



## SPECIAL MEETING

# SCAG/CEOs AB1246 MEETING

### Main Office

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***Friday, August 19, 2016  
10:00 a.m. – 10:30 a.m.***

**Metro Building  
One Gateway Plaza  
Highland Park Conference Room, 25<sup>th</sup> Floor  
Los Angeles, CA 90012  
(213) 236-1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Tess Rey-Chaput at (213) 236-1908 or via email at [REY@scag.ca.gov](mailto:REY@scag.ca.gov).

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1908. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.

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**TELECONFERENCE DIAL-IN NUMBER: (877) 873-8017**  
**PASSCODE: 236-1908**

**Friday, August 19, 2016**  
**10:00 a.m. – 10:30 a.m.**

**SCAG / CEOs AB 1246 Meeting**  
**Metro Building**  
**One Gateway Plaza**  
**Highland Park Conference Room, 25<sup>th</sup> Floor**  
**Los Angeles, CA 90012**

**NOTE: For Brown Act Requirements, please post the Agenda at your Teleconference Locations (Pursuant to Government Code §54953)**

List of Members	Location
1. Hasan Ikhmeta Executive Director, SCAG	Metro (address above)
2. Mark Baza Executive Director, ICTC	Metro (address above)
3. Stephanie Wiggins (for Phil Washington, CEO) Representing Metro	Metro (address above)
4. Dr. Raymond Wolfe Executive Officer, SANBAG	Metro (address above)
5. John Standiford (for Anne Mayer, Executive Director) Representing RCTC	Metro (address above)
6. Ken Phipps (for Darrell Johnson, CEO) Representing OCTA	<b>(via Teleconference)</b> OCTA 600 S. Main Street Orange, CA 92863
7. Darren Kettle Executive Director, VCTC	<b>(via Teleconference)</b> VCTC 950 County Square Drive, Suite 207 Ventura, CA 93003
8. Deputy District Director, Caltrans, District 7	Metro (address above)

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# SPECIAL MEETING SCAG/CEOs – AB 1246 CONSULTATION MEETING AGENDA

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*Friday, August 19, 2016  
10:00 a.m. – 10:30 a.m.*

**Metro Building  
One Gateway Plaza  
Highland Park Conference Room, 25<sup>th</sup> Floor  
Los Angeles, CA 90012**

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*The SCAG/CEOs Consultation Group (County Transportation Commissions and Caltrans) may consider and act upon any of the items listed on the Agenda regardless of whether they are listed as Information or Action Items.*

**PUBLIC COMMENT PERIOD** – Members of the public desiring to speak on items on the Agenda, or items not on the Agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all public comments to twenty (20) minutes.

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<b><u>APPROVAL ITEM</u></b>	<b><u>Time</u></b>	<b><u>Page No.</u></b>
<ul style="list-style-type: none"><li><u>AB 1246 Consultation Regarding 2017 Federal Transportation Improvement Program (FTIP)</u> <i>(Hasan Ikhmeta, Executive Director, SCAG)</i></li></ul>	<b>30 mins.</b>	<b>1</b>

**Recommended Action:** Accept this report as fulfillment of the AB 1246-required consultation process for the 2017 FTIP.

## **ADJOURNMENT**

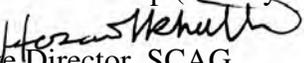


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# REPORT

**DATE:** August 19, 2016

**TO:** CEOs' AB 1246 Consultation Group (County Transportation Commissions and Caltrans)

**FROM:** Hasan Ikhata, Executive Director, SCAG 

**SUBJECT:** AB 1246 Consultation Regarding 2017 Federal Transportation Improvement Program (FTIP)

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**RECOMMENDED ACTION:**

Accept this report as fulfillment of the AB 1246-required consultation process for the 2017 FTIP.

**EXECUTIVE SUMMARY:**

*California State Statute Assembly Bill 1246 (AB 1246) requires that appropriate consultation occur between the Southern California Association of Governments (SCAG), county transportation commissions (CTCs), and Caltrans on formal planning and programming actions related to the RTP and FTIP. This item is brought before you in part to comply with this requirement.*

*SCAG, as the Metropolitan Planning Organization (MPO) for the region, is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. The FTIP is a multi-modal list of capital improvements projects to be implemented over a six (6) year period. SCAG in cooperation with its stakeholders develops the FTIP. The proposed 2017 FTIP contains approximately 2,000 projects, programmed at \$27.7 billion over a six year period (FY 2016/17 – 2021/22). The development of the FTIP was done in consultation and continuous communication with the County Transportation Commissions. The CTC's are responsible for prioritizing and determining the projects that go into their respective county TIPs to be included in the FTIP.*

*At its meeting on July 7, 2016, SCAG's Transportation Committee (TC) authorized the release of the Draft 2017 FTIP for a 30-day public review and comment period. All comments received during this time have been addressed as appropriate in the attached comment/response matrix. Caltrans Headquarters complemented SCAG 's staff for preparing an excellent document and submitted comments for minor technical changes that will be addressed in Amendment 1 of the 2017 FTIP. The TC and Regional Council are scheduled to adopt the Final 2017 FTIP at its next meeting on September 1, 2016.*

**BACKGROUND:**

California State Statute AB 1246 requires that appropriate consultation occur between SCAG, CTCs, and Caltrans on formal planning and programming actions related to the RTP and FTIP. This item is brought before you in part to comply with this requirement.

The 2017 FTIP is comprised of approximately 2,000 projects, programmed at \$27.7 billion over a six year period (FY 2016/17 – 2021/22). The development of the FTIP was done in consultation and

# REPORT

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continuous communication with the CTC's. The CTC's are responsible for prioritizing and determining the projects that go into their respective county TIPs to be included in the FTIP. The 2017 FTIP has met all five (5) required Transportation Conformity tests as called for under the U.S. DOT Metropolitan Planning Regulations and Environmental Protection Agency's (EPAs) Transportation Conformity Regulations:

1. Consistency with SCAG's RTP
2. Regional Emissions Tests
3. Timely Implementation of Transportation Control Measures (TCMS) Tests
4. Financial Constrain Tests
5. Interagency Consultation and Public Involvement Test

Pursuant to EPA's Transportation Conformity Regulations, SCAG has performed the modeling and transportation conformity analysis for the 2017 FTIP based on the current EPA approved emission budget and the FHWA/FTA conformity determinations for the 2016 RTP/SCS. Staff has prepared the 2017 FTIP so that the Transportation Conformity tests have met all applicable federal regulations.

At its meeting on July 7, 2016, SCAG's TC authorized the release of the Draft 2017 FTIP for a 30-day public review and comment period. All comments received during this time have been addressed as appropriate in the attached comment/response matrix. Caltrans Headquarters complemented SCAG's staff for preparing an excellent document and submitted comments for minor technical changes that will be addressed in Amendment 1 of the 2017 FTIP. The proposed Amendment and 2017 FTIP will be considered by SCAG's Transportation Committee and Regional Council for approval on September 1, 2016, and forwarded to the appropriate federal and state reviewing agencies for final approval which is expected mid-December. Once approved by the agencies, the Amendment and FTIP would allow the projects to receive the necessary approvals and move forward towards implementation in a timely manner.

## **ATTACHMENTS:**

1. Response to Comments matrix for the Draft 2017 FTIP
2. 2017 FTIP Executive Summary Volume I of III

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 17-1	July 8, 2016	Sophie Steeno	Steen Design Studio Inc.	Very comprehensive Update, thank you for sharing. We look forward to improvements all over and particularly in San Bernardino County.	Comment Noted	August 10,2016
FTIP 17-2	July 10, 2016	Dennis Bell	Private Citizen	Greetings, the online draft of this is bullshit. It jumps from page to page so it's unreadable. and the internet computers at the public library i use aren't set-up to send e-mails through the archaic outlook 2007.	SCAG has made every effort to make the document accessible and readable. SCAG staff reached out to Mr. Bell to offer how to access the document step by step. Mr. Bell's response is under comment #17-3.	July 11, 2016
FTIP 17-3	July 11, 2016	Dennis Bell	Private Citizen	Thank you.	Comment noted.	N/A
FTIP 17-4	July 12, 2016	Caroline Smith	Private Citizen	<p>As a long time public transit user, buses are becoming more spooky and dangerous. The new light rail are slow, noisy, eyesore and effective.</p> <p>I hope SCAG do not convert our region to a Chicago style streets, with full of these ugly light rail, that can receive graffities easily.</p> <p>In 1965 at the LA international expo, was a new type of suspended light rail from a that was very beautiful.</p> <p>SCAG should research these type of Smart light rails.</p> <p>Thank you for these opportunity, and I hove you make a Smart decision.</p> <p>Caroline Smith</p>	<p>The FTIP is developed through a "bottom-up" approach; projects are submitted by the County Transportation Commissions (CTCs) as part of their county TIP.</p> <p>The RTP/SCS identifies the long range transit improvements planned for the region, including for bus and rail.</p>	August 10,2016
FTIP 17-5	July 14, 2016	Tressy Capps	Toll Free IE	Suggested that the public hearings ought to be held in a different month other than July as many people travel during that month.	Comment noted. The FTIP Public Hearings were scheduled to adhere to State Department of Transportation's deadline for	July 14, 2016 (Public Hearing)

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
					statewide FTIP submittals (deadline is September 30, 2016)	
FTIP 17-6	July 21, 2016	Grace Alvarez	Riverside County Transportation Commission	<p>RCTC appreciates the hard work SCAG does on behalf of the Riverside County, in particular the huge undertaking to review process and secure approvals for the 2017 Federal Transportation Improvement Program (FTIP). The FTIP is an important programming document that implements the long-range Regional Transportation Plan / Sustainable Communities Strategy in compliance with federal requirements. Most importantly, it facilitates the utilization of state and federal funds to leverage local funds to implement important local and state highway improvements as well as providing funding for Active Transportation, transit and rail improvements and services in the region.</p> <p>The Riverside County portion of the FTIP was developed in cooperation with Caltrans, local agencies, and transit operators.</p> <p>As with most growing regions, Riverside County strives to improve transportation by providing alternatives to driving by implementing multimodal improvements and programs that reduce congestion and improve air quality. The 2017 FTIP includes 267 projects in Riverside County totaling a \$5.7 billion investment in the next six years.</p> <p>We are excited to see the final stages of the 2017 FTIP approval and look forward to continuing to implement the planned improvements and moving our region forward.</p>	Comment Noted	July 21, 2016 (Public Hearing)
FTIP 17-7	July 21, 2016	Ben Ku	Orange County Transportation Authority	<p>Good Afternoon,</p> <p>My name is Ben Ku and I'm the Principal Transportation Funding Analyst here at the Orange County Transportation Authority.</p> <p>The projects programmed in 2017 FTIP are critical to the movement of people and goods throughout Orange County and would provide significant air quality benefits. Therefore it is crucial that the 2017 FTIP be approved in a timely manner.</p>	Comment Noted	July 21, 2016 (Public Hearing)

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>I'd like to thank Maria Lopez and her FTIP staff at the Southern California Association of Governments on their excellent work putting together the 2017 FTIP.</p> <p>We realize it's a very difficult and intensive process and we'd like to especially thank Pablo Gutierrez for his dedication, patience, and guidance. OCTA appreciates SCAG's efforts and looks forward to continuing our partnership regarding the FTIP.</p>		
FTIP 17-8	July 21, 2016	Peter DeHaan	Ventura County Transportation Commission	Mr. DeHaan expressed appreciation for the collaborative work by SCAG’s staff on the 2017 FTIP. Additionally, as Ventura County does not have a local sales tax measure for transportation, the 2017 FTIP is of critical importance to Ventura County as it provides access to state and federal funding.	Comment Noted	July 21, 2016 (Public Hearing)
FTIP 17-9	July 21, 2016	Andrea Zureick	San Bernardino Associated Governments	Ms. Andrea Zureick endorsed the comments of previous speakers regarding the importance of the 2017 FTIP and appreciation for SCAG’s staff’s effort on the document which contains 2,000 projects.	Comment Noted	July 21, 2016 (Public Hearing)
FTIP 17-10	July 28, 2016	Abhijit J. Bagde, P.E. Senior Transportation Engineer Division of Transportation Programming	Caltrans	<p>Hello Maria,</p> <p>Thank you very much for providing us an opportunity to review SCAG's Draft 2017 FTIP. My compliments to you and your staff for preparing an excellent document.</p> <p>Please include response to the comments below when submitting final 2017 FTIP to Caltrans.</p> <p>Let me know of any questions. Thank you.</p> <p><b>General comments:</b></p> <ol style="list-style-type: none"> <li>1. Expedited Project Selection Procedures (EPSP), Technical Appendix, Volume II of III, Section iv, Attachment E:</li> </ol>	<p>Technical Appendix Volume II of III, Section IV Attachment E has been updated per suggested language.</p>	July 28, 2016

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt								
				<p>Below are suggested edits:</p> <ul style="list-style-type: none"> <li>Move Highway Maintenance (HM) Program from Caltrans Local Assistance managed programs, and combine it with SHOPP in the paragraph above.</li> </ul> <p><b>Financial Summary:</b></p> <ol style="list-style-type: none"> <li>STIP: 2016 STIP (IIP and RIP) financial information for the SCAG region is shown below. Please process an amendment to align the 2017 FTIP with the CTC adopted 2016 STIP. The FTIP amendment must be submitted to Caltrans by <b>September 30, 2016</b>. Also include any revenue/programming from the 2014 STIP (for the projects that received CTC allocation or time extension) under “STIP Prior” in the financial summary.</li> </ol> <table border="1" data-bbox="825 873 1358 954"> <thead> <tr> <th>2016/17</th> <th>2017/18</th> <th>2018/19</th> <th>2019/20</th> </tr> </thead> <tbody> <tr> <td>13,031k</td> <td>168,763k</td> <td>156,997k</td> <td>152,000k</td> </tr> </tbody> </table> <ol style="list-style-type: none"> <li>SHOPP: Please process an amendment to align the 2017 FTIP with the 2016 SHOPP. The FTIP amendment must be submitted to Caltrans by <b>September 30, 2016</b>.</li> <li>Highway Maintenance (HM) Program: Include funding information for FY 2016/17 per link below through the first amendment to the 2017 FTIP. <a href="http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various/pgms/hwy_mtc/hwy_mtc_program.htm">http://www.dot.ca.gov/hq/transprog/federal/fedfiles/various/pgms/hwy_mtc/hwy_mtc_program.htm</a></li> <li>Highway Bridge Program (HBP):</li> </ol>	2016/17	2017/18	2018/19	2019/20	13,031k	168,763k	156,997k	152,000k	<p>2016 STIP funding will be updated in Amendment #17-01.</p> <p>2016 SHOPP funding will be updated in Amendment #17-01.</p> <p>Highway Maintenance (HM) Program will be updated in Amendment #17-01.</p> <p>Highway Bridge Program (HBP) will be updated in Amendment #17-01.</p>	
2016/17	2017/18	2018/19	2019/20											
13,031k	168,763k	156,997k	152,000k											

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Revenue/Programming is not consistent with the approved funding posted at the link below</p> <p><a href="http://dot.ca.gov/hq/LocalPrograms/hbrr99/list-updated.html">http://dot.ca.gov/hq/LocalPrograms/hbrr99/list-updated.html</a></p> <p>5. CMAQ: Revenue for FY 2016/17 is not consistent with the approved funding posted at the link below. Please clarify if the revenue includes any borrowed funds from other regions. If yes, then include footnote in the financial summary.</p> <p>6. Include funding for the State Minor Program in the first amendment to the 2017 FTIP. See link below for information. <a href="http://www.dot.ca.gov/hq/transprog/federal/fedfiles/variouspgms/minor/minor_pgm.htm">http://www.dot.ca.gov/hq/transprog/federal/fedfiles/variouspgms/minor/minor_pgm.htm</a></p> <p>7. Federal Transit Administration: 5310 Program funding is awarded by CTC on an annual basis. Explain the basis of revenue/programming for the 4-year cycle of the 2017 FTIP.</p> <p><b>Project Listings:</b></p> <p>1. SHOPP Projects: Update programming for consistency with the 2016 SHOPP through Amendment No. 1. The FTIP amendment must be submitted to Caltrans by <b>September 30, 2016</b>.</p> <p>2. LA0G872: 2016 SHOPP includes \$32,970,000 for the construction phase as shown below that are not</p>	<p>Footnote included in Financial Agreement summary to reflect exchange between SANBAG and SACOG dated September 3, 2014.</p> <p>State Minor Program will be updated in Amendment #17-01.</p> <p>Imperial County Transportation Commission (ICTC) – 5310 funds from FY-13/14 added to project description in Amendment #17-01</p> <p>– Los Angeles County Metropolitan Transportation Authority (LACMTA) is sub-recipient and can program funds in 2017 FTIP – Ventura County Transportation Commission (VCTC) is sub-recipient and can program funds in 2017 FTIP</p> <p>Project will be updated in Amendment #17-01.</p>	

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				<p>programmed.</p> <p>3. LA0D451: STIP-RIP funding in the amount of \$55.6M has been deleted from the 2016 STIP. Please adjust the programming.</p> <p>4. LALS09: Include funding information under “State Minor Program” instead of “SHOPP” in the financial summary.</p> <p>5. ORA130060: This project has been deleted from the 2016 STIP as shown below.</p> <p>6. RIV031215: Per 2016 STIP, hange fund type “Local Funds” instead of “STIP-AC” for \$33,402,000 as shown below.</p> <p>7. RIV071267: Change the fund type from “CMAQ-AC” to “CMAQ”.</p> <p>8. RIV131202: Include construction phase cost in total project cost (PTC) in the project description.</p> <p>9. SBD 20159902: Per 2016 STIP, RIP funding of \$39,745,000 is programmed in FY 2020/21.</p> <p>10. SBD 34770: Realign IIP funding as shown below.</p> <p>11. ORA020501: HBP funding programmed in FY 2016/17 is not consistent with the approved funding posted at the link</p>	<p>Project will be updated in Amendment #17-01.</p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>below. Please update programming through Amendment No. 1.</p> <p><a href="http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/Lump_Sum_Program_Lists/2016_03_29_Dist12_OrangeCountyTransporLumpSumItem.pdf">http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/Lump_Sum_Program_Lists/2016_03_29_Dist12_OrangeCountyTransporLumpSumItem.pdf</a></p> <p>12. SBDLS08: HBP funding programmed in FYs 2016/17, 2017/18 and 2019/20 is not consistent with the approved funding posted at the link below. Please update programming through Amendment No. 1.</p> <p><a href="http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/Lump_Sum_Program_Lists/2016_03_29_Dist08_SanBernardinoAssocialumpSumItem.pdf">http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/Lump_Sum_Program_Lists/2016_03_29_Dist08_SanBernardinoAssocialumpSumItem.pdf</a></p> <p>13. VENLS07: HBP funding programmed is not consistent with the approved funding posted at the link below. Please update programming through Amendment No. 1.</p> <p><a href="http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/Lump_Sum_Program_Lists/2016_03_29_Dist07_VenturaCountyTransporLumpSumItem.pdf">http://dot.ca.gov/hq/LocalPrograms/hbrr99/2016/March/Lump_Sum_Program_Lists/2016_03_29_Dist07_VenturaCountyTransporLumpSumItem.pdf</a></p> <p>14. LAOF075: Update STIP funding per 2016 STIP shown below.</p> <p>15. LAOD198: Change fund type from Surface Trans Prog – RIP” to “RIP – STIP AC”.</p>	<p>Project will be updated in Amendment #17-01.</p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
FTIP 17-11	August 8, 2016	Pete Sluis	Private Citizen - San Dimas	<p>***updated***8/8/2016 ***FINAL***</p> <p>Project ID - LA0G1092                      "Lone Hill Avenue to Control Point (CP) White Double Track. With the proposed 3.9 mile project segment, an existing siding will be lengthened to provide 8.1 miles of continuous double track between Lone Hill Ave and CP Central."                      I am very strongly opposed to this project and would ask that it be eliminated from the Federal Transportation Improvement Program.                      This double tracking is in a San Dimas residential neighborhood which currently is under much duress from Metrolink operations which run from roughly 4:30 AM until past Midnight and on which Metrolink has never performed an Environmental Impact Study nor taken any mitigating noise, vibration or safety measures. Our residents now endure noise and vibration levels greatly exceeding FRA levels considered extreme, and this unacceptable condition will continue even after BSNF locomotives are removed, though that will be a needed improvement. This was once a very infrequently used freight line generally consisting of a few freight cars running at a very slow speed converted by Metrolink into what is now a mostly commuter rail line running 40 speeding trains daily past our neighborhood homes, blaring horns and shaking houses with the deadliest commuter rail service in America, often with nearly empty trains.                      An estimated 375 people attended a recent Metrolink community event in San Dimas a few days after Memorial Day in response to the current intolerable conditions and this will just make it worse. When this was mentioned by Metrolink at that community horn meeting an audible negative reaction was heard. Since then nothing further has been directly communicated to San Dimas residents about this and this obscure project inclusion doesn't even refer to San Dimas nor is it something that a resident would routinely be aware of. Having this short extension of a current double track into a residential neighborhood would appear to have little or no real benefit at a large cost with many drawbacks. Obviously this would place the tracks closer to residents in this narrow corridor and increase unacceptable noise levels and vibrations experienced at a residence. The idling train would be the source of more pollution and its passengers would invade the privacy of peoples backyards, windows and personal space</p>	<p>The FTIP like the RTP/SCS is based on a "bottom-up approach". The CTCs are the lead agencies that are in charge of prioritizing projects within their respective counties. As such, SCAG cannot unilaterally delete or change projects that are contained in the FTIP.</p> <p>The project is in the beginning stage and is programmed as a planning study project. SCAG staff reached out to Los Angeles County Transportation Authority (LA Metro) and received the following response:</p> <p><i>"Thank you for your comments on the Lone Hill to White Double Track Project, as part of the public comment on the draft SCAG FTIP for 2017. This proposed project would add 3.9 miles of a new second main line track along corridor in the cities of San Dimas and La Verne, between Lone Hill Ave. and White Ave. There are two existing main line tracks east of Control Point (CP) White.</i></p> <p><i>This is an important project for regional mobility that would benefit many stakeholders. The project includes safety improvements for passengers and communities. The safety improvements made to the crossings will make the crossings qualify for Quiet Zones, should the cities decide to pursue them. This will eliminate the most prohibitive barrier to cities establishing quiet</i></p>	August 8, 2016

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>while it towers above waiting to return to the single track. The trains Metrolink utilizes were never meant to be deployed in quiet and peaceful residential neighborhoods and this would even make the current situation more unbearable. Our mayor recently wrote the FRA regarding train horn impacts and he stated approximately 18% of San Dimas residents reside within 1000 feet of the rail corridor and have been living with the nuisance of train horns for years. That equates to 6,000 San Dimas residents, many of whom would now be further compromised. I would estimate up to 1,000 residents have line of sight contact with this line or directly abut, some as near as 5 yards separated at times by just chain link or wrought iron fences.</p> <p>In the event of a train derailment, which has occurred on Metrolink, just not yet in a residential neighborhood, having residences even closer would pose a greater safety hazard, risking resident's lives. Another safety hazard is created when the trains are occupying both tracks which creates a very dangerous situation. This happened just this year in Corona when a young couple walking together waited for an eastbound train to pass and the 19 year old man was killed by a westbound train they hadn't seen. Having a single track is obviously safer and preferable for communities and that condition should remain.</p> <p>As residents we are also concerned about physical health issues, mental health issues, sleep deprivation, devalued property values and a declining quality-of-life all attributable to Metrolink and this unnecessary double track project will make all those worse.</p> <p>While this project is listed at \$3 million, the San Gabriel Valley Subregion project list says the agency minimum cost to build just this short extension into a residential community is \$68 million (and probably much higher because that was quoted at 3.1 miles versus the 3.9 listed here) and will certainly be fought by both residents and taxpayers. Many, many miles of single track exist on this line and to choose a residential community which has suffered so much, for a short double track costing so much and with so many negatives, is just plain wrong. And after the Metrolink Northridge double track project was recently put on hold for similar reasons as expressed here, this should have been a non-starter.</p>	<p>zones.</p> <p><i>Additionally, the double-track will enable Metrolink to reduce delays to passengers and result in fewer emissions that result from idling. Both delays and idling occurs when trains have to wait for another train to pass.</i></p> <p><i>Double-tracking has various safety benefits. There is a reduced risk of head-on collisions which can occur on single track. Additionally, there will be safety measures such as additional crossing gates added at each crossing.</i></p> <p><i>Metro is beginning the environmental process which includes noise and vibration studies. It will also include several formal meetings with communities for them to express any concerns. As part of the process Metro will provide answers and, where possible, solutions for these concerns. Metro will begin its public outreach and coordination in late 2016 and is working to share some initial results with the public in early 2017.</i></p> <p><i>Metro is aware that there are residential homes within 1000 feet from the tracks and Metro will be happy to meet with you and the affected communities in person to discuss any issues and concerns for the Lone Hill to White project before the environmental document is released.</i></p> <p><i>The Metrolink San Bernardino line has the heaviest ridership in the</i></p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Finally it should also be noted that in my opinion reckless inaction with safety issues by Metrolink on this particular rail segment needs to be addressed and in an expedited manner. I would have Metrolink expedite and fund a complete EIS from the baseline that existed before they arrived, implement the extremely safe "quiet zones" to address safety and noise issues as well as any additional EIS issues, before any non-safety spending is done here. This very segment has had Metrolink collisions with a bus, a truck and pedestrian fatalities, including one just this week, on 8/3/2016. Turning a blind eye to safety, health, and quality-of-life issues for corridor residents who were here before Metrolink is inexcusable and safety measures should no longer be delayed or tied to other projects or new possible revenues. Pete Sluis San Dimas CA</p>	<p><i>Metrolink system, with approximately 11,000 boardings per weekday. SCRRRA’s agreement for the BNSF locomotive will end as early as November 2016 and the locomotives are currently being phased out which should help to significantly reduce noise impacts along the corridor.</i></p> <p><i>We are confident we can work together to address these concerns so that this project may move forward to benefit the many stakeholders in the region.</i></p> <p><i>We look forward to our continued conversation.”</i></p>	
<p>FTIP 17-12</p>	<p>August 8, 2016</p>	<p>Ben Cacatian, Air Quality Specialist Planning, Rules &amp; Incentives Division</p>	<p>Ventura County Air Pollution Control District</p>	<p>Hello, Pablo. I am submitting the following comments for the Draft 2017 FTIP:</p> <ol style="list-style-type: none"> <li>1) II-26 Latest ARB Motor Vehicle Emission Budgets using EMFAC2014 v1.0.7 are: Yr2018 ROG=6/tpd &amp; NOx=8/tpd and Yr2020 ROG=5/tpd &amp; NOx=7/tpd. No Motor Vehicle Emission Budgets are available for 2030 and 2040.</li> <li>2) III-6 Applicable TCM projects Landuse Strategies and Transit Strategies are two separate and distinct TCM categories. This is shown separately in both the 1995 and 2007 VC AQMPs.</li> <li>3) The 2016 RTP/SCS Table 81.1 showed the VEN110308 Thousand Oaks project as ongoing. It is not shown in section III of the 2017 FTIP.</li> <li>4) The 2016 RTP/SCS Table 81.2 shows completed TCMs in the timely implementation report.</li> </ol>	<ol style="list-style-type: none"> <li>1) The latest budgets have not been approved by U.S. EPA.</li> <li>2) The TCM categories have been revised to be consistent with those in 2007 VC AQMP.</li> <li>3) VEN110308 was complete as noted in Final 2016 RTP/SCS Transportation Conformity Analysis Appendix Table 57.</li> <li>4) Completed projects in previous FTIPs are not carried over to the current FTIP. The completed TCMs in the 2016 RTP/SCS are also the</li> </ol>	<p>August 8, 2016</p>

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Shouldn't these TCMs also be shown as complete in the 2017 FTIP? If not, where have they been documented in a previous FTIP as completed?</p> <p>5) Table III-5.2 of the 2017 FTIP shows Bernardino County in the heading.</p> <p>Thank you for giving us an opportunity to review and comment on the Draft 2017 FTIP. If you have any questions, please feel free to contact me.</p>	<p>completed TCMs in the 2015 FTIP Consistency Amendment #15-12.</p> <p>5) The typo has been corrected.</p>	
<p>FTIP 17-13</p>	<p>August 8, 2016</p>	<p>Joyce Dillard</p>	<p>Private Citizen</p>	<p>We question the use of funds for the following projects:</p> <p><u>PROJECT LIST A</u></p> <p>Project: LA0G1147                      Agency: Paramount                      Description:                      Garfield Avenue Improvements from 70th Street to Howery Street – widen street 1 to 4 feet for 2 miles to accommodate a third lane in each direction requiring partial takes from 2 parcels, add medians, narrow existing medians, add second left turn lane in all directions at two intersections, Rosecrans Ave. and Alondra Blvd., resurface street, concrete intersections, traffic signal improvements, street lights, underground utilities, “green street” improvements, and stormwater and watershed BMPs.</p> <p><u>COMMENTS:</u></p> <p>This is related to the LA Regional Water Quality Control Board Los Angeles Region ORDER NO. R4-2012-0175 NPDES PERMIT NO. CAS004001 Municipal Separate Storm Sewer System MS4 permitting in relationship to green street improvements, stormwater and watershed BMPs. This is not a transportation project but a voluntary compliance to an Enhanced Watershed Management Plan and no transportation funding should be used. Caltrans responsibility is not identified. City of Long Beach is separate under Order No. R4-2014-0024.</p> <p><u>PROJECT LIST B</u></p>	<p>The FTIP has no legal authority over local land use or the implementation of local General Plan(s), including storm water matters which falls under the purview of local jurisdictions.</p> <p>The FTIP is a programming document for financial and air quality planning purposes. The FTIP like the RTP/SCS is based on a “bottom-up approach”. The CTCs are the lead agencies and are in charge of prioritizing projects within their respective counties. As such, SCAG cannot unilaterally delete or change projects that are contained in the FTIP.</p> <p>The project scope is identified by the sponsoring agency. It is not unusual for transportation projects to have more than one benefit. Each project may have more than one fund type, each with its own eligibility requirements from the</p>	<p>August 8, 2016</p>

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Project: EA5 28660 Description: Route 001: In Long Beach, Signal Hill And Lakewood On Various Routes At Various Locations. Mitigate For Stormwater Quality By Installing Bio- Filtration Swales, Basins, Media Filters And Gross Solid Removal Devices, And Other Best Management Practices (Bm</p> <p>Project: EA5 28670 Description: Route 001: In The Cities Of Los Angeles, Long Beach, Signal Hill, Lakewood, Carson, And Hawthorn On Various Routes At Various Loaction. Mitigate For Stormwater Quality By Using Best Management Practices (Bmp'S).</p> <p>Project: EA5 30040 Description: Route 101: In The Cities Of Los Angeles And Calabasas, At Various Locations From Alameda Street To Mureau Road. Mitgate For Stormwater Quality By Installing Best Management Practices (Bmp'S) And Stabilizing Soil Erosion.</p> <p>Project: EA5 31230 Description: Route 014: In And Near Santa Clarita, From North Of Sierra Highway To South Of Soledad Canyon Road, At Various Locations. Install Storm Water Mitigation Devices.</p> <p>Project: EA5 31250 Description: Route 005: Near Gorman, From Route 138 To South Of Frazier Mountain Park Road, At Various Locations. Install Storm Water Mitigation Devices</p> <p>Project: EA5 31280 Description: Route 014: Near Santa Clarita And Palmdale At Various Locations, From South Of Soledad Canyon Road To South Of Mountain Spring Road. Install Storm Water Mitigation Devices.</p> <p>Project: EA5 28150 Description: Route 101: Near Hidden Hills, From Calabasas Parkway In Los Angeles County To Hampshire Road In Ventura County. Storm</p>	<p>funding agency or project sponsor.</p>	

Comment ID	Comment Date	Name	Affiliation	Comment	Response	Acknowledgement of Receipt
				<p>Water Mitigation Through Erosion Control.</p> <p>Project: EA5 28920 Description: Route 710: In Various Cities, From North Of Rosecrans Avenue To Ford Boulevard Ramps. Storm Water Mitigation Through Erosion Control.</p> <p><u>COMMENTS:</u></p> <p><u>COMMENTS:</u></p> <p>This is related to the LA Regional Water Quality Control Board Los Angeles Region ORDER NO. R4-2012-0175 NPDES PERMIT NO. CAS004001 Municipal Separate Storm Sewer System MS4 permitting in relationship to green street improvements, stormwater and watershed BMPs. This is not a transportation project but a voluntary compliance to an Enhanced Watershed Management Plan and no transportation funding should be used. Caltrans responsibility is not identified.</p> <p>City of Long Beach is separate under Order No. R4-2014-0024.</p> <p>Joyce Dillard P.O. Box 31377 Los Angeles, CA 90031</p>		
FTIP 17-14	August 8, 2016	Michael Morris	FHWA – Cal South	<p>FHWA is agreeable with SCAG’s Draft 2017 FTIP. As also indicated previously we’re happy to have observed the CMP section in the document whereby the new process eliminates the \$50M threshold for single occupant vehicle (SOV) capacity increasing project CMP evaluations.</p> <p>Respectfully,</p> <p>Michael Morris Jr. Southern CA Transportation Planner FHWA Cal-South</p>	Comment Noted	August 8, 2016

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# PROPOSED FINAL 2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

## EXECUTIVE SUMMARY VOLUME I OF III

FY 2016/17 – 2021/22  
September 2016

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## 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.

**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 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 State Department of Transportation.

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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).

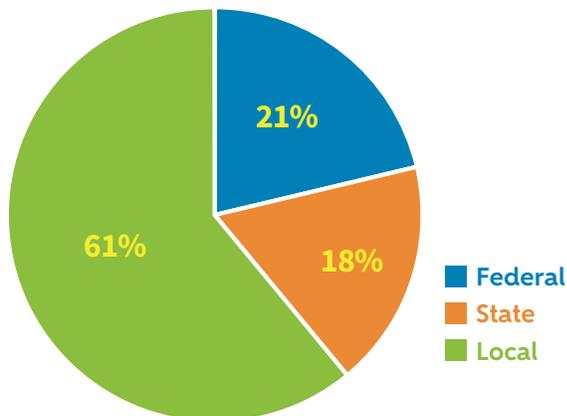
The following charts and tables demonstrate how these funds are distributed based on funding source, program and county.

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)**

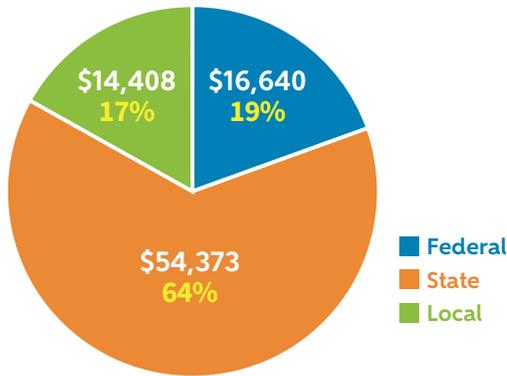
	FEDERAL	STATE	LOCAL	TOTAL
2016/17	\$1,843,969	\$2,015,459	\$4,008,601	\$7,868,029
2017/18	\$1,297,261	\$1,353,451	\$4,071,787	\$6,722,499
2018/19	\$1,235,286	\$264,781	\$4,561,018	\$6,061,085
2019/20	\$698,264	\$230,705	\$2,061,341	\$2,990,310
2020/21	\$463,884	\$1,018,528	\$1,386,000	\$2,868,412
2021/22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

## SUMMARY OF 2017 FTIP BY FUNDING SOURCE

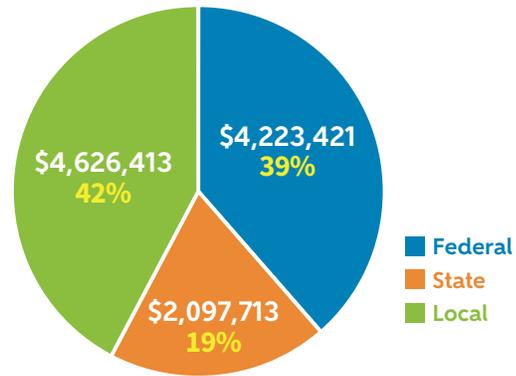


The six pie charts below summarize the funds programmed in the 2017 FTIP for each county in the SCAG region by federal, state and local fund sources.

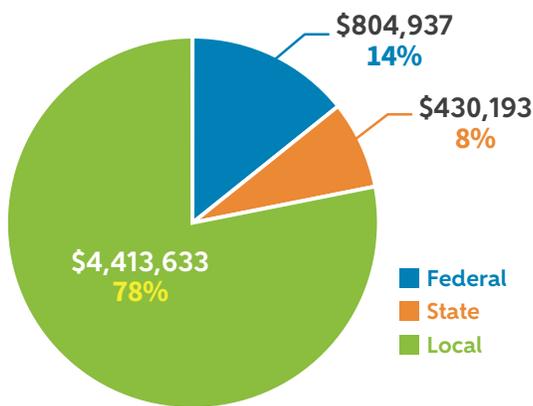
**IMPERIAL COUNTY:** \$85,421 (in \$000's)



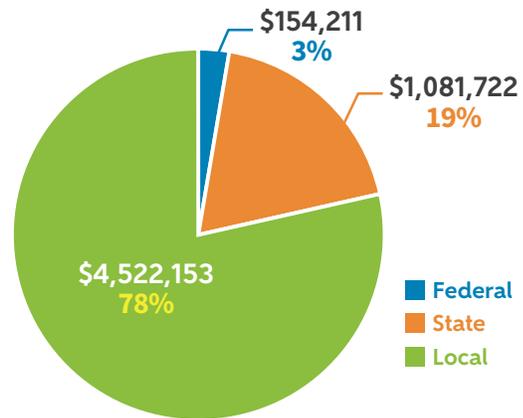
**LOS ANGELES COUNTY:** \$10,947,547 (in \$000's)



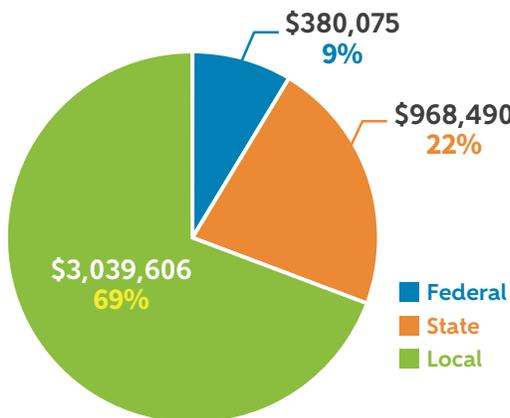
**ORANGE COUNTY:** \$5,648,763 (in \$000's)



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



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



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

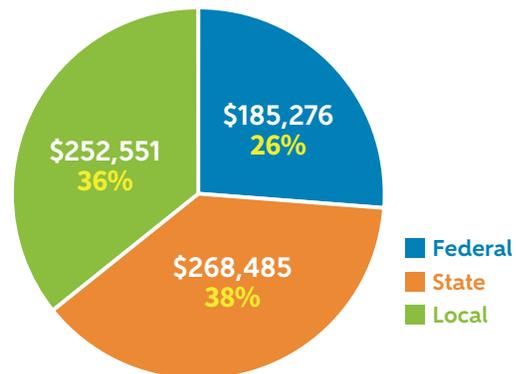
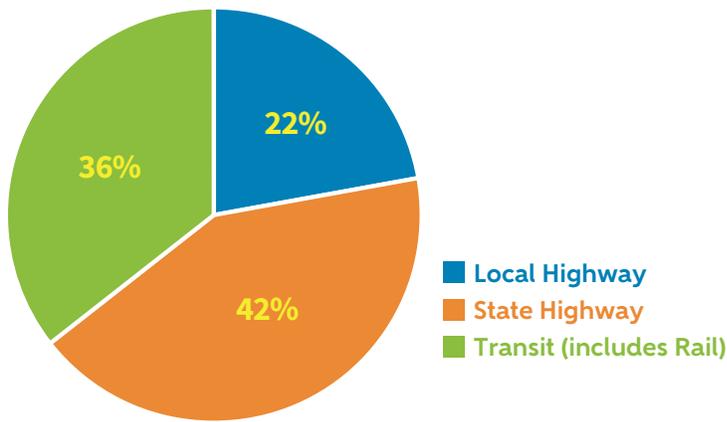


Figure 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 42 percent of the total \$27.7 billion in the 2017 FTIP is programmed in the State Highway Program, 22 percent in the Local Highway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

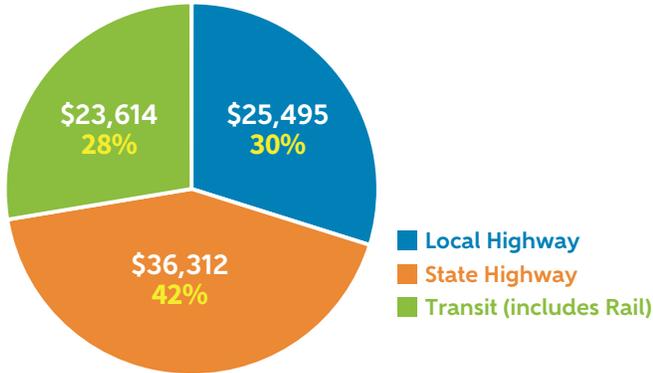
	LOCAL HIGHWAY	STATE HIGHWAY	TRANSIT (INCLUDES RAIL)	TOTAL
2016/17	\$1,860,879	\$3,125,022	\$2,882,128	\$7,868,029
2017/18	\$1,327,529	\$3,375,816	\$2,019,154	\$6,722,499
2018/19	\$1,069,208	\$2,674,184	\$2,317,693	\$6,061,085
2019/20	\$490,254	\$1,193,829	\$1,306,227	\$2,990,310
2020/21	\$1,179,223	\$984,464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

**SUMMARY OF 2017 FTIP BY PROGRAM**

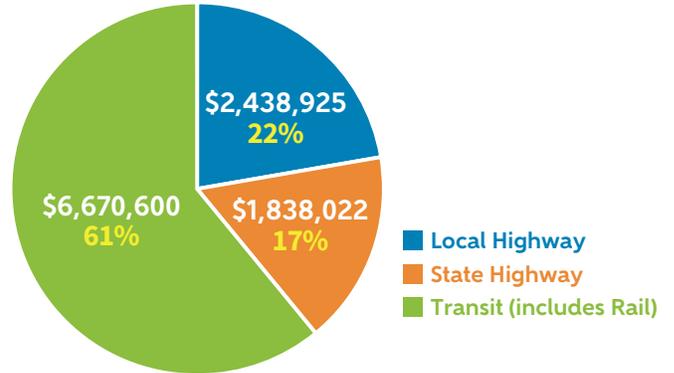


The six pie charts below summarize the funds programmed in the 2017 FTIP for each county in the SCAG region for state Highway, Local Highway, and Transit (including Rail) programs.

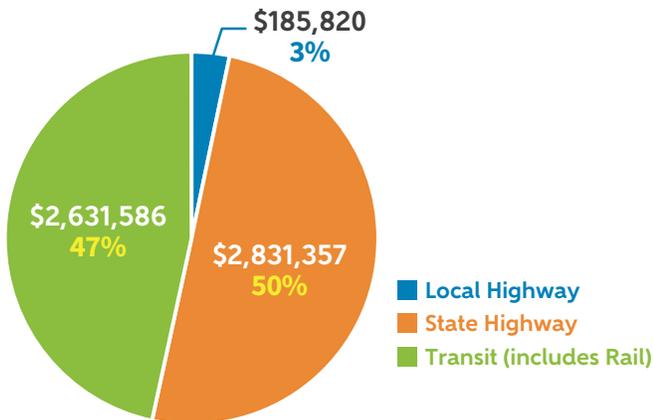
**IMPERIAL COUNTY:** \$85,421 (in \$000's)



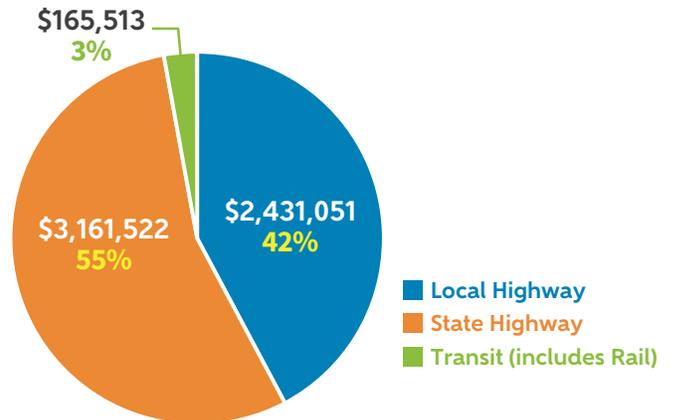
**LOS ANGELES COUNTY:** \$10,947,547 (in \$000's)



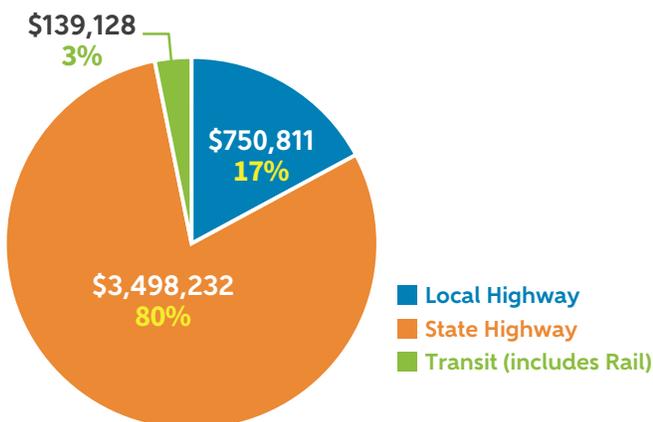
**ORANGE COUNTY:** \$5,648,763 (in \$000's)



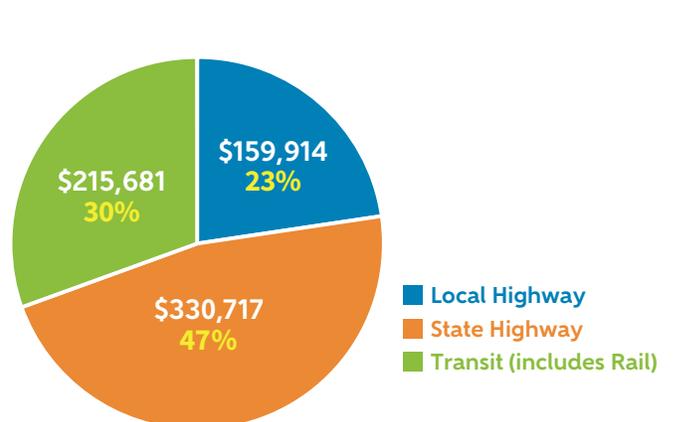
**RIVERSIDE COUNTY:** \$5,758,086 (in \$000's)



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



**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://scagrtpscsc.net/Documents/2016/final/f2016RTPSCS\\_EnvironmentalJustice.pdf](http://scagrtpscsc.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](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 is scheduled for release for a 30-day public review period. During the public review period, two public hearings will be 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 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 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
<b>SCAG REGION</b>	141,043	121,654	109,762	54,735	48,419	17,359	82,162
<b>LOS ANGELES COUNTY</b>	70,839	44,404	40,010	17,405	15,801	10,296	33,126
<b>ORANGE COUNTY</b>	23,607	17,634	28,644	16,966	7,638	1,561	16,008
<b>SAN BERNARDINO COUNTY</b>	15,585	20,513	22,601	4,740	10,531	1,120	12,515
<b>RIVERSIDE COUNTY</b>	24,203	35,110	16,287	14,548	13,114	3,441	17,784
<b>VENTURA COUNTY</b>	5,170	2,353	2,055	869	1,170	928	2,091
<b>IMPERIAL COUNTY</b>	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](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.

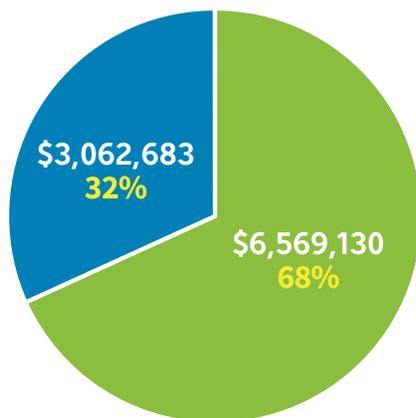
**FIGURE 4 2017 FTIP AMOUNT PROGRAMMED (in Millions)**

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).

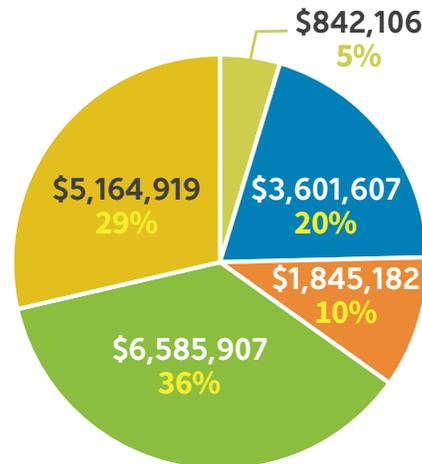
## 2017 FTIP INVESTMENT CATEGORIES

**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%
<b>TOTAL AMOUNTS</b>	<b>\$1,035.5</b>		<b>\$520.6</b>	

\* 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**



**870,000 HRS/DAY**  
in reduced travel time for all automobile trips



**110 TONS/DAY**  
reduction of nitrogen oxides from 2016 level, improving air quality



**8% PER CAPITA REDUCTION**  
in regional GHG emissions, meeting target set by the California Air Resources Board

# 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 PM<sub>2.5</sub> and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the South Coast Air Basin (SCAB).

**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 NO<sub>2</sub> 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 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 2017 FTIP regional emissions for PM<sub>10</sub> meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County) and for the SSAB (Imperial County portion).

**FINDING:** The 2017 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years for the SSAB (urbanized area of Imperial County portion).

### TIMELY IMPLEMENTATION OF 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](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 (September 22, 2015; October 27, 2015; November 17, 2015; January 26, 2016; February 23, 2016; March 22, 2016; April 26, 2016; May 24, 2016; and June 28, 2016). The conformity analysis for the 2017 FTIP is scheduled for a 30-day public review on July 8, 2016 and two public hearings are scheduled to be held on July 14 and July 21, 2016, at SCAG's Los Angeles office with video-conferencing available from the county regional offices. The 2017 FTIP will be posted on the SCAG website, noticed in numerous newspapers and distributed to libraries throughout the region. All comments on the 2017 FTIP will be documented and responded to as appropriate.

### 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.



PROPOSED FINAL  
2017 FEDERAL  
TRANSPORTATION  
IMPROVEMENT  
PROGRAM

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