

**FINAL**  
**APPENDIX IVC**  
**2003 AQMP**

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**REGIONAL**  
**TRANSPORTATION**  
**STRATEGY AND**  
**CONTROL**  
**MEASURES**

**AUGUST 2003**

## **Mission Statement**

*Leadership, vision and progress that promote economic growth, personal well being and livable communities for all Southern California.*

*The Association will accomplish this mission by:*

- *Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.*
- *Providing quality information services and analysis for the Region.*
- *Using an inclusive decision-making process that resolves conflicts and encourages trust.*
- *Creating an educational and work environment that cultivates creativity, initiative and opportunity.*

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## SUMMARY

This Appendix describes the Southern California Association of Government's (SCAG's) transportation strategy and transportation control measures (TCMs) to be included as part of the 2003 Air Quality Management Plan (AQMP) and State Implementation Plan (SIP). This strategy was developed in consultation with Federal, State and local transportation and air quality planning agencies and other stakeholders. The four County Transportation Commissions, namely Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, Orange County Transportation Authority and the San Bernardino Associated Governments, were actively involved in the development of the TCM strategy of this Appendix.

Consistent with past practices and in response to the inter-Agency consultation process, the *Regional Transportation Strategy and Transportation Control Measures* portion of the 2003 AQMP/SIP consists of the following four related elements.

- Transportation Strategy and Emission Reduction Demonstration – Total regional emission reductions from transportation projects in the South Coast Air Basin (Basin) are demonstrated based on the 2001 Regional Transportation Plan (RTP). In addition, emission reductions are quantified separately for TCM projects based on the most recent Regional Transportation Improvement Program (RTIP). The emission reductions from the TCMs make up a subset of the total emission reductions from the RTP.

The long-term planning requirements for emission reductions from on-road mobile sources are met by the RTP process, while the short-term implementation requirements are met by the RTIP process.

- TCM Project Identification — The TCMs included in the 2003 AQMP are derived from TCM projects listed in the first two years of the most recently approved RTIP. In the event of a conformity lapse, only Federally approved TCMs and exempt projects, in the first two years (fiscally constrained portion) of the most recent (currently 2002) RTIP, will be allowed to proceed.

Formal substitution language within this Appendix will allow for TCM revisions and replacements without triggering the need for an amendment to the SIP. The substitution language will allow for both the substitutions of individual TCMs as well as the replacement of TCMs in the case of the RTIP rollover. When SCAG adopts a new RTIP the TCM list will be updated to reflect new and ongoing projects.

- Timely Implementation – The formal timely implementation reporting process by which the RTIP assures implementation of the RTP be used as a compliance and reporting mechanism

for TCM implementation tracking. Once a TCM project is listed in an RTIP, the implementation status must be reported on in subsequent RTIPs until the project has been completed. The purpose of this reporting is to track the timely implementation of TCMs, and to demonstrate that any project for which emission reduction credits were claimed has either been implemented or is being implemented. A timely implementation report is generated each time a conformity determination is made.

- Reasonably Available Control Measure (RACM) Analysis – The Federal Clean Air Act (CAA) requires that a RACM analysis will be included as part of the overall TCM strategy in the SIP. This analysis ensures that all potential TCMs that exist are evaluated for implementation and that justification is provided for those measures that are not implemented. In accordance with EPA procedures, this analysis will consider TCM measures that are suggested during public comments, relevant measures adopted in other nonattainment areas of the country, and measures identified by EPA.

## **LINKING REGIONAL TRANSPORTATION PLANNING TO AIR QUALITY PLANNING**

The air quality conformity requirements of the Federal Clean Air Act, the Intermodal Surface Transportation Efficiency Act (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) establish a need to integrate air quality planning and regional transportation planning. This integration presents the challenge of balancing the real need for improved mobility with the equally important goals of cleaner air and the enhanced social and economic well being of communities. As the Federally-designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, the Southern California Association of Governments (SCAG) is required by law to ensure that transportation activities “conform” to, and are supportive of, the goals of regional and state air quality plans to attain the National Ambient Air Quality Standards (NAAQS). In addition, SCAG is a co-producer, with the South Coast Air Quality Management District (AQMD), of the transportation strategy and transportation control measure sections of the AQMP for the Basin.

The SCAG Region is the largest metropolitan planning area in the United States, encompassing 38,000 square miles. The Region is divided into 14 subregions and is one of the largest concentrations of population, employment, income, business, industry and finance in the world. The six-county SCAG Region is home to more than 17 million people, nearly half of the population of the state of California. The Gross National Product (GNP) equivalent for the Region shows that Southern California is the 12th largest economy in the world, with 7.4 million jobs, while the State, as a whole, constitutes the 6th largest economy in the world. The South Coast Air Basin (Basin) has the worst air quality of the four air basins contained in the SCAG region.

SCAG is responsible for the creation of the Region’s long-range (20 year planning horizon) Regional Transportation Plan (RTP) and its short-term (six year planning horizon) Regional Transportation Improvement Program (RTIP). The 2001 RTP represents the culmination of more than two years of work involving dozens of public agencies, 184 cities, hundreds of local,



county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations, and was founded on a broad-based public outreach effort. A comprehensive list of Task Forces and Advisory Committees is included in Appendix L of the 2001 RTP [pp. L1-L20 <[http://www.scag.ca.gov/rtp/webpdfs/appendix\\_L.pdf](http://www.scag.ca.gov/rtp/webpdfs/appendix_L.pdf)>].

The 2001 RTP constitutes the required three-year update to the 1998 Regional Transportation Plan (98 RTP), and was formally adopted by the SCAG Regional Council in April 2001, and approved by the federal agencies on June 8, 2001. This provides a basis for the 2003 South Coast Air Quality Management Plan (AQMP), by establishing consistent estimates of projected regional growth, and forecast increases in transportation activities. It also provides the framework for aggregating sub-regional and local efforts to institute measures aimed at mitigating the adverse air pollution impacts from increased transportation activities. These measures are known as Transportation Control Measures (TCMs), and are the focus of this Appendix.

The RTIP <<http://www.scag.ca.gov/rtip/>>, is the vehicle used to implement the RTP. The 2002 RTIP was approved by federal agencies on October 4, 2002. The TCMs in the 2003 AQMP are derived from the first two years of the approved RTIP. The RTIP also provides the schedule and framework for the timely implementation of the Region's TCM strategies.

## **Key Planning Factors: Challenges and Objectives**

As the 2001 RTP points out, the central challenge facing the Region is the prospect that the regional population is expected to increase by almost 7 million people (40%), from 1997 to 2025, employment by 3 million jobs (43%), and the number of households by 2.2 million (30%). Other demographic factors, such as the rapid aging of the region's population profile and proportional redistribution amongst the region's ethnic groups, may affect residential location decisions and affect commute and general transportation choices as well.

Accommodating this anticipated growth in a sustainable way—by taking account of ecological, economic and social factors, while enhancing quality-of-life indicators for present and future generations—represents the central challenge facing regional transportation planning in Southern California. Improvements in transportation mobility, both for people and for goods and services, and in progress toward meeting the NAAQS, must meet the goals of cost-effectiveness, environmental protection, and energy-efficiency.

It should be recognized that regional transportation and air quality plans, and ultimately their resultant SIPs, embody a commitment of resources by the region as a whole. However, as the designated MPO for the Southern California region, and thus also for the Basin, SCAG bases its responsibilities on the following four assumptions.

- There will be an appropriate commitment of fiscal resources from State and Federal sources.
- SCAG will continue to have responsibility over the official growth forecasts for the region.

- A monitoring system will be maintained to track implementation of the TCMs.
- There will be an appropriate commitment of resources supporting interagency consultation from local, State and Federal agencies involved in the process.

Additionally, the Regional Transportation Strategy proposed in the 2003 AQMP is predicated on the assumption that the following three Innovative Financial Strategies adopted by SCAG's Regional Council (RC) will be implemented as expected.

- State sales tax on gasoline revenues will continue to be dedicated to transportation-related projects per Proposition 42.
- A share of the county sales tax will be dedicated to transportation-related projects where necessary.
- State motor vehicle fuel excise tax rate and user-fees will be appropriately indexed to maintain their historic purchasing power.

Finally, it should be recognized that all the measures in this Appendix are taken from the 2001 RTP and the 2002 RTIP, both of which have been deemed to be in conformity by the US DOT and by US EPA.

## **IMPLEMENTING A REGIONAL TRANSPORTATION STRATEGY**

The Regional Transportation Strategy for the 2003 AQMP, as embodied in the 2001 RTP and further defined by the fiscally-constrained portion (first two years) of the 2002 RTIP, is part of a comprehensive vision to improve air quality by reducing emissions from mobile sources, while at the same time enhancing mobility and assuring social and economic development. The transportation strategy and TCM projects proposed in this Appendix are best viewed as an interconnected system, with the various components augmenting and reinforcing one another, rather than merely a mechanical aggregation of stand-alone actions.

Infrastructure improvements, transit and system management, and information services are being pursued within the context of a broad vision of the region's future. This strategy outlines regional and sub-regional commitments to implement transportation improvements contained in the 2001 RTP and detailed in the first two years of the 2002 RTIP. Collectively, they will reduce mobile source emissions and move the Basin toward attainment of the NAAQS. The regional Transportation Strategy continues the blueprint contained in the 1997/98 SIP previously submitted to EPA. It also integrates air quality, mobility, community quality-of-life, and economic development goals described in SCAG's Regional Comprehensive Plan and Guide.

This Regional Transportation Strategy is intended to maximize the emission reductions that can realistically be expected to be achieved from on-road mobile sources. However, it should be recognized at the outset that potential improvements in air quality deriving from TCM strategies applied to on-road mobile sources are minimal. This is due to the fact that motor vehicle emissions have been substantially reduced through technology, and individual TCMs affect only

a small portion of regional travel, as well as the fact that TCMs generally do not produce large scale changes in travel behavior. To attain the NAAQS, the Region will need to continue its focus on reductions from all emission source categories.

## Historic Trends: Context and Conditions

As shown in Table 1, between 1980 and 2000, both population and employment have increased substantially in Southern California. During this same time period, the absolute number of home-to-work vehicle trips increased by 25 percent. However, the percentage increase in people driving to work alone is greater than the percentage increase in people using transit. The percentage increase in people sharing rides to work also lags appreciably. The absolute number of people that either work at home (including telecommuting), or ride a bicycle or walk to work, has dropped significantly for this same period as depicted in the “other” category in Table 1.

Clearly, and through the year 2000, the rate of increase in people riding transit and sharing rides to work has not kept pace with the rate of increase in home-to-work trips. There is a strong historic trend toward driving alone, and a primary goal of the RTP is to counter this trend.

This is one of the key challenges for regional transportation planning, and will continue to be a central concern for some time to come—ensuring that the proportion of transit and ride-share trips, as well as the usage of bicycles and information technology-based strategies, increase their share of the total work-trips for the region, particularly over the next decade.

**Table 1**  
**Long-term Transportation System Trends: Southern California Region**

	1980	2000	Change	% Change
<b>Population</b>	11,074,483	15,429,162	4,354,679	39%
<b>Employment</b>	5,402,323	7,089,958	1,687,635	31%
<b>Total Home-to-Work Trips</b>	4,898,642	6,102,839	1,204,197	25%
Drive Alone	3,493,490	4,648,117	1,154,627	33%
Carpool	844,424	960,356	115,932	14%
Transit	260,075	310,382	50,307	19%
Other	300,653	183,984	(116,669)	-39%

Reference: Population and trip data are from the US 1980 and 2000 Census. Employment data are from the CA Employment Development Report

## Growth Forecasts: Linking Socio-Economic Profiles to Land Use Patterns

As the designated MPO for the Southern California region, SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, air quality management and implementation plans are based. The growth forecasts provide the socio-economic data used to estimate vehicle trips and vehicle miles traveled (VMT). Emission estimates can then be forecast based on these projected estimates.

The monitoring of changes in regional socio-economic profiles is a key factor in tracking changes in land use patterns as they affect transportation system usage and, thus, air quality impacts. The regional land use forecast consists of allocating population and employment growth totals among zones, based on existing factors that can shape development. To the extent that land use policies and programs impact the allocation of population and employment growth, they will be reflected in the regional land use forecast, and therefore in the mobile source emissions estimate. For instance, changes in growth forecasts alone, due to changes in demographic patterns and the implementation of land use policy and programs (such as the densification of development around transit stations) between the 1998 RTP and the 2001, resulted in a decrease in VMT and volatile organic compound (VOC) emission estimates for the region.

Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs-housing balance induced by changes in urban form and transit-oriented development, induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the NAAQS. SCAG provides the mechanisms by which changes in socio-economic profiles, which affect land use patterns, can be monitored on a systematic and on-going basis.

## **REGIONAL EMISSION REDUCTIONS**

The measures contained in the 2001 RTP (including TCMs) demonstrate an overall emission reduction for the region of 15.7 tons per day (tpd) of VOC, 7.8 tpd of NOx and 161.8 tpd of CO by the year 2010. Emission reductions from TCMs make up a subset of that total and provide emission reductions of 5.6 tpd of VOC, 1.0 tpd of NOx and 60.8 tpd of CO. See Table 2.

**Table 2**  
**Transportation Strategy and TCM Emission Reductions in 2010**  
**tons per day (tpd)**

<b>Pollutant</b>	<b>TCMs (tpd)</b>	<b>RTP (tpd)* (includes TCMS)</b>
<b>VOC</b>	5.6	15.7
<b>NOx</b>	1.0	7.8
<b>CO</b>	60.8	161.8

\*provided by CARB

Emission reduction estimates for TCMs are based on an aggregate of all TCMs. An aggregate emissions reduction provides for a more accurate emission estimate for two reasons. First, the methodology used to estimate the aggregate emission reductions, which involves robust modeling tools, is a more exact science than that which is used to estimate emissions reductions from individual TCMs, which usually involves off-model analysis.

Secondly, actual estimates of the total emission reductions attributable to an RTP, taken cumulatively and as a whole, differ significantly from the value derived by mechanically adding up the emission reductions of individual TCM components. This is due to overlapping effects between the various strategies. A misleading double-counting effect would occur if emission reductions were quantified for each individual TCM and then summed as a whole. For these reasons, it is important that estimates of the actual emission reductions indicated by the 2001 RTP and TCMs should be quantified only at the system-level.

One of the key goals of conventional transportation planning has been the provision of sufficient roadway capacity to reduce congestion and improve mobility. There has been some debate regarding the extent to which capacity enhancement projects actually succeed in relieving congestion—the countervailing argument being, that, as capacity is increased (for instance by the addition of lanes or roadways) demand itself increases to fill these new facilities. This is referred to as “induced demand”. As a consequence, and because the demand for roadway facilities is responsive to changes in supply, only some fraction of the hoped for congestion relief actually materializes.

However, improvements to regional networks of highways and arterials do, in fact, result in some degree of congestion relief. And, to the extent that congestion is actually relieved, there are significant regional air quality benefits to such flow-improving interventions. It is difficult to find some definitive way to quantify these benefits, except by doing a system-level test of emissions resulting from a full implementation of the whole RTP, compared to the emissions resulting from some form of no-project alternative. This is another reason why regional transportation agencies have argued that the air quality and environmental benefits of

transportation improvements cannot be additively computed, but must be viewed at the level of the whole system. The discussion of specific TCM measures and strategies, below, should be viewed in this light.

## TRANSPORTATION CONTROL MEASURES

### Background

TCMs are defined as strategies that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions, and which are specifically identified and committed to in the 2003 AQMP. TCMs are included in the AQMP as part of the overall control strategy to demonstrate the region's ability to come into attainment with the NAAQS. While TCMs are intended to increase mobility and decrease air pollution, they play a limited role in the overall strategy to reduce emissions, because traffic patterns and vehicle use are dominantly driven by individual choices made by users of the transportation system.

Historically, the majority of emission reductions from mobile sources have come from technological improvements in vehicle engines and fuel, which are stipulated by the US Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB). By law, and according to the Transportation Conformity Rule, vehicle technology-based, fuel chemistry-based and fleet maintenance-based measures can not be considered to be TCMs.

A definition of TCMs is provided in EPA's Transportation Conformity Rule - 40 CFR Parts 51 and 93 (August 15, 1997) <<http://www.epa.gov/oms/transp/traqconf.htm>>:

*Transportation control measure (TCM) is any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in §108 of the CAA, 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 above, 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.*

The Rule also defines the criteria and procedures for timely implementation of TCMs as follows:

*§93.113 Criteria and procedures: Timely Implementation of TCMs*

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

*(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified*

*and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area.*

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

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

Section 108(f)(1)(A) of the Federal Clean Air Act Amendments<sup>1</sup> lists the following sixteen measures as illustrative of TCMs. However, this list should not be considered exhaustive.

- i. Programs for improved use of public transit;*
- ii. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;*
- iii. Employer-based transportation management plans, including incentives;*
- iv. Trip-reduction ordinances;*
- v. Traffic flow improvement programs that achieve emission reductions;*
- vi. Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;*
- vii. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;*
- viii. Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans;*
- ix. 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;*
- x. 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;*

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<sup>1</sup> See: <http://www.epa.gov/oar/caa/contents.html>

- xi. Programs to control extended idling of vehicles;*
- xii. Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;*
- xiii. Employer-sponsored programs to permit flexible work schedules;*
- xiv. 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;*
- xv. 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*
- xvi. 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 measures listed above, other measures may be considered as TCMs if they reduce emissions or concentrations of air pollutants from transportation sources by modifying vehicle use, changing traffic flow, or mitigating traffic congestion conditions. TCMs may be voluntary programs, incentive-based programs, regulatory programs, as well as market- or pricing-based programs.

It is SCAG's responsibility to ensure that TCM strategies are funded in a manner consistent with the AQMP's implementation schedule. The transportation conformity process is designed to ensure timely implementation of TCM strategies, thus reinforcing the link between AQMPs and the transportation planning process. If the implementation of a TCM strategy is delayed, or if a TCM strategy is only partially implemented, areas are required to make up the shortfall by either substituting a new TCM strategy or by enhancing other control measures through the substitution process described in this Appendix.

## **2003 AQMP TCMs**

The TCMs included in this Appendix are derived from the TCM projects listed in the first two years of the most recently approved RTIP. The RTIP is the short-range vehicle used to implement the goals and objectives of the long-range RTP. A list of the TCM projects can be found in Attachment 1 of this Appendix.

The enforceable commitment for the TCMs is to fund and implement projects and programs contained in the first two years of the current six-year RTIP. The remaining four years of the RTIP represent expectations in project scope and design only. Between the end of the RTIP and the year 2010, the RTP provides a sketch of the programs and projects expected to be in place by that date, and for which funding is anticipated to become available through the RTIP process.



The TCM projects in the RTIP are based on the projects planned in the RTP, which has a time horizon of 20 years. A full, illustrative list of these RTP projects can be found in Appendix K of the 2001 RTP and Attachment 2 of this Appendix. Although the specific mix of projects to be funded with future RTIP dollars may ultimately change, the emission reductions anticipated, in aggregate, from these projects, set a key benchmark in determining the transportation sector's contribution to a mobile source emission budget and its associated conformity determination.

In the event of a conformity lapse, only Federally approved TCMs and exempt projects, in the first two years (fiscally constrained portion) of the most recent (currently 2002) RTIP, will be allowed to proceed.

## **Rollover and Substitution of TCM Projects**

There are two circumstances under which the list of TCM projects in the SIP, which are identified by the most recent approved RTIP, will be replaced. In the first case, every time the RTIP is updated by action of SCAG's Regional Council, the entire list of TCM projects in the AQMP/SIP will be updated, and the new and continuing projects identified in the fiscally constrained first two years of the new RTIP will be rolled over into the AQMP/SIP. In the second case, a specific TCM project may be found to be non-implementable within the designated time frame and a new TCM project is substituted. In either case, the parties in the conformity rule interagency consultation process, established in the SCAG region as the Transportation Conformity Working Group (TCWG), shall assess the suitability and implementability for the new TCM projects. Where a transportation control measure identified in the SIP is no longer implementable, SCAG may initiate the process described below to identify and adopt a new control measure.

### "Rollover" of TCM Projects (RTIP Update)

Every time the RTIP is updated, approximately every two years, the designated list of TCM projects in the AQMP/SIP will be replaced by the new list of TCM projects from the first two years of the updated RTIP. This "rollover" list will include new projects in addition to ongoing projects from the previous RTIP. Completed projects (projects that have completed construction or have service in place) will be reported as complete and removed from the list. The rollover list will be monitored for adherence to the schedule established in the RTIP. An emissions analysis, based on the latest planning assumptions, will be performed on both the previous TCM list and the rollover list. The identification of TCMs from the RTIP shall be agreed upon by both SCAG and the appropriate County Transportation Commissions (CTCs).

The rollover substitution process may apply to any RTIP that requires a full conformity analysis and finding. Note that from time to time, there will be a new RTP that may require a new RTIP within six months of its federal approval. The timing of the new RTIP can be more frequent than the biennial RTIP update and the TCMs rollover substitution process shall apply in such cases as well.

### Substitution of Individual TCM Projects

The CTCs and/or project sponsors shall notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG, CTC or project sponsor can propose a substitute measure. The substitution of an individual measure must provide equivalent or greater emissions reductions than the measure being replaced in the AQMP/SIP. The substituted measure should preferably be located in the same geographic area and serve the same demographic subpopulation as the TCM it is replacing. In addition, a substitute measure must be fully funded and implemented in the time frame established for the measure contained in the SIP. Where such implementation date has already passed, a measure selected pursuant to this Appendix that requires transportation funding must be included in the first year of the next RTIP and the adopted RTP. The substitute measure must be fully implemented within two years of the implementation date of the original measure in order to meet the test for a finding of timely implementation.

In order for SCAG to adopt substitute measures under this Appendix, there must be evidence of adequate authority under State or local law to implement and enforce the measures. Commitments to implement the substitute measures must be made by the agency with authority for implementation. It should be noted that the advancement of a future TCM project does not constitute a substitution of an existing project.

### Adoption Procedures for RTIP Rollover of TCM Projects and TCM substitution

SCAG and the CTCs will identify and evaluate possible replacement measures, both individual substitution and RTIP rollover measures, through its Transportation Conformity Working Group (TCWG), which includes members from all affected jurisdictions, federal, state and/or local air quality agencies and transportation agencies.

#### *TCM Rollover Replacement*

All measures replaced by the rollover of the RTIP must be adopted by the SCAG's Regional Council, in accordance with the RTIP adoption process, as described below.

- The Draft RTIP is reviewed by various SCAG Committees, Task Forces, and Working Groups, such as the standing Transportation and Communication Committee, the Regional Transportation Agencies Coalition (RTAC) Technical Advisory Committee, and the TCWG;
- Public notification is provided through major newspapers in the affected sub-regions;
- Draft RTIP materials are distributed, with appropriate cover letters, to approved public libraries and facilities and also made available on SCAG's website for access by the public;
- A series of public hearings are held, within each of the affected counties;

- Input received is compiled and analyzed, and responses to comments are provided by SCAG Staff, and made available to the public;
- A summary of comments received during the public comment period along with SCAG's responses, following the close of the public comment period, is incorporated into the final RTIP document;
- The RTIP is adopted by SCAG's Regional Council in accordance with the state public notification and public comment requirements; and
- SCAG's adopted RTIP is submitted to the State for funding approval and to the federal agencies (FHWA, FTA and EPA) for final funding and conformity approval.
- Upon federal approval of the RTIP, the new TCMs will officially rollover and replace the previous TCMs.

#### *Individual TCM Substitution*

Prior to adopting an individual TCM substitution, the measure must have been subject to interagency consultation (via the TCWG), public review and comment period and emissions analysis. It also must be subject to the SCAG Regional Council review and adoption. Upon adoption by the Regional Council, the new measure will replace the previous measure and will be incorporated into the RTIP through an administrative amendment.

The analysis of substitute and rollover measures under this Appendix must be consistent with the methodology used for evaluating measures in the SIP. Where emissions models and/or transportation models have changed since those used for purposes of evaluating measures in the attainment plan, both the previous TCM and the new TCM shall be evaluated using the latest planning assumptions and modeling techniques in order to demonstrate consistency with the current SIP.

Both in the case of the RTIP rollover and in the case of substitute measures, adoption by SCAG's Regional Council will rescind the previous TCM and apply the new measures.

SCAG will maintain documentation of all approved TCM substitutions and rollovers. The documentation will provide a description of the processes, including a list of the committee or working group members, the public hearing and comment process, and evidence of SCAG adoption.

## **TCM Implementation**

The TCM measures and strategies listed in Attachment 1 of this Appendix replace the TCM strategies contained in the 1997 AQMP and all previous AQMPs. Table 3 provides an outline of the categories of TCMs in the RTIP and 2003 AQMP.

**Table 3**  
**TCM Project Categories**  
**Based on the 2002 Regional Transportation Improvement Program (RTIP)**

<b>Project Description</b>
<b>A. High Occupancy Vehicle Measures</b>
<i>HOV projects, and their pricing alternatives</i>
▪ New HOV Lanes – Extensions and Additions to Existing Facilities
▪ New HOV Lanes – With New Facility Projects
▪ New HOV Lanes -- With Facility Improvement Projects
▪ HOV Bypasses, Connectors, and New Interchanges with Ramp Meters
▪ High Occupancy Toll (HOT) Lanes and Pricing Alternatives
<b>B. Transit and System Management Measures</b>
<i>Bus, rail and shuttle transit expansion and improvements; park and ride lots and inter-modal transfer facilities; bicycle and pedestrian facilities; railroad consolidation programs such as the Alameda Corridor, grade separation projects, channelization, over-passes, underpasses; traffic signalization; intersection improvements</i>
<b>Transit</b>
▪ Rail Track – New Lines
▪ Rail Track – Capacity Expansion of Existing Lines
▪ New Rolling Stock Acquisition -- Rail Cars and/or Locomotives
▪ Express Busways – Bus Rapid Transit and Dedicated Bus Lanes
▪ Buses – Fleet Expansion
▪ Shuttles and Paratransit Vehicles – Fleet Expansion
<b>Intermodal Transfer Facilities</b>
▪ Rail Stations - New
▪ Rail Stations - Expansion
▪ Park & Ride Lots – New
▪ Park & Ride Lots – Expansion
▪ Bus Stations & Transfer Facilities – New
▪ Bus Stations & Transfer Facilities – Expansion
<b>Non-motorized Transportation Mode Facilities</b>
▪ Bicycle & Pedestrian Facilities - New
▪ Bicycle & Pedestrian Facilities - Expansion
▪ Bicycle Facilities - New
▪ Bicycle Facilities - Expansion
▪ Pedestrian Facilities - New
▪ Pedestrian Facilities - Expansion
<b>C. Information-based Transportation Strategies</b>

*Programs that promote and popularize multi-modal commute strategies to maximize alternatives to single-occupancy vehicle commute trips; marketing and promoting the use of HOV lanes or rail lines to the general public; educating the public regarding cost, locations, accessibility and services available at Park and Ride lots; promoting and marketing vanpool formation and incentive programs; promoting ride-matching services through the Internet and other means of making alternative travel option information more accessible to the general public; Urban Freeway System Management improvements; Smart Corridors System Management programs; Congestion Management Plan-based demand management strategies; county-/corridor-wide vanpool programs; seed money for transportation management associations (TMAs); and TDM demonstration programs/projects eligible for programming in the RTIP.*

▪ Marketing for Rideshare Services and Transit/TDM/Intermodal Services
▪ Intelligent Transportation Systems/Control System Computerization
▪ Telecommuting Programs/Satellite Work Centers
▪ Real-time Rail, Transit, or Freeway Information Systems (changeable message signs)

As outlined in Table 3, the TCMs include the following three main categories of transportation improvement projects and programs.

- High occupancy vehicle (HOV)<sup>2</sup> measures,
- Transit and Systems Management measures, and
- Information-based Transportation Strategies.

A description of these categories is detailed below. It should be noted that the actual TCMs in the 2003 AQMP are the projects listed in Attachment 1 of this Appendix. The categories and descriptions below are provided for informational purposes only.

**HOV Measures**

The purpose of high occupancy vehicle (HOV) lanes is to relieve congestion by maximizing the person-carrying capacity of the roadway. This is done by reducing the number of vehicles needed to transport the total number of commuters to and from their place of work. One key strategy to incentivize the desired shift from single occupancy vehicle ridership to HOV ridership, is to provide one or more lanes dedicated solely to the use of such HOVs. Then, as congestion increases on the conventional, mixed-flow lanes, the relatively uncongested HOV lane appears increasingly attractive to single occupancy vehicle riders, who might then consider car pooling as a more desirable alternative to driving alone. This TCM explicitly replaces the HOV Implementation Guidelines in 40 CFR 52.263.

The following strategies are some typical improvements that have the potential to enhance the effectiveness of HOV lanes:

- Provide Park-and-Ride types of facilities at strategic locations to support potential car pooling for parts of the commute trip;
- Enhance inter-modal connectivity between transit services and HOV corridors;

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<sup>2</sup> The HOV designation applies to: passenger cars with two or more passengers, van-pools, shuttles, and buses.

- Change the occupancy requirements or hours of operation for use of specific HOV lane segments; and
- Explore the potential of congestion pricing—in which single occupancy vehicles are allowed to use certain HOV lane segments upon payment of a fee—to redistribute the volumes of traffic away from rush hour peaks.

### ***HOV Measures Investment***

The 2001 RTP investment is \$430 million in HOV improvement projects from 2003 through 2010.

### **Transit and Systems Management Measures**

The set of interventions and strategies considered under Transit and Systems Management all involve a net increase in the construction and provision of physical facilities and hard infrastructure for modes of transportation other than single-occupancy vehicles. These strategies are intended to reduce congestion and air pollutant emissions. The following are some examples of such strategies:

- Transit (Bus, Rail, Shuttle and Van-pool): Public transit, such as bus, rail and shuttles, is an alternative to the conventional and more prevalent single occupancy automobile that can reduce emissions by increasing the average vehicle ridership (AVR). Improvements to the system to increase transit ridership and decrease the reliance on single occupancy vehicles can be accomplished by carefully monitoring the transit routes and making changes where needed. Changes may include adding routes, providing better passenger information systems, increasing marketing efforts, and integrating transit modes for improved convenience. [RTP 2001:p. 58-60; 69-79]

Vanpools are another commute strategy to decrease the use of single occupant vehicles. They usually operate within an organized route and schedule, and consist of seven to fifteen people sharing a van from fixed and designated origin and destination points, usually operating at limited scheduled times. The provision of seed money for the formation of location-specific Transportation Management Associations (TMAs) can benefit the transportation system as well. Such interventions allow for the creation of highly localized innovations, such as the organization of a shuttle service for shoppers at large grocery stores, or designated shuttle services to better connect downtown areas or special event centers to remote parking facilities. [RTP 2001:p. 65; 103]

- Intermodal Transfer Facilities (Rail Stations, Park & Ride Lots, Bus Stations): Park-and-ride facilities provide a safe and convenient location for commuters to switch from single occupant vehicles to high occupancy modes such as bus, rail, carpools and vanpools. Intermodal facilities allow commuters to transfer conveniently from one mode of transit to another—such as, subway-to-busway stations, or busway-to-vanpool connections. [RTP 2001:p. 67; 104]

- Non-motorized Transportation Mode Facilities (Bicycle and Pedestrian): Bicycle and pedestrian facilities encourage bicycle and pedestrian travel by increasing sidewalks, paths, and crosswalks. Other measures may include enhanced protection from fast vehicular traffic, pedestrian-activated traffic signals and the shading of walkways and bus stops.<sup>3</sup> [RTP 2001:p. 68; 105-106]

### ***Transit Investments***

The 2001 RTP public investment in transit facilities is \$3.281 billion from 2003 through 2010. This includes all fixed-route bus service (including local, express, rapid bus), light rail service, and commuter rail and Metrolink service. [RTP 2001:p. 79-86]

SCAG's Transportation and Communications Committee (TCC) adopted the goal of maintaining a 1997 per capita ridership levels through the planning horizon of the 2001 RTP. The modeling analysis conducted for the 2001 RTP shows that, by 2025, the RTP actually exceeds this goal.

SCAG's Regional Transit Task Force has identified the following specific actions to enhance transit services [RTP 2001:p. 85-86]:

- Transit Service Management actions
- Transit Demand Management actions
- Growth Management actions
- Institutional actions

### ***Intermodal Transfer Facilities Investment***

The Park and Ride Lots and Intermodal Transfer Facilities intervention shares investment with Transportation Demand Management (TDM) strategies. The 2001 RTP investment in TDM strategies is 76 million dollars from 2003 through 2010. There is no applicable performance criteria defined in the 2001 RTP for this intervention.

### ***Non-motorized Transportation Mode Facilities Investment***

The 2001 RTP investment in non-motorized (bicycle and pedestrian) facilities is \$210 million, from 2003 through 2010. The following Actions are included in the 2001 RTP [p.105-106]:

- Determine the potential and desired mode split of non-motorized modes in congestion reduction and adopt vision, goals and objectives accordingly.

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<sup>3</sup> It should be noted, however, that increases in bicycle and pedestrian traffic may not, in themselves, result in some corresponding reduction in motorized work trips, but might simply reflect increases in recreational or health-oriented usage of the system, induced by the provision of the facilities in the first place. Although there are real societal benefits to increases in bicycling and walking, the environmental and air quality benefits may be more tenuous.

- Determine the ability of the existing non-motorized system to achieve the desired vision, goals, objectives and update and implement the existing SCAG regional plan as appropriate.
- Identify and develop strategies to address institutional, transportation, funding, infrastructure and other barriers to the effective use of non-motorized transportation for commute purposes.
- Identify strategies to link non-motorized transportation funding programs to standards for Livable Communities and transit programs by providing communities flexibility in how they address Livable Communities goals and programs.
- Fund the development and implementation of pedestrian and bicycle safety and education programs aimed at persons of all ages, potential bike commuters and motorists.
- Sponsor legislation and/or ordinances to increase the enforcement of bicycling and driving laws to provide a safer climate for pedestrians and cyclists.
- Develop and implement bicycle incentive programs that recognize and reward employees for bicycle use similar to those that reward transit use
- Introduce legislation that provides for business tax credits and other incentives to encourage the use of bicycles.

### **Information-based Measures**

Unlike the measures discussed above, which all rely on the construction, provision and maintenance of substantial physical facilities, or hard infrastructure, the information-based interventions rely primarily on the provision of information as the root intervention. Improving the information content of the transportation system, without the construction of additional capital facilities and hard infrastructure, has been shown to affect the travel behavior and mode choices of consumers in ways that benefit the overall regional transportation system. These improvements reduce congestion and mitigate air pollution, as well as other adverse environmental impacts of transportation activity.

Access to better and more timely data—for both transportation system managers and individual users—changes the ways in which the system is used, and has been shown to result in individual transportation decisions that improve some of the adverse impacts of growth in transportation activity.

Information-based measures offer innovative ways of reducing vehicle congestion and emissions, especially when combined with system management strategies, facility improvements, and service enhancements, as well as coordinated outreach campaigns. Some examples of such information-based measures relevant to the SCAG Region and to the Basin are:



- Rideshare Services and Transit Marketing: The RTIP programs and implements the marketing of information services for employers and activity centers, to encourage the sharing of rides (vanpools and carpools) and the use of transit system as a means of increasing the average vehicular ridership (AVR) rates. Large employment centers may be targeted for programs that support and market transit services, such as the sale of transit passes and the availability of transit schedule information.
- Intelligent Transportation Systems (ITS): ITS projects employ a variety of technologies to improve the performance of transportation systems. ITS projects include the Smart Corridors Management Program, which promotes the efficient use of existing highway and transit systems, reducing congestion and air pollution while enhancing safety and mobility. Implemented technologies may also include improvements to signal synchronization, transit operations management and interagency coordination. In addition, Urban Freeway System Management incorporates traffic flow strategies that help alleviate congestion and reduce air pollutant emissions. Such strategies usually include advanced technologies such as vehicle detectors, closed circuit TV cameras and ramp meters which are part of an ITS which improves the efficiency of the freeway system.
- Telecommunication Facilities/Satellite Work Centers: Telecommunication Facilities and Satellite Work Centers are defined as working at an alternate work location and communicating with the usual place of work using electronic or other means, instead of physically traveling to the work site. It is a strategy used to reduce VMT by employees who would otherwise travel to and from work.
- Transportation Demand Management (TDM): These strategies generally refer to policies, programs and actions that are directed towards decreasing the use of single occupant vehicles during peak load hours. TDMs can also include activities to encourage a shifting or spreading of peak travel periods.

### ***Rideshare Services and Transit Marketing Investment***

The 2001 RTP investment in rideshare services is 82 million dollars from 2003 through 2010. This strategy also shares investment with TDM strategies, which is 76 million dollars from 2003 through 2010 in the 2001 RTP.

The following Actions are contained in the 2001 RTP [p. 102-104]:

- Formalize and expand the existing partnership among public and private sector stakeholders to improve delivery of vanpool services regionwide.
- Increase the number of commuter vanpools from 2,000 to 5,000 through more effective marketing and provision of non-monetary public sector initiatives.
- Establish a dedicated funding source for planning and the implementation of vanpool programs and services.

- Improve the provision of vanpool services in the Region through the public sector's increase of dedicated staffing and resources.
- Facilitate and regionally coordinate marketing strategy among the public and private sectors that would enhance vanpool programs, increase ridership and unify the current limited and fragmented outreach efforts.
- Support the maintenance of the existing carpool market share and an increase in carpooling (increase of 8,000 carpoolers per year beyond existing levels).
- Continue to support funding for education and outreach to the general public in order to increase awareness and participation in carpooling and vanpooling.

### ***Intelligent Transportation Systems (ITS) Investment***

The 2001 RTP investment in ITS is approximately 221 million dollars from 2003 through 2010. The following Action is contained in the 2001 RTP (p. 107):

*ITS, where applicable, shall be included in, and implemented through, mainstream planning and programming processes. And, where feasible and applicable, ITS should be incorporated as an operational component, in the design and construction of new federally funded facilities, or in the procurement processes for new equipment, consistent with the requirements of the National Architecture rule.*

The measure designated as ATT-05 in the 1997 AQMP assumed a 5% improvement in roadway capacity due to the implementation of ITS projects. However, it is clear, today, that the 5% assumption was conservative and will likely be exceeded by the 2010 date. The 5% increase in capacity for ITS was an assumption based upon a national Peer Review meeting that SCAG hosted in 1998. The assumption was based upon a recognition that the transportation model being used at that time failed to fully account for changes due to operational improvements. This assumption allowed for a capacity increase on the speed/flow curve to "mimic" the ITS effects in modeling. Today, a new generation of analytic tools is available, which may allow a better estimation of ITS benefits for very specific measures, and SCAG expects to refine its ability to track and monitor ITS investments in a more realistic way.

The Preliminary Draft Statewide Traffic Management System (TMS) Plan reports up to a 50% loss of throughput due to congestion, and an ability of ITS operational improvements to reduce total State Highway system congestion by 20%, through operational ITS measures used to restore lost capacity to the system. In addition, and for the first time, new software products give SCAG a means of estimating emissions reductions from non-recurrent ITS-based safety improvements, and then quantifying such improvements using the most recent version of California's mobile source emission factor model (EMFAC2002).

### ***Telecommuting Investment***

The investment in telecommuting shares investment with TDM strategies, which is \$76 million from 2003 to 2010. The 2001 RTP further targets a 6.8% decrease in 2010 home to work trips from 1990 levels.

According to 1990 Census data, there were 6,844,948 workers in the SCAG region and 2.7% of these workers worked at home or telecommuted, which translates to approximately 185,000 workers. The 2001 RTP provides a projection of 8,779,000 workers in the SCAG region by 2010 and approximately 7.9% [RTP Community Link 21, Technical Appendix Vol.3 of 3, P. J-9] of the work force will be either telecommuting or working at home. This translates into a reduction of approximately 693,500 commuter home-to-work trips. That is to say, approximately 508,500 additional workers will be taken “off the road” between 1990 and 2010 due to telecommuting and work-at-home incentives. In other words, the 2001 RTP implementation could result in an increase in working at home between 1990 and 2010 by as much as 7.4% of 1990 workers. Actions considered under this measure would include, but not be limited to:

- Continue working with interagency working groups to finalize the design of an emission trading pilot program based on telecommuting.
- Pursue an aggressive education and public outreach program, particularly at work sites with less than 250 employees. This may include a program to generate tax deductions for emissions reduced.
- Consider an emissions trading program that would allow employers not regulated by Rule 2202, as well as those that are, to trade telecommute credits for reaching average vehicle ridership (AVR) goals.

### ***Transportation Demand Management Investment***

The 2001 RTP investment in TDM improvements is 76 million dollars from 2003 through 2010 in the 2001 RTP. In order to allow maximum flexibility and effectiveness in implementing these strategies, the specific breakdown of investment, by program component, is left to the discretion of the local or sub-regional implementing agencies—in this case the CTCs.

It has been argued that one of the reasons individuals choose to drive to a particular destination, often alone, is that they may lack convenient access to information about alternative modes to travel, such as buses and subways, or bicycle routes. Then, internet-based or kiosk-type automated transit trip planning systems, such as SCAG’s TranStar <<http://www.scag.ca.gov/transit/>> and the prototype Travel Advisory News Network (TANN) <<http://www.tann.com/>>, may successfully influence an individual’s decision to use public transit instead of an automobile—whether by making the unfamiliar transit trip more transparent in terms of schedule and route information, or by underscoring the level of congestion on freeways and arterials and thus making transit seem more attractive by

comparison. The use of such systems may also defer a particular trip to a non-peak hour time, thus reducing congestion and its associated adverse air quality impacts.

Information-based interventions, such as Transportation Demand Management (TDM) projects, are managed by the Southern California Economic Partnership (the Partnership) <<http://www.the-partnership.org/index.htm>> The Partnership was founded several years ago in a collaborative effort by SCAG, Caltrans and SCAQMD to help in their joint objectives of developing and fostering new technologies that make significant contributions to the achievement of traffic congestion and mobile source emission reduction goals. The Partnership is overseen by an 18 member board of directors made up of representatives from both the public and private sectors including a representative from SCAG, SCAQMD, Caltrans and the CTCs. The Partnership is overseeing the implementation of a wide variety of innovative and cutting-edge projects.

In addition, SCAG's Regional Council has established a Regional Transportation Demand Management Task Force (RTDM), comprising of elected officials and planners throughout the Region. This Task Force reviews and recommends specific actions to make TDM measures more effective within the Region.

Other potential actions to reduce congestion and emissions through information-induced changes in individual travel-related decision making include:

- promoting multi-modal strategies to maximize all options available to commuters;
- targeting peak period trips for reduction;
- marketing and promoting the use of HOV lanes to the general public;
- marketing and promoting rail lines to the general public;
- educating the public regarding cost, locations, accessibility and services available at park and ride lots;
- promoting and marketing vanpool formation and incentive programs;
- promoting ride-matching through the internet and other means of making alternative travel option information more accessible to the general public.

## **Relation of Current TCM Components To Previous Plans**

The TCM components listed in this document are consistent with the TCM elements proposed in previous plans. The components specified in the current TCM replace all components contained in previous AQMPs and their resultant SIP elements.

The TCM strategy in the 2003 AQMP meets the anti-backsliding requirements of Section 110(l) of the Clean Air Act (CAA). This Section of the Clean Air Act restricts EPA's ability to

approve state actions that weaken the California SIP. Therefore, the requirements must strengthen the SIP and not interfere with an applicable requirement under the CAA. All TCM commitments from previous AQMPs have been implemented and documentation is provided in the Timely Implementation Reports of the 1996, 1998, 2000, 2001 and 2002 RTIPs. The TCMs in the 2003 AQMP continue SCAG's TCM commitment and the TCM status will be reported in the Timely Implementation Reports of subsequent RTIPs.

The 1997 AQMP (as amended in 1999) listed five advanced transportation technology measures (ATT-01 through ATT-05) which were not considered to be TCMs, but were included as part of the Region's overall transportation control strategy. Two of these measures, ATT-03, *Zero Emission Vehicles*, and ATT-04, *Alternative Fuel Vehicles*, have been eliminated from the 2003 AQMP because vehicle technology and alternative fuels are not TCMs, by definition.

ATT-01, ATT-02 and ATT-05, focused on *Telecommunications*, *Advanced Shuttle Transit* and *Intelligent Transportation Systems*, respectively. In an effort to reduce redundancy, the measures described under ATT-02 have been consolidated into *Transit and Systems Management Measures*. Similarly, the measures described under ATT-01 and ATT-05 have been consolidated into *Information-based Measures*.

The 1994 AQMP lists one TCM, comprising various specific strategies, along with a number of Indirect Source Rules (ISRs). Substantial progress has been made in implementing these measures, and the region remains committed to assuring continued implementation.

**Table 4  
TCMs from 1994 AQMP (TCM1\*)**

Transportation Improvements	Current Status
HOV Lanes	On going
Transit Improvements	On going.
Park and Ride Facilities	On going - expanded to include all facilities that substantially promote transfer across modes of travel.
Traffic Signal Improvements	On going - focus is on projects that substantially improve regional system flow.
Urban Freeway Systems Management Improvements and Smart Corridors	On going - Intelligent Transportation Systems/Control System Computerization.
Operational Improvements (Flow improvements, Congestion relief)	On going – focus is on projects that substantially improve regional system flow.
Rideshare Programs	On going
TDM Programs	On going
Bicycle Facility Improvements	On going - expanded to include pedestrian facilities as well.

\* AQMP Appendix IV-C, September 1994, Pg. II-14 – II-16

In addition to the TCM strategies specified above, indirect source measures were also considered as TCMs in the 1994 AQMP, and were planned for District rule development. However, the legislature removed the legal authority to implement the following measures.

**Table 5  
Indirect Source Controls – 1994 AQMP**

ISR 1.	Special Event Centers	Legislative authority removed (H&S 40717.8, 1994)
ISR 2.	Regional Shopping Centers	Legislative authority removed (H&S 40717.6, 1995)
ISR 3.	Registration and Commercial Vehicles	Legislative authority removed (H&S 40717.9, 1995)
ISR 4.	Airport Ground Access	Legislative authority removed (H&S 40717.9, 1995)
ISR 5.	Trip Reduction for Schools	Legislative authority removed (H&S 40717.9, 1995)
ISR 6.	Enhanced Rule 1501	Legislative authority removed (H&S 40717.9, 1995)
ISR 7.	Parking Cash-Out	Legislative authority removed (H&S 40717.9, 1995)

A key step in the 1994 AQMP was the proposal for the formation of the Southern California Economic Partnership (SCEP, or Partnership), intended to help develop many of the innovative and conceptual projects envisioned at that time. It should be noted that the Partnership has been established as an active and effective entity, and is vigorously pursuing these and other projects. These include: Intelligent Transportation Systems (ITS), Smart Shuttles, Telecommunications, Telecommuting Support, Alternative Fuel Vehicle Support and Voluntary Emission Reduction Program, the Clean Cities Program, and the Travel Advisory News Network (TANN) Project. For more details see: <http://www.the-partnership.org/index.htm>.

## **ENFORCEABILITY, MONITORING AND FUNDING**

The TCM strategies contained in, and implemented as part of, the current AQMP are expected to be real, quantifiable, and enforceable. The region's long-range transportation blueprint, its RTP, and the shorter-term programming used to fund the improvements, the RTIP, together form the foundation and the key stone for improving transportation system performance while at the same time assuring the timely attainment of air quality goals within the Basin. Assessing the consistency of emission reductions deriving from these mobility strategies against the corresponding mobile source emission budgets contained in the applicable SIP elements, serves as the basis for determining reasonable further progress, and provides the information needed in assuring the timely implementation of each component of the set of TCM strategies described in this document.

### **TCM Enforceability and Monitoring**

The federally funded projects and programs that make up the RTP and the RTIP form the basis for assuring an enforceable commitment for each specified element of the TCM. Federal law requires that funding priority be given to TCMs in developing the RTIP. Therefore, the report on the timely implementation of the TCM strategies will continue to serve as one of the methods of monitoring the air quality impacts of transportation system improvements. In addition, based on the methodology developed by Caltrans and currently in use by all rideshare agencies throughout the state, an annual survey to assess changes in travel behavior will be conducted. SCAG's own State of the Region Commute, though focused on a larger geographic area than just the Basin, also provides information in tracking progress.

The 2002 RTIP provides for timely implementation of the TCM strategies for the Basin. The RTIP is a short-term document covering six years, and it must be updated at least every two years. As the RTIP is revised, the list of fiscally constrained projects for which funding has been identified, will be updated. The EPA Transportation Conformity Rule states that timely implementation is to be measured against the TCM strategies in the applicable implementation plan.

The enforceable commitment for TCM measures is to report on the funding and implementation of the first two years of the six-year RTIP. The list of fiscally constrained projects will advance, or "roll forward", and the enforceable commitment will automatically be revised to encompass the first 2 years of the constrained projects contained in each new RTIP. The implementation

status of TCM projects is reported on in subsequent RTIPs until the TCM projects have been reported as completed. In projecting the long-term (2005, 2010, 2020, etc.) impacts which could be ascribed to this measure in the Plan, however, the facilities proposed to be built in the long-term timeframe, and programs as they exist today, serve as the basis for modeling travel and emission impacts.

## TCM Funding

Table 6, below, summarizes the appropriate sources of funding for each component of the TCM strategies, providing a basis for ensuring enforceability. Public funding mechanisms, such as the process by which County Transportation Commissions (CTCs) program funds into the RTIP, are part of the procedure by which the accountability of the regional transportation infrastructure is assured.

**TABLE 6**  
**Enforceable Mechanisms and Monitoring Systems**

TRANSPORTATION IMPROVEMENT MEASURES	ENFORCEMENT MECHANISM			MONITORING SYSTEM
	Public Funding	Public Approval	State Law	
HOV Measures	✓			Timely implementation (for conformity); funding priority given to TCMs by County Transportation Commissions and SCAG
Transit and Systems Management Measures	✓			Timely implementation (for conformity); funding priority given to TCMs by Transportation Commissions/SCAG/Local Governments
Information-based Measures	✓			Statistically significant random sample survey of actual transportation trip-making

Private funding, which contributes to the creation or acceleration of markets, is also an important component in ensuring that implementation actions occur. Although other technologies may necessitate refinements in institutional mechanisms to assess market predictability, the fundamental components for managing markets are taken to already exist. Marketing studies, such as those performed for rideshare programs, van-pool surveys, and other statistical data may be used to track such market trends. Review or oversight panels such as the Mobile Source Review Committee (MSRC) have also, historically, served an important role in helping link market trends to funding sources, and have helped manage private and public sector needs and expectations.

Public approval processes, such as those which direct local city and county agencies, have long provided surety in the on-going accountability of planning actions. Further details on specific enforceability mechanisms is provided in the discussion of specific measures.



It is important to note that each iteration of the RTP and RTIP provide increased implementation definition for the region's transportation system. Thus, further details and action plans for the implementation of the transportation strategy will be incorporated into the next RTP scheduled for adoption in June 2004.

## TCM Road Map: Linking TCM Elements to SCAG Documents

Table 7 below provides the titles of relevant SCAG documents which contain information pertinent to TCMs.

**Table 7**

### TCM Elements and SCAG Documents

<b>Element</b>	<b>Description</b>	<b>Document</b>
Regional Transportation Strategy	Most recent RTP approved by SCAG's Regional Council and deemed to be in conformity by the Federal Agencies	2001 RTP
Transportation Control Measures	Specific projects designated as TCMs from within the first two years of the most recent RTIP for which a conformity determination has been made	2002 RTIP
Performance Assessment	Each update of the RTIP involves five tests: - RTP Consistency test - Regional Emissions test - Timely Implementation test - Financial Constraints test - Interagency Consultation and Public Involvement test	2002 RTIP

Findings pertaining to the five Performance Assessment tests specified by EPA's *Transportation Conformity Rule* <<http://www.epa.gov/fedrgstr/EPA-AIR/1997/August/Day-15/a20968.htm>>, and listed in the table, above, are presented in Volume II of the Technical Appendix to the *Final 2002 Regional Transportation Improvement Program*. A brief description of sections of this document pertinent to the *Regional Transportation Strategy and Control Measures* is provided below.

1. Section I, Conformity Requirements and Findings: provides a review of the various Performance Assessment tests, at I-14 to I-16.
2. Section II, Regional Emissions Analysis: provides a description of the model and assumptions used for the emissions analysis, and lists all the projects, by County, used for this analysis.
3. Section III, Timely Implementation of TCMs: provides a specification of projects defined as TCMs in the 2002 RTIP and lists all such projects in the Basin, along with a description of their project status.

4. Section IV, Financial Plan: provides an assessment of the funding from Federal, State and local sources used to constrain the RTIP, and distributes this funding across fiscal years and by County.
5. Section VI, Public Notifications, Hearings, and Distribution List: provides a description of the means used by SCAG to assure appropriate input into the RTIP process, both from the public and from Federal, State, and local agencies.

A detailed listing of all projects (State Highways, Local Highways, Transit, CMAQ, etc.) considered as part of the RTIP is located in Volume III of the *Final 2002 Regional Transportation Improvement Program*, sorted by County.

# **ATTACHMENT 1**

## **2003 AQMP - Transportation Control Measures (TCMs)**

### **2002 Regional Transportation Improvement Program (RTIP)**

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## 2003 AQMP TCM Projects (from 2002 RTIP)

AGENCY	PROJECT	DESCRIPTION	Project Start Date - Year monies are first programmed	Milestone Year – Beginning Construction Date	Project End Date - Completion Date listed In RTIP
<b><u>HOV Improvements - New HOV Lanes, Extensions or Additions To Existing Facilities</u></b>					
CALTRANS	1178A	IN LOS ANGELES AND CULVER CITY FROM ROUTE 90 TO ROUTE 10 - <b>HOV LANES</b> (SB 5+0 TO 5+1; NB 5+0 TO 5+1 HOV) 98CTIP \$ FUND NB LN, ALSO PAYS FOR SB \$ DELETED FROM 96STIP	2000		2004
CALTRANS	16881	IN LA MIRADA TO SANTA FE SPRINGS FROM ORANGE COUNTY LINE TO ROSECRANS AVENUE - <b>INTERIM HOV LANES</b> ; I-5 Rail Grade Crossing between RTE. 605/91.	1998		2005
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	46360	IN RIVERSIDE AND MORENO VALLEY ON SR60 FROM RT 215 TO REDLANDS BLVD ADD <b>2 HOV LANES</b>	2001	2003	2006
CALTRANS	5242	I-405 TO LA CO LINE -- <b>ADD ONE HOV LANE IN EACH DIRECTION.</b> THIS PROJECT WILL COMPLETE THE I-605 INTERCOUNTY GAP IN THE HOV SYSTEM IN SO. CALIF. ( ITIP PROJECT)	1998	2003	2004
CALTRANS	713	I-215 CORRIDOR NORTH - IN SAN BERNARDINO, ON I-215 FROM RTE 10 TO RTE 30- <b>ADD 2 HOV LANES 1 LANE IN EA. DIR. AND</b> OPERATIONAL IMPROVEMENTS	2000		2005
CALTRANS	LA000357	FROM ROUTE 170 TO ROUTE 118 <b>HOV LANES</b> (10 TO 12 LANES) (CFP 345) (2001 CFP 8339)	2000		2007
CALTRANS	LA000358	FROM ROUTE 134 TO ROUTE 170 <b>HOV LANES</b> (8 TO 10 LANES) (CFP 346)(2001 CFP 8355)	2000		2007
CALTRANS	LA000359	IN EL MONTE AND BALDWIN PARK FROM BALDWIN AVE TO ROUTE 605 <b>HOV LANES</b> (8+0 TO 8+2) AND TOS PROJECTS.	2000		2003
CALTRANS	LA000548	FROM PUENTE TO CITRUS <b>HOV LANES</b> FROM 8 TO 10 LANES (C- ISTEA 77720) (PE ONLY)	1997		2002
CALTRANS	LA01342	RT 10 FROM RT 605 TO PUENTE AVE <b>HOV LANES</b> (8+0 TO 8+2)	1997		2002
CALTRANS	LA01344	RT 5 FROM RT 118 TO RT 14 FROM 10 TO 12 LANES <b>HOV LANES</b>	1997		2005
CALTRANS	LA01348	RT 14 FROM ESCONDIDO CYN RD. TO PEARBLOSSOM HWY <b>HOV</b> <b>LANES</b> (4 TO 6 LANES) ONE LANE IN EACH DIRECTION. (EA-117101)	1994		2006
CALTRANS	LA0B875	<b>HOV LANES</b> FROM CITRUS TO ROUTE 57/210 -- P/E ONLY	2002		2003
CALTRANS	LA0C8344	EXTENSION OF N/B I-405 <b>HOV LANE</b> -TO EXTEND THE HOV LANE ON N/B I-405 FROM SOUTH OF VENTURA BL TO SO. BURBANK BLVD WHERE IT WILL JOIN THE EXISTING HOV LANE. (EA199520)	2004		2006

CALTRANS	LA962201	NEAR SANTA CLARITA, FROM RT 5 TO 126/S.F. RD <b>HOV PROJECT</b> (EA# 119843)	1998		2003
CALTRANS	LA996137	RTE. 60 <b>HOV LNS.</b> FROM RTE. 605 TO BREA CANYON RD. -- HOV LANE (FROM 8 TO 10 LANES TO 10 TO 12 LANES) (CFP: 358, 4262, 6137=67,150+IIP: 5,100)	2000		2007
CALTRANS	LA996138	RTE.5 <b>HOV LNS.</b> FROM FLORENCE AVE TO RTE.19 -- ADD ONE LANE IN EACH DIRECTION	2001		2004

### **HOV Improvements - New HOV Lanes, With New Facility Projects**

CALTRANS	20620	UPLAND TO SAN BERNARDINO FROM LOS ANGELES COUNTY LINE TO ROUTE 215 - 8 LANE FREEWAY 2 HOW LANES (6 + 2) - 210 CORRIDOR PROJECT (Master record includes projects 44301, 20621, 44311, 44321, 44331, 44340, SBD0194)	2002		2007
CALTRANS	10167	I-5 FROM SR-91 TO LA COUNTY LINE IN BUENA PARK - <b>ADD 1 MIXED FLOW LN AND 1 HOV LN IN EACH DIRECTION.</b> FROM 6 - 0 TO 8 - 2 LANES.	2000	2005	2008
CALTRANS	2009	NEAR SOUTH PASADENA FROM ROUTE 10 TO ROUTE 210 - PARTIAL RIGHT OF WAY FOR <b>NEW 6 LANE FREEWAY WITH 2 HOV LANES</b>	1992		2002
CALTRANS	354801	JCT RTE 15 TO VALLEY WAY - <b>ADD 1 HOV LN AND 1 M/ F LN</b> IN EA. DIR. INCLUDING OPERATIONAL STRIPING (IN SBD CNTY 9.05 - 9.95 & AT THE EAST END) ALSO WIDEN 5 UC'S & 1 OH	2002	2004	2006
CALTRANS	LA0B951	ROUTE 10 TO ROUTE 60 -- EXPRESSWAY TO FREEWAY CONVERSION -- <b>ADD 1 HOV LANE AND 1 MIXED FLOW LANE</b> . (2001 CFP 8349, TCRP #50)	2002		2009
CALTRANS	LA195900	RTE. 405 - WATERFORD AVE. TO RTE 10 - AUX LANE: LOS ANGELES - WATERFORD AV. TO RTE 10 - <b>CONSTRUCT S/B AUX LANE &amp; S/B HOV LANE</b> (2001 CFP 8354)	2001		2007
CALTRANS	LA963724	IN LA VERNE AND CLAREMONT, FROM FOOTHILL BOULEVARD TO SAN BERNAR- DINO COUNTY LINE - <b>CONSTRUCT 8-LANE FREEWAY INCLUDING 2-HOV LANES</b> (12620, 12640, 12630, 10501, 17210)	1999		2003
CALTRANS	ORA000195	ON SR-22 (I-405 TO SR55) <b>ADD 2 HOV LANES/1 EA DIR</b> (FRM 0 - 2); & <b>2 AUX LANES/1 EA DIR</b> (FRM 0- 2) (I-5 TO BEACH) & <b>OPERATING IMPROVMENTS</b> (SEE COMMENTS)	2003	2004	2007

### **HOV Improvements - New HOV Lanes, with Facility Improvement Projects**

CALTRANS	0121D	ON I-215/SR91/SR60, RIV I215 COR IMPROV PROJ - FROM 60/91/215 JCT TO 60/215 SPLIT - <b>WIDEN 6 TO 8 LNS, INCLUDING MAINLINE/IC IMPROVS, ADD HOV, AUX, &amp; SB TRUCK CLIMB LN</b> (EA: 3348U1)	2002	2004	2007
CALTRANS	11985	NEAR HAWTHORNE AND CULVER CITY FROM ROUTE 105 TO ROUTE 90 - 6 LANE FREEWAY, <b>ADD 2 HOV LANES</b> AND SOUNDWALLS.	2002		2003
CALTRANS	LA000543	IN POMONA AND CLAREMONT FROM ROUTE 57 TO SAN BERNARDINO COUNTY LINE <b>HOV LANE IN EACH DIRECTION</b> (C-I: 77719; CFP 350; PPNO 00362) ALSO SOUNDWALL AND REHAB	2000		2005
CALTRANS	LA0B7215	RTE 5 CORRIDOR WIDENING & RECONSTRUCT IC SEGMENT A - OCL TO RTE 710 WIDEN FROM 6 TO 10 LNS ( <b>1 HOV &amp; ONE MF</b> IN EA. DIR). VALLEY VIEW & CARMENITA IC; MODIFY FWY TO FWY IC @ RTE 605	2001		2004
LOS ANGELES, CITY OF	LA996390	SEPULVEDA BLVD. FROM CENTINELA AVE. TO LINCOLN BLVD - <b>WIDEN SEPUL BLVD. BET. LINCOLN AND CENTINELA TO PROVIDE BUS/CARPOOL PRIORITY LANE.</b>	2002		2004
GARDEN GROVE	ORA981104	<b>RECONSTRUCT HARBOR BLVD INTERCHANGE.</b> 4 LANES EACH DIRECTION. (1/4 MILE BEFORE AND AFTER SR-22 RAMPS) <b>2 HOV LNES</b> (1 E/B & 1 W/B) AND PROPOSED SR-22 HOV LANES.	1999	2004	2007
ORANGE, CITY OF	ORA990443	SR-22 AND CITY DRIVE INTERCHANGE IMPROVEMENTS. RECONFIGURE FREEWAY INTERCHANGE AT SR-22 FROM SR-57 TO LEWIS STREET -- FROM 6/0 TO 6/2 LANES ( <b>ADDING 2 HOV LANES</b> )	2002	2004	2007

### **HOV Improvements - HOV Bypasses, Connectors, New Interchanges with Ramp Meters**

COSTA MESA	3090	IN CITY OF COSTA MESA_(MOS 2&3) N/B I-405/BRISTOL OFF-RAMP AND S/B RTE-55 TO N/B I-405_(NORTH TRNSTWY) WIDEN NB OFF RAMP BRAID WITH HOV CONNECTOR_FROM 6 TO 8 LANES	2000	2003	2006
CALTRANS	12570	RTE. 57/60 <b>HOV CONNECTOR</b> INDUSTRY FROM OLD BREA CANYON ROAD TO GRAND AVENUE - HOV DIRECT CONNECTORS AND COLLECTOR ROAD (BOTH DIRECTIONS)	2000		2003
CALTRANS	6951	405/55 INTERCHANGE SOUTH TRANSITWAY MOS1_EXISTING 4 MIXED 1 HOV_ON SR55 AND I-405 EXIST IS 5 MF AND 1 HOV <b>ADD HOV DIRECT TRANSITWAY</b> FROM SR55 TO I-405	2000	2002	2004
CALTRANS	LA996134	RTE. 5/14 INTERCHANGE & HOV LNS ON RTE. 14 -- CONSTRUCT 2 ELEVATED LANES -- <b>HOV CONNECTOR</b> (ROW) ONLY (DIRECT CONNECTORS) (EA# 16800)(2001 CFP 8343)	2001		2004
ANAHEIM	ORA000100	GENE AUTRY WAY WEST@ I-5 (I-5 <b>HOV TRANSITWAY</b> TO HASTER) ADD OVERCROSSING ON I-5 (S)/MANCHESTER AND EXTEND GENE AUTRY WAY WEST FROM I-5 TO HARBOR.	1999	2002	2005
RIVERSIDE CITY	RIV0084	AT VAN BUREN ST IC RECONSTRUCT RAMPS (INCLDS <b>HOV RAMPS</b> ), WIDEN OC ON VAN BUREN FROM 4 TO 6 LN & ADD AUX LANES; ADD NEW EB ONRAMP W/ENTRANCE @ INDIANA	2001		2004

### High Occupancy Toll (HOT) Lanes and Pricing Alternatives

TCA	10254	SJHC, 15 MI TOLL RD BETWEEN I-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, EXISTING 3/M/F EA.DIR.1 ADD'L M/F EA DIR, PLUS CLIMBING & AUX LNS AS REQ, BY 2015 PER SCAG/TCA MOU 4/5/01	2003	2005	2015
TCA	ORA052	(FTC-S) (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2010; AND 2 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUS LANES AS REQ BY 2015 PER SCAG/TCA MOU 4/05/01.	2003	2005	2015
TCA	ORA051	(FTC-N) ( OSO PKWY TO ETC) (13MI) EXISTING 2 MF IN EA. DIR, 2 ADDITIONAL M/F LANES, PLS CLMBNG & AUX LANS AS REQ BY 2015 PER SCAG/TCA MOU 4/05/01.	2003	2005	2015
TCA	ORA050	ETC (RTE 241/261/133) ( RTE 91TO I-5/JAMBOREE) EXISTING 2 M/F EA.DIR, 2 ADD'L M/F IN EA. DIR, PLUS CLIMB AND AUX LNS AS REQ, BY 2015 PER SCAG/TCA MOU 4/05/01.	2003	2005	2015

### Transit - Rail Track, New Lines

LOS ANGELES COUNTY MTA	LA0C10	MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT-TO VERMONT	2002		2008
LOS ANGELES COUNTY MTA	LA29212X	<b>METRO RAIL BLUE LINE</b> - PASADENA EXT UNION STA TO SIERRA MADRE VILLASTA <b>13.5 MILES, 12 STATIONS</b>	2001		2003
CALTRANS	LA963519	<b>ADD 3 MILES OF TRIPLE TRACK</b> AT BANDINI, MP 148.5 & 151.7 BETWEEN FULLERTON & LAUS	2001		2002

### Transit - Rail Track, Capacity Expansion of Existing Lines

COMMERCE	LA963759	TELEGRAPH ROAD TRACK CAPACITY ENHANCEMENT 97-98 TCI	1997		2002
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### Transit - New Rolling Stock Acquisition

SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA963758	<b>PURCHASE METROLINK CARS &amp; LOCOMOTIVES</b>	2001		2003
LOS ANGELES COUNTY MTA	LA990305	LIGHT RAIL TRANSIT FLEET- <b>50 NEW RAIL CAR</b> AND CONTINUATION OF THE LA CAR RAIL PURCHASE	2001		2003
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	RIV011242	PURCHASE EXPANSION ROLLING STOCK (2 CAB CARS AND 3 LOCAMOTIVES)FOR METROLINK IEOC AND RIVERSIDE/FULLERTON/LA LINES (EA:RIVFUL.PPNO: 0079E	2002		2004

### Transit - Express Busways, Bus Rapid Transit and Dedicated Bus Lanes

LOS ANGELES COUNTY MTA	LA29202U1	SAN FERNANDO VALLEY EAST/WEST <b>BRT</b> (FROM THE TERMINUS OF THE METRO RED LINE HEAVY RAIL IN NO HOLLYWOOD TO WARNER CENTER)14-MILE EXCLUSIVE BUS LANES LOCATED IN FORMER RAIL ROAD ROW	2003		2005
LOS ANGELES COUNTY MTA	LA29202U2	SAN FERNANDO VALLEY NORTH/SOUTH <b>BRT EXTENSION</b>	2003		2007
LOS ANGELES COUNTY MTA	LA29202V	EASTSIDE <b>TRANSIT CORRIDOR</b> - UNION STATION TO ATLANTIC VIA 1ST ST. TO LORENA, THEN 3RD ST. VIA 3RD/BEVERLY BLVD. TO ATLANTIC (EASTSIDE LRT)	2002		2008
LOS ANGELES COUNTY MTA	LA29202W	MID -CITY TRANSIT CORRIDOR: WILSHIRE BLVD. FROM VERMONT TO SANTA MONICA DOWNTOWN- MID-CITY WILSHIRE <b>BRT</b>	2001		2006
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA194	CENTRAL ORANGE COUNTY <b>FIXED GUIDEWY</b> (CENTERLINE) FOR CONSTRUCTION FROM IRVINE TRANSPORTATION CENTER TO SANTA ANA TRANSPORTATION CENTER .	2002	2005	2010

### Transit - Buses, Fleet Expansion

OMNITRANS	200077	BUS SYSTEM - <b>PURCHASE EXPANSION ALT FUEL BUSES</b> (01-13), (02-14)	2002		2002
LOS ANGELES COUNTY MTA	LA01B101	COOPERATIVE <b>PURCHASE OF HYBRID ELECTRIC COACHES</b> BY MTA AND INTERESTED MUNICIPAL OPERATORS AS A TEST PROGRAM ( 2001 CFP 8116 )	2002		2006
LOS ANGELES COUNTY MTA	LA01B120	EXPANSION OF DIVISION 1 TO <b>ADD ADDITIONAL CAPACITY OF APPROX 67 BUSES AND ADDITIONAL PARKING SPACE OF EMPLOYEES</b> . ACQUISITION OF A VACANT PARCEL SOUTH OF DIV 1	2002		2003
CULVER CITY MUNI BUS LINES	LA026	<b>PROCUREMENT OF TWO (2) 30' CNG EXPANSION BUSES</b> FOR SERVICE	2002		2004
NORWALK	LA0B0841	<b>PURCHASE TWO (2) 40-FT GILLIG</b> + SHORTFALL	2001		2003
PASADENA	LA0B215	<b>PURCHASE OF (5) 30-FOOT ALTERNATIVE FUEL EXTENSION VEHICLES</b> (GTIP)	2000		2003
LOS ANGELES COUNTY MTA	LA0B303	<b>ACQUISITION OF TROLLEY BUSES (2) AND CHARGING STATIONS</b> FOR THE CITY OF MONROVIA'S DOWNTOWN TROLLEY SERVICE	2002		2004
LOS ANGELES COUNTY MTA	LA0B304	PLAYA VISTA EARNMARK, <b>PURCHASE NEW (5) LOW-EMISSION BUSES</b> , TRACKING EQUIP & BUS AMENITIES INCLUDING PASSENGER SHELTERES, INFO KIOSKS & APPURTENANT EQUIP - TRANSIT SERVICE UPGRADE.	2002		2004
LOS ANGELES COUNTY	LA0B7004	VEHICLE ACQUISITION FOR EAST LOS ANGELES FIXED ROUTE <b>SHUTTLE SERVICE</b> PHASE II- <b>PURCHASE OF 3 VEHICLES</b> WILL INCREASE FREQUENCY OF THE EXISTING 3 SHUTTLES SERVICE ROUTES	2000		2002
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA0B7006	LONG BEACH TRANSIT EXPANSION BUSES - THE <b>PURCHASE OF UP TO 11 40-FOOT, LOW-FLOOR LNG ALTERNATIVE FUEL BUSES</b> WHICH SERVE THE MOST CROWDED ROUTES, INCLUDING	2001		2003



190,7,100 & 171.

ANTELOPE VALLEY TRANSIT AUTHORITY	LA0B7008	<b>3 EXPANSION 40 FT. LOW FLOOR CLEAN DIESEL BUSES;</b> LOCAL FIRXED-ROUTE BUSES; TO RELIEVE PAEK PERIOD OVERCROWDING ON CORE ROUTES.	2002	2003
BALDWIN PARK	LA0B7012	LOCAL NTD REPORTERS' <b>BUS FLEET EXPANSION.19 BUSES</b> FOR 5 CITIES.BALDWIN PARK, COMPTON, EL MONTE, MONTEREY PARK & WEST COVINA (CNG,DIESEL & PROPANE FUEL 30-35 FT. VEH).	2000	2005
LOS ANGELES, CITY OF	LA0B7024	METRO RED LINE MELROSE <b>SHUTTLE-ACQUISITION OF 2 LOW FLOOR, PROPANE-POWERED, 30-FOOT BUSES</b> WILL BE USED IN THE OPERATION OF A NEW HIGH FREQUENCY SHUTTLE	2000	2002
LOS ANGELES, CITY OF	LA0B7026	METRO RED LINE/WEST HOLLYWOOD/BEVERLY CENTER/CEDER SINAI SHUTTLE- <b>ACQUIRE 7 NEW 30-FOOT, PROPANE-FUELED, DASH STYLE BUSES</b> FOR THE OPERATION OF A HIGH FREQUENCY SHUTTLE	2000	2002
NORWALK	LA0C71	PURCHASE OF <b>(4) FOUR ALTERNATIVELY FUELED EXPANSION BUSES.</b>	2003	2004
GLENDALE	LA0C8220	<b>PURCHASE OF (8) 35-FOOT LOW FLOOR CNG HEAVY-DUTY TRANSIT VEHICLES.</b>	2003	2005
LOS ANGELES, CITY OF	LA0C8241	PICO UNION/ECHO PARK <b>DASH</b> VEHICLE PROCUREMENT. <b>PURCHASE (3) LOW-FLOOR, PROPANE-POWERED 30' BUSES</b> FOR THE PICO/UNION ECHO PARK SHUTTLE SERVICE.	2001	2004
SANTA CLARITA	LA0C8371	SANTA CLARITA TRANSIT EXPANSION BUSES; WILL ALLOW PHASE 1 OF 5 YEAR MASTER PLAN TO BE IMPLEMENTED WITH <b>SEVEN LOCAL BUSES AND FOUR COMMUTER BUSES.</b>	2003	2008
LOS ANGELES, CITY OF	LA0C8385	EL SERENO <b>DASH</b> PROCUREMENT. <b>PURCHASE (2) LOW-FLOOR, PROPANE POWERED, 30' FOOT BUSES</b> FOR THE EL SERENO DASH SERVICE.	2001	2006
NORWALK	LA0D01	NORWALK ON BEHALF OF SANTA FE SPRINGS - <b>ALTERNATIVE FUEL VEHICLES AND TRANSIT RELATED FACILITIES.</b>	2002	2004
BURBANK	LA0D25	<b>PROCUREMENT OF (3) ALTERNATIVE FUEL TRANSIT VEHICLES</b>	2002	2004
MONTEBELLO	LA0D28	<b>PURCHASE OF (1) EXPANSION BUS.</b> ONE HYBRID (DIESEL-ELECTRIC) LOW FLOOR 40' COACH FOR INSERVICE TESTING.	2003	2005
MONTEBELLO	LA55012	REPLACE BUSES- 2000 <b>(5) 40' BUSES AND (10) 40' EXPANSION BUSES</b>	2001	2003
BURBANK	LA8STIP13	BURBANK LOCAL TRANSIT <b>PURCHASE OF THREE ALT. FUEL BUSES</b> FOR ONGOING TDM PROGRAM	1997	2004
LOS ANGELES COUNTY MTA	LA963542	ACQUISTION REVENUE VEHICLES - <b>2,513 CLEAN FUEL BUSES:</b> LEASED VEH, FY02 (370); +30 HC; FY03 -FY06 TOTAL OF 516	2001	2005
LOS ANGELES COUNTY MTA	LA990306	RAPID BUS PROGRAM - <b>4 - FORTY FOOT BUSES.</b> ALSO <b>FACILITY: BUS STOP</b> DESIGN AND CONSTRUCTION, TECHNOLOGY UPGRADING, OPERATING SUPPORT.	2001	2007

LOS ANGELES, CITY OF	LA996000	<b>DASH PICO UNION/ ECHO PRK VEH ACQ PURCHASE ONE BUS TO RELIEVE OVERCROWDING</b>	1999		2003
LOS ANGELES, CITY OF	LA996001	<b>DASH EL SERENO/CTY TERR VEH ACQ PURCHASE2 BUSES TO REDUCE OVERCROWDING</b>	1999		2003
LOS ANGELES, CITY OF	LA996002	<b>DASH WILMINGTON VEH ACQUISITION PURCHASE 2 BUSES TO RELIEVE OVERCROWDING</b>	1999		2003
LOS ANGELES, CITY OF	LA996003	<b>DASH WATTS VEH ACQUISITION PURCH 2 VEH'S TO REDUCE EXISTING OVERCROWDING</b>	1999		2003
LOS ANGELES, CITY OF	LA996004	<b>DASH KING-EAST VEH ACQUISITION FINANCE THE ACQ OF 5 BUSES TO REDUCE OVERCROWDING</b>	2000		2006
LOS ANGELES, CITY OF	LA996005	<b>DASH HLLYWOOD VEH ACQUISITION ACQUIRE TWO BUSES TO REDUCE EXISTING OVERCROWDING</b>	1999		2003
LOS ANGELES, CITY OF	LA996006	<b>DASH VERMNT-MAIN VEH ACQUISITION PURCH 5 BUSESTO RELIEVE EXISTING OVERCROWDING</b>	2001		2006
LOS ANGELES, CITY OF	LA996007	<b>DASH MANCHSTR-FLORNCE VEH ACQ PURCH 5 BUSES TO RELIEVE EXISTING OVERCROWDING</b>	2000		2006
LOS ANGELES, CITY OF	LA996010	<b>COMM EXPRESS 448 VEH ACQUISITION PURCH 3 BUSES TO REDUCE EXISTING OVERCROWDING</b>	2001		2003
LOS ANGELES, CITY OF	LA996011	<b>ROWAN SHUTTLE VEH ACQUISITION PURCH 2 BUSES TO REDUCE EXISTING OVERCROWDED CONDITIONS</b>	2001		2003
LOS ANGELES COUNTY	LA996044	<b>VEH ACQ FOR EST L.A. SHUTTLE PURCH 4 VEH'S TO REMEDY EXISTING OVERCROWDED CONDITIONS</b>	1999		2002
GLENDALE	LA996065	<b>CNG HVY DUTY TRANSIT VEHICLES PURCH 6 BUSES TO REMEDY EXISTING OVERCROWDING</b>	1999		2004
ANAHEIM	ORA010202	<b>PURCHASE (10) 22 FOOT ELECTRIC BUSES FOR ANAHEIM RESORT AREA</b>	2002	2003	2005
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020105	<b>HYBRID ELECTRIC URBAN 40 FT BUSES (10) EXPANSION</b>	2002	2003	2005
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020107	<b>60 FT ARTICULATED BUSES (20)</b>	2002	2003	2005
CORONA	RIV010511	<b>CITY OF CORONA -- PURCHASE 3 EXPANSION VEHICLES -- RED LINE FIXED ROUTE</b>	2002		2003
RIVERSIDE TRANSIT AGENCY	RIV000605	<b>DEBT FINANCING FOR 57 TRANSIT COACHES, 25 REPLACEMENT, 32 EXPANSION</b>	2002	2003	2006
RIVERSIDE TRANSIT AGENCY	RIV010512	<b>IN WESTERN RIVERSIDE COUNTY PURCHASE TEN REPLACEMENT AND 2 EXPANSION 40' BUSES AND 20 BUS SHELTERS</b>	2001		2003
RIVERSIDE TRANSIT AGENCY	RIV020601	<b>IN WESTERN RIVERSIDE COUNTY PURCHASE TEN 30' EXPANSION ALT FUEL BUSES IN FY 02/03.</b>	2002		2004

### **Transit - Shuttles and Paratransit Vehicles, Fleet Expansion**

OMNITRANS	2002171	<b>(1) EXPANSION PARATRANSIT VAN</b>	2002		2003
LOS ANGELES COUNTY MTA	LA0B7023	<b>GET ABOUT FLEET IMPROVE (POMONA VAL TRANS. AUTHORITY)- PURCHASE 18, 21 PASSENGER VEHIC TO INCR CAPACITY OF</b>	2001		2002

		SUBREG <b>PARATRANSIT SYS</b>			
VARIOUS AGENCIES	LA0B860	KOREAN HEALTH EDUCATION INFORMATION AND RESEARCH CENTER. EXPANSION VEHICLES - <b>THREE 10 PASSENGER SMALL BUSES.</b>	2001		2003
VARIOUS AGENCIES	LA0B863	VILLA ESPERANZA. EXPANSION VEHICLE - <b>ONE 17 PASSENGER MEDIUM BUS.</b>	2001		2003
VARIOUS AGENCIES	LA0C23	HEALTHVIEW - EXPANSION VEHICLE - <b>(1) 17-PASSENGER MEDIUM BUS</b>	2002		2003
VARIOUS AGENCIES	LA0C25	0	2002		2003
VARIOUS AGENCIES	LA0C30	ULTRALIFE ADULT DAY HEALTH CARE- EXPANSION VEHICLE - <b>(1) 10-PASSENGER SMALL BUS.</b>	2002		2003
VARIOUS AGENCIES	LA0C31	ULTRALIFE ADULT DAY HEALTH CARE - EXPANSION VEHICLES - <b>(2) 5-PASSENGER MINIVANS.</b>	2002		2003
VARIOUS AGENCIES	LA0C33	WHITE MEMORIAL MEDICAL CENTER - EXPANSION VEHICLES - <b>(5) 10-PASSENGER SMALL BUSES.</b>	2002		2003
VARIOUS AGENCIES	LA0C34	WHITE MEMORIAL MEDICAL CENTER - EXPANSION VEHICLE - <b>(1) 5-PASSENGER MINIVAN.</b>	2002		2003
VARIOUS AGENCIES	LA0C35	WHITE MEMORIAL MEDICAL CENTER - EXPANSION VEHICLE - <b>(1) 17-PASSENGER MEDIUM BUS.</b>	2002		2003
PALOS VERDES ESTATES	LA0C8226	PV TRANSIT CAPITAL IMPROVEMENT PROGRAM II. <b>PURCHASE 3 EXPANSION CLEAN-FUEL VEHICLES.</b>	2001		2005
SIERRA MADRE	LA0C8372	EXPANSION OF SIERRA MADRE BUS ROUTE. <b>PURCHASE OF 3 CNG VANS</b> TO EXPAND SIERRA MADRE ROUNDABOUT SYSTEM.	2003		2007
NORWALK ACCESS SERVICES INC.	LA0D02 LA900520	<b>PURCHASE (2) EXPANSION PARATRANSIT VEHICLES PURCHASE OF ADD'L 591 VEHICLES</b> FROM FY01 TO FY05. 110 VEHICLES IN FY01, 161 VEHICLES IN FY02, 125 VEHICLES IN FY03, 149 VEHICLES IN FY04, AND 92 VEHICLES IN FY05.	2002 2000		2003 2005
VARIOUS AGENCIES	LA973039	ACCESS SERVICES INC. FLEET EXPANSION VEHICLES <b>46 MINI -- VANS</b>	2002		2002
VARIOUS AGENCIES	LA990744	KOREAN HEALTH, EDUCATION, INFO & RESEARCH CENTER (KHEIR)- EXPANSION <b>THREE (3) 17-PASSENGER SMALL BUSES.</b>	2001		2003
ORANGE COUNTY TRANSIT DISTRICT (OCTD)	ORA020119	<b>PURCHASE PARATRANSIT VEHICLES EXPANSION (11)</b>	2002	2002	2003
VARIOUS AGENCIES	ORA020125	(5) EXPANSION MINIVANS WITH RADIOS, <b>(5) EXPANSION MODIFIED VANS</b> WITH RADIOS, (1) RADIO BASE STATION, (1) SET OF SERVER AND SOFTWARE.	2002	2003	2005
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV010908	IN WESTERN RIVERSIDE COUNTY FOR EXCEED, A DIVISION OF VALLEY RESOURCE CENTER - <b>PURCHASE 6 EXPANSION MINIVANS</b> AND 6 RADIOS - SECTION 5310 FY 2001/02 CYCLE	2002		2003
RIVERSIDE CITY	RIV020605	IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF RIVERSIDE SPECIAL SERVICES - <b>PURCHASE 2 EXPANSION 25' TWELVE PASSENGER DIAL-A-RIDE VEHICLES</b>	2002		2004

RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV020902	<b>IN WEST RIV CO FOR EXCEED, A DIVISION OF VALLEY RESOURCE CENTER - PURCHASE 1 EXPANSION 20' MODIFIED VAN, 1 EXPANSION 22' MEDIUM BUS, AND RADIOS - SECTION 5310 FY 02/03</b>	2002		2004
RIVERSIDE TRANSIT AGENCY	RIV32666	IN WESTERN RIVERSIDE COUNTY PURCHASE 10 EXPANSION AND 14 PASSENGER DAR VANS IN 02/03	2002		2004
OMNITRANS	SBD31088	BUS FLEET EXPANSION- <b>PURCHASE 40' EXPANSION COACHES &amp; AUXILLARY EQUIPMENT, CNG 01-9, 03-1</b> (NOTE: 'OTHER' ARE CARL MOYER FUNDS) - (Note: The 'OTHER' FUNDS ARE CARL MAYER FUNDS)	2002		2003

### **Intermodal Transfer Facilities - Rail Stations, New**

RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	0006S	METROLINK - SAN BERNARDINO SUBDIVISION TIER II <b>NEW STATIONS</b> AT MAIN ST IN CORONA	2001		2003
LOS ANGELES COUNTY MTA	LA29202X	METRO RED LINE MOS-3: N. HOLLYWOOD 5.9-MILE W/ <b>3 STATIONS</b> , HIGHLAND TO N.HOLLYWOOD STA. 15,370+ 746= 16,117 118,630+5,754=124,384	1996		2002
BUENA PARK	ORA55286	<b>COMMUTER RAIL STATION</b> (DALE STREET AND MALVERN) IN BUENA PARK. <b>CONSTRUCT NEW RAIL STATION.</b> 308 PARKING SPACES.	2002	2004	2006
LAGUNA NIGUEL	ORA9530	MISSION VIEJO/LAGUNA NIGUEL <b>STATION</b> LOS ANGELES/SAN DIEGO CORRIDOR	1995	2002	2003
YORBA LINDA	ORA981103	IN YORBA LINDA, CONSTRUCT COMMUTER RAIL STATION AND <b>PARK AND RIDE</b> (347 SPACES) - NEAR ESPERANZA RD AND NEW RIVER ST	2000	2004	2005

### **Intermodal Transfer Facilities - Rail Stations, Expansion**

PASADENA	LA0B7270	BLUE LINE PEDESTRIAN ENHANCEMENTS- <b>IMPROVE PEDESTRIAN ACCESS</b> TO PLANNED BLUE LINE STATIONS IN THE CITY OF PASADENA, LOCATED ALONG THE PASADENA BLUE LINE ALIGNMENT	2000		2003
LOS ANGELES, CITY OF	LA0C8173	NORTHRIDGE METROLINK STN <b>PARKING IMPRVMENT.</b> CONSTRCT ADDT'L 100 PRKING SPCS & RECONFIGURE SOUTHERN PRTION OF EXISTNG PRKNG LOT TO YIELD AN ADDT'L 40 NET PRKING SPCES TOTAL 400 SPC.	2003		2007
COVINA	LA0C8216	MITIGATE <b>PARKING DEFICIENCY FOR COVINA METROLINK STATION</b> -PROJECT PROPOSES TO CONSTRUCT 330 NEW PARKING SPACES IN A STRUCTURE OVER AN EXISTING STATION PARKING LOT.	2002		2006
FOOTHILL TRANSIT ZONE	LA0C8362	EL MONTE <b>STATION IMPROVEMENT</b> PROJECT-FUNDING WILL PROVIDE FOR NEW LIGHTING, INFORMATION SIGNAGE, AND OTHER PASSENGER AMENITIES.	2002		2003

ANTELOPE VALLEY TRANSIT AUTHORITY GLENDALE	LA960204 LA963751	<b>TRANSIT FACILITY IMPROVEMENT</b>	2001		2004
		METROLINK - SANTA CLARITA LINE GLENDALE TRANSPORTATION CENTER - <b>UPGRADE STATION</b> 96-97 TCI	1997		2006
LOS ANGELES COUNTY MTA	LA963755	CHINATOWN <b>INTERMODAL IMPROVEMENT</b> TO DEVELOP A CONNECTION FROM BLUE LINE - PASADENA (CHINATOWN STATION TO BROADWAY STREET) 97-98 TCI	2001		2002
LOS ANGELES, CITY OF	LA974165	MACARTHUR PARK <b>STATION IMPROVEMENTS</b> INCLUDE DESIGN AND CONSTRUCTION OF A PLAZA TO ACCOMODATE PUBLIC ACCESS (PEDESTRIAN ENTRABCES, WALKWAYS, BICYCLE FACILITIES)	2001		2002
COMMERCE	R615TA	METROLINK - RIV/LA VIA FULLERTON AT COMMERCE <b>METROLINK STATION</b> - PLATFORM CONSTRUCTION	2001		2002
LOS ANGELES COUNTY	R616TA	METROLINK - SANTA CLARITA LINE AT VINCENT HILL/ACTON <b>UPGRADE METROLING STATION</b> - INSTALL TRAFFIC SIGNALS, CANOPY, PAVING, LIGHTING	2001		2002
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV011234	AT LA SIERRA METROLINK STATION - PURCHASE UP TO 21.19 ACRES TO EXPAND EXISTING PARKING FROM 348 SPACES ULTIMATELY 2000 SPACES (FIRST 2 PHASES UP TO 1,050 SPACES	2002		2003
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV52008	IN RIVERSIDE COUNTY <b>CONSTRUCT PASSENGER OVERCROSSINGS</b> AND SECURITY ENHANCEMENTS @ WEST CORONA, LA SIERRA, AND PEDLEY METROLINK/ <b>PARK-N-RIDE STATIONS</b>	2002		2003
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV62044	PEDLEY <b>PLATFORM EXTENSION</b>	1998	2002	2002
MONTCLAIR	SBD990305	METROLINK/SAN BERNARDINO LINE <b>CONSTRUCT A SECOND PLATFORM, PASSENGER SHELTERS AND INFORMATION KIOSKS</b>	2000		2001

### **Intermodal Transfer Facilities - Park & Ride Lots, New**

OMNITRANS	981119	<b>TRANSIT INTERMODAL FACILITIES</b> - FONTANA TRANSCENTER - EXPAND BUS BAYS, IMPROVE LANDSCAPING, SIGNALS AND PEDESTRIAN AND PASSENGER FACILITIES	2002		2002
LOS ANGELES COUNTY MTA	LA000487	<b>PARK AND RIDE LOT</b> (850 SPACES) LANKERSHIM AND CHANDLER - METRO RED LINE	1994		2002
LOS ANGELES COUNTY MTA	LA000489	<b>PARK AND RIDE LOT</b> (700 SPACES) UNIVERSAL CITY - METRO RED LINE	1994		2003
FOOTHILL TRANSIT ZONE	LA0B311	<b>PARK AND RIDE FACILITY</b> ON OAK STREET BETWEEN VINCENT & GLENDORA. 160 PARKING SPACES SERVING BUS LINES #699 AND #272.	2002		2003
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA0B7009	ANTELOPE VALLEY LINE IMPROVEMENTS- <b>INCREASE CAPACITY</b> AND REDUCE TRAVEL TIME ON THIS COMMUTER RAIL AND FREIGHT SERVICE LINE BETWEEN LANCASTER AND LOS ANGELES	2001		2002

SANTA CLARITA	LA0B7020	ADDITIONAL (150) PARKING AT NEWHALL METROLINK STATION- CONSTRUCT ADEQUATE PARKING AT THE NEWHALL METROLINK STATION, INCLUDE <b>PARK &amp; RIDE</b> , KISS & RIDE AND DISABLED- ACCESS SPACES	2001	2003
LOS ANGELES, CITY OF	LA0B7034	SUN VALLEY <b>INTERMODAL TRANSIT CENTER</b> ; PEDESTRIAN CROSSING/BUS STOP IMPROVEMENT-PROVIDE PED. CROSSINGS AT EACH END OF THE PLATFORM OF SOON TO BE BUILT SUN VALLEY METROLINK STATION	2001	2003
LOS ANGELES COUNTY MTA	LA0B7107	CHATSWORTH INTERMODAL <b>PARK AND RIDE</b> -INCLUDE DESIGN AND CONS. OF ADDITIONAL 150 SPACES-CONSTRUCTION WILL INCL GRADING, ASPHALT PAVING, INSTALLATION OF CONCRETE BUMPERS ETC (PE ONLY)	2001	2003
SANTA CLARITA	LA0C09	<b>TRANSIT CENTER</b> PASSENGER AMENITIES	2001	2003
LOS ANGELES REDEVELOPMENT AGENCY	LA0C53	HOLLYWOOD <b>INTERMODAL TRANSPORTATION AND PUBLIC PARKING CENTER</b> ON HAWTHORNE AVE. BETWEEN HIGHLAND AVENUE AND NORTH ORANGE DRIVE.	2002	2004
CARSON, CITY OF	LA0C8219	SOUTH BAY PAVILION REGIONAL TRANSIT CTR. <b>CONSTRUCTION OF A TRANSIT CTR</b> AT THE SOUTH BAY PAVILION SHOPPING CTR TO BE SERVED BY ALL 8 CARSON CIRCUIT RTES & MTA LINES #205 & #446-447.	2001	2006
MONROVIA	LA0C8250	MONROVIA RAILROAD DEPOT <b>MULTI-MODAL TRANSIT CENTER</b> ; STABILIZING STRUCTURE AND THEN OVERALL STRUCTURAL ELEMENTS WILL BE REPAIRED FOLLOWED BY RESTORING KEY ARCHITECTURAL FEATURES.	2002	2005
EL MONTE	LA0C8323	SAN GABRIEL VALLEY METRO HUB-IMPLEMENT NEW TRANSPORTATION STRATEGIES, INCLUDING AN <b>ELECTRIC BIKE/SHUTTLE SERVICE/PARKING CONTROL PROGRAM.</b>	2001	2003
PALMDALE	LA0C8326	PALMDALE <b>TRANSPORTATION CENTER</b> COMMUTER SERVICE CENTER-A REGIONAL MULTI-MODAL TRANSIT FACILITY IS CURRENTLY IN DESIGN.	2001	2004
PALMDALE	LA0C8361	PALMDALE <b>TRANSIT AMENITIES</b> PROGRAM. PROVIDE BUS SHELTERS ALONG VARIOUS REGIONAL AND LOCAL STOPS WITHIN THE CITY OF PALMDALE.	2001	2007
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA0C8383	LONG BEACH TRANSIT: <b>BUS STOP IMPROVEMENT</b> PROJ. ENHANCE 9 OF RAIL STATION FEEDER BUS STOPS TO EASE TRANSFERS, MAKE PUBLIC TRANSIT MORE AESTHETICALLY PLEASING & SAFER, INC RIDERSHIP.	2001	2004
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA29204	LA-SAN BERNARDINO CR (SF UNION STATION-SAN BERNARDINO) <b>CAPACITY IMPROVEMENTS</b>	1997	2002
LOS ANGELES, CITY OF	LA962129	METROLINK ROW MITIGATION <b>PEDESTRIAN &amp; CROSSING IMPROVEMENTS</b>	1993	2002
LOS ANGELES, CITY OF	LA962148	WESTLAKE COMMUNITY BASED INTERCEPT <b>INTERMODAL FACILITY</b> (96 CALL, CAT 2) [CALL #2445]	1999	2003

LOS ANGELES, CITY OF	LA962445	WESTLAKE COMMUNITY BASED INTERCEPT <b>INTERMODAL FACILITY</b>	2001		2002
FOOTHILL TRANSIT ZONE	LA963762	COVINA TIMED TRANSFER CENTER JOINT DEVELOP. PRJ. W/CITY W.COVINA <b>PARK &amp; RIDE GARAGE</b> , TRANSFER CTR. & RETAIL KIOSKS	2002		2003
COVINA	LA9811080	EASTLAND SATELLITE <b>PARK n RIDE LOT (REPLACEMENT PARKING FOR EASTLAND SHOPPING CENTER -- 429 SPACES)</b> (CROSS STREETS ARE BARRANCA/WORKMAN)	2000		2002
DOWNEY	LA982251	DEVELOP DOWNEY TRANSPOR/TRANSIT CTR AND TRANSIT YARD-BUS SYSTEMS, METROLINK, AND LIGHT RAIL ACCESS IMPROVEMENTS- LA TO ORANGE CO <b>INTERMODAL FACILITY</b> - 68,000 SQ/FT - NANCE/LORENA	2000		2002
INGLEWOOD	LA990701	<b>PASSENGER TRANSFER FACILITY</b> : OFF STREET, NE CRNR OF LA BREA & KELSO. WILL NOT ADD NEW SVC. PROVIDES SAFE OFF STREET TRANSFER FOR PASSENGERS.INGLEWOOD BUS. TRANSIT CENTER PHASE 2.	2000		2002
LOS ANGELES, CITY OF	LA996439	<b>BICYCLE RACK AND PARKING</b> PHASE II INSTALL ESTIMATED 833 INVERTED BIKE RACKS,	1999		2002
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA000104	TRANSITWAY IMPROVEMENTS AT IRVINE <b>TRANSPORTATION CENTER</b> ; BUILD 900 SPACE PARKING STRUCTURE, INCLUDING ENVIRONMENTAL, DESIGN AND CONSTRUCTION.	2001	2003	2006
FULLERTON	ORA020113	FULLERTON TRAIN STATION - <b>PARKING STRUCTURE</b> , PHASE I AND II. TOTAL OF 670 SPACES.	2002	2006	2009
LOS ANGELES, CITY OF	R627TA	METRO RAIL RED LINE AT WESTLAKE COMMUNITY <b>INTERMODAL INTERCEPT FACILITY</b> - DESIGN 1,100 SPACE PARKING STRUCTURE CROSSSTREETS ARE ALVARADO/MACARTHUR	1998		2002
HEMET	RIV990708	CONSTRUCT <b>TRANSPORTATION/ TRANSIT CENTER/PARK-N-RIDE LOT</b> ON CORNER OF HARVARD AND LATHAM AVE, APP 100 SPACES	2002		2003
CHINO	SBD41220	CHINO AVENUE/CENTRAL TO 6TH STS. <b>MULTI-MODAL TRANSPORTATION CENTER</b> INCLUDES PARK-N-RIDE LOT WITH 125 SPACES(PHASE 1 FUNDED-PHASE 2 AWAITING FUNDING)	2002		2003

### Intermodal Transfer Facilities - Park & Ride Lots, Expansion

LOS ANGELES, CITY OF	LA0C8303	ANGELS FLIGHT <b>RAILWAY PLAZA. ENHNCMENT</b> OF SYSTM & DEVT OF LOWER PLAZA INCL KIOSKS, INCLDS INSTALLING, WAITING & SEATING AREAS, LIGHTING, CNNCTIONS BET HILL ST & ADJCENT RED LINE ST	2002		2004
NORWALK	LA0D04	NORWALK/SANTA FE SPRINGS TRANSPORTATION CENTER <b>EXPANSION - PARKING &amp; RELATED IMPROVEMENTS</b>	2002		2004
LOS ANGELES COUNTY MTA	LA210465	SO. CENTRAL LOS ANGELES EXPOSITION PARK <b>INTERMODAL URBAN ACCESS</b> PRJ (STATE OF CAL. DEPT. OF GEN. SERV.) <b>RENEW /RENOVATION</b> PARKING FACILITY <b>IMPROVE</b> PARK/TRAFFIC ACCESS PROGRAM	2001		2003

### Intermodal Transfer Facilities - Bus Stations & Transfer Facilities, New

MONTEBELLO	LA000504	PURCHASE AND INSTALLATION OF <b>ON BOARD BIKE RACKS</b> .	2001	2003
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA01B110	<b>BIKE RACKS ON BUSES</b>	2001	2003
LOS ANGELES, CITY OF	LA0C8329	BICYCLE RACKS ON COMMUTER EXPRESS BUSES. ADDITION OF FRONT-LOADING <b>BICYCLE RACKS</b> TO A TOTAL OF 93 COMMUTER EXPRESS BUSES AND SPARES THAT SERVE THE CITY AND COUNTY OF LA.	2001	2003
LOS ANGELES, CITY OF	LA996099	METROLINK <b>SHUTTLE</b> (CHATSWORTH)	2001	2003

### Intermodal Transfer Facilities - Bus Stations & Transfer Facilities, Expansion

LOS ANGELES, CITY OF	LA0B7002	ATHENS/LENNOX/WILLOWBROOK/FLORENCE ET AL BUS SHELTER INSTALLATION- <b>ENHANCE PASSENGER FACILITIES</b> AT BUS STOPS, IMPROVE PASSENGER COVENIENCE	2000	2002
COMMERCE	LA0C37	<b>BUS STOP IMPROVEMENTS</b> - CONSTRUCTION OF PASSENGER SHELTERS AND INFORMATION KIOSKS	2001	2002
LOS ANGELES, CITY OF	LA0C8242	<b>BUS STOP IMPROVEMENTS</b> ON SAN FERNANDO ROAD & TC LIGHTING; ENHANCE PASSENGER FACILITIES AT THREE BUS STOPS WITH GREATEST NUMBER OF DAILY BOARDINGS ON EAST SIDE OF SAN FERNANDO ROAD.	2003	2008
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA0C8315	<b>ELECTRIC BIKE AND SCOOTER DEMONSTRATION PROJECT</b> . PURCHASE OF ELECTRIC BIKES AND SCOOTERS AS A TEST FOR FEASIBILITY AS SUBSTITUTES FOR SHORT COMMUTE TRIPS TO PARK AND RIDE LOTS.	2001	2005
LOS ANGELES, CITY OF	LA0C8319	<b>TAXI/SHUTTLE STANDS</b> AT METRO RED LINE STA AT N HLWD & UNIVERSAL. CITY AUTHORIZED TAXI STANDS AT TWO METRO RED LINE STATIONS (UNIVERSAL CITY ON LANKERSHIM AND N. HLWD ON CHANDLER.	2001	2003
LOS ANGELES COUNTY MTA	LA0C8413	METRO RAPID <b>BUS STATIONS</b> -PHASE II; INCLUDES COMMUNICATIONS & EQUIPMENT	2003	2005
MONTEBELLO	LA55201	CONTINUING PROJECT - <b>BUS STOP IMPROVEMENTS</b> , AMENITIES, SHELTERS, ETC	2001	2010
SANTA MONICA	LA57101	<b>BUS FACILITY IMPROVEMENTS</b>	2001	2005
SANTA MONICA	LA57108	<b>BUS STOP AMENITIES</b>	1999	2003
FOOTHILL TRANSIT ZONE	LA963526	<b>BUS STOP ENHANCEMENT</b>	2002	2003
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA973029	<b>BUS STOP AMENITIES</b>	2001	2004
LOS ANGELES COUNTY	LA974181	LAC+USC MEDICAL CENTER <b>BUS TRANSIT STATION</b> FACILITY WILL HAVE 4 BUS BAYS AND 4 LAYOVER BAYS BUS STOP IMPROVEMENT PRJ	1998	2002



ARCADIA	LA990712	<b>NEW &amp; EXPANDED SHUTTLE SERVICE</b> THRU DOWNTOWN ARCADIA CONNECTING HOTELS & BUSINESSES TO SANTA ANITA RACE TRAK & FASHION MALL (HUNTINGTON ST) & PROPOSED TRANSIT STATION	2001		2003
LOS ANGELES, CITY OF	LA996106	<b>DOWNTOWN PRKING MGMT ORDINANCE</b> PRKNG ORD. TO MANAGE PRKNG SUPPLY	2002		2003
RIVERSIDE TRANSIT AGENCY	RIV32237	IN WESTERN RIVERSIDE COUNTY PURCHASE BUS STOP AMENITIES AND OPERATION SUPPLIES	2002		2005

### Non-motorized Facilities - Bicycle & Pedestrian Facilities, New

UPLAND	2001015	<b>SP/PE RIGHT-OF-WAY BICYCLE AND PEDESTRIAN TRAIL - PHASE II (PART OF PACIFIC ELECTRIC TRAIL) CONSTRUCT 2.25 MILES OF BIKE/PED FROM EUCLID AVE TO ABANDONED ROW TO THE CLAREMONT AVE</b>	2002		2003
SANBAG	200074	LUMP SUM - TRANSPORTATION ENHANCEMENT ACTIVITIES PROJECTS FOR SAN BERNARDINO COUNTY- <b>BIKE/PED PROJECTS</b>	2001		2004
SANTA MONICA	LA030001	CALIFORNIA INCLINE SIDEHILL VIADUCT BR 53C0543 ADD, INCLUDED INSTATE IN STATE HBRR PROGRAM (0.3 MILE, 1-S, 1-N) <b>SIDEWALK/BIKEWAY WIDENING &amp; SEISMIC</b>	1998		2003
WHITTIER	LA0B7322	WHITTIER GREENWAY TRAIL-ACQUISITION, DESIGN, AND <b>CONSTRUCT OF 2 MILES CLASS I BIKE/PED PATH</b> ON AN ABANDONED RAIL ROW FROM NORWALK TO FIVE POINTS	2000		2004
SANTA CLARITA	LA0B7335	SANTA CLARA RIVER REGIONAL TRAIL-DESIGNING OF <b>7 MILES OF CLASS I BIKE/PED PATH</b> ALONG THE NORTH SIDE OF THE RIVER FROM I-5 ON THE WEST TO DISCOVERY PARK ON THE EAST	2002		2005
SANTA CLARITA	LA0C8156	SANTA CLARITA REGIONAL COMMUTER TRAIL - I-5 TO FAIRWAYS DRIVE; CONSTRUCTION AND SOME ACQUISITION OF <b>1.0 MILES OF CLASS I BIKE PATH</b> AND A BRIDGE RESTORATION ADJACENT TO SANTA CLARA.	2003		2006
LOS ANGELES, CITY OF	LA0C8380	CHINATOWN/COLLEGE STREET BLUE LINE STATION ENHANCEMENT- FEATURES CONSIST OF A <b>PEDESTRIAN WALKWAY</b> BRIDGE; A BUS STATION AND A <b>BIKE STATION</b> .	2002		2004
AGOURA HILLS	LA990362	CITYWIDE <b>STREET AND BIKE PATH PROJ</b> (T21-939)	2000		2003
BELLFLOWER	LA996275	WEST BRANCH GREENWAY <b>MULTI-MODAL TRANS. CORRIDOR DESIGN AND CONSTRUCT 2.5 MILE CLASS I BIKE PATH</b> ALONG MTA-OWNED SANTA ANA BRANCH ROW <b>INCL. PEDESTRIAN AND LANDSCAPING</b>	2003		2003
COMPTON	LA0B7326	COMPTON CREEK BIKEWAY EXTENSION - PHASE III.DESIGN & <b>CONSTRUCT .6 MI OF CLASS 1 BIKE/PED PATH</b> FROM GREENLEAF BLVD TO ARTESIA FWY.WILL INC BIKE PATH, PED WALKWAY SIGNAGE, STRIPING	1997		2005
SAN CLEMENTE	ORA990451	<b>MULTI-USE TRAIL</b> IN SAN CLEMENTE CONSTUCTED PARALLEL TO RAILROAD TRACKS. 2.6 MILES LONG.	2000	2004	2007

VARIOUS AGENCIES	ORA990906	LUMP SUM. TEA FUNDS FOR <b>BICYCLE AND PEDESTRIAN FACILITY PROJECTS</b> THROUGHOUT ORANGE COUNTY.	2000	2002	2007
SANBAG	SBD031505	VARIOUS LOCATIONS - LUMP SUMS LTF, ARTICLE 3 <b>BICYCLE/PEDESTRIAN PROJECTS</b>	2000		2004

### Non-motorized Facilities - Bicycle & Pedestrian Facilities, Expansion

LONG BEACH	LA0C8163	<b>BIKEWAY AND PEDESTRIAN IMPROVEMENTS.</b> 1.2 MILE CLASS I BIKE/PED PATH FROM WALNUT AVE TO WILLOW ST AT THE BLUE LINE STATION.	2002		2005
LOS ANGELES COUNTY MTA	LA974124	SANTA MONICA BOULEVARD TRANSIT PARKWAY <b>TRANSIT PEDESTRIAN AND BIKEWAY IMPROVEMENTS</b> ALONG SANTA MONICA BLVD IN WEST LOS ANGELES, SPANS 2.5	1993		2002
LOS ANGELES COUNTY	LA996289	SOUTH BAY <b>BIKE TRAIL PED. ACCESS</b> RAMPS/SIDEWALKS - DESIGN OF RAMPS, WALKWAYS TO PROVIDE ACCESS TO THE STH. BAY TRAIL AT DOCKWEILER STATE BEACH	2002		2006

### Non-motorized Facilities - Bicycle Facilities, New

LOS ANGELES COUNTY MTA	LA000274	FROM SEPULVEDA TO MORENO CONSTRUCT DIVIDED PKWAY WITH TRANSIT PKWAY IMPROVEMENTS, <b>BIKE LANES</b> & RT. 2/405 INTERCHANGE (94CFP; CAT. 2, 210, 98STIP00027) TEA21-#1531	1997		2003
LOS ANGELES COUNTY	LA002633	THOMPSON CREEK BICYCLE TRAIL (93/97 CFP; <b>BIKE PROGRAM CLASS I</b> (2 MILES)	1993		2003
LOS ANGELES, CITY OF	LA0B7330	SAN FERNANDO ROAD ROW <b>BIKE PATH PHASE II</b> -CONSTRUCT 2.75 MILES CLASS I FROM FIRST ST TO BRANFORD ST, ON MTA-OWNED ROW PARALLEL TO SAN FERNANDO RD. LINK CYCLISTS TO NUMEROUS BUS LINE	2001		2005
LOS ANGELES COUNTY MTA	LA0B7337	CHANDLER BLVD ROW <b>BIKE PATH:</b> 170 FWY TO LA VALLEY COLLEGE-DESIGN OF 2.3 MILES OF BIKEWAY AND OPTIONAL PEDESTRIAN WALKWAY FROM 170 FWY TO LOS ANGELES VALLEY COLLEGE	2001		2005
PALMDALE	LA0C8147	SIERRA <b>BIKEWAY RAILROAD OVERCROSSING.</b> PROPOSE A .34 MILE CLASS 1 BIKE PATH PROVIDING A GRADE SEPARATION AT AVE. Q OVER THE UNION PACIFIC/METROLINK RAILS.	2002		2006
LOS ANGELES, CITY OF	LA0C8164	EXPOSITION BLVD RIGHT-OF-WAY <b>BIKE PATH</b> -WESTSIDE EXTENSION. DESIGN OF 4.5 MILES OF CLASS 1 BIKEWAY, LIGHTING, LANDSCAPING & INTERSECTION IMPROVEMENTS.	2002		2007
LOS ANGELES, CITY OF	LA0C8324	BICYCLE PARKING AT FIVE BLUE LINE STATIONS-PROJECT WILL <b>INSTALL BICYCLE PARKING AND LOCKERS</b> AT FIVE OF THE SIX PASADENA BLUE LINE STATIONS LOCATED WITHIN THE CITY OF LA.	2002		2003
LOS ANGELES, CITY OF	LA0C8330	BICYCLE COMMUTER TECHNOLOGY ACCESS, CITY'S <b>WEB PAGE FOR BICYCLE PROGRAM</b>	2002		2006

SANTA MONICA	LA960192	THROUGHOUT THE CITY OF SANTA MONICA VARIOUS <b>BIKE RACKS AND LOCKERS</b>	2001		2002
LOS ANGELES, CITY OF	LA962071	L.A. RIVER <b>BIKE PATH</b> OVER LOS FELIZ BLVD. CLASS I AND CLASS II	2001		2003
CALTRANS	LA962216	[CALL # 2071, MOU P.0002-071 ON 6/30/99] TOPANGA CANYON BLVD. <b>BIKE LANE</b> (96 CFP PROJ) <b>CLASS II</b> (RESTRIPE TO ADD LANE - 7 MILES)	2001		2003
LOS ANGELES COUNTY MTA	LA974083	CHANDLER/BURBANK <b>BIKE PATH</b> -WHITEOAK TO PIERCE COLLEGE A 3.2 MILE CLASS I BIKEWAY ON MTA'S CHANDLER/BURBANK RAIL RIGHT-OF-WAY WILL IMPROVE NON-MOTORIZED ACCESS (COMBINED W/LA974078)	2002		2003
CALABASAS	LA974100	U.S. 101 INTERJURISDICTIONAL BIKELANE GAP CLOSURE <b>CONSTRUCTION 4.5 MILES OF BIKEWAY</b> IMPROVEMENTS TO CLOSE SEVERAL GAPS WITHIN A 12 MILE CORRIDOR(TEA21-#69)	1999		2003
SANTA MONICA	LA990726	<b>BIKE RACKS</b> (CFP/6089)	2001		2006
LOS ANGELES, CITY OF	LA996241	CHANDLER <b>BIKEWAY EXTENSION</b> -DESIGN & CONSTRUCT .5 MILE EXT, CYCLIST SHOWER AND LOCKER FACILITY AT HISTORIC TRAIN STATION ACROSS FROM CHANDLER BLVD. FROM THE METRO RED LINE STATION.	2002		2004
ORANGE, CITY OF	ORA990452	TUSTIN BRANCH RAIL TRAIL (SANTA ANA RIVER TO FAIRHAVEN ST) CONVERT RAILS TO <b>BIKE TRAIL</b> THROUGH VILLA PARK AND ORANGE. CONNECTS 9 MILE TRAIL.	2000	2003	2006

### Non-motorized Facilities - Bicycle Facilities, Expansion

LOS ANGELES, CITY OF	LA0C8318	LA CITY AND SORROUNDING COMMUNITIES <b>BICYCLE MAP-PROJECT</b> WILL UPDATE BIKEWAY MAPPING INFO. FOR THE CITY OF LA AND PLOT BYCYCLE LANE AND PATH INFORMATION ON A NEW MAP.	2002		2004
LOS ANGELES COUNTY	LA996285	SOUTH BAY <b>BIKE TRAIL RECONSTRUCT</b> AT PLAYA DEL REY - DESIGN AND RECONSTRUCT SEGMENT OF THE TRAIL AT DOCKWEILER STATE BEACH.	2002		2005
LOS ANGELES COUNTY	LA996288	SAN GABRIEL RVR. <b>BIKE TRAIL REHAB</b> PHASE I - FROM WHITTIER NARROWS DAM TO FLORENCE AVE.	2002		2005

### Non-motorized Facilities - Pedestrian Facilities, New

COMMERCE	927108	ALAMEDA CORRIDOR IN COMMERCE AT ATLANTIC BOULEVARD AND TELEGRAPH ROAD - <b>INTERSECTION IMPROVEMENTS</b>	2001		2002
LOS ANGELES COUNTY MTA	LA002738	<b>BIKEWAY/PEDESTRIAN BRIDGE</b> OVER LA R RIVER AT TAYLOR YARD CLASS I (CFP 738, 2077)	1994		2002
CALTRANS	LA0B420	IN VAN NUYS - <b>MULTIMODAL TRANSPORTATION CENTER</b> - PEDESTRIAN IMPROVEMENTS AND LANDSCAPING	2001		2002
SANTA MONICA	LA0B7267	CROSSWAY ENHANCEMENTS ALONG TRANSIT CORRIDOR- ENHANCEMENTS DESIGNED TO <b>IMPROVE PEDESTRIAN ACCESS</b> TO EXISTING AND PLANNED TRANSIT FACILITIES ALONG SANTA	2001		2002

SOUTH PASADENA	LA0B7271	BLUE LINE <b>PEDESTRIAN LINKAGE</b> AND SAFETY IMPROVEMENTS- INCLUDE SIGNAGE, UPGRADES CROSSWALKS, PEDESTRIAN LIGHTING, ENHANCED SIDEWALK AROUND THE STATION IN THE AREA MISSION ST STATION	2002		2003
LOS ANGELES, CITY OF	LA0B7278	NORTHEAST COMMUNITY LINKAGES PHASE II-HIGHLIGHT <b>PEDESTRIAN CONNCTNS</b> W/RAIL & BUS LINES ALONG MARMION WAY AND AT PASADENA AVE, FIGUEROA ST, FRENCH AVE, AND AVE 45, 50, 60, 61.	2002		2002
LOS ANGELES, CITY OF	LA0B7285	ALISO VILLAGE <b>PEDESTRIAN LINKAGE</b> PROJECT-LINK THE NEW RECONSTRUCTED ALISO VILLAGE PUBLIC HOUSING DEVELOPMENT TO THE 2ND ST TRANSIT WAY & METRO RAIL STATION AT FIRST AND BOYLE ST.	2002		2002
LOS ANGELES, CITY OF	LA0B7290	VERMONT <b>SIDEWALK WIDENING</b> /TRANSIT AVENIDA: EXPOSITION BLVD TO I-10-ENHANCE THE PEDESTRIAN ENVIRONMENT/INCREASE SAFETY ON VERMONT AVE	2001		2003
LOS ANGELES, CITY OF	LA0B7293	SAN PEDRO PEDESTRIAN WAY- <b>PROVIDE PEDESTRIAN ACCESS WAYS</b> LINKING EXISTING TRANSIT FACILITIES AND PROPOSED PARKING STRUCTURE TO SURROUNDING & OTHER DESTINATIONS IN DOWNTOWN SAN PEDRO	2001		2003
WESTLAKE VILLAGE	LA960142	LINDERO CANYON ROAD FROM AGOURA RD TO JANLOR DR <b>CONSTRUCT BIKE PATH</b> , RESTRIPE STREET, INTERSECTION WIDENING, SIGNAL COORDINATION, RAMP WIDENING (TEA21-#65)	1999		2003
LOS ANGELES COUNTY	LA0B416	IN LOS ANGELES - DOWNTOWN OVER FREEWAY 101 - <b>PEDESTRIAN BRIDGE ENHANCEMENT</b>	2002		2004
IRVINE	ORA99080 2	IRVINE AMTRAK STATION <b>BUILD PEDESTRIAN OVERCROSSING</b> AND LANDSCAPING	1999	2000	2001

### Non-motorized Facilities - Pedestrian Facilities, Expansion

LOS ANGELES, CITY OF	LA0B7274	CITYWIDE ST <b>PEDESTRIAN IMPROVEMENT</b> -CONSISTS OF A SERIES OF STREETScape ENHANCEMENTS WITHIN DOWNTOWN LA DESIGNED TO STRENGTHEN THE PEDESTRIAN LINKAGE BETWEEN DOWNTOWN DESTINATIONS.	2002		2002
LOS ANGELES COUNTY	LA0B7288	GRAND AVE. REALIGNMENT AND <b>PEDESTRIAN ENHANCEMENTS</b> - GRAND AVENUE BETWEEN TEMPLE AND SECOND STREET; CONSTRUCTION OF A TWO BLOCK REALIGNMENT OF GRAND AVENUE IN DOWNTOWN L.A	2001		2003
EL MONTE	LA0B7296	<b>CROSSWALK IMPROVEMENT PROJECT</b> .LOCATED AT RAMONA BL/VALLEY BL, PECK RD/VALLEY BL, PECK RD/LOWER AZUSA RD, PECK RD/RAMONA BL, RAMONA BL/SANTA ANITA	2002		2004
LOS ANGELES, CITY OF	LA0C8174	LITTLE TOKYO <b>PEDESTRIAN LINKAGES</b> . CONSTRUCTION OF IMPROVEMENTS: SIDEWALK AND CROSSWALK ENHANCEMENTS, STREET FURNITURE & LANDSCAPING TO PROMOTE PEDESTRIAN TRAVEL W/IN LITTLE TOKYO.	2001		2004

LOS ANGELES, CITY OF	LA0C8209	HOLLYWOOD MEDIA DISTRICT- <b>PEDESTRIAN IMPROVEMENTS</b> . INCLUDING SMART CROSSWALKS, TRAFFIC SIGNAL, LANDSCAPING ETC. BET. BUS STOPS ALONG SANTA MONICA BLVD, VINE ST AND HIGHLAND AVE.	2004	2005
SANTA CLARITA	LA973024	IMPROVE <b>PEDESTRIAN ACCESS</b> TO TRNSIT STOPS, INSTALLING CROSSWALKS, SIDE- WALKS, AND PEDESTRIAN-ACTUATED TRAFFIC SIGNALS.@ 17 TRANSIT STOPS VARIOUS LOCATIONS, PROJECT EXEMPT	2001	2003
PASADENA	LA974129	PASADENA BLUE LINE COMMUNITY LINKAGES <b>PEDESTRIAN IMPROVEMENTS</b> TO TWO PLANNED METRO PASADENA BLUE LINE STATIONS WITHIN THE CITY	1999	2003
MANHATTAN BEACH	LAOB418	IN MANHATTAN BEACH - MARINE AVENUE BETWEEN SEPULVEDA BLVD (STATE ROUTE 1) AND VALLEY/ARDOMOR <b>PEDESTRIAN</b> AND AESTHETIC IMPROVEMENTS	2001	2003
RIALTO	SBD59203	<b>PEDESTRIAN FACILITY IMPROVEMENTS</b> AT RIALTO METROLINK STATION IN BETWEEN ORANGE AND RIVERSIDE AVENUES (IN ALLEY WAY IN BETWEEN METROLINK AND DOWNTOWN BUSINESS DISTRICT	2000	2003

### **Information-based Strategies - Marketing and Promotion of Rideshare and Intermodal Services**

LOS ANGELES COUNTY MTA	927333	<b>RIDESHARE ACTIVITIES</b>	1997	2005
SANBAG	94163	<b>RIDESHARE</b> ACTIVITIES FOR SOUTH COAST AIR BASIN	2002	2007
LOS ANGELES COUNTY MTA	LA0C8109	COUNTYWIDE <b>TRANSPORTATION SYS. AWARENESS &amp; SATISFACTION. PROJECT</b> WILL USE AND EXPAND UPON IT'S PREDECESSOR'S WORK, THE SERVICE PLANNING MARKET RESEARCH PROGRAM (SPMRP) FOR TRANSIT	2001	2007
LOS ANGELES COUNTY MTA	LA0C8118	<b>TDM PROGRAM ENHANCEMENT</b>	2002	2004
LOS ANGELES COUNTY MTA	LA991305	<b>RIDESHARE 2000/CLUB METRO-</b> EXTEND AND EXPAND IMLEMNT. INCNTIVE PRGM. TO ENCOURAGE USE OF ALT. MODES OF TRAVEL OTHER THAN DRIVING ALONE.	2000	2005
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA65002	<b>RIDESHARE SERVICES</b> RIDEGUIDE, DATABASE, CUSTOMER INFO, AND MARKETING. (ORANGE COUNTY PORTION).	-	-
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV520111	REGIONAL <b>RIDESHARE</b>	2002	2005

### **Information-based Strategies - Intelligent Transportation Systems/Control System Computerization**

CALTRANS	LA962214	PACIFIC COAST HIGHWAY <b>TRAFFIC MANAGEMENT SYSTEM</b> FROM MCCLURE TUNNEL TO TRANCAS CANYON RD TRAFFIC MAN. & BUS SPEED IMPROVEMNT(TEA21-#707)	1995	2003
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CORONA	RIV010227	CORONA <b>AUTOMATED TRAFFIC MANAGEMENT SYSTEM (ATMS)</b>	2002	2005
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**Information-based Strategies - Real-time Rail, Transit or Freeway Notification Systems**

LOS ANGELES COUNTY	LA0C8316	<b>TRANSPORTATION INFORMATION PROJECT (TIP)</b> . EQUIP COUNTY EMPLOYEES AT 41 SITES THROUGHOUT LA COUNTY WITH THE TOOLS NEEDED TO PROVIDE INDIVIDUALIZED TRANSIT ITINERARIES ETC.	2002	2005
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA0C8320	SOUTHEAST <b>REGIONAL TRANSIT INFORMATION NETWORK</b> -WILL MAKE USERS IDENTIFY THE TRANSIT OPTION THAT BEST MEETS THEIR INDIVIDUAL NEEDS BY SERVING AS A ONE STOP SOURCE.	2002	2003
LOS ANGELES, CITY OF	LA0C8321	LA CULTURAL TOURISM WEB PAGE DEVELOP & <b>TRANSIT PROMOTION</b> . ENCOURAGES THE USE OF MASS TRANSIT AT TARGETED TRIP GENERATION NODES AND FACILITATE MASS TRANSIT USE TO REG. DESTINATIONS.	2001	2005
LONG BEACH	LA0C8331	LONG BEACH <b>WAYFINDING/TRANSIT CONNECTION PROGRAM</b> - MAJORITY OF SIGNS WILL BE PEDESTRIAN, AND WILL INCLUDE MAPPING THAT DISPLAYS DESTINATIONS AND TRANSIT OPTIONS.	2002	2004
FOOTHILL TRANSIT ZONE	LA9811007	<b>CUSTOMER SERVICES KIOSK</b> PROJECT	2001	2003
SCAG	LA996082	<b>WEB ACCESS VANPOOL INFO SYS</b> DEV & IMPLMENT DATABSE FOR VANPOOLS, VACANCIES	1999	2002
SCAG	LA996083	<b>COMMUTER CHANNEL</b> NON-MONETARY SUBSCRIPTION SRVCE	1999	2002
MISSION VIEJO	ORA990902	MISSION VIEJO (CITYWIDE) REMOTE TMC AND TRAVLER/PUBLIC INFO ACCESS CENTER. <b>PROVIDES TRAFFIC INFO</b> TO PUBLIC LIBRARIES. EST COMM INTERTIE BETWEEN CITY AND CALTRANS	1999	2002 2004
SCAG	RIV62103	ITS TRANSIT PROJECT INCLUDES AUTOMATED VEHICLE LOCATOR, GLOBAL POSITION SAT:MOBILE DATA TERMINALS	1999	2002

## **ATTACHMENT 2**

### **Fiscally Constrained Projects from the 2001 RTP<sup>4</sup>**

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<sup>4</sup> See <[http://www.scag.ca.gov/rtp/webpdfs/appendix\\_K.pdf](http://www.scag.ca.gov/rtp/webpdfs/appendix_K.pdf)> [2001 RTP:p. K2-K11]

## 2001 RTP - CONSTRAINED PROJECT LIST

County	Route	Project Limits	Description	Year	Public Cost (97\$)*	Private/Other Cost (97\$)*
<b>ARTERIALS</b>						
IM	Arterial Improvements	Countywide	Arterials/Interchanges	2025	\$194,000,000	
<b>GRADE CROSSINGS</b>						
IM	SR-98	Railroad Intersection	Bridge & Grade Crossing	2025	\$2,000,000	
<b>MIXED FLOW</b>						
IM	SR-7	I-8 to SR-115	Expressway	2010	\$13,000,000	
IM	SR-98	SR-111 to new SR-7	Expressway	2010	\$23,000,000	
IM	SR-111	SR-98 to I-8	Expressway	2010	\$23,000,000	
IM	SR-111	SR-78 to SR-111/SR-115	Expressway	2010	\$10,000,000	
IM	SR-115	Evan Hewes Hwy to SR-78	Expressway	2010	\$35,000,000	
<b>O&amp;M</b>						
IM	Add. Operations & Maint.	Countywide	Operations/Maintenance	2025	\$50,000,000	
<b>TDM/NON-MOTORIZED</b>						
IM	TDM (Non-motorized, telecommute, etc.)	Countywide	TDM (Non-motorized, telecommute, etc.)	2025	\$30,000,000	
					<b>\$380,000,000</b>	<b>\$0</b>
<b>ARTERIALS</b>						
LA	Arterial Improvements / Ground Access	Countywide	Arterials/Interchanges	2025	\$488,000,000	
<b>GRADE CROSSINGS</b>						
LA	Arterial Goods Movement/ Grade Crossings	Countywide	Arterial Goods Movement/ Grade Crossings	2025	\$433,000,000	
<b>HOV</b>						
LA	SR-14	Ave. P-8 to Ave. L	Freeway: HOV	2015	\$23,000,000	
LA	I-405	US-101 to Burbank Blvd (NB)	Freeway: HOV	2010	\$3,000,000	
LA	I-5/SR-170	North to South/South to North	HOV Connector	2025	\$37,000,000	
LA	I-5/I-405	North to South/South to North	HOV Connector	2025	\$73,000,000	
LA	I-710	I-10 to Huntington Dr	Freeway: HOV	2010	\$92,000,000	



LA	I-710	Huntington Dr to I-210	Freeway: HOV	2020	\$137,000,000	
<b>MIXED FLOW</b>						
LA	I-710	I-10 to Huntington Dr	Freeway: Mixed Flow	2010	\$274,000,000	
LA	I-710	Huntington Dr to I-210	Freeway: Mixed Flow	2020	\$412,000,000	
LA	I-5 **	Rosecrans to Or Co Line	Freeway: Mixed Flow	2010	\$110,000,000	
LA	I-5 Interchanges	Orange Co to Rosemead Blvd	Interchanges	2025	\$181,000,000	
LA	SR-57/SR-60		Interchange	2025	\$181,000,000	
<b>O&amp;M</b>						
LA	Add. Operations & Maint.	Countywide	Roadway Operations & Maint.	2025	\$250,000,000	
<b>TDM/NON-MOTORIZED</b>						
LA	Non-motorized	Countywide	Non-motorized	2025	\$385,000,000	
LA	TDM (Telecommute, park and ride, etc.)	Countywide	TDM (Telecommute, park and ride, etc.)	2025	\$155,000,000	
LA	Rideshare & Other Incentive Programs	Countywide	Rideshare & Other Incentive Programs	2025	\$180,000,000	
LA	ITS/Signal Synchronization	Countywide	ITS/Signal Synchronization	2025	\$555,000,000	
<b>TRANSIT</b>						
LA	Metrolink Improvements	Countywide	Commuter Rail	2025	\$346,000,000	
LA	Countywide Bus System Improvement	Countywide	Countywide Bus System Improvement	2025	\$537,000,000	
LA	Local Transit Assistance	Countywide	Transit Capital Project Funding	2025	\$262,000,000	
LA	Tiered Transit System	Countywide	Implementation	2025	\$0	TBD
LA	Community Transit Service	Countywide	Community Transit Service	2025	\$0	TBD
LA	Green Line Extension	Mariposa@Nash to Century@Sepulveda (LAX Term.)	Light Rail	2010	\$0	\$145,000,000
LA	Vermont		Rapid Bus	2010	\$65,000,000	
LA	Venice & Pico/East 1st		Rapid Bus	2010	\$152,000,000	
LA	Van Nuys		Rapid Bus	2010	\$98,000,000	
LA	Crenshaw-Rossmore		Rapid Bus	2010	\$98,000,000	
LA	Avalon		Rapid Bus	2010	\$79,000,000	
LA	Florence		Rapid Bus	2010	\$131,000,000	
LA	Santa Monica		Rapid Bus	2010	\$90,000,000	
LA	Western		Rapid Bus	2010	\$82,000,000	

LA	Long Beach Ave		Rapid Bus	2010	\$96,000,000	
LA	Hawthorne		Rapid Bus	2010	\$77,000,000	
LA	Hollywood-Pasadena		Rapid Bus	2010	\$78,000,000	
LA	Soto		Rapid Bus	2010	\$55,000,000	
LA	San Fernando Rd		Rapid Bus	2010	\$102,000,000	
LA	West Third		Rapid Bus	2010	\$32,000,000	
LA	Hollywood-Fairfax		Rapid Bus	2010	\$39,000,000	
LA	Alvarado		Rapid Bus	2010	\$25,000,000	
LA	Garvey		Rapid Bus	2010	\$62,000,000	
LA	Century Blvd		Rapid Bus	2010	\$47,000,000	
LA	Vernon-La Cienega		Rapid Bus	2010	\$80,000,000	
LA	Roscoe		Rapid Bus	2010	\$106,000,000	
LA	Atlantic		Rapid Bus	2010	\$92,000,000	
LA	San Fernando Valley North/South Corridor		Transit Corridor	2015	\$102,000,000	
LA	Crenshaw Corridor		Transit Corridor	2025	\$173,000,000	
<b>TRUCK LANES</b>						
LA	SR-60	I-710 to SB Co Line	Truck Lanes	2010	\$2,374,000,000	\$1,032,000,000
					<b>\$9,449,000,000</b>	<b>\$1,177,000,000</b>
<b>ARTERIALS</b>						
OR	Arterial Improvements / Ground Access	Countywide	Arterial Improvements / Ground Access	2025	\$135,000,000	\$131,600,000
OR	Other Arterials, Ground Access	Countywide	Arterial Widening (Per Master Plan of Arterial Highways)	2025	\$430,000,000	TBD
OR	SR-133 - Laguna Canyon Rd	PCH Laguna Fwy @ I-405	Smart Street improvements	2010	\$9,000,000	\$21,000,000
OR	Adams Avenue	Beach Boulevard to Harbor	Smart Street improvements	2010	\$6,000,000	\$11,000,000
OR	Bolsa Avenue/First Street	Bolsa Chica Road to I-5	Smart Street improvements	2010	\$17,000,000	\$33,000,000
OR	Crown Valley Parkway	PCH to Foothill TC	Smart Street improvements	2010	\$15,000,000	\$29,000,000
OR	El Toro Road	Laguna Cyn Rd to Foothill TC	Smart Street improvements	2010	\$15,000,000	\$29,000,000
OR	Harbor Boulevard	Imperial Highway to I-5	Smart Street improvements (Partially in baseline ORA00165-167)	2010	\$29,000,000	\$57,000,000
OR	Irvine Blvd./Trabuco Road	El Toro Road to I-5	Smart Street improvements	2010	\$18,000,000	\$36,000,000
OR	Jamboree Road	Irvine Boulevard to SR-73	Smart Street improvements	2010	\$11,000,000	\$21,000,000

OR	Newport Boulevard	19th St to Finley	Smart Street improvements	2010	\$3,000,000	\$5,000,000
OR	Orangethorpe Avenue	Beach Blvd to Imperial Hwy	Smart Street improvements	2010	\$19,000,000	\$37,000,000
OR	Pacific Coast Highway	San Juan Creek to Warner	Smart Street improvements	2010	\$20,000,000	\$80,000,000
OR	Tustin Avenue/Rose Drive	SR-91 to Imperial Hwy	Smart Street improvements	2010	\$6,000,000	\$11,000,000
OR	Valley View	SR-22 to SR-91	Smart Street improvements	2010	\$13,000,000	\$27,000,000
OR	Warner Avenue	Harbor Blvd to PCH	Smart Street improvements	2010	\$13,000,000	\$25,000,000
<b>GRADE CROSSINGS</b>						
OR	Track Lowering: Orangethorpe Corridor	Orangethorpe Corridor: From Placentia Ave to Kellogg Drive	Accommodates Placentia crossings at: Kraemer, Orangethorpe, Tustin/Rose, Jefferson, Van Buren, Richfield, Lakeview, Kellogg	2010	\$0	\$318,000,000
OR	Orangethorpe Corridor	State College in Fullerton	Grade Crossing	2010	\$25,000,000	
OR	Orange/Olive Corridor Grade Crossings	Orange/Olive Branch, various locations	Grade separate streets @ railroad tracks (full description provided in expanded list)	2010	\$151,000,000	
OR	Other Grade Separations	TBD	Countywide grade separations	2020	\$109,000,000	
<b>HOT LANES/TOLLWAYS</b>						
OR	Corridor	SR-241 to Riv Co Line	Corridor	2010		\$520,000,000
OR	SR-91 @ SR-241	SR-91 @ SR-241	Add Tollway Connection Ramps	2020		\$90,000,000
<b>HOV</b>						
OR	I-5	SR-1 to Pico	Freeway: HOV	2020	\$70,000,000	
OR	SR-55	I-5 to Dyer, NB and SB	Extend I-5/SR-55 HOV connector to Dyer as separate HOV lane	2010	\$40,000,000	
OR	SR-22 @ I-5	SR-22 @ I-5	HOV Connector	2025	\$66,000,000	
OR	SR-22 @ SR-55	SR-22 @ SR-55	HOV Connector	2025	\$63,000,000	
OR	I-405 @ SR-22	I-405 @ SR-22	HOV Connector	2010	\$60,000,000	
OR	I-605 @ I-405	I-605 @ I-405	HOV Connector	2010	\$85,000,000	
OR	I-405 HOV Drop Ramps	@ Von Karman	HOV Drop Ramps	2025	\$24,000,000	
<b>MIXED FLOW</b>						
OR	I-405, NB & SB	Magnolia Avenue to Beach Blvd.	Auxiliary Lanes	2010	\$8,000,000	
OR	SR-55	I-5 to McArthur Blvd	Auxiliary Lanes	2010	\$40,000,000	

OR	SR-57	LA Co Line to SR-22	Add NB Aux Lane from Katella to SR-91 and from Orangethorpe to Imperial Hwy; Add SB Aux Lane from LA County to SR-91; Add NB Truck Climbing Lane from Lambert to Tonner	2010	\$186,000,000	
OR	SR-91	SR-57 to I-5 (WB only)	Auxiliary Lanes	2020	\$15,000,000	
OR	SR-91 WB	SR-55 to Tustin Ave	Auxiliary Lanes	2010	\$25,000,000	
OR	SR-91	SR-241 to SR-71	Auxiliary Lanes	2025	\$7,000,000	
OR	SR-91 Freeway	Between SR-71 (Riv County) and Coal Canyon	Auxiliary Lane (WB)	2006	\$5,000,000	
OR	I-405 @ SR-55	I-405 @ SR-55 (Bristol Braid)	Interchange Improvement	2020		\$32,000,000
OR	I-5 NB & SB	I-5 La Paz to Oso	Add auxiliary lane, widen bridge, intersection improvements	2010	\$13,000,000	
OR	I-5, NB & SB	at La Paz Road	Reconstruct interchange	2010	\$30,000,000	
OR	I-5, SB	at Alicia Parkway	Auxiliary Lane	2010	\$2,000,000	
OR	I-5, SB	at Jamboree	Provide two lane off-ramp and widen terminal section of off-ramp	2010	\$3,000,000	
OR	I-5, SB	at Culver Drive	Widen off-ramp to 2 lanes	2010	\$1,000,000	
OR	SR-91, WB	Lakeview @ SR-91	Reconfigure ramp	2010	\$8,000,000	
OR	SR-91, EB	Truck scales to Imperial Hwy	Add truck storage lane	2010	\$1,000,000	
OR	I-5, SB	I-5 between 1st and SR-55	Operational Improvements	2020	\$50,000,000	
OR	I-5/SR-74	I-5/SR-74 Separation	Interchange Improvement	2020	\$30,000,000	
OR	I-5, NB & SB	Avery Parkway	Interchange Improvement	2020	\$18,000,000	
OR	SR-133	at Sand Canyon	Interchange Improvement	2010		TBD
OR	I-405, NB	NB I-405 - @ Culver and Sand Canyon	Add auxiliary lanes, extend right lanes to tie with merge lanes	2020	\$12,000,000	
OR	I-5/I-405, NB	Alicia Parkway to Sand Canyon	Add auxiliary lane; signing & striping improvements	2020	\$2,000,000	
OR	Countywide	Other Chokepoints Countywide	Fix Freeway Chokepoints that cause bottlenecks	TBD	\$643,000,000	
<b>O&amp;M</b>						
OR	Add. Operations & Maint.	Countywide	Roadway Operations & Maint.	2025	\$189,000,000	\$189,000,000
<b>TDM/NON-MOTORIZED</b>						

OR	Non-Motorized	Countywide	O.C. Commuter Bikeways Strategic Plan	2010	\$29,000,000	
OR	Non-Motorized	Commuter Bikeway Strategic Plan	Add Class I, II, and Class III bikeways per Commuter Bikeways Plan	2025	\$110,000,000	
OR	Traveler Information / ITS	Countywide	Traveler Information, ITS & Ridesharing	2025	\$50,000,000	
OR	TDM (Telecommute, park and ride, etc.)	Countywide	TDM (Telecommute, park and ride, etc.)	2025	\$31,000,000	
<b>TRANSIT</b>						
OR	Garden Grove Blvd		Rapid Bus	2010	\$110,000,000	
OR	Katella Ave		Rapid Bus	2010	\$110,000,000	
OR	Bolsa Ave/1st St		Rapid Bus	2010	\$110,000,000	
OR	Harbor Blvd		Rapid Bus	2010	\$110,000,000	
OR	Bristol St		Rapid Bus	2010	\$110,000,000	
OR	Main St		Rapid Bus	2010	\$110,000,000	
OR	Intermodal Center	Anaheim	Transit Center	2025	\$50,000,000	
OR	Local Transit Service	Countywide	Local Transit Service	2015		TBD
OR	Commuter Rail	Countywide	Track and Stations (Per SCRRRA Long Range Plan)	2010	\$270,000,000	
					<b>\$3,940,000,000</b>	<b>\$1,702,600,000</b>
<b>ARTERIALS</b>						
RIV	Arterial Improvements / Ground Access	Countywide	Arterials/Interchanges	2025	\$400,000,000	\$106,000,000
RIV	Hamner Ave/Main St	SB CL to Ontario Ave	Smart Street	2015	\$45,000,000	
RIV	Limonite Ave/Rubidoux Blvd	I-15 to Riverside Ave (via Agua Mansa)	Smart Street	2020	\$63,000,000	
RIV	Magnolia Ave/Main St	Ontario Ave to SB CL	Smart Street	2015	\$88,000,000	
<b>GRADE CROSSINGS</b>						
RIV	Grade Crossings	Countywide	Grade Crossings	2025	\$600,000,000	
<b>HOT LANES/TOLLWAYS</b>						
RIV	Corridor	Or Co Line to I-15	Corridor	2010	\$300,000,000	\$700,000,000

<b>HOV</b>						
RIV	I-15	SB Co Line to SR-91	Freeway: HOV	2020	\$43,000,000	
RIV	I-215	Ramona Exwy to E Jct SR-60/I-215	Freeway: HOV	2025	\$41,000,000	
RIV	I-215	SR-60/I-215/SR-91 IC to SB Co Line	Freeway: HOV	2020	\$60,000,000	
RIV	SR-60/I-215	60/215 E Jct east to SR-60	HOV Connector	2010	\$33,000,000	
RIV	SR-60/I-215	60/215 E Jct south to I-215	HOV Connector	2025	\$7,000,000	
RIV	I-215	I-15 to s/o Nuevo	Freeway: Mixed Flow & HOV	2025	\$82,000,000	
RIV	SR-71	SB Co Line to SR-91	Freeway: Mixed Flow & HOV	2015	\$100,000,000	
<b>MIXED FLOW</b>						
RIV	I-15	SR-91 to SR-60	Freeway: Mixed Flow	2020	\$40,000,000	
RIV	I-215	Eucalyptus to Columbia	Freeway: Mixed Flow	2025	\$75,000,000	
RIV	I-10	Monterey to Dillon	Freeway: Mixed Flow	2010	\$40,000,000	
RIV	SR-79	Ramona Expwy to Newport Rd	Expressway: Mixed Flow	2010	\$130,000,000	
RIV	Riverside/San Bernardino Corridor	San Bernardino to Moreno Valley		2025	\$350,000,000	
RIV	Corridor	Hemet to Corona/Lake Elsinore		2025	\$400,000,000	
RIV	Corridor	Banning/Beaumont to Temecula		2025	\$650,000,000	
<b>O&amp;M</b>						
RIV	Add. Operations & Maint.	Countywide	Roadway Operations & Maint.	2025	\$200,000,000	
<b>TDM/NON-MOTORIZED</b>						
RIV	Non-motorized	Countywide	Non-motorized	2025	\$50,000,000	
RIV	Rideshare & Other Incentive Programs	Countywide	Rideshare & Other Incentive Programs	2025	\$22,000,000	
RIV	TDM (Telecommute, park and ride, etc.)	Countywide	TDM (Telecommute, park and ride, etc.)	2025	\$25,000,000	
RIV	ITS	Countywide	ITS	2025	\$25,000,000	
<b>TRANSIT</b>						
RIV	Metrolink Improvements	Countywide	Commuter Rail	2025	\$184,000,000	
RIV	San Jacinto Commuter Rail	4th & D St to 7th & State St	Commuter Rail	2020	\$63,000,000	
RIV	Intercity Rail	Colton (SB Co.) to Palm Springs	Intercity Rail (AMTRAK)	2015		\$150,000,000
<b>TRUCK LANES</b>						

RIV	I-15	SB Co Line to SR-60	Truck Lanes	2020	\$40,000,000	\$20,000,000
RIV	SR-60	SB Co Line to I-15	Truck Lanes	2010	\$40,000,000	\$20,000,000
					<b>\$4,196,000,000</b>	<b>\$996,000,000</b>
<b>ARTERIALS</b>						
SB	Arterials - Funded/Likely by 2010	Countywide	Arterials	2010	\$523,000,000	
SB	Arterials Tier I	Countywide	Arterials	2020	\$84,000,000	
<b>GRADE CROSSINGS</b>						
SB	Grade Crossings - Tier I	Countywide	Grade Crossings	2020	\$456,000,000	
<b>HOV</b>						
SB	I-215	SR-30 to I-15	Freeway: Mixed Flow & HOV	2025	\$80,000,000	
SB	I-10	I-15 to SR-38	Freeway: HOV	2020	\$111,000,000	
SB	I-10	SR-38 to Yucaipa	Freeway: HOV	2020	\$0	
SB	I-10	Yucaipa Bl to Riverside Co. Line	Freeway: HOV	2025	\$19,000,000	
SB	I-15	Riv Co Line to I-215	Freeway: HOV	2025	\$81,000,000	
SB	I-15	I-215 to US-395	Freeway: HOV	2020	\$95,000,000	
SB	I-15	US-395 to D St	Freeway: HOV	2020	\$62,000,000	
SB	I-215	Riv CL to I-10	Freeway: HOV	2010	\$117,000,000	
SB	I-10/I215	South to East/East to South	HOV Connector	2025	\$13,000,000	
SB	I-10/I-15	South to West/West to South	HOV Connector	2025	\$12,000,000	
SB	I-10/I-15	North to West/West to North	HOV Connector	2025	\$12,000,000	
<b>MIXED FLOW</b>						
SB	I-215	I-10 to SR-30	Freeway: Mixed Flow	2010	\$0	
SB	SR-18	LA Co Line to US 395	Expressway: Mixed Flow	2020	\$22,000,000	
SB	SR-18	I-15 to Thunderbird	Expressway: Mixed Flow	2020	\$10,000,000	
SB	SR-30	Highland to I-10	Freeway: Mixed Flow	2020	\$34,000,000	
SB	SR-38	Redlands City Limit (W) to Redlands City Limit (E)	Expressway: Mixed Flow	2020	\$5,000,000	
SB	SR-58	Kern County Line to I-15	Freeway: Mixed Flow	2010	\$171,000,000	
SB	SR-62	Fairway Dr to SR-247	Expressway: Mixed Flow	2020	\$6,000,000	
SB	SR-83	Merril Av to Kimball Av	Expressway: Mixed Flow	2010	\$1,000,000	
SB	SR-138	I-15 to L.A. Co. Line	Expressway: Mixed Flow	2010	\$23,000,000	

SB	SR-142	Carbon Canyon Rd to Pipeline Dr	Expressway: Mixed Flow	2020	\$3,000,000	
SB	SR-247	North of SR-62 to Griffis Rd	Expressway: Mixed Flow	2020	\$3,000,000	
SB	US-395	Junction I-15 to Junction SR-18	Freeway: Mixed Flow	2020	\$85,000,000	
SB	US-395	Junction SR-18 to 0.6 mi N/O Desert Flower Rd.	Freeway: Mixed Flow	2020	\$113,000,000	
SB	I-15	Duncan Canyon Rd in Fontana	New Interchange	2010	\$19,000,000	
SB	I-215	Barton Road in Grand Terrace	Widen over-crossing 2-4 lanes	2010	\$1,000,000	
SB	I-15	Oak Hill Rd in S. B. County	Replace overcrossing	2010	\$1,000,000	
SB	I-15	Stoddard Wells Rd in Victorville	Interchange	2010	\$14,000,000	
SB	East -West High Desert Corridor - Falchion/Rancho		4	2020	\$90,000,000	
SB	SR-18	PM 31.90 (Junction SR-330) to PM 31.93	Intersection Improvement	2020		
SB	SR-18	PM 35.00 (E/O Green Valley Lake Rd.) to PM 36.53	Realignment	2020		
SB	SR-18	PM 37.75 to PM 38.00	Off-Street Parking	2020		
SB	SR-18	PM 39.00 to PM 40.86	1	2020		
SB	SR-18	PM 41.75 to PM 42.35	1	2020		
SB	SR-330	PM 30.63 to PM 31.48	1	2020		
SB	SR-330	PM 32.03 to PM 32.76	1	2020		
SB	SR-330	PM 33.38 to PM 36.07	1	2020		
SB	SR-330	PM 36.50 to PM 37.75	1	2020		
SB	SR-330	PM 37.61 to PM 40.76	1	2020		
SB	SR-330	PM 44.08 to PM 44.11 (Jct SR-18)	Add Right Turn Into Running Springs	2020	\$56,000,000	Total for SR-18 and SR-330
SB	I-15	US-395	Interchange	2020	\$14,000,000	
SB	I-15	Mojave St	Interchange	2020	\$14,000,000	
SB	I-10	Cedar Av	Interchange	2020	\$14,000,000	
SB	I-10	Beech Av	Interchange	2020	\$14,000,000	
SB	I-10	Mountain View Av	Interchange	2020	\$14,000,000	
SB	I-10	Mt Vernon Av	Interchange	2020	\$14,000,000	
SB	I-10	California St	Interchange	2020	\$14,000,000	
SB	I-10	Wabash Av	Interchange	2020	\$14,000,000	
SB	I-15	Cajon Jn/SR-138	Interchange	2020	\$14,000,000	



SB	I-215	University Pkwy	Interchange	2020	\$14,000,000	
SB	I-10	Alabama St	Interchange	2025	\$14,000,000	
SB	I-15	6th Street	Interchange	2025	\$14,000,000	
SB	I-15	Sierra Av	Interchange	2025	\$14,000,000	
SB	SR-30	Waterman Av	Interchange	2025	\$14,000,000	
SB	SR-30	Del Rosa Av	Interchange	2025	\$14,000,000	
SB	SR-30	Highland Av	Interchange	2025	\$14,000,000	
SB	I-215	Pepper/Linden Av	Interchange	2025	\$14,000,000	
SB	I-215	Palm Av	Interchange	2025	\$14,000,000	
SB	Tier II Corridors	No-So Study Area (e/o I-215 and between I-215 & I-15); Pine Ave & Tonner Cyn (Four Corners)		2025	\$222,000,000	
<b>O&amp;M</b>						
SB	Add. Operations & Maint.	Countywide	Roadway Operations & Maint.	2025	\$107,000,000	
<b>TDM/NON-MOTORIZED</b>						
SB	ITS	Countywide	ITS	2025	\$29,000,000	
SB	Motorist Assistance Program	Countywide	Rideshare	2025	\$45,000,000	
SB	Project Development & Traffic Mitigation	Countywide	Project Development & Traffic Mitigation	2025	\$55,000,000	
SB	Non-motorized	Countywide	Non-motorized	2025	\$50,000,000	
SB	TDM (Telecommute, park and ride, etc.)	Countywide	TDM (Telecommute, park and ride, etc.)	2025	\$25,000,000	
<b>TRANSIT</b>						
SB	Commuter Rail	Countywide	Commuter Rail	2025	\$482,000,000	
SB	Local Transit Service	Countywide	Local Transit Service	2025	\$314,000,000	
SB	Elderly Handicapped Assistance	Countywide	Elderly Handicapped Assistance	2025	\$118,000,000	
<b>TRUCK LANES</b>						
SB	I-15	Riv Co Line to US 395	Truck Lanes	2020	\$622,000,000	\$300,000,000
SB	SR-60	LA Co Line to Riv Co Line	Truck Lanes	2010	\$550,000,000	\$250,000,000
SB	I-15	Devore to Summit	Truck Climbing Lane	2010	\$9,000,000	
					<b>\$5,202,000,000</b>	<b>\$550,000,000</b>
<b>ARTERIALS</b>						

VEN	Misc. Arterial System Improvements	Countywide	Misc. Arterial System Improvements	2020	\$135,000,000	
<b>MIXED FLOW</b>						
VEN	SR-33 (Casitas Bypass)	Foster Park to Creek Rd	Expressway: Mixed Flow	2020	\$45,000,000	
VEN	SR-118	Tapo Canyon to New LA Ave.	Freeway: Mixed Flow	2015	\$66,000,000	
VEN	SR-118 (Moorpark Bypass)	West C.L. to New L.A. Ave	Freeway: Mixed Flow	2015	\$46,000,000	
VEN	SR-118	SR-232 to Moorpark	Expressway: Mixed Flow	2015	\$90,000,000	
VEN	US-101	La Conchita to Mussel Shoals	Interchange Improvement	2005	\$15,000,000	
<b>O&amp;M</b>						
VEN	Arterial Maint. Backlog	Countywide	Arterial Maintenance Backlog	2025	\$110,000,000	
<b>TDM/NON-MOTORIZED</b>						
VEN	Misc. ITS Project Implementation	Countywide	Misc. ITS Project Implementation	2025	\$80,000,000	
VEN	TDM (bike & ped projects, telecommute, etc.)	Countywide	TDM (bike & ped projects, telecommute, etc.)	2025	\$30,000,000	
VEN	Santa Paula Branch Recreational Trail	Montalvo to LA County Line	Santa Paula Branch Recreational Trail	2015	\$35,000,000	
<b>TRANSIT</b>						
VEN	Transit Service Expansion	Countywide	Transit Services	2025	\$325,000,000	
VEN	Metrolink Service Expansion	Ventura to LA Co. Line	Commuter Rail	2020	\$116,000,000	
VEN	Tunnel 26	Countywide	Rail Tunnel Reconstruction	2005	\$12,000,000	\$2,000,000
VEN	Coast Main Line	Countywide	Enhanced Metrolink Capital Maint.	2025	\$45,000,000	\$0
					<b>\$1,150,000,000</b>	<b>\$2,000,000</b>
REG	Maglev System	Maglev System	By 2010 - LAX-March***; By 2025 - Total System	2010 / 2025		\$16,000,000,000
					<b>\$0</b>	<b>\$16,000,000,000</b>

<b>Total</b>	<b>\$24,317,000,000</b>	<b>\$20,427,600,000</b>
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# **ATTACHMENT 3**

## **Reasonably Available Control Measure (RACM) Analysis**

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# 1. Introduction

## Background

Section 172(c)(1) of the 1977 Clean Air Act requires State Implementation Plans (SIPs) to provide for the implementation of all reasonably available control measures (RACM) as expeditiously as practicable. Guidance on interpreting RACM requirements in the context of the 1990 Amendments was set forth in the General Preamble (57 FR 13498, 13560) in 1992. In the General Preamble, EPA interpreted section 172(c)(1) as imposing a duty on States to consider all available control measures and to adopt and implement measures that are reasonably available for implementation in a specific nonattainment area. It also retained an earlier interpretation of RACM that it would not be reasonable to require the implementation of measures that do not advance the date for attainment.

With regard to transportation control measures (TCMs), EPA revised earlier guidance by indicating that it is inappropriate to presume that all section 108(f) measures are available in all nonattainment areas. Instead, States should consider 108(f) measures as potential options that are not exhaustive but indicative of the types of measures that should be considered. In addition any measure identified as reasonably available during the public comment period should also be considered for implementation. EPA indicated that States could reject measures as not reasonably available for reasons related to local conditions. States are required to justify why available measures were not considered RACM and not adopted in the SIP. Valid reasons for rejecting a measure include that it would not advance the attainment date, it is economically infeasible or it is technologically infeasible. It should be noted that TCMs in the South Coast Air Basin (Basin) are yielding fewer emission reductions over time because of technological advances of vehicle fleets, and in the future may not significantly advance the attainment date.

In 1999, EPA issued a memorandum entitled “Guidance on the Reasonably Available Control Measures (RACM) Requirement and Attainment Demonstration Submissions for Ozone Nonattainment Areas.” In this memorandum by John Sietz, Director, Office of Air Quality Planning and Standards, EPA states that in order to determine whether a state has adopted all RACM necessary for attainment and as expeditiously as practicable, the state must explain why the selected implementation schedule is the earliest schedule based on circumstances of the area. Claims that indicate more time is needed for implementation should be “specifically grounded in evidence of economic or technologic infeasibility. Sources of potentially reasonable measures include measures adopted in other nonattainment areas and measures that EPA has identified in guidelines or other documents.”

## **Approach**

Several steps are needed to respond to the RACM requirements articulated in the EPA guidance described above. First is a description of the process by which SCAG and related transportation agencies in the South Coast identify, review and make enforceable commitments to implement TCMs. That process was established in the 1994 AQMP/SIP (Air Quality Management Plan/State Implementation Plan) by replacing a process that developed TCMs each time a SIP was produced with a continuous ongoing TCM process. This process continues to govern the selection and implementation of TCMs. Second is the assembly of a list of control measures recently implemented in other ozone nonattainment areas. This effort involved a review of measures implemented in California nonattainment areas as well those located in Arizona and Texas and the organization of those measures in the 16 categories specified in section 108(f) of the Clean Air Act. The third step is to contrast the list of available 108(f) measures with measures implemented to date in the Basin as well as any new commitments in the current AQMP. The fourth step is to provide a reasoned justification for any of the available measures that have yet to be implemented. These justifications must address criteria described in the above-cited guidance. The fifth and final step is to commit to improvements in the ongoing TCM selection process to increase the frequency of consideration. This step is needed to ensure that TCM selection and implementation is a routine consideration in the coming years as the South Coast Air Quality Management District (AQMD) works to identify those measures needed to ensure attainment by 2010.

## **Organization**

This Introduction provides a review of EPA RACM guidance and outlines an approach for satisfying RACM requirements in TCM selection for this AQMP. Section 2 describes the process established in the 1994 AQMP and followed to select and implement TCMs. A summary of the measures implemented to date is presented in Section 3. Section 4 provides a reasoned justification for not selecting available measures. Section 5 presents a commitment to modify the Sub-regional planning process to increase the frequency of TCM consideration.

## **2. TCM Process**

The Southern California Association of Governments utilizes a participatory planning process to continuously implement all reasonably available transportation control measures. This ongoing process provides opportunities for agencies, stakeholders, and the general public to offer transportation control measures, and supplies mechanisms to evaluate and implement all reasonable measures as expeditiously as practicable.

## **Background**

Historically, the process to ensure implementation of all reasonably available control measures was an episodic exercise in southern California that was performed each time an AQMP/SIP was produced. The old process was ineffective and inflexible. For instance, obsolete TCM projects, such as projects that were federally defunded, remained in the SIP for years (e.g. from 1979-1994) because there was not an ongoing and effective method for updating and substituting effective measures.

The 1994 AQMP, in contrast, established a more adaptive and effective process. The 1994 AQMP established a TCM process that “is dynamic in that it changes over time to respond to evolving conditions” [AQMP Appendix IV-C1994: p. I-3]. The adaptive management process established in the 1994 AQMP has become fully integrated into the transportation planning process at both the local and the regional level, and the TCM process and RACM analysis run concurrently, rather than consecutively, with the transportation planning process. Since the 1994 AQMP, the TCM planning process has become an integral part of transportation and air quality planning in the South Coast.

## **Process Overview**

TCMs are continuously identified and reviewed throughout the transportation planning process, and SCAG’s ongoing public outreach effort, including an involved interagency input process, helps ensure that the process to identify and review TCMs is inclusive and comprehensive. Development of TCMs arises from multiple processes and multiple sources, which include county transportation commissions, sub-regional agencies, task forces, committees, and the public. Project sponsors within each process have a strong incentive to develop and help identify TCMs because “TCMs require priority of funding” and receive “special claims on CMAQ and STP funds” [RTIP FY 2002/03-07/08 Guidelines 2001: p. 20]. Furthermore, TCMs are assured “timely implementation in accordance with the schedule in the RTP” [p. 20]. These funding and scheduling incentives ensure that TCMs are developed, sponsored, and clearly identified throughout the process.

The 1994 AQMP established the flexibility to delegate and substitute the implementation of TCMs. Specifically, TCMs can be delegated to “another agency with the legal authority” in order to offer “greater flexibility” for implementation [AQMP Appendix IV-C 1994: p. I-11]. This inclusive process allows “local governments to develop their own strategies” [AQMP Appendix IV-C1994: p. I-3]. Likewise, substitution allows subregions and local government to “achieve specific emission reduction equivalents” that are “uniquely suited” to fit local needs [p. I-11].

The discussion below outlines the multiple processes and entities involved in the TCM planning process.

## **County Transportation Commissions**

County Transportation Commissions (CTCs) develop and/or nominate many TCMs and program the funding for all of the TCMs that are included in the Regional Transportation Improvement Plan (RTIP). CTCs must follow the RTIP Guidelines when preparing their lists of transportation improvements. The RTIP Guidelines state that “the RTIP is required to advance the RTP by programming the projects, programs, and policies contained in the Plan, in accordance with federal and state requirements” [RTIP FY 2002/03-07/08 Guidelines 2001: p. 3]. As stated above, the RTIP Guidelines ensure that “TCMs require priority of funding (with special claim on Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Program (STP) funds), as well as timely implementation in accordance with the schedule in the RTP” [RTIP FY 2002/03-07/08 Guidelines 2001: p. 20]. The discussion below outlines the process used by Los Angeles County Metropolitan Transportation Authority, the Orange County Transportation Authority, the San Bernardino Associated Governments, and the Riverside County Transportation Commission to develop their lists of transportation projects for each update of the RTIP and Regional Transportation Plan (RTP).

### ***Los Angeles County Metropolitan Transportation Authority***

The Los Angeles County Metropolitan Transportation Authority (MTA) begins its Transportation Improvement Program (TIP) process with a call for projects. The call for projects process meets federal and state planning and programming requirements for developing an integrated, multi-modal transportation system. The TIP process allocates revenues across all surface transportation modes based on the planning requirements of the 1998 Transportation Equity Act of the Twenty-first Century (TEA-21). The Call for Projects also addresses MTA’s mandated responsibilities to the California Transportation Commission regarding the programming of the State TIP. There is a local match requirement that varies depending on the modal category and a public hearing before the MTA board officially adopts the TIP.

TCM projects are prioritized throughout MTA’s process. In general, projects are evaluated based on three criteria: Project need and purpose (50%), cost effectiveness (30%), and project readiness (20%). Thus, TCM projects that are useful, economically feasible, and that are ready to be implemented in the near-term receive priority of funding and scheduling.

### ***Orange County Transportation Authority***

Cities in Orange County propose projects to the Orange County Transportation Authority (OCTA) through a call for projects. OCTA identifies, reviews, and prioritizes TCM projects based on recommendations from a technical committee comprised of city representatives. Efficient and effective TCMs are moved forward into Orange County’s long range plans, the RTP, and implemented in the RTIP.

### ***Riverside County Transportation Commission***

The Riverside County Transportation Commission (RCTC) begins its process with a call for projects. A technical advisory committee, comprised of the public works managers and city planners identify and review TCMs and decide which projects to fund. TCM projects receive priority for funding and implementation, with specific evaluation criteria including: air quality improvement, congestion mitigation, economic development, and project readiness.

### ***San Bernardino Associated Governments***

The San Bernardino Associated Governments (SANBAG) uses Caltrans guidelines in programming transportation funds. In general, evaluation criteria include emissions reduction cost effectiveness (40%), mobility benefits (30%), safety improvements (20%), and local match contributions (10%), and all reasonable TCM projects receive priority for funding and scheduling.

### **Sub-regional Coordination and Regional Transportation Planning for Air Quality Management**

The Sub-regional Coordinators Group is an important part of SCAG's participatory planning process, and assists in balancing regional needs and prospects against local constraints and opportunities. Established in 1990, at the initiative of the sub-regions, the Group comprises administrators from Councils of Governments (COGs) and cities within the region, and assists SCAG in the design and implementation of its administrative and programmatic tasks within realistic fiscal and local constraints.

The sub-regions help incorporate community input into the development, identification, review, and substitution of TCMs. The sub-regions and local governments nominate transportation policies, programs and projects, including effective and efficient TCM projects, for inclusion in the long-range RTP. The sub-regions also define the architecture of the short-range RTIP, deliberating the more immediate steps needed for implementation of the RTP. SCAG then synthesizes these projects, programs and policies into a regionally coherent transportation strategy, and assesses the environmental and equity consequences for the region as a whole.

### ***Sub-regional Air Quality Planning***

The Clean Air Act requires that regions not in attainment of the NAAQS demonstrate progress toward conformity by, in part, designating specific projects and policies as TCMs. The continuous process by which SCAG and its sub-regions conceive, consider, select and implement particular projects as TCMs is importantly shaped by the Sub-regional Coordinators Group. SCAG's TCM portion of the 1994 Air Quality Management Plan provided a comprehensive analysis of a wide range of projects, policies and programs available to the region in its move toward a healthful environment.



Subsequent RTPs and their RTIPs have progressively moved the region forward in implementing these measures.

In 2000, SCAG formed a Sub-regional Air Quality Planning, Analysis and Modeling Group (SAQ-PAM), comprised of representatives from SCAG’s fourteen sub-regions, to ensure that all possible efforts were being made to mitigate the air quality impacts of transportation. As part of the 2001 RTP development process, this group oversaw an extensive off-model analysis effort to capture the air quality benefits of local projects such as grade separation and traffic signalization. Members of the group play a significant and effective role in conveying to local governments the magnitude of the task faced by the region, and the pressing regional need for innovative solutions, and also in ensuring that local concerns are usefully integrated into the regional planning process.

***Funding Allocation for Sub-regional Air Quality Planning and Modeling Group***

This table lists the various sub-regions and their funding allocations, based on size, for air quality planning-related tasks in support of the 2001 RTP.

Sub-region	Funding Allocation \$ - FY2000/2001
Arroyo Verdugo	30,000
City of Los Angeles	50,000
Coachella Valley Association of Governments (CVAG)	30,000
Gateway Cities Council of Governments (GCCOG)	50,000
Imperial Valley Association of Governments (IVAG)	30,000
LasVirgines/Malibu Canyon	30,000
North Los Angeles County (Palmdale)	40,000
Orange County	50,000
San Bernardino Association of Governments (SANBAG)	50,000
San Gabriel Valley Council of Governments (SGVCOG)	50,000
South Bay Cities Council of Governments (SBCCOG)	40,000
Ventura Council of Governments (VCOG)	40,000
Westside Cities	40,000
Western Riverside Council of Governments (WRCOG)	40,000

## **Integrated TCM Planning for RTP Updates**

The county and sub-region planning processes described above are continuously integrated into each Regional Transportation Plan (RTP) update, and all reasonable TCMs are included in each update of the RTP. The discussion below outlines the participatory process for each RTP update since the 1994 AQMP.

### ***1998 Regional Transportation Plan***

The 1998 RTP promoted a bottom-up planning process that enhanced public participation and incorporated feedback throughout the planning process. There was extensive participation from the public, the County Transportation Commissions (CTCs), other agencies, such as the California Department of Transportation (CALTRANS) and transit agencies, and the sub-regional agencies.

The 1998 RTP marked the first time that SCAG conducted public participation with the fourteen sub-regions, which SCAG organized in the mid 1990s to help increase public participation and to provide local discretion of funding decisions.

<b>Subregions in the SCAG Region</b>	
<b>Subregion</b>	<b>County</b>
Arroyo Verdugo Cities	Los Angeles
City of Los Angeles	Los Angeles
Coachella Valley Association of Governments	Riverside
Gateway Cities Council of Governments	Los Angeles
Imperial Valley Association of Governments	Imperial
Las Virgenes Malibu Council of Governments	Los Angeles
North Los Angeles County	Los Angeles
Orange County Council of Governments	Orange
San Bernardino Associated Governments	San Bernardino
San Gabriel Valley Council of Governments	Los Angeles
South Bay Cities Council of Governments	Los Angeles
Ventura Council of Governments	Ventura
Western Riverside Council of Governments	Riverside
Westside Cities	Los Angeles

Public involvement in the 1998 RTP featured sub-regional participation through monthly RTP Sub-regional Advisory Committee meetings and meetings of the Los Angeles County Sub-regional Working Group. SCAG also conducted monthly meetings with the CTCs. With enhanced public participation, participation of sub-regions and CTCs, as well as interagency consultations, SCAG was able to incorporate input and feedback on its goals, objectives, performance indicators, needs analysis, revenue forecast, and preliminary growth forecast. This input aided in the preparation and review of the Draft RTP and assisted in the eventual adoption of the 1998 Regional Transportation Plan.

## ***2001 Regional Transportation Plan***

SCAG built upon its public participation record in the 1998 RTP with the 2001 RTP. The 2001 RTP public participation and outreach program included:

- Presentations to established organizations
- Specific public workshops
- Electronic Town Halls
- Direct outreach to minority and low-income populations
- Transportation Summit
- Business roundtable forums with representatives of the business community
- Newsletters, fact sheets, and Power Point presentations
- Public comment form (hard copy and online)
- Community contact databases
- Direct mail and electronic mail to community contacts
- Webpage for the Draft 2001 RTP, including public meeting notices and updated RTP information (in English and Spanish)
- Advertising of Environmental Justice community dialogues in ethnic media
- Advertising support for the RTP and Environmental Impact Report (EIR)

Another important aspect of the public participation process was input from elected officials, the public, experts in the field, and government agencies through specially designed task forces. There were twelve task forces, as well as the subregional coordinators' group, which supported the 2001 RTP. Descriptions of the task forces and the agencies participating on the task forces are listed below:

- **Aviation Task Force** = This task force made recommendations to SCAG staff and the Transportation and Communications Committee regarding aviation in the SCAG region. Its membership consisted of elected officials, the Federal Airline Administration (FAA), airline companies, airport authorities, and airport-related associations.
- **Four Corners Task Force** = Elected officials, city staff, the Orange County Transportation Authority (OCTA), Caltrans, and San Bernardino Associated Governments (SANBAG) developed a preferred strategy and implementation plan for the part of the region where Los Angeles, San Bernardino, Riverside, and Orange Counties meet.
- **Goods Movement Advisory Committee** = This committee, comprised of elected officials, Caltrans, economic development agencies, railroad companies, goods transport companies, ports, airports, and private consultants, provided policy guidance in developing a more efficient goods movement system including improvements to the ports, trucking and rail systems, intermodal terminal access, and freight.
- **Heavy Duty Truck Model Subcommittee** = This subcommittee reviewed the heavy duty truck model that is part of SCAG's transportation model. Members included Caltrans, the Federal Transit Administration (FTA), the Federal Highway

Administration (FHWA), South Coast Air Quality Management District (SCAQMD), the ports, the California Air Resources Board (CARB), and the CTCs.

- **Long Range Transportation Finance Task Force** = The CTCs, FTA, FHWA, American Automobile Association (AAA), the Los Angeles Department of Transportation (LADOT), and private consultants identified transportation funding gaps and identified new transportation funding opportunities.
- **Maglev Task Force** = Elected officials on this task force made recommendations on corridors for a potential high speed rail system.
- **Modeling Task Force** = Elected officials, private consultants, nonprofit organizations, SCAQMD, CTCs, CARB, and city staff worked to develop an improved regional transportation model.
- **Regional Transit Task Force** = Transportation agencies, FTA, FHWA, and city staff developed transit alternatives to retain existing mode share and increase overall transit mode share with innovative strategies.
- **RTP Technical Advisory Committee** = This committee reviewed and coordinated recommendations from the various task forces. It also developed methodologies for the RTP alternatives and reviewed performance measures used in the RTP. Members included FTA, FHWA, Caltrans, AAA, CTCs, city staff, transportation planning consultants, Indian Tribes, subregions, and SCAQMD.
- **Transit Corridor Task Force** = Transit agencies and city staff reviewed and recommended transit corridors for inclusion in the RTP.
- **Truck Lane Technical Advisory Committee** = This committee provided technical expertise to the Truck Lanes Task Force in the development of the SR-60 truck lane feasibility study. Members included Caltrans, California Highway Patrol (CHP), CARB, SCAQMD, private consultants, unions, and transportation associations.
- **Truck Lanes Task Force** = This task force oversaw SR-60 truck lane feasibility study. It was composed of elected officials, Caltrans, nonprofit organizations, private consultants, AAA, and CTCs.

Through these efforts, SCAG created numerous opportunities for public comment and numerous ways for the public to comment. The public participation program resulted in the following:

- 78 Public Workshops and/or Organizational Presentations
- 41 Environmental Justice Community Dialogues
- 2 Electronic Town Halls focusing on transportation finance and goods movement, respectively
- 3 Business Roundtable Forums
- 1 Transportation Summit
- 1 E-Commerce Summit
- 8 Fact sheets on individual topics of the RTP
- 1,500 public comments on the RTP
- 585,000 “hits” on the public website, including 30,308 unique users

### ***2004 Regional Transportation Plan***

SCAG continues to refine its public participation strategy as it develops the 2004 RTP. SCAG staff representing major programs meets bimonthly as part of the coordinated outreach strategy. This group has created a unified message that is being presented through presentations about all major programs, including the RTP, Compass Growth Visioning, and the Program Environmental Impact Report (PEIR). This group has reviewed for accuracy and consistency unified presentation materials that maximize SCAG's ability to outreach to the public at many events.

SCAG senior management, program staff, and governmental affairs staff use these outreach materials in presentations across the region. Cerrell Associates, SCAG's media consultant, also is involved in the coordinated outreach strategy and relays the outreach information to various media outlets. SCAG consultants discuss the RTP, Compass growth visioning, and the PEIR in their public visioning exercises and workshops.

In addition to the Sub-regional Coordinators' Group, there are thirteen task forces that support the 2004 RTP. The task forces are listed below, with descriptions provided for new task forces developed since the 2001 RTP.

- **Aviation Task Force**
- **Aviation Technical Advisory Committee (ATAC)** = This committee provides SCAG with technical and professional expertise on regional aviation issues. ATAC also serves as an information-sharing forum for airport representatives, aviation professionals, and interested parties.
- **Forecasting Technical Task Force** = This task force develops long range forecasts, develops and improves forecast models and distribution issues, and coordinates regional/sub-regional forecasting efforts. Its members include sub-regions and forecasting experts.
- **Four Corners Task Force**
- **Goods Movement Advisory Committee**
- **Growth Visioning Subcommittee** = This subcommittee is developing a process that assists local, sub-regional, and regional officials in developing strategies to accommodate growth that results in a preferred regional growth scenario. Elected officials and sub-regions sit on this committee.
- **Highway and Transportation Finance Task Force** = This task force identifies revenue sources, studies alternative revenue sources, and updates the financial plan of the RTP. Members include elected officials, CTCs, sub-regions, Caltrans, and CARB.
- **Maglev Task Force**
- **Modeling Task Force**
- **Regional Transit Task Force**
- **Regional Transportation Demand Management (TDM) Task Force** = This task force of elected officials, transit operators, CTCs, Caltrans, FTA, and FHWA facilitates discussion and interaction on traditional and nontraditional TDM issues.
- **RTP Technical Advisory Committee**

SCAG achieves additional public participation in the region and across the state through its involvement in interagency committees. SCAG staff participates in several interagency consultations on a regular basis. These meetings provide the opportunity for other governmental agencies to comment on SCAG's work. The interagency groups and a sample of the agencies participating on these groups are listed below:

- **Transportation Conformity Working Group** = This group meets to satisfy federal regulations requiring Metropolitan Planning Organizations (MPOs) to adopt procedures for interagency consultation. Members include SCAG, Air Quality Management Districts (AQMD), Air Pollution Control Districts (APCD), FHWA, FTA, EPA, Caltrans, CARB, CTCs, and transit operators.
- **Air Agency Directors** = This group focuses on special issues as they arise, such as transportation control measures that relate to the region's plans to come into attainment of air quality standards. Members include SCAG, SCAQMD, CARB, and EPA.
- **Transportation Agency Executives** = These executives meet approximately monthly to discuss issues of mutual concern in the transportation planning process, such as funding and regional project priorities. Members include SCAG, Caltrans, Southern California Regional Rail Authority (SCRRA), and CTCs.
- **Los Angeles County Transportation Board** = This group meets as needed to coordinate on transportation issues within Los Angeles County. Members include executive officers of transportation agencies in Los Angeles County.
- **Metropolitan Planning Organizations** = SCAG holds separate meetings with the Kern Council of Governments (COG) and the San Diego Association of Governments to coordinate intercounty issues including rail, highways, and aviation.
- **Regional Transportation Planning Agencies** = These agencies meet to discuss the Statewide Transportation Improvement Program, funding matters, and other issues that might be discussed by the CTCs. Members include the CTCs and SCAG.
- **California Councils of Government** = Executive directors of state COGs meet to discuss issues of mutual concern relating to transportation and other aspects of regional planning and governance.

The tools that SCAG is using for public participation for the 2004 RTP include:

- Web calendar of outreach events
- Fact sheets on major program areas
- Power Point presentations informing audience about major programs
- Web pages for the RTP and the EIR
- Online public comment forms

Through multiple presentations that put forth a unified message, task forces, interagency consultation, and online public comment forms, SCAG is moving forward with its most ambitious public involvement campaign to date.

## **RTIP**

TCMs are formally implemented at least every two years as enforceable commitments in the first two years of the Regional Transportation Improvement Plan (RTIP). The 1994 AQMP states that the “list of constrained projects will ‘roll forward’ and the enforceable commitment will automatically be revised to encompass the first 2 years of the constrained projects contained in each new RTIP” [Appendix IV-C: p. II-13]. The flexibility provided by these frequent updates allows TCMs to be continuously adjusted to meet the changing needs of this dynamic region.

### ***Timely Implementation Report portions of the Regional Transportation Improvement Program (RTIP)***

Each edition of SCAG’s RTIP contains a Timely Implementation Report that presents a demonstration of timely implementation for all measures listed as Transportation Control Measures (TCMs) in the previous RTIP. Thus, for example, the Timely Implementation Report that is part of the 2000 RTIP considers TCMs listed in the first two years (fiscally constrained portion) of the 1998 RTIP, and the Timely Implementation Report included with the 1998 RTIP considers TCMs defined by the first two years of the 1996 RTIP.

Cumulatively, these sections of the various RTIPs provide a reliable means for tracking the timely implementation of measures defined as TCMs. At least every two years a revised RTIP is released, which rolls-over the TCM projects listed in the first two years (the fiscally constrained portion) of the previous RTIP. Thus, a project once identified as a TCM, remains on the list of projects being tracked for timely implementation until it is either completed, and thus rolls-off the RTIP list, or is formally replaced by some substitute TCM project that has been demonstrated to provide as much or more emission reductions than the TCM project being replaced.

This addendum to Appendix IV-C, *Regional Transportation Strategy and Control Measures*, contains copies of the following documents:

- 1996 RTIP: Timely Implementation Report for TCMs from the 1993/4 RTIP
- 1998 RTIP: Timely Implementation Report for TCMs from the 1996 RTIP
- 2000 RTIP: Timely Implementation Report for TCMs from the 1998 RTIP
- 2001 RTIP: Timely Implementation Report for TCMs from the 2000 RTIP
- 2002 RTIP: Timely Implementation Report for TCMs from the 2001 RTIP

### **3. TCM Implementation**

SCAG employs the processes supporting the RTP and the RTIP to specify TCM projects for the 2003 AQMP/SIP. As stated above, the first two years of the six-year RTIP (the fiscally constrained portion) define the current TCM projects, both for purposes of monitoring timely implementation and for purposes of identifying projects for implementation priority. Each time the RTIP is updated, the projects roll forward in two-year increments. Thus, each TCM project remains in the most current list of TCMs until such a time as it has been completed, except in cases where it is found necessary to replace a project with a substitute measure.

Formal substitution language within Appendix IV-C will allow for TCM revisions and replacements without triggering the need for a formal amendment to the SIP. A description of the TCM project categories can be found on pp. 15-16 of Appendix IV-C.

The culmination of these various processes—involving CTCs, sub-regions, the public, and RTP task forces—is a set of TCMs embedded in the 2002 RTIP that have been nominated for inclusion in the 2003 AQMP/SIP. The listing of these TCMs can be found in Attachment 1 of Appendix IV-C.



#### 4. Potential Measures and Reasoned Justification<sup>5</sup>

[\* One of the compliance options already adopted and/or available to employers subject to Rule 2202.]

[\*\* See AQMD's Regulation VII for specific requirements]

Section 108 (f) 1. Programs for Improved Public Transit					
Measure #	Measure Title	Description	Has It Been Implemented	Reasoned Justification for Not Implementing Measure	Implementing Agency or Agencies
1.1	Regional Express Bus Program	Purchase of buses to operate regional express bus services.	Yes		CTCs (MTA, OCTA), Transit Operators
1.2	Transit Access to Airports	Operation of transit to airport to serve air passengers.	Yes		Transit Operators, CTCs (MTA, SCRRA)
1.3	Study Benefits of Bus Retrofit Program	Examine potential to accelerate application of retrofit of diesel-powered buses to achieve earlier compliance with State regulations.	Yes		CTCs (MTA, OCTA), Transit Operators
1.4	Mass Transit Alternatives	Major change to the scope and service levels.	Yes		SCAG, CTCs
1.5	Expansion of Public Transportation Systems	Expand and enhance existing public transit services.	Yes		CTCs
1.6	Transit Service Improvements in Combination with Park-and-Ride Lots and Parking Management	Local jurisdictions and transit agency improve the public transit system and add new Park-and-Ride facilities and spaces on an as needed basis.	Yes		CTCs (MTA, SCRRA)
1.7	Free transit during special events	Offer free transit during selected special events to reduce event-related congestion and associated emission increases.	No	The Legislature removed authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.)	
1.8	Require that government employees use transit for home to work trips, expand transit, and encourage large businesses to promote transit use	Require all government employees use transit a specified number of times per week.	Yes		CTCs
1.9	Increase parking at transit centers or	Encourage transit convenience by providing	Yes		CTCs

<sup>5</sup> The Transportation Control Measures listed as part of this RACM analysis qualify as TCMs under the CAA definition. However, not every measure listed in this analysis is implemented through the RTIP and therefore also not included as a TCM in Attachment 1 of this Appendix. The list of projects designated as TCMs are presented in the preceding Attachment 1, page 32-52.

<b>Section 108 (f) 1. Programs for Improved Public Transit</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
	stops	additional parking at transit centers.			

<b>Section 108 (f) 2. Restriction of Certain Roads or Lanes to, or Construction of Such Roads or Lanes for Use By, Passenger Buses or High Occupancy Vehicles</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
2.1	Update High Occupancy Vehicle (HOV) Lane Master Plan	Analysis of increased enforcement, increasing occupancy requirements, conversion of existing HOV lanes to bus only lanes and/or designation of any new carpool lanes as bus-only lanes; utilization of freeway shoulders for peak-period express bus use; commercial vehicle buy-in to HOV lanes; and appropriateness of HOV lanes for corridors that have considered congestion pricing or value pricing.	Yes		SCAG, Caltrans, CTCs
2.2	Study Effects of High Speed Freeway Travel	Evaluate feasibility of episodic enforcement of speed limits on high ozone days.	No	Reductions in freeway speeds are governed by California Vehicle Code 22354 which authorizes Caltrans to lower speeds after conducting engineering and traffic surveys which show that the legislatively - set maximum speed of 65 mph is more than is reasonable or safe. No consideration of emissions is contemplated under this statute. This measure is not feasible until the statute is changed.	
2.3	Fixed Lanes for Buses and Carpools on Arterials	Provide fixed lanes for buses and carpools on arterial streets where appropriate.	Yes		CTCs (MTA, OCTA), LA City
2.4	Expand number of freeway miles available, allow use by alternative fuel vehicles, changes to HOV lane requirements and hours	Various measures evaluated in many ozone Nonattainment areas. Specifics vary according to freeway system, use patterns and local characteristics.	Yes		ARB, Caltrans

<b>Section 108 (f) 3. Employer-Based Transportation Management Plans, Including Incentives</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
3.1	Commute Solutions	The federal law that complements parking cash-out is called the <i>Commuter Choice Program</i> . It provides for benefits that employers can offer to employees to commute to work by methods other than driving alone.	Yes		AQMD*
3.2	Parking Cash-Out	State law requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space.	Yes		AQMD*
3.3	Employer Rideshare Program Incentives	Employer rideshare incentives and introduction of strategies designed to reduce single occupant vehicle trips. Examples include: public awareness campaigns, Transportation Management Associations among employers, alternative work hours, and financial incentives.	Yes		AQMD*
3.4	Implement Parking Charge Incentive Program	Evaluate feasibility of an incentive program for cities and employers that convert free public parking spaces to paid spaces. Review existing parking policies as they relate to new development approvals.	Yes		AQMD*
3.5	Preferential Parking for Carpools and Vanpools	This measure encourages public and private employers to provide preferential parking spaces for carpools and vanpools to decrease the number of single occupant automobile work trips. The preferential treatment could include covered parking spaces or close-in spaces.	Yes		AQMD*
3.6	Employee Parking Fees	Encourage public and private employers to charge employees for parking.	Yes		
3.7	Merchant Transportation Incentives	Implement "Non-work" trip reduction ordinances requiring merchants to offer customers mode shift travel incentives such as free bus passes and requiring owners/managers/developers of large retail establishments to provide facilities for Non-motorized modes.	No	The Legislature removed authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.)	
3.8	Purchase vans for vanpools	Purchase a specified number of vans for use in employee commute travel.	Yes		AQMD*
3.9	Encourage merchants and employers to	Provide outreach and possible financial incentives	Yes		AQMD*

<b>Section 108 (f) 3. Employer-Based Transportation Management Plans, Including Incentives</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
	subsidize the cost of transit for employees	to encourage local employers to provide transit passes or subsidies to encourage less individual vehicle travel.			
3.10	Off-days" for ozone alerts just like sick days	On ozone alert days, Notify employees through email that there is an ozone alert. Employees are given a pre-specified number of days they can decide not to come in to work on ozone forecast days.	Yes		AQMD**
3.11	Pay for in-house meals on ozone action days	Employer pays for meals in-house on ozone alert days so that employees do not travel to off-site locations.	No	The Legislature removed authority to implement indirect source control measures through revisions to the Health & Safety Code (HSC 40717.6, HSC 40717.8, HSC 40717.)	
3.12	Voluntary business closures on ozone action days	A more expensive version of "off-days" for ozone alerts.	Yes		AQMD**
3.13	Close government offices on Ozone action days to serve as an example	Similar to voluntary business closures.	No	Not feasible as public agencies must provide regular services and hours of operation.	
3.14	Mandatory compressed work weeks		Yes		AQMD*
3.15	Telecommuting	Goal of specified percentage of employees telecommuting at least once per week.	Yes		AQMD*

**Section 108 (f) 4. Trip Reduction Ordinance**

In December 1995, Congress changed the Clean Air Act Amendments to make the Employee Commute Option program voluntary (No longer mandatory). California State Law prohibits mandatory employer based trip reduction ordinance programs (SB437).

<b>Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
5.1	Develop Intelligent Transportation Systems	The term "Intelligent Transportation Systems" includes a variety of technological applications intended to produce more efficient use of existing transportation corridors.	Yes		CTCs, Caltrans
5.2	Coordinate Traffic Signal Systems	This measure implements and enhances synchronized traffic signal systems to promote steady traffic flow at moderate speeds.	Yes		CTCs, LA City and other cities
5.3	Reduce Traffic Congestion at Major Intersections	This measure implements a wide range of traffic control techniques designed to facilitate smooth, safe travel through intersections. These techniques include signalization, turn lanes or median dividers. The use of grade separations may also be appropriate for high volume or unusually configured intersections.	Yes		CTCs, Cities
5.4	Site-Specific Transportation Control Measures	This measure could include geometric or traffic control improvements at specific congested intersections or at other substandard locations. Another example might be programming left turn signals at certain intersections to lag, rather than lead, the green time for through traffic.	Yes		CTCs, Cities
5.5	Removal of On-Street Parking	Require all commercial/industrial development to design and implement off-street parking.	Yes		CTCs, Cities
5.6	Reversible Lanes	Implement reversible lanes on arterial streets to improve traffic flow where appropriate.	Yes		CTCs, Cities
5.7	One-Way Streets	Redesignate streets (or portions of in downtown areas) as one-way to improve traffic flow.	Yes		CTCs, Cities
5.8	On-Street Parking Restrictions	Restrict on-street parking where appropriate.	Yes		CTCs, Cities
5.9	Bus Pullouts in Curbs for Passenger Loading	Provide bus pullouts in curbs, or queue jumper lanes for passenger loading and unloading.	Yes		CTCs, Cities
5.10	Additional Freeway Service Patrol	Operation of additional lane miles of new roving tow truck patrols to clear incidents and reduce delay on freeways during peak periods.	Yes		CTCs, CHP

<b>Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
5.11	Consider coordinating scheduling of arterial and highway maintenance to exclude ozone action days if the maintenance activities require lane reductions on heavily utilized arterials and highways	Self explanatory	Yes		Caltrans
5.12	Re-routing of trucks on ozone days	Self explanatory	No	The California Vehicle Code provides No specific authority to establish enforceable truck routes except on the basis of vehicle maximum weight. See California Vehicle Code sections 35651, 35701, 35706, 35707.	
5.13	Fewer stop signs, remove unwarranted and "political" stop signs and signals	Improve flow-through traffic by removing stop signs and signals. Potential downside in safety issues.	Yes		CTCs, Cities
5.14	Ban left turns	Banning all left turns would stop the creation of bottlenecks although slightly increase travel distances.	No	This measure has the potential to increase traffic in neighborhoods and impair safety. An enormous effort would be required to implement this measure on a regional basis and the benefits of implementing it have not been demonstrated. It is not economically practical.	
5.15	Changeable lane assignments	Increase number of one-way lanes going in congested flow direction during peak traffic hours.	Yes		Caltrans, CTCs, Cities
5.16	Adaptive traffic signals and signal timing	Self explanatory	Yes		Cites, Counties
5.17	Freeway bottleneck improvements (add lanes, construct shoulders, etc.)	Identify key freeway bottlenecks and take accelerated action to mitigate them.	Yes		Caltrans
5.18	Minimize impact of construction on traveling public. Have contractors pay when lanes are closed as an incentive to keep lanes open	Prohibit lane closures during peak hours, limit work to weekends and/or nights.	Yes		Caltrans



<b>Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
5.19	Internet provided road and route information	Reduce travel on highly congested roadways by providing accessible information on congestion and travel.	Yes		SCAG, CTCs, Caltrans, LA City
5.20	Regional route marking systems to encourage underutilized capacity	Encourage travel on local roads and arterials by better route marking to show alternatives.	Yes		Caltrans, LA City
5.21	Congestion management field team to clear incidents	Self explanatory	Yes		CTCs, CHP
5.22	Use dynamic message signs to direct/smooth speeds during incidents	Self explanatory	Yes		Caltrans
5.23	Get real-time traffic information to trucking centers and rental car agencies	Reduce travel in congested areas by providing information directly to high volume travelers.	Yes		SCAG, CTCs, Caltrans
5.24	55 mph speed limit during ozone season	Self explanatory	No	Reductions in freeway speeds are governed by California Vehicle Code 22354, which authorizes Caltrans to lower speeds after doing a engineering, and traffic survey, which shows that the legislatively- set maximum speed of 65 mph, is more than is reasonable or safe. No consideration of emissions is contemplated under this statute. This measure is not feasible until the statute is changed.	
5.25	Require 40 mph speed limit on all facilities	Depends on area's emission factors.	No	The California Vehicle Code Sections 22357 and 22358 mandates a methodology for setting speed limits for local areas. This measure is not feasible until the statute is changed.	
5.26	Require lower speeds during peak periods	Self explanatory	No	The California Vehicle Code Sections 22357 and 22358 mandates methodology for	

<b>Section 108 (f) 5. Traffic Flow Improvement Programs That Achieve Emissions Reductions</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
				setting speed limits for local areas. This measure is not feasible until the statute is changed.	
5.27	Park and Ride Lots	Develop, design and implement new Park and Ride facilities in locations where they are needed	Yes		CTCs, Transit Operators, SCRRRA

<b>Section 108 (f) 6. Fringe and Transportation Corridor Parking Facilities Serving Multiple Occupancy Vehicle Programs or Transit Service</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
6.1	Park and Ride Lots	Develop, design, and implement new Park and Ride facilities in locations where they are needed.	Yes		CTCs, Transit Operators, SCRRRA
6.2	Park and Ride lots serving perimeter counties	Specific to a locality.	Yes		CTCs, Transit Operators, SCRRRA

<b>Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
7.1	Off-Peak Goods Movement	Implement an ordinance to restrict truck deliveries by time or place in order to minimize traffic congestion during peak periods.	No	This measure was implemented in 1984 during and after the Olympics. It became impractical - merchants could not receive deliveries on time. The measure is not economically feasible.	
7.2	Truck Restrictions During Peak Periods	Implement an ordinance to restrict truck travel during peak periods in order to minimize traffic congestion.	No	This measure was implemented in 1984 during and after the Olympics. It became impractical - merchants could not receive deliveries on time. The measure is not economically feasible.	
7.3	Involve school districts to encourage walking/bicycling to school	Decrease vehicle emissions due to school trips by reducing these trips through education and out-reach programs.	Yes		School District
7.4	Adjust school hours so they do not coincide with peak traffic periods and Ozone seasons	Measure to reduce travel during peak periods and ozone-contributing periods in the early morning.	Yes		School District
7.5	Area-wide tax for parking	Reduce driving by limiting parking through pricing measures.	Yes		L.A. City, Other Cities and Counties
7.6	Increase parking fees	Same as above.	No	Legislature removed authority to implement indirect source control measures.	
7.7	Graduated pricing starting with highest in CBD	Charge the most for parking in the central business or other high volume areas in a city to discourage vehicle travel in these areas.	Yes		Market driven
7.8	Buy parking lots and convert to other land use	Limit parking by converting available parking to other land uses to discourage driving.	Yes		Cities
7.9	Limit the number of parking spaces at commercial airlines to support mass transit	Reduce airport travel by limits on parking at airports.	No	Existing and planned mass transit is unable to satisfy public demand for access to	

<b>Section 108 (f) 7. Programs to Limit or Restrict Vehicle Use in Downtown Areas or Other Areas of Emission Concentration Particularly During Periods of Peak Use</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
				airports in the absence of airport parking. This measure is not economically feasible.	
7.10	No CBD vehicles unless LEV or alt fuel or electric	Define high-use area and ticket any vehicles present unless they are low emitting, alternative fueled or electric.	No	At present, there is an insufficient supply of affordable designated vehicles to satisfy travel demand to CBDs. Over time, California's low emission vehicle regulations will substantially increase the supply of designated vehicles and meet the objective of this measure	
7.11	Auto restricted zones	No vehicles allowed in certain areas where high emissions, congestion or contribution to ozone problems.	Yes		Cities
7.12	Incentives to increase density around transit centers	Lower travel by increasing residential and commercial density in areas near transit.	Yes		Cities
7.13	Land use/air quality guidelines	Guidelines for development that contributes to air quality goals.	Yes		AQMD/SCAG
7.14	Incentives for cities with good development practices	Provide financial or other incentive to local cities that practice air quality-sensitive development.	Yes		AQMD/SCAG
7.15	Cash incentives to foster jobs/housing balance	Specific to locality – encouraged by California Clean Air Plan.	Yes		SCAG
7.16	Trip reduction oriented development	Specific to locality – encouraged by California Clean Air Plan.	Yes		SCAG
7.17	Transit oriented development	Specific to locality – encouraged by California Clean Air Plan.	Yes		SCAG
7.18	Sustainable development	Specific to locality – encouraged by California Clean Air Plan.	Yes		SCAG

<b>Section 108 (f) 8. Programs For the Provision of All Forms of High-Occupancy, Shared-Ride Services</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
8.1	Financial Incentives, Including Zero Bus Fares	Provide financial incentives or other benefits, such as free or subsidized bus passes and cash payments for not driving, in lieu of parking spaces for employees who do not drive to the workplace.	Yes		AQMD*
8.2	Internet ride matching services	Provide match-lists, route info, hours and contact information over the internet to assist individuals in joining or developing carpool.	Yes		CTCs, SCAG
8.3	Preferential parking for carpoolers	Provide free, covered, near-building or similar incentives to carpoolers.	Yes		AQMD*
8.4	Credits and incentives for carpoolers	Self-explanatory – form depends on locality.	Yes		AQMD*
8.5	Employers provide vehicles to carpoolers for running errands or emergencies	Having vehicles available for workday errands makes it easier to go to work without one.	Yes		AQMD*
8.6	Subscription Services	Free van services to provide transportation for the elderly, handicapped or other individuals who have No access to transportation.	Yes		County

**Section 108 (f) 9. 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**

<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
9.1	Establish Auto Free Zones and Pedestrian Malls	Establish auto free zones and pedestrian malls where appropriate.	Yes		Cities
9.2	Encouragement of Pedestrian Travel	This measure involves encouraging the use of pedestrian travel as an alternative to automobile travel. Pedestrian travel is quite feasible for short shopping, business, or school trips. Promotion of pedestrian travel could be included in air pollution.	Yes		CTCs, Cities
9.3	Bicycle/Pedestrian Program	Fund high priority projects in countywide plans consistent with funding availability.	Yes		CTCs, Cities
9.4	Close certain roads for use by Non-motorized traffic	During special events, weekends, or certain times of the day, close some roads to all but Non-motorized traffic.	Yes		Cities
9.5	Encouragement of Bicycle Travel	Promotion of bicycle travel to reduce automobile use and improve air quality. Bikeway system planning, routes for inter-city bike trips to help bicyclists avoid other, less safe facilities. Another area for potential actions is the development and distribution of educational materials, regarding bicycle use and safety.	Yes		SCAG, CTCs, Cities
9.6	Free Bikes	Provide free bikes in the manner of Boulder, CO. Simple utilitarian bikes that can be used throughout the metro area and dropped off at destination for use by anyone desiring use.	No	Evidence suggests that bicycle theft is a problem in other programs and renders the measure technically and economically infeasible.	
9.7	Cash Rebates for Bikes	Provide financial incentives to purchase bicycles and thereby encourage use.	Yes		AQMD*
9.8	Close streets for special events for use by bikes and pedestrians	Self Explanatory	Yes		Cities
9.9	Use condemned dirt roads for bike trails	Self Explanatory	No	not applicable - there are No condemned dirt roads in the region.	

<b>Section 108 (f) 10. 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</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
10.1	Region-wide mandatory bike racks at work sites	Self Explanatory	No	The cost effectiveness of this measure has not been demonstrated on a regional basis. It is economically infeasible.	
10.2	Bike Racks on Buses	Bike racks would be placed on a to-be-determined number of buses to increase bicycle travel.	Yes		CTCs, Transit Operators, SCRRRA
10.3	Regional Bike Parking Ordinance for all new construction	Bike Transit Centers for/at all employment centers 100+ employees: Bike lockers, clothing lockers, showers, cleaners' drop-off and pick-up. Bike repair and rental.	Yes		AQMD*
10.4	Development of Bicycle Travel Facilities	Encourages a variety of capital improvements to increase bicycle use. Off-street bikeways where high-speed roadways preclude safe bicycling. Clearly mark travel facilities with signs and provide adequate maintenance.	Yes		CTCs, Transit Operators, SCRRRA
10.5	Expedite Bicycle Projects from RTP	Create bicycle and pedestrian master plan and build out at an accelerated rate to achieve benefits in time for attainment deadline in 2005.	Yes		SCAG
10.6	Provide Bike/Pedestrian facilities safety patrols		Yes		Cities, Counties
10.7	Require inclusion of bicycle lanes on state or federally funded thoroughfare projects.		No	No local or regional authority to implement this measure. Safety considerations would prevent implementation on high-speed facilities.	



<b>Section 108 (f) 11. Programs to Control Extended Idling of Vehicles</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
11.1	Limit Excessive Car Dealership Vehicle Starts	Require car dealers to limit the starting of vehicles for sale on their lot(s) to once every two weeks. Presently, a number of new and used car dealers start their vehicles daily to avoid battery failure and assure smooth start-ups for customer test drives.	No	This measure was investigated by the AQMD and it was determined that in contrast to colder climates where vehicles are started on a daily basis, vehicles in the South Coast started much less frequently. For this reason it was determined not to be technically feasible.	
11.2	Encourage Limitations on Vehicle Idling	Encourage limitations to limit extended idling operations (e.g., by delivery trucks and buses) to three minutes.	Yes		ARB
11.3	Turn off engines while stalled in traffic	Public outreach or police-enforced program.	No	This measure raises safety and congestion concerns. No analysis of the feasibility of enforcement or cost effectiveness in California has been prepared.	
11.4	Outlaw idling in parking lots	Police enforced program.	No	Enforcement of idle restrictions is a low priority for police relative to their other missions. The cost effectiveness of this measure has not been demonstrated. It is not economically feasible.	
11.5	Reduced idling at drive-throughs. Shut windows down	Mandate No idling or do not allow drive-through windows during ozone season.	No	Analysis of drive-through emissions in California shows that banning drive-throughs increases emissions. This measure is not technically feasible.	
11.6	Promote use of Pony engines	Use special battery engines to keep air conditioning and other truck systems working while truck Not in use.	Yes		ARB, AQMD

<b>Section 108 (f) 11. Programs to Control Extended Idling of Vehicles</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
11.7	Idle restrictions at airport curbsides	Police enforced.	Yes	Airport authority - safety concerns since 9/11 preempted need for measure	Airport authority

**Section 108 (f) 12. Program to Reduce Motor Vehicle Emissions Consistent with Title II, Which Are Caused by Extreme Cold Start Conditions**

Not applicable. The definition of an "extreme cold start" specifies temperatures below 20 degrees Fahrenheit.

Not applicable in the South Coast - No extreme cold start conditions

<b>Section 108 (f) 13. Employer-sponsored programs to permit flexible work schedules</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
13.1	Alternative Work Schedules	Enables workers to choose their own working hours within certain constraints. Flextime provides the opportunity for employees to use public transit, ridesharing, and other Nonmotorized transportation. A related strategy, staggered work hours, is designed to reduce congestion in the vicinity of the workplace. Alternative workweeks have been implemented extensively by large private and public employers.	Yes		AQMD*
13.2	Modifications of Work Schedules	Implement alternate work schedules that flex the scheduled shift time for employees. Encourage the use of flexible or staggered work hours to promote off-peak driving and accommodate the use of transit and carpooling.	Yes		AQMD*
13.3	Telecommunications-Telecommuting	Encourage the use of telecommuting in place of motor vehicle use where appropriate.	Yes		AQMD*
13.4	Telecommunications-Teleconferencing	Encourage the use of teleconferencing in place of motor vehicle use where appropriate.	Yes		AQMD*

<b>Section 108 (f) 14. Programs and Ordinances to facilitate Non-automotive travel, provision to and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
14.1	Areawide Public Awareness Programs	This measure focuses on conducting ongoing public awareness programs throughout the year to provide the public with information on air pollution and encourage changes in driving behavior and transportation mode use.	Yes		AQMD
14.2	Special Event Controls	This measure would require new and existing owners/operators of the special event centers to reduce mobile source emissions generated by their events. A list of optional strategies would be available that reduce mobile source emissions. The definition of "special event center" could be developed through the rule development process.	Yes		Cities, special event operators
14.3	Land Use/Development Alternatives	This measure includes encouraging land use patterns, which support public transit and other alternative modes of transportation. In general, this measure would also encourage land use patterns designed to reduce travel distances between related land uses	Yes		ARB, SCAG, AQMD, cities
14.4	Voluntary No Drive Day Programs	Conduct voluntary No drive day programs during the ozone season through media and employer based public awareness activities.	Yes		SCAG, CTCs
14.5	Evaluation of the Air Quality Impacts of New Development and Mitigation of Adverse Impacts	Evaluate the air quality impacts of new development and mitigate any adverse impacts.	Yes		AQMD
14.6	Transportation for Livable Communities (TLC)/Housing Incentive Program	Program provides planning grants, technical assistance, and capital grants to help cities and Nonprofit agencies define and implement transportation projects that support community plans including increased housing near transit.	Yes		SCAG
14.7	Incentives to increase density around transit centers	Lower travel by increasing residential and commercial density in areas near transit.	Yes		SCAG, CTCs
14.8	Incentives for cities with good development practices	Provide financial or other incentive to local cities that practice air quality-sensitive development.	Yes		AQMD

**Section 108 (f) 15. Programs for new construction and major reconstructions of paths, tracks or areas solely for the use by pedestrian or other Non-motorized means of transportation when commercially feasible and in the public interest**

<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
15.1	Encouragement of Pedestrian Travel	Promote public awareness and use of walking as an alternative to the motor vehicle.	Yes		SCAG, AQMD*, CTCs
15.2	Pedestrian and Bicycle Overpasses Where Safety Dictates	Ongoing implementation as development occurs.	Yes		Counties, Cities

<b>Section 108 (f) 16. Program 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</b>					
<b>Measure #</b>	<b>Measure Title</b>	<b>Description</b>	<b>Has It Been Implemented</b>	<b>Reasoned Justification for Not Implementing Measure</b>	<b>Implementing Agency or Agencies</b>
16.1	Counties assess ten dollar license plate fee to fund repair/replacement program for high-emitters	Counties assess ten-dollar license plate fee to fund repair/replacement program for high-emitters.	Yes		ARB, BAR
16.2	Buy vehicles older than 1975	Self explanatory	No	The cost effectiveness of this measure has not been demonstrated on a regional basis. It is economically infeasible.	
16.3	Demolish impounded vehicles that are high emitters	Self explanatory	No	The cost effectiveness of this measure has not been demonstrated on a regional basis. It is economically infeasible.	
16.4	Do whatever is necessary to allow cities to remove the engines of high emitting vehicles (pre-1980) that are abandoned and to be auctioned	Self explanatory	No	The cost effectiveness of this measure has not been demonstrated on a regional basis. It is economically infeasible.	
16.5	Accelerated retirement program	Identify high emitting vehicle age groups and develop a program to remove them from use.	Yes		BAR, AQMD

## **5. Continue the Sub-regional Air Quality Planning Process**

As noted earlier, in 2000 SCAG formed a Sub-regional Air Quality Planning, Analysis and Modeling Group (SAQ-PAM) that was comprised of representatives from SCAG's fourteen sub-regions. That Group met on a routine basis to consider the implementation of alternate TCMs as part of the 2001 RTP development process and produced many useful products, including:

- A detailed quantification of the cost effectiveness of TCMs that had previously been implemented (e.g., railroad grade separation, traffic signalization improvements, freeway interchange improvements, etc.);
- The consideration of benefits of new TCMs (e.g., transportation outreach to increase transit ridership, transit extensions, truck operating restrictions, etc.)
- The conduct of educational workshops for elected officials and staff on the benefits of alternate TCMs;
- Newsletters were prepared that described the AQMP process and how projects developed at local level are included in the TIP and the AQMP; and
- Briefings for elected officials on potential TCMs.

In light of the positive accomplishments of the Group, SCAG commits to reestablish the Sub-Regional Air Quality Planning, Analysis and Modeling Group. It will meet quarterly or more frequently as needed and prepare recommendations on local TCMs that can be implemented into the local planning process.