

## **Attachment C –**

### **Reconnecting Neighborhoods and Communities (RCN) Project Status Update**

**December 2025**

#### *Bus Corridor Enhancements (BCE)*

- **Broadway** southbound bus stop locations in coordination with NextGen, restoring southbound bus lanes and City of LA projects
- **Olympic** bus stop locations in coordination with Stops & Zones
- **Imperial/Studebaker** bus-only lanes removed in response to the City's comments; TSP and bus shelter improvements
- **Florence** bus stop coordination with LA County, Bell, Bell Gardens, Downey, and Huntington Park

#### *First/Last Mile*

- **Avalon** coordinated with City of Carson to include buffered bike lane project
- **Del Almo** will not move forward based on City coordination
- **Hoxie** updated to a multi-use path to maintain travel lane widths for truck traffic north of Imperial
- **Pico/Flower** updated to dedicated 24/7 bus/bike lane

#### *Mobility Hubs*

- **El Monte** coordination on open space with City, COG, and internal stakeholders
- **Willow** coordinated with City of Long Beach needs and Long Beach Transit operations
- **Chatsworth** coordinated improvements with existing Metro ADA project and City of LA
- **Expo/Crenshaw** coordinated street tree additions with COLA Streets LA.
- **NoHo** limited scope improvements to prevent rework with future Consolidated Transit Center on Metro ROW

Metro's Program Management Office is currently advancing the final design phase and Pico/Flower final design to be advanced by COLA.

The Valley Boulevard BCE project, being led by SGVCOG, is currently at 15% design.

#### *Risk and Cost Management*

The Metro team continues to coordinate closely with the FTA and the assigned Project Management Oversight Office (PMOC). Key risk management activities include developing a comprehensive risk register, which will undergo a Quantitative Risk Assessment (QRA) workshop in early 2026.

Discussions are currently focused on cost and schedule risks tied to scope decisions, including elements such as additional street lighting or dual curb ramps, which could trigger costs exceeding the current grant funding.

To mitigate this, Metro's cost estimating team developed the Final 30% cost estimates, and the project is undergoing a Value Engineering (VE) exercise to ensure project costs remain aligned with the grant amounts.

#### *Program Status and Next Steps*

The RCN program remains on schedule, with 30% designs completed, Letters of Agreement (LOA) coordination in progress.

The next phase will focus on transitioning toward final design, formalizing risk management protocols, and documenting inter-agency roles through finalized LOAs and MCA.