FINAL

2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

EXECUTIVE SUMMARY

VOLUME I OF III

FY 2016/17 – 2021/22
September 2016

VISION

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

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.

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Please note: There are current vacancies on the Regional Council which include representatives for Imperial County Transportation Commission (ICTC), Los Angeles County Metropolitan Transportation Authority (LACMTA), and the air districts.

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EXECUTIVE SUMMARY

INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a federally mandated four year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The SCAG 2017 FTIP is a comprehensive listing of such transportation projects proposed over fiscal years (FY) 2016/17 – 2021/22 for the region, with the last two years 2020/21 – 2021/22 provided for informational purposes. As the Metropolitan Planning Organization (MPO) for the six county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. 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, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps and non–motorized (includes active transportation) projects.

The FTIP is developed through a bottom–up process by which the six County Transportation Commissions (CTCs) work with their local agencies and public transportation operators, as well as the general public, to develop their county Transportation Improvement Programs (TIPs) for inclusion into the FTIP. The 2017 FTIP has been developed in partnership with the CTCs and Caltrans districts 7, 8, 11, 12 and headquarters.

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 2017 FTIP are consistent with SCAG's approved 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The FTIP is developed to incrementally implement the programs and projects in the RTP.

THE SCAG REGION

PROGRAM SUMMARY

The 2017 FTIP includes approximately 2000 projects and the programming of $27.7 billion over the next six years. By comparison, the total programming for the 2015 FTIP was $31.8 billion. The reduction in programming funds in the 2017 FTIP compared to the 2015 FTIP is due to a number of reasons. The steady loss of gas tax revenue due to the drop in gasoline consumption as well as the drop in prices over the past two years created the largest reduction of STIP funds since the current state transportation funding structure was adopted 20 years ago. The reduction in gas tax revenues also lowered the amount of the State Highway Operations and Protection Program (SHOPP) and the Highway Users Tax Account (HUTA) available to the cities and counties. In addition, programs nearing completion such as Proposition 1B (Prop 1B), a $19.9 billion general obligation bond program for specified purposes approved by voters in 2006, has already committed $18.3 billion and has a balance of only $1.6 billion available statewide for programming. The reductions in these funds plus the completion and acceleration of some large scale projects have also added to the decrease in programming. The 2017 FTIP shows that $6.4 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Project Listing Volume III – Part A of the 2017 FTIP). In addition, the 2017 FTIP reflects $12.8 billion in secured funding (see listing of "100% Prior Years" in Project Listing Volume III – Part A of the 2017 FTIP).

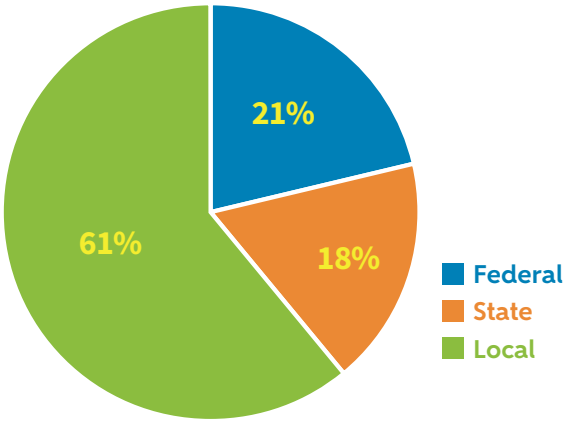
The following charts and tables demonstrate how these funds are distributed based on funding source, program and county.

Figure 1 is a summary of fund sources categorized as federal, state and local sources. Figure 1 and its accompanying pie chart illustrate that 21 percent of the total is from federal funds, 18 percent is from state funds and 61 percent is from local funds.

FIGURE 1 **SUMMARY OF 2017 FTIP BY FUNDING SOURCE (in 000's)**

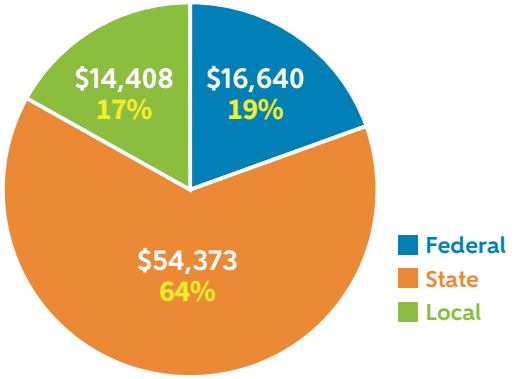
	FEDERAL	STATE	LOCAL	TOTAL
2016/17	$1,843,969	$2,015,459	$4,008,601	$7,868,029
2017/18	$1,297,261	$1,353,451	$4,071,787	$6,722,499
2018/19	$1,235,286	$264,781	$4,561,018	$6,061,085
2019/20	$698,264	$230,705	$2,061,341	$2,990,310
2020/21	$463,884	$1,018,528	$1,386,000	$2,868,412
2021/22	$348,122	$23,932	$789,145	$1,161,199
TOTAL	$5,886,786	$4,906,856	$16,877,892	$27,671,534
% of TOTAL	21%	18%	61%	100%

SUMMARY OF 2017 FTIP BY FUNDING SOURCE

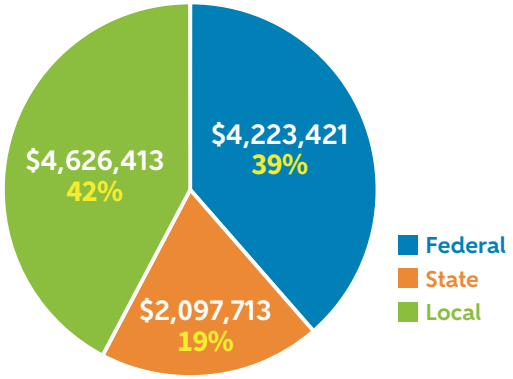


The six pie charts below summarize the funds programmed in the 2017 FTIP for each county in the SCAG region by federal, state and local fund sources.

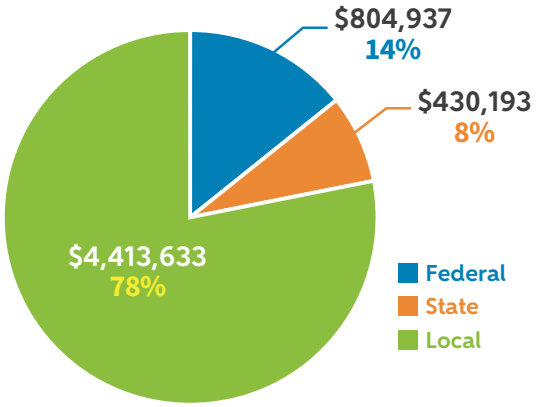
IMPERIAL COUNTY: $85,421 (in $000's)



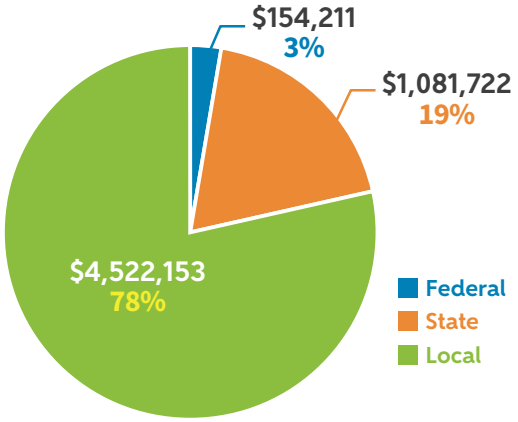
LOS ANGELES COUNTY: $10,947,547 (in $000's)



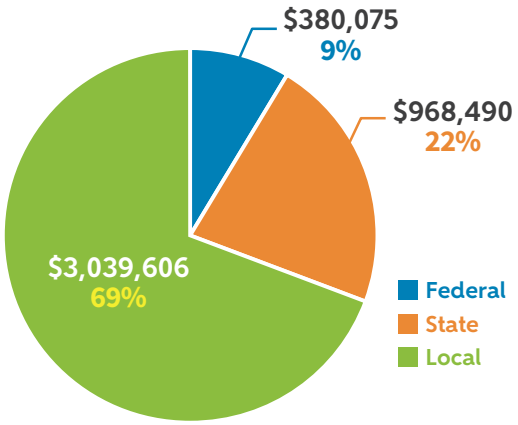
ORANGE COUNTY: $5,648,763 (in $000's)



RIVERSIDE COUNTY: $5,758,086 (in $000's)



SAN BERNARDINO COUNTY: $4,388,171 (in $000's)



VENTURA COUNTY: $706,312 (in $000's)

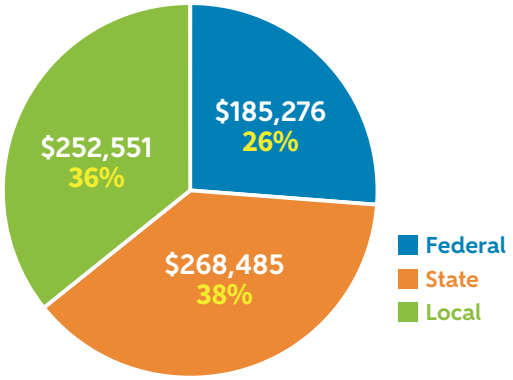
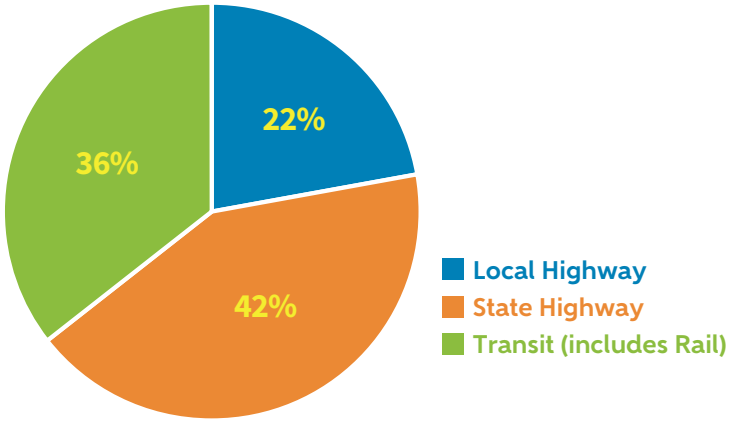


Figure 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 42 percent of the total $27.7 billion in the 2017 FTIP is programmed in the State Highway Program, 22 percent in the Local Highway Program and 36 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 2017 FTIP).

FIGURE 2 **SUMMARY OF 2017 FTIP BY PROGRAM (in 000's)**

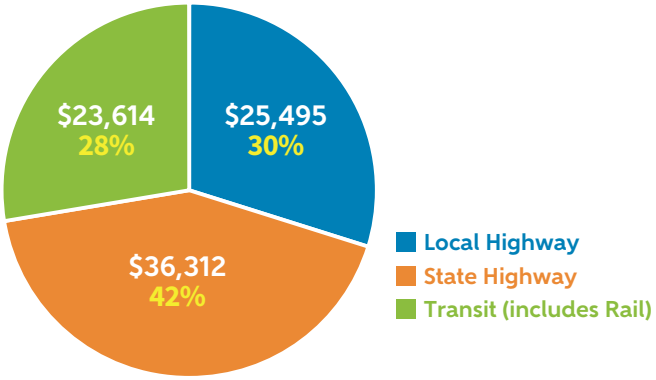
	LOCAL HIGHWAY	STATE HIGHWAY	TRANSIT (INCLUDES RAIL)	TOTAL
2016/17	$1,860,879	$3,125,022	$2,882,128	$7,868,029
2017/18	$1,327,529	$3,375,816	$2,019,154	$6,722,499
2018/19	$1,069,208	$2,674,184	$2,317,693	$6,061,085
2019/20	$490,254	$1,193,829	$1,306,227	$2,990,310
2020/21	$1,179,223	$984,464	$704,725	$2,868,412
2021/22	$202,157	$342,847	$616,195	$1,161,199
TOTAL	$6,129,250	$11,696,162	$9,846,122	$27,671,534
% of TOTAL	22%	42%	36%	100%

SUMMARY OF 2017 FTIP BY PROGRAM

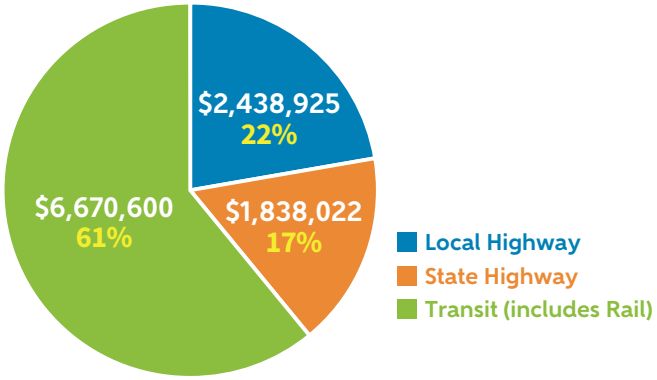


The six pie charts below summarize the funds programmed in the 2017 FTIP for each county in the SCAG region for state Highway, Local Highway, and Transit (including Rail) programs.

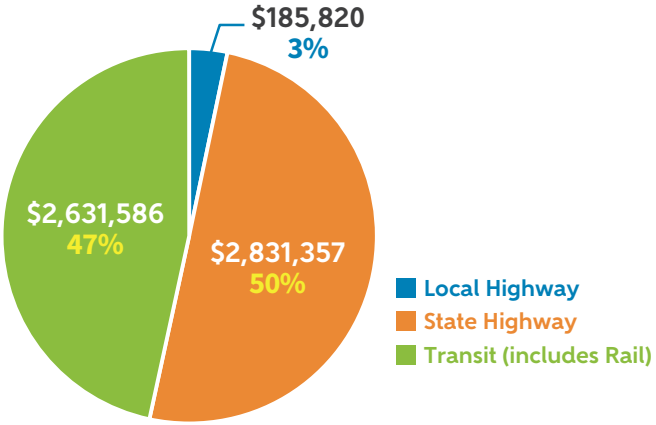
IMPERIAL COUNTY: $85,421 (in $000's)



LOS ANGELES COUNTY: $10,947,547 (in $000's)



ORANGE COUNTY: $5,648,763 (in $000's)



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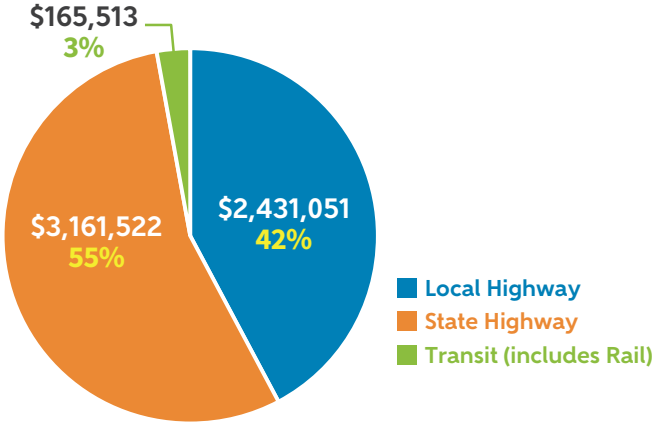

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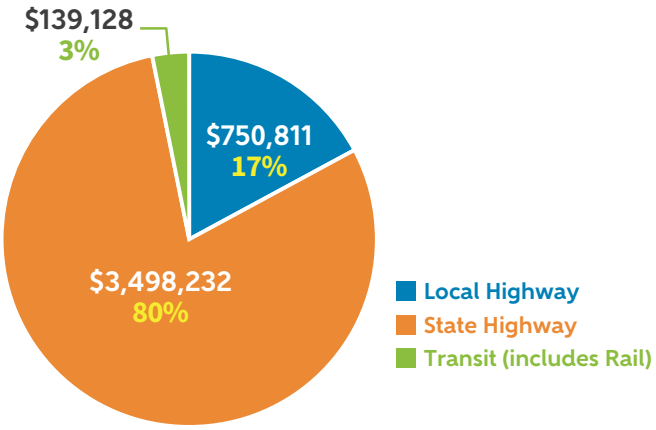
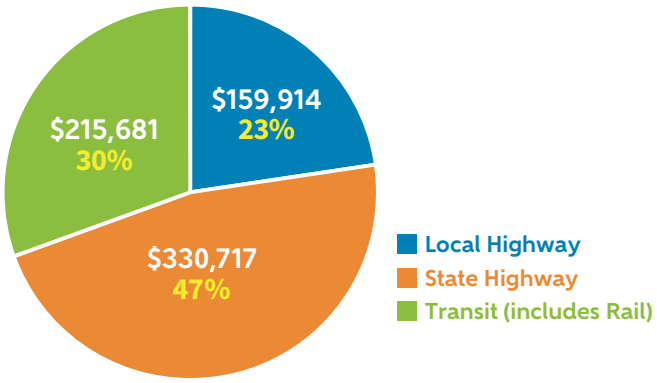


VENTURA COUNTY: $706,312 (in $000's)



ENVIRONMENTAL JUSTICE

The Final 2016 RTP/SCS, approved by the SCAG Regional Council on April 7, 2016 (and certified by FHWA/FTA with regard to transportation conformity on June 1, 2016), included a comprehensive environmental justice analysis. The 2017 FTIP is consistent with the policies, programs and projects included in the 2016 RTP/SCS, and as such the environmental justice analysis included as part of the 2016 RTP/SCS appropriately serves as the analysis for the transportation investments in the 2017 FTIP.

A key component of the 2016 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 2016 RTP/SCS, SCAG identified several performance measures to analyze existing social and environmental equity in the region and to address the impacts of the 2016 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://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_EnvironmentalJustice.pdf

Additionally, SCAG 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 2017 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 (TCWG) serves as a forum for interagency consultation.

SCAG, in cooperation with the CTCs, TCWG and other local, state and federal partners, completed the update to the 2017 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2017 FTIP. These guidelines serve as the manual for CTCs to develop their county Transportation Improvement Program (TIP) and submit their TIPs through SCAG's FTIP database. SCAG received comments from stakeholders and revised the document as necessary. The Final Guidelines for the 2017 FTIP were approved by the SCAG Regional Council on October 8, 2015. For additional information on the 2017 FTIP Guidelines, please visit http://ftip.scag.ca.gov/Documents/Final2017FTIPGuidelines.pdf

On July 8, 2016, the Draft 2017 FTIP was released for a 30–day public review period. During the public review period, two public hearings were held on the Draft 2017 FTIP on July 14th and 21st, 2016, at SCAG's Los Angeles office with video–conferencing available from SCAG's regional offices, located in Imperial, Orange, Riverside, San Bernardino and Ventura counties and three additional video conference sites in City of Palmdale, Coachella Valley Association of Governments (CVAG) and South Bay Cities Council of Governments (SBCCOG). These public hearings were noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices are included in Section V of the Final Technical Appendix). The 2017 FTIP is posted on the SCAG website and distributed to libraries throughout the region.

ECONOMIC IMPACTS OF 2017 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 FY 2016/2017 and ending in FY 2021/2022. 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 greater than 82,000 jobs in the six–county SCAG region. The total employment impact of the 2017 FTIP transportation program is shown in Figure 3. The aggregate job totals do not reflect the sum of the six individual counties due to rounding and various SCAG region–wide FTIP projects which are allocated and captured at the regional, rather than county, level.

FIGURE 3 JOBS CREATED ANNUALLY BY 2017 FTIP INVESTMENTS (REMI ANALYSIS)

	2016–2017	2017–2018	2018–2019	2019–2020	2020–2021	2021–2022	AVERAGE
SCAG REGION	141,043	121,654	109,762	54,735	48,419	17,359	82,162
LOS ANGELES COUNTY	70,839	44,404	40,010	17,405	15,801	10,296	33,126
ORANGE COUNTY	23,607	17,634	28,644	16,966	7,638	1,561	16,008
SAN BERNARDINO COUNTY	15,585	20,513	22,601	4,740	10,531	1,120	12,515
RIVERSIDE COUNTY	24,203	35,110	16,287	14,548	13,114	3,441	17,784
VENTURA COUNTY	5,170	2,353	2,055	869	1,170	928	2,091
IMPERIAL COUNTY	378	767	159	218	197	50	295

In addition, the rest of the state of California will benefit from spillover impacts of an additional 3,200 jobs per year on average, and an additional 7,600 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 2017 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 2016 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.

Over time, these "transportation network efficiency" benefits become all the more important to regions such as Southern California in terms of economic growth and competitiveness, attraction and retention of employers and creation of good–paying jobs. The economic work done on the 2016 RTP/SCS estimated job gains from the network efficiency benefits of fully implementing the RTP to be 351,000 jobs per year on average. Transportation modeling of the 2017 FTIP shows overall increased network efficiency on the order of approximately 7 percent, suggesting increased network efficiency benefits over and above the 351,000 jobs associated with the 2016 RTP/SCS.

PROGRAM PERFORMANCE OF 2017 FTIP

The 2016 RTP/SCS sets forth a vision to advance Southern California's mobility, economy and sustainability for the next several decades. To help realize this vision, the RTP/SCS includes specific regional goals and policies. To measure the extent to which the RTP/SCS achieves these goals and policies and to help guide the identification of preferred strategies and alternatives, SCAG used a set of multi–modal performance measures (see the 2016 RTP/SCS Performance Measures technical appendix at http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_PerformanceMeasures.pdf).

MAP–21, the Moving Ahead for Progress in the 21st Century Act, was signed into law on July 6, 2012, and placed new federal requirements on MPOs such as SCAG to establish and use a performance–based approach to transportation decision making and development of transportation plans. The Fixing America's Surface Transportation (FAST) Act, was signed into law on December 4, 2015, and carries forward the performance–based planning requirements in MAP–21. Although SCAG has been using performance measures in its metropolitan planning for many years, MAP–21 calls for the establishment of performance targets that address the performance measures specifically called out in the legislation:

- Pavement condition on the Interstate System and National Highway System (NHS)
- Performance of the Interstate System and NHS
- Bridge condition on the NHS
- Fatalities and serious injuries on all public roads
- Traffic congestion
- On–road mobile source emissions
- Freight movement on the Interstate System
- Transit safety
- Transit asset management/state of good repair

Further, MAP–21 requires that the FTIP include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving these performance targets, thereby linking investment priorities to those targets. The US Department of Transportation (USDOT) published the Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016. At this point, the rulemaking on specific performance measures has not yet been developed for specific performance targets. Additionally, the Final Rule states that the state, MPOs and Public Transit Operators are required to establish targets in the key national performance areas to document expectations for future performance. This work and consultation between the state, MPO's and Public Transit Operators is ongoing and has not been completed. Therefore, the performance discussion in the 2017 FTIP focuses on key measures from the adopted 2016 RTP/SCS. Once performance targets have been established, the 2017 FTIP will be revised as appropriate.

PROGRAMMING INVESTMENTS

The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2016 RTP/SCS. The 2017 FTIP funding breakdown in Figure 4 shows the region's transportation priorities, with an emphasis on operations and maintenance of the transportation system.

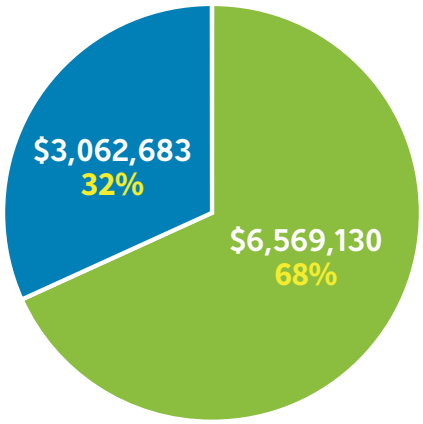
FIGURE 4 2017 FTIP AMOUNT PROGRAMMED (in Millions)

Transit Improvements	$6,569
Transit Operations and Maintenance	$3,063
Highway Improvements	$13,596
Highway Operations and Maintenance	$3,602
Intelligent Transportation Systems and Transportation Demand Management*	$529
Other	$313

** Includes a portion of active transportation funds (see below).*

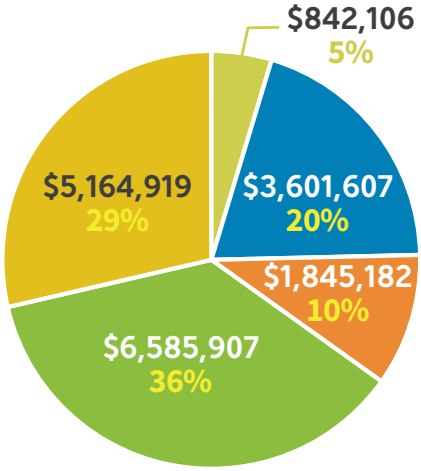
2017 FTIP INVESTMENT CATEGORIES

TRANSIT INVESTMENT: $9,681,813 (in $000's)



- Transit Operations and Maintenance
- Transit Improvement

HIGHWAY INVESTMENT: $18,039,721 (in $000's)



- Highway Operations and Maintenance
- HOV Lanes
- Capacity Enhancing Improvements
- Other Highway Improvements
- ITS, TDM, Non-Motorized, and Other

The region's commitment to active transportation is also growing, with investments consistent with those developed for the 2016 RTP/SCS, which nearly doubles active transportation investments compared to the previous RTP/SCS.

Figure 5 shows an estimated $1 billion that will fund over 360 active transportation projects included in the 2017 FTIP. The region is increasing its investments in active transportation projects and still more is being done. While the FTIP includes all federally funded projects and projects needing federal action, active transportation projects that are 100% locally funded are not required to be programmed in the FTIP. Cycle 3 of Active Transportation Program (ATP) grants has not yet been approved and will be programmed at a later time.

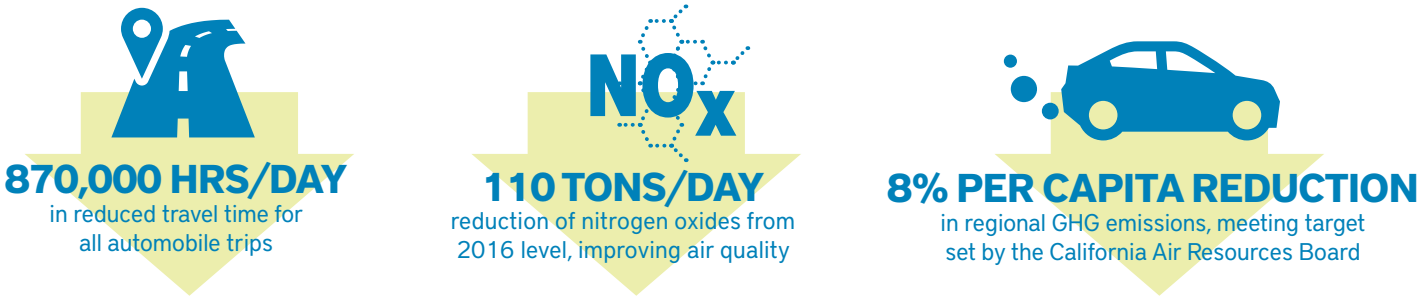
FIGURE 5 ACTIVE TRANSPORTATION INVESTMENT (in Millions)

ATP PROJECT TYPE	SCAG REGION 2017 FTIP FY2016–17–FY2021–22*	PERCENTAGE OF ATP INVESTMENT IN 2017 FTIP	SCAG REGION 2015 FTIP FY2014–15–FY2019–20**	PERCENTAGE OF ATP INVESTMENT IN 2015 FTIP
Bicycle and Pedestrian Infrastructure	$481.9	47%	$259.0	48%
Dedicated Bicycle Infrastructure	$153.9	15%	$78.0	14%
Dedicated Pedestrian Infrastructure	$154.6	15%	$85.0	19%
First Mile/Last Mile Strategies	$51.4	5%	$41.2	8%
Bicycle Detection & Traffic Signals	$14.7	1%	$2.2	<1%
ATP as Part of Larger Project (est. average 5% of total cost)	$179.0	17%	$55.2	11%
TOTAL AMOUNTS	$1,035.5		$520.6	

** Excludes ATP Projects for Cycle 3 | ** Excludes ATP Estimates*

The fruits of these investments are reflected in mobility and environmental benefits. By 2020, the FTIP is projected to help the region to achieve a reduction of over 870,000 hours per day in travel time. This would result in a reduction of 110 tons per day of nitrogen oxide, a pollutant which is emitted from cars, trucks and buses, among other sources. This would also result in an 8 percent per capita reduction in regional greenhouse gas emissions.

IN 2020, THE 2017 FTIP WILL HELP ACHIEVE



TRANSPORTATION CONFORMITY

The FTIP must satisfy the following criteria requirements to be in compliance: It must be consistent with the 2016 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 constrained.

CONFORMITY DETERMINATIONS FOR THE DRAFT 2017 FTIP

The 2017 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 2017 FTIP under the required federal tests.

CONSISTENCY WITH 2016 RTP/SCS TEST

FINDING: SCAG's 2017 FTIP (project listing) is consistent with the 2016 RTP/SCS (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 2017 FTIP is an update to the regional emissions analyses for the 2016 RTP/SCS.

FINDING: The 2017 FTIP regional emissions analysis for PM2.5 and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the South Coast Air Basin (SCAB).

FINDING: The 2017 FTIP regional emissions for 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 Luiseño 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 2017 FTIP regional emissions for NO2 meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.

FINDING: The 2017 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in SCAB.

FINDING: The 2017 FTIP regional emissions for PM10 and its precursors meet all applicable emission budget tests for all milestone, attainment and planning horizon years in SCAB and the SSAB (Riverside County Coachella Valley portion).

FINDING: The 2017 FTIP regional emissions for PM10 meet the interim emission test (build/no–build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

FINDING: The 2017 FTIP regional emissions analysis for PM2.5 and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no–build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

TIMELY IMPLEMENTATION OF 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 2017 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP) (for more information on SCAG's PPP, please visit http://scag.ca.gov/Documents/PPP2014_Adopted-FINAL.pdf). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation.

The 2017 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 (August 25, 2015, September 22, 2015; October 27, 2015; November 17, 2015; January 26, 2016; February 23, 2016; March 22, 2016; April 26, 2016; and May 24, 2016; and June 28, 2016). The draft conformity analysis was released for a 30-day public review on July 8, 2016. Two public hearings were held on July 14 and July 21, 2016 at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The 2017 FTIP was also presented to the Regional Transportation CEOs at their meeting held on August 19, 2016, fulfilling the consultation requirements of AB 1246 as codified in Public Utilities Code Sections 130058 and 130059. The 2017 FTIP is posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All comments on the 2017 FTIP have been documented and responded to accordingly.

FINANCIAL CONSTRAINT TEST

FINDING: The 2017 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 2016 RTP/SCS. SCAG's 2017 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.

FINAL

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