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South Bay Cities Council of Governments Infrastructure Working Group (IWG) - May 13, 2026

Attendees: Erik Zandvliet (Chair), Gilbert Gamboa (Manhattan Beach); Ryan Liu, Lauren Sablan (Redondo Beach); Caleb Cho, Helen Shi (Torrance); DJ Torado (Hawthorne); Rachel Junken (Los Angeles); Marty Amundson, Elizabeth Garcia, Pat Smith, Matt Suska (LADPW); Minji Kwon (Metro); Huy Ngo (Caltrans); Kirsten Graham (Rolling Hills Estates); Oscar Antillon (Palo Verdes Estates); Russ Bryden (Rancho Palos Verdes); Michael Grossman (DR Consultants & Designers); Alex Zhu, Brian Chandler (DKS Associates); Pamela Manning (Transtech); Alex Apodaca, Janna McKhann (Nextech Systems); Rachel Van Diepen (Ghirardelli Associates); Vigen Davidian (Iteris Inc); Sabrina Forsell (G3 Quality); Jacki Bacharach, David Leger, Aaron Ruiz (SBCCOG)

- I. **April 8, 2026 IWG Meeting Notes and April Transportation Report** – Mr. Zandvliet called the meeting to order at 12:06 p.m. The meeting notes and report were accepted.

- II. **Agency & Other Update Reports**
 - a) SBCCOG: Ms. Bacharach reported the following updates -
 - Housing Trust: The SBCCOG is planning its second meeting on May 21, where the group is expected to approve funding for 93 affordable units in Hawthorne.
 - Equitable Building Decarbonization Program: The Energy Efficiency team is working with cities to directly replace and install appliances in low-income areas.
 - Safe Streets For All (SS4A): The SBCCOG is moving forward with an SS4A grant agreement after an estimated two-year delay.
 - Biodiversity Grant: The SBCCOG applied for a biodiversity grant through the Rivers and Mountains Conservancy, which would provide funding for 3 biodiversity demonstration grants in 3 different cities.

 - b) L.A. County Public Works – South Bay Traffic Forum Update:
Mr. Smith shared that 3 projects are currently entering the construction phase, which include the El Segundo TSSP, Normandie TSSP, and Rosecrans East TSSP. Projects in the design phase include a project involving the Imperial Highway and Rosecrans West, in the Arterial System Detection ITS project. Mr. Zandvliet asked for an update on Manhattan Beach Blvd, and Mr. Smith explained that he is awaiting a CSR from Manhattan Beach.

 - c) L.A. Metro Updates
 - 1) ITS Program: No members were present to provide updates.
 - 2) Metro Board Actions: Mr. Leger highlighted that the Metro Board will be dark in June and August. Measure R funding recommendations are expected to be approved in June.

 - d) Metro Technical Advisory Committee (TAC) – Mr. Leger shared that CTC updates for the FY27 initial eligibility list were provided. The Local Streets and Roads program is due to the CTC by July 1. Applications for the Transit Intercity Rail Program are due May 18. The SBCCOG is still looking for a TAC delegate, and under SB 707, a remote option to attend the meeting is available.

 - e) Streets and Freeways Subcommittee – No updates were provided.

 - f) Opportunities to Serve - Mr. Zandvliet announced that there is an opening on TAC for a delegate and an opening on the Streets and Freeways Subcommittee for an alternate to represent the SBCCOG.

- g) Caltrans South Bay Projects Update: Mr. Ngo reported that beginning May 27, Caltrans will begin construction on the PCH CAPM project that includes ADA curb ramps, 30 bus paths, and bike lanes. Caltrans aims to pause work during the World Cup and complete construction before the Olympics.

III. Metro Measure R MyGrants Portal:

Ms. Kwon shared a presentation providing a tutorial on how to use MyGrants Portal for Measure R and Measure M projects. This portal is used to manage projects, receive notifications, and submit invoices for subregional projects and provides a streamlined system to ensure agencies have their invoices reviewed and paid on time. Starting this quarter (Q3 of FY2026), Measure R projects will be required to submit QPERs through the MyGrants Portal instead of by email.

IV. Measure R & M Policy Discussion

Mr. Leger shared that the Transportation Committee in April directed the IWG to develop policies to govern the Measure R & M subregional programs in terms of integration with the South Bay Fiber Network (SBFN), revenue generation and cost sharing. In addition, the Transportation Committee is interested in developing limitations on additional funding for cost overruns. Current program policies allow projects to request additional funds for cost increases. Mr. Leger stated that the goal is to finalize new policies by September before kicking off the FY27-28 funding cycle. The following ideas for cost overrun policies were suggested:

- Require new project applications to provide more detailed cost information.
- Incorporate a cost factor or inflation factor to ensure that costs are still relevant upon execution of funding agreement and actual project start date.
- Bind lead agencies to a maximum project cost at initial application submission.
- Implement cost penalties for agencies that deviate from programming schedule.

For SBFN integration and revenue generation, SBCCOG staff decided to discuss with Mr. Zandvliet separately to brainstorm policy conditions.

Ms. Bacharach suggested that the SBCCOG develop a survey for IWG members to provide input on draft policies. Mr. Leger asked the group to provide examples and suggestions from other analogous grant programs.

- V. **3-Month Look Ahead:** The IWG deferred the possibility of going dark in an upcoming month to the following meeting.

VI. Announcements/Adjournment:

Mr. Zandvliet announced that Manhattan Beach is launching a Circuit Microtransit Pilot Program that will cost \$5 and \$2.50 for seniors. This program is funded by Prop A.

Mr. Zandvliet adjourned the meeting at 1:11 p.m. Next meeting June 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 Aaron Ruiz, CivicSpark Fellow and Anne Tsai, Project Coordinator*



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](#)

South Bay Cities Council of Governments

June 10, 2026

TO: SBCCOG Infrastructure Working Group

FROM: SBCCOG Staff and IWG Chair

SUBJECT: Updates to Measure R & M Policies

BACKGROUND

For the FY26-27 Measure M Multi-Year Subregional Plan (MSP) annual funding update, the SBCCOG initiated a first-time competitive review process. A MM Review Subcommittee was formed through the Infrastructure Working Group members to evaluate funding requests for existing and new projects based on Project Selection Criteria and Local Allocation Program policies approved by the SBCCOG Board in July 2025. Although this process guides the reviewing committee's work and outlines a scoring rubric for project applications, it does not provide guidance for denying funding or creating an appeals process for projects that are not recommended for funding.

At the April 8 Infrastructure Working Group meeting, city public works staff raised additional concerns about the potential for cities to generate revenue from Measure R and M-funded projects, such as by becoming Internet Service Providers (i.e. selling fiber capacity to other entities) or advertising on property financed by subregional funds (i.e. digital billboards, advertising on transit rolling stock). The Infrastructure Working Group passed a recommendation to develop a policy for sharing revenue generated through Measure R and M funded projects.

At the April 13 Transportation Committee meeting, Committee members discussed establishing funding ceilings for Measure R and M projects in an effort to better manage cost overruns. This discussion emerged from the evaluation of funding augmentation requests for existing Measure M projects this year, many of which reported 75% to over 100% increases in total project costs. The Transportation Committee passed a recommendation to have the IWG develop a cost overrun policy to limit funding allocations per project per phase.

At their April 23 meeting, SBCCOG Board passed the FY26-27 Measure M Multi-Year Subregional Plan (MSP) funding recommendations and directed SBCCOG staff, in conjunction with the IWG, to initiate development of the following Measure R and Measure M policy changes for SBCCOG Board consideration before the next call for Measure R and M projects:

- 1) A policy for sharing revenue generated through Measure R and M funded projects.
- 2) A cost overrun policy that caps funding allocations per project per phase.

The following are policy ideas to address funding decisions, appeals processes, revenue sharing, and cost overruns developed by SBCCOG staff in collaboration with the IWG Chair.

Measure R and M Subregional Program Policy Brainstorm

Funding Decisions and Appeals Processes Ideas for Discussion:

- Following the public distribution of the funding recommendation of the Review Subcommittee, applicants may submit an appeal regarding the review but may not appeal to submit additional information about their projects.
- The Review Subcommittee reserves the right to follow up with applicants for technical questions only.
- Add a live interview component to the competitive review process. Invite applicants to present their projects before the Review Subcommittee.
- If a project scores poorly and is not recommended for funding, consider awarding partial funding.
- If an agency submits multiple projects in an application cycle, request that the agency rank projects in order of funding priority. If the SBCCOG is unable to award the full funding requested to one or more of the agency's projects, funding will be awarded based on the agency's self-ranking.
- Other???

Revenue Sharing:

- If revenue generation is a component of an operations and maintenance plan for a project built with the contribution of Measure R or M subregional funds, the SBCCOG reserves the right to negotiate a cost sharing agreement with the lead agency.
- If the scope of a project changes or a change in use occurs within ten years of funding allocation that would trigger revenue generation, the SBCCOG reserves the right to negotiate a cost sharing agreement with the lead agency.
- Incorporate a question into the new project application template to track potential for revenue generation (for example, add the question, "Does this project have the potential to generate revenue upon completion?")
- Other???

Cost Overruns:

- Incorporate an escalation factor into the project application to anticipate cost increases based on an agreed upon percentage.
- Limit projects to five years: 2 years for design and 2 years for construction. Funds must be expended within this timeframe. Projects may request time extensions but are not eligible for additional funding. The Review Subcommittee reserves the right to make a

de-obligation recommendation for projects that are more than 24 months behind schedule.

- Projects that are behind schedule and/or over budget must compete for additional funding against new project requests.
- Other???

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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"> • I-105 ExpressLanes Update • I-405 Wilmington Ave to Main St Improvements Project EIR • Metro Board Composition recommendation <p>8. SBCCOG Steering Committee</p> <p>10. Infrastructure Working Group</p> <p>25. SBCCOG Board</p> <ul style="list-style-type: none"> • SBCCOG FY26-27 Budget adoption • Election of Officers • Metro Board Composition approval <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"> • Draft Measure M MSP & Measure R Policies • LAX Landside Access Modernization Program (LAMP) <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"> • Metro C Line (Green) Midlife Rebuild • World Cup Recap <p>14. SBCCOG Steering Committee</p> <p>24. Metro Board</p> <p>24. SBCCOG Board</p>

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