



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
(213) 236-1800
www.scag.ca.gov

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Transportation Commission

MEETING OF THE

TRANSPORTATION COMMITTEE

***Members of the Public are Welcome to Attend
In-Person & Remotely***

***Thursday, November 5, 2026
9:30 a.m. – 11:15 a.m.***

To Attend In-Person:

**SCAG Main Office - Regional Council Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017**

To Watch or View Only:

<https://scag.ca.gov/scag-tv-livestream>

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To Attend and Participate by Phone:

**Call-in Number: 1-669-900-6833
Meeting ID: 822 2773 7082**

PUBLIC ADVISORY

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Maggie Aguilar at (213) 630-1420 or via email at aguilarm@scag.ca.gov. Agendas & Minutes are also available at: www.scag.ca.gov/committees.

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1895. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



Instructions for Attending the Meeting

To Attend In-Person and Provide Verbal Comments: Go to the SCAG Main Office located at 900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017 or any of the remote locations noticed in the agenda. The meeting will take place in the Regional Council Room on the 17th floor starting at 9:30 a.m.

To Attend by Computer: Click the following link: <https://scag.zoom.us/j/82227737082>. If Zoom is not already installed on your computer, click “Download & Run Zoom” on the launch page and press “Run” when prompted by your browser. If Zoom has previously been installed on your computer, please allow a few moments for the application to launch automatically. Select “Join Audio via Computer.” The virtual conference room will open. If you receive a message reading, “Please wait for the host to start this meeting,” simply remain in the room until the meeting begins.

To Attend by Phone: Call (669) 900-6833 to access the conference room. Given high call volumes recently experienced by Zoom, please continue dialing until you connect successfully. Enter the **Meeting ID: 822 2773 7082**, followed by #. Indicate that you are a participant by pressing # to continue. You will hear audio of the meeting in progress. Remain on the line if the meeting has not yet started.

Instructions for Participating and Public Comments

Members of the public can participate in the meeting via written or verbal comments.

In Writing: Written comments can be emailed to: ePublicComment@scag.ca.gov. Written comments received **by 5pm on Wednesday, November 4, 2026**, will be transmitted to members of the legislative body and posted on SCAG’s website prior to the meeting. You are **not** required to submit public comments in writing or in advance of the meeting; this option is offered as a convenience should you desire not to provide comments in real time as described below. Written comments received after 5pm on Wednesday, November 4, 2026, will be announced and included as part of the official record of the meeting. Any writings or documents provided to a majority of this committee regarding any item on this agenda (other than writings legally exempt from public disclosure) are available at the Office of the Clerk, at 900 Wilshire Blvd., Suite 1700, Los Angeles, CA 90017 or by phone at (213) 630-1420, or email to aguilarm@scag.ca.gov.

Remotely: If participating in real time via Zoom or phone, please wait for the presiding officer to call the item for which you wish to speak and use the “raise hand” function on your computer or *9 by phone and wait for SCAG staff to announce your name/phone number.

In-Person: If participating in-person, you are invited but not required, to fill out and present a Public Comment Card to the Clerk of the Board or other SCAG staff prior to speaking. It is helpful to indicate whether you wish to speak during the Public Comment Period (Matters Not on the Agenda) and/or on an item listed on the agenda.

General Information for Public Comments

Verbal comments can be presented in real time during the meeting. Members of the public are allowed a total of 3 minutes for verbal comments. The presiding officer retains discretion to adjust time limits as necessary to ensure efficient and orderly conduct of the meeting, including equally reducing the time of all comments.

For purpose of providing public comment for items listed on the Consent Calendar, please indicate that you wish to speak when the Consent Calendar is called. Items listed on the Consent Calendar will be acted on with one motion and there will be no separate discussion of these items unless a member of the legislative body so requests, in which event, the item will be considered separately.

In accordance with SCAG’s Regional Council Policy, Article VI, Section H and California Government Code Section 54957.9, if a SCAG meeting is “willfully interrupted” and the “orderly conduct of the meeting” becomes unfeasible, the presiding officer or the Chair of the legislative body may order the removal of the individuals who are disrupting the meeting.



TRANSPORTATION COMMITTEE AGENDA

TELECONFERENCE AVAILABLE AT THESE ADDITIONAL LOCATIONS*

Brian S. Berkson City of Jurupa Valley - City Hall 8930 Limonite Avenue Jurupa Valley, CA 92509	Jonathan Dumitru 1 Mac Arthur Pl #600 Santa Ana, CA 92707	Bryan "Bubba" Fish City of Culver City - City Hall 9770 Culver Boulevard Patio Conference Room, 3rd Floor Culver City, CA 90232
Jason Gibbs City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355	Lauren Hughes-Leslie City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534	Fred Jung City of Fullerton - City Hall 303 W. Commonwealth Avenue Fullerton CA 92832
Linda Krupa City of Hemet - City Hall Mayor's Office 445 E. Florida Avenue Hemet, CA 92543	Carlos Leon City of Anaheim - City Hall 200 S Anaheim Boulevard Anaheim, CA 92805	Ken Mann City of Lancaster - City Hall Council Conference Room 44933 Fern Avenue Lancaster, CA 93534
Marsha McLean City of Santa Clarita - City Hall 23920 Valencia Boulevard Orchard Conference Room Santa Clarita, CA 91355	L. Dennis Michael City of Rancho Cucamonga - City Hall Mayor's Office 10500 Civic Center Drive Rancho Cucamonga, CA 91730	Carol Moore City of Laguna Woods - City Hall 24264 El Toro Road Laguna Woods, CA 92637
Zizette Mullins City of Burbank - City Hall 275 E. Olive Avenue, 2nd Floor Burbank, CA 91502	Juan Muñoz-Guevara City of Lynwood - City Hall Annex Building 11330 Bullis Road Lynwood, CA 90262	Frank J. Navarro City of Colton - City Hall 650 N. La Cadena Drive Colton, CA 92324
Ed Reece 987 W. Foothill Boulevard, Suite #206 Claremont, CA 91711	Crystal Ruiz 674 Sunnyside Boulevard San Jacinto, CA 92582	Zak Schwank City of Temecula - City Hall Third Floor – Canyons Conference Room 41000 Main Street Temecula, CA 92590
Ward Smith City of Placentia Council Chambers 401 E. Chapman Avenue Placentia, CA 92870	Wes Speake City of Corona - City Hall 400 S. Vicentia Avenue Corona, CA 92882	Cynthia Sternquist 6131 Camellia Avenue Temple City CA 91780
William "Bill" Uphoff City of Lomita - City Hall 24300 Narbonne Avenue Lomita, CA 90717	Alicia Weintraub City of Calabasas - City Hall 100 Civic Center Way Calabasas, CA 91302	

* Under the teleconferencing rules of the Brown Act, members of the body may remotely participate at any location specified above.

TC - Transportation Committee
Members – November 2026

- 1. Hon. Mike T. Judge**
TC Chair, VCTC
- 2. Hon. Zeel Ahir**
Artesia, GCCOG
- 3. Hon. Javier Amezcua**
Calipatria, ICTC
- 4. Hon. Phil Bacerra**
Santa Ana, Pres. Appt. (Member at Large)
- 5. Hon. Ryan Balius**
Anaheim, RC District 19
- 6. Sup. Kathryn Barger**
Los Angeles County
- 7. Hon. Brian Berkson**
Jurupa Valley, Pres. Appt. (Member at Large)
- 8. Hon. Austin Bishop**
Palmdale, RC District 43
- 9. Hon. Jeanette Burns**
Morongo Band of Mission Indians
- 10. Hon. Denise Delgado**
Coachella, Pres. Appt. (Member at Large)
- 11. Hon. Jonathan Dumitru**
Orange, RC District 17
- 12. Hon. J. John Dutrey**
Montclair, RC District 9
- 13. Hon. Bryan Fish**
Culver City, WCCOG
- 14. Hon. Jason Gibbs**
Santa Clarita, NCTC
- 15. Hon. Paul Granillo**
Business Representative, Non-Voting Member
- 16. Hon. William Go**
Irvine, RC District 14
- 17. Sup. Curt Hagman**
San Bernardino County

-
18. **Hon. Jan C. Harnik**
RCTC Representative
 19. **Hon. Laura Hernandez**
Port Hueneme, RC District 45
 20. **Hon. Lauren Hughes-Leslie**
Lancaster, NCTC JPA
 21. **Hon. Heather Hutt**
Los Angeles, RC District 57
 22. **Hon. Fred Jung**
Fullerton, RC District 21
 23. **Hon. Ardy Kassakhian**
Glendale, RC District 42
 24. **Hon. Trish Kelley**
TCA Representative
 25. **Hon. Megan Kerr**
Long Beach, Pres. Appt. (Member at Large)
 26. **Hon. Lauren Kleiman**
Newport Beach, RC District 15
 27. **Hon. Linda Krupa**
Hemet, RC District 3
 28. **Hon. Andrew Lara**
Pico Rivera, RC District 31
 29. **Hon. Kaylee Law**
Walnut, Pres. Appt. (Member at Large)
 30. **Hon. Carlos Leon**
OCTA Representative
 31. **Hon. Bridgett Lewis**
Torrance, Pres. Appt (Member at Large)
 32. **Hon. Clint Lorimore**
Eastvale, RC District 4
 33. **Hon. Steven Ly**
Rosemead, RC District 32
 34. **Hon. Ken Mann**
Lancaster, NCTC
 35. **Hon. Steve Manos**
Lake Elsinore, RC District 63

-
- 36. Hon. Ray Marquez**
Chino Hills, RC District 10
 - 37. Hon. Larry McCallon**
Air District Representative
 - 38. Hon. Marsha McLean**
Santa Clarita, RC District 67
 - 39. Hon. Tim McOsker**
Los Angeles, RC District 62
 - 40. Hon. L. Dennis Michael**
Rancho Cucamonga, SBCTA
 - 41. Hon. Linda Molina**
Calimesa, Pres. Appt. (Member at Large)
 - 42. Hon. Carol Moore**
Laguna Woods, OCCOG
 - 43. Hon. Zizette Mullins**
Burbank, AVCJPA
 - 44. Hon. Juan Muñoz-Guevara**
Lynwood, GCCOG
 - 45. Hon. Frank Navarro**
Colton, RC District 6
 - 46. Hon. David Ready**
Palm Springs, CVAG
 - 47. Hon. Gil Rebollar**
Brawley, RC District 1
 - 48. Hon. Ed Reece**
Claremont, SGVCOG
 - 49. Hon. Marlon Regisford**
Caltrans, District 7, Ex-Officio Non-Voting Member
 - 50. Hon. Gabriel Reyes**
Adelanto, Pres. Appt. (Member at Large)
 - 51. Hon. Crystal Ruiz**
San Jacinto, WRCOG
 - 52. Hon. Ali Saleh**
Bell, RC District 27
 - 53. Hon. Steve Sanchez**
La Quinta, RC District 66

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54. **Hon. Tim Sandoval**
Pomona, RC District 38
 55. **Hon. Zak Schwank**
Temecula, RC District 5
 56. **Hon. Emma Sharif**
Compton, RC District 26
 57. **Hon. Asam Sheikh**
Torrance, SBCCOG
 58. **Hon. Marty Simonoff**
Brea, RC District 22
 59. **Hon. Ward Smith**
Placentia, OCCOG
 60. **Sup. Hilda Solis**
Los Angeles County
 61. **Hon. Wes Speake**
Corona, WRCOG
 62. **Sup. Karen Spiegel**
Riverside County
 63. **Hon. Cynthia Sternquist**
Temple City, SGVCOG
 64. **Hon. Butch Twining**
Huntington Beach, RC District 64
 65. **Hon. Steve Tye**
Diamond Bar, RC District 37
 66. **Hon. William Uphoff**
Lomita, SBCCOG
 67. **Hon. Michael Vargas**
Perris, Pres. Appt. (Member at Large)
 68. **Hon. Scott Voigts**
Lake Forest, OCCOG
 69. **Sup. Donald Wagner**
Orange County
 70. **Hon. Colleen Wallace**
Banning, WRCOG
 71. **Hon. Alicia Weintraub**
Calabasas, LVMCOG



-
- 72. Hon. Thomas Wong**
Monterey Park, RC District 34
- 73. Hon. Zhen Wu**
San Clemente, OCCOG



TRANSPORTATION COMMITTEE AGENDA

Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700 – Regional Council Room
Los Angeles, CA 90017
Thursday, November 5, 2026
9:30 AM

The Transportation Committee may consider and act upon any of the items on the agenda regardless of whether they are listed as Information or Action items.

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

(The Honorable Mike T. Judge, Chair)

PUBLIC COMMENT PERIOD (Matters Not on the Agenda)

This is the time for public comments on any matter of interest within SCAG's jurisdiction that is **not** listed on the agenda. For items listed on the agenda, public comments will be received when that item is considered. Although the committee may briefly respond to statements or questions, under state law, matters presented under this item cannot be discussed or acted upon at this time.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

Approval Items

1. Minutes of the Meeting – October 1, 2026

PG. 11

Receive and File

2. Transportation Committee Outlook and Future Agenda Items

PG. 20

ACTION ITEMS

3. Trade Corridor Enhancement Program (TCEP) Project Nominations

10 Mins. PG. 24

(Prithvi Deore, Senior Regional Planner, SCAG)

RECOMMENDED ACTION:

That the Regional Council approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding.

INFORMATION ITEMS

4. Construction Costs in Southern California: What's Driving Escalation and Where Do Costs Go Next? PG. 35
10 Mins.

(Annie Nam, Deputy Director of Transportation, SCAG and Mario Iacobacci, Director, Construction & Infrastructure, Oxford Economics)



TRANSPORTATION COMMITTEE AGENDA

5. Update on Connect SoCal 2050 Financial Plan Development: Operations and Maintenance Policy **PG. 39**
(Jaimee Lederman, Principal Regional Planner, SCAG) 10 Mins.

6. Regional Transit Target Setting 10 Mins. **PG. 56**
(Priscilla Freduah-Agyemang, Senior Regional Planner, SCAG)

7. California State University, Dominguez Hills TDM Plan: LA28 and Beyond 15 Mins. **PG. 67**
(Madilynn Hamilton, Junior Planner, SCAG and Zachary Zabel, Associate Principal, Nelson \Nygaard)

CHAIR'S REPORT

(The Honorable Mike T. Judge, Chair)

METROLINK REPORT

(The Honorable Marty Simonoff, SCAG Representative)

STAFF REPORT

(David Salgado, Government Affairs Officer, SCAG)

ANNOUNCEMENTS

ADJOURNMENT



AGENDA ITEM 1

MINUTES

Southern California Association of Governments
November 5, 2026

MINUTES OF THE REGULAR MEETING TRANSPORTATION COMMITTEE (TC) THURSDAY, OCTOBER 1, 2026

THE FOLLOWING MINUTES IS A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE (TC). A VIDEO AND AUDIO RECORDING OF THE ACTUAL MEETING IS AVAILABLE AT: <http://scag.iqm2.com/Citizens/>.

The Transportation Committee (TC) of the Southern California Association of Governments (SCAG) held its special meeting in person and virtually (telephonically and electronically). A quorum was present.

Members Present:

Hon. Mike T. Judge (Chair)

Hon. Steven Ly (Vice Chair)

Hon. Ryan Balius

Hon. Brian Berkson

Hon. Denise Delgado

Hon. John Dutrey

Hon. Bryan Fish

Hon. Jason Gibbs

Hon. William Go

Hon. Curt Hagman

Hon. Jan Harnik

Hon. Laura Hernandez

Hon. Lauren Hughes-Leslie

Hon. Trish Kelley

Hon. Megan Kerr

Hon. Lauren Kleinman

Hon. Linda Krupa

Hon. Kaylee Law

Hon. Ken Mann

Hon. Steve Manos

Hon. Ray Marquez

Hon. Dennis Michael

Hon. Linda Molina

Hon. Carol Moore

Hon. Frank Navarro

Hon. David Ready

Hon. Ed Reece

Rosemead

Anaheim

Jurupa Valley, Pres. Appt.

Coachella, Pres. Appt.

Montclair

Culver City

Santa Clarita

Irvine

Port Hueneme

Lancaster

Long Beach

Newport Beach

Hemet

Walnut

Lancaster

Lake Elsinore

Chino Hills

Rancho Cucamonga

Calimesa, Pres. Appt.

Laguna Woods

Colton

Palm Springs

Claremont

VCTC

District 32

District 19

Member at Large

Member at Large

District 9

WSCCOG

NCTC

District 14

San Bernardino County

RCTC

District 45

NCTC JPA

TCA

Member at Large

District 15

District 3

Member at Large

NCTC

District 63

District 10

SBCTA

Member at Large

OCCOG

District 6

CVAG

SGVCOG



Hon. Crystal Ruiz	<i>San Jacinto</i>	WRCOG
Hon. Ali Saleh	<i>Bell</i>	District 27
Hon. Tim Sandoval	<i>Pomona</i>	District 38
Hon. Asam Sheikh	<i>Torrance</i>	SBCCOG
Hon. Marty Simonoff	<i>Brea</i>	District 22
Hon. Wes Speake	<i>Corona</i>	WRCOG
Hon. Karen Spiegel		Riverside County
Hon. William Uphoff	<i>Lomita</i>	SBCCOG
Hon. Michael Vargas	<i>Perris, Pres. Appt.</i>	Member at Large
Hon. Don Wagner		Orange County
Hon. Colleen Wallace	<i>Banning</i>	WRCOG
Hon. Alicia Weintraub	<i>Calabasas</i>	LVMCOG
Hon. Zhen Wu	<i>San Clemente</i>	OCCOG
Mr. Paul Granillo		Business Representative
Mr. Marlon Regisford	<i>Caltrans District 7</i>	Ex-Officio Member

Members Not Present:

Hon. Zeel Ahir	<i>Artesia</i>	GCCOG
Hon. Javier Amezcua	<i>Calipatria</i>	ICTC
Hon. Phil Bacerra	<i>Santa Ana, Pres. Appt.</i>	Member at Large
Hon. Kathryn Barger		Los Angeles County
Hon. Austin Bishop	<i>Palmdale</i>	District 43
Hon. Jeanette Burns		Morongo Band of Mission Indians
Hon. Jonathan Dumitru	<i>Orange</i>	District 17
Hon. Heather Hutt	<i>Los Angeles</i>	District 57
Hon. Fred Jung	<i>Fullerton</i>	District 21
Hon. Ardy Kassakhian	<i>Glendale</i>	District 42
Hon. Andrew Lara	<i>Pico Rivera</i>	District 31
Hon. Carlos Leon		OCTA
Hon. Bridgett Lewis	<i>Torrance, Pres. Appt.</i>	Member at Large
Hon. Clint Lorimore	<i>Eastvale</i>	District 4
Hon. Larry McCallon		Air District Representative
Hon. Marsha McLean	<i>Santa Clarita</i>	District 67
Hon. Tim McOske	<i>Los Angeles</i>	District 62
Hon. Zizette Mullins	<i>Burbank</i>	AVCJPA
Hon. Juan Munoz-Guevara	<i>Lynwood</i>	GCCOG
Hon. Gil Rebollar	<i>Brawley</i>	District 1
Hon. Gabriel Reyes	<i>Adelanto, Pres. Appt.</i>	Member at Large
Hon. Steve Sanchez	<i>La Quinta</i>	District 66
Hon. Zak Schwank	<i>Temecula</i>	District 5
Hon. Emma Sharif	<i>Compton</i>	District 26
Hon. Ward Smith	<i>Placentia</i>	OCCOG
Hon. Hilda Solis		Los Angeles County



Hon. Cynthia Sternquist	<i>Temple City</i>	SGVCOG
Hon. Edward Twining	<i>Huntington Beach</i>	District 64
Hon. Steve Tye	<i>Diamond Bar</i>	District 37
Hon. Scott Voigts	<i>Lake Forest</i>	OCCOG
Hon. Thomas Wong	<i>Monterey Park</i>	District 34

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Chair Mike Judge, VCTC, called the meeting to order at 9:38 a.m. and led the pledge of allegiance.

PUBLIC COMMENT

Chair Judge opened the Public Comment Period and outlined instructions for public comments. He noted this was the time for comments on any matter pertinent to SCAG's jurisdiction that were not listed on the agenda. He reminded the public to submit comments via email to TCPublicComment@scag.ca.gov.

No members of the public requested to comment.

REVIEW AND PRIORITIZE AGENDA ITEMS

There were no requests to prioritize agenda items.

CONSENT CALENDAR

There were no public comments on the Consent Calendar.

The action for the Consent Calendar was taken together with Item 5, please see below.

Approval Items

1. Minutes of the Meeting – September 3, 2026

Receive and File

2. Transportation Committee Outlook and Future Agenda Items
3. Resolution No. 26-685-2 Acceptance of Office of Traffic Safety (OTS) Grant Funds to Support Go Human Campaign Safety Strategies and Continued Development and Enhancement of the Social Transportation Safety Predictive Modeling and Analysis Platform
4. Transportation Trends Update

ACTION ITEMS

5. FFY 2029 and 2030 STBG/CMAQ Program Guidelines and Call for Project Nominations

There were no public comments on Item No. 5.

Heidi Busslinger, SCAG staff, presented the proposed Federal Fiscal Year (FFY) 2028-29 and 2029-30 Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program Guidelines and Call for Project Nominations. She explained that SCAG, as the region's Metropolitan Planning Organization, was responsible for implementing the project selection process through the development of program guidelines and administration of the call for nominations. She noted CMAQ funding supported transportation projects and programs that reduce congestion and improve air quality in areas that do not meet federal air quality standards, while STBG funding provided flexible support for a broad range of state and local transportation needs, including highway, bridge, roadway, bicycle and pedestrian infrastructure, and transit.

Ms. Busslinger reported that the SCAG region was expected to receive \$1.38 billion in the upcoming cycle. She noted funding levels remained subject to congressional action, including continuing resolutions and future federal transportation reauthorization legislation. Eligible applicants include cities, counties, transit agencies, federally recognized tribal governments, and county transportation commissions. She noted the county transportation commissions would continue to assist with applicant outreach, county-level prioritization, and review of project nominations, while SCAG staff would evaluate submissions and develop funding recommendations for Regional Council consideration. Ms. Busslinger concluded with an overview of the proposed schedule. Applicant workshops were planned for January 2027, with the online application period opening February 1, 2027, and closing April 2, 2027. She noted, if approved by the committee, the guidelines would be considered by the Regional Council November 5th.

Hon. Jan Harnik, RCTC, asked about Vision Zero and if that could provide guidance to jurisdictions. Annie Nam, SCAG staff, responded that the program was available and future meetings would provide information and updates.

A MOTION was made (Hagman) to approve Consent Calendar Item 1; and Receive and File items 2 through 4; and, recommend that the Regional Council: 1) approve the federal fiscal year (FFY) 2028-29 and FFY 2029-30 Surface Transportation Block Grant program (STBG) and Congestion Mitigation and Air Quality Improvement program (CMAQ) Program Guidelines (FFY 2029 and 2040 STBG/CMAQ Program Guidelines); and 2) authorize the Executive Director to initiate a call for project nominations consistent with the approved FFY 2029 and 2030 STBG/CMAQ Program Guidelines. The motion was SECONDED (Navarro) and passed by the following roll call votes.

AYES: Balius, Berkson, Delgado, Dutrey, Gibbs, Go, Hagman, Harnik, Hernandez, Hughes-Leslie, Judge, Kelley, Kerr, Kleiman, Krupa, Law, Ly, Mann, Manos, Marquez, Michael, Molina, Moore, Navarro, Ready, Reece, Ruiz, Saleh, Sandoval, Simonoff, Speake, Spiegel, Uphoff, Vargas, Wagner, Wallace, Weintraub, Wu (38)

NOES: None (0)

ABSTAIN: None (0)

6. Smart Cities Strategic Plan Update

There were no public comments on Item No. 6.

Javier Silva, SCAG staff, provided an update on the development of SCAG's Smart Cities Strategic Plan. He noted the plan is being prepared to implement priorities identified in Connect SoCal 2024 and will support the deployment of emerging transportation technologies, advance zero-emission mobility initiatives, establish frameworks for innovation and pilot programs, and provide guidance to local agencies throughout the region. Mr. Silva reported the Strategic Plan is intended to assess regional readiness for smart cities technologies, identify gaps in Intelligent Transportation Systems (ITS), evaluate autonomous vehicle and electric vehicle charging infrastructure deployment needs and develop policies, strategies, and technical guidance for local jurisdictions.

He noted smart cities technologies included both physical and digital transportation infrastructure. Examples of physical infrastructure include traffic detection loops, traffic cameras, autonomous vehicles (e.g., Waymo), delivery robots and EV charging equipment. Digital infrastructure included traffic management software, broadband and communications networks, data platforms and mobility and payment applications such as Metro's Open Loop system. Mr. Silva reported that a Technical Advisory Committee had been established to identify implementation challenges associated with smart cities technologies. Challenges to implementation include limited staff capacity within jurisdictions, cybersecurity requirements, legal and regulatory compliance. He noted SCAG was pursuing a regional strategy to prepare Southern California for emerging transportation technologies.

Hon. Curt Hagman, San Bernardino County, asked that agencies consider a 3 to 5 year view on technology when recommendations were forwarded.

Hon. Steve Manos, Lake Elsinore, District 63, noted cities that lacked staffing to investigate Smart Cities projects could utilize private firms to provide those services.

INFORMATION ITEMS

7. Connect SoCal 2050: Core Revenue Forecast

There were no public comments on Item No. 7.

Jamie Lederman, SCAG staff, presented an update on the development of the Connect SoCal 2050 Financial Plan. She noted the Regional Transportation Plan (RTP) must demonstrate fiscal constraint, ensuring projected revenues are sufficient to cover anticipated transportation expenditures. Further, funding estimates must account for operations and maintenance of the transportation system, preservation, rehabilitation, and replacement of transportation assets and delivery of planned transportation improvements and capital projects. She reviewed the sources of local, state and federal revenue as well as funding challenges.

Ms. Lederman noted the Federal Highway Trust Fund has relied on General Fund transfers since 2008. Also, increased adoption of electric and zero-emission vehicles is expected to reduce fuel tax revenues. She reported \$515 to \$615 billion is anticipated for Connect SoCal 2050. Local revenues remain the largest funding source and approval of transportation sales tax measures are assumed. She reviewed the revenue development timeline indicating approval of Draft Connect SoCal is anticipated fall 2027.

Hon. Steven Ly, Rosemead, District 32, commented that the funding structure is a regressive tax which disproportionately affects lower income residents and asked if there is consideration of a progressive tax structure which is more income fair. Ms. Lederman responded the forecast is focused on existing revenue sources, however; new and innovative sources can explore new revenue structures to support the transportation system.

8. Regional Pilot Initiatives Program Update

There were no public comments on Item No. 8.

Krystal Ayala, SCAG staff, presented an update on the Regional Pilots Initiative (RPI). She noted the program is intended to serve as an incubator for innovative transportation projects, technologies, partnership models, and delivery approaches that advance Connect SoCal as well as state and federal transportation goals. She stated the RPI Framework identified six program areas which include four current pilot projects. Ms. Ayala emphasized that each pilot incorporates a unique partnership structure or innovative technology generating valuable insights. She reviewed the Transportation Data Technical Assistance Program, the Open Loop Demonstration Project, the E-Bike Lending Library and the Burbank Mobility Hubs Project. Ms. Ayala stated staff will return to the committee with lessons learned and recommendations for future implementation.

CHAIR'S REPORT

Hon. Mike Judge, VCTC, reported that SCAG released the Regional Housing needs Assessment survey packets. While participation is not required, it is encouraged so local conditions are understood. Completed surveys must be received by January 29, 2027.

METROLINK REPORT

Hon. Marty Simonoff, Brea, reported that Metrolink and county transportation commission member agencies have reached consensus on a service plan. The plan includes targeted service reductions, primarily affecting lower-performing train services and routes that overlap with Pacific Surfliner operations. The revised operating plan is expected to return Metrolink to a more traditional commuter rail service model. The service changes are anticipated to take effect on November 16th, following the Metrolink Board's adoption of the FY2027 budget. In addition, Metrolink will implement a fare increase effective October 5th. Key changes include an average 14% increase in one-way fares. The SoCal Day Pass will increase from \$15 to \$19 on weekdays and from \$10 to \$12 on weekends. Overall, the proposed service and fare adjustments are intended to align operations with available funding while maintaining core commuter rail services throughout the region.

STAFF REPORT

David Salgado, SCAG staff, reported SCAG's Future Leaders initiative was accepting applications. The program was designed for those interested in learning more about civic leadership, regional planning, public policy and community engagement.

ADJOURNMENT

There being no further business, Chair Judge adjourned the meeting of the Transportation Committee at 10:33 a.m.

[MINUTES ARE UNOFFICIAL UNTIL APPROVED BY THE TRANSPORTATION COMMITTEE]

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Transportation Committee Attendance Report															
2026- 27															Total Mtgs Attended To Date
MEMBERS	Representing	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY		
Ahir, Zeel	Artesia, GCCOG	1	1		1									3	
Amezcuca, Javier	Calipatria, ICTC													0	
Bacerra, Phil	Santa Ana, Pres. Appt. (Member at Large)		1		1									2	
Balius, Ryan	Anaheim, District 19	1	1			1								3	
Barger, Kathryn	Los Angeles County		1											1	
Berkson, Brian	Jurupa Valley, Pres. Appt. (Member at Large)	1			1	1								3	
Bishop, Austin	Palmdale, District 43													0	
Burns, Jeanette	Morongo Band of Mission Indians		1		1									1	
Delgado, Denise	Coachella, Pres. Appt. (Member at Large)	1				1								1	
Dumitru, Jonathan	Orange, RC District 17	1	1											2	
Dutrey, J. John	Montclair, District 9	1	1		1	1								4	
Brian, Fish	Culver City, WCCOG	1	1		1	1								2	
Gibbs, Jason	Santa Clarita, NCTC	1	1		1	1								4	
Go, William	Irvine, District 14	1	1		1	1								2	
Granillo, Paul	Business Representative		1		1	1								1	
Hagman, Curt	San Bernardino County		1		1	1								3	
Harnik, Jan	RCTC	1	1		1	1								4	
Hernandez, Laura	Port Hueneme, RC District 45		1		1	1								3	
Hughes-Leslie, Lauren	Lancaster, NCTC JPA	1	1		1	1								4	
Hutt, Heather	Los Angeles, RC District 57													0	
Judge, Mike	VCTC	1	1		1	1								4	
Jung, Fred	Fullerton, RC District 21	1	1		1									3	
Kassakhian, Ardy	Glendale, District 42	1	1		1									3	
Kelley, Trish	TCA Representative	1	1		1	1								4	
Megan, Kerr	Long Beach, Pres. Appt. (Member at Large)	1			1	1								3	
Kleiman, Lauren	Newport Beach, District 15				1	1								0	
Krupa, Linda	Hemet, RC District 3	1	1		1	1								4	
Lara, Andrew	Pico Rivera, Dist 31													0	
Law, Kaylee	Walnut, Pres. Appt. (Member at Large)	1	1		1	1								2	
Leon, Carlos	OCTA		1											1	
Lewis, Bridgett	Torrance, Pres. Appt. (Member at Large)	1			1									2	
Lorimore, Clint	Eastvale, RC District 4	1	1											2	
Ly, Steven	Rosemead, District 32	1	1		1	1								2	
Mann, Ken	Lancaster, NCTC	1	1			1								2	
Manos, Steve	Lake Elsinore, RC District 63	1	1		1	1								4	
Marquez, Ray	Chino Hills, RC District 10	1	1		1	1								4	
McCallon, Larry	Air District Representative	1	1		1									3	
McLean, Marsha	Santa Clarita, RC District 67	1	1		1									3	
McOsker, Tim	Los Angeles, RC District 62													0	
Michael, Dennis	Rancho Cucamonga, SBCTA	1				1								1	
Molina, Linda	Calimesa, Pres. Appt. (Member at Large)	1			1	1								3	
Moore, Carol	Laguna Woods, OCCOG		1		1	1								3	
Mullins, Zizette	Burbank, AVCJPA		1		1									1	
Munoz-Guevara, Juan	Lynwood, GCCOG	1												1	
Navarro, Frank	Colton, RC District 6	1	1		1	1								4	
Ready, David	Palm Springs, CVAG	1	1		1	1								2	
Rebollar, Gil	Brawley, RC District 1		1											1	

Reece, Ed	Claremont, SGVCOG	1	1		1									2
Regisford, Marlon	Caltrans, District 7, Ex-Officio Member		1		1	1								1
Reyes, Gabriel	Adelanto, Pres. Appt. (Member at Large)		1		1									1
Ruiz, Crystal	Sna Jacinto, WRCOG	1	1		1	1								4
Saleh, Ali	Bell, RC District 27				1	1								2
Sanchez, Steve	La Quinta, District 66		1		1									2
Sandoval, Tim	Pomona, RC District 38	1			1	1								3
Schwank, Zak	Temecula, RC District 5	1			1									1
Sharif, Emma	Compton, District 26	1												1
Sheikh, Asam	Torrance, SBCCOG	1				1								2
Simonoff, Marty	Brea, RC District 22	1	1		1	1								4
Smith, Ward	Placentia, OCCOG	1	1											2
Solis, Hilda	Los Angeles County													0
Speake, Wes	Corona, WRCOG	1	1		1	1								4
Spiegel, Karen	Riverside County		1		1	1								3
Sternquist, Cynthia	Temple City, SGVCOG	1	1		1									3
Twining, Butch	Huntington Beach, District 64													0
Tye, Steve	Diamond Bar, RC District 37	1	1		1									2
Uphoff, William	Lomita, SBCCOG	1	1		1	1								4
Vargas, Michael	Perris, Pres. Appt. (Member at Large)		1		1	1								3
Voigts, Scott	Lake Forest, OCCOG													0
Wagner, Don	Orange County	1	1		1	1								4
Wallace, Colleen	Banning, WRCOG	1	1		1	1								4
Weintraub, Alicia	Calabasas, LVMCOG		1		1	1								1
Wong, Thomas	Monterey Park, RC District 34	1	1											2
Wu, Zhen	San Clemente, OCCOG	1	1		1	1								4



AGENDA ITEM 2

REPORT

Southern California Association of Governments
November 5, 2026

To: TC - Transportation Committee
From: Annie Nam, Deputy Director (Transportation)
213-236-1827, nam@scag.ca.gov
Subject: TC Outlook and Future Agenda Items

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION:

Receive and File

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

EXECUTIVE SUMMARY:

In April 2024, SCAG's Regional Council adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal 2024, which is the guiding document for SCAG's regional planning, programming, and local assistance activities. Each year during the Executive Administration Committee (EAC) Retreat, the President leads a conversation with the Chairs and Vice Chairs of all policy committees and the full EAC membership to discuss priorities for implementing and updating Connect SoCal alongside meeting other federal and state requirements. For FY2027, the TC Outlook reflects outcomes of the 2026 Executive Administration Committee (EAC) Retreat and discussions with the TC Chair and Vice Chair. The Committee Outlook and Future Agenda Items will be updated monthly as a receive and file item and can be pulled by the Chair for discussion at the request of members for input and modifications.

BACKGROUND:

The work of the Southern California Association of Governments (SCAG) and the leadership from the agency's Policy Committees and Regional Council is driven by SCAG's legally mandated duties as a Metropolitan Planning Organization (MPO) for Southern California, the long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Connect SoCal 2024 as well as, the agency Strategic Plan approved by the Executive Administrative Committee on May 1, 2024¹.

Transportation Committee (TC) Outlook and Framework

The Policy Committees help to further the implementation of Connect SoCal by advising on policy, research or resource programs. The Policy Committees will also be informed and advise on broader regional leadership items as needed.

In addition, as appropriate within the scope of each Policy Committee, the FY2027 Presidential Priorities are incorporated in the Outlook.

- Clean Transportation Technology
- Housing Production
- Regional planning in support of the 2028 Olympic & Paralympic Games
- Infrastructure as Driver of Housing & Economic Development

The topics and panels covered may change based on speaker availability, progress on the targeted programs, and other requests from the Committee Chair and Vice Chair as well as members. To request future agenda items, Policy Committee members may request that this agenda item be pulled for discussion or they may send a request directly to the Chair or committee staff for consideration and reporting out at the next meeting. Agenda items that are recommended by Policy Committee members will be discussed with the Chair and Vice Chair to assess relevance to the Transportation Policy Committee and the considerations noted above.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. TC Committee Agenda Outlook for FY27

Transportation Committee Agenda Outlook for FY2027

Anticipated major actions and information items. Does not include all Receive/File and Program Updates

Date	Agenda Items		
July	<ul style="list-style-type: none"> Draft 2027 FTIP and Connect SoCal 2024 Amendment 2 for public review Toll Credit / Transportation Development Credit Policy 	<ul style="list-style-type: none"> Games TDM Strategic Plan * 	<ul style="list-style-type: none"> Last Mile Freight Program INVEST CLEAN Rebate Program *
Aug	No Meetings		
Sept	<ul style="list-style-type: none"> Connect SoCal 2050: Policy Development Framework Connect SoCal 2050: Project List Solicitation Process 	<ul style="list-style-type: none"> Approval of 2027 FTIP and Amendment 2 to Connect SoCal 2024 Program Guidelines Update for FFY29 & FFY30 STBG/CMAQ Call for Projects (moved to Oct.) Planning for Main Streets Update 	<ul style="list-style-type: none"> Smart Cities Strategic Plan Update * (moved to Oct) SS4A Program Update * (individual programs to be presented in FY27) Trade Corridor Enhancement Program Update (R&F)
Oct	<ul style="list-style-type: none"> Connect SoCal 2050: Regional Planning Policies & Implementation Strategies Updates Connect SoCal 2050: Core Revenue Forecast 	<ul style="list-style-type: none"> FFY27 OTS Acceptance of Funds Smart Cities Strategic Plan Update* 	<ul style="list-style-type: none"> RPI Program Update Go Human New Creative Program Guidelines Update for FFY29 & FFY30 STBG/CMAQ Call for Projects

*Presidential Priorities :

•Clean Transportation

•Regional planning in support of the 2028 Olympic & Paralympic Games

Transportation Committee Agenda Outlook for FY2027

Anticipated major actions and information items. Does not include all Receive/File and Program Updates

Date	Agenda Items		
Nov	<ul style="list-style-type: none"> Connect SoCal 2050: Operations & Maintenance Policy Games TDM Strategy Update * 	<ul style="list-style-type: none"> Regional Transit Target Setting Goods Movement Resiliency/Readiness Planning Study 	<ul style="list-style-type: none"> Trade Corridor Enhancement Program Approval
Dec	Joint Policy Committee Meeting: Economic Update		
Jan	<ul style="list-style-type: none"> Connect SoCal 2050: Draft Performance Measures Sustainable Communities Program - Civic Engagement, Equity & Environmental Justice Program Outcomes 	<ul style="list-style-type: none"> Draft Regional Transportation Safety Targets for 2027 Regional Safety Action Plan Update 	<ul style="list-style-type: none"> Alternative Technology Assessment for Freight * Connect SoCal 2050: Mobility Overview
Feb	<ul style="list-style-type: none"> Connect SoCal 2050: Draft Core Revenues and Costs Connect SoCal 2050: Mobility Framework Connect SoCal 2050: Transit/Rail Framework 	<ul style="list-style-type: none"> Connect SoCal 2050: Goods Movement & Aviation Framework Connect SoCal 2050: Travel & Tourism Framework LMFP Rebate Program: Recommended Rebate Recipients 	<ul style="list-style-type: none"> Transportation Conformity Challenges in the SCAG Region Connect SoCal 2050: LDX Results - A First Look Games TDM Strategy Update *

*Presidential Priorities :

•Clean Transportation

•Regional planning in support of the 2028 Olympic & Paralympic Games

Transportation Committee Agenda Outlook for FY2027

Anticipated major actions and information items. Does not include all Receive/File and Program Updates

Date	Agenda Items		
Mar	Joint Policy Committee		
April	<ul style="list-style-type: none"> Games TDM Strategy Update * • Connect SoCal 2050: Draft New Funding Strategies • Connect SoCal Futures: Update • 2027 Regional Active Transportation Program 	<ul style="list-style-type: none"> • Smart Cities Strategic Plan Final * • Smart Cities Call for Projects Guidelines * • Connect SoCal 2050: Region and County Forecast, post-LDX Evaluation 	<ul style="list-style-type: none"> • CTC Partnership Program Closeout • Clean Cities Coalition Strategic Plan • SS4A Community Streets Grants Guidelines
May	General Assembly		
June	<ul style="list-style-type: none"> • Connect SoCal 2050: Policies for Draft Plan • Connect SoCal 2050: Final Performance Measures 	<ul style="list-style-type: none"> • SoCal Airport Access and Mobility Study * 	<ul style="list-style-type: none"> • Planning for Main Streets: Draft Final Report • Regional Safety Action Plan Update

*Presidential Priorities :

•Clean Transportation

•Regional planning in support of the 2028 Olympic & Paralympic Games



AGENDA ITEM 3

REPORT

Southern California Association of Governments
November 5, 2026

To: TC – Transportation Committee
RC - Regional Council

From: Prithvi Deore, Senior Regional Planner (MP and GM)
213-236-1950, deore@scag.ca.gov

Subject: Trade Corridor Enhancement Program (TCEP) Project Nominations

EXECUTIVE DIRECTOR'S
APPROVAL

Kome Ajise

RECOMMENDED ACTION FOR TC:

That the Transportation Committee recommend Regional Council approval of the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding.

RECOMMENDED ACTION FOR RC:

Approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding.

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

The Trade Corridor Enhancement Program (TCEP) provides funding for freight infrastructure improvements on designated state and national freight corridors. The 2026 TCEP cycle represents the fifth funding cycle since the program's inception in 2018. As the region's Metropolitan Planning Organization (MPO), SCAG is responsible for coordinating and submitting eligible project nominations from agencies within the region to the California Transportation Commission. SCAG received 18 project nominations totaling \$746,371,755 in requested TCEP funding. Of these, 10 nominations are led by or include Caltrans as a project partner and account for \$205,305,600 in requested funding. Staff seeks Transportation Committee recommendation and Regional Council approval of the SCAG region's project nominations for submission under the 2026 TCEP cycle.

BACKGROUND:

The objective of the Trade Corridor Enhancement Program (TCEP) is to fund freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined

by the California Transportation Commission (Commission), including Senate Bill 671 Corridors. Senate Bill 671 corridors are corridors that were identified by the Senate Bill 671 workgroup as freight corridors that are priority candidates for zero-emission freight. The Trade Corridor Enhancement Program also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. Per eligibility requirements, SCAG's adopted final Connect SoCal 2024 plan serves as the region's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) determined by the California State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets. Determination of the SCS by the state is expected to be completed by June 2028.

The Road Repair and Accountability Act of 2017 or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) which directs the Commission to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement. The following schedule lists the 2026 TCEP Cycle major milestones:

MILESTONE	DATE
Draft Guidelines Presented to the Commission	June 25, 2026
Guidelines Adoption and Call for Projects	August 20, 2026
Project Nominations Due	November 20, 2026
Staff Recommendations Released	June 2027
Program Adoption	June 24-25, 2027

The 2026 TCEP will provide two years of programming in fiscal years 2027-28 and 2028-29 for an estimated total of \$1,287,958,000. Any unused balance or savings generated will be added to the available funding in the following cycle. Over the two years in this programming cycle (2027-28 and 2028-29), it is estimated that \$256,000,000 in National Highway Freight Program Funds will be available, and that \$767,000,000 from the Trade Corridor Enhancement Account Fund will be available. An additional \$264,958,000 will be available through programming adjustments from project savings and increases to prior cycle programming.

After consulting the California Freight Mobility Plan and conducting several workshops with interested parties, the Commission defined the following freight regions for the distribution of funding:

- Bay Area: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties.
- Central Valley: El Dorado, Fresno, Kern, Kings, Madera, Merced, Placer, Sacramento, San Joaquin, Stanislaus, Sutter, Tulare, and Yolo counties.

- Central Coast: Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz counties.
- Los Angeles / Inland Empire: Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.
- San Diego / Border: Imperial and San Diego counties.
- Other: Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Glenn, Humboldt, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tahoe Basin Counties, Tehama, Trinity, Tuolumne, and Yuba counties.

Pursuant to Streets and Highways Code, Section 2192, 40 percent of identified program funding shall be available for projects nominated by the California Department of Transportation (Caltrans), in consultation with regional transportation agencies, and 60 percent of identified program funding shall be available for projects nominated by regional transportation agencies and other public agencies, including counties, cities, and port authorities, in consultation with Caltrans.

In considering geographic balance for the overall program, the Commission may program below the funding targets in a region or regions to account for projects programmed from the statewide funding target. The targets are neither minimums, maximums, nor guarantees. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular corridor.

Programming Targets		
Statewide (40 percent of total funds)	Caltrans	\$522,930,000*
Regional (60 percent of total funds)		\$765,028,000**
Region	Percentage	Target
Bay Area / Central Valley	29 percent	\$221,858,000
Central Coast	2.5 percent	\$19,126,000
Los Angeles / Inland Empire	56 percent	\$428,416,000
San Diego / Border	10 percent	\$76,503,000
Other	2.5 percent	\$19,126,000

**The Statewide share includes 40 percent of the appropriated funds from the Trade Corridor Enhancement Account and the National Highway Freight Program, totaling \$409,200,000. Additionally, the Statewide share includes \$113,730,000 in programming adjustments from prior cycles, comprised of project savings and pending commitments.*

***The Regional share includes 60 percent of the appropriated funds from the Trade Corridor Enhancement Account and the National Highway Freight Program, totaling \$613,800,000. Additionally, the Regional share includes \$151,228,000 in programming adjustments from prior cycles, comprised of project savings.*

SCAG ROLE AND COORDINATION:

SCAG has continued to play a central role in the TCEP through working directly with key member and partner agencies, and their project teams including county transportation commissions, cities, the ports (Los Angeles, Long Beach, and Hueneme), Caltrans, and private companies. This has included convening and representing the region through the development of program guidelines, as well as direct program processes throughout application steps. As part of the application process and through all Program cycles, SCAG regularly provides collaboration, coordination, and support for the TCEP, including reviewing documents, eligibility, coordination, and final compilation. SCAG tracks the nominated projects for FTIP purposes to ensure the eligibility and consistency of information for a successful application. SCAG also supports member and partner agency project nominations by coordinating with the Commission on multiple items to ensure transparency across the region.

2026 TCEP NOMINATION PROCESS:

For the 2026 Cycle, SCAG staff coordinated directly with Caltrans on the state's project nomination process that included state partnerships within the SCAG region seeking state target funding. To align with the key deadlines from the Commission's TCEP schedule, SCAG staff developed the following process and schedule:

- **September 30, 2026:** Project applicants submit TCEP Project Summary to SCAG via the form and request for Letter of Consistency.
- **October 6, 2026:** SCAG creates project-specific cloud-based folders and shares links with project sponsors.
- **October 30, 2026:** Project applicants upload near-final applications to project-specific cloud-based folders.
- **November 5, 2026:** SCAG staff provides project nomination recommendations for the Transportation Committee and Regional Council to approve.
- **November 20, 2026:** Project applicants upload final applications to project-specific cloud-based folders. Project applicants submit project applications directly to the Commission while SCAG submits a letter to the Commission including the list of project nominations with consistency verification.
- **June 2027:** Program adoption.

As the region's MPO, SCAG is responsible as part of the TCEP to compile project nominations and confirm consistency of the project nominations with SCAG's RTP/SCS. The identified steps and schedule will be relied upon to allow for the Transportation Committee and Regional Council to recommend and approve the list of nominated TCEP project applications, while fulfilling the direct requirements of the TCEP, namely to provide the consistency letters to applications, cover letter, listing of project nominations, and confirmation of consistency with the RTP/SCS.

PROJECT NOMINATIONS:

Within the region, agencies are nominating 18 total projects, which are listed in **Attachment 1**. All are included the adopted RTP/SCS, Connect SoCal 2024. They are crucial projects, contributing to a necessary robust multimodal freight system serving domestic consumption for Southern California, the state and nation, as well as critical export markets across the world. As part of the regional planning process, these projects are needed to enhance this multimodal freight system that sustains the State's single largest economic region.

Funding Summary

- **Total Project Costs:** \$3,042,371,175
- **Regional TCEP Request:** \$541,066,155
- **State TCEP Request:** \$205,305,600
- **Total TCEP Request:** \$746,371,755

NEXT STEPS

Following Transportation Committee recommendation and Regional Council approval, SCAG will submit the regional list of project nominations and required consistency documentation to the California Transportation Commission in accordance with the 2026 TCEP schedule. The California Transportation Commission is expected to adopt the 2026 TCEP program in June 2027.

FISCAL IMPACT:

Work associated with this item is included in the FY 2024-25 Overall Work Program (OWP) Task 130.0162.18 - Goods Movement Planning.

ATTACHMENT(S):

1. TCEP SCAG Project Nomination List
2. PowerPoint Presentation - 2026 TCEP SCAG Project Nominations

2026 Trade Corridor Enhancement Program - SCAG Region Nominations List

No.	Lead Agency Name	County	Project Title	Partner Agencies	RTP/SCS ID	Document
1.	Los Angeles County Metropolitan Transportation Authority	Los Angeles	I-605/SR-91 Interchange Improvement: Gateway Cities Crossroads Project	Caltrans	1163S012	Connect SoCal 2024 Final Amendment 2
2.	Los Angeles County Metropolitan Transportation Authority	Los Angeles	SR-91 Improvement Project from Central Avenue to Acacia Court	Caltrans	1163S013	Connect SoCal 2024 Final Amendment 2
3.	Los Angeles County Metropolitan Transportation Authority	Los Angeles	Link Union Station: Malabar Yard Improvements	Caltrans	S24A12T001	Connect SoCal 2024 Amendment 1, Project List
4.	Port of Los Angeles	Los Angeles	Port of Los Angeles Rail System Efficiency/Emission Reduction Program – Trapac Intermodal Railyard Project	Caltrans	100705	Connect SoCal 2024 Project List Technical Report
5.	Orange County Transportation Authority	Orange	State Route (SR)-91 Eastbound Corridor Operations Project (ECOP)		2M0737	Connect SoCal 2024 Final Amendment 2
6.	Orange County Transportation Authority	Orange	Coastal Rail Infrastructure Resiliency Project – Phase 2		ORA233306	Final 2027 FTIP Technical Appendix
7.	City of Calimesa	Riverside	I 10/Cherry Valley Boulevard Interchange Project	Caltrans	RIV060116	Connect SoCal 2024 Final Amendment 2
8.	Riverside County Transportation Commission	Riverside	I-15 Corridor Freight Improvement Project: Corona to Lake Elsinore Express Lanes and Interchange Redesign	City of Lake Elsinore	3160001, RIV060109	Connect SoCal 2024 Final Amendment 2
9.	City of Moreno Valley	Riverside	SR 60 / World Logistics Parkway Interchange Replacement		3M0801	Connect SoCal 2024 Final Amendment 2

No.	Lead Agency Name	County	Project Title	Partner Agencies	RTP/SCS ID	Document
10.	City of Beaumont	Riverside	Pennsylvania Avenue Grade Separation Project	Caltrans	RIV180129- RIV180129A	Connect SoCal 2024 Final Amendment 2
11.	City of Murrieta	Riverside	I-215/Keller Road Interchange Project		3M10WT03, RIV100107	Connect SoCal 2024 Project List Technical Report
12.	County of Riverside	Riverside	I-10 Bypass		RIV031202	Connect SoCal 2024 Project List Technical Report
13.	San Bernardino County Transportation Authority	San Bernardino	Interstate 15 Northbound Truck Lane Extension	Caltrans	524A1S002	Connect SoCal 2024 Amendment 1, Project List
14.	San Bernardino County Transportation Authority	San Bernardino	SR18 Corridor Freight Safety and Zero Emission Project		4A01900, 7160003	Connect SoCal 2024 Project List Technical Report
15.	Caltrans	San Bernardino	I-40 Desert Oasis Safety Roadside Rest Area		SBDLS03	Connect SoCal 2024 Project List Technical Report
16.	City of Camarillo	Ventura	Bridge Replacement at Las Posas Road and Ventura Boulevard		VEN191206	Connect SoCal 2024 Project List Technical Report
17.	Port of Hueneme	Ventura	Port Hueneme Road Modernization Project		VEN011202, VEN170109	Connect SoCal 2024 Final Amendment 2
18.	Pivot Charging	Ventura	Ventura County Fleet Charging Project (ZEV)	Caltrans	7160003	Connect SoCal 2024 Project List Technical Report

2026 Trade Corridor Enhancement Program – SCAG Region Project Nominations

November 5, 2026

Prithvi Deore – Mobility Planning & Goods Movement

WWW.SCAG.CA.GOV

1

2026 Trade Corridor Enhancement Program

- The objective of the TCEP is to fund freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the NHFS, as identified in the CFMP, and along other corridors that have a high volume of freight movement as determined by the CTC, including Senate Bill 671 Corridors.
- The 2026 TCEP cycle represents the fifth cycle since the program's inception in 2018.
- The 2026 Program will provide two years of programming in fiscal years 2027-28 and 2028-29 for an estimated total of \$1.287 billion of TCEP funds.

Milestone	Date
Draft Guidelines Presented to the Commission	June 25, 2026
Guidelines Adoption and Call for Projects	August 20, 2026
Project Nominations Due	November 20, 2026
Staff Recommendations Released	June 2027
Program Adoption	June 24-25, 2027

Programming Targets		
Statewide (40 percent of total funds)	Caltrans	\$522,930,000*
Regional (60 percent of total funds)		\$765,028,000**
Region	Percentage	Target
Bay Area / Central Valley	29 percent	\$221,858,000
Central Coast	2.5 percent	\$19,126,000
Los Angeles / Inland Empire	56 percent	\$428,416,000
San Diego / Border	10 percent	\$76,503,000
Other	2.5 percent	\$19,126,000

TCEP Past Cycles – Example Projects Funded

- High Desert Corridor Operational Efficiency Project
- Harbor Scenic Drive Enhancement Project
- I-10 / Riverside Avenue Freight Improvement Project
- Hueneme Road Widening project: Edison Drive and Rice Avenue
- Rt 605 / 91 Interchange Improvement: Gateway Cities Freight Crossroads Project
- Rt 60 Truck Safety and Efficiency, Phase 1A
- Etiwanda Avenue Grade Separation
- California-Mexico Border System Network Improvements

MPO Role with TCEP



Compiling project nominations from SCAG region.



Provide consistency letters to applicants from the region.



Prepare a cover letter to be submitted

List of all project nominations
Confirmation of consistency or the lack of consistency with and adopted RTP/SCS and adopted regional freight plan.

SCAG's Process and Key Dates

- **September 30, 2026:** Project applicants submit TCEP Project Intake Form to SCAG with preliminary information.
- **October 30, 2026:** Project applicants upload near-final applications to project-specific cloud-based folders.
- **November 05, 2026:** SCAG staff provides project nomination recommendations for the Transportation Committee and Regional Council to approve.
- **November 20, 2026:**
 - Project applicants upload final applications to project-specific cloud-based folders.
 - **Project applicants submit project applications directly to the Commission** while SCAG submits a letter to the Commission including the list of project nominations with consistency verification.
- **June 2027:** Program adoption.

SCAG Region TCEP Project Nominations

- As part of this process, SCAG has received 18 project nominations for the SCAG region, with a TCEP funding request for this cycle of:
 - Total Projects Cost: over \$3,042,371,175
 - Regional TCEP Request: \$541,066,155
 - State TCEP Request: \$205,305,600
 - **Total TCEP Request: \$746,371,755**

Transportation Committee – Recommended Action

Recommend that the Regional Council approve the SCAG region project nominations seeking Trade Corridor Enhancement Program (TCEP) funding



THANK YOU!

For more information, please reach out:

Prithvi Deore

deore@scag.ca.gov



AGENDA ITEM 4

REPORT

Southern California Association of Governments
November 5, 2026

To: TC - Transportation Committee

EXECUTIVE DIRECTOR'S
APPROVAL

From: Annie Nam, Deputy Director (Transportation)
213-236-1827, nam@scag.ca.gov

Kome Ajise

Subject: Construction Costs in Southern California: What's Driving Escalation and
Where Do Costs Go Next?

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:

SCAG is updating the financial forecast for Connect SoCal 2050 and preparing to review estimates for operating and maintaining the transportation system. Because rising costs could affect future transportation investments, understanding construction cost and workforce trends is an important part of this work. A recent roundtable convened by Oxford Economics on rising construction costs and the effects of rapid data center development on the workers, contractors, equipment, and materials needed for major projects was therefore highly relevant and timely. These trends could increase costs or cause delays for transportation and other public infrastructure investments. Mario Iacobacci, Director of Construction and Infrastructure at Oxford Economics, will present highlights from the discussion.

BACKGROUND:

Oxford Economics organized a roundtable with infrastructure industry leaders in Los Angeles to discuss two issues that are especially important to transportation agencies in the SCAG region: why major construction projects are becoming more expensive and how the growth of artificial intelligence infrastructure could affect the availability of construction workers and other resources.

The discussion reviewed construction cost trends in Southern California. It distinguished between the cost of resources used to build projects—such as labor, equipment, and materials—and the prices contractors submit in bids for work such as highway construction. Participants considered the main factors that have increased costs across California over the past five years and how those pressures may change over the next five years.

Industry leaders also discussed how rapid investment in data centers and the power systems that support them could increase demand for electricians, pipefitters, construction managers, contractors, equipment, and other skilled workers. This competition could raise costs, delay projects, or reduce the resources available for transportation, utility, and other major public infrastructure projects in Southern California and across the West.

SCAG staff is currently updating the financial forecast for Connect SoCal 2050, which is scheduled for adoption in 2028. Understanding how rising costs may affect future transportation investments is an important part of this work. At the November Transportation Committee (TC) meeting, staff will also provide an initial overview of the factors and processes that will be used to update estimates for operating and maintaining the transportation system. Oxford Economics' broader review of construction costs and workforce trends is therefore timely and relevant to the financial forecast update.

Mario Iacobacci, Director of Construction and Infrastructure at Oxford Economics, will provide highlights from the discussion.

FISCAL IMPACT:

None.

ATTACHMENT(S):

1. PowerPoint Presentation—Construction Costs in Southern California

Presentation to Transportation Committee

Southern California Association of Governments

Los Angeles, 5 November 2026



UNLOCK THE POWER OF ECONOMICS

Introduction

Purpose of today's discussion

Oxford Economics organized an industry roundtable with infrastructure leaders in Los Angeles to discuss the sources of cost escalation in major projects and the implications of the AI infrastructure boom for construction capacity and skilled trades.

The next slide examines selected measures of construction cost escalation in Los Angeles and Southern California.

We distinguish between **input costs** – labor, equipment, commodities used in the supply chain – and **output prices** (e.g. highway construction bid prices), which are more difficult to track on a consistent basis.

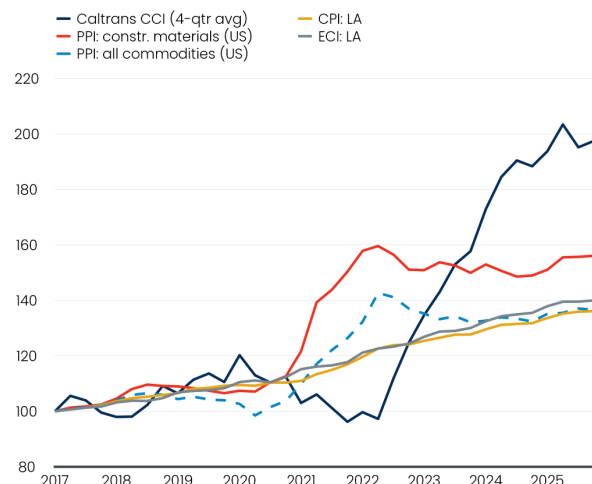
We then discuss the role of key cost drivers in contributing to cost escalation across the state in the **last five years** and over the **next five years**.

We've reached peak cost escalation, but will we see a decline?

Construction costs escalated rapidly since 2021. Budgets are stretched, new build is constrained and the infrastructure gap is growing.

California construction cost escalation

Index, 2017 Q1 = 100



Supply-chain cost pressures have pushed up costs in the past five years. Expect these pressures to recede in the next few years. But will this lead to lower construction costs or higher margins?

Cost driver	
California wages	Wage growth trailed the West and US avgs. since 2020. Growth will exceed the US avg, supported by AI investment, and a tighter labor market.
California CPI	Inflation below the US average since '21 (labor market slack) Higher energy prices and a tightening labor market will push inflation above the US avg.
Global steel prices	Steel prices peaked in 2021-22 and down 45% (HRC) Chinese overcapacity offset by high energy costs and tariffs
Oil price	WTI surged in 2022; eased after and jumped in 2026 Expect prices to drop substantially as supply disruptions ease
Other global commodity prices	Aluminium, nat gas, lumber all spiked in 2022; eased after Upward pressure on copper, w aluminium, nat gas prices cement prices remaining elevated
Cost of capital	10-year Treasury yields up 3x from 1.45% to over 5% Yields to remain elevated due to persistent inflation, large US fiscal deficits
Project complexity	Continued increases esp for urban rail, port electrification, power transmission & water recycling
Trade barriers	Effective tariff rate up from 2.85% to 9.9% Back to a mercantilist future?

Oxford Economics

Global economic insight. Specialist construction & infrastructure expertise.

1981

Founded in Oxford, UK

500+

Economists worldwide

200+

Countries covered

100+

Sectors modelled

How we support capital projects

Business Cases

Economic and financial analysis for project justification and prioritization, incl. cost-benefit analysis and policy/regulatory evaluations

Cost escalation & labor market capacity

Forecasting construction cost pressures, workforce availability, and skilled labor shortages.

Ridership and Demand Forecasting

Forecasting passenger volumes, infrastructure demand, utilization, including pricing, commercial due diligence and peer reviews

Mario Iacobacci

Director - Construction & Infrastructure, North America

Email: miacobacci@oxfordeconomics.com



UNLOCK THE POWER OF ECONOMICS



AGENDA ITEM 5

REPORT

Southern California Association of Governments
November 5, 2026

To: TC - Transportation Committee

EXECUTIVE DIRECTOR'S
APPROVAL

From: Jaimee Lederman, Principal Regional Planner (IP and P)
213-236-1948, lederman@scag.ca.gov

Kome Ajise

Subject: Update on Connect SoCal 2050 Financial Plan Development: Operations
and Maintenance Policy

RECOMMENDED ACTION:

Information Only – No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 5: Secure and optimize diverse funding sources to support regional priorities.

EXECUTIVE SUMMARY:

A financial plan is a critical element of a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that identifies the source of funds from public and private sectors that can reasonably be expected to be available to support the region's surface transportation investments. This report will provide an update on the financial plan development for the 2028 RTP/SCS (Connect SoCal 2050), specifically highlighting key policy and economic indicators impacting the development of cost estimates to operate and maintain the regional transportation system.

BACKGROUND:

The 2028 RTP/SCS (Connect SoCal 2050) must include a financial plan that estimates how much funding will be needed to implement recommended improvements, as well as operate and maintain the transportation system as a whole, over the minimum 20-year planning horizon. The plan must demonstrate that there is a balance between the expected revenues sources for transportation investments and the estimated costs of the projects and programs described in Connect SoCal 2050, ensuring that the plan is fiscally (or financially) constrained.

This presentation will provide an update on the Connect SoCal 2050 financial plan development, specifically the development of the operations and maintenance forecast. This report will highlight major trends impacting the operations and maintenance (O&M) forecast for Connect SoCal 2050.

SCAG's O&M analysis includes forecasts for four categories: state highway system, regionally significant local streets and roads, transit, and passenger rail. For each of these categories, SCAG

forecasts expenditures necessary for the operations and maintenance of the system and for preserving and maintaining a state of good repair for the existing baseline system. These forecasts draw on historical O&M data and input from the county transportation commissions (CTCs) and other stakeholders to support data collection, analysis, and reasonable assumptions about future costs. SCAG then engages in regional discussion to identify needs beyond current CTC forecasts and ensure alignment with federal and state requirements and the plan’s state-of-good-repair goals.

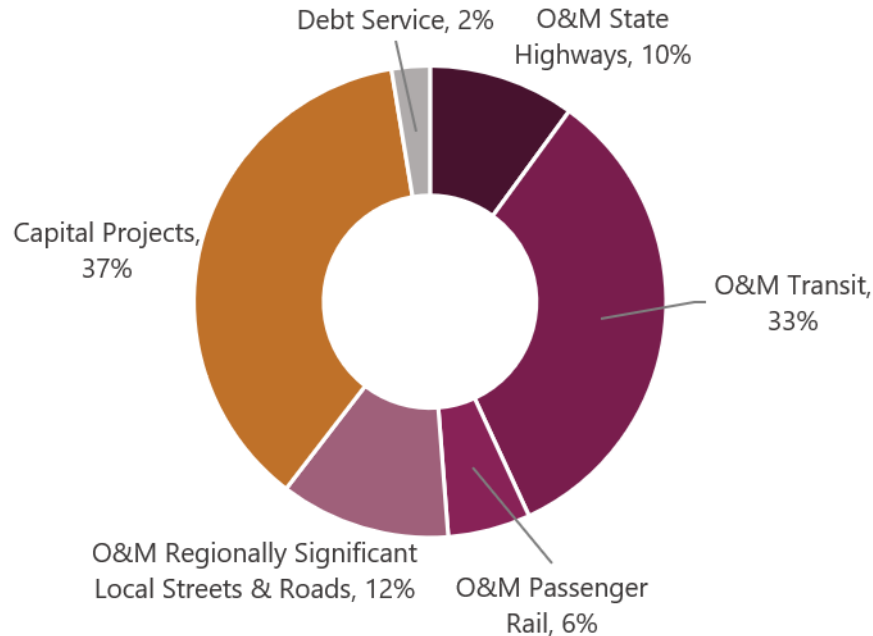
Figure 1: Summary of Expenditure Types Included in SCAG's Financial Plan O&M Analysis

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

State of good repair focuses on the condition and performance of transit/rail facilities and roadways/highways over time. It refers to the desired state or level of maintenance, where all components and systems are functioning as intended, meeting safety standards, and providing reliable service to users. SCAG monitors the condition of our regional transit/rail facilities and roadways and highways over time, based on historical data, key assumptions, and policy changes.

The scale of O&M costs demonstrates the substantial investment required to maintain, preserve, and operate our region’s transportation system. In Connect SoCal 2024, O&M costs totaled \$454.3 billion, accounting for approximately 60 percent of total expenditures for the region and making O&M the largest expenditure category. Within O&M costs, transit-related O&M accounted for the largest share, representing 55 percent of total O&M expenditures. The following figure illustrates the distribution of expenditures from Connect SoCal 2024, including the breakdown of O&M costs.

Figure 2: Connect SoCal 2024 Expenditures by Source for FY2025 – FY2050 (in Nominal Dollars, Billions)



Source: SCAG Financial Model 2024
Note: Numbers may not sum to total due to

KEY ASSUMPTIONS AND POLICY ISSUE DEVELOPMENT IMPACTING O&M FORECASTING

Senate Bill (SB) 1121 (Gonzalez, Chapter 508, Statutes of 2022), directs the California Transportation Commission, in consultation with the California State Transportation Agency and the California Department of Transportation (Caltrans), to prepare and regularly update a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years. The 2025 State and Local Transportation Needs Assessment (SB 1121 Needs Assessment) identified an over \$70 billion shortfall over the next 10 years for the operation, maintenance, and expansion of the state's multimodal transportation system, with projected revenues falling short of identified needs by almost 30 percent.

The SB 1121 Needs Assessment was developed in collaboration with MPOs and represented a significant effort at the state level to catalog unmet system needs. The identified needs are substantial but also likely underestimate the true magnitude of local and regional needs. The needs analysis was based in part on RTP expenditure plans. However, Connect SoCal and other RTPs are fiscally constrained, and data submitted represents fiscally constrained expenditures and does not reflect the unconstrained needs. Further, it is difficult to adequately document true needs beyond maintaining the state of good repair for essential elements (pavement condition, bridges, storm

water management, etc.), and therefore there are concerns that any assessment may miss the larger scope of improving the transportation system.

The report highlighted declining fuel tax revenue as a key challenge to sustained transportation investment and emphasized the importance of identifying more sustainable funding sources. Understanding these funding constraints, as well as the factors driving O&M costs, including rising construction costs and investments in system resilience, will be key to forecasting the region's long-term needs and identifying funding sources to meet them.

Construction Cost Increase

Assumptions about inflation and construction cost escalation are a key issue for the financial plan. SCAG assumes long-term stability for the financial plan while acknowledging current short-term volatility. In our previous presentation to Transportation Committee on the draft core revenue forecast, SCAG staff discussed how inflation assumptions impact forecasted core revenues. The same concerns about inflation affect the O&M expenditure forecasts. Additionally, the O&M forecast incorporates assumptions about increasing long-term construction and labor costs, which have historically increased at a greater rate than inflation. For example, the Connect SoCal 2024 financial plan used a capital cost escalation rate of 4.6 percent annually, compared to a 2.3 percent long-term inflation rate. Given the differential between long-term inflation and capital cost escalation, the purchasing power of transportation revenue sources was expected to decrease by over 70 percent by the end of the 2024 Plan period. These increases present challenges for local governments and transportation agencies to maintain baseline conditions even while maintaining historical funding levels.

Costs of Resiliency

Resiliency planning is also becoming an increasingly important consideration in long-term O&M forecasts. Addressing the effects of extreme weather events and other climate-related hazards may require additional investments to maintain infrastructure performance, reduce system vulnerabilities, and support transportation system reliability. O&M forecasts are dependent on incorporating the pressing need to encompass resiliency planning and expenditures to address potential vulnerabilities in the system from extreme weather events. The CalSTA Climate Action Plan for Transportation Infrastructure (CAPTI) sets priorities for state investment (within a fix-it-first framework). The 2025 update adds resiliency spending as a guiding principle and calls for "assessing physical climate risk as standard practice for transportation infrastructure projects to enable informed decision making, especially in communities that are most vulnerable to climate-related health and safety risks."

SCAG is continuing efforts to improve the understanding of resilience-related costs and their implications for future transportation O&M needs throughout the region. These concerns extend to maintenance of all capital assets in the transportation system and could increase operations spending as excessive heat and other factors impact operations.

MODAL UPDATES AND CHALLENGES

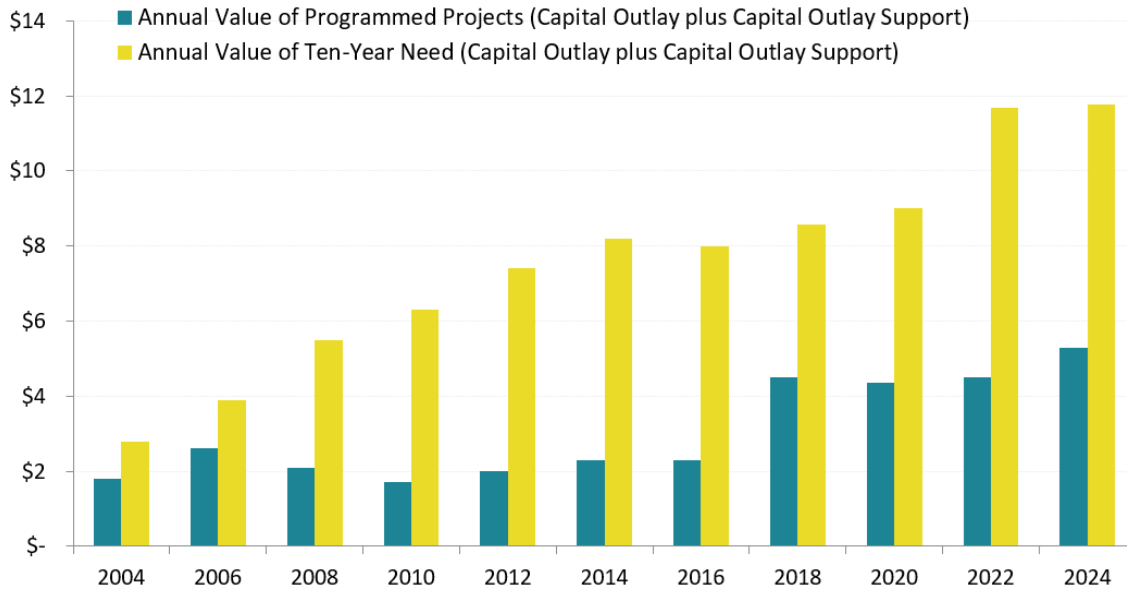
Highways

Every four years, Caltrans prepares the California Transportation Asset Management Plan (TAMP) to aid the review of transportation assets for California and identify performance gaps and ways to address asset management that minimize costs. As part of the 2026 TAMP, California continued to prioritize a “fix-it-first” investment philosophy, promoting the preservation of existing transportation systems. However, the 2026 TAMP noted that there was a lack of access to reliable and consistent state and federal revenue that has impacted funding, even to maintain a state of good repair on existing systems. While funding received through the Infrastructure Investment and Jobs Act (IIJA) and the state’s gas excise tax increase under Senate Bill 1 (SB 1; Beall, Chapter 5, Statutes of 2017) has helped California get closer to achieving state and national performance targets, there is still a funding gap to achieving a state of good repair.

Both the National Highway System (NHS) and State Highway System (SHS) will continue to require substantial investments to achieve the established 10-year Desired State of Repair (DSOR) performance targets. As reported by the 2026 TAMP, there is a deficit of more than \$6 billion over the next 10 years for both NHS pavement and bridges. While the SHS is expected to meet or exceed DSOR conditions under current funding scenarios, closing the gap for bridges remains challenging with additional investment needed to achieve DSOR objectives.

The State Highway System Management Plan (SHSMP) is traditionally released every two years by Caltrans and assesses the condition of California’s state highway assets, establishes 10-year performance targets, and identifies system needs. In recent years, the SHSMP has included both traditional maintenance needs, and an estimate of needs for “new objectives”, which includes climate resiliency. The State Highway Operation and Protection Program (SHOPP) provides short-term funding for specific state highway management projects related to the maintenance, rehabilitation, operation, and safety of the state highway system. As shown in Figure 3, levels of funding for the SHOPP have been consistently lower than the needs identified in the State Highway System Management Plan.

Figure 3: Status of the State Highway Operation and Protection Program (in Billions)



Source: California Department of Transportation

Gas tax revenues are the primary funding source for the SHOPP, and this funding deficit is growing as increasing fuel efficiency and EV fleet transition decrease available gas tax revenues, and the details of future federal surface transportation reauthorization remains uncertain. Instability in funding is further exacerbated by rising construction costs and impacts from natural events. In combination, it has become exceedingly more difficult to maintain or exceed set targets.

SCAG's O&M forecast for the SHS is further complicated by the fact that the state did not release a final SHSMP for 2025, as scheduled. Between 2024 and 2026, significant revenues were diverted from the SHOPP program to respond to emergency highways maintenance and repairs. As a result, the SHOPP program is currently programming the backlog of deferred projects resulting from funding diversion. The state decided to delay the SHSMP until the SHOPP is rebalanced, with Caltrans reporting that current SHS needs will be rolled into the planned 2027 SHSMP. The frequency of emergency responses that require funding diversion will only continue to grow due to climate risks to the transportation system, which underscores the challenges faced by an increase of environmental shocks and stressors.

Regionally Significant Local Streets and Roads

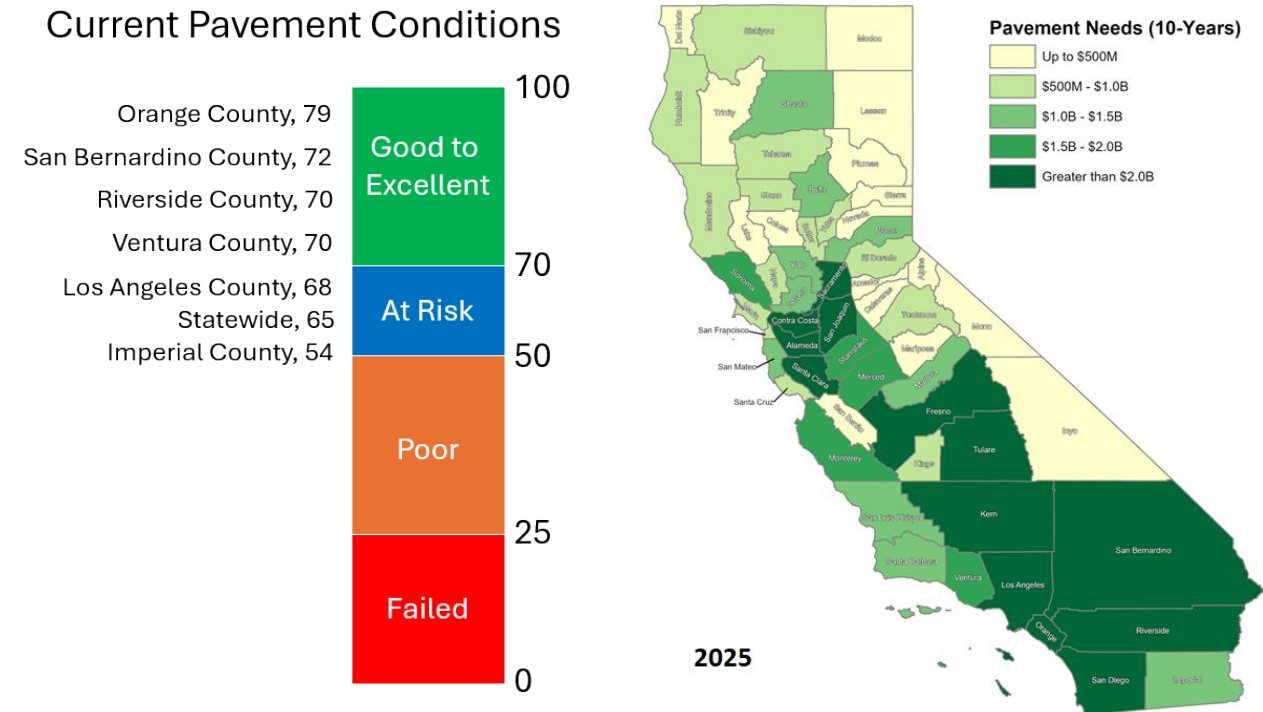
The forecast for O&M of regionally significant streets and roads includes expenditures necessary to preserve existing assets and maintain safe and reliable transportation operations. These costs extend beyond pavement rehabilitation and include traffic signals, streetlights, sidewalks, curb ramps,

American Disabilities Act (ADA) accessibility improvements, drainage systems, curb and gutter infrastructure, and additional active transportation investments. Maintaining these assets in a state of good repair remains a critical component of the region's transportation investment strategy.

As with highways in California, local streets and roads have benefited substantially from funds received through IJIA and SB 1. The California Statewide Local Streets and Roads Needs Assessment (June 2026) is a comprehensive study of the state's local streets and roads. This study found that IJIA and SB 1 have helped stabilize pavement conditions, with the statewide average Pavement Condition Index (PCI) rated as "at risk" (65 out of 100), still short of the SB 1 target PCI of "good" (80 out of 100). However, funding is still projected to be insufficient to maintain current conditions over the next 10 years. With increasing costs paired with declining revenues, over the next 10 years there is a projected shortfall of \$54.2 billion to meet these state targets. Looking towards 2035, needs are only growing, with projected needs in California increasing to \$94.8 billion and funding only estimated at \$40.6 billion. The backlog of needs is expected to grow to \$67.6 billion by 2035. With this lack of funding and growing needs, pavement and bridge conditions are expected to deteriorate even further.

Pavement conditions vary across the SCAG region, with Figure 4 showing county PCI scores ranging from 54 in Imperial County to 79 in Orange County. Two counties are categorized as at risk, and three of the four counties rated "good to excellent" are at the low end of that category. Even Orange County, which has the region's highest PCI score, falls short of the SB 1 state-of-good-repair goal of 80. Figure 4 also shows that maintaining current conditions will require substantial investment, more than \$3 billion annually for the largest counties, and deferred maintenance or environmental stressors could cause costs to rise further.

Figure 4: Current Pavement Conditions and Ten-Year Pavement Needs by County



Source: California Statewide Local Streets and Roads Needs Assessment, June 2026

Additional challenges in funding local streets and roads include technological advances and trends. The transition to zero-emission vehicles (ZEV) has led to a greater decline in transportation revenue sources dependent on fuel taxes and has contributed to the further deterioration of pavement conditions. Besides vehicle electrification, there is a growing cost associated with the recent transition to multimodal transportation infrastructure, including complete streets, connected vehicles, and related investments that support emerging mobility options.

Besides these trends, this last decade has seen an increase in extreme weather events. While cities and counties account for potential impacts of severe weather on local transportation infrastructure based on historic patterns, the higher frequency and severity of weather events in recent years have shifted how and where these dollars are spent. However, not all cities and counties have adjusted budget plans that account for resilience to emerging conditions and associated costs for addressing potential impacts through repairing damage, upgrading bridges, and expanding culverts. According to a statewide survey prepared for the 2026 California Statewide Local Streets and Roads Needs Assessment, only 18 cities and three counties currently have climate adaptation budget plans, with an additional five cities and two counties having future plans, and estimated costs per mile vary widely among their plans. Like the Senate Bill 1121 Needs Assessment, these figures represent

budgeted amounts rather than the full cost of climate adaptation. They therefore provide only a starting point for understanding the true cost.

Transit

The Transit Transportation Task Force (TTTF), established under SB 125 (Chapter 54, Statutes of 2023), conducted a detailed analysis of specific issues and recommendations related to growing transit ridership and improving transit experience. In their final report, the Task Force highlighted the immediate and structural funding challenges for transit operations and maintenance. The TTTF found that across California's transit agencies, operating expenses grew about 13 to 18 percent higher than inflation in the last ten years. Meanwhile, current transit funding sources are increasingly inadequate and uncertain. During the COVID-19 pandemic, transit agencies benefited from temporary federal relief, which has now been mostly exhausted. Meanwhile, revenue from the fuel tax is expected to decline as vehicles become more fuel-efficient and the share of zero-emission vehicles increases. A 2023 report by the Legislative Analyst's Office estimates that annual State Transit Assistance (STA) funding, which comes from diesel fuel tax revenue, could decline by as much as \$300 million in 2035, equivalent to about one-third of current STA annual funding.

While ridership has recovered to varying degrees since the pandemic, overall ridership remains below pre-pandemic levels in both California and for the SCAG region specifically, which has corresponding impacts on farebox revenue. This is particularly relevant for funding sources, like the Local Transportation Fund and STA, which use farebox recovery ratios as performance metrics.

Transit agencies must also prepare for the operational costs and impacts of the state's Innovative Clean Transit mandate, which requires agencies to transition to zero-emission buses (ZEBs) and will likely increase already significant transit rehabilitation and replacement costs. ZEB deployment costs are more than the cost of buying the buses themselves, including additional upfront capital infrastructure investment as well as new and increased ongoing O&M costs. Upfront costs may also include buses, chargers and charging infrastructure, fueling equipment, and electrical upgrades. ZEBs cost more upfront than conventional buses but vary by vehicle type and technology. The Public Transportation Vehicle Database 2023-25 shows that battery electric buses typically range from about \$650,000 for cutaways to \$1.35 million for articulated buses, compared with about \$125,000 to \$800,000 for comparable internal combustion engine buses. Standard fuel cell electric buses average about \$1.52 million. Ongoing costs may include electricity or hydrogen, maintenance, warranties, training, and replacement parts. SCAG's recent Innovative Clean Transit Regional Assessment Study offers additional context, including a breakdown of the ZEB and associated infrastructure costs.

Passenger Rail

SCAG's passenger rail analysis includes O&M expenditure on commuter rail, support for Amtrak (e.g. LOSSAN corridor), and planned investment in the California high speed rail system. Metrolink, the

regional commuter rail system serving Southern California, is currently navigating significant financial and operational challenges that present significant uncertainties for the O&M forecast. Earlier in 2026, the agency identified an estimated \$30 million shortfall for Fiscal Year 2027 (FY 2027), driven by lower-than-expected ridership and fare revenues, rising operating costs, and anticipated reductions in member agency contributions. In response to these financial pressures, Metrolink implemented fare increases on select fare products. Additionally, Metrolink's proposed FY 2027 Budget includes planned service reductions of 29 percent on weekdays and 40 percent on weekends.

Given the current state of finances and uncertainty around future service levels, SCAG may need to reevaluate some of the capital and operations assumptions made about commuter rail system growth in previous plans. SCAG staff will be updating and revisiting this as part of our transit-focused conversations with the committee.

NEXT STEPS:

Staff will continue to refine the O&M forecast as the abovementioned policy developments and assumptions are further evaluated. Next year, staff will report back on the estimated costs of projects and programs under consideration for inclusion in Connect SoCal 2050 and the identification of potential sources of new revenue and innovative financing strategies that may be necessary to address the region's transportation needs.

FISCAL IMPACT:

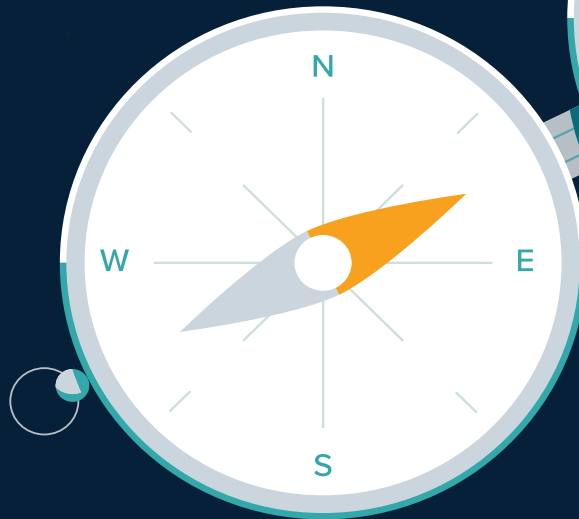
Work associated with this item is included in the FY 2027 Overall Work Program (015.0159.01: RTP Financial Planning).

ATTACHMENT(S):

1. PowerPoint Presentation - Update on Connect SoCal 2050 Financial Plan Development: Operations and Maintenance Policy

Update on Connect SoCal 2050 Financial Plan Development: Operations and Maintenance Policy

November 5, 2026
Transportation Committee



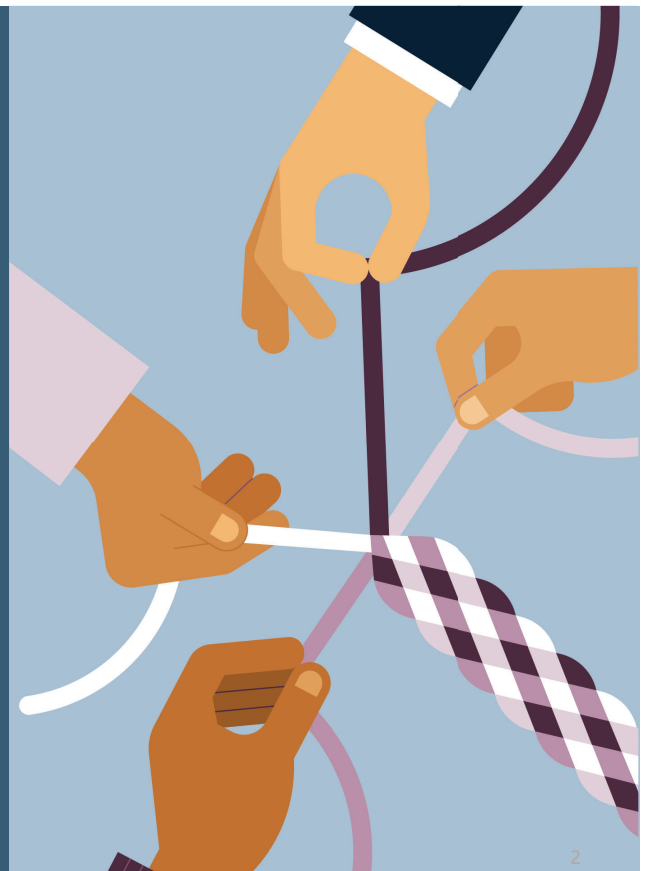
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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AGENDA

- Financial Plan Overview
- Key Policy Issues and Assumptions for O&M Forecasting
- Timeline and Next Steps

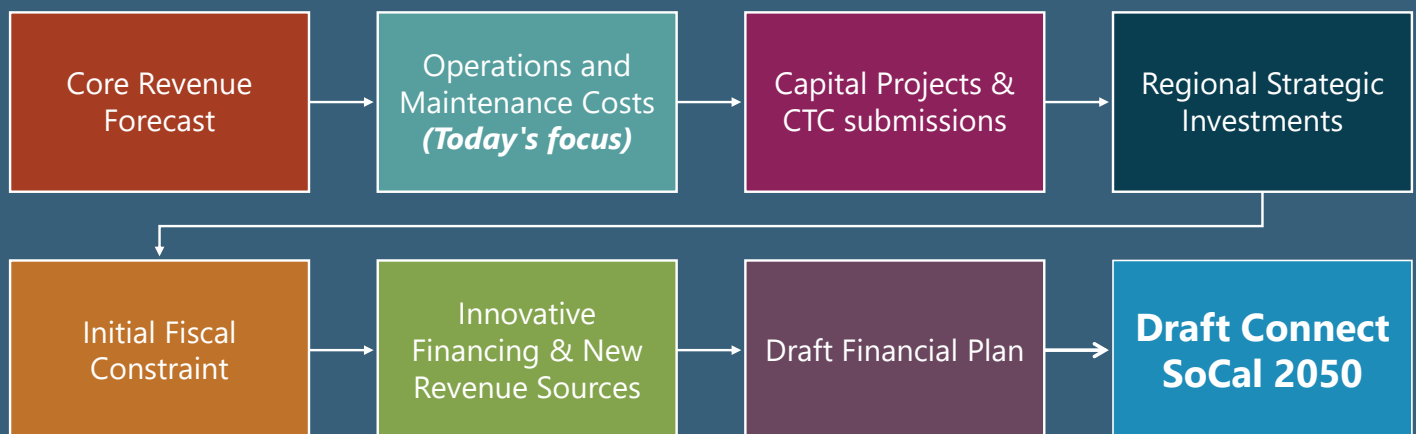


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Key Elements of a Financial Plan

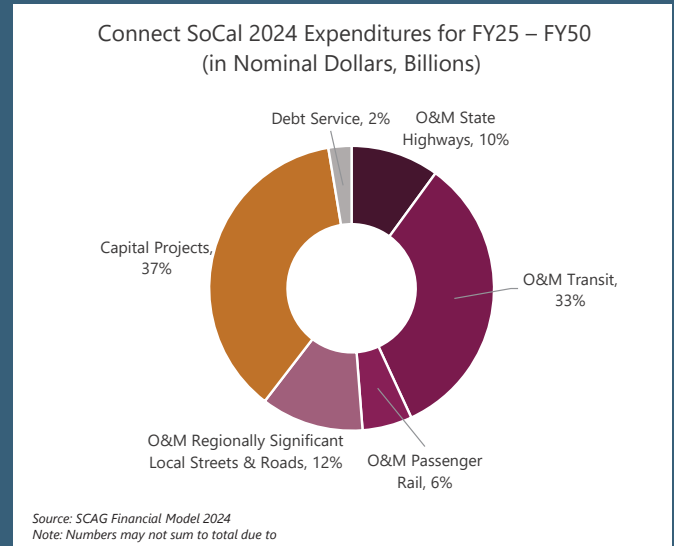
- Federal RTP requirement
 - Estimate of funding needed over 20-year life of RTP to implement recommended improvements, operate, and maintain the transportation system
 - Reasonably available revenue sources
 - Core sources - existing federal, state, and local sources
 - New sources / innovative financing - including but not limited to private funding, user charges, etc.
 - Financial constraint: balance expected revenue sources and estimated costs
- Assumptions
 - Builds off county transportation commissions' input, state forecasts, federal apportionments, and others

Financial Plan Development Process



O&M is the Largest Share of Plan Expenditures

- O&M costs include operations and maintenance, plus rehabilitation and replacement needs
- System Preservation: goal of maintaining State of Good Repair
 - Not enough funding to maintain a state of good repair on the system and meet performance targets
 - Prioritizes "fix-it-first" philosophy – investing in the preservation of the existing system



Issues Impacting Connect SoCal 2050 O&M Expenditure Forecast

- Construction Costs
 - O&M expenditures include rehab and replacement costs, making construction costs a key economic indicator
 - Construction costs include materials and labor
 - Construction costs typically increase at a greater rate than inflation
 - In Connect SoCal 2024, construction costs escalation was 4.6% annually, compared to 2.3% inflation
- Resiliency
 - Resiliency investments are increasingly prioritized in state planning and policy documents, and efforts are being made to begin assessing impact to costs

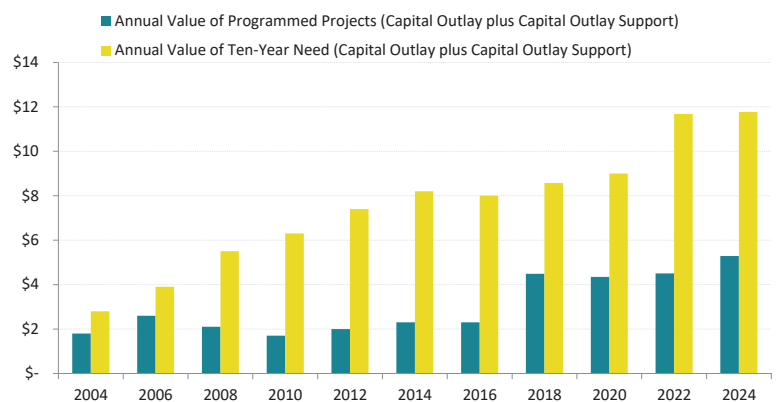
State Efforts and O&M Policy Framework

- Senate Bill 1121
 - Mandated California Transportation Commission to develop 10-year transportation needs assessment
 - Developed in collaboration with MPOs
 - Considered decreasing gas tax revenues
 - Found over \$70B shortfall that likely underestimates true needs
- CalSTA Climate Action Plan for Transportation Infrastructure (CAPTI) update
 - Continues to prioritize system preservation and fix-it-first investments for state transportation system
 - Adds policy guidance to assess potential climate risk in transportation investment decisions
- Transit Transportation Task Force (TTTF)
 - Goal to support growing transit ridership and improve transit experience.
 - Found operating expenses grew about 13 to 18 percent higher than inflation in the last ten years. Meanwhile, current transit funding sources are increasingly inadequate and uncertain.

State Highways

- Persistent shortfall in meeting long-term highway O&M needs
- Challenges
 - Access to reliable and consistent federal and state revenue
 - Rising construction costs
 - Impacts from natural events

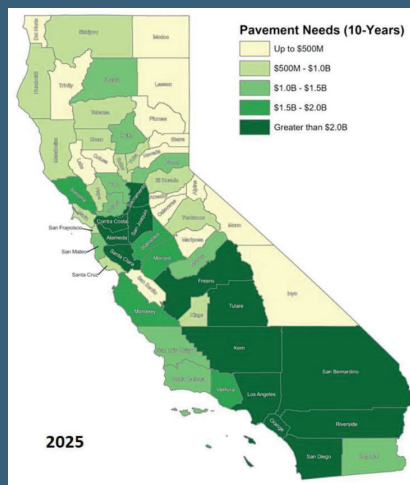
Status of the State Highway Operation and Protection Program (SHOPP) (\$ Billions)



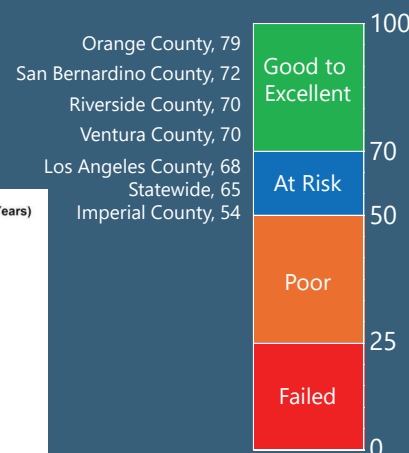
Source: California Department of Transportation

Local Streets and Roads

- Struggle to maintain state of good repair for pavement
- Average pavement condition 65 or "at-risk" statewide
 - \$54.2 billion shortfall to meet state targets, with backlog growing to \$67.6 billion by 2035
- Additional challenges
 - Extreme weather events
 - Transition to ZEV



Current Pavement Conditions



Source: California Statewide Local Streets and Roads Need Assessment. June 2026.

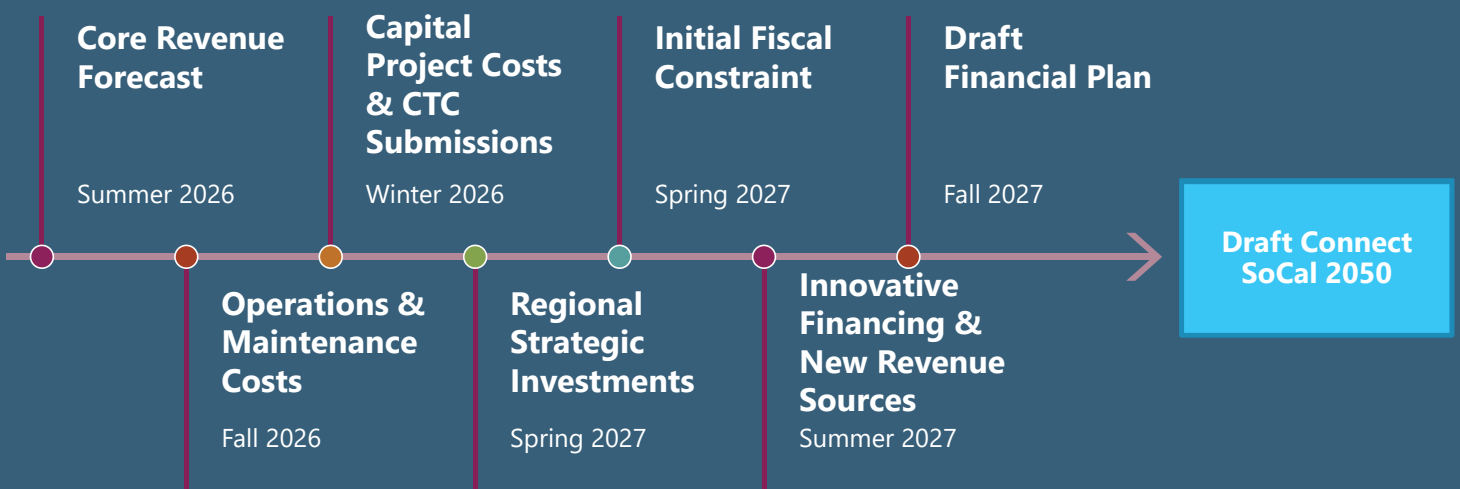
Transit O&M

- Fiscal Cliff
 - Falling / uncertain revenue sources
 - Slow ridership recovery results in lower farebox revenues, and diesel fuel tax revenues decrease from fuel efficiency
- Rising operating costs
 - The Transit Transportation Task Force found that operating expenses grew 13-18% above inflation over the past decade
- Innovative Clean Transit Regulation increasing O&M costs above and beyond acquiring new buses to meet ZEB goal, without additional state funding to meet policy goals

Passenger Rail

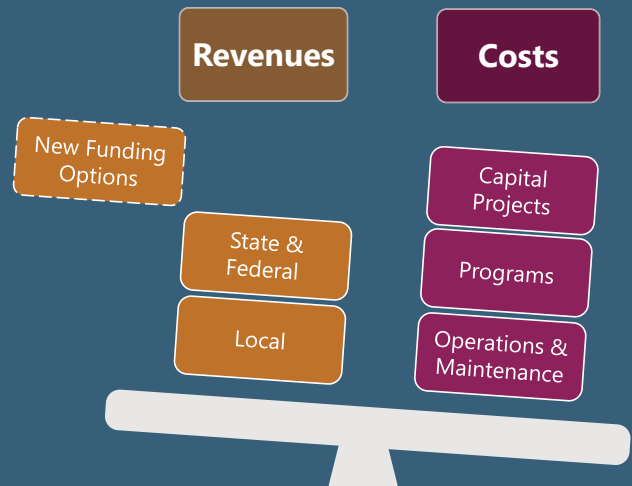
- Passenger rail O&M forecasts may be affected by recent and proposed changes to Metrolink fare structure and service level
- SCAG will continue to monitor ongoing changes and revisit these assumptions based on transit-focused conversations with the committee

Financial Plan Development Process Timeline



Next Steps

- Continue to refine operations and maintenance forecast
- Collect and analyze program and project costs
- Identify financial capacity and additional funding needs
- Identify options for new revenue sources and innovative financing



THANK YOU

For more information, contact:

ConnectSoCal@scag.ca.gov

Jaimee Lederman, Principal Regional Planner

lederman@scag.ca.gov



AGENDA ITEM 6

REPORT

Southern California Association of Governments

November 5, 2026

To: TC - Transportation Committee

EXECUTIVE DIRECTOR'S
APPROVAL

From: Priscilla Freduah-Agyemang, Senior Regional Planner (MP and GM)
213-236-1073, agyemang@scag.ca.gov

Kome Ajise

Subject: Regional Transit Target Setting

RECOMMENDED ACTION:

Information Only - No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:

Moving Ahead for Progress in the 21st Century Act (MAP-21) defined performance-based planning requirements for metropolitan transportation planning, including federally required performance measures specifically for Transit Asset Management (TAM) and state of good repair (SGR), as well as for transit safety. As a Metropolitan Planning Organization (MPO), SCAG has responsibilities for coordination, target setting, and progress reporting on these measures as part of the long-range plan, Connect SoCal or the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the Federal Transportation Improvement Program (FTIP). SCAG staff are coordinating with the County Transportation Commissions (CTCs) and transit operators through the Regional Transit Technical Advisory Committee (RTTAC) to develop draft regional TAM and transit safety targets. The draft targets will be identified by June 2027, in time to be incorporated into Connect SoCal 2050 ahead of the scheduled fall 2027 draft release. This staff report provides an overview of the approach to developing regional transit target setting.

BACKGROUND:

Moving Ahead for Progress in the 21st Century Act (MAP-21) defined performance-based planning requirements for metropolitan transportation planning, including federally required performance measures specifically for Transit Asset Management (TAM) and for transit safety. As a Metropolitan Planning Organization (MPO), SCAG has responsibilities for coordination, target setting, and progress reporting on these measures as part of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), or Connect SoCal, and the Federal Transportation Improvement Program (FTIP), under the Metropolitan Planning Final Rule (23 CFR 450). These statutes and regulations guide the

operation and delivery of transit and rail, specify requirements for providers and affect how transit must be considered in the federally defined metropolitan planning processes. The RTP/SCS must include a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets, including progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data. Similarly, the FTIP must include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the targets identified in the RTP/SCS, linking investment priorities to the performance targets.

SCAG also strengthens the use of performance metrics in the selection of projects for federal funding through its regional programming process. For the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG), SCAG evaluates and prioritizes projects using criteria that reflect regional goals, performance outcomes, and applicable federal requirements. This process helps ensure that CMAQ and STBG investments programmed in the FTIP are directed toward projects that advance measurable mobility, air quality, safety, and system preservation benefits, including state of good repair (SGR) outcomes.

SCAG has metropolitan planning agreements in place with the County Transportation Commissions (CTCs) and transit providers that were updated in 2018 to incorporate provisions for data sharing and the coordinated development of transit performance targets.

Transit Asset Management (TAM)

In July 2016, the Federal Transit Administration (FTA) published the TAM Final Rule, which outlined how agencies can increase system reliability and performance through the adoption of a TAM Plan. The rule requires operators to adopt a TAM Plan and update it at minimum every four years, inventory their assets, set performance targets, come up with a list of prioritized investments, and report to the National Transit Database (NTD) annually. The rule also requires operators to coordinate with their respective MPOs (SCAG) to set regional TAM targets.

TAM requirements apply to all recipients and sub-recipients of federal financial assistance under Federal Transit Act Chapter 53 (49 USC, Chapter 53) that own, operate, or manage capital assets used in providing public transportation. 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, 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): Added a requirement to consider whether an applicant has identified rail vehicle replacements as a priority in the recipient's TAM program.

In July 2025, FTA published an [updated TAM final rule](#) amending 49 CFR Part 625. This rulemaking removed the initial TAM Plan implementation deadline (49 CFR § 625.31) for transit agencies, as this deadline, October 1, 2018, had passed. This update was only an administrative and regulatory clean-up action and did not make substantive changes to the TAM framework or create a new compliance requirement for the transit agencies or MPOs.

Though TAM plans must include the elements listed below, the requirements differ based on the size of the transit agency. The rule separates transit providers into two tiers. Larger operators, also called Tier I providers (with 101 or more vehicles in peak revenue service or operating rail fixed-guideway service), must address all nine elements and develop and implement an individual TAM plan. Smaller operators (those with 100 or fewer buses in peak revenue service and no rail service), all subrecipients under the Section 5311 Rural Area Formula Program, and American Indian Tribe operators are classified as Tier II providers and are only required to address elements 1 through 4. These providers may participate in a group TAM plan sponsored by a state or direct recipient.

TAM Plan Elements:

1. Asset Inventory
2. Condition Assessment of Inventoried Assets
3. Description of a Decision Support Tool
4. Prioritized List of Investments
5. Transit Asset Management and State of Good Repair Policies
6. Implementation Strategy
7. List of Key Annual Activities
8. Identification of Resources
9. Evaluation Plan

TAM Performance Targets

Transit asset management helps transit providers prioritize investments based on asset condition and performance to support SGR. TAM performance measures are organized by asset category and asset class and use useful life benchmarks (ULBs) to assess performance and asset condition. ULBs represent the expected service life of a capital asset and provide a consistent framework for evaluating SGR. The TAM Final Rule establishes four asset categories and corresponding performance measures. Transit providers use these measures to set SGR performance targets at the applicable asset-class, facility-group, or mode level:

- **Rolling stock:** Percentage of revenue vehicles, by asset class, that have met or exceeded their ULB;
- **Equipment:** Percentage of non-revenue service vehicles, by asset class, that have met or exceeded their ULB;
- **Facilities:** Percentage of facilities, by group, rated below 3.0 on the Transit Economic Requirements Model (TERM) scale; and
- **Infrastructure:** Percentage of track segments, by mode, subject to performance restrictions.

Public Transportation Agency Safety Plan (PTASP)

In July 2018, FTA published the PTASP Final Rule (49 CFR Part 673), which became effective in July 2019. The rule requires most providers of public transportation receiving federal transit funding to develop and implement agency safety plans based on Safety Management System (SMS) principles. Core SMS components include safety management policy, safety risk management, safety assurance, and safety promotion. PTASPs are intended to improve public transportation safety through a proactive approach to identifying, assessing, and mitigating safety risks. Transit agencies must establish annual safety performance targets, coordinate with their respective MPO to the maximum extent practicable, and annually certify compliance with PTASP requirements through FTA's Certifications and Assurances process.

In April 2024, FTA adopted significant updates to the regulation implementing provisions of the Bipartisan Infrastructure Law. Key changes include enhanced frontline worker participation in safety planning, establishment of joint labor-management safety committees for applicable agencies, development of safety risk reduction programs, expanded safety performance measures, de-escalation training requirements, and strengthened requirements related to worker assaults and other safety risks.

Safety Performance Targets

Transit agencies must establish annual safety performance targets based on measures defined in the updated [National Public Transportation Safety Plan](#). These measures address major events, collisions, fatalities, injuries, worker safety, assaults on transit workers, and system reliability. The updated National Public Transportation Safety Plan expanded the number of required safety performance measures from seven to fourteen. Thresholds for reportable events are defined in the National Transit Database Safety and Security Reporting Manual.

METHODOLOGY FOR DEVELOPING THE REGIONAL TAM AND TRANSIT SAFETY TARGETS

The approach to updating the regional TAM targets and developing transit safety targets is consistent with the methodology previously approved by the Regional Council for the 2024 targets. Development of the targets will continue to be coordinated with the CTCs and transit operators through the Regional Transit Technical Advisory Committee (RTTAC).

Regional TAM targets will be developed using weighted three-year county averages based on transit agency TAM targets and reported asset condition data. This approach reflects the county-level structure through which many transit funding and investment decisions are made. Target development will also consider the implications of the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation, which requires transit agencies to transition to zero-emission bus fleets over time. As agencies plan for fleet replacement and supporting infrastructure investments, these considerations will help inform realistic SGR expectations and the financial assumptions incorporated into Connect SoCal 2050.

The regional TAM targets will be informed by transit agencies' TAM plans and targets, as well as asset inventory and condition data submitted through SCAG's TransAM web portal. Los Angeles County Metropolitan Transportation Authority (Metro) and Metrolink, as the region's rail operators, will continue reporting the applicable infrastructure performance measures.

To fulfill the requirements of the PTASP rule, regional transit safety performance targets will also be updated for inclusion in Connect SoCal 2050. These targets will be developed in coordination with the CTCs and transit operators and will be based on county-level weighted averages of agency safety targets and National Transit Database (NTD) safety data, using vehicle revenue miles as the weighting factor. Initial draft TAM and transit safety performance targets are expected to be completed by April 2027, with final draft targets for inclusion in Connect SoCal 2050 anticipated by June 2027.

Transit Performance Monitoring and Target Setting

As noted earlier, SCAG is working with the region's CTCs and transit operators to develop updated regional TAM and transit safety targets for inclusion in Connect SoCal 2050. This effort will build upon SCAG's existing approach to coordinated target setting, performance monitoring, and progress reporting to support future Connect SoCal and FTIP updates.

SCAG will continue to maintain and utilize TransAM, the regional transit asset management web portal that supports TAM target setting, performance monitoring, and scenario planning. TransAM provides a regional asset inventory and asset management platform that supports lifecycle planning, investment forecasting, mapping, and reporting. Transit operators throughout the SCAG region regularly upload asset inventory and condition data to TransAM to support regional analyses and target development.

Project Timeline and Tasks Summary

Work began in July 2026 and is anticipated to be completed by June 2028. Major project activities include:

- Stakeholder engagement and coordination with transit operators and partner agencies.
- Review of state and federal requirements affecting regional transit asset management and transit safety target setting.

- Collection and analysis of transit asset management and transit safety data.
- Development of methodologies, scenarios, and recommended regional targets for inclusion in Connect SoCal 2050.
- Preparation of technical memoranda, performance monitoring resources, and final project deliverables.

STAKEHOLDER ENGAGEMENT

SCAG has engaged CTCs, transit operators, and regional transit committees to support development of the regional TAM and transit safety targets. Engagement efforts have focused on reviewing project objectives and methodology, identifying data needs, coordinating with transit operators, and discussing target-setting and performance monitoring approaches. SCAG also continues to provide technical assistance and training on the TransAM platform to support regional transit asset management activities. Additional stakeholder coordination will continue throughout the development of the targets and related Connect SoCal 2050 work.

NEXT STEPS

SCAG will continue coordinating with the region's CTCs and transit operators to develop regional transit asset management (TAM) and transit safety targets for inclusion in Connect SoCal 2050. Staff will continue stakeholder outreach, refine target-setting methodologies, and develop draft targets for review. Updates will be provided to the Transportation Committee as key project milestones are completed.

FISCAL IMPACT:

No fiscal impact.

ATTACHMENT(S):

1. PowerPoint Presentation – Regional Transit Target Setting

Transit Performance Monitoring and Target Setting

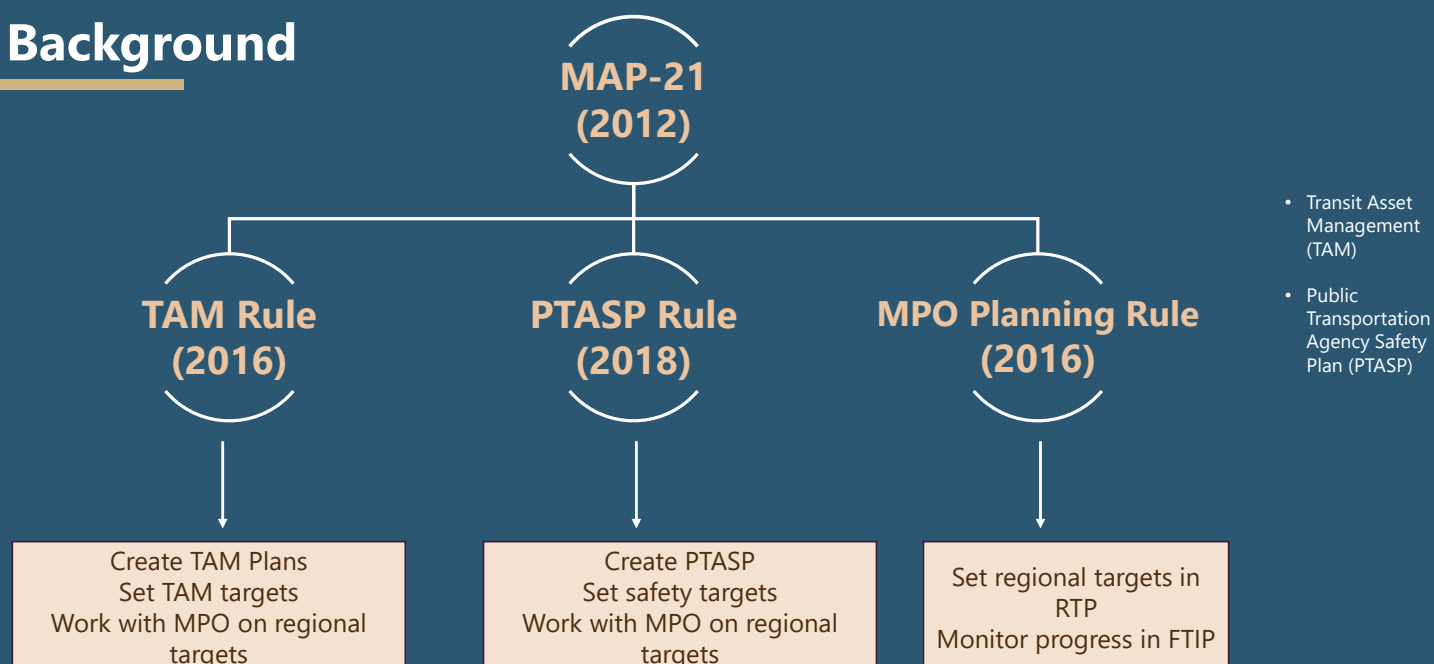
Transportation Committee

November 5, 2026

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Background



Project Timeline



Federally Required TAM Targets

Category	Performance Measure
Rolling Stock (Revenue Vehicles)	<ul style="list-style-type: none"> Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) -One target for each vehicle type
Infrastructure	<ul style="list-style-type: none"> Percentage of guideway track miles with performance restrictions by class -One target for each rail mode
Facility	<ul style="list-style-type: none"> Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale -One target for each facility type (Maintenance/Administration, Passenger/Parking)
Equipment (Service Vehicles)	<ul style="list-style-type: none"> Percentage of service vehicles that have met or exceeded their ULB - One target for each vehicle type

Federally Required Transit Safety Targets

Category	Performance Measure
Major Events	<ul style="list-style-type: none"> •Major events •Major events rate per Vehicle Revenue Mile (VRM) •Collision rate •Pedestrian collision rate per VRM •Vehicular collision rate per VRM
Fatalities	<ul style="list-style-type: none"> •Total fatalities •Fatality rate per VRM •Transit work fatality rate per VRM
Injuries	<ul style="list-style-type: none"> •Total injuries •Injury rate per VRM •Transit worker injury rate per VRM
Assaults on Transit Workers	<ul style="list-style-type: none"> •Total number of assaults on transit workers •Rate of assaults on transit workers per VRM
System Reliability	<ul style="list-style-type: none"> •VRM/ Number of major mechanical system failures

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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Data Requests

SCAG and project team will coordinate directly with operators to collect what we do not have:

- TAM
 - TAM Plans
 - Asset Data into TransAM (TAM web-based portal)
 - National Transit Database (NTD) Reported Data
- Safety
 - PTASPs
 - Safety Targets
 - NTD Reported Data
- Other
 - Zero Emission Bus – Rollout plans/data not available in ICT report (if available)

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

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Stakeholder Engagement

- County Transportation Commission (CTC) Meetings
 - Held kick-off on October 8
- RTTAC Meetings
 - October 21
- Operator Meetings and Workshops
 - VCTC Transit Operators Committee (TRANSCOM) – October 14
 - LA County Bus Operators Committee (BOS) – October 20
 - LA County Local Systems Subcommittee – November 4, 2026 (Tentative)
- Additional Meetings
 - FTA, Caltrans, SCAG Policy Committees

Next Steps

- Continue to coordinate with the RTTAC (provide updates at future meetings throughout the target setting process)
- Continue operator meetings (as needed)
 - Second round after initial targets are developed in April 2027
- Coordinate with transit agencies to provide data to the project team by mid-December
- Continue to share updates with Transportation Committee
- Continue to coordinate incorporating targets into Connect SoCal 2050 drafts



THANK YOU!

For more information, please visit:

scag.ca.gov/transit



AGENDA ITEM 7

REPORT

Southern California Association of Governments
November 5, 2026

To: TC - Transportation Committee

EXECUTIVE DIRECTOR'S
APPROVAL

From: Madilynn Hamilton, Junior Planner (MP and GM)
(213) 236-1923, hamilton@scag.ca.gov

Kome Ajise

Subject: California State University, Dominguez Hills TDM Plan: LA28 and Beyond

RECOMMENDED ACTION:

Information only – No Action Required

STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future. 2: Be a cohesive and influential voice for the region. 3: Spur innovation and action through leadership in research, analysis and information sharing.

EXECUTIVE SUMMARY:

In September 2026, SCAG published the 2028 Games Regional Transportation Demand Management Strategic Plan (Strategic Plan). Implementation of the Strategic Plan is underway and closely aligned with SCAG's work supporting the development of the California State University, Dominguez Hills (CSUDH) TDM Plan: LA28 and Beyond (TDM Plan). Dignity Health Sports Park, located on the CSUDH campus, will serve as a key venue zone during the 2028 Summer Olympic and Paralympic Games, with four venues hosting eight sports. The TDM Plan will incorporate strategies to support travel demand management during the Games while advancing long-term mobility improvements. In addition, the TDM Plan supports implementation of the CSUDH Master Plan and Climate Action Plan while addressing the mobility needs of students, faculty, staff, community members, and event attendees at Dignity Health Sports Park. As this work advances alongside Strategic Plan implementation, SCAG will continue incorporating recommendations from the CSUDH TDM Plan into Games-related TDM strategy workstreams. SCAG is also advancing work on Games-related marketing and communications, regional wayfinding, microtransit and shuttle programs, incentive programs, and regulatory and operational policy development, while further refining partner roles through the end of 2026.

BACKGROUND:

SCAG serves as the lead agency for the Games Mobility Executives (GME) Transportation Demand Management (TDM) Subcommittee and co-leads the GME Communications and Outreach Subcommittee alongside LA28 in support of the 2028 Olympic and Paralympic Games (2028 Games or Games). SCAG, alongside GME partners and other stakeholders, finalized the 2028 Games Regional

TDM Strategic Plan (Strategic Plan) in September 2026, which identifies priority passenger and freight TDM strategies, partner roles and responsibilities, performance measures, and implementation roadmaps. With completion of the Strategic Plan, implementation is underway. SCAG has initiated key workstreams to advance high-impact strategies identified in the Strategic Plan, including regional wayfinding, microtransit and shuttle programs, incentives to encourage transit use and active transportation, and regulatory and operational policy development.

SCAG is also developing resources to support partners as they prepare for the Games, including a Games TDM Playbook that will provide actionable guidance tailored to distinct audiences. In addition, SCAG is finalizing the Marketing, Communications, and Outreach Strategy, which establish an integrated approach to consistent regional messaging, and is developing communications resources and templates to support partner outreach efforts. SCAG is also using analytical tools to conduct venue-level analyses of travel demand and local conditions to identify priority TDM strategies. Staff are meeting with venue cluster partners to review findings, refine recommended strategies, and support local TDM implementation.

Implementation of the Strategic Plan also aligns with SCAG's support for development of the California State University, Dominguez Hills TDM Plan (CSUDH TDM Plan), described below.

2028 Games at CSUDH

In July and August 2028, the Dignity Health Sports Park facilities (Carson Fields, Carson Courts, Carson Stadium, and Carson Velodrome) will host Archery, Rugby, Tennis, Hockey, and Track Cycling during the Olympic Games and Para Archery, Wheelchair Tennis, and Para Track Cycling during the Paralympic Games. These eight sports will be contested over 18 days during the Olympics, from July 12 through July 30, 2028, and 11 days during the Paralympics, from August 16 through August 26, 2028. Given the concentration of events and visitors, the Carson venue zone will serve as one of the region's primary Games activity centers. The Games will present both challenges and opportunities for the campus and surrounding community, and the TDM Plan, together with implementation of SCAG's Games TDM strategies, will help CSUDH, the City of Carson, and regional partners prepare for and manage Games-related travel demand.

CSUDH TDM PLAN

Funded through California's Active Transportation Program (ATP), the CSUDH TDM Plan is evaluating strategies to improve access to and mobility within the campus and surrounding community while supporting travel demand management needs associated with the 2028 Olympic and Paralympic Games. As CSUDH is set to host eight sports at the Dignity Health Sports Park, the TDM Plan incorporates TDM strategies tailored to the unique transportation demands of the 2028 Games. The TDM Plan will fully integrate the needs of thousands of commuters, primarily coming from disadvantaged communities, along with the larger regional transit networks and partners relying on the campus as a key transit hub. CSUDH serves approximately 15,000 students and functions as a

major regional commuter campus, with only six percent of students residing on campus. Through an analysis of Pedestrian Level of Service, Bicycle Level of Traffic Stress, and recent collisions on or near campus, staff have identified several locations where conflicts exist between pedestrians, cyclists, and vehicles. These conditions, combined with longer trip distances and transit service limitations, contribute to a high share of drive-alone travel among students, faculty, and staff. CSUDH currently offers several TDM programs and benefits, including subsidized student and employee U/E-Passes, shuttles connecting the campus to nearby transit stations, and subsidized electric vehicle rental programs. The TDM Plan is expected to be finalized and presented to the CSUDH Presidential Cabinet for consideration in June 2027.

Work Completed To Date

Staff have completed an existing conditions analysis, conducted outreach and engagement activities, and begun coordination with transportation and venue partners. The existing conditions analysis evaluated campus demographics, travel patterns, transportation infrastructure, existing TDM programs and partnerships, and opportunities to improve bicycle, pedestrian, and transit access. The analysis also considered planned campus investments, including the mobility hub on Dominguez Hills Parkway and future on-campus housing expansion.

In October 2026, SCAG and CSUDH deployed SCAG's Go Human Kit of Parts as a temporary demonstration project on campus to test potential mobility improvements and gather user feedback. Input received from the activation will inform infrastructure and mobility recommendations included in the final TDM Plan.

Staff also conducted surveys of students, faculty, staff, campus affiliates, and Dignity Health Sports Park personnel to better understand travel behavior, transportation challenges, and awareness of existing mobility programs. Preliminary findings indicate that most respondents travel to campus or the sports park by driving alone, while distance, travel time, and limited transportation options remain key barriers to walking, bicycling, and transit use. Survey responses also suggest opportunities to increase awareness and utilization of existing TDM programs and services.

In addition, staff engaged CSUDH's Alternative Transportation Committee and interviewed transportation providers, local jurisdictions, venue operators, and other stakeholders to identify opportunities for improved coordination, service delivery, and communications. Feedback received through these efforts will help shape transportation demand management strategies, infrastructure recommendations, and implementation actions included in the final TDM Plan.

NEXT STEPS

Staff will continue developing the CSUDH TDM Plan and advancing implementation of the 2028 Games Regional TDM Strategic Plan. Key next steps include:

November-December 2026

- Complete an assessment of transportation demand management best practices at peer California State University and University of California campuses.
- Advance implementation readiness for the 2028 Games through completion of the Marketing, Communications, and Outreach Strategy, development of the Games TDM Playbook and related implementation resources, and continued coordination with LA28, GME partners, venue cities, businesses, and freight stakeholders.
- Complete venue zone analyses to identify priority passenger and freight TDM strategies and present findings from the World Cup economic and community impact assessment as part of the December Southern California Economic Update.

2027

- **Finalize the CSUDH TDM Plan**, including recommended strategies, implementation priorities, and performance measures, and present the plan to the CSUDH Presidential Cabinet for consideration.
- Launch key Games-related marketing, communications, and outreach initiatives and support implementation of priority passenger and freight TDM strategies.
- Expand technical assistance, tools, and resources to support partner-led TDM implementation and establish data collection and performance monitoring processes.

2028

- Support deployment of passenger and freight TDM strategies for Games-time operations.
- Incorporate applicable recommendations from the CSUDH TDM Plan into regional Games implementation efforts.
- Expand communications and outreach activities to support residents, businesses, workers, visitors, and other key audiences.
- Evaluate program effectiveness, document lessons learned, and identify opportunities to advance long-term mobility and transportation demand management benefits beyond the Games.

FISCAL IMPACT:

No fiscal impact.

ATTACHMENT(S):

1. PowerPoint Presentation – California State University, Dominguez Hills TDM Plan and Games TDM Updates



California State University, Dominguez Hills TDM Plan: LA28 and Beyond

November 5, 2026

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2028 GAMES REGIONAL TDM STRATEGIC PLAN

2028 Games Regional TDM Strategic Plan

SEPTEMBER 4, 2026



INNOVATING FOR A BETTER TOMORROW

From Strategic Planning to Implementation

The Strategic Plan creates a shared path from regional direction to project delivery.



Strategic Direction

Set the vision, goals, and objectives for Games TDM.



Data & Analysis

Use best practices and analytical tools to prioritize action.



Regional Coordination

Align SCAG and partner roles, outreach, and delivery.



Implementation Roadmap

Define priorities, responsibilities, and the path to launch.



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Four Programmatic Categories Guide Implementation



REGIONAL COMMUNICATIONS & OUTREACH

Help people, businesses, and freight stakeholders understand what to expect and how to travel.



REGIONAL WAYFINDING

Make navigation safe, efficient, and confident through consistent physical and digital guidance.



MOBILITY & ACCESS PROGRAMS

Expand travel options and make non-drive-alone choices more convenient and attractive.



REGULATORY & OPERATIONAL POLICIES

Coordinate policies for parking, curb access, shared mobility, employer commute, freight, and operations.

Quantify travel markets, direction, mode and time; document employment, business context and transportation access.

Compare venue zones, describe overlapping characteristics, identify target markets and align strategies with delivery partners.

Classify Reduce, Retime, Reroute, and Remode effects

Use analytical tools to compare potential benefits across packages and venues, including passenger–freight interactions.

Document recommendations, markets, four-R effects, partners and rationale; vet with working groups and refine for implementation.

United States

St. Louis, Missouri
Columbus, Ohio
New York, New York
Nashville, Tennessee
San Jose, California
San Diego, California
Los Angeles, California
Oklahoma City, Oklahoma

Valley Complexes 1-4
3x3 Basketball
BMX Freestyle
BMX Racing
Modern Pentathlon
Stateboarding (Park)
Skateboarding (Street)

VALLEY ZONE

RIVIERA ZONE
Riviera Country Club
Golf

VENICE ZONE
Venice Beach Boardwalk
Athletics (Marathon - Start)
Cycling Road (Road Race - Start)

VENICE ZONE
Venice Beach Triathlon

PORT OF LOS ANGELES ZONE
Port of Los Angeles
Sailing (Dinghy, Skiff & Multihull)

PORT OF LOS ANGELES ZONE
Long Beach Aquatics Center
Artistic Swimming
Water Polo

LONG BEACH ZONE
Long Beach Target Shooting Hall
Shooting (Rifle & Pistol)

LONG BEACH ZONE
Long Beach Arena
Handball

LONG BEACH ZONE
Long Beach Climbing Theater
Climbing

ALAMITOS BEACH STADIUM
Beach Volleyball

MARINE STADIUM
Sprint Paddle
Rowing

BELMONT SHORE
Open Water Swimming
Rowing (Coastal Beach Sprint)
Sailing (Windsurfing & Kite)

ANAHEIM ZONE
Honda Center
Volleyball

ANAHEIM ZONE
Trestles Beach
Surfing

LOS ANGELES COUNTY

PASADENA ZONE
Rose Bowl Stadium
Football (Soccer) - Final Stages
Rose Bowl Aquatics Center
Diving

ARCADIA ZONE
Santa Anita Park
Equestrian

POMONA ZONE
Fairgrounds Cricket Stadium
Cricket

CITY OF INDUSTRY ZONE
Industry Hills MTB Course
Mountain Bike

WHITTIER NARROWS ZONE
Whittier Narrows Clay Shooting Center
Shooting (Shotgun)

DTLA ZONE
Dodger Stadium
Baseball
Peacock Theater
Boating - Preliminary Stages
Weightlifting

DTLA ZONE
Golen Center
Badminton
Rhythmic Gymnastics

EXPOSITION PARK ZONE
Exposition Park Stadium
Flag Football
Lacrosse

INGLEWOOD ZONE
2028 Stadium
Swimming
Opening Ceremony

INGLEWOOD ZONE
Intuit Dome
Basketball

CARSON ZONE
Carson Field
Hockey
Carson Stadium
Archery
Rugby Sevens
Carson Courts
Tennis

CARSON ZONE
Carson Velodrome
Cycling Track

LA MEMORIAL COLISEUM
Athletics Track & Field
Opening and Closing Ceremonies

LA CONVENTION CENTER
Halls 1-3
Fencing
Judo
Table Tennis
Taekwondo
Wrestling

GRIFFITH PARK ZONE
Griffith Observatory
Cycling Road (Road Race - Finish)
Cycling Road (Time Trial - Finish)

LA ZOO
Cycling Road (Time Trial - Start)

BURBANK AIRPORT

COMCAST SQUASH CENTER AT UNIVERSAL STUDIOS
Squash

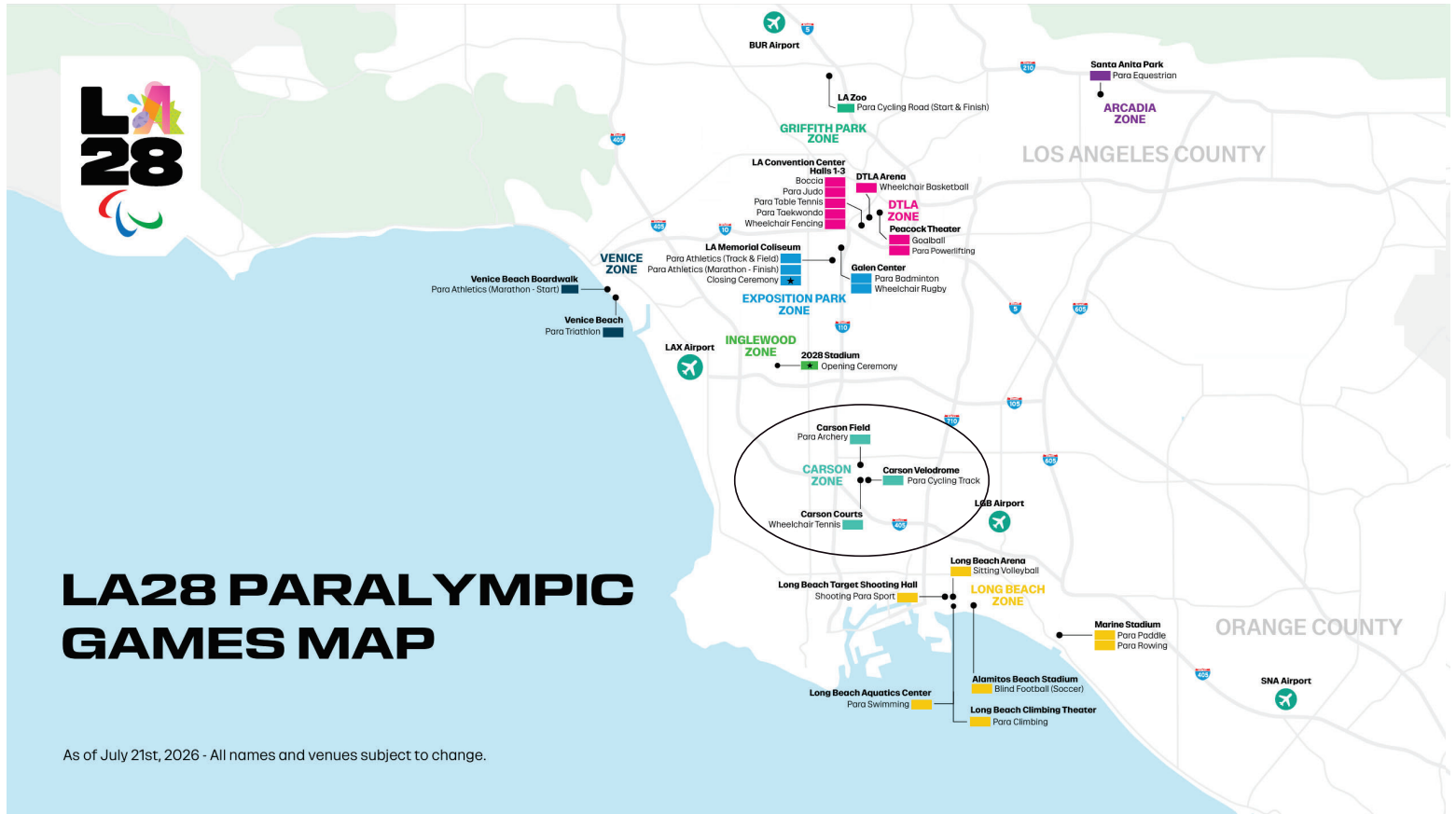
UNIVERSAL CITY ZONE

TO BE CONFIRMED
Athletics (Race Walk), Athletics (Marathon - Finish)

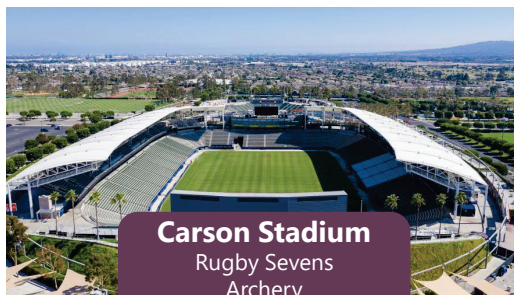
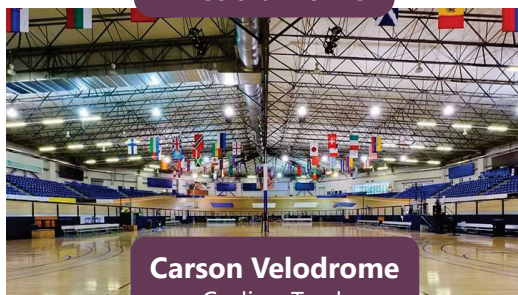
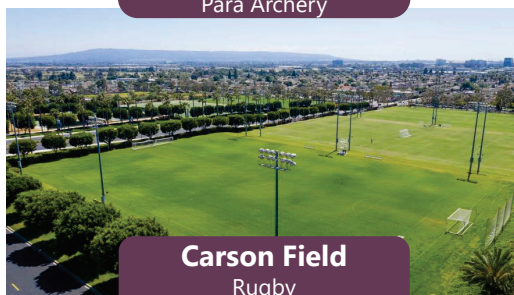
*Opening Ceremony - Celebration - LA Memorial Coliseum

LA28 OLYMPIC GAMES MAP

As of July 21st, 2026 - All names and venues subject to change.



2028 Games at California State University, Dominguez Hills

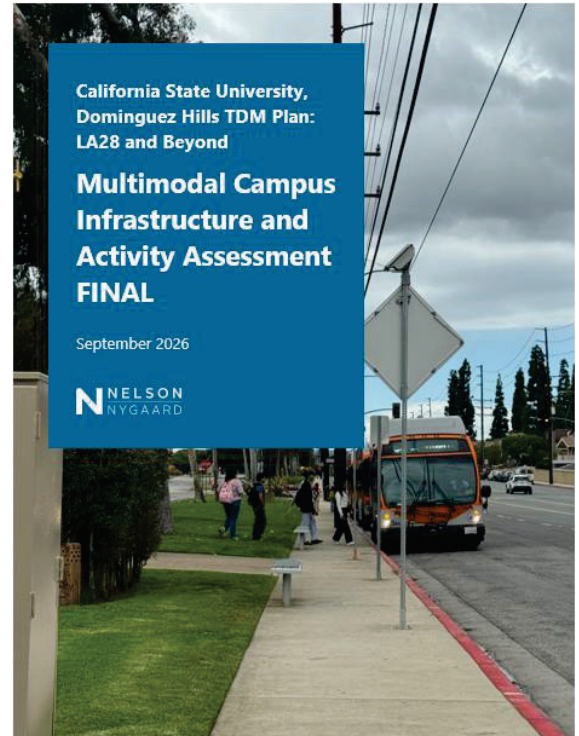


18 days of competition during the Olympics

11 days of competition during the Paralympics

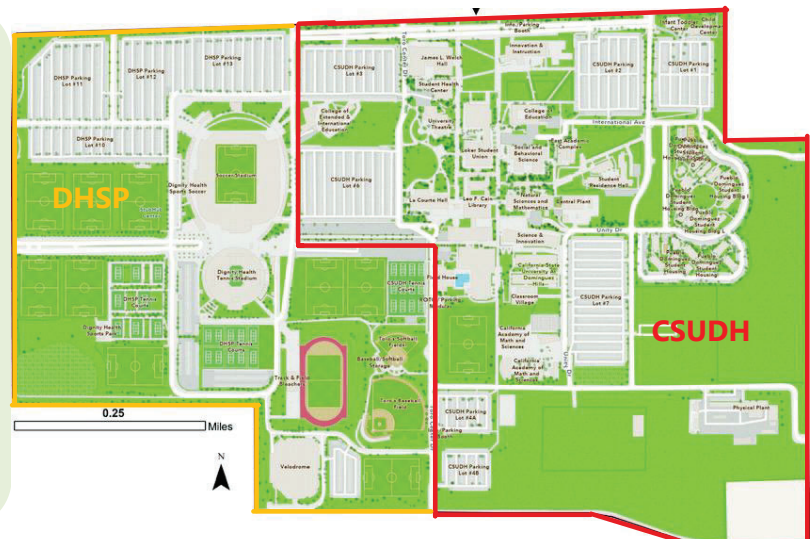
CSUDH Existing Conditions

- Population of students living on campus is growing, but students remain predominantly commuter
- Existing conflicts between pedestrians, cyclists, and vehicles on and off campus
- Distance and inconvenient transit schedules limit walking, biking, and transit trips to campus
- Variety of TDM programs already exist
 - E/U Passes
 - Toro Express shuttles
 - Subsidized EV rentals
 - Galaxy Express shuttles



Project Objectives

1. Address **travel patterns** beyond campus boundaries
2. Create TDM strategy with realistic, prioritized investments
3. Maximize benefits of **future mobility hubs**
4. Support Campus Master Plan
5. Plan for near-term travel demand from mega events while creating **lasting legacy for community**
6. Provide a user-friendly toolkit



CSUDH TDM Plan Timeline

TASK	2026	2027	2028
TRAVEL SURVEY	2026 SURVEY		
EXISTING CONDITIONS	COMPLETE		
GO HUMAN KIT OF PARTS DEMONSTRATION	COMPLETE		
BEST PRACTICES REVIEW	UNDERWAY		
PARTNER INTERVIEWS	UNDERWAY		
CAMPUS TDM RECOMMENDATIONS		TARGET FEB	
PLAN ADOPTION		TARGET JUN	
SCAG TDM STRATEGIC PLAN IMPLEMENTATION			GAMES-TIME · JUL-AUG 2028

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Community Travel Survey

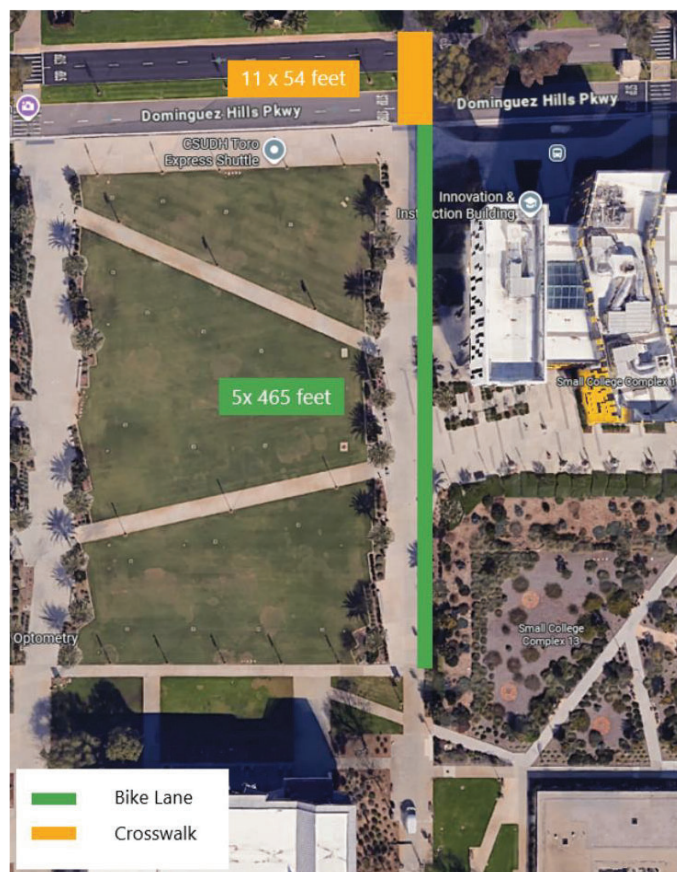
- **419 responses**, survey closes Oct 31
- 76 additional responses from **AEG staff**
- **Initial Trends**
 - Main commute mode is drive alone (59%), followed by bus (19%)
 - Biggest obstacle to walking **and** biking to campus is distance (39% and 27%, respectively)
 - Biggest obstacle to taking transit to campus is inconvenient schedules (20%)
 - 82% of respondents are familiar with an alternative transportation service
- **Takeaways**
 - Students are looking for convenient shuttle schedules and more effective marketing of services
 - AEG staff are looking for additional parking



Go Human Kit of Parts

- **Oct 6, 12 – 3 PM** activation coinciding with weekly farmer's market
 - Deployed temporary mobility lane and artistic crosswalk
- **Purpose**
 - Provide temporary active transportation infrastructure to support the future mobility hub on Dominguez Hills Pkwy
- **Takeaways**
 - Some pedestrians were initially confused by the bike lane but overall supportive
 - People on wheeled devices were relieved to have dedicated space on campus

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Partner Interviews

- **Campus Partners**
 - CREST/Toyota
- **Mega Event + Stadium Partners**
 - AEG
 - LA28
- **Regional Transit Partners**
 - LA Metro
 - South Bay Cities COG
- **Local Transit Partners**
 - City of Carson
 - Long Beach Transit
 - Compton Renaissance
 - Torrance Transit



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CSUDH TDM Plan Next Steps

Fall / Winter 2026

- Continue outreach and engagement
- Identify best practices from CSU and UC campuses
- Develop TDM strategy recommendations for 2028 Games and beyond

June 2027

- Present final plan to CSUDH Presidential Cabinet

July 2027

- Present Final Adopted Plan to TC



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THANK YOU!

For more information, please visit:

<https://scag.ca.gov/LA28>



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