

# South Bay Cities Council of Governments

## Transportation Committee

October 13, 2025

Meeting Minutes

(Held at 357 Van Ness Way Suite 90, Torrance, CA 90501)

**COMMITTEE CHAIR PIMENTEL CALLED THE MEETING TO ORDER AT 10:34 AM.**

### **I. Welcome / Self-Introductions**

#### **In attendance were the following voting SBCCOG Board Members:**

Christopher Pimentel (Chair, El Segundo)

Cedric Hicks (Carson)

Ray Jackson (Hermosa Beach)

Anne Yoon (LA County SD2)

Bubba Fish (LA County SD4)

Bill Uphoff (Lomita)

Nina Tarnay (Manhattan Beach)

Zein Obagi (Redondo Beach)

#### **Non-voting members:**

Don Szerlip (Metro South Bay Service Council)

#### **Also in attendance:**

Mike Bohlke (Metro Deputy to Mayor Butts)

Minji Kwon (Metro)

Anne Flores (Metro)

Andy Sywak (Metro)

Sergio A. Carvajal (Caltrans)

Sona Juharyan (Caltrans)

Sirinya Matute (SCAG)

Cheryl Ebert (El Segundo)

Brandon Araujo (Hermosa Beach)

Peter Kann (Lawndale)

Lucho Rodriguez (Lawndale)

Deanna Fraley (Rancho Palos Verdes)

David Mach (Torrance)

Jack Zhai (DKS Associates)

Dennis Mitchell (DKS Associates)

Vikas Manocha (Econolite)

Danny Osztreicher (Trifletti Consulting)

Michael Grossman (DR Consultants & Designers)

David Leger (SBCCOG)

Jacki Bacharach (SBCCOG)

Jake Romoff (SBCCOG)

Anne Tsai (SBCCOG)

Aaron Ruiz (SBCCOG)

Ray Hollar (Public)

Holly Osborne (Public)

Christopher Truman (Public)

### **II. Public Comment**

Public comments under corresponding agenda items.

### **III. Consent Calendar**

A. September 8, 2025 Transportation Committee Minutes (Attachment A)

B. Transportation Report covering September 2025 (Attachment B)

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

### **IV. SBCCOG Transportation Working Group Updates**

A. **Infrastructure Working Group Update** – Mr. Leger reported that the IWG met last week and heard a presentation from Citian, a traffic safety data platform. This platform identifies accident data along corridors

and intersections and proposes potential countermeasures to address any safety deficiencies. It can also provide a return of investment over the lifespan of a project.

- B. **Transit Operators Working Group Update** – No major updates
  - C. **Metro Service Council** – Mr. Szerlip reported updates on the LIFE program and the Go Pass program, two separate initiatives that assist lower-income populations and K-college students with free or reduced Metro fares (TAP cards). Mr. Szerlip also reported on the changeover of Division 18 into a fleet of electric buses and the infrastructure necessary for this, with plans to be implemented in 2028. This will have no effect on the Olympics bus fleets, as they will have separate storage yards. It was also noted that the service council is waiting on a supervisor report to determine if the Metro-owned parking lot at the Vermont/Athens Station will be modified to enforce paid parking despite it being an equity-based community.
- V. **Caltrans District 7 South Bay Projects Update** – Mr. Carvajal announced that District 7 submitted the 2026 SHOPP nominated projects to headquarters. Nominated projects include Mobility Hub improvements and Games Route Network (GRN) projects supporting the 2028 Olympics. The next South Bay quarterly report will be released in December.

Committee Chair Pimentel asked who designates routes for the GRN. Mr. Carvajal deferred to Tasha Higgins at District 7.

Mr. Carvajal also stated he would share information on the Citian Crash App with Caltrans' safety team.

#### VI. **C Line Extension to Torrance Construction Cost Estimates Summary**

Mr. Hollar provided a public comment, which is available [here](#).

Mr. Leger walked the committee through the C Line Extension cost estimate summary provided by Metro in September 2025 that reflects the most up-to-date construction cost estimates for all rail alignments studied in the FEIR. The Locally Preferred Alternative (LPA) is estimated to cost \$2.703 billion. Local jurisdictions with stations along the rail extension will be required to contribute a 3% match, which will be negotiated with Metro at 30% design. The project may be presented to the Metro Board at the end of the year at the discretion of the CEO's office.

Ms. Bacharach noted the lack of funding for the project.

Committee Member Obagi noted that the cost estimate summary slide deck asserts that the project has secured a 3% match from cities when in fact the match has not yet been negotiated. Based on cost estimates, the City of Redondo Beach will be responsible for \$10 million in addition to its transit center contribution. Mr. Leger suggested that the city include their first-last mile (FLM) bike projects as part of the match contribution. If a city refuses to contribute to the match, funding will be withheld from the city's Measure R local return until the match is met.

Committee Member Uphoff noted the potential effects of transit-oriented development with SB 79.

Committee Member Jackson asked if the committee would like to discuss the project and recommend a position. Committee Chair Pimentel responded by acknowledging the differing viewpoints between jurisdictions, claiming it is not productive to take a position on an alignment.

Mr. Bohlke clarified that the 3% contribution would be based on cost estimates determined at 30% design and mentioned that Mayor Butts introduced a policy allowing cities to use 100% of FLM project funding to offset the 3% match. Mr. Bohlke anticipated intense scrutiny in regard to financing the project once Metro staff proceed with design but less scrutiny at the FEIR approval stage.

Committee Member Uphoff suggested that Metro and the SBCCOG provide an opportunity for the Transportation Committee to express concerns about financing the project at a later date.

Committee Member Jackson reiterated that there is no funding for the project, raising the possibility for the SBCCOG to take a collective position on the project to maintain local control.

**MOTION** by Committee Member Jackson, seconded by Committee Member Obagi, to agendize the C Line Extension at the next meeting. Approved without objections.

Ms. Bacharach stated that SBCCOG staff will be discussing possible long-term strategies over the next few weeks, explaining that it would be better to revisit this in December. The committee agreed to continue monitoring the Metro Board agenda for the FEIR approval in December or January.

Mr. Bohlke added that the SBCCOG should monitor existing TIRCP funding committed to the project and how the funding might be reprogrammed if the project does not proceed.

Committee Member Obagi asked how much funding is currently committed to the project. Mr. Sywak responded that a total figure will be published in the Metro Board report.

## **VII. Presentation: Update on SCAG's Regional Mobility Hub Strategy**

Ms. Matute delivered a presentation on SCAG's regional mobility hub strategy and introduced the SCAG mobility hub implementation guide. A mobility hub is a place of connectivity that facilitates safe and convenient transfer between transportation modes. The full presentation is available [here](#).

Committee Member Jackson asked if the term "mobility hub" may be considered equivalent to a "major transit center," thus triggering SB 79. Mr. Araujo also asked if there is any overlap between SCAG's map of mobility hubs and the state's map of major transit centers. Ms. Matute responded that this is a new factor that SCAG will need to start considering, deferring the question to a later time.

Ms. Bacharach raised the idea that modular mobility hubs may simply need to be relabeled as intermodal connections.

## **VIII. REAP 2.0 Mobility Hubs Project Overview**

Mr. Romoff noted that SBCCOG staff will reach out to the mobility hubs project consultant to address any SB 79 ramifications into implementation recommendations.

The project kicked off last month and has had its first monthly check-in. The first phase of project will conduct an origin-destination (OD) analysis at the census-block level to assess trips originating and ending in the SB, trips originating outside but ending in the SB, and trips originating in the SB and ending elsewhere. There are two typologies - neighborhood mobility hubs attached to transit centers that also provide services, and modular mobility hubs that implement amenities in communities without direct transit access.

Committee Member Uphoff asked whether the OD analysis includes traffic counts; Mr. Romoff clarified that it does not, but the findings could inform future traffic or circulation studies. Committee Member Uphoff explained that he is contemplating the dynamic between mobility hubs and the heavy traffic on arterials traveling to large retailers nearby, referencing Lomita Blvd.

## **IX. Three Month Look-Ahead**

The November Transportation Committee meeting will on November 3, a week earlier than normal due to the Thanksgiving holiday.

## **X. Announcements**

## **XI. Adjournment:** Committee Chair Pimentel adjourned the meeting at 11:50 a.m. to November 3 at 10:30 a.m.

*Prepared by Aaron Ruiz, CivicSpark Fellow and Anne Tsai, Transportation Project Coordinator*