



Board Report

File #: 2026-0454, File Type: Budget

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE JULY 15, 2026

SUBJECT: FEDERAL CONSOLIDATED APPROPRIATIONS ACT OF 2026 AWARD

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. PROGRAMMING \$89,466,188 in Consolidated Appropriations Act of 2026 award funding in support of Planning, Design, and Operations for the 2028 Games
- B. AMENDING the FY27 Budget by \$89,466,188; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements, including pass-through agreements and/or amendments with the agencies for projects contained in the GME FY26 Federal Funding Allocation (Attachment A).

ISSUE

Metro is the lead agency for the award of \$89,466,188 from the Federal Consolidated Appropriations Act of 2026 (H.R. 7148) which is provided, on a reimbursement basis, in support of project planning, capital project delivery and operations for the 2028 Olympic and Paralympic Games (the Games). The Games Mobility Executive (GME) agencies and venue cities have expressed interest in exchanging these Federal funds with more flexible local funds and staff will facilitate this, to the extent possible, based on mutually agreed work plans for each workstream (Attachment A). The proposed Board actions are necessary for Metro to initiate the federal funds obligation and funding exchange processes.

BACKGROUND

Metro has been working with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation (LADOT), the City of Los Angeles (COLA) Mayor's Office, and the Southern California Association of Governments (SCAG), a group collectively known as the Games Mobility Executives (GME), to advocate for federal funds to support the planning for and delivery of the 2028 Games. On February 3, 2026, the Consolidated Appropriations Act of 2026 (H.R. 7148) was voted into law, providing an initial installment of the total GME federal funding request for the 2028 Games (\$ 2.025

billion). These funds were made available for transportation assistance, including assistance with transit planning, capital projects, and operating assistance, for surface, commuter, and public transportation systems necessary to support the mobility needs of the 2028 Games. Eligible entities to receive these funds include public agencies that serve or support service to a venue that is part of the 2028 Games. The local match requirement for these funds is set at 20% for capital projects and 10% for a supplemental public transportation bus system.

At their meeting on May 1, 2026, the GME Principals agreed to designate Metro as the direct recipient of those funds, following the model and precedent set forth with the federal funding for the 2026 World Cup authorized by the same Act. To ensure expediency and consistency in the delivery of the projects, under this approach Metro would serve as the lead agency for the entire share of federal funds and may provide local funds, on a reimbursement basis, to the GME agencies and venue cities to advance the work in the GME FY26 Federal Funding Allocation. On July 2, 2026, the SCAG Regional Council designated Metro as the lead agency of these funds, enabling Metro to program the funds and initiate the obligation process.

DISCUSSION

Since May 2026, Metro has been working with GME agencies and venue cities to develop workplans, including a scope, schedule and budget for each of the workstreams in the GME FY26 Federal Funding Allocation (Attachment A). This work includes:

- Games Route Network: final design for the local arterial Games Route Network (GRN), a temporary network of roads for 2028 Games and transit vehicles traveling to venues;
- Integrated Transportation Management: design and implementation of transit signal priority and other intelligent transportation systems measures that will enhance regional transportation system management and operations;
- Rail Safety Enhancements to Support Paralympic/Olympics: state-of-good-repair investments to ensure regional rail track, signal and equipment reliability, minor station and wayfinding improvements, and operating support for temporary Metrolink service enhancements during the Games.
- Venue Approach Enhancements: final design for venue area pedestrian walkways, temporary intersection, safety improvement, increased shade, improved signage/wayfinding, and temporary bike lanes.

A local match is required. These agreements would include the provision of each agency's local share (i.e., 20%). Metro is not providing a local match for other agencies.

Metro anticipates utilizing this initial installment of Games federal funding to advance the following eligible activities:

- Games Enhanced Transit Service: advance service planning and modeling, as well as engineering and design for long-lead temporary infrastructure (i.e., bus depots, park & rides,

- mobility hubs, lanes, etc.)
- Stations & Accessibility: fund the 7th/Metro, LA Union Station, Norwalk and Harbor Gateway Mobility station improvements several accessibility projects.
- Design Phase Advancements: Fully fund design phase for the Light Rail Transit (LRT), and the Memorial Park Mobility Hub.
- System Enhancements: Advance the planning and piloting of Wayfinding and Heat mitigation strategies.

A summary level scope of work for each of the FY26 GME workstreams is provided in Attachment B.

DETERMINATION OF SAFETY IMPACT

The projects that Metro proposes to advance with this additional funding will improve safety by providing more shade cover, space, and comfort while waiting for transit, essential on hot days and during inclement weather.

The mobility hub and accessibility projects will provide riders with improved connections between transit modes and/or first-last mile options such as walking, rolling, and biking, reducing conflict with vehicles and slips and falls while navigating the system.

Finally, the GETS will provide spectators and the workforce with an alternative to driving to and from Games venues, thereby reducing the risk of traffic collisions by removing cars from the road.

FINANCIAL IMPACT

\$20.3 million in local funds are included in the FY27 budget that are eligible to fulfill the local match requirements of the Consolidated Appropriations Act of 2026. This funding is included in various cost centers. The local match for work led by GME agencies and venue cities will need to be provided by them. Metro is not providing a local match for other agencies.

Since this is a multi-year contract, the Cost Center Managers and Chief Officers will be responsible for budgeting in future years for the balance of the remaining Contract budget.

Impact to Budget

Upon Board adoption, the FY27 Budget will be amended to include the \$89,466,188 Federal award. Metro's local match will be comprised of funds eligible and available at time of expenditure.

EQUITY PLATFORM

The recommended actions advance Metro's commitment to equitable access, mobility, and opportunity by investing in transportation improvements that will benefit residents, workers, and visitors long after the 2028 Olympic and Paralympic Games. Funding will support Games Enhanced Transit Service planning and temporary transit infrastructure, fully fund the Norwalk and Harbor Gateway Mobility Hubs and accessibility improvements, advance the design of Light Rail Transit and Key Station enhancements, and support wayfinding and heat mitigation initiatives. Many of these

investments are located within or provide direct benefits to Metro Equity Focus Communities, improving access, connectivity, and customer experience for people with disabilities, older adults, low-income households, transit-dependent riders, and historically underserved populations across Los Angeles County.

Consistent with Metro's Equity Platform Framework and Universal Inclusive Design Strategy, these investments support a Games readiness strategy that delivers both near-term operational benefits and long-term mobility improvements. By advancing mobility hubs, first/last mile connections, accessible infrastructure, customer-facing wayfinding, and heat mitigation measures, this action will help ensure the transportation network can accommodate the diverse needs of athletes, spectators, workforce, volunteers, and residents while expanding transportation choices, improving access to jobs and services, and strengthening the resilience and usability of the transit system beyond the Games.

VEHICLE MILES TRAVELED OUTCOME

Vehicles Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT by investing in high quality infrastructure and operations. The new mobility hub, heat mitigation, wayfinding and accessibility projects will improve the customer experience by making transit easier and more comfortable to use, therefore encouraging additional ridership and fewer vehicle trips. The GETS will provide a high-capacity alternative to driving to and from Games venues, helping to reduce VMT by removing cars from the road. Finally, the LRT projects that will be advanced through this item will improve system speed, efficiency and reliability, which will contribute to additional ridership and fewer vehicle trips.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The projects proposed to be funded through this item support:

Strategic goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system.
Strategic Goal 3: Enhance communities and lives through mobility and access to opportunity.
Strategic Goal 4: Transform LA County through regional collaboration and national leadership by providing a roadmap and strategy to deliver permanent transit and transit-supportive projects and programs that can help serve the 2028 Games.

ALTERNATIVES CONSIDERED

The Board could delay approval of the budget amendment. This is not recommended as delaying will result in a delay in securing funding for the construction of the Priority 1 projects, making delivery by 2028 impossible.

Not funding Priority 1 projects will increase the need for temporary enhancements/treatments at key stations and mobility hubs. For service on the A and E lines, the risk of service disruptions during the Games would remain unmitigated. This alternative is not recommended by staff given the importance of the 2028 Games and the unprecedented opportunity Metro has to develop these legacy investments.

If these projects are not funded, staff would include temporary enhancement/treatments at key stations and mobility hubs in the provisional priority list on future Board funding request associated with Games service delivery.

NEXT STEPS

Upon Board approval, staff will advance the following actions:

1. Advance the TrAMS Grant Application toward the January 2027 deadline.
2. Finalize funding agreement and task-order scopes of work for participating agencies to initiate cost-reimbursement mechanisms.

ATTACHMENTS

Attachment A - FY26 GME Work Plan

Attachment B - FY26 GME Workstream Scopes

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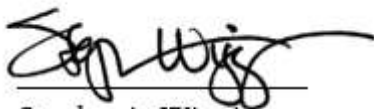
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A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

GME FY26 Appropriations Distribution

	Project/Program	Reduced FY26 - evenly	Metro	Caltrans	City of LA/LADOT	Metrolink	Venue Cities (incl. City of LA)
	Games Route Network (GRN)*	\$9.20					\$9.20
	Paralympic Athlete Transport*						
	Games Enhanced Transit Service (GETS)	\$29.22	\$29.22				
	Light Rail Safety for Venue Support & Accessibility	\$4.74	\$4.74				
	Games-Integrated Transportation Management	\$9.01	\$0.99	\$1.08	\$2.79		\$4.15
	Bus Corridor Safety Improvements						
	Rail Safety Enhancements to Support Paralympic/Olympics	\$17.74				\$17.74	
	Games Transportation Demand Management						
	Olympic and Paralympic Venue Approach Enhancements	\$3.80					\$3.80
	Key Venue Supp' Stations Safety & Accessibility Enhancmnts'	\$15.75	\$15.75				
	Metro Mobility Hubs						
Total (Million) =		\$89.47	\$50.71	\$1.08	\$2.79	\$17.74	\$17.14

Workstream	Approx. Budget (in Millions)	Scope
Games Route Network (GRN)*	\$9.20	Final Design for the Games Route Network (GRN). The GRN is a temporary network of roads for 2028 Games vehicles traveling to venues. Temporary lane conversions: In the City of LA, adjacent to the Sepulveda Basin, Universal Studios, DTLA, USC/Expo Park, Dodger Stadium, UCLA, Riviera Country Club, Venice Beach, POLA; In the City of Pasadena, adjacent to the Rose Bowl; In the City of Arcadia, adjacent to the Santa Anita Racetrack; In the City of Pomona, adjacent to the Pomona Fairplex; In the cities of West Covina and Industry, along Azusa Ave; In the cities of Rosemead and South El Monte, along Rosemead Blvd; In the City of Inglewood, adjacent to SoFi Stadium and Intuit Dome; In the cities of Gardena and Carson, adjacent to Dignity Health Sports Park; In the City of Long Beach, adjacent to Long Beach Arena, Alamitos Beach, Belmont Pier, Marine Stadium; In the City of Anaheim, adjacent to the Honda Center; In the City of San Clemente, adjacent to Trestles Beach.
Games Enhanced Transit Service (GETS)	\$29.22	Advance service planning and modeling, as well as engineering and design for long-lead temporary infrastructure (i.e., bus depots, park & rides, mobility hubs, lanes, etc.) for GETS. The Games Enhanced Transit Service includes 1,748 buses from across the United States to enhance transit service to venues and complement the existing transit network. The GETS includes vehicles that are temporarily procured or borrowed, bus malls at venues and park and ride lots to serve spectators and workforce, bus depots, and labor support for the operation of the GETS. Temporary service and enhancements only for the 2028 Games .
Light Rail Safety for Venue Support & Accessibility	\$4.74	Final design for 4 projects adding crossover capacity on the A and E Lines and adding a siding track east of the Expo/Crenshaw station along the E Line. A line: new double crossover track between the 5th St and Anaheim St Stations and a new double crossover track between the Lincoln/Cypress and Heritage Square Stations. E Line: new crossover track between 26th Street/Bergamot Station and Expo/Bundy Station and a new siding track between Degnan Blvd and 7th Ave.
Games-Integrated Transportation Management	\$9.01	Design and implementation of transit Signal Priority and Automated Traffic Signal Performance Measures Project that will enhance regional transportation system management and operations. Automated traffic signal performance measures (ATSPM) leverage data collection and analysis at over 4,000 intersections to proactively manage traffic signal systems, ensuring efficient and responsive traffic control.
Rail Safety Enhancements to Support Paralympic/Olympics	\$17.74	Completion of the Rancho Cucamonga and Marengo siding extension projects, which will support increased frequency and reliability on Metrolink's San Bernardino line during the 2028 Games. State-of-good-repair investments to ensure track, signal and equipment reliability. Minor station and wayfinding improvements. Operating support for temporary Metrolink service enhancements during the Games, including increased frequency on key lines and expanded service hours, particularly to venue-adjacent stations and mobility hubs that will connect with Metro's GETS service.
Olympic and Paralympic Venue Approach Enhancements	\$3.80	Final Design for venue area pedestrian walkways, temporary intersection, safety improvement, increased shade, improved signage/wayfinding, temporary bike lanes, potential locations for these improvements include stations near 2028 Games venues such as Long Beach, Pasadena, Downtown Los Angeles, Sepulveda Basin, Inglewood, Carson, and Anaheim.
Key Venue Supp' Stations Safety & Accessibility Enhancmnts'	\$15.75	Final design for Improvements at Union Station (LAUS) and 7th St/Metro Center (7MC) rail stations including improvements in pedestrian accessibility (high-visibility crosswalks, curb ramps, in-roadway warning lights, and detectable warning surfaces), adding a second elevator at 7th/Metro. lighting, wayfinding signage, and the addition of a 600 ft Class IV off-street bike path from North Alameda St to the existing Metro Bike Hub in the LAUS (Metro owned) parking lot. Additionally, final design and initial construction expenditures for improvements at Memorial Park Station (A Line), Norwalk Station on the (C Line), and Harbor Gateway Transit Center (J Line). Improvements at and near stations and located within Metro or City-owned right of way. Project elements generally include: ~280 ft Class I bike path on Caltrans ROW, ~860 ft Class III bike route on Adoree St. btw Halcourt Ave. and Studebaker Rd., pedestrian improvements, wayfinding, shade structures, landscaping.



FY26 Federal Appropriations for 2028 Olympic & Paralympic Games



Metro

Item #2026-0454

July 15, 2026

Recommendations

- A. PROGRAMMING \$89,466,188 in Consolidated Appropriations Act of 2026 award funding in support of Planning, Design, and Operations for the 2028 Games
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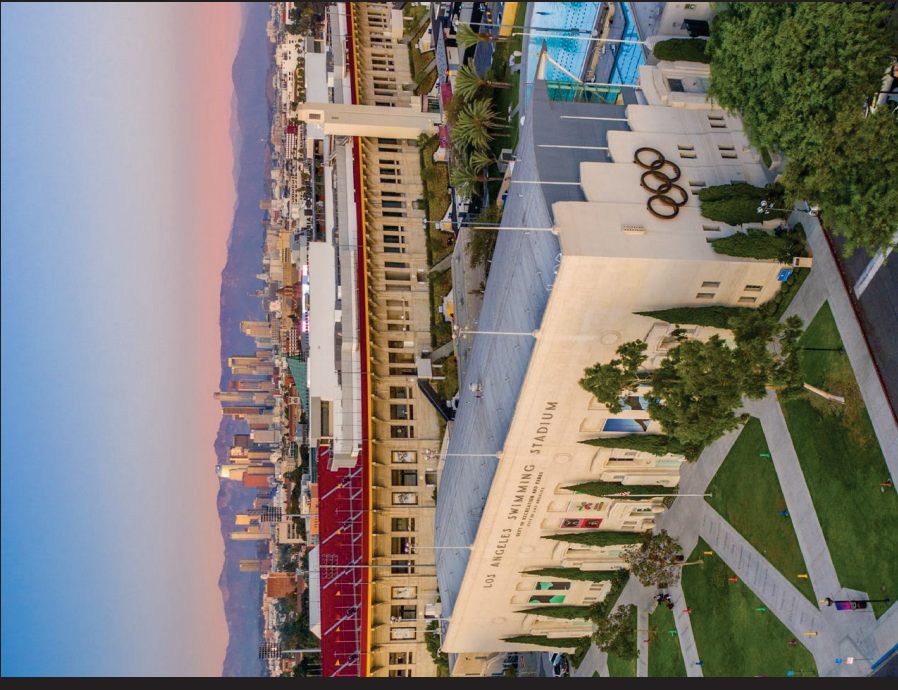
Issue

- Metro will be the lead agency for the \$89,466,188 from the Federal Consolidated Appropriations Act of 2026 (H.R. 7148)
- The proposed Board actions are necessary for Metro to initiate the federal funds obligation and funding exchange processes.



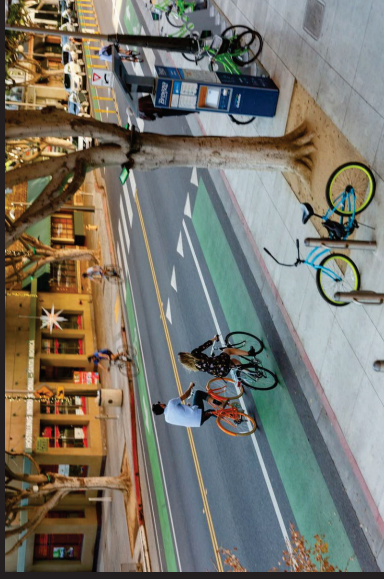
Background

- Consolidated Appropriations Act of 2026 (H.R. 7148) provides an initial installment of GME federal funding request
- The Games Mobility Executive (GME) agencies agreed to follow a similar distribution model to the World Cup
- Venue cities have expressed interest in exchanging these Federal funds with more flexible local funds
- The local match requirement for these funds was set at 20% for capital projects and 10% for a supplemental public transportation bus system.



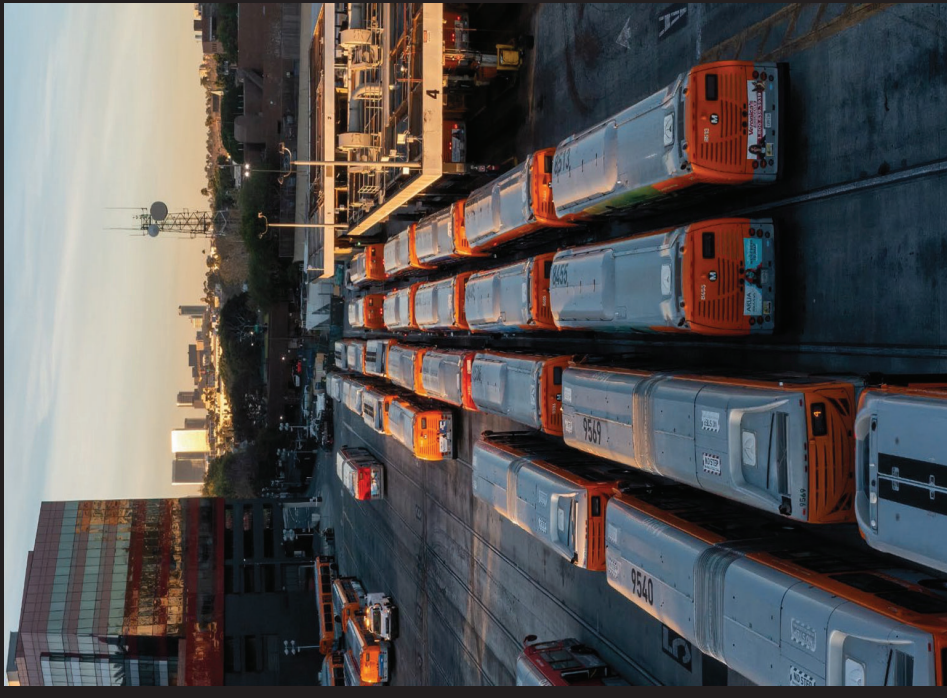
GME/Venue City Workstreams

- Games Route Network (GRN)
- Games-Integrated Transportation Management
- Rail Safety Enhancements to Support Paralympic/Olympics
- Olympic and Paralympic Venue Approach Enhancements



Metro Workstream Scopes

- Games Enhanced Transit Service (GETS)
- Key Venue Supplemental Stations Safety & Accessibility Enhancements
- Light Rail Safety for Venue Support & Accessibility System Enhancements



Next Steps – Upon Board Approval

- Advance the TrAMS Grant Application toward the January 2027 deadline.
- Finalize funding agreement and task-order scopes of work for participating agencies to initiate cost-reimbursement mechanisms.