

South Bay Cities Council of Governments

Transportation Committee Meeting

Monday, May 12, 2025 @ 10:30 a.m.

In Person at 2355 Crenshaw Blvd., #125, Torrance, CA 90501 &

Virtually via Zoom

SBCCOG Board Members: pursuant to the end of the State's COVID-19 emergency declaration, your attendance is required to be in-person or follow the provisions of AB 2449 available [here](#).

PUBLIC COMMENTS:

The Public Comment portion of the meeting is the Public's opportunity to provide comments on non-agenda items within the jurisdiction of the SBCCOG/cities and each speaker is limited to three (3) minutes. Comments on agenda items may be made following the staff report on the item and each speaker is limited to three (3) minutes per item. Time allotments may be reduced due to time constraints at the discretion of the Chair. When called on, please state: Your name and residence and the organization you represent, if appropriate. To address the SBCCOG Transportation Committee on any item or a matter within the Transportation Committee's purview in writing, please provide written comments by 9 a.m. on the day of the meeting via email to davidl@southbaycities.org. All written comments submitted will become part of the official record.

ACCESSING THE MEETING:

For the public and guests, to receive Zoom meeting credentials in advance of the meeting, register by using the following link: <https://us06web.zoom.us/meeting/register/tZYpdOyvqzstHdxcNhUBqDIFEZxtJ-UBdOcl>

OR to access the Zoom meeting, visit <https://zoom.us/join> or call (346) 248-7799 and use Meeting ID: 824 3575 0778; Passcode: 722264

AGENDA

- 10:30 a.m. Welcome / Self-Introductions**
- 10:31 a.m. Confirm Posting of the Agenda**
- 10:32 a.m. Public Comment**
- 10:35 a.m. Consent Calendar**
 - a. April 14, 2025 Transportation Committee Minutes (Attachment A) – Approve**
 - b. Transportation Report covering April 2025 (Attachment B) – Receive and File**
- 10:37 a.m. SBCCOG Transportation Working Group Updates**
 - a. Infrastructure Working Group – Chair Eric Zandvliet, Manhattan Beach**
 - b. Transit Operators Working Group – Chair Dana Pynn, GTrans**
 - c. Metro Service Council – Chair Don Szerlip, Metro South Bay Service Council**
- 10:45 a.m. Caltrans District 7 – Agency Updates (next project report in June) – Sergio Carvajal, Caltrans**
- 10:50 a.m. Presentation: Metro FY25-26 Budget Overview – Scott Arbuckle, Deputy Executive Officer, Metro**
- 11:15 a.m. Measure R and Measure M Updates**
 - a. Measure R SBTIP/Measure M MSP Annual Program Updates**
 - b. I-405 Auxiliary Lanes Follow Up (Attachment C) - Recommend Board Approval**
 - c. City of Inglewood/ITC Measure R SBTIP Scope of Work Modification (Attachment D) – Recommend Board Approval**
- 11:35 a.m. Three Month Look Ahead (Attachment E) – Receive and File**
- 11:40 a.m. Announcements**
- 11:45 a.m. Adjournment**

Next Transportation Committee meeting – Monday, June 9, 2025, 10:30 a.m.

To propose an item for the agenda, e-mail to: DavidL@southbaycities.org

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South Bay Cities Council of Governments

Transportation Committee

April 14, 2025

Meeting Notes

(Held at 2355 Crenshaw Blvd., Suite 125, Torrance, CA 90501 & virtually via Zoom)

SBCCOG BOARD CHAIR TANAKA CALLED THE MEETING TO ORDER AT 10:32 AM.

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

Rodney Tanaka (Gardena)
Alex Monteiro (Hawthorne)
Ray Jackson (Hermosa Beach)
James Butts (Inglewood)
Anne Yoon (LA County SD2)
Bubba Fish (LA County SD4)
Barry Waite (Lomita)
Zein Obagi (Redondo Beach)
Britt Huff (Rolling Hills Estates)

Non-voting members:

Donald Szerlip (Metro South Bay Service Council)

Also in attendance:

Andy Sywak (Metro)
Robert Machuca (Metro)
Fulgene Asuncion (Metro)
Mike Bohlke (Metro Deputy to Mayor Butts)
Sergio Carvajal (Caltrans)
Brian Magumcia (Redondo Beach)
Erik Zandvliet (Manhattan Beach)
Elizabeth Garcia (LAPW)
Matt Suska (LAPW)
Shin Furukawa (Torrance)
Noel Casil (Rancho Palos Verdes)
Peter Puglese (Inglewood)
Deanna Fraley (Rancho Palos Verdes)
Vikas Manocha (Econolite)
Lisa Trifiletti (Trifiletti Consulting)

Daniel Osztreicher (Trifiletti Consulting)
Mary John (Parallel Systems)
David Leger (SBCCOG)
Jacki Bacharach (SBCCOG)
Jake Romoff (SBCCOG)
Anne Tsai (SBCCOG)
Liam Walsh (Public)
James Reuter (Public)
Holly Osborne (Public)

II. Public Comment

Liam Walsh, a resident of Redondo Beach and member of the South Bay Bicycle Coalition, provided status updates on the buildout of the South Bay Bicycle Master Plan. Mr. Walsh also expressed general support for Measure M bicycle projects included in the annual Measure M program update as well as the complementary goals of the bicycle master plan and the Local Travel Network.

II. Consent Calendar

A. March 10, 2024 Transportation Committee Minutes (Attachment A)

B. Transportation Report covering March 2025 (Attachment B)

MOTION by Committee Member Monteiro, seconded by Committee Member Jackson, to APPROVE the consent calendar. Approved without objections.

III. SBCCOG Transportation Working Group Updates

- A. **Infrastructure Working Group Update** – Mr. Zandyliet reported that the IWG received agency reports from Metro, Caltrans, and LA County at the April meeting. The group also discussed and recommended the annual Measure M program update to the Transportation Committee.
 - B. **Transit Operators Working Group Update** – Mr. Leger reported that the TOWG reviewed the annual Measure R South Bay Transit Investment Program update and welcomed new Beach Cities Transit staff at the April meeting.
 - C. **Metro Service Council** – Mr. Szerlip reported that the service council received the annual Metro budget update and an update on the I-105 ExpressLanes project. Surveying work along the K Line (formerly C Line) Extension to Torrance continues.
- IV. **Caltrans District 7 South Bay Projects Update** – The next South Bay project update report will be published in June. Mr. Carvajal reported that District 7 is working to deliver the 2026 SHOPP nominated projects to determine projects that will advance.

V. **Presentation: Parallel Systems - Autonomous Battery-Electric Rail Vehicles**

Ms. John introduced Parallel Systems, an autonomous battery-electric rail technology that aims to facilitate rail service to new markets. Parallel Systems is working to provide a cost competitive alternative to trucking through its rail vehicles and accompanying software that integrates into existing rail systems. Ms. John's full presentation is available [here](#).

Mr. Szerlip asked Ms. John to explain the advantage of rail vehicle units that can be chained together and broken apart. Ms. John responded that this allows for a greater volume of vehicles that can operate on a network as opposed to fixed-distance trains. In addition, chaining vehicles together results in aerodynamic efficiencies of drafting, which conserves battery capacity. Mr. Szerlip asked how much greater of a distance the vehicles can travel when chained together. Ms. John responded that this results in 20-30% greater distances traveled.

Mr. Szerlip noted that Parallel Systems only uses 10% of a standard truck's CO2 footprint and asked whether a group of Parallel cars chained together to the standard length of a train will exceed this footprint. Ms. John clarified that the 10% footprint applies to a single car traveling within a platoon and that Parallel cars will not, in most cases, travel as single cars. Thus, light, battery-electric vehicles and aerodynamic efficiencies will always result in smaller carbon footprints than traditional trucks.

Committee Member Waite asked about the sound levels of Parallel railcars compared to traditional railcars. Ms. John reported that Parallel vehicles are anecdotally much quieter than traditional railcars. Where Parallel is testing in Australia, rail operators are interested in technology that can operate during quiet hours in residential communities. Parallel vehicles are also equipped with safety horn systems that can play warning sounds.

Ms. Trifiletti asked when Parallel will be available locally and commercially. Ms. John shared that commercial vehicles will be piloted in California in 2026 and become commercially available in 2027.

Committee Member Monteiro asked if Parallel has made connections with the Port of LA and Port of Long Beach. Ms. John shared that both ports are aware of Parallel Systems, but it is unlikely that the LA Basin will serve as pilot test sites due to regulatory constraints. Ms. John added that Union Pacific Railroad, BNSF Railway, and South Coast AQMD are all aware of Parallel's technology.

Committee Member Waite asked if Parallel railcars are manufactured in the US. Ms. John reported that Parallel intends to keep manufacturing within the US and will likely transfer manufacturing to Detroit.

Committee Member Monteiro added that a company in Torrance is developing hydrogen trucks. Ms. John noted that Parallel is aware of this technology and its potential for marine drayage companies.

Mr. Szerlip asked if tracks are available to substitute for trucking between LA and Phoenix. Ms. John explained that almost all railroad tracks are currently privately owned. In order to adopt new technology, railroad operators must purchase the technology.

Committee Member Jackson asked if railroad operators also own the land. Ms. John confirmed that railroads own

their land and function as real estate companies.

Committee Member Jackson asked if there is an equivalent to air traffic control in railroad operations. Ms. John stated that a similar system exists for railroad operations. For example, Union Pacific operates out of Omaha.

Mr. Zandvliet asked how rail unions have responded to the new technology. Ms. John shared that responses have varied depending on the type of rail union. Generally, maintenance unions have reacted positively because growth in rail volume increases jobs. On the other hand, rail operators have had mixed reactions because the technology is autonomous. Ms. John emphasized the safety benefits of autonomous technology in accident prevention overall.

VI. Measure R and Measure M Updates

A. Measure R SBTIP Annual Program Update

SBCCOG staff received funding augmentation requests for two existing South Bay Transit Investment Program (SBTIP) projects and one scope of work modification (with no request for additional funding). Staff recommended a total of \$9,452,000 in additional Measure R SBTIP funding.

Ms. Bacharach mentioned that the SBCCOG may want to discuss implementing policies concerning coverage of cost overruns in the future.

Committee Member Yoon asked to clarify whether all the projects in the program update are existing projects. Mr. Leger stated that the SBCCOG has not solicited new project requests since the decennial transfer in 2020.

MOTION by Committee Member Butts, seconded by Committee Member Obagi, to RECOMMEND Board approval of the FY25-26 Measure R SBTIP update. Approved without objections.

B. Measure M MSP Annual Program Update

SBCCOG staff received funding augmentation requests for sixteen existing Measure M MSP projects and eleven new projects. Staff recommended \$55,830,518 in additional funding for existing projects and \$28,665,000 in new project funding, resulting in a total of \$84,495,518 in additional Measure M MSP funding.

Committee Member Fish asked Mr. Leger to break down the charts in the agenda packet (Attachment D, Exhibit 1). Mr. Leger explained that rows highlighted in yellow indicate existing projects. Rows highlighted in light blue indicate funding programming changes (no change in total dollar amounts). Rows highlighted in light green are new project requests.

Ms. Trifiletti asked what level of design allows projects to become eligible for funding. Mr. Leger responded that projects with conceptual designs that are ready for PAED, PS&E and environmental phases are eligible for funding. The SBCCOG cannot fund feasibility studies.

Committee Member Fish asked how often projects have been funded. Mr. Leger explained that the SBCCOG has historically been able to approve all project requests.

Mr. Sywak asked whether construction cost increases have been due to materials or labor cost increases. Mr. Leger responded that both have contributed to cost increases and that he anticipates that costs will continue to increase due to tariffs and the LA wildfires.

Ms. Bacharach asked SBCCOG staff to include the anticipated future funding needs of new projects in the memo to the Board, emphasizing that the SBCCOG assumes liability for projects when cities apply for design funds.

Committee Member Fish asked when the SBCCOG will receive numbers for the fifth year of funding in the five-year rolling window. Mr. Leger shared that the SBCCOG will receive notice of FY28-29 funding in October.

MOTION by Committee Member Waite, seconded by Committee Member Obagi, to **RECOMMEND** Board

approval of the FY25-26 Measure M program update. Approved without objections.

C. City of Inglewood/ITC Measure M SEP Funds Deadline Extension Request

In April 2023, the SBCCOG Board approved a request by the City of Inglewood to re-program Measure M Subregional Equity Program (SEP) funds from the Centinela Grade Separation Project to the Inglewood Transit Connector (ITC) with a requirement that the city secure a full funding agreement by the first quarter of 2025. The City of Inglewood requested an extension of the full-funding agreement requirement to October 2025 to allow the city time to prepare a reimagined ITC project.

Committee Member Butts expressed that the city is actively working with CALSTA to authorize Transit and Intercity Rail Capital Program (TIRCP) funding for a rephasing plan for the ITC. The city plans to present the reimagined project to the SBCCOG Board in May, which will comprise of a phasing change that will preserve the opportunity to complete the transit connector in the future.

MOTION by Committee Member Obagi, seconded by Committee Member Monteiro, to grant an extension to the City of Inglewood. Approved without objections.

VII. Three Month Look-Ahead

VIII. Announcements

Ms. Bacharach shared that Senator Ben Allen has introduced a bill to expand the Metro Board in alignment with the expansion of the Board of Supervisors. The SBCCOG and other subregional executive directors will be meeting with Senator Allen's office tomorrow to protest the proposed bill. Mr. Leger added that the proposed 22-member Board would skew representation in favor of LA County. Committee Member Butts emphasized the unfairness of this proposed change.

Mr. Bohlke shared that a letter of opposition written by Metro has been circulated to Committee Member Butts and SBCCOG staff.

Committee Member Obagi asked if the SBCCOG may take a position of opposition against the bill. Ms. Bacharach shared that the bill will be on Steering Committee agenda today with a recommendation to oppose.

IX. Adjournment: SBCCOG Board Chair Tanaka adjourned the meeting at 11:45 a.m. to May 12, 2025.

Prepared by Anne Tsai, Transportation Project Coordinator



MONTHLY SBCCOG TRANSPORTATION REPORT

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

COVERING APRIL 2025

Edited by Anne Tsai

Federal

U.S. Transportation Secretary Sean P. Duffy Announces Funding for Communities to Improve Road Safety

U.S. Department of Transportation Secretary Sean P. Duffy announced a new opportunity for cities, towns, counties, Tribal governments, and Metropolitan Planning Organizations (MPOs) to apply for funding available through the updated Safe Streets and Roads for All (SS4A) grant program.

The SS4A program supports communities in both planning and carrying out projects that help reduce the number of deaths and serious injuries on our highways, streets, and roads. Over \$982 million is made available by this Notice of Funding Opportunity (NOFO), and a similar amount is expected to be available next year in a future funding round.

Examples of Removed DEI/Climate Requirements

“Consistent with the Department’s implementation of Executive Order 14008, Tackling the Climate Crisis at Home and Abroad (86 FR 7619), the Department seeks to fund applications that address equity and environmental justice...”

“Projects, strategies, and demonstration activities must have equity—the consistent, fair, just, and impartial treatment of all people—at their foundation.”

“Equity definition: The consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, Indigenous and Native Americans, Asian Americans and Pacific Islanders, and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.”

Background

SS4A funds will support communities in the development of road safety action plans and improve unsafe roadway corridors by implementing effective interventions. Additionally, these funds can be utilized to test, or demonstrate, safety features to study their effectiveness.

The Department encourages all interested communities to apply, especially communities that have not applied previously. The application process for SS4A is designed to be as easy as possible and has been developed to increase accessibility for smaller communities, Tribal governments, and recipients new to Federal funding. Applications may come from individual communities or groups of communities and may include MPOs, counties, cities, towns, other

special districts that are subdivisions of a state, certain transit agencies, federally recognized Tribal governments, and multijurisdictional groups of eligible applicants.

The Safe Streets and Roads for All Notice of Funding Opportunity can be found at <https://www.transportation.gov/grants/SS4A>. Applications are due by June 26, 2025.

Trump's Transportation Secretary Sean P. Duffy Slashes Biden-Era Greenhouse Gas Rule

U.S. Transportation Secretary Sean P. Duffy rescinded a rule that would have required state transportation departments to establish and measure declining targets for carbon dioxide emissions on federally supported highways. The action, which is the Department's first completed deregulatory move, comes less than 100 days into the Trump Administration.

The overturned greenhouse gas emission (GHG) rule had been rescinded during the first Trump Administration, only to be reinstated by the Biden Administration. Two federal judges later ruled that the Department lacked authority to issue the rule.

The rescission of the GHG Measurement Rule is the latest in a series of actions designed to deliver on the President's commitment to rescind policies enacted under the Biden-Harris Administration and reaffirm USDOT's focus on safety, efficiency, economic prosperity, and regulatory reform.

State

1,000 more clean school buses coming soon to California roads as state sees big demand for zero-emission buses and trucks

California's transition to zero-emission transportation is accelerating faster than ever thanks to incentives and investments from the state.

Following an announcement last August on plans to expand California's largest-in-the-nation zero-emission school bus fleet, Governor Gavin Newsom announced that \$500 million has been awarded for educational agencies to buy zero-emission school buses and chargers.

Governor Newsom also announced that California saw a 177% increase in the state's Clean Truck and Bus Voucher Incentive Project (HVIP) from 2023 to 2024. This program is funded primarily with proceeds from the cap-and-trade program and provides point-of-sale discounts to make zero-emission trucks and buses more accessible for fleets and businesses. In February alone more than 200 HVIP-funded zero-emission trucks and buses were deployed with \$31 million in incentives.

The Zero-Emissions School Bus and Infrastructure (ZESBI) project has selected 133 educational agencies to receive 1,000 zero-emission school buses and related charging infrastructure in rural, low-income, and disadvantaged school districts and other local educational entities. The grants are expected to be finalized by the end of the year.

To date, California has provided more than \$1.3 billion in incentives to school districts, funding more than 2,300 zero-emission school buses, of which 1,100 are already in use. More than 300 California school districts and local education agencies have purchased at least one zero-emission school bus – and a few have made the switch to a 100% clean fleet.

Zero-emission school buses play a key role in California's efforts to achieve carbon neutrality by 2045 and help protect children who are particularly vulnerable to the health impacts from diesel exhaust. In California, all school bus purchases made by school districts will need to be zero-emission technology by 2035, with an extension until 2045 for frontier local educational agencies in rural communities.

Over 15 years, the state's Clean Truck and Bus Voucher Incentive Project (HVIP) invested \$754 million, helping 2,000 fleets deploy 10,000 clean trucks and buses. These vehicles have logged 340+ million miles while significantly cutting emissions statewide. Over 5,000 HVIP-funded ZEVs are in production to meet surging demand.

HVIP is a CARB program administered by CALSTART, a nonprofit transportation organization. Sales of new zero-emission trucks, buses and vans doubled in 2023 over the previous year, representing one out of every six new vehicles sold for services including last-mile delivery, freight transportation, and school buses. 16,327 charging and hydrogen fueling points for zero-emission trucks and buses are installed across the state.

Region

Caltrans Announces \$143.7 Million Sepulveda Pass (Interstate 405) Pavement Rehabilitation Project

The California Department of Transportation (Caltrans) announces a roadway rehabilitation project to extend the pavement life along Interstate 405 in Los Angeles from the communities of Van Nuys to Westwood along with other upgrades and improvements. Construction is scheduled to begin in spring/summer 2025 and last through winter 2029. It's an approximately \$143.7 million project over the next four years to rehabilitate pavement, enhance safety features, and improve pedestrian infrastructure along I-405 through the Sepulveda Pass.

The improvements will extend along I-405 from Victory Boulevard in the San Fernando Valley to Wilshire Boulevard in West Los Angeles, which is an essential commuter corridor from northern Los Angeles County and the San Fernando Valley to South Bay cities and Orange County. Pavement will be rehabilitated along about 92 lane miles including replacing sections between

Victory Boulevard and Mulholland Drive and repairing sections of other lanes along I-405 between the project limits. These renovations will enhance motorists' safety and mobility along this stretch of roadway.

Caltrans will upgrade about 6,400 feet of Metal Beam Guardrail (MBGR) to meet current standards. Ten culverts will be cold planed and overlaid with Rubberized Hot Mix Asphalt at several locations. For pedestrian improvement, 10 curb ramps will be upgraded to meet new Americans with Disabilities Act (ADA) standards. Additional improvements include upgrading sign panels and overhead sign structures with retro-reflective paneling.

The project includes the following improvements:

- Replace sections of two lanes in each direction from Victory Boulevard to Mulholland Drive and repair sections of other lanes throughout the project limits to optimal surface conditions
- Replace bridge approach/departure slabs in six locations between Mulholland Drive and Wilshire Boulevard
- Restore/Replace 10 culverts
- Upgrade 10 ADA curb ramps at on-and-off-ramps
- Upgrade 6,400 feet of Metal Beam Guardrail (MBGR)
- Replace 98 sign panels with retro-reflective signs and two full-span overhead sign structures
- Construct new Maintenance Vehicle pullouts (MVPs) at four locations
- Upgrade 2.5 miles of existing Fiber Communications Conduit and replace Fiber-Optic Cables

Due to weather or operational reasons, the schedule is subject to change including the times and dates, the number of closures and other details. Residents and businesses located near construction may experience noise, vibrations and dust associated with construction activities.

Trends

Amazon's Zoox begins robotaxi testing in Los Angeles

Zoox, Amazon's autonomous vehicle unit, is deploying a small fleet of retrofitted test vehicles on the streets of Los Angeles — a modest, yet meaningful step as the company inches toward offering public rides in Las Vegas and San Francisco later this year.

The data-collection effort marks Zoox's entrance into its sixth city and lays the groundwork for a future robotaxi service. Unlike rival Waymo, which is already providing paid robotaxi rides in LA, Zoox is still in the early stages. This deployment will send out manually driven Toyota Highlanders equipped with Zoox's self-driving tech to gather mapping data ahead of broader autonomous testing in LA this summer.

Zoox is currently testing its autonomous vehicles — both the Highlander test fleet and its purpose-built robotaxis made without a steering wheel or pedals — in several cities. Notably, Zoox has expanded the areas where its purpose-built robotaxi is testing on public roads in Foster City, San Francisco, and Las Vegas without a human driver. Zoox recently allowed employees, media, and other vetted guests to try the service.

The company is also testing in Austin, Miami, and Seattle using Highlanders with human safety operators behind the wheel.

The expansion in California comes a few weeks after Zoox issued a voluntary software recall on 258 vehicles due to issues with its autonomous driving system unexpectedly hard braking.

Zoox's entry into Los Angeles follows Waymo's launch of a fully autonomous commercial robotaxi service in the city. To date, Waymo is the only AV company in the U.S. that offers a paid service in several cities, including the Bay Area, Phoenix, and Austin. The Alphabet-owned company aims to launch a commercial service in Atlanta, Miami, and Washington, D.C. over the next two years.

South Bay Cities Council of Governments

To: SBCCOG Transportation Committee

From: Jacki Bacharach, Executive Director
David Leger, Senior Project Manager

Re: I-405 Auxiliary Lanes Project: I-105 to Artesia Blvd

BACKGROUND

In March, the SBCCOG Transportation Committee received an update on the I-405 Auxiliary Lane Project (I-105 to Artesia Blvd). The project has been designed by Metro with funding provided by the SBCCOG through the Measure R South Bay Highway Program. So far, approximately \$17.4 million has been programmed for the project by the SBCCOG. At the time, it was reported that the estimated construction cost for the project would be approximately \$130 million. Recently the SBCCOG was informed that the cost has gone up to include \$40 million for construction management by Caltrans.

The SBCCOG has been working closely with Metro over the last year to explore outside funding opportunities for the completion of the project. Metro staff explored the Solutions for Congested Corridors Program but were unable to apply because a responsible fiscal agency was required for the project. Metro was unwilling to assume that role and subsequently asked the SBCCOG to assume fiscal responsibility, meaning that the SBCCOG would be responsible for the cost of the project as estimated and all cost overruns.

At its March meeting, the Transportation Committee asked SBCCOG staff to work with Mayor Butts and his team to further explore outside funding opportunities and to return in May with the results.

ANALYSIS

SBCCOG staff worked with Metro and Inglewood representatives to evaluate other funding opportunities for the project. As of this time, there have not been any potential opportunities. Although SBCCOG staff believes the project is a critical safety improvement project, staff cannot recommend the SBCCOG assume fiscal responsibility for the project for several reasons.

First, the SBCCOG Board adopted a policy in March 2020 that restricted the SBCCOG to funding the environmental and design phases of large freeway projects so that they are well-positioned to compete for outside funding (primarily state and federal grants) for the right-of-way and construction phases. The Board felt that the subregion could assist with the development of these large projects but should not bear sole financial responsibility for building improvements that benefit the entire county and beyond.

Second, there is little guarantee that the estimated \$170 million construction cost will hold. Essentially we would have no control over the project or the schedule. Other subregions that have assumed fiscal responsibility for Caltrans projects have shared that projects have not only been multiple years behind schedule but also tens of millions of dollars over budget.

Finally, a commitment of \$200 million or more (assuming cost increases) may not be possible given the remaining funds available in both Measure R Highway and Measure M MSP programs over the period in which the project would need the money. Even if there was sufficient funding, it would severely restrict the SBCCOG's ability to meet current city project obligations, costs to complete current city projects, and solicit new projects for many years.

If the SBCCOG Board does not choose to become its responsible fiscal agency, it does not mean that the project may never come to fruition. Notifying Metro of a decision against becoming the responsible fiscal agency would allow Metro to cease consultant work. Upon de-obligation by Metro, the balance of funding programmed will return to the Measure R Highway program. SBCCOG staff remains supportive of the project and will continue to work with Metro and other stakeholders to find funding to complete the project in the future. At this time, SBCCOG staff believes that the organization should notify Metro that it cannot agree to become the responsible fiscal agency for the project.

RECOMMENDATION

That the SBCCOG Transportation Committee recommend the Board of Directors formally notify Metro that the SBCCOG will not become the responsible fiscal agency for the I-405 Auxiliary Lane Project (I-105 to Artesia Blvd.) and to de-obligate the remaining funds programmed to the project and return them to the Measure R Highway Program for repurposing.

Prepared by: David Leger, Senior Project Manager

South Bay Cities Council of Governments

May 12, 2025

TO: SBCCOG Transportation Committee

FROM: Jacki Bacharach, Executive Director
David Leger, Senior Project Manager

SUBJECT: Phasing of the Inglewood Transit Connector Project & Request for Scope of Work Modification

BACKGROUND

The City of Inglewood has submitted a request (Exhibit 1) that asks the SBCCOG Board of Directors to approve of a scope of work modification to their funding agreement with Metro for Measure R Transit funding for the Inglewood Transit Connector (ITC) project. The City is requesting that the existing \$250M in Measure R Transit funds be used for Phase 1 improvements of the ITC Program as described in Exhibit 1.

The ITC team will present on the new, phased approach now referred to as the ITC Program at the May 12th Transportation Committee and the May 22nd Board of Directors meeting.

RECOMMENDATION

That the Transportation Committee recommend the SBCCOG Board of Directors approve the City of Inglewood's request to approve a scope of work amendment between the City and Metro that would utilize the existing \$250M in Measure R Transit funding for Phase 1 of the ITC Program.

Attachment: Exhibit 1 – City of Inglewood Request



Inglewood

California

Public Works Department

ONE MANCHESTER BOULEVARD / INGLEWOOD, CA. 90301 / P.O. BOX 6500 / INGLEWOOD, CA. 90312

Telephone (310) 412-5333 / Fax (310) 412-5552

www.cityofinglewood.org

May 5, 2025

Ms. Jacki Bacharach
Executive Director
South Bay Cities Council of Governments
2355 Crenshaw Blvd, Suite 125
Torrance, California 90501

Dear Ms. Bacharach,

On behalf of the City of Inglewood, I write to request the South Bay Cities Council of Governments (SBCCOG) support for the City's pursuit of an amendment to our Measure R Funding Agreement for the Inglewood Transit Connector (ITC) Project by and between the City and Metro that reflect a phased approach to project implementation and prioritizes Measure R resources to fund improvements completed as part of Phase 1.

BACKGROUND

Since 2018, the City has advanced the ITC, an automated people mover (APM) system connecting the Market Street commercial area and Metro K Line's Downtown Inglewood Station to the City's sports and entertainment venues. The ITC seeks to address the following objectives:

- Provide direct and convenient connection to the Metro regional transit system for local residents and the region to access the City's new major employment, commercial, and activity center.
- Close a first/last mile gap between the regional Metro rail system by connecting the Metro K Line to the City's Sports and Entertainment District.
- Improve air quality and reduce greenhouse gases by reducing traffic congestion on both event and non-event days.
- Improve the quality of life for residents and visitors; and
- Support the ongoing Citywide economic revitalization, growth opportunities for transit-oriented development (TOD) within the City's Downtown TOD Plan area, including commercial and residential uses and through the creation of public parking facilities.

The City received all local and state approvals in 2022 and federal approvals in 2023. In December 2023, the City worked with the Federal Transit Administration (FTA) to establish a project budget of \$2.252 billion (\$2.05 billion as a base project budget and \$202 million as a backstop budget). This budget was informed by FTA's extensive risk analysis, discussions with FTA and the three shortlisted teams, project refinements, and construction-related cost escalation.

In a parallel effort, the City secured local, state and federal funding commitments totaling \$900 million, and in December 2023, received Entry into Engineering from the FTA with a \$1 billion Capital Investment Grant (CIG) commitment, achieving approximately \$1.9 billion in total

funding commitments. This included a commitment of \$250 million in Measure R funds, as well as a pledge of \$108 million in Measure M Subregional Equity Program funds, with support from the South Bay Cities Council of Government (SBCCOG) Board.

In November 2023, the City issued a Request for Proposal (RFP) for design, build, financing, operation and maintenance (DBFOM) of the ITC Project after having shortlisted three respondents. In May 2024, the City received and evaluated a proposal from Elevate Inglewood Partners (EIP), led by Plenary, and selected EIP as the best value proposer.

Based on the capital cost set forth in EIP's proposal, together with the FTA's requirements for backstop funding, the ITC Project had an estimated shortfall in funding of approximately \$500 million. Additionally, significant constraints on construction activity on Prairie Avenue and Manchester Boulevard established by the Los Angeles Olympic Committee have created challenges to ensuring viable transportation to the venues is available during the 2028 Summer Olympics Games.

PHASED APPROACH

The City has completed further alternatives analysis and identified immediate improvements that could be implemented to address the City's mobility, sustainability and quality of life objectives. As part of this analysis, staff reconfirmed that the ITC Project is the most effective solution to providing a high-quality transit infrastructure to connect to the City's event venues to the regional rail system and to support the City's long-term growth. Accordingly, the City has proposed implementing the ITC Project in phases (collectively, the ITC Program).

Phase 1 includes the following elements of the ITC Program while preserving the opportunity for subsequent phased implementation of the ITC Project:

- Event activated bus-only lanes and new bus service on existing public right-of-way that will utilize state-of-the-art intelligent transportation system technology to increase transit ridership and improve transit services while maintaining roadway capacity.
- Mobility Hubs designed to intercept vehicles en route to the City's sports and entertainment centers and reduce congestion in surrounding residential communities with pedestrian access improvements, passenger mobility and transit services (i.e., self-service kiosks, wayfinding services, real-time transit information, bike share and repair stations, bike racks and lockers, etc.), bus rotaries, layover areas and connections, and parking structures. The City anticipates siting mobility hubs at ITC station sites, including on Market Street/Florence Avenue (at the site of the future APM station), and is also exploring other strategic locations in Downtown Inglewood and on the southern end of the City.

On April 22, 2025, the Inglewood City Council authorized the Mayor to execute a development agreement with EIP to advance elements of the Phase 1 of the ITC Project. The ITC team will work in concert with EIP to prepare a comprehensive implementation plan that will guide the delivery of all Phase 1 activities and elements, which also include, but are not limited to, the implementation of the event-based bus-only lanes and the establishment of mobility hub(s) strategically located throughout the City.

The City will conduct robust stakeholder engagement and public outreach to solicit input to help advance and finalize the designs of improvements completed in Phase 1.

While Phase 1 includes developing a preservation strategy for the future construction and operation of the APM, final design and construction of the APM would proceed as a future Phase 2 after the Olympics, and when the City has been able to secure necessary funding.

Lastly, the City is working with CalSTA and Caltrans to ensure that the State's Transit and Intercity Rail Capital (TIRCP) funding is used to implement Phase 1. The California Transportation Commission (CTC) is scheduled to consider this as part of their May 15-16th Agenda.

PROJECT BENEFITS

Implementation of this phased approach will meet the multi-modal mobility, climate pollution reduction and quality of life goals of the City and SBCCOG, as well as Measure R.

Updated modeling indicates that an estimated annual ridership of over 3.1 million riders (2.336 million on event days and 817,000 during non-events) could be served by the proposed multi-modal network, which includes new dedicated bus lane improvements from both the north and south ends of the City to the Sports and Entertainment District.

Furthermore, the phased program addresses the anticipated needs of LA28 in the City, as up to 200,000 visitors are expected in Inglewood on a daily basis during the Olympic Games, for Opening and Closing Ceremonies and numerous daily Olympic events. Given that Prairie Avenue, the main thoroughfare where the Olympic venues are located, will be closed during the Games to create a secure perimeter, offsite Mobility Hubs will be needed to support the robust busing network that will be implemented.

This approach is consistent with the terms and intent of the original Funding Agreement, as well as the underlying principles of Measure R. Implementation of this phased approach addresses the City's short and long-term mobility needs and remains consistent with the SBCCOG's mobility priorities and previous funding recommendations to Metro.

Based on the above, the City would like to amend our Measure R Funding Agreement to reflect the phased approach to project implementation and prioritize Measure R resources to fund improvements completed as part of Phase 1. Your timely consideration would be sincerely appreciated.

Sincerely,



Tony Olmos, P.E.
PUBLIC WORKS DIRECTOR

Updated 4/25/25

May 2024		June 2025		July 2025		August 2025	
1. Transit Operators Working Group		5. Transit Operators Working Group		3. Transit Operators Working Group – Dark or reschedule?		7. Transit Operators Working Group	
8. Metro South Bay Service Council		9. SBCCOG Transportation Committee <ul style="list-style-type: none">Measure M MSP Local Allocation Program Policies – consider recommendation to Board		9. Infrastructure Working Group		8. Metro South Bay Service Council	
12. SBCCOG Transportation Committee <ul style="list-style-type: none">Metro FY25-26 Budget PresentationITC Update		9. SBCCOG Steering Committee		14. SBCCOG Transportation Committee		11. SBCCOG Transportation Committee	
12. SBCCOG Steering Committee		13. Metro South Bay Service Council		11. Metro South Bay Service Council		11. SBCCOG Steering Committee	
14. Infrastructure Working Group <ul style="list-style-type: none">Spotlight Presentation: RoundaboutsMeasure M MSP Local Allocation Program Policies		11. Infrastructure Working Group <ul style="list-style-type: none">Metro Board VMT Policy Discussion		14. SBCCOG Steering Committee		13. Infrastructure Working Group	
22. Metro Board		22. Metro Board <ul style="list-style-type: none">Measure R SBHP Annual Program Update Approval		24. Metro Board		28. Metro Board	
22. SBCCOG Board		26. SBCCOG Board <ul style="list-style-type: none">Measure M MSP Local Allocation Program Policies – tentative recommendation for approval by Transportation Committee		24. SBCCOG Board		28. SBCCOG Board	

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