

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

**2011** DRAFT  
**FEDERAL TRANSPORTATION  
IMPROVEMENT PROGRAM**

*Executive Summary Volume I of III*

**FY 2010/11 – 2015/16**

**July 2010**





## Our VISION

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

## Our MISSION

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

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2011

**FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

*(FISCAL YEAR 2010/11-2015/16)*

**EXECUTIVE SUMMARY**

*(Volume I of III)*

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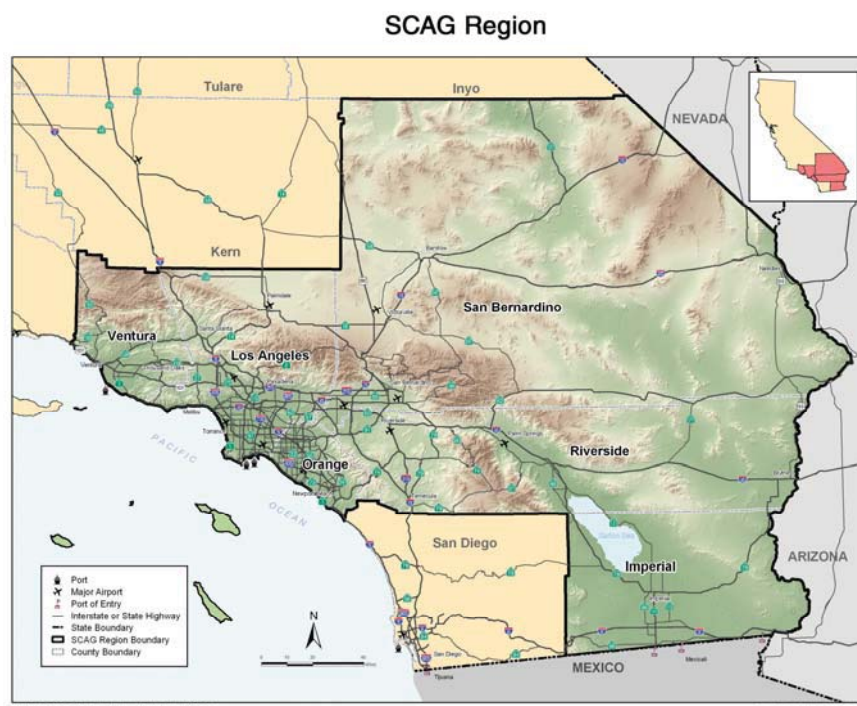


# EXECUTIVE SUMMARY

## INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a multimodal list of capital improvement projects to be implemented over a six year period. The SCAG 2011 FTIP is a capital listing of all transportation projects proposed over Fiscal Years (FY) 2010/11 – 2015/16 for the SCAG region. As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing the FTIP for submittal to Caltrans and the federal funding agencies. The 2011 FTIP for the SCAG region has been developed in partnership between the six County Transportation Commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura and Caltrans Districts 7, 8, 11, and 12. This listing identifies specific funding sources and fund amounts for each project. It is prioritized to implement the region's overall strategy for providing mobility and improving both the efficiency and safety of the transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized projects.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source. The FTIP is developed to incrementally implement the programs and projects in the RTP. The FTIP projects are consistent with the 2008 Regional Transportation Plan (RTP) as amended by SCAG



## TRANSPORTATION CONFORMITY

### CONFORMITY DETERMINATIONS FOR THE 2011 FTIP

The 2011 FTIP meets all federal transportation conformity requirements. SCAG 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 2011 FTIP under the required federal tests.

✓ **Consistency with 2008 RTP Test**

**Finding:** SCAG's 2011 FTIP (project listing) is consistent with the 2008 RTP as amended (policies, programs, and projects).

✓ **Regional Emissions Tests**

These findings are based on the regional emissions test analyses shown in Tables 14 -27 in Technical Appendix, Volume II, Section II.

**Finding:** The regional emissions analyses for the 2011 FTIP update the regional emissions analyses for the 2008 FTIP and the 2008 RTP as previously amended.

**Finding:** The 2011 FTIP regional emissions analysis for PM<sub>2.5</sub> and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

**Finding:** The 2011 FTIP regional emissions for the ozone precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the SCAB, SCCAB (Ventura County), Western MDAB (Antelope Valley and San Bernardino County portion excluding Searles Valley), SSAB (Coachella Valley and Imperial County portions).

**Finding:** The 2011 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 2011 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in SCAB.

**Finding:** The 2011 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 (Coachella Valley).

**Finding:** The 2011 FTIP regional emissions for PM<sub>10</sub> meet the interim emission test (build/no-build test) for all milestone and planning horizon years for the MDAB (San Bernardino County portion and Searles Valley portion) and for the SSAB (Imperial County portion).

**Finding:** The 2011 FTIP regional emissions analysis for PM2.5 and its precursors meet the interim emission test (build/no-build test) for all milestone and planning horizon years in the SSAB (urbanized area of Imperial County portion).

✓ **Timely Implementation of TCM Test**

**Finding:** The 2011 FTIP meets the Timely Implementation federal requirement. The TCM1 project categories listed in the Ozone SIPs for the SCAB were given funding priority and are on schedule for implementation. For those cases where an obstacle to implementation had been identified, actions are being taken to overcome such obstacles.

**Finding:** The 2011 FTIP meets the Timely Implementation federal requirement. The TCM strategies listed in the Ozone SIP for the SCCAB (Ventura County) were given funding priority and are on schedule for implementation. For those cases where an obstacle to implementation had been identified, actions are being taken to overcome such obstacles.

✓ **Inter-agency Consultation and Public Involvement Test**

**Finding:** The 2011 FTIP complies with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation. The Draft 2011 FTIP will be released for a 30-day public review period. In addition, three public hearings will be held on the Draft 2011 FTIP. The draft document will be published on the web and hard copies of the draft documents will be distributed to many libraries across the SCAG region.

✓ **Financial Constraint Test**

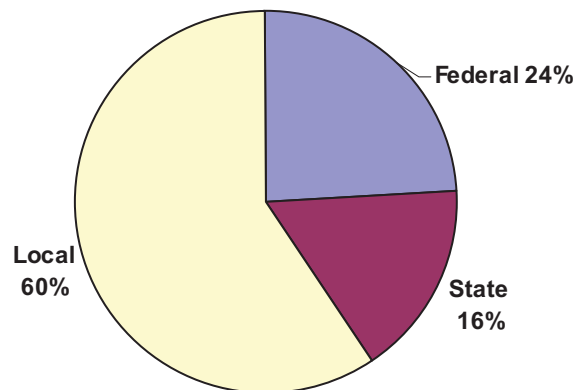
**Finding:** The 2011 FTIP meets the fiscal constraint requirement. It complies with federal financial constraint requirements under 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). SCAG's Draft 2011 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

## PROGRAM SUMMARY

The 2011 FTIP includes projects and programs totaling \$30.7 billion over the next six years. The following charts and tables demonstrate how these funds are distributed based on funding, source, program, and county.

Exhibit 1 is a summary of fund sources categorized as federal, state, and local sources. Exhibit 1 and its accompanying pie chart illustrate that 24 percent of the total is from federal funds, 16 percent is from state funds, and 60 percent is from local funds.

**Summary of 2011 FTIP by Funding Source**

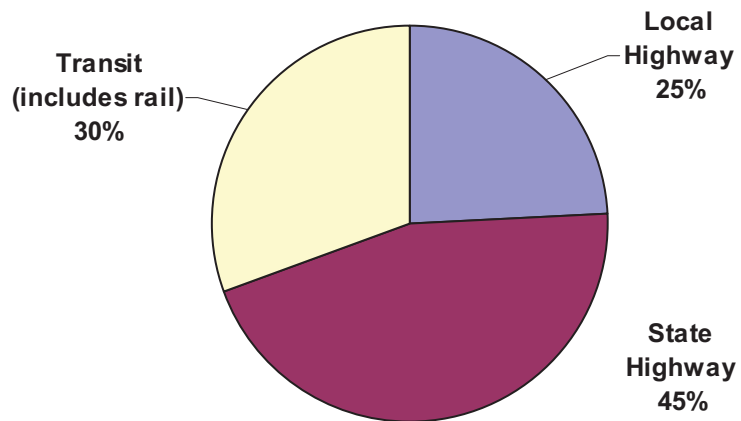


**Exhibit 1**  
**Summary of 2011 FTIP by Funding Source**  
*(in thousands)*

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<b>2010/11</b>	\$1,771,370	\$2,375,234	\$3,431,094	\$7,577,698
<b>2011/12</b>	\$1,189,542	\$660,515	\$3,546,531	\$5,396,588
<b>2012/13</b>	\$1,126,195	\$1,438,811	\$4,253,115	\$6,818,121
<b>2013/14</b>	\$1,221,759	\$497,347	\$2,560,426	\$4,279,532
<b>2014/15</b>	\$1,521,876	\$82,724	\$3,185,579	\$4,790,179
<b>2015/16</b>	\$541,297	\$0	\$1,263,572	\$1,804,869
<b>Total</b>	\$7,372,039	\$5,054,631	\$18,240,317	\$30,666,987
<b>% of Total</b>	24%	16%	60%	100%

Exhibit 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Exhibit 2 and its accompanying pie chart illustrate that 45 percent of the total \$30.7 billion in the RTIP is programmed in the State Highway Program, 25 percent in the Local Highway Program, and 30 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 2011 FTIP).

### Summary of 2011 FTIP by Program

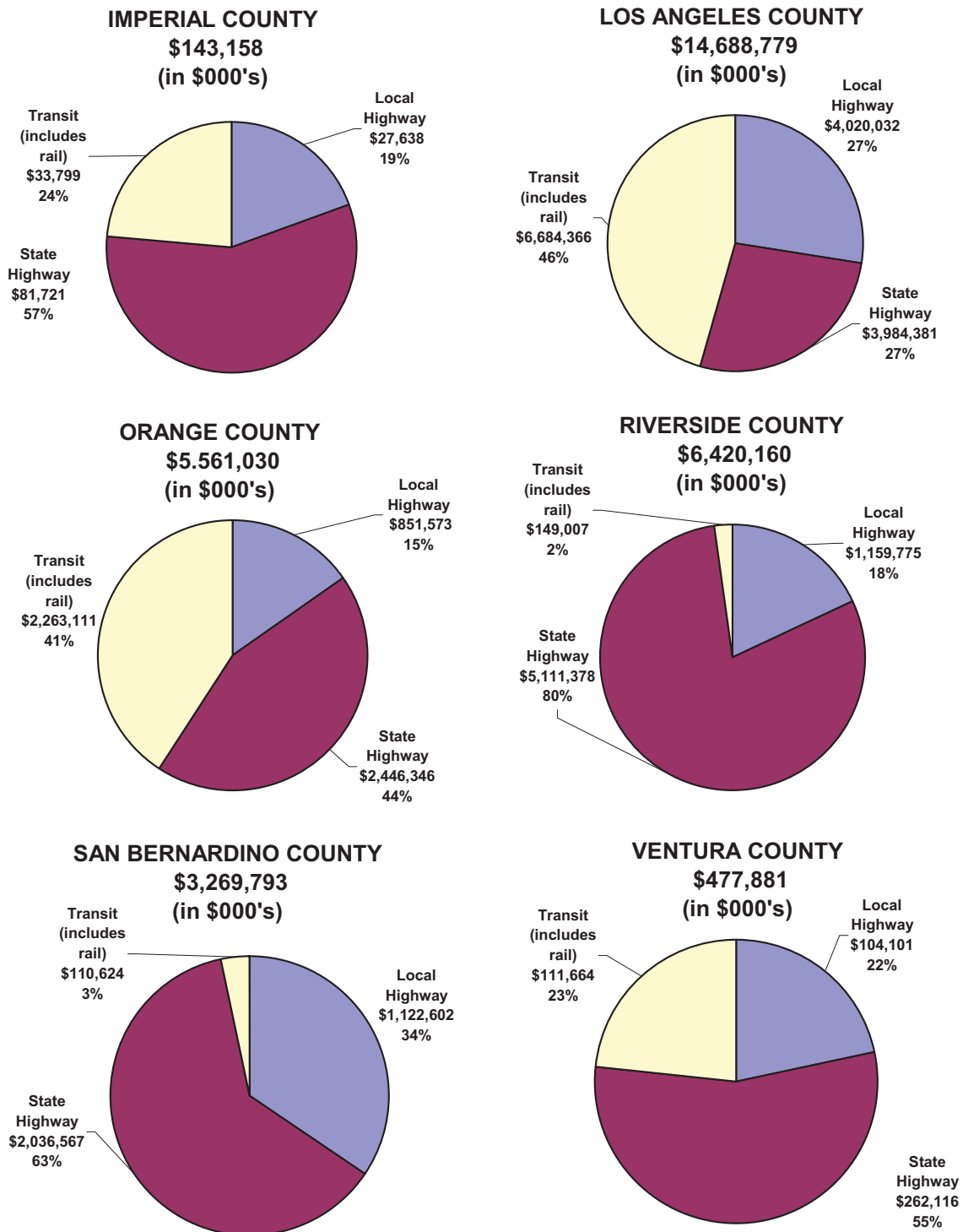


**Exhibit 2**  
**Summary of 2011 FTIP by All Programs**  
*(in thousands)*

	<i>Local Highway</i>	<i>State Highway</i>	<i>Transit (includes rail)</i>	<i>Total</i>
<b>2010/11</b>	\$1,565,596	\$3,973,300	\$2,038,802	\$7,577,698
<b>2011/12</b>	\$1,662,486	\$2,582,178	\$1,151,924	\$5,396,588
<b>2012/13</b>	\$1,760,564	\$3,353,935	\$1,703,622	\$6,818,121
<b>2013/14</b>	\$903,331	\$1,803,795	\$1,572,406	\$4,279,532
<b>2014/15</b>	\$1,471,848	\$1,947,091	\$1,371,240	\$4,790,179
<b>2015/16</b>	\$24,323	\$265,810	\$1,514,736	\$1,804,869
<b>Total</b>	\$7,388,148	\$13,926,109	\$9,352,730	\$30,666,987
<b>% of Total</b>	25%	45%	30%	100%



The six pie charts below summarize the funds programmed in the 2011 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.





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[www.scag.ca.gov](http://www.scag.ca.gov)

**MAIN OFFICE** 818 West Seventh Street, 12th Floor • Los Angeles, CA 90017-3435 • 213-236-1800

**COUNTY REGIONAL OFFICES** Imperial • Orange • Riverside • San Bernardino • Ventura