



MONTHLY SBCCOG TRANSPORTATION REPORT

A summary of recent federal, state, regional and local
developments and trends in transportation

COVERING JANUARY 2025

Edited by Anne Tsai

SBCCOG Project Coordinator

Federal

Biden-Harris Administration Announces \$635 Million in Awards to Continue Expanding Zero-Emission EV Charging and Refueling Infrastructure

NOTE: AT THIS TIME IT IS NOT KNOWN WHETHER OR HOW THESE FUNDING AWARDS ARE IMPACTED BY THE NEW ADMINISTRATION'S EXECUTIVE ORDERS.

The U.S. Department of Transportation's Federal Highway Administration (FHWA) announced \$635 million in grants to continue building out electric vehicle (EV) charging and alternative fueling infrastructure with funding from the Bipartisan Infrastructure Law's signature zero-emission refueling infrastructure programs. The grants fund 49 projects that will deploy more than 11,500 EV charging ports and hydrogen and natural gas fueling infrastructure along corridors and in communities across 27 States, four Federally Recognized Tribes, and the District of Columbia.

The grants are made possible through the Bipartisan Infrastructure Law's \$2.5-billion Charging and Fueling Infrastructure (CFI) Discretionary Grant Program and a 10 percent set-aside from the National Electric Vehicle Infrastructure (NEVI) Formula Program. \$368 million of the investment will be allocated for 42 "community" projects that expand EV charging infrastructure within communities across the country, while \$268 million will go towards seven "corridor" fast-charging projects that build out the national charging and alternative-fueling network along designated Alternative Fuel Corridors.

State

California's High-Speed Rail Program Celebrates Progress and Highlights Next Steps Towards Operations

Governor Gavin Newsom, California High-Speed Rail Authority (Authority) CEO Ian Choudri and community leaders, officially kicked off the Authority's Railhead Project in Kern County commemorating the first steps in the track and systems construction process. This work is made possible due to the substantial completion of Construction Package 4 (CP 4), the southernmost segment of high-speed rail construction in California's Central Valley.

In an effort to deliver a southwest regional high-speed rail network, the Authority, Brightline West and the High-Desert Corridor Joint Powers Agency have been working closely, ensuring coordination of technical and operational significance to ultimately enable an interoperable system that connects riders to and from Las Vegas to California's high-speed rail system in Southern California.

About the Railhead Project

Construction of the railhead is a major step in the track and systems process and signifies the next phase of the high-speed rail program bringing it closer to operations. The Railhead Project is necessary for the Authority to receive materials to start construction of temporary freight tracks, which includes delivery of major equipment such as track laying machines, track ties, traction power and Overhead Contact Systems (OCS). The work starts with a period of subgrade preparation, readying the site for the eventual laying of ballast ties and rail for the yard, effectively serving as a location to receive materials required to build the Authority's high-speed rail track. The Authority will be issuing a Request for Proposals to procure a contract for Track and OCS construction in 2025.

About Construction Package 4

Construction Package 4 (CP 4) External Link is a 22-mile stretch of the high-speed rail project between Poplar Avenue in Wasco and approximately one mile south of the Tulare/Kern County line. The Authority contracted with California Rail Builders to construct all high-speed rail structures located within this segment, which includes 11 civil structures comprised of overpasses, underpasses, and viaducts built to take high-speed trains over roadways, waterways, and existing rail lines. Of the more than 14,500 construction jobs created since the start of the high-speed rail project, work in CP 4 generated more than 3,200 jobs that went to residents of the Central Valley, the majority going to workers in Kern County.

About the collaboration between the High-Speed Rail Authority, Brightline West, and High-Desert Joint Powers Agency

The Authority, High-Desert Corridor Joint Powers Agency and Brightline West have been working together in close collaboration to develop the U.S. Southwest region high-speed rail network. Once fully built and interconnected, the three high-speed rail systems will pave the way for Californians to travel from Northern California through Central Valley to Southern California, as well to Las Vegas. The three parties continue to collaborate on protocols and standards for interoperability between systems.

In California's Central Valley, there are 25 active construction sites, more than 60 miles of guideway completed and nearly five miles of bridges and other structures in place, making it possible to begin the track laying construction process. In addition, 463 of 494 miles have been fully environmentally cleared for the high-speed rail project between the Bay Area and Los Angeles County.

Region

Metro Renames C Line Station to Lynwood Station

Metro's Long Beach Boulevard Station on the C (Green) Line will be renamed to "Lynwood Station" in a move to better reflect the geographic and cultural identity of the area, officials announced Thursday. In a unanimous vote, Metro's Board of Directors approved a motion to

rename the station. It was authored by Board Chair and L.A. County Supervisor Janice Hahn with her colleague co-authors Supervisor Hilda Solis, Whittier Councilman Fernando Dutra and Jacquelyn Dupont-Walker.

Hahn previously stated the change is “long overdue.” Additionally, Hahn’s office noted the “Long Beach Boulevard” name has confused riders in the past, who think it’s located in the city of Long Beach. As Metro works on new signage, maps and timetables for the opening of the LAX/Metro Transit Center Station, it will also note the name change for the Lynwood Station.

Trends

Fewer cars, faster trips: NYC Congestion Pricing tolling data is in

One week since Congestion Relief Zone tolling has gone into effect in New York City, early data shows that fewer vehicles are entering Manhattan’s Central Business District, and those who are driving into the CBD are saving time. When seasonally adjusted for January and compared to traffic levels at the same time last year, traffic decreased by almost 8%, with about 219,000 fewer vehicles entering the zone between Monday and Friday. For those who are driving into the Central Business District, trip times have improved. This is especially true for inbound river crossings, which saw a 30% to 40% reduction in travel times compared to the same period in 2024. Trip times also decreased considerably on Manhattan streets and avenues in the afternoon, the busiest time of the day. Buses are moving faster, especially in the morning peak. Express Bus riders in particular—many of whom travel across the East or Hudson Rivers into Manhattan—are seeing improvements. The SIM24, which runs between the south shore of Staten Island to Midtown Manhattan, shaved seven minutes off the time it typically takes crossing the Lincoln Tunnel.