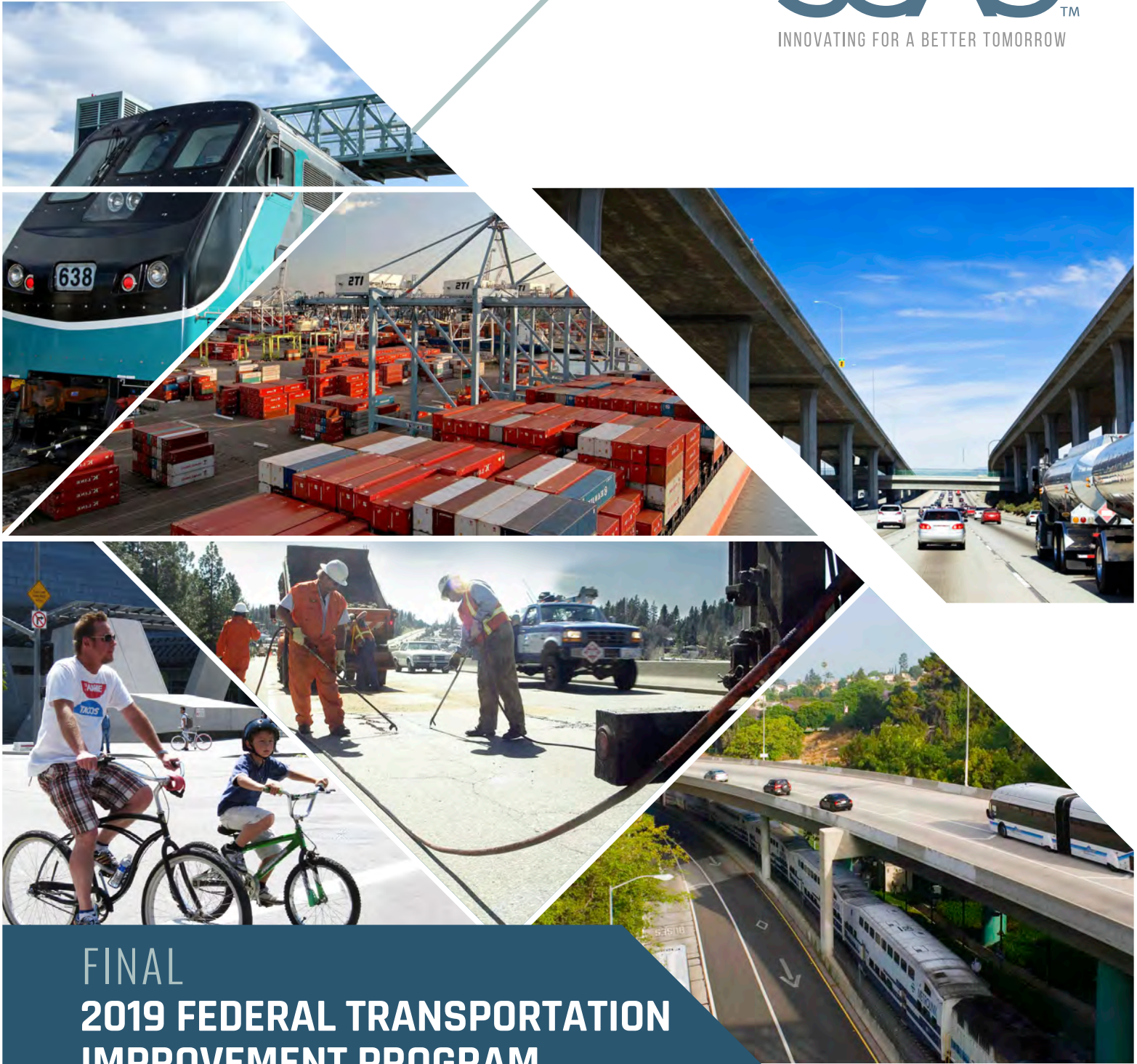




SCAG™

INNOVATING FOR A BETTER TOMORROW



FINAL 2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

EXECUTIVE SUMMARY VOLUME I OF III

FY 2018/19 - 2023/24
September 2018

VISION

Southern California's Catalyst
for a Brighter Future

MISSION

To foster innovative regional solutions that improve the lives of Southern Californians through inclusive collaboration, visionary planning, regional advocacy, information sharing, and promoting best practices.

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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 2019 FTIP is a comprehensive listing of such transportation projects proposed over fiscal years (FY) 2018/19 - 2023/24 for the region, with the last two years 2022/23 - 2023/24 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 SCAG's overall strategy for enhancing regional mobility and improving both the efficiency and safety of the regional 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 (including 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 individual county Transportation Improvement Programs (TIPs) for inclusion into the regional FTIP. The 2019 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 included in the 2019 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 contained in the RTP/SCS.

THE SCAG REGION



PROGRAM SUMMARY

The 2019 FTIP includes approximately 2,000 projects programmed at \$34.6 billion over the next six years. By comparison, the total programming for the 2017 FTIP was \$27.7 billion. The increase in programming funds in the 2019 FTIP compared to the 2017 FTIP is due to a variety of factors. First, the passage of SB 1 has increased programming for transportation projects throughout the state and in the SCAG region. Additionally, the passage of Los Angeles County's Measure M sales tax has increased funding for transportation projects throughout Los Angeles County. The 2019 FTIP shows that \$6.5 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Project Listing Volume III - Part A of the 2019 FTIP). In addition, the 2019 FTIP reflects \$13.4 billion in secured funding (see listing of "100% Prior Years" in Project Listing Volume III - Part A of the 2019 FTIP).

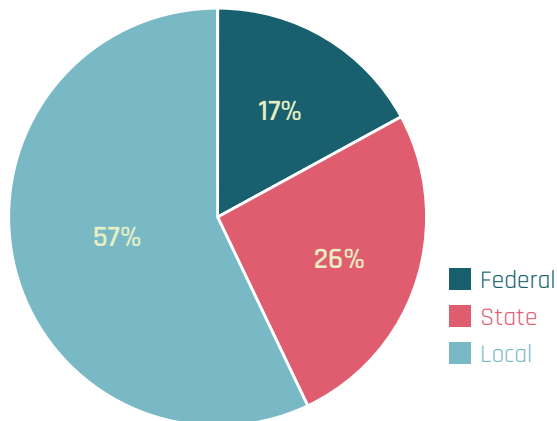
The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

Figure 1 is a summary of funding sources categorized as federal, state and local sources. Figure 1 and its accompanying pie chart illustrate that 17 percent of the program total is from federal funds, 26 percent from state funds, and 57 percent from local funds.

FIGURE 1 SUMMARY OF 2019 FTIP BY FUNDING SOURCE (in 000's)

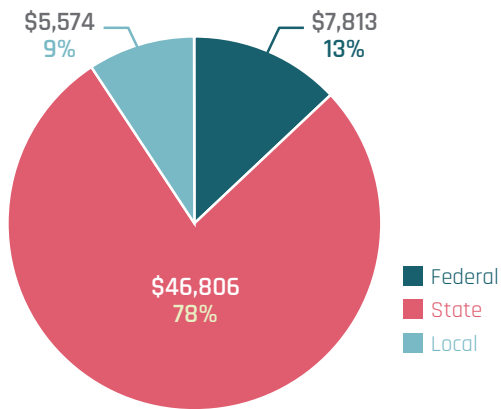
	FEDERAL	STATE	LOCAL	TOTAL
2018/19	\$2,107,193	\$2,813,254	\$5,199,082	\$10,119,529
2019/20	\$1,148,032	\$2,453,315	\$4,289,819	\$7,891,166
2020/21	\$1,032,479	\$1,384,687	\$3,831,677	\$6,248,843
2021/22	\$878,569	\$982,370	\$3,461,486	\$5,322,425
2022/23	\$386,351	\$1,221,483	\$885,843	\$2,493,677
2023/24	\$327,033	\$79,231	\$2,086,210	\$2,492,474
TOTAL	\$5,879,657	\$8,934,340	\$19,754,117	\$34,568,114
% OF TOTAL	17%	26%	57%	100%

SUMMARY OF 2019 FTIP BY FUNDING SOURCE

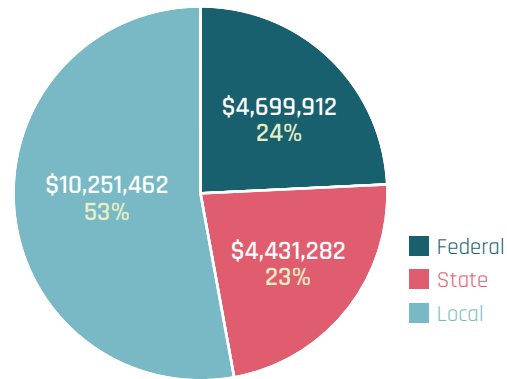


The six pie charts shown below summarize the funds programmed in the 2019 FTIP for each county in the SCAG region by federal, state, and local funding sources.

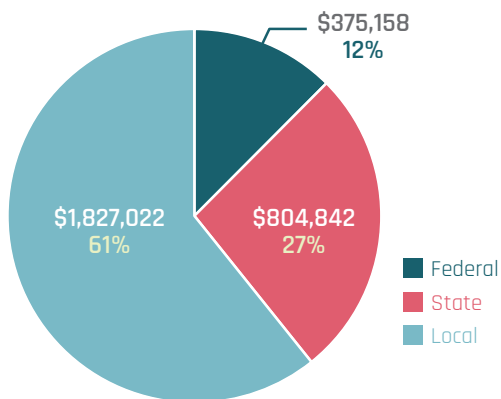
IMPERIAL COUNTY: \$60,193 (in \$000's)



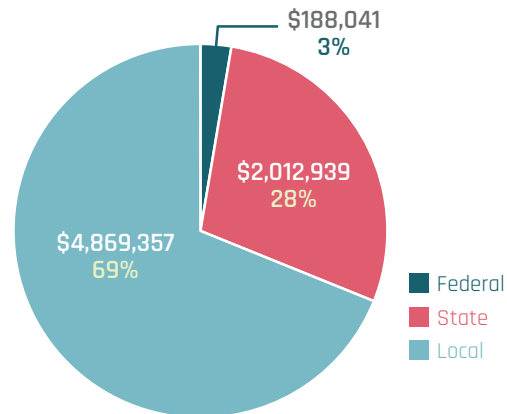
LOS ANGELES COUNTY: \$19,382,656 (in \$000's)



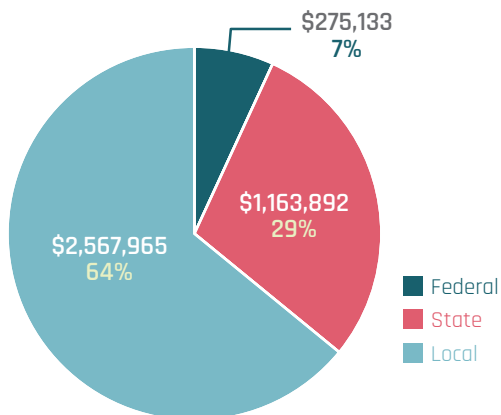
ORANGE COUNTY: \$3,007,022 (in \$000's)



RIVERSIDE COUNTY: \$7,070,337 (in \$000's)



SAN BERNARDINO COUNTY: \$4,006,990 (in \$000's)



VENTURA COUNTY: \$856,230 (in \$000's)

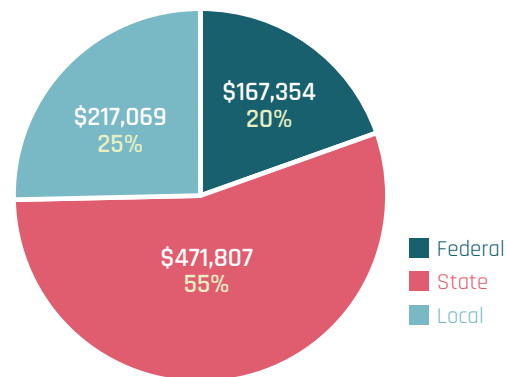
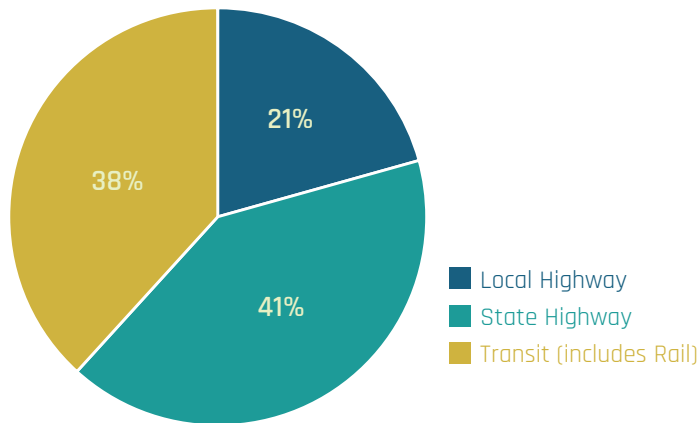


Figure 2 summarizes the funds programmed in the local highways, state highways, and transit (including rail) programs. Figure 2 and its accompanying pie chart illustrate that 41 percent of the total \$34.6 billion in the 2019 FTIP is programmed in the State Highway Program, 21 percent in the Local Highway Program and 38 percent in the Transit (including rail) Program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2019 FTIP).

FIGURE 2 SUMMARY OF 2019 FTIP BY PROGRAM (in 000's)

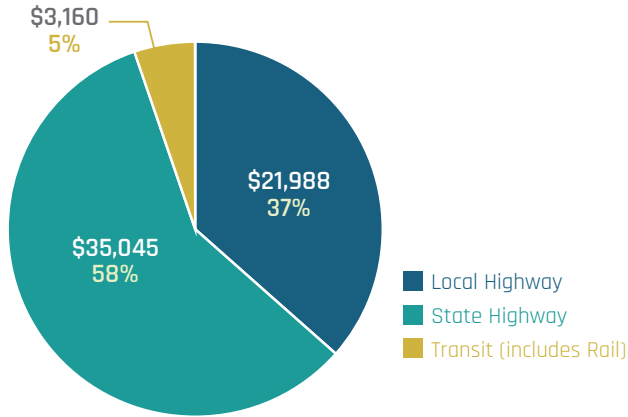
	LOCAL HIGHWAY	STATE HIGHWAY	TRANSIT (INCLUDES RAIL)	TOTAL
2018/19	\$2,165,273	\$3,956,631	\$3,997,625	\$10,119,529
2019/20	\$1,658,397	\$3,123,350	\$3,109,419	\$7,891,166
2020/21	\$1,098,574	\$3,050,009	\$2,100,260	\$6,248,843
2021/22	\$523,945	\$3,027,164	\$1,771,316	\$5,322,425
2022/23	\$1,100,119	\$346,176	\$1,047,382	\$2,493,677
2023/24	\$573,083	\$761,638	\$1,157,753	\$2,492,474
TOTAL	\$7,119,391	\$14,264,968	\$13,183,755	\$34,568,114
% OF TOTAL	21%	41%	38%	100%

SUMMARY OF 2019 FTIP BY PROGRAM

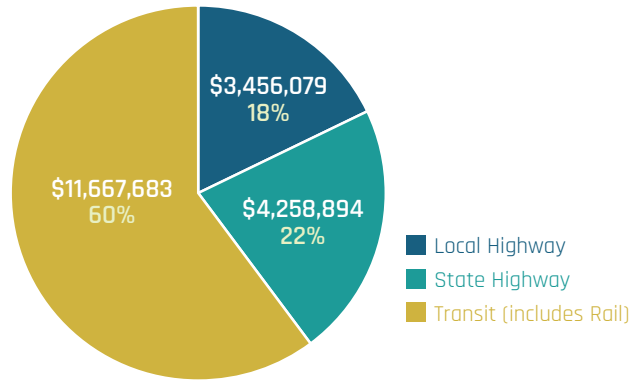


The six pie charts below summarize the funds programmed in the 2019 FTIP for each county in the SCAG region for state Highway, Local Highway, and Transit (including Rail) programs.

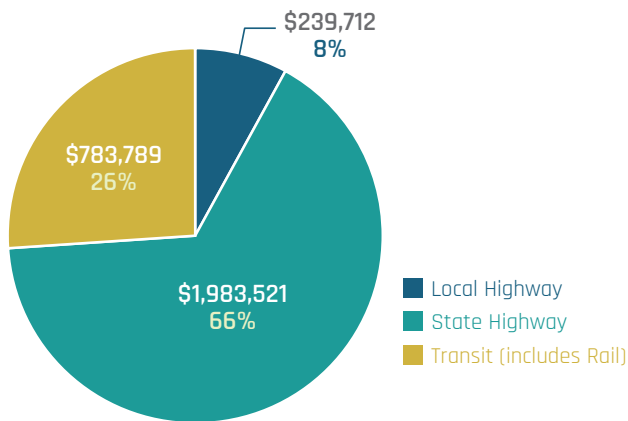
IMPERIAL COUNTY: \$60,193 (in \$000's)



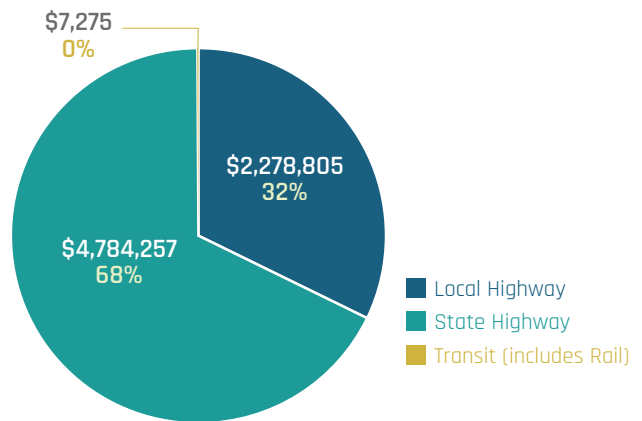
LOS ANGELES COUNTY: \$19,382,656 (in \$000's)



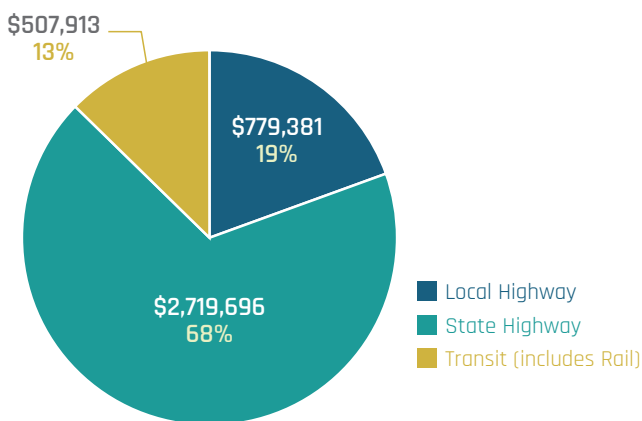
ORANGE COUNTY: \$3,007,022 (in \$000's)



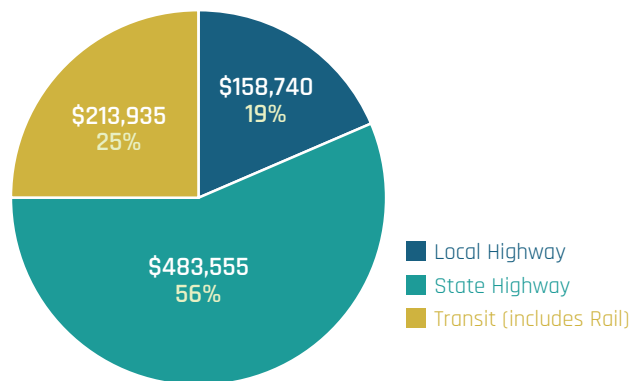
RIVERSIDE COUNTY: \$7,070,337 (in \$000's)



SAN BERNARDINO COUNTY: \$4,006,990 (in \$000's)



VENTURA COUNTY: \$856,230 (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 2019 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 2019 FTIP.

A key component of the 2016 RTP/SCS development process was to further implement SCAG's Public Participation Plan (PPP), which involved outreach to achieve meaningful public engagement with minority and low-income populations, and included the solicitation of input from our regional environmental justice stakeholders. As part of the environmental justice analysis for the 2016 RTP/SCS, SCAG identified multiple performance measures to analyze existing social and environmental equity in the region and to assess the impacts of the 2016 RTP/SCS on various environmental justice population groups. These performance measures included impacts related to relative tax burden, share of transportation system usage, jobs-housing imbalance, gentrification and displacement, access to economic opportunity and open space, 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 is in the process of updating its 2014 Public Participation Plan and plans to adopt the 2018 PPP in September 2018. The updated plan 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 2019 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). In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a regional forum for interagency consultation. For more information on SCAG's current PPP, please visit: <http://www.scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx>

SCAG, in cooperation with the CTCs, TCWG, and other local, state, and federal partners, completed an update to the 2019 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2019 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 2019 FTIP were approved by the SCAG Regional Council on September 7, 2017. For additional information on the 2019 FTIP Guidelines, please visit: <http://ftip.scag.ca.gov/Documents/Final2019FTIPGuidelines.pdf>

On July 10, 2018, the Draft 2019 FTIP was released for a 30-day public review period. During the public review period, two public hearings were held on the Draft 2019 FTIP on July 17th and 26th, 2018, 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 the 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 2019 FTIP is posted on the SCAG website and will be distributed to libraries throughout the region once federally approved.

ECONOMIC IMPACTS OF 2019 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 2018/2019 and ending in FY 2023/2024. 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 in the construction category 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.

Over the six-year period, the FTIP program will generate an annual average of more than 91,000 jobs in the six-county SCAG region. The total employment impact of the 2019 FTIP transportation program is shown in Figure 3. The aggregate job totals do not precisely 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 2019 FTIP INVESTMENTS (REMI ANALYSIS)

	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	AVERAGE
SCAG REGION	168,793	128,077	105,571	85,684	34,793	25,382	91,383
LOS ANGELES COUNTY	93,285	61,102	37,969	38,204	14,363	9,836	42,460
ORANGE COUNTY	26,332	23,045	14,168	9,067	3,579	1,001	12,865
SAN BERNARDINO COUNTY	16,246	14,178	19,116	18,125	4,236	2,042	12,324
RIVERSIDE COUNTY	26,005	24,794	31,113	16,887	11,929	10,987	20,286
VENTURA COUNTY	5,647	3,538	2,336	2,352	481	1,471	2,637
IMPERIAL COUNTY	294	524	219	152	152	57	233

In addition to supporting job basis and creation in the region, the rest of California will also benefit from spillover impacts of these investments totaling an additional 5,500 jobs per year on average, and an additional 21,000 jobs per year on average in other US states. Interestingly, Job basis and creation in the rest of California and other states is greater in the 2019 FTIP investment compared to the 2017 FTIP investment due to increased trade between the SCAG region and other areas in California and the US. This shows that investing for transportation in SCAG region is becoming more important for job creation not only for our region but also beyond.

These impacts are primarily related to the construction and maintenance-related benefits of the 2019 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 improvements 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 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 highly skilled employees. A robust regional economy with a well-functioning transportation system provides 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 enhanced economic growth and competitiveness, attraction and retention of employers and creation of good-paying jobs. Economic analysis performed in support of the 2016 RTP/SCS estimated that job gains resulting from transportation network efficiency improvements derived from full implementation of the RTP to be an average of 351,000 jobs per year. Transportation modeling of the 2019 FTIP shows an overall increased transportation network efficiency of approximately 7 percent, suggesting increased benefits over and above the 351,000 jobs associated with implementation of the 2016 RTP/SCS.

PROGRAM PERFORMANCE OF 2019 FTIP

The 2016 RTP/SCS set forth a vision to advance Southern California's mobility, economy, and sustainability objectives 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 developed a set of multi-modal performance measures (see the 2016 RTP/SCS Performance Measures technical appendix at:

http://scagrtpscsc.net/Documents/2016/final/f2016RTPSCS_PerformanceMeasures.pdf

The 'Moving Ahead for Progress in the 21st Century' (MAP-21) legislation, which was signed into law on July 6, 2012, established new federal requirements for states and MPOs such as SCAG to implement a performance-based approach to transportation system decision making and development of transportation plans. The 'Fixing America's Surface Transportation' (FAST) Act, signed into law on December 4, 2015, reaffirmed the federal commitment to the establishment of transportation performance measures. Although SCAG has been using performance measures in its metropolitan planning programs for many years, MAP-21 requires the establishment of performance targets that address several performance measures specifically indicated in the federal 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
- Travel time reliability and peak hour excessive delay
- On-road mobile source emissions
- Freight movement on the Interstate System
- Transit safety
- Transit asset management/state of good repair
- CMAQ program performance

Further, MAP-21 requires that the FTIP include, to the maximum extent practicable, a description of the anticipated effect of the TIP program toward achieving the federal performance targets, thereby linking investment priorities to those targets. As of May 20, 2017, federal rulemaking has finalized performance measures provisions for highway safety, National Highway System (NHS) performance, freight movement, the Congestion Mitigation and Air Quality (CMAQ) program, and for pavement and bridge condition. The Final Rule requires that State Departments of Transportation and MPOs collaborate to establish targets in the identified national performance areas to document progress over time and to inform expectations for future performance. At the time of publication of this document, coordination between Caltrans and the state's MPO's, including SCAG, is on-going and is still in progress. Therefore, the performance discussion in the 2019 FTIP will focus primarily on key measures from the adopted 2016 RTP/SCS. Once the regional MAP-21 performance targets have been established, the 2019 FTIP will be revised as appropriate.

For additional information regarding program performance, please see the Performance Measures chapter of the 2019 FTIP Technical Appendix at: http://ftip.scag.ca.gov/Documents/D2019-FTIP_TA_Sec07.pdf

PROGRAMMING INVESTMENTS

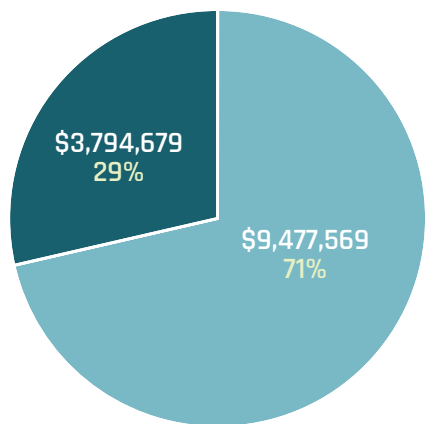
The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2016 RTP/SCS. The 2019 FTIP funding breakdown in Figure 4 shows the region's transportation priorities, with an emphasis on operations and maintenance of the existing regional transportation system.

FIGURE 4 2019 FTIP AMOUNT PROGRAMMED (in Millions)

Transit Improvements	\$9,478
Transit Operations and Maintenance	\$3,795
Highway Improvements	\$13,596
Highway Operations and Maintenance	\$6,764
ITS, Transportation Demand Management, and Active Transportation	\$691
Other	\$245

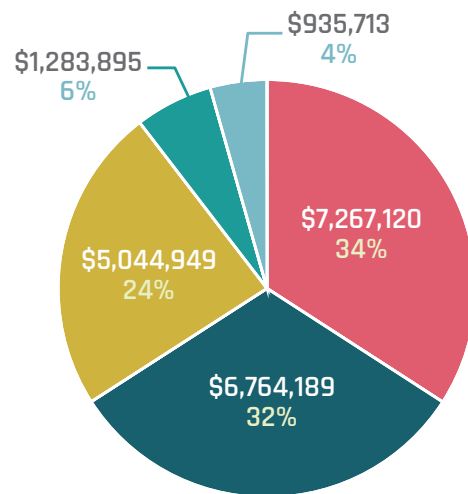
2019 FTIP INVESTMENT CATEGORIES

TRANSIT INVESTMENT: \$13,272,248 (IN \$000'S)



- Transit Improvement
- Transit Operations and Maintenance

HIGHWAY INVESTMENT: \$21,295,866 (IN \$000'S)



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

The SCAG 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 \$2 billion that will fund over 616 active transportation projects included in the 2019 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 that require federal action, active transportation projects that are 100% locally funded or 100% state funded are not required to be programmed in the FTIP. Cycle 4 of Active Transportation Program (ATP) grants has not yet been released and will be programmed when projects are awarded.

FIGURE 5 ACTIVE TRANSPORTATION INVESTMENT (in Millions)

ATP PROJECT TYPE	SCAG REGION 2019 FTIP FY2018/19 - FY2023/24*	PERCENTAGE OF ATP INVESTMENT IN 2019 FTIP	SCAG REGION 2017 FTIP FY2016/17 - FY2021/22**	PERCENTAGE OF ATP INVESTMENT IN 2017 FTIP
Bicycle and Pedestrian Infrastructure	\$736.1	33%	\$481.9	47%
Dedicated Bicycle Infrastructure	\$274.7	12%	\$153.9	15%
Dedicated Pedestrian Infrastructure	\$242.9	11%	\$154.6	15%
First Mile/Last Mile Strategies	\$237.5	11%	\$51.4	5%
Bicycle Detection & Traffic Signals	\$46.5	2%	\$14.7	1%
Safe Routes to Schools/ Education	\$46.5	2%	N/A	N/A
Planning	\$24.2	1%	N/A	N/A
ATP as Part of Larger Project (est. average 5% of total cost)	\$626.7	28%	\$179.0	17%
TOTAL AMOUNTS	\$2,235.1		\$1,035.5	

* Excludes ATP Projects for Cycle 4 | ** Excludes ATP Projects for Cycle 3

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 820,000 hours per day in travel time and a reduction of 87 tons per day of nitrogen oxide (NO_x), 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 (GHG) emissions.

IN 2020, THE 2019 FTIP WILL HELP ACHIEVE



820,000 HRS/DAY

in reduced travel time for all automobile trips

NO_x

87 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 with federal conformity standards: It must be consistent with the 2016 RTP/SCS; it must meet regional emissions tests; it must meet timely implementation of transportation control measures (TCMs); it must go through inter-agency consultation and public involvement; and it must be financially constrained.

CONFORMITY DETERMINATIONS FOR THE DRAFT 2019 FTIP

The 2019 FTIP meets all federal transportation conformity requirements and meets the five tests required under the U.S. DOT Metropolitan Planning Regulations and U.S. EPA Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2019 FTIP under the required federal tests.

CONSISTENCY WITH 2016 RTP/SCS TEST

FINDING: SCAG's 2019 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 2019 FTIP is an update to the regional emissions analyses for the 2016 RTP/SCS.

FINDING: The 2019 FTIP regional emissions analysis for PM_{2.5} and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the South Coast Air Basin (SCAB).

FINDING: The 2019 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 2019 FTIP regional emissions for NO₂ meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

FINDING: The 2019 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.

FINDING: The 2019 FTIP regional emissions for PM₁₀ and its precursors meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB and the SSAB (Riverside County Coachella Valley portion).

FINDING: The 2019 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 2019 FTIP regional emissions analysis for PM_{2.5} 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 2019 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://www.scag.ca.gov/participate/Pages/PublicParticipationPlan.aspx>. In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a forum for interagency consultation.

The draft 2019 FTIP was discussed with SCAG's TCWG, which includes representatives from the federal, state, and local air quality and transportation agencies, on multiple occasions throughout the development process (September 26, 2017; October 24, 2017; December 5, 2017; February 6, 2018; March 27, 2018; April 24, 2018; and May 22, 2018; and June 26, 2018). The draft conformity analysis was released for a 30-day public review on July 10, 2018. Two public hearings were held on July 17 and July 26, 2018 at the SCAG's Los Angeles office with video-conferencing available from the County Regional Offices. The 2019 FTIP was presented to the Regional Transportation CEOs at their meeting held in August 2018, fulfilling the consultation requirements of AB 1246 as codified in Public Utilities Code Sections 130058 and 130059. The 2019 FTIP is posted on the SCAG website, was noticed in numerous newspapers, and will be distributed to libraries throughout the region once federally approved. All comments on the 2019 FTIP have been documented and responded to accordingly.

FINANCIAL CONSTRAINT TEST

FINDING: The 2019 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 2019 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

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