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South Bay Cities Council of Governments Infrastructure Working Group (IWG) - April 8, 2026

Attendees: Erik Zandvliet, Gilbert Gamboa (Manhattan Beach); Jun De Castro (Gardena); Andy Winje (Redondo Beach); Caleb Cho, Helen Shi (Torrance); DJ Torado, Selena Acuna (Hawthorne); Aksel Palacios, Kimberly Venegas, Rachel Junken (Los Angeles); Marty Amundson, Elizabeth Garcia, Pat Smith, Matt Suska (LADPW); Minji Kwon, Mike Bohlke (Metro); Constance Turner (SCE); Michael Grossman (DR Consultants & Designers); Wayne Richardson (HDR Inc); Alex Zhu (DKS Associates); Pamela Manning (Transtech); Aaron Edwards (Nextech Systems); Jacki Bacharach, David Leger, Anne Tsai, Jake Romoff, Aaron Ruiz (SBCCOG)

- I. **March 11, 2026 IWG Meeting Notes and March Transportation Report** – Mr. Zandvliet called the meeting to order at 12:09 p.m. Mr. Zandvliet highlighted that the first sentence of IV is relating to Measure M MSP Projects regarding the Reviewing Subcommittee. The meeting notes and report were accepted as amended.

- II. **Agency & Other Update Reports**
 - a) SBCCOG: Ms. Bacharach reported the following updates -
 - General Assembly: The 2026 General Assembly was held on March 26, 2026, from 9 a.m. to 3 p.m. at the westdrift Hotel in Manhattan Beach with over 375 attendees. An exhibit hall also featured SBCCOG’s sponsors and cities.
 - Housing Trust: The SBCCOG has proceeded with establishing a housing trust, which will help build affordable housing in the South Bay. The Housing Trust Board will meet for the first time on April 30, 2026. The Housing Trust is funded through Measure A and SBCCOG will receive \$13 million annually, with \$7 million going towards production, preservation, and ownership (PPO) to be administered by the Trust. SBCCOG also intends to pursue other funding sources for housing, such as federal and state grants. The Housing Trust will work with developers on filling the gap in affordable housing and can also fund the low-income component of developments. The Trust cannot do any projects that the jurisdiction that they are in doesn’t support.
 - Equitable Building Decarbonization Program: The Energy Efficiency team is working with cities to directly replace and install appliances in low-income areas.
 - City Orientation Meeting: SBCCOG will host a City Orientation Meeting on May 21, 2026 at 3 p.m. to allow city staff to familiarize themselves with SBCCOG and network with other staff members.

 - b) L.A. County Public Works – South Bay Traffic Forum Update:
Mr. Smith shared that project updates are few. A project involving the Van Ness Ave and 182nd intersection is currently in the design phase. Mr. Amundson also updated the group that final designs for the I-105/405 ICM project are expected soon.

 - c) L.A. Metro Updates
 - 1) ITS Program: No members were present to provide updates.
 - 2) Metro Board Actions: Mr. Leger highlighted that in the March meeting, the Metro Board approved the locally preferred alternative (LPA) for the K Line north extension. The Metro Board will be dark in June and Measure R approvals are expected in July.

 - d) Metro Technical Advisory Committee (TAC) – Due to a recent hacking issue at Metro, the Technical Advisory Committee did not meet in April. Mr. Leger reported the TAC has also been considering meeting bimonthly. The TAC will also operate under SB 707 which allows for remote flexibility.

- e) Streets and Freeways Subcommittee – No updates were provided.
- f) Opportunities to Serve - Mr. Zandvliet announced there is an opening on TAC for a delegate and an opening on the Streets and Freeways Subcommittee for an alternate to represent SBCCOG.
- g) Caltrans South Bay Projects Update:
Ms. Tsai explained that there are no major updates, but it has been requested that the group provide regular updates on the PCH Capital Preventive Maintenance (CAPM) project. Construction groundbreaking for the project will occur in the City of LA on May 27, 2026. Mr. Zandvliet suggested that a Caltrans representative attend the IWG meetings bimonthly to provide direct updates.

III. **FY26-27 Measure M Multi-Year Subregional Programs Funding Recommendation:**

Ms. Tsai presented an overview of the Measure M Multi-Year Subregional Programs annual funding recommendations. The SBCCOG received funding augmentation requests for 8 existing projects and 11 new projects, in addition to 2 reprogramming requests with no additional funding. In total, \$158 million was requested in additional Measure MSP funding. The Measure M Reviewing Subcommittee is recommending \$82.26 million in additional funding for existing projects and \$26.52 million in new project funding for a total of \$108.78 million. Due to several projects with a broadband nexus, opportunities were identified for integration with the South Bay Fiber Network (SBFN). The Reviewing Subcommittee is recommending that all Measure M and R broadband projects that plan to install fiber communication conduit be required to allocate fiber capacity for SBFN communication with access rights, and that all future projects that plan to open up the right-of-way for fiber optic communications be required to install additional conduit for the SBFN with access rights.

Mr. Leger clarified that until this year, SBCCOG has been able to view the 5-year window as a lump sum because there has always been enough funding for all projects each fiscal year. Measure M has a strict annual programming amount that is allowed to be spent. After the 2026-2027 fiscal year, \$1.8 million will remain. Mr. Leger also noted that if a project is delayed, the reprogramming of funds is necessary for SBCCOG to have an accurate calculation of funding.

A question was raised regarding the possibility of appealing a project that was not approved for this fiscal year. Mr. Zandvliet answered that the Reviewing Subcommittee did not open an option for any project to get reviewed again if it was not approved, unless there was an error with the criteria or documentation.

MOTION by Mr. Winje to recommend to the Transportation Committee approval of the 26/27 FY Measure M Multi-Year Subregional Programs Funding Update with the additional condition of allocating fiber capacity for SBFN communication with access rights and discussing policy for revenue-generating projects, SECONDED by Member Palacios and APPROVED.

IV. **FY26-27 Measure R Annual South Bay Highway Program Update:**

The Measure R South Bay Highway Program was approved by the SBCCOG Board in February and is currently under review at Metro.

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

VI. **Announcements/Adjournment:**

Mr. Zandvliet adjourned the meeting at 1:22 p.m. Next meeting May 13th 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*

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MONTHLY SBCCOG TRANSPORTATION REPORT

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

COVERING APRIL 2026

Edited by Aaron Ruiz, CivicSpark Fellow

Federal

U.S. Department of Transportation Launches Initiative to Eliminate Traffic Bottlenecks

U.S. Transportation Secretary Sean Duffy announced a new federal initiative aimed at reducing traffic congestion by targeting the nation's most persistent highway bottlenecks. The effort directs the Federal Highway Administration (FHWA) to work with state departments of transportation to identify and prioritize high-impact congestion points for improvement.

Under the initiative, FHWA will coordinate with states to catalog bottleneck locations, evaluate potential solutions, and streamline project delivery. With the U.S. being home to 10 of the 25 most congested cities in the world, including Los Angeles, the focus is on segments of the highway system where recurring delays impose significant costs on commuters, freight movement, and the broader economy. Officials emphasized that addressing these chokepoints can yield measurable benefits in travel time, fuel consumption, and emissions without necessarily requiring large-scale construction.

The announcement reflects a broader federal push to maximize the efficiency of existing infrastructure. By concentrating resources on targeted improvements, such as interchange reconfigurations, auxiliary lanes, and signal optimization, the initiative seeks to deliver congestion relief more quickly than traditional capacity expansion projects.

Source: [Trump's Transportation Secretary Sean P. Duffy Launches Initiative to Eliminate Traffic Bottlenecks Across America | FHWA](#)

State

California Invests Nearly \$900 Million in Transit Technology, Freight, and Multimodal Options

The California Transportation Commission (CTC) allocated \$848 million to advance mass transit systems, expand pedestrian and bicycle infrastructure, and improve freight movement. The investments align with Governor Gavin Newsom's "Build More, Faster – For All" infrastructure agenda and draw from multiple funding sources, including \$47 million from the federal Infrastructure Investment and Jobs Act and \$405 million from Senate Bill 1, California's Road Repair and Accountability Act.

Among the largest allocations is \$273 million for rail technology upgrades in the Bay Area and Southern California. A \$100 million portion will support construction of a 5-mile tunnel for BART's Silicon Valley Phase II extension between downtown San Jose and Santa Clara, funding a tunnel launch structure and supports that mark the project's transition from planning to sustained construction.

The CTC also approved two major long-term investment plans, with the 2026 State Highway Operation and Protection Program (SHOPP) committing \$17.9 billion over four years for highway safety improvements, pavement and bridge repairs, and expanded access for bicyclists and pedestrians. The second being the 2026 State Transportation Improvement Program which allocates \$2.7 billion to priority projects statewide, with over 60 percent of new funding directed toward biking, walking, rail, and transit.

For the South Bay and Los Angeles region, the allocations include \$35 million to complete design and construction of rail power stations in Los Angeles and \$33 million to expand rail freight operations at the Port of Long Beach. Additional highway repair funding includes \$1.2 million for drainage and sinkhole repairs on the I-405 near Hawthorne, addressing damage from heavy runoff.

Source: [California Investing Nearly 900 Million for Cutting-Edge Mass Transit Technology, Freight Movement and Transportation Options | Caltrans](#)

Region

LA Metro Launches Public Safety Hub and Data Dashboard

LA Metro has launched a new Public Safety Hub, a centralized online platform that consolidates safety resources, information, and data for riders and the public. The hub is designed to improve transparency around safety conditions on the transit system and make it easier for riders to access relevant information in one location.

A centerpiece of the initiative is a real-time Public Safety Dashboard that displays up-to-date statistics on safety incidents, response times, and enforcement activity across Metro's bus and rail network. The dashboard draws data from Metro's security personnel and law enforcement partners, allowing the agency to share performance metrics publicly for the first time in this format. Riders can view trends over time and see how safety conditions vary across different lines and stations.

The launch responds to persistent rider concerns about safety, which have remained a significant barrier to ridership recovery since the pandemic. Surveys have consistently ranked safety among the top issues for current and potential Metro users. By making this data publicly accessible, Metro aims to demonstrate accountability and rebuild confidence in the system.

Metro officials emphasized that the hub is part of a broader effort to improve rider experiences, alongside increased security staffing and expanded outreach programs. The agency plans to update the dashboard regularly and refine the platform based on user feedback.

For South Bay residents who use Metro services, Silver Line, K Line, and regional bus routes, the hub offers a direct way to monitor safety conditions on the lines they travel. The initiative also aligns with regional goals to encourage transit use by addressing quality-of-life concerns that influence travel choices.

Source(s): [Metro Launches New Public Safety Hub and Dashboard | The Source](#)

[Metro Safety & Support - LA Metro](#)

[New Metro Dashboard Shares Safety Data on L.A. Buses, Trains](#)

Trends

San Francisco Speed Cameras Offer Preview for Los Angeles and California

San Francisco's automated speed enforcement program has shown early signs of effectiveness in reducing dangerous driving, offering a potential preview of what Los Angeles and other California cities may see as they prepare to launch their own camera programs.

San Francisco was among the first California cities to implement speed cameras after the state authorized pilot programs in 2024. Data from the city's program indicates that speeding violations have declined at camera-equipped locations, and officials report fewer high-severity collisions on corridors where enforcement is active. The cameras operate in designated safety zones, including areas near schools and senior centers, and issue citations to vehicles exceeding the speed limit by a set threshold.

The program has not been without controversy. Critics have raised concerns about privacy, equity, and whether citations disproportionately affect lower-income drivers. San Francisco has implemented a tiered fine structure and offers payment plans to address affordability concerns, and the city directs revenue toward traffic safety improvements rather than general funds.

Los Angeles is preparing to launch its own speed camera program, with installation of 125 cameras expected by the end of July. The city has identified high-injury corridors where speeding contributes to serious and fatal crashes, and cameras will be deployed in phases starting with the most dangerous locations. City officials have pointed to San Francisco's experience as a model for implementation and public outreach, informing future discussions about automated enforcement as a tool for improving street safety.

Source: [Speed cameras worked in San Francisco. Now they are coming to L.A. -- with hefty fines - Los Angeles Times](#)

Updated 4/20/26

May 2026	June 2026	July 2026	August 2026
4. Metro South Bay Service Council	1. Metro South Bay Service Council	Transit Operators Working Group - DARK	6. Transit Operators Working Group
7. Transit Operators Working Group	4. Transit Operators Working Group	Metro South Bay Service Council - DARK	10. SBCCOG Transportation Committee
11. SBCCOG Transportation Committee <ul style="list-style-type: none"> • Metro Annual Budget • Metro Board Composition Ad Hoc Committee Update (Tentative) 	8. SBCCOG Transportation Committee <ul style="list-style-type: none"> • I-105 ExpressLanes Update 	8. Infrastructure Working Group	10. SBCCOG Steering Committee
11. SBCCOG Steering Committee	8. SBCCOG Steering Committee	13. SBCCOG Transportation Committee	12. Infrastructure Working Group
13. Infrastructure Working Group <ul style="list-style-type: none"> • Metro Measure R MyGrants Portal 	10. Infrastructure Working Group	13. SBCCOG Steering Committee	Metro Board - DARK
28. Metro Board	25. SBCCOG Board	23. Metro Board	27. SBCCOG Board
28. SBCCOG Board	Metro Board - DARK	23. SBCCOG Board	31. Metro South Bay Service Council (September Meeting)