

# South Bay Cities Council of Governments

## Transportation Committee Meeting

Monday, June 8, 2026 @ 10:30 a.m.

In Person at 357 Van Ness Way, #90, 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 SB 707 available [here](#).**

### 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

### 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](mailto:davidl@southbaycities.org). All written comments submitted will become part of the official record.

### 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. May 11, 2026 Transportation Committee Minutes (Attachment A) – Approve**
  - b. Transportation Report covering May 2026 (Attachment B) – Receive and File**
- 10:38 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**
- 10:50 a.m. Caltrans District 7 – Agency Updates – Sergio Carvajal, Caltrans**
- 10:55 a.m. I-105 ExpressLanes Update – Ron Macias and Philbert Wong, Metro**
- 11:15 a.m. I-405 Wilmington Ave to Main St Improvements Project – Lourdes Kriste, Metro**
- 11:35 a.m. Metro Board Composition Ad Hoc Committee Update - SBCCOG Staff**
- 11:40 a.m. Three Month Look Ahead (Attachment C) – Receive and File**
- 11:43 a.m. Announcements**
- 11:45 a.m. Adjournment**

**Next Transportation Committee meeting – Monday, August 10, 2026, 10:30 a.m.**

**To propose an item for the agenda, e-mail to: [DavidL@southbaycities.org](mailto:DavidL@southbaycities.org)**

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# South Bay Cities Council of Governments

## Transportation Committee

May 11, 2026

Meeting Minutes

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

**COMMITTEE CHAIR PIMENTEL CALLED THE MEETING TO ORDER AT 10:32 AM.**

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

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

Christopher Pimentel (Chair, El Segundo)  
Rodney Tanaka (Gardena)  
Alex Monteiro (Hawthorne)  
Bubba Fish (LA County SD4)  
Bill Uphoff (Lomita)  
Nina Tarnay (Manhattan Beach)  
Zein Obaji (Redondo Beach)

**Non-voting member:**

Donald Szerlip (Metro South Bay Service Council)

**Also in attendance:**

Mike Bohlke (Metro Deputy to Mayor Butts)  
Sergio Carvajal (Caltrans)  
Sona Juharyan (Caltrans)  
Andy Sywak (Metro)  
Matthew Bresolin (Metro)  
Marie Kim (Metro)  
Elias Sassoon (El Segundo)  
Brandon Araujo (Hermosa Beach)  
Constance Turner (SCE)  
Shin Furukawa (Torrance)

Elizabeth Garcia (LA County)  
Irma Galicia (LA County)  
Matt Suska (LA County)  
Holly Osborne (Public)  
Florence Gharibian (Public)  
David Leger (SBCCOG)  
Jacki Bacharach (SBCCOG)  
Jake Romoff (SBCCOG)  
Aaron Ruiz (SBCCOG)

### II. **Public Comment**

No public comments were made.

### III. **Consent Calendar**

- A. April 13, 2026 Transportation Committee Minutes (Attachment A)
- B. Transportation Report covering April 2026 (Attachment B)

**MOTION** by Committee Member Monteiro, seconded by Committee Member Uphoff, to **APPROVE** the consent calendar. Abstention by Committee Member Fish. Approved without objections.

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

- A. **Infrastructure Working Group** – Mr. Leger shared there were no major updates at the April meeting. Ms. Bacharach noted that at the next meeting, the group will discuss limitations regarding cost increases on projects, revenue that is generated for projects, and creating a fiber policy.
- B. **Transit Operators Working Group** – Mr. Leger noted that the group was dark in May.

C. **Metro Service Council** - Mr. Szerlip shared that Sofi Stadium will be advertised as “Los Angeles Stadium” due to World Cup guidelines, with LA Metro using 300 shuttles to transport attendees to and from the venue. By June 12, transit riders will be able to pay fares directly using a credit or debit card; no TAP card is needed. Mr. Szerlip also noted the opening of the first extension of the Metro D Line on May 8.

V. **Caltrans District 7 - Agency Updates** – Mr. Carvajal reported that District 7 is preparing for the May CTC and has finished the submittals for the June CTC. Caltrans is also working on the 2027 State Highway System Management Plan (SHSMP), which examines the current asset inventory of the State Highway System. Mr. Carvajal also stated that Caltrans is compiling draft asset inventory conditions, which will provide a baseline and projected condition of all projects programmed to date and identify any performance gaps.

VI. **Metro FY26-27 Proposed Budget**

Ms. Kim and Mr. Bresolin presented Metro’s FY26-27 proposed budget that will be presented to the Metro Board for approval this month. Ms. Kim reported that the proposed budget is balanced at \$9.7 billion. Metro transit operations are budgeted for \$2.99 billion, with bus service at \$1,939.8 million, rail service at \$1,035.3 million, and Metro Micro at \$23.8 million with a total of 8.8 million revenue service hours. Ms. Kim also provided updates on station experience improvements which include safe, clean restrooms, tap-to-exit with taller fare gates, elevators/escalators, and lighting retrofits.

Ms. Bacharach questioned if the stations with tap-to-exit are strictly for rail stations or bus stations as well. Ms. Kim explained that bus stations with BRT will include tap-to-exit, with no fare gates included.

Ms. Kim shared that Metro also plans to enhance customer experience with a multi-layered public safety approach that includes care-based services, the Department of Public Safety (DPS), Metro transit security, and private security. Metro also intends to enhance cleaning services on buses, trains, stations, and Metro facilities.

Committee Member Pimentel asked if DPS officers will have arrest authority and be armed. Ms. Kim replied that DPS officers act as normal, armed police officers, but private security does not.

Ms. Kim also presented Metro’s capital improvement program which allocates \$186 million for buses, \$189.7 million for rail, and all other asset improvements at \$200.8 million for a combined total of \$576.5 million.

Ms. Bacharach asked if the cost for midlife refurbishments and overhauls is money that is needed. Ms. Kim replied that this is funding that is already allocated for the asset improvements.

Ms. Kim reported the total funding for transit infrastructure developments with planning at \$229.3 million, construction at \$1,739.9 million, and closeout of projects at \$66.3 million which totals \$2 billion.

Committee Member Uphoff asked for clarification on the \$52.3 million for the K Line extension to Torrance. Ms. Kim explained that due to the alignment change to Hawthorne Blvd, this funding is for design and assessing the right-of-way requirements.

Ms. Kim reported a total of \$1.76 billion on regional allocations and pass-throughs and \$2.3 billion for other programs, which include general planning and programming and congestion management.

Ms. Bacharach noted that she does not believe this is enough information to sufficiently comment on the budget and asked what funds are being used to balance the budget. Ms. Kim mentioned that 50% is from Prop 8, Prop C, Measure R, and Measure M. Other funding sources include federal and state grants as well as fare, advertising, and toll revenues. Ms. Bacharach also requested detailed information on the revenue sources and the need for state of good repair. Ms. Kim explained that she will get back to the committee with an answer later.

The full presentation is available here: <https://cdn.southbaycities.org/wp-content/uploads/2026/05/13083649/FY27-Budget-Outreach-Presentation.pdf>

- VII. Metro Board Composition Ad Hoc Committee Update** – Mr. Leger shared that a recommendation from the Metro Ad Hoc Committee will be presented to the Metro Board in June.
- VIII. Three Month Look-Ahead** – The committee discussed adding an update presentation on the Metro C Line (Green) midlife rebuild in September. The IWG will also bring back a draft of Measure M MSP policies that were first introduced to the committee in April in August. Committee Member Pimentel requested an update on the LAX Landside Access Mobility Project. Committee Member Uphoff also requested a recap of the World Cup in September.
- IX. Announcements** – The committee will be dark in July.
- X. Adjournment:** Committee Chair Pimentel adjourned the meeting at 11:27 a.m. to June 8 at 10:30 a.m.

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

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# MONTHLY SBCCOG TRANSPORTATION REPORT

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

**COVERING MAY 2026**

Edited by Aaron Ruiz, CivicSpark Fellow

## Federal

### **U.S. Department of Transportation Coordinates Relief Efforts Following Spirit Airlines Shutdown**

U.S. Transportation Secretary Sean Duffy announced a series of actions to support travelers and employees impacted by the shutdown of Spirit Airlines. The U.S. Department of Transportation moved quickly to coordinate relief by securing commitments from major U.S. carriers to address stranded passengers, stabilize fares, and connect former Spirit workers with new employment opportunities.

According to the Department, carriers like United, Delta, JetBlue, and Southwest agreed to capping ticket prices specifically for Spirit customers needing to rebook canceled flights, with travelers required to provide a Spirit flight confirmation number to access the special pricing. American Airlines and Delta are additionally offering reduced fares on high-volume Spirit routes, Allegiant has frozen fares on overlapping routes, and Frontier is offering up to 50 percent off base fares across its network through May 10.

For former and displaced Spirit employees, most major U.S. carriers are extending travel pass benefits to pilots, flight attendants, and other staff needing to return home, and have offered expedited employment interviews to Spirit team members. American Airlines and United Airlines have also created dedicated microsites for Spirit employees seeking to continue careers in aviation.

Federal officials said the response was intended to maintain route access, limit fare increases, and reduce disruptions to the broader aviation system. The Spirit Airlines closure is a notable development for the aviation sector, as the carrier had served as a low-cost option on many domestic routes, including those connecting Southern California travelers to destinations across the country. The DOT's coordinated response reflects the federal government's role in maintaining consumer protections and market stability when a major carrier exits the market.

Source: [Trump's Transportation Secretary Sean P. Duffy Secures Relief for Spirit Airlines' Flyers and Employees | US Department of Transportation](#)

### **U.S. Department of Transportation Proposes New Rule Restricting Drone Operations Near Critical Infrastructure**

U.S. Transportation Secretary Sean Duffy announced a proposed federal rule that would establish no-fly restrictions for drones around critical infrastructure sites nationwide, marking a

significant step in the administration's effort to address aerial security threats to sensitive facilities.

The Federal Aviation Administration (FAA) issued a proposed rule that would allow specific categories of critical infrastructure sites to apply restrictions on drone operations around their facilities, with approvals processed through a new web portal based on safety or security criteria. Sixteen sectors would be eligible for restrictions, including energy production, transportation systems, chemical facilities, water treatment plants, and defense industrial complexes.

The rule establishes two types of restrictions with the first being a Standard Unmanned Aircraft Flight Restriction, which would bar drone operations within a defined boundary except for operators who have previously met rigorous safety and security standards. The second, a Special Unmanned Aircraft Flight Restriction, is a more severe designation that bars all drone operations within a boundary unless the operator has received express prior approval from both the FAA and the sponsoring agency.

Restricted areas would have clearly defined horizontal and vertical boundaries, and site operators would be authorized to contact law enforcement if a drone entered a restricted zone. Authorities could then use Remote ID technology to locate the control station or operator, with violators potentially facing license suspensions, revocations, fines, and criminal charges.

As drone technology becomes more accessible and incidents near airports and sensitive facilities continue to draw federal attention, the proposed framework offers local agencies and facility operators a formal pathway to seek airspace protections.

Source: [Trump's Transportation Secretary Sean P. Duffy Unveils New Rule to Protect Critical Infrastructure from Drone Threats | US Department of Transportation](#)

## State

### **Caltrans Explores High-Speed Bus Concept to Connect San Francisco and Los Angeles**

Caltrans is exploring a high-speed bus system that could travel between San Francisco and Los Angeles as an alternative to flying and other intercity travel options, adding a new dimension to the state's long-running efforts to improve connectivity between its two largest metropolitan regions.

The concept, which remains in its early stages, envisions buses traveling at speeds of up to 140 miles per hour on state freeways. Caltrans officials describe the proposal as part of a broader effort to examine what it calls high-speed buses, with potential routes pointing to freeways such as the Harbor Freeway and the San Bernardino Freeway as possible starting points. Experts caution that the proposal would face significant challenges in congested corridors, noting that dedicated bus lanes would need to be additional lanes and could not come at the expense of existing travel lanes that are already heavily used. The proposal also arrives against the backdrop of California's ongoing high-speed rail challenges, with the state having spent more than \$14 billion on a rail project intended to connect San Francisco and Los Angeles.

Caltrans has not provided cost estimates for the concept. A preliminary report noted that if the 140-mile-per-hour target proves infeasible due to cost, infrastructure, or safety limitations, a reduced speed of 80 to 100 miles per hour could serve as a practical alternative. In a statement, Caltrans emphasized that the concept is exploratory, focused on understanding safe vehicle design requirements, freeway infrastructure modifications, and operational feasibility before any decision is made on testing or implementation. The agency also noted that as part of the state's broader effort to enhance transit connectivity, express bus facilities are being planned in San Diego and Contra Costa counties, with additional locations expected.

For Southern California commuters, the proposal reflects the state's continued search for scalable, lower-cost solutions as demand for travel between major urban centers continues to grow.

Source: [Caltrans considering high-speed bus that would take passengers from San Francisco to Los Angeles on state freeways: Here's a look - ABC7 Los Angeles](#)

## Region

### **LA Metro Celebrates Opening of D Line Extension for Section 1**

LA Metro marked a major regional transit milestone with the grand opening of Section 1 of the D Line Subway Extension, delivering the only new subway opening in the United States this year and transforming transit access along one of Los Angeles' most iconic corridors. Riders can now travel from Union Station in Downtown Los Angeles to La Cienega in Beverly Hills in approximately 21 minutes, with three new underground stations including Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega.

Wilshire/Fairfax provides riders with direct access to LACMA, the Academy Museum of Motion Pictures, the Petersen Automotive Museum, and the La Brea Tar Pits, as well as the Farmers Market and The Grove. Wilshire/La Cienega serves as the gateway to Beverly Hills and is also in

proximity to Cedars-Sinai Medical Center and the Beverly Center. Each station features large-scale artworks commissioned through Metro's Art program in collaboration with curators from prominent Los Angeles cultural institutions.

The project was funded primarily through Metro's 2008 Measure R transportation sales tax. Sections 2 and 3 of the D Line Extension, which will extend service to Century City and Westwood, are on track to open in 2027. The full extension will also serve as a critical link for the 2028 Olympic Games, with its terminus near the UCLA athlete village.

For South Bay and regional riders, the D Line Extension strengthens the broader Metro rail network, adding a reliable, fast connection to major employment, healthcare, and cultural destinations on the Westside, reducing car trips and reinforcing the case for transit as a viable daily travel option across Los Angeles County.

Source(s): [Less Time Driving, More Time Living: Where Discovery, Diversity, Delight Meet on Metro's D Line - LA Metro](#)

[D Line Extension - LA Metro](#)

## Trends

### LA's World Cup Strategy Sets a National Standard

As the 2026 FIFA World Cup approaches, Los Angeles is emerging as a national model for how transit agencies can use mega-events as an opportunity to reshape transportation behavior, while other host cities struggle with sticker shock and public backlash over rising transportation costs.

Across the eleven U.S. host cities, fans have encountered an increasing range of transportation expenses. NJ Transit is charging \$150 for a round-trip ticket from Manhattan to the Meadowlands for the World Cup final, compared to a regular fare of \$12.60. The Massachusetts Bay Transportation Authority is charging \$80 for express train services to Gillette Stadium in Foxborough, more than three times the normal price. For parking in Kansas City, prices are running as high as \$900 per game depending on the lot.

For Los Angeles, fans can reach SoFi Stadium from as far away as Claremont and Simi Valley on a combination of buses and trains for just \$1.75, the same fare riders pay on any other day. That commitment to keeping the system accessible reflects a deliberate strategy by LA Metro to leverage the World Cup not just as a logistical challenge to manage, but as a platform to introduce new riders to public transit. The agency is adding approximately 300 buses, with 200

being loaned, to its regular fleet to handle increased demand and shuttles servicing nine direct routes to SoFi Stadium and various fan zones.

Metro has also expanded park-and-ride options across the region, with reserved parking locations in Anaheim, Culver City, Newport Beach, Santa Monica, Torrance, and near LAX, with early-bird pricing ranging from \$55 to \$95 including round-trip bus service to the stadium. The agency is also partnering with Access Services to ensure riders with disabilities and mobility challenges can navigate World Cup transportation, reflecting a commitment to an inclusive fan experience.

The broader trend here extends well beyond 2026 as the Los Angeles region is hosting the 2027 Super Bowl and the 2028 Olympic Games. This allows the region's transit network to be tested and built in real time, with each major event serving as a stress test and a proof of concept. This is intended to demonstrate to millions of visitors and residents that public transit can be affordable and reliable even under extraordinary demand. For Southern California commuters, LA Metro's performance this summer may be among the most consequential arguments for making transit the region's default transportation choice.

Source: [Amid backlash over World Cup parking, LA Metro offers a solution - Los Angeles Times](#)

**Updated 6/01/26**

June 2026	July 2026	August 2026	September 2026
<p>1. Metro South Bay Service Council</p> <p>4. Transit Operators Working Group</p> <p>8. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> <li>• I-105 ExpressLanes Update</li> <li>• I-405 Wilmington Ave to Main St Improvements Project EIR</li> <li>• Metro Board Composition recommendation</li> </ul> <p>8. SBCCOG Steering Committee</p> <p>10. Infrastructure Working Group</p> <p>25. SBCCOG Board</p> <ul style="list-style-type: none"> <li>• SBCCOG FY26-27 Budget adoption</li> <li>• Election of Officers</li> <li>• Metro Board Composition approval</li> </ul> <p>Metro Board - DARK</p>	<p>Transit Operators Working Group - DARK</p> <p>Metro South Bay Service Council - DARK</p> <p>Infrastructure Working Group – Tentatively DARK</p> <p>SBCCOG Transportation Committee - DARK</p> <p>13. SBCCOG Steering Committee</p> <p>23. Metro Board</p> <p>23. SBCCOG Board</p>	<p>6. Transit Operators Working Group</p> <p>10. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> <li>• Draft Measure M MSP &amp; Measure R Policies</li> <li>• LAX Landside Access Modernization Program (LAMP)</li> </ul> <p>10. SBCCOG Steering Committee</p> <p>12. Infrastructure Working Group</p> <p>Metro Board - DARK</p> <p>27. SBCCOG Board</p> <p>31. Metro South Bay Service Council (Serves as September Meeting)</p>	<p>3. Transit Operators Working Group</p> <p>9. Infrastructure Working Group</p> <p>14. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> <li>• Metro C Line (Green) Midlife Rebuild</li> <li>• World Cup Recap</li> </ul> <p>14. SBCCOG Steering Committee</p> <p>24. Metro Board</p> <p>24. SBCCOG Board</p>

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