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**South Bay Cities Council of Governments
Infrastructure Working Group (IWG) - November 12, 2025**

Attendees: Erik Zandvliet (Chair, Manhattan Beach); Helen Shi, Caleb Cho (Torrance); Cheryl Ebert (El Segundo); Tony Olmos (Inglewood); DJ Torado (Hawthorne); Oscar Antillon (PV Estates); Alvin Ly, Marty Amundson, Elizabeth Garcia (LACPW); Mike Bohlke (Metro Deputy to Mayor Butts); Gus Meza (West Basin); Constance Turner (SCE); Vigen Davidian (Iteris); De Mai (DKS Associates); Michael Grossman (DR Consultants & Designers); Anna Moneymaker (System Metrics Group); Jack Zhai (DKS Associates); Aaron Edwards (Nextech Systems); David Leger, Anne Tsai (SBCCOG); Margie Hoyt, Michael Alexander Villoria (Public)

- I. **October 13, 2025 IWG Meeting Notes and September Transportation Report** – Mr. Zandvliet called the meeting to order at 12:05 p.m. The meeting notes and report were accepted as presented.

- II. **Agency & Other Update Reports**
 - a) SBCCOG: Mr. Leger reported the following updates -
 - Open House & Volunteer Reception: The SBCCOG will be holding an Open House event on November 20 at 4:00 pm. A reception for SBCCOG volunteers will begin at 5:00 pm, followed by the SBCCOG Board of Directors meeting at 6:00 pm.
 - Board Presentations: The Western States Petroleum Association (WSPA) will deliver a presentation on the impacts of refinery closures in the South Bay at the November 20 Board meeting.
 - General Assembly: The 2026 General Assembly will be held on March 26, 2026 at the Westdrift Hotel in Manhattan Beach. The theme will be “Let the Games Begin: How Sports and Entertainment Impact the South Bay.” Suggestions for speakers are welcome.
 - November Transportation Committee: The Committee received an update on the Inglewood Transit Connector (ITC) at the November Transportation Committee.
 - December Transportation Committee: the Board will consider a position on the C Line Extension to Torrance FEIR at the December Transportation Committee meeting.

 - b) L.A. County Public Works – South Bay Traffic Forum Update:
Mr. Ly shared updates which are available here: <https://cdn.southbaycities.org/wp-content/uploads/2025/01/24164820/SBCCOG-TSSP-and-ITS-Oct-Draft.pdf>

 - c) L.A. Metro Updates –
 - 1) ITS Program: No Metro representative was present.
 - 2) Metro Board Actions: Mr. Leger shared that the Metro Board approved the FY25-26 Measure M program updates at the September Board meeting.

 - d) Metro TAC – Mr. Leger shared updates on Metro’s transit-oriented communities strategic initiatives program, Orange G Line bus improvements, CTC and ATP, SB1 Cycle 5 funding, and ATP Cycle 8. More information on each program can be found here: <https://www.eventbrite.com/e/technical-advisory-committee-tickets-1908724890529?viewDetails=true>

 - e) Streets and Freeways Subcommittee: Mr. Zandvliet reported that the subcommittee did not meet this month.

 - f) Opportunities to serve: Mr. Zandvliet invited IWG members to serve on the TAC and Streets and Freeways Subcommittee.

- g) Caltrans South Bay Projects Update: No Caltrans representatives were present. The next report will be available in December. Mr. Zandvliet requested a Caltrans representative to attend and provide updates at the December IWG meeting.

III. **Commercial & Public Agency Non-Functional Grass Watering Ban and Replacements**

Mr. Meza delivered an overview of the non-functional turf watering ban on commercial, industrial and institutional properties established by AB 1572. The Metropolitan Water District (MWD) is offering a \$7/square foot rebate for public agencies through March 1, 2026, upon which the rebate will revert to \$4/square foot. As part of the turf replacement program, an additional \$100 per tree rebate is available to agencies.

Ms. Shi asked if the tree rebate is restricted to specific types or locations. Mr. Meza responded that requirements for tree types are listed on www.bewaterwise.com. Additionally, cities may already have their own requirements for trees and landscaping.

Mr. Zandvliet asked if there are resources for commercial property owners to identify points of access to recycled water. Mr. Meza responded that the [West Basin website](#) has maps of recycled water systems that show locations of laterals. Mr. Zandvliet asked if commercial properties can take advantage of any state rebate programs. Mr. Meza clarified that funding from the California Department of Water Resources and US Bureau of Reclamation currently covers the \$7/square foot rebate that is available to commercial properties.

Mr. Cho asked if the first come first serve policy applies to all categories of customers (public, commercial). Mr. Meza confirmed and encouraged cities to apply as soon as possible, as funding is anticipated to run out by March 2026.

IV. **Measure R & M Updates**

Mr. Leger reported that nearly all annual agency one-on-ones have been completed.

Mr. Leger provided information about the first Local Allocation Program (LAP) allocations available to SBCCOG member agencies beginning FY29-30 and explained the policies and processes for agencies to access the funds.

Mr. Leger introduced important deadlines for the upcoming FY26-27 Measure R and M annual program updates. Requests for existing Measure R Highway projects are due on December 19, while requests for existing Measure M and Measure R Transit projects are due on January 16. Based on the requests received for existing projects, SBCCOG staff will determine capacity for new projects. Requests for new Measure M projects will be due on January 30.

V. **3-Month Look Ahead:** Received and filed.

Mr. Leger invited cities to update the SBCCOG about their plans to host fan zones and/or viewing parties for the 2028 Games.

VI. **Announcements/Adjournment:**

Mr. Zandvliet adjourned the meeting at 1:02 p.m. Next meeting December 10th in-person and online at the SBCCOG office.

*To propose an item for the next meeting agenda, please e-mail DavidL@southbaycities.org
Meeting notes 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 NOVEMBER 2025

Edited by Aaron Ruiz, CivicSpark Fellow

Federal

U.S. Transportation Secretary Sean P. Duffy Announces \$2 Billion Investment in Modernizing Transit Bus Infrastructure

Under the leadership of Sean P. Duffy, the Federal Transit Administration (FTA) has committed \$2 billion toward modernizing the country's transit bus infrastructure, through the [Grants for Buses and Bus Facilities Program](#) and the [Low or No Emission Grant Program](#). This funding will support 165 transit-oriented projects across 45 states and Washington, D.C., collectively delivering approximately 2,400 new buses built with American parts and labor.

The financing is intended to upgrade bus fleets, replace aging vehicles, and improve related facilities. The administration emphasizes that this will improve public-transit safety, reliability, and affordability, especially for daily commuters who rely on buses.

Among the examples of funded projects, in Houston, the local transit authority will replace older diesel buses with compressed-natural-gas (CNG) buses and build a new fueling station. This is along with efforts in Tampa, FL, and Iowa, where agencies will similarly replace outdated buses and upgrade maintenance infrastructure.

Overall, this move reflects a broader federal push to enhance mobility infrastructure across the country, reduce traffic congestion, and help residents travel more sustainably and affordably. This expansion is also creating jobs in manufacturing and transit industries, in both rural and urban communities.

Source: [Trump's Transportation Secretary Sean P. Duffy Invests \\$2 Billion in Modernizing America's Transit Bus Infrastructure | FTA](#)

State

California High-Speed Rail Completes Two Grade Separation Projects in Madera County and Kings County

California High-Speed Rail Authority (CHSRA) has announced the completion of two significant grade-separation projects, the Avenue 17 Grade Separation in Madera County and Hanford Armona Road Grade Separation in Kings County, as part of ongoing efforts to advance the state's high-speed rail infrastructure.

On October 30, 2025, CHSRA declared the Avenue 17 project complete and open to traffic. The overpass, which was previously a dead-end road where Avenue 17 terminated at the BNSF freight tracks, is now a through roadway spanning 614 feet in length and more than 43 feet in width. It includes both a vehicular roadway and a pedestrian walkway, allowing cars and foot traffic to safely cross over the existing BNSF line and the future high-speed rail alignment.

Just one day later, on October 31, 2025, CHSRA announced that the Hanford Armona Road grade separation is complete and open for use. The structure measures 209 feet long and 80

feet wide, carrying east–west vehicular traffic over the future high-speed rail corridor between State Route 43 and 7th Avenue, just east of the city of Hanford. Remarkably, construction on this overpass began in January 2025 and the project was completed in less than a year, demonstrating the current pace of construction under the Authority. This is the 9th grade separation project to open this year and the third in Kings County in 2025, bringing the statewide completed-structure count to 58.

These two completions exemplify the steady and accelerating progress of the larger High-Speed Rail project through the Central Valley. As of late 2025, the project has more than 30 additional structures currently under construction across Madera, Fresno, Kings, and Tulare counties. These overpasses help ensure that once high-speed rail tracks go live, communities will not be disrupted by frequent at-grade crossings. Instead, vehicles and pedestrians will move safely above or below the tracks, improving overall safety, reducing traffic delays, and minimizing environmental and noise impacts.

Moreover, by converting previously dead-end or limited roads into through roads (as with Avenue 17), and by opening new overpasses like Hanford Armona Road, the project enhances regional mobility, emergency-response logistics, and local access before the rails are operational.

Source(s): [NEWS RELEASE: High-Speed Rail Completes Avenue 17 Grade Separation in Madera County - California High Speed Rail](#)

[PHOTO RELEASE: High-Speed Rail Completes Kings County Grade Separation Project in Less Than a Year - California High Speed Rail](#)

Region

LA Metro Resumes TAP-to-exit Measure

LA Metro has resumed its TAP-to-Exit program at North Hollywood Station (B Line) and Union Station (B & D Lines), starting service Monday, Nov. 17, 2025. At the same time, TAP-to-Exit will launch at Pomona–North Station on the A Line. Under the resumed program, riders are required to “tap” their fare-cards both when entering and when exiting the system at those stations — a change from previous practice.

This update is meant to improve fare compliance and overall system safety. Statistics from prior TAP-to-Exit deployments suggest that the measure can make stations feel safer and cleaner. For example, passengers surveyed at North Hollywood reported improved safety and cleanliness and while on lines where TAP-to-Exit has been used, incidents have dropped significantly.

For South Bay and SoCal commuters, this is a notable development as transit expansions (ex. A Line extension to Pomona) advance, LA Metro appears focused on fare enforcement and improving transit-system conditions, which may influence how comfortable reliable regional rail and light rail options become for riders within the region and those connecting across counties.

Source: [TAP-to-Exit returns to North Hollywood and Union Station -- and launches at Pomona North on Nov. 17 | The Source](#)

Trends

California DMV approves expansion of Waymo robotaxis

The California Department of Motor Vehicles (DMV) approved a major expansion of Waymo's fully autonomous permit area, allowing the company to operate across nearly all of Southern California and the entire Bay Area, all the way to Sacramento. This marks a significant increase from Waymo's previous coverage, which had largely been limited to select urban centers such as San Francisco, San Jose, and parts of Los Angeles. With this expansion, Waymo is now positioned to provide autonomous ride-hailing services to a much broader population, potentially reshaping everyday transportation across the state.

This geographic expansion represents the trend of autonomous mobility from pilot projects to mainstream transportation options. By enabling service in new neighborhoods, Waymo is positioned to offer commuting, errands, and airport trips across a diverse region of urban and suburban communities. In Los Angeles, for example, the service now covers more than 120 square miles, while the Bay Area expansion allows for wider coverage throughout Silicon Valley suburbs. These developments signal a shift in how autonomous mobility could integrate into existing transportation systems and influence choices about car ownership and public transit usage.

This also opens the door for longer-distance rides, as Waymo has received authorization to drive on freeways in both the Bay Area and Los Angeles. This capability not only increases the potential for intercity travel but also positions autonomous vehicles as a viable complement to regional transit networks. However, Waymo must still abide by local regulations while maintaining rigorous safety standards. Additionally, ensuring equitable access remains a key concern, as autonomous ride services must reach many of these communities within the expansion.

Overall, Waymo's expansion into other cities such as Minneapolis, New Orleans, and Tampa, illustrates a growing push in mobility toward autonomous transportation. As autonomous mobility continues to expand in and outside of California, it offers a preview of how similar developments could continue across the United States.

Source: [California DMV expands permitted areas for Waymo robotaxis - CBS Los Angeles](#)

Updated 12/03/25

December 2025	January 2026	February 2026	March 2026
<p>4. DARK - Transit Operators Working Group</p> <p>4. Metro Board</p> <p>8. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • C Line Extension Possible Action <p>8. SBCCOG Steering Committee/Board</p> <p>10. Infrastructure Working Group</p> <ul style="list-style-type: none"> • PCH Pavement Rehabilitation Project Updates <p>12. DARK - Metro South Bay Service Council</p>	<p>5. Metro South Bay Service Council</p> <p>8. Transit Operators Working Group</p> <p>12. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • Olympics Games Mobility Plan <p>12. SBCCOG Steering Committee</p> <p>14. Infrastructure Working Group</p> <p>22. Metro Board</p> <p>22. SBCCOG Board</p> <ul style="list-style-type: none"> • Baldwin Hills & Urban Watersheds Conservancy Update • Cool Roofs Study Update 	<p>2. Metro South Bay Service Council</p> <p>5. Transit Operators Working Group</p> <p>9. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • FY26-27 Measure R Annual Program Update • Vincent Thomas Bridge closure update <p>9. SBCCOG Steering Committee</p> <p>11. Infrastructure Working Group</p> <p>26. Metro Board</p> <p>26. SBCCOG Board</p>	<p>2. Metro South Bay Service Council</p> <p>5. Transit Operators Working Group</p> <p>9. SBCCOG Transportation Committee</p> <p>9. SBCCOG Steering Committee</p> <p>26. Metro Board</p> <p>26. General Assembly</p>

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