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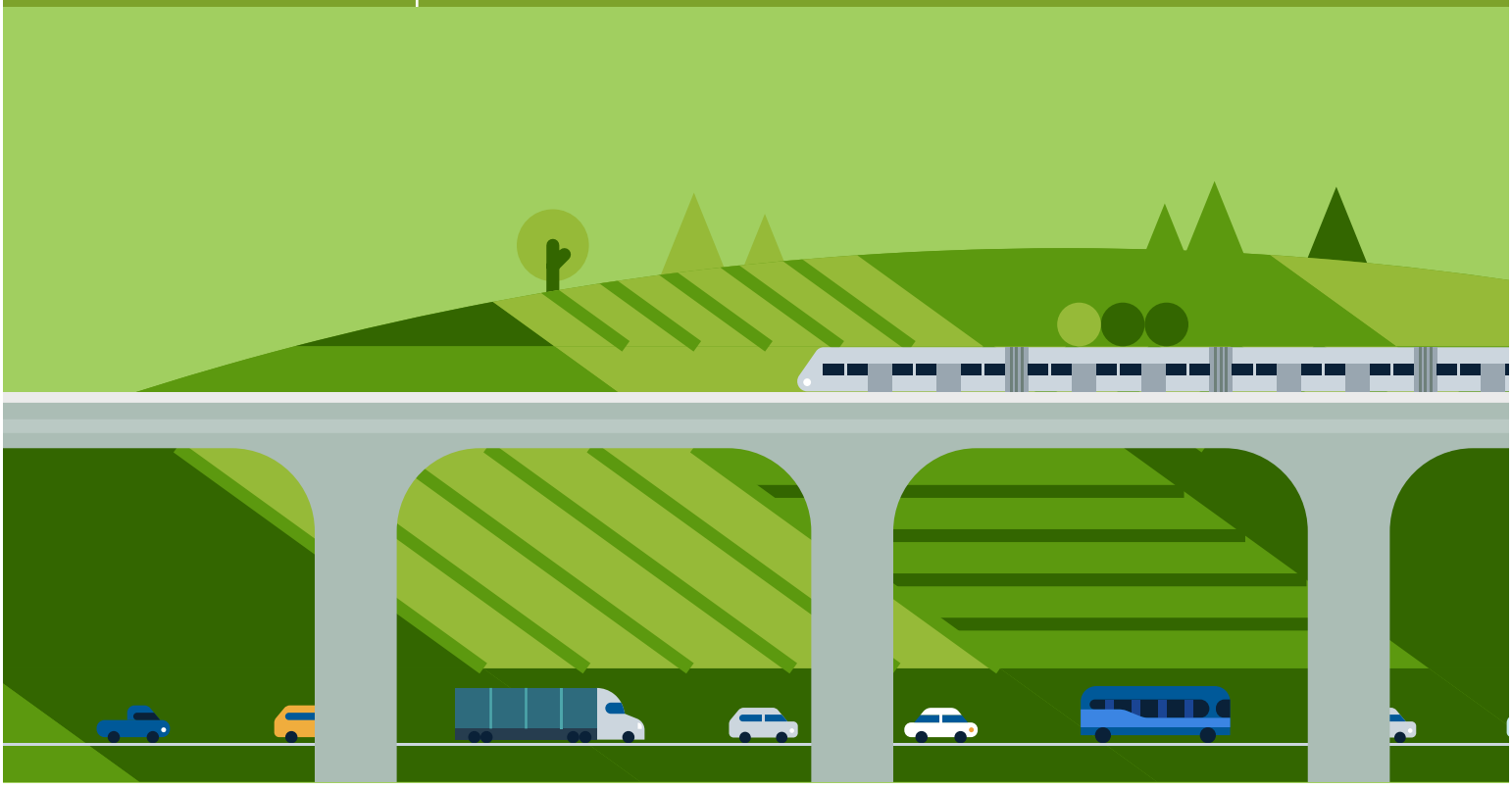

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Section I: Federal Regulatory Requirements

Preface

SCAG, the metropolitan planning organization (MPO) for Southern California, is mandated to comply with federal and state transportation and air quality planning regulations. Federal transportation regulations authorize federal funding for highway, highway safety, transit, and other surface transportation programs. The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various criteria air pollutants.

TRANSPORTATION CONFORMITY REQUIREMENTS

Transportation conformity is required under the federal CAA Section 176(c) to ensure that federally supported transportation activities conform to or are consistent with the purpose of the applicable air quality management plan (AQMP) or State Implementation Plan (SIP). The Transportation Conformity Regulations are found in 40 Code of Federal Regulation (CFR) Part 93. Provisions related to conformity SIPs are found in 40 CFR Section 51.390.

Conformity for the purpose of the SIP means that federally supported transportation plans, programs, and projects are required to not create new violation of the federal air quality standards, worsen the existing violation, or delay the timely attainment of the applicable federal air quality standards. The Transportation Conformity Regulations apply nationwide to areas that are designated nonattainment, and those re-designated to attainment after 1990, maintenance areas, with plans developed for the specific transportation-related criteria air pollutants (40 CFR Section 93.102).

PURPOSE OF THE TECHNICAL APPENDIX

SCAG staff has performed the federally required transportation conformity analyses for the 2027 Federal Transportation Improvement Program (FTIP) and documented in detail in this Technical Appendix. These analyses also update the transportation conformity analysis for Connect SoCal 2024, SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024 RTP/SCS), as amended. The transportation conformity analyses in this document demonstrate that 2027 FTIP complies with applicable federal and state law, including transportation conformity requirements and transportation planning regulations.

TECHNICAL APPENDIX ORGANIZATION

This Technical Appendix contains seven sections that specifically address the transportation conformity analyses required for federal approval:

- **Section I** describes the federal regulatory framework covering regional transportation and air quality planning, the federal CAA designations in the SCAG region, and applicable conformity.
- **Section II** contains a discussion of the latest planning assumptions related to land use & socioeconomic growth forecast, vehicle registrations, TCMs and other mobile source SIP measures, interagency consultation and public involvement, and transportation modeling.

- **Section III** documents the regional emissions modeling and analysis including summary and detailed tables of emissions test results for all nonattainment and maintenance areas within the SCAG region.
- **Section IV** summarizes the financial constraint analysis from the Transportation Finance Technical Report.
- **Section V** lists the timely implementation status of all applicable transportation control measures (TCMs) in the SCAG region.
- **Section VI** provides an overview of the interagency consultation and public involvement process as documented in the Public Participation Technical Report.
- **Section VII** reports on the major findings and summary conclusion of the transportation conformity analysis for the 2027 FTIP. This Section also includes major references, exhibits, and the 2027 FTIP Analysis Checklist.

The financial constraint finding in this Technical Appendix is based on the Financial Plan in Section VIII of the 2027 FTIP. This Technical Appendix also references to Project Listing (Volume III) for information on individual transportation projects in the 2027 FTIP.

1. Federal Transportation and Air Quality Planning Requirements

The federally required transportation conformity analysis and findings for the 2027 FTIP are set forth in the following sections. The analysis is in compliance with applicable federal Transportation Conformity Regulations and federal CAA requirements. Federal transportation law authorizes federal funding for highway, highway safety, transit, and other surface transportation programs. The federal CAA (42 U.S. Code Sections 7401 to 7671q) establishes National Ambient Air Quality Standards (NAAQS) and planning requirements for various criteria air pollutants.

1.1 REGIONAL TRANSPORTATION PLAN (RTP) AND FEDERAL TRANSPORTATION PROGRAM (FTIP)

Federal transportation law requires that SCAG develop an RTP for a 20-year minimum period. Additionally, SCAG must develop an FTIP that allocates funds over a four-year period to implement the RTP. In the federally designated nonattainment or maintenance areas, the RTP and FTIP must comply with the transportation conformity requirements of the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations. The biennial FTIP update is produced on an even-year cycle and is consistent with the State Transportation Improvement Program (STIP) cycle.

1.2 DESIGNATION OF FEDERAL NONATTAINMENT AND MAINTENANCE AREAS

EPA may make a federal "nonattainment area" designation to any area that has not met CAA health standards for one or more criteria air pollutants. A nonattainment area designation may require additional air quality controls for transportation plans, programs, and projects. The California Air Resources Board (CARB) recommends the federal nonattainment area boundaries to EPA for final designations. Subsequently, the EPA finalizes and defines the boundaries of the federally designated nonattainment areas for each air pollutant criteria.

A maintenance area is any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

1.3 STATE IMPLEMENTATION PLANS (SIPS)

To comply with the CAA in achieving the NAAQS, the CARB develops SIPs for federal nonattainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and the CARB working with federal, state, and local agencies (including the MPOs). Local air quality management plans (AQMPs) are prepared in response to federal and state requirements.

In California, all SIPs must go through three steps: air district action, CARB action, and finally EPA action. Each air district submits its respective AQMPs/SIPs to the CARB. The CARB is the official state agency that submits the SIPs to EPA for all federal nonattainment and maintenance areas in California.

The SIP includes two important components relative to transportation conformity requirements – motor vehicle emissions budgets (for all criteria air pollutant SIPs) and transportation control measures (TCMs) (for ozone and CO SIPs only). The emissions budgets set an upper limit which transportation activities (for SIP purposes motor vehicles are also known as "on-road mobile sources") are permitted to emit. TCMs, required for Serious and worse ozone nonattainment areas and Serious CO nonattainment areas, are strategies to reduce emissions from on–road mobile sources. The 2027 FTIP must conform to the applicable SIPs [i.e., emissions budgets and TCMs] in the SCAG region.

1.4 FEDERAL TRANSPORTATION CONFORMITY REGULATIONS

Transportation conformity is required under CAA section 176(c) to ensure that federally supported highway and transit project activities "conform to" the purpose of the applicable SIP. Conformity currently applies to areas that are designated nonattainment, and those re-designated to attainment after 1990, maintenance areas, with plans developed for the specific transportation-related criteria pollutants. Conformity for the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. The Transportation Conformity Regulations are found in 40 CFR part 93 and provisions related to conformity SIPs are found in 40 CFR 51.390.

The federal Transportation Conformity Regulations identify general criteria and procedures that apply to all transportation conformity determinations, regardless of pollutant criteria and SIP status. They include:

- Conformity Tests: 40 CFR Sections 93.118 and 93.119 specify tests (motor vehicle emissions budgets and interim emissions) that the RTP/TIP must satisfy in order for a determination of conformity to be found. The federal Transportation Conformity Regulations further require that motor vehicle emissions budgets are approved or found adequate by EPA prior to use for making transportation conformity determinations. The budgets must be used on or after the effective date of EPA's approval or adequacy finding.

- Methodologies, Modeling, and Regional Emissions Analysis: 40 CFR Sections 93.110 specifies that conformity determinations must be based upon the latest planning assumptions in force at the time the conformity analysis begins. This is defined as "the point at which the MPO begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions. New data that becomes available after an analysis begins is required to be used in the conformity determination only if a significant delay in the analysis has occurred, as determined through interagency consultation" (40 CFR Section 93.110(a)). Section II of this Technical Appendix contains a discussion of the latest planning assumptions.

40 CFR Section 93.111 requires that the latest emission estimation models specified for use in SIPs must be used for the transportation conformity analysis. EPA approved Emission FACtors (EMFAC) model version EMFAC2021 for regional transportation conformity analyses in California on Nov. 15, 2022. In addition, the use of EMFAC2021 off-road adjustment factors to remove the estimated emissions benefits attributed to California's Advanced Clean Trucks (ACT), Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations from EMFAC2021 were developed by CARB and approved by EPA on Nov. 21, 2025, for the CAA purposes of SIP development and transportation conformity determinations. The EMFAC2021 with the off-model adjustment factors approved by EPA in November 2025, is in response to the joint resolutions enacted by the Congress under the Congressional Review Act and signed into law on June 12, 2025,, and the latest approved method for modeling emissions available in California, per 40 CFR Section 93.111.

On February 6, 2026, EPA took final action to partially approve and partially disapprove California's Heavy-Duty Inspection and Maintenance (HD I/M) Regulation. EPA's partial approval allows the HD I/M Regulation to become federally enforceable for the CAA purposes of California SIP and transportation conformity determinations with respect to vehicles registered within the State of California. EPA's partial disapproval of the HD I/M Regulation applies to vehicles registered out-of-state and out-of-country. On May 6, 2026, EPA approved the EMFAC HD I/M off-model adjustment factors for use in CAA SIP development and transportation conformity determinations in California. These EMFAC HD I/M off-model adjustment factors are multipliers that are used after applying the Nov. 21, 2025, EMFAC2021 off-model adjustment factors.

Section III of this Technical Appendix describes the emissions modeling and the adjustments used to estimate mobile source emissions and documents the regional emissions analysis. The regional emissions analysis for the draft 2027 FTIP, which is identical to that for the draft Connect SoCal 2024 Amendment 2, uses EMFAC2021 with the adjustment factors approved by EPA on Nov. 21, 2025,, and then the EMFAC2021 HD I/M adjustment factors approved by EPA on May 6, 2026. The interim EMFAC2021 HD I/M off-model adjustment factors previously approved by EPA in May 2023 are not used in the regional emissions analyses.

Transportation conformity determinations for the final 2027 FTIP and final Connect SoCal 2024 Amendment 2 must be based on EMFAC2021 with the federally approved adjustment factors as described above.

- Financial Constraints: 40 CFR Section 93.108 requires that transportation plans and TIPs must be fiscally constrained in order to be found in conformity. Section IV of this Technical Appendix summarizes the Financial Plan and discusses how much money SCAG reasonably expects will be available to support the region's surface transportation investments, ensuring that there is sufficient revenue available to support expenditures identified in the 2027 FTIP.
- Timely Implementation of TCMs: 40 CFR Section 93.113 provides a detailed description of the steps necessary to demonstrate that the RTP and TIP are providing for the timely implementation of TCMs, as well as demonstrate that the plan and/or program is not interfering with this implementation. TCM documentation is included in Section V of this Technical Appendix.
- Consultation: 40 CFR Sections 93.105 and 93.112 require that the transportation conformity determination be made in accordance with the consultation and public consultation procedures. Specifically, MPOs are required to provide reasonable opportunities for consultation with State air agencies, local air quality and transportation agencies, the USDOT and EPA (40 CFR Section

93.105(a)(1)). MPOs are also required to establish a proactive public involvement process, which provides opportunity for public review and comment prior to taking formal action on a conformity determination (Section 93.105(e)). Section VI of this Technical Appendix provides an overview of the approach to compliance with the interagency consultation and public involvement requirement.

2. Federal Clean Air Act Area Designations in the SCAG Region

2.1 AIR BASINS AND AIR DISTRICTS IN THE SCAG REGION

The SCAG region comprises six counties and contains four air basins and five air districts (Exhibits 1 and 2 at the end of this Technical Appendix):

The South Coast Air Basin (SCAB) covers the urbanized portions of Los Angeles, Riverside, and San Bernardino counties as well as the entire County of Orange. With the exception of the Morongo and the Pechanga Areas of Indian Country for the 2008 and 2015 8-hour ozone standards and the Pechanga Area for the 2012 annual PM2.5 standard, the SCAB is within the jurisdiction of the South Coast Air Quality Management District (South Coast AQMD). For the 2008 and 2015 ozone standards and the 2012 PM2.5 standard, the Morongo and the Pechanga Areas of Indian Country within the SCAB are administered by their respective Indian Tribal Governments.

The Ventura County portion of the South Central Coast Air Basin (SCCAB) covers Ventura County and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD).

The Mojave Desert Air Basin (MDAB) covers the desert portions of Los Angeles, Riverside, and San Bernardino counties. A small portion of this air basin is in Kern County and outside of the SCAG region. The SCAG portion of this air basin is under the jurisdiction of three air districts:

- The Mojave Desert Air Quality Management District (MDAQMD) administers portions of the MDAB situated in San Bernardino County and eastern Riverside County. The Riverside County portion is known as the Palo Verde Valley Area.
- The South Coast AQMD administers the portion of MDAB in Riverside County situated between the Salton Sea Air Basin (SSAB) and the Palo Verde Valley Area.
- The Antelope Valley Air Quality Management District (AVAQMD) administers the Los Angeles County portion of the MDAB.

The Salton Sea Air Basin (SSAB) covers all of Imperial County and the eastern portion of Riverside County (excluding the MDAB portion). This air basin is under jurisdiction of two air districts:

- The Imperial County Air Pollution Control District (ICAPCD) administers the Imperial County portion of the SSAB.
- The South Coast AQMD administers the Riverside County portion of the SSAB situated between the SCAB and the MDAB.

2.2 APPLICABLE CRITERIA AIR POLLUTANTS

The 2027 FTIP is subject to transportation conformity requirements for the following three criteria pollutants:

- Carbon Monoxide (CO): a product of automobile exhaust. CO reduces the flow of oxygen in the bloodstream and is particularly dangerous to persons with heart disease.

- Ozone: formed by the reaction between volatile organic compounds (VOC) and oxides of nitrogen (NOx) in the presence of sunlight. Ozone negatively impacts the respiratory system.
- Particulate Matter (PM10 and PM2.5): they are extremely small particles and liquid droplets associated with dust, soot, and combustion products. Particulate pollution has been linked to significant health problems, including aggravated asthma, increases in adverse effects on respiratory systems, chronic bronchitis, decreased lung function, and premature death. Of these, particles with 2.5 micrometer or less in diameter, also known as fine particles or PM2.5, pose the greatest risk to human health.

2.3 FEDERAL NONATTAINMENT AND MAINTENANCE AREAS UNDER VARIOUS NATIONAL AMBIENT AIR QUALITY STANDARDS IN THE SCAG REGION

There are 25 federal nonattainment and maintenance areas in the SCAG region:

- Ventura County Portion of SCCAB: nonattainment for 2008 and 2015 8-hour ozone NAAQSs
- SCAB: nonattainment for 1997 and 2006 24-hour and 2012 (excluding Pechanga) Annual PM2.5 NAAQSs and 2008 and 2015 8-hour ozone NAAQSs (excluding Morongo and Pechanga); maintenance for CO and PM10 NAAQSs
- Morongo Indian Reservation Portion of SCAB: nonattainment for 2008 and 2015 8-hour ozone NAAQSs
- Pechanga Indian Reservation Portion of SCAB: nonattainment for 2008 and 2015 8-hour ozone NAAQSs
- Riverside County Portion of SSAB (Coachella Valley): nonattainment for 2008 and 2015 8-hour ozone NAAQSs; and PM10 NAAQS
- San Bernardino County portion of MDAB (Searles Valley): nonattainment for PM10 NAAQS
- San Bernardino County portion of MDAB (excluding the Searles Valley area): nonattainment for PM10 NAAQS
- Western MDAB (Antelope Valley portion of Los Angeles County and San Bernardino County portion of MDAB): nonattainment for 2008 and 2015 8-hour ozone NAAQSs
- Most of Imperial County Portion of SSAB: nonattainment for 2008 and 2015 8-hour ozone NAAQSs; and maintenance for PM10 NAAQS
- Urbanized area of Imperial County portion of SSAB: nonattainment for 2006 24-hour and 2012 Annual PM2.5 NAAQSs

The boundaries of the nonattainment and maintenance areas are illustrated in Exhibits 3-9 in Section VII at the end of this Technical Appendix.

2.4 APPLICABLE VEHICLE EMISSIONS BUDGET AND ASSOCIATED SIPS

For the 2027 FTIP conformity determination, the applicable motor vehicle emissions budgets are established in the SIPs and approved or found adequate by EPA. Upon final approval or adequacy finding by EPA, the conformity budgets that are currently undergoing review or proposed approval by EPA will supersede the previously approved emission budgets and become applicable emissions budgets.

South Central Coast Air Basin (SCCAB) – Ventura County:

- 2016 Ventura County Air Quality Management Plan (2008 8-hour ozone NAAQS budgets effective March 30, 2020)
- 2022 Ventura County Air Quality Management Plan (2015 8-hour ozone NAAQS budgets under EPA review)

South Coast Air Basin (SCAB):

- 2007 CO State Implementation Plan (Maintenance Plan) (budgets effective June 11, 2007)
- 2010 PM10 State Implementation Plan (Maintenance Plan) (budgets effective July 26, 2013)
- 2018 Updates to the California State Implementation Plan (2008 8-hour ozone NAAQS budgets effective October 31, 2019)
- 2016 South Coast Air Quality Management Plan (2012 annual PM2.5 NAAQS budgets effective December 9, 2020)
- 2022 South Coast Air Quality Management Plan (2015 8-hour ozone NAAQS budgets under EPA review)

Riverside County Portion of Salton Sea Air Basin (SSAB) (Coachella Valley):

- 2003 Coachella Valley PM10 State Implementation Plan (budgets effective April 9, 2004)
- 2022 Coachella Valley 75 ppb 8-Hour Ozone Reasonable Further Progress State Implementation Plan (2008 8-hour ozone NAAQS budgets effective April 12, 2023)
- 2022 South Coast Air Quality Management Plan (2015 8-hour ozone NAAQS budgets under EPA review)

Western Mojave Desert Air Basin (MDAB) (Antelope Valley portion of Los Angeles County and San Bernardino County portion of MDAB):

- 2018 Updates to the California State Implementation Plan (2008 8-hour ozone NAAQS budgets effective Nov. 17, 2021)
- 2022 Western Mojave Desert 70 parts per billion Ozone Attainment Plan (2015 8-hour ozone NAAQS budgets under EPA review)

Imperial County Portion of SSAB:

- Imperial County 2017 State Implementation Plan For The 2008 8-Hour Ozone Standard (2008 8-hour ozone NAAQS budgets effective March 30, 2020)
- Imperial County 2018 Annual Particulate Matter Less Than 2.5 Microns in Diameter State Implementation Plan (2012 annual PM2.5 NAAQS budgets withdrawn by CARB upon request by the Imperial County Air Pollution Control District along with all elements of the Imperial County 2018 PM2.5 SIP, except for the approved 2012 baseline emission inventory)
- Imperial County 2018 Redesignation Request and Maintenance Plan for Particulate Matter Less Than 10 Microns in Diameter (PM10 budgets effective October 19, 2020)

In absence of the applicable emissions budgets for conformity, SCAG must conduct interim emissions tests for regional emissions analysis of the 2027 FTIP (40 CFR Section 93.119). At the present time, there is no federally approved SIP for the following areas:

- San Bernardino County Portion of MDAB excluding Searles Valley (PM10)
- Searles Valley Portion of MDAB (PM10)

On March 9, 2023, CARB requested to withdraw portions of the 2018 Imperial County PM2.5 SIP (except for the approved 2012 baseline emission inventory) from the California SIP based on EPA's determination

that the Imperial County PM2.5 nonattainment area met the 2012 PM2.5 annual NAAQS by the Moderate area attainment deadline. The determination of attainment by the attainment deadline suspends the remaining CAA requirements for an attainment demonstration, reasonable available control measures, reasonable available control technologies, reasonable further progress plan, and contingency measures. Therefore, there is a withdrawn SIP for the following area:

- Imperial County Portion of SSAB (PM2.5)

2.5 APPLICABLE TRANSPORTATION CONTROL MEASURES (TCMS) AND ASSOCIATED SIPS

In the SCAG region, ozone SIPs developed in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin contain TCM strategies and are subject to the TCM analyses required by EPA's Transportation Conformity Regulations. There are no applicable TCMs in any other federal nonattainment or maintenance areas in the SCAG region. The two SIPs with TCM strategies are South Coast AQMD's AQMPs/SIPs for the SCAB and Ventura County's AQMPs/SIPs for the Ventura County portion of SCCAB. For more information on TCMs and timely implementation of the TCMs, see Section V of this Technical Appendix.

2.5.1 SOUTH COAST AQMD'S AQMPS/SIPS (SCAB)

Effective October 31, 2019, EPA approved the 2008 8-hour ozone NAAQS SIP in the 2016 South Coast Air Quality Management Plan. As a result, the TCM strategies incorporated in the 2016 South Coast Air Quality Management Plan/Ozone SIP function as the applicable TCMs for the SCAB for conformity finding purposes until after EPA approves the South Coast AQMD's 2022 AQMP for the 2015 8-hour ozone NAAQS and the 2024 South Coast PM2.5 Attainment Plan for the 2012 annual PM2.5 NAAQS, both of which are currently under EPA review. Upon approval by EPA, the TCM strategies in the South Coast AQMD's 2022 AQMP and 2024 South Coast PM2.5 Attainment Plan would function as the applicable TCMs for the SCAB for conformity finding purposes. It is important to note that the TCM categories in the South Coast AQMD's 2022 AQMP/SIP and 2024 South Coast PM2.5 Attainment Plan are consistent with the TCM categories in the 1994/1997/2003/2007/2012/2016 Ozone AQMPs/SIPs.

It should be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the 1-hour ozone SIP for the SCAB remains applicable.

2.5.2 VENTURA COUNTY'S AQMPS/SIPS (VENTURA COUNTY PORTION OF SCCAB)

The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding with the exception of TCM G – Employee Commute Options (ECO) which was repealed due to federal and state mandates that prohibited ECO. The EPA approved the 1994 Ozone SIP revisions on Jan. 8, 1997. The 2007 Ozone AQMP/SIP revision (which EPA has not taken an action on) makes no changes to previously approved TCMs contained in the amended 1994 SIP. Effective July 27, 2009, EPA took a final action to find that the Ventura County attained the revoked 1-hour ozone standard by its attainment date. Effective January 2, 2013, EPA took another final action to find that the Ventura County attained the 1997 8-hour ozone standard by its attainment date. Effective Nov. 21, 2022, EPA took another final action to find that the Ventura County attained the 2008 8-hour ozone standard by its attainment date.

The 2008 8-hour ozone NAAQS SIP revision to the 2016 Ventura County AQMP was approved by EPA, effective March 20, 2020. As a result, the TCM strategies incorporated in the 2016 Ventura County AQMP/Ozone SIP function as the applicable TCMs for the Ventura County portion of SCCAB for conformity finding purposes until after EPA approves the 2022 Ventura County AQMP, which is currently under EPA review. Upon approval by EPA, the TCM strategies incorporated in the 2022 Ventura County AQMP/SIP would function as the applicable TCMs for the Ventura County portion of SCCAB for conformity finding purposes.

Note that the 2022 Ventura County AQMP makes no changes to previously approved TCM categories contained in 1994, 2007, and 2016 Ventura County AQMPs. It is further noted that the Ventura County SIP does not claim emission reduction credits from TCM projects. They have been included to assist transportation and air quality agencies to identify projects that have the potential of reducing vehicle emissions, vehicle trips, and vehicle miles traveled. It should also be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the 1-hour ozone SIP for the Ventura County portion of SCCAB remains applicable.

2.6 CONFORMITY STATUS OF CURRENT RTP AND FTIP

SCAG received federal approval of the final transportation conformity determination for the 2024 RTP/SCS or Connect SoCal 2024 and the 2023 FTIP Consistency Amendment No. 23-26, covering all nonattainment and maintenance areas in the SCAG region, from the Federal Highway Administration and the Federal Transit Administration (FHWA/FTA) on May 10, 2024. The conformity determination is valid through May 10, 2028.

SCAG received federal approval of the final transportation conformity determinations for the 2025, FTIP and Connect SoCal 2024 Amendment 1, covering all nonattainment and maintenance areas in the SCAG region, from the Federal Highway Administration and the Federal Transit Administration (FHWA/FTA) on the same day, December 16, 2024.

3. Conformity Analysis Years

3.1 FEDERAL REQUIREMENTS ON CONFORMITY ANALYSIS YEARS

The Transportation Conformity Regulations in 40 CFR Sections 93.118(b) and (d) require documentation of appropriate analysis years for which consistency with motor vehicle emissions budgets must be shown in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Conformity must be demonstrated for each year for which the applicable implementation plan specifically establishes motor vehicle emission budgets (i.e., each budget year). When a maintenance plan has been submitted, conformity must be demonstrated for the last year of the maintenance plan and any other years for which the maintenance plan establishes budgets in the time frame of the transportation plan.

The Transportation Conformity Regulations in 40 CFR Section 93.118(d)(2) indicates that the regional emissions analysis may be performed for any years in the time frame of the transportation plan provided they are not more than 10 years apart and provided the analysis is performed for the attainment year (if it is in the time frame of the transportation plan) and the last year of the plan's forecast period. Other years may be determined by interpolating between the years for which the regional emissions analysis is performed. Any interpolation performed to meet tests for years in which specific analysis is not required need to be documented.

3.2 APPLICABLE CONFORMITY ANALYSIS YEARS BY NONATTAINMENT AND MAINTENANCE AREA IN THE SCAG REGION

The required analysis years for the 2027 FTIP by air basin are presented in Tables 1 through 7. Since transportation conformity findings must go out to the RTP's horizon year (i.e., 2050), the latest budget years deemed adequate by EPA serve as the budgets for future years in each required regional emissions tests. Interpolation is performed for two analysis years (2029 and 2030) as provided by the transportation conformity regulations, because they are neither attainment years nor horizon years for the adopted Connect SoCal 2024, as amended, with which the 2027 FTIP is consistent.

The analysis years are based on the currently approved motor vehicle emissions budgets and may change upon EPA's final approval or adequacy finding of new motor vehicle emissions budgets.

Table 1. South Central Coast Air Basin – Ventura County Portion

Analysis Year	2026	2035	2045	2050
NAAQS	Ozone[a]	Ozone	Ozone	Ozone

a Attainment Year; b Budget Year
Note that the 2008 8-hour ozone NAAQS budgets apply to all analysis years in Table 1.

Table 2. South Coast Air Basin – Morongo, Pechanga, and SCAB excluding Morongo and Pechanga

Analysis Year	2026	2029	2030	2031	2035	2037	2040	2045	2050
NAAQS	Ozone[a,b]	Ozone[b]		Ozone[a,b]		Ozone[a]		Ozone	Ozone
	PM2.5				PM2.5			PM2.5	PM2.5
	PM10		PM10[b]				PM10		PM10
	CO		CO				CO		CO

a Attainment Year; b Budget Year

Table 3. Western Mojave Desert Air Basin – Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of MDAB excluding Searles Valley

Analysis Year	2026	2032	2040	2050
NAAQS	Ozone[a,b] (2008 NAAQS)	Ozone[a]	Ozone	Ozone

a Attainment Year; b Budget Year

Table 4. Mojave Desert Air Basin – San Bernardino County Portion excluding Searles Valley (No Currently Approved Budgets)

Analysis Year	2026	2035	2045	2050
NAAQS	PM10*	PM10*	PM10*	PM10*

**Build/No-Build Test*

Table 5. Mojave Desert Air Basin – Searles Valley Portion (No Currently Approved Budgets)

Analysis Year	2026	2035	2045	2050
NAAQS	PM10*	PM10*	PM10*	PM10*

**Build/No-Build Test*

Table 6. Salton Sea Air Basin – Coachella Valley Portion

Analysis Year	2026	2029	2031	2035	2040	2050
NAAQS	Ozone[a,b]	Ozone[b]	Ozone[b]		Ozone	Ozone
	PM10			PM10	PM10	PM10

a Attainment Year; b Budget Year

Table 7. Salton Sea Air Basin – Imperial County Portion

Analysis Year	2026	2030	2035	2045	2050
NAAQS	Ozone		Ozone	Ozone	Ozone
	PM2.5*		PM2.5*	PM2.5*	PM2.5*
	PM10	PM10[b]	PM10	PM10	PM10

*a Attainment Year; b Budget Year; *Build/No-Build Test*

Section II: Latest Planning Assumptions and Transportation Modeling

1. Federal Requirements on Latest Planning Assumptions

The federal CAA Section 176(c)(1) states that "the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates."

According to the Transportation Conformity Regulations in 40 CFR Section 93.110 (a, b), the time of the conformity analysis begins is "the point at which MPO or other designated agency begins to model the impact of the proposed transportation plan or TIP on travel and/or emissions". In addition, the use of latest planning assumptions (source and year) at the employment, travel, congestion, and the use of the most recent available vehicle registration data must be documented. For the SCAG region, the time of the conformity analysis begins is when the performance of the emissions modeling begins, as clarified through the required interagency consultation by SCAG's Transportation Conformity Working Group (TCWG).

In December 2008, the United States Department of Transportation (USDOT) issued guidance developed jointly with EPA to provide additional clarification concerning the use of latest planning assumptions in transportation conformity determinations (USDOT, 2008).

Key elements of the USDOT/EPA guidance on latest planning assumptions include:

- Areas are strongly encouraged to review and strive towards regular five-year updates of planning assumptions, especially population, employment, and vehicle registration assumptions.
- The latest planning assumptions must be derived from the population, employment, travel, and congestion estimates that have been most recently developed by the MPO (or other agency authorized to make such estimates) and approved by the MPO.
- Conformity determinations that are based on information that is older than five years should include written justification for not using more recent information. For areas where updates are appropriate, the conformity determination should include an anticipated schedule for updating assumptions.
- The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.

2. Land Use and Socioeconomic Growth Forecast

The socioeconomic data (SED) describes both demographic and economic characteristics of the region by Transportation Analysis Zones (TAZs) and is used as major input in SCAG's travel demand model. The regional growth forecast of the adopted Connect SoCal 2024, as amended, with which the 2027 FTIP is consistent, projects growth in population, households, and employment at the regional, county,

jurisdictional, and sub-jurisdictional levels to 2050. Projections are reported for county total population, total households, and total employment at five-year intervals from 2019-2050.

The first milestone of SCAG's regional growth forecast development was the convening of a demographic panel of experts, consisting of academic scholars and leading practitioners in demographic and economics. They reviewed and discussed key input assumptions and regional, state, and national data and recommended a set of growth projections for the SCAG region and its six counties from 2019 to 2050.

This set of the population, household, and employment growth projection at region/county level was further disaggregated to tier 2 level. Zonal demographic data, such as population, number of households, and income, is directly related to demand for activity participation in an area whereas economic characteristics, such as jobs by industry, are linked with supply of an activity. Zonal level data by SCAG's 11,267 tier 2 zones includes population, number of households, school enrollments, household income, worker, and employment.

The SED forecast incorporates extensive input and data from local jurisdictions at the small area level. SCAG's Local Data Exchange (LDX) process provides each local jurisdiction with their growth forecast information as well as several other data elements both produced by SCAG and other agencies which are related to the development of the adopted Connect SoCal 2024, as amended, with which the 2027 FTIP is consistent.

This combination of a comprehensive review and expert analysis of demographic and socioeconomic data and trends, advanced mathematical approaches, and bottom-up community engagement with planners from local jurisdictions ensures that SCAG's regional growth forecasting is based on the most current information that is available.

The comprehensive discussion of the socioeconomic data is included in the Connect SoCal 2024 Demographics and Growth Forecast Technical Report.

Pursuant to state planning requirements, SCAG's role is to coordinate the development of the adopted Connect SoCal 2024 land use pattern in partnership with local jurisdictions that are ultimately responsible for implementing it. To facilitate this partnership during the Connect SoCal 2024 process, SCAG developed the LDX process to engage local partners and get information needed to fulfill state planning requirements. This included information on land use, transportation, priority development areas, geographical boundaries, resource areas, and growth that was shared and exchanged through a combination of one-on-one meetings and data submissions with local jurisdictions.

SCAG's Forecasted Regional Development Pattern identifies areas sufficient to accommodate housing need over its time horizon while also fulfilling the state and federal requirements to project growth using the most recent planning assumptions and estimates of population and employment.

The comprehensive discussion of the most recent planning assumptions and estimates of population and housing are included in the Connect SoCal 2024 Lane Use and Communities Technical Report.

2.1 POPULATION FORECAST

SCAG uses a cohort-component model to project regional population growth. This model computes population at a future point in time by adding to the existing population the number of group quarters population, births, and in-migrants during a projection period and subtracting the number of deaths and out-migrants. Fertility, mortality, and migration are computed by single years of age, sex, and seven race/ethnicity categories used by the California Department of Finance.

The Population Synthesizer is a sub-module within SCAG's activity-based regional travel demand model and generates a synthetic population by expanding existing disaggregate estimate data from 2015-2019.

5-year PUMS (Public Use Microdata Sample) to mirror known aggregate distributions of household and person attributes (from SCAG zonal data). A set of population and household variables of interest are used as control variables in the population synthesizer. A synthetic population is generated for the entire SCAG region using this procedure. A summary of population data is shown under Section II.6.2, Modeling Assumptions, of this Technical Appendix.

2.2 HOUSEHOLD FORECAST

The latest jurisdictional existing land use, general plan land use, entitlements, and housing element data serve as the basis for future year population and household allocation. Household growth rates and household size are estimated based on historical trends, county controls, and developable capacity. Population projections are calculated based on household growth and household size. Age, sex, and race/ethnicity-specific population forecasts are multiplied by a set of household formation (headship) rate assumptions to generate a disaggregated forecast of households. Headship rate assumptions used in the forecast for the adopted Connect SoCal 2024 as amended are similar to those used by the California Department of Finance when projecting household growth for 2030.

2.3 EMPLOYMENT FORECAST

SCAG projects regional employment using a shift-share model. This model computes employment by industry sector at a future time using a region's share of the nation's employment. The regional employment forecasts are based on a set of national employment forecasts that provide total job projections and projections by sector. Regional jobs depend on national jobs as well as their distribution across various industries. The number of forecasted jobs and the labor force participation rate determine the pattern of migration into and out of the region, yielding a combined regional forecast of population, households, and employment. Future jurisdiction-level employment is estimated according to the share of the county's employment by sector, and TAZ-level employment is estimated according to the share of the jurisdiction's employment by sector. A summary of employment data is shown under Section II.6.2, Modeling Assumptions, of this Technical Appendix.

3. Vehicle Registrations

SCAG does not estimate vehicle registrations. Rather, vehicle registration and fleet characterization data are based on California Department of Motor Vehicle (DMV) vehicle registration data and included in the California EMFAC (short for EMission FACtor) model which is required to be used for use in SIP development and transportation conformity determinations in California. EPA published a Federal Register notice on Nov. 15, 2022, formally approving the use of EMFAC2021 in California for SIPs, transportation conformity, and applicable CAA purposes, effective Nov. 15, 2022. Subsequently, EPA approved EMFAC2021 off-model adjustment factors on Nov. 21, 2025, that remove the estimated emissions benefits attributed to California's ACT, Zero-Emission Airport Shuttle, Heavy-Duty Vehicle and Engine Emission Warranty and Maintenance Provisions (Warranty Phase 1), and Heavy-Duty Omnibus (Omnibus) regulations from EMFAC2021, as well as approved the EMFAC2021 HD I/M off-model adjustment factors on May 6, 2026 that do not account for emission reductions attributed to vehicles registered out of state, per EPA's February 6. 2026 final rule in partially approving and partially disapproving California's HD I/M Regulation. See Section III of this Technical Appendix for detailed discussion on EMFAC2021 and the EPA's approvals of the uses of EMFAC2021 off-model adjustment factors for the CAA purposes of SIP development and transportation conformity determinations in California.

4. TCMs and Other Mobile Source SIP Measures

One of the five required transportation conformity tests for the 2027 FTIP is timely implementation of transportation control measures (TCMs). TCMs, required for serious and above ozone nonattainment areas and serious CO nonattainment areas, are strategies to reduce emissions from on-road mobile sources. Latest planning requirements specific to TCMs provide that the conformity determination must use the latest existing information regarding the effectiveness of the TCMs and other implementation plan measures which have already been implemented [40 CFR 93.110(e)].

The regional emissions analysis in Section III of this Technical Appendix assumes emission reductions consistent with the applicable air quality plans. Specifically, emission reductions assumed for the committed TCMs from the ozone and PM2.5 SIPs developed in the South Coast Air Basin and the ozone SIPs developed in Ventura County portion of the South Central Coast Air Basin reflect the latest implementation status of these measures. Section V of this Technical Report itemizes and reports on the findings of timely implementation of committed TCM projects in the 2027 FTIP.

5. Interagency Consultation and Public Involvement

Planning assumptions must be reviewed through the interagency consultation process to determine whether they are adequate for conformity purposes [40 CFR Section 93.105(c)(1)(i)]. The review of latest planning assumptions typically occurs in conjunction with transportation plan and TIP conformity determinations. The results of the review of the planning assumptions and consultation process need to be documented in the conformity determination. The interagency consultation process is also the forum for evaluating and choosing assumptions that are used in conformity determinations in isolated rural nonattainment and maintenance areas [40 CFR Section 93.105(c)(1)(vi)].

In accordance with SCAG's Public Participation Plan (PPP), SCAG's TCWG serves as a primary forum for on-going interagency consultation. SCAG's RTP/SCS public outreach effort is documented in a separate Public Participation Technical Report. Continued interagency consultation and public involvement occurs throughout the public review process. All conformity-specific comments received during the public review are documented and responded to. For more information on Interagency Consultation and Public Involvement and SCAG's PPP, see Section VI of this Technical Appendix.

6. Transportation Modeling

The transportation conformity analysis for the 2027 FTIP began in 2026. More specifically, the regional emissions analysis for the 2027 FTIP began for transportation conformity purposes in March 2026. SCAG uses the activity-based regional travel demand model. The model meets or exceeds the state of the practice based on the review conclusion of SCAG Model Peer Review Committee. The model was validated for the 2019 base year, which is the base year for the adopted Connect SoCal 2024, as amended, and meets all the requirements of the Transportation Conformity Regulations of 40 CFR Section 93.122(b)(1)(i-vi).

6.1 REGIONAL TRAVEL DEMAND MODEL OVERVIEW

SCAG is the primary agency responsible for the development and maintenance of travel demand forecasting models for the SCAG region. SCAG has been developing and improving these travel demand forecasting models since 1967. SCAG's Modeling Task Force, consisting of modeling technical peers from the various county and state agencies and private firms, meets every other month at SCAG to discuss regionally significant modeling projects and modeling issues, including the development, maintenance,

and application of SCAG's Regional Travel Demand Model as well as the travel demand models used by other stakeholder agencies.

SCAG's regional transportation modeling area covers the entire SCAG region, including Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. This modeling area is divided into 11,267 TAZs with an additional 40 external cordon stations, 12 airport nodes, and 31 port nodes for the Ports of Los Angeles and Long Beach. The SCAG model was peer-reviewed and updated based on the 2012 California Household Travel Survey. A comprehensive model validation was also performed to ensure the model properly replicates base-year (2019) travel conditions, which is the base year for the adopted Connect SoCal 2024, as amended (see discussion on Model Validation and Calibration of this Technical Appendix).

6.1.1 MODEL INPUTS AND ASSUMPTIONS

SCAG's modeling methodologies, parameters, and inputs are regularly updated to reflect current travel conditions and demographic changes.

Socioeconomic Data – The socioeconomic data (SED) describes both demographic and economic characteristics of the region by TAZs and is used as major input in SCAG's travel demand model. Zonal demographic data, such as population, number of households, and income, is directly related to demand for activity participation in an area; whereas economic characteristics, such as jobs by industry, are linked with supply of an activity. Zonal level data by SCAG's 11,267 tier 2 zones includes population, number of households, school enrollments, household income, worker, and employment.

Highway Networks – The highway networks code of the region's freeway system (mixed-flow lanes, auxiliary lanes, HOV lanes, Express/HOT lanes, toll roads, truck lanes, etc.) as well as major and minor arterials and collectors. Attributes for the highway network are determined based on the Federal Highway Functional Classification system, SCAG highway network, and inputs from sub-regional and regional agencies. The networks went through an extensive review to examine network coding accuracy and to ensure proper network connectivity and representation. After the highway network development, the transit network was built directly over the highway network ensuring an integrated network approach.

Transit Networks – The existing and future transit networks include nearly 2,500 transit route patterns, representing about 70 transit operators with fixed route services over the entire SCAG region. For the existing transit network, GTFS (General Transit Feed Specification) data were collected for each transit operator and converted into the TransCAD transit route system. Future transit projects were manually added to the future scenario transit networks.

Transit services in the SCAG region are grouped into six transit modes according to their service characteristics and fare structures: Local Bus, Rapid Bus, Express Bus, Bus Rapid Transit (BRT), Local Rail and Commuter Rail. As an additional transit model, High-Speed Rail, is added to the future year transit networks. Separate transit networks are developed for five time periods, rather than peak and off-peak. When a transit route has different pairs of start and end stops, the different route patterns are separated out for more accurate calculation of average headways. An "all-streets" network was used to develop walk access to transit and calculate average walk times of all paths from every street node in a TAZ to nearby transit stops. Park-and-Ride lots to rail stations were also coded in the network.

Accessibilities – Accessibility measures are important behavioral components of the SCAG activity-based model (ABM) that express the closeness of the modeled individual to potential locations where the activity "supply" (employment of the corresponding type) is present. Accessibility has a strong impact on individual activity patterns and travel behavior. Multiple sets of accessibility measures are used across

different parts of the SCAG ABM. Each set corresponds to a given activity purpose and are sometimes further segmented by travel arrangement type, user class, and/or mode.

Land Use, Parking, Pricing, TDM, Walk and Bike for Mode Choice Model – Land use, zonal parking, roadway pricing, and Travel Demand Management (TDM) are inputs to mode choice, in addition to the modal level of service obtained from the highway, transit, and non-motorized networks. Parking fees/restrictions, road pricing cost/policies, and land use densities have direct influence on travelers' mode choice. For example, increasing parking fees encourages travelers to shift from auto to transit. Also, high employment and residential densities encourage the use of transit and non-motorized modes.

External Trips – External trips (i.e., inter-regional trips) are trips with one or both ends located outside the SCAG modeling area. SCAG's model includes 40 cordon locations consisting of freeways and arterials leading into and out of the SCAG modeling area. Traffic counts were obtained for each cordon location to estimate Year 2016 cordon volumes. Previous cordon survey results were then used to split total external trips into 1) through trips – External-to-External (E-E), and 2) External-to-Internal (EI) and Internal-to-External (IE). The resulting through trip table (E-E) and the EI/IE trip table were combined with trip tables from previous steps to form final origin-destination (OD) vehicle trip tables for highway assignment.

Airport Trips – Airports trips include passenger trips and cargo trips. The daily airport passenger trips are disaggregated into regional model TAZs and further split into five time periods by four modes of travel: drive alone, two-person carpool, three-or-more-person carpool, and transit. The airport vehicle trips are merged with the other auto vehicle trips prior to the network assignment step. Air cargo truck trips are disaggregated into the regional model TAZs. The daily air cargo trips are split into five time periods by three heavy-duty truck (HDT) types (light HDT, medium HDT, and heavy HDT) and merged with the HDT truck trips prior to network assignment.

Seaports Trips – The seaport trips were updated to reflect current port capacity improvement and throughput forecasts. The trips also incorporate two types of secondary port truck trips. Transload secondary trips are cargo trips from intermediate handling locations (i.e., transloading sites where cargo is moved from international to domestic containers) to final destination. Additionally, there are secondary repositioning movement of trucks associated with port truck trips. These movements include trips made by trucks that originated at a port but do not immediately return to a port. The secondary repositioning movements also include trip that travel to a location from a non-port zone prior to traveling to a port.

Employment, Commodity Flow, Ports, and Warehouse Activities – These inputs to the transportation model are data related to the freight activities, including employment by industrial classification, commodity flows, seaports, warehousing, trucking and wholesale trade, etc.

Model Validation and Calibration – A comprehensive model validation was performed to ensure the model properly replicates base-year (2019) travel conditions, which is the base year for the Connect SoCal 2024, as amended. The 2019 Model Validation Report summarizes the specification, calibration, and validation of the SCAG Regional Transportation Model to the new 2019 base year. Based on the four-year time frame, the base year for this model update should be 2020. However, due to unusual travel and traffic conditions during 2020 due to the Covid-19 Pandemic, SCAG moved the base year one year back to capture normal traffic and travel condition as the base for the model calibration and validation. The year 2019 model results have been compared to independent sources of travel data within the region, such as auto and truck traffic counts, transit boarding counts, Vehicle Miles of Travel (VMT) from Highway Performance Monitoring System (HPMS), speed data from Freeway Performance Measurement System (PeMS), and other travel survey data. The regional transportation model sufficiently replicates the

observed validation data as described and is validated for use in preparing travel forecasts for the SCAG 2024 RTP/SCS, as amended, with which the 2027 FTIP is consistent.

6.1.2 ACTIVITY-BASED MODEL MODULES AND PROCEDURES

SCAG's ABM consists of the following basic sequence of sub-models and associated travel choices.

Population Synthesis – The Population Synthesizer is a module that generates a synthetic population by expanding existing disaggregate estimates data from 2007-2011 5-year PUMS (Public Use Microdata Sample) to mirror known aggregate distributions of household and person attributes (from SCAG zonal data). A set of population and household variables of interest are used as control variables in the population synthesizer. A synthetic population is generated for the entire SCAG region using this procedure.

Long Term Choice – This predicts choices of usual location for each mandatory activity for each household worker and student (workplace, university, school) including work from home as one of the alternatives.

Mobility Choice – It consists of driver license model and auto ownership model. The driver license model predicts whether an individual holds a valid driver's license or not. It applies to all persons aged 16 and older. Variables that explain possession of a driver license include household and individual sociodemographic, land use and built environment characteristics of the home zone, and accessibility from the home zone to non-mandatory opportunities using different modes. The auto ownership model predicts the number of cars, light-duty trucks, and motorcycles owned by each household. It applies to all households in the synthetic population.

Coordinated Daily Activity Travel Pattern – Predicts daily activity-travel pattern type for each household member, with a linkage of choices across household members. This model includes a binary indicator of fully joint maintenance or discretionary tours Individual mandatory activities/tours for each household member.

Mandatory Activity Frequency and Tours – A sequence of sub-models predict the number and chronological ordering of mandatory activities, the mandatory tour formation, and, in the case of workers, the frequency.

Non-Mandatory Activity Frequency – Predicts the frequency of allocated maintenance tasks such as household errands, grocery shopping and escorting. These tasks are generated at the household-level and then allocated to one or more household members depending on their availability and schedule. Household maintenance tasks are allocated only to people that are at least 12 years old, since younger children are not very likely to take on these responsibilities on their own. A maximum of five maintenance tasks are modeled for each household, with no more than four tasks of the same purpose (shopping, maintenance, and escorting).

Fully Joint Activity Frequency and Scheduling – A fully joint tour occurs when all members of the travel party travel together from the very beginning to the end of the tour and participate in the same activities along the way. Other types of joint travel are worker carpooling, escorting children to school, and other activities. These types of joint travel are handled by other sub-models.

Individual Tour Formation – The individual non-mandatory activities which remain after scheduling the prioritized activities are then allocated to the day segments. In many cases, when a single non-mandatory activity is allocated to a segment, the tour structure is fully specified, and the tour formation model is not required. Only when multiple activities are allocated to the same segment, the subsequent tour formation

model is essential. Individual non-mandatory tours can be formed only from activities allocated to the same day segment, and segments between two adjacent pegs. Individual non-mandatory activities can also be allocated to one of the prioritized activity tours as an additional stop.

Mode Choice Model – The tour-level and trip-level mode choice are integrated in a network combinatorial representation. The model considers all feasible trip mode combinations on the tour. It explicitly tracks the car status at the origin and destination of each trip and constrains multi-mode combinations such as park-and-ride to transit (PNR) to a logical location of the parking lot.

Heavy Duty Truck (HDT) Model – HDT trucks are defined by CARB as a truck with a gross vehicle weight of 8,500 pounds or more. The SCAG HDT Model includes internal truck and external truck trip models. The internal truck trips are generated using a cross-classification method by applying truck trip rates by a two-digit North American Industry Classification System (NAICS) code to the number of employees in that category and to the number of households within each zone. The daily truck trip ends are distributed using a gravity model to create daily truck trips for each of the three truck types: 1) light HDT, 2) medium HDT, and 3) heavy HDT. The external truck trips are generated and distributed using a combination of commodity flow data at the county level and two-digit NAICS employment data for allocating county data to TAZs. Growth factors developed using the commodity flow data at a county level and external cordon are used to forecast future year external truck trips from the base year trip flow matrices. Seaport and airport-related truck trips were included as special generator truck trips. The daily truck trips by truck types are allocated to five time periods and merged with the auto trips in trip assignment.

Model Convergence – In order to maintain consistency between the speeds predicted by the highway assignment and the travel times input to the entire travel demand model chain, the predicted speeds are used to re-compute highway and transit travel times, and the entire model sequence is repeated until input and output speeds are consistent with each other.

Highway Performance Monitoring System (HPMS) VMT-based Post-Process – In this step, the outputs from the Network Assignment Model, which include traffic volumes, speeds, VMT, Vehicle Hours Traveled (VHT), and Vehicle Hours of Delay (VHD), are adjusted so that the base-year model VMT by air-basin by county is consistent with HPMS VMT as appropriate.

6.1.3 MODEL OUPUTS

Population Synthesizer Outputs – A list of households and persons variables for the entire model area that represents the region's population for each model year.

Long Term and Mobility Choices – Additional household and person attributes: Number of working days, work place type, usual location for work/school, work schedule flexibility, driver license, and number of cars owned by each household.

Coordinated Daily Activity Travel Pattern – Daily activity-travel pattern type for each household member from Coordinated Daily Activity Pattern (CDAP) model.

Activity Frequency and Four Formation – Output from mandatory activity, fully joint activity, household Nonmandatory activity and individual nonmandatory activity generation modules, including frequency, start/end time, duration, party size, and location of all activities/tours by purpose.

Trip List and Mode Choice Outputs – Model choice from combinatorial mode choice model for all trips in tours, including trip distance, trip start/end time, trip party, trip purpose, trip origin/destination. Also includes tour mode based on mode choice of all trips in the tour.

Network Assignment Model Outputs – Major outputs of the Network Assignment Model are highway and transit level-of-service attributes, including traffic flows and the associated speeds, VMT, VHT, and VHD on the highway networks as well as transit boarding and passenger loads on each transit line for each time period.

6.2 MODELING ASSUMPTIONS

6.2.1 SOCIOECONOMIC DATA AND DATA SOURCES

Tables 8 and 9 show population and employment summaries by county and air basin which reflect current trends. The regional and county-level growth forecast establish controls for further disaggregation to jurisdictions and TAZs for use in SCAG's ABM. A growth forecast is developed for total households and total employment for the region's 197 jurisdictions and 13,062 (city-split Tier2) TAZs in 2019, 2035, and 2050.

The following major data sources are considered and used in the development of the growth forecast below the county level:

- California Department of Finance (DOF) population and household estimates;
- California Employment Development Department (EDD) jobs report by industry;
- 2019 existing land use and General Plans from local jurisdictions;
- 2020 Decennial Census P.L. 94-171 Redistricting File;
- American Community survey (2015-2019 5-year estimates);
- County assessor parcel databases;
- 2019 business establishment data from InfoGroup;
- SCAG's Connect SoCal 2020 growth forecast;
- Latest entitlement agreements; and
- Connect SoCal 2020 policies and growth vision

The regional growth forecast in Connect SoCal 2024, as amended, with which the 2027 FTIP is consistent, reflected recent and past trends, key demographic and economic assumptions, and local, regional, state, and national policy in order to present a balanced view of population, household, and employment growth to 2050. Population forecasts from the California Department of Finance and the US Census Bureau were used as references for developing these forecasts. SCAG's regional growth forecasting process also emphasized the participation of local jurisdictions and other stakeholders.

Beginning in August 2021, SCAG began a rigorous process of regional growth forecast development for Connect SoCal 2024. The process started with an expert review and then the production of a set of preliminary regional and county projections of employment, population, and household growth and GIS maps. Throughout 2022, SCAG officially launched and completed LDX process. LDX is a local jurisdiction's opportunity to provide input related to land use and the future growth of employment and households to gather the most updated information from local jurisdictions to link and align local planning with a regional plan that can meet federal and state requirements and reflect a regional vision.

Specific milestones in the regional growth forecast development are outlined as follows:

- Evaluate and assess regional socioeconomic estimates and growth trends based on data sources ranging from the U.S. Departments of Commerce, Health and Human Services, Bureau of Labor Statistics, the California Department of Finance, and Employment Development Department.

- Analyze key assumptions (e.g., fertility rate, mortality rate, net immigration, labor force rates, headship rates, etc.) and forecast methodologies.
- Convene and conduct a demographic panel of expert reviews.
- Develop a set of preliminary regional and county projections of employment, population, and household growth and GIS maps.
- Develop a set of preliminary small area forecasts at the jurisdiction and TAZ-level and release them to local jurisdictions for review and comments.
- Collaborate with peer agencies and local jurisdictions including one on one meetings.
- Receive final input from local jurisdictions on the preliminary growth forecast and adjust county and regional totals with updated local data.
- Release locally reviewed growth forecast to SCAG's Technical Working Group for comment and additional input.

The comprehensive discussion of socioeconomic data, data sources, and SCAG's LDX process is included in the Connect SoCal 2024 Demographics and Growth Forecast Technical Report.

Table 8. Summary of Population Data (000s)

County	Air Basin	2025, Build	2025, No Build	2026 Build	2031 Build	2032 Build	2035 Build	2035 No Build	2037 Build	2040 Build	2045 Build	2045 No Build	2050 Build	2050 No Build
Imperial	SSAB	186	186	187	194	195	198	198	200	203	207	207	210	210
Los Angeles	SCAB	9,633	9,633	9,669	9,841	9,880	10,013	10,013	10,088	10,182	10,291	10,291	10,310	10,310
	MDAB	415	415	416	424	426	433	433	439	448	454	454	454	454
Orange	SCAB	3,208	3,208	3,216	3,257	3,267	3,298	3,298	3,320	3,354	3,399	3,399	3,436	3,436
Riverside	SCAB	2,047	2,047	2,062	2,139	2,152	2,190	2,190	2,207	2,233	2,278	2,278	2,309	2,309
	MDAB	22	22	23	28	29	34	34	34	34	35	35	35	35
	SSAB	485	485	494	535	541	560	560	572	590	620	620	646	646
San Bernardino	SCAB	1,661	1,661	1,669	1,710	1,719	1,746	1,746	1,771	1,811	1,870	1,870	1,921	1,921
	MDAB	570	570	574	594	598	611	611	625	646	676	676	701	701
Ventura	SCCAB	849	849	850	854	855	858	858	859	859	856	856	852	852
SCAG Region	SSAB	671	671	681	729	736	758	758	773	794	827	827	856	856
	SCAB	16,549	16,549	16,616	16,947	17,017	17,246	17,246	17,387	17,580	17,839	17,839	17,976	17,976
	MDAB	1,007	1,007	1,013	1,046	1,054	1,078	1,078	1,098	1,128	1,165	1,165	1,190	1,190
	SCCAB	849	849	850	854	855	858	858	859	859	856	856	852	852
Total		**19,076**	**19,076**	**19,161**	**19,575**	**19,662**	**19,941**	**19,941**	**20,116**	**20,361**	**20,687**	**20,687**	**20,874**	**20,874**

Note: Projections rounded to the nearest 1000. Population projections based on SCAG's preliminary model plus household totals provided by local jurisdictions.

Table 9. Summary of Employment Data (000s)

County	Air Basin	2025, Build	2025, No Build	2026 Build	2031 Build	2032 Build	2035 Build	2035 No Build	2037 Build	2040 Build	2045 Build	2045 No Build	2050 Build	2050 No Build
Imperial	SSAB	73	73	74	78	79	82	82	83	85	88	88	91	91
Los Angeles	SCAB	4,973	4,973	5,008	5,154	5,181	5,249	5,249	5,283	5,304	5,296	5,296	5,292	5,292
	MDAB	120	120	122	129	130	134	134	136	138	137	137	137	137
Orange	SCAB	1,843	1,843	1,848	1,900	1,911	1,942	1,942	1,952	1,977	1,998	1,998	2,019	2,019
Riverside	SCAB	712	712	722	769	778	806	806	822	843	872	872	903	903
	MDAB	8	8	8	9	9	9	9	9	10	10	10	11	11
	SSAB	219	219	222	233	235	242	242	247	253	262	262	271	271
San Bernardino	SCAB	742	742	750	791	804	843	843	847	853	886	886	921	921
	MDAB	152	152	155	171	177	192	192	193	196	209	209	223	223
Ventura	SCCAB	375	375	376	381	382	384	384	385	384	380	380	376	376
SCAG Region	SSAB	292	292	296	311	315	324	324	331	339	350	350	362	362
	SCAB	8,270	8,270	8,328	8,614	8,674	8,840	8,840	8,905	8,978	9,052	9,052	9,136	9,136
	MDAB	281	281	286	309	316	335	335	339	343	357	357	371	371
	SCCAB	375	375	376	381	382	384	384	385	384	380	380	376	376
Total		**9,218**	**9,218**	**9,286**	**9,616**	**9,686**	**9,882**	**9,882**	**9,959**	**10,044**	**10,139**	**10,139**	**10,245**	**10,245**

Note: Projections rounded to the nearest 1000.

6.2.2 Transportation Networks

Project Listing – the Transportation Conformity Regulations in 40 CFR Sections 93.106(a)(2)(ii) and 93.122(a)(1) require that regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year be documented for both federally funded and non-federally funded projects. Moreover, all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis must be documented, and the reasons for the exemption must also be documented (40 CFR Sections 93.126, 93.107, and 93.128). A listing of modeled projects in the 2027 FTIP is shown under Section II.7, Listing of Modeled Projects in the 2027 FTIP, of this Technical Appendix.

The 2027 FTIP modeled projects are included at the end of this section.

Highway and Transit Networks Attributes – A summary of the transportation system attributes for the highway and transit networks for Years 2024 to 2050 are shown in Tables 10 and 11. Lane mile data includes freeway to freeway connectors. Other freeway ramps, freeway Type 3 lanes, and centroid connectors are not included in the tables. Note that values in the tables in this report may not add exactly due to rounding numbers.

2027 FTIP Conformity Baseline Year – The conformity baseline year is 2017 for 2015 8-hour ozone NAAQS; 2014 for 2012 PM2.5 NAAQS; 2011 for 2008 8-hour ozone; 2008 for 2006 PM2.5; 2002 for 1997 PM2.5; and 1990 for all other pollutants.

2027 FTIP No-Build Transportation Network – The "No-Build" transportation network scenario includes all existing regionally significant highway and transit projects, all ongoing TDM or Transportation System Management (TSM) activities, and all projects which are undergoing right-of-way acquisition, are currently under construction, have completed the NEPA process, or are in the first year of the previously conforming FTIP (2025, FTIP) (FY2024-2025,).

2027 FTIP Build Transportation Network Scenario – The "Build" transportation network scenario is generally defined as all FTIP projects, including the 2027 FTIP No Build, and the future transportation system that will result from full implementation of the 2027 FTIP and Connect SoCal 2024, as amended.

Table 10. Summary of Highway Network Lane Miles

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
SCAB					
2026 Build	8,406	1,235	28,645	11,932	50,218
2026 No Build	8,405	1,231	28,440	11,809	49,885
2031 Build	8,511	1,421	29,042	12,157	51,131
2032 Build	8,528	1,445	29,198	12,205	51,376
2035 Build	8,564	1,586	29,446	12,388	51,984
2035 No Build	8,472	1,366	28,469	11,865	50,172
2037 Build	8,564	1,590	29,550	12,420	52,124
2040 Build	8,615	1,699	29,689	12,497	52,500
2045 Build	8,630	1,722	30,162	12,571	53,085
2045 No Build	8,472	1,366	28,520	11,867	50,225
2050 Build	8,638	1,727	29,624	12,570	52,559
2050 No Build	8,472	1,366	28,521	11,867	50,226
SCCAB					
2026 Build	538	8	1,805	1,060	3,411
2026 No Build	538	8	1,805	1,058	3,409
2031 Build	538	8	1,816	1,062	3,424
2032 Build	543	8	1,820	1,063	3,434
2035 Build	543	8	1,852	1,070	3,473
2035 No Build	538	8	1,808	1,059	3,413
2037 Build	543	8	1,852	1,077	3,480
2040 Build	547	60	1,854	1,077	3,538
2045 Build	547	60	1,861	1,084	3,552

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2045 No Build	538	8	1,809	1,059	3,414
2050 Build	547	60	1,840	1,084	3,531
2050 No Build	538	8	1,809	1,059	3,414
MDAB					
2026 Build	1,896	23	4,143	6,290	12,352
2026 No Build	1,896	23	4,107	6,253	12,279
2031 Build	1,896	23	4,502	6,372	12,793
2032 Build	1,896	23	4,512	6,377	12,808
2035 Build	1,897	23	4,665	6,412	12,997
2035 No Build	1,897	23	4,137	6,281	12,338
2037 Build	1,897	23	4,670	6,413	13,003
2040 Build	1,897	62	4,889	6,610	13,458
2045 Build	1,897	90	4,939	6,659	13,585
2045 No Build	1,897	23	4,137	6,281	12,338
2050 Build	1,897	90	4,939	6,659	13,585
2050 No Build	1,897	23	4,137	6,281	12,338
SSAB (Coachella Valley)					
2026 Build	407	0	1,266	1,336	3,009
2026 No Build	407	0	1,261	1,334	3,002
2031 Build	410	0	1,382	1,452	3,244
2032 Build	415	0	1,406	1,464	3,285
2035 Build	415	0	1,489	1,520	3,424
2035 No Build	409	0	1,291	1,353	3,053
2037 Build	415	0	1,492	1,520	3,427
2040 Build	415	0	1,534	1,565	3,514
2045 Build	415	0	1,537	1,589	3,541

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2045 No Build	409	0	1,291	1,353	3,053
2050 Build	415	0	1,539	1,592	3,546
2050 No Build	409	0	1,291	1,341	3,041
SSAB (Imperial County)					
2026 Build	380	0	1,221	2,465	4,066
2026 No Build	380	0	1,221	2,466	4,067
2031 Build	417	0	1,212	2,468	4,097
2032 Build	417	0	1,212	2,468	4,097
2035 Build	417	0	1,256	2,479	4,152
2035 No Build	380	0	1,221	2,466	4,067
2037 Build	417	0	1,256	2,479	4,152
2040 Build	417	0	1,266	2,479	4,162
2045 Build	417	0	1,266	2,479	4,162
2045 No Build	380	0	1,221	2,466	4,067
2050 Build	417	0	1,266	2,479	4,162
2050 No Build	380	0	1,221	2,466	4,067
Total SCAG Region					
2026 Build	11,627	1,266	37,080	23,083	73,056
2026 No Build	11,626	1,262	36,834	22,920	72,642
2031 Build	11,772	1,452	37,954	23,511	74,689
2032 Build	11,799	1,476	38,148	23,577	75,000
2035 Build	11,836	1,617	38,708	23,869	76,030
2035 No Build	11,696	1,397	36,926	23,024	73,043
2037 Build	11,836	1,621	38,820	23,909	76,186
2040 Build	11,891	1,821	39,232	24,228	77,172
2045 Build	11,906	1,872	39,765	24,382	77,925

Network	Freeway/Toll	HOV/HOT	Arterials	Collectors	Total
2045 No Build	11,696	1,397	36,978	23,026	73,097
2050 Build	11,914	1,877	39,208	24,384	77,383
2050 No Build	11,696	1,397	36,979	23,014	73,086

Table 11. Summary of Transit Revenue Miles

Network	Local Bus	Express Bus	Rail	HSRT	Total
2026 Build	525,159	69,166	50,427	0	644,752
2026 No Build	525,159	69,165	50,427	0	644,751
2031 Build	533,084	69,558	60,705	7,339	670,686
2032 Build	534,020	69,603	61,209	7,339	672,171
2035 Build	559,077	71,200	90,668	26,354	747,299
2035 No Build	527,442	68,827	52,826	0	649,095
2037 Build	559,077	71,200	91,863	26,354	748,494
2040 Build	559,093	71,200	96,746	26,354	753,393
2045 Build	560,066	76,609	97,069	26,354	760,098
2045 No Build	527,441	68,827	54,021	0	650,289
2050 Build	560,103	76,615	111,219	26,354	774,291
2050 No Build	527,441	68,827	54,021	0	650,289

6.2.3 Work Purpose Travel Reductions

Work from Home (WfH) - Percent of Work-from-Home Workers – the work arrangement sub-model of SCAG ABM incorporates assumptions for the percent of workers who work from home, including telecommuting, home office workers, or other strategies. Inputs are estimated based on American Community Survey, 2011 California Household Travel Survey (CHTS) with SCAG add-on survey, and 2009 and 2017 National Household Travel Surveys (NHTSs). It is noted that the rebound effect, which means Work-at-Home workers have more travel for non-work purposes, is included in the SCAG's ABM. While a Work-at-Home worker saves commuting trip to/from workplace, SCAG Model does not exclude additional non-work travel or business (work-related) travel by the worker. The work purpose trip reductions by category and county are summarized in Table 12.

Travel Demand Management (TDM) – SCAG Model developed an add-on function to incorporate the assumptions for percent of workers who change commuting modes from driving a car to other modes. Inputs are based on the California Air Pollution Control Officers Association's Quantifying Greenhouse Gas Mitigation Measures report fact sheets regarding effectiveness of commute trip reduction programs, the City of Los Angeles VMT Calculator tool, and mode split data from the South Coast AQMD Rule 2202 Employee Commute Reduction Program. The input will apply to tour mode choice output for work tour. The reduction of vehicle-driving modes by county will be converted to other modes.

Auto Operating Cost – There are two components constituting the Auto Operating Cost (AOC): 1) Fuel Cost, and 2) Non-fuel Cost. The fuel cost pertains to the expenditure associated with vehicle fuel consumption per mile traveled. This is computed by dividing the fuel price by the vehicle's fuel efficiency. The non-fuel cost category encompasses expenses linked to vehicle maintenance, repair, and tire usage. Given that a travel demand model simulates an average vehicle, a composite value is computed by encompassing three primary fuel types: gasoline, diesel, and electricity. Table 13 lists the auto operating costs used for Connect SoCal 2024 and 2027 FTIP. All costs are in 2011 constant dollars.

Parking Cost – In 2013, SCAG purchased parking cost data from Parkme.com. The data includes on- and off-street parking locations and parking prices (hourly, daily, and monthly) in the SCAG region. Off-street parking data has 2,548 entities and on-street parking data has 2,102 entities in it. In March 2017, SCAG staff manually collected data from Parkme.com to obtain about 2,500 records. SCAG staff combined 2013 and 2017 data and processed parking cost by TAZs, including 1) daily average for commuter (early bird), 2) one hour parking, 3) extra hour parking, and 4) daily maximum.

SCAG ABM developed an add-on factor on model choice model to reflect the input for percent increase of parking cost with pre-selected TAZs. Based on planning assumptions, parking costs can be input from free of charge to any percent increase from current parking price, and by different vehicle types (DA, HOV2, HOV3+). Parking price is increased by double for all vehicles entering to access activities in 21 job centers, which reduces the use of SOV, and increases the use of carpool and transit modes in the model.

Table 12. Work Purpose Trip Reductions

Category	2026 Build	2026 No Build	2031 Build	2032 Build	2035 Build	2035 No Build	2037 Build	2040 Build	2045 Build	2045 No Build	2050 Build	2050 No Build
Work-at-Home (5 days per week)	7.67%	7.67%	8.33%	8.46%	8.85%	8.85%	9.11%	9.50%	10.16%	10.16%	10.81%	10.81%
Telework/Hybrid (1-4 days per week)	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%	14.48%
Total Trip Reduction	22.16%	22.16%	22.81%	22.94%	23.33%	23.33%	23.60%	23.99%	24.64%	24.64%	25.29%	25.29%
Increase over 2019 Base Year	13.41%	13.41%	14.06%	14.19%	14.58%	14.58%	14.84%	15.24%	15.89%	15.89%	16.54%	16.54%
Telemedicine												
Year	2026	2026	2031	2032	2035	2035	2037	2040	2045	2045	2050	2050
< 18	5.3%	5.3%	6.8%	7.1%	8.3%	8.3%	9.1%	10.6%	13.6%	13.6%	17.5%	17.5%
18-29	6.9%	6.9%	8.9%	9.3%	10.8%	10.8%	12.0%	13.9%	17.9%	17.9%	22.9%	22.9%
30-44	5.3%	5.3%	6.8%	7.1%	8.3%	8.3%	9.1%	10.6%	13.6%	13.6%	17.5%	17.5%
45-64	4.3%	4.3%	5.5%	5.8%	6.7%	6.7%	7.4%	8.6%	11.0%	11.0%	14.2%	14.2%
65-74	4.1%	4.1%	5.3%	5.5%	6.4%	6.4%	7.1%	8.2%	10.6%	10.6%	13.6%	13.6%
75+	2.6%	2.6%	3.4%	3.5%	4.1%	4.1%	4.5%	5.3%	6.8%	6.8%	8.7%	8.7%

Table 13. Auto Operating Costs

Category	2026 Build	2026 No Build	2031 Build	2032 Build	2035 Build	2035 No Build	2037 Build	2040 Build	2045 Build	2045 No Build	2050 Build	2050 No Build	2026 Build
Auto Operating Cost *	23.05	23.05	24.66	24.89	26.85	25.19	27.27	27.61	28.15	26.49	28.59	26.92	23.05

** Cents/mile; year 2011 constant $.*

Transit Fares – The transit networks include three types of transit fares, which are average initial boarding fares, average transfer fares and average zonal fares:

- Published full cash fares at the route level are used as a base for initial boarding fares. To take complex fare structures into account, such as one-way walkup fares, daily/weekly/monthly passes, senior/student/disables fares and other special fares, fare factors were estimated at the carrier level from boarding and revenue data that SCAG collected through the Year 2008 Transit Level of Service Data Collection Program. By applying the fare factors to the published full case fares, the resulting fares represent initial boarding fares paid by an average passenger.
- Average transfer fares are defined at the transit mode level through a mode-to-mode transfer table. For example, the transfer fares from Metrolink to Urban Rail are specified as free in the transfer table.
- The commuter rail service, such as Metrolink, has a distance-based zonal fare structure. To specify the station-to-station fares, a fare matrix was developed with fares paid by an average rider reflecting all discount types.

All the fare types (average initial boarding fares, average transfer fares, and average zonal fares) were converted to 2011 dollars using a Consumer Price Index (CPI) adjustment factor derived from the CPI factor published by the U.S. Department of Labor for the Los Angeles-Riverside-Orange County metropolitan area. No real cost increase in transit fares was assumed from 2019 to 2050.

Cordon Pricing - Cordon pricing assumption is included after year 2035 in Downtown Los Angeles and West Los Angeles. To model cordon pricing, all street links crossing the cordon area boundaries are identified. SCAG model networks can set Cordon tolls for vehicles entering the Cordon area (inbound). The assumption for cordon pricing scenario is to charge $3.407 (in 2011 dollar) for AM and PM peaks.

Capacity and Free Flow Speed – Highway capacities (including for heavy duty truck) used in the model for each of the facility types vary, depending on area location (i.e., central business district, urban, suburban, rural or mountain) (see Table 14). Free flow speeds are based on posted speeds.

Express/HOT Lane and Toll Roads – This includes a regional Express Lane and toll roads network that would build upon the success of the five Express Lane segments that are currently in operation across the SCAG region, which include the I-10 and I-110 Express Lanes in Los Angeles County, the two respective SR-91 Express Lanes facilities connecting Orange and Riverside Counties, and the I-15 Express Lanes that opened in Riverside County in April 2021 and several additional facilities and direct connector projects that are under construction (Table 15). The effect of the toll charges on the toll roads was incorporated into the highway assignment procedure. The toll charge was added to each toll facility by inserting the cost to the appropriate link and identifying the link with a unique Toll Class Number. Toll costs (in 2011 dollars) were converted to a time value (in minutes) in the network assignment step.

ITS – The speeds and capacities on Smart Streets were increased by 5 percent to reflect the improved traffic flow due to the Advanced Transportation Technologies/Intelligent Vehicle Highway System (ATT/IVHS).

Table 14 Highway Capacities and Free Flow Speeds Used in the Model

Facility Type	Vehicles / Lane / Hour	Free Flow Speed (MPH)
Freeway (MF, HOV)	1,900 – 2,100	60 - 75
Principal Arterial	475 - 975	21 - 56
Other Arteria	475 - 975	19 - 55
Collector	375 - 975	17 - 52

Table 15 Express/HOT Lane and Toll Roads Network

County	Route	From	To	Type
Los Angeles	I-405	I-5	LOS ANGELES/ORANGE COUNTY LINE	EXPRESS/HOT LANES
Los Angeles	I-110	Adams Blvd (s/o I-10)	I-405	EXPRESS/HOT LANES
Los Angeles	I-10	Alameda St	I-710	EXPRESS/HOT LANES
Los Angeles	I-10	I-710	I-605	EXPRESS/HOT LANES
Los Angeles	I-10	I-605	LOS ANGELES/SAN BERNARDINO COUNTY LINE	EXPRESS/HOT LANES
Los Angeles	I-105	I-405	I-605 (STUDEBAKER RD)	EXPRESS/HOT LANES
Los Angeles	I-605	I-10	LOS ANGELES/ORANGE COUNTY LINE	EXPRESS/HOT LANES
Orange	I-5	LOS ANGELES/ORANGE COUNTY LINE	RED HILL AVENUE	EXPRESS/HOT LANES
Orange	SR-57	LOS ANGELES/ORANGE COUNTY LINE	I-5	EXPRESS/HOT LANES
Orange	I-605	LOS ANGELES/ORANGE COUNTY LINE	I-405	EXPRESS/HOT LANES
Orange	I-405	LOS ANGELES/ORANGE COUNTY LINE	SR-73	EXPRESS/HOT LANES
Orange	SR-91	LOS ANGELES/ORANGE COUNTY LINE	ORANGE/RIVERSIDE COUNTY LINE	EXPRESS/HOT LANES
Orange	SR-73	JAMBOREE ROAD	I-5	TOLL ROADS
Orange	SR-133	SR-241	I-5	TOLL ROADS
Orange	SR-241	SR-91	OSO PARKWAY	TOLL ROADS
Orange	SR-261	SR-241	I-5	TOLL ROADS
Riverside	I-15	SAN BERNARDINO/RIVERSIDE COUNTY LINE	I-215 (SOUTH)	EXPRESS/HOT LANES
Riverside	SR-91	ORANGE/RIVERSIDE COUNTY LINE	I-15	EXPRESS/HOT LANES
Riverside	I-215	Neuvo Road	Box Springs Road	EXPERESS/HOT LANES
San Bernardino	I-10	LOS ANGELES/SAN BERNARDINO COUNTY LINE	I-15	EXPRESS/HOT LANES
San Bernardino	I-10	I-15	FORD STREET	EXPRESS/HOT LANES
San Bernardino	I-15	HIGH DESERT CORRIDOR	SR-395	EXPRESS/HOT LANES
San Bernardino	I-15	SR-395	I-215	EXPRESS/HOT LANES
San Bernardino	I-15	I-215	SAN BERNARDINO/RIVERSIDE COUNTY LINE	EXPRESS/HOT LANES

6.3 SUMMARY OF REGIONAL VEHICLE MILES TRAVELED (VMTS) BY AIR BASINS

Section 93.122(a)(1) requires that VMT for non-regionally significant federal projects is accounted for in the regional emissions analysis. Table 16 is a summary of VMTs in 1,000-mile increments by air basins. VMT data were produced from the SCAG Regional Travel Model and does not include VMT from school buses, urban buses, and motor homes (non-modeled). These non-modeled VMT were provided by the CARB and are included in the emissions analysis.

6.4 FULFILLMENT OF TRAVEL DEMAND MODEL CONFORMITY REQUIREMENTS

The transportation conformity requirements related to travel demand model are provided in 40 CFR Sections 93.122(b)(1)(i) through 93.122(b)(1)(vi). SCAG's regional travel demand model satisfies these requirements. See Table 17a: Summary of Transportation Conformity Requirements Related to Travel Demand Model for discussions on how these requirements are satisfied.

7. Summary of Latest Planning Assumptions and Travel Demand Model for Regional Emissions Analysis

The latest planning assumptions and transportation conformity requirements related to travel demand model used in the transportation model validation and the regional emissions analysis are summarized in Table 17a and Table 17b below, respectively.

Table 16. Summary of VMT Data (000s)

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
	2026 NO-BUILD			2026 BUILD		
SCCAB	16,517	1,148	17,665	16,527	1,147	17,674
SCAB	334,892	24,514	359,406	334,404	24,502	358,906
MDAB	29,165	4,578	33,743	29,098	4,575	33,673
SSAB	16,672	2,624	19,296	16,663	2,624	19,286
Total	**397,246**	**32,865**	**430,111**	**396,692**	**32,848**	**429,540**
	2029 BUILD			2030 BUILD		
SCCAB	16,444	1,176	17,620	16,417	1,186	17,602
SCAB	334,333	25,192	359,525	334,311	25,425	359,736
MDAB	29,376	4,843	34,219	29,469	4,935	34,404
SSAB	17,191	2,777	19,968	17,367	2,830	20,196
Total	**397,343**	**33,988**	**431,331**	**397,564**	**34,375**	**431,939**
	2031 BUILD			2032 BUILD		
SCCAB	16,389	1,196	17,585	16,404	1,204	17,607
SCAB	334,294	25,660	359,954	335,331	25,855	361,185
MDAB	29,563	5,028	34,592	29,834	5,115	34,949
SSAB	17,545	2,883	20,428	17,808	2,928	20,736
Total	**397,792**	**34,767**	**432,559**	**399,376**	**35,101**	**434,477**
	2035 NO-BUILD			2035 BUILD		
SCCAB	16,526	1,230	17,756	16,124	1,227	17,351
SCAB	343,347	26,676	370,023	331,494	26,614	358,108
MDAB	31,372	5,366	36,738	30,427	5,386	35,813
SSAB	18,909	3,092	22,001	18,485	3,089	21,574
Total	**410,154**	**36,365**	**446,518**	**396,530**	**36,316**	**432,847**
	2037 BUILD			2040 BUILD		
SCCAB	16,131	1,243	17,374	16,100	1,277	17,377

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL
SCAB	332,401	27,046	359,447	334,146	27,835	361,981
MDAB	30,772	5,572	36,344	31,166	5,864	37,030
SSAB	18,824	3,199	22,023	19,307	3,375	22,681
Total	**398,128**	**37,060**	**435,188**	**400,718**	**38,351**	**439,069**
	2045 NO-BUILD			**2045 BUILD**		
SCCAB	16,320	1,323	17,643	15,972	1,321	17,293
SCAB	351,522	29,291	380,813	336,684	29,193	365,877
MDAB	33,240	6,377	39,618	32,172	6,399	38,570
SSAB	20,455	3,690	24,145	19,981	3,686	23,667
Total	**421,538**	**40,681**	**462,219**	**404,808**	**40,599**	**445,407**
	2050 NO-BUILD			**2050 BUILD**		
SCCAB	16,186	1,373	17,558	15,772	1,372	17,144
SCAB	355,299	31,068	386,366	337,477	30,989	368,466
MDAB	34,248	6,964	41,211	33,023	6,991	40,014
SSAB	21,188	4,032	25,220	20,573	4,028	24,601
Total	**426,920**	**43,436**	**470,356**	**406,845**	**43,380**	**450,225**

Table 17a: Summary of Transportation Conformity Requirements Related to Travel Demand Model

CFR	Requirement	How Requirement is Satisfied
93.122(b)(1)(i)	Network-based travel models must be validated against observed counts (peak and off-peak, if possible) for a base year that is not more than 10 years prior to the date of the conformity determination. Model forecasts must be analyzed for reasonableness and compared to historical trends and other factors, and the results must be documented.	The SCAG travel demand models were estimated and calibrated using data from SCAG's Year 2000 Post-Census Regional Travel Survey, 2003 External Travel Survey, the 2010 US Census and various Transit on-board Surveys. The model was validated against 2016 ground counts and 2016 HPMS data.
93.122(b)(1)(ii)	Land use, population, employment, and other network-based travel model assumptions must be documented and based on the best available information.	All land use, population, households, employment, and network-based model assumptions were updated for 2024-2050 RTP/SCS and documented in 2024-2050 RTP/SCS Growth Forecast Report and this Technical Appendix.
93.122(b)(1)(iii)	Scenarios of land development and use must be consistent with the future transportation system alternatives for which emissions are being estimated. The distribution of employment and residences for different transportation options must be reasonable.	Land development and use are consistent with future transportation systems. The distribution of employment, population, and household is reasonable with respect to the transport systems.
93.122(b)(1)(iv)	A capacity-sensitive assignment methodology must be used, and emissions estimates must be based on a methodology which differentiates between peak and off-peak link volumes and speeds and uses speeds based on final assigned volumes.	The SCAG travel demand model includes separate multi-modal user equilibrium assignments for peak and off-peak time periods. The network assignments are capacity-sensitive. Link speeds are calculated based on final assigned volumes.
93.122(b)(1)(v)	Zone-to-zone travel impedances used to distribute trips between origin and destination pairs must be in reasonable agreement with the travel times that are estimated from final assigned traffic volumes. Where use of transit currently is anticipated to be a significant factor in satisfying transportation demand, these times should also be used for modeling mode splits.	The SCAG travel demand model includes full feedback of travel time among trip generation, trip distribution, mode choice, and trip assignment steps. Both highway and transit times are included in the mode choice model.
93.122(b)(1)(vi)	Network-based travel models must be reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices.	The SCAG travel demand model was developed with rigorous model calibration and validation effort that includes extensive model sensitivity tests to ensure the model is reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices. Travel time(s) such as in-vehicle and out-of-vehicles times, cost(s) such as auto costs and transit fares, and other factors such as transportation infrastructure capacity and control measures are directly modeled in various model components such as auto ownership, trip generation, destination choice, mode choice, and route choice models.

Table 17b: Summary of Latest Planning Assumptions

Assumption	Year and Sources of Data	Modeling	Next Scheduled Update
Population	Connect SoCal 2024 Amendment 2 and 2027 FTIP Base Year are identical: 2019. Sources of Data: • California Department of Finance (DOF) population and household estimates; • California Employment Development Department (EDD) jobs report by industry; • 2019 existing land use and General Plans from local jurisdictions; • 2020 Decennial Census P.L. 94-171 Redistricting File • American Community survey (2015-2019 5-year estimates); • County assessor parcel databases; • 2019 business establishment data from InfoGroup; and • SCAG's Connect SoCal 2020 growth forecast. • Latest entitlement agreements • Connect SoCal 2020 policies and growth vision	The regional and county-level growth forecast establish controls for further disaggregation to jurisdictions and Traffic Analysis Zones (TAZs) for use in SCAG's activity-based travel demand model. A growth forecast is developed for total households and total employment for the region's 197 jurisdictions and 13,062 (city-split Tier2) TAZs in 2019, 2035, and 2050. For more discussions on population projections, please see Section II.2.1 of this Technical Appendix Volume II.	Population projections will be reviewed and updated as appropriate with the next RTP/SCS cycle in 2028.
Employment	Connect SoCal 2024 Amendment 2 and 2027 FTIP Base Year are identical: 2019. Sources of Data: • California Department of Finance (DOF) population and household estimates; • California Employment Development Department (EDD) jobs report by industry; • 2019 existing land use and General Plans from local jurisdictions; • 2020 Decennial Census P.L. 94-171 Redistricting File • American Community survey (2015-2019 5-year estimates); • County assessor parcel databases; • 2019 business establishment data from InfoGroup; and • SCAG's Connect SoCal 2020 growth forecast. • Latest entitlement agreements • Connect SoCal 2020 policies and growth vision	Employment growth projections at region/county level were further disaggregated to tier 2 level. Zonal demographic data is directly related to demand for activity participation in an area whereas economic characteristics, such as jobs by industry, are linked with supply of an activity. Zonal level data by SCAG's 11,267 tier 2 zones includes population, number of households, school enrollments, household income, worker, and employment. For more discussions on population projections, please see Section II.2.3 of this Technical Appendix Volume II.	Employment projections will be reviewed and updated as appropriate with the next RTP/SCS cycle in 2028.

Assumption	Year and Sources of Data	Modeling	Next Scheduled Update
Traffic Counts	SCAG's activity-based travel demand model was validated in 2019. The model was validated against 2016 ground traffic counts and 2016 HPMS data.	Traffic counts were obtained for each cordon location to estimate Year 2016 cordon volumes. Previous cordon survey results were then used to split total external trips. The resulting through trip tables were combined with trip tables from previous steps to form final origin-destination vehicle trip tables for highway assignment. For more discussions, please see Section II.6, Transportation Modeling, of this Technical Appendix Volume II.	The SCAG travel demand model was developed with rigorous model calibration and validation efforts that include extensive model sensitivity tests to ensure the model is reasonably sensitive to changes in the time(s), cost(s), and other factors affecting travel choices.
Vehicle Miles Traveled	Connect SoCal 2024 Amendment 2 and 2027 FTIP Base Year are identical: 2019. Data Sources: • SCAG Regional Travel Model. • Non-modeled VMT data such as VMT from school buses, urban buses, and motor homes (non-modeled) were provided by the CARB and are included in the regional emissions analysis.	SCAG's activity-based travel demand model modules and procedures as discussed in Section II.6.1 of this Technical Appendix were used to estimate VMT. A summary of VMTs by air basins is in Table 16 of this Technical Appendix Volume II.	VMT is an output of the transportation modeling. VMT is affected by the RTP/FTIP project updates and is included in each new transportation conformity analysis.
Speeds	SCAG's activity-based travel demand model is developed with rigorous model calibration and validation efforts that includes extensive model sensitivity tests to ensure the model is reasonably sensitivity to changes in model inputs and assumptions. The EPA-approved EMFAC2021 with adjustment factors is used.	SCAG's activity-based travel demand model includes separate multi-modal user equilibrium assignments for peak and off-peak time periods. The network assignments are capacity-sensitive. Link speeds are calculated based on final assigned volumes. See discussions on transportation modeling and the activity-based travel demand model in Section II.6 of this Technical Appendix Volume II.	Transportation modeling methodologies, parameters, and inputs are regularly updated to reflect current travel conditions and demographic changes.

8. Listing of Modeled Projects in the 2027 FTIP

The 2027 FTIP modeled projects are included in this section and are organized by county in order of state highway, local highway and transit projects. The listings provide the following information:

- County
- System
- Lead Agency
- RTP ID Number
- FTIP ID Number
- Street: From and to
- Project Description
- Modeling Network
- State highway projects reflect the route and post miles

For other project information, refer to Volume III of the 2027 FTIP and locate the project by the project's FTIP ID number.

Section III: Emissions Modeling and Regional Emission Analysis

1. Transportation Conformity Requirements on Emissions Modeling

EPA's Transportation Conformity Regulations require that the 2027 FTIP regional emissions use the latest emission estimation model in the development of conformity determinations and be consistent with (i.e., not exceed) the motor vehicle emissions budgets in the applicable SIPs [40 CFR Sections 93.111 and 93.118(a, c, and e)]. Consistency with emissions budgets must be demonstrated for each year that the applicable emissions budgets are established, for the transportation planning horizon year, and for any milestone years as necessary so that the years for which consistency is demonstrated are no more than ten years apart (40 CFR Section 93.119(g)). Where there are no EPA approved SIP budgets, an interim emission test is used for conformity (40 CFR Section 93.109(c-k)). For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the baseline year (40 CFR Section 93.118(b)(1)).

2. Emissions Model and Off-Model Adjustment Factors

2.1 EMFAC MODEL WITH NOV. 21, 2025, ADJUSTMENT FACTORS

The EMFAC model (short for EMission FACtor) is California's on-road vehicle emissions inventory model, developed by the CARB, that estimates emission rates for motor vehicles operating in California for calendar years 2000 to 2050. The model estimates pollutant emissions for hydrocarbons, carbon monoxide, nitrogen oxides, particulate matter, lead, sulfur oxides, and carbon dioxide for passenger cars, light, medium, and heavy-duty trucks, motorcycles, buses, and motor homes.

EMFAC is used to develop current and future inventories of motor vehicle emissions at the state, county, air district, air basin, and MPO level. EMFAC contains default vehicle activity data that can be used to estimate motor vehicle emissions inventories in tons/day for specific years and seasons as a function of ambient temperature, relative humidity, vehicle population, mileage accrual, miles of travel, and vehicle speeds. Effective Nov. 15, 2022, EPA approved EMFAC2021 for use in SIP development and transportation conformity analyses in California.

In May 2025,, the Congress enacted joint resolutions of disapproval under the Congressional Review Act for preemption waivers that EPA had previously issued pursuant to federal CAA Section 209, including for the ACT, Zero-Emission Airport Shuttle, Warranty Phase 1, and Omnibus regulations. The resolutions were signed into law on June 12, 2025,. As a result, these regulations are preempted by the CAA and cannot be implemented or enforced. Estimated emission reductions attributed to the regulations cannot be used for the CAA purposes of SIP development or conformity determinations.

Effective Nov. 21, 2025,, EPA approved off-road adjustment factors that remove the estimated emissions benefits attributed to the regulations from EMFAC2021 for the CAA purposes of SIP development and transportation conformity determinations. Consequently, EMFAC2021 with the adjustment factors, approved by EPA on Nov. 21, 2025,, is the latest approved method for modeling emissions available in California for purposes of 40 CFR 93.111. "Emissions estimates in SIP submittals, analyses for transportation plan and transportation improvement program (TIP) conformity determinations, and hot-spot analyses for project-level conformity determinations must be based on EMFAC2021 with these adjustment factors, so that emissions estimates for these CAA purposes do not include the effects of these regulations." (EPA, Nov. 21, 2025, Letter).

2.2 HD I/M OFF-MODEL ADJUSTMENT FACTORS

CARB approved the HD I/M Regulation in December 2021, effective January 1, 2023, subject to EPA approval of the specific HD I/M Regulation elements being credited. On February 6, 2026, EPA took final action to partially approve and partially disapprove the HD I/M Regulation. EPA's partial approval allows the HD I/M Regulation to become federally enforceable for the CAA purposes of California SIP and transportation conformity determinations with respect to vehicles registered within the State of California. EPA's partial disapproval of the HD I/M Regulation applies to vehicles registered out-of-state and out-of-country.

On May 6, 2026, EPA approved the EMFAC HD I/M off-model adjustment factors for use in CAA SIP development and transportation conformity determinations in California. These EMFAC HD I/M off-model adjustment factors are multipliers that are applied to criteria pollutant emissions estimates after using the currently approved version of EMFAC, which is EMFAC2021 with the Nov. 21, 2025, adjustment factors. In addition, the EMFAC HD I/M adjustment factors approved by EPA on May 6, 2026 replace the interim EMFAC2021 adjustment factors for the HD I/M Regulation, providing 50 percent of the then-assumed reductions for transportation plan/TIP conformity determinations that EPA approved on May 26, 2023. As such, the interim off-model adjustment factors accounting for 50 percent of the then-assumed emissions benefits are not used in the regional emissions analysis.

As summarized in Tables 18 through 43 of Section III.7 and Section III.8, the draft regional emissions analysis for the draft 2027 FTIP, which is identical to that for the draft Connect SoCal 2024 Amendment 2, uses the approved version of EMFAC, which is EMFAC2021 with the adjustment factors approved by EPA on Nov. 21, 2025, and then the EMFAC2021 HD I/M adjustment factors approved by EPA on May 6, 2026. The off-model adjustment factors impact emissions of NOx, PM2.5, and PM10, not CO nor ROG. This modeling approach ensures full compliance with EPA's conformity regulations to reflect the latest planning assumptions and federally approved adjustment factors in the regional emissions analysis for the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2.

3. 2027 FTIP Baseline Years and Planning Horizon Year

The conformity baseline year for the 2027 FTIP is 2017 for 2015 8-hour ozone NAAQS; 2014 for 2012 PM2.5 NAAQS; 2011 for 2008 8-hour ozone; 2008 for 2006 PM2.5; 2002 for 1997 PM2.5; and 1990 for all other pollutants. The 2027 FTIP's horizon year is 2050, which is the horizon year for the adopted Connect SoCal 2024, as amended.

4. 2027 FTIP No-Build and Build Scenarios

The 2027 FTIP "No Build" scenario includes all existing regionally significant highway and transit projects, all ongoing TDM or Transportation System Management (TSM) activities, and all projects which are undergoing right-of-way acquisition, are currently under construction, have completed the NEPA process, or are in the first year of the previously conforming 2025, FTIP (FY2024-2025,).

The 2027 FTIP "Build" scenario is generally defined as all FTIP projects, including the 2027 FTIP No Build, and the future transportation networks that will result from full implementation of the 2027 FTIP and Connect SoCal 2024, as amended.

For more specific individual project information as part of the 2027 FTIP and regional emissions analysis, refer to the 2027 FTIP Modeled Projects List.

5. Construction-Related Particulate Matter Emissions

The Transportation Conformity Regulations require that in PM non-attainment and maintenance areas for which the SIPs identify construction-related fugitive dust as a contributor to the area problem, the regional emissions analysis should include construction-related fugitive PM (40 CFR Section 93.122(d)(2)). Of the SCAG's PM nonattainment areas, only the SCAB and the Coachella Valley portion of SSAB within the SCAG region have PM SIPs. The relevant emissions budgets for these two areas include construction emissions, and the 2027 FTIP PM regional emissions analysis include construction emissions as appropriate.

6. Re-Entrained Paved and Unpaved Road Dust

Re-entrained road dust from travel on paved and unpaved roads are calculated separately from roadway construction emissions. On January 13, 2011, EPA posted a new method for estimating re-entrained road dust emissions from cars, trucks, buses, and motorcycles on paved roads. On February 4, 2011, EPA published the Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads approving the January 2011 method for use in regional emissions analysis and beginning a two-year conformity grace period, after which use of the January 2011 AP-42 method is required (e.g., February 4, 2013) in regional conformity analyses.

7. Summary of Required Regional Emissions Analysis

The required regional emissions tests for the 2027 FTIP are summarized in Tables 18 through 43. Since transportation conformity findings must go out to the RTP's horizon year (i.e., 2050), the latest budget years deemed adequate by EPA serve as the budgets for future years in each emissions test.

For those areas which require budget tests, the emissions values in the tables below utilize the rounding convention used by CARB to set the budgets (i.e., any fraction rounded up to the nearest ton), and are the basis of the conformity findings for these areas. For paved road dust (PM2.5 and PM10), SCAG uses the approved South Coast AQMD methodology, which uses the EPA's AP-42 method for the updated Base Year and a combination of additional growth in center-line miles and VMT for all future applicable modeling years. The

VMT by vehicle class values were estimated by linear interpolation before performing regional emissions modeling for two analysis years (2029 and 2030) because they are neither attainment years nor horizon years for Connect SoCal 2024, as amended and the 2027 FTIP. Unpaved re-entrained road dust emissions were provided by the South Coast AQMD.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

Table 18. 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2035	2045	2050
ROG*	Budget	5	5	5	5
	Plan Emissions	2	2	2	2
Budget – Plan Emissions		**3**	**3**	**3**	**3**
NOx	Budget	7	7	7	7
	Plan Emissions	3	2	2	2
Budget – Plan Emissions		**4**	**5**	**5**	**5**

**Reactive Organic Gases*

SOUTH COAST AIR BASIN

Table 19. 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2026	2029	2031	2037	2045	2050
ROG	Budget	SCAB	60	54	50	50	50	50
	Plan Emissions	Morongo	0.2	0.1	0.1	0.1	0.1	0.1
		Pechanga	0.1	0.1	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	53.1	46.7	43.2	36.9	32.5	31.5
		Sum	53.3	47.0	43.5	37.3	33.1	32.2
		SCAB	54	47	44	38	34	33
	Budget – Plan Emissions		**6**	**7**	**6**	**12**	**16**	**17**
NOx	Budget	SCAB	77	69	66	66	66	66
	Plan Emissions	Morongo	0.6	0.6	0.5	0.4	0.3	0.3
		Pechanga	0.4	0.3	0.3	0.2	0.1	0.1
		SCAB excluding Morongo and Pechanga	64.0	55.4	50.4	40.7	36.8	37.4
		Sum	57.8	48.5	43.9	36.2	34.3	35.1
		SCAB	58	49	44	37	35	36

Pollutant	Nonattainment Area	2026	2029	2031	2037	2045	2050
	Budget – Plan Emissions	19	20	22	29	31	30

Table 20. 1997, 2006, and 2012 (Excluding Pechanga) PM2.5 (Annual Emissions [Tons/Day])

Pollutant		2026	2035	2045	2050
ROG	Budget	69	69	69	69
	Plan Emissions	52	38	33	32
Budget – Plan Emissions		**17**	**31**	**36**	**37**
NOx	Budget	127	127	127	127
	Plan Emissions	63	42	37	38
Budget – Plan Emissions		**64**	**85**	**90**	**89**
PM2.5	Budget	20	20	20	20
	Plan Emissions	12	12	12	12
Budget – Plan Emissions		**8**	**8**	**8**	**8**

Table 21. PM10 (Annual Emissions [Tons/Day])

Pollutant		2026	2030	2040	2050
ROG	Budget	110	81	81	81
	Plan Emissions	49	42	32	30
Budget – Plan Emissions		**61**	**39**	**49**	**51**
NOx	Budget	180	116	116	116
	Plan Emissions	62	50	38	38
Budget – Plan Emissions		**118**	**66**	**78**	**78**
PM10	Budget	164	175	175	175
	Plan Emissions	64	65	67	69
Budget – Plan Emissions		**100**	**110**	**108**	**106**

Table 22. CO (Winter Emissions [Tons/Day])

Pollutant		2026	2030	2040	2050
CO	Budget	2,137	2,137	2,137	2,137
	Plan Emissions	466	392	299	280
Budget – Plan Emissions		**1,671**	**1,745**	**1,838**	**1,857**

WESTERN MOJAVE DESERT AIR BASIN – ANTELOPE VALLEY PORTION OF LOS ANGELES COUNTY AND SAN BERNARDINO COUNTY PORTION OF MDAB EXCLUDING SEARLES VALLEY

Table 23. 2008 and 2015 8-Hour Ozone NAAQS (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2032	2040	2050
ROG	Budget	6.2	6.2	6.2	6.2
	Plan Emissions	4.6	3.5	2.8	2.5
Budget – Plan Emissions		**1.6**	**2.7**	**3.4**	**3.7**
NOx	Budget	10.2	10.2	10.2	10.2
	Plan Emissions	6.5	5.3	4.9	5.3
Budget – Plan Emissions		**3.7**	**4.9**	**5.3**	**4.9**

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION EXCLUDING SEARLES VALLEY

Table 24. 1997 24-hour PM10 NAAQS (Annual Emissions [Tons/Day])

Pollutant		2026	2035	2045	2050
PM10	No Build	8.4	9.2	10.1	10.7
	Build	8.4	8.9	9.9	10.3
No Build – Build		**0.1**	**0.3**	**0.3**	**0.3**

MOJAVE DESERT AIR BASIN – SEARLES VALLEY POTION

Table 25. PM10 NAAQS (Annual Emissions [Tons/Day])

Pollutant		2026	2035	2045	2050
PM10	No Build	0.0	0.0	0.0	0.0
	Build	0.0	0.0	0.0	0.0
No Build – Build		**0.0**	**0.0**	**0.0**	**0.0**

SALTON SEA AIR BASIN – RIVERSIDE COUNTY (COACHELLA VALLEY PORTION)

Table 26. 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2029	2031	2040	2050
ROG	Budget	2.5	2.3	2.2	2.2	2.2
	Plan Emissions	2.2	2.0	1.9	1.7	1.7
Budget – Plan Emissions		**0.3**	**0.3**	**0.3**	**0.5**	**0.5**
NOx	Budget	5.8	5.8	5.7	5.7	5.7
	Plan Emissions	3.5	3.2	3.1	3.2	3.7
Budget – Plan Emissions		**2.3**	**2.6**	**2.6**	**2.5**	**2**

Table 27. PM10 (Annual Planning Emissions [Tons/Day])

Pollutant		2026	2035	2040	2050
PM10	Budget	10.9	10.9	10.9	10.9
	Plan Emissions	3.9	4.4	4.6	4.7
Budget – Plan Emissions		**7.0**	**6.5**	**6.3**	**6.2**

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Table 28. 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions [Tons/Day)]

Pollutant		2026	2035	2045	2050
ROG	Budget	4	4	4	4
	Plan Emissions	2	2	1	1
Budget – Plan Emissions		**2**	**2**	**3**	**3**
NOx	Budget	7	7	7	7
	Plan Emissions	3	2	2	2
Budget – Plan Emissions		**4**	**5**	**5**	**5**

Table 29. 2006 24-hour and 2012 Annual PM2.5 NAAQS (Planning Emissions [Tons/Day])

Pollutant		2026	2035	2045	2050
NOx	No Build	1.3	1.0	1.0	1.0
	Build	1.3	1.0	1.0	1.0
No Build – Build		**0.0**	**0.0**	**0.0**	**0.0**
PM2.5	No Build	0.2	0.2	0.2	0.2
	Build	0.1	0.1	0.1	0.1
No Build – Build		**0.1**	**0.1**	**0.1**	**0.1**

Table 30. PM10 NAAQS (Annual Planning Emissions [Tons/Day])

Pollutant		2026	2030	2035	2045	2050
PM10	Budget	20	19	19	19	19
	Plan Emissions	1	1	2	2	2
Budget – Plan Emissions		**19**	**18**	**17**	**17**	**17**

8. Detailed Regional Emissions Analysis

The following tables present further details of the regional emissions analysis for nonattainment and maintenance areas within the SCAG region.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

Table 31. 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2035	2045	2050
ROG*	Budget	5	5	5	5
	EMFAC2021 Emissions	2.0	1.4	1.1	1.0
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.0	0.0	0.0
	Plan Emissions	2	2	2	2
Budget – Plan Emissions		**3**	**3**	**3**	**3**
NOx	Budget	7	7	7	7
	EMFAC2021 Emissions	2.8	1.7	1.2	1.1
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.2	0.4	0.5
	May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.3	-0.4	-0.5	-0.5
	Sum	2.6	1.5	1.2	1.1
	Plan Emissions	3	2	2	2
Budget – Plan Emissions		**4**	**5**	**5**	**5**

**Reactive Organic Gases.*

SOUTH COAST AIR BASIN

Table 32. 2008 and 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2026	2029	2031	2037	2045	2050
ROG	Budget	SCAB	60	54	50	50	50	50
	Plan Emissions	Morongo	0.2	0.1	0.1	0.1	0.1	0.1
		Pechanga	0.1	0.1	0.05	0.04	0.02	0.02
		SCAB excluding Morongo and Pechanga	53.1	46.7	43.2	36.9	32.5	31.5
		EMFAC2021 Emissions	53.3	46.9	43.4	37.1	32.6	31.6
		Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.0	0.1	0.2	0.5	0.7
		Sum	53.3	47.0	43.5	37.3	33.1	32.2
		SCAB	54	47	44	38	34	33
	Budget – Plan Emissions		**6**	**7**	**6**	**12**	**16**	**17**
NOx	Budget	SCAB	77	69	66	66	66	66
	Plan Emissions	Morongo	0.6	0.6	0.5	0.4	0.3	0.3
		Pechanga	0.4	0.3	0.3	0.2	0.1	0.1
		SCAB excluding Morongo and Pechanga	64.0	55.4	50.4	40.7	36.8	37.4
		EMFAC2021 Emissions	65.0	56.3	51.2	41.3	37.2	37.8
		Nov. 21, 2025, Off-Model Adjustment Factors	0.7	2.2	3.3	6.8	10.5	12.3
		May 6, 2026 HD I/M Off-Model Adjustment Factors	-7.9	-9.9	-10.6	-11.8	-13.5	-15.0
		Sum	57.8	48.5	43.9	36.2	34.3	35.1
		Plan Emissions SCAB	58	49	44	37	35	36
	Budget – Plan Emissions		**19**	**20**	**22**	**29**	**31**	**30**

Table 33. 1997, 2006, and 2012 (Excluding Pechanga) PM2.5 (Annual Emissions [Tons/Day])

Pollutant		2026	2035	2045	2050
ROG	Budget	69	69	69	69
	EMFAC2021 Emissions	51.9	37.7	32.2	31.2
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.2	0.5	0.6
	Sum	51.9	37.9	32.6	31.9
	Plan Emissions	52	38	33	32
Budget – Plan Emissions		**17**	**31**	**36**	**37**
NOx	Budget	127	127	127	127
	EMFAC2021 Emissions	70.4	47.3	39.9	40.7
	Nov. 21, 2025, Off-Model Adjustment Factors	0.7	5.9	10.9	13.0
	May 6, 2026 HD I/M Off-Model Adjustment Factors	-8.3	-12.1	-14.0	-15.9
	Sum	62.9	41.1	36.8	37.8
	Plan Emissions	63	42	37	38
Budget – Plan Emissions		**64**	**85**	**90**	**89**
PM2.5	Budget	20	20	20	20
	EMFAC2021 Emissions	3.7	3.4	3.3	3.4
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.1	0.2	0.2
	May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.1	-0.1	-0.1	-0.1
	Plan Emissions	3.6	3.3	3.4	3.5
	Re-entrained Road Dust Paved	7.0	7.2	7.5	7.6
	Re-entrained Road Dust Unpaved	0.6	0.6	0.6	0.6
	Road Construction Dust	0.2	0.3	0.3	0.2
	Adjustment from NOx to PM2.5 Trading	0.0	0.0	0.0	0.0
	Sum	11.3	11.4	11.7	11.9
	Plan Emissions	12	12	12	12
Budget – Plan Emissions		**8**	**8**	**8**	**8**

Table 34. PM10 (Annual Emissions [Tons/Day])

Pollutant		2026	2030	2040	2050
ROG	Budget	110	81	81	81
	EMFAC2021 Emissions	51.9	44.0	34.1	31.2
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.1	0.3	0.6
	Smog Check Reductions*	-3.8	-2.8	-2.8	-2.8
	Sum	48.1	41.2	31.6	29.1
	Plan Emissions	49	42	32	30
Budget – Plan Emissions		**61**	**39**	**49**	**51**
NOx	Budget	180	116	116	116
	EMFAC2021 Emissions	70.4	57.3	42.2	40.7
	Nov. 21, 2025, Off-Model Adjustment Factors	0.7	2.8	8.7	13.0
	May 6, 2026 HD I/M Off-Model Adjustment Factors	-8.3	-10.6	-13.1	-15.9
	Plan Emission	62.9	49.6	37.8	37.8
	Smog Check Reductions*	-1.7	0	0	0
	Sum	61.2	49.6	37.8	37.8
	Total Emissions	62	50	38	38
Budget – Plan Emissions		**118**	**66**	**78**	**78**
PM10	Budget	164	175	175	175
	EMFAC2021 Emissions	9.9	9.7	9.5	9.8
	Nov. 21, 2025, Off-Model Adjustment Factors	0.01	0.1	0.4	0.6
	May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.1	-0.2	-0.1	-0.2
	Plan Emission	9.7	9.7	9.7	10.2
	Re-entrained Road Dust Paved	46.6	47.5	48.9	50.8
	Re-entrained Road Dust Unpaved**	5.8	5.8	5.8	5.8
	Road Construction Dust**	1.2	1.8	1.7	1.3
	Sum	63.5	64.8	66.2	68.1
	Total Emissions	64	65	67	69
Budget – Plan Emissions		**100**	**110**	**108**	**106**

**Provided by CARB.*

***Provided by South Coast AQMD.*

Table 35. CO (Winter Emissions [Tons/Day])

Pollutant	2026	2030	2040	2050

CO	Budget	2,137	2,137	2,137	2,137
	EMFAC2021 Emissions*	465.5	391.3	298.2	279.5
	Plan Emissions	466	392	299	280
Budget – Plan Emissions		**1,671**	**1,745**	**1,838**	**1,857**

**EMFAC2021 with adjustment factors approved by EPA on Nov. 21, 2025, was used, but they do not impact emissions of CO.*

WESTERN MOJAVE DESERT AIR BASIN – ANTELOPE VALLEY PORTION OF LOS ANGELES COUNTY AND SAN BERNARDINO COUNTY PORTION OF MDAB EXCLUDING SEARLES VALLEY

Table 36. 2008 and 2015 8-Hour Ozone NAAQS (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2032	2040	2050
ROG	Budget	6.2	6.2	6.2	6.2
	EMFAC2021 Emissions	4.53	3.45	2.70	2.39
	Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.01	0.03	0.06
	Sum	4.53	3.47	2.73	2.44
	Plan Emissions	4.6	3.5	2.8	2.5
Budget – Plan Emissions		**1.6**	**2.7**	**3.4**	**3.7**
NOx	Budget	10.2	10.2	10.2	10.2
	EMFAC2021 Emissions	7.23	5.95	5.35	5.80
	Nov. 21, 2025, Off-Model Adjustment Factors	0.1	0.5	0.9	1.2
	May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.9	-1.2	-1.4	-1.7
	Sum	6.41	5.21	4.82	5.26
	Plan Emissions	6.5	5.3	4.9	5.3
Budget – Plan Emissions		**3.7**	**4.9**	**5.3**	**4.9**

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION EXCLUDING SEARLES VALLEY

Table 37. 1997 24-hour PM10 NAAQS (Annual Emissions [Tons/Day])

Pollutant			2026	2035	2045	2050
PM10	No Build	Re-Entrained Road Dust	7.6	8.3	9.2	9.6
		EMFAC2021 Emissions	0.8	0.9	0.9	1.0
		Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.03	0.1	0.1
		May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.03	-0.03	-0.04	-0.04
		Motor Vehicles	0.8	0.9	1.0	1.0
		No Build Emissions	8.4	9.2	10.1	10.7
	Build	Re-Entrained Road Dust	7.6	8.1	8.9	9.3
		Paving Unpaved Roads	N/A	N/A	N/A	N/A
		EMFAC2021 Emissions	0.8	0.8	0.9	1.0
		Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.03	0.1	0.1
		May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.03	-0.03	-0.04	-0.04
		Motor Vehicles	0.8	0.8	0.9	1.0
		Build Emissions	8.4	8.9	9.9	10.3
No Build – Build			**0.1**	**0.3**	**0.3**	**0.3**

MOJAVE DESERT AIR BASIN – SEARLES VALLEY POTION

Table 38. PM10 NAAQS (Annual Emissions [Tons/Day])

Pollutant			2026	2035	2045	2050
PM10	No Build	EMFAC2021 Emissions	0.00	0.00	0.00	0.00
		Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.00	0.00	0.00
		May 6, 2026 HD I/M Off-Model Adjustment Factors	0.00	0.00	0.00	0.00
		Sum	0.00	0.00	0.00	0.00
		No Build Emissions	0.0	0.0	0.0	0.0
	Build	EMFAC2021 Emissions	0.00	0.00	0.00	0.00
		Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.00	0.00	0.00
		May 6, 2026 HD I/M Off-Model Adjustment Factors	0.00	0.00	0.00	0.00
		Sum	0.00	0.00	0.00	0.00
		Build Emissions	0.00	0.00	0.00	0.00
No Build – Build			**0.0**	**0.0**	**0.0**	**0.0**

SALTON SEA AIR BASIN – RIVERSIDE COUNTY (COACHELLA VALLEY PORTION)

Table 39. 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2029	2031	2040	2050
ROG	Budget	2.5	2.3	2.2	2.2	2.2
	EMFAC2021 Emissions	2.16	1.96	1.84	1.63	1.61
	Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.00	0.01	0.02	0.03
	Sum	2.16	1.96	1.85	1.65	1.64
	Plan Emissions	2.2	2	1.9	1.7	1.7
Budget – Plan Emissions		**0.3**	**0.3**	**0.3**	**0.5**	**0.5**
NOx	Budget	5.8	5.8	5.7	5.7	5.7
	EMFAC2021 Emissions	4.0	3.8	3.7	3.6	4.2
	Nov. 21, 2025, Off-Model Adjustment Factors	0.1	0.2	0.3	0.6	0.9
	May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.7	-0.8	-0.9	-1.1	-1.4
	Sum	3.4	3.1	3.1	3.1	3.7
	Plan Emissions	3.5	3.2	3.1	3.2	3.7
Budget – Plan Emissions		**2.3**	**2.6**	**2.6**	**2.5**	**2**

Table 40. PM10 (Annual Planning Emissions [Tons/Day])

Pollutant		2026	2035	2040	2050
PM10	Budget	10.9	10.9	10.9	10.9
	EMFAC2021 Emissions	0.40	0.46	0.49	0.56
	Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.01	0.02	0.03
	May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.01	-0.02	-0.02	-0.02
	Plan Emissions	0.39	0.45	0.48	0.57
	Re-entrained Road Dust Paved	1.74	1.99	2.09	2.24
	Re-entrained Road Dust Unpaved*	1.71	1.70	1.70	1.70
	Road Construction Dust	0.03	0.30	0.33	0.24
	Sum	3.87	4.44	4.61	4.75
	Plan Emissions	3.9	4.4	4.6	4.7
Budget – Plan Emissions		**7.0**	**6.5**	**6.3**	**6.2**

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Table 41. 2008 and 2015 8-hour Ozone NAAQS (Summer Planning Emissions [Tons/Day)]

Pollutant		2026	2035	2045	2050
ROG	Budget	4	4	4	4
	EMFAC2021 Emissions	1.5	1.1	0.9	0.8
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.0	0.0	0.0
	Sum	1.5	1.1	0.9	0.9
	Plan Emissions	2	2	1	1
Budget – Plan Emissions		**2**	**2**	**3**	**3**
NOx	Budget	7	7	7	7
	EMFAC2021 Emissions	2.7	2.1	2.0	2.1
	Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.3	0.4	0.5
	May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.4	-0.5	-0.6	-0.7
	Sum	2.3	1.8	1.8	1.9
	Plan Emissions	3	2	2	2
Budget – Plan Emissions		**4**	**5**	**5**	**5**

Table 42. 2006 24-Hour and 2012 Annual PM2.5 NAAQS (Planning Emissions [Tons/Day])

Pollutant			2026	2035	2045	2050
NOx	No Build	EMFAC2021 Emissions	1.5	1.1	1.1	1.1
		Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.1	0.2	0.2
		May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.2	-0.3	-0.3	-0.4
		Sum	1.3	1.0	1.0	1.0
		No Build Emissions	1.3	1.0	1.0	1.0
	Build	EMFAC2021 Emissions	1.5	1.1	1.1	1.1
		Nov. 21, 2025, Off-Model Adjustment Factors	0.0	0.1	0.2	0.2
		May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.2	-0.3	-0.3	-0.4
		Sum	1.3	1.0	1.0	1.0
		Build Emissions	1.3	1.0	1.0	1.0
No Build – Build			**0.0**	**0.0**	**0.0**	**0.0**
PM2.5	No Build	Re-Entrained Road Dust	0.1	0.1	0.1	0.1
		EMFAC2021 Emissions	0.1	0.1	0.1	0.1
		Nov. 21, 2025, Off-Model Adjustment Factors	0.000	0.002	0.004	0.005
		May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.004	-0.004	-0.005	-0.005
		Sum	0.1	0.1	0.1	0.1
		No Build Emissions	0.2	0.2	0.2	0.2
	Build	Re-Entrained Road Dust	0.0	0.1	0.1	0.1
		EMFAC2021 Emissions	0.1	0.1	0.1	0.1
		Nov. 21, 2025, Off-Model Adjustment Factors	0.000	0.002	0.004	0.005
		May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.004	-0.004	-0.005	-0.005
		Sum	0.1	0.1	0.1	0.1
		Build Emissions	0.1	0.1	0.1	0.1
No Build – Build			**0.1**	**0.1**	**0.1**	**0.1**

Table 43. PM10 NAAQS (Annual Planning Emissions [Tons/Day])

Pollutant		2026	2030	2035	2045	2050
PM10	Budget	20	19	19	19	19
	EMFAC2021 Emissions	0.2	0.2	0.2	0.3	0.3
	Nov. 21, 2025, Off-Model Adjustment Factors	0.00	0.00	0.01	0.02	0.02
	May 6, 2026 HD I/M Off-Model Adjustment Factors	-0.01	-0.01	-0.01	-0.01	-0.01
	Plan Emissions	0.2	0.2	0.2	0.3	0.3
	Re-Entrained Road Dust	0.76	0.80	0.83	0.89	0.91
	Paving unpaved roads credit	N/A	N/A	N/A	N/A	N/A
	Sum	1.0	1.0	1.1	1.2	1.2
	Total Emissions	1	1	2	2	2
Budget – Plan Emissions		**19**	**18**	**17**	**17**	**17**

Section IV: Transportation Conformity Requirements on Financial Constraint

1. Transportation Conformity Requirements on Financial Constraint

The FTIP must include a financial plan that complies with federal financial constraint requirements. In designated nonattainment and maintenance areas, the financial plan must limit the programming of projects for the first two years of the FTIP to those for which funds are available or committed (USDOT metropolitan planning regulations in 23 CFR 450.324(e)). Revenues may be reasonably available in the third and fourth year of the FTIP to support programming levels for that year.

2. Financial Constraint Test

In accordance with 40 CFR Section 93.108 and 23 CFR Section 450.324(e), SCAG's 2027 FTIP demonstrates financial constraint because it identifies all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

The financial plan of the 2027 FTIP includes both a "traditional" core revenue forecast comprised of existing local, state, and federal sources and more innovative but reasonably available sources of revenue to meet the region's programming totals and to keep people and goods moving. It identifies how much money SCAG reasonably expects will be available to support the region's surface transportation investments, ensuring that there is sufficient revenue available to support expenditures identified in the 2027 FTIP. The financial plan will continue to meet the necessary milestones to implement the 2027 FTIP.

The Financial Plan Section of this Technical Appendix is incorporated by reference.

Section V: Timely Implementation of Transportation Control Measures

Preface

This section itemizes and reports on the findings of timely implementation of Transportation Control Measure (TCM) projects specified in the fiscally constrained portion, or the first two years (i.e., FY 2026/27-2027/28) of the 2027 FTIP. The findings are required only for the applicable TCM projects contained in the approved SIPs for the relevant air basins.

1. Transportation Conformity Requirements on TCMs

The Transportation Conformity regulation requires that the TIP/RTP "must provide for the timely implementation of TCMs in the applicable implementation plan." The criteria for identifying TCM projects and the requirements for timely implementation of these projects are defined in the EPA's Transportation Conformity Regulations, 40 CFR 93.101:

> Transportation control measure (TCM) is any measure that is specifically identified and committed to in the applicable implementation plan, including a substitute or additional TCM that is incorporated into the applicable SIP through the process established in CAA section 176(c)(8), that is either one of the types listed in CAA section 108, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.

TRANSPORTATION CONTROL MEASURES (TCMS)

Section 108(f)(1)(A) of the federal CAA lists the following sixteen measures as illustrative of TCMs. However, this list should not be considered exhaustive.

- Programs for improved use of public transit;
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- Employer-based transportation management plans, including incentives;
- Trip-reduction ordinances;
- Traffic flow improvement programs that achieve emission reductions;
- Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;
- Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;
- Programs for the provision of all forms of high-occupancy, shared-ride services;
- Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- Programs to control extended idling of vehicles;
- Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions; Employer-sponsored programs to permit flexible work schedules;
- Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and
- Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

In addition to the types of measures listed above, other measures may be considered as TCM projects if they reduce emissions or concentrations of air pollutants from transportation sources by modifying vehicle use, changing traffic flow, or mitigating traffic congestion conditions. TCM projects may be voluntary programs, incentive-based programs, regulatory programs, as well as market- or pricing-based programs. However, all TCM categories must be listed in the applicable (EPA-approved) SIP to be considered TCMs.

It should be noted, however, that measures and projects that use technology to reduce emissions – such as innovations in fuel formulation technologies, or the promotion of zero-emission vehicles, or of alternative fueled engines – cannot be considered TCM projects. Roadway capacity enhancement projects are also not typically considered TCMs.

The transportation conformity process is designed to ensure timely implementation of TCM strategies, thus reinforcing the link between AQMP/SIPs and the transportation planning process. If a TCM cannot be implemented or is only partially implemented, the shortfall must be made up by either substituting a new TCM strategy or by enhancing other control measures through the substitution.

CRITERIA AND PROCEDURES FOR THE TIMELY IMPLEMENTATION OF TCMS

The transportation conformity process is designed to ensure timely implementation of TCM strategies, thus reinforcing the link between AQMP/SIPs and the transportation planning process. If a TCM cannot be implemented or is only partially implemented, the shortfall must be made up through a TCM substitution.

The Transportation Conformity Regulations in 40 CFR 93.113 states:

A. The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

B. For transportation plans, this criterion is satisfied if the following two conditions are met:
   1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.
   2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.

C. For TIPs, this criterion is satisfied if the following conditions are met:
   1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under Title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area.

   2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.

   3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.

D. For FHWA/FTA projects which are not from a conforming transportation plan and TIP, this criterion is satisfied if the project does not interfere with the implementation of any TCM in the applicable implementation plan.

APPLICABLE SIPS IN THE SCAG REGION

In the Transportation Conformity regulation, the definition provided for the term "applicable implementation plan" is:

> Applicable implementation plan is defined in Section 302(q) of the federal CAA and means the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under Section 110, or promulgated under Section 110(c), or promulgated or approved pursuant to regulations promulgated under Section 301(d) and which implements the relevant requirements of the federal CAA.

In the SCAG region, ozone SIPs developed in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin contain TCM strategies and are subject to EPA's Transportation Conformity Rule analyses. There are no applicable TCMs in any other federal nonattainment or maintenance areas in the SCAG region. See Section I of this Technical Appendix for discussions on applicable TCMs and associated SIPs.

2. TCMs Reporting Process in the SCAG Region

Only those TCM-category projects that have been committed for implementation are considered for purposes of timely implementation reporting. As such, only those projects designated as TCMs in the first two years (the fiscally constrained portion) of the prevailing FTIP are considered for reporting.

In the SCAG region, new TCMs are identified by the FTIP process. Projects that meet the TCM criteria become committed TCMs and part of the applicable SIP after 1) funds are committed for right-of-way or construction in the first two years (the fiscally constrained portion) of the FTIP; 2) the FTIP is approved by the Regional Council; and 3) state and federal approval of the FTIP. New TCMs (i.e., those projects first identified in the 2027 FTIP) are listed later by county in this section. However, project status for these new TCMs will be provided in the next required timely implementation report, assuming the 2027 FTIP is approved by the Regional Council and by FHWA and FTA.

The projects reported on in this Technical Appendix are those TCM-category projects, which have committed to right-of-way acquisition, construction, or implementation in the first two years of the prevailing FTIP (FY 2026/27 and FY 2027/28). In addition, those TCM projects designated for reporting in previous FTIPs, and which are still under construction or implementation, will continue to be reported. TCM projects completed during this FTIP cycle are also reported.

Although project implementation remains an enforceable commitment by project sponsor agencies, SCAG is responsible for assuring the timely implementation of TCMs. Per a request from the federal agencies, beginning with the 2003 AQMP/SIP, SCAG began to develop a protocol for tracking currently anticipated project completion dates against previously reported completion dates, as provided by the county transportation commissions (CTCs). It is SCAG's intention that project completion dates reported when a TCM is first listed in an approved FTIP will be reported in all subsequent Timely Implementation Reports alongside the most current completion dates, until such a time as the project is completed. In this case, ongoing projects include the original date listed beginning with the 2004 RTIP, or a later FTIP when first listed as a committed TCM.

SCAG relies on the established project status update process used for the RTP and the FTIP to gather data from CTCs for preparing the TCM Timely Implementation Report. It is an iterative and collaborative process. The final data gathered on TCM project implementation status, currently anticipated completion dates, and, when delay occurs, reasons for the delay and efforts to overcome the implementation

obstacles, is used to establish the final Timely Implementation Report. SCAG's process integrates an assessment of the specific steps and funding sources needed to fully implement each TCM and confirms that the projects are on or ahead of schedule; or, in the case that some particular project is delayed, the analysis establishes that the obstacles to implementation have been or are being overcome, and that the project is henceforth expected to be expeditiously implemented.

3. Timely Implementation of TCM Projects in the SCAG Region

The federal Transportation Conformity Regulations state that timely implementation is to be measured against the TCM projects in the applicable SIP. SCAG evaluates the TCM-category projects to determine the anticipated level and current status of implementation. The enforceable commitment is to report on the funding and implementation of TCM projects in the first two years of the six-year FTIP. In each FTIP, TCM category projects roll forward and the enforceable commitment is automatically revised to encompass the first two-year schedule of TCM-category projects without the need for a SIP revision. The implementation status of each of these TCM projects then continues to be reported on in subsequent FTIPs, until the TCM project is reported as having been completed, or the suitably replaced or substituted project has been completed.

SOUTH COAST AIR BASIN

The 2022 South Coast AQMP/SIP and the 2024 South Coast PM2.5 Attainment Plan pending EPA final approval includes the following three TCM categories:

- High Occupancy Vehicle (HOV) Measures
- Transit and Systems Management Measures, and
- Information-based Transportation Strategies

It should be noted that the TCM categories in the 2022 South Coast AQMP/SIP and the 2024 South Coast PM2.5 Attainment Plan are consistent with the TCM categories in the 1994/1997/2003/2007/2012/2016 ozone AQMPs/SIPs.

It should also be noted that the TCM project categories in Appendix IV-C, Regional Transportation Strategy and Control Measures, of the 2016 South Coast AQMP/SIP, are consistent with those of TCM01 specified in the 1994 and subsequent Ozone SIPs and are updated by the list provided in the Timely Implementation Report section of this document.

VENTURA COUNTY PORTION OF SCCAB

The applicable TCM projects in Ventura County include the following measures:

- Ridesharing
- Non-Motorized
- Traffic Flow Improvement
- Land Use
- Transit

It should be noted that the 2022 Ventura County AQMP/SIP pending EPA final approval makes no changes to previously approved TCM categories contained in 1994, 2007, and 2016 Ventura County AQMPs/SIPs.

Listing of TCMs Subject to Timely Implementation and Completed/Corrected Projects

The information in Tables 44 through 59 demonstrates timely implementation of TCMs (by County).

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
ALHAMBRA	LAMIPMR117	REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC CONTROLLERS AND FIRMWARE AT 20 SIGNALIZED INTERSECTIONS ALONG GARFIELD AVENUE FROM HUNTINGTON DRIVE TO I-10 FREEWAY. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, COMMUNICATION HUBS, ETHERNET SWITCHES, VEHICLE DETECTION SYSTEMS. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	7/31/2025	12/31/2025	7/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PROJECT COMPLEXITY AND PHASING. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
ALHAMBRA	LAMIPMR114	REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC TRAFFIC SIGNAL CONTROLLERS AND FIRMWARE AT 14 SIGNALIZED INTERSECTIONS ALONG ATLANTIC BLVD FROM HUNTINGTON DRIVE TO I-10 FREEWAY. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, ETHERNET SWITCHES, COMMUNICATION HUBS, VEHICLE DETECTION. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN A NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	7/31/2025	7/31/2025	7/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PROJECT COMPLEXITY AND PHASING. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
ALHAMBRA	LAMIPMR116	REPLACE EXISTING TRAFFIC SIGNAL CONTROLLERS WITH 2070 ATC TRAFFIC SIGNAL CONTROLLERS AND FIRMWARE AT 20 SIGNALIZED INTERSECTIONS ALONG VALLEY BLVD FROM WEST CITY LIMIT TO EAST CITY LIMIT. INSTALL FIBER OPTIC CABLE CONNECTIVITY TO ALL SIGNALIZED INTERSECTIONS, ETHERNET SWITCHES, COMMUNICATION HUBS, VEHICLE DETECTION. UPDATE TRAFFIC SIGNAL TIMING AND SYNCHRONIZATION. DESIGN A NEW CENTRAL TRAFFIC SIGNAL MANAGEMENT SYSTEM TO MONITOR AND CONTROL ALL SIGNALIZED INTERSECTIONS IN THE CITY.	2/29/2024	2/28/2026	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
AVALON	LAF9600	CITY OF AVALON FIVE-CORNER COMPREHENSIVE PEDESTRIAN PROJECT: THE PROJECT PROPOSES TO CONSTRUCT NEW-PERMENANT SIDEWALKS, MEDIAN SAFETY ISLANDS, TRAFFIC CALMING (ROUND-ABOUT) AND LIGHTING IN ORDER TO PROVIDE SAFER ACCESS FOR PEDESTRIANS. THE TOTAL PROJECT IS APPROXIMATELY .25 MILES IN LENGTH.	6/30/2021	12/31/2024	12/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DESIGN CHANGE. UNDER CONSTRUCTION PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
BALDWIN PARK	LATP17S029	CONSTRUCT 2.3 MILES OF CLASS I SHARED-USE RECREATIONAL PATH ("TRAIL"). DEVELOP CONCEPTUAL DESIGNS FOR 6.8 MILE CLASS I RECREATIONAL TRAIL ALONG WALNUT CREEK AND 15.3 MILES OF ON-STREET CLASS II AND CLASS III BIKEWAYS.	6/6/2022	6/30/2025	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PERMITTING DELAYS. UNDER CONSTRUCTION PROJECT IMPLEMENTATION BEGINS.
BURBANK	LA9918844	4 TRAFFIC SIGNALS UPGRADED TO ENABLE REAL TIME SIGNAL SYNCHRONIZATION PLANS AND MONITORING TRAFFIC. MAGNOLIA/MARIPOSA, MAGNOLIA/REESE, MAGNOLIA/SCREENLAND & VICTORY/ELMWOOD.	10/31/2026	10/31/2026	12/31/2029	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO EQUIPMENT PROCUREMENT ISSUES. IN CONTRACT/PROJECT AWARD.
BURBANK	LA9918855	SYNCHRONIZE 32 TRAFFIC SIGNALS ALONG OLIVE AVE BETWEEN GLENOAKS BLVD AND ALAMEDA AVE AND ON GLENOAKS BLVD BETWEEN BUENA VISTA ST AND ALAMEDA AVE. REPLACE 4 TRAFFIC CABINETS AND ELECTRICAL UTILITY CABINETS.	9/30/2025	9/30/2025	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SUPPLY CHAIN ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
BURBANK	LA9918853	SYNCHRONIZE 18 INTERSECTIONS ALONG VICTORY BLVD BETWEEN LINCOLN ST AND ALAMEDA AVE, SAN FERNANDO BLVD BETWEEN COHASSET STREET AND LINCOLN ST, AND BUENA VISTA ST BETWEEN SAN FERNANDO BLVD AND GLENOAKS BLVD.	9/30/2025	9/30/2025	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SUPPLY CHAIN ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
CARSON, CITY OF	LA9919335	THE PURPOSE OF THIS PROJECT IS TO INSTALL CLASS II BIKE LANES ON UNIVERSITY DRIVE, AVALON BOULEVARD, CENTRAL AVENUE, DEL AMO BOULEVARD, AND 223RD STREET INCLUDING SIGNING, STRIPING, AND THE MODIFICATION OF MEDIANS TO INCREASE ROAD WIDTH FOR DEDICATED BIKE LANES ALONG APPROXIMATELY 15.5 MILES OF CITY STREETS. NEW BIKE LANES TOTAL APPROXIMATELY 31 MILES.	12/31/2030	12/31/2030	12/31/2029	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
CARSON, CITY OF	LA9919326	INSTALLING CLASS II BIKE FACILITIES ON FIGUEROA STREET, MAIN STREET, VICTORIA STREET, AND CARSON STREET IN THE CITY OF CARSON INCLUDING SIGNING, STRIPING, AND THE MODIFICATION OF MEDIANS TO INCREASE ROAD WIDTH FOR DEDICATED BIKE LANES ALONG APPROXIMATELY 14.5 MILES OF CITY STREETS.	12/31/2032	12/31/2032	12/31/2029	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
COMMERCE	LATP23S102	PROJECT FOCUSES ON PEDESTRIAN, BIKE, & TRANSIT SAFETY IMPROVEMENTS ALONG THE 2.6-MILE SLAUSON AVENUE CORRIDOR & 10 UNSIGNALIZED INTERSECTIONS OR MIDBLOCK CROSSINGS CITYWIDE. IMPROVEMENTS INCLUDE REPAINTING CROSSWALKS, UPGRADING PEDESTRIAN SIGNAL COUNTDOWN HEADS, UPGRADING BUS SHELTER AMENITIES, INSTALLING CLASS II BIKE LANE STRIPING/SIGNAGE (2.6 MILES), INSTALLING SPEED FEEDBACK SIGNS, INSTALLING RRFB SYSTEMS AND REPLACE SIGNAGE. NO SIGNAL SYNC.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
COMMERCE	LA9919377	THIS PROJECT APPLIES $713K IN FFY 26/27 FTA 5307 FUNDS TO PURCHASE FIFTEEN (15) SOLAR POWER POLE SIGNS TO ENHANCE BUS STOPS BY PROVIDING LIVE BUS ARRIVAL TIMES FOR RIDERS AND TWENTY-NINE (29) BUS SHELTER ASSEMBLIES TO ENHANCE BUS STOP AMENITIES. USING TDC IN FY26/27 TO MATCH 5307 FOR $143K.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
COMMERCE	LA0G1704	PROJECT INCLUDES TRAFFIC SIGNAL UPGRADES, SIGNAL INTERCONNECT INSTALLATION, ADOPTIVE SIGNAL DETECTION, CONTROL SYSTEM, SOFTWARE, SIGNAL SYNC, TRAFFIC LANE ALIGNMENTS, TRAFFIC SIGNAGE, FREEWAY ON AND OFF RAMP IMPROVEMENTS, AND OTHER ITEMS TO IMPROVE TRAFFIC FLOW AND CAPACITY. 4 INTERSECTIONS WILL RECEIVE SIGNAL SYNC: 1) TRIGGS ST, TELEGRAPH RD, ATLANTIC BLVD, GOODRICH BLVD, AND FERGUSON DR; 2) TELEGRAPH RD AND ATLANTIC BLVD; 3) ATLANTIC BLVD AND EASTERN AVE; AND 4) EASTERN AVE AND STEVENS PL.	6/30/2026	6/30/2026	12/31/2028	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION AND STAFFING ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
COMPTON	LA0G1713	THIS PROJECT AIMS TO DEVELOP AND UPGRADE THE EXISTING AND OBSOLETE CITYWIDE TRAFFIC SIGNAL SYSTEM TO A STATE OF THE ART INTELLIGENT TRANSPORTATION SYSTEM THAT SYNCHRONIZES TRAFFIC SIGNAL ALONG ROSECRANS AV FROM CITY LIMITS TO CITY LIMITS. THERE ARE 20 SIGNAL INTERSECTIONS PLANNED FOR SYNCHRONIZATION.	6/30/2025	6/30/2025	12/30/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO OPERATIONAL AND STAFFING ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
COMPTON	LAF9530	ENHANCE SAFETY/IMPROVE NON-MOTORIZED TRANSPORTATION TRAVELS ALONG CENTRAL AV BY INSTALLING PROTECTIVE BUFFERED BIKE LANES, IMPROVING INTERSECTION CROSSINGS AND CLOSING SIDEWALK GAPS.	8/1/2021	12/31/2024	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO OPERATIONAL AND STAFFING ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
COMPTON	LA0G1711	THIS WILMINGTON AVENUE REGIONAL BIKEWAY CORRIDOR CONNECTS EXISTING BIKEWAYS AND LANES AT ROSECRANS AVE ON THE NORTH AND CONTINUES SOUTH TO VICTORIA ST. THIS PROJECT WILL PROVIDE BICYCLE ELEMENTS INCLUDING CLASS II BIKE LANES, PEDESTRIAN LIGHTING, AND MISSING SIDEWALKS GAPS TO PROVIDE SAFE TRAVELS FOR PEDESTRIANS AND BICYCLISTS. THIS CORRIDOR WILL EVENTUALLY CONNECT THE COMPTON CREEK BIKE PATH AT EL SEGUNDO WITH THE METRO BLUE LINE ARTESIA STATION. PROJECT IS 2.5 MILES LONG.	3/31/2025	3/31/2025	10/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO OPERATIONAL AND STAFFING ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
CUDAHY	LAF9605	THE CUDAHY CITY WIDE COMPLETE STREETS IMPROVEMENT PROJECT FOCUSES ON THE ATLANTIC AVENUE CORRIDOR AND CITY WIDE MULTIMODAL TRANSPORTATION IMPROVEMENTS FOR THE FIRST/LAST MILE. PROJECT IS APPROXIMATELY 1.1 MILES LONG.	12/1/2021	3/31/2025	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO LONG LEAD TIME FOR MATERIALS DELIVERY. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
CULVER CITY	LA9919177	THE PROJECT CLOSES TWO GAPS, CREATING A CONTINUOUS 2.72 ROUTE-MILE BICYCLE FACILITY THAT INCLUDES ADDING NEW CLASS IV PROTECTED BICYCLE LANES (1.53 ROUTE-MILES), NEW CLASS II BICYCLE LANES (0.43 ROUTE-MILES), AND A NEW CLASS III BICYCLE LANE (0.21 ROUTE-MILES) TO THE EXISTING CLASS II BICYCLE LANES (0.57 ROUTE-MILES), PROVIDING FIRST/LAST MILE ACCESS TO THE CULVER CITY TRANSIT CENTER.	12/31/2029	12/31/2029	12/31/2029	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
DOWNEY	LAF9525	THIS PROJECT IMPLEMENTS 17 MILES OF CLASS II BIKE LANES ON EIGHT ROADWAYS (SEVEN OF THEM WITH ROAD DIETS) PROVIDING ENHANCED ACCESS TO ACTIVITY CENTERS AND MULTI-MODAL ASSETS SUCH AS THE GREEN LINE AND BIKE PATHS.	12/1/2021	3/31/2025	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CONSTRUCTION ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
DOWNEY	LATP23MPO107	SOUTH DOWNEY SAFE ROUTES TO SCHOOL PHASE II PROJECT IS (COMBINATION INFRASTRUCTURE/NON-INFRASTRUCTURE) FOR THE SAFETY EDUCATION PROGRAM COMPONENT & CONSTRUCTION OF NEW SIDEWALK, CROSSWALK & CURB RAMPS. THE INFRASTRUCTURE COMPONENT WILL ADD 29 ADA CURB RAMPS, 7,835 LINEAR FEET OF NEW SIDEWALK AND 5 CROSSWALKS IN 11 RESIDENTIAL STREETS THAT FEED DIRECTLY TO 7 SCHOOL ENTRANCES WITHIN THE CITY OF DOWNEY.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
DUARTE	LATP19S001	BICYCLE AND PEDESTRIAN GAP CLOSURE IMPROVEMENTS THAT WILL LINK THE DUARTE TOWN CENTER SPECIFIC PLAN AREA, DUARTE CIVIC CENTER AREA, AND SCHOOLS AND PARKS ON THE NORTH SIDE OF I-210 WITH NEIGHBORHOODS, CITY OF HOPE, AND THE METRO GOLD LINE. CLASS II BICYCLE CENTRAL AVENUE FROM BRADBURY AVENUE TO HIGHLAND AVENUE (0.9 MI), EVERGREEN STREET FROM BUENA VISTA STREET TO HIGHLAND AVENUE (0.7MI), 3 PEDESTRIAN UNDERPASS IMPROVEMENTS AT I-210 FREEWAY UNDERPASSES AT HIGHLAND, DUNCANNON, BUENA VISTA ST	12/31/2028	12/31/2035	12/31/2035	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
EL MONTE	LATP23F101	INSTALL 1.1-MILE CLASS IV CYCLE TRACK, CLASS III ROUTE (2100 FEET), LANDSCAPE BUFFER, X-WALKS, CURB EXTENSIONS, ADA RAMPS, CONFLICT STRIPING, WIDEN SIDEWALK, ADD STOP CONTROL AT 1 INTERSECTION. DEMO ID# CA987.	12/31/2032	12/31/2032	12/31/2032	ON SCHEDULE. IN BID/ADVERTISE PHASE.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
FOOTHILL TRANSIT ZONE	LA0G1501	CONSTRUCT BUS LAYOVER FACILITIES JOINTLY BY AVTA, LADOT & FOOTHILL TRANSIT	12/31/2023	12/31/2024	6/30/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NEED TO WAIT FOR FINAL MEMORANDUM OF UNDERSTANDING WITH TRANSIT AGENCY. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
GLENDALE	LA9919084	PROJECT WILL COMPLETE A REGIONAL GAP IN THE OFF-STREET CLASS I BIKE PATH NETWORK BETWEEN CHANDLER BIKEWAY & THE LA RIVER VIA THE BURBANK WESTERN CHANNEL & VICTORY BLVD FOCUSING ON THE SECTION WITHIN GLENDALE CITY LIMITS. THE PROJECT WILL IMPROVE TRANSIT, BICYCLIST, AND PEDESTRIAN CONNECTIVITY IN THE CORRIDOR. THE PROJECT INCLUDES ROADWAY, CURB, GUTTER, SIDEWALK, TRAFFIC SIGNAL, SIGNING, & STRIPING IMPROVEMENTS. CLASS IV PROTECTED BIKEWAY LENGTH IS 3 MILES. SIDEWALK IMPROVEMENTS SPAN 1.5 MILES.	12/31/2035	12/31/2035	12/31/2029	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
GLENDORA	LATP17M027	BICYCLE AND PEDESTRIAN IMPROVEMENTS INCLUDING FIRST/LAST MILE IMPROVEMENTS TO THE METRO L (GOLD) LINE GLENDORA STATION ALONG GLENDORA AVENUE AND FOOTHILL BOULEVARD (0.5-MILE OF CLASS IV & 1.5-MILES OF CLASS II), ROUNDABOUT, PROTECTED INTERSECTION, AND ENHANCED CROSSINGS. APPROX. 7 MILES OF URBAN TRAIL CLASS I ALONG THREE FLOOD CONTROL CHANNELS WITHIN THE CITY'S BOUNDARIES. ON-STREET CLASS III OF 1.2 MILES FOR LINKS BETWEEN CHANNEL ENTRANCES.	12/31/2032	12/31/2032	12/31/2032	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
HAWTHORNE	LA0G1548	WIDEN INTERSECTIONS MODIFY AND UPGRADE FOUR TRAFFIC SIGNAL SYSTEM, TRAFFIC STRIPING, ADJUSTMENT OF UTILITIES, EXCAVATION AND REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT AND CONSTRUCTION OF CURB, GUTTER, SIDEWALKS, DRIVEWAYS AND ADA RAMPS. SIGNAL SYNCHRONIZATION AT: EL SEGUNDO BLVD AT RAMONA AVE. EL SEGUNDO BLVD. AT AVIATION AVE. EL SEGUNDO BLVD. AT ISIS AVE. EL SEGUNDO BLVD. AT VAN NESS AVE.	11/30/2022	6/30/2026	6/30/2028	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. IN BID/ADVERTISE PHASE.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
HAWTHORNE	LA0G1547	WIDEN INTERSECTIONS, UPGRADE 6 TRAFFIC SIGNAL (INCLUDING ADA RAMPS WHERE SIGNAL UPGRADE IMPACTS ADJACENT RAMP), TURN LANE, STRIPING, UTILITIES, CONCRETE, ASPHALT, CURB, GUTTER, SIDEWALKS, DRIVEWAYS, RETAINING WALLS, AND RAISED MEDIANS. ROSECRANS AVENUE AT HAWTHORNE BOULEVARD ROSECRANS AVENUE AT INGLEWOOD AVENUE ROSECRANS AVENUE AT OCEAN GATE AVENUE ROSECRANS AVENUE AT HINDRY AVENUE ROSECRANS AVENUE AT ISIS AVENUE ROSECRANS AVENUE AT AVIATION BOULEVARD	6/30/2022	6/30/2025	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATING WITH NEARBY CALTRANS PROJECT. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
HAWTHORNE	LA0G1546	IMPERIAL HWY SIGNAL IMPROVEMENTS AND INTERSECTION. PA/ED, PS&E, ROW, CONSTRUCTION. MODIFY AND UPGRADE 5 TRAFFIC SIGNAL, TRAFFIC STRIPING, UTILITIES, EXCAVATION, REMOVAL OF EXISTING PAVEMENT, CONCRETE, ASPHALT AND CONSTRUCTION OF CURB, GUTTER, SIDEWALKS AND DRIVEWAYS. SIGNAL SYNCHRONIZATION AT: IMPERIAL HIGHWAY AT PRAIRIE AVENUE, IMPERIAL HIGHWAY AT FREEMAN AVENUE, IMPERIAL HIGHWAY AT HAWTHORNE BOULEVARD, IMPERIAL HIGHWAY AT RAMONA AVENUE, IMPERIAL HIGHWAY AT INGLEWOOD AVENUE.	6/20/2022	6/30/2025	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO RIGHT OF WAY ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LA PUENTE	LATP23MPO110	LA PUENTE'S SAFE ROUTES FOR STUDENTS PROJECT WILL ADD: 3 HAWK BEACONS: PUENTE/SAUDER, HACIENDA/PRICHARD, AND TEMPLE/DUFF., 6285 LF OF NEW SIDEWALKS AND 52 ADA CURB RAMPS. 14,300 LF OF CLASS 2 BIKE LANE: TEMPLE - GLENDORA TO CALIFORNIA AND MAIN - GLENDORA TO DALESFORD, 4,410 LF OF CLASS 3 BIKE ROUTE: MAIN-GLENDORA TO DALESFORD, 2,980 LF OF CLASS 4 SEPARATE BIKEWAY: GLENDORA-MAIN TO TEMPLE AND 485 LF OF CLASS 1 BIKE PATH THROUGH THE REPLACEMENT OF VEHICLE ROADWAY WITH BIKE/PED-ONLY STREET.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LAKEWOOD	LA0G1262	LAKEWOOD BL REGIONAL CORRIDOR CAPACITY ENHANCEMENT PROJECT (DEL AMO BL TO NORTH CITY LIMIT) - CLASS II BIKE LANES (1.9 MILE) IN EACH DIRECTION, NEW SIDEWALK, STREET RESURFACING, ADA & STORMWATER COMPLIANCE, TRAFFIC SIGNAL MODIFICATIONS, DROUGHT RESISTANT LANDSCAPING & IRRIGATION, SIGNING & STRIPING, AND UTILITY UNDERGROUNDING WITHIN THE EXISTING CITY RIGHT OF WAY.	12/31/2019	12/31/2024	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH UTILITY COMPANY. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LANCASTER	LA0G931	SR-138 (SR-14) AVENUE M INTERCHANGE. PROJECT WILL WIDEN AVENUE M FROM 10TH STREET TO 20TH STREET WEST TO PROVIDE A CENTER TURN-LANE, BIKE LANES AND SIDEWALKS. THE PROJECT INCLUDES GEOMETRIC CHANGES TO THE SR-138 (SR-14) RAMPS, INTERSECTION CONTROLS, AND BIKE AND PEDESTRIAN IMPROVEMENTS FROM WEST OF 20TH STREET WEST TO 10TH STREET WEST. DEMO ID# CAA32.	12/31/2026	12/31/2026	12/31/2026	ON SCHEDULE. NO CHANGE IN COMPLETION DATE FROM 2025 FTIP. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA0G1762	EXPANSION OF FLEET TO TAKE OVER A PORTION OF THE METRO ROUTE 130 WITH UP TO (11) BATTERY ELECTRIC BUSES (30'/35'40'). 5307 FUNDS WERE AWARDED BY BOS UNDER THE DISCRETIONARY 15% SUBALLOCATION. FEDERAL FUNDING FOR FY19 IS $1.887M AND FY20 IS $1.548M. ADDING AN ADDITIONAL (7) BUSES FOR A TOTAL OF (11) TO THE TIP. UTILIZING TDC IN FY27 FOR $901K TO MATCH 5307 FUNDS. TRANSIT DEVELOPMENT CREDITS USED.	12/31/2025	12/31/2025	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO RESTORING SERVICE LEVELS. IN CONTRACT/PROJECT AWARD.
LONG BEACH	LATP21F103	TRANSFORM PACIFIC AVENUE FROM OCEAN BLVD TO PCH INTO A COMPLETE STREETS BEST PRACTICES CORRIDOR BY UPGRADING 1.6 MILES OF CLASS III ROUTE TO CLASS IV CURB-PROTECTED BIKE LANES, PROTECTED INTERSECTIONS, AND CURB EXTENSIONS. NON-INFRASTRUCTURE ELEMENTS INCLUDE PEDESTRIAN SAFETY EDUCATION, TARGETED MESSAGING, AND INTERACTIVE ACTIVITIES THAT MODEL DESIRED SAFETY BEHAVIORS.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LONG BEACH	LATP19S007	PROJECT INCLUDES 8.3 MILES OF IMPROVEMENTS WHICH WILL TRANSFORM ORANGE/ALAMITOS AVENUES INTO A NATIONALLY SIGNIFICANT ATP BEST PRACTICES CORRIDOR BY ADDING 4.5 MILES OF CLASS II PROTECTED BIKE LANES, CURB EXTENSIONS, BUS ISLANDS & IMPROVED LIGHTING.	12/31/2037	12/31/2037	12/31/2037	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LONG BEACH	LAF9314	THE PROJECT CONSISTS OF SIGNAL ENHANCEMENTS THAT WILL INCLUDE SYNCHRONIZATION AND COMMUNICATIONS. ALSO ARE INCLUDED ARE BICYCLE AND PEDESTRIAN IMPROVEMENTS AND INCLUSION OF THE CORRIDOR INTO AN ADAPTIVE TRAFFIC CONTROL SYSTEM	12/31/2022	8/31/2025	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PROJECT STAFF CHANGES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LONG BEACH	LAF7204	(1) REALIGNS PIER B ST. BETWEEN PICO AVE. AND ANAHEIM WAY AND WIDENS INTO 2 LANES IN EACH DIRECTION TO IMPROVE GOODS MOVEMENT MOBILITY, AND ENHANCE PEDESTRIAN TRAVEL THROUGH THE ADDITION OF STREET LIGHTING AND SIGNAGE. (2) REALIGNS PICO AVE. TO THE WEST FROM PIER B ST./I-710 RAMPS TO PIER D ST. (3) CONSTRUCTS AND REPLACES 7,250 FEET OF SIDEWALK ON THE SOUTH SIDE OF PIER B ST. AND ALONG THE WEST SIDE OF PICO AVE. (4) CLOSE THE AT-GRADE RAILROAD CROSSING AT 9TH STREET.	5/1/2028	5/1/2030	5/1/2030	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF7814	LADOT STREETS FOR PEOPLE: TRANSIT CORRIDOR PARKLETS AND PLAZAS: INSTALLS 12 PARKLETS AND 3 PLAZAS. THE LIMITS OF THE PARKLETS WILL BE EQUAL TO TWO CURBSIDE PARKING SPACES (APPRX. 40X 6). THE PLAZA LIMIT VARIES RANGING FROM 2,000 TO 6,000 SF.	12/31/2021	2/28/2025	2/28/2025	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LAMIP101	EAGLE ROCK BLVD MULTI-MODAL TRANSPORTATION IMPROVEMENTS. MOBILITY & ACCESS IMPROVEMENTS TO REDUCE VEHICLE & PED CONFLICTS ON EAGLE ROCK BLVD & FAIR PARK AVE. PROTECTED BIKE LANES, LANDSCAPED MEDIANS, PED REFUGE ISLANDS, CURB EXTENSIONS, TRAFFIC SIGNALS, CROSSWALKS, ACCESS RAMPS, STREET TREES, PED LIGHTING, WAYFINDING, BIKE RACKS/REPAIR STATIONS. NOT CAPACITY ENHANCING.	12/31/2029	12/31/2029	12/31/2029	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LAMIP102	ON EASTERN AVENUE, BETWEEN HUNTINGTON DRIVE AND VALLEY BOULEVARD, IMPLEMENT MOBILITY AND ACCESS IMPROVEMENTS; PEDESTRIAN ACCESS ENHANCEMENTS AND TRANSIT INFRASTRUCTURE IMPROVEMENTS TO IMPROVE MOBILITY AND ACCESS.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E)

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAMIP103	ON VALLEY BOULEVARD, BETWEEN SOTO STREET AND THE 710 FWY RAMP, IMPLEMENT MULTI-MODAL MOBILITY AND ACCESS IMPROVEMENTS; PEDESTRIAN ENHANCEMENTS; BIKE LANES; TRANSIT INFRASTRUCTURE IMPROVEMENTS INCLUDING A DEDICATED BUS RAPID TRANSIT ROUTE TO IMPROVE MOBILITY/SAFETY IN CORRIDOR. (NOT CAPACITY ENHANCING). USING TOLL CREDITS OF $1.296M TO MATCH SCAG STBG-R FUNDS IN FY27.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E)
LOS ANGELES, CITY OF	LAMIP105	EL SERENO ACTIVE TRANSPORTATION PROJECT & TRANSIT CONNECTIVITY ENHANCEMENTS. MOBILITY, PEDESTRIAN ACCESS, AND TRANSIT INFRASTRUCTURE IMPROVEMENTS TO INCREASE TRANSIT CONNECTIVITY, RIDERSHIP, AND ACCESS TO AND FROM HILLSIDE COMMUNITIES IN EL SERENO. INCLUDES CORRIDORS ALONG ALHAMBRA AVE, MARIANNA AVE, AND BEATIE PL	12/31/2037	12/31/2037	12/31/2037	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E)
LOS ANGELES, CITY OF	LAMIP107	TRANSIT INFRASTRUCTURE IMPROVEMENTS INCLUDE THE PROCUREMENT AND INSTALLATION OR REAL-TIME ARRIVAL SOLAR-POWERED BUS SIGNS AT EACH BUS STOP ON THE DASH HIGHLAND PARK/EAGLE ROCK, DASH EL SERENO/CITY TERRACE, DASH LINCOLN HEIGHTS / CHINATOWN, DASH BOYLE HEIGHTS/ EAST LA, AND DASH PICO UNION / ECHO PARK BUS ROUTES.	12/31/2026	12/31/2026	12/31/2026	ON SCHEDULE. IN CONTRACT/PROJECT AWARD.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF3644	BROADWAY HISTORIC THEATER DISTRICT PEDESTRIAN IMPROVEMENTS 4TH-6TH STREETS. THE PROJECT WILL IMPROVE PEDESTRIAN SAFETY BY INSTALLING CURB EXTENSIONS, WIDENING SIDEWALKS, IMPROVING PEDESTRIAN LIGHTING, ENHANCING CROSSWALKS, AND PROVIDE PEDESTRIAN AMENITIES; BENCHES, STREET TREES, LANDSCAPED BUFFERS FROM TRAFFIC AND 10 BIKE RACKS.	11/2/2022	11/19/2025	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PROJECT STAFFING ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES, CITY OF	LAF3647	MENLO AVE/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS. IMPROVE PEDESTRIAN ACCESS TO THE NEW EXPO STATION ON VERMONT AVE BY INSTALLING SIDEWALKS, LANDSCAPING, AND LIGHTING ALONG MENLO AVE. AND MLK JR. BLVD. PLUS A MEDIAN ON MLK BLVD.	6/30/2020	6/30/2025	9/30/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COMPLETION OF ANCILLARY PROJECTS IN SHARED PROJECT SITE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LAF5525	TO DESIGN AND CONSTRUCT CURB-SIDE BICYCLE PARKING (BICYCLE CORRAL) THAT WILL SERVE EACH COUNCIL DISTRICT. THE PROJECT REQUIRES SURFACE MODIFICATIONS TO CURBSIDE PARKING AREAS FOR INSTALLING AT LEAST 150 BIKE RACKS.	1/1/2018	6/30/2025	6/30/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LAF7123	MAGNOLIA BOULEVARD WIDENING (NORTH SIDE) - CAHUENGA BOULEVARD TO VINELAND : INSTEAD OF WIDENING, IT RESCOPED TO INCLUDE PEDESTRIAN AND SAFETY-RELATED IMPROVEMENTS SUCH AS CURB EXTENSIONS WHERE APPROPRIATE, ENHANCED LEFT TURN PROTECTION AT SELECT LOCATIONS, TREES, ADDITIONAL SAFER CROSSINGS WITH THE INTRODUCTION OF PEDESTRIAN HYBRID BEACONS, SIDEWALK REPAIRS, ADA-COMPLIANT ACCESS RAMPS, SPEED TABLES, STORM DRAIN EXTENSION, AND ADDITIONAL CATCH BASINS.	10/1/2023	10/1/2025	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LATP21MPO104	IMPLEMENTATION OF CLASS I AND CLASS IV BIKE FACILITIES, PEDESTRIAN IMPROVEMENTS, TRANSIT CONNECTIONS AND TRAFFIC CALMING MEASURES THAT IMPROVE SAFETY FOR NON-MOTORIZED ROAD USERS. THIS INCLUDES APPROXIMATELY 13,000 FEET OF CLASS I BIKE LANES AND 7,000 FEET OF CLASS IV BIKE LANES.	8/31/2035	8/31/2035	8/31/2035	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LATP23MPO112	BOYLE HEIGHTS COMMUNITY CONNECTIVITY PROJECT. 5 MI. OF BIKE AND PEDESTRIAN IMPROVEMENTS TO INCREASE SAFETY AND IMPROVE CONNECTIVITY TO NETWORK & KEY DESTINATIONS FOR DAC RESIDENTS IN HISTORIC BUT UNDER-RESOURCED BOYLE HEIGHTS. CLASS II: 1.43 MILE; CLASS IV: 1.87 MILE. NEW SIDEWALK: 0.98 MILE.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LATP23SF102	OSBORNE STREET: PATH TO PARK ACCESS PROJECT. PROJECT WILL CONSTRUCT 3.3 MILES OF RAISED CLASS IV CYCLE TRACK ALL ON THE PUBLIC CITY STREET OF OSBORNE ST BETWEEN SAN FERNANDO BIKE PATH AND FOOTHILL BLVD., ADA SIDEWALKS, 2 PHB MIDBLOCK XINGS, 20 HIGH-VISIBILITY CROSSWALKS/RAMPS, 3 PROTECTED INTERSECTIONS, AND A RIGHT-TURN SLIP-LANE CLOSURE LOCATED ON NORTHEAST CORNER OF OSBORNE ST AND OSBORNE PL, PLANT 250 TREES, AND INSTALL 334 LIGHTS.	12/31/2029	12/31/2029	12/31/2029	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LATP23SF104	NORMANDIE BEAUTIFUL: CREATING NEIGHBORHOOD CONNECTIONS IN SOUTH LA. PED AND BIKE SAFETY IMPROVEMENTS INCLUDING NEW BIKE LANES, ENHANCED PED CROSSINGS, TRAFFIC SIGNAL MODIFICATIONS AND LOW-STRESS BICYCLE FACILITIES TO ADDRESS COMMUNITY-IDENTIFIED MOBILITY BARRIERS. CLASS II: 0.98 MILE; CLASS III: 7.73 MILES; CLASS IV: 0.25 MILE.	12/31/2040	12/31/2040	12/31/2040	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LATP23SF105	WILMINGTON SAFE STREETS: A PEOPLE FIRST APPROACH. INSTALL CLASS II, III AND IV BIKE FACILITIES, PEDESTRIAN AND ADA IMPROVEMENTS, AND TRAFFIC CALMING MEASURES, IMPROVING SAFETY FOR ALL MODES. CLASS II: 2.80 MILES; CLASS III: 7.39 MILES; CLASS IV: 1.03 MILE.	12/31/2029	12/31/2029	12/31/2029	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LATP23SF106	SKID ROW CONNECTIVITY AND SAFETY PROJECT. IN LA SKID ROW, 3.24 MILES OF PEDESTRIAN & CYCLIST IMPROVEMENTS REVERSE LONGTIME NEGLECT AND PROVIDE SAFETY, CONNECTIVITY, ACCESS AND EQUITY FOR UNHOUSED & HOUSED DAC RESIDENTS. PROJECT IMPROVEMENTS INCLUDE 2.43 MILES OF CLASS IV BIKE LANES, WIDENED SIDEWALKS, CURB EXTENSIONS, CURB RAMPS, ENHANCED CROSSWALKS, HYBRID BEACONS, PEDESTRIAN LIGHTS, STREET TREES, AND TRAFFIC SIGNAL MODIFICATIONS.	12/31/2037	12/31/2037	12/31/2037	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LATP16S006	BOYLE HEIGHTS PEDESTRIAN LINKAGES. PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS INCLUDING SIDEWALK REPAIRS, 3,400 LINEAR FEET OF NEW SIDEWALK, AND INSTALLATION OF PEDESTRIAN LIGHTING, CONTINENTAL CROSSWALKS, AND CURB RAMPS TO IMPROVE CONNECTIVITY WITHIN COMMUNITY AND TO 6TH STREET VIADUCT REPLACEMENT PROJECT.	6/1/2020	12/31/2024	12/30/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COMPLETION OF ANCILLARY PROJECTS IN PROJECT VICINITY AND COPPER WIRE THEFT. UDNER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LATP17M014	ARTS DISTRICT PEDESTRIAN & CYCLIST SAFETY PROJECT. THE PROJECT WILL ESTABLISH CRITICAL PEDESTRIAN AND CYCLIST CONNECTIONS TO AND WITHIN THE ARTS DISTRICT IN DOWNTOWN LOS ANGELES WHICH IS A HISTORIC INDUSTRIAL NEIGHBORHOOD WITH A COMPLEX STREET SYSTEM THAT CHALLENGES THE MOBILITY OF ALL USERS WHETHER THEY ARE ON FOOT, ON A BIKE OR IN A VEHICLE.	4/26/2022	6/30/2025	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PLAN REVISIONS AND UTILITY COORDINATION ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES, CITY OF	LATP17S005	THE CITY OF LOS ANGELES WILL BE IMPLEMENTING COMPLETE STREET TREATMENTS TO IMPROVE JEFFERSON BOULEVARD BETWEEN VERMONT AVENUE AND WESTERN AVENUE, WHICH INCLUDES BUFFERED CLASS II (0.35 MI) AND CLASS IV (0.65 MI) BICYCLE FACILITIES, CURB EXTENSIONS, PEDESTRIAN REFUGE AREAS, PATH IMPROVEMENTS, PEDESTRIAN LIGHTING, AND ADDITIONAL SHADE TREES WITH ROAD DIET FROM 4 TO 2 LANES (1 MILE).	5/15/2023	12/31/2024	6/30/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DESIGN ISSUES AND COPPER WIRE THEFT. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LATP19M014	SAFETY AND MOBILITY IMPROVEMENTS ALONG 2.8 MILE STRETCH OF BROADWAY (MANCHESTER AVE TO IMPERIAL HWY) AND MANCHESTER AVE (VERMONT AVE TO BROADWAY). INCLUDES A SEPARATED 4-MILE CLASS IV CYCLE TRACK), SIDEWALK AND CROSSING IMPROVEMENTS, SIGNAL UPGRADES, CENTER MEDIAN REFUGE ISLAND MODS, AND OTHER IMPROVEMENTS TO SLOW SPEEDING VEHICLES & INCREASE PEDESTRIAN/BICYCLIST SAFETY, PLUS PEDESTRIAN LIGHTING, STREET TREES, & PEDESTRIAN/BICYCLIST AMENITIES, SUCH AS BENCHES, BIKE RACKS, AND TRASH RECEPTACLES.	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES, CITY OF	LATP21F104	7 MILES OF PEDESTRIAN AND CYCLIST IMPROVEMENTS WITHIN THE HEART OF THE CANOGA PARK COMMUNITY CONNECTING DAC RESIDENTS WITH LOCAL DESTINATIONS & THE REGIONAL TRANSIT & TRAIL SYSTEM. THIS INCLUDES APPROXIMATELY 12,000 FEET OF CLASS IV BIKE LANES, 10,000 FEET OF CLASS II AND III BIKE LANES, AND 11,000 SQUARE FEET OF SIDEWALK IMPROVEMENTS.	8/30/2035	8/30/2035	8/30/2035	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES, CITY OF	LA0G901	HISTORIC LOS ANGELES STREETCAR	6/30/2017	12/31/2024	12/31/2024	OBSTACLES ARE BEING OVERCOME. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LA0G1380	PURCHASE OF 500 SOLAR-POWERED, REAL-TIME BUS ARRIVAL INFORMATION SIGNS FOR BUS STOP IMPROVEMENT ALONG DASH ROUTES IN THE CITY OF LOS ANGELES	1/31/2020	12/31/2024	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION AND STAFFING ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES, CITY OF	LA0C53	HOLLYWOOD INTERMODAL TRANSPORTATION AND PUBLIC PARKING CENTER ON HAWTHORNE AVE. BETWEEN HIGHLAND AVENUE AND NORTH ORANGE DRIVE (EXIST 500 SP PARK STRUCTURE). TCRP#49.2	10/1/2020	12/31/2024	12/31/2024	OBSTACLES ARE BEING OVERCOME. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES, CITY OF	LAF9527	PROJECT WILL CONSTRUCT A 3.1 MILE CYCLETRACK ALONG CHANDLER BOULEVARD, CONNECTIN THE CHANDLER AND ORANGE LINE BIKE PATHS AND BRIDGING A GAP IN THE LOW-STRESS BICYCLE NETWORK	1/1/2023	1/1/2025	9/30/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES, CITY OF	LATP19M013	DESIGN AND CONSTRUCTION OF 2.93 MILES OF GREENWAY GAP CLOSURE ALONG THE BANKS OF THE LA RIVER, AND ADJACENT ON-STREET NETWORK OF BICYCLE AND PEDESTRIAN IMPROVEMENTS	9/30/2026	9/30/2026	6/30/2028	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION AND STAFFING ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LA0G1486	THE PROJECT CONSISTS OF DESIGN AND CONSTRUCTION OF 1.86 MILES OF CLASS I BIKE PATH ALONG PUENTE CREEK AND 0.37 MILES OF ENHANCED CLASS III BIKE ROUTE ALONG RIMGROVE AND WITZMAN DRIVE ADJACENT TO THE RIMGROVE COUNTY PARK. THE NON-INFRASTRUCTURE PORTION OF THE PROJECT INCLUDES BICYCLE AND PEDESTRIAN SAFETY EDUCATION AND ENCOURAGEMENT TRAINING WORKSHOPS AND RODEOS TO STUDENTS AT 3 ELEMENTARY, 1 MIDDLE, AND 1 HIGH SCHOOL LOCATED NEAR THE PROPOSED BIKEWAY.	6/30/2023	6/30/2025	6/30/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO EASEMENT ACQUISITION PROCESS. IN BID/ADVERTISE PHASE.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LA0D461	RECONSTRUCT- THE OLD ROAD FROM HILLCREST PARKWAY TO LAKE HUGHES RD & WIDEN FROM 40' TO 68', 2 VEH. LANES AND A 5' CLASS II BIKELANE IN EA DIR & STRIPPED MEDIAN (FROM 2 TO 4 LNS 2 EA DIR) FOR 2.1 MILES.	6/30/2021	4/30/2026	4/30/2028	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO REVISED PROJECT SCOPE AND FUNDING COORDINATION. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
LOS ANGELES COUNTY	LA0D465	COLIMA ROAD-CITY OF WHITTIER LIMITS TO FULLERTON ROAD, FOR A TOTAL DISTANCE OF 4.9 MILES. THE PROJECT WILL WIDEN COLIMA RD BY UP TO SIX FEET AT SPOT LOCATIONS AND RESTRIPE TO ACCOMMODATE THREE THROUGH LANES IN EACH DIRECTION. A CLASS II BIKEWAY FROM THE CITY OF WHITTIER WILL BE EXTENDED TO LARKVANE RD, A DISTANCE OF 1.2 MILES, AND BUS PADS WILL BE REPLACED. INCLUDES MEDIAN LANDSCAPING.	12/15/2020	6/30/2025	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COOPERATIVE AGREEMENT TIMING. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES COUNTY	LA9918952	THIS PROJECT INVOLVES SYNCHRONIZING THE TRAFFIC SIGNALS AT THE 35 INTERSECTIONS ON AVALON BOULEVARD BETWEEN 126TH STREET AND SEPULVEDA BOULEVARD. THE ATTACHED MAP IS MISSING THE TWO I-405 FREEWAY RAMPS, CARSON STREET, AND WATSON CENTER RD/228TH.	3/31/2024	2/28/2025	6/30/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SCOPE REVIEW. IN BID/ADVERTISE PHASE.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF9504	E. PASADENA & E. SAN GABRIEL BIKEWAY ACCESS IMPROVEMENTS: INSTALL APPROXIMATELY 4.8 MILES OF BIKE LANES AND ENHANCED BIKE ROUTES IN THE EAST PASADENA AND EAST SAN GABRIEL COMUNITIES	12/31/2022	12/31/2025	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO BIKE LANE SCOPE REVISIONS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF9511	SOUTH WHITTIER COMMUNITY BIKEWAY ACCESS IMPROVEMENTS: CONSTRUCTION OF 3.1 MILES OF CLASS II AND 1.8 MILES OF CLASS III BIKE FACILITIES IN THE UNINCORPORATED COUNTY AREA OF SOUTH WHITTIER ALONG WITH VARIOUS PEDESTRIAN INTERSECTION IMPROVEMENTS. DEMO ID# CA998.	6/30/2022	6/30/2025	10/1/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO 2024 CALTRANS STANDARDS AND SPECIFICATIONS REQUIREMENTS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF1312	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION AND INTERSECTION OPERATIONAL IMPROVEMENTS ON REGIONAL ARTERIALS IN THE GATEWAY CITIES REGION. INCLUDES 86 CONSECUTIVE INTERSECTIONS.	10/1/2020	6/30/2025	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CONTRACT AND FUNDING AGREEMENT ISSUES AND COORDINATION WITH RAILROAD AGENCIES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF1321	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS. SYNCHRONIZES 83 CONSECUTIVE INTERSECTIONS.	10/1/2015	6/30/2023	12/31/2025	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SCHEUDLING CONFLICT WITH ANOTHER PROJECT. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES COUNTY	LAF3308	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCH, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSPORTATION SYSTEM COMPONENTS ON REGIONAL ARTERIALS. APROX. 183 SIGNALS TOTAL.	6/30/2016	12/31/2024	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. IN BID/ADVERTISE PHASE.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF3310	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN AND CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, OPERATIONAL IMPROVEMENTS & ITS COMPONENTS ON ARTERIALS IN THE SOUTH BAY AREA OF LA COUNTY. (APROX 40+ SIGNALS)	6/30/2016	2/28/2025	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO EQUIPMENT PROCUREMENT ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES COUNTY	LAF5310	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP. IMPLEMENTION OF A TRAFFIC SIGNAL SYNCHRONIZATION PROJECT (TSSP) ON RAMONA BL/BADILLO ST/COVINA BL FROM SANTA ANITA AV TO THE 57 FREEWAY. A BUS SIGNAL PRIORITY (BSP) PROJECT WILL BE IMPLEMENTED ON RAMONA BL/BADILLO ST FROM TYLER AV TO GRAND AV TO GIVE TRANSIT PRIORITY FOR FOOTHILL TRANSIT OPERATIONS (50 SIGNAL LOCATIONS).	6/30/2019	6/30/2025	6/30/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO MUTIPLE COORDINATION ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF5315	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. THIS PROJECT INCLUDES 6 INTERSECTIONS AT MYRTLE AV/PECK RD BETWEEN HUNTINGTON DR AND CLARK ST AND PROVIDES FOR SYSTEM WIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS. (APROX. 20+ SIGNALS)	6/30/2019	6/30/2026	6/30/2028	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CALTRANS CLEARANCE TO PROCEED ISSUES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF5316	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT - SYSTEMWIDE COORDINATION, TIMING AND OPERATIONAL IMPROVEMENTS AND TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS IN SOUTH BAY REGION. 25 SIGNALS SYSTEM WIDE. ADDITIONALLY, THIS PROJECT WILL INSTALL ANY WARRANTED AND FEASIBLE ROADWAY IMPROVEMENTS ALONG THE ROUTES TO IMPROVE OVERALL PROGRESSION.	6/30/2019	6/30/2026	6/30/2028	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO FUNDING PROCESS ISSUES WITH CITIES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF7305	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDOR PROJECT: DESIGNS AND CONSTRUCTS ITS IMPROVEMENTS ALONG NORWALK BL, SAN ANTONIO DR, PIONEER BL BETWEEN BEVERLY BL AND CARSON ST INCLUDING SYNCHRONIZATION AND RETIMING OF TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS (UPTO 14 CCTVS), AND CHANGEABLE MESSAGE SIGNS.	6/30/2021	6/30/2025	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UTILITY COORDINATION ISSUES IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF7306	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT: (1) TRAFFIC SIGNAL SYNCHRONIZATION, EQUIPMENT UPGRADES AND INTERSECTION OPERATIONAL IMPROVEMENTS FOR 28 INTERSECTIONS ALONG FOOTHILL BL BETWEEN LOWELL AV AND CROWN AV. (2) INSTALLS TWO (2) CLOSED CIRCUIT TELEVISION (CCTV) CAMERAS AND WIRELESS NETWORK COMMUNICATIONS INFRASTRUCTURE WHICH WILL PROVIDE FOR EXPANSION OF ADVANCED TRANSPORTATION MANAGEMENT SYSTEM (ATMS) ALONG FOOTHILL BL.	6/30/2021	6/30/2025	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO FUNDING PRIORITIZATION PROCESS WITH CITIES. IN BID/ADVERTISE PHASE
LOS ANGELES COUNTY	LAF7310	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT: PROJECT AREA IS NORMANDIE AV BETWEEN 92ND ST AND EL SEGUNDO BL, MANHATTAN BEACH BL BETWEEN MANHATTAN AV AND VAN NESS AV, AND HAWTHORNE BL BETWEEN IMPERIAL HIGHWAY AND MANHATTAN BEACH BL. PROJECT SCOPE INCLUDES (1) SYNCHRONIZATION AND RETIMING TRAFFIC SIGNALS, EQUIPMENT UPGRADES, SYSTEM DETECTION, CCTV CAMERAS, CHANGEABLE MESSAGE SIGNS. (2) UPGRADE TRAFFIC SIGNAL OPERATIONS TO BE CAPABLE OF TIME-BASED COORDINATION.	6/30/2021	6/30/2025	3/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES, UTILITY CONFLICTS AND DESIGN CHANGES. IN BID/ADVERTISE PHASE.
LOS ANGELES COUNTY	LATP23S106	CONSTRUCT 5,445 FEET OF NEW SIDEWALK; 72 HIGH VISIBILITY CROSSWALKS; 29 CURB EXTENSIONS; 138 CURB RAMPS AND INSTALL 7 WAYFINDING SIGNS; AND 0.6 MILES OF CLASS IV BIKEWAY.	12/31/2037	12/31/2037	12/31/2037	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LAF9303	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT. THIS PROJECT INCLUDES TRAFFIC SIGNAL SYNCHRONIZATION ON CRENSHAW BOULEVARD BETWEEN 120TH STREET AND ROSECRANS AVENUE AND DEL AMO BOULEVARD BETWEEN AVALON BOULEVARD AND SUSANA ROAD (APPROX. 15+ SIGNALS) AND ALSO INCLUDES SYSTEMWIDE COORDINATION TIMING, OPERATIONAL IMPROVEMENTS AND ITS.	6/30/2027	6/30/2027	6/30/2027	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY	LAF9304	THE DESIGN AND CONSTRUCTION OF TRAFFIC SIGNAL SYNCHRONIZATION AND INTELLIGENT TRANSPORTATION SYSTEM IMPROVEMENTS AND INSTALLATION OF PERFORMANCE MEASUREMENT DEVICES IN THE GATEWAY CITIES AREA. THERE ARE 39 INTERSECTIONS IN THE TSSP ROUTE.	6/30/2027	6/30/2027	6/30/2027	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY MTA	LA0G1052	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 2 - WILSHIRE/LA CIENEGA TO CENTURY CITY FTA ARPA - CIG (SECTION 5309 NS) $58.4M IN FY22	6/30/2026	6/30/2026	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO SCHEDULING, SUPPLY, AND PROCUREMENT ISSUES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Los Angeles County

Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0G1094	APPROVED PROJECT (LPA) OF 14.5 MILE SEGMENT FROM PIONEER STATION IN THE CITY OF ARTESIA TO THE SLAUSON/A LINE STATION.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY MTA	LA0G447	METRO PURPLE LINE WESTSIDE SUBWAY EXTENSION SECTION 1 - WILSHIRE/WESTERN TO LA CIENEGA FTA ARPA - CIG (SECTION 5309 NS) $66.4M IN FY22	12/31/2019	12/31/2025	12/31/2025	ON SCHEDULE. UNDER CONSTRUCTION PROJECT IMPLEMENTATION BEGINS.
LOS ANGELES COUNTY MTA	LA0G626	METRO E LINE EASTSIDE EXTENSION FROM ITS TERMINUS AT ATLANTIC STATION IN EAST LOS ANGELES TO LAMBERT STATION IN THE CITY OF WHITTIER, WITH THE 4.6-MILE INITIAL OPERATING SEGMENT TO GREENWOOD STATION.	12/31/2035	12/31/2035	12/31/2040	OBSTACLES ARE BEING OVERCOME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LOS ANGELES COUNTY MTA	LA0G635	PROJECT INCLUDES ADA CURB RAMPS, CROSSWALK IMPROVEMENTS, AND WAYFINDING IMPROVEMENTS. ALSO INCLUDES THE INSTALLATION OF A NEW 600 FT ESPLANADE/CLASS I BIKEWAY ON ALAMEDA ST FROM 1ST ST TO TEMPLE ST, AN 800 FT CLASS II BIKE LANE ON LOS ANGELES ST FROM 1ST ST TO 2ND ST, AND A 9,450 FT CLASS II BIKE LANE ON SANTA FE AVE FROM 4TH ST TO TEMPLE ST. (PHASE 3)	6/30/2020	2/28/2025	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO DESIGN REVISIONS AND STAKEHOLDER COORDINATION. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA0G640	PACIFIC SURFLINER CORRIDOR - RAYMER/BERNSON DOUBLE TRACK IMPROVEMENTS - UPGRADE THE RAIL CORRIDOR FROM A SINGLE TRACK TO A DOUBLE TRACK, INSTALL CONCRETE TIES ON BOTH TRACKS, INSTALL FOUR NEW SPECIAL TRACKWORK TURNOUTS, NINE AT-GRADE CROSSINGS AND TWO BRIDGES, A NEW SECOND PLATFORM & NEW FENCING AT NORTHRIDGE AND A NEW PEDESTRIAN UNDERPASS. OTHER ENHANCEMENTS INCLUDE SIGNAL RELOCATION, UTILITY RELOCATION AND DRAINAGE IMPROVEMENTS. (PPNO 2098)	2/31/2018	6/30/2023	12/31/2024	PROJECT CANCELED. TO INITIATE INFORMAL TCM REPLACEMENT OR TCM SUBSTITUTION.
LOS ANGELES COUNTY MTA	LA9918941	THE PROJECT IS LOCATED PARALLEL TO 12 MILES OF THE I-710 BETWEEN SR-91 (ARTESIA BLVD) TO SR-60 (CESAR CHAVEZ AVE). THE PROJECT CONSISTS OF IMPLEMENTING INTELLIGENT TRANSPORTATION SYSTEM (ITS) IMPROVEMENTS SUCH AS COMMUNICATION UPGRADES, SIGNAL UPGRADES, SIGNS, RAMP METERING, DETECTION, CAMERAS AND SYSTEMS THROUGHOUT THE CORRIDOR TO MORE EFFECTIVELY MANAGE CONGESTION. NO NEW RIGHT-OF-WAY (ROW) ACQUISITION IS EXPECTED. ALL IMPROVEMENTS ARE WITHIN THE HIGHWAY EXISTING FOOTPRINT.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES COUNTY MTA	LA9919405	BUS RAPID TRANSIT (BRT) LINE WITH 22 STATIONS TRAVELING APPROXIMATELY 19 MILES EAST-WEST BETWEEN THE NORTH HOLLYWOOD METRO B/G LINE STATION AND PASADENA CITY COLLEGE. ESTIMATED END-TO-END TRAVEL TIME IS APPROXIMATELY 70 MINUTES.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE.
METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AU	LA29212XY	METRO RAIL GOLD LINE FOOTHILL EXTENSION - AZUSA TO CLAREMONT (LA COUNTY LINE) 12 MILE, 5 STATION LRT EXTENSION. SAFETEA-LU # 285 LEAD AGENCY WILL CHANGE TO METRO GOLD LINE.	6/30/2027	6/30/2025	6/30/2032	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ADDITIONAL UTILITY LOCATIONS NEEDED. UNDER CONSTRUCTION PROJECT IMPLEMENTATION BEGINS.
MONTEREY PARK	LAMATATC104	EXPAND EXISTING BIKE NETWORK AND ENHANCE PEDESTRIAN FACILITIES. CONSTRUCT MISSING SIDEWALK SEGMENTS (0.5 MILES), ADA CURB RAMPS, CROSSWALK ENHANCEMENTS, CLASS II (3.1 MILES) AND CLASS III (0.72 MILES) BIKE LANES WITH SIGNAGE - INSTALL BIKE PARKING FACILITIES.	12/31/2029	12/31/2029	12/31/2029	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
NORWALK	LA0G1342	IMPERIAL HIGHWAY ITS PROJECT, FROM SAN GABRIEL RIVER TO SHOEMAKER ROAD: TRAFFIC SIGNAL SYNCHRONIZATION AT 15 INTERSECTIONS	7/1/2020	6/30/2025	12/31/2026	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO LONG DESIGN PHASE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
NORWALK	LA0G1509A	FIRESTONE BLVD IMPROVEMENTS FROM STUDEBAKER RD. TO IMPERIAL HWY (3320 FT). WIDENING APPROXIMATELY 1800 FT. WITHIN THE PROJECT SEGMENT FROM 5 TO 6 LANES (FROM 80 FT. TO 90 FT.) BY NARROWING CENTER MEDIAN ON FIRESTONE BLVD, FROM ELMCROFT AVE. TO ORR AND DAY RD. INSTALL CLASS II BIKE LANE ON ENTIRE PROJECT SEGMENT FROM STUDEBAKER TO IMPERIAL HWY (3320 FT).	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
PALMDALE	LATP17S025	THE IMPROVEMENTS WOULD CONSIST OF IMPLEMENTING A "COMPLETE STREETS" ELEMENT THAT INCLUDES CROSSWALK ENHANCEMENTS, BULB-OUT CROSSINGS, NEW CLASS II BIKE LANES (0.74 MILE), THE UPGRADE OF A CLASS II BIKE LANE TO A CLASS IV FACILITY (0.3 MILE), MINI-ROUNDABOUTS, SIDEWALK GAP CLOSURES, ADA-COMPLIANT CURB RAMPS, AND UPGRADED TRAFFIC CONTROL DEVICES ALONG 10TH STREET EAST FROM AVENUE Q-9 TO Q-12.	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
PASADENA	LAMIPMR137	THIS PROJECT PROVIDES FOR THE INSTALLATION OF CLASS II BIKE LANES (1.25 MI), CLASS IV PROTECTED BIKE LANES (1.5 MI), SIDEWALK CONSTRUCTION (WITH STREET TREES AND LIGHTING), TRAFFIC SIGNAL MODIFICATIONS AND OTHER RELATED CONSTRUCTION. THE PROJECT LIMITS ARE WITHIN THE PUBLIC RIGHT-OF-WAY ALONG PASADENA AVE AND ST. JOHN AVE, THE APPROXIMATELY 1.8-MI SEGMENTS BETWEEN WALNUT ST AND COLUMBIA ST. THE PROJECT ALSO INCLUDES THE CROSS-STREET CONNECTIONS THAT CREATE THE ROADWAY NETWORK.	12/31/2032	12/31/2032	12/31/2032	ON SCHEDULE.
PASADENA	LAMIPMR120	THE WALNUT STREET ITS PROJECT CONSIST OF THE IMPLEMENTATION OF ITS ASSETS ALONG THE CORRIDOR AND INTEGRATION OF THESE ASSETS INTO THE DOT TRANSPORTATION NETWORK. INTEGRATION WILL FEATURE POINT TO POINT CONNECTIVITY VIA FIBER OPTICS, UPGRADE IN TRAFFIC SIGNAL HARDWARE, INCLUSION OF TWO (2) VIDEO SURVEILLANCE SYSTEMS, HIGH RESOLUTION CAPABLE CONTROLLERS, TRAFFIC SAFETY ANALYTICS AND COLLISION PREDICTION AND SHORT WAVE RADIO FOR VEHICLE TO INFRASTRUCTURE OR V2I APPLICATIONS	12/31/2025	12/31/2025	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO CONTRACT EXTENSION AND DESIGN PROCESS ISSUES. IN BID/ADVERTISE PHASE.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
POMONA	LATP19S009	PRIORITY PROJECTS OF THE POMONA ACTIVE TRANSPORTATION PLAN, INCLUDING 10.2 MILES OF BIKE LANES, 1.8 MILES OF TRAFFIC CALMING MEASURES, AND 14 INTERSECTIONS OF BIKE/PED IMPROVEMENTS.	9/24/2024	12/31/2025	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO PHASING TO MINIMIZE DISRUPTION TO TRAFFIC IMPACTS. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
SAN FERNANDO	LAF9313	THIS PROJECT IMPROVES OPERATION OF 6 MAJOR ARTERIALS BY SYNCHRONIZING 35 INTERSECTIONS ALONG 6 CORRIDORS, MINOR LANE/SIGNAL MODIFICATION & INSTALLATION OF 3 CHANGEABLE MESSAGE SIGNS.	3/31/2023	12/31/2024	6/30/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ADDITIONAL UPGRADES BEING ADDED TO SCOPE. IN BID/ADVERTISE PHASE.
SAN GABRIEL VALLEY COG	LASMIP104	PROJECT INCLUDES COMPLETING PS&E AND CONSTRUCTION OF AN AMERICANS WITH DISABILITIES ACT (ADA) ACCESSIBLE 1,500 FT. PEDESTRIAN BRIDGE THAT WOULD CONNECT THE METRO A (FORMER GOLD LINE) LINE STATION TO THE POMONA FAIRPLEX PROPERTY TO ELIMINATE AT-GRADE PEDESTRIAN CROSSINGS OF ARROW HIGHWAY AT THIS LOCATION. (LA VERNE - SMIP PHASE 1). DEMO ID# CA896.	12/31/2035	12/31/2035	12/31/2035	ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E)

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
SANTA CLARITA	LAF7105	DOCKWEILER DR EXTENSION (1 OF 2): THE PROJECT CONSISTS OF EXTENSION OF TWO LANES TO CONNECT WITH A FUTURE EXTENSION PLANNED FOR DOCKWEILER DRIVE. IT INCLUDES NEW SDEWALKS, 0.45 MILE OF CLASS I BIKE LANE, PEDESTRIAN SIGNAL HEADS, HIGH VISIBILITY CROSSWALKS, LIGHTING, LANDSCAPING, BICYCLE ACTUATION SIGNALS AND WAYFINDING SIGNS.	12/31/2024	12/31/2024	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES WITH DEVELOPER AND RAIL AUTHORITY. IN ROW ACQUISITION.
SANTA CLARITA	LAF9118	LYONS AV/DOCKWEILER DR EXTENSION (2 OF 2): CONSTRUCT DOCKWEILER DRIVE GAP CLOSURE BETWEEN 13TH ST. AND EXISTING TERMINUS OF DOCKWEILER DR, JUST WEST OF VALLE DEL ORO. CONSTRUCTS 8-FT SIDEWALKS AND CLASS II BIKE LANES ON BOTH SIDES.	12/31/2024	12/31/2024	12/31/2027	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ROW AND DESIGN ISSUES WITH ADJACENT DEVELOPERS. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
SANTA MONICA	LATP21F109	CONSTRUCTION OF CLASS IV SEPARATED BIKEWAY, BUS ISLANDS, AND INTERSECTION RECONFIGURATIONS ALONG STEWART STREET. ADD NEW SIDEWALKS AND PEDESTRIAN SCALE LIGHTING ALONG PENNSYLVANIA AVE. THIS PROJECT WILL INCLUDE 1300 FEET OF NEW SIDEWALK AND 3300 FEET OF NEW BIKEWAYS.	7/31/2027	7/31/2027	7/31/2027	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
SANTA MONICA	LA9919120	PROTECTED BICYCLE FACILITIES ON BROADWAY FROM 5TH STREET TO 26TH STREET. PROJECT IS CLASS IV BIKEWAY AND STRETCHES 1.5 MILES.	12/31/2029	12/31/2029	12/31/2029	ON SCHEDULE. UNDER CONSTRUCTION PROJECT IMPLEMENTATION BEGINS.
SOUTH GATE	LATP23MPO131	INSTALL 1.5 MILES OF CLASS II BICYCLE LANES, 2 MILES OF CLASS III SHARROWS, 0.3 MILES OF NEW SIDEWALK AND STREET LIGHTING, CENTER MEDIAN ISLANDS, CURB RAMPS, AND A REST AREA NEAR THE LA RIVER BIKE PATH.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E)
SOUTH GATE	LATP21MPO105	THE PROJECT WILL CONSTRUCT 3.5 MILES OF NEW CLASS II BIKE LANES, 5.96 MILES OF CLASS III BIKE ROUTES, AND AN ENHANCED CROSSWALK WITH FLASHING BEACONS.	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E)
SOUTH PASADENA	LA9918928	DEPLOY ADVANCED ADAPTIVE TRAFFIC MANAGEMENT SYSTEM ALONG THE NORTH SOUTH FAIR OAKS AVENUE FROM THE NORTH CITY LIMIT TO HUNTINGTON DRIVE (12 SIGNALS: 11 SOUTH PASADENA AND 1 PASADENA). ALL TRAFFIC SIGNAL SYSTEMS NEED FULL SCALE UPGRADES TO ACCOMMODATE INTELLIGENT TRANSPORTATION SYSTEMS TECHNOLOGIES. THE PROJECT INCLUDES ADA UPGRADES. ADD FIBER OPTIC CABLING FROM CITY HALL TO PUBLIC WORKS OFFICE GARFIELD RESERVOIR SITE.	12/31/2026	12/31/2026	12/31/2026	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
TORRANCE	LA9918834	FERN ELEMENTARY SCHOOL, SEASIDE ELEMENTARY SCHOOL, CARR ELEMENTARY SCHOOL, ANZA ELEMENTARY SCHOOL - IMPROVE MOBILITY, INCREASE ACCESSIBILITY AND ENHANCE PEDESTRIAN AND BICYCLIST SAFETY WITHIN NEIGHBORHOODS SURROUNDING THE SCHOOLS BY INSTALLING PEDESTRIAN SIGNAL EQUIPMENT AND SAFETY ENHANCEMENTS, EXPANDING THE BICYCLE NETWORK (1.2 LANE MILES OF CLASS II BIKE LANES AND 21 LANE MILES OF CLASS III BIKE ROUTES), INSTALLING 30 BICYCLE RACKS, REPAIRING DAMAGED SIDEWALKS, INSTALLING NEW CURB RAMPS.	12/31/2030	12/31/2030	12/31/2029	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
WEST COVINA	LA9919473	PROJECT INCLUDES: PEDESTRIAN HANDICAP ACCESSIBILITY IMPROVEMENTS (SIDEWALK, DRIVEWAY APPROACHES, CURB/GUTTER, CURB RAMPS, PUSH BUTTON UPGRADES, CROSSWALKS, LPI, PED COUNTDOWN HEADS, LED STREETLIGHTS); TRAFFIC SIGNAL SYNCHRONIZATION AT 19 INTERSECTIONS BY MODIFYING TRAFFIC SIGNAL STANDARDS (POLES, MAST ARMS, CABINETS, CONTROLLERS, CONDUITS, ETC.); SIGNAL INTERCONNECT IMPROVEMENTS; AND PAVEMENT REHAB WITH STRIPING, SIGNAGE, RELATED IMPROVEMENTS. DEMO ID# CA985.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

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Table 44. Los Angeles County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
BURBANK	LAF1502	THIS PROJECT IS FOR DESIGN AND CONSTRUCTION OF A 2.1 MILE CLASS 1 BIKEWAY SPANNING FROM SAN FERNANDO BLVD/COHASSETT STREET TO THE EMPIRE CENTER AND FROM THE WESTERN BURBANK CHANNEL TO THE DOWNTOWN BURBANK METROLINK STATION.	2014	12/31/2030	12/31/2028	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

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Table 45. Los Angeles County TCMs Completed/Corrected

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
DOWNEY	LAF7311	DOWNEY CITYWIDE TRANSIT PRIORITY SYSTEM PROGRAM: (1) SYNCHRONIZES TRAFFIC SIGNALS ALONG EXISTING TRANSIT ROUTES. (2) INSTALLS NEW FIBER OPTIC COMMUNICATION ALONG 5.5 MILES OF ARTERIAL STREETS TO CONNECT SIGNALS TO THE CENTRAL TRAFFIC MANAGEMENT CENTER. (3) INSTALLS AND INTEGRATES TRANSIT PRIORITY SYSTEM WITH THE TRAFFIC SIGNAL SYSTEM.	8/1/2024	7/31/2025	COMPLETE	
GARDENA	LATR02020	IMPLEMENT TRANSIT SIGNAL PRIORITY FOR 8.4 MILES FROM THE HARBOR GATEWAY TRANSIT STATION TO 120TH STREET IN THE CITY OF GARDENA. ALSO IMPLEMENTING REAL TIME ARRIVAL INFORMATION THROUGH VARIETY OF MEDIA INCLUDING SMART PHONES, SMS TEXTS, CALL CENTERS, AND WEBSITE. COMPUTER AIDED DISPATCHING (CAD) SYSTEM AND AUTOMATED VEHICLE LOCATION (AVL) SYSTEM WILL ALSO BE IMPLEMENTED.	12/31/2021	6/30/2024	COMPLETE	

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Table 45. Los Angeles County TCMs Completed/Corrected – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
HAWTHORNE	LAF9102	5 INTERSECTION LOCATIONS; SIGNAL IMPROVEMENT INCLUDE UPGRADE TRAFFIC SIGNAL CONTROLLER AND CABINET ENABLING, REWIRING OF THE SIGNALIZED INTERSECTION TO ENSURE COMMUNICATION BETWEEN SIGNAL EQUIPMENT; UPGRADE PEDESTRIAN SIGNALS TO COUNT DOWN TYPE AND PUSH BUTTONS, INSTALL BATTERY BACKUP SYSTEM TO MINIMIZE DISRUPTION OF TRAFFIC DURING POWER OUTAGE NEW VEHICLE DETECTION INCLUDING BICYCLE LOOPS/SENSORS; NEW BIKE LANE WILL BE ONE MILE (EACH WAY).	10/18/2021	12/31/2024	COMPLETE	
LONG BEACH	LAF7316	UPGRADES TRAFFIC SIGNALS ALONG ARTESIA BL BETWEEN LONG BEACH BL AND DOWNEY AV TO CONNECT WITH ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS), INSTALLS CCTV AND CMS ON ARTESIA BL, INSTALLS FIBER OPTIC CABLE AND DEVICES TO CONNECT SIGNALS TO EACH OTHER AND TRAFFIC MANAGEMENT CENTER (TMC), NEW TRAFFIC SIGNALS IN SHARED JURISDICTIONS WITH COMPTON ON THE WEST END AND BELLFLOWER ON THE EAST END, INSTALL 3.5 MILES OF CLASS IV BIKEWAYS IN BOTH DIRECTIONS, AND PEDESTRIAN IMPROVEMENTS.	12/31/2021	9/30/2025	COMPLETE	
LOS ANGELES, CITY OF	LAF9422	LADOT WILL PROCURE SEVEN (7) 30-FT ELECTRIC CLEAN FUEL VEHICLES TO REDUCE HEADWAYS ON SIX SELECTED DASH ROUTES	4/30/2022	4/30/2026	COMPLETE	

Los Angeles County

Table 45. Los Angeles County TCMs Completed/Corrected – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LOS ANGELES COUNTY	LATR02018	THE WHITTIER BOULEVARD TRANSIT SIGNAL PRIORITY PROJECT (PROJECT) INCLUDES THE DEPLOYMENT OF ITS INFRASTRUCTURE TO ENHANCE ARTERIAL OPERATIONS AND MONITORING IN EAST LOS ANGELES. WIRELESS COMMUNICATIONS AND UPGRADED CONTROLLER EQUIPMENT WILL BE DEPLOYED ALONG A CRITICAL SEGMENT OF WHITTER BLVD. THAT SERVES METRO RAPID LINE 720 AND PROVIDES PARALLEL CAPACITY TO THE 1-10 EXPRESSLANES.	12/31/2020	12/31/2025	COMPLETE	
LOS ANGELES COUNTY	LAF1311	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT. DESIGN & CONSTRUCTION OF MULTIJURISDICTIONAL TRAFFIC SIGNAL SYNCHRONIZATION, INTERSECTION OPERATIONAL IMPROVEMENTS, AND INTELLIGENT TRANSP. SYSTEM COMPONENTS ON REGIONAL ARTERIALS. SYNCHRONIZES 50 CONSECUTIVE INTERSECTIONS.	10/1/2020	6/30/2024	COMPLETE	
LOS ANGELES COUNTY MTA	LA0D198	CRENSHAW/LAX TRANSIT CORRIDOR - THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT IS AN 8.5-MILE LIGHT RAIL TRANSIT (LRT) LINE EXTENDING FROM THE INTERSECTION OF CRENSHAW AND EXPOSITION BOULEVARDS ALLOWING FOR TRANSFER TO THE EXPOSITION LIGHT RAIL TRANSIT LINE TO A CONNECTION WITH THE METRO GREEN LINE AT THE AVIATION/LAX STATION (PPNO 4027A)	12/31/2018	6/30/2025	COMPLETE	

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Table 45. Los Angeles County TCMs Completed/Corrected – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
REDONDO BEACH	LAF5301	GRANT AVENUE SIGNAL IMPROVEMENTS. THIS PROJECT IS LOCATED IN REDONDO BEACH IN THE SOUTH BAY SUBREGION ON GRANT AV BETWEEN INGLEWOOD AV AND AVIATION BL. THE PROJECT WILL UPGRADE SIX EXISTING TRAFFIC SIGNALS. THE PROJECT INVOLVES SYNCHRONIZATION, BIKE DETECTION, SIGNAL REPLACEMENT, VIDEO DETECTION, ADAPTIVE SIGNAL COORDINATION, WIRELESS CONNECTION AND INTEGRATION INTO THE REDONDO BEACH TRAFFIC MANAGEMENT CENTER (TMC).	6/30/2022	6/30/2025	COMPLETE	
SANTA CLARITA	LATP23MPO127	CLASS IV BIKE LANE, SHARED USE PATH WITH A CLEAR WIDTH OF EIGHT FEET, EXTENDING ALONG BOTH SIDES OF ORCHARD VILLAGE ROAD FROM LYONS AVENUE ON THE SOUTH TO MILL VALLEY ROAD ON THE NORTH, A DISTANCE OF ONE MILE IN EACH DIRECTION NORTH/SOUTH.	N/A	12/31/2032	COMPLETE	

Los Angeles County

Table 46. Los Angeles County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2027 FTIP COMPLETION DATE
CARSON, CITY OF	LA9919326	INSTALLING CLASS II BIKE FACILITIES ON FIGUEROA STREET, MAIN STREET, VICTORIA STREET, AND CARSON STREET IN THE CITY OF CARSON INCLUDING SIGNING, STRIPING, AND THE MODIFICATION OF MEDIANS TO INCREASE ROAD WIDTH FOR DEDICATED BIKE LANES ALONG APPROXIMATELY 14.5 MILES OF CITY STREETS.	12/31/2029
CARSON, CITY OF	LA9919335	THE PURPOSE OF THIS PROJECT IS TO INSTALL CLASS II BIKE LANES ON UNIVERSITY DRIVE, AVALON BOULEVARD, CENTRAL AVENUE, DEL AMO BOULEVARD, AND 223RD STREET INCLUDING SIGNING, STRIPING, AND THE MODIFICATION OF MEDIANS TO INCREASE ROAD WIDTH FOR DEDICATED BIKE LANES ALONG APPROXIMATELY 15.5 MILES OF CITY STREETS. NEW BIKE LANES TOTAL APPROXIMATELY 31 MILES.	12/31/2029
COMMERCE	LA9919377	THIS PROJECT APPLIES $713K IN FFY 26/27 FTA 5307 FUNDS TO PURCHASE FIFTEEN (15) SOLAR POWER POLE SIGNS TO ENHANCE BUS STOPS BY PROVIDING LIVE BUS ARRIVAL TIMES FOR RIDERS AND TWENTY-NINE (29) BUS SHELTER ASSEMBLIES TO ENHANCE BUS STOP AMENITIES.	12/31/2035
CULVER CITY	LA9919177	THE PROJECT CLOSES TWO GAPS, CREATING A CONTINUOUS 2.72 ROUTE-MILE BICYCLE FACILITY THAT INCLUDES ADDING NEW CLASS IV PROTECTED BICYCLE LANES (1.53 ROUTE-MILES), NEW CLASS II BICYCLE LANES (0.43 ROUTE-MILES), AND A NEW CLASS III BICYCLE LANE (0.21 ROUTE-MILES) TO THE EXISTING CLASS II BICYCLE LANES (0.57 ROUTE-MILES), PROVIDING FIRST/LAST MILE ACCESS TO THE CULVER CITY TRANSIT CENTER.	12/31/2029
DOWNEY	LATP23MPO107	SOUTH DOWNEY SAFE ROUTES TO SCHOOL PHASE II PROJECT IS (COMBINATION INFRASTRUCTURE/NON-INFRASTRUCTURE) FOR THE SAFETY EDUCATION PROGRAM COMPONENT & CONSTRUCTION OF NEW SIDEWALK, CROSSWALK & CURB RAMPS. THE INFRASTRUCTURE COMPONENT WILL ADD 29 ADA CURB RAMPS, 7,835 LINEAR FEET OF NEW SIDEWALK AND 5 CROSSWALKS IN 11 RESIDENTIAL STREETS THAT FEED DIRECTLY TO 7 SCHOOL ENTRANCES WITHIN THE CITY OF DOWNEY.	12/31/2035
GLENDALE	LA9919084	PROJECT WILL COMPLETE A REGIONAL GAP IN THE OFF-STREET CLASS I BIKE PATH NETWORK BETWEEN CHANDLER BIKEWAY & THE LA RIVER VIA THE BURBANK WESTERN CHANNEL & VICTORY BLVD FOCUSING ON THE SECTION WITHIN GLENDALE CITY LIMITS. THE PROJECT WILL IMPROVE TRANSIT, BICYCLIST, AND PEDESTRIAN CONNECTIVITY IN THE CORRIDOR. THE PROJECT INCLUDES ROADWAY, CURB, GUTTER, SIDEWALK, TRAFFIC SIGNAL, SIGNING, & STRIPING IMPROVEMENTS. CLASS IV PROTECTED BIKEWAY LENGTH IS 3 MILES. SIDEWALK IMPROVEMENTS SPAN 1.5 MILES.	12/31/2029

Los Angeles County

Table 46. Los Angeles County New TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2027 FTIP COMPLETION DATE
LA PUENTE	LATP23MPO110	LA PUENTE'S SAFE ROUTES FOR STUDENTS PROJECT WILL ADD: 3 HAWK BEACONS: PUENTE/SAUDER, HACIENDA/PRICHARD, AND TEMPLE/DUFF., 6285 LF OF NEW SIDEWALKS AND 52 ADA CURB RAMPS. 14,300 LF OF CLASS 2 BIKE LANE: TEMPLE - GLENDORA TO CALIFORNIA AND MAIN - GLENDORA TO DALESFORD, 4,410 LF OF CLASS 3 BIKE ROUTE: MAIN-GLENDORA TO DALESFORD, 2,980 LF OF CLASS 4 SEPARATE BIKEWAY: GLENDORA-MAIN TO TEMPLE AND 485 LF OF CLASS 1 BIKE PATH THROUGH THE REPLACEMENT OF VEHICLE ROADWAY WITH BIKE/PED-ONLY STREET.	12/31/2035
LONG BEACH	LA9919426	IMPROVE MULTI-MODAL SAFETY ALONG PACIFIC AVENUE FROM PACIFIC COAST HIGHWAY TO WARDLOW ROAD BY REDUCING LEFT TURN LANES TO REDUCED TRAFFIC CONFLICTS, INSTALL PEDESTRIAN CROSSINGS, IMPLEMENT ROAD DIET TREATMENTS, AND ADD 2 MILES OF CLASS IV PROTECTED BIKEWAY. INSTALL NEW SIGNAL SYNCHRONIZATION AT 6 INTERSECTIONS, UPGRADE EIGHT EXISTING TRAFFIC SIGNALS ALONG THE CORRIDOR FROM PCH TO WARDLOW, AND PROVIDE AMERICAN WITH DISABILITIES ACT IMPROVEMENTS.	12/31/2035
LOS ANGELES, CITY OF	LAMIP105	EL SERENO ACTIVE TRANSPORTATION PROJECT & TRANSIT CONNECTIVITY ENHANCEMENTS. MOBILITY, PEDESTRIAN ACCESS, AND TRANSIT INFRASTRUCTURE IMPROVEMENTS TO INCREASE TRANSIT CONNECTIVITY, RIDERSHIP, AND ACCESS TO AND FROM HILLSIDE COMMUNITIES IN EL SERENO. INCLUDES CORRIDORS ALONG ALHAMBRA AVE, MARIANNA AVE, AND BEATIE PL.	12/31/2037
LOS ANGELES, CITY OF	LATP23SF102	OSBORNE STREET: PATH TO PARK ACCESS PROJECT. PROJECT WILL CONSTRUCT 3.3 MILES OF RAISED CLASS IV CYCLE TRACK ALL ON THE PUBLIC CITY STREET OF OSBORNE ST BETWEEN SAN FERNANDO BIKE PATH AND FOOTHILL BLVD., ADA SIDEWALKS, 2 PHB MIDBLOCK XINGS, 20 HIGH-VISIBILITY CROSSWALKS/RAMPS, 3 PROTECTED INTERSECTIONS, AND A RIGHT-TURN SLIP-LANE CLOSURE LOCATED ON NORTHEAST CORNER OF OSBORNE ST AND OSBORNE PL, PLANT 250 TREES, AND INSTALL 334 LIGHTS.	12/31/2029
LOS ANGELES, CITY OF	LAMIP102	ON EASTERN AVENUE, BETWEEN HUNTINGTON DRIVE AND VALLEY BOULEVARD, IMPLEMENT MOBILITY AND ACCESS IMPROVEMENTS; PEDESTRIAN ACCESS ENHANCEMENTS AND TRANSIT INFRASTRUCTURE IMPROVEMENTS TO IMPROVE MOBILITY AND ACCESS.	12/31/2035
LOS ANGELES, CITY OF	LATP23SF105	WILMINGTON SAFE STREETS: A PEOPLE FIRST APPROACH. INSTALL CLASS II, III AND IV BIKE FACILITIES, PEDESTRIAN AND ADA IMPROVEMENTS, AND TRAFFIC CALMING MEASURES, IMPROVING SAFETY FOR ALL MODES. CLASS II: 2.80 MILES; CLASS III: 7.39 MILES; CLASS IV: 1.03 MILE.	12/31/2029

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Table 46. Los Angeles County New TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2027 FTIP COMPLETION DATE
LOS ANGELES, CITY OF	LATP23SF104	NORMANDIE BEAUTIFUL: CREATING NEIGHBORHOOD CONNECTIONS IN SOUTH LA. PED AND BIKE SAFETY IMPROVEMENTS INCLUDING NEW BIKE LANES, ENHANCED PED CROSSINGS, TRAFFIC SIGNAL MODIFICATIONS AND LOW-STRESS BICYCLE FACILITIES TO ADDRESS COMMUNITY-IDENTIFIED MOBILITY BARRIERS. CLASS II: 0.98 MILE; CLASS III: 7.73 MILES; CLASS IV: 0.25 MILE.	12/31/2040
LOS ANGELES, CITY OF	LAMIP101	EAGLE ROCK BLVD MULTI-MODAL TRANSPORTATION IMPROVEMENTS. MOBILITY & ACCESS IMPROVEMENTS TO REDUCE VEHICLE & PED CONFLICTS ON EAGLE ROCK BLVD & FAIR PARK AVE. PROTECTED BIKE LANES, LANDSCAPED MEDIANS, PED REFUGE ISLANDS, CURB EXTENSIONS, TRAFFIC SIGNALS, CROSSWALKS, ACCESS RAMPS, STREET TREES, PED LIGHTING, WAYFINDING, BIKE RACKS/REPAIR STATIONS. NOT CAPACITY ENHANCING.	12/31/2029
LOS ANGELES, CITY OF	LATP23MPO112	BOYLE HEIGHTS COMMUNITY CONNECTIVITY PROJECT. 5 MI. OF BIKE AND PEDESTRIAN IMPROVEMENTS TO INCREASE SAFETY AND IMPROVE CONNECTIVITY TO NETWORK & KEY DESTINATIONS FOR DAC RESIDENTS IN HISTORIC BUT UNDER-RESOURCED BOYLE HEIGHTS. CLASS II: 1.43 MILE; CLASS IV: 1.87 MILE. NEW SIDEWALK: 0.98 MILE.	12/31/2035
LOS ANGELES, CITY OF	LAMIP103	ON VALLEY BOULEVARD, BETWEEN SOTO STREET AND THE 710 FWY RAMP, IMPLEMENT MULTI-MODAL MOBILITY AND ACCESS IMPROVEMENTS; PEDESTRIAN ENHANCEMENTS; BIKE LANES; TRANSIT INFRASTRUCTURE IMPROVEMENTS INCLUDING A DEDICATED BUS RAPID TRANSIT ROUTE TO IMPROVE MOBILITY/SAFETY IN CORRIDOR. (NOT CAPACITY ENHANCING).	12/31/2035
LOS ANGELES, CITY OF	LATP23MPO113	SRTS CENTER CITY SCHOOLS NEIGHBORHOOD SAFETY & CLIMATE RESILIENCE PROJECT CREATES 5.9 MILES OF LOW-STRESS STREETS WITH PEDESTRIAN/BICYCLE IMPROVEMENTS IN THE CITY'S 'HEART" CONNECTING DAC STUDENTS/RESIDENTS WITH SCHOOLS, TRANSIT AND LOCAL DESTINATIONS. CONSTRUCT NEW BIKE LANES: 3,168 FT OF CLASS II, 8344 FT OF CLASS IV, AND 19,635 OF CLASS III. CONSTRUCT 131 FT. OF NEW SIDEWALKS AND RECONSTRUCT/ENHANCE 365 FT. OF EXISTING SIDEWALKS.	12/31/2037
LOS ANGELES COUNTY	LA9919069	THE PROJECT IS A COLLABORATIVE EFFORT BETWEEN THE COUNTY OF LOS ANGELES AND THE CITY OF LANCASTER, AND THE SCOPE INCLUDES THE INSTALLATION OF 6.5 MILES OF CLASS IV BUFFERED BIKEWAYS BETWEEN AVE H AND AVE N-8, AND 1.5 MILES OF SIDEWALKS BETWEEN AVENUE M AND AVENUE N-8 ALONG 30TH STREET WEST. A PAINTED BUFFER WITH FLEXIBLE POSTS WILL BE USED TO BUFFER THE BIKEWAY FROM THE ROADWAY.	12/31/2029

Los Angeles County

Table 46. Los Angeles County New TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2027 FTIP COMPLETION DATE
LOS ANGELES COUNTY	LATP23MPO116	ROSEWOOD/WEST RANCHO DOMINGUEZ VISION ZERO TRAFFIC SAFETY ENHANCEMENT PROJECT IMPLEMENTS ROADWAY RECONFIGURATIONS AND BIKEWAYS, ADA IMPROVEMENTS, CURB EXTENSIONS, HIGH VISIBILITY CROSSWALKS, LEADING PEDESTRIAN INTERVALS, AND PROTECTED LEFT-TURN PHASING. THE BIKEWAYS ARE NEW CLASS IV BIKE LANES BEING 10,000 FEET IN LENGTH.	12/31/2032
LOS ANGELES COUNTY MTA	LA9918941	THE PROJECT IS LOCATED PARALLEL TO 12 MILES OF THE I-710 BETWEEN SR-91 (ARTESIA BLVD) TO SR-60 (CESAR CHAVEZ AVE). THE PROJECT CONSISTS OF IMPLEMENTING INTELLIGENT TRANSPORTATION SYSTEM (ITS) IMPROVEMENTS SUCH AS COMMUNICATION UPGRADES, SIGNAL UPGRADES, SIGNS, RAMP METERING, DETECTION, CAMERAS AND SYSTEMS THROUGHOUT THE CORRIDOR TO MORE EFFECTIVELY MANAGE CONGESTION. NO NEW RIGHT-OF-WAY (ROW) ACQUISITION IS EXPECTED. ALL IMPROVEMENTS ARE WITHIN THE HIGHWAY EXISTING FOOTPRINT.	12/31/2035
LOS ANGELES COUNTY MTA	LA0G1094	APPROVED PROJECT (LPA) OF 14.5 MILE SEGMENT FROM PIONEER STATION IN THE CITY OF ARTESIA TO THE SLAUSON/A LINE STATION.	12/31/2035
LOS ANGELES COUNTY MTA	LA0G626	METRO E LINE EASTSIDE EXTENSION FROM ITS TERMINUS AT ATLANTIC STATION IN EAST LOS ANGELES TO LAMBERT STATION IN THE CITY OF WHITTIER, WITH THE 4.6-MILE INITIAL OPERATING SEGMENT TO GREENWOOD STATION.	12/31/2040
LOS ANGELES COUNTY MTA	LA0G632	K LINE EXTENSION TO TORRANCE (FORMER NAME: THE GREEN LINE EXTENSION TO TORRANCE) IS A PROPOSED 4.6-MILE LIGHT RAIL TRANSIT EXTENSION FROM THE EXISTING METRO GREEN LINE REDONDO BEACH MARINE STATION TO THE TORRANCE TRANSIT CENTER CURRENTLY UNDER CONSTRUCTION BY THE CITY OF TORRANCE. ADDING ROW & CONSTRUCTION	12/31/2039
LOS ANGELES COUNTY MTA	LA9919405	BUS RAPID TRANSIT (BRT) LINE WITH 22 STATIONS TRAVELING APPROXIMATELY 19 MILES EAST-WEST BETWEEN THE NORTH HOLLYWOOD METRO B/G LINE STATION AND PASADENA CITY COLLEGE. ESTIMATED END-TO-END TRAVEL TIME IS APPROXIMATELY 70 MINUTES.	12/31/2035
MONTEREY PARK	LAMATATC104	EXPAND EXISTING BIKE NETWORK AND ENHANCE PEDESTRIAN FACILITIES. CONSTRUCT MISSING SIDEWALK SEGMENTS (0.5 MILES), ADA CURB RAMPS, CROSSWALK ENHANCEMENTS, CLASS II (3.1 MILES) AND CLASS III (0.72 MILES) BIKE LANES WITH SIGNAGE - INSTALL BIKE PARKING FACILITIES.	12/31/2029

Los Angeles County

Table 46. Los Angeles County New TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2027 FTIP COMPLETION DATE
MONTEREY PARK	LA9919133	TRAFFIC SIGNAL SYSTEM UPGRADES; FIBER OPTIC IMPROVEMENTS; SIGNAL SYNC AT 4 LOCATIONS (MAP UPLOADED); BUS STOP UPGRADES; INSTALLATION OF 1.6-MILES OF DEDICATED PARKING PROTECTED CLASS II BIKE LANES; UPGRADE EXISTING OR FILL IN MISSING SIDEWALKS; PAVEMENT REHAB; SIGNING AND STRIPING; ACCESSIBILITY UPGRADES; LANDSCAPE IMPROVEMENTS. PROJECT WILL IMPROVE TRAFFIC FLOW, OPERATIONS, AND SAFETY FOR VEHICLES, BICYCLISTS, AND PEDESTRIANS ALONG THE CORRIDOR.	12/31/2035
PALMDALE	LA0G894	SR138 5TH E - 10TH E. PHASE 1 IMPROVEMENTS AT PALMDALE BL AND 6TH E. AND PALMDALE BL AT SIERRA HWY. RELOCATION OF RR MAST-ARMS AND EQUIPMENT	12/31/2032
PASADENA	LAMIPMR137	THIS PROJECT PROVIDES FOR THE INSTALLATION OF CLASS II BIKE LANES (1.25 MI), CLASS IV PROTECTED BIKE LANES (1.5 MI), SIDEWALK CONSTRUCTION (WITH STREET TREES AND LIGHTING), TRAFFIC SIGNAL MODIFICATIONS AND OTHER RELATED CONSTRUCTION. THE PROJECT LIMITS ARE WITHIN THE PUBLIC RIGHT-OF-WAY ALONG PASADENA AVE AND ST. JOHN AVE, THE APPROXIMATELY 1.8-MI SEGMENTS BETWEEN WALNUT ST AND COLUMBIA ST. THE PROJECT ALSO INCLUDES THE CROSS-STREET CONNECTIONS THAT CREATE THE ROADWAY NETWORK.	12/31/2032
SAN GABRIEL VALLEY COG	LASMIP104	PROJECT INCLUDES COMPLETING PS&E AND CONSTRUCTION OF AN AMERICANS WITH DISABILITIES ACT (ADA) ACCESSIBLE 1,500 FT. PEDESTRIAN BRIDGE THAT WOULD CONNECT THE METRO A (FORMER GOLD LINE) LINE STATION TO THE POMONA FAIRPLEX PROPERTY TO ELIMINATE AT-GRADE PEDESTRIAN CROSSINGS OF ARROW HIGHWAY AT THIS LOCATION. (LA VERNE - SMIP PHASE 1). DEMO ID# CA896.	12/31/2035
SAN GABRIEL VALLEY COG	LATP25F101	INSTALL RR GRADE CROSSING SAFETY UPGRADES THAT INCLUDE PEDESTRIAN SWING GATES, PEDESTRIAN ALERTS, RIGHT-OF-WAY FENCING, CURB RAMPS, BULB OUTS, CURB EXTENSIONS, ROUNDABOUTS, AND NEW CLASS II (12,728 FEET) AND CLASS III (1,425 FT) BIKE LANES.	12/31/2039
SANTA CLARITA	LA9919161	CONSTRUCTION WILL INCLUDE GRADING, DEMOLITION, TREE REMOVALS, RETAINING WALLS, NEW CONCRETE SIDEWALKS (9000 FT), AND REMOVING AND REPLACING EXISTING SIGNS. THIS PROJECT, ALONG WITH THE TRANSIT PROGRAM PROJECT, IS PART OF AN ONGOING EFFORT TO IMPROVE OVERALL MOBILITY WITHIN THE VALENCIA INDUSTRIAL CENTER.	12/31/2029
SANTA MONICA	LA9919120	PROTECTED BICYCLE FACILITIES ON BROADWAY FROM 5TH STREET TO 26TH STREET. PROJECT IS CLASS IV BIKEWAY AND STRETCHES 1.5 MILES.	12/31/2029

Los Angeles County

Table 46. Los Angeles County New TCMs – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2027 FTIP COMPLETION DATE
SIGNAL HILL	LATP23MPO129	INSTALLATION OF 1560 LF OF NEW SIDEWALKS BETWEEN GAVIOTA AVENUE AND CHERRY AVENUE, 5640 LF OF CLASS II BIKE LANES BETWEEN WALNUT AVENUE AND DAWSON AVENUE, AND RELATED ROADWAY AMENITIES/IMPROVEMENTS.	12/31/2032
SOUTH GATE	LATP23MPO131	INSTALL 1.5 MILES OF CLASS II BICYCLE LANES, 2 MILES OF CLASS III SHARROWS, 0.3 MILES OF NEW SIDEWALK AND STREET LIGHTING, CENTER MEDIAN ISLANDS, CURB RAMPS, AND A REST AREA NEAR THE LA RIVER BIKE PATH.	12/31/2035
SOUTH GATE	LATP21MPO105	THE PROJECT WILL CONSTRUCT 3.5 MILES OF NEW CLASS II BIKE LANES, 5.96 MILES OF CLASS III BIKE ROUTES, AND AN ENHANCED CROSSWALK WITH FLASHING BEACONS.	12/31/2030
TORRANCE	LA9918834	FERN ELEMENTARY SCHOOL, SEASIDE ELEMENTARY SCHOOL, CARR ELEMENTARY SCHOOL, ANZA ELEMENTARY SCHOOL - IMPROVE MOBILITY, INCREASE ACCESSIBILITY AND ENHANCE PEDESTRIAN AND BICYCLIST SAFETY WITHIN NEIGHBORHOODS SURROUNDING THE SCHOOLS BY INSTALLING PEDESTRIAN SIGNAL EQUIPMENT AND SAFETY ENHANCEMENTS, EXPANDING THE BICYCLE NETWORK (1.2 LANE MILES OF CLASS II BIKE LANES AND 21 LANE MILES OF CLASS III BIKE ROUTES), INSTALLING 30 BICYCLE RACKS, REPAIRING DAMAGED SIDEWALKS, INSTALLING NEW CURB RAMPS.	12/31/2029
WEST COVINA	LA9919473	PROJECT INCLUDES: PEDESTRIAN HANDICAP ACCESSIBILITY IMPROVEMENTS (SIDEWALK, DRIVEWAY APPROACHES, CURB/GUTTER, CURB RAMPS, PUSH BUTTON UPGRADES, CROSSWALKS, LPI, PED COUNTDOWN HEADS, LED STREETLIGHTS); TRAFFIC SIGNAL SYNCHRONIZATION AT 19 INTERSECTIONS BY MODIFYING TRAFFIC SIGNAL STANDARDS (POLES, MAST ARMS, CABINETS, CONTROLLERS, CONDUITS, ETC.); SIGNAL INTERCONNECT IMPROVEMENTS; AND PAVEMENT REHAB WITH STRIPING, SIGNAGE, RELATED IMPROVEMENTS. DEMO ID# CA985.	12/31/2035

Orange County

Table 47. Orange County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
ANAHEIM	ORA152211	NOHL RANCH OPEN SPACE TRAIL - PROJECT WILL CONSIST OF A 10-FOOT WIDE CLASS I BIKEWAY IN COMPLIANCE WITH CALTRANS STANDARDS AND A 3 TO 10-FOOT WIDE PEDESTRIAN TRAIL IN COMPLIANCE WITH CITY STANDARDS. THE PROJECT ALIGNMENT WOULD BE APPROXIMATELY 5,230 LF AND CONNECT ANAHEIM HILLS ROAD TO THE EXISTING CLASS II BIKE PATH ALONG SANTA ANA CANYON ROAD. ANCILLARY FEATURES OF THE PROJECT INCLUDE LIGHTING, LANE MARKINGS, SIGNS, BICYCLE PARKING AND PEDESTRIAN AMENITIES.	6/30/2023	6/30/2028	6/30/2028	ON SCHEDULE. IN ROW ACQUISITION.
BREA	ORA190906	OC LOOP SEGMENT B - BREA GAP CLOSURE - CLASS I, 1.30-MILE BIKEWAY ALONG THE EXISTING RAILROAD ROW BETWEEN NORTH PALM STREET AND THE BREA CANYON CHANNEL IN THE CITY OF BREA.	6/30/2028	6/30/2028	6/30/2033	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
BUENA PARK	ORA233302	DALE/WHITAKER COMPLETE STREETS PROJECT - INSTALLATION OF CLASS IV (3,800 FT) AND CLASS II (6,800 FT) BIKEWAYS, SIDEWALKS (50 FT), CONTINENTAL CROSSWALKS, ENHANCED PAVEMENT MARKINGS, TRAFFIC CALMING FEATURES, AND UPGRADED BUS STOP AMENITIES ALONG DALE STREET BETWEEN MALVERN AVENUE AND AUTO CENTER DRIVE AND WHITAKER STREET BETWEEN STANTON AVENUE AND EASTERN CITY LIMITS.	10/31/2027	10/31/2027	2/1/2029	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION WITH UTILITY AND RAILROAD COMPANIES FOR ROW AQUISTION. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Orange County

Table 47. Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
COSTA MESA	ORA230811	ADAMS AVENUE ACTIVE TRANSPORTATION PROJECT - MULTIPURPOSE TRAILS - 1.1-MILE LONG ACTIVE TRANSPORTATION IMPROVEMENTS BETWEEN SANTA ANA RIVER AND HARBOR BOULEVARD ON THE EAST TO INCLUDE CLASS I OFF-ROAD MULTIPURPOSE TRAIL IMPROVEMENTS ALONG THE CORRIDOR TO PROVIDE ENHANCED PEDESTRIAN AND BICYCLE ACCESS BETWEEN THE SANTA ANA RIVER TRAIL AND DESTINATIONS IN THE EAST.	10/1/2030	N/A	10/1/2030	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
LA HABRA	ORA190920	OC LOOP SEGMENT A - LA HABRA RAILS TO TRAILS OC LOOP GAP CLOSURE PROJECT - WEST LA HABRA CITY LIMIT TO PALM STREET. 3.1 MILE OF CLASS 1 BIKEWAY/MULTI-USE PATH ALONG EXISTING BLIGHTED RAIL-TO-TRAIL. INCLUDES BIKEWAY GAP CLOSURE, INFRASTRUCTURE IMPROVEMENT SUCH AS WIDENING EXISTING PAVED PATHWAY, AND ENHANCING SAFETY FEATURES. MERGED WITH ORA113011.	7/1/2032	7/1/2032	7/1/2032	ON SCHEDULE. IN ROW ACQUISITION.

Orange County

Table 47. Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
LAGUNA HILLS	ORA230810	PASEO DE VALENCIA & CABOT ROAD ACTIVE TRANSPORTATION ENHANCEMENTS: 2.2 MI OF PEDESTRIAN SAFETY ENHANCEMENTS & HIGH COMFORT BIKEWAYS: 1. PASEO DE VALENCIA(LAGUNA HILLS DRIVE-ALICIA PKWY): MODIFY OFF-STREET PAVED TRAIL TO MEET CALTRANS HDM BIKEWAY STANDARD; 2. PASEO DE VALENCIA(200' S/O ALICIA PKWY-CABOT ROAD): ADD BIKE FACILITY, PEDESTRIAN ENHANCE, TRAFFIC CIRCULATION IMPROVEMENTS; 3. CABOT ROAD(PASEO DE VALENCIA-EL PASEO): ADD BIKE FACILITY, PEDESTRIAN ENHANCE, TRAFFIC CIRCULATION IMPROVEMENTS	4/30/2032	4/30/2032	4/30/2032	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
ORANGE COUNTY	ORA233303	OC LOOP COYOTE CREEK BIKEWAY (SEGMENT O) - SEGMENT O FILLS A MAJOR GAP IN THE OC LOOP REGIONAL CLASS I MULTI-PURPOSE TRAIL. THE SEGMENT SPANS 1.1 MILES FROM THE CONFLUENCE OF NORTH AND NORTHEAST COYOTE CREEK AND CONTINUES NORTH TO ARTESIA BOULEVARD. PE & ROW ORA151508.	12/31/2030	12/31/2030	12/31/2030	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO UTILITY RESOURCE COORDINATION AS RESULT OF WILDFIRES. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
ORANGE COUNTY	ORA230801	OC LOOP SEGMENT P AND Q - CLASS I TRAIL ALONG THE COYOTE CREEK FLOOD CHANNEL (1.6 MILES) THAT CLOSES A GAP ALONG THE 66-MILE MULTI-MODAL REGIONAL ROUTE KNOWN AS THE OC LOOP. SPLIT PROJECT FROM ORA151508.	12/19/2030	12/19/2030	12/19/2030	ON SCHEDULE. IN ROW ACQUISITION

Orange County

Table 47. Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
ORANGE COUNTY	ORA233308	LOS PATRONES PARKWAY BIKEWAY WIDENING AND SAFETY IMPROVEMENTS - THE PROJECT WILL CONVERT THE EXISTING PATHWAY ON THE WEST SIDE OF LOS PATRONES PARKWAY FROM CHIQUITA CANYON ROAD TO OSO PARKWAY INTO A 3.3-MILE CLASS I SHARED-USE BIKEWAY. THE PROPOSED IMPROVEMENTS INCLUDE WIDENING THE EXISTING PATHWAY FROM 8 TO 10FT, ADDING NEW 2 FT SHOULDERS ON EACH SIDE, AND REPLACING EXISTING BARRIERS AND RAILINGS WITH STANDARD ONES.	7/31/2027	02/28/2029	02/28/2029	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA211701	COUNTYWIDE SIGNAL SYNCHRONIZATION BASELINE THIS PROJECT AIMS TO BUILD AND RESET THE SYNCHRONIZATION BASELINE NETWORK FOR ORANGE COUNTY'S SIGNAL SYNCHRONIZATION NETWORK OR SSN FOR THE WEEKDAY AND WEEKEND PEAK PERIODS. THIS PROJECT WILL INCLUDE DATA COLLECTION, TIMING OPTIMIZATION, IMPLEMENTATION, FINE-TUNING AND CONTINUITY TESTING OF 2,500 SIGNALS ALONG THE SSN. TOLL CREDITS: CMAQ: $1,376 IN FY22/23; STBG: $344 IN FY22/23.	6/30/2029	6/30/2029	6/30/2029	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA219901	DIGITAL BUS STOP SIGNS/ELECTRONIC MESSAGE SIGNS ALONG HIGH-QUALITY TRANSIT CORRIDORS - INSTALLATION OF REAL-TIME DISPLAYS AND SIGNAGE AT UP TO 150 BUS STOPS ALONG VARIOUS OC BUS ROUTES IN ORANGE COUNTY.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. IN CONTRACT/PROJECT AWARD.

Orange County

Table 47. Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA230507	RIDESHARE VANPOOL PROGRAM - CAPITAL LEASE COST. THIS PROJECT INCLUDES SUBSIDY, MARKETING, DATABASE, RIDE GUIDE AND ASSOCIATED COSTS FOR THE RIDESHARE/VANPOOL PROGRAM. TRANSIT DEVELOPMENT CREDITS: FY24/25 CMAQ @ $1,032	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE.
ORANGE, CITY OF	ORA233301	RIVERDALE AVENUE COMPLETE STREET IMPROVEMENTS - RECONFIGURE RIVERDALE AVE FROM GLASSELL ST TO ORANGE CITY LIMITS TO INSTALL BIKE AND PEDESTRIAN FACILITIES, AND TRAFFIC CALMING STRATEGIES. INSTALLATION OF BUFFERED CLASS II BIKE LANES (5,200 FT), PAINTED MEDIANS AND TURN LANES, SIGNAGE, STREET TREES, ENHANCED LIGHTING, ADA IMPROVEMENTS, REMOVING ONE LANE IN EACH DIRECTION, LANE NARROWING AND CLOSING A SIDEWALK GAP (2,050 FT) ON FOR THE WESTBOUND SEGMENT BETWEEN ORANGE OLIVE AND ORANGE CITY LIMITS.	9/30/2027	9/30/2027	9/30/2027	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
SANTA ANA	ORA230802	ORANGE AVENUE BIKE LANE AND BICYCLE BOULEVARD PROJECT - INSTALL A BIKE BOULEVARD AND BIKE LANES, 3 TRAFFIC CIRCLES, BULB-OUTS AT 6 INTERSECTIONS, HIGH VISIBILITY CROSSWALKS AT 7 INTERSECTIONS, LEFT TURN ARROWS AT ONE INTERSECTION. ATP STATEWIDE.	11/15/2032	11/15/2032	11/15/2033	OBSTACLES ARE BEING OVERCOME. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Orange County

Table 47. Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
SANTA ANA	ORA210901	RAITT STREET PROTECTED AND BUFFERED BIKE LANE PROJECT - RAITT ST. CLASS 4 PROTECTED BIKE LANE FROM ST. GERTRUDE TO SANTA ANA BLVD, CLASS 2 BIKE LANE FROM WARNER TO OCCIDENTAL, AND CLASS 3 BICYCLE BLVD FROM SANTA ANA BLVD TO WASHINGTON.	12/30/2030	12/30/2030	12/30/2030	ON SCHEDULE. IN BID/ADVERTISE PHASE.
SANTA ANA	ORA152213	CITYWIDE BIKE RACKS - INSTALL 2,500 BICYCLE RACKS THROUGHOUT THE CITY OF SANTA ANA.	12/30/2028	12/30/2028	12/30/2028	ON SCHEDULE. IN BID/ADVERTISE PHASE.
SANTA ANA	ORA190904	MCFADDEN AVE. PROTECTED BIKE LANE AND BICYCLE BLVD. PROJECT - MCFADDEN AVE. 15,050 LINEAR FEET OF CLASS IV PROTECTED BIKE LANES AND ROAD DIETS AND 6,365 LINEAR FEET OF CLASS III BICYCLE BLVD FROM HARBOR BLVD TO GRAND AVE IN THE CITY OF SANTA ANA. ATP TOLL CREDITS.	12/15/2024	7/15/2027	7/15/2027	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
SANTA ANA	ORA190905	STANDARD AVENUE CLASS IV PROTECTED BIKE LANE AND CLASS II BUFFERED BIKE LANE FROM 3RD STREET TO WARNER AVENUE AND PROTECTED INTERSECTION PROJECT AT MCFADDEN IN THE CITY OF SANTA ANA. PROJECT INCLUDES 9,900 LINEAR FEET (LF) OF ROAD DIETS, 4,000 LF CLASS II, 1,700 LF CLASS III, AND 5,900 LF CLASS IV BIKEWAYS. ATP TOLL CREDITS.	12/15/2024	7/15/2027	7/15/2027	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Orange County

Table 47. Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
SANTA ANA	ORA190915	BRISTOL STREET PROTECTED BIKE LANES - PHASE II WARNER TO ST. ANDREW PLACE - CLASS IV, 1.0-MILE BICYCLE LANE INSTALLATION ON BRISTOL STREET FROM WARNER AVENUE TO ST. ANDREW PLACE. THIS SEGMENT WILL INSTALL A SIX-FOOT WIDE BICYCLE LANE AND A FOUR-FOOT WIDE SEPARATION BARRIER AS A BUFFER WITHIN THE CURB TO CURB STREET WIDTH AFTER.	2/26/2024	2/26/2027	2/26/2027	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
STANTON	ORA233304	ORANGEWOOD COMPLETE STREETS - THE PROJECT ADDS 3,000 LINEAR FT OF CLASS II BIKE LANES ON ORANGEWOOD AVE AND 4,500 LINEAR FT OF CLASS III BIKE ROUTES ON SANTA ROSALIA ST. THE PROJECT ALSO PROPOSES THE INSTALLATION OF UPGRADES TO AN EXISTING BIKE & PED BRIDGE, BULB-OUTS, ADA COMPLIANT UPGRADES, LANDSCAPING, MARKINGS/SIGNAGE, STREET LIGHTING UPGRADES, TRAFFIC SIGNAL MODIFICATIONS, & SIDEWALK REPLACEMENTS.	10/31/2026	10/31/2027	10/31/2027	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
VARIOUS AGENCIES	ORA100511	SR-55 WIDENING BETWEEN I-405 AND I-5 - ADD 1 MF AND 1 HOV LANE EACH DIRECTION AND FIX CHOKEPOINTS FROM I-405 TO I-5; ADD 1 AUX LANE EA DIR BTWN SELECT ON/OFF RAMP AND NON-CAPACITY OPERATIONAL IMPROVEMENTS THROUGH PROJECT LIMITS. TOLL CREDIT FOR RSTP AND CMAQ. (INCLUDING STREET TRAFFIC SIGNAL IMPROVEMENT AT I-5/NEWPORT AVENUE ONRAMP FOR MITIGATION. NON-CAPACITY)	12/15/2024	4/30/2029	4/30/2029	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Orange County

Table 47. Orange County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
VARIOUS AGENCIES	ORA120535	SR-74 ORTEGA HIGHWAY GAP CLOSURE & MULTIMODAL IMPROVEMENTS - IN SAN JUAN CAPISTRANO FROM CALLE ENTRADERO TO REATA ROAD. WIDEN FROM 2 LANES TO 4 LANES. GAP CLOSURE AND MULTIMODAL IMPROVEMENTS. 1.1-MILE-LONG CLASS II BICYCLE LANES.	12/31/2033	12/31/2033	12/31/2033	ON SCHEDULE. IN ROW ACQUISITION.
VARIOUS AGENCIES	ORA111207	241/91 EXPRESS LANES (HOT) CONNECTOR: NB SR-241 TO EB SR-91, WB SR-91 TO SB SR-241.	12/31/2035	12/31/2035	12/31/2035	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Orange County

Table 48. Orange County TCMs Completed/Corrected

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA210301	THE PROJECT WILL INSTALL REAL-TIME DISPLAY & BRAVO! SIGNAGE AT UP TO 23 BUS STOPS ALONG THE BRAVO! MAIN STREET RAPID BUS AND OC BUS ROUTE 53/53X CORRIDOR. ROUTE 53/53X OPERATES FROM ANAHEIM THROUGH ORANGE AND SANTA ANA TO IRVINE VIA MAIN STREET AND BRAVO! MAIN STREET RAPID BUS (ROUTE 533) OPERATES ON MAIN STREET FROM ANAHEIM REGIONAL TRANSPORTATION INTERMODAL CENTER TO MACARTHUR BOULEVARD IN SANTA ANA	N/A	12/31/2025	COMPLETE	
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA080909	OC STREETCAR BETWEEN SARTC AND A NEW TRANSIT CENTER IN GARDEN GROVE, NEAR THE INTERSECTION OF HARBOR BOULEVARD AND WESTMINSTER AVENUE. $9.407M OF SECTION 5309B NS ARPA-CIG (CAPITAL INVESTMENT GRANT) IN FY22.	6/30/2021	8/31/2025	COMPLETE	
SANTA ANA	ORA151502	SANTA ANA AND FIFTH PROTECTED BIKE LANE - INSTALL MEDIAN PROTECTED BIKE LANES ON SANTIAGO, SIXTH, BROWN, GARFIELD, FRENCH, FIFTH AND SANTA ANA WITH ALL APPLICABLE SIGNAGE, STRIPING, AND SIGNAL IMPROVEMENTS. ATP STATE ONLY FUNDING.	12/1/2026	12/31/2027	COMPLETE	

Orange County

Table 48. Orange County TCMs Completed/Corrected – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
SANTA ANA	ORA151503	THE EDINGER AVE PROTECTED BIKE LANES PROJECT - INSTALL BIKE LANES DOWN THE 1.7 MILE CORRIDOR PASSING THROUGH RESIDENTIAL HOMES, SCHOOLS, PARKS, AND SMALL BUSINESS SHOPPING CENTERS. THE PROJECT INCLUDES A SAFE ROUTES TO SCHOOL PROGRAM AT 3 SCHOOLS. ATP STATE-ONLY FUNDED.	12/31/2024	12/1/2026	COMPLETE	
SANTA ANA	ORA190901	FREMONT ELEMENTARY AND SPURGEON INTERMEDIATE SRTS - PEDESTRIAN/BICYCLIST TRAFFIC SAFETY IMPROVEMENTS FOR FREMONT ELEMENTARY AND SPURGEON INTERMEDIATE SAFE ROUTES TO SCHOOL. WORK INCLUDES BULBOUTS, CURB RAMPS, 2,383 LINEAR FEET (LF) OF NEW SIDEWALK, 10,824 LF OF CLASS 3 BIKEWAYS AND A ROAD DIET WITH 5,280 LF OF CLASS 2 BIKEWAYS. STATE ONLY FUNDS.	12/15/2024	7/15/2026	COMPLETE	
SAN CLEMENTE	ORA190914	SOUTH EL CAMINO REAL LANE RECONFIGURATION AND BUFFERED BIKE LANE PROJECT - NEW CLASS II, 1.10-MILE BUFFERED BICYCLE LANES ON SOUTH EL CAMINO REAL, FROM AVENIDA MENDOCINO TO THE SOUTH CITY LIMIT. THROUGH TRAVEL LANES WILL GENERALLY BE REDUCED FROM FOUR LANES TO TWO LANES WITH A CONTINUOUS TWO-WAY LEFT TURN LANE AND/OR EXCLUSIVE LEFT TURN LANE.	12/6/2030	12/6/2030	COMPLETE	

Orange County

Table 48. Orange County TCMs Completed/Corrected – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
VARIOUS AGENCIES	ORA111801	I-5 (ALICIA PARKWAY TO EL TORO ROAD) SEGMENT 3 - THE PROJECT WILL ADD ONE GENERAL PURPOSE LANE ON THE I-5 IN EACH DIRECTION BETWEEN ALICIA PARKWAY AND EL TORO ROAD (APPROXIMATELY 1.7 MILES), EXTEND THE 2ND HOV LANE IN BOTH DIRECTIONS AND ADD AUXILIARY LANES WHERE NEEDED.	6/30/2023	9/30/2025	COMPLETE	
WESTMINSTER	ORA151507	GARDEN GROVE BOULEVARD COMPLETE STREET PROJECT - EB SR-22 ON/OFF-RAMPS/NB I-405 OFF-RAMP TO THE WEST AND EB SR-22 OFF-RAMP TO THE EAST; EDWARDS ST BETWEEN GARDEN GROVE BLVD AND TRASK AVE; TRASK AVE BETWEEN EDWARDS ST AND HOOVER ST. INSTALL CLASS IV BIKEWAY WITH ROAD DIET AND CLASS II BIKEWAYS WITH ROAD DIET, TRAFFIC SIGNAL MODIFICATION, ROADWAY SIGNING AND STRIPING, WITH A NON-INFRASTRUCTURE BIKE SAFETY PILOT PROGRAM. TOLL CREDIT FOR ATP-MPO.	12/31/2024	12/31/2024	COMPLETE	

Orange County

Table 47. Orange County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2027 FTIP COMPLETION DATE
ORANGE COUNTY	ORA233308	LOS PATRONES PARKWAY BIKEWAY WIDENING AND SAFETY IMPROVEMENTS - THE PROJECT WILL CONVERT THE EXISTING PATHWAY ON THE WEST SIDE OF LOS PATRONES PARKWAY FROM CHIQUITA CANYON ROAD TO OSO PARKWAY INTO A 3.3-MILE CLASS I SHARED-USE BIKEWAY. THE PROPOSED IMPROVEMENTS INCLUDE WIDENING THE EXISTING PATHWAY FROM 8 TO 10FT, ADDING NEW 2 FT SHOULDERS ON EACH SIDE, AND REPLACING EXISTING BARRIERS AND RAILINGS WITH STANDARD ONES.	7/31/2027
ORANGE, CITY OF	ORA270001	SANTIAGO CREEK BIKE TRAIL GAP CLOSURE PHASE 2 - CLOSE THE FINAL GAP OF THE SANTIAGO CREEK TRAIL OUTLINED IN THE CITYS BIKEWAY MASTER PLAN. PHASE 2 WILL COMPLETE CONSTRUCTION OF THE REMAINING 1-MILE OF THE TRAIL. (ENV ORA190912 AND PHASE I ORA230804)	4/28/2034
ORANGE, CITY OF	ORA233301	RIVERDALE AVENUE COMPLETE STREET IMPROVEMENTS - RECONFIGURE RIVERDALE AVE FROM GLASSELL ST TO ORANGE CITY LIMITS TO INSTALL BIKE AND PEDESTRIAN FACILITIES, AND TRAFFIC CALMING STRATEGIES. INSTALLATION OF BUFFERED CLASS II BIKE LANES (5,200 FT), PAINTED MEDIANS AND TURN LANES, SIGNAGE, STREET TREES, ENHANCED LIGHTING, ADA IMPROVEMENTS, REMOVING ONE LANE IN EACH DIRECTION, LANE NARROWING AND CLOSING A SIDEWALK GAP (2,050 FT) ON FOR THE WESTBOUND SEGMENT BETWEEN ORANGE OLIVE AND ORANGE CITY LIMITS.	9/30/2027
SANTA ANA	ORA230802	ORANGE AVENUE BIKE LANE AND BICYCLE BOULEVARD PROJECT - INSTALL A BIKE BOULEVARD AND BIKE LANES, 3 TRAFFIC CIRCLES, BULB-OUTS AT 6 INTERSECTIONS, HIGH VISIBILITY CROSSWALKS AT 7 INTERSECTIONS, LEFT TURN ARROWS AT ONE INTERSECTION. ATP STATEWIDE.	11/15/2033

Riverside County

Table 50. Riverside County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
CITY OF EASTVALE	RIV210627	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF EASTVALE - SOUTHEAST EASTVALE SAFE ROUTES TO SCHOOL EQUITABLE ACCESS PROJECT - CONSTRUCT: 1 LANE MILE OF CLASS II BIKEWAY ALONG ORANGE STREET FROM SUMMER AVE TO SCHOLAR WAY; A PEDESTRIAN SIGNAL WITH BULB-OUTS & PEDESTRIAN REFUGE ISLAND; 3 ADDITIONAL CROSSING IMPROVEMENTS FOR EXISTING CLASS 1 PATH; 4 BULB-OUTS.	10/28/2028	10/28/2028	10/28/2028	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
CITY OF JURUPA VALLEY	RIV231204	IN WESTERN RIVERSIDE COUNTY - IN THE CITY OF JURUPA VALLEY: JURUPA VALLEY AGATE COMPLETE STREETS PROJECT TO CONSTRUCT NEW PEDESTRIAN AND BICYCLE FACILITIES AND NEW MID-BLOCK CROSSINGS WITH PEDESTRIAN FLASHERS ON AGATE STREET BETWEEN JURUPA ROAD AND 45TH STREET ADJACENT TO JURUPA MIDDLE SCHOOL AND AGATE PARK. (CYCLE 6, SB 1).	6/30/2030	6/30/2030	6/30/2030	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
CITY OF JURUPA VALLEY	RIV230103	IN WESTERN RIVERSIDE COUNTY - IN THE CITY OF JURUPA VALLEY: JURUPA VALLEY GRANITE HILL SRTS GAP CLOSURE PROJECT TO COMPLETE A NETWORK OF NEW SIDEWALKS, CROSSWALKS, AND CURB RAMPS NEAR SCHOOLS THAT PROVIDE SAFE PASSAGE FOR STUDENTS ON VARIOUS STREETS NEAR GRANITE HILL & MISSION BELL ELEMENTARY SCHOOL. (CYCLE 6, SB 1 FUNDS).	6/30/2030	6/30/2030	6/30/2030	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Riverside County

Table 50. Riverside County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
CITY OF JURUPA VALLEY	RIV230102	IN WESTERN RIVERSIDE COUNTY - IN THE CITY OF JURUPA VALLEY: JURUPA VALLEY MIRA LOMA AREA SRTS GAP CLOSURE PROJECT TO COMPLETE A NETWORK OF NEW SIDEWALKS, CROSSWALKS, RRFB, AND SOLAR BEACONS NEAR SCHOOLS THAT PROVIDE SAFE PASSAGE FOR STUDENTS ON VARIOUS STREETS NEAR MIRA LOMA MIDDLE & VAN BUREN ELEMENTARY SCHOOL. (CYCLE 6, SB 1 FUNDS).	6/30/2029	6/30/2029	6/30/2029	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
MENIFEE	RIV230305	IN THE CITY OF MENIFEE: CONSTRUCT SIDEWALKS, CROSSWALKS, BICYCLE LANES AND ADA RAMPS ALONG WATSON ROAD AND BRIGGS ROAD - MAJOR ACCESS ROUTES TO THE HARVEST VALLEY ELEMENTARY SCHOOL.	12/31/2029	12/31/2029	12/31/2029	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
PERRIS	RIV210619	IN WESTERN RIV. CO. IN THE CITY OF PERRIS: CONSTRUCT 9,240 LINEAR FT OF CLASS IV BIKE LANES WITH HARDSCAPE BUFFER AND REFLECTIVE DELINEATORS, 3 HIGH-VISIBILITY CROSSWALKS, 700 LINEAR FT OF SIDEWALKS, BIKE REPAIR STATIONS, AND SIGNAGE ON REDLANDS AVE BETWEEN PLACENTIA AVE AND TAHOE ST, AND ON CITRUS AVE BETWEEN REDLANDS AVE AND PERRIS BLVD. INCLUDES PUBLIC OUTREACH CAMPAIGN.	12/31/2028	12/31/2028	12/31/2028	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.

Riverside County

Table 50. Riverside County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV200105	IN WESTERN RIVERSIDE COUNTY - CONTINUE THE IMPLEMENTATION OF SUBSIDIES FOR ELIGIBLE VANPOOLS COMMUTING TO WORKSITES IN WESTERN COUNTY.	12/30/2030	12/30/2030	12/30/2040	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO FUNDING CHANGES. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
RIVERSIDE TRANSIT AGENCY	RIV180131	IN WESTERN RIV CO IN THE CITY OF HEMET FOR RTA - CONSTRUCTION OF THE HEMET MOBILITY HUB ON 2 ACRE PARCEL LOCATED EAST OF RAIL ROW, SOUTH OF EAST DATE STREET, W/O NORTH JUANITA ST, AND NORTH OF EAST DEVONSHIRE AVE TO INCLUDE: 10 BUS BAYS, 10 SHELTERS/CANOPIES, 20 PARKING SPACES, 1 TRAFFIC SIGNAL AT DEVONSHIRE & CARMALITA, 1 CONTROLLED INTERSECTION AT DEVONSHIRE AND JUANITA; STORAGE AND RESTROOM FACILITY. (FTA 5339: FY15 $1,626 (URBAN) ; FY16 $317 AND FY17 $326 (SMALL URBAN).	12/31/2030	12/31/2030	12/31/2030	ON SCHEDULE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
RIVERSIDE, CITY OF	RIV230306	IN THE CITY OF RIVERSIDE: UPGRADE CROSSWALKS AT FIVE POINTS INTERSECTION INCLUDING IN-PAVEMENT LIGHTING, CONSTRUCT A 9,000 SQUARE FOOT PEDESTRIAN PLAZA WITH REMOVABLE BOLLARDS, AND CONSTRUCT 1.5 MILES OF SIDEWALKS WITH RAMPS ALONG WELLS, HEIRS, DOANE, AND MITCHELL AVENUES.	5/29/2031	5/29/2031	5/29/2031	ON SCHEDULE. IN ROW ACQUISITION.

Riverside County

Table 50. Riverside County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
WILDOMAR	RIV210630	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF WILDOMAR: BUNDY CANYON ATP CORRIDOR (CIP 026-3): BETWEEN MONTE VISTA DRIVE AND HARVEST WAY, CONSTRUCT A 2.2 MILE ADA COMPLIANT 15-FOOT WIDE CLASS I SHARED BIKE/PEDESTRIAN PATH ALONG BUNDY CANYON ROAD WITH LIGHTING, WOOD/ROPE BARRIER, AND CA MUTCD SIGNAGE. INCLUDES COMMUNITY PROGRAMS TO ENHANCE SAFETY AND COMFORT FOR RESIDENTS AND STUDENTS.	12/31/2029	12/31/2029	12/31/2029	ON SCHEDULE. UNDER CONSTRUCTION PROJECT IMPLEMENTATION BEGINS.
WILDOMAR	RIV180127	CLINTON KEITH WIDENING - SEGMENT 1 (CIP 025-1): WIDENENING OF CLINTON KEITH RD 5 TO 6 LANES FROM ARYA RD. TO WILDOMAR TRAIL. 4 TO 6 LANES FROM WILDOMAR TRAIL TO INLAND VALLEY DR. 2 TO 4 LANES FROM INLAND VALLEY DR. TO COPPER CRAFT. INSTALLATION OF CLASS 2 BIKE LANES WITH BUFFERS OF 1.8 MI LENGTH.	6/30/2030	6/30/2030	6/30/2030	ON SCHEDULE. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).

Riverside County

Table 51. Riverside County TCMs Completed/Corrected

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
CITY OF EASTVALE	RIV210627	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF EASTVALE - SOUTHEAST EASTVALE SAFE ROUTES TO SCHOOL EQUITABLE ACCESS PROJECT - CONSTRUCT: 1 LANE MILE OF CLASS II BIKEWAY ALONG ORANGE STREET FROM SUMMER AVE TO SCHOLAR WAY; A PEDESTRIAN SIGNAL WITH BULB-OUTS & PEDESTRIAN REFUGE ISLAND; 3 ADDITIONAL CROSSING IMPROVEMENTS FOR EXISTING CLASS 1 PATH; 4 BULB-OUTS.	10/28/2028	10/28/2028	COMPLETE	
CITY OF JURUPA VALLEY	RIV200703	IN WESTERN RIVERSIDE CO. FOR THE CITY OF JURUPA VALLEY - SRTS SIDEWALK GAP CLOSURE ON VARIOUS STREETS NEAR SUNNYSLOPE ELEMENTARY SCHOOL: CONSTRUCT 9,715 LF OF SIDEWALKS, 15 CROSSWALKS (11 NEW & 4 UPGRADES), 19 ADA RAMPS, SOLAR FLASHING BEACONS AT 2 AWSC INTERECTIONS AND RRFB CONTROLLED CROSSWALK (STATE-ONLY FUNDS: SB1 & SHA).	12/30/2027	12/30/2027	COMPLETE	
HEMET	RIV181010	IN CITY OF HEMET - HEMET VALLEY BIKEWAY CONX: INSTALL CLASS II (1,200 LF), III (10,500 LF) BIKE LNS, NEW S/W (4,000 LF) W/ ADA RAMPS, XING IMP., ON PALM BW ESPLANDE & JOHNSTN, WHITTIER BW PALM & GILBERT, JOHNSTN BW PALM & GILBERT, GILBERT BW WHITTIER & CHAMBERS, CHAMBERS BW GILBERT & STATE; BIKE STAGING W/ DETECTION, LOCKERS, REPAIR AREA; INCL OUTREACH. (ATP-3 AUG STATE) TC UTILIZ FOR FY19, FY20.	9/1/2023	12/31/2024	COMPLETE	

Riverside County

Table 51. Riverside County TCMs Completed/Corrected – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
RIVERSIDE COUNTY	RIV200707	IN WESTERN RIVERSIDE CO. FOR THE UNINCORPORATED AREA OF WARM SPRINGS AND IN THE CITY OF LAKE ELSINORE - EL TORO RD/DEXTER AVE SRTS SIDEWALK PROJECT: CONSTRUCT APPROX. 5,748 LF OF SIDEWALK, CURB AND GUTTER ON EL TORO/DEXTER FROM CARMELA CT TO 630' N/O CENTRAL AVE INCLUDING 7 NEW CURB RAMPS, A NEW CROSSWALK AND 2 FLASHING BEACONS. SRTS PROGRAM INCLUDES: WALK/BIKE AUDIT, PED SAFETY CLASS, MOCK CITY EVENTS, AND SRTS LAW ENFORCEMENT.	12/30/2028	6/30/2024	COMPLETE	
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV200801	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF TEMECULA: INSTALLATION OF NEW VEHICLE DETECTION AND ADAPTIVE HIGHWAY METERING SYSTEMS ON I-15 NB FROM THE SAN DIEGO COUNTY LINE TO THE I-15/I-215 SPLIT. INCLUDES RELOCATION OF EXISTING RAMP METERS AT RANCHO CALIFORNIA RD. (RCR) AND TEMECULA PARKWAY, RAMP MODIFICATIONS AT RCR AND WINCHESTER ROAD, VARIABLE SPEED LIMIT SIGNS, AND OTHER ITS ELEMENTS. TC UTILIZATION FOR CMAQ IN 24/25.	12/31/2025	12/31/2025	COMPLETE	

Riverside County

Table 52. Riverside County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2027 FTIP COMPLETION DATE
VARIOUS AGENCIES	RIV170901	IN WESTERN RIVERSIDE COUNTY - ON I-15, ADD 2 EXPRESS LANES IN EACH DIRECTION, GENERALLY IN THE MEDIAN, FROM SR-74 (CENTRAL AVENUE) IN THE CITY OF LAKE ELSINORE TO EL CERRITO ROAD IN THE CITY OF CORONA. CONSTRUCT SOUTHBOUND AUXILIARY LANE FROM MAIN STREET TO SR-74 (CENTRAL AVENUE) AND FROM SR-74 (CENTRAL AVENUE) TO NICHOLS ROAD. SIGNAGE AND TRANSITION STRIPING EXTENDS TO PM 20.3 TO THE SOUTH AND PM 40.1 TO THE NORTH.	12/31/2030

San Bernardino County

Table 53. San Bernardino County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
FONTANA	20190104	IN FONTANA: WIDEN FOOTHILL BLVD (4-6 LANES) FROM HEMLOCK AVE TO ALMERIA AVE; INCLUDES CLASS II BIKE LANES(1.7MI), RAISED MEDIAN, A NEW TRAFFIC SIGNAL AT FOOTHILL BLVD. AND BEECH AVE. INTERSECTION AND REPLACEMENT OF HISTORIC MALAGA BRIDGE TO ACCOMMODATE STREET WIDENING. EXISTING MALAGA BRIDGE TO BE RELOCATED.	12/1/2027	12/1/2027	12/1/2029	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ROW ACQUISITIONS DESIGNATED AS HISTORICAL UNDER THE NATIONAL HISTORIC PRESERVATION ACT. IN ENGINEERING/PLANS, SPECIFICATIONS AND ESTIMATES (PS&E).
FONTANA	20199902	IN FONTANA: IMPROVE VICTORIA/WALNUT AVE (REMAINS 2 LNS) FROM EAST OF THE I-15 TO REALIGNMENT OF INTERSECTION TO CHERRY AVE AND FROM CHERRY STREET NAME CHANGE TO WALNUT AVE FROM CHERRY AVE TO SAN SEVAINE RD; WIDEN & IMPROVE CHERRY AVE (4-6 LNS) FROM I-210 TO BASELINE AVE; SEGMENTS WILL INCLUDE CENTER MEDIANS & CLASS I (1.77MI)AND CLASS II(0.4MI) BIKE LANES.	10/1/2026	10/1/2026	12/31/2029	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO ISSUES WITH ENVIRONMENTAL REVIEW AND COMPLEXITY OF PROJECT ALIGNMENT. ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
OMNITRANS	20150307	COUNTY-WIDE VANPOOL PROJECT (ONGOING)(TDC: FY25/26 5307RS CON $391, 5307LA CON $16, FY27/28 5307LA CON $200, 5307RS CON $600, FY28/29 5307LA CON $200, 5307RS CON $600)	6/30/2016	6/30/2030	6/30/2030	ON SCHEDULE. IN BID/ADVERTISE PHASE.

San Bernardino County

Table 53. San Bernardino County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
VARIOUS AGENCIES	20250001	I-10 CORRIDOR CONTRACT 2B: THE PROJECT WILL PROVIDE ONE EXPRESS LANE IN EACH DIRECTION FROM SIERRA AVE IN FONTANA TO PEPPER AVENUE IN COLTON. (PS&E AND ROW ARE IN PARENT PROJECT 20191301)	12/31/2028	12/31/2028	12/31/2028	ON SCHEDULE. IN BID/ADVERTISE PHASE.
VARIOUS AGENCIES	20191301	I-10 CORRIDOR CONTRACT 2 PS&E/RW: THE PROJECT WILL PROVIDE ONE EXPRESS LANE IN EACH DIRECTION FROM JUST EAST OF I-15 TO PEPPER AVE IN COLTON, CONNECTING TO THE I-10 CORRIDOR CONTRACT 1 EXPRESS LANES CURRENTLY UNDER CONSTRUCTION. (CON IN FTIP IDS SBD250602 AND 20250001)	12/31/2028	12/31/2028	12/31/2028	ON SCHEDULE. IN BID/ADVERTISE PHASE.
VARIOUS AGENCIES	20159901	I-15 EXPRESS LANES (CONTRACT 1): CONSTRUCT 1 EXP. LANE IN EACH DIRECTION BETWEEN CANTU-GALLEANO RANCH RD. AND SR-60 AND 2 EXP. LANES IN EACH DIRECTION BETWEEN SR-60 AND NORTH OF FOOTHILL BLVD. ADDITIONAL IMPROVEMENTS TO AUX LN WIDENING, UNDERCROSSING, AND RECONSTRUCTION OF RAMPS AND LANE TRANSITIONS WHERE NEEDED.	12/31/2024	10/1/2026	8/7/2028	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO COORDINATION ISSUES. BID/ADVERTISE PHASE

San Bernardino County

Table 54. San Bernardino County TCMs Completed/Corrected

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
FONTANA	20131506	IN FONTANA: SAN SEVAINE TRAIL (PHASE 1, SEG 2) NORTH/SOUTH 1.25 MILE LONG, 12 FT WIDE PAVED MULTI-USE TRAIL FROM BANYAN ST. TO THE PACIFIC ELECTRIC TRAIL IN FONTANA	12/31/2020	12/31/2024	COMPLETE	
HIGHLAND	SBD230803	IN HIGHLAND: CONSTRUCTION OF 1 MILE OF NEW CLASS II AND III BICYCLE LANES ON ORANGE ST FROM GREENSPOT RD TO EUCALYPTUS AVE (CLASS II), ORANGE ST FROM EUCALYPTUS AVE TO TONNER DR. (CLASS III), TONNER DR. FROM ORANGE ST TO STREATER DR. (CLASS III), STEATER DR. FROM BASELINE TO GLENHEATHER DR. (CLASS II AND III), GLENHEATHER DR. FROM STREATER DR. TO CHURCH ST/LOVE ST. (CLASS II AND III) AND LOVE ST. FROM CHURCH ST. TO ELDER GULCH PASEO (CLASS III)	6/30/2025	6/30/2025	COMPLETE	
OMNITRANS	20190015	WEST VALLEY CONNECTOR (WVC - PHASE 1/MILLIKEN ALIGNMENT): A 19 MILE BUS RAPID TRANSIT (BRT) SERVICE FROM THE DOWNTOWN POMONA METROLINK STATION TO ONTARIO INTERNATIONAL AIRPORT AND THE RANCHO CUCAMONGA METROLINK STATION. INCLUDES PROCUREMENT OF 18 ZERO EMISSION BATTERY ELECTRIC BUSES. (FTA 5309A IS MADE UP $26,088,771 OF ARPA)	6/30/2026	6/30/2026	COMPLETE	

San Bernardino County

Table 54. San Bernardino County TCMs Completed/Corrected – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
RANCHO CUCAMONGA	SBD990203	INSTALLING CLOSED CIRCUIT TELEVISION (CCTV) CAMERAS, VIDEO DETECTION SYSTEM (VDS), FIBER OPTIC CABLE AND CONDUIT, COMMUNICATION NETWORKING EQUIPMENT, UPGRADING AND INTEGRATING OVER 50 TRAFFIC SIGNALS INTO THE TRAFFIC MANAGEMENT CENTER (TMC) LOCATED AT CITY HALL, AND IMPLEMENTING TRAFFIC SIGNAL COORDINATION TIMING. LOCATIONS INCLUDE MILLIKEN AND ARROW RTE CORRIDORS, 19TH STREET FROM SAPPHIRE TO HAVEN, ROCHESTER FROM BASE LINE RD TO VINTAGE DR, AND DAY CREEK FROM BASE LINE TO WILSON AVE	6/30/2027	6/30/2027	COMPLETE	
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	20190702	SBCTA METROLINK STATION ACCESSIBILITY IMPROVEMENT PROJECT - PHASE II: BICYCLE AND PEDESTRIAN ACCESSIBILITY IMPROVEMENTS NEAR FIVE METROLINK TRANSIT STATIONS (MONTCLAIR, UPLAND, RANCHO CUCAMONGA, FONTANA, AND SAN BERNARDINO). TOLL CREDIT TO MATCH ATP	5/21/2024	1/31/2025	COMPLETE	
VARIOUS AGENCIES	SBD250602	I-10 CORRIDOR CONTRACT 2A: THE PROJECT WILL PROVIDE ONE EXPRESS LANE IN EACH DIRECTION FROM JUST EAST OF I-15 TO SIERRA AVE IN FONTANA, CONNECTING TO THE I-10 CORRIDOR CONTRACT 1 EXPRESS LANES CURRENTLY UNDER CONSTRUCTION. (TOLL CREDITS TO MATCH STP FY25 $804 CON) (PS&E AND ROW ARE IN PARENT PROJECT 20191301)	12/31/2028	12/31/2028	COMPLETE	

San Bernardino County

Table 55. San Bernardino County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2027 FTIP COMPLETION DATE
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	SBD233002	VMT MITIGATION BANK USING A MODE-CHOICE-BASE FRAMEWORK WITH TELEWORK AS AN INITIAL REGIONAL MITIGATION MEASURE AND INCREMENTALLY ADDING TRANSIT AND SHARED-RIDE MEASURES.	12/1/2027

Ventura County

Table 56. Ventura County TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
THOUSAND OAKS	VEN230119	IN VENTURA COUNTY, IN THE CITY OF THOUSAND OAKS, ON LYNN RD BETWEEN GAINSBOROUGH RD. & REINO DR, INCLUDING BRIDGE OVER U.S. 101 FREEWAY, CONSTRUCT CLASS IV BIKE LANES (5.3 MILES), NEW SIDEWALK (1.6 MILES), RAPID FLASHING BEACONS, BICYCLE SIGNAL PHASING, BRIDGE FENCING (0.06 MILES), NEW CROSSWALK, CURB RAMPS, LIGHTING, PAVEMENT MARKINGS AND SIGNAGE.	12/1/2028	12/1/2028	12/1/2028	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN131201	ROUTE 101 FLYNN ROAD TO JOHNSON DR, ADD ONE HOV LANE NORTHBOUND, AND AUXILARY LANES AT VARIOUS LOCATIONS (PHASE I). PROJECT WILL USE TOLL CREDITS FOR STBG IN FY26/27 FOR $3,700)	9/30/2040	9/30/2040	9/30/2040	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN250903	IN VENTURA COUNTY, ON ROUTE 101, MOORPARK RD. TO NEAR SR 33, ADD ONE HOV LANE SOUTHBOUND AND AUXILIARY LANES AT VARIOUS LOCATIONS (PHASE IV).	9/28/2040	9/28/2040	9/28/2040	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN250902	IN VENTURA COUNTY, ON ROUTE 101 NEAR JOHNSON DR TO SR 33, ADD ONE HOV LANE NORTHBOUND AND AUXILIARY LANES AT VARIOUS LOCATIONS (PHASE III).	9/30/2040	9/30/2040	9/30/2040	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Ventura County

Table 56. Ventura County TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN250901	IN VENTURA COUNTY, ON ROUTE 101, BETWEEN MOORPARK RD. AND FLYNN RD, ADD ONE HOV LANE NORTHBOUND AND AUXILIARY LANES AT VARIOUS LOCATIONS (PHASE II).	9/30/2040	9/30/2040	9/30/2040	ON SCHEDULE. PROJECT IS BREAKOUT PHASE FROM VEN131201. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
VENTURA COUNTY TRANS COMMISSION (VCTC)	VEN93017	REGIONAL RIDESHARE PROGRAM. PROJECT WILL USE TOLL CREDITS ($51) FOR CMAQ IN 26/27 AND 27/28.	2010	3/18/2027	6/28/2030	ON SCHEUDLE. UNDER CONSTRUCTION. PROJECT IMPLEMENTATION BEGINS.
CAMARILLO	VEN160103	PLEASANT VALLEY ROAD CLASS 2 BIKE LANES PROJECT FROM 5TH STREET TO LAS POSAS ROAD (APPROXIMATELY 8,700 FEET) USING TOLL CREDITS OF $162 TO MATCH CMAQ CON IN 21/22.	9/30/2026	9/30/2026	9/29/2028	OBSTACLES ARE BEING OVERCOME. DELAY DUE TO NHS DESIGN REQUIREMENTS. IN BID/ADVERTISE PHASE

Ventura County

Table 57. Ventura County TCMs Completed/Corrected

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
OXNARD	VEN210801	IN OXNARD ON 4TH STREET FROM META ST TO C STREET (1,600'), INSTALL CURB EXTENSIONS, CROSSWALKS, CLASS II BIKE LANES, BIKE RACKS, STREET LIGHTING, BUS STOP IMPROVEMENTS, STREET LIGHTING, AND TRAFFIC SIGNAL MODIFICATIONS.	1/3/2025	1/3/2025	COMPLETE	
OXNARD	VEN130101	IN OXNARD, ON NORTHEAST COMMUNITY NEIGHBORHOOD STREETS, AND ON CLOYNE ST/CYPRESS RD FROM CHANNEL ISLANDS BLVD TO HUENEME RD, INSTALL CLASS II BIKE LANES (1.9 MILES), CLASS III BIKE LANES (6.3 MILES), IMPROVE EXISTING BIKE LANES, AND INSTALL CURB EXTENSIONS AND ADA IMPROVEMENTS.	5/31/2015	8/30/2024	COMPLETE	
OXNARD	VEN240501	IN THE CITY OF OXNARD, ON GONZALEZ ROAD FROM VICTORIA AVENUE TO RICE AVENUE, CONSTRUCT APPROXIMATELY NINE (9) BIKE-LANE MILES OF CLASS II BIKE-LANES INCLUDING GREEN PAINT AT CONFLICT POINTS, SIGNAGE, STRIPING AND STREET RESURFACING.	9/30/2024	9/30/2024	COMPLETE	

Ventura County

Table 57. Ventura County TCMs Completed/Corrected – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
SAN BUENAVENTURA	VEN171009	IN VENTURA HARMON BARRANCA BIKE PATH AT TELEPHONE; RALSTON, AND ANTELOPE, ANTELOPE AVENUE FROM HARMON BARRANCDA TO BRISTOL; BRISTOL FROM ANTELOPE TO HARMON BARRANCA INSTALL ACTIVE TRANSPORTATION IMPROVEMENTS INCLUDING 600 LINEAR FEET OF CLASS IV CYCLE TRACK AND APPROXIMATELY 1,700 LINEAR CLASS III BIKE BOULEVARD 175 LINEAR FEET OF CLASS ONE PATH , SAFETY FEATURES, RRFBS, PEDESTRIAN SIGNALS, ADA TOLL CREDITS OF $7 IN FY 19/20 AND $50 IN TOLL CREDITS IN FY 22/23.	6/1/2023	12/31/2024	COMPLETE	
SAN BUENAVENTURA	VEN210803	THE CABRILLO SEGMENT MULTI-USE PATH GAP COMPLETION CONSTRUCTS A CLASS I TRAIL IN THE CITY OF VENTURA CREATING A 2.0 MILE LONG CONTINUOUS ACTIVE TRANSPORTATION CORRIDOR.	5/29/2024	6/30/2025	COMPLETE	

Ventura County

Table 57. Ventura County TCMs Completed/Corrected – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
THOUSAND OAKS	VEN220401	IN THOUSAND OAKS, RANCHO CONEJO BIOTECH AREA SIDEWALK IMPROVEMENTS, INSTALL SIDEWALK AND PEDESTRIAN SAFETY IMPROVEMENTS (LIGHTING AND CROSSWALKS AS REQUIRED), AS FOLLOWS: (A) TELLER RD BETWEEN LAWRENCE DR AND APPROX 1,000 FEET WEST OF LAWRENCE DR; (B) HILLCREST DRIVE BETWEEN MITCHELL RD AND APPROX 1,000 FEET WEST OF LAWRENCE DR; (C) LAWRENCE DR BETWEEN HILLCREST DR AND APPROX 700 FEET NORTH OF HILLCREST DR: AND (D) ON CORPORATE CENTER DR EAST OF RANCHO CONEJO BLVD. APPROX 440 FEET.	#N/A	3/16/2026	COMPLETE	CONTRACT/PROJECT COMPLETE
VENTURA COUNTY	VEN210606	EL RIO PEDESTRIAN IMPROVEMENT AND SAFE ROUTE TO SCHOOL PROJECT: INSTALL SIDEWALKS, CURBS, GUTTERS, WATER-RETENTION AREAS, CURB EXTENSIONS, RRFBS, AND INTERSECTION IMPROVEMENTS, FOR SRTS AND DISADVANTAGED COMMUNITY.	6/30/2025	6/30/2025	COMPLETE	CONTRACT/PROJECT COMPLETE
VENTURA COUNTY	VEN210802	SANTA ROSA ROAD BIKE LANE IMPROVEMENT AND PEDESTRIAN PROJECT INSTALLS 6.8 LANE MILES OF CLASS II BIKE LANE WITH A 2 FOOT BUFFER AND RUMBLE STRIPS AND OVER 900 LINEAR FEET OF SIDEWALKS TO PROVIDE SRTS.	9/28/2024	10/31/2024	COMPLETE	CONTRACT/PROJECT COMPLETE

Ventura County

Table 58. Ventura County New TCMs

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	2027 FTIP COMPLETION DATE
SAN BUENAVENTURA	VEN250701	IN THE CITY OF VENTURA, EASTSIDE NEIGHBORHOOD GREENWAY PROJECT INCLUDES OVER 2.7 MILES OF IMPROVEMENTS ALONG A WEST-EAST CONTIGUOUS ALIGNMENT IN THE EASTSIDE NEIGHBORHOOD OF WEST SATICOY AT LOCATIONS BETWEEN KIMBALL ROAD AND WELLS ROAD. INFRASTRUCTURE IMPROVEMENTS INCLUDE SEGMENTS OF CLASS II (251'), CLASS III, AND MULTIUSE PATH FACILITIES FOR BICYCLES AND PEDESTRIAN IMPROVEMENTS THROUGHOUT, AS WELL AS NON-INFRASTRUCTURE EDUCATIONAL PROGRAMS.	6/29/2035
VENTURA COUNTY	VEN230901	IN VENTURA COUNTY, IN THE COMMUNITY OF PIRU, INSTALL SIDEWALKS, CURBS, GUTTERS, CURB EXTENSIONS, RRFB AND INTERSECTION IMPROVEMENTS FOR SAFE ROUTES TO SCHOOL AND A DISADVANTAGED COMMUNITY, AT LOCATIONS INCLUDING MAIN STREET, CENTER STREET, CHURCH STREET, CAMULOS STREET, MARKET STREET, AND VIA FUSTERO.	9/30/2027
VENTURA COUNTY	VEN230117	IN VENTURA COUNTY, IN THE COMMUNITY OF SATICOY, THE COUNTY OF VENTURA TO CONSTRUCT APPROXIMATELY 4,320 LINEAR FEET OF SIDEWALK GAP CLOSURE, CURBS, GUTTERS, CURB EXTENSIONS, INTERSECTION IMPROVEMENTS, AND A MULTI-USE PATH, FOR A DISADVANTAGED COMMUNITY.	12/29/2028

SCAG Region (Various)

Table 59. SCAG Region (Various) TCMs Subject to Timely Implementation

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
VARIOUS AGENCIES	SCAGCRP03	E-BIKE LENDING LIBRARY FOR NICKERSON GARDENS. PROJECT INCLUDES PURCHASE AND INSTALLATION OF E-BIKES AND STORAGE FACILITY, BIKE PARKING, MARKETING, SIGNAGE, AND PILOT EVALUATION. STORAGE FACILITY WILL HOLD UP TO 50 BIKE SLOTS. DERIVED FROM RPI INITIATIVE IN SCAGCRP01.	9/30/2030	9/30/2030	9/30/2030	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
VARIOUS AGENCIES	SCAGCRP02	JOINT PROJECT BETWEEN SCAG, CAL-ITP, AND METROLINK TO DEPLOY AN OPEN LOOP FARE PAYMENT SYSTEM DEMONSTRATION ON THE SAN BERNARDINO LINE. PROJECT INCLUDES PURCHASE, INSTALLATION, AND CONNECTION OF VALIDATORS AS WELL AS OPERATIONS AND CONFIGURATION, MARKETING, SIGNAGE, AND DEMO EVALUATION. DERIVED FROM RPI INITIATIVE IN SCAGCRP01.	9/30/2030	9/30/2030	9/30/2030	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).
VARIOUS AGENCIES	SCAG233701	DEVELOP STRATEGIES TO INCENTIVIZE FREIGHT TDM INCLUDING OFF-PEAK DELIVERY, MICRO-DISTRIBUTION CONSOLIDATION, AMONG OTHERS DURING MAJOR SPECIAL EVENTS I.E. 2028 GAMES, SERVING AS LEGACY FRAMEWORK IN THE REGION. IDENTIFY AND IMPLEMENT PILOT PROJECTS & OPPORTUNITIES TO TEST STRATEGIC APPROACH, POTENTIAL FREIGHT INDUSTRY PARTNERSHIPS, AND REFINE SELECTED FREIGHT TDM STRATEGIES FOR IMPLEMENTATION. TOLL CREDITS: $265 FFY26/27, $280 FFY27/28, $280 FFY28/29	9/30/2030	9/30/2030	9/30/2030	ON SCHEDULE.

SCAG Region (Various)

Table 59. SCAG Region (Various) TCMs Subject to Timely Implementation – Continued

LEAD AGENCY	PROJECT ID	PROJECT DESCRIPTION	ORIGINAL COMPLETION DATE	2025 FTIP COMPLETION DATE	2027 FTIP COMPLETION DATE	2027 FTIP PROJECT STATUS
VARIOUS AGENCIES	SCAG232602	UPDATE REGIONAL TDM INITIATION PLAN. DEVELOP & IMPLEMENT PILOT PROJECTS TO EVALUATE VIABILITY & REPLICABILITY OF PROJECT DEPLOYMENTS TO TARGETED LOCATIONS. DEVELOP, IMPLEMENT, & EVALUATE STRATEGIES TO MOTIVATE REDUCED VMT DURING EVENTS & ENDURING MODE SHIFTS RESULTING IN REDUCED VMT & GHG. INTEGRATE TDM INITIATIVES INTO TRANSP STRATEGY FOR 2028 GAMES I.E. FREIGHT TDM, MOBILITY HUBS, FIRST/LAST MILE, ETC. TOLL CRED: $150 FFY26/27, $280 FFY27/28, $280 FFY28/29	9/30/2030	9/30/2030	9/30/2030	ON SCHEDULE. IN ENVIRONMENTAL DOCUMENT/PRE-DESIGN PHASE (PAED).

Section VI: Interagency Consultation and Public Involvement

1. Federal Requirements on Interagency Consultation and Public Involvement

The requirements for consultation procedures are listed in the Transportation Conformity Regulations under 40 CFR Section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, state, and federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis.

Section 93.105 of the conformity regulation notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e).

Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, "MPOs and State departments of transportation must provide reasonable opportunity for consultation with state air agencies, local air quality and transportation agencies, DOT, and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations."

Section 93.112 of the transportation conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105.

2. SCAG'S Public Participation Plan

Consistent input and engagement from partnering agencies, stakeholders, and the general public is critical to successful regional transportation planning. As part of the development of the 2027 FTIP, SCAG built on the public outreach strategies of previous planning cycles to drive greater and more diverse participation. SCAG developed the Public Participation Plan (PPP) to guide how SCAG engages public entities, stakeholders, and the public, considers input, and balances numerous factors to ensure success of efforts for which SCAG is responsible for including the consultation and outreach process for Connect SoCal 2024 and its subsequent amendments. The PPP was adopted by SCAG's Regional Council in February 2026.

3. Interagency Consultation and Public Involvement

The 2027 FTIP complies with all federal and state requirements for interagency consultation and public involvement. Consisting of representatives from federal, state, and regional air quality and transportation agencies and in accordance with the PPP, SCAG's TCWG serves as the primary forum for interagency consultation on all matters related to both regional and project-level transportation conformity. Additionally, there were many ad-hoc meetings held between the stakeholder agencies for this purpose.

Periodic updates on the development of the 2027 FTIP are provided to the TCWG (March 24, 2026, through October 27, 2026). The draft transportation conformity analyses for the draft 2027 FTIP are released as part of the draft 2027 FTIP document for a 30-day public review and comment period on July 6, 2026. Two public hearings on the draft 2027 FTIP are held during the public review and comment

period. The first hearing is held on July 21 and the second on July 28. To facilitate public participation, the hearings are held virtually via Zoom, permitting either video or telephonic public participation. Notices regarding the public hearings and public comment process will be posted on the SCAG website and in newspapers throughout the region in multiple languages. The draft 2027 FTIP is posted on the SCAG website and a link is shared with libraries throughout the region to ensure added accessibility for the public.

In addition, ongoing interagency consultation and public involvement have occurred throughout the 2027 FTIP development process. SCAG staff provides updates to the TCWG on the availability of the draft 2027 FTIP and draft Connect SoCal 2024 Amendment 2, including the associated draft transportation conformity analyses. At the end of the public review and comment period, SCAG staff documents and includes responses to all comments in the final 2027 FTIP and the final Connect SoCal 2024 Amendment 2 documents, including the associated transportation conformity analyses. Furthermore, SCAG staff continues to provide status updates on the transportation conformity analyses to the TCWG throughout the finalization of the 2027 FTIP up until the final federal transportation conformity approval is received.

Section VII: Findings, Conclusion, Exhibits, Conformity Analysis Checklist

Preface

Under the USDOT Metropolitan Planning Regulations and EPA's Transportation Conformity Regulations, SCAG's 2027 FTIP needs to pass five required transportation conformity tests:

- Consistency with SCAG's RTP/SCS (23 CFR Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
- Regional Emissions Analysis (40 CFR Sections 93.109, 93.110, 93.118, and 93.119)
- Financial Constraint (40 CFR Section 93.108; and 23 CFR, Section 450.322)
- Timely Implementation of Transportation Control Measures (40 CFR Section 93.113)
- Interagency Consultation and Public Involvement (40 CFR Sections 93.105 and 93.112; and 23 CFR Section 450.324)

1. Findings

SCAG has made the following conformity findings for the 2027 FTIP under the required federal tests:

1.1 CONSISTENCY WITH CONNECT SOCAL 2024 (2024 RTP/SCS) TEST

Finding: SCAG's 2027 FTIP is consistent with Connect SoCal 2024 (2024 RTP/SCS) as amended (policies, programs, strategies, and projects).

1.2 REGIONAL EMISSIONS ANALYSIS TEST

These findings are based on the regional emissions test analyses shown in Table 18 through Table 43 in Section III of this Technical Appendix.

Finding: The latest planning assumptions, transportation modeling, emissions modeling, and regional emissions analysis for the 2027 FTIP are identical to those for Connect SoCal 2024 (2024 RTP/SCS) Amendment 2 and update the regional emissions analysis for 2025, FTIP and Connect SoCal 2024 Amendment 1.

Finding: The 2027 FTIP regional emissions analysis for ozone precursors (2008 and 2015 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), 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 2027 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 in the SCAB (Pechanga excluded under 2012 annual PM2.5 NAAQS).

Finding: The 2027 FTIP regional emissions analysis for CO meet all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The 2027 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 2027 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 2027 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).

1.3 FINANCIAL CONSTRAINT TEST

Finding: The 2027 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 2027 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.

1.4 TIMELY IMPLEMENTATION OF TCMS TEST

Finding: The TCM project categories listed in the 1994/1997/2003/2007/2012/2016/2022 Ozone and 2024 PM2.5 SIPs (2022 Ozone and 2024 PM2.5 SIPs are pending EPA approvals) 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 2016/2022 Ozone SIPs (2022 Ozone SIP is pending EPA approval) 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.

1.5 INTERAGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

Finding: The 2027 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). In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a primary regional forum for interagency consultation. For more information on visit SCAG's PPP website.

1. Summary Conclusion

The 2027 FTIP demonstrates positive transportation conformity by meeting all the federally required transportation conformity tests.

2. Major References

Clean Air Act as amended. (1990). (42 U.S.C. Section 7404 et seq.)

United States Environmental Protection Agency. (2012). Transportation Conformity Regulations.

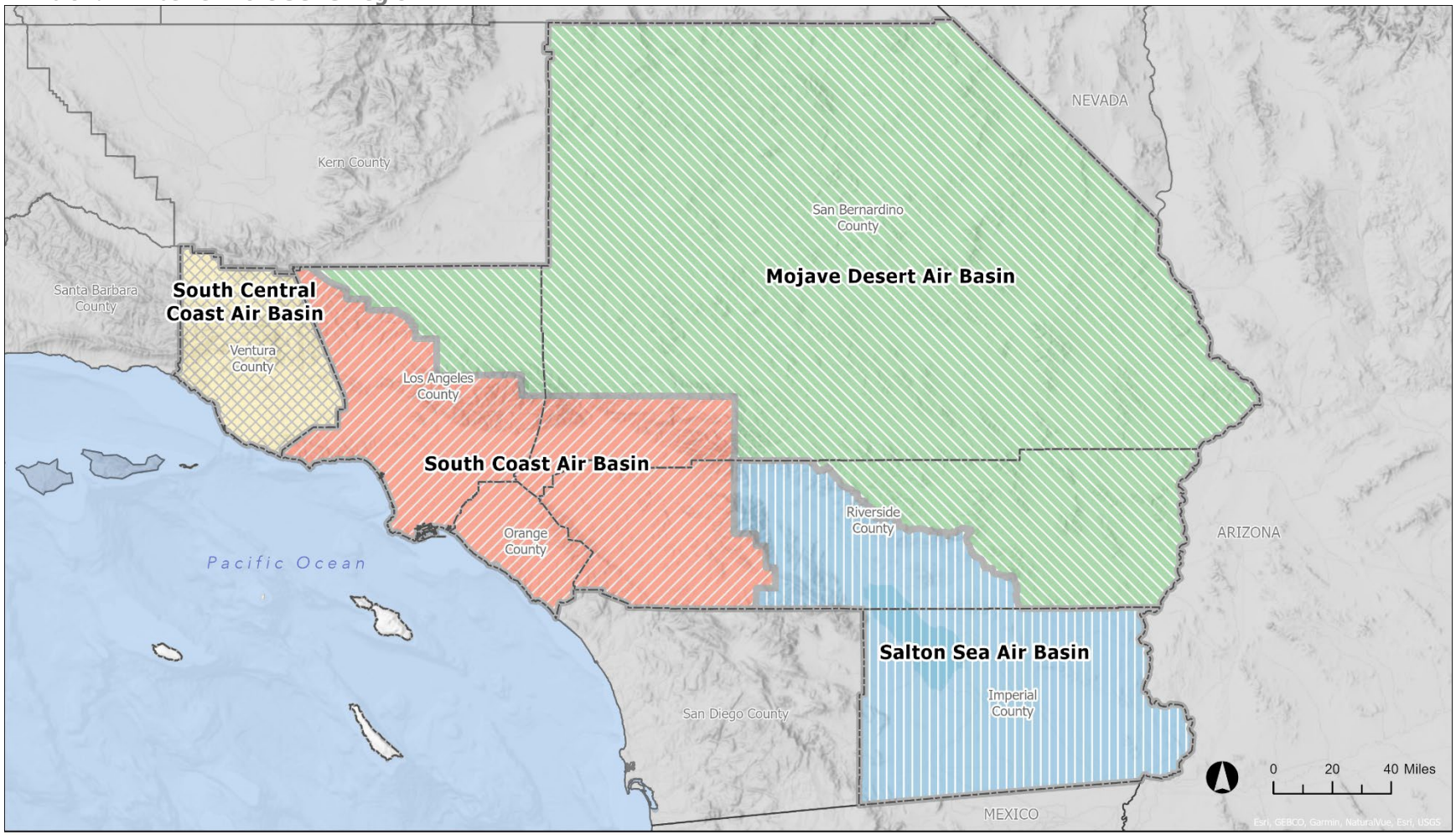
United States Department of Transportation. (2008). Guidance for the Use of Latest Planning Assumptions in Transportation Conformity Determinations, Revision to January 18, 2001 Guidance Memorandum.

Southern California Association of Governments. (2026). 2026 Public Participation Plan.

3. Exhibits

Nine exhibits include: Air Basins; Air Districts; and Federal Nonattainment and Maintenance Areas for various criteria pollutants in the SCAG region.

Exhibit 1. Air Basins in the SCAG Region

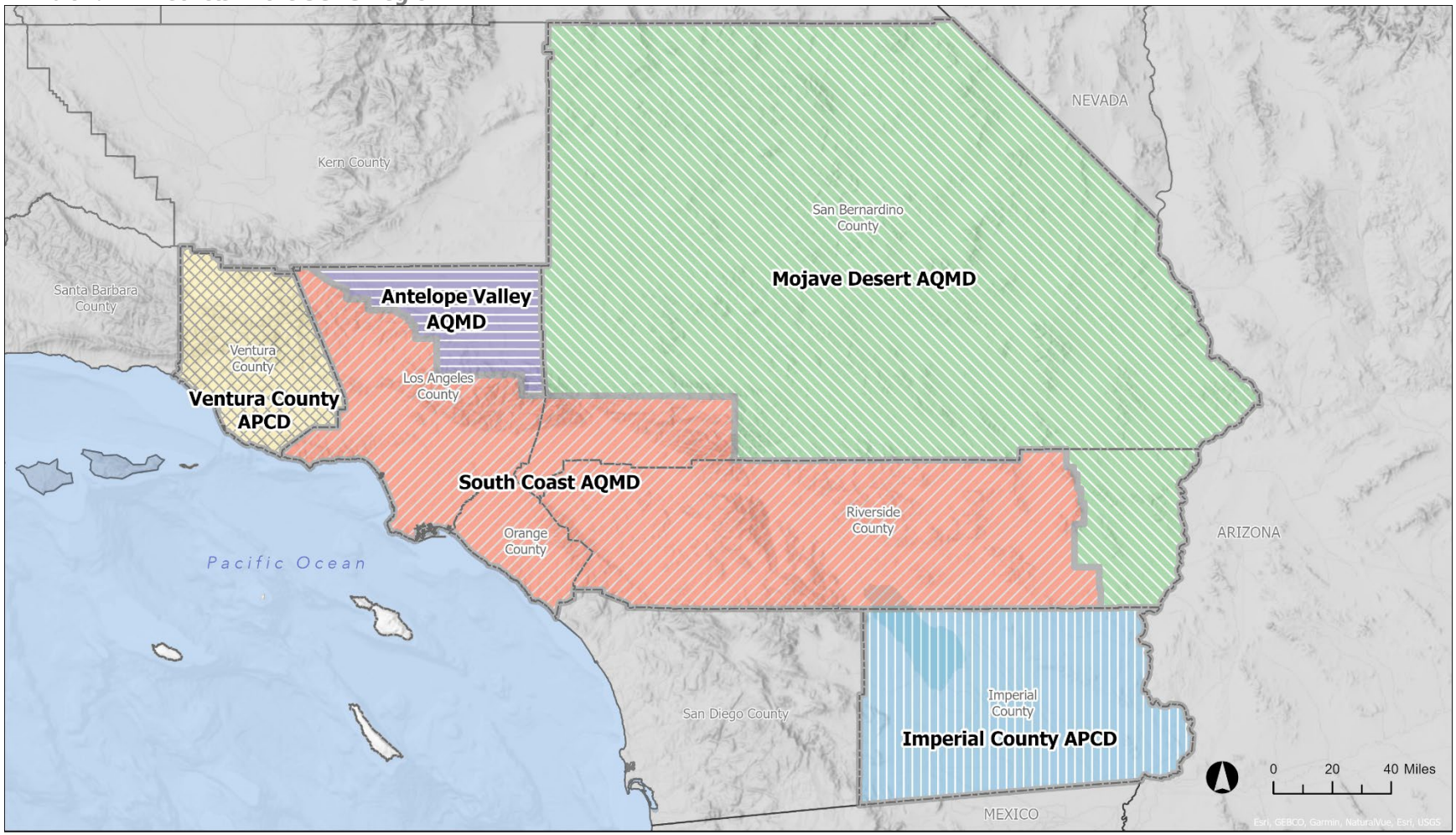


Source: SCAG 2026

Map Title: 01_Air Basins in the SCAG Region

P:\=GIS_Request\workspace\225_2027FTIP\aprx\01_Air Basins in the SCAG Region.aprx | Date: 5/7/2026

Exhibit 2. Air Districts in the SCAG Region

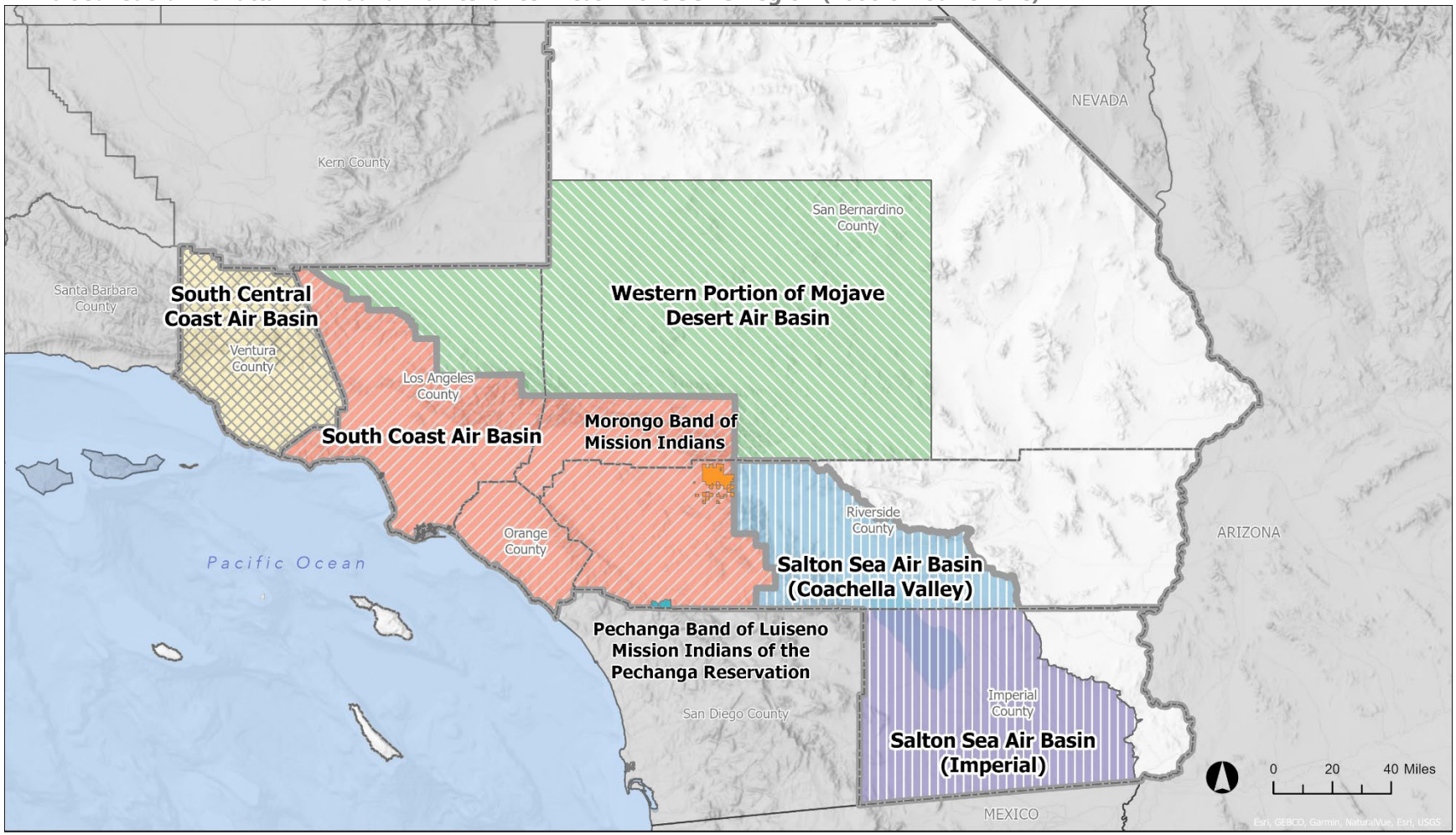


Source: SCAG 2026

Map Title: 02_Air Districts in the SCAG Region

P:\=GIS_Request\workspace\225_2027FTIP\aprx\02_Air Districts in the SCAG Region.aprx | Date: 5/7/2026

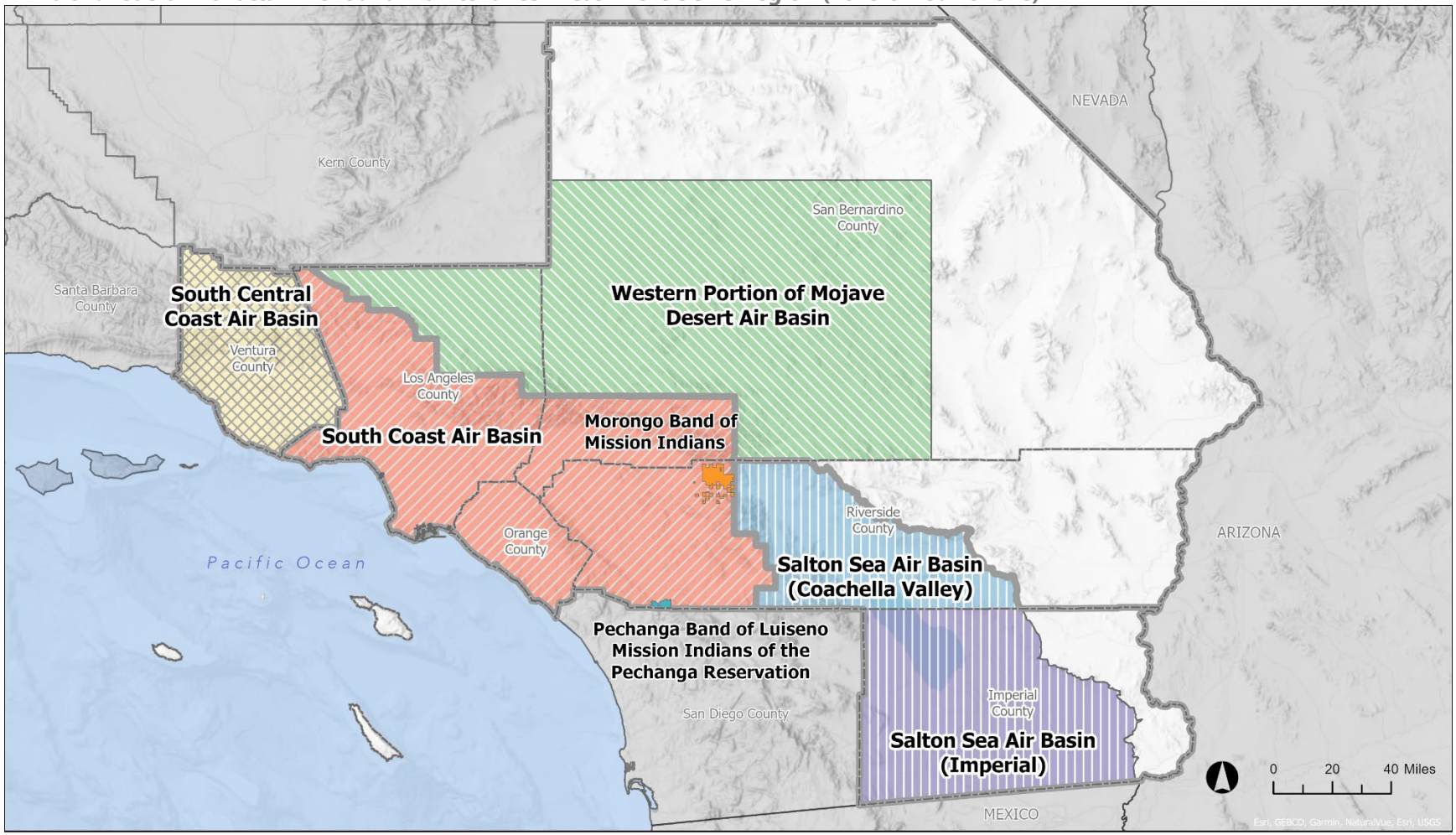
Exhibit 3. Federal Nonattainment and Maintenance Areas in the SCAG Region (2008 8-hour Ozone)



Source: SCAG 2026
Map Title: 03_2008 8-hour Ozone Nonatainment Areas

P:\=GIS_Request\workspace\225_2027FTIP\aprx\03_2008 8-hour Ozone Nonatainment Areas.aprx | Date: 5/7/2026

Exhibit 4. Federal Nonattainment and Maintenance Areas in the SCAG Region (2015 8-hour Ozone)

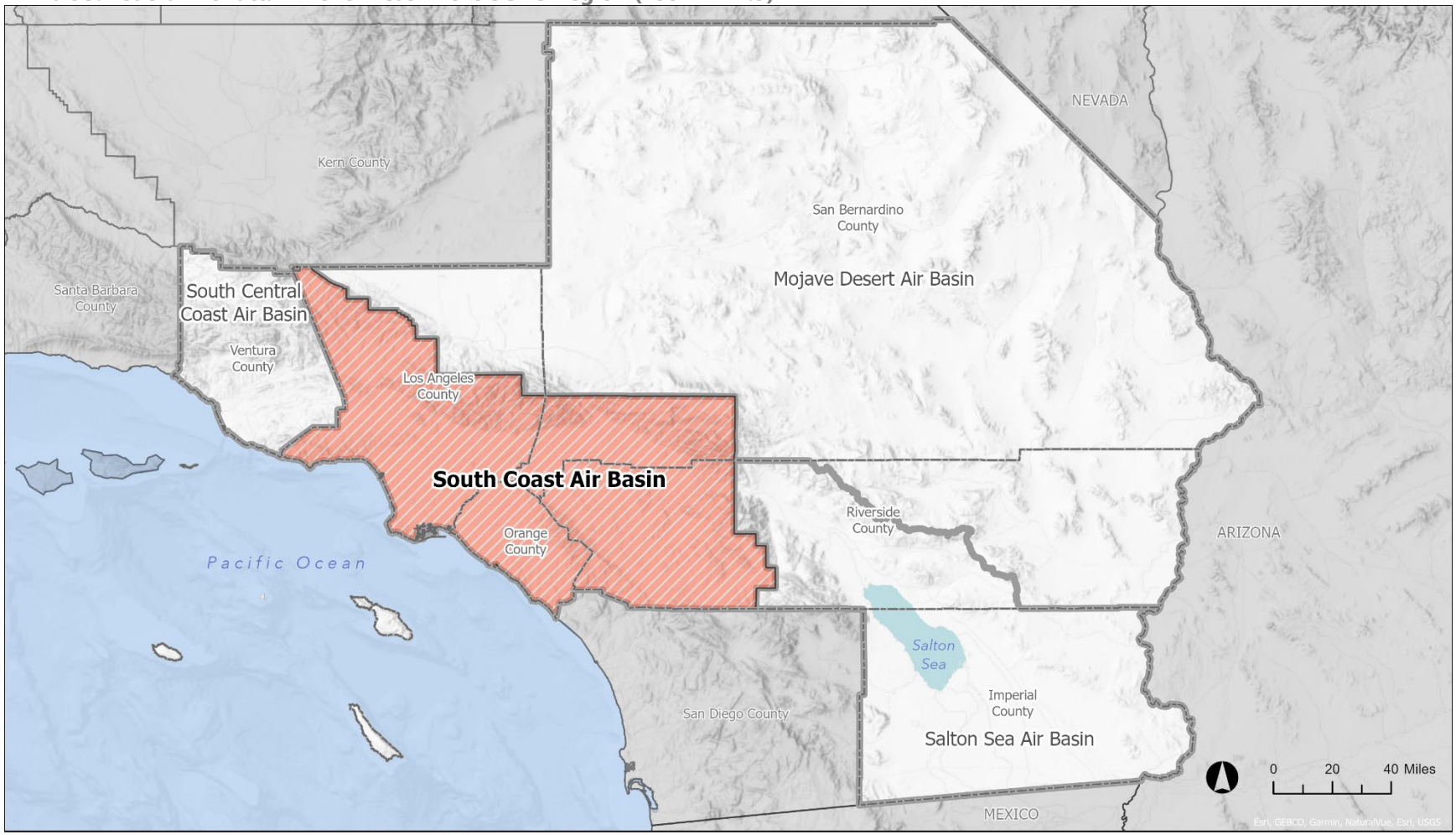


Source: SCAG 2026

Map Title: 04_2015 8-hour Ozone Nonatainment Areas

P:\=GIS_Request\workspace\225_2027FTIP\aprx\04_2015 8-hour Ozone Nonatainment Areas.aprx | Date: 5/7/2026

Exhibit 5. Federal Nonattainment Areas in the SCAG Region (1997 PM2.5)

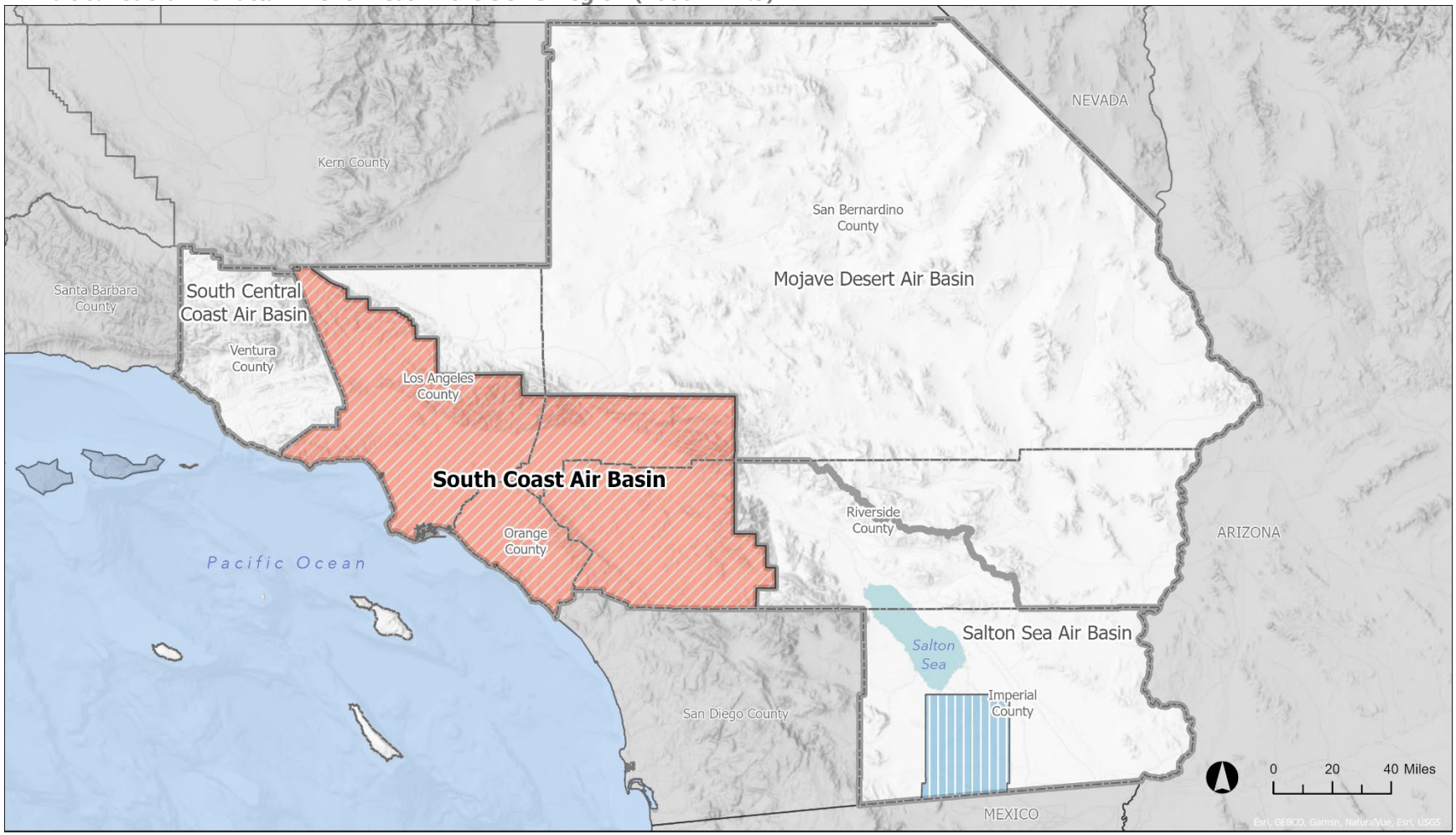


Source: SCAG 2026

Map Title: 05_1997 PM2.5 Nonatainment Areas

P:\=GIS_Request\workspace\225_2027FTIP\aprx\05_1997 PM2.5 Nonatainment Areas.aprx | Date: 5/7/2026

Exhibit 6. Federal Nonattainment Areas in the SCAG Region (2006 PM2.5)

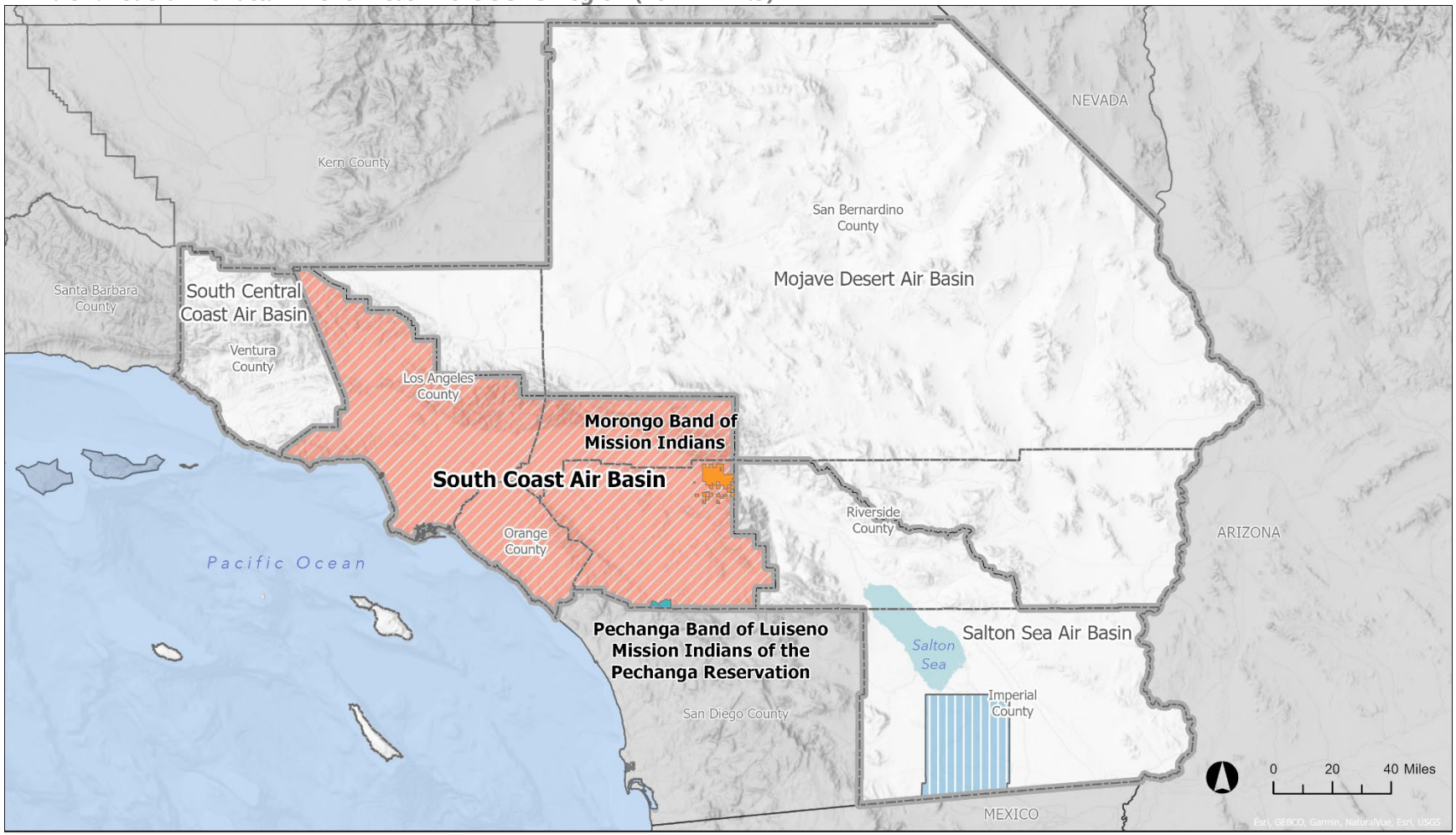


Source: SCAG 2026

Map Title: 06_2006 PM2.5 Nonatainment Areas

P:\=GIS_Request\workspace\225_2027FTIP\aprx\06_2006 PM2.5 Nonatainment Areas.aprx | Date: 5/7/2026

Exhibit 7. Federal Nonattainment Areas in the SCAG Region (2012 PM2.5)

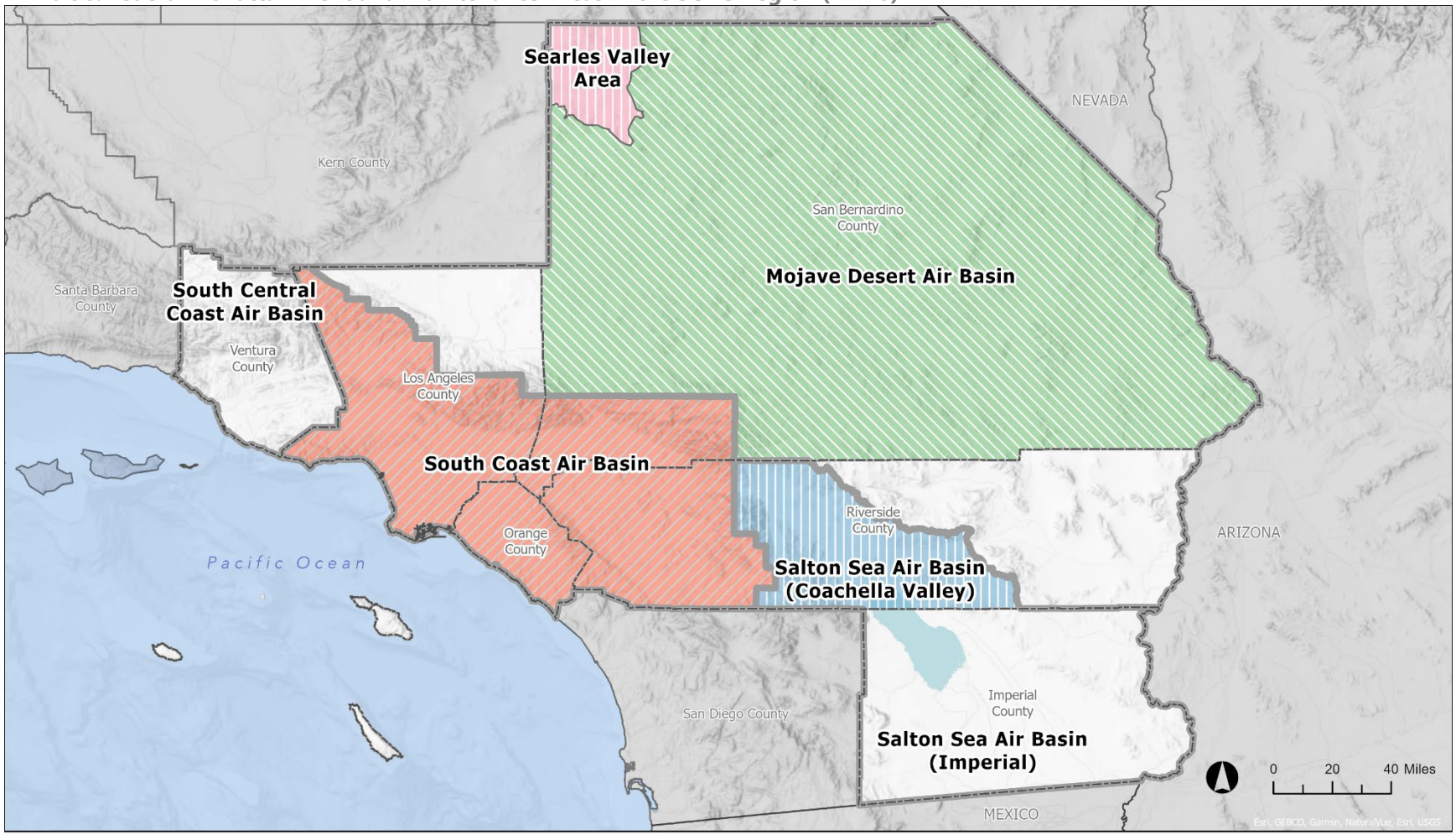


Source: SCAG 2026

Map Title: 07_2012 PM2.5 Nonatainment Areas

P:\=GIS_Request\workspace\225_2027FTIP\aprx\07_2012 PM2.5 Nonatainment Areas.aprx | Date: 5/7/2026

Exhibit 8. Federal Nonattainment and Maintenance Areas in the SCAG Region (PM10)

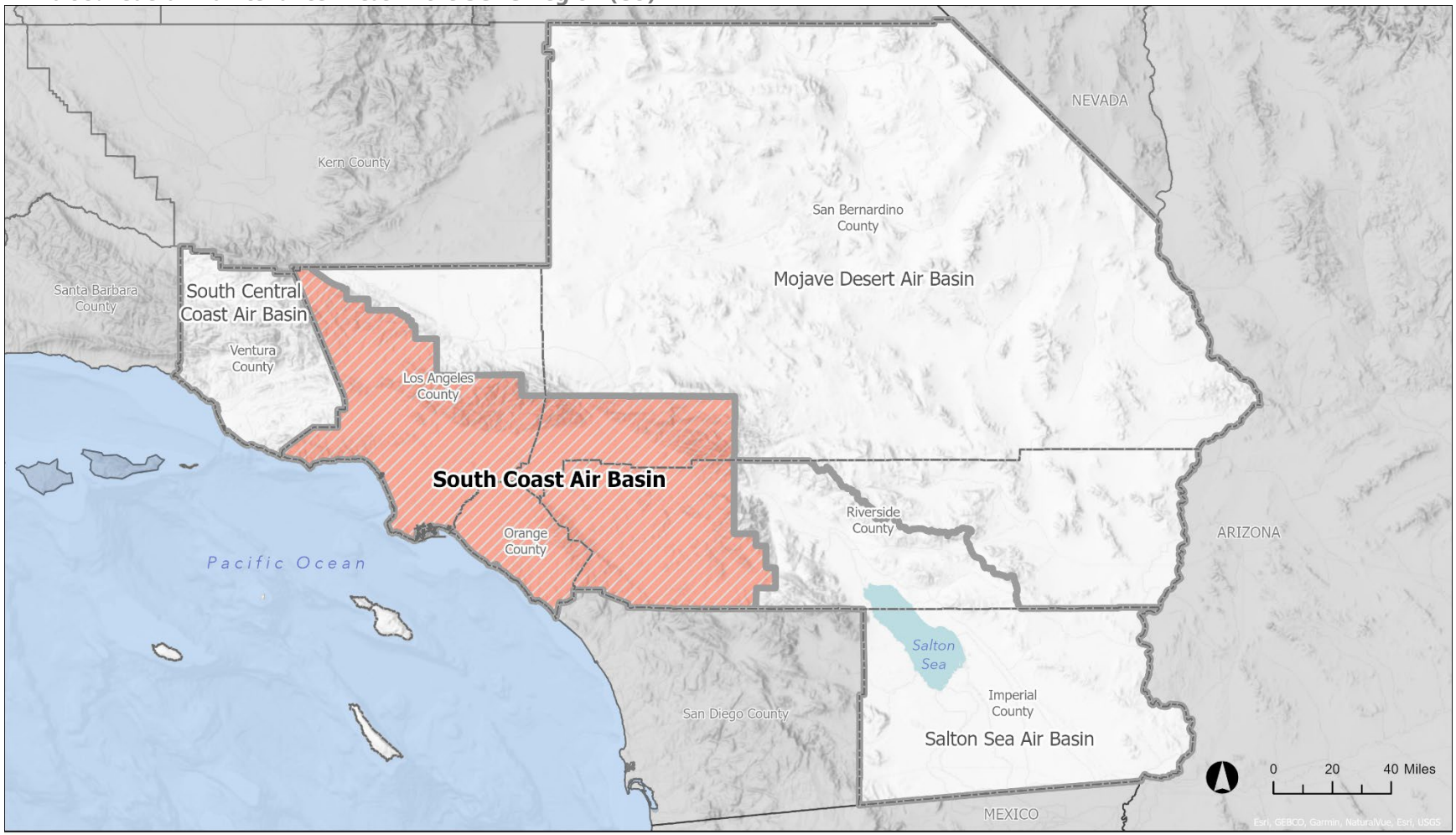


Source: SCAG 2026

Map Title: 08_PM10 Nonatainment and Maintenance Areas

P:\=GIS_Request\workspace\225_2027FTIP\aprx\08_PM10 Nonatainment and Maintenance Areas.aprx | Date: 5/7/2026

Exhibit 9. Federal Maintenance Areas in the SCAG Region (CO)



Source: SCAG 2026

Map Title: 09_CO Maintenance Area

P:\=GIS_Request\workspace\225_2027FTIP\aprx\09_CO Maintenance Area.aprx | Date: 5/7/2026

4. Conformity Analysis Checklist for SCAG's 2027 FTIP And Connect SoCal 2024 Amendment 2

40 CFR	Criteria	Page	Comments
Section 93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 2. Executive Summary; Section I; Section III: Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis as set forth in Tables 18 through 43; and Exhibits 3 to 9 in the 2027 FTIP Technical Appendix Volume II.	The regional emissions analyses for 2027 FTIP and 2024-2050 RTP/SCS (Connect SoCal 2024) Amendment 2 are identical, including applicable nonattainment and maintenance areas.
Section 93.104(b,c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	The "Introduction" portion of Connect SoCal 2024 Amendment 2. Executive Summary; Section I.2.6 on conformity status of current RTP and FTIP in the 2027 FTIP Technical Appendix Volume II.	SCAG's Regional Council is anticipated to adopt 2027 FTIP and Connect SoCal 2024 Amendment 2, including the associated transportation conformity determinations at its regular meeting on October 1, 2026. The signed/adopted resolution is included. In addition, SCAG Regional Council adopted the transportation conformity finding for Connect SoCal 2024 on April 4, 2024. Final federal approval was received on May 10, 2024. The 2025, FTIP and Connect SoCal 2024 Amendment 1, including the associated transportation determinations received final federal approval on December 16, 2024.
Section 93.104(e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 2. Section I.1.3 on applicable SIPs in the SCAG region; Section I.2.4 on applicable vehicle emissions budgets and associated SIPs; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Section III as set forth in Tables 18 through 43 in the 2027 FTIP Technical Appendix Volume II.	The regional emissions analyses for the 2027 FTIP and Connect SoCal 2024 Amendment 2 are identical, including applicable motor vehicle emissions budgets.

40 CFR	Criteria	Page	Comments
Section 93.106	If the metropolitan planning area is in a serious, severe, or extreme ozone nonattainment area and/or serious carbon monoxide nonattainment area and contains an urbanized population over 200,000, then RTP must specifically describe the transportation system envisioned for future years called "horizon years."	Section I.3 on conformity analysis years; Section II.6.2 on transportation network; Table 10: Summary of Highway Network Lane Miles; Table 11: Summary of Transit Revenue Miles in the 2027 FTIP Technical Appendix Volume II.	Transportation networks for 2027 FTIP and Connect SoCal 2024 Amendment 2 are identical in all future/horizon years.
Section 93.106(a)(2)(ii)	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	The "Project Modifications" portion and associated tables in Connect SoCal 2024 Amendment 2. Section II.6.2 on transportation network in the 2027 FTIP Technical Appendix Volume II; The 2027 FTIP Project Listings in Volume III.	
Section 93.108	Document the TIP/RTP is fiscally constrained consistent with DOT's metropolitan planning regulations at (23 CFR 450) in order to be found in conformity.	The "Fiscal Impact" portion in Connect SoCal 2024 Amendment 2. Section IV of Transportation Conformity Requirements on Financial Constraint and Section VIII, Financial Plan, in the 2027 FTIP Technical Appendix Volume II.	
Section 93.109(a,b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Section II on latest planning assumptions and transportation modeling, which are summarized in Tables 17a and Table 17b; Section III on emissions modeling and regional emissions analysis; Section V on timely implementation of TCMs; Section VII on findings and conformity determination in the 2027 FTIP Technical Appendix Volume II.	The 2027 FTIP implements Connect SoCal 2024, as amended. Connect SoCal 2024 Amendment 2 does not change any planning assumptions of the adopted Connect SoCal 2024, as amended. Therefore, all planning assumptions are appropriately the same as those for Connect SoCal 2024, as amended which has received final federal transportation conformity determination. The planning assumptions for Connect SoCal 2024 are documented in Chapter 2 of its Transportation Conformity Analysis Technical Report and the associated checklist.

40 CFR	Criteria	Page	Comments
			Please also see Connect SoCal 2024 Demographic and Growth Forecast Technical Report. Based on a review of applicable AQMPs/SIPs from air districts in the SCAG region, court orders are included in and addressed by local air districts' respective AQMPs/SIPs. SCAG has not received any SIP or conformity specific court orders.
Section 93.109(c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	For applicable conformity analysis years, please see Section I.3.2 and Table 1 through Table 7 in the 2027 FTIP Technical Appendix Volume II.	The regional emissions analyses for 2027 FTIP and Connect SoCal 2024 Amendment 2 are identical.
Section 93.110(a, b)	Document the use of latest planning assumptions (source and year) at the employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	For socioeconomic data, please see Section II.2; summary of population and employment data in Table 8 and Table 9, respectively in Section II of the 2027 FTIP Technical Appendix Volume II. For a summary of latest planning assumptions, please see Table 17b in the 2027 FTIP Technical Appendix Volume II. For vehicle registrations, please see Section II.3 in the 2027 FTIP Technical Appendix Volume II. For transportation networks, please see Section II.6.2; Table 10: Summary of Highway Network Lane Miles; and Table 11: Summary of Transit Revenue Miles in the 2027 FTIP Technical Appendix Volume II. For beginning of the conformity analysis, please see Section II.6.	The 2027 FTIP implements Connect SoCal 2024, as amended. Connect SoCal 2024 Amendment 2 does not change any planning assumptions of the adopted Connect SoCal 2024, as amended. Therefore, all planning assumptions are appropriately the same as those for Connect SoCal 2024, as amended which has received final federal transportation conformity determination. The planning assumptions for Connect SoCal 2024 are documented in Chapter 2 of its Transportation Conformity Analysis Technical Report and the associated checklist. Please also see Connect SoCal 2024 Demographic and Growth Forecast Technical Report.

40 CFR	Criteria	Page	Comments
USDOT/ EPA Guidance	Documents planning assumptions are less than 5 years old at the time the conformity analysis begins. If assumptions are older than 5 years documents justification for not reviewing and updating assumptions at least every 5 years.	The latest planning assumptions are documented in Section II and Table 17b: Summary of Latest Planning Assumptions in the 2027 FTIP Technical Appendix Volume II.	The 2027 FTIP implements Connect SoCal 2024, as amended. Connect SoCal 2024 Amendment 2 does not change any planning assumptions of the adopted Connect SoCal 2024, as amended. Therefore, all planning assumptions are appropriately the same as those for Connect SoCal 2024, as amended which has received final federal transportation conformity determination. The planning assumptions for Connect SoCal 2024 are documented in Chapter 2 of its Transportation Conformity Analysis Technical Report and the associated checklist. Please also see Connect SoCal 2024 Demographic and Growth Forecast Technical Report.
Section 93.110(c,d, e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	For transit network, transit operating policies and assumptions, please see Section II.6.2; Table 11. Summary of Transit Revenue Miles and Table 15 on Express/HOT Lane and Toll Roads Network in the 2027 FTIP Technical Appendix Volume II. For information on TCMs, please see Section V in the 2027 FTIP Technical Appendix Volume II. Section VI in the 2027 FTIP Technical Appendix Volume II discusses interagency and public consultation.	In accordance with SCAG's Public Participation Plan (PPP), SCAG's Transportation Conformity Working Group (TCWG) serves as a primary regional forum for interagency consultation. For more information on SCAG's PPP, please visit the SCAG website. The 2027 FTIP and Connect SoCal 2024 Amendment 2 go through the same extensive interagency and public consultation process following SCAG's PPP.
Section 93.111	Document the use of the latest emissions model approved by EPA.	For emissions models, please see Section III.1 on requirements for regional emissions analysis; Section III.2 on EMFAC2021 and off-model adjustment factors for EMFAC2021 in the 2027 FTIP Technical Appendix Volume II.	EMFAC2021 with two adjustments was used in the regional emissions analysis for the 2027 FTIP and Connect SoCal 2024 Amendment 2, which are identical. Specifically, EPA approved EMFAC2021 for regional transportation conformity analysis in California, effective Nov. 15, 2022. On Nov. 21, 2025,, EPA approved EMFAC2021 off-model adjustment factors that remove estimated emissions

40 CFR	Criteria	Page	Comments
			benefits from ACT and Omnibus regulations from EMFAC2021. In addition, EPA approved EMFAC2021 HD I/M off-model adjustment factors on May 6, 2026, to address the partially approval and partially disapproval California's HD I/M Regulation. The HD I/M off-model adjustment factors are multipliers that are used after the Nov. 2025, EMFAC2021 off-model adjustment factors. The EPA previously approved interim EMFAC2021 adjustment factors for the HD I/M regulation were not used. The off-model adjustment factors impact emissions of NOx, PM2.5, and PM10, not CO nor ROG.
Section 93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to Section 51.390 or, if a SIP revision has not been completed, according to Section 93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	The "Public Comment and Review" portion in Connect SoCal 2024 Amendment 2. Section II.5 and Section VI in the 2027 FTIP Technical Appendix Volume II discuss interagency and public involvement.	2027 FTIP and Connect SoCal 2024 Amendment 2 go through an extensive interagency and public consultation process following strategies described in SCAG's PPP. In accordance with the PPP, SCAG's Transportation Conformity Working Group serves as a primary regional forum for interagency consultation.
Section 93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	2027 FTIP Executive Summary. For TCMs and a listing of committed TCMs subject to timely implementation requirements, please see Section II.4; Section V; and Tables 44 through to 59 in Section V of the 2027 FTIP Technical Appendix Volume II.	

40 CFR	Criteria	Page	Comments
Section 93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	For conformity status of current RTP and FTIP, please see Section I.2.6 in the 2027 FTIP Technical Appendix Volume II.	The regional emissions analyses for 2027 FTIP and Connect SoCal 2024 Amendment 2 are identical.
Section 93.115	Describe how the projects come from a conforming RTP and TIP. If this criterion is not satisfied, the project must satisfy all criteria in Table 1 of Section 93.109(b) for a project not from a RTP and TIP.	The "Project Modifications" portion and associated tables in Connect SoCal 2024 Amendment 2. 2027 FTIP Project Listings in Volume III of the 2027 FTIP.	
Section 93.118(a,c, e)	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 2. For each applicable pollutant and precursor, please see Section I.2.4; Section I.3; Tables 1 through Tables 7; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Section III as set forth in Tables 18 through 43 in the 2027 FTIP Technical Appendix Volume II.	There is no donut area within the SCAG region. The regional emissions analyses for 2027 FTIP and Connect SoCal 2024 Amendment 2 are identical.
Section 93.118(b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 2. For documentation of applicable emissions budgets, please see Section I.2.4; Section I.3; Tables 1 through Tables 7; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Section III as set forth in Tables 18 through 43 in the 2027 FTIP Technical Appendix Volume II.	The regional emissions analyses for 2027 FTIP and Connect SoCal 2024 Amendment 2 are identical.
Section 93.118(d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 2. For each applicable pollutant and precursor, Section I.2.4; Section I.3; Tables 1 through Tables 7; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Section III as set forth in Tables 18 through 43 in the 2027 FTIP Technical Appendix Volume II.	The regional emissions analyses for 2027 FTIP and Connect SoCal 2024 Amendment 2 are identical.

40 CFR	Criteria	Page	Comments
		For interpolation, Section I.3.1, Section I.3.2, Section III.8 in the 2027 FTIP Technical Appendix Volume II.	
Section 93.119[1]	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline", "Action/1990" and/or "Action/2002" interim emissions tests as applicable.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 2. For each applicable pollutant and precursor, Section I.2.4; Section I.3; Table 4; Table 5; Table 7; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis as set forth in Section III Tables 18 through 43 in the 2027 FTIP Technical Appendix Volume II.	The regional emissions analyses for 2027 FTIP and Connect SoCal 2024 Amendment 2 are identical, including Action/Build and Baseline/No-Build. The regional emissions analysis in Section III in the 2027 FTIP Technical Appendix Volume II includes Action/Build and Baseline/No-Build interim emissions tests as applicable.
Section 93.119(g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets. The regional emissions analysis must be performed for analysis years that are no more than ten years apart. The first analysis year must be no more than five years beyond the year in which the conformity determination is being made. The last year of the timeframe of the conformity determination (as described under Section 93.106(d)) must also be an analysis year.	The "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 2. For each applicable pollutant and precursor, Section I.2.4; Section I.3; Tables 1 through Tables 7; Section III.3; Summary of Regional Emissions Analysis and Detailed Regional Emissions Analysis in Section III as set forth in Tables 18 through 43 in the 2027 FTIP Technical Appendix Volume II.	The transportation conformity determination is made for 2027 FTIP and Connect SoCal 2024 Amendment 2 in year 2026. The last year of the transportation conformity determination is the plan horizon year 2050. 2026, 2035, 2045, and 2050 are the same four analysis years for all interim emissions or build vs. no-build analysis for areas without applicable SIP budgets.
Section 93.119(h,i)	Document how the baseline and action scenarios are defined for each analysis year.	2027 FTIP Technical Appendix Volume II, Section III.4.	
Section 93.122(a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	For transportation network, please see 2027 FTIP Technical Appendix Volume II, Section II.6.2. A complete list of projects is in the 2027 FTIP Project Listings, Volume III. A listing of modeled projects in the 2027 FTIP is in the 2027 FTIP Technical Appendix Volume II, Section II.8. For VMT data, please see 2027 FTIP Technical Appendix Volume II, Section II, Table 16.	Transportation networks for 2027 FTIP and Connect SoCal 2024 Amendment 2 are identical.

40 CFR	Criteria	Page	Comments
Section 93.122(a)(2,3)	Document that only emission reduction credits from TCMs on schedule have been included or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	For TCMs, please see 2027 FTIP Technical Appendix Volume II, Section V.	All committed TCMs demonstrate timely implementation.
Section 93.122(a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g., fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	Not applicable.	There are no nonregulatory measures that are not included in the STIP. EPA-approved EMFAC2021 with the Nov. 2025, adjustment factors and the May 2026 HD I/M off-model adjustment factors are used for the regional emissions analyses for both Baseline/No-build and Action/Build for 2027 FTIP and Connect SoCal 2024 Amendment 2, which are identical. The HD I/M off-model adjustment factors are multipliers that are used after the Nov. 2025, EMFAC2021 off-model adjustment factors. The EPA previously approved interim EMFAC2021 adjustment factors for the HD I/M regulation were not used. The off-model adjustment factors impact emissions of NOx, PM2.5, and PM10, not CO nor ROG.

40 CFR	Criteria	Page	Comments
Section 93.122(b)(1)(i)[2]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	2027 FTIP Technical Appendix Volume II, Section II.6 on Transportation Modeling and Model Validation and Calibration. 2027 FTIP Technical Appendix Volume II, Table 17a: Summary of Transportation Conformity Requirements related to Travel Demand Model.	
Section 93.122 (b)(1)(ii)[2]	Document the land use, population, employment, and other network-based travel model assumptions.	For latest planning assumptions, please see 2027 FTIP Technical Appendix Volume II, Section II, Table 17a: Summary of Transportation Conformity Requirements related to Travel Demand Model, and Table 17b: Summary of Latest Planning Assumptions.	The 2027 FTIP implements Connect SoCal 2024, as amended. Connect SoCal 2024 Amendment 2 does not change any planning assumptions of the adopted Connect SoCal 2024, as amended. Therefore, all planning assumptions are appropriately the same as those for Connect SoCal 2024, as amended which has received final federal transportation conformity determination. The planning assumptions for Connect SoCal 2024 are documented in Chapter 2 of its Transportation Conformity Analysis Technical Report and the associated checklist. Please also see Connect SoCal 2024 Demographic and Growth Forecast Technical Report.

40 CFR	Criteria	Page	Comments
Section 93.122 (b)(1)(iii)[2]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	For socioeconomic data, please see Section II.2; summary of population and employment data in Table 8 and Table 9, respectively in Section II of the 2027 FTIP Technical Appendix Volume II. 2027 FTIP Technical Appendix Volume II, Table 17a: Summary of Transportation Conformity Requirements related to Travel Demand Model and Table 17b: Summary of Latest Planning Assumptions.	The 2027 FTIP implements Connect SoCal 2024, as amended. Connect SoCal 2024 Amendment 2 does not change any planning assumptions of the adopted Connect SoCal 2024, as amended. Therefore, all planning assumptions are appropriately the same as those for Connect SoCal 2024, as amended which has received final federal transportation conformity determination. The planning assumptions for Connect SoCal 2024 are documented in Chapter 2 of its Transportation Conformity Analysis Technical Report and the associated checklist. Please also see Connect SoCal 2024 Demographic and Growth Forecast Technical Report.
Section 93.122 (b)(1)(iv)[2]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off- peak volumes and speeds, and bases speeds on final assigned volumes.	For transportation modeling and the activity-based travel demand model, please see Section II.6; Table 14: capacity and free flow speed; Table 17a: Summary of Transportation Conformity Requirements related to Travel Demand Model in the 2027 FTIP Technical Appendix Volume II.	
Section 93.122 (b)(1)(v)[2]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to- zone travel impedances used to distribute trips are used to model mode split.	For mode choice module of the activity-based travel demand model, please see Section II.6 and Table 17a: Summary of Transportation Conformity Requirements related to Travel Demand Model in the 2027 FTIP Technical Appendix Volume II.	
Section 93.122 (b)(1)(vi)[2]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	For transportation modeling and the activity-based travel demand model, please see Section II.6 and Table 17a: Summary of Transportation Conformity Requirements related to Travel Demand Model in the 2027 FTIP Technical Appendix Volume II.	

40 CFR	Criteria	Page	Comments
Section 93.122 (b)(2)[2]	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	For transportation modeling and the activity-based travel demand model, please see Section II.6 in the 2027 FTIP Technical Appendix Volume II. 2027 FTIP Technical Appendix Volume II, Table 17b: Summary of Latest Planning Assumptions.	SCAG's activity-based travel demand model meets or exceeds the state of the practice based on recommendations of SCAG Model Peer Review Committee. The model is developed with rigorous model calibration and validation efforts that include extensive model sensitivity tests to ensure the model is reasonably sensitivity to changes in model inputs and assumptions. The modeling methodologies, parameters, and inputs are regularly updated to reflect current travel conditions and demographic changes.
Section 93.122 (b)(3)[2]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	For activity-based modules and procedures, please see Section II.6 in the 2027 FTIP Technical Appendix Volume II.	
Section 93.122(d)	In areas not subject to Section 93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled.	Not applicable.	Activity-based travel demand model was used in regional emissions analysis of 2027 FTIP and Connect SoCal 2024 Amendment 2.
Section 93.122(e,f)	Document, in areas where a SIP identifies construction related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	The "Transportation Conformity" portion and Table 7, Table 8, and Table 14, in Connect SoCal 2024 Amendment 2. Summary of Regional Emissions Analysis in Table 20, Table 21, Table 27 of Section III in the 2027 FTIP Technical Appendix Volume II; Detailed Regional Emissions Analysis in Table 33, Table 34, and Table 40 of Section III the 2027 FTIP Technical Appendix Volume II. The 2027 FTIP Technical Appendix Volume II, Section III.5 on Construction-Related PM Emissions.	

40 CFR	Criteria	Page	Comments
Section 93.122(g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	Not applicable.	The transportation conformity determinations of 2027 FTIP and Connect SoCal 2024 Amendment 2 are based on a new regional emissions analysis as documented in the "Transportation Conformity" portion in Connect SoCal 2024 Amendment 2 and the 2027 FTIP Technical Appendix Volume II, Section III.
Section 93.126 Section 93.127 Section 93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	For the transportation modeling, please see the 2027 FTIP Technical Appendix Volume II, Section II.6. All exempt projects are documented in the 2027 FTIP Project Listings, Volume III. Specific exempt Conformity Category is identified (Sections 93.126, 93.127, and 93.128). For regional emissions analyses, please see the "Transportation Conformity" portion and Tables 5 through 17 in Connect SoCal 2024 Amendment 2 and the 2027 FTIP Technical Appendix Volume II, Section III.	The regional emissions analyses for 2027 FTIP and Connect SoCal 2024 Amendment 2 are identical.

1. *Note that some areas are required to complete both interim emissions tests.*
2. *40 CFR Section 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population. Also note these procedures apply in any areas where the use of these procedures has been the previous practice of the MPO (40 CFR Section 93.122(d)).*

Disclaimers
This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and Section 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and Section 93 contain additional criteria for project-level conformity determinations

Section VIII: Financial Plan

Overview

SCAG's FTIP must include a financial plan that complies with federal financial constraint requirements. In non-attainment and maintenance areas such as most of the SCAG region, the financial plan must limit the programming of projects for the first two years of the FTIP to those for which funds are available or committed (23 CFR 450.324(e)). Revenues may be reasonably available in the third and fourth year of the FTIP to support programming levels for that year. In accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e), SCAG's 2027 FTIP demonstrates financial constraint by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.

The policy boards of the region's county transportation commissions have approved their respective programs and committed necessary funds to implement the projects listed in the 2027 FTIP. SCAG has received final resolutions from each of the six county transportation commissions in the SCAG region certifying financial constraint (see Attachment B – County Transportation Commission Resolutions). Additionally, the 2027 FTIP is consistent with the adopted Connect SoCal 2024, as required by the California Government Code, Section 65080.

SCAG's 2027 FTIP utilizes the 2026 State Transportation Improvement Program (STIP) Fund Estimate, adopted by the California Transportation Commission on August 14, 2025. Additionally, programming levels for the Surface Transportation Block Grant (STBG) and the Congestion Mitigation and Air Quality Improvement (CMAQ) programs are based on fund estimates provided by the California Department of Transportation (Caltrans) to MPOs. The 2027 FTIP also includes locally funded projects that are regionally significant and may require federal approval, regardless of funding source. Consistent with federal guidelines, the 2027 FTIP revenue and programming estimates are expressed in year-of-expenditure (or nominal) dollars.

Financial Capacity

2027 FTIP SOURCES AND USES OF FUNDS

The following financial capacity assessment for the 2027 FTIP shows that programmed totals do not exceed projected revenues for the SCAG region. The 2027 FTIP demonstrates financial constraint by year, limiting programming of projects in the first two years to those for which funds are available or committed. Revenues are reasonably available in the third and fourth years of the 2027 FTIP, consistent with programmed levels for those years.

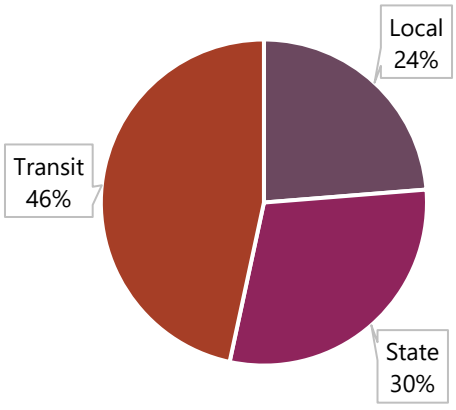
Local, state, and federal funding shares are presented in TABLE 1 and 2 and FIGURE 2. Total funds programmed in the SCAG region's 2027 FTIP is $48.5 billion. Local sources contributed the most funds to projects in the FTIP at 58 percent, while state sources contributed 25 percent and federal sources contributed 17 percent. Uses of funds in the 2027 FTIP by modal category show that most funding went to transit projects at 47 percent, then state highway projects at 30 percent, and local highway projects at 24 percent.

Table 1 Summary of 2027 FTIP by Funding Source (in $000's)

	Federal	State	Local
2027	$4,294,828	$9,045,611	$6,519,124
2028	$1,384,284	$1,893,315	$4,090,221
2029	$649,142	$293,830	$3,528,315
2030	$812,608	$292,274	$7,192,617
2031	$511,823	$633,507	$2,422,182
2032	$491,633	$52,416	$4,344,674
	$8,144,318	$12,210,953	$28,097,133
	17%	25%	58%

Table 2 and FIGURE 2 Summary of 2027 FTIP by All Programs (in $000's)

	Local	State	Transit
2027	$4,771,731	$6,369,135	$8,727,071
2028	$1,721,951	$2,634,194	$3,012,243
2029	$1,119,855	$1,217,450	$2,134,815
2030	$3,243,252	$3,309,798	$1,744,449
2031	$486,691	$676,462	$2,404,491
2032	$157,371	$159,470	$4,571,882
	$11,500,851	**$14,366,509**	**$22,594,951**
	24%	30%	47%



Additional details on revenue sources and programmed amounts are presented in the tables located in Attachment D – Regional Funding and Expenditure Tables. There are a total of three tables in Attachment D, including a table showing revenue estimates for the first four years of the FTIP; a corresponding table showing programmed totals; and a final table comparing revenue estimates to the programmed totals.

Financial Condition

The 2027 FTIP is consistent with the financial forecasting model developed by SCAG for Connect SoCal 2024. The policies and investment strategies of Connect SoCal set the framework for the 2027 FTIP. Further, the financial plan for Connect SoCal provides a basis for identifying how much money is available to support the region's surface transportation investments.

The financial plan identifies all existing local, state, and federal transportation revenues that are committed, available, and reasonably available. The region has successfully secured the necessary resources to support transportation investments proposed in past planning cycles and this financial plan continues to incorporate recent milestones in realizing additional sources of funds for transportation investments.

In developing the region's financial plan, SCAG assessed the region's growth trends and economic outlook, stability of revenue streams, debt management policies, and commitments to maintaining and operating the region's transportation system. The following discussion highlights these critical areas.

Operating and Maintaining the Region's Transportation System

A core component of the region's transportation system management strategy is protecting our investment in the current infrastructure. The SCAG region has invested billions of dollars in developing its multimodal transportation system and must protect these investments for current and future generations. In accordance with federal guidance on fiscal constraint, the SCAG region addresses system-level operation and maintenance needs in addition to estimating costs associated with capital expansion projects in both Connect SoCal 2024 and the FTIP.

MULTIMODAL SYSTEM PRESERVATION AND MAINTENANCE

As a part of the region's commitment to preserving existing transportation assets, costs associated with operating and maintaining the multimodal transportation systems are reflected in SCAG's financial forecasting model. Connect SoCal 2024 identifies a total of $454.3 billion in costs (through FY2050) to operate and maintain the region's multimodal transportation systems. Operations and maintenance (O&M) represent more than 60 percent of Connect SoCal 2024 total cost. SCAG recognizes the importance of obtaining additional funding to achieve this level of investment. As such, SCAG continues to maintain the importance of adjusting the federal and state gas taxes and ultimately (by 2035) transitioning to a mileage-based user fee to maintain historical purchasing power.

Table 5 Connect SoCal 2024 Multimodal System Preservation, Operations and Maintenance Needs (in Nominal Dollars, Billions)

System	Needs Included in Estimate	Total Cost
Transit	O&M Existing Service; O&M Service Expansion; O&M Major New Service; Preservation	$248.7
Passenger Rail	O&M Existing Service; O&M Service Expansion; O&M Major New Service; Preservation	$42.5
Regionally Significant Local Streets and Roads	Pavement; Essential Components; Bridges; Goods Movement Corridors; Active Transportation Safety Improvements	$87.7
State Highways	Bridges, Pavement, Roadside; Mobility, Collision Reduction; Mandates, Facilities; Emergency Response	$75.4
Total		**$454.3**

Source: SCAG Connect SoCal 2024, SCAG Financial Model 2024

Debt Management Policies

The local county transportation commissions in the SCAG region issue both short- and long-term debt on an as-needed basis. Primarily secured by local sales tax programs, long-term debt has been issued to fund a portion of the capital development costs of transportation systems throughout the region where doing so is cost-effective, fiscally prudent, and enhances the ability to facilitate project delivery. Short-term debt instruments have included commercial paper, tax and revenue as well as grant anticipation notes to provide interim cash for projects. In the SCAG region, general policies in the sale and management of debt have been to issue bonds subject to debt limitations; to maintain strong debt service coverage requirements; to obtain the highest possible credit ratings and the lowest cost of borrowing; as well as to minimize risk exposure. The latest outstanding debt for each local county transportation commission is summarized below:

- As of June 30, 2024, Imperial County Local Transportation Authority (ICLTA) had a total of $39.9 million in long-term outstanding debt related to bonds secured by sales tax revenue.
- As of June 30, 2024, the Los Angeles County Metropolitan Transportation Authority (LACMTA) had a total of $6,016,213 in long-term debt outstanding. Of this amount, $4,933,610 related to bonds secured by sales tax revenues, $42,795 was secured by farebox and other general revenues, $90,142 related to lease/leaseback obligations, $50,128 associated to long-term leases and subscription-based IT arrangements, and the remaining balance pertains to unamortized bond premium.
- As of June 30, 2025, according to the Orange County Transportation Authority's Annual Comprehensive Financial Report, OCTA had $1,215,907 in long-term debt outstanding compared to $1,249,215 on June 30, 2024. The decrease of $33,308 was primarily the result of refunding all outstanding 2010 Series A bonds through the issuance of Measure M2 Sales Tax Revenue Refunding Bonds, Series 2025. This reduction was offset by an increase resulting from the current year's accreted interest being added to the TIFIA loan principal.
- For the fiscal year ending June 30, 2025, the Riverside County Transportation Commission (RCTC) Annual Comprehensive Financial Report states that RCTC had $1,440.06 million in sales tax and toll revenue bonds. The sales tax debt limitation for RCTC under the 2009 Measure A program is $975.0 million, which exceeds the outstanding sales tax revenue bonds at $649.07 million. RCTC

also authorized the issuance of toll revenue bonds not to exceed $900.0 million, which does not exceed the outstanding debt amount of $688.21 million.

- Per the Annual Comprehensive Financial Report, as of June 30, 2025, the San Bernardino County Transportation Authority (SBCTA) had a total long-term bonded debt of $150.86 million and direct borrowings of $237.49 million. This included the sales tax revenue bonds issued in 2022 and 2023 and the TIFIA loan. The voters of San Bernardino County approved Ordinance 04-02 in November 2024 which authorized debt not to exceed the total amount of the 2010-2040 Measure I sales tax.

Conclusion

The financial conditions presented provide the overall context for the 2027 FTIP. Incorporating the analytical framework presented in this section to better gauge the region's financial capacity, the Regional Funding and Expenditure Tables reflect a comprehensive investment package consistent with the region's long-term transportation vision as delineated in the adopted Connect SoCal. Further, the 2027 FTIP for the SCAG region is financially constrained in accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324. All programming totals are consistent with projected revenues.

The policy boards of the region's county transportation commissions have approved their respective programs and committed funds to implement the projects listed in the 2027 FTIP. County resolutions are included in Attachment B (page 184) to demonstrate financial commitment to these projects. Additional documentation is provided in the following supplementary attachment section.

Attachments

Attachment A – Funding Sources

Attachment B – CTC Resolutions

Attachment C – Transit Operator Financial Data

Attachment D – Regional Funding and Expenditure Tables

Attachment E – Expedited Project Selection Procedures

Attachment F – Amendment Approval Procedures

ATTACHMENT A – FUND SOURCES

See Volume III for listing of fund codes and names

ATTACHMENT B – COUNTY TRANSPORTATION COMMISSION RESOLUTIONS

ICTC APPROVED
022526-6A

RESOLUTION NO. 022526-6A

A RESOLUTION OF THE IMPERIAL COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT IMPERIAL COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2026/27 – 2031/32 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, Imperial County Transportation Commission is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs; and

WHEREAS, the Imperial County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Imperial County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Imperial County Transportation Commission is responsible for the development of the Imperial County Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the Imperial County Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Imperial County Transportation Commission has adopted the FFY 2026/27 – 2031/32 (County) Transportation Improvement Program with funding for FFY 2026/27 and 2027/28 available and committed, and reasonably committed for FFY 2028/29 through 2029/30,

NOW, THEREFORE, BE IT RESOLVED by the Imperial Transportation Commission that it affirms its continuing commitment to the projects in the FFY 2026/27 - 2031/32 Imperial County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2026/27 – 2031/32 Imperial County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2026/27 – 2031/32 Imperial County TIP are consistent with the proposed 2026 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2026; and

2. The Imperial County 2026 STIP Regional Transportation Improvement Program, as identified in the Financial Plan, will include sufficient transportation funds to complete the project. Therefore, as required by the FAST Act and IIJA, the Commission finds that full funding can reasonably be anticipated to be available for the (project) within the time period contemplated for completion of the project.

3. The local match for projects funded with federal STBG and CMAQ program funds is identified in the TIP.

4. All the Federal Transit Administration funded projects are programmed within the FAST Act Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this 25th day of February 2026.

By: _____
Karin Eugenio, Chairperson

ATTEST:
By: _____
CRISTI LERMA
Secretary to the Commission

ATTACHMENT A

Metro

A RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) WHICH CERTIFIES THAT LOS ANGELES COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEAR (FFY) 2026/27 – 2031/32 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Infrastructure Investment & Jobs Act (IIJA) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs; and

WHEREAS, LACMTA is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, LACMTA is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, LACMTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, LACMTA has adopted the Federal Fiscal Year (FFY) 2026/27 - 2031/32 Los Angeles County TIP with funding for FFY 2026/27 and FFY 2027/28 available and committed, and reasonably committed for FFY 2028/29 through FFY 2029/30.

NOW, THEREFORE, BE IT RESOLVED by LACMTA that it affirms its continuing commitment to the projects in the FFY 2026/27 - 2031/32 Los Angeles County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2026/27 - 2031/32 Los Angeles County TIP Financial Plan identifies the resources that are available and committed in

the first two years and reasonably available to carry out the Program in the last four years, and certifies that:

1. Projects in the FY2026/27 - 2031/32 Los Angeles County TIP are consistent with the 2026 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2026; and

2. The local match for projects funded with federal STBG Program and CMAQ Program funds is identified in the Los Angeles County TIP; and

3. All the Federal Transit Administration-funded projects are programmed within the IIJA Guaranteed Funding levels.

PASSED, APPROVED, AND ADOPTED this 2nd day of April, 2026

CERTIFICATION

COLLETTE LANGSTON
LACMTA Board Clerk

DATED: April 7, 2026
(SEAL)

RESOLUTION NO. 2026-004 OF THE BOARD OF DIRECTORS OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY

FISCAL YEAR 2026-27 TO FISCAL YEAR 2031-32

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

A RESOLUTION OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA), WHICH CERTIFIES THAT ORANGE COUNTY AGENCIES HAVE IDENTIFIED THE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEAR (FFY) 2026-27 THROUGH 2031-32 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT PROJECTS AND PHASES AS APPLICABLE IN THE PROGRAM

WHEREAS, Orange County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires SCAG to adopt a Regional Transportation Improvement Program (RTIP) for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the RTIP include a financial plan that demonstrates how the Transportation Improvement Program (TIP) can be implemented, and indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs; and

WHEREAS, OCTA is the agency responsible for short-range capital and service planning and programming for the Orange County area within SCAG; and

WHEREAS, as the agency responsible for short-range transportation planning, OCTA is responsible for the development of the Orange County TIP, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, OCTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, OCTA has adopted the FFY 2026-27 through FFY 2031-32 Orange County TIP with funding for FFY 2026-27 and FFY 2027-28 available and committed and reasonably committed for FFY 2028-29 through FFY 2029-30.

NOW, THEREFORE, BE IT RESOLVED by OCTA that it affirms its continuing commitment to the projects in the FFY 2026-27 through FFY 2031-32 Orange County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2026-27 through FFY 2031-32 Orange County TIP Financial Plan identifies the resources that are available, and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2026-27 through FFY 2031-32 Orange County TIP are consistent with the proposed 2026 State Transportation Improvement Program (STIP) scheduled to be approved by the California Transportation Commission (CTC) in March 2026.

2. All of the projects in the Orange County TIP have complete funding identified in the program, except those which will require additional funding in the 2026 STIP cycle. The STIP is one of the County's number one priorities for funding. The Orange County 2026 STIP RTIP, as identified in the financial plan, will include sufficient transportation funds to complete the projects. Therefore, as required by federal law, the CTC finds that full funding can reasonably be anticipated to be available for the STIP within the time period contemplated for completion.

3. The local match for projects funded with federal Surface Transportation Block Grant and Congestion Mitigation and Air Quality program funds is identified in the Orange County TIP.

4. All the Federal Transit Administration-funded projects are programmed within the IIJA guaranteed funding levels.

PASSED, APPROVED, AND ADOPTED this 9th day of February, 2026.

AYES: Chair Federico, Vice Chair Jung, and Directors Amezcua, Foley, Go, Harper, Hennessey, Kleiman, Leon, J. Nguyen, T. Nguyen, Sarmiento, Tavoularis, Tettemer, and Wagner

NOES: None

ABSENT: Directors Chaffee and Klopfenstein

ATTEST:

Gina Ramirez
Assistant Clerk of the Board

Jamey M. Federico, Chair
Orange County Transportation Authority

OCTA Resolution No. 2026-004

RESOLUTION NO. 26-001

A RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT RIVERSIDE COUNTY HAS THE RESOURCES TO FUND PROJECTS IN THE FEDERAL FISCAL YEAR 2026/27 THROUGH 2031/32 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, Riverside County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs; and

WHEREAS, the Riverside County Transportation Commission (RCTC) is the agency responsible for short-range capital and service planning and programming for the Riverside County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the RCTC is responsible for the development of the Riverside County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the RCTC must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the RCTC has adopted the FFY 2026/27 - 2031/32 Riverside County TIP with funding for FFY 2026/27 and 2027/28 available and committed, and reasonably committed for FFY 2028/29 through 2029/30,

NOW, THEREFORE, BE IT RESOLVED by the RCTC that it affirms its continuing commitment to the projects in the FFY 2026/27 - 2031/32 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FFY 2026/27 - 2031/32 Riverside County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2026/27 through FFY 2031/32 Riverside County TIP are consistent with the proposed 2026 State Transportation Improvement Program

(STIP) scheduled to be approved by the California Transportation Commission in March 2026; and

2. All of the projects in the Riverside County TIP have complete funding identified in the Program except the I-15 ELPSE (RIV170901), Pennsylvania Grade Separation (RIV180129A), Temescal Canyon Widening (RIV150901A), and the CV Sync Phase 4 (RIV270702), which will require additional funding in the 2026 STIP cycle. These projects are some of the County's number one priorities for 2026 STIP funds. The Riverside County 2026 STIP Regional Transportation Improvement Program, as identified in the Financial Plan, will include sufficient transportation funds to complete the projects. Therefore, as required by the IIJA, the Commission finds that full funding can reasonably be anticipated to be available for the projects within the time period contemplated for completion of the projects.

3. The local match for projects funded with federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Program (CMAQ) program funds are identified in the TIP; and

4. All the Federal Transit Administration funded projects are programmed within the IIJA Guaranteed Funding levels.

APPROVED AND ADOPTED this 11th day of February, 2026.

Raymond Gregory, Chair
Riverside County Transportation Commission

ATTEST:

Lisa Mobley, Clerk of the Board
Riverside County Transportation Commission

RESOLUTION NO. 26-008

A RESOLUTION CERTIFYING THAT THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AND OTHER PROJECT SPONSORS HAVE RESOURCES TO FUND THE PROJECTS IN THE FEDERAL FISCAL YEARS 2026/2027-2031/2032 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING THE COMMITMENT TO IMPLEMENT ALL PROJECTS AND PHASES AS APPLICABLE IN THE PROGRAM

WHEREAS, San Bernardino County Transportation Authority (SBCTA) is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Infrastructure Investment & Jobs Act (IIJA) requires SCAG to adopt a regional Transportation Improvement Program (TIP) for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the regional TIP include a financial plan that demonstrates how the TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs; and

WHEREAS, SBCTA is the agency responsible for short-range capital and service planning and programming for the San Bernardino County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, SBCTA is responsible for the development of the San Bernardino County TIP, including all projects using Federal and State highway/road and transit funds; and

WHEREAS, SBCTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, SBCTA has adopted the Federal Fiscal Years 2026/2027 – 2031/2032 San Bernardino County TIP with funding for Federal Fiscal Years 2026/2027 and 2027/2028 available and committed, and reasonably expected to be available for Federal Fiscal Years 2028/2029 through 2031/2032.

NOW, THEREFORE, BE IT RESOLVED, that SBCTA affirms its continuing commitment to the projects in the Federal Fiscal Years 2026/2027 – 2031/2032 San Bernardino County TIP; and

BE IT FURTHER RESOLVED, that the Federal Fiscal Years 2026/2027 – 2031/2032 San Bernardino County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably expected to be available to carry out the TIP in the last four years, and certifies that:

1. Projects in the Federal Fiscal Year 2026/2027 – 2031/2032 San Bernardino County TIP are consistent with the proposed 2026 State TIP scheduled to be approved by the California Transportation Commission in March 2026; and
2. All the projects in the San Bernardino County TIP have complete funding identified in the Program except for the following projects, which will require additional funding in the 2026 State Transportation Improvement Program (STIP) cycle:
    - 20151302 – National Trails Highway Bridge Replacements
    - SBD239701 – Metrolink San Bernardino Line Double Track

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- SBD59303 – Set aside/reservations for future SB45 Planning, Programming & Monitoring
- SBD990212 – Zero Emission Multiple Unit Procurement
- SBD259701 – State Route 18 Corridor Freight and Safety Project

These projects are the County's priorities for 2026 STIP funds. The San Bernardino County 2026 STIP Regional TIP, as identified in the Financial Plan, will include sufficient transportation funds to complete the projects. Therefore, as required by Federal law, SBCTA finds that full funding can reasonably be anticipated to be available for the projects within the time period contemplated for completion of the projects.

3. The local match for projects funded with the Federal Surface Transportation Block Grant and Congestion Mitigation and Air Quality Program funds is identified in the TIP.
4. All the Federal Transit Administration funded projects are programmed within the IIJA Guaranteed Funding levels.
5. This resolution is effective upon the date of its approval by the SBCTA Board of Directors.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on March 4, 2026.

Rick Denison, President
San Bernardino County Transportation Authority

ATTEST:

Marleana Roman, Clerk of the Board
San Bernardino County Transportation Authority

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ATTACHMENT A

RESOLUTION NO. 2026-01

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2026/27 – 2031/32 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, VENTURA COUNTY TRANSPORTATION COMMISSION is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the IIJA also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the transportation improvement program, and recommends any additional financing strategies for needed projects and programs; and

WHEREAS, the VENTURA COUNTY TRANSPORTATION COMMISSION is the agency responsible for short-range capital and service planning and programming for the VENTURA COUNTY area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the VENTURA COUNTY TRANSPORTATION COMMISSION is responsible for the development of the VENTURA COUNTY Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the VENTURA COUNTY TRANSPORTATION COMMISSION must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the VENTURA COUNTY TRANSPORTATION COMMISSION has adopted the FFY 2026/27 – 2031/32 VENTURA COUNTY TIP with funding for FFY 2026/27 and 2027/28 available and committed, and reasonably committed for FFY 2028/29 through 2029/30;

NOW, THEREFORE, BE IT RESOLVED by the VENTURA COUNTY TRANSPORTATION COMMISSION that it affirms its continuing commitment to the projects in the FFY 2026/27 - 2031/32 VENTURA COUNTY TIP; and

BE IT FURTHER RESOLVED, that the FFY 2026/27 – 2031/32 VENTURA COUNTY TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2026/27 – 2031/32 VENTURA COUNTY TIP are consistent with the proposed 2026 State Transportation Improvement Program scheduled to be approved by the CALIFORNIA TRANSPORTATION COMMISSION in March 2026; and

2. All of the projects in the VENTURA COUNTY TIP have complete funding identified in the Program with the exception of the US 101 High Occupancy Vehicle Lane Project, which will require additional funding in the 2026 STIP cycle. This project is one of VENTURA COUNTY's number one priorities for 2026 STIP funds. The VENTURA COUNTY 2026 STIP Regional Transportation Improvement Program, as identified in the Financial Plan, will include sufficient transportation funds to complete the project. Therefore, as required by the FAST Act and IIJA, the Commission finds that full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

3. The local match for projects funded with federal STBG and CMAQ program funds is identified in the TIP.

4. All the Federal Transit Administration funded projects are programmed within the IIJA Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this 6th day of March 2026.

Mayor Martha McQueen-Logohn, Chair

ATTEST:

Claudia Perez, Signed on behalf of Clerk of the Commission
Roxanna Ibarra, Clerk of the Commission

APPROVED AS TO FORM:

Lindsay D'Andrea, General Counsel

3/6/26
Date

ATTACHMENT C – TRANSIT OPERATOR FINANCIAL DATA

Los Angeles County

Access Services

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Prop C 40% Discretionary	$ 255,295	$ 311,871	$ 372,130	$ 411,304	$ 1,350,600	
Measure M (Local Funds)	$ 15,809	$ 16,283	$ 16,772	$ 17,275	$ 66,139	
Passenger Fares	$ 12,511	$ 13,474	$ 14,283	$ 15,283	$ 55,551	
Section 5307 Flex (STP)	$ 85,000	$ 67,000	$ 70,000	$ 72,100	$ 294,100	Subject to competitive award through SCAG in FY29 and beyond
Section 5310 Capital		$ 12,000		$ 12,500	$ 24,500	
Transit Infrastructure - AV		$ 3,000			$ 3,000	
Bus & Bus Facilities		$ 5,000	$ 11,600		$ 16,600	
Federal Section 5317					$ -	
Misc. Revenue					$ -	
Federal Section 5316					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
Revenue Total	**$ 368,615**	**$ 428,629**	**$ 484,784**	**$ 528,461**	**$ 1,810,489**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital Construction	$ 3,500	$ 6,500	$ 14,100	$ 3,500	$ 27,600	**Property Acquisition only**
Capital - Rolling Stock	$ 15,000	$ 30,000	$ 31,500	$ 33,075	$ 109,575	**Replace Rolling Stock**
Operating	$ 350,115	$ 392,129	$ 439,184	$ 491,886	$ 1,673,314	
Expenditures Total	**$ 368,615**	**$ 428,629**	**$ 484,784**	**$ 528,461**	**$ 1,810,489**	

ANTELOPE VALLEY TRANSIT AUTHORITY

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (est last 3 Yrs)	Comments
	FY 26/27	*FY 27/28 est.*	*FY 28/29 est.*	*FY 29/30 est.*		
Prop A	$ 6,509,558	*$ 6,639,749*	*$ 6,772,544*	*$ 6,907,995*	$ 26,829,846	Yr 1 - actual, Yr 2-4 estimated
Prop A DAR	$ 1,387,111	*$ 1,414,853*	*$ 1,443,150*	*$ 1,472,013*	$ 5,717,128	Yr 1 - actual, Yr 2-4 estimated
Prop C 5% Security	$ 190,628	*$ 194,441*	*$ 198,329*	*$ 202,296*	$ 785,694	Yr 1 - actual, Yr 2-4 estimated
Measure R Clean Fuel	$ -	*$ 217,094*	*$ -*	*$ 225,778*	$ 442,871	Yr 1 - actual, Yr 2-4 estimated
Measure R Ops	$ 3,392,584	*$ 3,460,436*	*$ 3,529,644*	*$ 3,600,237*	$ 13,982,901	Yr 1 - actual, Yr 2-4 estimated
Measure M	$ 3,360,297	*$ 3,427,503*	*$ 3,496,053*	*$ 3,565,974*	$ 13,849,827	Yr 1 - actual, Yr 2-4 estimated
SB1 - STA	$ 815,330	*$ 831,637*	*$ 848,269*	*$ 865,235*	$ 3,360,471	Yr 1 - actual, Yr 2-4 estimated
SB1 - SGR	$ 407,070	*$ 415,211*	*$ 423,516*	*$ 431,986*	$ 1,677,783	Yr 1 - actual, Yr 2-4 estimated
MOSIP	$ 1,476,295	*$ 1,505,821*	*$ 1,535,937*	*$ 1,566,656*	$ 6,084,709	Yr 1 - actual, Yr 2-4 estimated
Foothill Mitigation	$ 30,341	*$ 30,948*	*$ 31,567*	*$ 32,198*	$ 125,054	Yr 1 - actual, Yr 2-4 estimated
Transit Service Expansion	$ 462,561	*$ 471,812*	*$ 481,248*	*$ 490,873*	$ 1,906,495	Yr 1 - actual, Yr 2-4 estimated
BSIP Overcrowding	$ 58,708	*$ 59,882*	*$ 61,080*	*$ 62,301*	$ 241,971	Yr 1 - actual, Yr 2-4 estimated
FTA Sect. 5307	*$ 12,739,445*	*$ 12,994,234*	*$ 13,254,119*	*$ 13,519,201*	$ 52,506,999	ALL years estimated
FTA Sect. 5337	*$ 4,367,630*	*$ 4,454,983*	*$ 4,544,083*	*$ 4,634,964*	$ 18,001,660	ALL years estimated
FTA Sect. 5339	*$ 717,294*	*$ 731,640*	*$ 746,273*	*$ 761,199*	$ 2,956,406	ALL years estimated
Revenue Total	**$ 35,914,853**	**$ 36,850,244**	**$ 37,365,813**	**$ 38,338,907**	**$ 148,469,817**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 10,727,000	$ 8,354,825	$ 8,772,566	$ 14,624,082	$ 42,478,473	
Operating	$ 49,188,736	$ 48,782,932	$ 48,265,489	$ 49,713,454	$ 195,950,611	
Expenditures Total	**$ 59,915,736**	**$ 57,137,757**	**$ 57,038,055**	**$ 64,337,535**	**$ 238,429,083**	

FOOTHILL TRANSIT

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
TDA Article 4	49,140,214	$ 84,971,724	$ 74,847,274	$ 68,646,311	$ 277,605,523	
STA	7,494,257	$ 7,569,200	$ 7,644,892	$ 7,721,340	$ 30,429,689	
SB1-STA	6,259,234	$ 6,321,826	$ 6,385,045	$ 6,448,895	$ 25,415,000	
SB1-BSCP	378,620	$ 382,406	$ 386,230	$ 390,093	$ 1,537,349	
Prop A 95% of 40% Discretionary	20,234,105	$ 20,436,446	$ 20,640,811	$ 20,847,219	$ 82,158,580	
BSCP Prop A 95% of 40%	6,277,661	$ 6,340,438	$ 6,403,842	$ 6,467,880	$ 25,489,821	
Prop C 5% Security	1,153,524	$ 1,165,059	$ 1,176,710	$ 1,188,477	$ 4,683,770	
Prop C 40% Discretionary	$ 4,001,235	$ 4,041,247	$ 4,081,660	$ 4,122,476	$ 16,246,619	
Measure R 20% Bus Operations	$ 27,393,579	$ 27,667,515	$ 27,944,190	$ 28,223,632	$ 111,228,916	
Measure M	$ 13,432,589	$ 27,566,915	$ 27,842,584	$ 28,121,010	$ 96,963,098	
BSCP Measure R	$ 1,575,434	$ 1,591,188	$ 1,607,100	$ 1,623,171	$ 6,396,894	
BSCP Measure M	$ 1,560,441	$ 1,576,045	$ 1,591,806	$ 1,607,724	$ 6,336,016	
SB1-SGR	$ 1,627,240	$ 1,643,512	$ 1,659,948	$ 1,676,547	$ 6,607,247	
SB1-SGR BSCP	$ 189,034	$ 190,924	$ 192,834	$ 194,762	$ 767,554	
Prop C 40% MOSIP	$ 11,561,405	$ 5,960,419	$ 23,226,846	$ 12,181,895	$ 52,930,565	
BSCP Prop C 40% MOSIP	$ 685,556	$ 692,412	$ 699,336	$ 706,329	$ 2,783,632	
Measure R Clean Fuel and Facilities			895,860	$ 895,860	$ 1,791,720	
Farebox Revenue	$ 9,210,000	$ 9,302,100	$ 9,395,121	$ 9,489,072	$ 37,396,293	
Federal 5307 Formula	$ 110,130,656	$ 74,301,131	$ 35,443,313	$ 28,000,000	$ 247,875,100	
Federal CPF	$ 4,000,000				$ 4,000,000	
Federal 5339	$ 5,000,000	$ 23,742,200			$ 28,742,200	
LAC Net Toll Revenue		$ 7,942,200			$ 7,942,200	
LCTOP					$ -	
TIRCP	$ 2,000,000				$ 2,000,000	
Other revenues	$ 12,042,487	$ 12,162,912	$ 12,284,541	$ 12,407,386	$ 48,897,326	
					$ -	
Revenue Total	**$ 295,347,271**	**$ 326,463,680**	**$ 264,349,940**	**$ 240,064,220**	**$ 1,126,225,111**	

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 110,703,511	$ 126,520,000	$ 45,200,000	$ 10,000,000	$ 292,423,511	
Operating	$ 184,643,760	$ 199,943,680	$ 219,149,940	$ 230,064,220	$ 833,801,600	
Expenditures Total	**$ 295,347,271**	**$ 326,463,680**	**$ 264,349,940**	**$ 240,064,220**	**$ 1,126,225,111**	

G TRANS

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital - FTA 5307	$ 1,292	$ 810	$ 2,000	$ 2,000	$ 6,102	
Capital -COG Funds	$ 3,135	$ 3,740	$ 6,500	$ 5,175	$ 18,550	
Capital -SGR SB1	$ 260	$ 260	$ 335	$ 335	$ 1,190	
Capital - MOSIP	$ 998	$ 147	$ 200	$ 200	$ 1,545	
Operating -TDA	$ 6,044	$ 6,104	$ 6,226	$ 6,351	$ 24,725	
Operating -STA	$ 2,678	$ 2,705	$ 2,759	$ 2,814	$ 10,955	
Operating - Prop A Local Return	$ 2,747	$ 3,941	$ 2,794	$ 1,648	$ 11,130	
Operating - Prop A E&H Incentive	$ 177	$ 179	$ 182	$ 186	$ 724	
Operating - Prop A 40% Discretionary	$ 4,549	$ 4,631	$ 6,350	$ 4,297	$ 19,828	
Operating - Prop C Discretionary	$ 2,258	$ 2,271	$ 2,296	$ 2,322	$ 9,147	
Operating - Prop C Security	$ 254	$ 257	$ 262	$ 267	$ 1,041	
Operating Measure R	$ 3,867	$ 3,893	$ 5,141	$ 2,808	$ 15,709	
Operating Measure M	$ 4,892	$ 4,918	$ 3,326	$ 2,778	$ 15,914	
Operating Express Lanes	$ 1,150	$ 1,150	$ 1,150	$ 1,150	$ 4,600	
Operating - FTA Preventive Maintenance	$ 3,500	$ 3,500	$ 3,500	$ 3,500	$ 14,000	
Operating - Other	$ 672	$ 488	$ 488	$ 488	$ 2,136	
Operating - Fare Revenue	$ 1,404	$ 1,432	$ 1,461	$ 1,490	$ 5,788	
Revenue Total	**$ 39,876**	**$ 40,426**	**$ 44,971**	**$ 37,810**	**$ 163,084**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 5,684	$ 4,957	$ 9,035	$ 7,710	$ 27,387	
Operating	$ 34,192	$ 35,469	$ 36,296	$ 37,147	$ 143,104	
Expenditures Total	**$ 39,876**	**$ 40,426**	**$ 45,331**	**$ 44,857**	**$ 170,491**	

LONG BEACH TRANSIT

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Operating-STA	$4,090	$4,240	$4,380	$4,540	$17,250	
Operating-SB1-STA	$3,080	$3,190	$3,300	$3,420	$12,990	
Operating-SB-125	$0	$1,930	$1,930	$1,930	$5,790	
Operating-TDA	$28,950	$29,960	$31,010	$32,090	$122,010	
Operating-LCTOP	$380	$0	$0	$0	$380	
Operating-Prop A	$19,130	$19,800	$20,490	$21,210	$80,630	
Operating-City of Long Beach (COLB)	$6,290	$6,510	$6,740	$6,970	$26,510	
Operating-Measure R	$ 12,820	$ 13,270	$ 13,730	$ 14,210	$54,030	
Operating-Measure M	$ 12,700	$ 13,140	$ 13,600	$ 14,080	$53,520	
Operating-Prop C (BSIP, Foothill, Security)	$ 7,060	$ 7,310	$ 7,560	$ 7,830	$29,760	
Operating-Local Munis	$ 3,310	$ 3,430	$ 3,550	$ 3,670	$13,960	
Operating-Fares	$ 10,340	$ 10,700	$ 11,070	$ 11,460	$43,570	
Operating-Advertising	$ 870	$ 890	$ 920	$ 960	$3,640	
Operating-Special Events	$ 200	$ 200	$ 210	$ 220	$830	
Operating-invest/misc	$ 4,850	$ 5,020	$ 5,200	$ 5,380	$20,450	
Operating-FTA 5307	$ 13,000	$ 16,000	$ 17,070	$ 22,160	$68,230	
Operating-CMAQ		$ 4,370	$ 4,370		$8,740	
Operating-MegaEvent		$ 200	$ 2,000		$2,200	
Operating-LBT Deferred	$ 18,830	$ 5,740			$24,570	
Capital - FTA 5307	$ 11,517	$ 10,310	$ 6,520	$ 11,120	$ 39,467	
Capital - CMAQ		$ 6,370			$ 6,370	
Capital - SB1-SGR	$ 1,538	$ 1,530	$ 1,520	$ 1,520	$ 6,108	
Capital-Prop C	$ 5,579	$ 5,690	$ 5,780	$ 5,880	$ 22,929	
Capital Measure R		$ 680		$ 680	$ 1,360	
Capital - LBT	$ 8,306	$ 5,400	$ 3,930	$ 4,650	$ 22,286	
Revenue Total	**$172,840**	**$175,880**	**$164,880**	**$173,980**	**$687,580**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$26,940	$29,980	$17,750	$23,850	$98,520	
Operating	$145,900	$145,900	$147,130	$150,130	$589,060	
Expenditures Total	**$172,840**	**$175,880**	**$164,880**	**$173,980**	**$687,580**	

Los Angeles County Metropolitan Transportation Authority

Revenues by Major Category					
($ in millions)	TOTAL (FY27-FY30)	2027	2028	2029	2030
SALES TAX, TDA, STA REVENUES					
Proposition A	4,150.6	970.4	1,027.9	1,069.6	1,082.6
Proposition C	4,389.0	1,028.8	1,093.6	1,126.4	1,140.1
Measure R	4,639.1	1,084.6	1,148.9	1,195.5	1,210.1
Measure M	4,531.9	1,059.6	1,122.3	1,167.9	1,182.1
Transportation Development Act(TDA)	2,500.4	584.6	619.2	644.4	652.2
State Transit Assistance (STA)	1,095.8	274.0	270.2	274.0	277.6
Subtotal, Sales Tax, TDA, STA Revenues	**$ 21,306.7**	**$ 5,002.1**	**$ 5,282.1**	**$ 5,477.9**	**$ 5,544.7**
OPERATING & OTHER REVENUE					
Passenger Fares	1,786.0	293.0	445.1	512.2	535.6
ExpressLanes Tolls	440.5	86.7	89.3	91.9	172.6
Advertising	120.5	28.9	29.8	30.6	31.3
Other Revenue	869.2	281.1	312.5	97.6	178.0
Subtotal, Operating & Other Revenue	**$ 3,216.2**	**$ 689.6**	**$ 876.7**	**$ 732.3**	**$ 917.5**
CAPITAL & DEBT FINANCING RESOURCES					
Grant Receipts	13,143.3	2,530.4	2,587.2	3,842.4	4,183.3
Bond Proceeds and TIFIA	6,165.0	2,017.4	1,952.7	1,073.3	1,121.6
Prior Year Carryover	375.1	360.9	(10.2)	249.0	(224.5)
Subtotal, Capital & Debt Financing Resources	**$ 19,683.5**	**$ 4,908.7**	**$ 4,529.6**	**$ 5,164.7**	**$ 5,080.5**
TOTAL REVENUES	**$ 44,206.4**	**$ 10,600.4**	**$ 10,688.5**	**$ 11,374.8**	**$ 11,542.6**

Expenditures by Major Category					
($ in millions)	TOTAL (FY27-FY30)	2027	2028	2029	2030
METRO OPERATIONS					
Bus	7,844.6	1,912.4	1,940.0	1,995.4	1,996.9
Rail	4,472.1	1,000.7	1,089.0	1,157.4	1,224.9
Regional Rail	563.3	140.0	137.4	141.3	144.6
Subtotal-Metro Operations	**$ 12,880.0**	**$ 3,053.1**	**$ 3,166.3**	**$ 3,294.1**	**$ 3,366.5**
METRO CAPITAL					
Bus Capital	2,627.5	848.2	598.2	611.7	569.4
Rail Capital	14,203.2	3,131.9	3,439.6	3,613.8	4,017.9
Regional Rail	162.8	72.8	30.0	30.0	30.0
Highway	3,984.4	1,162.2	1,020.4	1,004.7	797.1
Subtotal-Metro Capital	**$ 20,977.9**	**$ 5,215.0**	**$ 5,088.3**	**$ 5,260.2**	**$ 5,414.4**
SUBSIDY FUNDING PROGRAMS					
Bus Operations	2,994.0	712.1	738.7	766.0	777.2
Bus Capital	207.5	53.2	57.2	35.4	61.8
Rail Capital	137.2	24.3	30.5	46.5	35.9
Highway	1,502.8	360.3	339.4	412.3	390.7
Call for Projects	203.2	50.8	50.8	50.8	50.8
Subtotal-Subsidy Funding Programs	**$ 5,044.7**	**$ 1,200.7**	**$ 1,216.6**	**$ 1,311.0**	**$ 1,316.4**
AGENCY WIDE					
Administration	878.4	188.8	221.3	231.3	237.0
Capital	472.9	144.0	104.8	97.7	126.4
Subtotal-Agency Wide	**$ 1,351.3**	**$ 332.8**	**$ 326.1**	**$ 329.1**	**$ 363.3**
OTHER PROGRAMS/EXPENDITURE					
Congestion Management	374.0	106.8	87.0	89.2	91.1
Other	38.0	11.9	16.1	5.0	5.0
Debt Service	3,383.8	692.8	801.4	894.5	995.2
Subtotal-Other Programs/Expenditure	**$ 3,795.9**	**$ 811.4**	**$ 904.5**	**$ 988.7**	**$ 1,091.3**
TOTAL EXPENDITURES	**$ 44,049.8**	**$ 10,613.1**	**$ 10,701.8**	**$ 11,183.1**	**$ 11,551.9**

Los Angeles Department of Transportation

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Op - Fares	$ 4,950.6	$ 4,979.1	$ 5,008.5	$ 5,038.7	$ 19,977	
Op - Formula Allocation	$ 32,695.9	$ 33,676.8	$ 34,687.1	$ 35,727.7	$ 136,788	
Op - Prop C Discretionary	$ 7,634.3	$ 7,863.4	$ 8,099.3	$ 8,342.2	$ 31,939	
Op - Prop C Security	$ 1,657.9	$ 1,657.9	$ 1,657.9	$ 1,657.9	$ 6,631	
Op - Measure R	$ 7,656.2	$ 7,885.9	$ 8,122.5	$ 8,366.1	$ 32,031	
Op - Measure M	$ 7,573.4	$ 7,800.6	$ 8,034.7	$ 8,275.7	$ 31,684	
Op - Tier II	$ 7,511.0	$ 7,736.3	$ 7,968.4	$ 8,207.5	$ 31,423	
Op - Prop A Incentive Funds	$ 5,150.2	$ 5,304.7	$ 5,463.8	$ 5,627.7	$ 21,546	
Op - Prop A Local Return	$ 104,675.8	$ 107,816.1	$ 111,050.6	$ 114,382.1	$ 437,925	
Op - Prop A Interest	$ 9,299.5	$ 9,299.5	$ 9,299.5	$ 9,299.5	$ 37,198	
Op - SB1 STA	$ 3,294.0	$ 3,392.9	$ 3,494.7	$ 3,599.5	$ 13,781	
Op - Advertising	$ 757.4	$ 780.1	$ 803.5	$ 827.6	$ 3,169	
Op - Consent Decree	$ 4,762.3	$ 4,762.3	$ 4,762.3	$ 4,762.3	$ 19,049	
					$ -	
Cap - Grants	$ 18,676.9	$ 18,676.9	$ 18,676.9	$ 18,676.9	$ 74,708	
					$ -	
					$ -	
					$ -	
Revenue Total	**$ 216,295.4**	**$ 221,632.3**	**$ 227,129.4**	**$ 232,791.4**	**$ 897,848**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 31,034.8	$ 19,694.0	$ 39,263.6	$ 84,954.0	$ 174,946	
Operating	$ 202,540.6	$ 212,388.2	$ 222,727.6	$ 233,583.4	$ 871,240	
Expenditures Total	**$ 233,575.4**	**$ 232,082.2**	**$ 261,991.2**	**$ 318,537.4**	**$ 1,046,186**	

MONTEBELLO BUS LINES

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
TDA Article 4 + Interest	$ 9,509	$ 9,699	$ 9,893	$ 10,091	$ 39,192	
STA + Interest	$ 1,344	$ 1,371	$ 1,398	$ 1,426	$ 5,539	
Prop A 95% of 40% Discretionary	$ 6,281	$ 6,406	$ 6,534	$ 6,665	$ 25,886	
Pop C 5% Security	$ 341	$ 348	$ 355	$ 362	$ 1,406	
Prop C 40% Discretionary	$ 3,812	$ 3,888	$ 3,966	$ 4,045	$ 15,711	
Measure R - 20% Bus Operations	$ 4,209	$ 4,294	$ 4,379	$ 4,467	$ 17,349	
Measure R - Clean Fuel & Facilities		$ 149		$ 152	$ 301	
Measure M	$ 4,169	$ 4,253	$ 4,338	$ 4,425	$ 17,185	
Senate Bill 1 - STA	$ 1,012	$ 1,032	$ 1,053	$ 1,074	$ 4,171	
Senate Bill 1 - State of Good Repair	$ 505	$ 515	$ 525	$ 536	$ 2,081	
Federal 5307	$ 7,296	$ 8,133	$ 8,120	$ 8,120	$ 31,669	
LCTOP	$ 360	$ 367	$ 375	$ 382	$ 1,484	
Metro Rail	$ 21	$ 22	$ 22	$ 23	$ 88	
Farebox Subsidy	$ 1,438	$ 1,467	$ 1,526	$ 1,557	$ 5,988	
Dial-a-Taxi Subsidy	$ 36	$ 36	$ 37	$ 38	$ 147	
Advertising Revenue	$ 9	$ 9	$ 9	$ 10	$ 37	
TAP Reimbursement	$ 292	$ 298	$ 304	$ 310	$ 1,204	
Revenue Total	**$ 40,634**	**$ 42,287**	**$ 42,834**	**$ 43,683**	**$ 169,438**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 14,000	$ 10,000	$ 10,000	$ 10,000	$ 44,000	
Operating	$ 37,805	$ 38,183	$ 38,565	$ 38,951	$ 153,504	
Expenditures Total	**$ 51,805**	**$ 48,183**	**$ 48,565**	**$ 48,951**	**$ 197,504**	

NORWALK TRANSIT SYSTEM

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Transportation Development Act (TDA)	$ 3,699,158	$ 3,736,150	$ 3,773,511	$ 3,811,246	$ 15,020,065	
State Transit Assistance (STA)	$ 910,869	$ 919,978	$ 929,177	$ 938,469	$ 3,698,493	
Local Sales Tax	$ 9,986,136	$ 10,085,997	$ 10,186,857	$ 10,288,726	$ 40,547,716	
Farebox (Fixed Route)	$ 885,000	$ 893,850	$ 902,789	$ 911,816	$ 3,593,455	
Dial-a-Ride Program	$ 10,900	$ 11,009	$ 11,119	$ 11,230	$ 44,258	
Local Agency	$ 1,090,234	$ 1,101,136	$ 1,112,148	$ 1,123,269	$ 4,426,787	
State AB 2766	$ 10,000	$ 10,100	$ 10,201	$ 10,303	$ 40,604	Commuter Benefits
FTA Formula (5307)	$ 1,300,000	$ 1,300,000	$ 1,300,000	$ 1,300,000	$ 5,200,000	Preventive Maintenance
Auxiliary (Advertising)	$ 33,000	$ 34,000	$ 35,000	$ 36,000	$ 138,000	Bus Ads
subtotal	*17,925,297*	*18,092,220*	*18,260,802*	*18,431,059*	*72,709,378*	
CAPITAL						
FTA Formula (5307)	5,420,937	4,714,818	4,809,114	4,905,297	19,850,166	Variability due to competitive sourcing + replacement schedule
FTA Discretionary (5339)	3,027,895	-	-	-	3,027,895	Variability due to competitive sourcing
Local Match	1,714,543	1,178,705	1,202,279	1,226,324	5,321,851	Prop A + C Local Return, State of Good Return, Measure R, etc.
Local Funds (Transit Reserves)	1,828,831	-	-	-	1,828,831	Use of Reserves
subtotal	*11,992,206*	*5,893,523*	*6,011,393*	*6,131,621*	*30,028,743*	
Revenue Total	**$ 59,835,006**	**$ 47,971,486**	**$ 48,544,390**	**$ 49,125,360**	**$ 205,476,242**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ (11,992,206)	$ (5,893,523)	$ (6,011,393)	$ (6,131,621)	$ (30,028,743)	Transit Reserves can be utilized if local match sources fall short.
Operating	$ (17,925,297)	$ (18,014,923)	$ (18,285,147)	$ (18,376,573)	$ (72,601,940)	Variable expenses include Liability, Worker's Comp, Fuel, etc.
Expenditures Total	**$ (29,917,503)**	**$ (23,908,446)**	**$ (24,296,540)**	**$ (24,508,194)**	**$ (102,630,683)**	

SANTA CLARITA TRANSIT

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Operating - Fares	$ 1,753	$ 1,827	$ 1,952	$ 2,063	$ 7,595	
Operating - Special Transit Service	$ 2,714	$ 2,768	$ 2,824	$ 2,880	$ 11,186	
Operating - L.A. County Contribution	$ 2,208	$ 2,296	$ 2,601	$ 2,679	$ 9,784	
Operating - Prop C	$ 602	$ 614	$ 626	$ 639	$ 2,481	
Operating - Prop A	$ 4,213	$ 4,297	$ 4,383	$ 4,470	$ 17,363	
Operating - Measure R	$ 2,068	$ 2,109	$ 2,152	$ 2,195	$ 8,524	
Operating - Measure M	$ 2,048	$ 2,089	$ 2,131	$ 2,174	$ 8,442	
Operating - SB1 - STA	$ 497	$ 507	$ 517	$ 527	$ 2,048	
Operating - Access Services	$ 2,686	$ 2,793	$ 3,164	$ 3,259	$ 11,902	
Operating - Prop A & C Local Return	$ 13,214	$ 17,646	$ 28,228	$ 29,784	$ 88,872	
Operating - Fuel Rebates	$ 1,000	$ 1,125	$ 1,250	$ 1,250	$ 4,625	
					$ -	
					$ -	
Capital - FTA 5307	$ 10,226	$ 7,038	$ 9,049	$ 6,823	$ 33,136	
					$ -	
					$ -	
					$ -	
Revenue Total	**$ 43,229**	**$ 45,109**	**$ 58,877**	**$ 58,743**	**$ 205,958**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 10,226	$ 7,038	$ 9,049	$ 6,823	$ 33,136	
Operating	$ 33,003	$ 38,071	$ 49,828	$ 51,920	$ 172,822	
Expenditures Total	**$ 43,229**	**$ 45,109**	**$ 58,877**	**$ 58,743**	**$ 205,958**	

SANTA MONICA BIG BLUE BUS

FY 2026/2027 - 2029/2030

Revenues

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Passenger Revenues	$ 6,286,074	$ 6,348,935	$ 6,412,424	$ 6,476,548	$ 25,523,981	
STAF	$ 3,381,677	$ 3,415,494	$ 3,449,649	$ 3,484,145	$ 13,730,965	
TDA	$ 23,870,907	$ 24,348,325	$ 24,835,292	$ 25,331,997	$ 98,386,521	
Prop A	$ 15,801,651	$ 16,117,684	$ 16,440,038	$ 16,768,838	$ 65,128,211	
Prop A LR	$ 610,220	$ 622,424	$ 634,873	$ 647,570	$ 2,515,088	
Measure R	$ 10,590,860	$ 10,802,677	$ 11,018,731	$ 11,239,105	$ 43,651,373	
Measure M	$ 10,490,066	$ 10,699,867	$ 10,913,865	$ 11,132,142	$ 43,235,940	
Prop C - BSIP	$ 978,129	$ 987,910	$ 997,789	$ 1,007,767	$ 3,971,596	
Prop C - MOSIP	$ 4,608,651	$ 4,654,738	$ 4,701,285	$ 4,748,298	$ 18,712,971	
Prop C - Transit Security	$ 1,176,133	$ 1,187,894	$ 1,199,773	$ 1,211,771	$ 4,775,572	
Prop C - Foothill Mitigation	$ 791,732	$ 799,649	$ 807,646	$ 815,722	$ 3,214,749	
SB1 - STA	$ 2,545,271	$ 2,570,724	$ 2,596,431	$ 2,622,395	$ 10,334,821	
Auxillary Revenue	$ 2,040,000	$ 2,040,000	$ 2,040,000	$ 2,040,000	$ 8,160,000	
Other Revenues	$ 3,285,000	$ 3,285,000	$ 3,285,000	$ 3,285,000	$ 13,140,000	
Capital - FTA 5307	$ 13,247,859	$ 13,446,577	$ 13,648,276	$ 13,853,000	$ 54,195,711	
Revenue Total	$ 99,704,230	$ 101,327,899	$ 102,981,070	$ 104,664,300	$ 408,677,499	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 13,247,859	$ 13,446,577	$ 13,648,276	$ 13,853,000	$ 54,195,711	
Operating	$ 86,456,371	$ 87,881,322	$ 89,332,795	$ 90,811,301	$ 354,481,788	
Expenditures Total	$ 99,704,230	$ 101,327,899	$ 102,981,070	$ 104,664,300	$ 408,677,499	

Torrance Transit

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Metro Net Toll Revenue	$ 1,591	$ 1,618	$ 1,648	$ 1,681	$ 6,538	
TDA-Transportation Development Act	$ 7,773	$ 7,907	$ 8,052	$ 8,211	$ 31,943	
STA-State Transit Assistance	$ 1,089	$ 1,108	$ 1,128	$ 1,150	$ 4,475	
SB1-Senate Bill 1	$ 820	$ 834	$ 849	$ 866	$ 3,370	
SB1-State of Good Repair	$ 409	$ 416	$ 424	$ 432	$ 1,681	
Prop C 40% Transit Service Exp (TSE)	$ 993	$ 1,010	$ 1,029	$ 1,049	$ 4,081	
Prop A 40% Discretionary	$ 5,089	$ 5,177	$ 5,272	$ 5,376	$ 20,913	
Line 4 Express-Local Service	$ 1,006	$ 1,023	$ 1,042	$ 1,063	$ 4,134	
Measure R	$ 3,410	$ 3,469	$ 3,532	$ 3,602	$ 14,013	
Prop C 40% Foothill Transit Mitigation	$ 255	$ 259	$ 264	$ 269	$ 1,048	
Prop C 5% Security	$ 285	$ 290	$ 295	$ 301	$ 1,171	
Prop C 40% Discr Base Restructuring	$ 890	$ 905	$ 922	$ 940	$ 3,657	
Prop C 40% BSIP Bus System Improvement Plan	$ 295	$ 300	$ 306	$ 312	$ 1,212	
Measure R Clean Fuel	$ -	$ 130	$ -	$ 134	$ 264	*Every other year allocation
MOSIP	$ 1,484	$ 1,510	$ 1,537	$ 1,568	$ 6,098	
Measure M	$ 3,378	$ 3,436	$ 3,499	$ 3,568	$ 13,882	
FTA Section 5307	$ 4,260	$ 4,333	$ 4,413	$ 4,500	$ 17,506	
Capital Maintenance Revenues (Preventive Maintenance)	$ 2,225	$ 2,225	$ 2,225	$ 2,225	$ 8,900	
Charges for Services	$ 1,846	$ 1,878	$ 1,912	$ 1,950	$ 7,586	
Advertising/Property	$ 1,688	$ 1,717	$ 1,749	$ 1,783	$ 6,937	
Revenue Total	**$ 38,786**	**$ 39,545**	**$ 40,099**	**$ 40,979**	**$ 159,409**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 13,831	$ 21,650	$ 30,000	$ 12,100	$ 77,581	**Includes capital expenses awarded from prior years**
Operating	$ 40,792	$ 41,493	$ 42,207	$ 42,993	$ 167,485	
Expenditures Total	**$ 54,623**	**$ 63,143**	**$ 72,207**	**$ 55,093**	**$ 245,066**	

Orange County Transportation Authority

Cash Flow Statement - Bus Program

(millions)		2026-27	2027-28	2028-29	2029-30
Beginning balance - operating	$	326.3	374.3	389.9	413.9
Cash flows from operating activities:					
Sources of funds:					
Sales Tax Revenue		249.9	260.5	297.9	312.5
Passenger Fares		45.2	45.5	45.8	46.2
SB125 (Operating)		0.0	0.0	0.0	0.0
Federal Formula Grant 5307		77.8	81.2	84.6	88.1
Federal formula Grant 5310		3.7	3.7	3.8	3.9
Senate Bill 1		0.0	0.0	26.1	26.1
State Transit Assistance Fund		56.6	58.4	34.4	34.4
External Revenues (M2, Rail)		5.1	5.2	5.3	5.4
Alternative Fuel Tax Credit		0.0	0.0	0.0	0.0
Property tax Revenue		21.0	22.1	23.4	24.7
Advertising Revenue		3.5	3.6	3.7	3.7
Miscellaneous Revenues		5.3	5.3	5.3	5.4
Total sources of funds	$	468.0	485.5	530.2	550.3
Cash flows from operating activities:					
Uses of funds:					
Salaries and Benefits		170.5	174.4	180.7	187.1
Purchased Transportation Services		142.1	148.6	154.8	162.1
Administrative Service Expense		64.2	68.4	72.7	77.2
Professional Services		27.2	28.5	29.1	29.8
Maintenance, Parts, and Fuel		26.9	28.3	29.2	30.2
General and Administrative		5.4	5.7	5.8	5.9
Other Operating Expense		5.2	5.4	5.6	5.7
Total uses of funds	$	441.6	459.2	477.9	498.1
Net cash provided by operations	$	26.4	26.3	52.3	52.2
Interest on operating investments		21.7	20.4	18.1	14.2
Net cash provided by investing activities	$	21.7	20.4	18.1	14.2
Contribution (to)/from capital account		(0.2)	(31.1)	(46.4)	(45.0)
Available cash - operating	$	374.3	389.9	413.9	435.2
Beginning balance - capital	$	437.9	444.0	486.2	534.7
Federal Formula Grants 5337/5339		7.4	7.5	7.7	7.9
Senate Bill 1 SGR		7.4	7.6	7.8	8.0
SB125 (Capital)		12.6	12.6	0.0	0.0
Miscellaneous revenues		20.2	2.8	2.8	2.8
Acquisition/construction of capital assets		(53.0)	(29.6)	(26.3)	(8.9)
Net cash used by capital and related financing activities	$	(5.4)	1.0	(7.9)	9.8
Interest on capital investments		11.4	10.2	10.1	8.7
Net cash provided by investing activities	$	11.4	10.2	10.1	8.7
Contribution from/(to) operating		0.2	31.1	46.4	45.0
Net increase/decrease in cash	$	6.1	42.2	48.5	63.5
Available cash - capital	$	444.0	486.2	534.7	598.3

Riverside County

Riverside Transit Agency
FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
5307 HS	$ 6000	$ 6000	$ 7000	$ 7000	$ 26000	
5307 LALB	$ 200	$ 200	$ 200	$ 200	$ 800	
5307 MTM	$ 7000	$ 6000	$ 6500	$ 6500	$ 26000	
5307 RS	$ 13480	$ 14000	$ 15000	$ 15000	$ 57480	
5310	$ 300	$ 325	$ 350	$ 350	$ 1325	
5311	$ 732	$ 735	$ 750	$ 750	$ 2967	
5339 HS	$ 374	$ 374	$ 374	$ 374	$ 1495	
5339 LALB	$ 23	$ 23	$ 23	$ 23	$ 91	
5339 MTM	$ 656	$ 656	$ 656	$ 656	$ 2624	
5339 RS	$ 2329	$ 1500	$ 1000	$ 1000	$ 5829	
AHSC	$ 7160	$	$	$	$ 7160	
CMAQ	$ 7000	$	$	$	$ 7000	
FARE	$ 7116	$ 7600	$ 8000	$ 8000	$ 30716	
INT	$	$ 2000	$ 2000	$ 2000	$ 6000	
LCTOP	$ 2000	$ 2500	$ 3000	$ 3000	$ 10500	
LTF	$ 76041	$ 82000	$ 104500	$ 92750	$ 355291	
Measure A	$ 4000	$ 4000	$ 4500	$ 4500	$ 17000	
OTHR FED	$ 250	$	$	$	$ 250	
OTHR LCL	$ 3969	$ 2000	$ 1750	$ 1800	$ 9519	
SB 125 TIRCP	$ 8318	$ 8318	$ 8318	$	$ 24955	
SGR	$ 2355	$ 2400	$ 2400	$ 2500	$ 9655	
STA	$ 792	$ 12500	$ 7500	$ 8000	$ 28792	
Revenue Total	**$ 150095**	**$ 153131**	**$ 173821**	**$ 154403**	**$ 631449**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 29653	$ 25771	$ 37271	$ 12553	$ 105247	
5307 RS	$ 480				$ 480	
5339 HS	$ 374	$ 374	$ 374	$ 374	$ 1495	
5339 LALB	$ 23	$ 23	$ 23	$ 23	$ 91	
5339 MTM	$ 656	$ 656	$ 656	$ 656	$ 2624	
5339 RS	$ 2329	$ 1500	$ 1000	$ 1000	$ 5829	
AHSC	$ 7075	$			$ 7075	
CMAQ	$ 7000	$			$ 7000	
LTF	$	$	$ 17000		$ 17000	
OTHR FED	$ 250	$			$ 250	
SB 125 TIRCP	$ 8318	$ 8318	$ 8318		$ 24955	
SGR	$ 2355	$ 2400	$ 2400	$ 2500	$ 9655	
STA	$ 792	$ 12500	$ 7500	$ 8000	$ 28792	
Operating	$ 120442	$ 127360	$ 136550	$ 141850	$ 526202	
5307 HS	$ 6000	$ 6000	$ 7000	$ 7000	$ 26000	
5307 LALB	$ 200	$ 200	$ 200	$ 200	$ 800	
5307 MTM	$ 7000	$ 6000	$ 6500	$ 6500	$ 26000	
5307 RS	$ 13000	$ 14000	$ 15000	$ 15000	$ 57000	
5310	$ 300	$ 325	$ 350	$ 350	$ 1325	
5311	$ 732	$ 735	$ 750	$ 750	$ 2967	
AHSC	$ 84	$			$ 84	
FARE	$ 7116	$ 7600	$ 8000	$ 8000	$ 30716	
INT	$	$ 2000	$ 2000	$ 2000	$ 6000	
LCTOP	$ 2000	$ 2500	$ 3000	$ 3000	$ 10500	
LTF	$ 76041	$ 82000	$ 87500	$ 92750	$ 338291	
Measure A	$ 4000	$ 4000	$ 4500	$ 4500	$ 17000	
OTHR LCL	$ 3969	$ 2000	$ 1750	$ 1800	$ 9519	
Expenditures Total	**$ 150095**	**$ 153131**	**$ 173821**	**$ 154403**	**$ 631449**	

SunLine Transit Agency
FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
5307 IC	$ 8763	$ 7488	$ 6135	$ 7000	$ 29387	
5307 IC ARPA	$ 207	$	$	$	$ 207	
5307 RS	$	$ 150	$ 150	$ 150	$ 450	
5311	$ 439	$ 439	$ 439	$ 493	$ 1810	
5311(f)	$ 300	$ 300	$ 300	$ 300	$ 1200	
5339 COMP	$ 3060	$ 10200	$ 6360	$	$ 19620	
5339 RS	$ 86	$ 100	$ 100	$ 100	$ 386	
CMAQ	$ 113	$	$	$	$ 113	
FARE	$ 1817	$ 1817	$ 1817	$ 1817	$ 7268	
LCTOP	$ 1315	$ 300	$ 300	$ 300	$ 2215	
LTF	$ 33117	$ 36050	$ 39017	$ 41358	$ 149542	
Measure A	$ 7200	$ 7223	$ 7367	$ 7515	$ 29305	
OTHR LCL	$ 3259	$ 3259	$ 3259	$ 3259	$ 13037	
SB 125 TIRCP	$ 4464	$	$	$	$ 4464	
SGR	$ 1223	$ 1000	$ 1653	$ 1300	$ 5175	
STA PUC99313	$ 2524	$ 3762	$ 3147	$ 3179	$ 12612	
STA PUC99314	$ 725	$ 725	$ 725	$ 725	$ 2900	
Revenue Total	**$ 68612**	**$ 72814**	**$ 70769**	**$ 67495**	**$ 279690**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 15587	$ 17137	$ 12309	$ 7204	$ 52237	
5307 IC	$ 2490	$ 1200	$ 174	$ 1750	$ 5615	
5307 RS	$	$ 150	$ 150	$ 150		
5339 COMP	$ 3060	$ 10200	$ 6360	$	$ 19620	
5339 RS	$ 86	$ 100	$ 100	$ 100	$ 386	
LCTOP	$ 1015				$ 1015	
SB 125 TIRCP	$ 4464				$ 4464	
SGR	$ 1223	$ 1000	$ 1653	$ 1300	$ 5175	
STA PUC99313	$ 2524	$ 3762	$ 3147	$ 3179	$ 12612	
STA PUC99314	$ 725	$ 725	$ 725	$ 725	$ 2900	
Operating	$ 53025	$ 55676	$ 58460	$ 60291	$ 227453	
5307 IC	$ 6273	$ 6288	$ 5961	$ 5250	$ 23772	
5307 IC ARPA	$ 207	$	$	$	$ 207	
5307 RS	$	$	$	$		
5311	$ 439	$ 439	$ 439	$ 493	$ 1810	
5311(f)	$ 300	$ 300	$ 300	$ 300	$ 1200	
CMAQ	$ 113	$	$		$ 113	
FARE	$ 1817	$ 1817	$ 1817	$ 1817	$ 7268	
LCTOP	$ 300	$ 300	$ 300	$ 300	$ 1200	
LTF	$ 33117	$ 36050	$ 39017	$ 41358	$ 149542	
Measure A	$ 7200	$ 7223	$ 7367	$ 7515	$ 29305	
OTHR LCL	$ 3259	$ 3259	$ 3259	$ 3259	$ 13037	
Expenditures Total	**$ 68612**	**$ 72814**	**$ 70769**	**$ 67495**	**$ 279690**	

San Bernardino County

Mountain Area Regional Transit Authority

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Fares	$ 1,789,050	$ 1,800,000	$ 1,850,000	$ 1,900,000	$ 7,339,050	
SB125 - TIRCP	$ 1,634,361	$ 530,000	$ 600,000	$ 500,000	$ 3,264,361	
LTF	$ 3,942,616	$ 4,060,894	$ 4,182,721	$ 4,308,203	$ 16,494,435	
Measure I	$ 226,400	$ 233,192	$ 240,188	$ 247,393	$ 947,173	
LCTOP	$ 173,958	$ 173,958	$ 173,958	$ 173,958	$ 695,832	
STA	$ 130,924	$ 32,000	$ 32,000	$ 32,000	$ 226,924	
Advertising/Interest	$ 30,800	$ 32,000	$ 34,000	$ 34,000	$ 130,800	
Section 5311	$ 393,851	$ 393,851	$ 393,851	$ 393,851	$ 1,575,404	
Section 5311(f)	$ 303,972	$ 303,972	$ 303,972	$ 303,972	$ 1,215,888	
SGR	$ 108,375	$ 108,375	$ 108,375	$ 108,375	$ 433,500	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
Revenue Total	**$ 8,734,307**	**$ 7,668,242**	**$ 7,919,065**	**$ 8,001,752**	**$ 32,323,367**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 239,999	$ 140,375	$ 140,375	$ 140,375	$ 661,124	**See comment above**
Operating	$ 8,494,308	$ 7,527,897	$ 7,778,690	$ 7,861,377	$ 31,662,272	
Expenditures Total	**$ 8,734,307**	**$ 7,668,272**	**$ 7,919,065**	**$ 8,001,752**	**$ 32,323,396**	

Omnitrans

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Fares/Advertising	$ 12,292,211	$ 12,722,438	$ 13,167,724	$ 13,628,594	$ 51,810,967	
SB125 - TIRCP	$ 38,930,779	$ 26,000,000	$ 26,000,000	$ 26,000,000	$ 116,930,779	
LTF	$ 31,435,337	$ 32,535,574	$ 33,674,319	$ 34,852,920	$ 132,498,150	
Measure I	$ 34,742,032	$ 21,696,907	$ 22,347,814	$ 23,018,249	$ 101,805,002	
LCTOP	$ 2,075,056	$ 400,000	$ 400,000	$ 40,000	$ 2,915,056	
STA	$ 5,106,284	$ 5,100,000	$ 5,100,000	$ 5,100,000	$ 20,406,284	
SGR	$ 3,665,683	$ 425,000	$ 425,000	$ 425,000	$ 4,940,683	
CMAQ	$ 26,369,560	$ 27,142,452	$ 28,672,131	$ 24,867,689	$ 107,051,832	
Section 5307	$ 24,374,562	$ 24,000,000	$ 24,000,000	$ 24,000,000	$ 96,374,562	
Section 5339	$ 2,074,322	$ 2,080,000	$ 2,080,000	$ 2,080,000	$ 8,314,322	
Section 5310	$ 425,000	$ 425,000	$ 425,000	$ 425,000	$ 1,700,000	
Other	$ 588,137	$ 605,781	$ 623,955	$ 642,673	$ 2,460,546	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
Revenue Total	**$182,078,963**	**$153,133,152**	**$156,915,942**	**$155,080,125**	**$ 647,208,183**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 46,684,574	$ 59,172,452	$ 60,702,131	$ 56,897,689	$ 223,456,846	
Operating	$135,394,389	$ 93,960,700	$ 96,213,811	$ 98,182,436	$ 423,751,337	
Expenditures Total	**$182,078,963**	**$153,133,152**	**$156,915,942**	**$155,080,125**	**$ 647,208,183**	

Victor Valley Transit Authority

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Fares/Advertising	$ 1,677,787	$ 1,736,510	$ 1,797,287	$ 1,860,192	$ 7,071,776	
SB125 - TIRCP	$ 10,540,000	$ 6,414,353	$ 6,000,000	$ 6,000,000	$ 28,954,353	
LTF	$ 33,994,233	$ 35,184,031	$ 36,415,472	$ 37,690,014	$ 143,283,750	
Measure I	$ 1,738,000	$ 1,790,140	$ 1,843,844	$ 1,899,160	$ 7,271,144	
LCTOP	$ 878,263	$ 878,263	$ 878,263	$ 878,263	$ 3,513,052	
STA	$ 3,454,011	$ 255,000	$ 255,000	$ 255,000	$ 4,219,011	
SGR	$ 1,042,303	$ 1,042,303	$ 1,042,303	$ 1,042,303	$ 4,169,212	
CMAQ	$ 2,500,000	$ 4,115,983	$ 6,311,981	$ 6,308,869	$ 19,236,833	
Section 5307	$ 13,033,983	$ 13,033,983	$ 13,033,983	$ 13,033,983	$ 52,135,932	
Section 5339	$ 1,235,468	$ 1,235,468	$ 1,235,468	$ 1,235,468	$ 4,941,872	
Section 5311	$ 1,005,977	$ 1,005,977	$ 1,005,977	$ 1,005,977	$ 4,023,908	
LCFS Credits	$ 1,169,799				$ 1,169,799	
Section 5310	$ 312,155				$ 312,155	
RINS Credit	$ 1,815,391				$ 1,815,391	
AB2766	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 1,000,000	
Other (advertising/Interest)	$ 2,200,000	$ 2,200,000	$ 2,200,000	$ 2,200,000	$ 8,800,000	
					$ -	
Revenue Total	**$ 76,847,370**	**$ 69,142,011**	**$ 72,269,579**	**$ 73,659,229**	**$ 291,918,188**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 12,300,408	$ 15,306,000	$ 8,487,500	$ 14,518,418	$ 50,612,326	
Operating	$ 62,621,133	$ 53,836,011	$ 63,782,079	$ 59,140,811	$ 239,380,033	
Expenditures Total	**$ 74,921,541**	**$ 69,142,011**	**$ 72,269,579**	**$ 73,659,229**	**$ 289,992,359**	

Ventura County

Gold Coast Transit District
FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Calif. Local Transportation Fund	$ 21,000	$ 21,630	$ 22,279	$ 22,947	$ 87,856	
Federal Formula Funds	$ 6,500	$ 6,695	$ 6,896	$ 7,103	$ 27,194	
Federal Funds Low No	$ 3,615	$ -	$ -	$ -	$ 3,615	
Federal Funds, Other (CMAQ, JARC, 5310, 5339)	$ 9,235	$ 5,000	$ 5,000	$ 5,000	$ 24,235	
California State Transit Assistance	$ 275	$ 283	$ 292	$ 300	$ 1,150	
Low Carbon Transit Operations Program	$ 80	$ 82	$ 85	$ 87	$ 335	
Calif. LCFS & Federal RIN Credit Revenue	$ 600	$ 618	$ 637	$ 656	$ 2,510	
Other Revenue (Fares, Advertising Etc)	$ 4,000	$ 4,200	$ 4,410	$ 4,631	$ 17,241	
Calif. TIRCP SB125	$ 7,000	$ 8,000	$ -	$ -	$ 15,000	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
Revenue Total	**$ 52,305**	**$ 46,509**	**$ 39,598**	**$ 40,724**	**$ 179,136**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
COP Payments	$ 1,385	$ 1,385	$ 1,385	$ 1,385		
Capital	$ 9,767	$ 8,976	$ 7,653	$ 341	$ 26,737	
Operating	$ 41,500	$ 43,575	$ 45,754	$ 48,041	$ 178,870	
Expenditures Total	**$ 52,652**	**$ 53,936**	**$ 54,792**	**$ 49,767**	**$ 205,607**	

Simi Valley Transit
FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Passenger Fares	$ 321,000	$ 321,000	$ 321,000	$ 321,000	$ 1,284,000	
Advertising Revenue	$ 57,000	$ 57,000	$ 57,000	$ 57,000	$ 228,000	
Other Revenue	$ -	$ -	$ -	$ -	$ -	
Federal Formula Funds	$ 3,200,000	$ 3,200,000	$ 3,200,000	$ 3,200,000	$ 12,800,000	
TDA-LTF funds-operating	$ 6,000,000	$ 6,000,000	$ 6,000,000	$ 6,000,000	$ 24,000,000	
5339 Funds	$ 246,000	$ 246,000	$ 246,000	$ 246,000	$ 984,000	
CA State, STA	$ 73,559	$ 73,559	$ 73,559	$ 73,559	$ 294,236	
CA State, SGR	$ 14,415	$ 14,415	$ 14,415	$ 14,415	$ 57,660	
CA State, SB125 funds-Operating	$ 631,000	$ 631,000	$ 631,000	$ 631,000	$ 2,524,000	
CA State, LCTOP funds	$ 15,000	$ 10,000			$ 25,000	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
Revenue Total	**$ 10,557,974**	**$ 10,552,974**	**$ 10,542,974**	**$ 10,542,974**	**$ 42,196,896**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital	$ 333,974	$ 333,974	$ 333,974	$ 333,974	$ 1,335,896	
Operating	$ 10,224,000	$ 10,219,000	$ 10,209,000	$ 10,209,000	$ 40,861,000	
Expenditures Total	**$ 10,557,974**	**$ 10,552,974**	**$ 10,542,974**	**$ 10,542,974**	**$ 42,196,896**	

VCTC Intercity

FY 2026/2027 - 2029/2030

Revenues (in $000's)

Revenue by Fund	First 4 Years				Total Revenue (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
FTA	$ 2,948,129	$ 3,242,942	$ 3,567,236	$ 3,923,960	$ 13,682,267	
STA Fund Transfer	$ 9,009,572	$ 9,910,529	$ 10,901,582	$ 11,991,740	$ 41,813,423	
TIRCP - SB125	$ 14,056,790				$ 14,056,790	
Local Contribution	$ 1,127,697	$ 1,240,467	$ 1,364,513	$ 1,500,965	$ 5,233,642	
Local Fee - Farebox	$ 679,984	$ 747,982	$ 822,781	$ 905,059	$ 3,155,806	
VCTC Intercity Fund Balance	$ 1,964,800	$ 2,161,280	$ 2,377,408	$ 2,615,149	$ 9,118,637	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
					$ -	
Revenue Total	**$ 29,786,972**	**$ 17,303,200**	**$ 19,033,520**	**$ 20,936,872**	**$ 87,060,564**	

Expenditures (in $000's)

Expenditures by Fund	First 4 Years				Total Expenditures (1st 4 Yrs)	Comments
	FY 26/27	FY 27/28	FY 28/29	FY 29/30		
Capital (Prev. Maintenance)	$ 473,712	$ 521,083	$ 573,192	$ 630,511	$ 2,198,497	
Capital (Lease)	$ 286,516	$ 315,168	$ 346,684	$ 381,353	$ 1,329,721	
Depreciation	$ 1,964,800	$ 2,161,280	$ 2,377,408	$ 2,615,149	$ 9,118,637	
Operating & Planning	$ 13,005,154	$ 14,305,669	$ 15,736,236	$ 17,309,860	$ 60,356,920	
Bus Purchase	$ 14,056,790				$ 14,056,790	
Expenditures Total	**$ 29,786,972**	**$ 17,303,200**	**$ 19,033,520**	**$ 20,936,872**	**$ 87,060,565**	

Metrolink

Attachment K-2

FY28 Forecast - Operating Budget by Member Agency

	FY28 Budget Forecast by Member Agency					
($000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	33,098	15,230	5,512	7,467	2,163	63,470
Fare Reduction Subsidy	244	-	-	164	-	408
Other Train Subsidies	2,722	-	-	-	-	2,722
Subtotal-Pro Forma FareBox	**36,064**	**15,230**	**5,512**	**7,631**	**2,163**	**66,600**
Dispatching	1,204	757	20	144	269	2,394
Other Revenues	1,580	584	353	344	187	3,048
MOW Revenues	7,808	3,292	943	1,786	516	14,344
Total Operating Revenue	**46,656**	**19,864**	**6,827**	**9,905**	**3,134**	**86,386**
Operating Expenses						
Operations & Services						
Train Operators	31,982	13,121	6,381	6,070	2,305	59,858
Train Dispatch	3,932	1,181	519	652	367	6,651
Equipment Maintenance	18,426	7,171	3,991	4,306	1,871	35,766
Materials	8,611	3,351	1,865	2,012	874	16,714
Fuel	18,750	7,693	3,741	3,558	1,351	35,094
Non-Scheduled Rolling Stock Repairs	74	28	14	16	6	138
Operating Facilities Maintenance	3,046	1,151	570	667	243	5,678
Other Operating Train Services	615	242	149	136	87	1,229
Security - LA Sheriffs	8,153	3,082	1,526	1,786	651	15,198
Security - SB Sheriffs	-	-	-	3,627	-	3,627
Security - Guards	2,764	1,004	1,305	612	580	6,265
Supplemental Security	148	64	23	33	8	277
Public Safety Program	35	13	11	8	7	74
Passenger Relations	1,121	486	197	300	76	2,181
TVM Maintenance/Revenue Collection	2,908	1,429	1,085	838	395	6,654
Marketing	2,073	899	361	555	137	4,025
Media & External Communications	151	55	47	34	32	319
Utilities/Leases	1,487	540	466	329	312	3,135
Transfers to Other Operators	1,880	613	204	387	105	3,188
Amtrak Transfers	319	335	-	-	104	758
Station Maintenance	4,916	1,085	485	867	342	7,695
Rail Agreements	2,329	2,219	2,003	484	1,048	8,082
Subtotal Operations & Services	**113,722**	**45,761**	**24,946**	**27,278**	**10,900**	**222,606**
Maintenance-of-Way						
MoW - Line Segments	32,827	11,161	3,704	7,314	3,066	58,071
MoW Labor & Benefits	2,985	956	402	636	318	5,297
Overhead MoW Expenses	2,984	907	370	563	285	5,109
MoW - Extraordinary Maintenance	535	131	87	97	63	914
Subtotal Maintenance-of-Way	**39,330**	**13,155**	**4,563**	**8,610**	**3,732**	**69,390**
Administration & Services						
Ops Salaries & Fringe Benefits	10,227	3,714	3,208	2,264	2,145	21,557
Ops Non-Labor Expenses	6,642	2,690	1,530	1,333	718	12,913
Indirect Administrative Expenses	13,986	5,080	4,387	3,096	2,933	29,482
Ops Professional Services	1,138	413	357	252	239	2,398
Subtotal Admin & Services	**31,993**	**11,898**	**9,481**	**6,944**	**6,035**	**66,351**
Contingency	**26**	**9**	**8**	**6**	**5**	**55**
Total Operating Expenses	**185,071**	**70,822**	**38,998**	**42,837**	**20,673**	**358,402**
Insurance and Legal						
Liability/Property/Auto	11,121	4,204	2,082	2,437	888	20,731
Net Claims / SI	1,089	412	204	239	87	2,029
Claims Administration	1,305	493	244	286	104	2,432
Total Net Insurance and Legal	**13,515**	**5,109**	**2,530**	**2,961**	**1,079**	**25,193**
Total Expense	**198,586**	**75,931**	**41,528**	**45,798**	**21,752**	**383,595**
Loss	**(151,931)**	**(56,067)**	**(34,701)**	**(35,892)**	**(18,617)**	**(297,209)**
2028 Olympics Readiness	575	209	180	127	121	1,213
CFR 245-246	277	98	68	61	47	551
Outside 20'	3,188	-	-	-	-	3,188
Total Expense	**202,626**	**76,238**	**41,776**	**45,986**	**21,919**	**388,547**
Loss/Member Support Required	**(155,971)**	**(56,375)**	**(34,949)**	**(36,081)**	**(18,785)**	**(302,161)**

Numbers may not foot due to rounding.

ATTACHMENT D – REGIONAL FUNDING AND EXPENDITURE TABLES

TABLE 1: REVENUE

Southern California Association of Governments
2027 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
($'s in 1,000)

		O T #	4 YEAR (FTIP Period) FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
LOCAL	**Sales Tax**		$2,796,779	$656,032	$1,401,330	$2,770,032	$7,624,173
	City		$0	$0	$0	$0	$0
	County		$2,796,779	$656,032	$1,401,330	$2,770,032	$7,624,173
	Gas Tax		$0	$3,000	$6,000	$500	$9,500
	Gas Tax (Subventions to Cities)		$0	$3,000	$6,000	$500	$9,500
	Gas Tax (Subventions to Counties)		$0	$0	$0	$0	$0
	Other Local Funds		$633,933	$416,729	$203,732	$500,002	$1,834,456
	County General Funds		$76,946	$105,907	$2,480	$0	$185,333
	City General Funds		$468,297	$277,143	$92,622	$265,202	$1,063,357
	Street Taxes and Developer Fees		$88,690	$33,679	$108,630	$234,800	$565,801
	RSTP Exchange funds		$0	$0	$0	$0	$0
	Transit		$5,155	$4,173	$3,820	$3,820	$16,968
	Transit Fares		$5,155	$4,173	$3,820	$3,820	$16,968
							$11,635,186
	Local Total		$6,519,134	$4,096,231	$3,528,315	$7,152,617	$21,306,277
REGIONAL	**Tolls**		$0	$0	$0	$0	$0
	Bridge		$0	$0	$0	$0	$0
	Corridor		$0	$0	$0	$0	$0
	Regional Sales Tax		$0	$0	$0	$0	$0
							$0
	Regional Total		$0	$0	$0	$0	$0
STATE	**State Highway Operations and Protection Program (SHOPP)** [1]		$5,149,952	$859,085	$8,398	$0	$6,017,435
	SHOPP		$1,009,307	$859,085	$8,398	$0	$1,876,890
	SHOPP Prior		$4,122,549	$0	$0	$0	$4,122,549
	State Minor Program		$18,066	$0	$0	$0	$18,066
	State Transportation Improvement Program (STIP) [1]		$195,060	$176,361	$52,875	$52,046	$476,342
	STIP		$195,060	$176,361	$52,875	$52,046	$476,342
	STIP Prior		$0	$0	$0	$0	$0
	State Bond		$217,681	$4,591	$6,582	$635	$229,489
	Proposition 1A (High Speed Passenger Train Bond Program)		$198,335	$0	$0	$0	$198,335
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		$19,346	$4,591	$6,582	$635	$31,154
	Active Transportation Program (ATP) [1]		$391,913	$36,759	$17,094	$0	$445,766
	Highway Maintenance (HM) Program [1]		$0	$0	$0	$0	$0
	Highway Bridge Program (HBP) [1]		$153,103	$90,260	$173,761	$176,054	$591,178
	Road Repair and Accountability Act of 2017 (SB1)		$438,070	$214,110	$2,070	$191	$654,441
	Traffic Congestion Relief Program (TCRP)		$0	$0	$0	$0	$0
	State Transit Assistance (STA)(e.g. population/revenue based, Prop 42)		$29,012	$198	$134	$42	$29,386
	Local Transportation Climate Adaptation Program (LTCAP)		$0	$0	$0	$0	$0
							$2,751,131
	State Total		$6,848,658	$1,791,844	$293,830	$230,274	$11,295,798
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		$1,010,528	$400,246	$376,480	$360,984	$2,158,231
	5309 - Fixed Guideway Capital Investment Grants		$0	$0	$0	$0	$0
	5309b - New and Small Starts (Capital Investment Grants)		$328,018	$0	$0	$0	$328,018
	5309c - Bus and Bus Related Grants		$919	$0	$0	$0	$919
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		$31,119	$4,530	$3,237	$3,237	$42,123
	5311 - Formula Grants for Rural Areas		$2,984	$2,096	$1,030	$1,030	$7,140
	5311f - Intercity Bus		$304	$0	$0	$0	$304
	5337 - State of Good Repair Grants		$235,759	$207,654	$207,654	$207,654	$858,721
	5339 - Bus and Bus Facilities Formula Grants		$40,829	$9,208	$17,013	$31,262	$98,311
	FTA Transfer from Prior FTIP		$0	$0	$0	$0	$0
							$1,681,111
	Federal Transit Total		$2,184,391	$779,636	$605,413	$606,147	$5,152,457
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		$308,059	$346,413	$352,308	$358,340	$1,365,173
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)		$0	$0	$0	$0	$0
	Coordinated Border Infrastructure Program		$0	$0	$0	$0	$0
	Federal Lands Access Program		$0	$0	$0	$0	$0
	Federal Lands Transportation Program		$0	$0	$0	$0	$0
	GARVEE Bonds Debt Service Payments		$0	$0	$0	$0	$0
	Highway Infrastructure Program (HIP)		$0	$0	$0	$0	
	High Priority Projects (HPP) and Demo		$5,372	$0	$0	$0	$5,372
	Highway Safety Improvement Program (HSIP)		$31,330	$28,088	$0	$0	$59,418
	National Highway Freight Program (NHFP)		$0	$0	$0	$0	$0
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)		$0	$0	$0	$0	$0
	Railway-Highway Crossings Program		$53,620	$11,110	$0	$0	$64,730
	Recreational Trails Program		$1,309	$0	$0	$0	$1,309
	SAFETEA-LU Safe Routes to School (SRTS)		$0	$0	$0	$0	$0
	Surface Transportation Block Grant Program (STBGP/RSTP)		$320,822	$306,740	$325,130	$359,234	$1,411,966
	Tribal Transportation Program		$20,643	$900	$1,000	$0	$22,543
	Carbon Reduction Program (CRP)		$23,591	$1,205	$0	$0	$25,406
	Promoting Resilient Operations for Transformative (PROTECT)		$0	$0	$0	$0	$0
							$959,033
	Federal Highway Total		$1,214,481	$1,010,400	$738,094	$924,035	$3,874,898
FEDERAL RAIL							$100,500
	Federal Railroad Administration Total		$100,500	$0	$0	$0	$100,500
	Federal Total		$4,479,342	$1,787,836	$1,331,477	$1,530,182	$9,127,837
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)		$0	$0	$0	$0	$0
							$0
	Innovative Financing Total		$0	$0	$0	$0	$0
REVENUE TOTAL			$19,847,016	$7,636,301	$5,153,622	$9,016,073	$41,764,013

Financial Summary Notes:

[1] *State Programs that include both state and federal funds*

STBG includes $17,000 repayment in FY27 and $18,500 repayment in FY28 from SANDAG and $10,000 repayment in FY27 from SACOG

ATTACHMENT E – EXPEDITED PROJECT SELECTION PROCEDURES

Project Programming

Once the CTCs assign funds to projects, as required by state and federal statutes, projects are then incorporated into the FTIP in accordance with the estimated project delivery schedules. The first four years of the FTIP are required to be financially constrained, and programming beyond this period is for informational purposes only. Below are the steps which specify how projects are programmed in the FTIP:

i. The CTCs have established that projects programmed in the first four years are priority projects for the region and are programmed according to estimated project delivery schedules at the time of the TIP submittal. SCAG incorporates the county TIPs into the FTIP as submitted by the CTCs in accordance with the appropriate transportation conformity and RTP consistency requirements.

ii. SCAG performs all required conformity and consistency analysis and public hearings on the FTIP and adopts the FTIP.

iii. SCAG submits the FTIP to the Governor (authority delegated to Caltrans) for incorporation into the State's Federal Statewide TIP (FSTIP), and SCAG simultaneously submits the conformity findings to the FHWA, FTA, and EPA for approval of the final conformity determination.

Expedited Project Selection Procedures

The current Code of Federal Regulations, 23CFR450.330, states the following regarding Expedited Project Selection Procedures (EPSP):

"If the State or public transportation operator(s) wishes to proceed with a project in the second, third year, or fourth year of the FTIP, the specific project selection procedures stated in paragraphs (b) and (c) of this section must be used unless the MPO, the State and the public transportation operator(s) jointly develop expedited project selection procedures to provide for the advancement of projects from the second, third or fourth year of the FTIP."

In order to address the above regulation, the SCAG region (SCAG, county transportation commissions (CTCs), and transit operators) developed and agree to the following expedited project selection procedures (EPSP) which provide for the advancement or delay of projects for implementation purposes within the active period of the approved FTIP without the need for immediately processing FTIP amendments, unless the EPSP action results in the project crossing analysis for air quality conformity determinations. The impacts of the EPSP action must be included in future FTIP updates, amendments, or administrative modifications. Projects programmed within the first four years may be advanced or delayed to accommodate project schedules that have proceeded more rapidly or more slowly than estimated. This allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

i. SCAG receives request to use EPSP for project(s) in the FTIP.

ii. SCAG analyzes, discusses with CTC, and takes action on the request for the use of EPSP for project(s) in the FTIP.

In addition, SCAG and Caltrans agree that the Caltrans' State Highway Operation Protection Program (SHOPP) Manager may advance, or delay projects programmed in the adopted SHOPP project schedule upon notifying SCAG.

The Caltrans Division of Local Assistance has implemented a project selection process for the Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), Highway-Railway Crossings Program, the Highway Bridge Program (HBP), the Safe Routes to School (SRTS) Program, the Highway Infrastructure Program (HIP), the State Minor Program, and the High Risk Rural Roads (HRRR/HR3) Program to produce the four-year FTIP Program Schedule planning list. Other programs may be added to the list of programs mentioned above. Projects funded through the programs listed may be advanced or delayed within the four-year element of the FTIP by the authorized Program Managers without amending the FTIP, upon notification to SCAG.

Projects programmed in the first four years of the 2027 FTIP have been selected using the project selection procedures.

ATTACHMENT F - AMENDMENT APPROVAL PROCEDURES

Amendment and Administrative Modification Approval Procedures – SCAG Executive Director Authority

By its approval of this FTIP and the accompanying resolution, the Regional Council grants authority to SCAG's Executive Director to approve FTIP amendments, and associated conformity determinations, and to transmit to the state and federal agencies amendments to the most currently approved FTIP. These amendments must meet the following criteria:

i. Changes do not affect the regional emissions analysis.

ii. Changes do not affect the timely implementation of the Transportation Control Measures.

iii. Changes do not adversely impact financial constraint.

iv. Changes are consistent with the adopted Regional Transportation Plan as amended.

v. Amendments triggered by an RTP/SCS amendment must be approved by the Regional Council.

Additionally, the SCAG Regional Council adopted a resolution regarding Administrative Modification approval procedures. It is consistent with the FHWA and FTA letter dated December 20, 2019, and pursuant to its approval of this FTIP, the SCAG Regional Council will accept delegation from Caltrans and will delegate authority to SCAG's Executive Director to approve FTIP Administrative Modifications for submittal into the FSTIP consistent with approved FSTIP/FTIP Administrative Modification and Amendment Procedures as may be amended and subject to approval by Caltrans. The following procedures apply to this delegation of authority:

i. SCAG will submit Amendments and Administrative Modifications through CTIPS.

ii. SCAG will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for.

iii. Caltrans will conduct periodic reviews of SCAG's administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of SCAG's delegation.

Section IX: Congestion Management Process

2027 FTIP and Federal Congestion Management Process

Federal legislation and regulations for Metropolitan Transportation Planning and Programming require a Congestion Management Process (CMP) in Transportation Management Areas (TMAs) to ***"provide for safe and effective integrated management and operation of the multimodal transportation system…through the use of travel demand reduction and operational management strategies."*** 23 CFR 450.322(a). The Federal Highway Administration (FHWA) defines the CMP as a ***"systematic approach that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan–wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of operational management strategies."*** In accordance with Federal law [23 U.S.C. S134 and 49 U.S.C. S5303–5305], SCAG has made the CMP an integral part of the regional transportation planning process, including Connect SoCal 2024 (RTP/SCS) and the FTIP.

FEDERAL PERFORMANCE MANAGEMENT PROCESS AND CONNECT SOCAL

The FHWA CMP Guidebook outlines eight actions considered to be the core of the CMP. SCAG, as the Metropolitan Planning Organization (MPO), implements, monitors and evaluates these actions as part of its RTP/SCS process. These eight actions and how SCAG implements them are described below:

1. **Develop Regional Objectives for Congestion Management** – CMP objectives should be developed in coordination with the MPO's long-range plan and should guide the decisions made throughout the CMP and the broader MPO planning process.
    - SCAG's Implementation: As part of each RTP/SCS development process, SCAG performs a comprehensive objectives development process with hundreds of stakeholders across the region to identify regional objectives for a host of transportation planning areas, including congestion management. RTP/SCS goals are adopted every four years and consistently address mobility, accessibility, and reliability.
2. **Define CMP Network** – This step defines the geographic area to be covered by the CMP, as well as the CMP network and its transportation facilities that will be analyzed.
    - SCAG's Implementation: As part of each RTP/SCS development process, SCAG meets the CMP requirements by defining the six–county geographic area to be covered by the RTP/SCS, and all transportation facilities that will be analyzed, including freeway, highway, arterial, transit, bicycle, pedestrian, and freight facilities.
3. **Develop Multimodal Performance Measures** – The performance measures an MPO selects for use in the CMP should address the congestion management objectives identified above, addressing a wide variety of congestion-related issues.
    - SCAG's Implementation: As part of each RTP/SCS development process, SCAG meets the requirements by developing multimodal performance measures addressing a wide variety of

congestion-related issues, including but not limited to mobility, accessibility, location efficiency, air quality, and public health. Regarding congestion, SCAG evaluates person delay, truck delay and travel time.

4. **Collect Data/Monitor System Performance** – This step involves collecting and monitoring data to assess the CMP network's performance.

    - SCAG's Implementation: As part of each RTP/SCS development process, SCAG meets the CMP requirements by updating and calibrating the regional travel demand model and activity-based model process utilizing existing conditions, allowing SCAG to provide an accurate representation of the performance of the existing highway and arterial system. Data sources include the Caltrans freeway Performance Monitoring System (PeMS), Caltrans Highway Performance Monitoring System (HPMS), Mobility Performance Report (MPR), and private sector data sources. In addition, SCAG collects a host of data on the performance of other modes of transportation, including transit/rail and goods movement.

5. **Analyze Congestion Problems and Needs** – This step identifies the congestion problems that are present in the region, and those that are anticipated based on the data collected for the RTP/SCS. This step also identifies sources of "unacceptable" congestion.

    - SCAG's Implementation: As part of each RTP/SCS development process, SCAG meets the CMP requirements by performing an assessment of congestion levels in the base year (2019 for the 2024 RTP/SCS) as existing conditions and also for the horizon year of 2050. SCAG then performs model runs to tests the transportation improvements and their ability to address the identified congestion issues.

6. **Identify and Assess Strategies** – This step involves developing strategies that are appropriate to mitigate the congestion identified in Steps 4 and 5. A wide variety of strategies should be considered, including transportation demand management, operational improvements, and multimodal facilities and services.

    - SCAG's Implementation: As part of each RTP/SCS development process, SCAG meets the CMP requirements by considering a comprehensive range of strategies, including transportation systems management, transportation demand management, and investments in multimodal capital and operational improvements.

7. **Program and Implement Strategies** – This step involves programming and implementing fiscally constrained projects through the RTP/SCS and FTIP processes, to mitigate the identified congestion. CMP performance measures should be used as a tool for project prioritization.

    - SCAG's Implementation: As part of each FTIP update and amendment development process, SCAG meets the CMP requirements by implementing projects and strategies identified in the FTIP and RTP/SCS in collaboration with the county transportation commissions (CTCs).

8. **Evaluate Strategy Effectiveness** – This step involves the evaluation of how well the CMP strategies are working, whether further improvements are needed, and whether the strategies should be implemented elsewhere in the region.

    - SCAG's Implementation: SCAG meets the CMP requirements by evaluating how its implemented strategies mitigate and reduce the identified congestion over time at the system level, using performance measures and monitoring.

SCAG CMP'S RELATION TO OTHER DOCUMENTS

Through Connect SoCal, SCAG identifies strategies to reduce and mitigate congestion, which are incorporated into the FTIP. These FTIP projects are programmed through the CTCs, as all of these projects are incorporated in the CTCs long-range plans.

The SCAG CMP is also an important part of the South Coast Air Quality Management District's (AQMD) Air Quality Management Plan (AQMP). The FTIP and RTP/SCS contain congestion-mitigating projects that are transportation control measures (TCMs), which are incorporated into the AQMP to reduce air pollution emissions or concentrations from transportation sources by modifying vehicle use, changing traffic flow, or mitigating traffic congestion conditions. These measures contribute toward attaining the National Ambient Air Quality Standards (NAAQS). Federal funds may not be programmed in the ozone non-attainment areas of Transportation Management Areas (TMAs) for any project resulting in significant increases in single-occupancy vehicle (SOV) capacity unless that project is addressed through the CMP. SCAG's FTIP process flags these SOV capacity-enhancing projects upon submittal by the CTCs and has a process to ensure that these projects meet the CMP requirements.

Riverside and San Bernardino counties are designated as ozone non-attainment areas. In addition, the entire South Coast Air Basin (SCAB), which comprises urbanized portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County, is designated as an ozone and PM2.5 non-attainment area and carbon monoxide and PM10 maintenance area.

CMP AND NEW PERFORMANCE MEASURES

As discussed in detail in SECTION X, federal requirements have been established to support performance-based transportation planning. In particular, the performance measures for safety, travel time reliability, and delay (categorized as Performance Management Rule, or PM, 1 and 3) are relevant to the CMP. SCAG's efforts to implement these performance-based requirements are incorporated into the overall CMP activities as part of the development of the RTP/SCS and are documented in the Plan's Congestion Management Technical Report.

ROLES AND RESPONSIBILITIES OF PARTNER AGENCIES

Five of the six counties in the SCAG region (all but Imperial County) have adopted programs that fall under the state congestion management requirements, and they are responsible for monitoring their respective networks and producing a report every two years. SCAG, in turn, has a state-mandated role in reviewing the county programs for inter-county compatibility and consistency, as well as for consistency with the adopted RTP/SCS. In the SCAG region, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties are contained within the TMA. The CTCs also work with SCAG to program their projects incorporated in their long-range plans into the FTIP and RTP/SCS. Many of these projects are TCMs that are incorporated into the AQMP, and the SCAQMD and SCAG work together to ensure the region improves its air quality. Finally, FHWA monitors and reviews SCAG's processes to make sure it meets CMP requirements.

For more information on SCAG's CMP, please see the 2024 RTP/SCS Congestion Management Technical Report.

SOV Capacity-Increasing Projects

In the SCAG region, federal regulations stipulate that no federal funds may be programmed for any project that significantly increases Single Occupancy Vehicle (SOV) capacity unless the project is addressed as part

of the federal congestion management process. According to 23 CFR§450.322(e), *"…Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for single occupant vehicles (SOVs) (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section"* in designated non-attainment TMA areas.

The FTIP, as the programming document for all federal transportation funds, must be consistent with the regulations. SCAG requires project sponsors who submit significant SOV capacity-increasing projects into the FTIP to provide documentation demonstrating that they have analyzed non-capacity-increasing alternatives as part of the project development process. Specifically, project sponsors should demonstrate that Transportation Demand Management (TDM) or other operational management strategies were considered and incorporated into the project.

SCAG previously used a $50 million cost threshold to identify projects which increase SOV capacity in the region, but working closely with FHWA, SCAG has replaced this methodology with a criterion of identifying roadway facilities that are at least one mile in length. The process described below was used by SCAG to ensure compliance of the 2027 FTIP with the federal CMP:

1. Identify all SOV capacity-increasing projects, in a TMA designated as a non-attainment area for ozone or carbon monoxide, that are fully or partially funded by federal sources in first four years of the FTIP.
2. Identify and determine projects that are 1) safety and/or operational improvements and 2) bottleneck relief projects, as these are exempted from the CMP process.
3. Identify SOV capacity-increasing projects that are at least one mile in length, as this is the primary criterion that determines the need for CMP review.
4. Collect from the SOV capacity-increasing project sponsors documentation with the project submittal that demonstrates that TDM or other operational management strategies were considered for the project in question during the alternatives analysis process. Acceptable documentation includes:
    - Alternatives Analysis studies and/or other relevant project planning studies with specific reference to the TDM or other operational management strategies considered.
    - Environmental Impact Statement/Environmental Impact Report (EIS/EIR).
    - Statement of overriding consideration explaining why consideration of TDM or other operational management strategies were not relevant, infeasible or impractical (e.g., arterial widening in a rural area).
5. Create list of all SOV capacity-increasing projects subject to the CMP. The list will include a description of the project along with its submitted documentation with a link.

PROJECT SUBMITTALS

All FTIP project submittals for significant SOV capacity-increasing projects that are at least one mile in length and above must include documentation that demonstrates TSM/TDM or other operational management strategies were considered and/or incorporated into the project (only projects with right-of-way or construction funds programmed in the quadrennial years of the FTIP are subject to this requirement).

Submittal of such projects for inclusion in the FTIP require documentation indicating that the project was planned and will be constructed in accordance with the congestion management process as defined in 23 CFR Part 450.320(d) and (e). The FTIP database includes fields for project sponsors to identify which travel demand reduction and/or operational management strategies are included as part of the project ("CMP Measures"). Project sponsors must also identify the relevant planning and/or environmental documents that indicate which demand reduction or operational management strategies were evaluated/incorporated in the alternatives analysis of the project, and include a copy of, or link to the document.

2027 FTIP Projects Subject to CMP Requirements

SCAG identified four projects that meet the SOV capacity-increasing criteria subject to the CMP. These projects, located in Los Angeles and Orange counties, are listed below.

Congestion Management Process (CMP) Project Listing Report for 2027 FTIP										
County	System	Project ID	Agency	Air Basin	Project Length	Project Description	Completion Date	Travel Demand Management Strategies	Other Measures Description	Environmental Document Source
LA	S	LA0G1119	LOS ANGELES COUNTY MTA	SCAB		Westbound SR-91 Improvements consist of adding an additional general-purpose lane and on/off ramp improvements.	7/1/2027	Traffic Signal Coordination/ITS elements/Ramp Meters		https://ceqanet.opr.ca.gov/Project/2018071043
ORA	S	ORA130302	VARIOUS	SCAB		I-5 Improvement, I-405 to Yale Avenue (Segment 1) - Add one mixed flow lane northbound from truck bypass on-ramp to Yale; add one mixed flow lane southbound from Yale to truck bypass. Toll credits: $622 in FY22/23 for NHPP. Toll credits used.	12/31/2030	Continuous access HOV ingress/egress configuration		https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/i-5-improvement-project-i-405-to-sr-55
ORA	S	ORA120535	VARIOUS	SCAB		SR-74 Ortega Highway Gap Closure & Multimodal Improvements - In San Juan Capistrano from Calle Entradero to Reata Road. Widen from 2 lanes to 4 lanes. Gap closure and multimodal improvements. 1.1-mile-long Class II bicycle lanes.	12/31/2033	New Bicycle Facility		https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-74-lower-ortega-highway-widening
ORA	S	ORA131303	VARIOUS	SCAB		SR-57 Orangewood to Katella-Add 1 MF lane northbound between Orangewood and Katella (Utilize toll match for RSTP)	12/30/2036	Ramp Meters		https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-57-northbound-improvement-project

Section X: Federal Performance Measures

Regional Performance Monitoring

SCAG develops quantitative metrics to assess performance of Connect SoCal relative to the regional goals and objectives established in the plan. SCAG also monitors regional multimodal transportation system performance in compliance with federal reporting requirements. The 2012 federal transportation authorization legislation 'Moving Ahead for Progress in the 21st Century' (MAP-21), established a national performance management and reporting program to ensure the most efficient investment of federal transportation funds and to promote alignment of transportation system investments with national priorities. The federal transportation performance management program was carried forward by subsequent authorization packages including the 'Fixing America's Surface Transportation' (FAST) Act in 2015, and most recently through the 'Infrastructure Investment and Jobs Act' (IIJA) in 2021.

SCAG reports these federal measures and associated performance targets in updates of both Connect SoCal and the FTIP. In incorporating these federal performance monitoring requirements into the FTIP, SCAG is required to show that, 1) the FTIP "makes progress towards achieving [the region's] performance targets", and 2) the FTIP "includes, to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets."

The projects contained within the 2027 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support achievement of the federal transportation performance management program targets for the SCAG region. Performance improvements in support of target achievement will be accomplished through the implementation of investment priorities identified through the programming of transportation projects in the 2027 FTIP and subsequent FTIP Amendments and Administrative Modifications.

The Federal Transportation Performance Management Program

Over the past decade, a performance-based approach to regional transportation planning has become a federally mandated process. A defining feature of the federal performance management program is the establishment of a standardized national performance-based transportation planning and reporting structure, consisting of performance measures and targets, with the objective of ensuring that federally funded transportation system investments are directed toward the achievement of national transportation goals.

Seven specific national transportation performance goals have been defined to be addressed through the federal performance-based planning process: 1) Transportation Safety; 2) Infrastructure Condition; 3) Congestion Reduction; 4) System Reliability; 5) Freight Movement and Economic Vitality; 6) Environmental Sustainability; and 7) Reduced Project Delivery Delay.

To provide a quantitative basis for evaluating progress toward achieving national transportation goals, FHWA developed a set of corresponding performance metrics. These federal performance measures are intended to provide a standardized quantitative framework for evaluating statewide progress toward meeting each of the defined national goals.

Guidelines in support of the Federal Transportation Performance Management program were finalized by FHWA through several rulemakings. Performance Management Rule 1 (PM 1), released in April 2016, provided performance metrics in support of Transportation System Safety. Performance Management Rule 2 (PM 2) established performance measures for National Highway System (NHS) pavement and bridge condition; and Performance Management Rule 3 (PM 3), identified performance measures to assess NHS System Performance, Freight Movement, and the CMAQ program. FHWA released the PM 2 and PM 3 rulemakings in May 2017 which included guidelines for the setting of statewide and regional performance targets for each of the federally defined measures and for reporting on progress being made toward achievement of targets.

In consultation with the state's MPOs, Caltrans is required to establish statewide targets for the designated federal performance measures included within each of the federal transportation performance management categories. The MPOs, including SCAG, are then provided the option to either agree to support the statewide targets at the regional level, establish a separate set of quantitative targets specific to the region, or employ a combination of both. Regardless of the option chosen, MPOs are provided 180 days from the date of Caltrans' adoption of the statewide targets to establish regional performance targets.

The federal performance reporting cycle for transportation safety (PM 1) is conducted on an annual basis, and the statewide and regional transportation safety targets are updated accordingly, as described in more detail below. The federal performance management program for the PM 2 and PM 3 measures is organized in four-year reporting cycles, with the most recently completed federal performance period beginning in 2022 and continuing through 2025. At the start of each four-year performance period, the updated two-year and four-year statewide PM 2 and PM 3 targets are developed by Caltrans, in coordination with the major California MPOs, including SCAG. SCAG reviews updates to the statewide targets for their applicability in the SCAG region and develops regional targets that are supportive of the statewide targets.

Federal Performance Reporting

The federal performance monitoring cycle for most of the transportation measures is based on four-year reporting periods. The most recently completed federal reporting period began on January 1, 2022 and ended on December 31, 2025. The current reporting period began in 2026 and will continue through 2029. Two years into each four-year performance reporting period, Caltrans, as the State DOT, is required to submit to FHWA a Mid-Performance Period Progress Report detailing progress that has been made toward achieving statewide targets. At that point, statewide and regional targets may be adjusted to account for new data or changes in state or regional conditions that may impact the performance trajectory for any of the federal performance measures.

At the conclusion of each four-year performance reporting period, Caltrans must submit to FHWA a Full Performance Period Progress Report. This report documents the investment strategies, current conditions, and quantitative progress made toward achieving each of the federal performance targets established for the state. Based on the progress reports, FHWA will evaluate and determine whether the State has demonstrated 'significant' progress toward achievement of its performance targets.

Safety Performance Measures (PM1)

PM 1 TARGETS

FHWA issued Performance Management Rule 1 (PM 1) in April 2016 to establish Transportation Safety performance measures for State Departments of Transportation (DOTs), including Caltrans, to carry out the Highway Safety Improvement Program (HSIP). The Final Rule required State DOTs to work with MPOs to assess the number and rate of collision-related fatalities and injuries on all public roads, regardless of ownership or functional classification.

Specifically, the PM 1 Final Rule established the following five Transportation Safety performance measures using five-year rolling averages for:

- Number of Motor Vehicle Collision Fatalities.
- Rate of Motor Vehicle Collision Fatalities per 100 million Vehicle Miles Traveled (VMT).
- Total Number of Motor Vehicle Collision Serious Injuries.
- Rate of Motor Vehicle Collision Serious Injuries per 100 million VMT.
- Total Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries.

Unlike the PM 2 and PM 3 federal performance measures, which are updated every four years, the PM 1 (transportation safety) targets are required to be updated annually. In February 2026, SCAG's Regional Council adopted the Transportation Safety (PM 1) targets for Calendar Year 2026, which are consistent with, and supportive of, the statewide targets established by Caltrans. SCAG established its regional targets using a combination of safety trend analysis and future performance forecasting through use of the SCAG safety model. While specific to SCAG region, the process used to develop the regional targets is consistent with the Caltrans methodology for establishing the statewide targets, allowing SCAG to monitor regional transportation safety performance relative to the statewide targets.

The following steps are used in setting SCAG's annual regional safety performance targets:

1. Assessment of existing regional safety trends to determine baseline conditions.
2. Identification of any external factors that may impact future safety performance (demographic or socioeconomic changes).
3. Employment of the SCAG Transportation Safety Model to generate targets based on forecasted fatality and serious injury trends, while accounting for the impact of existing and planned regional safety plans, strategies, and investments.

Table 1 features the Calendar Year 2026 transportation safety targets for the SCAG region.

Table 1 SCAG Regional Transportation Safety (PM1) Targets (2026)

Performance Measure	Data Source	Target	Statewide Share*
Number of Fatalities	FARS	1,811.6	46.1%
Rate of Fatalities per 100 million VMT	FARS & HPMS	1.11	7.5% below statewide rate
Number of Serious Injuries	SWITRS	7,302.8	45.6%
Rate of Serious Injuries per 100 million VMT	SWITRS & HPMS	4.48	14.0% below statewide rate
Number of Non-Motorized Fatalities & Serious injuries	FARS & SWITRS	2,478.2	56.3%

** The SCAG region's share of statewide VMT in 2024 was 46.0%*
FARS: Fatality Analysis Reporting System
HPMS: Highway Performance Monitoring System
SWITRS: Statewide Integrated Traffic Records System

Many of the projects programmed in the FTIP serve to improve transportation safety to some extent. For some projects, safety is the primary objective, and for others, safety may be a single component of a more expansive scope. SCAG will continue to prioritize funding through the RTP/SCS and FTIP for projects that serve to improve regional multimodal transportation system safety performance. SCAG is actively pursuing opportunities to structure a more proactive approach toward regional transportation safety planning and programming through the development and enhancement of available safety assessment, communications, reporting, and predictive modeling tools.

While the annually updated regional transportation safety targets are based on observed data, trends analysis, and modeled performance assumptions, SCAG continues to support the broader transportation system safety aspiration encompassed by the Zero Deaths vision, which acknowledges that even one traffic-related fatality is unacceptable.

Making progress toward the Zero Deaths vision requires the implementation of a Safe System approach, which is based on the principle that humans make mistakes and have limited ability to tolerate crash impacts. The Safe System approach is based on the anticipation of human error and may be implemented through roadway design features and traffic management strategies to minimize opportunities for human error and to ameliorate the severity of collisions that do occur.

To motivate reductions in safety incidents and improvements in regional safety outcomes, SCAG has developed a regional High Injury Network (HIN) to help local jurisdictions focus improvements where they are most needed. In addition, SCAG offers local jurisdictions opportunities to secure safety planning grants and convenes a quarterly Safe and Active Streets Working Group meeting and periodic peer exchanges to facilitate information sharing among regional partners.

Additionally, SCAG has implemented a community outreach and advertising campaign, *Go Human*, which is focused on safety educational and awareness outreach activities, particularly focused on vulnerable road users, including bicyclists and pedestrians. Connect SoCal 2024 provides a framework to assist agencies in the development of local safety plans and strategies.

TRANSPORTATION SAFETY (PM 1) INVESTMENTS

The Calendar Year 2026 transportation safety targets for the SCAG region were adopted by the Regional Council on February 5, 2026. SCAG is required to review projects included in the FTIP to assess whether they are anticipated to result in improved transportation safety conditions and therefore fewer traffic-related serious injuries and fatalities. Examples of relevant safety projects include:

- Projects that correct, improve, or eliminate a hazardous location or feature.
- Safer non-Federal-aid system roads.
- Shoulder improvements.
- Increasing sight distance.
- Highway Safety Improvement Program (HSIP) implementation.
- Traffic control devices and operating assistance other than signalization projects.
- Railroad/highway crossing warning devices.
- Guardrails, median barriers, crash cushions.
- Pavement resurfacing and/or rehabilitation.
- Pavement marking.
- Emergency relief.
- Fencing.
- Skid treatments.
- Safety roadside rest areas.
- Adding medians.
- Truck climbing lanes outside the urbanized area.
- Lighting improvements.
- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
- Emergency truck pullovers.

Based on a review of the projects included in the 2027 FTIP, there are a total of 659 projects that are anticipated to result in transportation safety benefits. These safety-related project investments programmed in the 2027 FTIP total more than $7.5 billion, as shown in Table 2. Additional investments may apply to projects for which safety is a single component of a more expansive scope.

Table 2 2027 FTIP Highway Safety Investments ($1,000's)

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Primarily Safety Projects	132	7.2%	$5,047,978	10.4%	$1,420,469	28.1%
Non-Safety Projects	1704	92.8%	$43,414,333	89.6%	$38,575,700	88.9%
Total FTIP Investments	**1836**	**100.0%**	**$48,462,311**	**100.0%**	**$39,996,169**	**82.5%**

SAFETY PROJECT FUNDING

Among other funding sources, three statewide programs are dedicated to transportation safety and are employed by the SCAG region. They are:

1. Active Transportation Program (ATP).
2. Highway Safety Improvement Program (HSIP).
3. State Highway Operations & Protection Program (SHOPP) Collision Reduction.

ATP

The ATP provides funding for bicycle and pedestrian projects. Since people are more vulnerable to safety risk while walking or biking as compared to traveling in a motor vehicle, any project that promotes the safe use of bicycling or pedestrian modes is likely to generate safety benefits. The ATP further emphasizes safety by allotting points for project applications that specifically seek to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses transportation safety. The program's stated purpose is to "achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land." Successful project applications specifically seek to reduce collision related fatalities and injuries. The program is designed to focus local investments on locations and corridors that demonstrate the greatest need for safety improvement to implement lower cost countermeasures.

SHOPP Collision Reduction

SHOPP is the State Highway System's "fix-it-first" program that funds roadway repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). SHOPP funding is limited to capital improvement projects that do not add new roadway capacity (no new highway lanes) to the SHS, though some new auxiliary lanes may be eligible for SHOPP funding.

The Collision Reduction program is one of eight categories that make up the SHOPP, and its objective is to reduce the number or severity of collisions. The SHOPP Collision Reduction category consists of four sub-programs:

- *201.010 - Safety Improvements*: Reactive approach based on analysis of collision history.
- *201.015 - Collision Severity Reduction*: Proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics.
- *201.112 - Bridge Rail Replacement and Upgrade*.
- *201.235 - Roadside Safety Improvements*.

201.010 – Safety Improvements

The SHOPP Collision Reduction Safety Improvements sub-program is designed to reduce the number or severity of collisions on the SHS. Projects with a safety index above 200 qualify as a safety improvement project. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a targeted safety improvement, such as unsafe traffic (school zone signals included), wet pavement corrections, curve corrections, shoulder widening, left-turn channelization, etc. All proposed

projects will be verified by the Caltrans Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as a safety improvement project.

This program also provides funding for safety improvements at sites identified in regional monitoring programs for the reduction of motor vehicle collisions, such as locations at high risk for wrong-way, multilane, cross-median, cross-centerline, and run-off-the-road collisions. The program also provides funding for non-motorized safety improvements, such as pedestrian and bicycle facilities.

The Safety Improvements program does not provide funding for relocating existing highways or projects that would add new through lanes or upgrade existing highways to a higher classification, such as conventional to expressway, regardless of the safety benefits. This program also does not include projects where the prime purpose is reducing congestion.

Highway improvement projects along an existing alignment to improve standards of width, grade, alignment, or other geometric improvements, are considered new highway construction and are included in the Caltrans STIP programs.

201.015 - Collision Severity Reduction

This sub-program is focused on upgrading existing highway safety features within the roadbed's clear recovery area to reduce the number and severity of collisions. Eligible projects may include new guardrail end treatments and crash cushions, rumble strips, glare screen, rock fall mitigation, overcrossing pedestrian fencing, crosswalk safety enhancements, and improvements that prevent roadway departure.

The Collision Severity Reduction program is designed to be proactive in enhancing safety on the State Highway System. As such, this program is not subject to a safety index analysis but will define projected collision severity reduction performance quantitatively. Projects will be prioritized based on the projected collision severity reduction benefits provided.

201.112 - Bridge Rail Replacement and Upgrade

This sub-program is focused on bringing all non-crashworthy bridge rails up to current Federal standards. The program will identify the number and locations of non-crashworthy rails and develop an implementation plan to bring these rails to the current standards. Bridge rail upgrades will not be covered by this program when they are part of any bridge rehabilitation or replacement initiated by any other action or need. Those upgrades are to be covered by the initiating program.

201.235 - Roadside Safety Improvements

This sub-program is focused on reducing roadside worker fatalities to zero and reducing employee injury rates by minimizing the frequency and duration of highway workers' exposure to traffic. Roadside Safety Improvements are an effective means to improve worker safety and reduce fatality and injury rates as determined by site specific factors. Improving highway worker safety also improves safety for travelers on the SHS by reducing collision hazards.

Roadside safety is required to be addressed, and roadside safety improvements are to be included on all SHS roadway improvement projects. Roadside Safety Improvement Projects should be programmed to address deficiencies at locations where no roadway projects are planned. This program element is not to be used for Roadside Safety Improvements included as part of a roadway improvement project.

2026 SHOPP Collision Reduction Numbers (Statewide)

A total of 593 projects are included in the 2026 SHOPP. The 2026 SHOPP is valued at $17.86 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. The SHOPP Collision Reduction Program currently has 103 programmed safety projects totaling $1.6 billion. The SHOPP reserves $435 million for the 201.010 Safety Improvement program. The reserved amount will address future safety improvements as they are identified.

SCAG anticipates that, with its regional High Injury Network (HIN), and an array of new analytical and modeling tools to support data-centered safety investment decision-making, the region will continue to make progress toward achieving its annual safety targets.

Pavement and Bridge Condition (PM 2)

PM 2 TARGETS

Federal rulemakings in support of both the PM 2 (NHS pavement/bridge condition) and PM 3 (NHS performance/freight/CMAQ) sets of performance measures were finalized in May 2017. Caltrans, in coordination with the state's MPOs (including SCAG), establish statewide two-year and four-year targets at the start of each four-year federal performance assessment period for the PM 2 and PM 3 performance metrics. The current four-year federal performance reporting period began in 2026 and will continue through 2029.

As with the PM 1 performance measures, SCAG is provided the option to either adopt the statewide targets for the region, or to submit a set of regionally specific targets for any of the metrics included within these two PM groups. Since SCAG coordinates closely with Caltrans and the other major MPOs in the state in the development of the statewide targets for both the PM 2 and PM 3 measures, SCAG develops regional PM 2 and PM 3 performance targets that are supportive of the statewide targets.

Assessment of National Highways System (NHS) pavement condition features three categories: 'Good', 'Fair', and 'Poor'. These categories are assigned based on a combined assessment of four condition elements of a highway pavement segment:

- **Roughness:** Indicator of discomfort experienced by road users traveling over pavement and is measured using the International Roughness Index (IRI).
- **Rutting:** Measurement of the depth of ruts along the wheel path on a roadway segment. Rutting is commonly caused by a combination of heavy traffic and heavy vehicles.
- **Cracking:** Percentage of the pavement surface area that is cracked. Cracks may be caused or accelerated by excessive loading, poor drainage, or extreme temperature changes.
- **Faulting:** Quantification of uneven pavement surface due to defective base support.

NHS pavement condition is assessed for each 0.1-mile section of pavement. A segment is rated as being in good condition if all four of the metrics described above are rated as good. A pavement segment is designated as being in poor condition when two or more of the criteria are rated as poor. All pavements not meeting one of those two criteria are classified as being in fair condition. Lane miles in good, fair, and poor condition are then tabulated for all sections to determine the overall percentage of NHS pavement within each of those three categories. Table 3 features the regional performance PM 2 targets for the current four-year federal reporting period.

Table 3 NHS Pavement and Bridge Condition (PM 2) Targets

Performance Measure	4-Year Target
Percentage of Interstate System pavement in 'Good' condition	49.2%
Percentage of non-interstate NHS pavement in 'Good condition	9.3%
Percentage of Interstate System pavement in 'Poor' condition	1.7%
Percentage of non-interstate NHS pavement in 'Poor' condition	18.3%
Percentage of NHS bridges in 'Good' condition	34.6%
Percentage of NHS bridges in 'Poor' condition	12.0%

For NHS bridges, condition determination is based on the combined ratings for deck, superstructure, and substructure condition. Bridge deck condition refers to the quality of its surface pavement and is used to assess the driving experience over the bridge span. NHS bridge condition is classified using the three categories of good, fair, and poor. An NHS bridge is classified as being in good condition if its lowest score for any of the three performance elements is seven or higher. A bridge is classified in poor condition if it receives a rating of four or lower for any of the three elements. All NHS bridges not meeting one of those two criteria are classified as being in fair condition.

PAVEMENT & BRIDGE CONDITION (PM 2) REPORTING

The PM 2 performance measures focus on pavement and bridge condition on the National Highway System (NHS). In California, the NHS is owned and operated by Caltrans in conjunction with local jurisdictions. The NHS includes the Interstate System plus other major roadways, such as principal arterials, that have been designated to be of particular importance to the nation's economy, defense, and mobility. NHS pavement condition is especially critical in the SCAG region, since approximately 20 percent of the state's non-interstate pavement is located within our region.

Table 4 shows baseline 2023 non-interstate NHS pavement condition status by county in the SCAG region. The SCAG region includes more than 12,000 non-interstate NHS lane miles. Of that total, 2.7 percent was classified as being in 'Good' condition; 81.2 percent in 'Fair' condition; and 16.1 percent in 'Poor' condition in 2023.

Table 4 NHS Non-Interstate Pavement Condition by County (2023)

County	Total Lane Miles	Pavement Lane Miles Condition					
		Good		Fair		Poor	
Imperial	507	37	7.3%	343	67.7%	127	25.0%
Los Angeles	6,654	93	1.4%	5,184	77.9%	1,377	20.7%
Orange	2,411	90	3.7%	2,150	89.2%	171	7.1%
Riverside	708	43	3.9%	560	82.2%	58	13.9%
San Bernardino	1,214	60	3.7%	871	84.0%	116	12.3%
Ventura	597	34	4.8%	437	90.6%	44	4.6%
SCAG Region	**12,092**	**426**	**2.7%**	**9,558**	**81.2%**	**1,675**	**16.1%**

Table 5 provides a summary of 2023 performance for NHS pavement (both Interstate and non-interstate) and bridges located within the SCAG region as reported in the draft 2026 statewide Transportation Asset Management Plan (TAMP). While nearly half (46.8 percent) of Interstate System pavements are classified as 'Good', only 2.7 percent of non-interstate NHS pavements in the SCAG region were considered in 'Good' condition in 2023. Likewise, while the percentage of Interstate System pavements in 'Poor' condition was only 2.4 percent, non-interstate pavements in the SCAG region in 'Poor' condition was considerably higher in 2023, at 16.1 percent.

Table 5 NHS Pavement & Bridge Condition: SCAG Region (2023)

PM 2 Performance Measures	Condition		
	Good	**Fair**	**Poor**
Interstate System Pavement	46.8%	50.8%	2.4%
Non-Interstate NHS Pavement	2.7%	81.2%	16.1%
NHS Bridges	42.1%	45.8%	12.1%

Federal rulemaking allows SCAG and other MPOs in the state to determine whether to adopt the statewide PM 2 targets for implementation within their region or to develop their own set of regionally specific performance targets. SCAG has opted to support the statewide PM 2 targets since the performance data reported through the statewide TAMP informs target-setting for both the state and the regions. As many of the investments planned to improve infrastructure condition at both the state and regional level are multi-year endeavors which have not yet been completed, Caltrans and SCAG opted to maintain the existing four-year targets for both the state and the region.

Bridge condition ratings are used to classify NHS bridges as being in either 'good', 'fair' or 'poor' condition. The lowest of the three ratings for deck, superstructure, and substructure condition determines the overall rating of a bridge. If the value is seven or greater, the bridge is classified as being in 'good' condition. If it is five or six, the bridge is classified as being in 'fair' condition, and if it is four or less, the bridge is classified as being in 'poor' condition.

Table 6 features NHS bridge deck condition performance for the SCAG region for 2023. As reported in the table, 48.1 percent of NHS bridges in the SCAG region were considered in 'Good' condition in 2023, while 12.1 percent were classified as being in 'Poor' condition. The remaining 45.8 percent of NHS bridges were assessed to be in 'Fair' condition.

Table 6 NHS Bridge Deck Condition (2023)

County	Bridge Deck Area		Good Condition		Fair Condition		Poor Condition	
	Sq Ft	SCAG Share	Sq Ft	County Share	Sq Ft	County Share	Sq Ft	County Share
Imperial	79,904	0.6%	7,511	9.4%	49,860	62.4%	22,533	28.2%
Los Angeles	8,404,223	61.4%	3,630,624	43.2%	3,891,155	46.3%	882,443	10.5%
Orange	2,780,694	20.3%	1,379,224	49.6%	1,142,865	41.1%	258,605	9.3%
Riverside	995,618	7.3%	493,827	49.6%	419,155	42.1%	82,636	8.3%
San Bernardino	923,931	6.7%	144,133	15.6%	526,641	57.0%	253,157	27.4%
Ventura	509,465	3.7%	113,101	22.2%	242,505	47.6%	153,858	30.2%
SCAG Region	**13,693,835**	**100%**	**5,547,632**	**42.1%**	**7,071,075**	**45.8%**	**1,753,397**	**12.1%**

Reflective of the regional PM 2 targets, projects and funding in support of highway pavement and bridge improvements are prominently funded in the 2027 FTIP, as shown in Table 7.

Table 7 2027 FTIP Highway Pavement & Bridge Investments ($1,000s)

Category	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Bridge Improvements	$49,266	$78,529	$53,807	$192,566	$59,546	$14,600	**$448,314**
Highway Operations & Maintenance	$4,051,575	$1,592,982	$556,293	$578,236	$791,171	$426,043	**$7,996,300**
Total PM 2 Related FTIP Investments	**$4,100,841**	**$1,671,511**	**$610,100**	**$770,802**	**$850,717**	**$440,643**	**$8,444,614**

NHS System/Freight/CMAQ Program Performance (PM 3)

PM 3 TARGETS

PM 3 includes six specific measures used to evaluate NHS System Performance, Freight, and the CMAQ program. As shown in Table 8, the current statewide PM 3 performance targets anticipate modest but steady improvement for each of the travel time reliability performance indicators. In the base year (2023), 73.8 percent of total person-miles of travel on the Interstate System was considered reliable. Caltrans established statewide interstate travel time reliability targets of 74.3 percent after two years, then up to 74.8 percent after four years. On the non-interstate NHS, 83.7 percent of total person miles traveled were considered reliable in 2023. Caltrans established statewide targets of 84.2 percent after two years and 84.7 percent after four years.

PERFORMANCE OF NHS, FREIGHT, AND CMAQ MEASURES (PM 3)

Table 8 Statewide PM 3 Performance Targets

Performance Measure	Baseline (2023)	2-Year Target	4-Year Target	2-Year Change	4-Year Change
Percent of Reliable Person-Miles Traveled on Interstate System	73.8%	74.3%	74.8%	+0.5%	+1.0%
Percent of Reliable Person-Miles Traveled on Non-Interstate NHS	83.7%	84.2%	84.7%	+0.5%	+1.0%
Percent of Interstate System Mileage Providing Reliable Truck Travel Time	1.60%	1.60%	1.60%	0.0%	0.0%
Total Emissions Reductions by Applicable Pollutants Under CMAQ Program					
VOC (kg/day)	2,551	N/A	5,724		
CO (kg/day)	21,771	N/A	25,596		
NOx (kg/day)	7,213	N/A	8,635		
PM10 (kg/day)	3,830	N/A	4,305		
PM2.5 (kg/day)	1,537	N/A	3,659		
Annual Hours of Peak Hour Excessive Delay (PHED) by Urban Area					
Los Angeles-Long Beach-Anaheim	32.7	N/A	32.4	N/A	-1.0%
Riverside-San Bernardino	16.6	N/A	16.4	N/A	-1.0%
Indio-Cathedral City	6.4	N/A	6.34	N/A	-1.0%
Palmdale-Lancaster	4.3	N/A	4.26	N/A	-1.0%
Mission Viejo-Lake Forest-San Clemente	9.4	N/A	9.31	N/A	-1.0%
Temecula-Murrieta-Menifee	9.2	N/A	9.11	N/A	-1.0%
Oxnard	11.1	N/A	10.99	N/A	-1.0%
Santa Clarita	11.5	N/A	11.39	N/A	-1.0%
Thousand Oaks	7.1	N/A	7.03	N/A	-1.0%
Victorville-Hesperia	6.2	N/A	6.14	N/A	-1.0%
Non Single Occupancy Vehicle (non-SOV) Mode Share by Urban Area					
Los Angeles-Long Beach-Anaheim	26.9%	27.4%	27.9%	+0.5%	+1.0%
Riverside-San Bernardino	21.7%	22.2%	22.7%	+0.5%	+1.0%
Indio-Cathedral City	22.7%	23.7%	24.7%	+1.0%	+2.0%
Palmdale-Lancaster	21.3%	22.3%	23.3%	+1.0%	+2.0%
Mission Viejo-Lake Forest-San Clemente	24.8%	25.8%	26.8%	+1.0%	+2.0%
Temecula-Murrieta-Menifee	21.2%	22.2%	23.2%	+1.0%	+2.0%
Oxnard	22.6%	23.6%	24.6%	+1.0%	+2.0%
Santa Clarita	22.8%	23.8%	24.8%	+1.0%	+2.0%
Thousand Oaks	23.4%	24.4%	25.4%	+1.0%	+2.0%
Victorville-Hesperia	21.0%	22.0%	23.0%	+1.0%	+2.0%

Truck travel time reliability is reported using the 'Truck Travel Time Reliability Index' (TTTRI), which is a value calculated as the ratio of the 95th percentile truck travel time (least reliable travel time) by the normal (50th percentile) travel time along a specific highway segment. A higher TTTRI value represents a less reliable travel time, therefore a lower value indicates improvement in reliability. In 2023, the statewide TTTRI was 1.60. Since truck travel time in the state is not expected to improve over the next four years, Caltrans established targets of 1.60 after both two years and four years.

For the CMAQ program emissions performance measures, Caltrans established statewide targets reflecting the expectation of increases for each of the five criteria pollutants after four years.

The two CMAQ traffic congestion performance measures, 'Annual Hours of Peak Hour Excessive Delay' and 'Percent of Non-Single Occupancy Vehicle Travel' were applicable only to the ten U.S. Census designated 'Urban Areas' within the SCAG region that have populations exceeding two hundred thousand. These Urban Areas include Los Angeles-Long Beach-Anaheim, Riverside-San Bernardino, Indio-Cathedral City, Palmdale-Lancaster, Mission Viejo-Lake Forest-San Clemente, Temecula-Murrieta-Menifee, Oxnard, Santa Clarita, Thousand Oaks, and Victorville-Hesperia. Caltrans and SCAG are required to coordinate on the establishment of a single, unified set of targets for the two CMAQ traffic congestion measures for each applicable Urban Area in the SCAG region. The two traffic congestion measures, and the associated two-year and four-year unified targets for the ten Urbanized Areas in the SCAG region, are shown in Table 9.

In the base year of 2023, 32.7 hours of per capita peak hour excessive delay (PHED) was reported for the Los Angeles-Long Beach-Anaheim Urban Area, and 16.3 hours in the San Bernardino-Riverside Urban Area. PHED for the other eight applicable urban areas in the SCAG region was significantly lower, ranging from 4.3 hours in Lancaster-Palmdale to 11.5 hours in Santa Clarita. Caltrans and SCAG agreed that four-year targets of a 1.0 percent improvement after four years for each of the ten Urban Areas would be appropriate. The same conservative approach was followed in developing targets for the 'Non-Single Occupancy Vehicle Travel' measure, with a 0.5 percent increase after two years, and 1.0 percent increase at the conclusion of the four-year performance reporting period for the Los Angeles-Long Beach-Anaheim and Riverside-San Bernardino Urban Areas, and a 1.0 percent and 2.0 percent increase, respectively, for the other eight Urban Areas in the SCAG region.

Table 9 features the travel time reliability values observed for the SCAG region between 2017 and 2021 (the most recent available data). As indicated in the table, Interstate travel time reliability in the SCAG region has remained relatively stable, with about 60 percent of Interstate highways meeting the criteria for being 'reliable' as defined by federal rulemaking. The one outlier year to this otherwise consistent Interstate travel time reliability performance trend was in 2020, when regional travel patterns were significantly impacted by the COVID-19 pandemic, resulting in less vehicle traffic on the regional transportation system and, therefore, more reliable travel times (nearly 75 percent on the Interstate System).

Table 9 SCAG Region Travel Time Reliability Performance

Travel Time Reliability	2017	2018	2019	2020	2021
Interstate System	59.6%	61.0%	60.3%	74.8%	65.2%
Non-Interstate NHS	68.9%	71.4%	73.3%	81.8%	79.2%

Table 10 shows observed truck travel time reliability index (TTTRI) performance on the Interstate System in the SCAG region between the years 2017 and 2021. As indicated in the table, Interstate truck travel time has generally not been very reliable in the SCAG region, with observed TTTRI values above 1.70 for all but one of the five years for which NPMRDS data has been compiled. Again, the lone exception to this truck travel time reliability trend is 2020, with COVID-19 pandemic induced congestion reduction resulting in a more 'reliable' TTTRI value of 1.67. The federal transportation performance management program does not require reporting of truck travel time reliability for non-Interstate NHS roadways.

Table 10 SCAG Region Truck Travel Time Reliability Performance

Truck Travel Time Reliability Index	2017	2018	2019	2020	2021
Interstate System	1.70	1.76	1.72	1.67	1.70

The PM 3 CMAQ program performance measures include a traffic congestion metric to assess annual hours of 'Peak Hour Excessive Delay' (PHED) experienced per capita. PHED is a calculated value representing the difference between the measured travel time along a roadway segment and the designated threshold travel time for that segment. The amount of time required to travel the length of a particular roadway segment beyond the established threshold value is referred to as 'excessive delay'.

In the SCAG region there were two Urban Areas that met the requirements for Peak Hour Excessive Delay and non-SOV mode share monitoring for the initial federal performance reporting cycle: Los Angeles-Long Beach-Anaheim and Riverside-San Bernardino. However, for subsequent federal reporting cycles, the population threshold for applicable Urban Areas was reduced to 200,000, which added eight additional reporting areas in the SCAG region as indicated in the tables above. SCAG coordinated with Caltrans to establish single, unified four-year targets for each of the two CMAQ program performance measures for the ten applicable Urban Areas.

PHED performance for the Los Angeles-Long Beach-Anaheim and Riverside-San Bernardino Urban Areas for the years 2017 through 2021 is shown in Table 11.

Table 11 Peak Hour Excessive Delay Performance

Urban Area	2017	2018	2019	2020	2021	2017-21 Change
Los Angeles-Long Beach-Anaheim	45.7	45.1	38.3	18.9	32.7	-28.4%
Riverside-San Bernardino	16.2	13.6	14.3	8.3	16.1	-0.6%

The table shows that per capita excessive delay has steadily declined in the Los Angeles-Long Beach-Anaheim Urban Area since 2017, dropping from 45.7 hours to 32.7 annual hours per capita over that four-year period. However, the exceedingly low value recorded for 2020 (18.9) is reflective of reduced travel demand resulting from the COVID-19 pandemic. However, the more moderate annual decreases in annual hours of excessive delay per capita experienced in 2018 (45.1) and 2019 (38.3) may be more reliable indicators of a positive trend toward less congested conditions in the Los Angeles-Long Beach-Anaheim Urban Area.

For the Riverside-San Bernardino Urban Area, annual per capita hours of peak hour excessive delay remained relatively unchanged, dropping from 16.2 hours in 2017 to 16.1 hours in 2021. The anomalously low value of 8.3 hours reported for the year 2020 should be considered within the context of pandemic related travel demand impacts experienced during that year. Considering the full four-year reporting period, the improvement in peak hour excessive delay from 16.2 hours to 16.1 hours in the Riverside-San Bernardino area amounts to a reduction of nearly one percent.

The reporting of PHED performance over the next several years, as the travel demand impacts of pandemic resolve, will provide a much better standard for assessing actual trends in travel delay occurring in the ten applicable Urban Areas of the SCAG region.

The 'Non-Single Occupancy (non-SOV) Travel' PM 3 CMAQ performance measure is used to assess the rate of usage of transportation modes other than driving alone in a motor vehicle. A higher non-SOV mode share is desirable in highly congested urban areas since that would indicate less congested roadways and reduced criteria pollutant emissions due to fewer motor vehicles being on the roadways.

Table 12 provides the observed non-SOV mode share values for each of the ten applicable Urban Areas in the SCAG region as reported by the U.S. Census American Community Survey (ACS) for the years 2021 through 2024, with the last column showing the percentage point change observed over the four-year period. For Los Angeles-Long Beach-Anaheim, the non-SOV mode share increased by more than five percentage points, from 29 percent in 2021 to 34.4 percent in 2024. Riverside-San Bernardino also increased its share of non-SOV commuters, from 22.5 percent in 2021 to 25.5 percent in 2024. Increases in non-SOV commuter mode share was observed in each of the other eight applicable Urban Areas in the SCAG region, ranging from an increase of 1.8 percentage points in Victorville-Hesperia to 9.1 percentage points in Thousand Oaks.

Table 12 Non-SOV Mode Share Performance

Urban Area	2021	2022	2023	2024	2021-24 Change
Los Angeles-Long Beach-Anaheim	29.0%	31.1%	32.8%	34.4%	+5.4%
Riverside-San Bernardino	22.5%	23.3%	24.2%	25.5%	+3.0%
Indio-Cathedral City	23.3%	24.9%	26.4%	27.7%	+4.4%
Palmdale-Lancaster	22.4%	24.2%	25.1%	27.0%	+4.6%
Mission Viejo-Lake Forest-San Clemente	28.8%	31.5%	33.6%	36.0%	+7.2%
Temecula-Murrieta-Menifee	23.6%	24.8%	27.1%	28.3%	+4.7%
Oxnard	22.9%	24.9%	25.8%	27.0%	+4.1%
Santa Clarita	25.3%	27.0%	29.1%	31.8%	+6.5%
Thousand Oaks	25.9%	29.1%	32.1%	35.0%	+9.1%
Victorville-Hesperia	22.3%	23.3%	23.5%	24.1%	+1.8%

Table 13 provides a summary of the PM 3 performance measures and targets for the SCAG region for the current four-year federal reporting period.

Table 13 NHS Performance, Freight, & CMAQ Program Measures & Targets

Performance Measure		Target
NHS Performance	Percent of Interstate System mileage reporting reliable person-mile travel times	**74.8%**
	Percent of non-Interstate NHS mileage reporting reliable person-mile travel times	**84.7%**
Interstate Freight Movement	Percent of Interstate System mileage reporting reliable truck travel times (Truck Travel Time Reliability Index)	**1.60**
CMAQ Program Performance	**Annual hours of peak-hour excessive delay per capita**	
	Los Angeles-Long Beach-Anaheim	**32.7**
	Riverside-San Bernardino	**16.6**
	Indio-Cathedral City	**6.4**
	Palmdale-Lancaster	**4.3**
	Mission Viejo-Lake Forest-San Clemente	**9.4**
	Temecula-Murrieta-Menifee	**9.2**
	Oxnard	**11.1**
	Santa Clarita	**11.5**
	Thousand Oaks	**7.1**
	Victorville-Hesperia	**6.2**
	Total emissions reduction by criteria pollutant	
	PM-10	**4,305**
	PM-2.5	**3,659**
	CO	**25,596**
	VOC	**5,724**
	NOx	**8,635**
	Percent of non-single occupancy vehicle (non-SOV) travel	
	Los Angeles-Long Beach-Anaheim	**36.7%**
	Riverside-San Bernardino	**25.2%**
	Indio-Cathedral City	**25.2%**
	Palmdale-Lancaster	**23.7%**
	Mission Viejo-Lake Forest-San Clemente	**38.6%**
	Temecula-Murrieta-Menifee	**33.1%**
	Oxnard	**28.6%**
	Santa Clarita	**32.7%**
	Thousand Oaks	**35.9%**
	Victorville-Hesperia	**27.6%**

Reflective of the regional PM 3 performance targets, investments supportive of improved NHS performance, freight movement, air quality, congestion, delay, and non-SOV travel are prominently featured in the 2027 FTIP, as shown in Table 14.

Table 14 2027 FTIP PM 3 Related Projects Funding Summary ($1,000s)

Project Category	2024/25	2024/26	2024/27	2024/28	2024/29	2024/30	Total
Auxiliary, Passing, Truck Climbing Lanes	$18,400	$34,600	$38,100	$19,300	$0	$0	$110,400
Bridge Improvements	$251,211	$260,854	$103,720	$54,709	$292,510	$134,558	$1,097,562
Capacity Enhancing Improvements (Highway)	$2,012,895	$1,598,931	$2,503,474	$1,388,284	$200,712	$246,095	$7,950,391
Grade Separations	$324,598	$210,874	$85,050	$59,600	$89,615	$66,200	$835,937
HOV Lanes	$82,000	$921,721	$449,247	$1,580,505	$85,000	$0	$3,118,723
Interchange, Ramps, Over/Undercrossing	$603,511	$296,669	$304,922	$611,274	$255,360	$201,899	$2,273,635
Non-Capacity Improvements	$904,946	$1,538,723	$566,984	$387,272	15,440	$0	$3,413,365
Highway Improvements Subtotal	**$4,197,561**	**$4,862,372**	**$4,051,497**	**$4,100,944**	**$938,637**	**$648,752**	**$18,799,763**
Bicycle & Pedestrian Facilities	$743,707	$234,624	$404,985	$58,891	$0	$0	$1,442,207
ITS	$248,238	$43,466	$59,372	$19,625	$0	$0	$370,701
Rideshare	$14,114	$2,124	$181	$0	$0	$0	$16,419
TDM, Park & Ride (excl. ridematching)	$91,807	$0	$30,000	$0	$0	$0	$121,807
ITS, TDM, & Non-Motorized Subtotal	**$1,097,866**	**$280,214**	**$494,538**	**$78,516**	**$0**	**$0**	**$1,951,134**
Total: All PM3 Related Projects	**$5,295,427**	**$5,142,586**	**$4,546,035**	**$4,179,460**	**$938,637**	**$648,752**	**$20,750,897**

Transit Performance Measures

In addition to the PM 1, PM 2, and PM 3 sets of federal transportation system measures, two additional sets of federal performance measures were established for assessing transit system performance. These metrics were developed for Transit Asset Management (TAM) and for the Public Transportation Agency Safety Plan (PTASP). The Federal Transit Administration (FTA) issued the TAM Final Rule (49 CFR 625), effective October 1, 2016, and the Final Rule for PTASP, effective July 29, 2019.

TRANSIT ASSET MANAGEMENT (TAM)

The TAM Final Rule requirements apply to all recipients and subrecipients of Federal financial assistance under 49 USC Chapter 53 that own, operate, or manage capital assets used for providing public transportation.

Although SCAG is the designated recipient of certain FTA funds, it does not own, operate, or manage capital assets used for providing public transportation. However, SCAG does have responsibilities for TAM as part of the Regional Transportation Plan (RTP) development under the Metropolitan Planning Final Rule (23 CFR 450). Regional TAM performance targets must be established every four years as part of the RTP. Additionally, MPOs must integrate into their RTP, either directly or by reference, the goals, objectives, performance measures, and targets from the regional transit providers' TAM plans. The TAM Final Rule (49 CFR 625) establishes a National TAM System to monitor and manage public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance.

In January 2022, the FTA published an update in accordance with the Bipartisan Infrastructure Law that continues the TAM program with two minor updates. The law requires the consideration of TAM plan elements in two other FTA programs:

- Fixed Guideway Capital Investment Grants (Section 5309): Added a requirement to determine whether a project sponsor has made progress toward meeting their TAM performance targets.
- State of Good Repair Grants (Section 5337): Adds a requirement to consider whether an applicant has identified rail vehicle replacements as a priority in the recipient's TAM program.

The Final Rule requires transit providers to develop TAM plans every four years and to establish annual TAM targets for the set of State of Good Repair (SGR) transit system asset performance measures shown in Table 15.

Table 15 Transit Asset Management (TAM) Categories & Performance Measures

Asset Category	SGR Performance Measure
Rolling Stock	Percentage of revenue vehicles exceeding useful life benchmark (ULB)
Equipment	Percentage of non-revenue service vehicles exceeding ULB
Facilities	Percentage of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale
Infrastructure	Percentage of track segments under performance restriction

For equipment and rolling stock classes, the 'Useful Life Benchmark' (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a transit provider's operating

environment. ULB considers a provider's unique operating environment such as geography and service frequency and is not the same as an asset's useful life.

PUBLIC TRANSIT SAFETY

The Public Transportation Agency Safety Plan (PTASP) Final Rule was published on July 19, 2018, and became effective on July 19, 2019. The Rule requires states and some public transportation providers that receive Federal assistance under 49 U.S.C. Chapter 53 to develop a PTASP based on the Safety Management Systems (SMS) approach and requires MPOs, State DOTs, and transit providers to collaborate, to the maximum extent feasible, on the development of statewide and regional (MPO) public transportation system safety performance targets. The development and implementation of the PTASP is intended to ensure the safety of public transportations systems nationwide.

The Final Rule applies to all operators of public transportation that are recipients or sub-recipients of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Chapter 53, and to rail transit agencies that are subject to the FTA State Safety Oversight (SSO) Program. Commuter rail agencies regulated by the Federal Railroad Administration (FRA), ferries, and recipients that receive only Section 5310 and/or 5311 funds are not required to develop a safety plan. Transit agencies are required to review and certify their PTASP and targets annually. The Transit Safety targets in the PTASP must be based on the safety performance measures established in the National Public Transportation Safety Plan (NPTSP).

The federally designated transit safety performance measures include:

Fatalities: Total number of fatalities reported to the National Transit Database (NTD) and rate per total vehicle revenue miles (VRM) by mode.

Injuries: Total number of injuries reported to NTD and rate per total VRM by mode.

Safety Events: Total number of safety events report to NTD and rate per total VRM by mode.

System Reliability: Mean distance between major mechanical failures by mode.

The thresholds for "reportable'" fatalities, injuries, and safety events are defined in the NTD Safety and Security Reporting Manual.

TRANSIT SYSTEM PERFORMANCE TARGETS

The region's first TAM targets were incorporated into Connect SoCal 2020. Progress on the targets is reported in the FTIP. As required per the TAM Final Rule, SCAG worked with the CTCs, transit providers, and RTTAC to develop transit safety performance targets based on agency TAM plans and transit agency reported asset data and conditions. This information was reported through the SCAG TAM database portal (TransAM) and was included in Connect SoCal 2024. As with previous efforts, the TAM targets (Table 17) included in Connect SoCal 2024 were determined using the weighted three-year county averages and are based on operator targets. This approach is consistent with the methodology used for the transit performance targets adopted as part of Connect SoCal 2020. However, these targets included consideration of the CARB Innovative Clean Transit (ICT) regulation (Cal. Code Regs. Tit. 13 § 2023.1), which requires all transit agencies to transition to 100 percent zero emission bus (ZEB) fleets by 2040. The targets also reflect SCAG's commitment to ensuring the continued SGR of the region's transit assets.

The TAM performance targets specified in Connect SoCal 2024 assist transit agencies in creatively maintaining assets at acceptable performance conditions that will not degrade existing levels. These aspirational targets maintain the current 2022 conditions and assets in a state of good repair through the

Plan's horizon, 2050 (25-year planning period), but will require additional funding. In addition to capturing the cost for deploying zero emission vehicles as required by CARB, this backlog is captured as part of the Plan's funding needed for overall transit operations and maintenance and preservation for the region.

Table 16 Regional Transit Asset Management (TAM) Targets

County/Agency	Rolling Stock (% of revenue vehicles > ULB)	Equipment (% of non-revenue vehicles > ULB)	Facilities (% of facilities < TERM scale 3)	Infrastructure (% of track segments with restrictions)
Imperial	0.0%	n/a	n/a	n/a
Los Angeles	17.4%	35.5%	1.5%	2.1%
Orange	12.7%	18.4%	0.0%	n/a
Riverside	5.3%	19.8%	8.7%	n/a
San Bernardino	6.2%	19.7%	10.3%	n/a
Ventura	12.2%	21.3%	0.0%	n/a
Metrolink	0.4%	50.5%	20.0%	1.8%
SCAG Region	14.9%	34.1%	2.8%	1.9%

As part of the scenario analysis conducted in determining the targets shown in Table 16, SCAG estimated about $39 billion would be needed to maintain current transit assets in a 'State of Good Repair' (SGR) over the 25-year RTP planning period (2025 to 2050). Based on the FTIP, projects submitted to SCAG by the county transportation commissions, and information provided by project lead agencies, the total TAM-related investments in the six years of the 2027 FTIP totals more than $14 billion, funding which is directly related to improving transit assets in the region. Table 17 summarizes the various projects included in the 2027 FTIP that are designed to improve the SGR of transit assets in the SCAG region.

Table 17 Comparison of FTIP Projects with Annual Asset Replacements

TAM Asset Category	Total Assets Programmed from FTIP Projects	Annual Number of Assets to be Replaced
Revenue Vehicles (total number of replacements)	911	609
Non-Revenue Vehicles (total number of replacements)	11	127
Facilities (total number of facilities to be upgraded from poor/marginal to adequate/better condition)	34	30
Infrastructure (current route track miles with performance restrictions eliminated)	-	-

The TAM targets for the SCAG region were included in the adopted Connect SoCal 2024. All future RTPs are required to report on progress achieved toward meeting these regional targets in comparison with transit system performance recorded in previous reports (23 CFR 450.324(f)(4)(i)). Additionally, future FTIPs must describe the anticipated effect of the investments included in the FTIP toward achieving the TAM targets set in the RTP, linking investment priorities to those targets (23 CFR 450.326(d)). SCAG will require

information from lead agencies as part of future RTP and FTIP development and project submittal processes to support these new reporting requirements.

SCAG's approach to assessing and describing the progress made by the 2027 FTIP toward achievement of our regional TAM targets is based on the identification of programmed investments in the FTIP that support the rehabilitation and replacement of regional transit assets.

Table 18 identifies the total amounts programmed in the 2025-2028 and 2025-2030 FTIP by TAM program category.

Table 18 2027 FTIP Programmed TAM-Related Investments ($1,000s)

TAM Project Category	Total Programmed (2027-2032)
Administrative Office/Facility Rehabilitation/Improvement	**$33,355**
Bus Rehabilitation/Improvement	**$11,319,976**
Bus Replacement	**$2,037,707**
Paratransit Vehicle Replacement	**$116,026**
Administrative Equipment Upgrade/Rehabilitation	**$1,350**
Maintenance Equipment Upgrade	**$6,600**
Track Structures Rehabilitation/Reconstruction	**$170,718**
Track Replacement/Rehabilitation	**$456,506**
Passenger Stations/Facilities Rehabilitation/Improvement	**$283,995**
TAM Projects Total	**$14,426,233**

TRANSIT SAFETY

To fulfil the requirements of the final rule, SCAG developed initial regional transit safety targets, which were adopted by the Regional Council in June 2021. For Connect SoCal 2024, SCAG developed updated transit safety performance targets in partnership with the county transportation commissions (CTCs) and transit agencies. These targets followed the same methodology that was used for the initial safety targets. The updated transit safety targets were based on county weighted averages and agency PTASPs.

Table 19 2050 Future Transit Safety Performance Targets: Fixed Route

Geography	Fatality Rate*	Injuries Rate*	Safety Events Rate*	System Reliability**
Imperial	0	0.00	0.12	154,302
Los Angeles	0	0.29	0.17	16,264
Orange	0	0.29	0.51	21,132
Riverside	0	0.11	0.12	24,383
San Bernardino	0	0.05	0.05	25,606
Ventura	0	0.08	0.09	36,067
SCAG Region	**0**	**0.25**	**0.19**	**19,301**

*Per 100K vehicle revenue miles

**Mean miles between mechanical failure

Table 20 2050 Future Transit Safety Performance Targets: Demand Response

Geography	Fatality Rate*	Injury Rate*	Safety Events Rate*	System Reliability**
Imperial	0.0	0.00	0.10	54,892
Los Angeles	0.0	0.06	0.11	73,381
Orange	0.0	0.00	0.00	21,000
Riverside	0.0	0.07	0.09	24,307
San Bernardino	0.0	0.04	0.04	94,256
Ventura	0.0	0.15	0.12	62,849
SCAG Region	**0.0**	**0.05**	**0.08**	**64,599**

*Per 100K vehicle revenue miles

**Mean miles between mechanical failure

Table 21 2050 Future Transit Safety Performance Targets: Rail

Geography	Fatality Rate*	Injury Rate*	Safety Events Rate*	System Reliability**
Los Angeles County	0.0	0.23	0.08	75,936

*Per 100K vehicle revenue miles

**Mean miles between mechanical failure

These transit safety performance targets represent the transit operators' commitment to support safety management and provide resources and training, integrate safety as a primary principle and responsibility for all staff, and to ensure data-driven compliance measures and realistic targets inform operations and safety standards. The 2050 transit safety targets (Tables 6-8) also reflect the aspirational goal of moving towards zero fatalities over the Plan period, and aspirational future targets for transit-related injuries and safety event rates that are 50 percent less than the current targets. The incremental future targets for

system reliability are based on a static two percent annual increase in mean miles between mechanical failures (two percent relative to the current targets).

More than $12 billion of transit investments towards 61 projects are anticipated to improve one or more of the transit safety measures. These projects improve state of good repair transit assets and safety, including new vehicle procurements, vehicle replacements, vehicle and track rehabilitation and replacements, curb and active transportation enhancements, other transit station enhancements and rail extensions. The projects also include workforce development and training for deploying, maintaining, and operating zero emission buses and related infrastructure.

Table 22 Transit Safety Projects

Transit Safety Project Category	Sum of Total Programmed (2027 – 2032)
Administrative Office/Facility	$12,394
Bus Rehabilitation/Improvement	$11,013,929
Bus Replacement	$721,728
Maintenance Equipment Upgrade	$6,600
Paratransit Vehicle Replacement	$64,474
Passenger Stations/Facilities: New/ Rehabilitation	$275,375
Track Structures: Rehabilitation/ Reconstruction	$170,718
Track Replacement/Rehabilitation	$442,596
Transit Safety Projects Total	**$12,707,814**

Section XI: Project Selection Procedures

Project Selection

In selection of projects for inclusion in the FTIP, SCAG generally follows a similar "bottom-up" principle that guides the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The FTIP includes all regionally significant projects regardless of funding source, including projects solely funded by local and/or private sources. The county transportation commissions (CTCs), in partnership with local jurisdictions, are primarily responsible for the initial identification of projects that are consistent with the regional plan and submitted to SCAG for recommended inclusion into the FTIP, with the exception of fund sources required to be selected by SCAG (as outlined below). The process for receiving federal and state dollars involves multiple steps before funds are awarded to a project and expended. The process generally begins at the CTC level where projects are nominated by local jurisdictions and CTCs. SCAG and the CTCs develop performance-based project selection criteria that prioritize projects which best enhance the transportation network and address the region's goals of improving mobility and promoting sustainability, including making progress on federal performance measures. All CTCs in the SCAG region also have developed long-range transportation plans to guide their investment strategies.

State-selected programs, including the statewide competitive Active Transportation Program (ATP), are provided by Caltrans and/or the California Transportation Commission (CATC) for inclusion in the FTIP, as applicable. For example, the State Highway Operation and Protection Program (SHOPP), Highway Bridge Program (HBP), and Local Highway Safety Improvement Program (HSIP) selected investments are provided by Caltrans for CTCs to program in the FTIP. CATC-selected projects (e.g., Senate Bill 1 programs) are also programmed in the FTIP.

SCAG assesses transportation performance at the system level when developing the RTP/SCS and FTIP consistency amendments. Local agencies and CTCs in turn use the RTP/SCS goals and strategies to guide their project development and county-specific long-range transportation plans.

Consistent with the recent corrective action, SCAG selects projects funded by the Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grants (STBG), and Carbon Reduction Program (CRP) dollars through a performance-based project nomination process. CTCs are responsible for nominating projects in their county to be considered for funding in compliance with SCAG's STBG/CMAQ and CRP guidelines. The CTCs' project nomination procedures are outlined below. Any new project or new project phase to be programmed in the 2027 FTIP with CMAQ, STBG, or CRP funds is subject to the SCAG selection process.

The Infrastructure Investment and Jobs Act (IIJA), which provides authorization for the STBG, CMAQ, and CRP programs, will expire on September 30, 2026. Continued funding for these programs for the 2027 FTIP period (FFY 2026-27 and beyond) is subject to federal reauthorization. Any substantial changes to these programs at the federal level will be incorporated into SCAG's future project selection processes.

SCAG's Programming Principles for Federal STBG, CMAQ, and CRP Funded Projects

During SCAG's 2022 certification review, FHWA and FTA found that the metropolitan planning process conducted in the SCAG region meets federal requirements with one corrective action, which directed SCAG to review Caltrans' CMAQ and STBG administrative policies, update SCAG policies and procedures if warranted, and develop a process to ensure administration of CMAQ and STBG programs in compliance with Federal program guidelines and regulations.

SCAG addressed the corrective action by developing and finalizing a Compliance Action Plan for submission to Caltrans and the federal agencies. The Compliance Action Plan was approved by SCAG's Regional Council on February 7, 2023 and subsequently by Caltrans and the federal agencies on March 17, 2023.

SCAG continues to demonstrate compliance through the SCAG Regional Council adoption of the STBG/CMAQ Program Guidelines on June 1, 2023, and an updated version of the STBG/CMAQ Program Guidelines which were approved by SCAG Regional Council on March 6, 2025. SCAG intends to update the guidelines and conduct a project selection process for STBG and CMAQ funds on a bi-annual basis. The program guidelines outline a process in which:

- SCAG determines the availability of STBG and CMAQ funding;
- SCAG initiates a regional call for project nominations;
- The CTCs assist in the process by outreaching to eligible project sponsors, conducting an initial screening against the selection criteria, and identifying county-level project priorities; and
- SCAG evaluates project nominations against program criteria and recommends a list of projects for Regional Council approval.

Similarly to CMAQ and STBG, CRP funds are awarded by the SCAG Regional Council through a performance-based project selection process. On December 6, 2023 the SCAG Executive/Administration Committee adopted the CRP guidelines which outline the project nomination process and scoring criteria. Projects approved by the SCAG Regional Council for STBG, CMAQ and/or CRP funding will be programmed in the FTIP.

All projects with STBG, CMAQ, and/or CRP funds programmed in the 2027 FTIP must have participated in a SCAG project selection process. This is consistent with SCAG's Programming Procedures which were approved by the Regional Council on February 5, 2026.

CTC Project Nomination Criteria

IMPERIAL COUNTY TRANSPORTATION COMMISSION (ICTC)

ICTC Project Nomination Process for CMAQ/ STBG/ CRP Funds

Establishment and Purpose:

The Imperial County Transportation Commission (ICTC) was established under Senate Bill 607 (SB 607-Ducheny) which was approved by the California Legislature and Governor Arnold Schwarzenegger in 2009. As a county transportation commission, ICTC member agencies are enabled to exercise basic initiative and leadership in the countywide transportation planning and programming process. The ICTC will act in accordance with all applicable laws and statutes for county transportation commissions. ICTC body will guide the development of the Regional Transportation Plan for the Imperial region and its Regional, State, and Federal transportation improvement programs (TIPs) and their updates, including, but not limited to: the distribution and oversight of Local Transportation Fund monies; the preparation and submittal of applications for transportation related funds; approve the allocation of and claims for Transportation Development Act (TDA) funds; the planning, programming and administration of regional transit services; and, encourage active citizen participation in the development and implementation of various transportation-related plans and programs.

The ICTC governing body guides the development of the Regional Transportation Improvement Program (TIP) to be submitted to SCAG for inclusion into the FTIP. Projects in the TIP are funded with federal, state, and local funds. Before the ICTC governing board adopts its TIP, it takes into consideration the input it receives from policy committees, the public, and stakeholders.

Guidelines Approval and Adherence:

SCAG's FTIP development guidelines consider FHWA's requirement for open access to the project selection process. Member agencies and tribal governments adhere to SCAG's CRP, CMAQ, and STBG program guidelines, using the SCAG Federal Funding Application. Programs have a minimum 11.47 percent non-federal match requirement. Both SCAG's Federal Funding Application and the final CRP, CMAQ, and STBG Program Guidelines summarize the eligibility criteria, the selection criteria, and backup requirements. It should be noted that CRP, STBG, and CMAQ are separate programs and different backup documentation is required.

ICTC's Project Prioritization Framework:

In accordance with SCAG guidelines, ICTC will develop and implement a Project Prioritization Framework to guide the evaluation and ranking of project nominations submitted within Imperial County. This framework outlines how project nominations submitted within the Imperial County region will be prioritized for funding as part of the final SCAG selection process.

ICTC may conduct outreach efforts, including high-level solicitations of interest, stakeholder consultations, and coordination with eligible applicants, to inform the development of the framework. Supplemental questions may also be incorporated into the project nomination application to support the prioritization process and align with the adopted framework. Scoring criteria may be amended at the discretion of ICTC in accordance with SCAG guidelines.

At a minimum, the Project Prioritization Framework will incorporate the following regional criteria:

- Eligibility: ICTC will evaluate all proposed projects and implementing agencies to ensure consistency with federal and regional requirements. Projects must be eligible for CMAQ, STBG, or CRP funding in accordance with applicable federal statutes.
- County Priorities: The framework will reflect ICTC's regional goals, plans, and policy objectives, ensuring that projects align with identified transportation needs and priorities within Imperial County.
- Community/Stakeholder Engagement: Priority will be given to projects that demonstrate meaningful community support and stakeholder engagement, including input received through public meetings, workshops, surveys, or other outreach efforts.
- Deliverability and Readiness: ICTC will assess project readiness, including the implementing agency's capacity, technical feasibility, and ability to deliver the project within required programming timelines.

The Project Prioritization Framework will be reviewed and approved by the ICTC governing board and/or Executive Director and submitted to SCAG for concurrence. Following approval, ICTC will distribute and publish the framework to ensure accessibility for all eligible applicants and to promote transparency in the project nomination process.

Call for Projects Initiation:

SCAG initiates the call for projects in compliance with SCAG and federal requirements. The call for projects initiation also includes the establishment of a local schedule to ensure appropriate deadlines are met in compliance with the SCAG call for projects. ICTC's Prioritization Framework establishes the ability to convene a project submittal evaluation committee (comprised of TAC members) and to submit a list of recommended projects to ICTC's governing board.

Submission and Evaluation:

Eligible applicants submit project nominations by the specified deadline. The TAC evaluation committee completes the scoring and ranking of the submitted projects. TAC members will meet to complete the ranking process if necessary. ICTC staff compiles a list of recommended projects for funding based on TAC evaluations and rankings. The Management Committee reviews and approves the project selection recommendations before forwarding the list to the Commission for final approval.

Final Approval and SCAG Submission:

After Commission approval, the list of recommended projects is forwarded to SCAG for final scoring and ranking. ICTC ensures full transparency by posting guidelines and selection schedules during an active call for projects, with records available in meeting archives on the ICTC website. Project selection criteria are provided to eligible applicants.

For more information on the CMAQ, STBG and CRP Program and Call for Projects, visit the ICTC website.

Doing Business with ICTC | Imperial County Transportation Commission

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Los Angeles County Metro Project Selection Procedures

Authority

The Los Angeles County Metropolitan Transportation Authority (Metro) is the state-chartered county transportation commission (CTC) for Los Angeles County. It serves as the transportation planner, coordinator, designer, builder and transit operator for the country's most populous county. Los Angeles County includes large parts of the Los Angeles-Long Beach-Anaheim Urbanized Area (UZA). It also comprises the Lancaster-Palmdale and Santa Clarita UZAs, as well as other urban and rural areas. Metro provides transit services and funds transportation projects and programs critical to mitigating two major challenges where it ranks among the worst in the country: air quality and traffic congestion.

In particular, these investments are much needed in: i) the Los Angeles South Coast Air Basin, which the U.S. Environmental Protection Agency (EPA) currently designates as nonattainment for the 8-hour ozone standard (classified as "extreme") and for particulate matter 2.5 microns in diameter (PM2.5), and maintenance for carbon monoxide (CO); and ii) the Los Angeles-San Bernardino Counties (West Mojave Desert) Area that the EPA currently designates as nonattainment for the 8-hour ozone standard (classified as "severe").

Metro's Board of Directors guides the agency's transportation-related planning activities, policies and priorities, funding allocations and programming, and selection of projects and programs for funding. Metro is authorized by State of California law to allocate funds for itself and for other public agencies in Los Angeles County. Its members, consisting of 13 voting members and one nonvoting member from the California Department of Transportation (Caltrans), represent diverse stakeholders throughout Los Angeles County. The Metro Board of Directors also takes into consideration input it receives from several of the agency's advisory committees and subcommittees, such as the Technical Advisory Committee (TAC) and Bus Operators Subcommittee (BOS) regarding funding allocations and project selection processes and procedures. Also, the general public and stakeholders have the opportunity through several venues (including Board Committee meetings and Regular Board meetings) to provide comments on funding allocations and project selection processes and procedures. In compliance with state and federal laws and regulations, this ensures a fair and transparent process for selecting projects for funding in Los Angeles County.

Compliance with State of California and Federal Laws and Regulations

As the recipient of funding from many State of California and federal programs, Metro must comply with applicable state and federal laws and regulations while addressing the transportation-related problems, needs, strategies and priorities for Los Angeles County documented in planning documents required by the State of California and federal law, including: i) the Long Range Transportation Plan (LRTP), the Short-Range Transportation Plan (SRTP), and the Transportation Improvement Program (TIP) that Metro develops for Los Angeles County; ii) the FTIP and the RTP/SCS that SCAG develops for the six-county region that includes Los Angeles County; and iii) the Federal Statewide Transportation Improvement Program (FSTIP) that Caltrans prepares and the United States Department of Transportation approves through its surface transportation modal agencies. Metro also develops the Regional Transportation Improvement Program (RTIP) for Los Angeles County, which it submits to the California Transportation Commission (CATC) for inclusion in the FSTIP requesting funding for highway and transit projects in Los Angeles County through the next five years.

CMAQ Program Overview

The purpose of the CMAQ Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5). To be eligible for CMAQ funding, the project, program, or activity must result in an air quality benefit and likely contribute to the attainment or maintenance of NAAQS. Thus, it must be transportation related, it must generate an emissions reduction, and it must be located in or benefit a nonattainment or maintenance area.

In addition to these basic eligibility criteria, the project, program or activity also must meet the following requirements to be eligible for CMAQ funding: i) be included in the current RTP and TIP (or STIP, as applicable); ii) comply with the conformity provisions contained in Section 176(c) of the Clean Air Act (CAA) and the transportation conformity regulations, therefore ensuring consistency (except alternative fuel fleet conversions) with an approved State Implementation Plan (SIP) or maintenance plan; iii) complete National Environmental Policy Act (NEPA) requirements; and iv) satisfy the basic eligibility requirements under Title 23 (Highways) and Title 49 (Transportation, including Public Transportation under Chapter 53) of the United States Code (U.S.C.). Policy and guidance from the Federal Highway Administration (FHWA) for the CMAQ Program, which is updated from time to time, can be accessed on the FHWA website.

CMAQ project and funding eligibility is mainly covered under four categories:

- **Capital Investment:** Aimed to establish new or expanded transportation projects or programs that reduce emissions, including transportation infrastructure, congestion relief efforts, vehicle acquisitions, diesel engine retrofits, among other capital projects.
- **Operating Assistance:** Limited to new transit, commuter and intercity passenger rail services (and the incremental cost for expanding these services), intermodal facilities, and travel demand management strategies (including traffic operation centers and inspection and maintenance programs). Operating assistance includes all costs of providing new transportation services, including, but not limited to, labor, fuel, administrative costs, and maintenance. It is limited to a maximum of five sequential years from the start of revenue service, with the third-year amount (not to exceed the greater for year 1 or year 2) to cover an additional two years (i.e. years 4 and 5).
- **Emission Reduction:** Must reduce CO, ozone precursors (NOx and VOCs), PM2.5, PM10, or PM precursor (e.g., NOx) emissions from transportation and contribute to the area's overall clean air strategy. Ancillary benefits of eligible CMAQ projects (e.g., greenhouse gas reductions, congestion relief, mobility, safety, etc.) may be considered when selecting projects and programming CMAQ funds, though such benefits do not alone establish eligibility.
- **Planning and Project Development:** Includes all phases of eligible CMAQ projects, not just construction, such as studies that are part of the project development pipeline (e.g., preliminary engineering) under NEPA.

Typical CMAQ eligible projects include transit improvements, Transportation Control Measures (TCMs), travel demand management, congestion reduction and traffic flow improvements, bicycle and pedestrian facilities and programs, intermodal/freight rolling stock or ground infrastructure, emission inspection and maintenance programs (including facilities and equipment), alternative fuel vehicles and infrastructure, diesel engine retrofits (including construction vehicles and equipment, as well as non-road mobile sources), carpooling and vanpooling, carsharing, and innovative/pilot projects and public-private

partnerships considering activities showing promise for air quality emission reductions. The construction of high-occupancy vehicle (HOV) lanes and high-occupancy toll (HOT) lanes are eligible for CMAQ funds. No funds may be provided for a project which will result in the construction of new capacity available to single occupant vehicles (SOV) unless the project consists of an HOV facility available to single occupant vehicles only at other than peak travel times.

The FHWA considers it essential that all interested parties have full, open, and timely access to the CMAQ project selection process. Proposals for CMAQ funding should include a precise description of the project, providing information on its size, scope, location, and timetable. Quantified emissions benefits (i.e., emissions reductions) and disbenefits (i.e., emissions increases) should be included in all project proposals, except where it is not possible to quantify emissions benefits, prior to project selection to better inform the selection of projects for CMAQ funding. Federal law, per Section 149 of Title 23 of the U.S.C.: i) encourages State Departments of Transportation (DOTs) and Metropolitan Planning Organization (MPOs) to consult with state and local air quality agencies in nonattainment and maintenance areas about the estimated emission reductions from CMAQ proposals; and ii) requires states and MPOs to consider information on cost-effectiveness when selecting projects to be funded by the CMAQ Program.

Per the FHWA, project selection should reflect positive cost-effectiveness relationships. In addition to priority on cost-effectiveness, Section 176(c) of the CAA requires that the FHWA and Federal Transit Administration (FTA) ensure timely implementation of TCMs in applicable SIPs. Per the FHWA, these and other CMAQ-eligible projects identified in approved SIPs should receive funding priority. The FHWA also recommends the development of transportation/air quality programs using complementary measures that provide alternatives to SOV travel while improving traffic flow through operational strategies and balancing supply and demand through pricing, parking management, regulations, or other means. In areas designated as nonattainment or maintenance for PM2.5, priority is for a project, program, or activity that is proven to reduce PM2.5.

Metro's CMAQ Funded Project Nomination Procedures

In April 2021, FHWA and FTA issued a corrective action to Caltrans on the administration of the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. The findings require Caltrans to ensure that sub-recipients of CMAQ funds throughout the state are administering this program in compliance with federal program guidance and regulations. Subsequently, in August 2022, FHWA and FTA jointly issued a corrective action to SCAG, requiring a review of Caltrans' CMAQ administrative policies and the development of a process that ensures compliance with federal program guidelines and regulations for the administration of the CMAQ program.

The program guidelines subsequently adopted by SCAG to comply with the federal Corrective Action require that any new project or new project phase funded with CMAQ funds is subject to a competitive project selection process. SCAG's adopted Compliance Action Plan outlines the regional approach for addressing the Corrective Action and includes:

- Modification of the eligibility screening process conducted for compliance with Federal program guidance and regulations.
- Modification of the project selection process to ensure that federally funded transportation projects are selected by SCAG as the designated Metropolitan Planning Organization (MPO).

As part of the regional call for nominations, all county transportation commissions (CTCs) in the SCAG region, which includes Metro, will assist in the process by providing initial project screening using the SCAG-developed ranking criteria. Following Metro's submittal of the ranked projects for Los Angeles

County, SCAG staff will evaluate all nominations against program criteria and recommend a list of projects and funding amounts for final SCAG Regional Council approval of the selected projects.

Under the Corrective Action guidelines, https://scag.ca.gov/sites/main/files/file-attachments/scag_stbg-cmaq_program-guidelines_122223.pdf?1703276532 SCAG developed performance-based funding nomination targets for each of the six counties in the SCAG region. While SCAG's CMAQ funding target will guide the nomination submittals, it is not a guaranteed funding level, nor does it set a nomination ceiling.

Project Solicitation Process and Schedule

For the solicitation process, SCAG will release the project application. Metro will reach out to local agencies, Councils of Governments (COGs), and subregions to notify them of the grant opportunity as well as establish a due date for submittal. Outreach efforts will also include available office hours where agencies can schedule time to answer questions about project eligibility and the application process. Metro will review and rank applications and obtain its Board of Directors approval of the project nomination list for Los Angeles County.

Project Ranking Criteria

The SCAG guidelines require each county to apply the following four criteria to rank each project into one of four categories; Highly Recommended, Recommended, Contingency, and Not Recommended.

1. **Eligibility:** Screen implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for CMAQ funds.
2. **Alignment:** Evaluate projects for alignment with relevant federal and regional plans and policies. Prioritize projects that implement SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies:
    - Advance Connect SoCal Performance Measures, including Federal Transportation Performance Management Goals for safety, asset management, environmental sustainability, and system performance; demonstrate direct and/or indirect benefits that positively impact Priority Equity Communities.
3. **Community/Stakeholder Engagement:** Prioritize project nomination applications with demonstrated community support from Priority Equity Communities. Community support may be determined through a variety of means, including (but not limited to):
    - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or
    - Endorsement by a Community-Based Organization (CBO) representing Priority Equity Communities.
4. **Deliverability and Readiness:** Evaluate potential implementing agencies and projects for deliverability issues. CTCs should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. CTCs should encourage projects with demonstrated readiness within the programming period.
5. Metro's rankings of Los Angeles County projects are considered to be an "Initial Screening" for SCAG staff who will then review each project application using similar criteria and ultimately determine project funding for all projects submitted in the six-county SCAG region.

CRP Program Overview

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions established by the Infrastructure Investment and Jobs Act (IIJA), also known as the "Bipartisan Infrastructure Law" (BIL). CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. Eligible funded activities for this program include truck stop electrification, diesel engine retrofits, vehicle-to-infrastructure communications equipment, public transportation, port electrification, and deployment of alternative fuel vehicles, including charging or fueling infrastructure and the purchase or lease of zero-emission vehicles.

For each fiscal year, 65 percent of funds apportioned to the state for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000 (these funds may be obligated in the metropolitan area established under section 134 of Title 23 of the U.S.C that encompasses the urbanized area);
- In urbanized areas of the State with an urbanized population of not less than 50,000 and not more than 200,000;
- In urban areas of the State with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The State may obligate these funds suballocated for specified areas based on other factors in the State and relevant MPOs jointly apply to the Secretary for permission to base the obligation on other factors, and the request is approved by the Secretary.

The remaining 35 percent of the funds apportioned to a State for the CRP each fiscal year may be obligated in any area of the State.

CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be identified in the FTIP/FSTIP and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). Projects are subject to requirements under the National Environmental Policy, the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, and other applicable Federal laws. Projects funded with CRP funds are required to be treated as projects on Federal-aid highways.

CRP funds various transportation projects aimed at reducing emissions. Eligible activities include:

- Establishing or operating traffic monitoring, management, and control facilities.
- Public transportation projects like bus rapid transit corridors.
- Transportation alternatives such as pedestrian and bicycle facilities.
- Projects for advanced transportation and congestion management technologies.
- Deployment of intelligent transportation systems and vehicle-to-infrastructure communications.
- Replacement of street lighting and traffic control devices with energy-efficient alternatives.
- Development of carbon reduction strategies.
- Projects supporting congestion pricing, demand shifting, and travel management strategies.
- Efforts to reduce environmental impacts of freight movement.

- Deployment of alternative fuel vehicles and infrastructure.
- Diesel engine retrofits.
- Traffic flow improvement projects eligible under the CMAQ program.
- Projects reducing transportation emissions at port facilities.

Additionally, projects demonstrating emissions reductions over their lifecycle may be eligible. General-purpose lane capacity projects for single-occupant vehicles are not eligible unless emissions reductions are demonstrated. Examples of eligible project types include sustainable pavements, alternative uses of highway right-of-way to reduce emissions, and mode shift projects promoting nonmotorized and transit options. States can consult FHWA for eligibility queries, and tools like the CMAQ Emissions Calculator Toolkit are available for estimating CO2 emissions benefits.

Central to California's approach within the CRP framework are three pillars: Zero-Emission Vehicles and Infrastructure, Active Transportation and Micromobility, and Rail and Transit. These pillars underscore the multifaceted strategy required to meet the state's carbon neutrality goals. This strategy is designed to offer flexibility to cater to the diverse geographic and demographic landscapes across the State, ensuring that projects align with local needs while contributing to the broader objective of emission reduction. All CRP funds must be spent in support of the three pillars.

Metro's CRP Funded Project Nomination Procedures

In April 2021, FHWA and FTA issued a corrective action to Caltrans on the administration of CRP. The findings require Caltrans to ensure that sub-recipients of CRP funds throughout the state are administering this program in compliance with federal program guidance and regulations. Subsequently, in August 2022, FHWA and FTA jointly issued a corrective action to SCAG, requiring a review of Caltrans' CRP administrative policies and the development of a process that ensures compliance with federal program guidelines and regulations for the administration of the CRP program.

The program guidelines subsequently adopted by SCAG to comply with the federal corrective action require that any new project or new project phase funded with CRP funds is subject to a competitive project selection process. SCAG's adopted Compliance Action Plan outlines the regional approach for addressing the corrective action and includes:

- Modifying the eligibility screening conducted for compliance with Federal program guidance and regulations.
- Modifying the project selection process so federally funded transportation projects are selected by SCAG as the designated Metropolitan Planning Organization (MPO).

As part of the regional call for nominations, all county transportation commissions (CTCs) in the SCAG region, which includes Metro, will assist in the process by providing initial project screening using the SCAG-developed ranking criteria. Following Metro's submittal of the ranked projects for Los Angeles County, SCAG staff will evaluate all nominations against program criteria and recommend a list of projects and funding amounts for final SCAG Regional Council approval of the selected projects.

Under the Corrective Action guidelines, https://scag.ca.gov/sites/main/files/file-attachments/scag_fy23-fy26_crp_program_guidelines.pdf?1702578688, SCAG developed performance-based funding nomination targets for each county in the SCAG region. While SCAG's CRP funding target will guide the nomination submittals, it is not a guaranteed funding level, nor does it set a nomination ceiling.

Project Solicitation Process and Schedule

For the solicitation process, SCAG will release the project application. Metro will reach out to local agencies, Councils of Governments (COGs), and subregions to notify them of the grant opportunity as well as establish a due date for submittal. Outreach efforts will also include available office hours where agencies can schedule time to answer questions about project eligibility and the application process. Metro will review and rank applications and obtain its Board of Directors approval of the project nomination list for Los Angeles County.

Project Ranking Criteria

The SCAG guidelines require each county to apply the following four criteria to rank each project into one of three categories; Highly Recommended, Recommended, and Contingency.

1. **Eligibility:** Screen implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for CRP funds.
2. **Alignment:** Evaluate projects for alignment with relevant federal and regional plans and policies. Prioritize projects that implement SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies:

   Advance Connect SoCal Performance Measures, including Federal Transportation Performance Management Goals for safety, asset management, environmental sustainability, and system performance; demonstrate direct and/or indirect benefits that positively impact Priority Equity Communities.
3. **Community/Stakeholder Engagement:** Prioritize project nomination applications with demonstrated community support from Priority Equity Communities. Community support may be determined through a variety of means, including (but not limited to):

   - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or
   - Endorsement by a Community-Based Organization (CBO) representing Priority Equity Communities.
4. **Deliverability and Readiness:** Evaluate potential implementing agencies and projects for deliverability issues. CTCs should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. CTCs should encourage projects with demonstrated readiness within the programming period.
5. Metro's rankings of Los Angeles County projects are considered to be an "Initial Screening" for SCAG staff who will then review each project application using similar criteria and ultimately determine project funding for all projects submitted in the six-county SCAG region.

STBG Program Overview

The purpose of the STBG Program is to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program, acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. The Infrastructure Investment and Jobs Act (IIJA), also known as the "Bipartisan Infrastructure Bill" (BIL),

continues the STBG to provide flexible funding that States and localities may use for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Eligible Federal-aid projects include: Highway projects; bridges (including construction, reconstruction, seismic retrofit and painting); transit capital improvements; carpool, parking, bicycle and pedestrian facilities; safety improvements and hazard elimination; research; traffic management systems; advanced truck stop electrification systems; projects relating to intersections that: have disproportionately high accident rates, have high congestions, and are located on a Federal highway; environmental restoration and pollution abatement on 4R projects (the expenditures for this activity may not exceed 20 percent of the total costs of the project); surface transportation planning; transportation enhancement activities and control measures; and wetland and other environmental mitigation.

A State may use STBG funds to create and operate a State office to help design, implement, and oversee public-private partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances; and at a State's request, the U.S. DOT may use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible STBG project or group of projects. The following new eligibilities are added with IIJA:

- Privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system;
- Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions;
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife;
- Installation of safety barriers and nets on bridges;
- Maintenance and restoration of existing recreational trails;
- Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure;
- Installation and deployment of current and emerging intelligent transportation technologies;
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop;
- Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility;
- Measures to protect an eligible transportation facility from cybersecurity threats;
- Conducting value for money analyses or similar comparative analyses of public-private partnerships;
- [Up to 5 percent of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system;
- Projects to enhance travel and tourism;

- Replacement of low-water crossing with a bridge not on a Federal-aid highway;
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane and;
- [Up to 15 percent of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program.

Programming and expenditures of funds for projects must be consistent with sections 134 and 135 of Title 23 of the U.S.C. Projects must be identified in the FTIP/FSTIP and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan. STBG projects for eligible planning purposes must be reflected in the statewide SPR work program or Metropolitan Unified Planning Work Program.

After setting aside funds for the Transportation Alternatives (TA) Set-Aside, a percentage of a State's STBG apportionment is suballocated to areas of the State based on their relative share of the State's population. This suballocated percentage is 55 percent in FYs 2022-2026. The remainder of the STBG funds may be used anywhere in the State. The suballocated funds are divided into four categories:

- Urbanized areas of the State with a population over 200,000.
- Areas of the State with a population of not less than 50,000 and not more than 200,000.
- Areas of the state with a population of not less than 5,000 and not more than 49,999.
- Areas of the state with a population less than 5,000.

A State may obligate: 1) up to 15 percent of the STBG amounts suballocated for a fiscal year for use in areas with a population of not less than 5,000 and not more than 49,999; and 2) up to 15 percent for use in areas with a population of less than 5,000 on: roads functionally classified as rural minor collectors or local roads; or critical rural freight corridors designated under 23 U.S.C 167(e).

Metro's STBG Funded Project Nomination Procedures

In April 2021, FHWA and FTA issued a corrective action to Caltrans on the administration of the STBG Program. The findings require Caltrans to ensure that sub-recipients of STBG funds throughout the state are administering this program in compliance with federal program guidance and regulations. Subsequently, in August 2022, FHWA and FTA jointly issued a corrective action to SCAG, requiring a review of Caltrans' STBG administrative policies and the development of a process that ensures compliance with federal program guidelines and regulations for the administration of the STBG program.

The program guidelines subsequently adopted by SCAG to comply with the federal corrective action require that any new project or new project phase funded with STBG funds is subject to a competitive project selection process. SCAG's adopted Compliance Action Plan outlines the regional approach for addressing the corrective action and includes:

- Modifying the eligibility screening conducted for compliance with Federal program guidance and regulations.
- Modifying the project selection process so federally funded transportation projects are selected by SCAG as the designated Metropolitan Planning Organization (MPO).

As part of the regional call for nominations, all county transportation commissions (CTCs) in the SCAG region, which includes Metro, will assist in the process by providing initial project screening using the SCAG-developed ranking criteria. Following Metro's submittal of the ranked projects for Los Angeles

County, SCAG staff will evaluate all nominations against program criteria and recommend a list of projects and funding amounts for final SCAG Regional Council approval of the selected projects.

Under the Corrective Action guidelines, https://scag.ca.gov/sites/main/files/file-attachments/scag_stbg-cmaq_program-guidelines_122223.pdf?1703276532, SCAG developed performance-based funding nomination targets for each county in the SCAG region. While SCAG's STBG funding target will guide the nomination submittals, it is not a guaranteed funding level, nor does it set a nomination ceiling.

Project Solicitation Process and Schedule

For the solicitation process, SCAG will release the project application. Metro will reach out to local agencies, Councils of Governments (COGs), and subregions to notify them of the grant opportunity as well as establish a due date for submittal. Outreach efforts will also include available office hours where agencies can schedule time to answer questions about project eligibility and the application process. Metro will review and rank applications and obtain its Board of Directors approval of the project nomination list for Los Angeles County.

Project Ranking Criteria

The SCAG guidelines require each county to apply the following four criteria to rank each project into one of four categories; Highly Recommended, Recommended, Contingency, and Not Recommended.

1. **Eligibility:** Screen implementing agencies and projects for eligibility with federal and regional requirements. Projects must be eligible for STBG funds.
2. **Alignment:** Evaluate projects for alignment with relevant federal and regional plans and policies. Prioritize projects that implement SCAG's adopted RTP/SCS, including future adopted Plan policies and strategies:

   Advance Connect SoCal Performance Measures, including Federal Transportation Performance Management Goals for safety, asset management, environmental sustainability, and system performance; demonstrate direct and/or indirect benefits that positively impact Priority Equity Communities.
3. **Community/Stakeholder Engagement:** Prioritize project nomination applications with demonstrated community support from Priority Equity Communities. Community support may be determined through a variety of means, including (but not limited to):
   - Responses to public outreach, including comments received at public meetings or hearings, feedback from community workshops, survey responses, etc.; and/or
   - Endorsement by a Community-Based Organization (CBO) representing Priority Equity Communities.
4. **Deliverability and Readiness:** Evaluate potential implementing agencies and projects for deliverability issues. CTCs should consider if potential implementing agencies have sufficient capacity and technical expertise to meet deadlines. CTCs should encourage projects with demonstrated readiness within the programming period.
5. Metro's rankings of Los Angeles County projects are considered to be an "Initial Screening" for SCAG staff who will then review each project application using similar criteria and ultimately determine project funding for all projects submitted in the six-county SCAG region.

ORANGE COUNTY TRANSPORTATION AUTHORITY

Overview

Since its formation in 1991, the Orange County Transportation Authority (OCTA) has kept residents and commuters moving throughout the 34 cities and unincorporated areas of Orange County. OCTA's responsibilities, programs, and services impact every aspect of transportation within the state's third largest county.

OCTA keeps people moving by reducing freeway congestion, improving safety and efficiency on our local roads, providing bus service and regional multimodal connections, helping people find ways to leave their cars at home, expanding complete streets activities, and providing safe, convenient transportation to those with special needs.

Project Nomination Procedures

OCTA bases its project selection on the Capital Programming Policies, the Long-Range Transportation Plan (LRTP), the 20-year Comprehensive Business Plan, The Next 10 Delivery Plan, and project needs and requirements. The LRTP is developed by OCTA to become part of the Southern California Association of Government's Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) and is developed two years prior to each RTP/SCS cycle.

OCTA meets the needs identified through the long-range transportation plan through combining various formula and competitive state and federal funding with OCTA's Measure M2 revenue. One example is the 2026-2027 and 2027-2028 Surface Transportation Block Grant (STBG)/Congestion Mitigation and Air Quality Improvement Program (CMAQ) which provided funding to local and regional agencies to meet critical transportation needs such as rail, freeway, bus, complete streets, state of good repair and active transportation. OCTA also provides calls for projects to local agencies using local revenues.

Further information on OCTA's call for projects can be found in the following: links:

https://www.octa.net/programs-projects/programs/funding-programs/call-for-projects/

Finally, projects that are federally funded or regionally significant are included in the Orange County Regional Transportation Improvement Program consistent with SCAG guidelines and our own internal procedures.

Please see the following for more detail on OCTA's Federal Funding programs:

https://www.octa.net/programs-projects/programs/funding-programs/federal-funding/overview/

https://www.octa.net/programs-projects/programs/funding-programs/call-for-projects/https://www.octa.net/programs-projects/programs/funding-programs/federal-funding/overview/

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

The Riverside County Transportation Commission (RCTC) Board took action on March 12, 2025 to adopt the "RCTC Project Prioritization Framework for the SCAG 2025 Call for Project Nominations" (Prioritization Framework). The Prioritization Framework defines RCTC's process for outreach to eligible agencies and scoring of projects to be nominated in SCAG's CMAQ/STBG Call for Project Nominations.

Outreach to be conducted includes presentations to numerous stakeholders and eligible agencies in Riverside County, email blasts with information and materials about the call for project nominations, office hours for interested eligible agencies to ask questions about the process, their projects, eligibility, etc., one-on-one consultations with eligible applicants throughout the SCAG call period.

As specified in SCAG's adopted STBG/CMAQ Guidelines, a County Transportation Commission (CTC) Prioritization score is required to be provided by RCTC. Based on the RCTC-adopted Prioritization Framework, RCTC uses the criteria below to determine the prioritization score:

STBG-eligible Projects

- Deliverability, Eligibility, and Readiness (up to 25 points)
- Alignment with Regional Plans (up to 25 points)
- Engagement (not scored)

CMAQ-eligible Projects

- Deliverability, Eligibility, and Readiness (up to 40 points)
- Alignment with Regional Plans (up to 10 points)
- Engagement (not scored)

The cumulative points assigned to a project in accordance with the screen criteria that fall within the Point Range below are converted to the RCTC Ranking.

Point Range	RCTC Ranking
45 - 50	Highly Recommended
35 - 40	Recommended
15 - 30	Contingency List
0 - 10	Not Recommended

RCTC will provide a letter to SCAG, signed by RCTC's Executive Director, with a list of scores for the CTC Prioritization category.

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

Since its establishment as a cooperative association of governments in 1973, our agency was statutorily designated to serve in the following capacities:

- **County Transportation Commission (1976) –** Allocates and programs State and Federal funds for regional transportation projects throughout the county.
- **Service Authority for Freeway Emergencies (1986) –** Manages the implementation and operation of Freeway Service Patrols on State freeways in the county.
- **County Transportation Authority (1989) –** Administers the voter-approved half-cent transportation sales tax and provides major transportation improvements within the county.
- **Congestion Management Agency (1990) –** Implements the plan for addressing congestion and air quality related to transportation facilities throughout the county.

In 2016, the agency sponsored Senate Bill 1305 (Morrell), consolidating the County Transportation Commission, County Transportation Authority, Service Authority for Freeway Emergencies, and local Congestion Management Agency into a single entity, San Bernardino County Transportation Authority (SBCTA). The bill passed through both houses and was signed by the Governor in August 2016; it became effective January 1, 2017. (San Bernardino Associated Governments continues as a Joint Powers Authority functioning as a Council of Governments (SBCOG).)

Serving more than 2.2 million residents of San Bernardino County, SBCTA is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. SBCTA administers Measure I, the half-cent transportation sales tax approved by county voters in 1989 and renewed in 2004, and supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, ridesharing, congestion management efforts, and long-term planning studies.

On April 1, 2009, the SBCTA Board approved a Strategic Plan to define the policy framework for delivery of the projects and programs referenced in Measure I. The Strategic Plan is the official guide and reference for the allocation and administration of the combination of Measure I funds, State and Federal transportation revenues, and private fair-share contributions from new development to regional transportation facilities. One of the key requirements of the Strategic Plan was the preparation of a 10-Year Delivery Plan. The purpose of the 10-Year Delivery Plan is to provide a transparent list of projects that will be developed during the next ten years and to define the scope, schedule, and budget for these projects, given current information and assumptions. The 10-Year Delivery Plan:

- Establishes a common understanding among members of the SBCTA Board, SBCTA staff, member jurisdictions, and citizens of San Bernardino County;
- Sets a baseline upon which future changes in revenues, costs, scopes, and schedules are measured;
- Enables SBCTA to meet the requirements of bond rating agencies for the future sale of bonds; serves as a SBCTA commitment to fund specific projects; and
- Provides the basis for the preparation of the SBCTA annual budgets for capital projects.

The 10-Year Delivery Plan was first adopted by the SBCTA Board in January 2012 and is generally updated every two years to capture revisions and updates and to stay current. It is built off the Measure I Ordinance and Board Policies.

Key Ordinance requirements are:

- Measure I revenues shall be allocated by formula to Subareas and Programs as defined in the Measure I Expenditure Plan.
- State and Federal funds shall be allocated proportionally to Subareas over time.

Key Board Policies are:

- State and Federal funds shall be allocated to maintain geographic equity over time.
- Congestion Mitigation and Air Quality (CMAQ) funds allocated in the San Bernardino Valley shall be allocated in the following priority: i) regional Transportation Demand Management programs that benefit air quality such as rideshare, vanpool, and signal synchronization, ii) transit capital projects, iii) freeway HOV projects listed in the Measure I Expenditure Plan. There is no established policy for the Mountain/Desert Subareas, although transit capital projects are typically prioritized.
- Surface Transportation Block Grant Program (STBG) funds allocated in the San Bernardino Valley shall be allocated to the Freeway Projects Program, although exceptions are made when appropriate. There is no established policy for the Mountain/Desert Subareas except that these funds are intended to supplement projects in the Measure I Major Local Highway Program, which benefits major streets and highways serving as primary routes of travel within the subarea.

In anticipation of the SCAG biennial Call for Project Nominations process for CMAQ and STBG funds, SBCTA identifies candidate projects during the development of the 10-Year Delivery Plan based on alignment with the Measure I Expenditure Plan and consistency with the adopted SCAG RTP/SCS. To prepare the plan, SBCTA staff work extensively with local jurisdictions, transit operators, and SBCTA capital departments to establish project priorities, details, and schedule. With all the necessary information gathered, SBCTA staff analyze available funding, including potential CMAQ and STBG awards, and assign funding to projects based on expected funding eligibility and project delivery requirements, while staying within the funding priority requirements mentioned above.

The projects proposed for funding are publicly reviewed through the Transportation Technical Advisory Committee, City/County Managers Technical Advisory Committee, and SBCTA Policy Committees for ultimate prioritization by the SBCTA Board of Directors Board-approved Project Prioritization Framework, as shown in Table 1 below for the most recent Call for Project Nominations. The 10-Year Delivery Plan is a living document that is revised between development cycles as revenue and project information change.

Table 1. SBCTA Project Prioritization Framework Scoring Matrix

Category	Criteria	Points
Project	Project meets at least one of the following criteria: • Project is in the SBCTA 10-Year Delivery Plan • Project is consistent with SBCTA Board-approved priorities • Project is consistent with the SBCTA Zero-Emission Bus Roll-out Plan	70
	Projects in the SBCTA Board-approved Regional/Interregional Project Prioritization	40
	Projects that do not meet any of the above criteria but are consistent with Board Policy	20
	Projects that are not consistent with Board-approved policies	0
Community Engagement	Agency demonstrates public outreach concerning project through public meetings or hearings, workshops, community endorsements, etc.	10
	Agency does not demonstrate community/stakeholder engagement	0
Deliverability	Agency is experienced in delivering federal projects and presents a reasonable schedule for the term of funding availability	20
	Agency lacks experience in delivering federal projects or schedule presents risks to delivery	10
	Schedule is beyond the term of the call for projects	0*

***Projects that receive 0 points in this category will not be recommended**

Recognizing the limited funding for, and importance of, facilities that reduce Vehicle Miles Traveled (VMT) and provide for air quality benefits in San Bernardino County, the SBCTA Board has prioritized the allocation of Carbon Reduction Program (CRP) funds to that purpose. These funds will be used to expand and improve active transportation infrastructure, develop a VMT Mitigation Bank that provides incentives for commuters to reduce their VMT, and install electric vehicle charging stations within CalEnviroScreen designated disadvantaged communities. These projects are selected through a call for projects process initiated by SBCTA staff through the Transportation Technical Advisory Committee and City/County Managers Technical Advisory Committee.

Projects are evaluated for eligibility, scope, schedule, and funding availability with priority given to projects that are Transportation Control Measure commitments or with links to other grant funding requirements. Recommended projects are publicly reviewed through the SBCTA General Policy Committee for ultimate approval by the SBCTA Board of Directors for nomination.

VENTURA COUNTY TRANSPORTATION COMMISSION

The Ventura County Transportation Commission (VCTC) serves as the regional transportation planning and programming agency for Ventura County. VCTC was created by Senate Bill 1880 (Davis), Chapter 1136 of the California Public Utilities Code in September 1988 and became operational on January 1, 1989 as the successor agency to the Ventura County Association of Governments (VCAG). VCTC coordinates transportation planning, funding, and policy among the county's cities, the County of Ventura, and regional and state partners. In this role, the Commission administers and programs federal, state, and regional transportation funding and coordinates with SCAG, the MPO for the region, to identify and prioritize projects for inclusion in the FTIP.

SCAG periodically issues calls for projects for regionally allocated federal funds, including STBG and CMAQ funds. As part of this process, SCAG approves the program guidelines and establishes the schedule for the call for projects and ultimately approves the recommended prioritized list of projects for funding.

Beginning with SCAG's updated regional call-for-projects process implemented in 2023, VCTC adopted a Project Prioritization Framework to guide the evaluation and ranking of Ventura County project nominations. The framework establishes criteria used by VCTC staff to evaluate eligible projects based on factors such as project eligibility, readiness and deliverability, transportation and air quality benefits, and consistency with regional and local plans. Projects are scored and ranked using this framework prior to Commission approval of a recommended prioritized list consistent with the adopted framework.

Within Ventura County, VCTC coordinates the local project nomination and prioritization process. Notice of the call for projects is publicly distributed through the VCTC website, newspaper notices, and distribution to the Commission's interested parties list. Project nominations are reviewed by VCTC staff, the Transit Operators Committee (Transcom), and the Transportation Technical Advisory Committee (TTAC). A public hearing is held prior to Commission consideration, after which the Commission votes to approve the prioritized list of projects for submittal to SCAG for consideration and potential programming in the FTIP.

Following submittal of the prioritized project list, VCTC continues to monitor the progress of approved projects. As needed, staff may recommend adjustments to address cost or schedule changes or to respond to funding issues affecting Ventura County projects.

Section XII: Title VI

As one of SCAG's most impactful planning efforts, the 2027 FTIP must follow through on the established vision for the region's future. This section describes the regulatory framework for preventing discrimination, summarizes relevant analysis included in Connect SoCal 2024, and provides supplemental analysis for the 2027 FTIP network.

Regulatory Framework

As the federally designated MPO for the region, SCAG is required to ensure that the region's transportation planning processes do not discriminate against specific populations, according to federal and state guidance including:

- **Title VI of the Civil Rights Act of 1964 and implementation regulations at 49 CFR part 21:** Prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance.
- **FTA Circular 4702.1B:** Provides Title VI guidance for recipients of FTA financial assistance, including MPOs, and calls for analysis of transportation planning and programming activities, including transportation system investments.
- **California Government Code § 11135:** Prohibits discrimination in programs or activities conducted, funded by, or receiving financial assistance from the State of California.
- **California Government Code § 65080:** Requires Regional Transportation Plans to include equity and accessibility indicators, with specific attention to income-segmented access to frequent transit and job access.

SCAG satisfies its nondiscrimination obligations through a combination of planning, programming, public participation, and civil rights compliance activities, including the Connect SoCal 2024 Equity Analysis, Public Participation Plan, and Title VI program.

Disparate Impact Analysis for Connect SoCal 2024

Connect SoCal 2024, the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, approved by the SCAG Regional Council on April 4, 2024, and certified by FHWA/FTA for meeting transportation conformity on May 10, 2024, includes disparate impact analysis as part of the Equity Analysis Technical Report. The 2027 FTIP is consistent with the policies, programs and projects included in Connect SoCal 2024, including RTP amendments and as such, the analysis included as part of Connect SoCal 2024 appropriately serves as the analysis for the transportation investments in the 2027 FTIP.

The preparation of Connect SoCal 2024 relied heavily on the input gathered through public workshops, events, surveys, and meetings. Feedback from residents and staff of community-based organizations, local jurisdictions, regional partners (councils of governments, county transportation commissions, air districts, health departments), universities, transit agencies, the business community, and elected officials provided a robust and complex picture of our region's outlook and understanding of what the region's future looks like and how we get there. The public input shaped how SCAG determined priority populations and approached regional equity performance analysis.

The Equity Analysis Technical Report included several performance measures to analyze existing social and environmental disparities in the region and to assess the potential impacts of Connect SoCal 2024 on

various protected populations, defined by federal regulation, and priority communities, identified by SCAG and regional stakeholders. These performance measures included share of transportation system usage, travel time and travel distance savings, access to everyday destinations, bicycle and pedestrian collisions, jobs-housing imbalance, neighborhood change and displacement, rail-related impacts, resilience and climate vulnerabilities, emissions impacts analysis, noise impacts, geographic distribution of transportation investments, investments vs. benefits, revenue sources in terms of burdens, and impacts from mileage-based user fees. For more details, please see the Connect SoCal 2024 Equity Analysis Technical Report.

Disparate Impact Analysis for the 2027 FTIP

The analysis featured in this section provides stakeholders and interested members of the public with an opportunity to assess the impacts of the region's near-term transportation investments funded within the FTIP on protected populations.

GEOGRAPHIC DISTRIBUTION OF TRANSPORTATION INVESTMENTS

This analysis examines the overlap between modeled highway and transit routes and vulnerable populations. 2027 FTIP highway links and transit routes were overlayed with census tracts with above regional average concentrations of low-income and non-white populations. Low-income population refers to people living below 200 percent of the poverty level. Non-white populations refer to people who do not identify as non-Hispanic White, inclusive of any of the following groups as defined by the U.S. Census Bureau in accordance with guidelines provided by the U.S. Office of Management and Budget: American Indian or Alaska Native Alone (non-Hispanic/non-Latino); Asian Alone (non-Hispanic/non-Latino); Pacific Islander Alone (non-Hispanic/non-Latino); Black or African-American Alone (non-Hispanic/non-Latino); and Other (Some Other Race, Two or More Races, non-Hispanic/non-Latino); and all Hispanic/Latino persons.

Table 1 summarizes the network miles of modeled FTIP projects in the region and in census tracts with above regional average concentrations of low-income and non-white populations. For this analysis, highway lane mileage is the length of the highway multiplied by the number of lanes, and transit revenue mileage is the route distance multiplied by the typical weekday frequency. Projects of regional significance or conformity type projects were mapped in this analysis; exempt type projects were not included. A total of 7,407 highway lane miles and 93,771 transit revenue miles were mapped. Just over half of the highway lane miles and two thirds of transit revenue miles in or near census tracts with above regional average concentrations of both low-income and non-white populations.

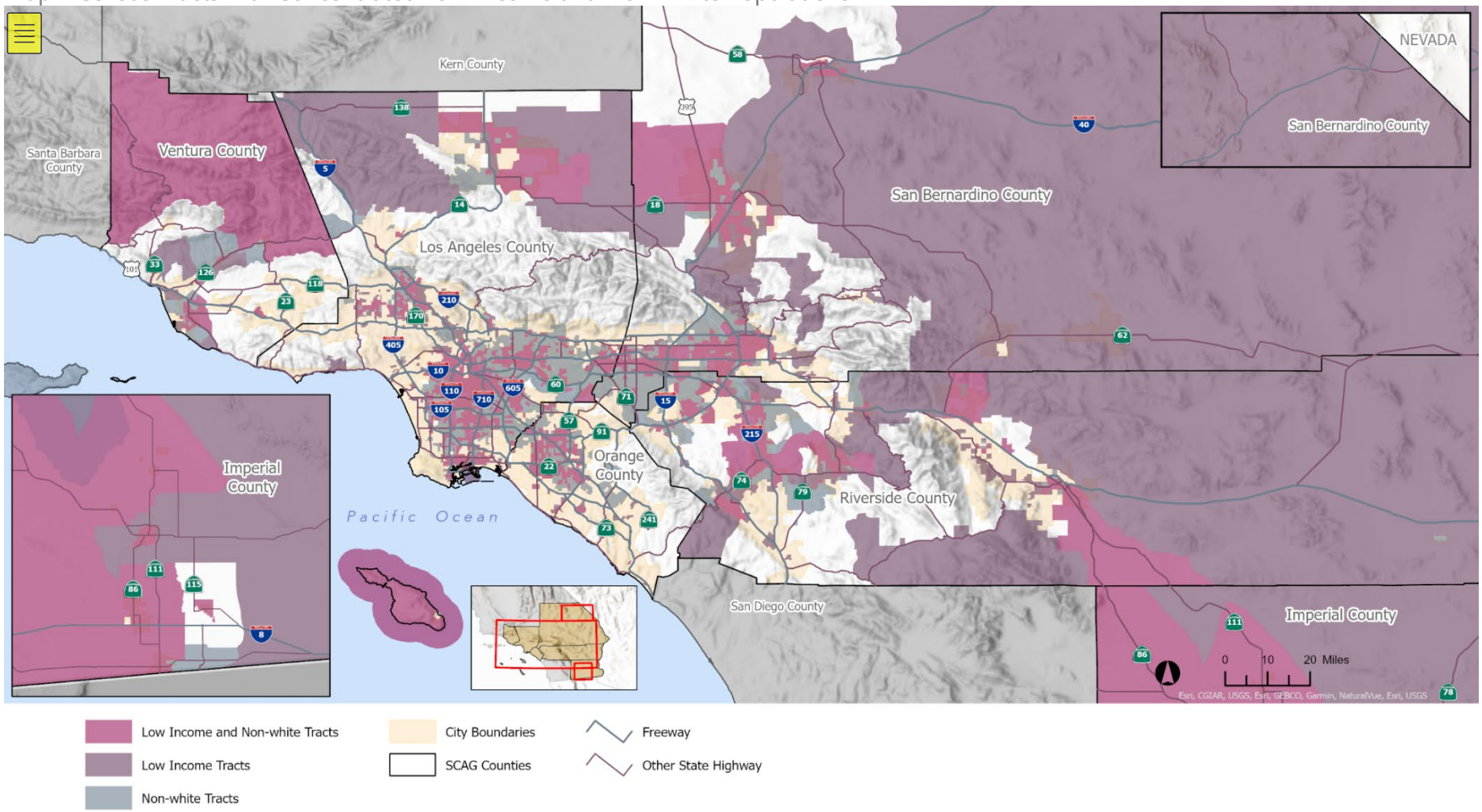
Table 1 2027 FTIP Modeled Network In Concentrated Low-Income and Non-White Census Tracts

2027 FTIP Modeled Network	Total Mileage	Percent within Concentrated Low-Income Tracts	Percent within Concentrated Non-White Tracts
Highway Lane Miles	7,407	51%	55%
Transit Revenue Miles	93,771	74%	78%

Source: SCAG 2026; U.S. Census Bureau American Communities Survey 5-year estimates, 2020-2024 Table S1701 and B03002

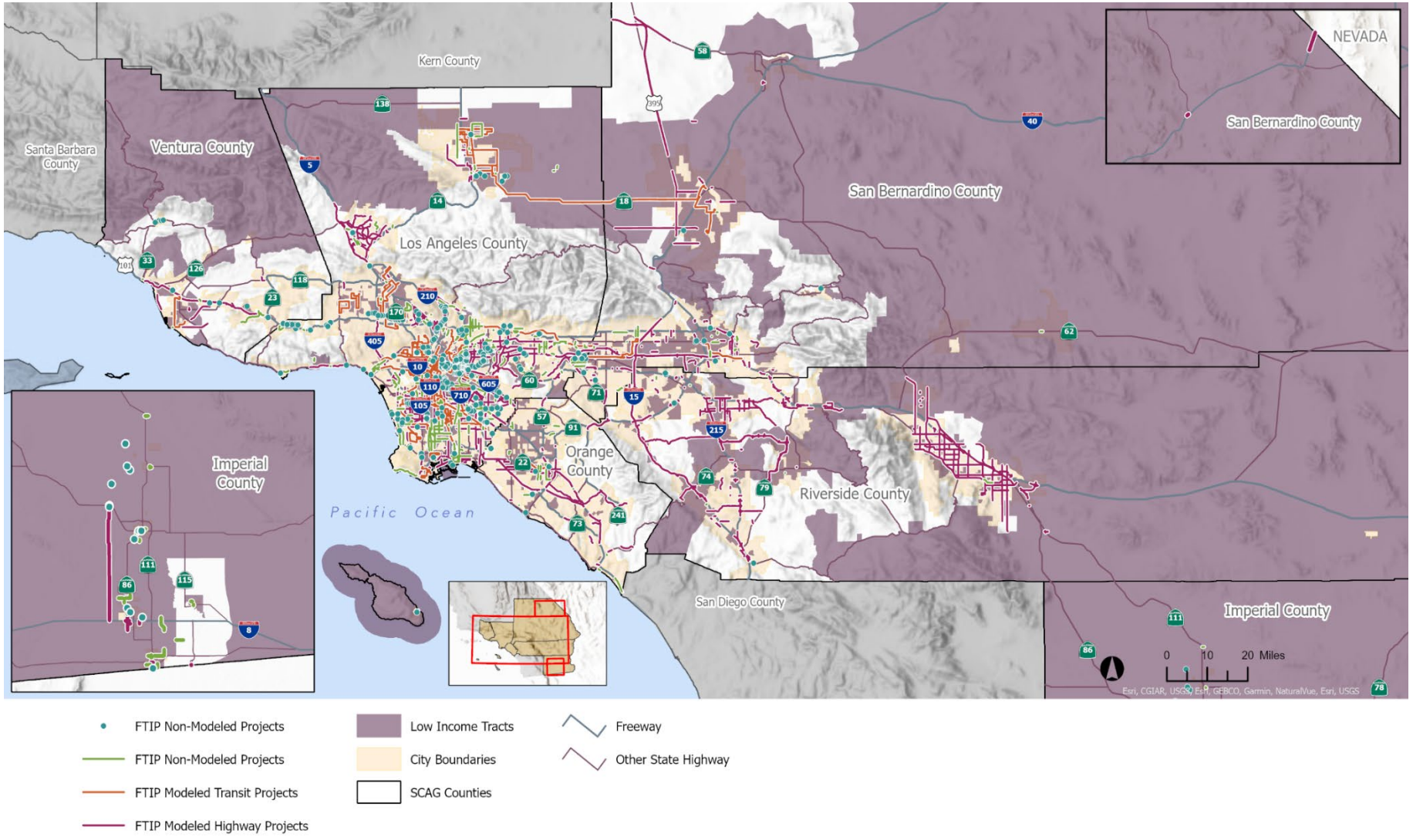
The following maps show census tracts with concentrated low-income and non-white populations with the overlay of mapped FTIP projects. Maps 2 and 3 include all modeled highway and transit projects, plus some non-modeled projects, including bicycle and pedestrian infrastructure, safety-related improvements, bridge rehabilitation, electric vehicle purchases, and intersection improvements. Not every FTIP project can be mapped due to limitations of the map network; operations and maintenance projects are not included.

Map 1 Census Tracts with Concentrated Low-Income and Non-White Populations



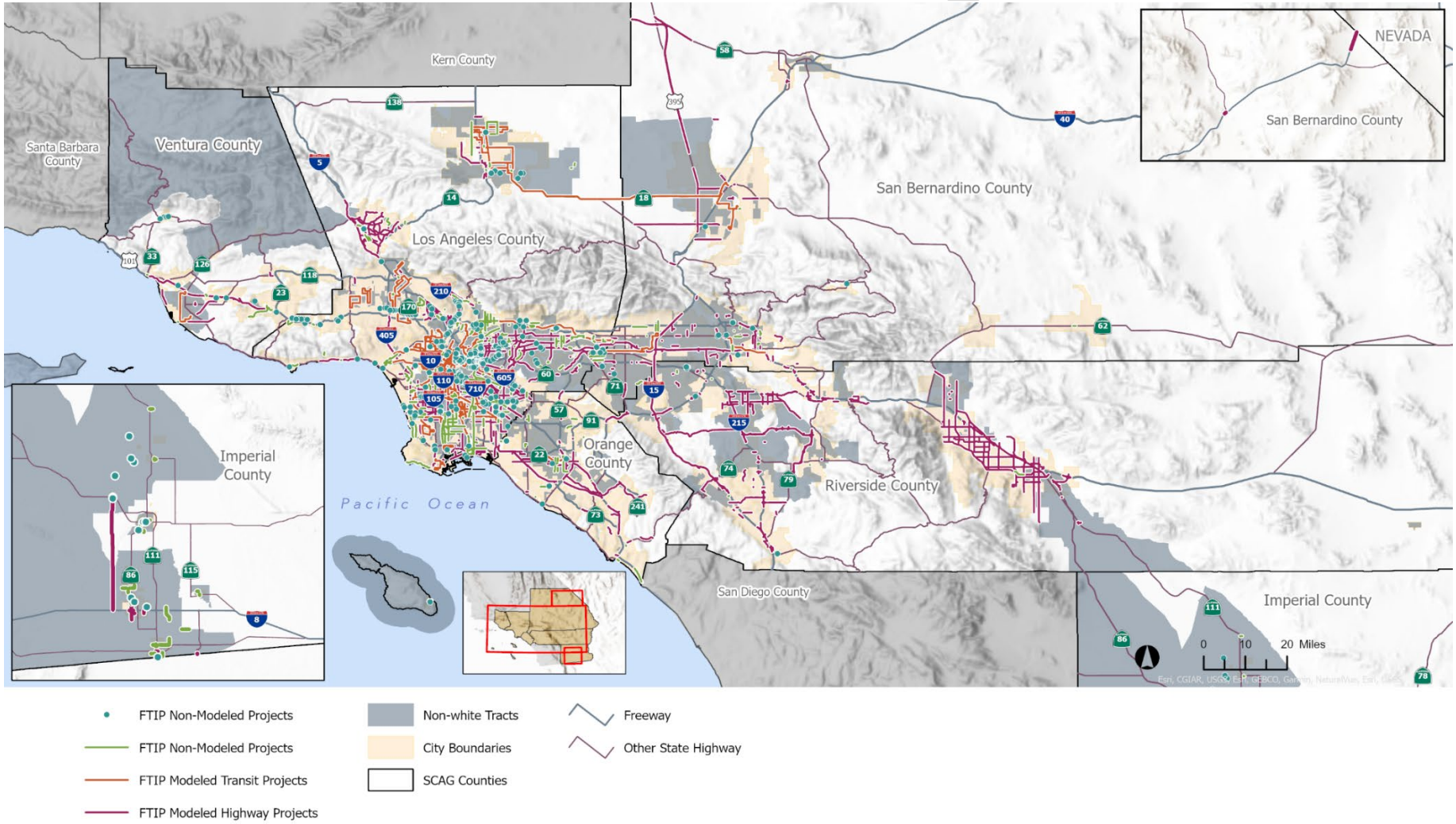
Source: SCAG 2026; U.S. Census Bureau American Communities Survey 5-year estimates, 2020-2024 Tables S1701 and B03002

Map 2 2027 FTIP Projects and Census Tracts with Concentrated Low-Income Populations



Source: SCAG 2026; U.S. Census Bureau American Communities Survey 5-year estimates, 2020-2024 Table S1701

Map 3 2027 FTIP Projects and Census Tracts with Concentrated Non-White Populations



Source: SCAG 2026; U.S. Census Bureau American Communities Survey 5-year estimates, 2020-2024 Table B03002

According to the project information submitted by county transportation commissions through eFTIP, approximately 79 percent of projects are located in, adjacent to, or serving a disadvantaged area. As several existing and past studies have shown, communities located near highways and transit routes may incur disproportionately adverse environmental and health impacts with exposure to air pollution, noise, etc. However, proximity to transit routes and highways can also prove to be beneficial to communities by providing more access to jobs, parks, and essential services. This analysis does not provide a determination on the region's performance but highlights areas that should be further assessed for disparate outcomes.

INVESTMENTS VS. BENEFITS

This analysis compares 2027 FTIP investments and transportation mode usage by on income and race/ethnicity to assess the distribution of investments and benefits.

Mode usage shares are based on 2017 National Household Travel Survey data, using mode split estimates by income group and race/ethnicity. For this analysis, low-income households are defined as those earning $50,000 or less, which is approximately 200 percent of the federal poverty level for a family of three. Race/ethnicity groups use census definitions described above, adding Native American, Native Hawaiian/Pacific Islander, and "other" into a combined category due to small sample sizes.

FTIP investments are estimated using programmed project amounts and the primary program code's identified mode (Active Transportation, Auto, or Transit). When a project benefits more than one mode, the programmed funding is split evenly across the applicable modes.

To estimate investment distribution by user group, the mode-specific investment amounts are multiplied by the corresponding percentage of mode usage for each income category and race/ethnicity.

Table 2 FTIP Investments by Income Category

Income Category	FTIP Investment ($000's)	Percent of Investment	Percent of All Trips
Low-Income			
<$25,000	$15.7	32.4%	16.5%
$25,000 to $49,999	$9.2	18.9%	19.2%
Subtotal	*$24.8*	*51.2%*	*35.7%*
Not Low-Income			
$50,000 to $74,999	$5.5	11.4%	14.2%
$75,000 to $99,999	$5.7	11.7%	13.5%
$100,000 to $149,999	$6.7	13.8%	20.1%
$150,000+	$5.7	11.8%	16.5%
Subtotal	*$23.6*	*48.8%*	*64.3%*
Total	**$48.5**	**100%**	**100%**

Source: SCAG 2026; 2017 National Household Travel Survey

Table 3 2027 FTIP Investments by Race/Ethnicity

Race/Ethnicity	FTIP Investment ($000's)	Percent of Investment	Percent of All Trips
Asian	$5.1	10.6%	12.0%
Black	$5.4	11.1%	6.0%
Hispanic/Latino	$21.4	44.1%	39.5%
Multiracial	$1.6	3.3%	3.0%
White	$14.4	29.8%	38.4%
Other	$0.5	1.1%	1.2%
Total	**$48.5**	**100%**	**100%**

Source: SCAG 2026; 2017 National Household Travel Survey

The 2027 FTIP transportation investments are most likely to benefit people in low-income households with 51.2 percent of the investments benefiting modes most used by low-income households, primarily driven by higher transit use. Residents living in low-income households account for over a third of all trips (35.7 percent) in the region. The share of these investments supporting low-income trips exceeds their share of trips by approximately 15.5 percent.

The 2027 FTIP transportation investments are expected to be greater for modes most used by Black, Hispanic/Latino, and Multiracial populations which, combined, account for 58.5 percent of the total investment, also primarily driven by higher rates of transit use. Black, Hispanic/Latino, and Multiracial populations account for almost half of all trips (48.5 percent) in the region. The share of these investments supporting trips made by Black, Hispanic/Latino, and Multiracial populations exceeds their share of trips by approximately ten percent.

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 disparate impacts throughout the FTIP and project planning process and will provide guidance and support as needed. Any improvements to the FTIP process must be made in collaboration with the CTCs.

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