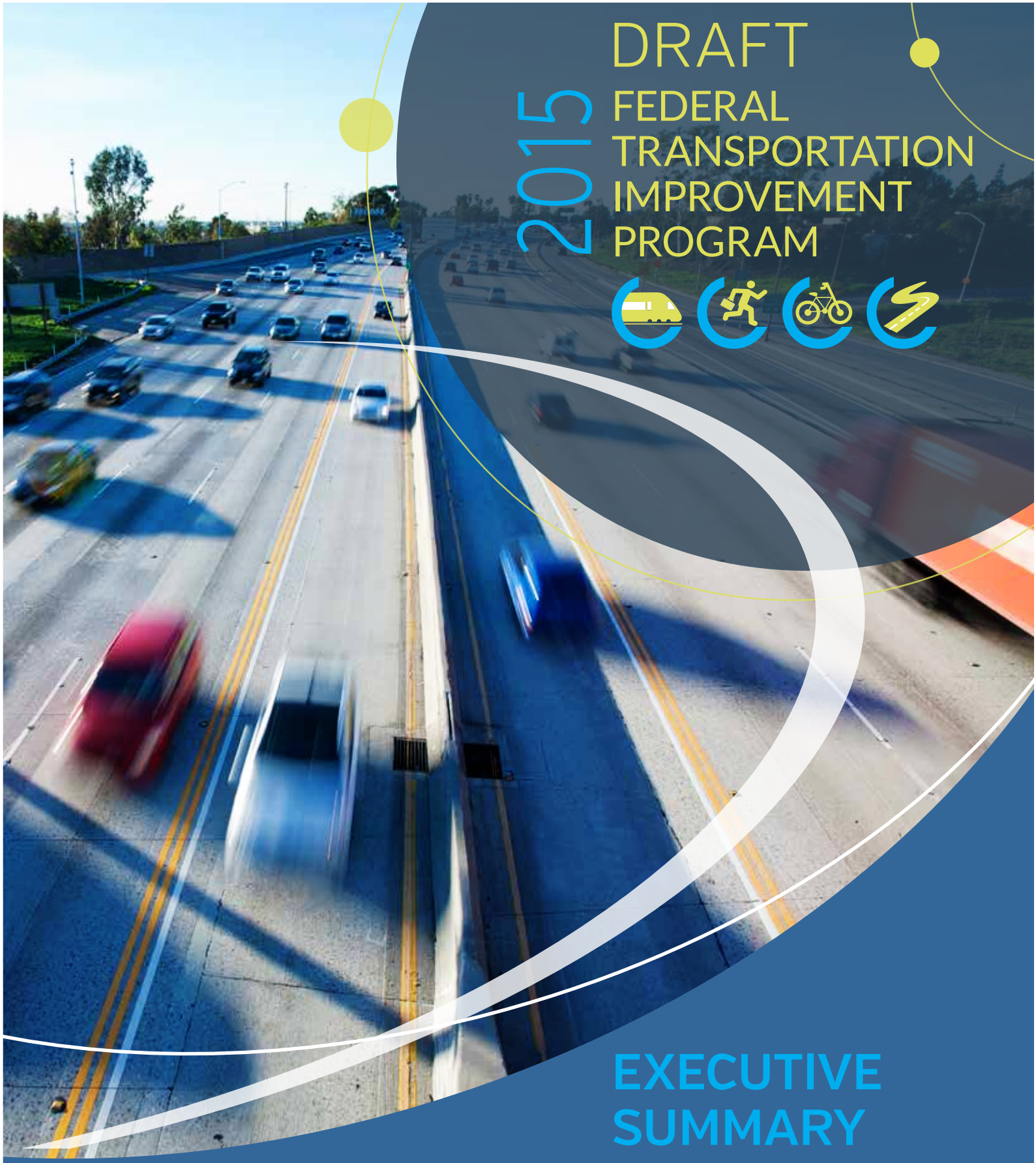

DRAFT 2015 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

EXECUTIVE SUMMARY Volume I of III

FY 2014/15–2019/20
July 2014

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Our VISION

An international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California.

Our MISSION

Under the guidance of the Regional Council and in collaboration with our partners, our mission is to facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for Southern Californians.

Funding: The preparation of this document was financed in part through funds from the Federal Highway Administration and Federal Transit Administration in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Code. Additional financial assistance was provided by the California Department of Transportation.

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DRAFT 2015

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)

(FISCAL YEAR 2014/15-2019/20)

EXECUTIVE SUMMARY

(Volume I of III)

July 2014

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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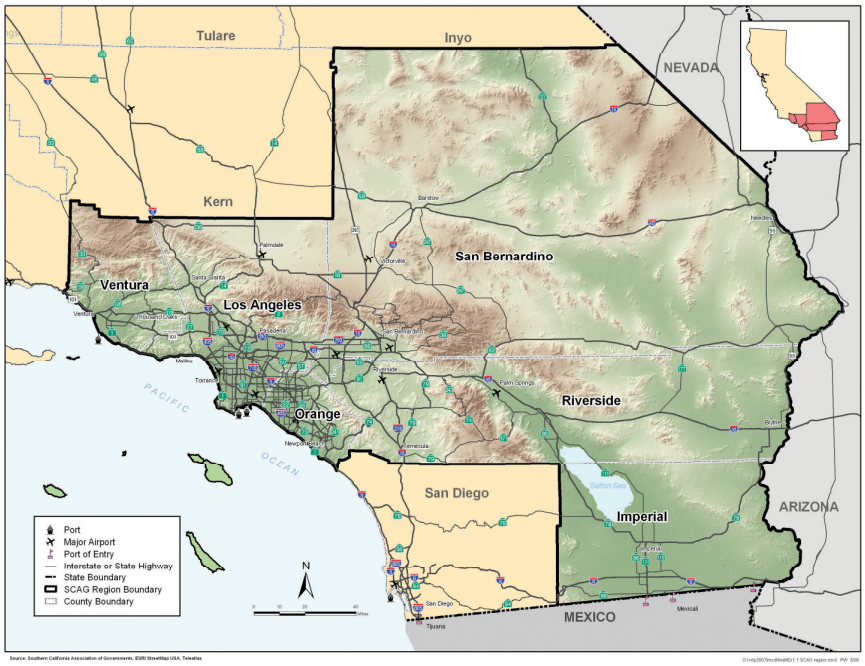
EXECUTIVE SUMMARY

INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects to be implemented over a six year period. The SCAG 2015 FTIP is a capital listing of all transportation projects proposed over Fiscal Years (FY) 2014/15 – 2019/20 for the SCAG region. As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. The 2015 FTIP for the SCAG region has been developed in partnership between the six County Transportation Commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura as well as Caltrans Districts 7, 8, 11, and 12. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized projects.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. The projects in this 2015 FTIP have been found to be consistent with SCAG's approved 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS). The FTIP is developed to incrementally implement the programs and projects in the RTP.

SCAG Region



PROGRAM SUMMARY

The 2015 FTIP includes approximately 2200 projects and programs totaling $31.8 billion over the next six years. The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

Figure 1 is a summary of fund sources categorized as federal, state, and local sources. Figure 1 and its accompanying pie chart illustrate that 24 percent of the total is from federal funds, 14 percent is from state funds, and 62 percent is from local funds.

Summary of 2015 FTIP by Funding Source

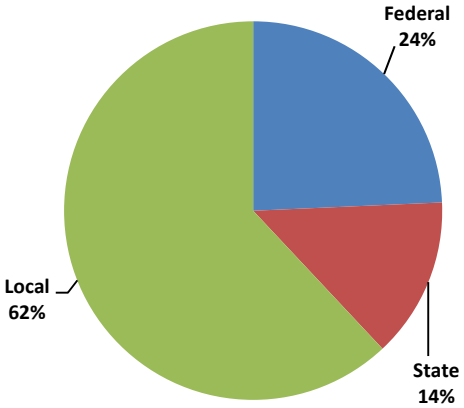


Figure 1 Summary of 2015 FTIP by Funding Source (in 000's)				
	Federal	***State***	***Local***	***Total***
2014/15	$1,357,919	$1,813,403	$3,599,974	$6,771,296
2015/16	$1,481,401	$1,030,142	$4,016,979	$6,528,522
2016/17	$1,103,511	$849,868	$3,071,274	$5,024,653
2017/18	$1,275,417	$425,221	$3,868,566	$5,569,204
2018/19	$1,822,951	$216,135	$2,546,073	$4,585,159
2019/20	$694,114	$20,438	$2,615,961	$3,330,513
Total	$7,735,313	$4,355,207	$19,718,827	$31,809,347
% of Total	24%	14%	62%	100%

Figure 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 39 percent of the total $31.8 billion in the 2015 FTIP is programmed in the State Highway Program, 23 percent in the Local Highway Program, and 38 percent in the Transit (including rail) program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2015 FTIP).

Summary of 2015 FTIP by Program

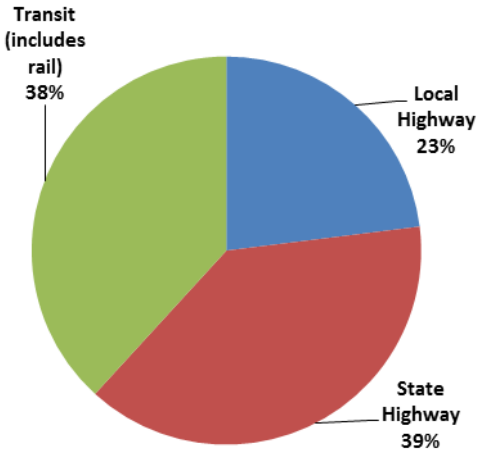
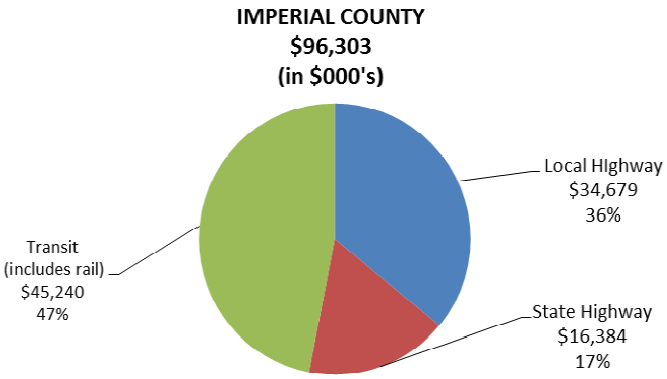
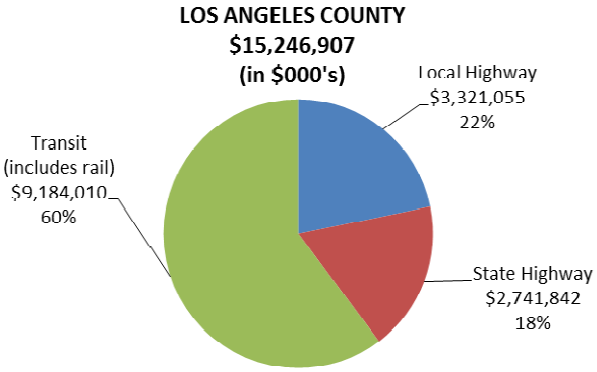


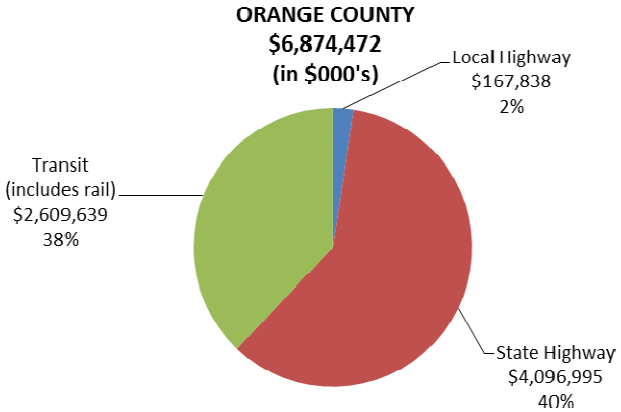
Figure 2
Summary of 2015 FTIP by All Programs
(in 000's)

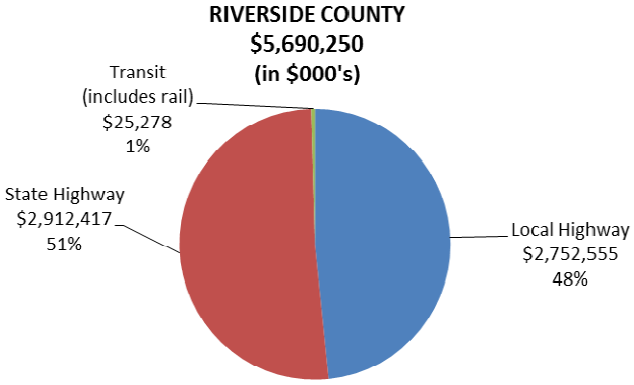
	Local Highway	*State Highway*	*Transit (includes rail)*	*Total*
2014/15	$ 1,608,869	$ 2,604,753	$ 2,557,674	$ 6,771,296
2015/16	$ 1,199,455	$ 2,878,787	$ 2,450,280	$ 6,528,522
2016/17	$ 1,385,759	$ 1,622,551	$ 2,016,343	$ 5,024,653
2017/18	$ 1,240,836	$ 2,260,124	$ 2,068,244	$ 5,569,204
2018/19	$ 1,458,244	$ 1,247,962	$ 1,878,953	$ 4,585,159
2019/20	$ 429,079	$ 1,716,066	$ 1,185,368	$ 3,330,513
Total	$ 7,322,242	$ 12,330,243	$ 12,156,862	$ 31,809,347
% of Total	23%	39%	38%	100%

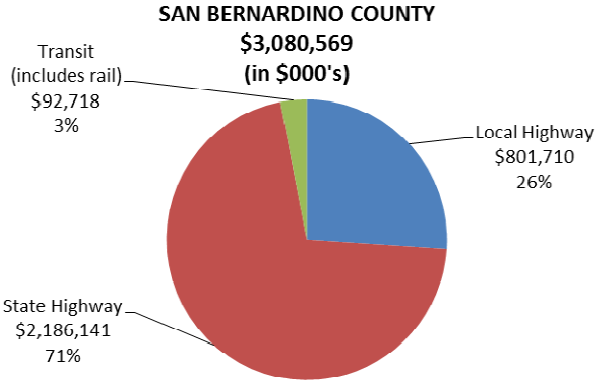
The six pie charts below summarize the funds programmed in the 2015 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.

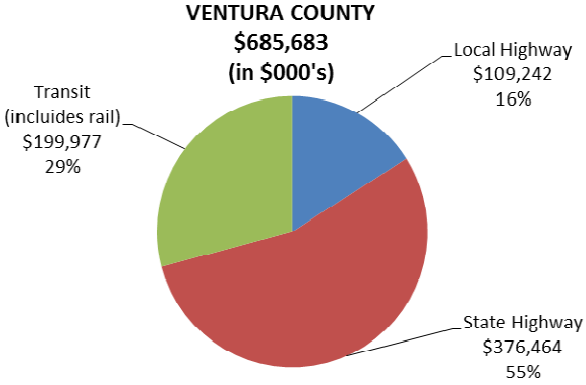




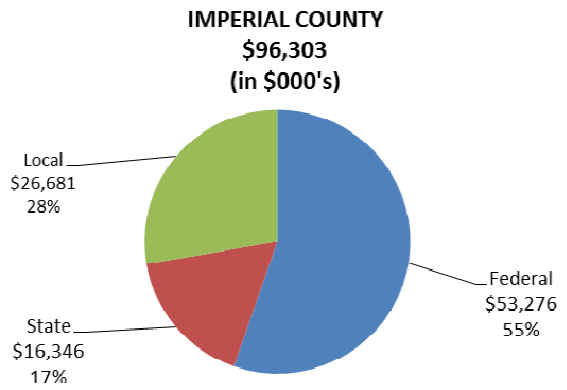


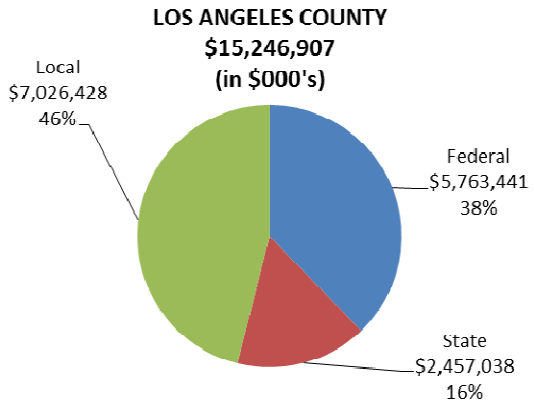


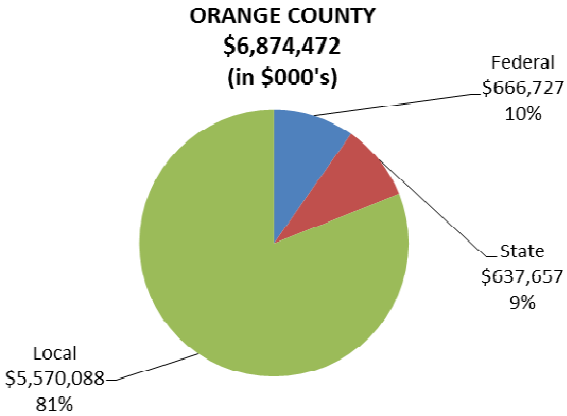


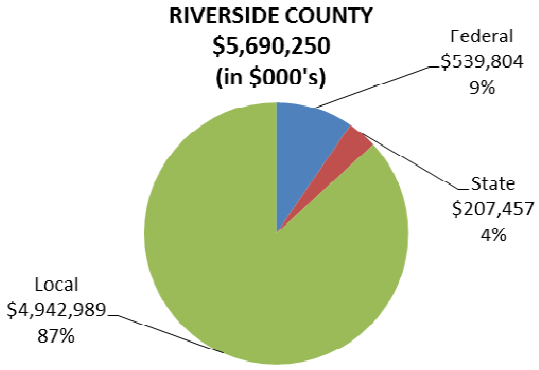


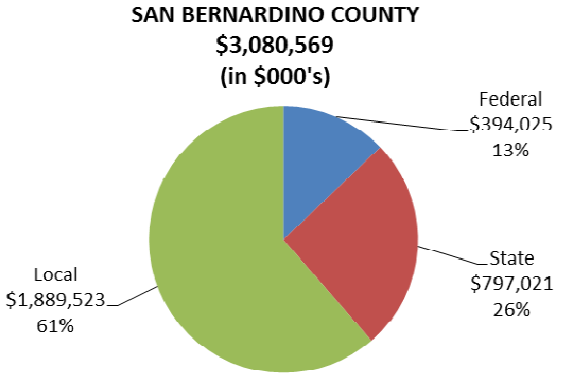
The six pie charts below summarize the funds programmed in the 2015 FTIP for each county in the SCAG region by Federal, state, and local fund sources.

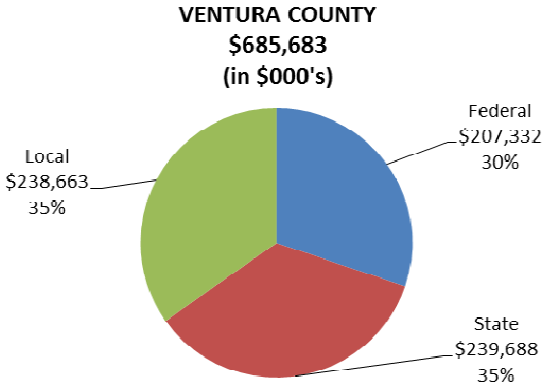












Environmental Justice

The Final 2012-2035 RTP/SCS, approved by the SCAG Regional Council on April 4, 2012 (and approved by FHWA/FTA with regard to transportation conformity on June 4, 2012), included a comprehensive environmental justice analysis. The 2015 FTIP is consistent with the policies, programs, and projects included in the 2012-2035 RTP/SCS, as amended by the proposed 2012-2035 RTP/SCS Amendment No. 2, and as such the environmental justice analysis included as part of the 2012-2035 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2015 FTIP.

A key component of the 2012-2035 RTP/SCS development process was to further implement SCAG's Public Participation Plan, which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included seeking input from our environmental justice stakeholders. As part of the environmental justice analysis for the 2012-2035 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2012–2035 RTP/SCS on various environmental justice population groups. These performance measures included impacts related to tax burdens, share of transportation system usage, jobs-housing imbalance or mismatch, potential gentrification and displacement, air quality, health, noise, and rail related impacts. For additional information regarding these and other environment justice performance measures and the detailed environmental justice analysis, please see http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_EnvironmentalJustice.pdf .

Additionally, SCAG recently updated its Public Participation Plan, adopted on April 3, 2014, which addresses Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B; Effective October 1, 2012), including enhanced strategies for engaging minority and limited English proficient populations in SCAG's transportation planning and programming processes, as well as Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA Circular 4703.1; Effective August 15, 2012).

Interagency Consultation and Public Participation

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

On July 1, 2014 the Draft 2015 FTIP will be released for a 30-day public review period. In addition, during the public review period, two (2) public hearings will be held on the Draft 2015 FTIP on July 10th and 24th, 2014 at SCAG's Los Angeles office with video-conferencing available from SCAG Regional offices, located in Imperial, Orange, Riverside, San Bernardino, and Ventura Counties. These public hearings will be noticed in numerous newspapers throughout the region. The notices will be published in English, Spanish, Korean, Chinese, and Vietnamese languages (copies of these notices will be included in Section V of the Final Technical Appendix). The Draft 2015 FTIP is posted on the SCAG website and distributed to libraries throughout the region.

Likewise, the Guidelines for the 2015 FTIP went through a similar public review process. SCAG, in cooperation with the CTCs, TCWG, and other local, state and federal partners, completed its update of the 2015 FTIP Guidelines. The draft Guidelines were presented to the SCAG Transportation Committee for release on September 12, 2013. SCAG received comments during the review period from local, state and federal agencies as well as other interested parties, and revised the document as necessary. The Final Guidelines for the 2015 FTIP were approved by the SCAG Regional Council on October 3, 2013. For additional information on the 2015 FTIP Guidelines, please visit http://ftip.scag.ca.gov/Documents/Final2015FTIPGuidelines.pdf.

Economic Impacts of 2015 FTIP Program Expenditures
The FTIP's Investment Plan in terms of Economic Growth and Job Creation

The FTIP program budget includes spending on a mix of transportation projects – state highway, local highway, and transit – that are planned in six Southern California counties over a six- year time period beginning in 2014/2015 and ending in 2019/2020. Economic and job impacts were calculated using REMI, a regional impact model that estimates economic and employment gains arising from transportation and infrastructure investments.

FTIP expenditures are categorized by function into three broad industries: construction, transit operations, and architectural and engineering services. Highway operations and maintenance expenditures are included with construction given their similarity. Due to differences in economic impacts arising from different kinds of transportation spending, FTIP transportation project expenditure data is sorted by category, such as construction services, operations and maintenance for transit operations, and architectural and engineering services. Right-of-way acquisition costs are excluded since these represent a transfer of assets and are generally considered to have no economic impact. Each category of spending was modeled separately and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis, i.e., the number of jobs generated in each year respectively.

Over the six-year period, the FTIP program will generate an annual average of approximately 95,000 jobs in the six-county SCAG region. The total employment impact of the 2015 FTIP transportation program is shown in Figure 3.

Figure 3 - Jobs Creation

	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	Average
SCAG	129295	120029	94064	95752	75996	52924	94677
Los Angeles	71009	53375	41898	36560	28183	14166	40865
Orange County	32838	39334	26587	25511	27799	19899	28661
San Bernardino County	10178	9889	7965	8596	5180	9764	8595
Riverside County	11755	13927	15265	22991	12493	8524	14159
Ventura County	3138	3104	2035	1760	2229	520	2131
Imperial County	375	400	314	336	112	51	265

In addition, the rest of the state of California will benefit from spillover impacts of an additional 6,900 jobs per year on average, and an additional 35,000 jobs per year on average will accrue to other states throughout the U.S.

These impacts are primarily related to the construction and maintenance-related benefits of the 2015 FTIP, or the economic and job creation impacts of the direct investment in transportation infrastructure. In addition, there are longer term economic impacts because of the relative efficiency of the regional transportation system. SCAG's 2012-2035 RTP/SCS included an analysis of economic impacts arising from efficiency gains in terms of worker and business economic productivity and goods movement that will beneficially impact Southern California, the state, and the nation in terms of economic development, competitive advantage, and overall economic competitiveness in the global economy. Projects that reduce congestion may help firms produce at lower cost, or allow those firms to reach larger markets or hire more capable employees. An economy with a well-functioning transportation system can be a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region.
As Southern California slowly recovers from the Great Recession, these "transportation network efficiency" benefits become all the more important to in terms of attracting and retaining employers in the Southern California region. Economic analysis of the 2012-2035 SCAG RTP/SCS estimated that, when fully implemented, the network efficiency benefits of the RTP/SCS could result in 354,000 jobs per year on average. Transportation modeling of the 2015 FTIP shows overall increased network efficiency on the order of approximately 10%, suggesting increased network efficiency benefits over and above the 354,000 associated with the 2012 RTP.

TRANSPORTATION CONFORMITY

The FTIP must undergo the following criteria requirements to be in compliance: it must be consistent with the 2012-2035 RTP/SCS; it must meet regional emissions tests; it must meet timely implementation of TCMs; it must go through inter-agency consultation and public involvement; and it must be financially constraint.

CONFORMITY DETERMINATIONS FOR THE DRAFT 2015 FTIP

The 2015 FTIP meets all federal transportation conformity requirements and meets the five tests required under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2015 FTIP under the required federal tests.

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

- ✓ **Regional Emissions Tests**
  These findings are based on the regional emissions test analyses shown in Tables 21 - 48 in Section II of the Technical Appendix.

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

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

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

Finding: The 2015 FTIP regional emissions for NO_2 meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

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

Finding: The 2015 FTIP regional emissions for PM_{10} and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2015 FTIP regional emissions for PM_{10} meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

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

✓ Timely Implementation of TCM Test

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

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

✓ Inter-agency Consultation and Public Involvement Test

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

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

✓ Financial Constraint Test

Finding: The 2015 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e) and is consistent with the Financial Plan contained in the 2012-2035 RTP/SCS. SCAG's 2015 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

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