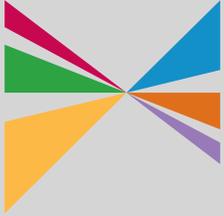


SOUTHERN CALIFORNIA



ASSOCIATION of  
GOVERNMENTS

# EXECUTIVE SUMMARY

## Volume I of III



# FINAL FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM



FY 2012/13–2017/18  
September 2012

# 2013





## 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 report was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and the Federal Transit Administration – under provisions of the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU). Additional financial assistance was provided by the California State Department of Transportation.

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**San Bernardino Associated Governments:** Alan Wapner, Ontario

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FINAL 2013  
**FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**(FTIP)**  
*(FISCAL YEAR 2012/13-2017/18)*

**EXECUTIVE SUMMARY**

*(Volume I of III)*

*September 2012*



**SOUTHERN CALIFORNIA  
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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 2013 FTIP is a capital listing of all transportation projects proposed over Fiscal Years (FY) 2012/13 – 2017/18 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 2013 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 FTIP is developed to incrementally implement the programs and projects in the RTP. The FTIP projects are consistent with SCAG's approved 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012-2035 RTP/SCS).

SCAG Region



## TRANSPORTATION CONFORMITY

### CONFORMITY DETERMINATIONS FOR THE 2013 FTIP

The 2013 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 2013 FTIP under the required federal tests.

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

Finding: SCAG's 2013 FTIP (project listing) is consistent with the 2012-2035 RTP/SCS (policies, programs, and projects).

✓ **Regional Emissions Tests**

These findings are based on the regional emissions test analyses shown in Tables 13 - 26 in Section II of the Technical Appendix.

Finding: The regional emissions analyses for the 2013 FTIP update the regional emissions analyses for the 2011 FTIP as previously amended and the 2012-2035 RTP/SCS.

Finding: The 2013 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2013 FTIP regional emissions for the Ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, SCCAB (Ventura County portion), Western MDAB (Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB), and SSAB (Riverside County Coachella Valley and Imperial County portions).

Finding: The 2013 FTIP regional emissions for NO<sub>2</sub> meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2013 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

Finding: The 2013 FTIP regional emissions for PM<sub>10</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

Finding: The 2013 FTIP regional emissions for PM<sub>10</sub> meet the interim emission test (build/no-build test) for all milestone and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion), Searles Valley portion of San Bernardino County, and for the SSAB (Imperial County portion).

Finding: The 2013 FTIP regional emissions analysis for PM<sub>2.5</sub> 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 Ozone State Implementation Plans (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 2013 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.

On July 5, 2012 the Draft 2013 FTIP was released for a 30-day public review period. In addition, during the public review period, two (2) public hearings were held on the Draft 2013 FTIP on July 19<sup>th</sup> and 26<sup>th</sup>, 2012 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 were noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, and Chinese languages (please see Section V of the Technical Appendix or visit [http://scag.ca.gov/ftip/pdf/final/2013/Final2013FTIP\\_TA\\_Sec05.pdf](http://scag.ca.gov/ftip/pdf/final/2013/Final2013FTIP_TA_Sec05.pdf) to view these notices). The Draft 2013 FTIP was posted on the SCAG website and distributed to libraries throughout the region.

✓ **Financial Constraint Test**

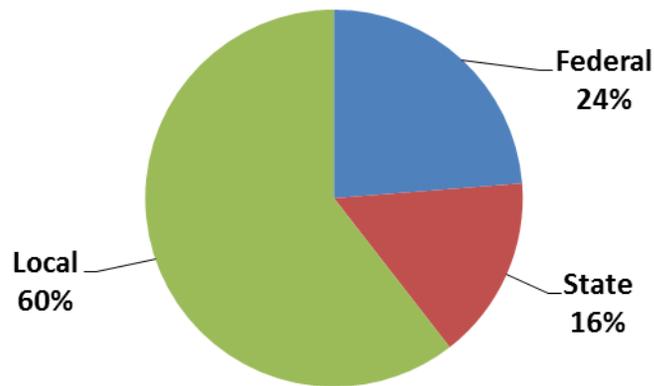
Finding: The 2013 FTIP is fiscally constrained since it complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). SCAG's 2013 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

## PROGRAM SUMMARY

The 2013 FTIP includes projects and programs totaling \$32.5 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, 16 percent is from state funds, and 60 percent is from local funds.

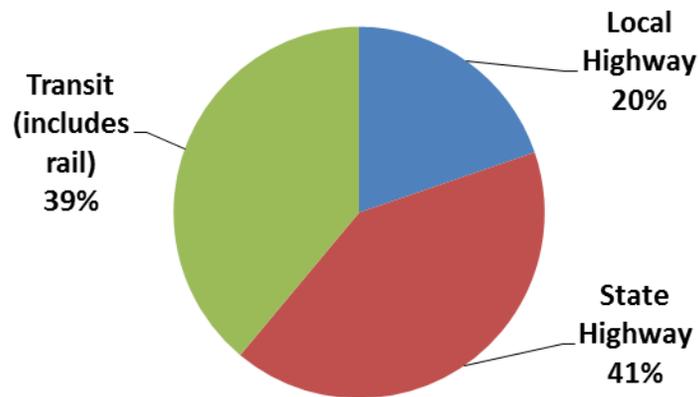
### Summary of 2013 FTIP by Funding Source



<b>Figure 1</b> <b>Summary of 2013 FTIP by Funding Source</b> <b>(in 000's)</b>				
	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<b>2012/13</b>	\$ 2,010,509	\$1,994,712	\$ 4,651,318	\$ 8,656,539
<b>2013/14</b>	\$ 1,129,811	\$1,067,283	\$ 3,110,771	\$ 5,307,865
<b>2014/15</b>	\$ 1,029,174	\$ 756,208	\$ 4,074,886	\$ 5,860,268
<b>2015/16</b>	\$ 964,744	\$ 666,869	\$ 4,514,906	\$ 6,146,519
<b>2016/17</b>	\$ 1,715,834	\$ 570,266	\$ 2,445,846	\$ 4,731,946
<b>2017/18</b>	\$ 809,938	\$ 23,373	\$ 989,587	\$ 1,822,898
<b>Total</b>	\$ 7,660,010	\$5,078,711	\$ 19,787,314	\$32,526,035
<b>% of Total</b>	24%	16%	60%	100%

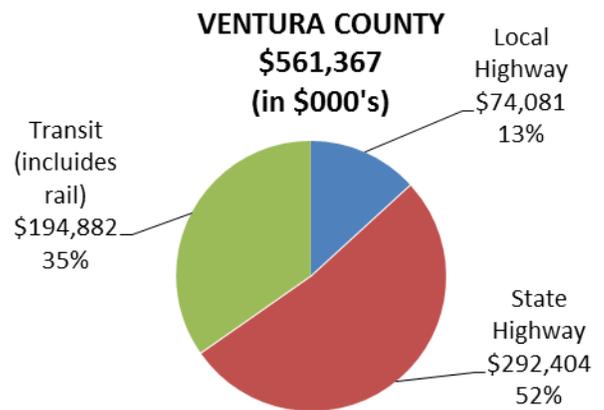
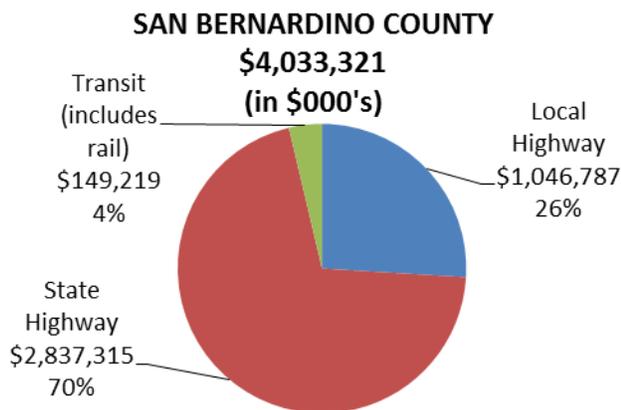
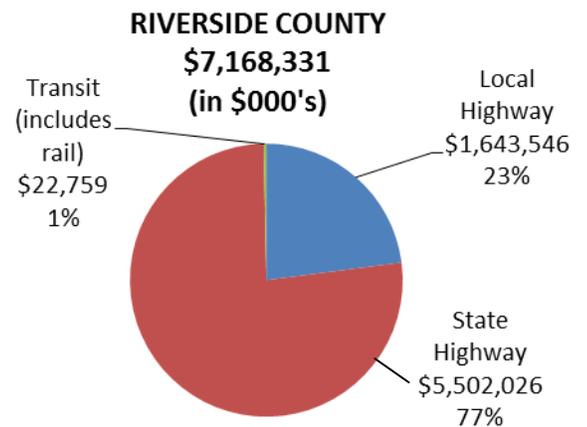
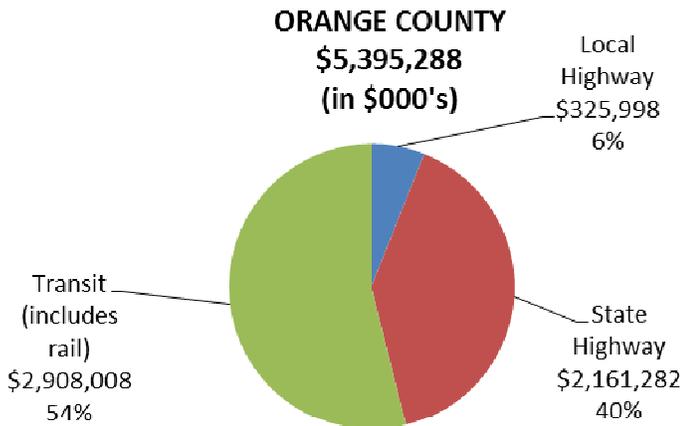
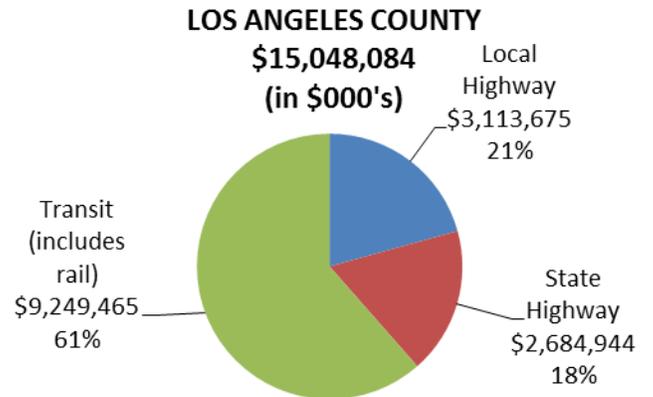
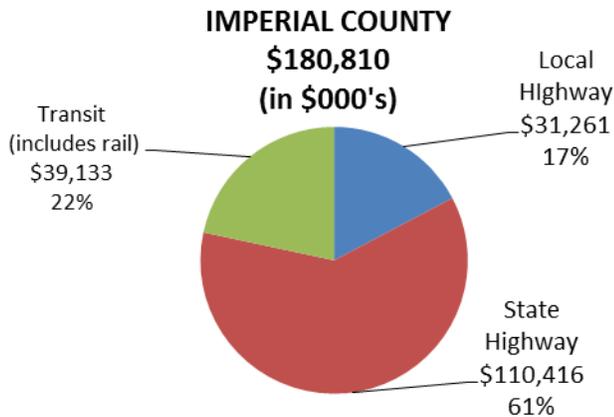
Figure 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 41 percent of the total \$32.5 billion in the FTIP is programmed in the State Highway Program, 20 percent in the Local Highway Program, and 39 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 2013 FTIP).

## Summary of 2013 FTIP by Program



<b>Figure 2 Summary of 2013 FTIP by All Programs (in 000's)</b>				
	<i>Local Highway</i>	<i>State Highway</i>	<i>Transit (includes rail)</i>	<i>Total</i>
<b>2012/13</b>	\$ 1,641,709	\$ 4,523,823	\$ 2,491,007	\$ 8,656,539
<b>2013/14</b>	\$ 1,600,882	\$ 1,649,967	\$ 2,057,016	\$ 5,307,865
<b>2014/15</b>	\$ 1,164,124	\$ 2,281,977	\$ 2,414,167	\$ 5,860,268
<b>2015/16</b>	\$ 828,724	\$ 2,982,238	\$ 2,335,557	\$ 6,146,519
<b>2016/17</b>	\$ 815,072	\$ 1,769,180	\$ 2,147,694	\$ 4,731,946
<b>2017/18</b>	\$ 323,540	\$ 381,202	\$ 1,118,156	\$ 1,822,898
<b>Total</b>	\$ 6,374,051	\$ 13,588,387	\$ 12,563,597	\$32,526,035
<b>% of Total</b>	20%	41%	39%	100%

The six pie charts below summarize the funds programmed in the 2013 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.



## 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 2013 FTIP is consistent with the policies, programs, and projects included in the 2012-2035 RTP/SCS, and as such the environmental justice analysis included as part of the federally approved 2012-2035 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2013 FTIP. As stated in our Compliance Procedure for Environmental Justice in the Transportation Planning Process (October 2000), “since each TIP contains projects that are a subset of those in the RTP, and the RTP meets environmental justice expectations ... , the TIP is also presumed to meet these expectations.” SCAG is also proceeding to update its environmental justice compliance procedures, in consideration of the recent FTA Circular on Environmental Justice Policy Guidance for Federal Transit Administration Recipients (effective August 15, 2012).

Additionally, 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://rtpscsc.scag.ca.gov/Documents/2012/final/SR/2012fRTP\\_EnvironmentalJustice.pdf](http://rtpscsc.scag.ca.gov/Documents/2012/final/SR/2012fRTP_EnvironmentalJustice.pdf).

As stated earlier in this document, the 2013 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.

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Likewise, the Guidelines for the 2013 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 2013 FTIP Guidelines. The draft Guidelines were presented to the SCAG Transportation Committee for release on September 1, 2011. SCAG received comments on September 8, 2011 from local, state and federal agencies as well as other interested parties, and revised the document as necessary. The Final Guidelines for the 2013 FTIP were approved by the SCAG Regional Council on October 6, 2011. For additional information on the 2013 FTIP Guidelines, please visit <http://www.scag.ca.gov/ftip/pdf/final/2013/Final2013FTIPGuidelines.pdf> .

## Economic Impacts of 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 2012/2013 and ending in 2017/2018. 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. The total employment impact of the FTIP transportation program is shown in Figure 3.

**Figure 3 - Jobs Creation**

	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	Average
<b>SCAG</b>	139,207	82,983	86,389	83,524	60,885	20,936	78,985
<b>Los Angeles County</b>	67,948	42,151	42,239	32,738	26,082	6,310	36,244
<b>Orange County</b>	28,913	19,268	18,080	17,212	12,383	8,652	17,418
<b>San Bernardino County</b>	14,857	10,280	7,495	7,968	12,208	1,592	9,066
<b>Riverside County</b>	24,392	9,362	16,724	24,049	8,258	3,985	14,461
<b>Ventura County</b>	2,563	1,504	1,557	1,259	1,629	304	1,469
<b>Imperial County</b>	534	418	294	298	325	93	327

Over the six-year period, the FTIP program will generate an annual average of approximately 79,000 jobs in the six-county SCAG region. In addition, the rest of the state of California will benefit from spillover impacts of an additional 5,500 jobs per year on average, and an additional 18,000 jobs per year on average will accrue to other states throughout the U.S.

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.



# FINAL FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM // 2013



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