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INNOVATING FOR A BETTER TOMORROW

DRAFT 2021
FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

EXECUTIVE SUMMARY

VOLUME I OF III

FY 2020/21 - 2025/26

November 2020

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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June 30, 2020

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 transportation 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.

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).

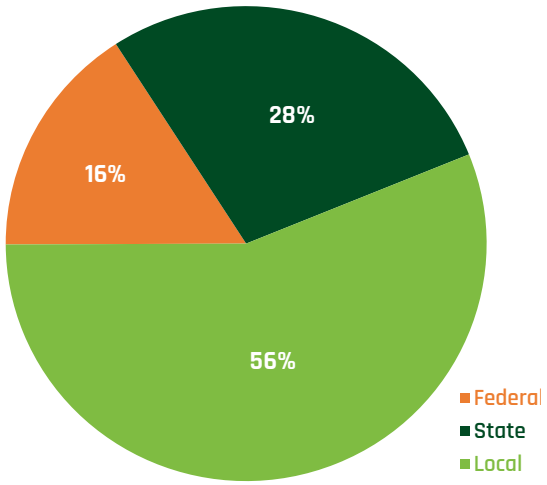
The following charts and tables demonstrate how these funds are distributed based on funding source, program, and county.

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)

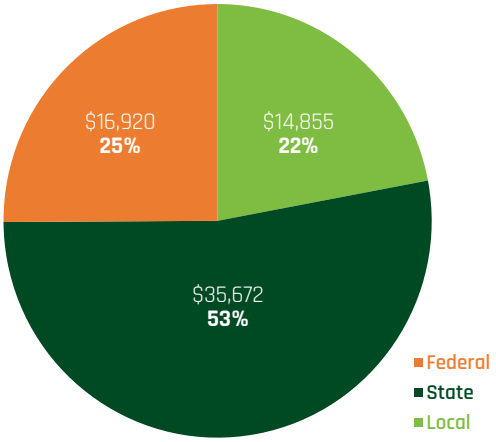
	FEDERAL	STATE	LOCAL	TOTAL
2020/21	$1,967,541	$5,305,507	$3,975,931	$11,248,979
2021/22	$1,187,249	$2,119,643	$3,558,508	$6,865,400
2022/23	$1,254,329	$502,695	$2,662,077	$4,419,101
2023/24	$717,156	$479,997	$3,744,516	$4,941,669
2024/25	$265,100	$1,234,697	$2,465,258	$3,965,055
2025/26	$240,289	$241,466	$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

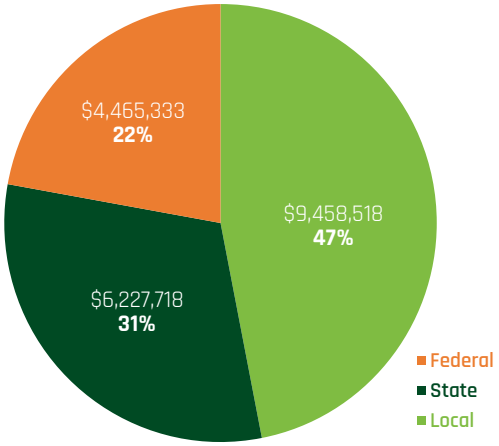


The six pie charts shown below summarize the funds programmed in the 2021 FTIP for each county in the SCAG region by federal, state, and local funding sources.

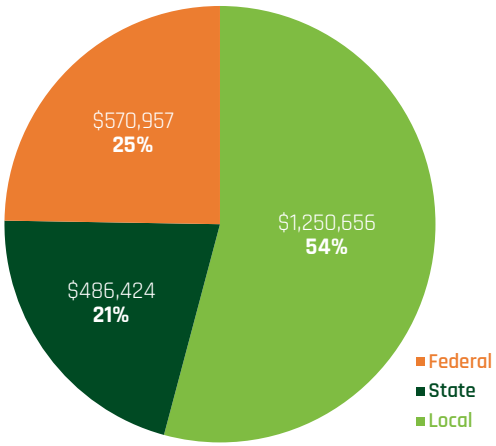
IMPERIAL COUNTY: $67,447 (in $000's)



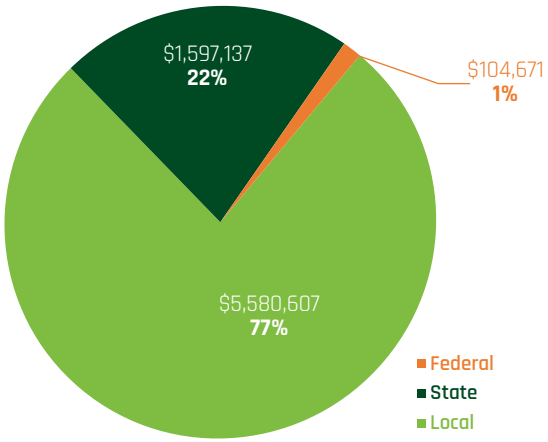
LOS ANGELES COUNTY: $20,151,569 (in $000's)



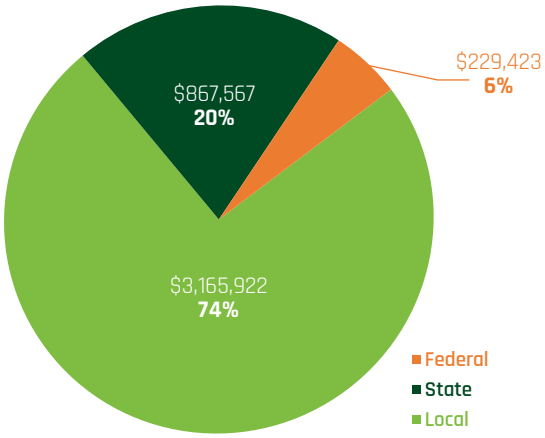
ORANGE COUNTY: $2,308,037 (in $000's)



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)

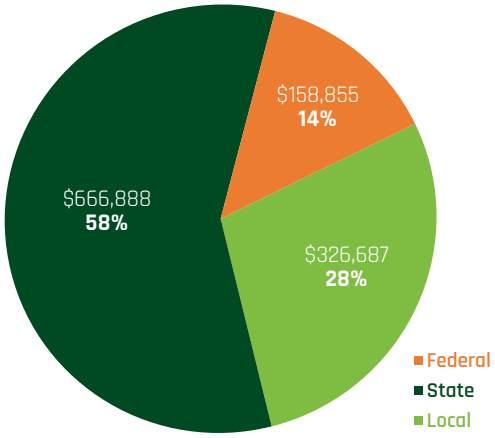


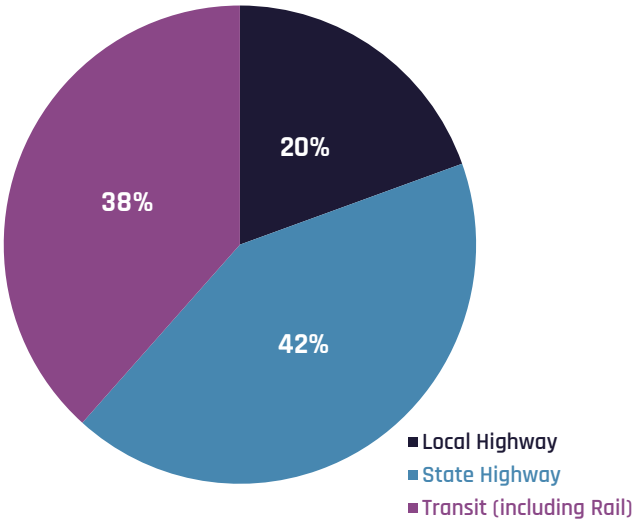
FIGURE 2 summarizes the funds programmed in the local highways, state highways, and transit (including rail) programs. **FIGURE 2** (and its accompanying pie chart) illustrate that 42 percent of the total $35.3 billion in the 2021 FTIP is programmed in the State Highway Program, 20 percent in the Local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

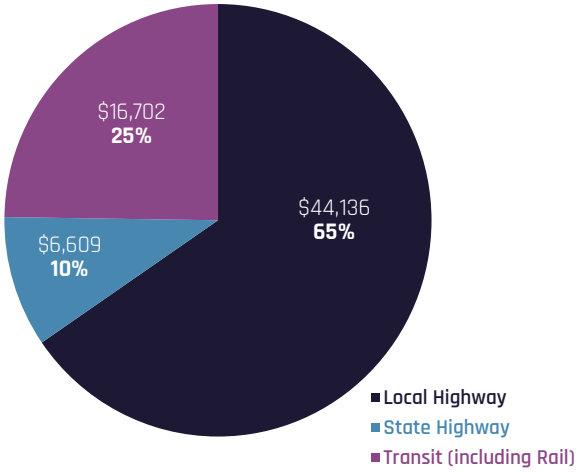
	LOCAL	STATE	TRANSIT (INCLUDING RAIL)	TOTAL
2020/21	$1,909,560	$5,399,986	$3,939,433	$11,248,979
2021/22	$1,023,299	$3,092,629	$2,749,472	$6,865,400
2022/23	$570,324	$1,220,181	$2,628,596	$4,419,101
2023/24	$684,967	$1,366,716	$2,889,986	$4,941,669
2024/25	$1,130,418	$2,101,509	$733,128	$3,965,055
2025/26	$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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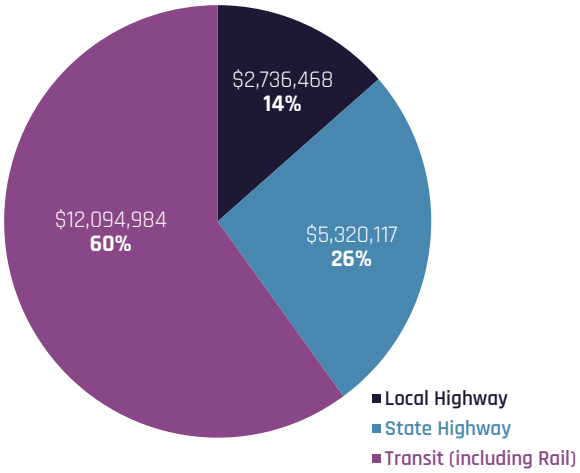

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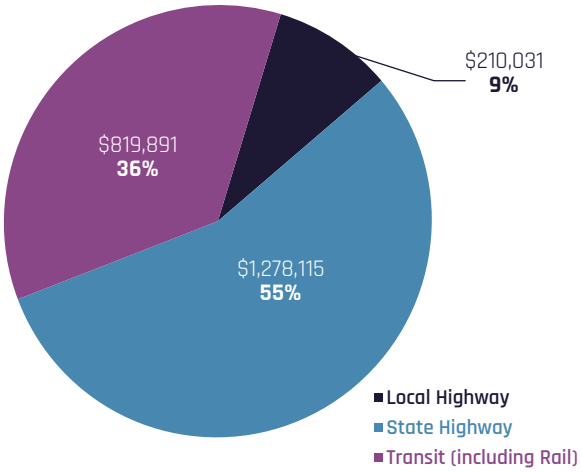

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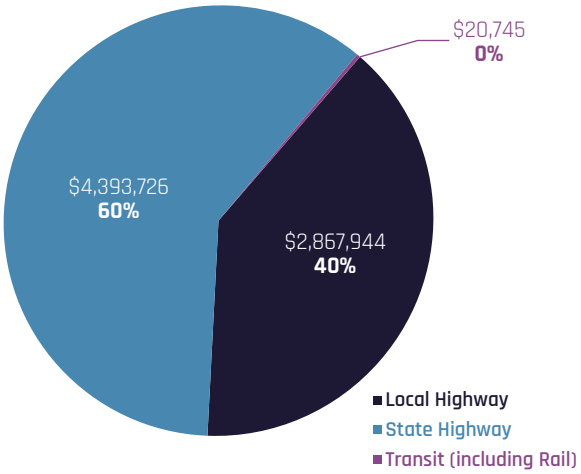

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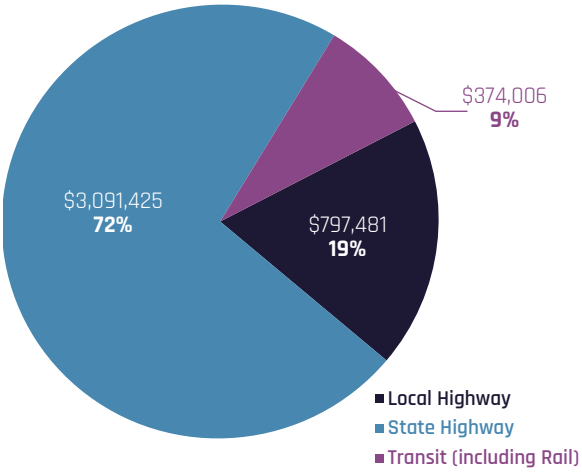
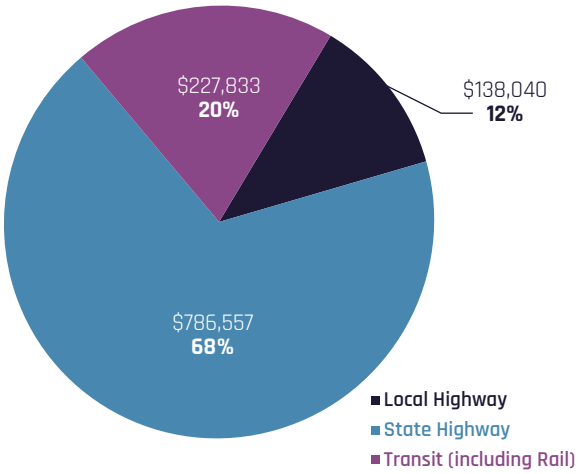


VENTURA COUNTY: $1,152,430 (in $000's)



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: **www.connectsocal.org/Documents/Adopted/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/Documents/Final2018PPP.pdf**.

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 will be released for a 30-day public review period. During the public review period, two public hearings will be 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 will be held virtually via Zoom. These public hearings will be noticed in numerous newspapers throughout the region. The notices will be published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices are included in Section V of the Final Technical Appendix). The 2021 FTIP will be 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.

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:
www.connectsocal.org/Documents/Adopted/fConnectSoCal_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: **ftip.scag.ca.gov/Documents/D2021-FTIP_TA_Sec07.pdf**.

PROGRAMMING INVESTMENTS

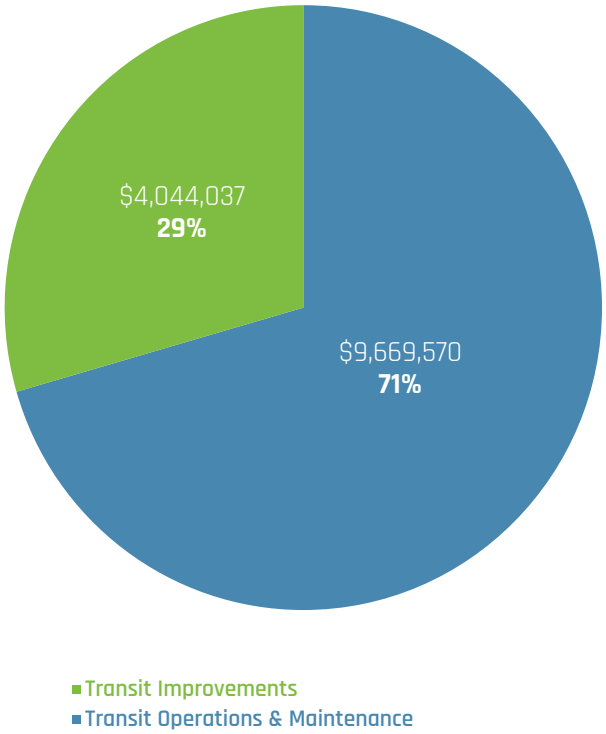
The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2020 RTP/SCS (Connect SoCal). The 2021 FTIP funding breakdown (**FIGURE 4**) shows the region's transportation priorities, with an emphasis on operations and maintenance of the existing regional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

FIGURE 4 2021 FTIP AMOUNT PROGRAMMED (IN $ MILLIONS)

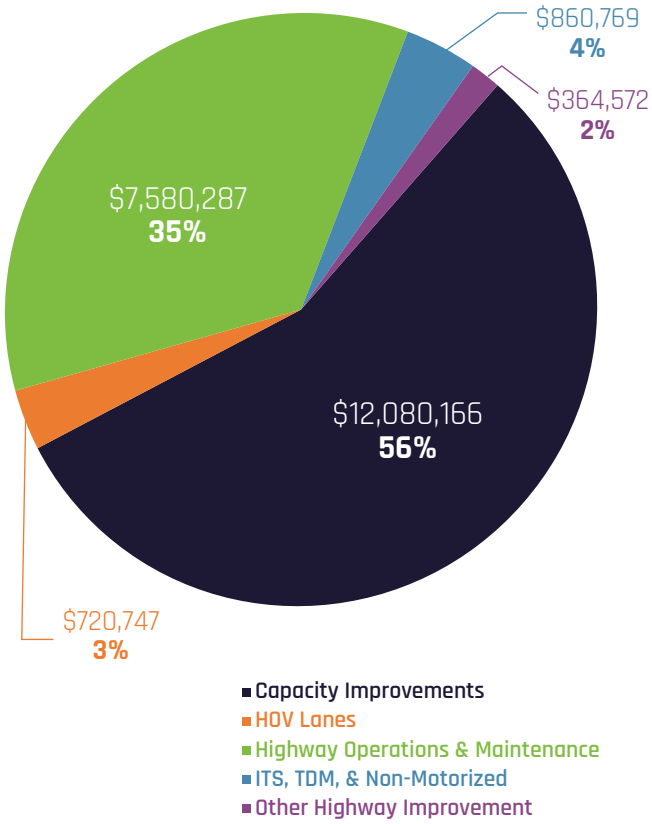
Transit Improvements	$9,670
Transit Operations and Maintenance	$4,044
Highway Improvements	$12,801
Highway Operations and Maintenance	$7,580
ITS, Transportation Demand Management, and Active Transportation	$861
Other	$365

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

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 21-48 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 **http://scag.ca.gov/Documents/Final2018PPP.pdf**. 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 draft conformity analysis will be released for a 30-day public review on November 6, 2020. Two public hearings will be held, 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 will be held virtually via Zoom. The 2021 FTIP will also be 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 will be documented and responded to accordingly.

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.

SCAG™

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