SCAG™
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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SPECIAL MEETING

AB 1246 CONSULTATION MEETING

Please Note Date and Time
Friday, January 15, 2021
12:00 PM – 1H:00 PM

PUBLIC ADVISORY

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

Please see next page for detailed instructions on how to participate in the meeting.

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) 630-1420. 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.

Instructions for Public Comments

You may submit public comments in two (2) ways:

1. **Submit written comments via email to: ePublicComment@scag.ca.gov by 5pm on Thursday, January 14, 2021.**

   All written comments received after 5pm on Thursday, January 14, 2021 will be announced and included as part of the official record of the meeting.

2. **If participating via Zoom or phone, during the Public Comment Period, use the "raise hand" function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number. SCAG staff will unmute your line when it is your turn to speak. Limit oral comments to 3 minutes, or as otherwise directed by the presiding officer.**

   If unable to connect by Zoom or phone and you wish to make a comment, you may submit written comments via email to: ePublicComment@scag.ca.gov.

In accordance with SCAG's Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is "willfully interrupted" and the "orderly conduct of the meeting" becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.

Detailed Instructions for Participating in the Meeting

This meeting is accessible by teleconference and web-based video conferencing via Zoom. There are two (2) options to join the meeting – either by Zoom or by phone. As Zoom offers optimal functionality through its web-based application, we recommend using a computer to access the meeting. Instructions for both options can be found below.

To Join By Zoom

1. Click the following link: https://scag.zoom.us/j/97405642530
2. If Zoom is not already installed on your computer, click "download & run Zoom" on the launch page and press "run" when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically.
3. Type in your full name, then click "**Join**"
4. Select "**Join Audio via Computer**"
5. The virtual conference room will open. If you receive a message reading, "Please wait for the host to start this meeting," simply remain in the room until the meeting begins.

To Join By Phone

1. Call **(669) 900-6833** to access the conference room. Given high call volumes recently experienced by Zoom, please continue calling until you connect successfully.
2. Enter the **Meeting ID: 974 0564 2530**, followed by **#**
3. Indicate that you are a participant by pressing # to continue.
4. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Special Meeting - AB 1246 Consultation Meeting

Date: Friday, January 15, 2021
Time: 12:00PM – 1H:00 PM
Location: Remote Participation Only

List of Members

1. **Kome Ajise**
   Executive Director
   SCAG

2. **Mark Baza**
   Executive Director
   ICTC

3. **Phil Washington**
   Chief Executive Officer
   Metro

4. **Ray Wolfe**
   Chief Executive Officer
   SBCTA

5. **Anne Mayer**
   Executive Director
   RCTC

6. **Darren Kettle**
   Executive Director
   VCTC

7. **Darrell Johnson**
   Chief Executive Officer
   OCTA

8. **Tony Tavares**
   District 7 Director
   CALTRANS

AB 1246 CONSULTATION SPECIAL MEETING

AGENDA

Friday, January 15, 2021
12PM – 1нΥолPM

CALL TO ORDER

PUBLIC COMMENT PERIOD
Members of the public are encouraged to submit written comments by sending an email to: ePublicComment@scag.ca.gov by 5pm on Thursday, January 14, 2021. Such comments will be transmitted to members of the legislative body and posted on SCAG's website prior to the meeting. Written comments received after 5pm on Thursday, January 14, 2021 will be announced and included as part of the official record of the meeting. Members of the public wishing to verbally address the legislative body will be allowed up to 3 minutes to speak, with the presiding officer retaining discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting. The presiding officer has the discretion to reduce the time limit based upon the number of comments received and may limit the total time for all public comments to twenty (20) minutes.

DISCUSSION ITEMS

1. Update/Coordination of the Final 2021 Federal Transportation Improvement Program (2021 FTIP) as Required by AB 1246

(*Kome Ajise, Executive Director, SCAG*)

ADJOURNMENT

AGENDA ITEM 1

REPORT

Southern California Association of Governments
Remote Participation Only
January 15, 2021

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

EXECUTIVE DIRECTOR'S APPROVAL

Kome Ajise

From: Kome Ajise, Executive Director, SCAG

Subject: AB 1246 Consultation Regarding 2021 Federal Transportation Improvement Program (FTIP)

RECOMMENDED ACTION:
Accept this report as fulfillment of the AB 1246-required consultation process for the 2021 FTIP.

EXECUTIVE SUMMARY:
California State Statute provisions adopted pursuant to Assembly Bill 1246 (AB 1246) require 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 Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP). This item is brought before you in part to comply with this requirement.

As the Metropolitan Planning Organization (MPO) for the region, SCAG is responsible for developing and maintaining the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and FTIP in cooperation with the State (Caltrans), the CTCs, and public transit operators. SCAG, working in cooperation with its stakeholders, developed the proposed Final 2021 FTIP. The 2021 FTIP is a multi-modal list of capital improvement projects totaling over $35.3 billion in programming and containing approximately 2,000 projects covering a six (6) year period. The CTC's are responsible for prioritizing and determining the projects that go into their respective county Transportation Improvement Programs (TIPs) to be included in the FTIP.

On November 5, 2021, the Regional Council released the Draft 2021 FTIP for a 30-day public review and comment period, from November 6, 2020 through December 7, 2020. SCAG received 26 comments; 9 general, 12 project specific, and 5 related to funding/financial plan. The comments were for the most part technical in nature and do not raise issues that affect conformity. Multiple comments were submitted by SCAG's Caltrans Headquarters Liaison responsible for reviewing SCAG's FTIP and FTIP Amendments. Based on our initial review and analysis of the comments, we do not anticipate significant changes to the Final 2021 FTIP. SCAG staff worked closely with the CTCs and SCAG Legal staff to address the comments. All minor and technical changes to projects will be addressed in Amendment 1 of the 2021 FTIP which will be submitted and approved concurrently with the 2021 FTIP. Staff will report back to the Transportation Committee and the

Energy and Environment Committee at the February 4, 2021 meetings to present a final summary of comments and responses, and to recommend approval of the proposed final 2021 FTIP including the associated transportation conformity analysis at the March 4, 2021 Regional Council meeting.

STRATEGIC PLAN:
This item supports SCAG's Strategic Plan, Goal 7: Secure funding to support agency priorities to effectively and efficiently deliver work products; Objective (b) Maximize efficiency and effectiveness in resource allocation to maintain adequate working capital, appropriate reserves, and investments, and utilize resources in a timely and responsible fashion.

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

SCAG is the federally designated MPO for the six (6) counties region of Southern California and the designated Regional Transportation Planning Agency (RTPA) per state law. As such, it is responsible for developing and maintaining the FTIP in cooperation with Caltrans, the CTCs in the SCAG region, and public transit operators. The FTIP is developed through a "bottom up" approach.

Over the past year, staff has worked in consultation and continuous communication with the CTCs throughout the region to develop the 2021 FTIP. The 2021 FTIP is a programming document totaling over $35.3 billion in programming and containing approximately 2,000 projects covering a six (6) year period (FY 2020/21 - 2025/26). The 2021 FTIP includes 62 projects for Imperial County programmed at $67.4 million; 1,050 projects for Los Angeles County programmed at $20.2 billion; 151 projects for Orange County programmed at $2.3 billion; 388 projects for Riverside County programmed at $7.3 billion; 193 projects for San Bernardino County programmed at $4.3 billion; and 168 projects for Ventura County programmed at $1.1 billion

The CTCs are responsible for prioritizing and determining the projects that go into their respective county TIPs to be included in the FTIP. On January 15, 2021, SCAG met with the CTCs CEO Committee (comprised of representatives from the CTCs and Caltrans) to discuss and affirm the 2021 FTIP in accordance with California Public Utilities Code Sections 130301 and 130059 (commonly referred to as AB 1246).

The proposed Final 2021 FTIP has met all five (5) required Transportation Conformity tests as called for under the U.S. Department of Transportation Metropolitan Planning Regulations and Environmental Protection Agency's (EPA's) Transportation Conformity Regulations:

1. Consistency with SCAG's RTP
   (23 FR Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)

2. Regional Emissions Analysis
   (40 FR Sections 93.109, 93.110, 93.118, and 93,119)

3. Timely Implementation of Transportation Control Measures (TCMs) Analysis
   (40 FR Section 93.113)

4. Financial Constraint Analysis
   (40 FR Section 93.108 and 23 CFR, Section 450.324)

5. Interagency Consultation and Public Involvement
   (40 CFR Sections 93.105 and 93.112 and 23 CFR Section 450.324)

Pursuant to the EPA's Transportation Conformity Regulations, SCAG has performed the modeling and transportation conformity analysis for the proposed Final 2021 FTIP based on the current EPA-approved emission budget and the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) conformity determinations for the Connect SoCal (2020 RTP/SCS). Staff has prepared the proposed Final 2021 FTIP so that the Transportation Conformity tests have met all applicable federal regulations.

On November 5, 2021, the Regional Council released the 2021 FTIP for a 30-day public review and comment period, from November 6, 2020 through December 7, 2020. SCAG received 26 comments; 9 general, 12 project specific, and 5 related to funding/financial plan. The comments were for the most part technical in nature and do not raise issues that affect conformity. Multiple comments were submitted by SCAG's Caltrans Headquarters Liaison responsible for reviewing SCAG's FTIP and FTIP Amendments. Based on our initial review and analysis of the comments, we do not anticipate significant changes to the Final 2021 FTIP. SCAG staff worked closely with the CTCs and SCAG Legal staff to address the comments. All minor and technical changes to projects will be addressed in Amendment 1 of the 2021 FTIP which will be submitted and approved concurrently with the 2021 FTIP. Staff will report back to the Transportation Committee and the Energy and Environment Committee at the February 4, 2021 meetings to present a final summary of comments and responses, and to recommend approval of the proposed final 2021 FTIP including the associated transportation conformity analysis at the March 4, 2021 Regional Council meeting.

FISCAL IMPACT:
None. Work associated with this item is included in the current FY 2020-21 Overall Work Program (OWP) under project 030.0146.02 (Federal Transportation Improvement Program) and 010.0170.01 (RTP Support, Development, and Implementation).

ATTACHMENT/S:
1. 2021 FTIP Executive Summary Volume I of III
2. Draft Comment/Response Matrix for the Draft 2021 FTIP

SCAG™

INNOVATING FOR A BETTER TOMORROW

FINAL 2021
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

EXECUTIVE SUMMARY

VOLUME I OF III

FY 2020/21 - 2025/26
March 2021

Attachment: 2021 FTIP Executive Summary Volume I of III

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.

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

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Riverside County Transportation Commission Jan C. Harnik*
San Bernardino County Transportation Authority Alan D. Wapner
Transportation Corridor Agencies Peggy Huang
Tribal Government Regional Planning Board Representative Andrew Masiel, Sr., Pechanga Band of Luiseno Indians
Ventura County Transportation Commission Mike T. Judge

* Regional Council Officer

EXECUTIVE SUMMARY

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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 2021 FTIP is a comprehensive listing of such transportation projects proposed over fiscal years (FY) 2020/21 – 2025/26 for the region, with the last two years 2024/25-2025/26 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 tra nsportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution and greenhouse gas (GHG) emissions. 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) based on their project selection criteria for inclusion into the regional FTIP. The 2021 FTIP has been developed in partnership with the CTCs and Caltrans.

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 2021 FTIP are consistent with SCAG's approved Connect SoCal - 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The FTIP is developed to incrementally implement the programs and projects contained in the RTP/SCS.

Attachment: 2021 FTIP Executive Summary Volume I of III

PROGRAM SUMMARY

The 2021 FTIP includes approximately 2,000 projects programmed at $35.3 billion over the next six years. By comparison, the total programming for the 2019 FTIP was $34.6 billion. The increase in programming funds in the 2021 FTIP compared to the 2019 FTIP is due to a variety of factors. First, the passage of SB 1 in 2017 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 2021 FTIP shows that $7.4 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Project Listing Volume III – Part A of the 2021 FTIP). In addition, the 2021 FTIP reflects $19.3 billion in secured funding (see listing of "100% Prior Years" in Project Listing Volume III – Part A of the 2019 FTIP).

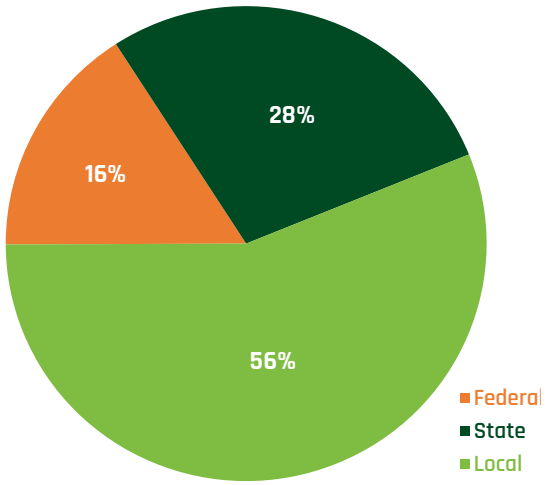
The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

FIGURE 1 is a summary of funding sources categorized as federal, state and local sources. **FIGURE 1** and its accompanying pie chart illustrate that 16 percent of the program total is from federal funds, 28 percent from state funds, and 56 percent from local funds.

FIGURE 1 SUMMARY OF 2021 FTIP BY FUNDING SOURCE (IN 000'S)

	FEDERAL	STATE	LOCAL	TOTAL
2020/21	$1,967,541	$5,305,507	$3,975,931	$11,248,979
2021/22	$1,187,249	$2,119,643	$3,558,508	$6,865,400
2022/23	$1,254,329	$502,695	$2,662,077	$4,419,101
2023/24	$717,156	$479,997	$3,744,516	$4,941,669
2024/25	$265,100	$1,234,697	$2,465,258	$3,965,055
2025/26	$240,289	$241,466	$3,398,369	$3,880,124
TOTAL	$5,631,664	$9,884,005	$19,804,659	$35,320,328
% OF TOTAL	16%	28%	56%	100%

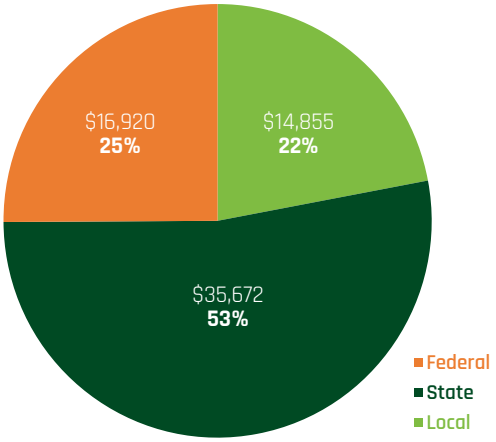
SUMMARY OF 2021 FTIP BY FUNDING SOURCE



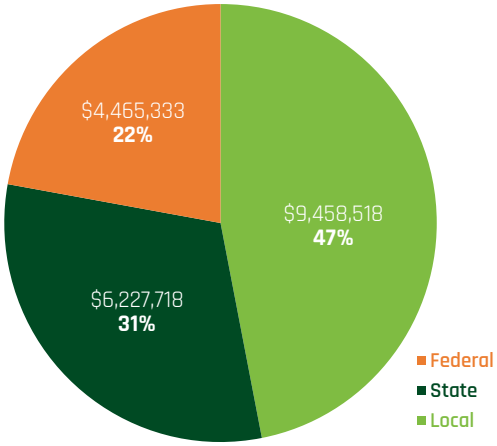
Attachment: 2021 FTIP Executive Summary Volume I of III

The six pie charts shown below summarize the funds programmed in the 2021 FTIP for each county in the SCAG region by federal, state, and local funding sources.

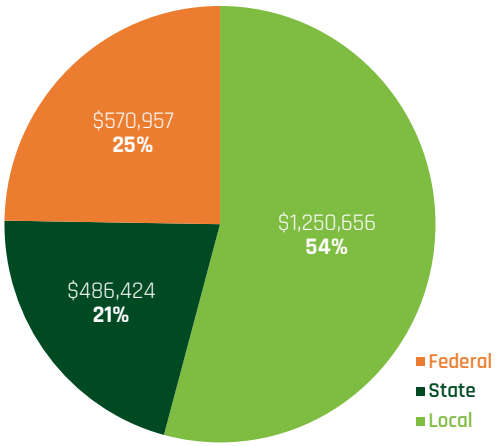
IMPERIAL COUNTY: $67,447 (in $000's)



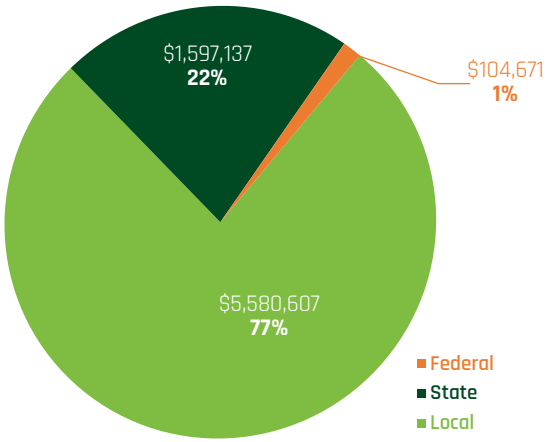
LOS ANGELES COUNTY: $20,151,569 (in $000's)



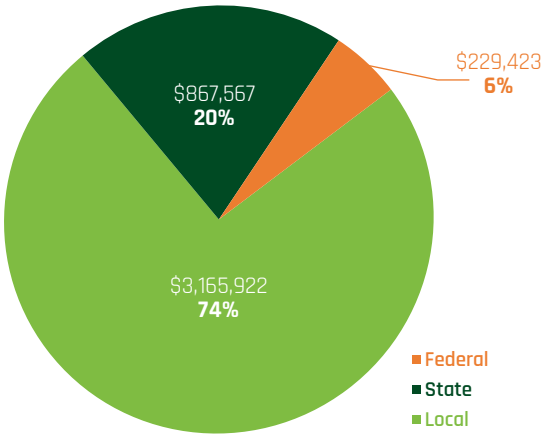
ORANGE COUNTY: $2,308,037 (in $000's)



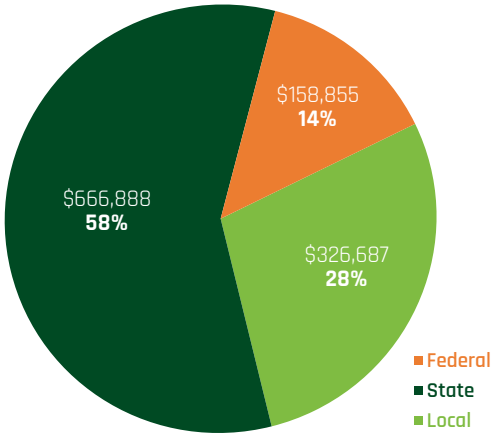
RIVERSIDE COUNTY: $7,282,415 (in $000's)



SAN BERNARDINO COUNTY: $4,262,912 (in $000's)



VENTURA COUNTY: $1,152,430 (in $000's)



Attachment: 2021 FTIP Executive Summary Volume I of III

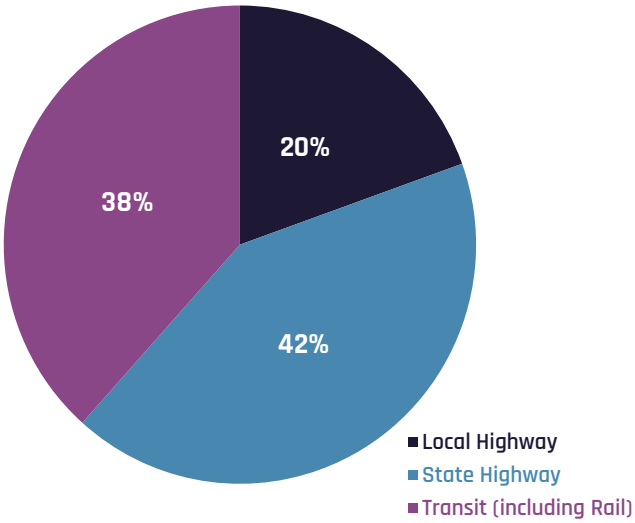
FIGURE 2 summarizes the funds programmed in the local highways, state highways, and transit (including rail) programs. **FIGURE 2** (and its accompanying pie chart) illustrate that 42 percent of the total $35.3 billion in the 2021 FTIP is programmed in the State Highway Program, 20 percent in the Local 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 2021 FTIP.

At the time of the development of the 2021 FTIP the SCAG region, along with every other region in the world, is facing the devastation of the COVID-19 pandemic. The national, state, county, and local stay-at home and quarantine orders have put a strain on the all aspects of society as well as the economy. As the public adjusts to the stay-at-home and quarantine orders, transportation demand has been drastically reduced and fuel consumption has decreased as people are driving less thereby consuming less fuel. The overall reduction in revenues due to the COVID-19 pandemic is unknown as the SCAG region relies heavily on local sales tax measures for the timely delivery of transportation projects.

FIGURE 2 SUMMARY OF 2021 FTIP BY PROGRAM (IN 000'S)

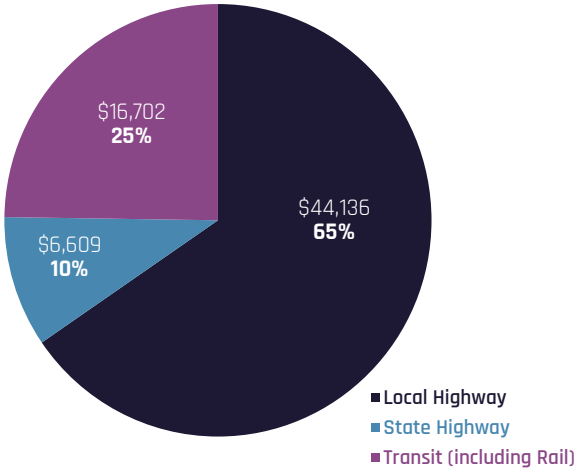
	LOCAL	STATE	TRANSIT (INCLUDING RAIL)	TOTAL
2020/21	$1,909,560	$5,399,986	$3,939,433	$11,248,979
2021/22	$1,023,299	$3,092,629	$2,749,472	$6,865,400
2022/23	$570,324	$1,220,181	$2,628,596	$4,419,101
2023/24	$684,967	$1,366,716	$2,889,986	$4,941,669
2024/25	$1,130,418	$2,101,509	$733,128	$3,965,055
2025/26	$1,571,050	$1,695,528	$613,546	$3,880,124
TOTAL	$6,889,618	$14,876,549	$13,554,161	$35,320,328
% OF TOTAL	20%	42%	38%	100%

SUMMARY OF 2021 FTIP BY FUNDING SOURCE



The six pie charts below summarize the funds programmed in the 2021 FTIP for each county in the SCAG region for State Highway, Local Highway, and Transit programs.

IMPERIAL COUNTY: $67,447 (in $000's)



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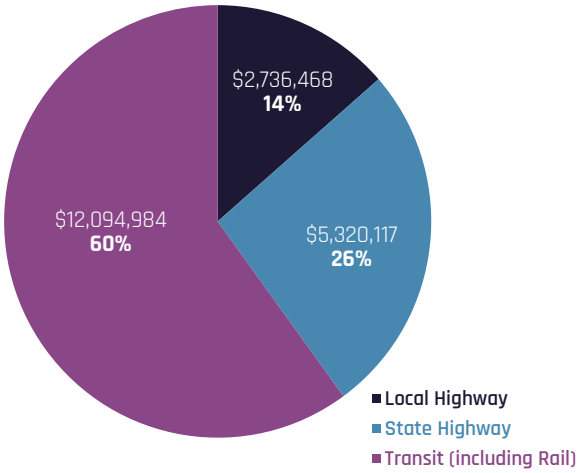

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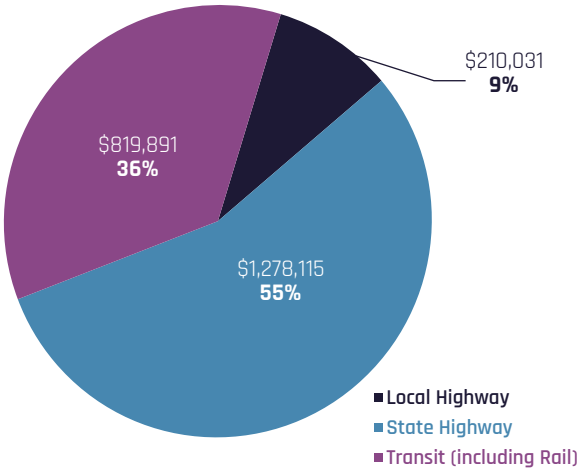
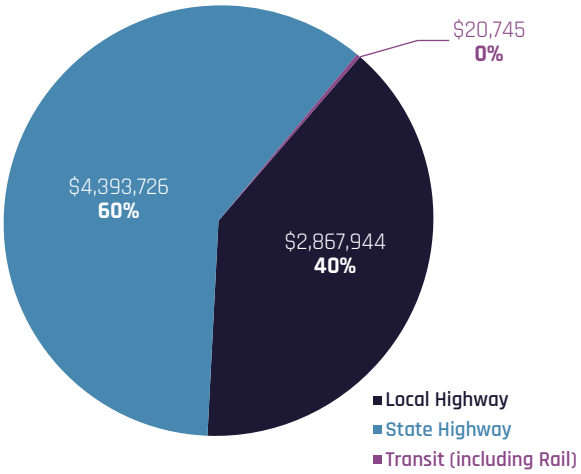
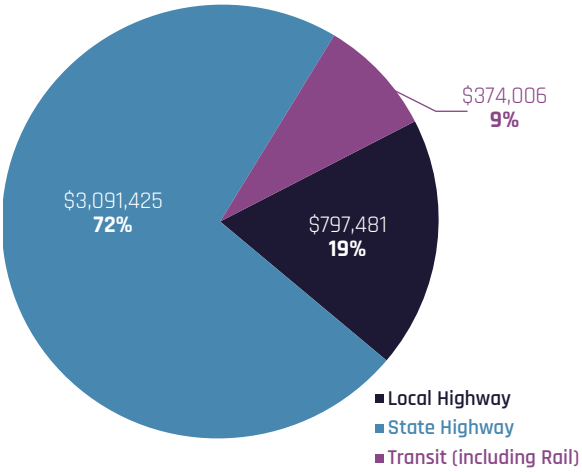


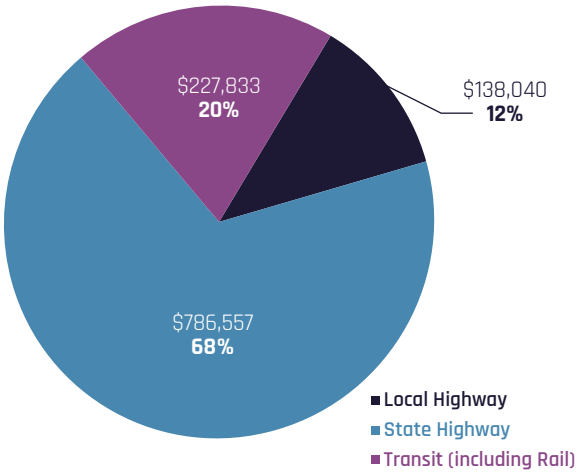
RIVERSIDE COUNTY: $7,282,415 (in $000's)



SAN BERNARDINO COUNTY: $4,262,912 (in $000's)



VENTURA COUNTY: $1,152,430 (in $000's)



ENVIRONMENTAL JUSTICE

The Connect SoCal - 2020 RTP/SCS, approved by the SCAG Regional Council on May 7, 2020 (and certified by FHWA/FTA with regard to transportation conformity on June 5, 2020), includes a comprehensive Environmental Justice analysis. On September 3, 2020, Connect SoCal - 2020 RTP/SCS was approved in its entirety and for all other purposes. The 2021 FTIP is consistent with the policies, programs and projects included in the Connect SoCal - 2020 RTP/SCS, and as such the Environmental Justice analysis included as part of Connect SoCal appropriately serves as the analysis for the transportation investments in the 2021 FTIP.

A key component of Connect SoCal's 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 through the Environmental Justice Working Group which started in May 2018. As part of the environmental justice analysis for Connect SoCal, SCAG identified multiple performance measures to analyze existing social and environmental equity in the region and to assess the impacts of Connect SoCal on various environmental justice population groups. These performance measures included impacts related to relative tax burden, share of transportation system usage, jobs-housing imbalance, neighborhood change and displacement, access to essential services like jobs, shopping and parks and open space, air quality, public health, noise, and rail related impacts. For additional information regarding these and other environmental justice performance measures and the detailed environmental justice analysis, please see: **scag.ca.gov/sites/main/files/file-attachments/fconnectsocal_environmental-justice.pdf**.

On September 6, 2018, SCAG's Regional Council adopted an updated **Public Participation Plan** designed to be accessible to a general audience and adaptable in anticipation of evolving technologies and practices. 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 2021 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: **scag.ca.gov/post/scag-public-participation-plan**.

SCAG, in cooperation with the CTCs, TCWG, and other local, state, and federal partners, completed an update to the 2021 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2021 FTIP. The guidelines serve as a manual for CTCs to develop their respective county Transportation Improvement Program (TIP) and for submitting their TIPs through SCAG's FTIP database. SCAG received comments from stakeholders and revised the document as necessary. The Final Guidelines for the 2021 FTIP were approved by the SCAG Regional Council on September 5, 2019. For additional information on the 2021 FTIP Guidelines, please visit: **ftip.scag.ca.gov/Pages/Final2021/FTIPGuidelines.pdf**.

On November 5, 2020, the Draft 2021 FTIP was released for a 30-day public review period. During the public review period, two public hearings were held on the Draft 2021 FTIP, the first on November 17th and the second on December 2, 2020. Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N29-20, the hearings were held virtually via Zoom. These public hearings were also 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 2021 FTIP was posted on the SCAG website and distributed to libraries throughout the region.

ECONOMIC IMPACTS OF 2021 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 2020/2021 and ending in FY 2025/2026. Economic and job impacts were calculated using REMI, a structural regional impact model that estimates economic and employment gains arising from transportation and infrastructure investments. The REMI model uses a system of equations based on county-specific information to forecast how the region's economy changes over time and reacts to new conditions by county and by year.

FTIP expenditures are categorized by function into three broad industries: construction, transit operations and maintenance, and architectural and engineering services. Operations and maintenance expenditures for highways and transit facilities 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 104,000 jobs in the six-county SCAG region. The total employment impact of the 2021 FTIP transportation program is shown in **FIGURE 3**.

FIGURE 3 JOBS CREATED ANNUALLY BY 2021 FTIP INVESTMENTS (REMI ANALYSIS)

	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	AVERAGE
SCAG REGION	244,519	119,456	93,043	79,749	40,904	47,139	104,135
IMPERIAL COUNTY	240	228	51	30	17	28	99
LOS ANGELES COUNTY	166,863	69,281	59,168	44,672	7,562	6,844	59,065
ORANGE COUNTY	31,979	16,627	15,289	13,584	2,553	2,473	13,751
RIVERSIDE COUNTY	21,152	20,305	7,626	16,303	11,653	32,118	18,193
SAN BERNARDINO COUNTY	17,088	10,790	8,785	4,115	18,185	4,289	10,542
VENTURA COUNTY	7,196	2,225	2,122	1,045	934	1,388	2,485

In addition to supporting the economy and job creation in the SCAG region, the rest of California will also benefit from spillover impacts of these investments totaling an additional 4,760 jobs per year on average. This shows that investing for transportation in SCAG region is important for job creation not only for our region but also beyond.

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These impacts are primarily related to the construction and maintenance-related benefits of the 2021 FTIP, or the economic and job creation impacts of the direct investment in transportation infrastructure. In addition, there are longer-term economic impacts as a result of the relative efficiency improvements of the regional transportation system. Connect SoCal - 2020 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 be beneficial in terms of economic development, competitive advantage, and overall improvement in the economic competitiveness of the SCAG region within 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 highly skilled employees, and creation of good-paying jobs. Economic analysis performed in support of the 2020 RTP/SCS estimated that job gains resulting from transportation network efficiency improvements derived from full implementation of the RTP to be an average of 264,500 jobs per year.

2021 FTIP PROGRAM PERFORMANCE

Connect SoCal set forth a vision to advance Southern California's mobility, economy, and sustainability objectives for the next several decades. To help realize this vision, Connect SoCal includes specific regional goals and policies. To measure the extent to which the RTP/SCS achieves these performance objectives, and to help guide the identification of preferred strategies and alternatives, SCAG developed a set of multi-modal performance measures as featured in the Connect SoCal Performance Measures Technical Report:
scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_performance-measures.pdf.

The 'Moving Ahead for Progress in the 21st Century' (MAP-21) legislation, which was signed into law in July 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 in December 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 required the establishment of state and regional performance targets that address several performance measures specifically indicated in the federal legislation:

- Number of fatalities and serious injuries on all public roads
- Rate of fatalities and serious injuries on all public roads
- Total combined number of non-motorized fatalities and serious injuries on all public roads
- Pavement condition on the Interstate System and National Highway System (NHS)
- Bridge condition on the NHS
- Percent of reliable person miles travelled on the Interstate System and on the non-interstate NHS
- Percent of Interstate System mileage with reliable truck travel times
- On-road mobile source emissions
- Non-single occupancy vehicle mode share
- Transit system safety
- Transit asset management

MAP-21 also required 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. Federal rulemaking finalized in May 2017 provided performance measures 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 required 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. The performance discussion included in the 2021 FTIP will focus on key metrics from the 2020 RTP/SCS (Connect SoCal), which includes the federal MAP-21 performance measures.

For additional information regarding program performance, please see the Performance Measures chapter of the 2021 FTIP Technical Appendix at: scag.ca.gov/post/final-2021-ftip-downloads.

PROGRAMMING INVESTMENTS

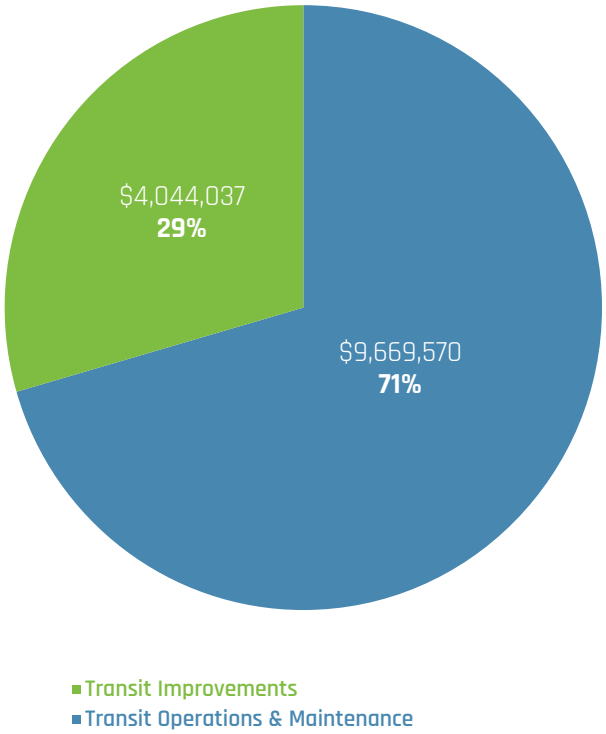
The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2020 RTP/SCS (Connect SoCal). The 2021 FTIP funding breakdown (**FIGURE 4**) shows the region's transportation priorities, with an emphasis on operations and maintenance of the existing regional transportation system.

FIGURE 4 2021 FTIP AMOUNT PROGRAMMED (IN $ MILLIONS)

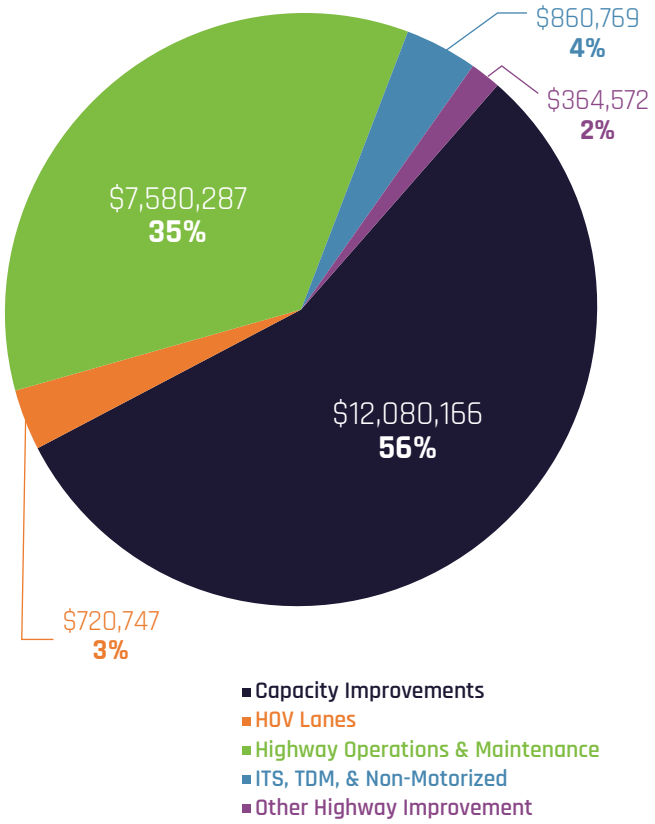
Transit Improvements	$9,670
Transit Operations and Maintenance	$4,044
Highway Improvements	$12,801
Highway Operations and Maintenance	$7,580
ITS, Transportation Demand Management, and Active Transportation	$861
Other	$365

2021 FTIP INVESTMENT CATEGORIES

TRANSIT INVESTMENT: $13,713,607 ($1,000's)



HIGHWAY INVESTMENT: $21,607,721 ($1,000's)



The 2021 FTIP includes an estimated $1.15 billion programmed towards active transportation projects. While the FTIP presents an overview of federally funded investments in the region, it is not a complete picture of all the active transportation type projects that are delivered. This is because active transportation projects that are 100% locally funded or 100% state funded are not required to be programmed in the FTIP. The FTIP only includes federally funded projects and other projects that require federal action. In 2017, Senate Bill 1 the Road Repair and Accountability Act, was signed into law. SB 1 established $56 billion in investments to California's transportation system through the establishment of a new tax on gasoline purchases. Funds are split equally between the State and Cities/Counties. Further, SB1 increased the investment in the State's Active Transportation Program (ATP) from $123 million annually to $223 million annually; nearly doubling the funding available in the program. Active transportation improvement projects tend to be smaller projects where state generated funds like SB1 are preferred by local agencies for implementation due to the reduction of cumbersome requirements common with federal funds.

FIGURE 5 provides a breakdown of how the $1.15 billion programmed in the 2021 FTIP is allocated to different project types in the region. In addition to the amount currently programmed, Cycle 5 of Active Transportation Program (ATP) grants will be programmed once they are released by Caltrans, thereby increasing overall FTIP investments towards active transportation.

SCAG's RTP/SCS calls for increases in active transportation funding over the 25-year plan period, culminating in a total of $22.5 billion through 2045. Overall, the level of investment described here closely aligns with Connect SoCal and demonstrates the region is on track to meet its goal.

FIGURE 5 ACTIVE TRANSPORTATION INVESTMENT (in Millions)

ATP PROJECT TYPE	SCAG REGION 2021 FTIP FY2020/21 - FY2025/26*	PERCENTAGE OF ATP INVESTMENT IN 2021 FTIP
Bicycle & Pedestrian Infrastructure	$556.6	48%
Dedicated Bicycle Infrastructure	$216.7	19%
Dedicated Pedestrian Infrastructure	$139.7	12%
First Mile/Last Mile Strategies	$104.6	9%
Bicycle Detection & Traffic Signals	$24.1	2%
Safe Routes to Schools/Education	$1.1	<1%
Planning	$1.8	<1%
ATP as Part of Larger Project (est. average 5% of total cost)	$103.7	9%
TOTAL AMOUNTS	**$1,148.3**	

* Excludes ATP Projects for Cycle 5

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TRANSPORTATION CONFORMITY

The 2021 FTIP must satisfy the following requirements to be in compliance with federal conformity regulations: It must be consistent with SCAG's 2020 RTP/SCS (Connect SoCal); it must meet regional emissions tests; it must demonstrate timely implementation of transportation control measures (TCMs); it must go through inter-agency consultation and public involvement process; and it must be financially constrained.

CONFORMITY DETERMINATIONS FOR THE DRAFT 2021 FTIP

The 2021 FTIP meets all federal transportation conformity requirements and passes 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 2021 FTIP under the required federal tests.

CONSISTENCY WITH THE 2020 RTP/SCS TEST

FINDING: SCAG's 2021 FTIP (project listing) is consistent with the 2020 RTP/SCS (policies, programs, and projects).

REGIONAL EMISSIONS TESTS

These findings are based on the regional emissions test analyses shown in Tables 21-52 in Section II of the Technical Appendix.

FINDING: The regional emissions analyses for the 2021 FTIP is an update to the regional emissions analyses for the Connect SoCal - 2020 RTP/SCS.

FINDING: The 2021 FTIP regional emissions for ozone precursors (2008 and 2015 NAAQS) 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 2021 FTIP regional emissions analysis for PM2.5 and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the South Coast Air Basin (SCAB) (Pechanga excluded under 2012 annual PM2.5 NAAQS).

FINDING: The 2021 FTIP regional emissions for CO meet all applicable emission budget tests for all milestone, attainment and planning horizon years in the SCAB.

FINDING: The 2021 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 2021 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).

FINDING: The 2021 FTIP regional emissions analysis for PM2.5 and its precursors (2006 and 2012 NAAQS) meet the interim emission test (build/no-build test) for all milestone, attainment, and planning horizon years for the SSAB (urbanized area of Imperial County portion).

TIMELY IMPLEMENTATION OF TCM TEST

FINDING: The TCM project categories listed in the 1994/1997/2003/2007/2012/2016 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 2016 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 2021 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 **scag.ca.gov/post/scag-public-participation-plan** In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a forum for interagency consultation.

The 2021 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 24, 2019; October 29, 2019; December 7, 2019; February 25, 2020; March 24, 2020; April 28, 2020; May 26, 2020; June 23, 2020; and July 28, 2020 August 25, 2020, and September 22, 2020). The final conformity analysis was released for a 30-day public review on November 6, 2020. Two public hearings were held, the first on November 17, 2020, and the second on December 2, 2020. Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's Executive Order N29-20, the hearings were held virtually via Zoom. The 2021 FTIP was presented to the Regional Transportation CEOs at their meeting held on January 15, 2021, fulfilling the consultation requirements of AB 1246 as codified in Public Utilities Code Sections 130058 and 130059. The 2021 FTIP is posted on the SCAG website, noticed in numerous newspapers, and distributed to libraries throughout the region. All comments on the 2021 FTIP have been documented, and responded to accordingly in the Final Technical Appendix Volume II of III.

FINANCIAL CONSTRAINT TEST

FINDING: The 2021 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 Connect SoCal - 2020 RTP/SCS. SCAG's 2021 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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Attachment: 2021 FTIP Executive Summary Volume I of III

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-01	General	11/17/2020	Craig Durfree	Private Citizen	Voicemail	RECORDED PHONE MESSAGE - CRAIG DURFEY CRAIG DURFEY: Yes - Pablo, my name is Craig Durfey, D-U-R-F-E-Y, Craig A. Durfey. My cell is 714-321-8238. My email is cadurfey@gmail.com. I'm looking at the draft of the 2021 Federal Transportation Improvement Program, Executive Summary Volume I of the three, November 2020. I'm reading it, and there's some serious flaws in it. And I'm - I've been nine years on this - of (unintelligible) transportation, and I won't go into it. I'd like to see these referenced at my website at socialemotionalpaws, socialemotionalpaws (unintelligible) Transportation Sections, you'll see. But yes, this has got some real issues here. We're projecting money out, but we're not really assessing what the cities are capable of doing, once you provide the funds to build the infrastructure, and especially with COVID-19. (unintelligible) recognizing the VNT with park space - there's two documents on my blog. And so basically, then, if Safe Route to School, you're only getting less than 1% investment, which is really where - (unintelligible) reduce the fatalities that Federal Highway Administration require by 2022, to bring a Vision Zero, or individually, about $10,000 grant by Caltrans, to achieve reduction. Without the education beginning of life, it is a complex, moving animal to try to get people and their habits changed. And there's AB209 of 15 and 16, the (unintelligible) Association as (unintelligible) proof, or bike diversion. There's a lot of things that's not in here, if we're going to be serious about the issue. And increasing park space's density goes by the AUDs (phonetic) of the law - so just things that need to be addressed to make this thing spark. And Rail to Trail programs along the LA to Orange County. 714-321-8238. Thank you. (END OF RECORDING)	Connect So Cal is the Regional Transportation Plan for the Southern California Region. This document outlines strategies for addressing active transportation safety through infrastructure investment and educational programs that are very much consistent with your comments. Connect So Cal calls for $22.5-billion in active transportation investment over the next 25 years with more than 10% of these funds dedicated to education and encouragement strategies. With Connect So Cal's adoption earlier this year Southern California Association of Governments (SCAG) and it's implementing partners identified establishing new funding strategies to address the active transportation and safety needs for the region. During the 25-year implementation of Connect So Cal, SCAG is committed to working with our partners to ensure these new funds are allocated toward the active transportation and safety strategies outlined in the Plan. While Connect SoCal reflects a comprehensive active transportation investment strategy for the region, please note, the FTIP is a programming document that identifies near-term investments in the region. It is not a complete picture of all the active transportation type projects that are delivered, as active transportation projects that are 100% locally funded or 100% state funded are not required to be programmed in the FTIP. The FTIP only includes federally funded projects and other projects that require federal action. As such, an estimated $1.15 billion is programmed towards active transportation projects in the 2021 FTIP.	11/09/2020 via a call back to Mr. Durfey

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-02	General	11/18/2020	Laura Smith	Private Citizen	Voicemail	RECORDED PHONE MESSAGE - LAURA SMITH LAURA SMITH: Yeah, Pablo. My name is Laura Smith. I left a previous message, but I wanted to leave another one. It wasn't very clear. I was calling again. I wanted to leave a comment on the Open Comment period that runs to December 7th, on the FTIP Draft that runs through December 7th. I am concerned about - listed here for the TCA, it shows their 241 extension running through to the 5 still. And they have said they're formally closing that extension. That is supposed to be a done deal now. The South County Traffic Relief Effort is closed, they are (unintelligible) that, and yet you have this listed here. And that is my comment, and I do need to include that in the Comment Section, and I want it to be listed, and yet, I do not show where we can email our comments. So I need you to inform me where I can do that, and I definitely need you to call me back. My phone number is 949-292-7411. I do work, so if I don't answer, if you can please leave me the email address so I can email my comments, because I do want them to be included in the FTIP 2021, because this is important, because this was put in error, unless the TCA is lying to us. But in their March 2020 TCA meeting, they formally have closed this project. And so I do want to let you know that, and my comments do need to be included into this FTIP 2021 Transportation Improvement Program. Okay. Thank you very much. Bye. (END OF RECORDING)	The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC South Project is depicted in the 2021 FTIP as a study only project with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. The project has been deleted from the currently approved 2019 FTIP via Amendment #19-29 and will be deleted in 2021 FTIP via Amendment #21-01 as submitted by Orange County Transportation Commission (OCTA).	11/18/2020 via a call back to Ms. Smith
21-03	General	11/30/2020	Abhijit Bagde	Caltrans	Email	Technical Appendix Volume II of III, Section IV, Attachment E, Expedited Project Selection Procedures: Please remove Highway Maintenance (HM) Program from the list as this program has been discontinued.	Comment Noted. The text on Highway Maintenancey (HM) Program has been removed from Technical Appendix Volume II of III, Section IV, Attachment E, Expedited Project Selection Procedures.	11/30/2020
21-04	General	11/30/2020	Abhijit Bagde	Caltrans	Email	Technical Appendix Volume II of III, Section IV, Attachment F, Amendment Approval procedures: Please correct the year in the paragraph "Additionally, ...March 4, 2021".	Comment Noted. The text has been revised.	11/30/2020
21-05	General	11/30/2020	Abhijit Bagde	Caltrans	Email	Technical Appendix Volume II of III, Section VII, Performance Measures: Thank you for providing comprehensive analysis on SCAG's efforts in achieving performance measures targets. Please refer to the information discussed at the November 17, 2020 CFPG meeting. Please complete and include the template (in excel) along with the final 2021 FTIP.	Comment noted. The Performance Measures matrix will be completed as requested with the applicable performance measure target information using the template provided and will be proveded as a separate Excel document to Caltrans.	11/30/2020

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-06	General	11/30/2020	Abhijit Bagde	Caltrans	Email	Please clarify if public involvement activities and time established for public review and comment for the FTIP satisfy the Program of Projects (POP) requirements of the FTA 5307 Program.	Comment Noted. SCAG's Section 5307 Program of Projects (POP) is posted on the FTIP website (https://scag.ca.gov/fta-program-projects) and updated with each amendment. https://scag.ca.gov/sites/main/files/file-attachments/19-29_public_notice.pdf?1606266188	11/30/2020
21-07	General	11/30/2020	Abhijit Bagde	Caltrans	Email	Technical Appendix, Volume III of III, Part A/Part 2 of 3: What is the purpose of projects included under "100% Prior Years" section.	Comment Noted. This is to highlight major projects that are included in the FTIP as informational given that all the funding is showing in Prior Years and projects are still moving forward to completion.	11/30/2020
21-08	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	SHOPP: Funding programmed is not consistent with the SHOPP Report sent to SCAG on June 11, 2020. Please clarify. Also, funding for the SHOPP grouped project listings may be updated prior to adoption by SCAG's Commission. Let me know when you need the latest SHOPP project report generated from CTIPS.	Comment Noted. SHOPP Projects will be updated via Amendment #21-01 per latest SHOPP listings provided by Caltrans on 12/8/20.	11/30/2020
21-09	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	State Minor Program: Projects for this program are selected annually. Please clarify why revenue and programming information is included for FY 2022/23 and FY 2023/24.	Comment noted. Per agency, State Minor Program funding was programmed in FY's 2022/23 and 2023/24 on project FTIP ID# RIV110122 for informational purposes only. The project will be revised in Amendment #21-01 to remove funding from FY's 2022/23 and 2023/24.	11/30/2020
21-10	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	CMAQ and STBGP Apportionments: Notate in the footnote information regarding borrowing/loaning per FY.	Comment Noted. Footnote has been added to the Financial Plan regarding CMAQ/STBG loans.	11/30/2020
21-11	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	Update Highway Bridge Program (HBP) information per information transmitted on November 9, 2020.	Comment Noted. HBP programming updates will be reflected under A21-01 per latest HBP listings transmitted to SCAG and County Transportation Commissions on November 9, 2020	11/30/2020

Attachment: Draft Comment/Response Matrix for the Draft 2021 FTIP

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-12	Financial Summary	11/30/2020	Abhijit Bagde	Caltrans	Email	FTA 5310 Program: Projects for this program are selected annually. Please clarify why revenue and programming information is included for FYs 2022 - 2024.	Comment Noted. Per agencies using FTA 5310 funds, "while it's true that the statewide 5310 apportionments are programmed on an annual basis, Caltrans has provided regions with the options of either allowing Caltrans to program the 5310 large urban apportionment, or doing it themselves. Counties in the SCAG region have elected to do their own program. There is no FTA prohibition against designated recipients approving multi-year programs rather than on an annual basis. Therefor, regions that have elected to manage their own 5310 apportionments, funds can be programmed in multiple years.	11/30/2020
21-13	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	Update Highway Bridge Program (HBP) funding for all HBP Grouped Projects per information transmitted on November 9, 2020.	Comment Noted. HBP Projects will be updated under A21-01 per latest HBP listings transmitted on November 9, 2020	11/30/2020
21-14	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	IMP100101, ORA040607, SBD59303: Verify planning studies (non-transportation capital) are included in the Overall Work Program. Planning studies do not need to be listed in the FTIP.	Comment Noted. Per SBCTA - SBD59303 is a STIP Funded Project. The CTC included in the FTIP b/c it's a STIP project and is used for allocation. Per OCTA - ORA040607 is a STIP PPM and the CTC included in the FTIP b/c it's a STIP project and is used for allocation. Per ICTC - IMP100101 - is a STIP PPM and the CTC included in the FTIP b/c it's a STIP project and is used for allocation. The projects are submitted by the County Transportation Commissions via the bottoms up approach in accordance with AB1246.	11/30/2020
21-15	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	SHOPP Grouped Projects: See Comment No. 1 (Comment ID 7) under Financial Summary above.	Comment Noted. Latest SHOPP funding will be updated via the SHOPP projects in Amendment #21-01 which will be submitted for approval concurrently with 2021 FTIP.	11/30/2020
21-16	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	RIV190901: Please update the programming per updated 2020 SHOPP as shown below in Amendment No. 1.	Comment Noted. Per RCTC - Staff has worked with the Caltrans SHOPP/FTIP manager at district 8 to update this project through 19-27 and the change is also being reflected through 21-01 as well.	11/30/2020
21-17	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	VEN131202: Total project cost shall include cost of all the phases.	Comment Noted. Per VCTC - The estimated total project cost is $150 million for this project. In FTIP with ENG Phase for PA&ED Only. CTC will update the Total Project Cost field in A21-01.	11/30/2020

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-18	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	ORA120535: Include cost of construction phase in the total project cost.	Comment Noted. Per OCTA - City Segment is a STIP Project that is only funded through PS&E. We don't have a Total Project Cost or construction cost right now	11/30/2020
21-19	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	ORA191501: Clarify if toll credits are used in lieu of match funds.	Comment Noted. Transit Development Credits amount and FY match is listed in the project description for CMAQ funding.	11/30/2020
21-20	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	LAE0732: Provide detailed description of the project scope.	Comment Noted. Lead Agency has decided to not to move forward with the project and will delete it in A21-01.	11/30/2020
21-21	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	LA0G1118: Update the funding per 2020 STIP as shown below.	Comment Noted. 2020 STIP programming is matching Final Approved Orange Book. LA Metro will update the Programming from FY-20/21 to FY-21/22 under A21-01.	11/30/2020
21-22	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	Various SB1 funding programs: When uploading projects from various SB1 funding programs in CTIPS please map these fund types with the CTIPS fund type shown below.	Comment Noted. All SB1 funding programs are mapped correctly in CTIPs.	11/30/2020
21-23	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	ORA131303: Include the cost for the construction phase in the total project cost.	Comment Noted. Per OCTA - This project is currently only funded through PS&E We don't have a Total Project Cost or construction cost right now.	11/30/2020
21-24	Project Listings	11/30/2020	Abhijit Bagde	Caltrans	Email	IMPL519: This SHOPP grouped project is listed under the Local Highway Section for the Imperial County.	Comment Noted. ICTC will update the System from Local to State in Amendment A21-01.	11/30/2020
21-25	General	12/2/2020	Martha Masters	Riverside County Transportation Commission	Public Comment at Hearing #2	MARTHA MASTERS: Great. Thank you. My name is Martha Masters, with the Riverside County Transportation Commission, and on behalf of RCTC, I wanted to thank SCAG staff. Through this very complex and lengthy process, you guys have been very helpful. Thank you for your guidance. Thank you for your patience. And I'm so glad we're, we're here now, and really appreciate your help. Thank you.	Comment Noted	12/2/2020

Comment ID	Category	Comment Date	Name	Affiliation	Method	Comment	Response	Acknowledgment of Receipt
21-26	General	12/6/2020	Michelle Schumacher	Private Citizen	Email	Good afternoon. I write to submit comments for the 2021 Federal Transportation Plan. I am highly dismayed to see the below two projects included for the 2021 FTIP - the Transportation Corridor Agency voted NOT to pursue either of these projects in March 2020 by a unanimous board vote. Both projects are TOO damaging and will take out to many homes and business and should have never been considered, not to mention the watershed, ocean run off and habitat removal and being on top of our children schools. Toll roads are economic discrimination not only the rich deserve mobility and these outrageous service of mobility for the healthy needs to stop. Please do not include these insidious proposals in the FTIP. Also we are highly concerned about your RNHA numbers, it is clear that the TCA is wants the development fees to keep up the $5,000 dollar golf games and $35,000 for one dinner or to pay thier consultants $185 to read the news, however, this type of high density you are trying to force on sleepy bedrooms communities is ridiculous. If you want to turn all of Souther California into an urban hell then just move to San Francisco or New York - that type of density makes no sense for Southern California with our limited water resources and the continued decrease in quality of life with the sprawl. Thank you for including my comments for the consideration of the FTIP. You know tolling our freeways seems like a new tax that should be voted on. Michelle	The FTIP is based on project submittals from local and regional agencies. SCAG cannot unilaterally delete or change projects that are contained in the FTIP unless inconsistent with the RTP. The FTC South Project is depicted in the 2021 FTIP as a study only project with funding programmed for preliminary project definition efforts. There are no right of way or construction funds programed for this study. The project has been deleted from the currently approved 2019 FTIP via Amendment #19-29 and will be deleted in 2021 FTIP via Amendment #21-01 as submitted by Orange County Transportation Commission (OCTA).	12/7/2020