

South Bay Cities Council of Governments

Transportation Committee Meeting Monday, February 9, 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 AB 2449 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. 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. December 8, 2025 Transportation Committee Minutes (Attachment A) – Approve**
 - b. Transportation Report covering January 2026 (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 – Sergio Carvajal, Caltrans**
- 10:48 a.m. Measure R South Bay Highway Program FY26-27 Program (Attachment C) – Recommend for Approval**
- 11:05 a.m. Measure M Multi-Year Subregional Programs Performance Audit Update**
- 11:15 a.m. Roundtable Discussion on Spotlight Presentations for 2026**
- 11:35 a.m. Three Month Look Ahead (Attachment D) – Receive and File**
- 11:40 a.m. Announcements**
- 11:45 a.m. Adjournment**

**Next Transportation Committee meeting – Monday, March 9, 2026, 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

December 8, 2025

Meeting Minutes

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

COMMITTEE CHAIR PIMENTEL CALLED THE MEETING TO ORDER AT 10:33 AM.

I. Welcome / Self-Introductions

In attendance were the following voting SBCCOG Board Members:

Christopher Pimentel (Chair, El Segundo)
Alex Monteiro (Hawthorne)
Ray Jackson (Hermosa Beach)
James Butts (Inglewood)
Anne Yoon (LA County SD2)
Bubba Fish (LA County SD4)
Bernadette Suarez (Lawndale)
Bill Uphoff (Lomita)
Nina Tarnay (Manhattan Beach)
Craig Quinn (Palos Verdes Estates)
Zein Obagi (Redondo Beach)
Britt Huff (Rolling Hills Estates)
Jon Kaji (Torrance)

Non-voting member:

Donald Szerlip (Metro South Bay Service Council)

Other elected officials in attendance:

Bridgett Lewis (Torrance)
Sharon Kalani (Torrance)
Asam Sheikh (Torrance)

Also in attendance:

Mike Bohlke (Metro Deputy to Mayor Butts)
Andy Sywak (Metro)
Sergio A. Carvajal (Caltrans)
Sona Juharyan (Caltrans)
David Mach (Torrance Transit)
Pat Furey (Public/Torrance)
Ray Hollar (Public)
Holly Osborne (Public)
Andrew Blackney (Public)
Robin Ramsey (Public)
Annette Owens (Public)
Iris Polak (South Bay Forward)
Kevin Mitchell (Public)
Janet Webb (Public)
Teri Neustaedter (Public)
MC Guerry (Public)
Paul Fox (Public)
Niki Negrete Mitchell (Public)
Deepthi Kannapan (League of Women Voters)
Grace Peng (League of Women Voters)
Wendy Acevedo (Mundo Maya Foundation)
Allen Natian (Public)
Donna Duperron (Torrance Chamber of

Commerce)
Eli Lipmen (Public)
Alex Fineman (Public)
Claire Williams (Public)
Colleen Villegas (Public)
Ann Gothoffer (Public)
Bart Reed (Public)
Zachary Wheeler (Public)
Sheila Price (Public)
Elias Sassoon (El Segundo)
Jesse Reyes (Redondo Beach)
Noel Casil (Rancho Palos Verdes)
Shin Furukawa (Torrance)
Michael Grossman (DR Consultants)
Valerie M (Public)
Majed Zeidan (Public)
Adam Schwartz (Public)
Paul Price (Public)
Daniel Lim (Torrance Transit)
Garth Meyer (Public)
Elizabeth Garcia (Public)
Madeline Armstrong (Public)
Lisa Lopez Trifiletti (Trifiletti Consulting)

Tyron Gunn (Beach Cities Transit)
Kirsten Graham (Rolling Hills Estates)
Jim Kennedy (Public)
Ryan Plumb (Torrance Transit)
Gene Kim (Public)
Kim Turner (Torrance Transit)
James Berger (Public)
Ronald Gutierrez (Public)
Barry Ogle (Public)
Minji Kwon (Metro)
Brett Slaughenhaupt (Public)
Aram Chaparyan (Torrance)
Paiwei Wei (Public)
Mitch Ponce (Public)

Tyler Bird (Public)
Eddie Alvarez (Public)
Jimmy Gon (Public)
G.P. Suddeth (Public)
Massima Daroui (Public)
Devon Hollowood (South Bay Forward)
Brianna Egan (South Bay Forward)
Alix Truman (South Bay Forward)
Christopher Truman (South Bay Forward)
David Leger (SBCCOG)
Jacki Bacharach (SBCCOG)
Jake Romoff (SBCCOG)
Anne Tsai (SBCCOG)
Aaron Ruiz (SBCCOG)

II. Public Comment

1. David Mach
2. Roland Gutierrez
3. Claire Williams
4. Adam Schwartz
5. Deepti Kannapan
6. Sharon Kalani
7. Brett Slaughenhaupt
8. Asam Sheikh
9. Aram Chaparan
10. Paiwei Wen
11. Ray Hollar
12. Allen Natian
13. Kevin Mitchell
14. Niki Negrete Mitchell
15. MC Guerry
16. Paul Fox
17. Holly Osborne
18. Donna Duperron
19. Chris Truman
20. Alix Truman
21. Brianna Egan
22. Devon Hollowood
23. Annette Owens
24. Andrew Blackney
25. Mitch Ponce
26. Tyler Bird
27. Pat Furey
28. Eddie Alvarez
29. Teri Neustaedter
30. Jimmy Gon
31. Grace Peng
32. G.P. Suddeth
33. Massima Daroui
34. Bridgett Lewis
35. Kim Turner

made public comments concerning the C Line Extension to Torrance, which are available here:
<https://www.youtube.com/watch?v=SiZmSDSicOo&t=173s>

III. Consent Calendar

- A. November 3, 2025 Transportation Committee Minutes (Attachment A)
- B. Transportation Report covering November 2025 (Attachment B)

MOTION by Committee Member Butts, seconded by Committee Member Jackson, to **APPROVE** the consent calendar. Suarez abstained. Approved without objections.

IV. C Line Extension to Torrance FEIR

The C Line Extension to Torrance Project would take the C Line (transitioning into the K line) from the existing Redondo Beach (Marine) Station to the Mary K. Giordano Regional Transit Center (Torrance Transit Center) for approximately 4.5 miles and provide two new rail stations. The Metro Board selected the 170th/182nd Grade-Separated Light Rail Transit Alternative (Hybrid Alternative) as the Locally Preferred Alternative (LPA), and in September 2025, Metro published the FEIR. This is intended to address over 2,000 comments received during the DEIR public comment period, incorporates revisions and clarifications as needed, and updates cost estimates. The Metro Board is expected to take action on the FEIR in early 2026.

Committee Member Butts qualified that he cannot take a position as a member of the Metro Board but strongly supports the expansion of transit while emphasizing responsibility, collaboration, and addressing the concerns raised by South Bay cities. He argued that Metro should provide supplemental written responses to environmental concerns raised by cities and residents that are backed by substantial quantitative and qualitative evidence to achieve consensus and maximum benefit for all. Committee Member Butts plans to ask the Metro Board what specific measures have been proposed to mitigate environmental risks, particularly air quality and noise pollution, and ask Metro to address questions surrounding the legal adequacy of the EIR raised by the City of Redondo Beach. In addition, the project must be examined in the context of its \$1.4 billion funding gap and general fiscal cliff facing the Metro Board in the near term.

Committee Member Obagi emphasized the impacts of the project on residents living along the right-of-way (ROW). If the Metro Board approves the locally preferred alternative (LPA), Redondo Beach will enter a lawsuit concerning the disturbance of contaminated soils during construction that have not been adequately addressed by Metro in the EIR. Committee Member Obagi also mentioned the loss of green space and relocation of jet fuel and oil pipelines as reasons to reject the LPA and support the Hawthorne Blvd alignment. The City of Redondo Beach's official position is that the certification of the FEIR should be contingent on the selection of the Hawthorne Blvd alignment.

Committee Member Suarez stated that she maintains her position not to support the C Line Extension project without knowing the route alignment. She does not support approval of the FEIR due to warranted and unaddressed environmental concerns in the FEIR, which can seriously affect the health of the residents living along the ROW.

Committee Member Kaji reiterated that the Torrance City Council voted to support the ROW alignment in 2024. However, he had personally voted no based on a precedent set by the Little Tokyo District, which successfully advocated for an underground line for the Regional Connector Transit Project. Committee Member Kaji expressed that the best long-term alternative is a fully underground alternative, arguing that the South Bay needs public transit but that the cheapest option is not always the best option.

Mr. Szerlip expressed that the financial concerns of the Metro Board are not the concerns of the SBCCOG; rather, the responsibility of the SBCCOG is to determine how to best serve the South Bay. Mr. Szerlip observed that the Hawthorne alignment defeats the goal of building a simple and connected system because Redondo Beach has already invested \$20 million in a transit center in line with the ROW. Mr. Szerlip also observed that if the South Bay retracts support for the project, over thirty years of planning efforts will be abandoned, and the subregion will never receive this opportunity again. He believes that Metro can meet the challenges associated with the project and encouraged SBCCOG to unequivocally support the project.

Committee Member Jackson thanked the public for expressing their comments and asked the Committee Chair to reiterate the SBCCOG Board's options. Committee Chair Pimentel stated that the project is under discussion today to provide an opinion prior to Metro Board certification of the FEIR, which will occur in January 2026 at the earliest. The SBCCOG has previously supported the project but stayed alignment neutral due to differences in opinions between cities but has the option to select an alignment or advance a different position.

Committee Member Obagi responded to Mr. Szerlip's comments, stating that the city has appropriated funds for litigation if necessary and that the Redondo Beach Marine Station has a park and ride option. A Hawthorne Blvd alignment would serve people who do not own private transportation and require first-last mile connections. Committee Member Obagi recognized that Metro does not currently have sufficient funding for either alignment but recommended that Metro select Hawthorne Blvd. at this point in time while implementing temporary non-rail mobility improvements in the near term.

Committee Member Butts affirmed that the Metro Board will vote on the FEIR in January 2026.

Committee Member Tarnay expressed that she is a big advocate for mass transit but highlighted fiscal concerns about the project's viability while acknowledging environmental and health concerns raised by Lawndale and Redondo Beach residents. Committee Member Tarnay stated that she would personally like more information before advancing a position.

Committee Member Fish thanked the members of the public for attending to make comment and emphasized that Supervisor Hahn has staunchly supported the C Line Extension project for decades. The project is well-supported by residents, over halfway funded, and the \$900 million funding gap is the smallest of all Metro rail projects. Committee Member Fish expressed that cost overruns are not a strong enough justification to delay the project further and that the SBCCOG has already taken a supportive position on the project.

Committee Member Jackson introduced the concept of a Climate Resiliency District (CRD) to explore alternative transit funding options. Ms. Bacharach shared that Metro staff have supported the establishment of CRDs through an open contract with a firm that studies CRDs. It is important to express to Committee Member Butts and the Metro Board that transit funding reserved for the South Bay subregion remains in the South Bay. A potential action for the Transportation Committee could be to request that Metro study the viability of a CRD to finance not only the C Line Extension project, but also for other transit improvements in the South Bay. The cost to study a CRD would be around \$15,000.

Committee Member Uphoff summarized that South Bay communities desire for transit improvements and that rail options have been studied for many decades. He expressed that the South Bay should not abandon the project but remain supportive of the best transit options in the subregion that will address residents' concerns, thus maintaining the SBCCOG's position to support the project but remain alignment neutral.

MOTION by Committee Member Uphoff, seconded by Committee Member Monteiro, to maintain the SBCCOG's position to support the C Line Extension project but remain alignment neutral. Committee Members Monteiro and Uphoff expressed that they did not want to delay the project any further.

SUBSTITUTE MOTION by Committee Member Jackson, seconded by Committee Member Tarnay, to maintain the SBCCOG's position to support the C Line Extension project but remain alignment neutral and request that Metro explore a CRD.

Committee Member Obagi noted that if the SBCCOG maintains its original position, Metro will move forward with the LPA, which will trigger two independent lawsuits by Lawndale and Redondo Beach and inevitably delay the project. Committee Member Quinn asked if there are any legal challenges surrounding the Hawthorne alignment. Committee Member Obagi confirmed that he is not aware of any legal challenges. Ms. Bacharach noted that selection of the Hawthorne alignment would require a NEPA evaluation. Committee Member Obagi added that the City of Lawndale contends that the LPA would require a NEPA evaluation anyway. Committee Member Monteiro felt that if the project will involve litigation, then the SBCCOG should stay neutral.

SUBSTITUTE TO THE SUBSTITUTE MOTION by Committee Member Obagi, seconded by Committee Member Suarez, to support the Hawthorne alignment and request that Metro explore a CRD. A roll call vote was taken:
Ayes: Suarez (Lawndale), Obagi (Redondo Beach)
Noes: Pimentel (El Segundo), Uphoff (Lomita), Jackson (Hermosa Beach), Tarnay (Manhattan Beach), Huff (Rolling Hills Estates), Kaji (Torrance)
Abstains: Monteiro (Hawthorne), Quinn (Palos Verdes Estates), Yoon (LA County District 2), Fish (LA County District 4)

SUBSTITUTE TO THE SUBSTITUTE MOTION did not pass.

Committee Member Uphoff asked if there is timing associated with the CRD. Mr. Leger clarified that the CRD is not associated with the schedule of the C Line Extension. The request to explore a CRD would be made to the Metro Board in January 2026.

A VOTE ON THE SUBSTITUTE MOTION WAS TAKEN.

SUBSTITUTE MOTION by Committee Member Jackson, seconded by Committee Member Tarnay, to maintain the SBCCOG's position to support the C Line Extension project but remain alignment neutral and request that Metro explore a CRD. A roll call vote was taken:

Ayes: Monteiro (Hawthorne), Jackson (Hermosa Beach), Tarnay (Manhattan Beach), Quinn (Palos Verdes Estates), Huff (Rolling Hills Estates), Kaji (Torrance)

Noes: Suarez (Lawndale)

Abstains: Uphoff (Lomita), Yoon (LA County District 2), Fish (LA County District 4), Obagi (Redondo Beach)

MOTION passes.

Other agenda items were postponed.

V. Three Month Look-Ahead

VI. Announcements

VII. Adjournment: Committee Member Uphoff adjourned the meeting at 12:03 p.m. to January 12 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 JANUARY 2026

Edited by Aaron Ruiz, CivicSpark Fellow

Federal

U.S. Transportation Secretary Sean P. Duffy Announces \$118 Million Investment in Strengthening Safety Standards for Commercial Drivers' License (CDL) Holders

The U.S. Department of Transportation has announced a \$118 million investment aimed at the safety standards in the commercial trucking sector and reducing crashes on America's roadways. The funding will be granted by the Federal Motor Carrier Safety Administration (FMCSA) to state and local partners.

A significant portion of the funding, \$71.6 million, is dedicated to High Priority (HP) grants designed to support state and local efforts to reduce commercial motor vehicle related crashes, enhance safety data, and deploy new technologies for improved compliance and enforcement. Another \$43.8 million is dedicated to Commercial Driver's License Program Implementation (CDLPI) grants, which help states strengthen CDL issuance systems, improve oversight, and prevent fraud.

Department officials emphasized that the initiative is intended to ensure only qualified drivers operate commercial vehicles and to give state and local agencies the critical tools needed to enforce safety standards. The investments also include efforts to implement technologies that identify unsafe vehicles and enhance the timeliness and accuracy of licensing and conviction processing in CDL systems.

This funding reflects ongoing federal attention to commercial vehicle safety, to reduce crashes, injuries, and fatalities involving large trucks and buses. By combining enforcement, improved systems, and targeted training, the program seeks to strengthen safety on both highways and local roads nationwide.

Source: [Trump's Transportation Secretary Sean P. Duffy Invests \\$118M to Strengthen Safety Standards for CDL Holders, Make Trucking Industry Safer | US Department of Transportation](#)

State

California Invests \$202 Million to Expand Clean Transportation in Disadvantaged Communities

Caltrans has announced a \$202 million investment in clean and equitable transportation projects across California in communities most affected by planet-warming pollution. The funding, awarded by California Climate Investment (CCI) through the Low Carbon Transit

Operations Program (LCTOP), will support 143 local projects that prioritize expanding public transit services, zero-emission infrastructure, and reducing greenhouse gas emissions while making public transportation more affordable.

Examples of supported projects include providing \$48.7 million to expand the LA Metro's A-Line operations for 44 stations, 7 days a week, and \$8.5 million for the San Diego Metropolitan Transit System to purchase up to 23 electric buses, replacing existing natural gas buses. It also supports \$18 million for the City of San Francisco to eliminate or reduce fares on the Muni for seniors, people with disabilities, and the youth.

The investment reflects California's continued emphasis on transitioning toward cleaner, shared mobility options and encourages fewer private vehicle trips. The CCI program aims to reduce greenhouse gas emissions, improve public health, and drive innovation in clean energy, particularly benefiting disadvantaged and pollution-burdened communities. This advances California's efforts to meet the growing demand for cleaner transportation alternatives and improve air quality while enhancing transit systems for residents across regions of California.

Source: [California investing \\$202 million to expand cleaner transportation options in communities most affected by pollution | Caltrans](#)

Region

LA Metro Advances Major Rail Projects - Sepulveda Transit Corridor and K Line Extension to Torrance

The LA Metro Board has taken significant steps on two major rail projects that would expand transit service and improve regional connectivity across Los Angeles County, making progress on long-planned investments in both the Sepulveda Transit Corridor and the South Bay.

For the Sepulveda Transit Corridor Project, the Metro Board selected a heavy rail subway as the Locally Preferred Alternative (LPA), advancing plans for a high-capacity, fully underground rail line connecting the San Fernando Valley and the West Los Angeles. The proposed alignment, Modified Alternative 5, consists of elements of a single-bore tunnel that reduce the areas of surface construction. This would allow trains to run every 2.5 minutes at peak times between the Van Nuys Metrolink Station and the E-Line's Expo/Sepulveda Station. This is intended to provide faster and more reliable service through the congested Sepulveda Pass while linking riders to multiple Metro lines, including existing bus and rail services. The approval allows the project to move into more detailed design, environmental refinement, and future funding phases.

The Metro Board also approved a key action for the K Line extension to Torrance, a project that will extend light rail service deeper into the South Bay to the Torrance Transit Center. The board voted to pursue an alignment along Hawthorne Boulevard, rather than the previously studied right-of-way (ROW) option. The proposed extension is expected to reduce air pollution and improve regional access between Torrance, the South Bay, and the broader LA Metro network.

Together, this highlights the ongoing efforts to expand rail infrastructure across the region while addressing congestion and community input. The actions reflect both continued progress and the steps involved in delivering large-scale transit projects in Southern California.

Source(s): [In major step forward for Sepulveda Transit Corridor Project, Metro Board selects a route and heavy rail as Locally Preferred Alternative | The Source](#); [LA Metro board approves K Line extension to Torrance along Hawthorne Boulevard | Daily Breeze](#)

Trends

The U.S.'s Largest Truck Stop Operator Partners with Tesla to Expand Heavy-Duty EV Charging

Pilot, the nation's largest operator of travel centers, or truck stops, has announced a partnership with Tesla to install heavy-duty, truck charging stations at locations along major highway corridors. Expected to open in Summer 2026, initial locations will be along key routes such as I-5 and I-10, chosen for their high demand in heavy-duty charging.

Pilot emphasized that the partnership reflects the company's broader focus on shaping the future of energy for the transportation industry. By providing charging solutions for heavy-duty electric trucks, Pilot aims to support the adoption of long-haul electric vehicles while expanding its portfolio of alternative fuel offerings across its more than 900 travel centers. The collaboration is also a step forward in Tesla's efforts to develop a charging network needed to support long-distance electric trucking as it is currently one of the main barriers to EV adoption in freight transportation.

Pilot has prior experience in EV charging partnerships, having collaborated with Volvo Group, GM, and EVgo to deploy over 200 passenger EV charging sites across 40 states. This latest partnership with Tesla signals continued momentum in the expansion of heavy-duty electric vehicle infrastructure, a critical component in supporting decarbonization efforts, and the transition toward sustainable freight operations.

Source: [Tesla lands major Semi charging deal with nation's largest truck stop operator | Electrek](#)

South Bay Cities Council of Governments

February 9, 2026

To: SBCCOG Transportation Committee

From: SBCCOG Infrastructure Working Group

Re: FY 26-27 Measure R South Bay Highway Program Annual Program Recommendations

BACKGROUND

The SBCCOG assists Metro with administration of the Measure R South Bay Highway Program (SBHP). The SBCCOG's annual program update includes an estimate of the annual funding needed to reimburse project expenses over the upcoming fiscal years. Most projects can be completed within five years, but some projects with complex environmental, design or right of way acquisition may take longer. Metro has also transitioned to phased programming where funds are programmed to the project on a phase-by-phase basis. The funding needed beyond five years for these more complex projects or future project phases is added in subsequent annual program updates.

The Metro Board of Directors approved the South Bay's FY25-26 SBHP annual program update in June 2025. Following that action, approximately \$52.2 million remains available in unprogrammed funding through the end of Measure R in 2039.

It is common for initial conceptual cost estimates to increase once design has been completed and right of way needs are established. As a result of inflation and other issues, cost estimates saw steep cost increases immediately following the pandemic. The magnitude of cost increases has leveled off, but costs remain higher than pre-pandemic, when many SBHP projects were developed.

As part of the annual program update process, SBCCOG staff have worked with lead agency staff and Metro to identify changes to current projects, including those that will require additional funding to complete construction or their current project phase. In December 2025, SBCCOG staff received funding augmentation requests for two (2) existing SBHP projects and one (1) de-obligation request. SBCCOG staff is recommending a total of \$4,500,000 in additional Measure R SBHP funding. The following project updates are recommended:

- **County of Los Angeles: \$1,000,000 in SBHP funds for MR312.52 ITS Improvements on South Bay Arterials (Hawthorne Blvd/Normandie Ave/Manhattan Beach Blvd).** This is a Metro Call for Projects project in which the Measure R funds served as a local match. The county is requesting \$1,000,000 in additional funds for construction cost increases. This action will bring total SBHP funding to \$3,421,000.

- **Metro: \$3,650,000 in SBHP funds for MR312.84 I-105 Integrated Corridor Management.** Metro is requesting additional funding to meet increased construction costs and procurement of more field elements, such as controllers, cabinets, CCTVs, and video detection equipment. This action will bring total SBHP funding to \$26,500,000.
- **Metro: De-obligate MR312.86 I-105 Integrated Corridor Management (IQA).** Metro has determined through the design process of the I-105 Integrated Corridor Management (ICM) project that Caltrans independent quality assurance (IQA) is no longer needed. This action will return \$150,000 to the SBHP.

Exhibit 1 includes the program of projects for the Measure R SBHP which provides information on prior funding allocation, prior funding programmed, recommended allocation changes, and recommended revised total allocation for each project. Further information on each project funding request is available upon request. If approved by the SBCCOG and Metro Boards, approximately \$47.8 million will remain available to complete existing Measure R SBHP projects.

Subsequent to SBCCOG Board action, the Measure R SBHP annual program update will be transmitted to Metro for the recommended funding allocations. Metro is expected to act on Measure R SBHP in June/July 2026.

RECOMMENDATION

That the SBCCOG Board approve the FY26-27 Measure R SBHP annual program.

Attachments:

Exhibit 1 – FY 2026-27 funding allocations for Measure R SBHP active projects

Exhibit 2 – Requests from project lead agencies

Prepared by: Anne Tsai, Project Coordinator

Measure R South Bay Highway Improvements FY 26/27 Update											1/6/26
Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY26-27	FY27-28	FY28-29	FY29-30
South Bay I-405, I-1110, I-105, & SR-91 Ramp / Interchange Improvements				\$453,848,299	\$4,500,000	\$458,348,299	\$448,864,099	\$4,850,000	\$5,120,332	\$15,878,254	\$3,641,944
SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration (Project Development Budget Included)		\$13,375,000	\$0	\$13,375,000	\$13,375,000				
TOTAL SBCCOG				\$13,375,000	\$0	\$13,375,000	\$13,375,000	\$0	\$0	\$0	\$0
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections		\$5,357,000	\$0	\$5,357,000	\$5,357,000				
Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I- 110 Connector (Completed)		\$8,120,000	\$0	\$8,120,000	\$8,120,000				
Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		\$86,400,000	\$0	\$86,400,000	\$86,400,000				
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110		\$9,000,000	\$0	\$9,000,000	\$9,000,000				
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I- 110 from Artesia Blvd and I-405 (Completed)		\$0	\$0	\$0	\$0				
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd)		\$150,000	\$0	\$150,000	\$150,000				
Caltrans	MR312.78	I-405 IQA Review for PSR (Main St to Wilmington)		\$150,000	\$0	\$150,000	\$150,000				
Caltrans	MR312.82	PCH (I-105 to I-110) Turn Lanes and Pockets		\$5,000,000	\$0	\$5,000,000	\$5,000,000				
Caltrans	MR312.86	I-105 Integrated Corridor Management (IQA)	De-obligate	\$150,000	-\$150,000	\$0	\$150,000				
TOTAL CALTRANS				\$114,327,000	-\$150,000	\$114,177,000	\$114,327,000	\$0	\$0	\$0	\$0
Carson/Metro	MR312.41	Traffic Signal Upgrades at 10 intersections		\$5,043,000	\$0	\$5,043,000	\$5,043,000				
Carson/Metro	MR312.46	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St and Figueroa St and 228th St		\$150,000	\$0	\$150,000	\$150,000				
Carson	MR312.80	223rd St Widening		\$1,000,000	\$0	\$1,000,000	\$1,000,000				
TOTAL CARSON				\$6,193,000	\$0	\$6,193,000	\$6,193,000	\$0	\$0	\$0	\$0
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave (Completed)		\$2,500,000	\$0	\$2,500,000	\$2,500,000				
El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Blvd (Deobligated)		\$0	\$0	\$0	\$0				
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project (De-obligated)		\$1,600,000	\$0	\$1,600,000	\$5,350,000				
TOTAL EL SEGUNDO				\$4,100,000	\$0	\$4,100,000	\$7,850,000	\$0	\$0	\$0	\$0
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave		\$2,228,000	\$0	\$2,228,000	\$2,228,000				
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave		\$4,828,000	\$0	\$4,828,000	\$4,828,000				
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		\$4,967,000	\$0	\$4,967,000	\$4,967,000				
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)		\$393,000	\$0	\$393,000	\$393,000				
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		\$2,090,300	\$0	\$2,090,300	\$2,090,300				
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave (De-obligated)		\$19,000	\$0	\$19,000	\$144,000				
TOTAL GARDENA				\$14,525,300	\$0	\$14,525,300	\$14,650,300	\$0			\$0

Measure R South Bay Highway Improvements FY 26/27 Update											1/6/26
Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY26-27	FY27-28	FY28-29	FY29-30
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)		\$2,100,000	\$0	\$2,100,000	\$2,100,000				
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane) (Completed)		\$3,600,000	\$0	\$3,600,000	\$3,600,000				
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)		\$7,551,000	\$0	\$7,551,000	\$7,551,000				
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St to Marine Ave		\$1,237,000	\$0	\$1,237,000	\$1,237,000				
Hawthorne	MR312.54	Intersection Widening & Traffic Signal Modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Rocket Road; on Crenshaw at Jack Northop; and on 120th St.		\$2,000,000	\$0	\$2,000,000	\$2,000,000				
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St		\$4,400,000	\$0	\$4,400,000	\$4,400,000				
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project		\$1,995,000	\$0	\$1,995,000	\$307,100			\$1,687,900	
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements		\$3,200,000	\$0	\$3,200,000	\$285,100			\$2,914,900	
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		\$2,000,000	\$0	\$2,000,000	\$193,600			\$1,806,400	
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		\$1,300,000	\$0	\$1,300,000	\$1,300,000				
Hawthorne	MR312.81	120th St Improvements - Crenshaw Blvd to Felton Ave		\$6,437,000	\$0	\$6,437,000	\$6,437,000				
		TOTAL HAWTHORNE		\$35,820,000	\$0	\$35,820,000	\$29,410,800	\$0	\$0	\$6,409,200	\$0
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St and Artesia Blvd		\$574,700	\$0	\$574,700	\$574,700				
		TOTAL HERMOSA BEACH		\$574,700	\$0	\$574,700	\$574,700	\$0	\$0	\$0	\$0
Inglewood	MR312.12	Intelligent Transportation System (ITS) Phase IV (Completed)		\$3,500,000	\$0	\$3,500,000	\$3,500,000				
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection (Deobligated)		\$0	\$0	\$0	\$0				
Inglewood	MR312.70	Prairie Ave Signal Synchronization Project (Completed)		\$205,000	\$0	\$205,000	\$205,000				
Inglewood	MR312.71	La Cienega Blvd Signal Synchronization Project (Completed)		\$80,000	\$0	\$80,000	\$80,000				
Inglewood	MR312.72	Arbor Vitae Signal Synchronization Project (Completed)		\$130,000	\$0	\$130,000	\$130,000				
Inglewood	MR312.73	Florence Ave Signal Synchronization Project (Completed)		\$255,000	\$0	\$255,000	\$255,000				
		TOTAL INGLEWOOD		\$4,170,000	\$0	\$4,170,000	\$4,170,000	\$0	\$0	\$0	\$0
LA City	MR312.48	Alameda St (South) Widening from Anaheim St to Harry Bridges Blvd <i>(Additional funding via MM5508.14)</i>	CHG	\$17,481,330	\$0	\$17,481,330	\$0		\$4,370,332	\$9,469,054	\$3,641,944
LA City	MR312.51	Improve Anaheim St from Farragut Ave to Dominguez Channel (Call Match) F7207		\$1,313,000	\$0	\$1,313,000	\$1,313,000				
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		\$100,000	\$0	\$100,000	\$100,000				
LA City	MR312.74	Alameda St (East) Widening Project		\$3,580,000	\$0	\$3,580,000	\$3,580,000				
		TOTAL LA CITY		\$22,474,330	\$0	\$22,474,330	\$22,474,330	\$0	\$4,370,332	\$9,469,054	\$3,641,944
LA County	MR312.16	Del Amo Blvd Improvements from Western Ave to Vermont Ave (Completed)		\$307,000	\$0	\$307,000	\$307,000				

Measure R South Bay Highway Improvements FY 26/27 Update											1/6/26	
Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY26-27	FY27-28	FY28-29	FY29-30	
LA County	MR312.52	ITS: Improvements on South Bay Arterials (Call Match) F7310	CHG	\$2,421,000	\$1,000,000	\$3,421,000	\$1,471,000	\$1,200,000	\$750,000			
LA County	MR312.64	South Bay Arterial System Detection Project		\$2,000,000	\$0	\$2,000,000	\$2,000,000					
		TOTAL LA COUNTY		\$4,728,000	\$1,000,000	\$5,728,000	\$3,778,000	\$1,200,000	\$750,000	\$0	\$0	
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp (Completed)		\$43,000	\$0	\$43,000	\$43,000					
Lawndale	MR312.31	Manhattan Beach Blvd at Hawthorne Blvd Left Turn Signal Improvements		\$508,000	\$0	\$508,000	\$508,000					
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements (Completed)		\$878,300	\$0	\$878,300	\$878,300					
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101		\$1,039,300	\$0	\$1,039,300	\$1,039,300					
		TOTAL LAWDALE		\$2,468,600	\$0	\$2,468,600	\$2,468,600	\$0	\$0	\$0	\$0	
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut (Completed)		\$1,585,000	\$0	\$1,585,000	\$1,585,000					
		TOTAL LOMITA		\$1,585,000	\$0	\$1,585,000	\$1,585,000	\$0	\$0	\$0	\$0	
Manhattan Beach	MR312.04	Sepulveda Blvd at Marina Ave Intersection Improvements (West Bound left turn lanes) (Completed)		\$346,469	\$0	\$346,469	\$346,469					
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		\$9,100,000	\$0	\$9,100,000	\$9,100,000					
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		\$1,850,000	\$0	\$1,850,000	\$1,850,000					
Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		\$2,046,000	\$0	\$2,046,000	\$2,046,000					
Manhattan Beach	MR312.62	Marine Ave at Cedar Ave Intersection Improvements		\$900,000	\$0	\$900,000	\$900,000					
Manhattan Beach	MR312.87	Manhattan Beach Blvd at Peck Ave Signal Improvements		\$100,000	\$0	\$100,000	\$100,000					
		TOTAL MANHATTAN BEACH		\$14,342,469	\$0	\$14,342,469	\$14,342,469	\$0	\$0	\$0	\$0	
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd		\$17,381,000	\$0	\$17,381,000	\$17,381,000					
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington		\$10,400,000	\$0	\$10,400,000	\$10,400,000					
Metro	300002033/PS 4010-2540-01- 19	South Bay Arterial Baseline Conditions Analysis (Completed)		\$250,000	\$0	\$250,000	\$250,000					
Metro	MR312.83	Inglewood Transit Center at Florence/La Brea		\$1,500,000	\$0	\$1,500,000	\$1,500,000					
Metro	MR312.84	I-105 Integrated Corridor Management	CHG	\$22,850,000	\$3,650,000	\$26,500,000	\$22,850,000	\$3,650,000				
Metro	MR312.85	South Bay I-405 Improvements - Local Match for State/Federal Grants		\$22,000,000	\$0	\$22,000,000	\$22,000,000					
		TOTAL METRO		\$74,381,000	\$3,650,000	\$78,031,000	\$74,381,000	\$3,650,000	\$0	\$0	\$0	
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR		\$0	\$0	\$0	\$0					
		TOTAL RANCHO PALOS VERDES		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd		\$49,330,000	\$0	\$49,330,000	\$49,330,000					
		TOTAL POLA		\$49,330,000	\$0	\$49,330,000	\$49,330,000	\$0			\$0	

Measure R South Bay Highway Improvements FY 26/27 Update											1/6/26	
Lead Agency	Project No.	Project Description	Notes	Prior Allocation	Recommended Allocation Change	Recommended Current Allocation	Prior Year Program	FY26-27	FY27-28	FY28-29	FY29-30	
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd		\$2,400,000	\$0	\$2,400,000	\$2,400,000					
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane) (Completed)		\$936,000	\$0	\$936,000	\$936,000					
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane) (Completed)		\$389,000	\$0	\$389,000	\$389,000					
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)		\$22,000	\$0	\$22,000	\$22,000					
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)		\$30,000	\$0	\$30,000	\$30,000					
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)		\$5,357,000	\$0	\$5,357,000	\$3,857,000					
Redondo Beach	MR312.38	PCH at Anita St Improvements (left and right turn lane)		\$2,400,000	\$0	\$2,400,000	\$2,400,000					
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		\$5,175,000	\$0	\$5,175,000	\$5,175,000					
Redondo Beach	MR312.75	Kingsdale Ave at Artesia Blvd Intersection Improvements		\$1,992,000	\$0	\$1,992,000	\$1,992,000					
		TOTAL REDONDO BEACH		\$18,701,000	\$0	\$18,701,000	\$17,201,000	\$0	\$0	\$0	\$0	
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		\$20,597,000	\$0	\$20,597,000	\$20,597,000					
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)		\$319,900	\$0	\$319,900	\$319,900					
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd		\$25,700,000	\$0	\$25,700,000	\$25,700,000					
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		\$15,300,000	\$0	\$15,300,000	\$15,300,000					
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		\$2,900,000	\$0	\$2,900,000	\$2,900,000					
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements (Completed)		\$852,000	\$0	\$852,000	\$852,000					
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing (Completed)		\$500,000	\$0	\$500,000	\$500,000					
Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center		\$3,300,000	\$0	\$3,300,000	\$3,300,000					
Torrance	MR312.63	PCH at Crenshaw Blvd Intersection Improvements		\$500,000	\$0	\$500,000	\$500,000					
Torrance	MR312.76	Plaza Del Amo at Western Ave (SR-213) Improvements		\$2,784,000	\$0	\$2,784,000	\$2,784,000					
		TOTAL TORRANCE		\$72,752,900	\$0	\$72,752,900	\$72,752,900	\$0	\$0	\$0	\$0	
		TOTAL SOUTH BAY		\$453,848,299	\$4,500,000	\$458,348,299		\$4,850,000	\$5,120,332	\$15,878,254	\$3,641,944	



MARK PESTRELLA, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE:

December 22, 2025

Mr. David Leger, Transportation Director
South Bay Cities Council of Governments
357 Van Ness Way, Suite 110
Torrance, CA 90501

Dear Mr. Leger:

**ADDITIONAL FUNDING REQUEST FOR EXISTING REGIONAL MEASURE R
PROJECT MR312.52/F7310
LOS ANGELES COUNTY ADVANCED TRANSPORTATION MANAGEMENT SYSTEM
HAWTHORNE BOULEVARD/NORMANDIE AVENUE/
MANHATTAN BEACH BOULEVARD**

The Los Angeles County Public Works' (County) active regional project MR312.52/F7310 is funded by Measure R, Metro Call for Projects grant, and the County and Cities local match. MR312.52 which is combined with the Metro Call for Projects F7310 includes Hawthorne Boulevard Traffic Signal Synchronization Program (TSSP), Normandie Avenue TSSP, Manhattan Beach Boulevard TSSP and the County's new Advanced Transportation Management System.

Hawthorne Boulevard TSSP is fully constructed, Normandie Avenue TSSP is beginning construction, Manhattan Beach Boulevard TSSP needs to be advertised with anticipated construction to start in Fiscal Year 2026-27. In addition to these TSSPs we funded operational improvements at four intersections to complete construction work on Prairie Avenue. The County's Advanced Transportation Management System, Kimley-Horn Intelligent Transportation System, contract has been negotiated and is funded with the three participating traffic signal forums: South Bay, Gateway Cities, and San Gabriel Valley forums.

We want to thank you for the past projects and contributions the Council of Governments has supported. Upon completing the final engineer's estimate and using prices from recent bids for construction of similar projects, it was determined that the project has a \$1 million deficiency.

Mr. Leger
December 22, 2025
Page 2

To eliminate the possibility of scope reduction and/or a delay in project schedule, we respectfully request \$1 million in additional Measure R funds. Enclosed is the reimbursement cashflow projection for the requested additional funds.

If you have any questions, please contact Mr. Alvin Ly, Traffic Safety and Mobility Division, TRAFFIC Section, at (626) 300-4721, or email aly@pw.lacounty.gov.

Very truly yours,

MARK PESTRELLA, PE
Director of Public Works

Elaine Kunitake

ELAINE KUNITAKE
Assistant Deputy Director
Traffic Safety and Mobility Division

PAS:wm
SP:\TSM\DOCS\TRAFFIC\GRANTS\13 SB P00F7310 & MR312.52

Enc.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

December 9, 2025

David Leger
South Bay Cities Council of Government
2355 Crenshaw Boulevard #125
Torrance, CA 90501

Dear Mr. Leger,

In June 2020, Los Angeles County Metropolitan Transportation Authority (Metro) was awarded \$20,000,000 by the Metro Board of Directors for the MR312.84, the I-105 Integrated Corridor Management (ICM) Project. From the programmed amount, \$150,000 was deobligated and set aside for Caltrans support and review for MR312.86, I-105 Integrated Corridor Management (Caltrans IQA). An additional \$3,000,000 was programmed in July 2024 for a revised budget of \$22,850,000 for MR312.84. The ICM Project will efficiently manage non-recurring congestion on the I-105 corridor and parallel arterials through a series of ITS upgrades. These upgrades include but are not limited to the following: signal controllers, cabinets, video detection, CCTVs, dynamic message signs, pedestrian safety devices, ICM decision support system, etc. This project provides funding for the design, construction, and implementation phases and the design phase is anticipated to be completed in February 2026.

The preliminary construction cost estimates show that additional funding is required to fully fund the construction and implementation phases. Due to rising construction costs and the procurement of more than originally anticipated field elements, an additional \$3,500,000 is needed to complete the construction and implementation phases. With the construction phase projected to begin in Summer 2026, Metro is requesting an additional \$3,500,000 to be programmed for MR312.84 for Fiscal Year 2026-27.

Additionally, through the design process, it was determined that Caltrans IQA is no longer needed and therefore we are requesting that the programmed funds of \$150,000 from MR312.86 be deobligated and transferred to MR312.84, with a total programmed amount of \$26,500,000.

Should you have any questions, please contact the I-105 ICM Project Manager, Shrota Sharma at sharmas@metro.net or (213) 418-3058.

Thank you,

Ed Alegre
Deputy Executive Officer
Shared Mobility ITS
Los Angeles County Metropolitan Transportation Authority

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Updated 2/02/26

February 2026	March 2026	April 2026	May 2026
<p>2. Metro South Bay Service Council</p> <p>5. Transit Operators Working Group - DARK</p> <p>9. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • FY26-27 Measure R Annual Program <p>9. SBCCOG Steering Committee</p> <p>11. Infrastructure Working Group - DARK</p> <p>26. Metro Board</p> <p>26. SBCCOG Board</p> <ul style="list-style-type: none"> • Housing Trust Update • Mid-Year Budget • Sanitation District Prop 218 Rate Increases • SBCCOG Annual Media Presentation • FY26-27 Measure R Annual Program • Election of 2nd Vice Chair 	<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"> • Vincent Thomas Bridge Closure Update • Olympics Mobility Concept Plan Update <p>9. SBCCOG Steering Committee</p> <p>26. Metro Board</p> <p>26. General Assembly – westdrift Hotel, Manhattan Beach: “Let the Games Begin: How Sports and Entertainment are Shaping the South Bay”</p>	<p>2. Transit Operators Working Group</p> <p>6. Metro South Bay Service Council</p> <p>8. Infrastructure Working Group</p> <p>13. SBCCOG Transportation Committee</p> <ul style="list-style-type: none"> • FY26-27 Measure M MSP and Measure R Transit Annual Program Update <p>13. SBCCOG Steering Committee</p> <p>23. Metro Board</p> <p>23. SBCCOG Board</p> <ul style="list-style-type: none"> • LA Air Force Base Update (Tentative) • South Bay Fiber Network Transfer of Ownership • Classification and Compensation Study Results • FY26-27 Measure M MSP and Measure R Transit Annual Program Update 	<p>4. Metro South Bay Service Council</p> <p>7. Transit Operators Working Group</p> <p>11. SBCCOG Transportation Committee</p> <p>11. SBCCOG Steering Committee</p> <p>13. Infrastructure Working Group</p> <p>28. Metro Board</p> <p>28. SBCCOG Board</p>

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