

FINAL 2025

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

EXECUTIVE SUMMARY VOLUME I OF III

SEPTEMBER 2024





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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2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM EXECUTIVE SUMMARY

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ABOUT SCAG

SCAG is the nation's largest metropolitan planning organization (MPO), representing six counties, 191 cities and more than 19 million residents. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California now and in the future.

VISION

Southern California's Catalyst for a Brighter Future

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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.



INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program of all surface transportation projects that will receive federal funding, are subject to a federally required action, and/or are regionally significant¹ regardless of funding source. The Southern California Association of Governments (SCAG) 2025 FTIP is a comprehensive listing of such transportation projects proposed over federal fiscal years (FFY) 2024/25 through FFY 2027/28 for the region, with the last two years FFY 2028/29 and FFY 2029/30 provided for informational purposes. As the metropolitan planning organization 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 with the purpose of implementing 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 emissions. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, high occupancy toll (or express) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized (including active transportation) projects.

The FTIP is developed principally through a bottom-up process by which the six county transportation commissions (CTCs) work with their local agencies and public transportation operators, as well as the general public, to develop their individual county Transportation Improvement Programs (TIPs) for inclusion into the regional FTIP. SCAG developed the 2025 FTIP in partnership with the CTCs and Caltrans.

The projects included in the 2025 FTIP are consistent with the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy and subsequent amendments. The FTIP is developed to incrementally implement the programs and projects contained in Connect SoCal 2024.

¹ Regionally significant refers to projects defined in the U.S. EPA's Transportation Conformity regulations as projects having an impact on regional travel, emissions, and air quality.



PROGRAM SUMMARY

The 2025 FTIP includes 1,128 projects programmed at \$38.8 billion over the next six years. By comparison, the total programming for the 2023 FTIP was \$35.9 billion. The 2025 FTIP shows that around \$1.4 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Volume III – Part A of the 2025 FTIP). In addition, the 2025 FTIP reflects roughly \$17.3 billion in secured funding (see listing of "100% Prior Years" in Volume III – Part A of the 2025 FTIP).

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

TABLE 1 is a summary of funding sources categorized as federal, state, and local sources. Of the programmed total, 21 percent is from federal funds, 24 percent from state funds, and 55 percent from local funds. This reflects an increase in federal funds compared to the 2023 FTIP.

The six pie charts shown in FIGURE 1 summarize the funds programmed in the 2025 FTIP for each CTC in the SCAG region by federal, state, and local funding sources.² The variance in funding sources between CTCs can be attributed in large part to the presence of local sales tax measures and federal grants to be allocated during the six years of the 2025 FTIP.

TABLE 2 summarizes the funds programmed in the local highways, state highways, and transit (including rail) programs. It shows that 23% of the total \$38.8 billion programmed in the 2025 FTIP is programmed on local streets and roads, 35% in the State Highway Program, and 42% in transit projects. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II) of the 2025 FTIP.

² Totals do not reflect projects programmed under "Various" counties.

TABLE 1 SUMMARY OF 2025 FTIP BY FUNDING SOURCE (IN 000'S)

Year	FEDERAL	STATE	LOCAL
2025	\$2,979,465	\$3,444,167	\$6,106,501
2026	\$2,043,244	\$2,647,052	\$4,569,947
2027	\$1,261,782	\$1,642,839	\$4,734,554
2028	\$898,971	\$1,061,991	\$4,568,253
2029	\$535,556	\$412,567	\$634,552
2030	\$535,498	\$103,949	\$651,913
TOTAL	\$8,254,516	\$9,312,565	\$21,265,720
% of TOTAL	21%	24%	55%

TABLE 2 SUMMARY OF 2025 FTIP BY SYSTEM (IN \$000'S)

Year	LOCAL	STATE	TRANSIT	TOTALS
2025	\$2,983,186	\$3,436,312	\$6,110,635	\$12,530,133
2026	\$1,226,701	\$4,421,849	\$3,611,693	\$9,260,243
2027	\$3,185,059	\$1,378,287	\$3,075,829	\$7,639,175
2028	\$538,326	\$3,740,704	\$2,250,185	\$6,529,215
2029	\$591,867	\$348,140	\$642,668	\$1,582,675
2030	\$362,653	\$286,099	\$642,608	\$1,291,360
TOTAL	\$8,887,792	\$13,611,391	\$16,333,618	\$38,832,801
% of TOTAL	23%	35%	42%	

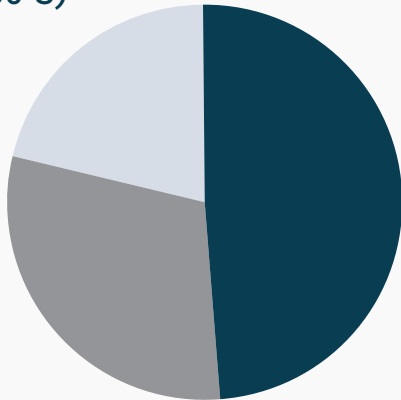
FIGURE 1 2025 FTIP PROGRAM FUNDING FOR EACH COUNTY

IMPERIAL COUNTY
\$39,525 (in \$000'S)

FEDERAL
\$19,207 | 49%

STATE
\$11,852 | 30%

LOCAL
\$8,466 | 21%

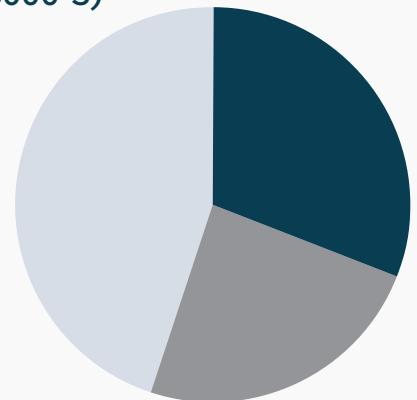


LOS ANGELES COUNTY
\$22,228,523 (in \$000'S)

FEDERAL
\$6,818,319 | 31%

STATE
\$5,456,310 | 24%

LOCAL
\$9,953,894 | 45%

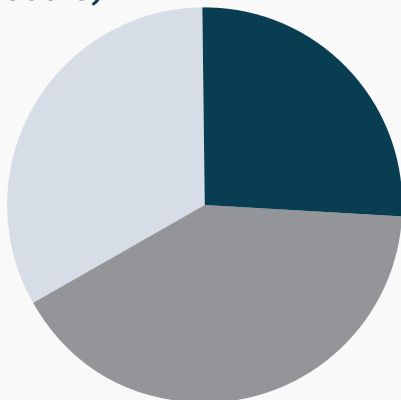


ORANGE COUNTY
\$1,618,409 (in \$000'S)

FEDERAL
\$426,641 | 26%

STATE
\$661,933 | 41%

LOCAL
\$529,835 | 33%

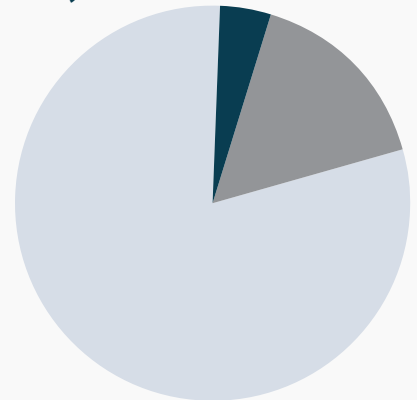


RIVERSIDE COUNTY
\$8,108,426 (in \$000'S)

FEDERAL
\$361,585 | 4%

STATE
\$1,285,269 | 16%

LOCAL
\$6,461,572 | 80%

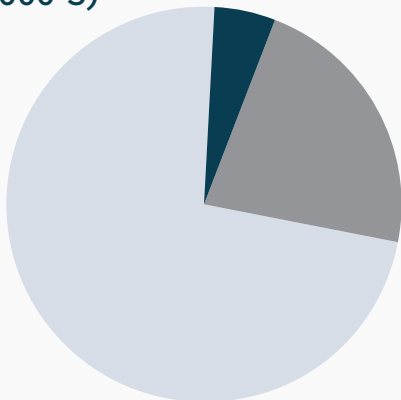


SAN BERNARDINO COUNTY
\$5,417,277 (in \$000'S)

FEDERAL
\$258,932 | 5%

STATE
\$1,224,567 | 22%

LOCAL
\$3,933,778 | 73%

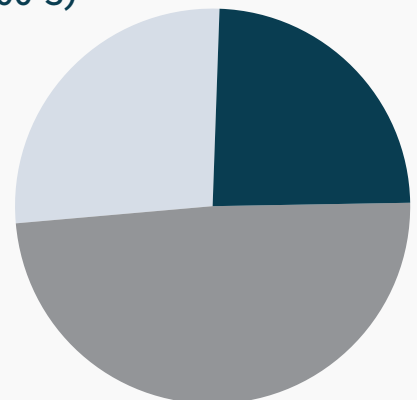


VENTURA COUNTY
\$1,368,621 (in \$000'S)

FEDERAL
\$323,643 | 24%

STATE
\$672,634 | 49%

LOCAL
\$372,344 | 27%



EQUITY AND ENVIRONMENTAL JUSTICE

In July 2020 SCAG's Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG's response to advancing equity. In May 2021, the Regional Council adopted the Racial Equity Early Action Plan (EAP), and since then, SCAG staff have made significant progress on implementing actions included within the EAP,³ including identifying opportunities to incorporate equity analysis in the development of the FTIP.

SCAG continually seeks to improve analysis methods for evaluating the potential regional impacts of the FTIP on vulnerable populations. SCAG highly recommends and supports CTCs and project leads to further consider equity throughout the FTIP and project planning process and will provide guidance and support as needed. Equity criteria should simultaneously consider benefits, burdens, and engagement for a holistic assessment of projects. SCAG will encourage the CTCs to use these resources in selecting and prioritizing projects for inclusion in the county TIPs.

Connect SoCal 2024, approved by the SCAG Regional Council on April 4, 2024, and certified by the Federal Highway Administration and Federal Transit Administration for meeting transportation conformity on April 27, 2024, includes a comprehensive Environmental Justice (EJ) analysis as part of the Equity Analysis Technical Report. The 2025 FTIP is consistent with the policies, programs, and projects included in Connect SoCal 2024, including Regional Transportation Plan amendments, and, as such, the EJ analysis included as part of Connect SoCal 2024 appropriately serves as the EJ analysis for the transportation investments in the 2025 FTIP.

To better understand how the 2025 FTIP could impact disadvantaged communities, SCAG added four equity-focused questions on location-based service, impacts, outreach, and metrics. In a summary of the results, SCAG found that around 80% of 2025 FTIP projects are in, near, or serve a disadvantaged community, 22% of projects include underserved populations in their assessments related to the project, and 22% of projects explicitly involved underserved populations in the project development process. Projects could measure impacts by several potential performance metrics, but primarily through measures of access to everyday destinations, commute time, and bicyclist/pedestrian safety. Finally, just over half of the highway lane miles and two thirds of transit revenue miles of the 2025 FTIP network are in or near SCAG's Priority Equity Communities. For more information about the EJ and equity analyses, see Volume II, Section XII.

³ The latest status report on SCAG's Racial Equity Early Action Plan is Agenda Item 15 of the June 1, 2023 Regional Council Meeting: <https://scag.iqm2.com/Citizens/FileOpen.aspx?Type=1&ID=2422&Inline=True#page=177>

INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

As stated earlier in this document, the 2025 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: <https://scag.ca.gov/sites/main/files/file-attachments/f-2022-public-participation-plan.pdf?1649371860>

SCAG, with the cooperation of the CTCs, TCWG, and other local, state, and federal partners, completed an update to the 2025 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2025 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 2025 FTIP Guidelines were approved by the SCAG Regional Council on November 2, 2023. For additional information on the 2025 FTIP Guidelines, please visit: <https://scag.ca.gov/sites/main/files/file-attachments/final-2025-ftip-guidelines.pdf>

On July 12, 2024, the draft 2025 FTIP was released for a 30-day public review period. Two public hearings were held on the draft 2025 FTIP during the public review period. The first was on July 23 and the second was on July 30. To facilitate public access, the hearings were held in person and virtually via Zoom, permitting either video or telephonic public participation. These public hearings were noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices will be included in Section XIII of the Final Technical Appendix). The 2025 FTIP will be posted on the SCAG website and a link will be shared with libraries throughout the region.

ECONOMIC IMPACTS OF 2025 FTIP PROGRAM EXPENDITURES

THE FTIP INVESTMENT PLAN IN TERMS OF ECONOMIC GROWTH AND JOB CREATION

The FTIP program budget includes comprehensive investments on a mix of transportation projects—state highway, local highway, and transit—planned over a four-year period beginning in FFY 2024/2025 and ending in FFY 2029/2030. The job impacts of these regional transportation system investments were estimated using the REMI TranSight model. The TranSight model uses a system of equations based on county-specific information to forecast regional economic changes over time and reacts to new conditions by county and by year.

FTIP expenditures are categorized by function into five broad industries: Construction (NAICS 23), Motor Vehicles

Manufacturing (NAICS 3361), Transit and Ground Passenger Transportation (NAICS 485), Processional, Scientific, and Technical Services (NAICS 54), and Administration and Support Services (NAICS 561). Roughly 80 percent of expenditures, including all of highway improvement and highway operations and maintenance expenditures, are included in the construction category given their similarity. Certain transit, parking, and active transportation infrastructure are considered construction, though these expenditures also include purchases of manufactured vehicles and vehicle parts as well as professional and design services. Other expenditures are administrative in nature or relate to the operation of ground transportation systems. Each category of spending was modeled separately and their impacts summed. Services can be provided outside the county where the spending takes place—for example, if there is insufficient construction labor available in that county it may be provided by workers from a nearby county. Similarly, professional services or the manufacture of transit vehicles may take place outside of the region or state. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis.

Based on the TranSight simulation, over the four-year period, FTIP investments will generate an annual average of 120,921 jobs in the six-county SCAG region as shown in TABLE 3.

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 3,059 jobs per year on average. This shows that transportation investment in the SCAG region is important for job creation in Southern California and beyond.

These impacts are primarily related to the construction and maintenance-related benefits of the 2025 FTIP, or the economic and job creation impacts of the direct investment in transportation infrastructure.

Connect SoCal 2024 includes an additional analysis of efficiency gains in worker and business economic productivity and goods movement that will benefit economic development and create competitive advantages for the SCAG region in the global economy. Projects that reduce congestion may help firms produce at lower cost or allow

those firms to reach larger markets or hire more highly skilled employees. A robust regional economy, with a well-functioning transportation system, provides a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region.

Over time, these transportation network efficiency benefits become even 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 Connect SoCal 2024 estimated that direct investments in the regional transportation system will generate an average of 279,000 new jobs per year through 2050 and \$19.4 billion in economic value (regional Gross Domestic Product, measured in 2023 dollars). Connect SoCal 2024 will generate an average of 465,000 new jobs per year and \$46.1 billion in economic value when including the regional transportation network efficiency improvements derived from full implementation.

2025 FTIP PROGRAM PERFORMANCE

The Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) set forth a vision to advance Southern California’s mobility, economy, and sustainability objectives for the next several decades. To help realize this vision, Connect SoCal 2024 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 multimodal performance measures as featured in the Connect SoCal 2024 Performance Monitoring Technical Report: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_performance-measures.pdf.

In addition to the performance metrics used to assess progress toward Connect SoCal 2024 regional objectives, SCAG also monitors regional transportation performance in compliance with federal requirements. The Moving Ahead for Progress in the 21st Century (MAP-21) legislation, signed

TABLE 3 JOBS CREATED ANNUALLY BY 2025 FTIP INVESTMENTS

	FFY 2024-25	FFY 2025-26	FFY 2026-27	FFY 2027-28	ANNUAL AVERAGE
Imperial County	98	59	36	25	55
Los Angeles County	129,797	57,280	48,177	42,358	69,538
Orange County	20,558	10,081	9,972	4,695	11,327
Riverside County	21,545	29,013	28,373	14,258	23,298
San Bernardino County	13,765	12,039	8,625	20,082	13,628
Ventura County	6,328	2,556	1,289	2,130	3,076
SCAG Region	192,092	111,570	96,473	83,549	120,921

into law in July 2012, established federal requirements for states and metropolitan planning organizations to implement a performance-based approach to transportation system planning and decision-making, and in the development of transportation plans. The Fixing America’s Surface Transportation Act, signed into law in December 2015, and the more recent Infrastructure Investment and Jobs Act (IIJA) signed into law in December 2021, reaffirmed the federal commitment to transportation system performance monitoring. Although SCAG has been using performance measures in its regional planning programs for many years, MAP-21 required the establishment of state and regional performance targets to 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 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 providing reliable truck travel times.
- On-road mobile source emissions for criteria air pollutants.
- Non-single occupancy vehicle mode share.
- Transit system safety.
- Transit asset management.

MAP-21 also requires the FTIP to 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, NHS performance, freight movement, the Congestion Mitigation and Air Quality (CMAQ) program, and NHS pavement and bridge condition. The Final Rule required that state department of transportation (e.g., Caltrans) and metropolitan planning organizations (e.g., SCAG) 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 2025 FTIP will focus on key metrics from Connect SoCal 2024, which includes the federally defined performance measures.

For additional information regarding program performance, please see Section X of the 2025 FTIP Technical Appendix.

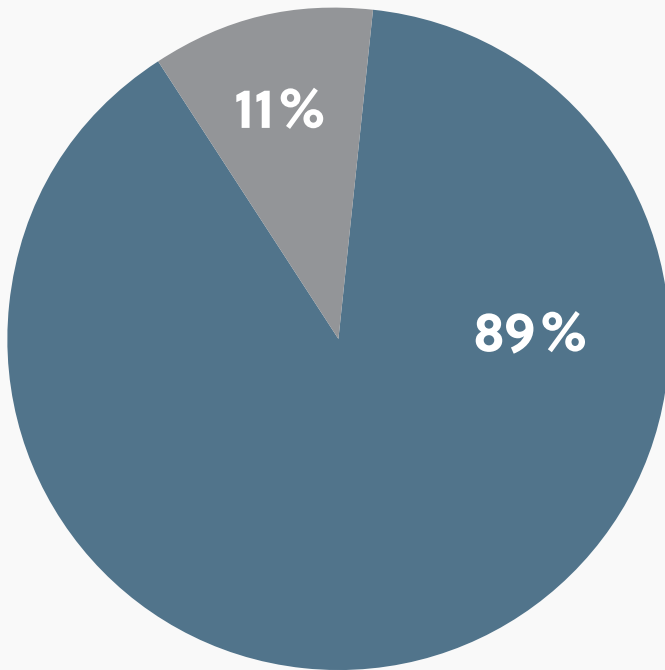
PROGRAMMING INVESTMENTS

The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of Connect SoCal 2024. The 2025 FTIP funding breakdown (TABLE 4 and FIGURE 2) shows the region’s transportation priorities, with an emphasis on operations and maintenance of the existing regional multimodal transportation system. To illustrate the proportion of transportation investment categories as well as the amounts contributing toward capital versus operations and maintenance, the pie charts (FIGURE 2) below summarize 2025 FTIP investments over the six-year period. As the region continues to develop important capital transportation projects, it is equally important to ensure there is ample investments in operations and maintenance to ensure each system’s preservation over time. While TABLE 4 and FIGURE 2 summarize programmed investments, the total cost to maintain and operate the federal-aid system over the six years covered by the 2025 FTIP is projected to be

TABLE 4 2025 FTIP AMOUNT PROGRAMMED (IN \$000S)

PROJECT CATEGORY	PROGRAMMED AMOUNT
Transit Improvements	\$14,255,685
Highway Improvements	\$10,426,822
Highway Operations and Maintenance	\$4,708,644
High Occupancy Vehicle (HOV)/Express Lanes	\$3,697,488
Road Improvements	\$2,196,920
Intelligent Transportation Systems, Travel Demand Management and Non-Motorized	\$1,840,407
Transit Operations and Maintenance	\$1,706,835
TOTAL AMOUNTS	\$38,832,801

TRANSIT INVESTMENT: \$15.963 BILLION



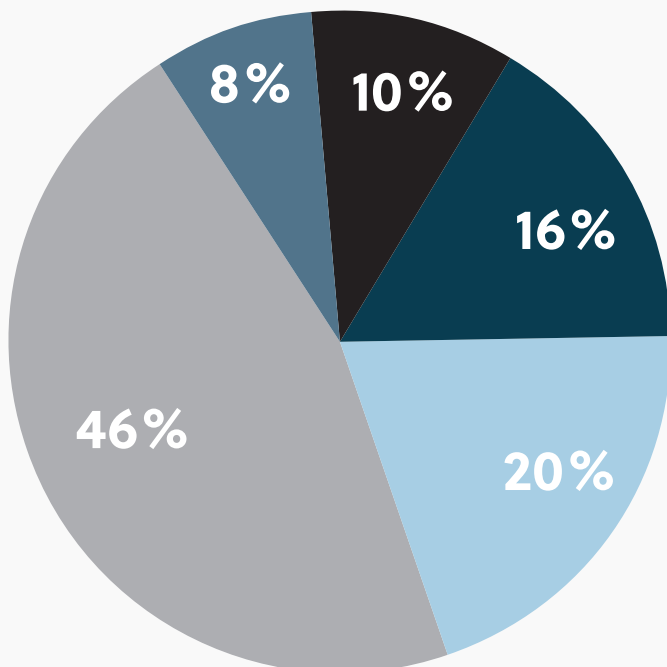
TRANSIT OPERATIONS & MAINTENANCE

\$1,706,835

TRANSIT IMPROVEMENTS

\$14,255,685

HIGHWAY/ROAD INVESTMENT: \$22.870 BILLION



ITS, TDM & NON-MOTORIZED

\$1,840,407

ROAD IMPROVEMENTS

\$2,196,920

HOV

\$3,697,488

HIGHWAY OPERATIONS & MAINTENANCE

\$4,708,644

HIGHWAY IMPROVEMENTS

\$10,426,822

nearly \$60 billion. Details on the projected operations and maintenance costs, available revenues, and strategies to ensure sufficient funding can be found in the Connect SoCal 2024 Transportation Finance Technical Report at <https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-transportation-finance-final-040424.pdf?1712262316>.

Included in the Highway Improvements category above is an estimated \$2.6 billion programmed towards active transportation projects, which are projects that encourage human powered transportation modes like biking and walking. This represents a nearly 50 percent increase from the 2023 FTIP. 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. Active transportation projects that are 100 percent locally funded or 100 percent 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. Active transportation project budgets tend to be smaller, and local agencies often prefer state or locally generated funds, which can be

expended more quickly than federal funds. However, the adoption of IJIA in 2021 brought increased federal funds to the California Active Transportation Program (ATP). While ATP Cycle 6 increased from \$111 million per year to \$163 million per year, representing nearly 50 percent more funds available to agencies across the state, ATP Cycle 7 averaged \$142 million per year available to agencies across the state.

TABLE 5 provides a breakdown of how the \$2.6 billion programmed in the 2025 FTIP is allocated to different ATP project types in the region. The 2023 FTIP breakdown is provided for comparison. In addition to the amount currently programmed, Cycle 7 of ATP grants will be programmed once they are adopted by the California Transportation Commission, thereby increasing overall FTIP investments towards active transportation. Based on previous ATP funding cycles, it is estimated that the SCAG region will see as much as \$260 million in additional active transportation funding for the region, bringing the total investment to approximately \$2.9 billion.

Connect SoCal 2024 calls for increases in active transportation funding over the 26-year plan period,

TABLE 5 ACTIVE TRANSPORTATION INVESTMENT (IN MILLIONS)

ATP PROJECT TYPE	SCAG REGION 2023 FTIP FFY 2022/23– 2027/28*	PERCENTAGE OF ATP INVESTMENT IN 2023 FTIP	SCAG REGION 2025 FTIP FFY 2024/25 –2029/30**	PERCENTAGE OF ATP INVESTMENT IN 2025 FTIP
Bicycle & Pedestrian Infrastructure	\$537.7	31.6%	\$1,715.8	65%
Dedicated Bicycle Infrastructure	\$236.2	13.9%	\$211.5	8%
Dedicated Pedestrian Infrastructure	\$122.7	7.2%	\$212	8%
First Mile/ Last Mile Strategies	\$139.8	8.2%	\$101	4%
Bicycle Detection & Traffic Signals	\$2.3	<1%	\$21	1%
Safe Routes to Schools/Education	\$2.5	<1%	\$93	4%
Planning	\$3.6	0.2%	\$23	1%
ATP as Part of Larger Project (est. average 10% of total cost)	\$655.4	38.5%	\$261.3	10%
TOTAL AMOUNTS	\$1,700.2	10%	\$ 2,638.5	

* Excludes ATP Projects for Cycle 6; ** Excludes ATP Projects for Cycle 7

culminating in a total of \$29.2 billion through 2050. Overall, the level of investment described here closely aligns with Connect SoCal 2024 and demonstrates the region is on track to meet its goal.

TRANSPORTATION CONFORMITY

The 2025 FTIP must satisfy the following requirements for compliance with federal transportation conformity regulations: It must be consistent with SCAG's adopted 2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) as amended; it must meet regional emissions analysis test; it must be financially constrained; it must demonstrate timely implementation of transportation control measures (TCMs); and it must go through interagency consultation and public involvement process.

CONFORMITY DETERMINATIONS FOR THE 2025 FTIP

The 2025 FTIP meets all federal transportation conformity requirements and passes the five tests required under the U.S. Department of Transportation Metropolitan Planning Regulations and U.S. Environmental Planning Agency Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2025 FTIP under the required conformity tests.

CONSISTENCY WITH THE 2024 RTP/SCS (CONNECT SOCIAL 2024) TEST

FINDING: SCAG's 2025 FTIP is consistent with the federally approved 2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024) as amended (policies, programs, strategies, and projects) and meets all applicable federal and state requirements and regulations.

REGIONAL EMISSIONS ANALYSIS TESTS

These findings are based on the regional emissions test analyses shown in Section III of the Technical Appendix Volume II.

FINDING: The latest planning assumptions, transportation modeling, and emissions modeling and regional emissions analysis for the 2025 FTIP is identical to those for Connect SoCal 2024 Amendment 1 and updates the regional emissions analysis for Connect SoCal 2024.

FINDING: The 2025 FTIP regional emissions analysis for ozone precursors (2008 and 2015 National Ambient Air Quality Standards (NAAQS)) meets all applicable emission budget tests for all milestone, attainment, and planning horizon years in the Morongo Band of Mission Indians (Morongo); Pechanga Band of Luiseño Mission Indians of the Pechanga Reservation (Pechanga); South Coast Air Basin (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 2025 FTIP regional emissions analysis for particulate matter (PM) 2.5 and its precursors (1997, 2006, and 2012 NAAQS) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB (Pechanga excluded under 2012 annual PM2.5 NAAQS).

FINDING: The 2025 FTIP regional emissions analysis for carbon monoxide (CO) meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

FINDING: The 2025 FTIP regional emissions analysis 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 and Imperial County portions).

FINDING: The 2025 FTIP regional emissions analysis for PM10 meet the interim emission test (build/no-build test) for all milestone, attainment and planning horizon years in the MDAB (San Bernardino County portion excluding Searles Valley portion) and Searles Valley portion of San Bernardino County.

FINDING: The 2025 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 in the SSAB (urbanized area of Imperial County portion).

FINANCIAL CONSTRAINT TEST

FINDING: The 2025 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). SCAG's 2025 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.

TIMELY IMPLEMENTATION OF TCMS TEST

FINDING: The TCM project categories listed in the 1994/1997/2003/2007/2012/2016/2022 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 and 2022 Ozone SIPs 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 2025 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: <https://scag.ca.gov/sites/main/files/file-attachments/f-2022-public-participation-plan.pdf>.

In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a primary regional forum for interagency consultation.



MAIN OFFICE

900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
Tel: (213) 236-1800

REGIONAL OFFICES

IMPERIAL COUNTY

1503 North Imperial Ave., Ste. 104
El Centro, CA 92243
Tel: (213) 236-1967

ORANGE COUNTY

OCTA Building
600 South Main St., Ste. 1143
Orange, CA 92868
Tel: (213) 630-1599

RIVERSIDE COUNTY

3403 10th St., Ste. 805
Riverside, CA 92501
Tel: (951) 784-1513

SAN BERNARDINO COUNTY

1170 West 3rd St., Ste. 140
San Bernardino, CA 92418
Tel: (213) 630-1499

VENTURA COUNTY

4001 Mission Oaks Blvd., Ste. L
Ventura, CA 93012
Tel: (213) 236-1960

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