED FOR A BUS PAVILION, BIKE FACILITIES, AND ENHANCED LANDSCAPING AT ONE SITE. STREET FURNITURE WILL BE REPLACED AND UPDATED AT THE THREE OTHER SITES. A CONTINENTAL CROSSWALK WILL BE INSTALLED ON ALL FOUR SEGMENTS OF THE INTERSECTION AT CESAR CHAVEZ AVENUE AND VIGNES STREET	12/31/2019	12/31/2019	6/30/2020	OBSTACLES ARE BEING OVERCOME. SHORT DELAY DUE TO COMPLICATIONS WITH SITE ACQUISITION. ANOTHER VIABLE SITE HAS BEEN IDENTIFIED.

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LOS ANGELES COUNTY	LA0G1161	CRENSHAW/LAX ACCOMMODATIONS NEAR 96TH STREET/ AVIATION BOULEVARD NOT TO PRECLUDE FUTURE METRO RAIL CONNECTIONS. TOLL CREDITS OF \$2,127 WILL BE UTILIZED IN FY17/18 TO MATCH CMAQ FOR CON. THE ACCOMMODATIONS IDENTIFIED TO DATE INVOLVE UTILITY RELOCATION, REDESIGN AND CONSTRUCTION OF MAINLINE TRACKS TO PROVIDE FOR FUTURE STATION PLATFORMS AT AMC (96TH STREET) TRANSIT STATION, RELOCATION OF SPECIAL TRACK WORK, AND GRADE CROSSING MODIFICATIONS	12/31/2019	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. UNDER CONSTRUCTION.
LOS ANGELES COUNTY MTA	LA0G1167	DESIGN AND CONSTRUCTION OF STREETScape, PEDESTRIAN AND BICYCLE ACCESS IMPROVEMENTS IN THE LITTLE TOKYO AND ARTS DISTRICT NEIGHBORHOOD OF DOWNTOWN LOS ANGELES WITHIN A ONE-MILE RADIUS OF THE 1ST/CENTRAL STATION OF THE REGIONAL CONNECTOR LIGHT RAIL LINE.	8/31/2020	8/31/2020	8/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY MTA	LA0G1169	BRIGHTON TO ROXFORD DOUBLE TRACK: THIS PROJECT INCLUDES 10.4 MILES OF NEW DOUBLE TRACK ON METROLINK'S ANTELOPE VALLEY LINE BETWEEN BURBANK AND SYLMAR. THE RESULT OF THIS PROJECT WILL ELIMINATE THE CURRENT BOTTLENECK AND IMPROVE TRAVEL TIMES FOR RIDERS. THE HIGH SPEED RAIL INITIAL OPERATING SEGMENT IS PLANNED TO BE ON THE WEST SIDE OF THIS RIGHT-OF-WAY RAIL CORRIDOR.	12/31/2021	12/31/2021	12/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY MTA	LA0G1247	THE PROJECT CONSISTS OF BICYCLE AND PEDESTRIAN TRANSPORTATION LINKAGE IMPROVEMENTS (SEGMENT A-1 THROUGH A-3) ALONG AN APPROXIMATELY 6.4-MILE LONG CORRIDOR FROM THE FUTURE METRO CRENSHAW/ LAX STATION AT FLORENCE AVE & WEST BLVD TO JUST EAST OF THE EXISTING METRO BLUE LINE SLAUSON STATION AT SLAUSON AVE & LONG BEACH AVE	12/31/2019	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. CLOSEOUT IN PROGRESS.
LOS ANGELES COUNTY MTA	LA0G1375	THIS IS A LARGE-SCALE DEPLOYMENT OF THE FREIGHT ADVANCED TRAVELER INFORMATION SYSTEM (FRATIS) PROGRAM TO DEPLOY ADVANCED CONGESTION MANAGEMENT TECHNOLOGIES WHICH CAN ACHIEVE SIGNIFICANT REDUCTIONS	12/30/2023	12/30/2023	12/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY MTA	LA0G1550	THE PATSAOURAS PLAZA BUSWAY STATION PROJECT - A NEW TRANSIT BUSWAY STATION FOR THE METRO SILVER LINE AND OTHER TRANSIT BUSES OPERATING ON THE EL MONTE BUSWAY.	6/30/2023	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LOS ANGELES COUNTY MTA	LATP17S022	THE USC BIKE SHARE PROJECT WILL INCREASE BIKE MODAL SHARE BY INSTALLING A BIKE-SHARE KIOSK NETWORK AND BIKE FLEET THROUGHOUT MANY KEY LOCATIONS WITHIN PROJECT AREA. PROJECT IS WITHIN 3 NEIGHBORHOODS NEAR DOWNTOWN LOS ANGELES WHERE 5 METRO RAIL STATIONS ARE LOCATED- INCLUDES KEY DESTINATIONS SUCH AS USC, THE LA COLISEUM AND SPORTS ARENA, LA TRADE TECHNICAL COLLEGE, AND MUSEUMS WITHIN EXPOSITION PARK. AN ENCOURAGEMENT AND EDUCATION EFFORT IS INCLUDED. UTILIZING TOLL CREDITS TO MATCH ATP FUNDS.	3/1/2021	3/1/2021	3/1/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
LOS ANGELES COUNTY MTA	LATP17S023	THE SAN GABRIEL VALLEY BIKE SHARE WILL INCREASE BICYCLE MODAL SHARE BY INSTALLING A NETWORK OF BIKE-SHARE KIOSKS WITH A FLEET OF BICYCLES THROUGHOUT 15 OF THE 30 SAN GABRIEL VALLEY CITIES. THE PROJECT WILL EXPAND LA METRO'S EXISTING BIKE SHARE NETWORK IN DOWNTOWN LOS ANGELES AND WILL INCLUDE 840 BICYCLES AT 84 BIKE SHARE STATIONS NEAR TRANSIT HUBS, EMPLOYMENT CENTERS, AND COLLEGES. A PUBLIC EDUCATION AND AWARENESS CAMPAIGN IS INCLUDED.	2/25/2021	2/25/2021	2/25/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
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	1/31/2017	6/30/2019	6/30/2019	OBSTACLES ARE BEING OVERCOME.  TO INITIATE INFORMAL TCM REPLACEMENT VIA FINAL CONNECT SOCIAL OR 2021 FTIP.
METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY	LA29212XY	METRO RAIL GOLD LINE FOOTHILL EXTENSION - AZUSA TO CLAREMONT (LA COUNTY LINE) 12 MILE, 5 STATION LRT EXTENSION. SAFETEA-LU # 285 LEAD AGENCY WILL CHANGE TO METRO GOLD LINE.	6/30/2027	6/30/2027	6/30/2027	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
MONTEBELLO	LATP17M028	THE PROJECT CONSISTS OF DEDICATED CLASS II BIKE LANES, SIDEWALK CONSTRUCTION, ADA-COMPLIANT CORNER RAMPS, AND PEDESTRIAN LIGHTING AND TRAFFIC SIGNAL IMPROVEMENTS ALONG MONTEBELLO BOULEVARD TO CONNECT RETAIL/EMPLOYMENT CENTERS WITH LOW/MODERATE INCOME HOUSING TO INCREASE ACTIVE TRANSPORTATION-RELATED ACTIVITIES. 1.4 MILES FROM LINCOLN AVE TO PARAMONT BLVD	3/16/2022	3/16/2022	3/16/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
MONTEREY PARK	LAF9502	MONTEREY PASS ROAD COMPLETE STREETS BIKE PROJECT IS A 1.6 MILE CORRIDOR PROVIDING MULTIMODAL TRANSPORTATION ALTERNATIVES INCREASING PED, BIKE & TRANSIT USE FOR THE FIRST LAST MILE.	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
NORWALK	LA0G1342	IMPERIAL HIGHWAY ITS PROJECT, FROM SAN GABRIEL RIVER TO SHOEMAKER ROAD: TRAFFIC SIGNAL SYNCHRONIZATION	7/1/2020	7/1/2020	7/1/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
PALMDALE	LAF7121	RANCHO VISTA BOULEVARD WIDENING : WIDENS TWO SEGMENTS OF RANCHO VISTA BLVD (TOTAL 1.4 MILES) BETWEEN 23RD ST W AND 15TH ST W (0.9 MILE) AND BETWEEN ARNIE QUINONES PARK AND WEST AV N (0.5 MILES), TO ACCOMMODATE 3 CONTINUOUS LANES WITHOUT GAPS OR BOTTLENECKS, 10-FT SIDEWALK, AND 5-FT CLASS III BIKE ROUTE IN EACH DIRECTION.	3/30/2020	3/30/2020	6/30/2020	OBSTACLES ARE BEING OVERCOME. MINOR DELAY DUE TO RIGHT-OF-WAY ACQUISITION.
PASADENA	LAF3522	CORDOVA STREET ROAD DIET PROJECT. CONVERT THE VEHICULAR-ORIENTED STREET TO A COMPLETE STREET BY REMOVING 2 VEHICULAR TRAFFIC LANES TO ACCOMMODATE BIKE AND PED FACILITIES. HILL STREET TO ARROYO PARKWAY.	7/30/2023	7/30/2023	7/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
PASADENA	LAF3701	PASADENA ARTS ENHANCED PASSENGER INFORMATION	12/31/2021	12/31/2021	12/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
PASADENA	LATP17M021	THE CITY OF PASADENA WILL INSTALL A 1.5-MILE, TWO-WAY, PROTECTED CYCLE TRACK (CLASS I) ON UNION STREET FROM HILL AVENUE TO ARROYO PARKWAY, INCLUDING NECESSARY SIGNAL UPGRADES WITH ROAD DIET FROM 3 TO 2 LANES. ALSO INSTALLING BIKE BOULEVARD (0.3 MILES, CLASS III) ALONG HOLLISTON AVENUE BETWEEN UNION ST AND CORDOVA ST (NO ROAD DIET). UTILIZING TOLL CREDITS TO MATCH CMAQ & ATP FOR CON PHASE.	2/1/2022	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
PICO RIVERA	LAF7502	REGIONAL BIKEWAY PROJECT. THE PROJECT WILL INSTALL A BICYCLE/PEDESTRIAN BRIDGE, CLASS II BICYCLE LANES, A CLASS I SHARED-USE PATH, TRAFFIC CALMING MEDIANS, SIDEWALKS, CURB RAMPS, SIGNAL MODIFICATIONS, AND WAYFINDING SIGNAGE, CONNECTING TO TWO REGIONAL CLASS I ROUTES.	6/1/2019	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
POMONA	LATP19S009	PRIORITY PROJECTS OF THE POMONA ACTIVE TRANSPORTATION PLAN, INCLUDING 10.2 MILES OF BIKE LANES, 1.8 MILES OF TRAFFIC CALMING MEASURES, AND 14 INTERSECTIONS OF BIKE/PED IMPROVEMENTS.	9/24/2024	9/24/2024	9/24/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
REDONDO BEACH	LA0D29	HEART OF THE CITY BUS TRANSFER STATION AMENITIES. RELOCATE THE EXISTING INTERMODAL TRANSIT TERMINAL AND CONSTRUCT A NEW TRANSIT CENTER WITH 12 BUS BAYS, PASSENGER WAITING AREA AND INFORMATION CENTER, AND A DRIVER OPERATOR LOUNGE. THE PROPERTY WILL ALSO PROVIDE 339 PUBLIC PARKING SPACES (PLUS 2 FOR STAFF: MAINTENANCE & SECURITY) AND BICYCLE FACILITIES. LOCATION - 1521 KINGSDALE AVENUE, REDONDO BEACH, CA 90278	12/31/2016	12/31/2019	12/31/2020	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO FUNDING GUIDELINES AND PROCEDURES. SECURED ADDITIONAL FUNDING AND RE-ADVERTISE PROJECT FOR BIDS IN 2019
REDONDO BEACH	LA0G1423	PURCHASE AND INSTALL A REAL TIME PASSENGER INFORMATION SYSTEM ON BEACH CITIES TRANSIT FIXED ROUTE BUSES	6/30/2021	6/30/2021	6/30/2021	
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	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
REDONDO BEACH	LAF5301	GRANT AVE SIGNAL IMPROVEMENTS	6/30/2022	6/30/2022	6/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
REDONDO BEACH	LAF7521	BICYCLE TRANSPORTATION PLAN IMPLEMENTATION PHASE II: 1) ROAD DIET WITH BIDIRECTIONAL CLASS 2 BIKE LANES ON PROSPECT AV (3.33MI) AND ON CATALINA AV (1.63 MI). 2) INSTALLS BULBOUTS AT STOP-CONTROLLED INTERSECTIONS ON CATALINA. 3) INSTALLS ROUNDABOUT ON NORTH HARBOR DR AT YACHT CLUB WY AND AT HERONDO ST. 4) INSTALLS HIGH-VISIBILITY CROSSWALKS AT ALL-WAY CONTRAOLLED INTERSECTIONS AND AT CROSSINGS APPROACHING THE ROUNDABOUT.	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
SAN DIMAS	LAF3307	INTERSECTION IMPROVEMENTS ON BONITA AVE. AT CATARACT AVE. INSTALLATION OF NEW TRAFFIC SIGNAL, LIGHTING ON BONITA AVE AT CATARACT AVE AND THE SYNCHRONIZATION OF EXISTING SIGNALS ALONG BONITA AVE BETWEEN EUCLA AVE AND EASTERLY CITY LIMIT. NEW TRAFFIC SIGNAL ON BONITA AVENUE AT CATARACT AVENUE, AND SYNCHRONIZATION OF THE EXISTING SIGNALS ON BONITA AVENUE AT EUCLA AVENUE, SAN DIMAS AVENUE, IGLESIA STREET, WALNUT AVENUE, SAN DIMAS CANYON ROAD WITH THE NEW SIGNAL (5 CONSECUTIVE SIGNALS).	6/1/2020	6/1/2020	6/1/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
SAN FERNANDO	LAF9313	THIS PROJECT IMPROVES OPERATION OF 6 MAJOR ARTERIALS BY SYNCHRONIZING 35 INTERSECTIONS ALONG 6 CORRIDORS, MINOR LANE/SIGNAL MODIFICATION & INSTALLATION OF 3 CHANGEABLE MESSAGE SIGNS.	3/31/2023	3/31/2023	3/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
SANTA CLARITA	LA0G774	VISTA CANYON RANCH TRANSIT CENTER - RELOCATE THE EXISTING, TEMPORARY VIA PRINCESSA METROLINK STATION TO THE VISTA CANYON PROJECT SITE; INCLUDES METROLINK STATION AND BUS TRANSFER STATION, A PEDESTRIAN OVERPASS OR UNDERCROSSING OF THE TRACKS AND AN ADJACENT PARKING STRUCTURE WITH UP TO 750 PARKING SPACES.	6/30/2019	10/1/2019	6/30/2021	OBSTACLES ARE BEING OVERCOME. TRANSIT CENTER ANTICIPATED TO COMPLETE CONSTRUCTION IN MID-2020; METROLINK STATION IN DESIGN PHASE (95 PERCENT COMPLETION).
SANTA CLARITA	LA0G1567	INTEGRATE SEVEN TRAFFIC SIGNALS ALONG SIERRA HWY INTO THE CITY'S INTELLIGENT TRANSPORTATION SYSTEM TO PROVIDE COORDINATED SIGNAL TIMING. INCORPORATE SIERRA HWY INTO THE CITY'S ADAPTIVE TRAFFIC SIGNAL SYSTEM. THIS PROJECT ALSO INCLUDES VARIOUS INTERSECTION IMPROVEMENTS ALONG SIERRA HWY INCLUDING LEFT-TURN POCKET EXTENSIONS, RESTRIPING, AND DYNAMIC LANE UTILIZATION TECHNOLOGY.	11/30/2022	11/30/2022	11/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
SANTA CLARITA	LAF5303	DEPLOYS AN ADAPTIVE TRAFFIC SIGNAL SYSTEM ON 12 CORRIDORS WITH 101 TRAFFIC SIGNALS: MCBEAN PKWY, MAGIC MOUNTAIN PKWY, WILEY CANYON RD, ORCHARD VILLAGE RD, LYONS AV, RAILROAD AV, NEWHALL AV, BOUQUET CNYN RD, GOLDEN VALLEY RD, NEWHALL RANCH RD, SIERRA HWY, AND VIA PRINCESSA.	12/1/2019	12/1/2019	2/28/2020	OBSTACLES ARE BEING OVERCOME. SHORT DELAY DUE TO NECESSARY FIRMWARE UPDATE. UNDER CONSTRUCTION.
SANTA CLARITA	LAF7301	INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PHASE VI: (1) COORDINATES SIGNAL TIMING ALONG 19 CORRIDORS TO ENHANCE THE ADAPTIVE SYSTEMS PERFORMANCE. (2) INSTALLS ADDITIONAL SYSTEM DETECTION AT STRATEGIC LOCATIONS. (3) COMPLETES THE CITY'S FIBER OPTIC INTERCONNECTION SYSTEM ALONG AVENUE SCOTT, AVENUE STANFORD, AND COPPERHILL DR TO COMMUNICATE WITH CITY'S EMERGENCY OPERATIONS CENTER	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
SANTA CLARITA	LAF9118	LYONS AV/DOCKWEILER DR EXTENSION (2 OF 2): CONSTRUCT DOCKWEILER DRIVE GAP CLOSURE BETWEEN 12TH ST. AND EXISTING TERMINUS OF DOCKWEILER DR, JUST WEST OF VALLE DEL ORO. CONSTRUCTS 8-FT SIDEWALKS AND CLASS II BIKE LANES ON BOTH SIDES.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
SANTA CLARITA	LAF9513	RAILROAD AVENUE CLASS I BIKE PATH: PROJECT WILL ADD 1.45 MILES OF CLASS I BIKE PATH ON RAILROAD AVENUE AND ENHANCE CONNECTIVITY TO THE JAN HEIDT NEWHALL METROLINK STATION TO THE CITY'S BICYCLE TRAIL NETWORK	6/30/2023	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
SANTA MONICA	LAF7320	THIS PROJECT WILL ENHANCE THE EXISTING TRAFFIC MANAGEMENT SYSTEM WITH THE INSTALLATION OF VIDEO DETECTION SYSTEMS.	12/31/2021	12/31/2021	12/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
SANTA MONICA	LAF3505	BIKE NETWORK LINKAGES TO EXPOSITION LIGHT RAIL PROJECT. BIKE NETWORK ENHANCEMENTS TO SUPPORT EXPOSITION LINE. INCREASED SAFETY AND CONVENIENCE WITH SIGNAL DETECTION, HIGHLY VISIBLE LANE MARKINGS AND NEW BIKE RACKS. THE PROJECT AREA IS LOCATED THROUGHOUT THE CITY OF SANTA MONICA AND NO MORE THAN TWO MILES FROM THE PROPOSED EXPOSITION LIGHT RAIL LINE STATIONS.	12/31/2016	12/31/2019	12/31/2019	CONSTRUCTION COMPLETED AND CLOSEOUT IN PROGRESS.



## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation – Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
SOUTH EL MONTE	LAF5516	INSTALLATION OF CLASS II BIKE LANES ON SANTA ANITA AVE FROM KLINGERMAN ST TO END OF CITY LIMITS SOUTH OF MERCED AVE (1.5 MI) AND ON MERCED AVE FROM FERN AVE TO SANTA ANITA AVE (1.3 MI) WHILE CLASS III BIKE ROUTES WITH SHARED-LANE MARKINGS WILL BE INSTALLED ON LERMA AVE FROM MERCED AVE TO SW CITY LIMITS (0.3 MI) AND ON THIENES AVE FROM TYLER AVE TO SE CITY LIMITS (1 MI). THE SCOPE OF WORK ALSO INCLUDES INSTALLATION OF BIKE PARKING AT THE CIVIC CENTER AND WAYFINDING/SIGNAGE.	5/29/2019	5/29/2019	6/30/2021	OBSTACLES ARE BEING OVERCOME.  TO INITIATE INFORMAL TCM REPLACEMENT VIA FINAL CONNECT SOCIAL OR 2021 FTIP.
SOUTH GATE	LAF7309	TWEEDY BOULEVARD SIGNAL SYNCHRONIZATION PROJECT : (1) INTERCONNECTS 18 TRAFFIC SIGNALS USING FIBER OPTIC CABLE AND WIRELESS COMMUNICATIONS (2) SYNCHRONIZES SIGNAL TIMING TO IMPROVE TRAFFIC FLOW, AND REDUCES DELAYS ALONG THE 2.7-MILE ARTERIAL. (3) INSTALL A CLOSED CIRCUIT TELEVISION CAMERA (CCTV) AT THE INTERSECTION OF LONG BEACH BL TO SUPPORT THE ADVANCE TRANSPORTATION MANAGEMENT SYSTEMS (ATMS).	6/30/2021	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
SOUTH PASADENA	LAF5308	SOUTH PASADENA'S ATMS, CENTRAL TCS AND FOIC FOR FAIR OAKS AV. THIS PROJECT IS LOCATED IN SOUTH PASADENA ON FAIR OAKS AV BETWEEN COLUMBIA ST AND HUNTINGTON DR. IT WILL ESTABLISH A FIBER-OPTIC BACKBONE COMMUNICATION SYSTEM CONNECTION BETWEEN 12 SIGNALS ON FAIR OAKS AV AND CITY HALL AND INSTALL THE ATMS/CENTRAL MANAGEMENT/ CONTROL SYSTEM AT ITS CITY HALL BUILDING. FUNDS ARE FOR DESIGN AND CONSTRUCTION COSTS.	6/1/2019	6/1/2019	12/31/2021	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO DESIGN COORDINATION, SYSTEM INTEGRATION, AND STAFF TURNOVER.  CITY HAS RETAINED CONSULTANT STAFF TO AUGMENT IN-HOUSE RESOURCES TO FACILITATE PROJECT PROGRESS.
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA0G639	PACIFIC SURFLINER CORRIDOR VAN NUYS NORTH PLATFORM IMPROVEMENTS. THE PROJECT WILL REPLACE THE SOUTH SIDE PLATFORM WITH A CENTER PLATFORM TO SERVE BOTH MAIN LINE TRACKS, UPGRADE ONE MILE OF MAIN LINE TRACK AND UPGRADE CROSSOVERS TO HIGHER SPEED AUTOMATIC. THE PROJECT ALSO INCLUDES UTILITY RELOCATION.	6/30/2020	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LAOG1298	PROCUREMENT OF 2 NEW LOCOMOTIVES TO INCREASE METROLINK SERVICE FREQUENCY AND REDUCE HEADWAYS	12/31/2018	12/31/2019	6/30/2020	OBSTACLES ARE BEING OVERCOME. MINOR DELAY DUE TO CONCERNS ABOUT SUPPLIER RELIABILITY. A MORE GRADUAL FLEET DEPLOYMENT HAS BEEN IMPLEMENTED TO IDENTIFY AND RESOLVE PRODUCTION ISSUES.
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LAOG1596	SAN FERNANDO ROAD BIKE PATH PHASE III - CROSSINGS SAFETY IMPROVEMENT. THE PROJECT IS LOCATED ALONG SAN FERNANDO ROAD BETWEEN BRANFORD STREET IN THE CITY OF LOS ANGELES TO CP HOLLYWOOD IN THE CITY OF BURBANK AND INCLUDES 4.2 MILE OF BIKE PATH AND 5 AT-GRADE CROSSINGS.	12/31/2023	12/31/2023	12/31/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
TORRANCE	LAOG358	SOUTH BAY REGIONAL INTERMODAL TRANSIT CENTER PROJECT AT 465 N. CRENSHAW BLVD., TORRANCE, CA 90503.	12/31/2015	12/31/2019	7/31/2020	OBSTACLES ARE BEING OVERCOME. UNDER CONSTRUCTION.
TORRANCE	LAOG1280	PURCHASE OF SEVEN (7) ALL ELECTRIC BUSES FOR A NEW CIRCULATOR SERVICE. RUBBER-WHEEL TROLLEY SERVICE WILL OPERATE IN OLD TOWN AREA, AS WELL AS HOTEL AND FINANCIAL DISTRICT ON HAWTHORNE BLVD. ORIGIN/TERMINUS IS AT THE TORRANCE TRANSIT PARK AND RIDE REGIONAL TERMINAL	12/31/2022	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
TORRANCE	LAOG1589	ANZA AVE FROM DEL AMO BLVD TO SEPULVEDA BLVD; ASPHALT PAVEMENT REHABILITATION, REPAIR DAMAGED SIDEWALKS AND CURB AND GUTTER, TRAFFIC SIGNAL IMPROVEMENTS TO INCREASE CAPACITY AND THROUGHPUT (VIDEO DETECTION, PEDESTRIAN ACTUATION), INSTALLATION OF EMERGENCY VEHICLE PREEMPTION.	6/30/2020	6/30/2020	6/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
VERNON	LATP17M018	THE PROJECT WILL INSTALL ONE-WAY PROTECTED CYCLE TRACKS (CLASS II - 1.13 MILES) WITH A RAISED CURBED BUFFER ON PACIFIC BOULEVARD BETWEEN SANTA FE AVENUE AND FRUITLAND AVENUE AND INSTALL SAFETY IMPROVEMENT AT SIGNALIZED AND UNCONTROLLED CROSSWALK LOCATIONS ALONG PACIFIC BOULEVARD AND AT THE UNCONTROLLED CROSS LOCATION AT SANTA FE AVENUE AND 52ND STREET.	11/1/2022	11/1/2022	11/1/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## LOS ANGELES COUNTY: CONTINUED

**TABLE 58** Los Angeles County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
WHITTIER	LAF5314	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - IMPROVE TRAFFIC SIGNAL OPERATIONS BY UPGRADING EACH TRAFFIC SIGNAL TO FEDERAL AND STATE STANDARDS, PROVIDING ADDITIONAL VEHICLE DETECTION TO ENABLE OPERATION AS A FULLY TRAFFIC-ACTUATED SIGNAL, INSTALLING THE APPROPRIATE COMPONENTS TO ENABLE EACH SIGNAL TO BE CAPABLE OF TIME-BASED COORDINATION AND RETIMING SIGNALS TO IMPROVE THE OVERALL PROGRESSION OF TRAFFIC. (APPROXIMATELY 17 SIGNALS INCLUDED)	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
WHITTIER	LAF7519	WHITTIER GREENWAY TRAIL EAST EXTENSION: THIS PROJECT IS LOCATED IN THE CITY OF WHITTIER. IT WILL IMPLEMENT A TWO-MILE CLASS I BIKE/ PEDESTRIAN PATH ON A CITY-CONTROLLED EASEMENT ALONG THE UNION PACIFIC RAILROAD CORRIDOR FROM MILLS AV TO LEFFINGWELL RD, AND IT WILL ALSO PROVIDE A TRAILHEAD EAST OF MILLS AV. THE PROJECT PROMOTES A REGIONAL BIKEWAY CORRIDOR BY EXTENDING THE 4.5-MILE WHITTIER GREENWAY TRAIL EAST AT THE CITY AND LA COUNTY LIMITS. \$247 IN TOLL CREDITS ADDED IN FY 20 TO MATCH CMAQ	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
WHITTIER	LATP16S011	WHITTIER GREENWAY TRAIL EAST EXTENSION GAP CLOSURE. ACQUISITION OF FINAL 0.5 MILE AND CONSTRUCTION/COMPLETION OF FINAL 2.8 MILES OF THE 7.3-MILE WHITTIER GREENWAY TRAIL, A CLASS I BICYCLE AND PEDESTRIAN TRAIL ALONG SOUTHERN BOUNDARY OF WHITTIER, CONNECTING LA & ORANGE COUNTY.	4/15/2019	4/15/2019	6/30/2021	"OBSTACLES ARE BEING OVERCOME. TO INITIATE INFORMAL TCM REPLACEMENT VIA FINAL CONNECT SOCAL OR 2021 FTIP."

## LOS ANGELES COUNTY: CONTINUED

**TABLE 59** Los Angeles County Completed/Corrected TCMs

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
BALDWIN PARK	LA0G1178	EXPANSION OF THE CITY'S CIRCULATOR SHUTTLE TO CONNECT TO BUSINESS AND MEDICAL COMMUTERS FROM THE BALDWIN PARK TRANSIT CENTER AND METROLINK STATION TO THE CITY'S MAIN BUSINESS CENTERS. PURCHASE OF 2 CNG BUSES.	12/31/2018	12/31/2018	COMPLETE	
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		6/30/2018	12/31/2020	COMPLETE IN 2019 FTIP TCM TIMELY IMPLEMENTATION REPORT. KEPT IN FTIP FOR PROGRAMMING PURPOSES?
CARSON, CITY OF	LA0G1179	TRANSFORM MAINTENANCE ROAD TO A NEW 1.3 MILE CLASS I BIKE PED PATH ON DOMINGUEZ CHANNEL. IMPROVEMENTS INCLUDE IMPROVING HORIZONTAL AND VERTICAL GEOMETRY FOR IMPROVED SIGHT DISTANCE, ADDING A GUARDRAIL TO EXISTING BRIDGE, AND IMPROVING THE AVALON BLVD. INTERSECTION SIGNAL.	12/30/2018	12/30/2018	COMPLETE	
COVINA	LAF5501	CITY OF COVINA BICYCLE NETWORK-CONSTRUCT CLASS II BIKE LANES ON CITRUS AV (1.8 MI), FRONT ST (0.13 MI), SECOND AV (0.87 MI), BADILLO ST (3.61 MI) AND AZUSA AV (1.53 MILES). THIS PROJECT PROVIDES DIRECT CONNECTIVITY TO A REGIONALLY SIGNIFICANT BIKE-TRANSIT HUB (COVINA METROLINK STATION) IDENTIFIED IN METRO'S 2006 BICYCLE TRANSPORTATION STRATEGIC PLAN. THE PROJECT WILL ALSO PROVIDE SECURE BIKE PARKING AT A LOCATION DETERMINED TO HAVE SIGNIFICANT NEED FOR BICYCLISTS.	4/30/2019	4/30/2019	COMPLETE	IN PROCESS OF CLOSE-OUT.
CULVER CITY	LAF5302	PROJECT WILL UPGRADE THE CURRENT TRAFFIC CONTROL SYSTEM TO AN ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS). PROJECT WILL REPLACE 90 TYPE 170 CONTROLLERS WITH TYPE 2070, ADD ADDITIONAL VEHICLE DETECTORS AT 102 LOCATIONS, AND UPGRADE COMMUNICATIONS EQUIPMENT AND CONNECTION TO FIBER-OPTIC BACKBONE. THE ATCS WILL CONTROL 102 INTERSECTIONS THROUGHOUT CULVER CITY.	3/1/2019	3/1/2019	COMPLETE	

## LOS ANGELES COUNTY: CONTINUED

**TABLE 59** Los Angeles County Completed/Corrected TCMs - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
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	12/31/2020	COMPLETE IN 2019 FTIP TCM TIMELY IMPLEMENTATION REPORT.  KEPT IN FTIP FOR PROGRAMMING PURPOSES?
DUARTE	LAF5627	DUARTE GOLD LINE STATION PEDESTRIAN IMPROVEMENTS. THIS PROJECT IS LOCATED IN DUARTE ON DUARTE RD BETWEEN HIGHLAND AV AND BUENA VISTA ST. IT WILL FUND PEDESTRIAN IMPROVEMENTS AROUND THE DUARTE GOLD LINE STATION, CONNECTING THE STATION WITH SURROUNDING LAND USES AND OTHER TRANSIT LINES BY CONSTRUCTING SIDEWALK ON THE NORTH SIDE OF DUARTE RD AND INSTALLING PEDESTRIAN LIGHTING, LANDSCAPING, BENCHES, TRASH RECEPTACLES, CURB RAMPS, PEDESTRIAN CROSSINGS, AND WAYFINDING SIGNS.	6/1/2017	12/31/2018	COMPLETE	
GARDENA	LA0G1164	LINE 1X-EXPAND TRANSIT BUS SERVICE ON I-110 FREEWAY: EXPANSION OF LINE 1X TRANSIT SERVICE TO PROVIDE MID-DAY SERVICE. THIS PROJECT IS FUNDED BY THE METRO'S EXPRESSLANES TOLL REVENUE REINVESTMENT PROGRAM.	6/30/2018	6/30/2019	COMPLETE	
GLENDALE	LA0G809	CONSTRUCTION OF CITYWIDE BIKEWAY FACILITY. THIS PROJECT INCLUDES CONSTRUCTION OF CLASS II, AND SHARROWS RECOMMENDED IN THE GLENDALE BICYCLE MASTER PLAN AND INSTALLATION OF CITYWIDE BIKE RACKS, AND OTHER AMENITIES RELATED TO BICYCLE. THE PROJECT LENGTH MAY INCLUDE OVER 12 MILES OF BIKE LANES.	12/1/2018	12/1/2018	COMPLETE	A DUPLICATE RECORD OF COMPLETED COMMITTED TCM PROJECT LA0G1248 (2019 FTIP TCM TIMELY IMPLEMENTATION REPORT, P.111-14).

## LOS ANGELES COUNTY: CONTINUED

**TABLE 59** Los Angeles County Completed/Corrected TCMs – Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LONG BEACH	LAF5503	CITY OF LONG BEACH PHASE II BIKE SHARE PROGRAM. THIS PROJECT IS LOCATED IN THE CITY OF LONG BEACH AND WILL IMPLEMENT A PHASE II BIKE-SHARE PROGRAM. FUNDS ARE REQUESTED FOR THE PURCHASE AND INSTALLATION OF 500 BIKES, 50 DOCKING STATIONS AND KIOSKS, AND WAYFINDING/SIGNAGE. THE PROJECT WILL SUPPORT LOCAL AND METRO TRANSIT STATIONS, EMPLOYMENT AREAS, BUSINESS DISTRICTS, AND MAJOR ACTIVITY NODES.	6/30/2019	6/30/2019	COMPLETE	
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	12/31/2021	COMPLETE IN 2019 FTIP TCM TIMELY EIMPLEMENTATON REPORT.  KEPT IN FTIP FOR PROGRAMMING PURPOSES?
LOS ANGELES COUNTY	LAF7703	EXPERIENCELA 3.0-MOBILITY IN THE CLOUD: DEVELOPS AND IMPLEMENTS CLOUD COMPUTING BASED SOFTWARE TECHNOLOGY TO PROVIDE TRANSIT USERS LOCATION SPECIFIC INFORMATION VIA PERSONAL MOBILE DEVICES AND INTERACTIVE KIOSKS AT KEY TRANSPORTATION FACILITIES.	6/30/2019	6/30/2019	COMPLETE	
LOS ANGELES, CITY OF	LA0G1165	COMMUTER EXPRESS SERVICE EXPANSION TO ALLEVIATE CONGESTION ON HARBOR FREEWAY: PURCHASE ONE NEW COMMUTER EXPRESS BUS AND EXTENSION OF SEVERAL AM & PM TRIPS ON EXPRESS ROUTE 438.	12/31/2018	12/31/2018	COMPLETE	

## LOS ANGELES COUNTY: CONTINUED

**TABLE 59** Los Angeles County Completed/Corrected TCMs - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LOS ANGELES, CITY OF	LAF5620	EXPO LINE - TRANSIT/PEDESTRIAN LINKAGES - WEST. IT WILL FUND PEDESTRIAN IMPROVEMENTS BY INSTALLING DECORATIVE SIDEWALKS, STREET TREES, NEW AND UPGRADED ACCESS RAMPS, TRASH RECEPTACLES, BENCHES, BICYCLE RACKS, PEDESTRIAN LIGHTING, AND DECORATIVE CROSSWALKS. FUNDS ARE REQUESTED FOR DESIGN AND CONSTRUCTION COSTS. PEDESTRIAN LINKAGES 2.5 MILES.	7/1/2018	7/1/2019	COMPLETE	
LOS ANGELES COUNTY MTA	LA0F021	EXPOSITION LIGHT RAIL TRANSIT SYSTEM PHASE II - FROM CULVER CITY TO SANTA MONICA	12/31/2017	12/31/2017	COMPLETE	COMPLETED AND OPENED IN 2016. CARRY-OVER FOR PROGRAMMING PURPOSES IS NOT DELAY.
MONTEREY PARK	LA0G1181	2.86 MILES CLASS III BIKE PATH. 1.96 MILES CLASS II BIKE PATH CONVERTED FROM ON-STREET PARKING AND MEDIAN. CLASS III BIKE PATH: MONTEREY PASS RD/GARVEY AVE (2.86 MILE). CLASS II BIKE PATH: CESAR CHAVEZ/RIGGIN (1.96 MILE)	12/31/2018	12/31/2018	COMPLETE	IN PROCESS OF CLOSE-OUT.
PORT OF LOS ANGELES	LA0G1540	ALAMEDA CORRIDOR SOUTHERN TERMINUS GAP CLOSURE PROJECT. THIS PROJECT WILL PROVIDE SEPARATE RAIL ACCESS TO TWO ADJACENT ON-DOCK RAILYARDS, THUS ELIMINATING THE POTENTIAL FOR TRAIN COLLISIONS. THE NEW DOUBLE TRACK SEGMENT WILL ALSO REDUCE MOVING TRAIN BLOCKAGES AT TWO IMMEDIATELY ADJACENT RAIL CROSSINGS ON ROADWAYS, WHICH ALSO REDUCES THE POTENTIAL FOR TRAIN-VEHICULAR COLLISIONS.	1/31/2021	1/31/2021		A SAFETY THUS EXEMPT PROEJCT
PORT OF LOS ANGELES	LA0G1543	TERMINAL ISLAND RAILYARD ENHANCEMENT PROJECT. THIS PROJECT ENTAILS THE ADDITION OF FIVE STAGING/STORAGE TRACKS (ABOUT 31,000 LINEAL FEET) TO THE AN EXISTING RAILYARD, LOCATED ON TERMINAL ISLAND, WHICH IS ALSO INCLUDES A SHORT RAIL BRIDGE OVER WATER.	12/31/2021	12/31/2021		EXEMPT PROJECT

## LOS ANGELES COUNTY: CONTINUED

**TABLE 59** Los Angeles County Completed/Corrected TCMs - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
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	12/30/2018	COMPLETE	
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	12/31/2020	COMPLETE IN 2019 FTIP TCM TIMELY IMPLEMENTATION REPORT. KEPT IN FTIP FOR PROGRAMMING PURPOSES?
PASADENA	LAF5305	MOBILITY CORRIDORS - ROSE BOWL ACCESS SYSTEMS ALONG COLORADO BL, LINCOLN BL AND ORANGE GROVE BL IN THE CITY OF PASADENA. SIGNAL SYNCHRONIZATION OF 28 INTERSECTIONS - UPGRADED AND SIGNAL SYNC. PROJECT IMPROVEMENTS INCLUDE: NEW 332-TYPE TRAFFIC-SIGNAL CABINETS, ADVANCED TYPE 2070 TRAFFIC-SIGNAL CONTROLLERS, NEW VEHICULAR VIDEO-DETECTION SYSTEMS AND ADVANCED COMMUNICATION SYSTEMS (FIBER OPTIC CABLE AND COMMUNICATION DEVICES NECESSARY) TO ALLOW FOR CONNECTIVITY TO THE CITY'S TMC.	12/1/2019	12/1/2019	COMPLETE	
POMONA	LA0G1135	DESIGN AND CONSTRUCT 14.5 MILE OF NEW BIKEWAYS AND IMPROVE PEDESTRIAN SAFETY THROUGH CROSSING IMPROVEMENTS AT EIGHT MAJOR INTERSECTIONS. BIKE IMPROVEMENTS INCLUDE 3.8 MILES OF CLASS II BUFFERED BIKE LANES, 2.9 MILES OF CLASS II BIKE LANES, AND 7.8 MILES OF CLASS III BIKE ROUTES.	9/30/2019	9/30/2019	COMPLETE	



## LOS ANGELES COUNTY: CONTINUED

**TABLE 59** Los Angeles County Completed/Corrected TCMs - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
SANTA CLARITA	LA0G1028	CONSTRUCT A PARK AND RIDE AT STATE ROUTE 14 AND NEWHALL AVENUE.	1/30/2019	1/30/2019	COMPLETE	
TORRANCE	LATP16M013	DOWNTOWN TORRANCE ACTIVE TRANSPORTATION IMPROVEMENT PROJECT. THE CITY OF TORRANCE WILL ENHANCE PEDESTRIAN AND BIKE USE IN HISTORIC DOWNTOWN BY COMPREHENSIVELY OVERHAULING 100,000 SQUARE FEET OF THE SIDEWALK SYSTEM IN THE PROJECT AREA, TRAFFIC STRIPING, SIGNS, PEDESTRIAN SIGNALS, AND BICYCLE PARKING AMENITIES.	6/30/2019	6/30/2019	COMPLETE	
WESTLAKE VILLAGE	LA0G598	DESIGN AND CONSTRUCTION OF A PARK AND RIDE FACILITY (31 107 THOUSAND OAKS BLVD) WITH 375 PARKING SPACES AT THE PROPOSED COMMUNITY RECREATIONAL FACILITY WILL	10/1/2019	10/1/2019	COMPLETE	

**TABLE 60 Orange County TCMs Subject to Timely Implementation**

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
ANAHEIM	ORA151509	WEST STREET AND CITRON STREET SIDEWALK GAP CLOSURE - CONSTRUCTION OF SIDEWALK GAP CLOSURES TO CREATE NEW 5-FT-WIDE SIDEWALK, CURB AND GUTTER, AND DRAINAGE FACILITIES ALONG WEST AND CITRON STREETS, AS WELL AS NON-INFRASTRUCTURE ACTIVITIES. TOLL CREDIT FOR ATP-MPO.	2/1/2023	2/1/2023	2/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP.  CONSTRUCTION STARTED IN JUNE 2019.
ANAHEIM	ORA152211	NOHL RANCH OPEN SPACE TRAIL - PROJECT WILL CONSIST OF A 10-FOOT WIDE CLASS I BIKEWAY AND A 3 TO 10-FOOT WIDE PEDESTRIAN TRAIL (PENDING CLEARANCE), IN COMPLIANCE WITH CALTRANS STANDARDS. THE PROJECT ALIGNMENT WOULD BE APPROXIMATELY 5,100 LF AND CONNECT ANAHEIM HILLS ROAD TO THE SIGNALIZED CROSSING ON THE EAST SIDE OF AVENIDO BERNARDO NORTH. ANCILLARY FEATURES OF THE PROJECT INCLUDE LIGHTING, LANE MARKINGS, SIGNS, BICYCLE PARKING AND PEDESTRIAN AMENITIES.	6/30/2023	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP.  IN FINAL DESIGN.
FULLERTON	ORA152207	CITYWIDE BICYCLE AND PEDESTRIAN IMPROVEMENT - BICYCLE AND PEDESTRIAN SAFETY ENHANCEMENTS TO SEVEN LOCATIONS: COMMONWEALTH AVE BETWEEN STATE COLLEGE BLVD AND CHAPMAN AVE (0.50 MILE CORRIDOR), VALENCIA DR BETWEEN BROOKHURST RD AND MEADE AVE (1.3 MILE CORRIDOR), WALNUT AVE BETWEEN HIGHLAND AVE AND LEMON ST (0.50 MILE CORRIDOR), RICHMAN AVE BETWEEN WALNUT AVE AND HOUSTON AVE (0.95 MILE CORRIDOR), ASSOCIATED RD BETWEEN YORBA LINDA BLVD AND IMPERIAL HWY (1.25 MILE CORRIDOR), DOROTHY LANE BETWEEN ACACIA AVE AND LONGVIEW AVE (0.80 MILE CORRIDOR), AND ACACIA AVE BETWEEN CHAPMAN AVE AND DOROTHY LANE (0.50 MILE CORRIDOR). ENHANCEMENTS INCLUDES ADDING/ WIDENING CLASS II BIKE LANES, BIKE DETECTORS/ LOOPS, INSTALL/REPLACE CROSSWALKS, SHARROWS, WAYFINDINGS, AND TRAFFIC SIGNS.	3/1/2023	3/1/2023	3/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP.  CONSTRUCTION COMPLETED IN APRIL 2019. CLOSEOUT PROCEDURES ARE UNDERWAY.
FULLERTON	ORA152208	WILSHIRE AVENUE BICYCLE BOULEVARD - BIKEWAY ENHANCEMENTS ON A 2.3 MILE SEGMENT OF WILSHIRE AVENUE BETWEEN WOODS AVENUE AND ACACIA AVENUE NEAR DOWNTOWN FULLERTON. IMPROVEMENTS INCLUDES INSTALLATION OF TRAFFIC SIGNAL, INTERSECTION CROSSING, SIDEWALKS, NEW STREET LIGHTS, TRAFFIC CIRCLES, STRIPING FOR SHARROWS, AND NEW SIGNS.	6/1/2023	6/1/2023	6/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP.  CONSTRUCTION COMPLETED IN MARCH 2019. CLOSEOUT PROCEDURES ARE UNDERWAY.

## ORANGE COUNTY: CONTINUED

**TABLE 60** Orange County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
GARDEN GROVE	ORA170202	CITY OF GARDEN GROVE, BICYCLE CORRIDOR IMPROVEMENTS THE CITY OF GARDEN GROVE'S BICYCLE CORRIDOR IMPROVEMENTS PROJECT WILL DESIGN AND CONSTRUCT 6.34 MILES OF NEW BIKEWAYS AND IMPROVE 8.35 MILES OF EXISTING, BUT UNDERUTILIZED BIKEWAYS. BICYCLE FACILITY IMPROVEMENTS INCLUDE CREATING NEW BIKE LANES THROUGH ROAD REBALANCING (2.54 MI ON WEST STREET AND GILBERT STREET), STRIPING BUFFERS TO EXISTING BIKE LANES (5 MI ON BROOKHURST STREET, CHAPMAN AVENUE AND LAMPSON AVENUE), STRIPING BIKE LANE NETWORK GAPS (0.6 MI ON BROOKHURST STREET), IMPROVING AND CREATING BICYCLE ROUTES (6.5 MI ON LAMPSON AVNUE, GILBERT AVENUE, IMPERIAL AVENUE, SHAPEEL STREET AND DODARA DRIVE) AND PROVIDE BICYCLE WAYFINDING SIGNS ALONG ALL THE PROPOSED CORRIDORS (14.76 MI).	10/1/2023	10/1/2023	10/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. IN FINAL DESIGN.
LA HABRA	ORA113011	LA HABRA UNION PACIFIC RAILROAD BIKEWAY. ENG FOR UNION PACIFIC RAILROAD RIGHT-OF-WAY BETWEEN LA HABRA WEST CITY LIMITS AND LA HABRA EAST CITY LIMITS. ROW FOR LA HABRA WEST CITY LIMITS TO BEACH BOULEVARD. TOLL CREDIT MATCH FOR ATP-MPO.	7/1/2025	7/1/2025	7/1/2025	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. RIGHT-OF-WAY NEGOTIATIONS ARE UNDERWAY.
ORANGE COUNTY	ORA170204	PETERS CANYON BIKEWAY EXTENSION A CLASS I BIKEWAY/ SHARED-USE PATH ALONG THE EAST SIDE OF JAMBOREE RD. FROM CANYON VIEW AVE. SOUTH TO PORTOLA PKWY. (3.1 MILES)	12/1/2023	12/1/2023	12/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP (A NEW COMMITTED TCM IN ADOPTED 2019 FTIP AND PREVIOUSLY REPORTED COMPLETION YEAR OF 2013 WAS A TYPO).
ORANGE COUNTY	ORA170205	HAZARD AVENUE BIKEWAY PROJECT BETWEEN GOLDENWEST STREET AND EUCLID AVENUE. CONSTRUCT APPROXIMATELY 4 MILES OF A CLASS IV (PAVED, ON-ROAD PROTECTED) BIKEWAY IN THE CITIES OF WESTMINSTER AND GARDEN GROVE. REDUCE LANES ON HAZARD FROM 4 TO 3 BY ELIMINATING ONE WB AND ONE EB LANE AND ADDING A TWO-WAY LEFT TURN LANE.	12/1/2023	12/1/2023	12/1/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. CONSTRUCTION IN PROGRESS.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030612	PLACENTIA TRANSIT STATION - E OF SR-57 AND MELROSE ST AND N OF CROWTHER AVE. CONSTRUCT NEW METROLINK STATION AND RAIL SIDEING PPNO 9514	4/30/2016	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. FINAL DESIGN PENDING BNSF AGREEMENT.

## ORANGE COUNTY: CONTINUED

**TABLE 60** Orange County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA030605	I-405 FROM SR-73 TO I-605. ADD 1 MF LANE IN EACH DIRECTION AND ADDITIONAL CAPITAL IMPROVEMENTS (BY 2022), CONVERT EXISTING HOV TO HOT. ADD 1 ADDITIONAL HOT LANE EACH DIRECTION. COMBINED WITH ORA045, ORA151, ORA100507, ORA120310, AND ORA030605A. SIGNAGE FROM PM 7.6 TO 24.2	12/31/2026	12/31/2026	12/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. CONSTRUCTION IN PROGRESS.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA65002	RIDESHARE SERVICES RIDEGUIDE, DATABASE, CUSTOMER INFO, AND MARKETING (ORANGE COUNTY PORTION).	2010	12/30/2020	12/30/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. CONSTRUCTION IN PROGRESS.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA080909	OC STREETCAR BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. (TRANSIT DEVELOPMENT CREDIT MATCH FHWA TRANSFER FY 15/16 FOR \$2,171 & FY 16/17 \$306 AND CMAQ FOR FY 16/17 FOR \$690)	6/30/2021	6/30/2021	6/30/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. CONSTRUCTION IN PROGRESS.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA085004	ANAHEIM CANYON STATION PROJECT WILL ADD DOUBLE TRACK AND ANOTHER PLATFORM AS WELL AS EXTEND THE EXISTING PLATFORM TO BE IN CONFORMANCE WITH THE METROLINK STANDARDS FOR PASSENGER PLATFORM LENGTH. (PROJECT UTILIZES \$1,812 IN TOLL CREDIT IN FY16/17 FOR CON, &400 IN STATEWIDE TOLL CREDIT FOR FTA 5337 FY16/17 FOR CON)	6/1/2014	7/23/2021	7/23/2022	OBSTACLES ARE BEING OVERCOME. CONSTRUCTION IN PROGRESS.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA100511	SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS (PS&E AND PAED). TOLL CREDIT FOR RSTP AND CMAQ.	12/31/2023	12/31/2023	6/30/2025	OBSTACLES ARE BEING OVERCOME. SUPPLEMENTAL FACT SHEET TO BE SUBMITTED WITH 95 PERCENT PS&E.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA111210	I-5 FROM SR 55 TO SR 57 - ADD 1 HOV LANE EACH DIRECTION (PPNO 2883A)	12/1/2018	2/1/2020	2/1/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. UNDER CONSTRUCTION.

## ORANGE COUNTY: CONTINUED

**TABLE 60** Orange County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA111801	I-5 (ALICIA PARKWAY TO EL TORO ROAD) SEGMENT 3 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN ALICIA PARKWAY AND EL TORO ROAD (APPROXIMATELY 1.7 MILES), EXTEND THE 2ND HOV LANE IN BOTH DIRECTIONS AND ADD AUXILIARY LANES WHERE NEEDED.	6/30/2023	6/30/2023	9/30/2023	OBSTACLES ARE BEING OVERCOME.  SHORT DELAY DUE TO RIGHT OF WAY APPRAISALS AND CERTIFICATIN.  RIGHT OF WAY APPRAISALS ARE UNDERWAY. 100% PS&E PACKAGE WAS SUBMITTED TO CALTRANS ON MAY 1, 2019.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA112702	RIDESHARE VANPOOL PROGRAM - CAPITAL LEASE COST FY12/13 - FY16/17. (USE TRANSIT DEVELOPMENT CREDITS MATCH FOR \$1.338 IN FY12/13)	1/31/2017	9/30/2024	9/30/2024	ON-GOING PROJECT.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA130099	PURCHASE (15) EXPANSION PARATRANSIT VANS (OCTA)	12/30/2020	12/30/2020	12/31/2021	OBSTACLES ARE BEING OVERCOME.  TO INITIATE INFORMAL TCM REPLACEMENT VIA 2021 FTIP IF NECESSARY.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA190701	THREE TRAFFIC SIGNAL SYNCHRONIZATION PROJECTS ALONG THREE SIGNIFICANT CORRIDORS IN ORANGE COUNTY: BROOKHURST STREET, EL TORO ROAD, AND MAGNOLIA STREET.	1/31/2022	1/31/2022	1/31/2022	SUBSTITUTE FOR ORA111207. ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
TCA	10254	SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC - SR 73). 15 MI TOLL RD BETWEEN 1-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, CONSISTENT WITH SCAG/TCA MOU 4/5/01. EXISTING 3 M/F EA DIR. 1 ADDITIONAL M/F EA DIR, PLUS CLIMBING & AUX LANES BY 2020.	2015/2018	12/31/2020	12/31/2022	OBSTACLES ARE BEING OVERCOME. TO INITIATE TCM SUBSTITUTION IF NECESSARY
TCA	ORA050	EASTERN TRANSPORTATION CORRIDOR (ETC- SR 241/261/133) 26.4 MI TOLL ROAD CONNECTS SR 91 TO I-5 VIA SR 261 AND SR 133, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F EA DIR. 2 ADDITIONAL M/F IN EA DIR, PLUS CLIMBING AND AUX LANES BY 2020.	2015/2010	12/31/2020	12/31/2022	OBSTACLES ARE BEING OVERCOME. TO INITIATE TCM SUBSTITUTION IF NECESSARY

## ORANGE COUNTY: CONTINUED

**TABLE 60** Orange County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
SAN CLEMENTE	ORA151510	CONCORDIA ELEMENTARY SRTS PEDESTRIAN & BICYCLE LANE IMPROVEMENT - CONSTRUCTING A MISSING ONE HALF MILE SEGMENT OF SIDEWALK, IMPLEMENTING CURB EXTENSIONS AT 12 INTERSECTIONS TO IMPROVE THE WALKABILITY, WIDENING EXISTING BICYCLE LANES 20%, AND IMPLEMENTING A SEGMENT OF BUFFERED BIKE LANES. ATP STATE-ONLY FUNDED.	6/30/2022	6/30/2022	6/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. CONSTRUCTION IN PROGRESS.
SANTA ANA	ORA151502	SANTA ANA AND FIFTH PROTECTED BIKE LANE - INSTALL MEDIAN PROTECTED BIKE LANES ON SANTIAGO, SIXTH, BROWN, GARFIELD, FRENCH, FIFTH AND SANTA ANA WITH ALL APPLICABLE SIGNAGE, STRIPING, AND SIGNAL IMPROVEMENTS. ATP STATE ONLY FUNDING.	12/1/2026	12/1/2026	12/1/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. PS&E IN PROGRESS.
SANTA ANA	ORA151503	THE EDINGER AVE PROTECTED BIKE LANES PROJECT - INSTALL BIKE LANES DOWN THE 1.7 MILE CORRIDOR PASSING THROUGH RESIDENTIAL HOMES, SCHOOLS, PARKS, AND SMALL BUSINESS SHOPPING CENTERS. THE PROJECT INCLUDES A SAFE ROUTES TO SCHOOL PROGRAM AT 3 SCHOOLS. ATP STATE-ONLY FUNDED.	12/31/2024	12/1/2026	12/1/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. CONSTRUCTION IN PROGRESS.
SANTA ANA	ORA152210	BRISTOL STREET - EDINGER AVENUE CLASS II BIKE LANES - INSTALL A 1.25 MILE CLASS II BIKE LANE ON BRISTOL STREET FROM SUNFLOWER AVENUE TO CENTRAL AVENUE AND INSTALL A .5 MILE CLASS II BIKE LANE ON EDINGER AVENUE FROM BRISTOL STREET TO FLOWER STREET.	6/30/2023	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. CONSTRUCTION TO START IN LATE 2019.
SANTA ANA	ORA152212	BRISTOL STREET PROTECTED BICYCLE LANES - INSTALL 1.25 MILE PROTECTED BIKE LANE ON BRISTOL STREET FROM EDINGER AVENUE TO 1ST STREET.	6/30/2023	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. CONSTRUCTION TO START IN LATE 2019.
SANTA ANA	ORA170802	FIRST STREET PEDESTRIAN IMPROVEMENTS - WIDEN EXISTING SIDEWALKS BY THREE FEET, NARROW THE VEHICLE LANES, CONSTRUCT ADA IMPROVEMENTS ON SIDEWALKS AND WHEEL CHAIR RAMPS, PROVIDE HIGH VISIBILITY MARKED CROSSWALKS, AND ADD A SIGNAL CONTROLLED PEDESTRIAN CROSSING ALONG FIRST STREET, 1.1 MILE CORRIDOR. ATP STATE-ONLY FUNDING.	12/14/2026	12/14/2026	12/14/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. ENVIRONMENTAL DOCUMENT/PRE-DESIGN IN PROGRESS.
TCA	ORA051	FOOTHILL TRANSPORTATION CORRIDOR-NORTH (FTC-N - SR 241). 12.7 MI TOLL ROAD BETWEEN OSO PKWY AND ETC, CONSISTENT WITH SCAG/TCA MOU 4/05/01. EXISTING 2 M/F IN EA DIR. 2 ADDITIONAL M/F, PLS CLIMBING & AUX LANES BY 2020.	2015/2010	12/31/2020	12/31/2022	OBSTACLES ARE BEING OVERCOME. TO INITIATE TCM SUBSTITUTION IF NECESSARY

# ORANGE COUNTY: CONTINUED

**TABLE 60** Orange County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
WESTMIN-STER	ORA151507	GARDEN GROVE BOULEVARD COMPLETE STREET PROJECT - FROM EAST OF VALLEY VIEW/SR-22/I-405 TO SR-22. INSTALL BIKE LANES, FLASHING BEACONS, VEHICLE SPEED FEEDBACK SIGNS, ROADWAY SIGNING AND STRIPING, SIDEWALK, ADA RAMPS, CURB AND GUTTER, AND A TRAVEL LANE; WITH A NON-INFRASTRUCTURE BIKE SAFETY PILOT PROGRAM. TOLL CREDIT FOR ATP-MPO.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. ENVIRONMENTAL DOCUMENT/PRE-DESIGN IN PROGRESS.

## ORANGE COUNTY: CONTINUED

**TABLE 61** Orange County Completed/Corrected TCMs

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA111002	INTERSTATE 5 ADD 1 HOV IN EACH DIRECTION FROM SOUTH OF AVENIDA VISTA HERMOSA TO SOUTH OF PACIFIC COAST HIGHWAY. PPNO 2531E	10/1/2016	12/31/2018	COMPLETE	
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA990929	INTERSTATE 5 ADD 1 HOV IN EACH DIRECTION FROM SOUTH OF AVENIDA PICO TO SOUTH OF AVENIDA VISTA HERMOSA AND RECONFIGURE AVENIDA PICO INTERCHANGE. PPNO:2531D (UTILIZE TOLL CREDIT MATCH FOR IMD AND STIP)	7/1/2017	12/31/2018	COMPLETE	
ANAHEIM	ORA113001	ARTIC TO WEST ANAHEIM 4TH DISTRICT BIKEWAY CONNECTOR PROJECT. CONSTRUCT 3.77 MILES OF CLASS II BIKE LANES AND 4.19 MILES OF CLASS III SHARROWS ALONG A CONTINUOUS CORRIDOR TOTALING 7.96 MILES. FROM BALL ROAD AND MAGNOLIA AVENUE TO ARTIC REGIONAL TRANSPORTATION HUB AND THE SANTA ANA RIVER TRAIL.	10/1/2019	10/1/2019	COMPLETE	
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA171401	SIX 40' COMPRESSED NATURAL GAS EXPANSION BUSES (ROUTE 529)	9/30/2024	9/30/2024	COMPLETE	IN PROCESS OF CLOSING OUT.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA085001	ORANGE TRANSPORTATION CENTER PARKING STRUCTURE - PROJECT WILL PROVIDE APPROXIMATELY 600 ADDITIONAL TRANSIT PARKING SPACES AT THE ORANGE STATION PARKING CENTER. (UTILIZE TRANSIT DEVELOPMENT CREDIT MATCH FHWA	2/6/2020	2/6/2020	COMPLETE	



## ORANGE COUNTY: CONTINUED

**TABLE 61** Orange County Completed/Corrected TCMs - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
FULLERTON	ORA152207	CITYWIDE BICYCLE AND PEDESTRIAN IMPROVEMENT - BICYCLE AND PEDESTRIAN SAFETY ENHANCEMENTS TO SEVEN LOCATIONS: COMMONWEALTH AVE BETWEEN STATE COLLEGE BLVD AND CHAPMAN AVE (0.50 MILE CORRIDOR), VALENCIA DR BETWEEN BROOKHURST RD AND MEADE AVE (1.3 MILE CORRIDOR), WALNUT AVE BETWEEN HIGHLAND AVE AND LEMON ST (0.50 MILE CORRIDOR), RICHMAN AVE BETWEEN WALNUT AVE AND HOUSTON AVE (0.95 MILE CORRIDOR), ASSOCIATED RD BETWEEN YORBA LINDA BLVD AND IMPERIAL HWY (1.25 MILE CORRIDOR), DOROTHY LANE BETWEEN ACACIA AVE AND LONGVIEW AVE (0.80 MILE CORRIDOR), AND ACACIA AVE BETWEEN CHAPMAN AVE AND DOROTHY LANE (0.50 MILE CORRIDOR). ENHANCEMENTS INCLUDES ADDING/ WIDENING CLASS II BIKE LANES, BIKE DETECTORS/ LOOPS, INSTALL/REPLACE CROSSWALKS, SHARROWS, WAYFINDINGS, AND TRAFFIC SIGNS.	3/1/2023	3/1/2023	COMPLETE	CONSTRUCTION COMPLETED IN APRIL 2019. CLOSEOUT PROCEDURES UNDER WAY.
FULLERTON	ORA152208	WILSHIRE AVENUE BICYCLE BOULEVARD - BIKEWAY ENHANCEMENTS ON A 2.3 MILE SEGMENT OF WILSHIRE AVENUE BETWEEN WOODS AVENUE AND ACACIA AVENUE NEAR DOWNTOWN FULLERTON. IMPROVEMENTS INCLUDES INSTALLATION OF TRAFFIC SIGNAL, INTERSECTION CROSSING, SIDEWALKS, NEW STREET LIGHTS, TRAFFIC CIRCLES, STRIPING FOR SHARROWS, AND NEW SIGNS.	6/1/2023	6/1/2023	COMPLETE	CONSTRUCTION COMPLETED IN MARCH 2019. CLOSEOUT PROCEDURES UNDER WAY.
TCA	ORA111207	241/91 EXPRESS LANES (HOT) CONNECTOR: NB SR-241 TO EB SR091, WB SR-91 TO SB SR241, PER SCAG/TCA MOU 4/05/01	12/31/2020	12/31/2020	SUBSTITUTED	SUBSTITUTED WITH THREE TRAFFIC SIGNAL SYNCHRONIZATION PROJECTS (ORA190701).

# RIVERSIDE COUNTY

**TABLE 62 Riverside County TCMs Subject to Timely Implementation**

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
BANNING	RIV160503	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF BANNING - CONSTRUCTION OF NEW BICYCLE AND SRTS IMPROVEMENTS TO PROVIDE NEW CLASS II AND CLASS III BIKE LANES AND PED FACILITIES ALONG HIGHLAND SPRINGS, 8TH ST, AND RAMSEY ST. TC UTILIZATION FOR FY16/17 AND FY17/18.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. CONSTRUCTION COMPLETION ANTICIPATED IN 2020.
BEAUMONT	RIV171204	IN THE CITY OF BEAUMONT: 8TH STREET BIKE LANE AND SIDEWALK IMPROVEMENTS BETWEEN PENNSYLVANIA AVE AND XENIA AVE APPROX. 6,800 LINEAR FEET OF SIDEWALK AND CLASS III BIKE LANES ALONG 8TH ST.	12/31/2018	12/31/2018	12/31/2018	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
EASTVALE	RIV171202	IN THE CITY OF EASTVALE: BICYCLE SAFETY ENHANCEMENT ON 65TH STREET FROM HAMNER AVE AND ARCHIBALD AVE - INSTALLATION OF ROAD DIET FROM 4 TO 2 LANES WITH PROTECTED CLASS IV BIKE LANES (10,500 LF). NOTE: TCM SUBSTITUTION FOR RIV151210	12/31/2019	12/31/2019	12/31/2020	OBSTACLES ARE BEING OVERCOME. IN FINAL DESIGN. CONSTRUCTION TO START EARLY 2020.
HEMET	RIV181010	IN CITY OF HEMET - HEMET VALLEY BIKEWAY CONX: INSTALL CLASS II (1,200 LF), III (10,500 LF) BIKE LNS, NEW S/W (4,000 LF) W/ ADA RAMPS, XING IMP., ON PALM BW ESPLANDE & JOHNSTN, WHITTIER BW PALM & GILBERT, JOHNSTN BW PALM & GILBERT, GILBERT BW WHITTIER & CHAMBERS, CHAMBERS BW GILBERT & STATE; BIKE STAGING W/ DETECTION, LOCKERS, REPAIR AREA; INCL OUTREACH. (ATP-3 AUG STATE) TC UTILIZ FOR FY19, FY20.	9/1/2023	9/1/2023	12/30/2023	OBSTACLES ARE BEING OVERCOME. MINOR DELAY DUE TO BRINGING CONSULTANT ONBOARD FOR PAED.
JURUPA VALLEY	RIV181006	IN WEST. RIV CO IN JURUPA VALLEY - PACIFIC AV SRTS & ROAD DIET: ON PACIFIC AV (B/W MISSION BLVD & 45TH)- COMPLETE SIDEWALKS (900 LF) ON WEST SIDE, NEW S/W (4,100 LF) ON EAST SIDE, CLASS II (4,100 LF EA DIR) BIKE LANES, ADD CURB EXTENSIONS AT INTERSECTIONS, ENHANCED CROSSWALKS, PED FLASHER AT PACIFIC AV & RUSTIC LN (NO REDUCTION OF LNS). (ATP-3 MPO)	2/24/2022	2/24/2022	2/24/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. STARTED PAED AND PS&E.

## RIVERSIDE COUNTY: CONTINUED

**TABLE 62** Riverside County TCMs Subject to Timely Implementation – Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
LAKE ELSINORE	RIV171205	IN THE CITY OF LAKE ELSINORE: INSTALLATION OF MISSING LINK SIDEWALKS ON CHANEY STREET FROM W. FLINT ST TO W. SUMNER AVE APPROX. 1,800 LF; ON W. SUMNER AVE, MOHR ST AND DAVID ST BETWEEN CHANEY ST AND W. LAKESHORE DR APPROX. 910 LF; AND ON W. LAKESHORE DR BETWEEN MACHADO ST AND WISE ST APPROX. 1,350 LF.	12/31/2019	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
MORENO VALLEY	RIV151202	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY - DESIGN AND CONSTRUCTION OF ITS, INCLUDING AN ETHERNET FIBER-OPTIC BACKBONE SYSTEM, CCTV CAMERAS AT 26 KEY INTERSECTIONS, AND NEW TRAFFIC SIGNAL CONTROLLERS AT EXISTING 43 SIGNALIZED INTERSECTIONS (CMAQ PM 2.5 BENEFITS .21 KG/DAY)	12/31/2016	12/31/2018	12/31/2020	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO BIDS COMING IN ABOVE BUDGET. PROJECT HAS SINCE STARTED MOVING FORWARD.
RIVERSIDE, CITY OF	RIV140841	IN WESTERN RIVERSIDE COUNTY FOR CITY OF RIVERSIDE- IOWA AVE & MLK BLVD BIKE IMPROVEMENTS: CONSTRUCT 0.8 MI 10 FT WIDE TWO DIR MULTI-USE PATH ON N.SIDE OF MLK BLVD B/W CANYON CREST DR & CHICAGO AVE & WIDENING IOWA AVE B/W MLK BLVD & EVERTON PL INCLUDES GRADING, ASPHALT PAVING, SIGNS, & RESTRIPING & INSTALL 6 FT CLASS II BIKE LNS FOR 0.8 MI WITH 2 FT BUFFERS	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
RIVERSIDE, CITY OF	RIV140844	IN WESTERN RIVERSIDE CO. IN THE CITY OF RIVERSIDE - NORTE VISTA SIDEWALK IMPROVEMENTS: INSTALL ADA RAMPS, DRIVEWAY APPROACHES & 94,200 SQ.FT. OF SIDEWALK ON ONE SIDE OF FOUR STREETS (GAYLORD ST, JONES AVE, CHADBOURNE AVE, BUSHNELL AVE) NEAR NORTE VISTA HIGH SCHOOL, ROSEMARY KENNEDY ELEMENTARY SCHOOL, AND TWINHILL ELEMENTARY SCHOOL. TC USED TO MATCH ATP	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. UNDER CONSTRUCTION.

## RIVERSIDE COUNTY: CONTINUED

**TABLE 62 Riverside County TCMs Subject to Timely Implementation – Continued**

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
RIVERSIDE, CITY OF	RIV140852	IN WESTERN RIVERSIDE CO. IN THE CITY OF RIVERSIDE – DOWNTOWN & ADJOINING AREAS BICYCLE AND PED IMPROVEMENTS: 17 MILES OF BIKE LANES, 2,500 FT. OF CONNECTING SIDEWALKS, BIKE STATION AT METROLINK, CONNECTIVITY MAP KIOSKS, TWO NEW HAWK SIGNALS, BIKE STAGING AREA, BIKE SHARE TERMINAL, BIKE CORRALS, BIKE BLVD, PEDESTRIAN SIGNALS, WALKING PATH, ALL-WAY STOP CROSSWALK & NEW SIDEWALK.	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP.  UNDER CONSTRUCTION.
RIVERSIDE, CITY OF	RIV160404	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF RIVERSIDE - CITYWIDE BIKE AND PEDESTRIAN IMPROVEMENTS INCLUDING: INSTALL OF 5.5 MI OF CLASS II BIKE LANES ON CENTRAL AVE; 2.4 MI OF CYCLE TRACKS ON WATKINS DR AND CANYON CREST; SHARROW PAVEMENT MARKINGS AROUND FAIRMOUNT PARK; 20 BIKE RACKS THROUGHOUT DOWNTOWN AREA; & HAWK SIGNALS AT 3 UNCONTROLLED CROSSWALKS.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP.  UNDER DESIGN.
RIVERSIDE	RIV181012	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE - LA SIERRA NEIGHBORHOOD SIDEWALK IMP: INSTALLATION OF 1.28 MILE OF ADA-COMPLIANT SIDEWALK ON CARMINE ST, RICHMOND ST, NORWOOD AVE. FROM COLLEGE AVENUE TO SIERRA VISTA AVE., ON DOVERWOOD DR. FROM BUTLER DR. TO LA SIERRA AVE., ON A PORTION OF BUTLER DR. AND ON COLLEGE AVE FROM DOVERWOOD DR. TO NORWOOD AVE. (ATP-3 AUG STATEWIDE, SOF)	3/30/2023	3/30/2023	3/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP.  UNDER DESIGN.
RIVERSIDE COUNTY	RIV140838	IN WESTERN RIVERSIDE CO. FOR THE COUNTY OF RIVERSIDE IN MEAD VALLEY-CLARK ST S/W & INTERSECTION SAFETY IMPROVEMENTS: ON EASTSIDE OF CLARK ST B/W RIDER ST AND CAJALCO RD, CONSTRUCT APPROX. 2,000 L.F. OF CONCRETE SIDEWALK, CURB & GUTTER, PAVEMENT IMPROVEMENTS, NEW CURB RAMPS MEETING LATEST ADA REQs, DRIVEWAY APPROACHES, SIGNS, MARKINGS, & OTHER INCIDENTAL ITEMS TO IMPROVE PEDESTRIAN SAFETY.	12/31/2021	12/31/2021	12/31/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## RIVERSIDE COUNTY: CONTINUED

**TABLE 62** Riverside County TCMs Subject to Timely Implementation – Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
RIVERSIDE COUNTY	RIV151210	IN WESTERN RIVERSIDE COUNTY FOR THE COUNTY OF RIVERSIDE - CONSTRUCTION OF A 7.2 MILE MULTI-MODAL URBAN TRAIL ALONG THE SALT CREEK FLOOD CONTROL CHANNEL BETWEEN THE COMMUNITIES OF HEMET, MENIFEE AND CANYON LAKE. THE MULTI-MODAL TRAIL WILL INCLUDE A 16 FT WIDE CLASS I BIKEWAY AND 12 FT WIDE DECOMPOSED GRANITE PEDESTRIAL TRAIL TOLL CREDITS \$584K USED FOR CON IN FY18/19.	12/31/2018	12/31/2019	12/31/2019	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP.  CURRENTLY WORKING ON RIGHT OF WAY CERTIFICATION AND CONSTRUCTION OBLIGATION IN NEXT FEW MONTHS.
RIVERSIDE COUNTY	RIV181007	IN WEST RIV CO IN UNINCORPORATED CABAZON – CABAZON SRTS SIDEWALK SAFETY IMPROVEMENTS: INSTALL 3,000 LF OF NEW S/W, CURB&GUTTER, PAVEMENT WIDENING, ADA CURB RAMPS, DRIVEWAY APPROACHES, SIGNS, MARKINGS ALONG THE EAST SIDE OF BROADWAY ST. (B/W CARMEN AVE & 400 FT. S/O MAIN ST) & ALONG THE S/S OF CARMEN AVE (B/W ALMOND ST & CABAZON ELEMENTARY) (ATP-3 AUGSTATEWIDE) (STATE-ONLY FUNDS)	11/26/2021	11/26/2021	11/26/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV071267	I-15 IN RIVERSIDE COUNTY: CONSTRUCT 4 TOLL EXPRESS LANES (TEL) (2 TEL EA DIR) FROM CANTU-GALLEANO RANCH RD. TO HIDDEN VALLEY PKWY AND FROM THE END OF SR91 TEL TO EL CERRITO RD., AND CONSTRUCT 2 TEL (1 TEL EA DIR) FROM SR60 TO CANTU-GALLEANO RANCH RD., FROM HIDDEN VALLEY PKWY TO THE END OF SR91 TEL, AND FROM EL CERRITO RD TO CAJALCO RD. ADVANCE SIGNAGE WILL BE INSTALLED AT THE SOUTH END BTWN PM 34.7 TO PM 36.6 (CAJALCO RD) & AT THE NORTH END BTWN PM 51.4 (SR60) TO PM 1.3 IN SB CO.	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTI  PDESIGN-BUILD CONSTRUCTION PROGRESS IS ABOUT 34 PERCETN COMPLETE.
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV111207	IN WESTERN RIVERSIDE COUNTY - CONTINUE THE IMPLEMENTATION OF PARK-N-RIDE FACILITIES THROUGH PROPERTY LEASES (VARIOUS LOCATIONS THROUGHOUT THE WESTERN COUNTY).	12/30/2018	12/30/2022	12/30/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## RIVERSIDE COUNTY: CONTINUED

**TABLE 62** Riverside County TCMs Subject to Timely Implementation – Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV151104	FREEWAY SERVICE PATROL - CONTINUING IMPLEMENTATION OF FREEWAY SERVICE PATROL ON SR91 (ORANGE CO LINE TO 60/91/215), SR60 (MILLIKEN TO MAIN), SR60/I-215 IC TO THEODORE, I-215 (RIVERSIDE COUNTY LINE TO SR-74/4TH ST), I-15 (HIDDEN VALLEY PKWY TO SR60), AND ON I-15 (MAGNOLIA AVE TO INDIAN TRUCK TR).	12/31/2022	12/31/2022	12/31/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV160101	IN WESTERN RIVERSIDE COUNTY ON SR-91/I-15: ON I-15 - ADD TOLL EXPRESS LANE MEDIAN DIRECT CONNECT FROM SB15 TO WB91 & EB91 TO NB15, 1 TOLL EXPRESS LANE EACH DIRECTION FROM HIDDEN VALLEY TO SR91 DIRECT CONNECTOR. CONSTRUCT OPERATIONAL IMPROVEMENT AND AUXILARY LANE ALONG SR91. CONSTRUCT ADDITIONAL SIGNAGE ALONG SR91 AT PM R18.0 IN OR COUNTY.	6/30/2023	6/30/2023	6/30/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
RIVERSIDE TRANSIT AGENCY	RIV151211	IN WESTERN RIVERSIDE COUNTY FOR RTA: RAPIDLINK SERVICE ALONG THE RTE 1 SERVICE AREA DURING WEEKDAY PEAK COMMUTE PERIODS ALONG UNIVERSITY AND MAGNOLIA AVES (RIVERSIDE/CORONA CORRIDOR) BETWEEN UCR AND CORONA. THIS INCLUDES PURCHASE OF 14 NEW BUSES (40 FT) AND OPERATING ASSISTANCE FOR THE FIRST THREE TO FIVE YEARS OF SERVICE. (CMAQ - \$9,212K) (BENEFITS FOR PM 2.5 = .239 KG/DAY; PM 10 = .258 KG/DAY)	12/31/2020	12/31/2020	12/31/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
RIVERSIDE TRANSIT AGENCY	RIV180131	IN WESTERN RIV CO IN THE CITY OF HEMET FOR RIVERSIDE TRANSIT AGENCY - CONSTRUCTION OF THE HEMET MOBILITY HUB ON 2 ACRE PARCEL LOCATED EAST OF RAIL ROW, SOUTH OF EAST DATE STREET, WEST OF NORTH JUANITA ST, AND NORTH OF EAST DEVONSHIRE AVE TO INCLUDE: 10 BUS BAYS, 10 SHELTERS/CANOPIES, 20 PARKING SPACES, 1 TRAFFIC SIGNAL AT DEVONSHIRE & CARMALITA, 1 CONTROLLED INTERSECTION AT DEVONSHIRE AND JUANITA; STORAGE AND RESTROOM FACILITY. (FTA 5339: FY15 \$1,626 (URBAN) ; FY16 \$317 AND FY17 \$326 (SMALL URBAN).	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

# RIVERSIDE COUNTY: CONTINUED

**TABLE 62** Riverside County TCMs Subject to Timely Implementation - Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
SAN JACINTO	RIV160403	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF SAN JACINTO - INSTALLATION OF APPROX. 36,900 LF OF CLASS II AND III BIKE LANES, APPROX 12,900 LF OF SIDEWALK, PEDESTRIAN RAMPS, FOUR-WAY STOPS, AND TRAFFIC SIGNAL.	12/31/2024	12/31/2024	12/31/2024	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP

## RIVERSIDE COUNTY: CONTINUED

**TABLE 63** Riverside County Completed/Corrected TCMs

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
JURUPA VALLEY, CITY OF	RIV160504	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF JURUPA VALLEY - SRTS PROJECT TO PROVIDE CURB, GUTTER, SIDEWALK, AND DIRT TRAILS ALONG MARTIN ST, 48TH ST, AND TROTH ST, INCLUDING LED CROSSWALK FLASHERS AT THE MARTIN/BELLEGRAVE INTERSECTION AND CURB BUMP OUTS AT THE MARTIN ST INTERSECTIONS.	12/31/2024	12/31/2024	COMPLETE	
RIVERSIDE, CITY OF	RIV140843	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF RIVERSIDE-WELLS/ARLANZA SIDEWALK IMPROVEMENTS: INSTALL ADA RAMPS, DRIVEWAY APPROACHES & 32,730 SQ FT OF SIDEWALK ON ONE SIDE OF FIVE STREETS (CHALLENGE AVE, IVANHOE AVE, KENT AVE, RUTLAND AVE, BABB AVE) SURROUNDING WELLS MIDDLE SCHOOL AND ARLANZA ELEMENTARY SCHOOL. TC USED TO MATCH ATP FUNDS	12/31/2020	12/31/2020	COMPLETE	
RIVERSIDE TRANSIT AGENCY	RIV160201	IN WESTERN RIVERSIDE CO FOR RTA - NEW EXPRESS BUS SERVICE: ROUTE 200 AND 205 CREATED TO SUPPORT INCREASED COMMUTER TRANSIT, UTILIZING THE NEW SR91 EXPRESS LANES FROM NO. RIVERSIDE CO TO ORANGE CO. BOTH ROUTES WILL PROVIDE PEAK HR EXP SVC TO MAJOR TRANSFER HUBS AND MULTI-MODAL STATIONS INCLUDING P-N-R, EMPLOYMENT CENTERS, & RETAIL DESTINATIONS IN RIV & ORANGE COUNTY.	12/31/2021	12/31/2021	COMPLETE	
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 (PM 2.5 BENEFITS).	12/31/2015	12/31/2018	COMPLETE	
WILDOMAR	RIV151214	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR - WIDENING OF GRAND AVE (CORYDON RD TO DAVID BROWN MIDDLE SCHOOL) TO INCLUDE A CLASS II BIKE LANES. IMPROVEMENTS INCLUDE A TOTAL OF 12,000 LF OF NEW BIKE LANES	12/31/2016	12/31/2018	COMPLETE	



## SAN BERNARDINO COUNTY

**TABLE 64 San Bernardino County TCMs Subject to Timely Implementation**

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
FONTANA	20131506	IN FONTANA: SAN SEVAINE TRAIL (PHASE 1, SEG 2) NORTH/ SOUTH 1.25 MILE LONG, 12 FT WIDE PAVED MULTI-USE TRAIL FROM BANYAN ST. TO THE PACIFIC ELECTRIC TRAIL IN FONTANA	12/31/2020	12/31/2020	6/30/2021	OBSTACLES ARE BEING OVERCOME. MINOR DELAY DUE TO UNFORSEEN FIELD CONDITIONS.
OMNITRANS	20150307	COUNTY-WIDE VANPOOL PROJECT (ONGOING)(TDC: FY15/16 CMAQ CON \$460K)	6/30/2016	2030	2030	ON-GOING PROGRAM. NO DELAY.
SBCTA	201186	AT SR-210/BASE LINE IC: RECONSTRUCT/WIDEN BASE LINE BETWEEN CHURCH AVE AND BOULDER AVE FROM 4 TO 6 THROUGH LANES AND EXTEND LEFT TURN LANES, WIDEN RAMPS - WB EXIT 1 TO 3 LANES, WB AND EB ENTRANCES 1 TO 3 LANES INCLUDING HOV PREFERENTIAL LANES (EA 1C970)	6/1/2021	6/1/2021	6/1/2021	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
SBCTA	2011150	SOUTH COAST AIR BASIN RIDESHARE PROGRAM (ONGOING)(TOLL CREDITS ARE BEING USED AS MATCH FOR CMAQ IN FY16/17 \$208, FY18/19 \$208)	12/1/2015	12/31/2020	12/31/2020	ON-GOING PROGRAM. NO DELAY.
SBCTA	20151301	REDLANDS PASSENGER RAIL PROGRAM (RPRP): EXTEND METROLINK RAIL SERVICE TO REDLANDS.	12/31/2020	4/30/2021	12/31/2021	OBSTACLES ARE BEING OVERCOME. MINOR DELAY DUE TO ROW ACQUISITION. UNDER CONSTRUCTION.
SBCTA	20159902	I-10 CORRIDOR EXPRESS LANE WIDENING (PHASE 1): FROM SAN ANTONIO AVE TO I-10/I-15 IC; IMPLEMENT 2 EXPRESS LNS IN EACH DIRECTION FOR A TOTAL OF 4 GENERAL PURPOSE AND 2 EXPRESS LNS IN EACH DIRECTION AND AUX LANE WIDENING, UNDERCROSSINGS, OVERCROSSINGS, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED.	3/1/2022	8/1/2022	8/1/2022	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP. DESIGN-BUILD CONTRACT AWARDED.

## SAN BERNARDINO COUNTY: CONTINUED

**TABLE 65** San Bernardino County Completed/Corrected TCMs

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
OMNITRANS	20150109	PEDESTRIAN & BICYCLE ACCESS IMPROVEMENTS WITHIN 1/2 MILE OF RAPID TRANSIT STATIONS, INCLUDING SIDEWALK AND CURB RAMP REPLACEMENT & BIKE PARKING AT STATIONS (TERMINI AT POMONA DOWNTOWN METROLINK STATION & KAISER MEDICAL CENTER FONTANA, FOLLOWING HOLT AVE/BLVD, ARCHIBALD AVE, MILLIKEN AVE, FOOTHILL BLVD, & SIERRA AVE).	3/31/2018	1/31/2019	COMPLETE	PROJECT CLOSE OUT BY 11/30/19.
SBCTA	SBD031505	GROUPED PROJECTS FOR LTF ARTICLE 3 PROJECTS LTF, ARTICLE 3 BICYCLE/ PEDESTRIAN PROJECTS AT VARIOUS LOCATIONS (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126, 127,128, EXEMPT TABLES 2 & 3)	12/1/2015	12/1/2019	12/1/2019	ON-GOING PROGRAM. NO DELAY.
SBCTA	20150108	BICYCLE AND PEDESTRIAN ACCESSIBILITY IMPROVEMENTS ALONG SIX METROLINK TRANSIT STATIONS (MONTCLAIR, UPLAND, RANCHO CUCAMONGA, FONTANA, RIALTO, AND SAN BERNARDINO) PHASE I. (TOLL CREDIT TO MATCH ATP IN ALL PHASES)	12/31/2021	12/31/2021	COMPLETE	CLOSEOUT BY END OF 2019.

# VENTURA COUNTY

**TABLE 66** Ventura County TCMs Subject to Timely Implementation

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
CAMARILLO	VEN160103	PLEASANT VALLEY ROAD CLASS 2 BIKE LANES PROJECT FROM 5TH STREET TO LAS POSAS ROAD (APPROXIMATELY 8,700 FEET)	12/31/2020	12/31/2020	12/31/2022	OBSTACLES ARE BEING OVERCOME.  ADDITIONAL FUNDING FOR DESIGN HAS BEEN AWARDED AND CONTRACT FOR DESIGN AWARDED IN JULY 2019.
CAMARILLO	VEN190114	IN CAMARILLO, SPRINGVILLE DRIVE BIKE TRAIL - EXTENS CLASS I BIKE TRAIL FROM LAS POSAS ROAD TO CENTRAL AVENUE APPROXIMATELY 2.2 MILES	12/29/2023	12/29/2023	12/29/2023	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
GOLD COAST TRANSIT DISTRICT	VEN151101	PURCHASE 5 BUSES FOR EXPANSION AND OPERATING ASSISTANCE DEMONSTRATION FOR VENTURA ROAD BUS LINE INCLUDING PUBLIC OUTREACH	9/28/2018	6/30/2020	6/30/2021	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO DELAYS IN CONSTRUCTION OF LARGER GCTD FACILITY TO HOUSE EXPANSION BUSES.  DELIVERY OF BUSES NOW SCHEDULED FOR SEPTEMBER 2019 WITH IMPLEMENTATION OF SERVICE TO BEGIN IN JANUARY 2020 TO COINCIDE WITH GCTD REGULAR SERVICE CHANGES SCHEDULE.
MOORPARK	VEN181001	IN MOORPARK, EXPAND NORTH RAIL STATION PARKING BY 30 SPACES	4/15/2020	4/15/2020	12/15/2020	OBSTACLES ARE BEING OVERCOME.  MINOR DELAY DUE TO CONSTRUCTION OF SECOND ENTRANCE TO METROLINK SOUTH PARKING LOT.
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. BICYCLE BOULEVARDS AND PEDESTRIAN IMPROVEMENTS AT RAMONA, CHAVEZ, AND LEMONWOOD ELEMENTARY SCHOOLS, AND BICYCLE AND PEDESTRIAN IMPROVEMENTS ON CLOYNE STREET.	5/31/2015	12/31/2019	12/31/2020	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO STAFFING. CONSTRUCTION AUTHORIZATION IN SPRING 2020 AND BID & BUILD IN SUMMER 2020.

## VENTURA COUNTY: CONTINUED

**TABLE 66** Ventura County TCMs Subject to Timely Implementation – Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
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	12/31/2019	12/31/2020	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO STAFFING. CONSTRUCTION AUTHORIZATION IN SPRING 2020 AND BID & BUILD IN SUMMER 2020.
OXNARD	VEN150907	OXNARD BLVD. BICYCLE & PEDESTRIAN FACILITIES FROM 101 FREEWAY TO GONZALES ROAD APPROXIMATELY 14,800 FEET.	12/29/2017	12/31/2019	12/31/2021	OBSTACLES ARE BEING OVERCOME.  DELAY DUE TO STAFFING. CONSTRUCTION AUTHORIZATION IN SUMMER 2020 AND BID & BUILD IN FALL 2020.
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 (1.0 MILES). (CMAQ INCLUDES TOLL CREDITS OF \$15 IN PRIOR FOR PE AND \$406 IN PRIOR FOR CON. ADD \$1 IN FY 16-17 FOR CON AND \$143 FOR 18/19)	12/31/2016	12/31/2018	12/30/2019	OBSTACLES ARE BEING OVERCOME.  UNDER CONSTRUCTION.
VENTURA COUNTY	VEN190703	IN VENTURA COUNTY, ON POTRERO ROAD CONSTRUCT APPROXIMATELY 3.2 MILES OF CLASS II BIKE LANES FROM HIDDEN VALLEY ROAD TO BRIDGE 231, IN UNINCORPORATED VENTURA COUNTY.	12/15/2020	12/15/2020	12/15/2020	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2019 FTIP
VENTURA COUNTY	VEN171007	IN VENTURA COUNTY AND THE CITY OF THOUSAND OAKS ON POTRERO ROAD CONSTRUCT 2.8 MILES OF CLASS II BIKE LANES IN THE COUNTY AND 500 FEET IN THE CITY OF THOUSAND OAKS FROM BRIDGE #231 TO .11 MILES EAST OF TRENTWOOD DRIVE.	8/31/2021	8/31/2021	3/30/2020	AHEAD OF SCHEDULE.  UNDER CONSTRUCTION.
VENTURA COUNTY	VEN171008	IN COUNTY, ON CENTRAL AVENUE, CONSTRUCT 2,200 FEET OF SIDEWALK FROM JOAN WAY TO RIO MESA HIGH SCHOOL.	12/31/2021	12/31/2021	9/30/2019	AHEAD OF SCHEDULE. UNDER CONSTRUCTION.

## VENTURA COUNTY: CONTINUED

**TABLE 66** Ventura County TCMs Subject to Timely Implementation – Continued

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
VENTURA COUNTY	VEN190111	IN VENTURA COUNTY, CONSTRUCTION OF 1.96 MILES OF CLASS II BIKE LANES ALONG SESPE STREET FROM SOUTH MOUNTAIN ROAD TO RIVERSIDE AVENUE.	8/30/2019	8/30/2019	11/30/2019	OBSTACLES ARE BEING OVERCOME. UNDER CONSTRUCTION.
VENTURA COUNTY	VEN190112	IN VENTURA COUNTY, CASITAS VISTA ROAD FROM VENTURA AVENUE TO SANTA ANA ROAD CLASS II BIKE LANES; 1.42 MILES IN LENGTH	7/30/2019	7/30/2019	7/30/2020	OBSTACLES ARE BEING OVERCOME. PS&E COMPLETE. TO SUBMIT RFA FOR CONSTRUCTION ON 12/1/2019. CONSTRUCTION ANTICIPATED TO BEGIN BY 4/1/2020.
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN040405	AUTOMATIC VEHICLE LOCATOR SYSTEM UPGRADE FOR REAL-TIME BUS STOP SIGNAGE (ASSOCIATED TRANSIT IMPROVEMENT)	7/1/2018	7/1/2019	12/31/2019	OBSTACLES ARE BEING OVERCOME. MINOR DELAY DUE TO SYSTEM ACCEPTANCE TESTING.
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN93017	REGIONAL RIDESHARE PROGRAM FOR 18/19, 19/20, 20/21 AND 21/22. TOLL CREDITS IN THE AMOUNT OF \$51 PER YEAR FOR 18/19, 19/20, 20/21, AND 21/22.	2010	6/30/2019	6/30/2021	ON-GOING PROGRAM. NO DELAY.

# VENTURA COUNTY: CONTINUED

**TABLE 67** Ventura County Completed/Corrected TCMs

Lead Agency	Project ID	Project Description	Original Completion Date	2019 FTIP Completion Date	2020 RTP Completion Date	2020 RTP Project Status
SIMI VALLEY	VEN170416	WEST LOS ANGELES AVENUE IN SIMI VALLEY, WIDEN 10 FEET TO ADD BIKE LANES AND SIDEWALK FROM THE PUBLIC SERVICES CENTER TO ALAMOS CREEK (0.5 MILES). SPLIT PROJECT - PARENT PROJECT VEN120417.	12/31/2018	12/31/2018		COMBINED WITH VEN120417

## INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT

Connect SoCal complies with all federal and state requirements for interagency consultation and public involvement. Consisting of representatives from federal, state, and regional air and transportation agencies, SCAG's Transportation Conformity Working Group has served as the primary forum for interagency consultation on all matters related to both regional and project-level transportation conformity. Additionally, there were many ad-hoc meetings held between the stakeholder agencies for this purpose. SCAG's RTP/SCS public outreach effort is documented in a separate Public Participation and Consultation Technical Report.

Continued interagency consultation and public involvement will occur throughout the public review process. All conformity specific comments received during the public review will be documented and responded to.

## CONCLUSION

Per the US DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Rule requirements, SCAG's Connect SoCal needs to pass four transportation conformity tests:

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

SCAG has made the following conformity findings for Connect SoCal under the required federal tests.

## REGIONAL EMISSIONS TEST

These findings are based on the regional emissions analysis with application of ARB's EMFAC off-model adjustment factors set forth in the Analytical Approach Chapter, Tables 23-58.

**Finding:** The regional emissions analysis for Connect SoCal is an update to the regional emissions analyses for the 2019 FTIP as previously amended.

**Finding:** The Connect SoCal regional emissions analysis for PM<sub>2.5</sub> and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the South Coast Air Basin (SCAB) (Pechanga excluded under 2012 annual PM<sub>2.5</sub> NSAQS.)

**Finding:** The Connect SoCal regional emissions for ozone precursors (2008 and 2015 NAAQS) 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 Connect SoCal regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

**Finding:** The Connect SoCal regional emissions for PM<sub>10</sub> 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 Connect SoCal regional emissions for PM<sub>10</sub> 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 Connect SoCal regional emissions analysis for PM<sub>2.5</sub> and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

## TIMELY IMPLEMENTATION OF TCMS TEST

**Finding:** The TCM project categories listed in the 1994/1997/2003/2007/2012/2016 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 2016 and 1994 (as amended in 1995) Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

## FINANCIAL CONSTRAINT TEST

**Finding:** The Connect SoCal 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 Connect SoCal 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.

## INTER-AGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

**Finding:** The Connect SoCal complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation. For more information on SCAG's PPP, please visit:

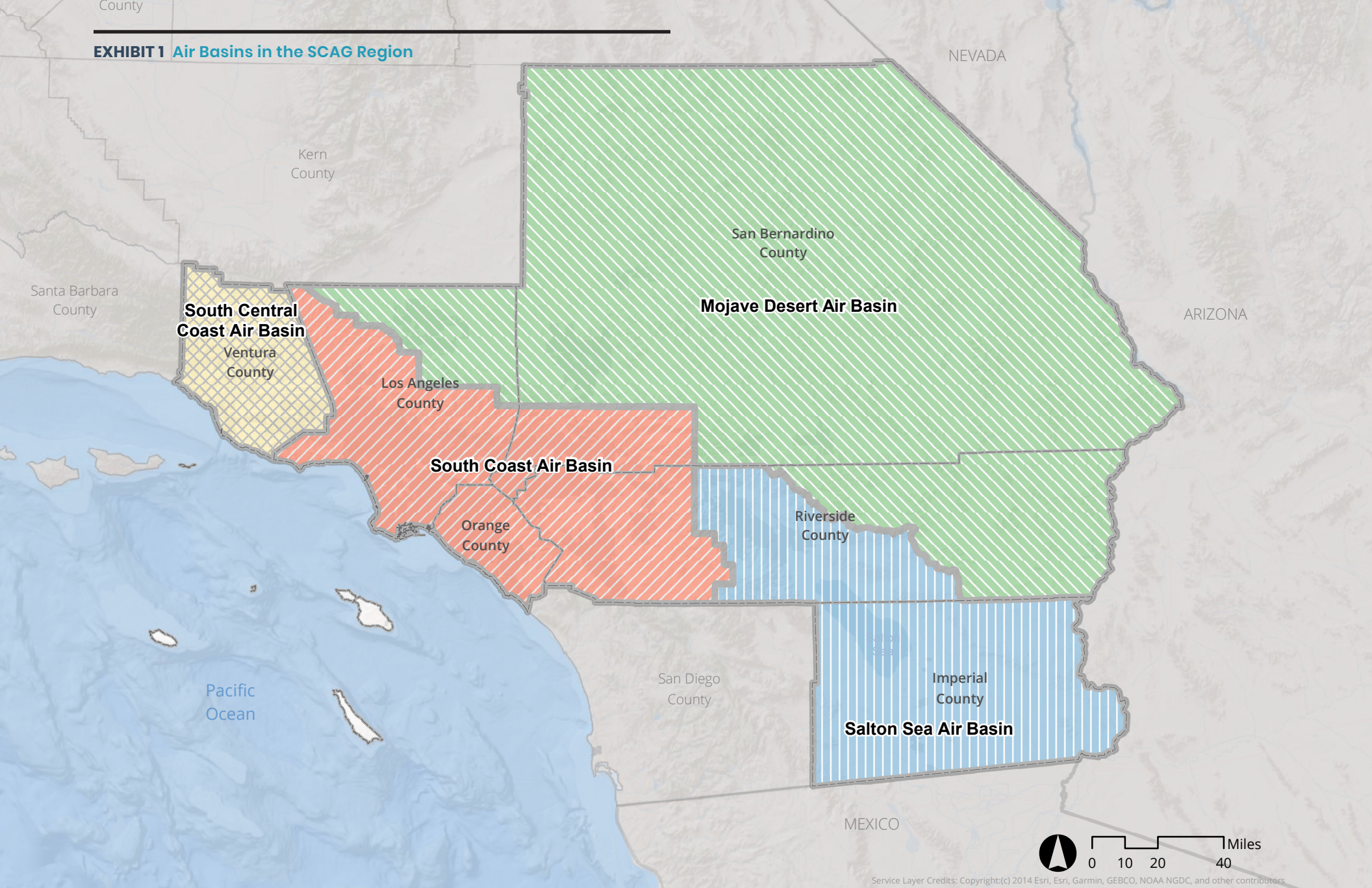
<http://www.scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx>






## SUMMARY CONCLUSION

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



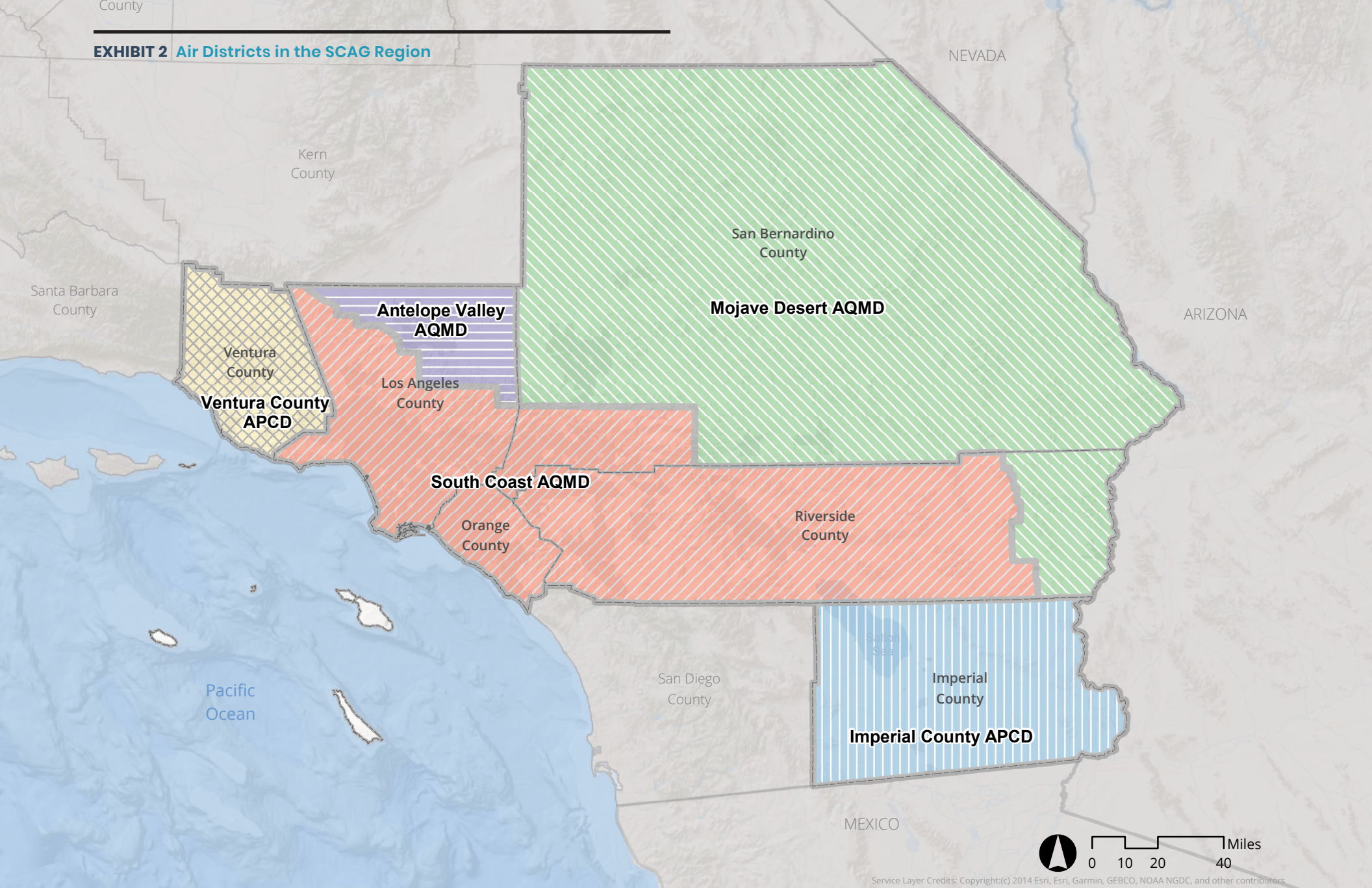
**EXHIBIT 1 Air Basins in the SCAG Region**



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

Source: SCAG, 2019

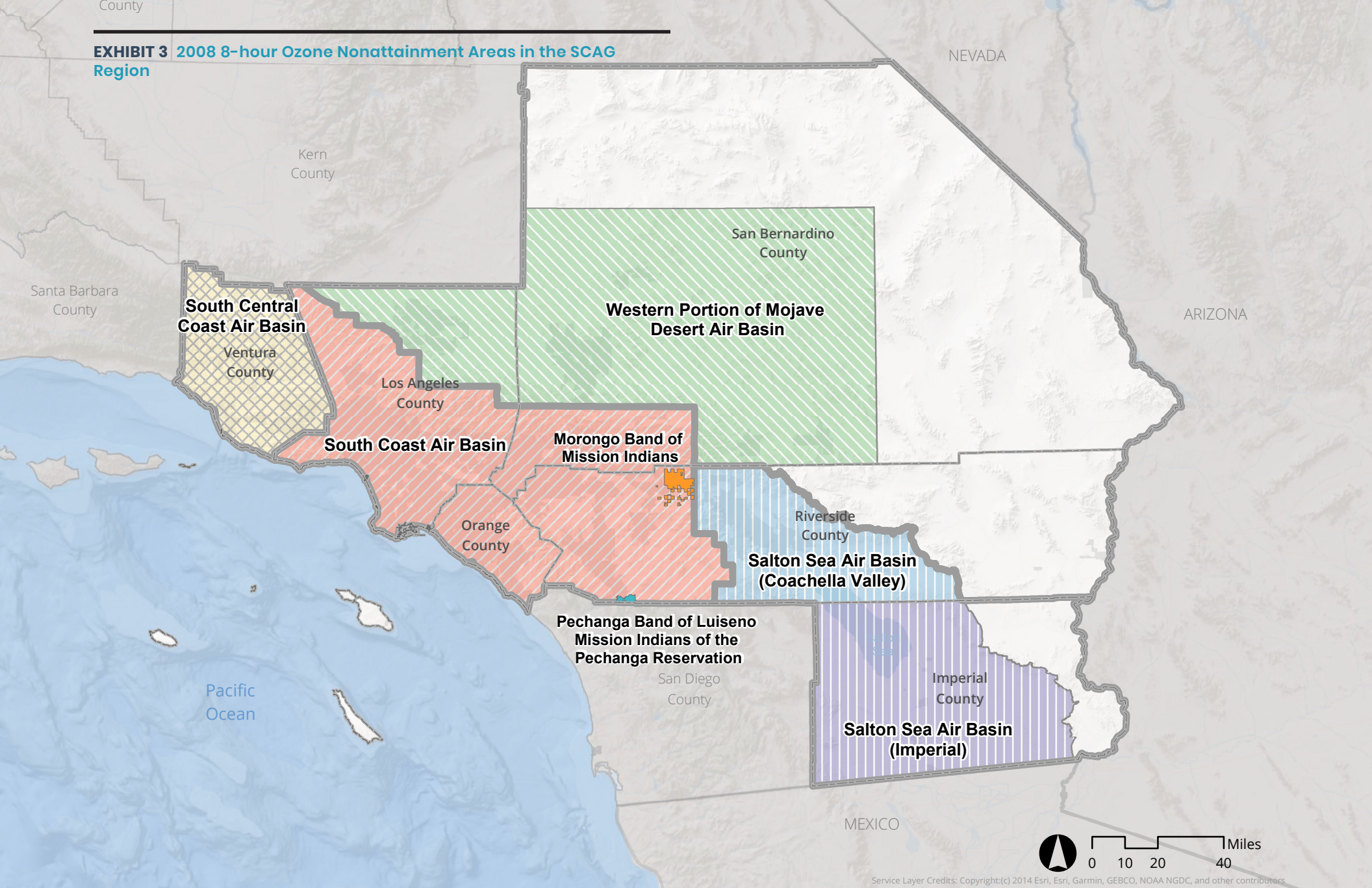
**EXHIBIT 2 Air Districts in the SCAG Region**



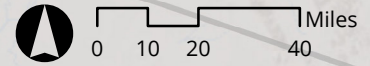
- Antelope Valley AQMD
- Mojave Desert AQMD
- Ventura County APCD
- Imperial County APCD
- South Coast AQMD
- County Boundaries

APCD: Air Pollution Control District  
AQMD: Air Quality Management District

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

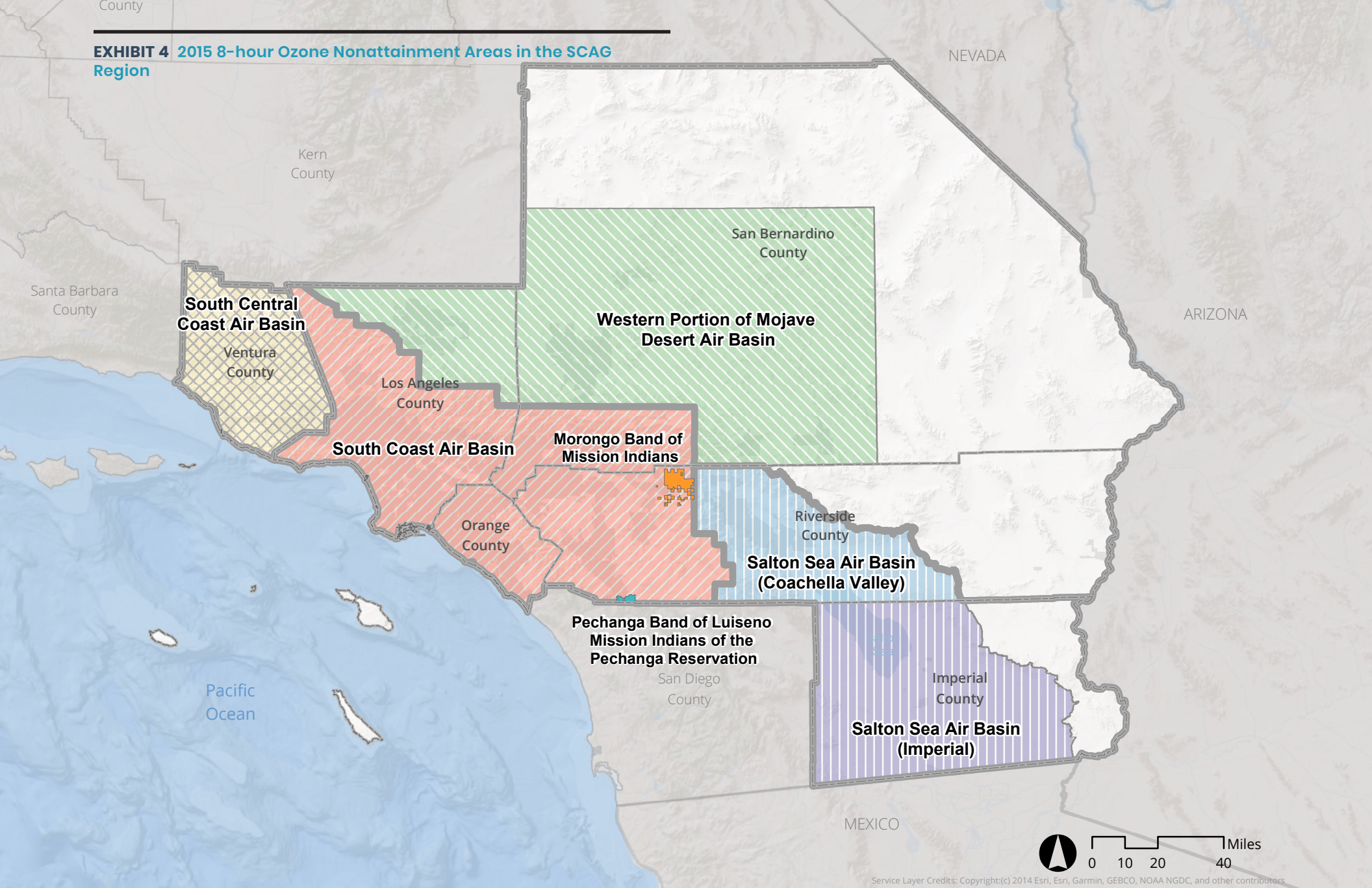


- Morongo Band of Mission Indians
- Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation
- Salton Sea AB (Coachella Valley)
- Salton Sea AB (Imperial)
- South Central Coast AB
- South Coast AB excluding Morongo and Pechanga
- Western Portion of Mojave Desert AB
- Air Basins
- County Boundaries

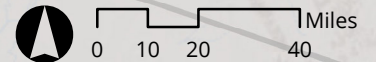


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**EXHIBIT 4 2015 8-hour Ozone Nonattainment Areas in the SCAG Region**

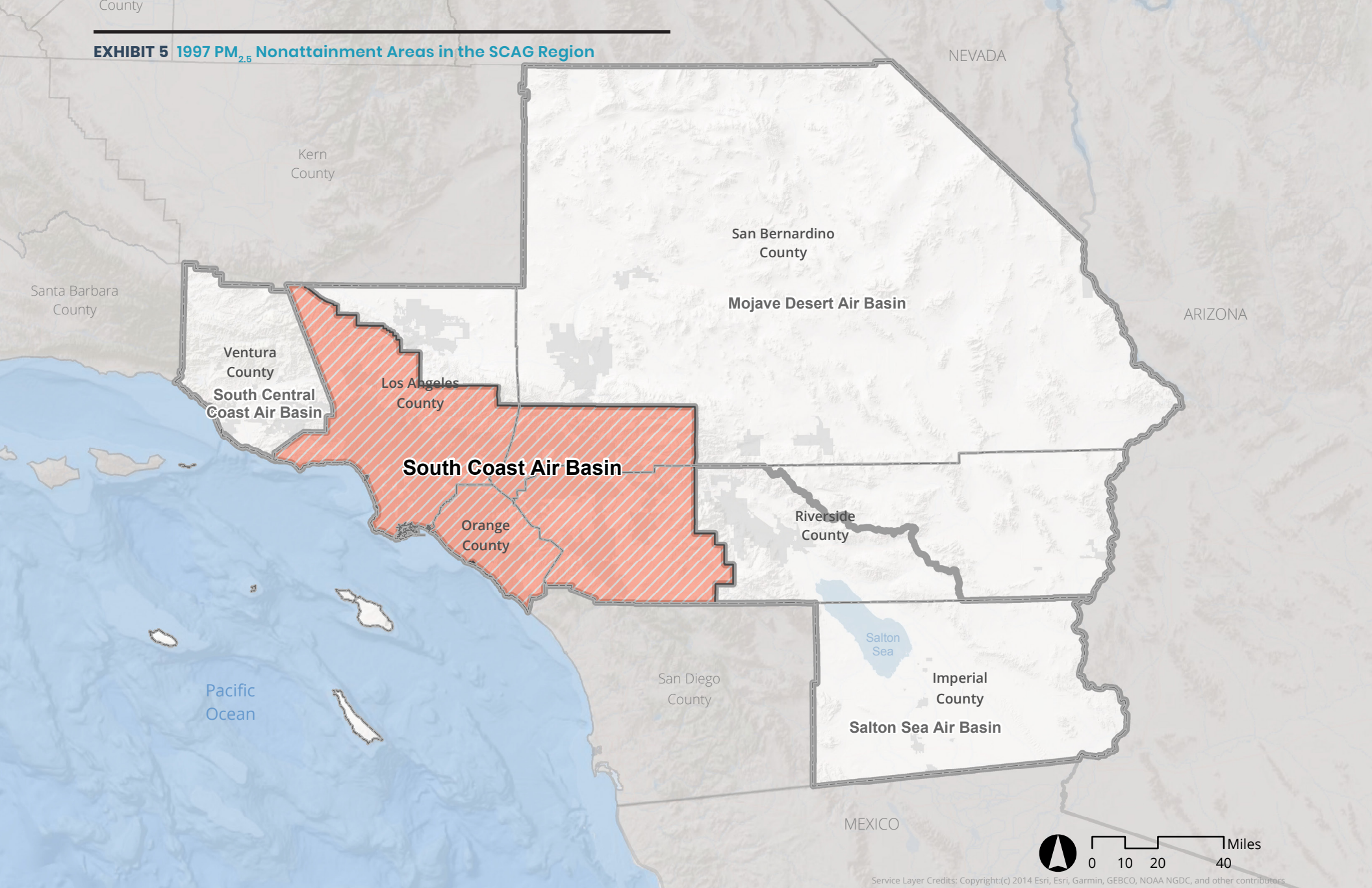





- Morongo Band of Mission Indians
- Pechanga Band of Luiseno Mission Indians
- Salton Sea AB (Coachella Valley)
- Salton Sea AB (Imperial)
- South Central Coast AB
- South Coast AB Excluding Morongo & Pechanga
- Western Portion of Mojave Desert AB
- Air Basins
- County Boundaries

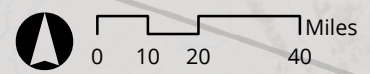


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EXHIBIT 5 1997 PM<sub>2.5</sub> Nonattainment Areas in the SCAG Region

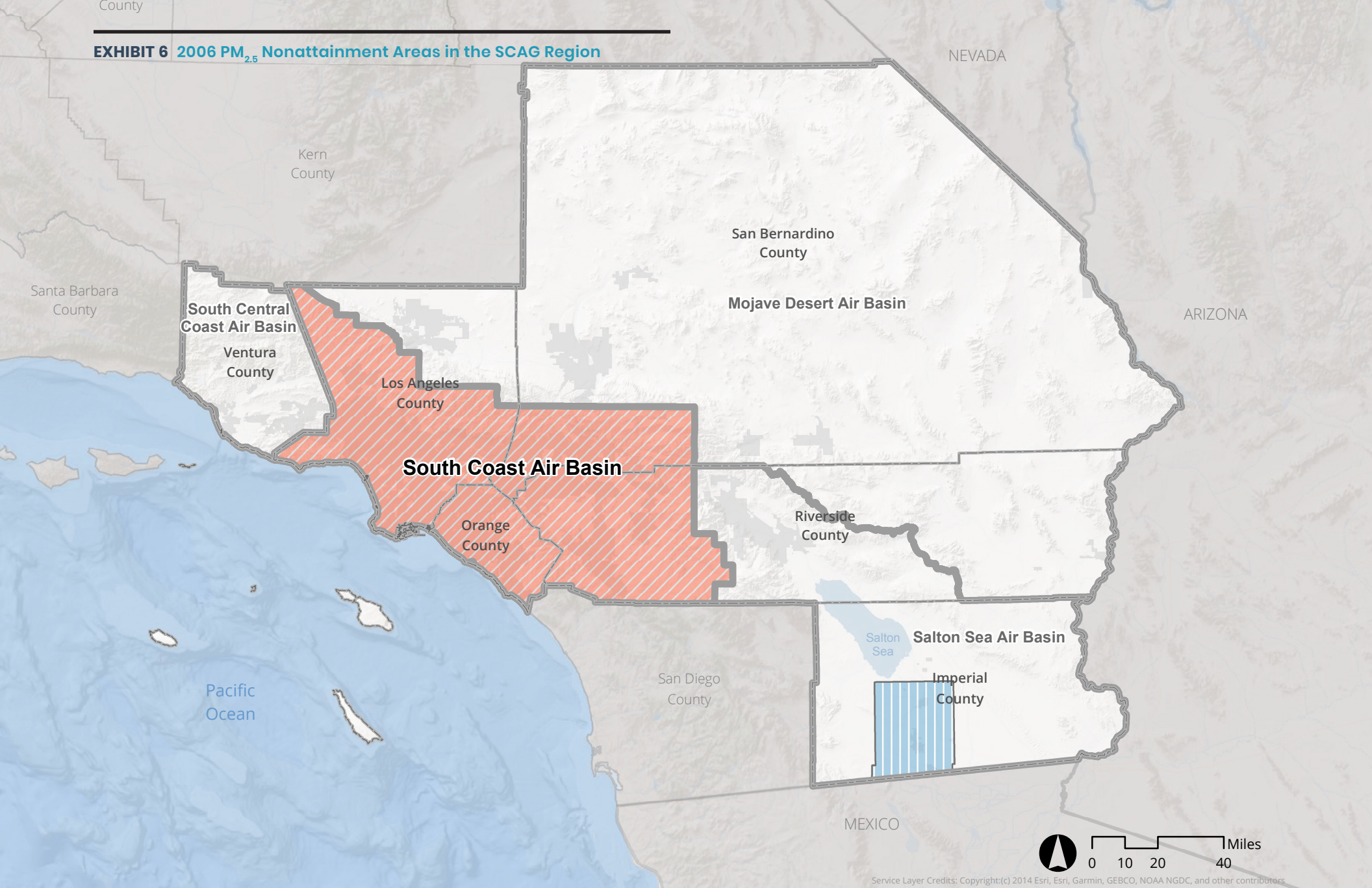


 South Coast AB  Air Basins  County Boundaries



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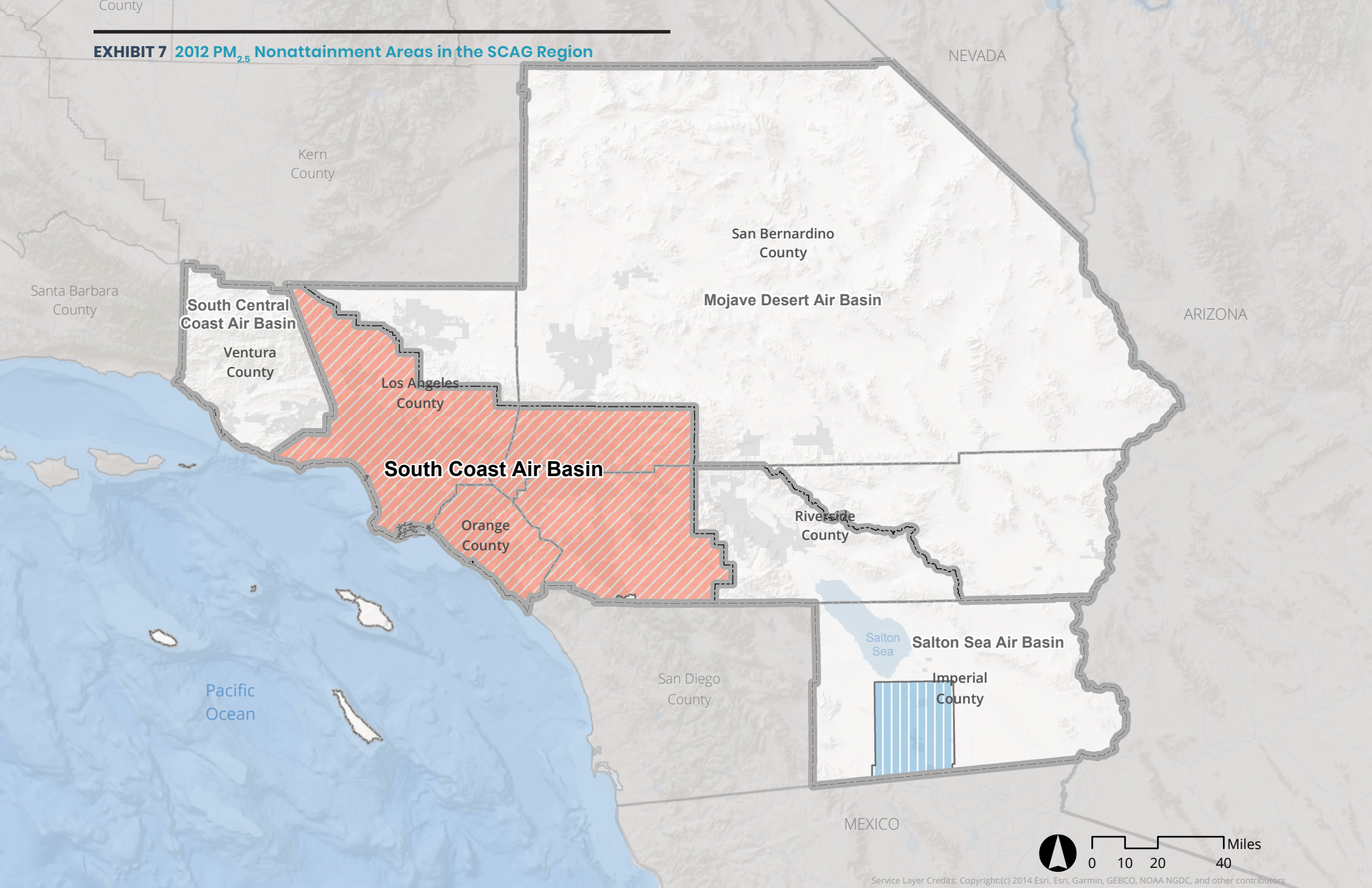
EXHIBIT 6 2006 PM<sub>2.5</sub> Nonattainment Areas in the SCAG Region







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

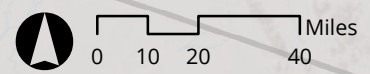
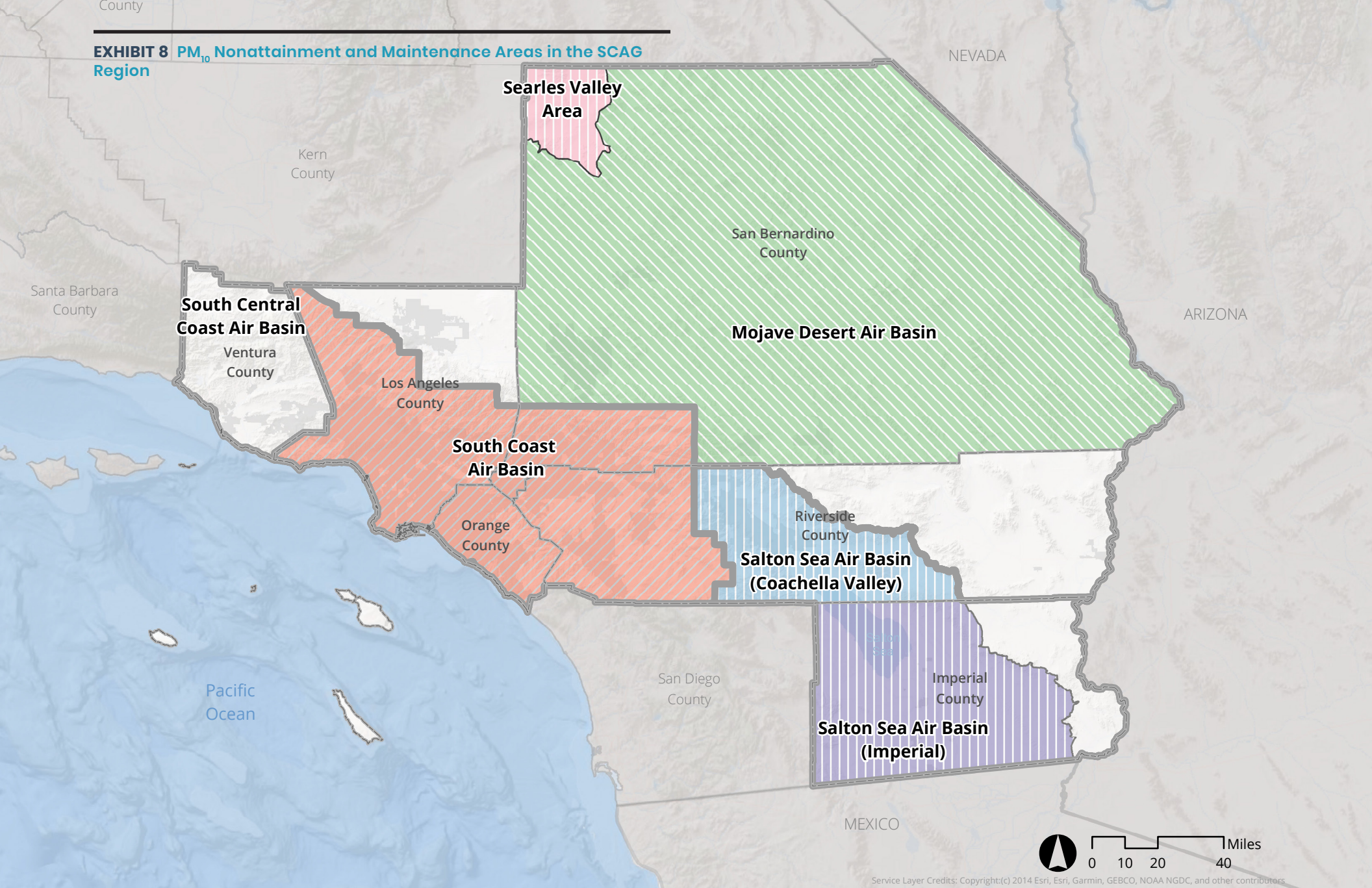
EXHIBIT 7 2012 PM<sub>2.5</sub> Nonattainment Areas in the SCAG Region










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-  South Coast AB (Excluding Pechanga Reservation)
-  Salton Sea AB (Urbanized Portion of Imperial)
-  Air Basins
-  County Boundaries

**EXHIBIT 8** PM<sub>10</sub> Nonattainment and Maintenance Areas in the SCAG Region



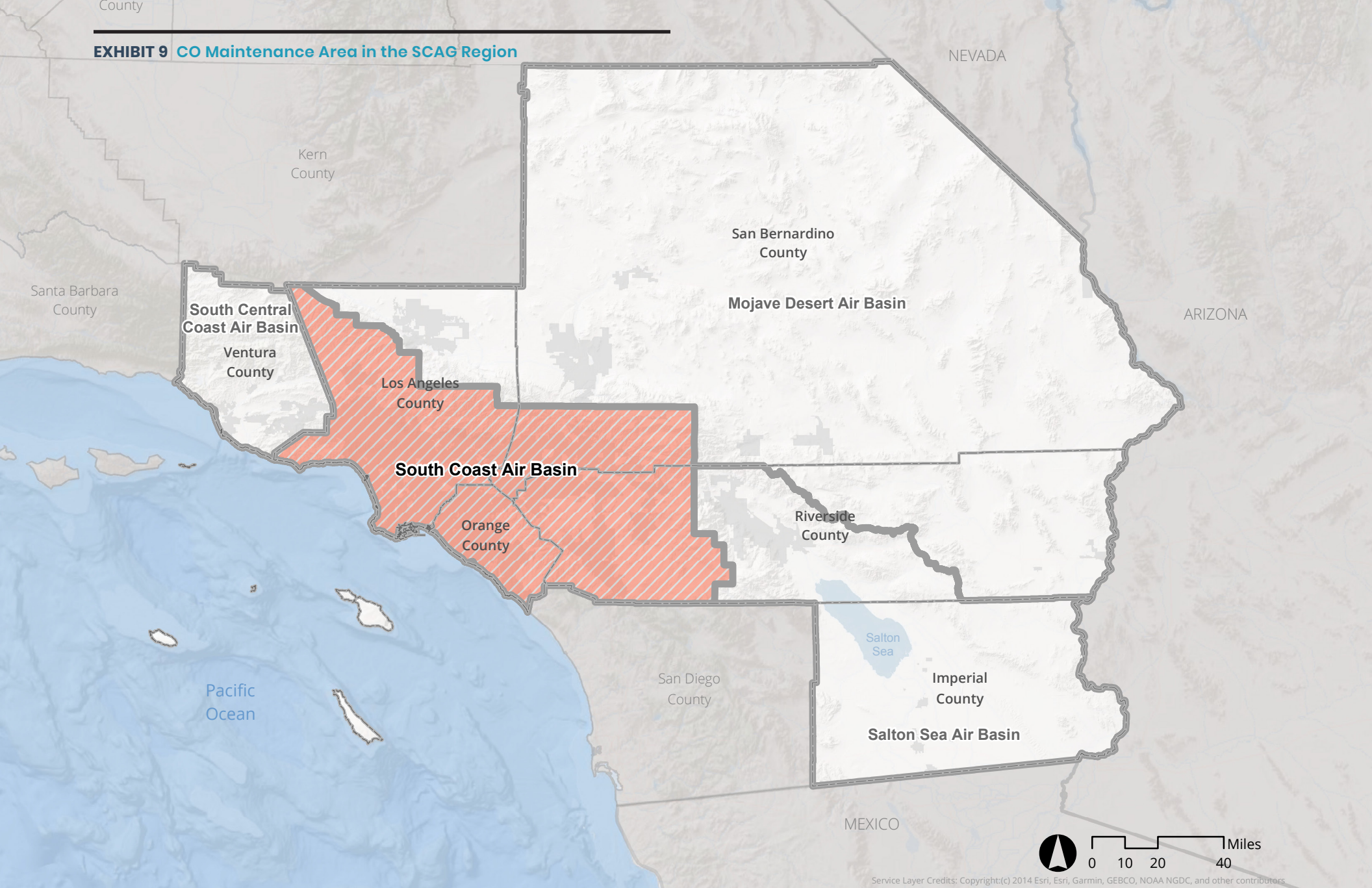
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-  Salton Sea AB (Imperial)
-  Mojave Desert AB (San Bernardino County excluding Searles Valley)
-  Mojave Desert AB (Searles Valley) (Maintenance Area)
-  South Coast AB (Maintenance Area)
-  Salton Sea AB (Coachella Valley)
-  Air Basins
-  County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

Source: SCAG, 2019



**EXHIBIT 9 CO Maintenance Area in the SCAG Region**



 South Coast AB  Air Basins  County Boundaries

Source: SCAG, 2019



## MAIN OFFICE

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

## REGIONAL OFFICES

### IMPERIAL COUNTY

1405 North Imperial Ave., Ste. 104  
El Centro, CA 92243  
Tel: (213) 236-1967

### ORANGE COUNTY

OCTA Building  
600 South Main St., Ste. 741  
Orange, CA 92868  
Tel: (213) 236-1997

### RIVERSIDE COUNTY

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

### SAN BERNARDINO COUNTY

1170 West 3rd St., Ste. 140  
San Bernardino, CA 92410  
Tel: (213) 236-1925

### VENTURA COUNTY

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



## TECHNICAL REPORT

TRANSPORTATION CONFORMITY ANALYSIS  
ADOPTED ON SEPTEMBER 3, 2020

[connectsocial.org](http://connectsocial.org)