

FINAL 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

EXECUTIVE SUMMARY VOLUME I OF III



October, 2022



VISION

Southern California's Catalyst
for a Brighter Future.

MISSION

To foster innovative regional
solutions that improve the lives
of Southern Californians through
inclusive collaboration, visionary
planning, regional advocacy,
information sharing, and
promoting best practices.

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2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM EXECUTIVE SUMMARY

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ABOUT SCAG

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

VISION

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INTRODUCTION

The Federal Transportation Improvement Program (FTIP) is a federally mandated four-year program of all surface transportation projects that will receive federal funding or are subject to a federally required action. The SCAG 2023 FTIP is a comprehensive listing of such transportation projects proposed over fiscal years (FY) 2022/23 – 2027/28 for the region, with the last two years 2026/27-2027/28 provided for informational purposes. As the Metropolitan Planning Organization (MPO) for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, the Southern California Association of Governments (SCAG) is responsible for developing the FTIP for submittal to the California Department of Transportation (Caltrans) and the federal funding agencies. This listing identifies specific funding sources and fund amounts for each project with the purpose of implementing SCAG’s overall strategy for enhancing regional mobility and improving both the efficiency and safety of the regional transportation system, while supporting efforts to attain federal and state air quality standards for the region by reducing transportation related air pollution and greenhouse gas (GHG) emissions. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements, freeway ramps, and non-motorized (including active transportation) projects.

The FTIP is developed through a bottom-up process by which the six county transportation commissions (CTCs) work with their local agencies and public transportation operators, as well as the general public, to develop their individual county Transportation Improvement Programs (TIPs) for inclusion into the regional FTIP. The 2023 FTIP has been developed by SCAG in partnership with the CTCs and Caltrans.

The FTIP must include all federally funded transportation projects in the region, as well as all regionally significant transportation projects for which approval from federal funding agencies is required, regardless of funding source.

The projects included in the 2023 FTIP are consistent with SCAG’s Connect SoCal – 2020 - Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including its Amendments #1 and #2 (being processed concurrently with 2023 FTIP). The FTIP is developed to incrementally implement the programs and projects contained in the RTP/SCS.



PROGRAM SUMMARY

The 2023 FTIP includes approximately 1,720 projects programmed at \$35.9 billion over the next six years. By comparison, the total programming for the 2021 FTIP was \$35.3 billion. The increase in programming funds in the 2023 FTIP compared to the 2021 FTIP is due to a variety of factors. First, the passage of SB 1 in 2017 has increased programming for transportation projects throughout the state and in the SCAG region. Additionally, the passage of Los Angeles County's Measure M sales tax has increased funding for transportation projects throughout Los Angeles County. The 2023 FTIP shows that approximately \$1.4 billion in previously programmed funds have been implemented (see listing of "Completed Projects" in Project Listing Volume III – Part A of the 2023 FTIP). In addition, the 2023 FTIP reflects approximately \$17.3 billion in secured funding (see listing of "100% Prior Years" in Project Listing Volume III – Part A of the 2023 FTIP).

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

TABLE 1 is a summary of funding sources categorized as federal, state and local sources. 16 percent of the program total is from federal funds, 24 percent from state funds, and 60 percent from local funds.

The six pie charts shown in **FIGURE 1** summarize the funds programmed in the 2023 FTIP for each county in the SCAG region by federal, state, and local funding sources. The totals from each of the counties do not add up to \$35.9 billion due to projects in 'Various Counties' which are not included in the charts below.

TABLE 2 summarizes the funds programmed in the local highways, state highways, and transit (including rail) programs. It shows that 41 percent of the total \$35.9 billion in the 2023 FTIP is programmed in the State Highway Program, 24 percent in the Local Highway Program and 35 percent in the Transit (including rail) Program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II) of the 2023 FTIP.

TABLE 1 SUMMARY OF 2023 FTIP BY FUNDING SOURCE (IN 000'S)

Year	FEDERAL	STATE	LOCAL	TOTAL
FY 22–23	\$2,319,185	\$4,790,486	\$5,596,362	\$12,706,033
FY 23–24	\$1,226,960	\$1,879,456	\$5,046,807	\$8,153,223
FY 24–25	\$840,467	\$680,873	\$3,162,920	\$4,684,260
FY 25–26	\$715,535	\$303,671	\$5,027,965	\$6,046,771
FY 26–27	\$454,864	\$789,462	\$2,479,545	\$3,723,871
FY 27–28	\$9,643	\$67,663	\$509,785	\$587,091
TOTAL	\$5,566,254	\$8,511,611	\$21,823,384	\$35,901,249
% of TOTAL	16%	24%	60%	100%

TABLE 2 SUMMARY OF 2023 FTIP BY PROGRAM (IN 000'S)

Year	LOCAL	STATE	TRANSIT (INC. RAIL)	TOTALS
FY 22–23	\$2,428,826	\$5,520,389	\$4,756,818	\$12,706,033
FY 23–24	\$1,239,582	\$2,920,812	\$3,992,829	\$8,153,223
FY 24–25	\$1,058,242	\$1,744,923	\$1,881,095	\$4,684,260
FY 25–26	\$774,307	\$3,756,339	\$1,516,125	\$6,046,771
FY 26–27	\$2,874,978	\$268,767	\$580,126	\$3,723,871
FY 27–28	\$111,182	\$464,263	\$11,646	\$587,091
TOTAL	\$8,487,117	\$14,675,493	\$12,738,639	\$35,901,249
% of TOTAL	24%	41%	35%	

During the development of the 2023 FTIP, the SCAG region, along with every other region in the world, continues to recover from the devastating economic impacts of the COVID-19 pandemic. During the height of the pandemic, the implementation of various stay-at-home and quarantine orders resulted in a drastic reduction in transportation demand and a commensurate reduction in fuel consumption, as people

were driving less and thereby consuming less fuel. The overall reduction in revenues due to the COVID-19 pandemic remains unknown at this time. The SCAG region relies heavily on local sales tax measures for the timely delivery of transportation projects. Local revenues account for a little over half of all the funding for transportation.

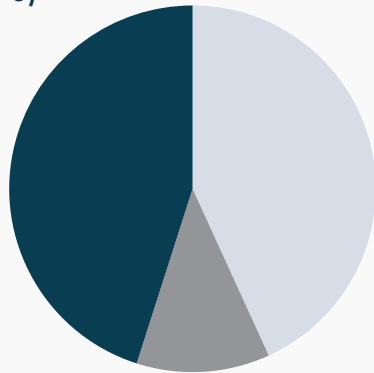
FIGURE 1 2023 FTIP PROGRAM FUNDING FOR EACH COUNTY

IMPERIAL COUNTY
\$201,208 (in \$000'S)

FEDERAL
 \$90,681 | 45%

STATE
 \$23,650 | 12%

LOCAL
 \$86,877 | 43%

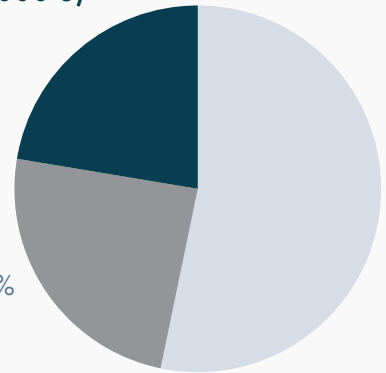


LOS ANGELES COUNTY
\$19,361,774 (in \$000'S)

FEDERAL
 \$4,332,377 | 23%

STATE
 \$4,718,637 | 24%

LOCAL
 \$10,310,760 | 53%

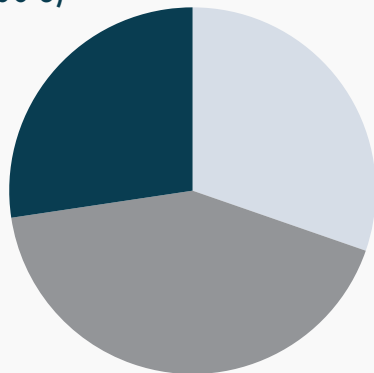


ORANGE COUNTY
\$1,520,695 (in \$000'S)

FEDERAL
 \$416,077 | 27%

STATE
 \$643,669 | 42%

LOCAL
 \$460,949 | 30%

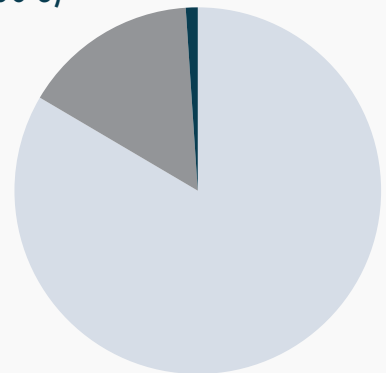


RIVERSIDE COUNTY
\$7,961,815 (in \$000'S)

FEDERAL
 \$83,563 | 1%

STATE
 \$1,232,166 | 16%

LOCAL
 \$6,646,086 | 83%

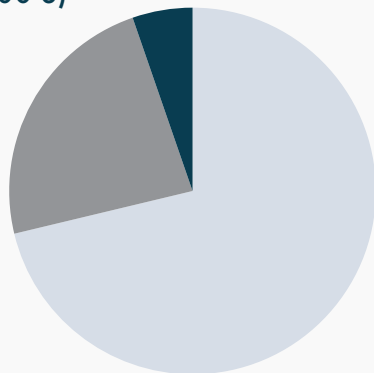


SAN BERNARDINO COUNTY
\$5,653,478 (in \$000'S)

FEDERAL
 \$299,669 | 5%

STATE
 \$1,325,399 | 24%

LOCAL
 \$4,028,410 | 71%

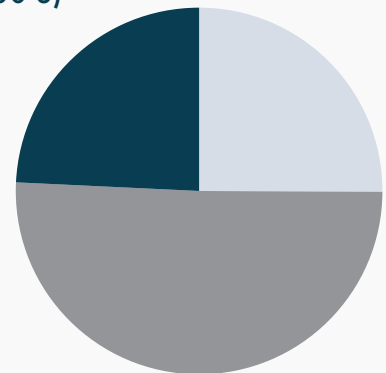


VENTURA COUNTY
\$1,121,005 (in \$000'S)

FEDERAL
 \$271,828 | 24%

STATE
 \$568,090 | 51%

LOCAL
 \$281,087 | 25%



ENVIRONMENTAL JUSTICE

The Connect SoCal – 2020 RTP/SCS, approved by the SCAG Regional Council on May 7, 2020 and certified by FHWA/FTA for meeting transportation conformity on June 5, 2020, includes a comprehensive Environmental Justice analysis. The Connect SoCal 2020 RTP/SCS was approved on September 3, 2020 in its entirety and for all other purposes. The 2021 FTIP is consistent with the policies, programs and projects included in Connect SoCal - 2020 RTP/SCS, including RTP amendments and as such the Environmental Justice analysis included as part of Connect SoCal appropriately serves as the analysis for the transportation investments in the 2023 FTIP.

A key component of Connect SoCal's development process was to further implement SCAG's Public Participation Plan (PPP), which involved outreach to achieve meaningful public engagement with minority and low-income populations and included the solicitation of input from our regional environmental justice stakeholders through the Environmental Justice Working Group, now the Equity Working Group, which started in May 2018. As part of the environmental justice analysis for Connect SoCal, SCAG identified multiple performance measures to analyze existing social and environmental equity in the region and to assess the impacts of Connect SoCal on various environmental justice population groups. These performance measures included impacts related to relative tax burden, share of transportation system usage, jobs-housing imbalance, neighborhood change and displacement, access to essential services like jobs, shopping, parks and open space, air quality, public health, noise, and rail related impacts. For additional information regarding these and other environmental justice performance measures and the detailed environmental justice analysis, please see: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_environmental_justice.pdf?1606001617.

For Connect SoCal 2024, SCAG staff will evolve its environmental justice analysis and shift to a more robust equity analysis that's grounded on best practices and aims to meaningfully evaluate inequities in the region to help propose strategies for addressing them.

On April 7, 2022, SCAG's Regional Council adopted an updated [Public Participation Plan](#) designed to be accessible to a general audience and adaptable in anticipation of evolving technologies and practices. The updated plan addresses Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B; Effective October 1, 2012), including enhanced strategies for engaging minority and limited English proficient populations in SCAG's transportation planning and programming processes, as well as Environmental Justice Policy Guidance for Federal Transit Administration Recipients (FTA Circular 4703.1; Effective August 15, 2012).

EQUITY

In July 2020 SCAG's Regional Council adopted Resolution No. 20-623-2, affirming its commitment to advancing justice, equity, diversity, and inclusion throughout Southern California. The resolution called for the formation of an ad hoc Special Committee on Equity and Social Justice to further develop SCAG's response to advancing equity. The Committee met on a quarterly basis starting in September 2020 and concluding

in March 2021, culminating in the development of an early action plan. In May 2021, the Regional Council adopted the Racial Equity Early Action Plan (EAP), and since then, SCAG staff have made significant progress on implementing actions included in the plan ¹.

The EAP was grounded in SCAG's working definition of equity that led with race as a focal point in addressing the pervasive and deep inequities faced by people of color across the region. The EAP included overarching goals and strategies to advance racial equity through SCAG's policies, practices, and activities. The plan's goals included:

1. Shift the Organizational Culture, which is focused on SCAG's internal work and practices.
2. Center Racial Equity in Regional Policy & Planning, which refers to SCAG's regional planning functions.
3. Encourage Racial Equity in Local Planning Practices, referring to how SCAG can influence the local elected officials and planning professionals with which it works and partners; and
4. Activate and Amplify, in which SCAG commits to communicating more broadly its commitment to racial equity and joining with others in different fields and sectors to amplify impact.

SCAG's EAP is aligned with the federal government's recent efforts to advance equity and racial justice across 90 federal agencies and 50 independent agencies. More specifically, SCAG's EAP is aligned with the US Department of Transportation's (USDOT's) Equity Action Plan, which was developed in response to Federal Executive Order 13985 and seeks to advance equity through the department's discretionary funding programs. Similar to SCAG's EAP, the USDOT's plan identifies goals and strategies to address equity. However, USDOT's plan focuses on four areas: wealth creation, power of community, interventions and expanding access. The USDOT's response and initiative to institutionalizing equity as part of their funding programs suggests that going forward, federal transportation funding will increasingly include evaluation criteria based on equity and impacts to disadvantaged communities in order to be awarded funding.² Equity criteria should simultaneously consider benefits, burdens, and engagement for a holistic assessment of projects. SCAG will encourage the CTCs to use these resources in selecting and prioritizing projects for inclusion in the County TIPs. (see Volume II Section IX).

INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

As stated earlier in this document, the 2023 FTIP complies with applicable federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's PPP. In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a regional forum for interagency consultation. For more information on SCAG's current PPP, please visit: <https://scag.ca.gov/sites/main/files/file-attachments/f-2022-public-participation-plan.pdf?1649371860>.

- 1 Recent FY22 Progress Report can be found in Item 6 in the agenda found here: <https://scag.ca.gov/sites/main/Ples/Ple-attachments/eec040722fullpacket.pdf?1648769315>
- 2 US Department of Transportation Equity Action Plan: https://www.transportation.gov/sites/dot.gov/Ples/2022-04/Equity_Action_Plan.pdf

SCAG, with the cooperation of the CTCs, TCWG, and other local, state, and federal partners, completed an update to the 2023 FTIP Guidelines. Development of these guidelines is the first step in drafting the 2023 FTIP. The guidelines serve as a manual for CTCs to develop their respective county Transportation Improvement Program (TIP) and for submitting their TIPs through SCAG's FTIP database. SCAG received comments from stakeholders and revised the document as necessary. The Final Guidelines for the 2023 FTIP were approved by the SCAG Regional Council on October 7, 2021. For additional information on the 2023 FTIP Guidelines, please visit: <https://scag.ca.gov/sites/main/files/file-attachments/proposed-f2023-ftip-guidelines.pdf>.

On July 7, 2022, the 2023 FTIP was released for a 30-day public review period. During the public review period, two public hearings were held on the 2023 FTIP. The first was held on July 19th and the second was held on July 28, 2022. Given public health directives and recommendations of public health officials relating to public gatherings due to on-going COVID-19 concerns, the hearings were held virtually via Zoom, permitting either video or telephonic public participation. These public hearings were noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices are included in Section V of the Final Technical Appendix). The 2023 FTIP was posted on the SCAG website and a link was shared with libraries throughout the region.

ECONOMIC IMPACTS OF 2023 FTIP PROGRAM EXPENDITURES

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

The FTIP program budget includes investments on a mix of transportation projects — state highway, local highway, and transit—that are planned over a six-year time period beginning in FY 2022/2023 and ending in FY 2027/2028. The job impacts of these regional transportation system investments were

estimated using the REMI Transight model. The Transight model uses a system of equations based on county-specific information to forecast how the region's economy changes over time and reacts to new conditions by county and by year.

FTIP expenditures are categorized by function into three broad industries: construction, transit operations and maintenance, and architectural and engineering services. Operations and maintenance expenditures for highways and transit facilities are included in the construction category given their similarity. Due to differences in economic impacts arising from different types of transportation spending, FTIP transportation project expenditure data is sorted by the industry category, such as construction services, operations and maintenance for transit operations and architectural and engineering services. Each category of spending was modeled separately, and their impacts summed. Employment estimates are measured on a job-count basis for employment gains and are reported on an annual basis.

Based on the Transight simulation, over the six-year period, the FTIP program will generate an annual average of more than 124,000 jobs in the six-county SCAG region. The total employment impact of the 2023 FTIP transportation program is shown in **TABLE 3**.

In addition to supporting the economy and job creation in the SCAG region, the rest of California will also benefit from spillover impacts of these investments totaling an additional 7,071 jobs per year on average. This shows that transportation investment in the SCAG region is important for job creation not only for our region but also beyond.

These impacts are primarily related to the construction and maintenance-related benefits of the 2023 FTIP, or the economic and job creation impacts of the direct investment in transportation infrastructure. In addition, there are longer-term economic impacts as a result of the relative efficiency improvements of the regional transportation system.

Connect SoCal - 2020 RTP/SCS, includes an analysis of economic impacts arising from efficiency gains in terms of worker and business economic productivity and goods movement that will be beneficial in terms of economic development, competitive advantage, and overall improvement in the economic

TABLE 3 JOBS CREATED ANNUALLY BY 2023 FTIP INVESTMENTS (REMI ANALYSIS)

	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	ANNUAL AVERAGE
Imperial County	504	153	36	40	40	9	130
Los Angeles County	283,213	109,623	70,190	56,046	1,650	-2,622	86,350
Orange County	23,065	12,690	6,463	4,564	2,188	-889	8,014
Riverside County	15,465	24,073	7,813	26,379	24,957	4,850	17,256
San Bernardino County	18,819	8,541	11,999	19,050	4,242	1,895	10,757
Ventura County	6,679	1,808	1,712	1,250	251	-5	1,949
SCAG Region	347,745	156,887	98,212	107,329	33,328	3,239	124,457

competitiveness of the SCAG region within the global economy. Projects that reduce congestion may help firms produce at lower cost or allow those firms to reach larger markets or hire more highly skilled employees. A robust regional economy, with a well-functioning transportation system, provides a more attractive place for firms to do business, enhancing the economic competitiveness of the SCAG region.

Over time, these transportation network efficiency benefits become even more important to regions such as Southern California in terms of enhanced economic growth and competitiveness, attraction and retention of employers and highly skilled employees, and creation of good-paying jobs. Economic analysis performed in support of 2020 Connect SoCal estimated that regional transportation network efficiency improvements derived from full implementation of the RTP generated an average of 264,500 new jobs per year.

2023 FTIP PROGRAM PERFORMANCE

Connect SoCal set forth a vision to advance Southern California’s mobility, economy, and sustainability objectives for the next several decades. To help realize this vision, Connect SoCal includes specific regional goals and policies. To measure the extent to which the RTP/SCS achieves these performance objectives, and to help guide the identification of preferred strategies and alternatives, SCAG developed a set of multi-modal performance measures as featured in the 2020 Connect SoCal Performance Measures Technical Report: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_performance-measures.pdf.

In addition to the performance metrics used to assess progress toward achieving Connect SoCal 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 MPOs to implement a performance-based approach to transportation system planning and decision-making, and in the development of transportation plans. The ‘Fixing America’s Surface Transportation’ (FAST) Act, signed into law in December 2015, and the more recent ‘Infrastructure Investment and Jobs Act’ (IIJA) signed into law in December of 2021, reaffirmed the federal commitment to transportation system performance monitoring. Although SCAG has been using performance measures in its regional planning programs for many years, MAP-21 required the establishment of state and regional performance targets to address several performance measures specifically indicated in the federal legislation:

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

- Transit system safety
- Transit asset management

MAP-21 also requires that the FTIP include, to the maximum extent practicable, a description of the anticipated effect of the TIP program toward achieving the federal performance targets, thereby linking investment priorities to those targets. Federal rulemaking finalized in May 2017 provided performance measures for highway safety, National Highway System (NHS) performance, freight movement, the Congestion Mitigation and Air Quality (CMAQ) program, and for NHS pavement and bridge condition. The Final Rule required that State Departments of Transportation (Caltrans) and MPOs (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 2023 FTIP focuses on key metrics from the 2020 RTP/SCS (Connect SoCal), which includes the federally defined performance measures.

For additional information regarding program performance, please see Volume II, Section VII of the 2023 FTIP Technical Appendix.

PROGRAMMING INVESTMENTS

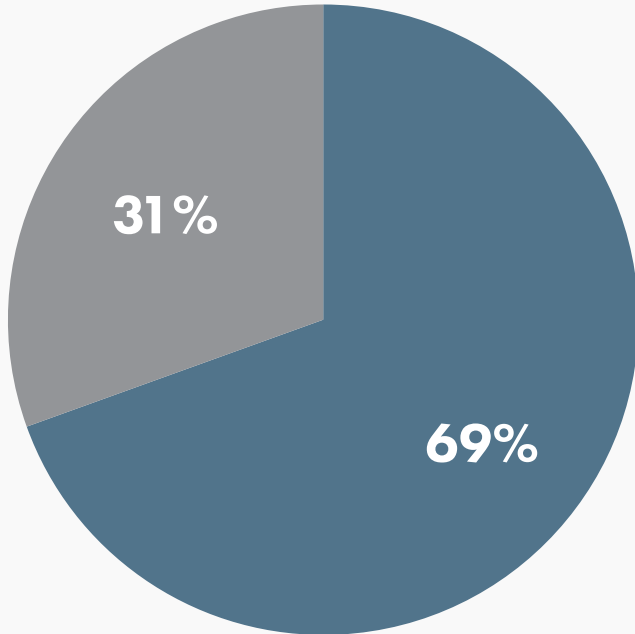
The FTIP reflects how the region is moving forward in implementing the transportation policies and goals of the 2020 RTP/SCS (Connect SoCal). The 2023 FTIP funding breakdown (TABLE 4) shows the region’s transportation priorities, with an emphasis on operations and maintenance of the existing regional multimodal transportation system. To illustrate the distribution of funding between investment categories as well as the amounts contributing towards transit capital versus operations and maintenance, the pie charts below summarize investment amounts as programmed in the six years of the 2023 FTIP. As the region continues to develop important capital transportation projects, it is equally important to ensure there is ample investments in operations and maintenance to ensure each system’s preservation over time.

TABLE 4 2023 FTIP AMOUNT PROGRAMMED (IN \$ MILLIONS)

Highway Improvements	\$14,552
Transit Improvements	\$8,800
Highway Operations & Maintenance	\$5,569
HOV	\$459
Transit Operations & Maintenance	\$3,863
ITS, TDM & Non-Motorized, Other	\$2,659

2023 FTIP INVESTMENT CATEGORIES

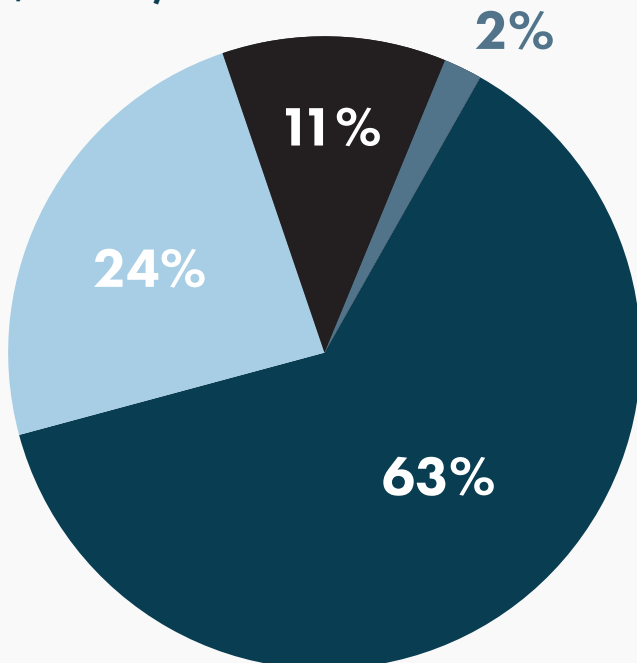
TRANSIT INVESTMENT: \$12,662,722 (in \$000'S)



**TRANSIT OPERATIONS
& MAINTENANCE**
\$3,863,193

**TRANSIT
IMPROVEMENTS**
\$8,799,529

HIGHWAY/ROAD INVESTMENT: \$23,238,527 (in \$000'S)



HIGHWAY IMPROVEMENTS
\$14,551,811

**HIGHWAY OPERATIONS
& MAINTENANCE**
\$5,568,955

ITS, TDM & NON-MOTORIZED
\$2,658,568

HOV
\$459,193

The 2023 FTIP includes an estimated \$1.7 billion programmed towards active transportation projects. This represents a nearly 50% increase from the 2021 FTIP. While the FTIP presents an overview of federally funded investments in the region, it is not a complete picture of all the active transportation type projects that are delivered. Active transportation projects that are 100% locally funded or 100% state funded are not required to be programmed in the FTIP. The FTIP only includes federally funded projects and other projects that require federal action. Active transportation improvement projects tend to be smaller where state or locally generated funds are preferred by local agencies for implementation due to the reduction of cumbersome requirements common with federal funds. However, the adoption of the Infrastructure Investment and Jobs Act in 2021 brought increased federal funds to the State of California Active Transportation Program (ATP). Cycle 6 of ATP increased from \$111 million per year to \$163 million per year, representing nearly 50% more funds available to agencies across the state.

TABLE 5 provides a breakdown of how the \$1.7 billion programmed in the 2023 FTIP is allocated to different project types in the region. The 2021 FTIP breakdown is provided for comparison. In addition to the amount currently programmed, Cycle 6 of ATP grants will be programmed once

they are released by Caltrans, thereby increasing overall FTIP investments towards active transportation. Based on previous ATP funding cycles, it is estimated that the SCAG region will see as much as \$300 million in additional active transportation funding for the region, bringing the total investment to approximately \$2 billion.

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

TRANSPORTATION CONFORMITY

The 2023 FTIP must satisfy the following requirements to be in compliance with federal conformity regulations: It must be consistent with SCAG's 2020 RTP/SCS (Connect SoCal) as amended; it must meet regional emissions tests; it must demonstrate timely implementation of transportation control measures (TCMs); it must go through interagency consultation and public involvement process; and it must be financially constrained.

TABLE 5 ACTIVE TRANSPORTATION INVESTMENT (IN MILLIONS)

ATP PROJECT TYPE	SCAG REGION 2021 FTIP FY2020–21 TO FY2025–26*	PERCENTAGE OF ATP INVESTMENT IN 2021 FTIP	SCAG REGION 2023 FTIP FY2022–23 TO FY2027–28*	PERCENTAGE OF ATP INVESTMENT IN 2023 FTIP
Bicycle & Pedestrian Infrastructure	\$556.6	48%	\$537.7	31.6%
Dedicated Bicycle Infrastructure	\$216.7	19%	\$236.2	13.9%
Dedicated Pedestrian Infrastructure	\$139.7	12%	\$122.7	7.2%
First Mile/ Last Mile Strategies	\$104.6	9%	\$139.8	8.2%
Bicycle Detection & Traffic Signals	\$24.1	2%	\$2.3	<1%
Safe Routes to Schools/Education	\$1.1	<1%	\$2.5	<1%
Planning	\$1.8	<1%	\$3.6	0.2%
ATP as Part of Larger Project <i>(est. average 5% of total cost)</i>	\$103.7	9%	\$655.4	38.5%
TOTAL AMOUNTS	\$1,148.3		\$1,700.2	

* Excludes ATP Projects for Cycle 6

CONFORMITY DETERMINATIONS FOR THE 2023 FTIP

The 2023 FTIP meets all federal transportation conformity requirements and passes the five tests required under the U.S. DOT Metropolitan Planning Regulations and U.S. EPA Transportation Conformity Regulations. SCAG has made the following conformity findings for the 2023 FTIP under the required conformity tests.

CONSISTENCY WITH THE 2020 RTP/SCS TEST

FINDING: SCAG's 2023 FTIP is consistent with the 2020 RTP/SCS as amended (policies, programs, and projects).

REGIONAL EMISSIONS TESTS

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

FINDING: The regional emissions analyses for the 2023 FTIP are identical to the regional emissions analyses for the Connect SoCal – 2020 RTP/SCS Amendment #2.

FINDING: The 2023 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 2023 FTIP regional emissions analysis for PM2.5 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 2023 FTIP regional emissions analysis for CO meets all applicable emission budget tests for all milestone, attainment, and planning horizon years in the SCAB.

FINDING: The 2023 FTIP regional emissions analysis for PM10 and its precursors meets 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 2023 FTIP regional emissions analysis for PM10 meets 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 2023 FTIP regional emissions analysis for PM2.5 and its precursors (2006 and 2012 NAAQS) meets 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).

TIMELY IMPLEMENTATION OF TCM TEST

FINDING: The TCM project categories listed in the 1994/1997/2003/2007/2012/2016 Ozone SIPs for the SCAB area were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

FINDING: The TCM strategies listed in the 2016 and 1994 (as amended in 1995) Ozone SIP for the SCCAB (Ventura County) were given funding priority, are expected to be implemented on schedule and, in the case of any delays, any obstacles to implementation have been or are being overcome.

INTER-AGENCY CONSULTATION AND PUBLIC INVOLVEMENT TEST

FINDING: The 2023 FTIP complies with all federal and state requirements for interagency consultation and public involvement by following the strategies described in SCAG's PPP. For more information on SCAG's PPP, please visit : <https://scag.ca.gov/sites/main/files/file-attachments/f-2022-publicparticipation-plan.pdf?1649371860>. In accordance with the PPP, SCAG's Transportation Conformity Working Group (TCWG) serves as a forum for interagency consultation.

The 2023 FTIP was discussed with SCAG's TCWG, which includes representatives from the federal, state, and local air quality and transportation agencies, at their monthly meetings throughout the FTIP development process (July 27, 2021 through August 23, 2022). The draft conformity analysis was released for a 30-day public review on July 7, 2022. Two public hearings were held on July 19 and July 28, 2022, respectively. Given public health directives and recommendations of public health officials relating to public gatherings due to on-going COVID-19 concerns, the hearings were held virtually via Zoom, permitting either telephonic or video public participation. These public hearings were noticed in numerous newspapers throughout the region. The notices were published in English, Spanish, Korean, Chinese and Vietnamese languages (copies of these notices are included in Section V of the Final Technical Appendix Volume II of III). The 2023 FTIP was posted on the SCAG website and distributed to libraries throughout the region. SCAG received a total of 24 comments on the Draft 2023 FTIP: three general comments, 16 project specific comments, and five comments related to funding/financial plan. The comments were for the most part technical in nature and do not raise issues that affect conformity. Multiple comments were submitted by SCAG's Caltrans Headquarters Liaison responsible for reviewing SCAG's FTIP and FTIP Amendments. Based on an initial review and analysis of the comments, SCAG staff does not anticipate significant changes to the Final 2023 FTIP. SCAG staff is working closely with the CTCs to address the comments and has provided responses to all comments in the proposed Final 2023 FTIP. All minor and technical changes to projects will be addressed in Amendment 1 of the 2023 FTIP.

FINANCIAL CONSTRAINT TEST

FINDING: The 2023 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 2023 FTIP demonstrates financial constraint in the financial plan by identifying all transportation revenues including local, state, and federal sources available to meet the region's programming totals.



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