



Federal Transportation Improvement Program

Final 2027 FTIP Executive Summary

Volume I of III

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MOBILITY + COMMUNITIES + ENVIRONMENT + ECONOMY

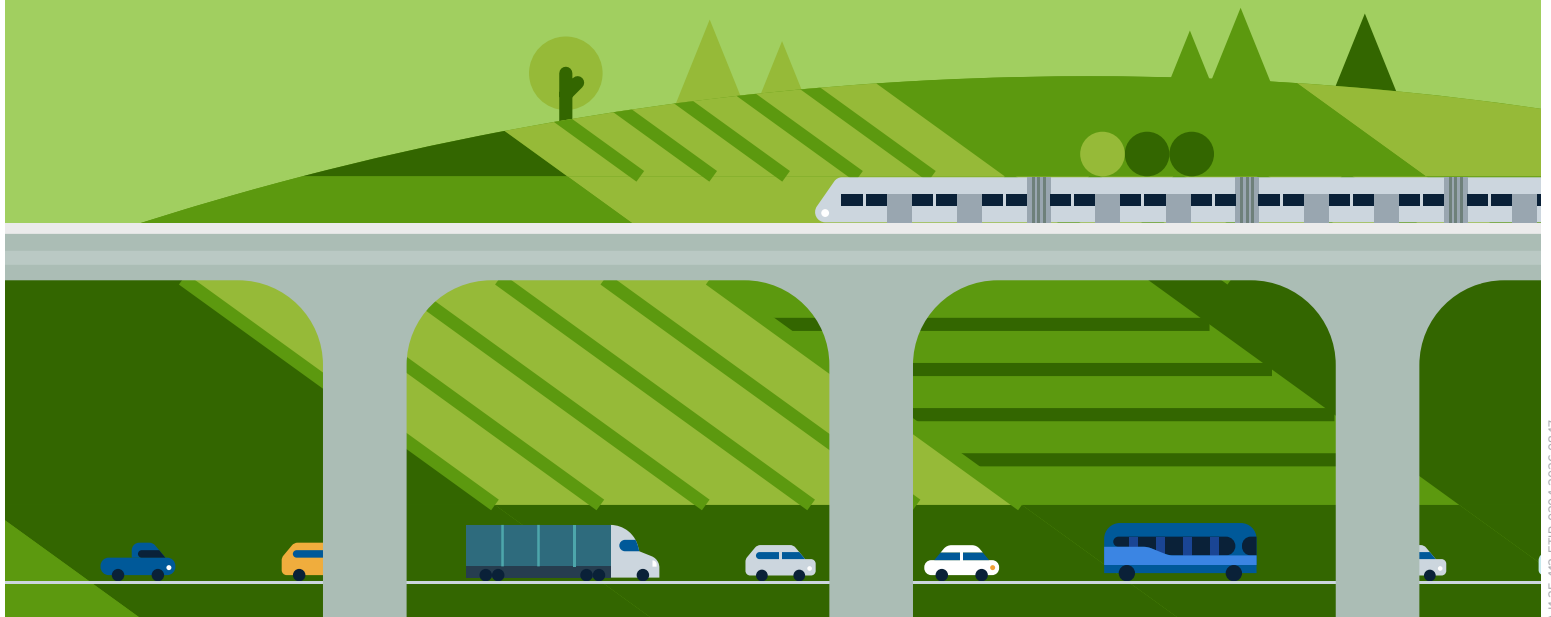


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Introduction

The Federal Transportation Improvement Program (FTIP) is a federally mandated, four-year program of all surface transportation projects, regardless of funding source, that will receive federal funding, are subject to a federally required action, and/or are regionally significant. The Southern California Association of Governments' (SCAG) 2027 FTIP is a comprehensive listing of such transportation projects proposed over federal fiscal years (FFY) 2026-27 through FFY 2029-30 for the region, with the last two years, FFY 2030-31 and FFY 2031-32, provided for informational purposes.

As the metropolitan planning organization for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, SCAG is responsible for developing the FTIP to submit to the California Department of Transportation (Caltrans) and the federal funding agencies. This listing identifies specific funding sources and fund amounts for each project with the purpose of implementing SCAG's overall strategy for enhancing regional mobility and improving both the efficiency and safety of the regional transportation system. The listing also supports efforts to attain and maintain applicable federal and state air quality standards for the region by reducing transportation-related air pollution and greenhouse gas emissions in accordance with transportation conformity requirements. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, high occupancy toll (or express) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized (including active transportation) projects.

The FTIP is developed principally through a bottom-up process by which the six county transportation commissions work with their local agencies and public transportation operators, as well as the public, to develop their individual county transportation improvement programs for inclusion into the regional FTIP. SCAG developed the 2027 FTIP in partnership with the county transportation commissions and Caltrans.

The projects included in the 2027 FTIP are consistent with the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy and subsequent amendments. The FTIP is developed to incrementally implement the programs and projects contained in Connect SoCal 2024.

Program Summary

The 2027 FTIP includes 1,836 projects programmed at \$48.5 billion over the next six years. By comparison, the total programming for the 2025 FTIP was \$38.8 billion. The 2027 FTIP shows that around \$8.4 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Project Listing Volume III – Part A of the 2027 FTIP). In addition, the 2027 FTIP reflects roughly \$18.6 billion in secured funding (see listing of "100% Prior Years" in Project Listing Volume III – Part A of the 2027 FTIP).

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

Table 1 is a summary of funding sources categorized as federal, state, and local sources. Of the programmed total, 17 percent is from federal funds, 25 percent from state funds, and 58 percent from local funds. The funding breakdown reflects a decrease in federal funds and an increase in the share of state and local funds compared to the 2025 FTIP.

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

Year	Federal	State	Local
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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
Grand Total	\$8,144,318	\$12,210,953	\$28,097,133
	17%	25%	58%

The six pie charts shown in Figure 1 summarize the funds programmed in the 2027 FTIP for each county transportation commission in the SCAG region by federal, state, and local funding sources. The variance in funding sources between county transportation commissions can be attributed in large part to the presence of local sales tax measures and federal grants to be allocated during the six years of the 2027 FTIP.

Figure 1. 2027 FTIP Program Funding for Each County (in \$000s)

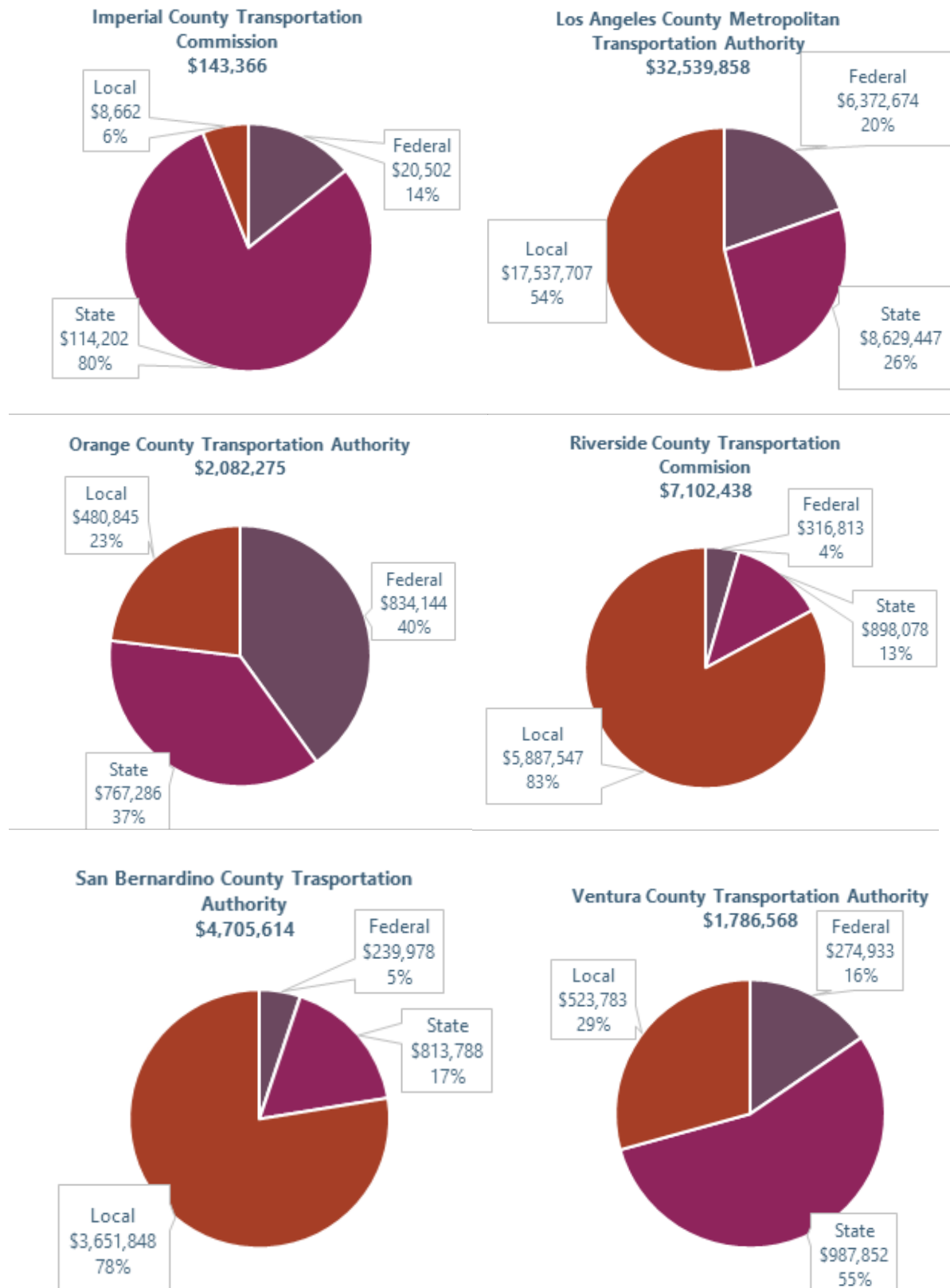


Table 2 summarizes the funds programmed for local highways, state highways, and transit (including rail) projects. For further information, please refer to the Financial Plan section of the Technical Appendix Volume II of the 2027 FTIP.

Table 2. 2027 FTIP Programming by System (in \$000s)

Year	Local	State	Transit	Grand Total
2027	\$4,771,731	\$6,369,135	\$8,727,071	\$19,867,937
2028	\$1,721,951	\$2,634,194	\$3,012,243	\$7,368,388
2029	\$1,119,855	\$1,217,450	\$2,134,815	\$4,472,120
2030	\$3,243,252	\$3,309,798	\$1,744,449	\$8,297,499
2031	\$486,691	\$676,462	\$2,404,491	\$3,567,644
2032	\$157,371	\$159,470	\$4,571,882	\$4,888,723
Grand Total	\$11,500,851	\$14,366,509	\$22,594,951	\$48,462,311
	24%	30%	47%	

Title VI

As the federally designated metropolitan planning organization for the region, SCAG must 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. 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](#).

Section XII of the 2027 FTIP Technical Appendix includes supplemental analysis of the impacts of the region's near-term transportation investments on protected populations. The mapping analysis shows where highway lane miles and transit revenue miles are located in relation to census tracts with above regional average concentrations of low-income households and non-white populations. Most projects are located in, adjacent to, or serving a disadvantaged area. In addition, the 2027 FTIP transportation investments support the modes most used by people in low-income households and Black, Hispanic/Latino, and multiracial populations.

SCAG continually seeks to improve analysis methods for evaluating the potential regional impacts of the FTIP on vulnerable populations. SCAG highly recommends and supports county transportation commissions 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 county transportation commissions.

Interagency Consultation and Public Participation

As stated earlier in this document, the Draft 2027 FTIP complies with applicable federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's Public Participation Plan (PPP). In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a regional forum for interagency consultation on all matters related to both regional and project-level transportation conformity. For more information on SCAG's current PPP, please visit the [SCAG website](#).

SCAG, with the cooperation of the county transportation commissions, TCWG, and other local, state, and federal partners, developed the [2027 FTIP Guidelines](#). The guidelines serve as a manual for county transportation commissions to develop their respective county transportation improvement program (TIP) and to submit their TIPs through SCAG's FTIP database, eFTIP. SCAG received comments from stakeholders and revised the document as necessary. The final 2027 FTIP Guidelines were approved by the SCAG Regional Council on Nov. 6, 2025.

SCAG released the Draft 2027 FTIP for a 30-day public review period on July 6, 2026. Two public hearings were held on the Draft 2027 FTIP during the public review period. The first was held on July 21, and the second on July 28 via Zoom, permitting either video or telephonic public participation. Notices regarding the public hearings and public comment process were posted on the SCAG website shared with media outlets in multiple languages, which resulted in media coverage of the comment period. The 2027 FTIP was posted on the SCAG website, and links to the documents were shared with libraries throughout the region.

2027 FTIP Performance

The Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy set forth a vision to advance Southern California's mobility, economy, community and environmental objectives for the next several decades. To help realize this vision, Connect SoCal 2024 includes specific regional goals and policies. To measure the extent to which Connect SoCal 2024 achieves these performance objectives, and to help guide the identification of preferred strategies and alternatives, SCAG developed a set of multimodal performance measures as featured in the [Connect SoCal 2024 Performance Monitoring Technical Report](#).

In addition to the performance metrics used to assess progress toward Connect SoCal 2024 regional objectives, SCAG also monitors regional transportation performance in compliance with federal requirements. The Moving Ahead for Progress in the 21st Century (MAP-21) legislation, signed into law in July 2012, established federal requirements for states and metropolitan planning organizations to implement a performance-based approach to transportation system planning and decision-making, and in the development of transportation plans. The Infrastructure Investment and Jobs Act, signed into law in Dec. 2021, reaffirmed the federal commitment to transportation system performance monitoring. Although SCAG has been using performance measures in its regional planning programs for many years, MAP-21 required the establishment of state and regional performance targets to address several performance measures specifically indicated in the federal legislation:

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

MAP-21 also required the FTIP to include, to the maximum extent practicable, a description of the anticipated effect of the TIP program toward achieving the federal performance targets, thereby linking investment priorities to those targets. Federal rulemaking finalized in May 2017 provided performance measures for highway safety, NHS performance, freight movement, the Congestion Mitigation and Air Quality program, and NHS pavement and bridge condition. The Final Rule required that state departments of transportation (e.g., Caltrans) and metropolitan planning organizations (e.g., SCAG) collaborate to establish targets in the identified national performance areas to document progress over time and to inform expectations for future performance. The performance discussion included in the 2027

FTIP will focus on key metrics from Connect SoCal 2024, which include the federally defined transportation performance measures.

For additional information regarding program performance, please see Section X of the 2027 FTIP Technical Appendix.

Programming Investments

The FTIP reflects how the region is implementing the transportation policies and goals of Connect SoCal 2024. The 2027 FTIP funding breakdown (Table 4 and Figure 2) shows the region's transportation priorities, which emphasize operations and maintenance of the existing regional multimodal transportation system.

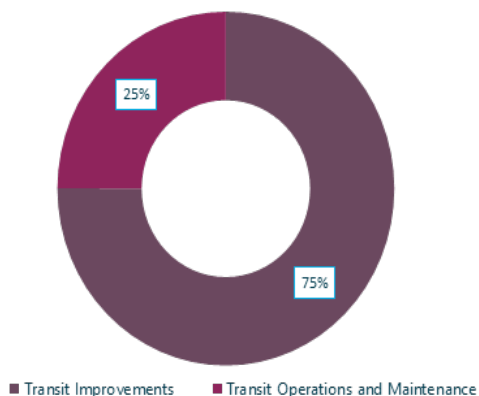
To illustrate the proportion of transportation investment categories as well as the amounts contributing toward capital versus operations and maintenance, the pie charts (Figure 2) below summarize 2027 FTIP investments over the six-year period. As the region continues to develop capital transportation projects, it is equally important that investments in operations and maintenance ensure each system's preservation over time. While Table 4 and Figure 2 summarize programmed investments, the total cost to maintain and operate the federal-aid system over the six years covered by the 2027 FTIP is projected to be nearly \$60 billion. Details on the projected operations and maintenance costs, available revenues, and strategies to ensure sufficient funding can be found in the [Connect SoCal 2024 Transportation Finance Technical Report](#).

Table 4. 2027 FTIP Amount Programmed (in \$000s)

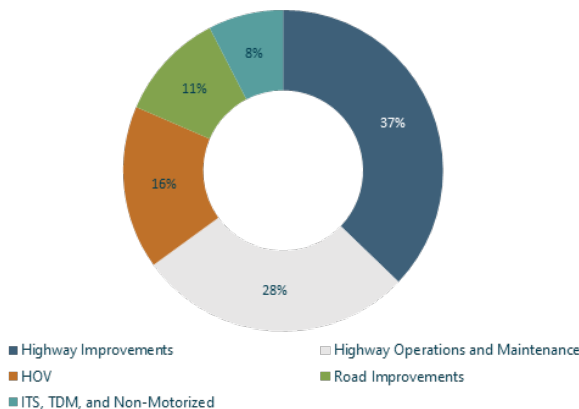
Project Category	Programmed Amount
Transit Improvements	\$17,275,364
Highway Improvements	\$9,309,520
Highway Operations and Maintenance	\$6,975,240
Transit Operations and Maintenance	\$5,747,925
HOV	\$4,119,845
Road Improvements	\$2,737,180
ITS, TDM, and Non-Motorized	\$1,902,860
Other	\$394,377
Grand Total	\$48,462,311

Figure 2. 2027 FTIP Investment Categories

Transit Investment: \$23.023 billion



Highway/Road Investment: \$25.045 billion



Included in the Highway Improvements category in Figure 2 is an estimated \$1.6 billion programmed toward active transportation projects, i.e., projects that encourage human-powered transportation modes like biking and walking. That total represents a two percent decrease from the 2025 FTIP. While the FTIP presents an overview of federally funded investments in the region, it is not a complete picture of all the delivered active transportation type projects. Active transportation projects that are 100 percent locally funded or 100 percent state funded are not required to be programmed in the FTIP. The FTIP only includes federally funded projects and other projects that require federal action. Active transportation project budgets tend to be smaller, and local agencies often prefer state or locally generated funds, which can be expended more quickly than federal funds.

The California Active Transportation Program (ATP) funds projects with the purpose of increasing use of active modes of transportation. Cycle 8 of the ATP, with \$619 million available statewide across the four years of the program, will be awarded in December 2026 and June 2027, after which the projects will be amended into the 2027 FTIP. Based on previous ATP funding cycles, the SCAG region could see an estimated \$438 million in additional active transportation funding for the region, bringing the total investment to approximately \$2.0 billion.

Table 5 provides a breakdown of how the \$1.6 billion programmed in the 2027 FTIP is allocated to different ATP project types in the region. The 2025 FTIP breakdown is provided for comparison. Connect SoCal 2024 calls for increases in active transportation funding over the 26-year plan period, culminating in a total of \$29.2 billion through 2050. Overall, the level of investment described here closely aligns with Connect SoCal 2024 and demonstrates that the region is on track to meet its goal.

Transportation Conformity

The 2027 FTIP must satisfy the following requirements for compliance with federal transportation conformity regulations:

- It must be consistent with SCAG's adopted Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy as amended.
- It must meet applicable regional emissions analysis tests.
- It must be financially constrained; it must demonstrate timely implementation of transportation control measures (TCMs). It must go through an interagency consultation and public involvement process.

CONFORMITY DETERMINATIONS FOR THE 2027 FTIP

The 2027 FTIP meets all federal transportation conformity requirements and passes the five tests required under the U.S. Department of Transportation Metropolitan Planning Regulations and U.S. Environmental Protection Agency Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2027 FTIP under the required conformity tests (40 CFR Sections 93.118 and 93.119).

CONSISTENCY WITH THE CONNECT SOCAL 2024 TEST

FINDING: SCAG's 2027 FTIP is consistent with the federally approved Connect SoCal 2024 as amended (policies, programs, strategies, and projects) and meets all applicable federal and state requirements and regulations.

REGIONAL EMISSIONS ANALYSIS TESTS

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

FINDING: The latest planning assumptions, transportation modeling, and emissions modeling and regional emissions analysis for the 2027 FTIP is identical to those for Connect SoCal 2024 Amendment 2 and updates the regional emissions analysis for Connect SoCal 2024 Amendment 1.

FINDING: The 2027 FTIP regional emissions analysis for ozone precursors (2008 and 2015 National Ambient Air Quality Standards (NAAQS)) meets all applicable emission budget tests for all milestone, attainment, and planning horizon years in the Morongo Band of Mission Indians (Morongo); Pechanga Band of Luiseño Mission Indians of the Pechanga Reservation (Pechanga); South Coast Air Basin (SCAB), excluding Morongo and Pechanga; South Central Coast Air Basin, (SCCAB) Ventura County portion; Western Mojave Desert Air Basin (MDAB); Los Angeles County Antelope Valley portion and San Bernardino County western portion of MDAB; and the Salton Sea Air Basin (SSAB) Riverside County Coachella Valley and Imperial County portions.

FINDING: The 2027 FTIP regional emissions analysis for particulate matter (PM) 2.5 and its precursors (1997, 2006, and 2012 NAAQS) meets 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 carbon monoxide (CO) meets 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 meets all applicable emission budget tests for all milestones, attainment, and planning horizon years in the SCAB and the SSAB (Riverside County Coachella Valley and Imperial County portions).

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.

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 with 2026 updates and 2024 PM2.5 SIPs are pending U.S. Environmental Protection Agency (U.S. 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 consistent with transportation conformity requirements for timely implementation of TCMs.

FINDING: The TCM strategies listed in the 2016 and 2022 Ozone SIPs (2022 Ozone SIP is pending U.S. 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 consistent with transportation conformity requirements for timely implementation of TCMs.

INTER-AGENCY 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 (TCWG) serves as a primary regional forum for interagency consultation.

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



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