

## **ATTACHMENT D – WORKSTREAMS PROGRESS UPDATE – September 2025**

The following describes progress on key workstreams, the funding efforts to date, and the next steps needed to deliver Metro's priority 2028 Games MCP workstreams.

### **LIGHT RAIL TRANSIT IMPROVEMENTS**

#### *Project Development*

Per the October 2024 Board approval of advancing project development for key Mobility Concept Plan projects, staff are embarking on the CEQA approval and conceptual engineering to enable the potential completion of the various A and E Line improvements by 2028. These projects have the potential to be completed by 2028 but will need considerable operational planning to accommodate construction activities. Metro Operations Engineering has identified two low-cost state-of-good-repair projects, such as cable protection and trackway intrusion detection system, for the 2028 Games. The cable protection solution will improve the system's reliability by installing copper cables inside PVC conduits and filling the conduits with concrete on A and E Line interlockings and other selected locations along the trackway. Installing the trackway intrusion detection system on the A and E Lines interlockings will monitor and provide alarms of unauthorized personnel or activities along the trackway to make the system safer.

#### *Funding*

- In May 2025, Metro submitted an application for the Surface Transportation Block Grant for up to \$130 million for the Washington/Flower Corridor Improvements and various A and E Line Improvements (e.g., interlocking, siding, cable protection, trackway intrusion detection system). Awards are expected to be announced in December 2025.
- In January 2025, Metro submitted a \$15 million USDOT BUILD application for the Washington/Flower Corridor Improvements. Unfortunately, this application was unsuccessful.

#### *Next Steps*

- Complete environmental clearance and conceptual engineering by the end of the year.
- Seek funding to continue progress and deliver the LRT Improvements before the 2028 Games

### **MOBILITY HUBS**

#### *Project Development*

Work on the five priority mobility hubs funded through the Reconnecting Communities and Neighborhoods (RCN) grant (Chatsworth Station, El Monte Station, Expo/Crenshaw Station, North Hollywood Station, and Willow Station) is progressing, with 30% design as the next milestone.

In addition, Metro is awaiting a funding decision for mobility hubs at Harbor Gateway, Norwalk, and Memorial Park. Metro is coordinating with the City of Los Angeles on the city's own integrated mobility hubs project, including engagement on right of Right of Way (ROW) encroachment to install components at Metro properties. Staff continue to support cities and organizations within LA County to develop their Mobility Hubs where projects may overlap with nearby Metro projects. A recent example is collaborative engagement with Cal State Dominguez Hills on the development of their on-campus hub. These additional locations will add to the growing portfolio of permanent mobility hubs around the County.

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In an effort to get ahead on the development of Norwalk, Harbor Gateway, and Memorial Park, Metro has begun collecting data and developing technical memos for environmental clearance of these projects.

In addition, Metro envisions temporary mobility hub infrastructure at Games Enhanced Transit Service (GETS) park and ride locations, such as shade, queuing space, and hydration stations. While these enhancements are currently unfunded, they were deployed successfully at Memorial Park for the Club World Cup. Metro will identify potential opportunities for sponsorship funding in collaboration with CX/Marketing and also align with the upcoming Kit of Parts.

### *Funding*

- Applications were submitted for the Surface Transportation Block Grant for up to \$52 million for Harbor Gateway Mobility Hub, Norwalk Mobility Hub and Multimodal Access Improvements, and Memorial Park Mobility Hub.
- In parallel, Caltrans has committed to seek state capital funding for two Metro Mobility Hubs located on Caltrans' right-of-way, the two priority sites are Norwalk and Harbor Gateway.
- In January 2025, Metro submitted a \$25 million USDOT BUILD application for the Norwalk Mobility Hub and Multimodal Access Improvements. USDOT announced their selected projects on July 16, 2025, and unfortunately Norwalk was not selected.

### *Next Steps*

- Complete environmental clearance and conceptual engineering for the RCN-funded hubs by the end of the year.
- Finalize contracts for park and ride locations and begin identifying criteria and opportunities for deployment of temporary mobility hub infrastructure

## **FIRST/LAST MILE**

### *Coordination*

LADOT leads the GME First/Last Mile and Open Streets Subcommittee, with Metro participating as co-lead. The subcommittee engages and involves all venue cities, including newly announced venue locations in Arcadia and South El Monte. Subcommittee work includes refining planning principles for FLM connections, coordination on funding opportunities, development of the Kit of Parts (discussed further below), and information sharing among participants.

### *Project Development*

At this stage, the FLM workstream is well-defined and progressing as follows:

#### FLM Capital Program

RCN – the RCN grant funds FLM improvements in downtown Los Angeles (at Pico and Flower Streets), and in the cities of Norwalk and Carson. At this stage, Metro is leading early design for these projects and coordinating with local agencies on future phases. These projects will

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provide an important starting point for infrastructure improvements supporting strategic locations for the Games.

MAT Cycle 2 – in the September Board cycle, staff will recommend project awards for the second cycle of the MAT program. The MAT program solicitation allowed for bonus points in the competitive selection process for Games-related projects. Pending Board action in September, MAT-funded projects will add to the portfolio new, permanent infrastructure supporting the Games.

### FLM Operational Program

The above-described projects will provide a strong starting point for meeting FLM needs for the Games, and more importantly, deliver a permanent legacy of walk/bike projects. They will not, however, be sufficient to accommodate Games-time access and connectivity. To bridge the gap, Metro is coordinating activities to plan and deliver temporary and quick build interventions. As seen in Paris last year, these efforts will largely be in the form of full or partial street closures providing space for attendees to walk or roll between Games venues and nearby transit stations, stops, and mobility hubs.

In order for these temporary and quick-build interventions to be successful, Metro is leading the development of a Kit of Parts. The Kit of Parts will provide consistent features such as roadway markings, signage, seating, shade, and other transportation elements and amenities. The intent is both to provide for a comparable experience across all Games locations and to maximize flexibility to rapidly improve walk/bike connections as other site-specific details take shape. At this time, Metro is nearing completion of procurement for an initial design and development stage. Staff expects to complete this first phase by Summer of 2026. A second phase, focused on fabrication and deployment of the Kit of Parts, is currently unfunded and requires additional discussion and definition to determine roles and responsibilities.

### *Funding*

- Encouraged local cities to apply for STBG/CMAQ funding
- Received and evaluated submittals for MAT Cycle 2; awards pending for September Board meeting
- For inclusion in federal funding request, prepared estimate for Kit of Parts fabrication and deployment phase

### *Next Steps*

- Advance the regional Kit of Parts and provide technical assistance to cities.
- Seek funding and define roles for Kit of Parts Phase 2
- Award projects within MAT cycle 2
- Continue to advance First/Last Mile projects in Reconnecting Communities and Neighborhoods

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### **COUNTYWIDE BUS-ONLY LANES**

Metro is working to advance bus-only lane projects that will serve as a legacy of the 2028 Games. Metro has selected eight priority bus-only lane corridors. These projects will support the Mobility Concept Plan, as well as the Games Route Network and NextGen Plan. A total of \$90 million in funding for bus-only lanes and bus improvement projects has been secured to date.

#### *Project Development*

Work on three bus lane corridors funded through state LPP grant funds has begun:

#### Vermont Avenue Near-Term Bus Lanes

The Vermont Avenue Near-Term bus lane project aims to bring quick-build bus lane improvements to the over 37,000 daily weekday riders along the Vermont Avenue corridor ahead of the larger Vermont Transit Corridor project, which will bring comprehensive bus rapid transit (BRT) improvements ahead of the 2028 Games. Staff are closely coordinating on both Near-Term and BRT projects.

The Vermont Avenue Near-Term bus lane project is broken down into two segments, North and South. LADOT is Metro's partner agency for both design and construction of both Vermont Avenue Near-Term segments, including a portion of the southern segment in Unincorporated LA County jurisdiction.

Vermont Near-Term North proposes AM/PM hour bus lanes in both directions on Vermont Avenue between Sunset Blvd and Wilshire Blvd. Staff concluded outreach for this segment in Winter 2025. LADOT will complete design for this segment in Summer 2025, with installation to follow afterwards.

Vermont Near-Term South proposes full-time bus lanes in both directions on Vermont Avenue between Gage Street and Imperial Highway. Outreach for this segment was concluded in Winter 2025. Based on feedback received during outreach, the project team is revisiting the proposed design and may conduct additional outreach as needed. Design is expected to be complete in Fall 2025, with installation to follow afterwards.

#### Broadway Bus Lanes

The Broadway bus lane project proposes quick-build bus lanes on Broadway, between Cesar Chavez Avenue and Martin Luther King Jr Boulevard. The project proposes full-time bus lanes in both directions on Broadway. There are several design variations proposed for the Historic Core segment of Downtown LA, generally between 2<sup>nd</sup> and 11<sup>th</sup> Streets. A decision on which designs to advance will be made in close collaboration with LA City Council District 14 and stakeholders.

The Broadway Bus Lane project and Metro's RCN project, which is bringing new bus shelters, improved transit signal priority and other amenities to Broadway between 1<sup>st</sup> Street and Manchester Avenue, are closely coordinating. The Broadway Bus Lane project is coordinating closely with City of LA projects, including the LA Bureau of Engineering's Broadway Streetscape Improvements & Broadway Historic Theater District Ped Improvements project, as well as the nearby LADOT Vision Zero Bikeway Improvements project happening south of Martin Luther

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King Jr Boulevard. LADOT is Metro's partner agency for both design and construction of the Broadway Bus Lanes project.

Initial outreach efforts for Broadway began in Spring 2025. The project team will be meeting with elected officials in Summer 2025 to discuss the project and overall outreach approach.

Community outreach and engagement are planned for Fall 2025. Design is anticipated to be complete in Winter 2026, with implementation following afterwards.

### Olympic Boulevard

The Olympic Boulevard bus lane project proposes quick-build bus lanes on Olympic Boulevard, between Figueroa Street and Robertson Boulevard. The project proposes AM/PM peak-hour bus lanes in both directions. LADOT is Metro's partner agency for both design and construction.

The project team will be meeting with elected officials in Summer 2025 to discuss the project and overall outreach approach. Community outreach and engagement are planned for Fall 2025 and Winter 2026. Design is anticipated to be complete in Spring 2026, with implementation following afterwards.

Additionally, Metro has identified the Hawthorne/La Brea corridor as a vital bus priority route to close the transit gap between Inglewood venues and the Metro C and K Lines. The City of Inglewood has elected to take the lead on its delivery, ensuring local alignment and expedited progress.

## **GAMES ENHANCED TRANSIT SERVICE**

### *Project Development*

To date, Metro has identified several potential Park & Ride sites for each venue and is actively pursuing agreements with facility owners. A first detailed draft of GETS routings for all GETS services was developed and successfully tested for earliest confirmed venues, with planning and testing of GETS services for recently added venues well underway. Staff are factoring in updated event schedules and spectator and workforce size estimates.

Metro is coordinating with local municipal operators to support operations on designated GETS routes. These collaborative efforts will help meet overall bus and staffing requirements as well as establish operating protocols and technology to support the successful operation of the GETS network. Metro and our partners will test these during the 2026 FIFA World Cup in Los Angeles.

Metro continues to work on building up the GETS Bus Fleet in preparation for the 2028 Games. Some of these efforts include industry outreach through APTA and UITP large scale event workshops, data collection and commitments through surveys instruments, and formal and informal discussions with regional and national public and private sector leadership teams.

To date Metro has received firm commitments from over 25 transit agencies in providing donated/loaned buses and staffing. Metro has received over 650 bus commitments and roughly

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300 workforce commitments and continues to receive support and inquiries from regional and national partners.

### *Funding*

The planning focus has been on developing a GETS network with sufficient and well distributed Park & Ride and Mobility Hub facilities in closest proximity to venues and transit network connectivity to transport all general spectators and workforce while minimizing equipment requirements to ensure sufficient resources and control costs, recognizing the funding uncertainties.

### *Next Steps*

- Finalize GETS routes for recently added venues
- Finalize updates for GETS plans to reflect latest spectator/workforce estimates and event schedules
- Update GETS plan based on above new inputs for optimized scenario with lower peak fleet need and costs
- Ongoing coordination with LA28 on other possible opportunities for optimized GETS scenarios
- Coordinate on GETS transit priority and security measures
- Secure inter-agency agreements for buses, Park and Ride locations, bus depots, and personnel

## **GAMES ROUTE NETWORK**

The Games Route network is a network of dedicated lanes that enables consistent and reliable travel times between key competition and non-competition venues for the Games athletes, officials, media, and stakeholders, as required by LA28 and the International Olympic Committee.

### *Project Development*

Caltrans is leading the coordination of the GRN improvements, which includes both Caltrans-managed highways and local arterials across a four-county area. Metro is working with Caltrans and LA28 to facilitate access to the GRN for the GETS and transit buses while it is in operation.

Caltrans completed the planning for the GRN, will complete the environmental phase later this year and enter design in early 2026. The implementation of the GRN will require an investment in both permanent infrastructure as well as temporary improvements. These improvements include active transportation and traffic management equipment, closed circuit televisions, signs, pavement markings, and channelizers.

Caltrans is advancing the GRN through the required legislative and regulatory steps, such as approval of special color usage and Games signage. Recently Senate Bill 128 was approved which expands the use of the high occupancy vehicle and toll lanes to be used by the permitted vehicles during the Games.

### *Funding*

- Caltrans is funding the portion of the GRN on the state highway system

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### *Next Steps*

- Complete environmental by end of 2025 and start design

Continue working with local municipalities on the GRN connection to the venue approach

## **HEAT**

### *Project Development*

Since its kickoff in early 2025, the Heat subcommittee has convened subject matter experts from across the GME, as well as other jurisdictions. Experts from nonprofit organizations and universities have also been engaged in an advisory capacity. The Heat subcommittee's goals are as follows:

- Inventory and highlight current heat mitigation efforts being led by other agencies/partners.
- Identify potential gaps in knowledge sharing, funding, and data on vulnerable populations
- Create shared plans to deploy solutions at priority locations and encourage dialogue between stakeholders
- Prepare Metro staff, volunteers, and spectators for heat events.

The subcommittee has conducted a literature review of global and local best practices for urban heat mitigation and is compiling data in order to assess heat vulnerability near Games venues.

For the Club World Cup in June 2025, the Heat subcommittee led the implementation of a no-cost-to-Metro hydration station pilot at the Memorial Park A Line station. The hydration station was well received by attendees.

### *Funding*

While there is no dedicated funding for the Heat subcommittee, Metro and agency partners will work to secure sponsorship opportunities and additional no-cost pilots on a larger scale. Metro is developing heat intervention “packages” for FIFA26 and LA28 partners to sponsor at key locations.

### *Next Steps*

- The Heat subcommittee is preparing to issue a Request for Information (RFI) to understand potential heat mitigation solutions in the marketplace that could be piloted for the World Cup and 2028 Games.
- Metro subject matter experts are participating in venue site visits with Metro's Operations team to understand existing heat exposure risks and opportunities for temporary improvements.

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- The Heat Subcommittee will develop a heat playbook to prepare venue organizers, staff, volunteers, spectators and partner subcommittees for heat preparedness and emergency response.

### WAYFINDING

The GME Wayfinding Subcommittee, led by Metro, meets monthly to share information, learn about current and future wayfinding projects, and ensure coordination among agency partners. Members of this Subcommittee include LA28, LADOT, Metrolink, LAWA, Caltrans, City of LA Mayor's Office, SCAG, and venue cities.

#### *Project Development*

LA28 is responsible for developing the “Look of the Games” strategy, a guiding document that will convey color palettes, pictograms, typography, and other design standards for wayfinding and signage in support of the Games. LA28 expects to share this document with partners in the first quarter of 2026.

Metro is initiating a comprehensive signage audit and design effort at 12 high-priority stations—selected based on ridership, equity, asset lifecycle, and proximity to major event venues—to address outdated, non-compliant signage and improve accessibility, safety, and customer experience. This initiative will bring these stations into alignment with current Metro Signage Standards and ADA/Civil Rights requirements, while also reinforcing brand identity and delivering a consistent, intuitive customer journey.

Metro is using major sporting events to test new wayfinding concepts leading up to the Games. These events include: 2026 NBA All-Star Weekend, 2026 FIFA World Cup, and 2027 Super Bowl LVI. Metro deployed soccer-themed floor decals, wall decals, crowd-control measures, and temporary signage during the 2025 FIFA Club World Cup in June.

Metro's Civil Rights Programs team is currently partnering with Waymap, an audio turn-by-turn navigation app, to help blind and visually impaired customers navigate Union Station. If successful, Metro plans to expand the pilot to 12 stations based on an assessment of where the technology can have the greatest impact.

#### *Funding*

While there is no dedicated funding source for the Wayfinding Subcommittee, Metro and agency partners continue to seek grant funding to support the work. Metro is awaiting a grant funding decision from SCAG for multiple MCP projects that include wayfinding components within and around Metro stations. Other agencies plan to or have already initiated contracts with consultants to support the planning and eventual implementation of their wayfinding and signage system for the Games.

#### *Next Steps*

- Continue regular communication and coordination with Subcommittee members on current projects.



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- Identify sites (e.g., mobility hubs, transit stations, venues, fan zones, etc.) where multi-agency coordination is needed to facilitate a seamless wayfinding system.