



# Town Hall in South Los Angeles

April 23-24, 2026

# Welcome!

## Town Hall in South Los Angeles

April 23-24, 2026

# Housekeeping

**Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments, and concerns about this project. To provide a safe and equitable process, we are asking for your help.**

## **During this meeting, please:**

- > Respect the format of the meeting and allow everyone an opportunity to comment
- > Turn off cell phones and background noise when speaking
- > Treat fellow community members, agency representatives, Metro staff, and others with respect
- > Address all comments to presenters – not to other attendees
- > Maintain a conversational tone



# Agenda

- > Metro Overview
- > World Cup Preparations
- > I-105 ExpressLanes
- > LA County Public Works: Strategies and Priorities for Safety, Mobility, and State of Good Repair in our Communities
- > Care-Based Approach to Homelessness on Transit
- > Vermont Transit Corridor
- > Rail to Rail
- > Public Comment



# Metro Overview

Jacquelyn Dupont-Walker, Vice Chair, Metro Board of Directors

# World Cup Preparations

Joe Forgiarini, Senior Executive Officer, Metro Service Development



OFFICIAL PUBLIC TRANSIT PROVIDER

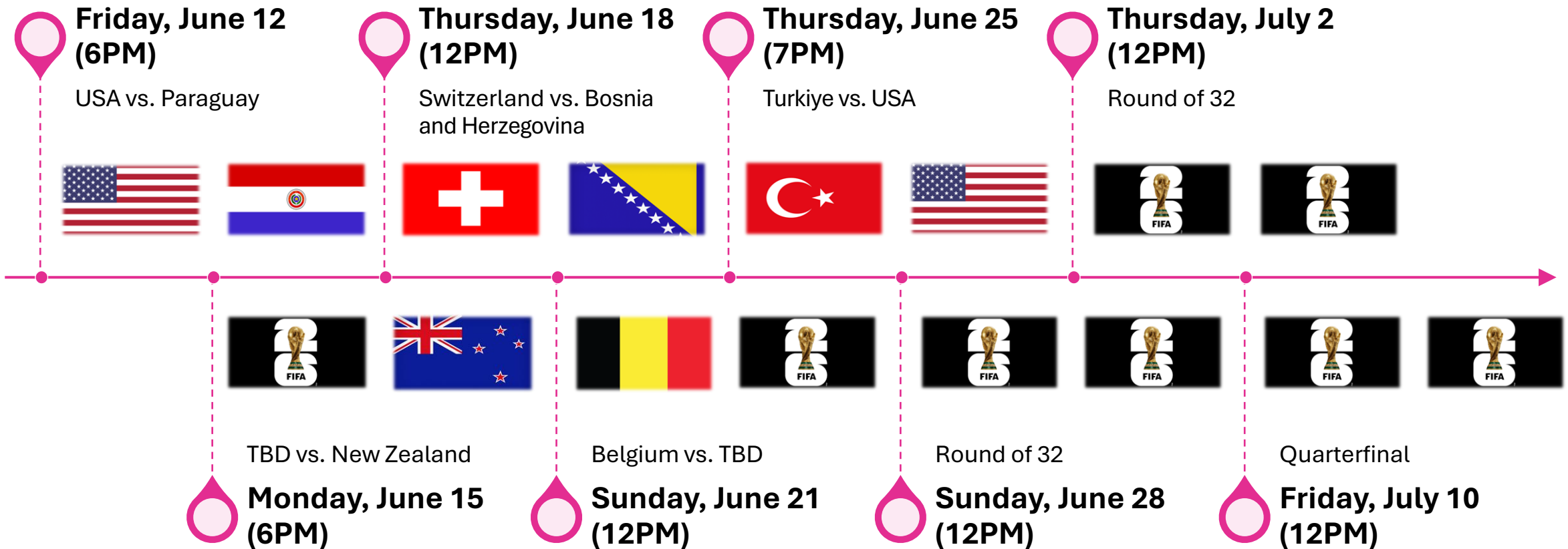
# 2026 FIFA WORLD CUP TRANSIT UPDATE

California Transportation Commission South Los Angeles Town Hall

April 23, 2026



# Who's Playing in LA and When



# Ready, Set, Go!



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## Portfolios and Workstreams

Service	WCGETS Service Planning
	WCGETS Fleet Enhancements
	WCGETS Operations
	Safety & Security
	Speed and Reliability
	Temporary Park & Ride Facilities
Access	Infrastructure
	Customer Info/Signage/Wayfinding
	Accessibility/Universal Mobility
	Marketing/Communications
	Fare Payment/Integrated Ticketing/TAP
	Finance & Budget
Experience	Metro Station Events and Activations
	Metro MVP Program
	Surprise and Delight
	Heat Mitigation

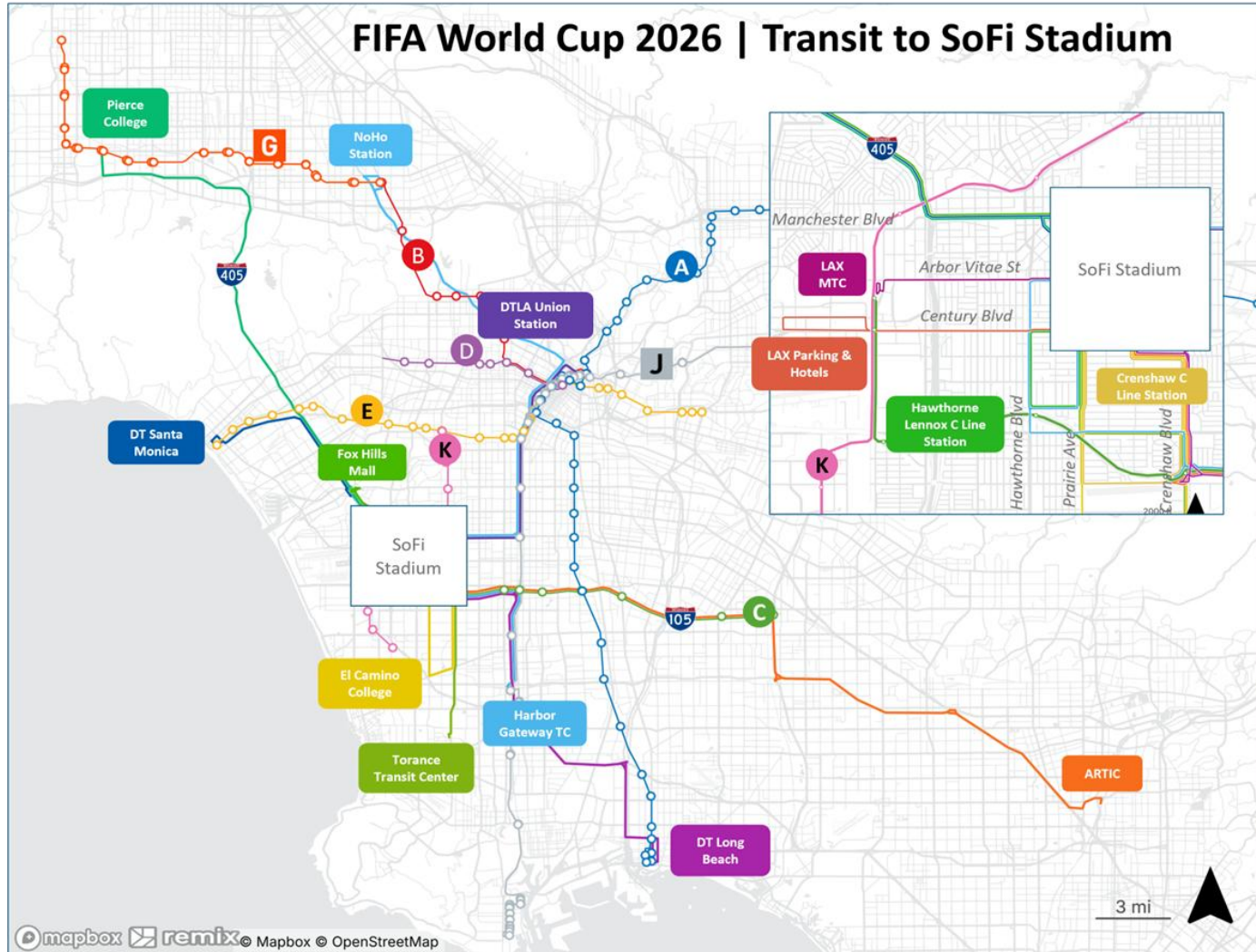
# Key Milestone for Service Portfolio



Key milestones achieved for the Service portfolio are:

- Finalized terminals at Los Angeles Stadium (SoFi)
- Finalized agreements with Intuit Dome East Garage and El Camino College as high access drop-off and pick-up locations
- Finalized WCGETS service plan and completed routing test
- Finalized MOUs with 13 Regional Transit Providers
- Contract approval for charter bus service in support of WCGETS
- Development of bus and operator communications technology
- Standardized Standard Operating Procedures (SOPs) for gameday operations
- Preparation of Metro WCGETS fleet, including “make ready” 65 donated buses from Santa Monica BBB, San Diego MTS, Central Area Transportation Authority (CATA), City of Phoenix, AZ
- Implementation of the Park and Ride reservation system
- Pilot development of the RIITS regional event management solution for real time traffic management
- Completed 3 of 7 Table Top and Full Scale Exercises and three station infrastructure simulations.

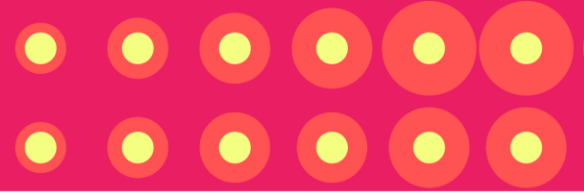
# World Cup Games Enhanced Transit Service (WCGETS)



- ARTIC - Anaheim
- BBB Downtown Santa Monica
- CCB 99 Fox Hills Mall
- Crenshaw C Line Parking
- DTLA/Union Station
- Downtown-Long Beach
- El Camino College
- GTrans 7X
- Hawthorne/Lennox C Line
- LAX Parking & Hotels
- LAX/Metro Transit Center
- Metro A Line
- Metro B Line
- Metro C Line
- Metro D Line
- Metro E Line
- Metro G Line
- Metro J Line
- Metro K Line
- North Hollywood Station
- Pierce College
- Torrance Transit 10X



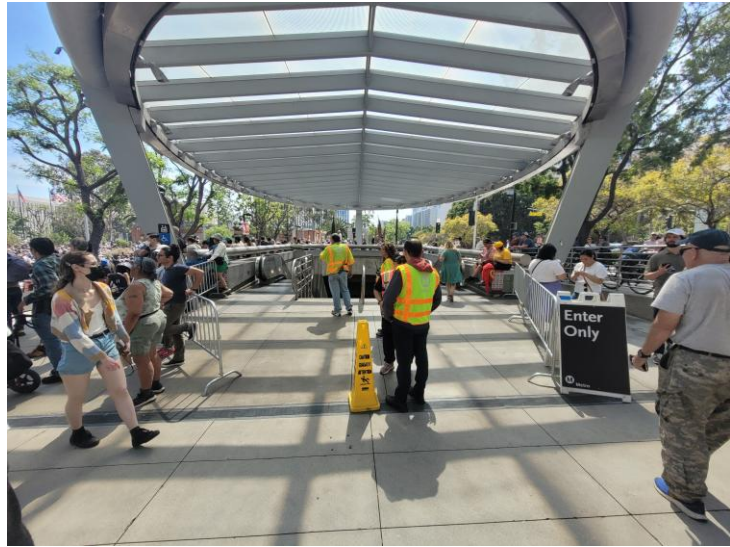
# Regional Transit Providers



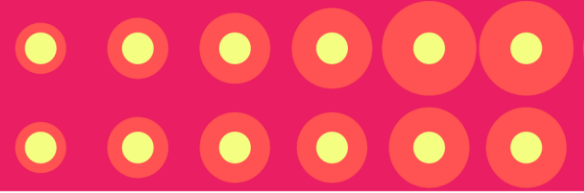
## Metro has fully executed Contracts with the following Regional Transit Providers:

- Access Services
- Big Blue Bus
- Culver City Bus
- Foothill Transit
- Long Beach Transit
- Montebello Bus Lines
- Norwalk Transit System
- OmniTrans
- Orange County Transportation Authority
- Riverside Transit Agency
- Torrance Transit
- GTrans (pending Council approval 4/28)
- Metrolink (MOU being negotiated)

# Service



# Key Milestone for the Access Portfolio

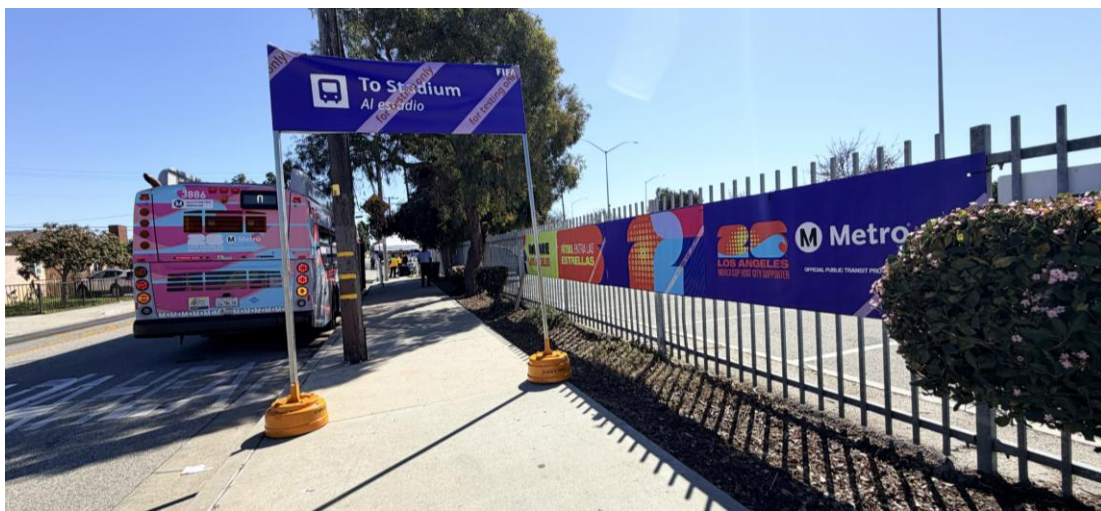
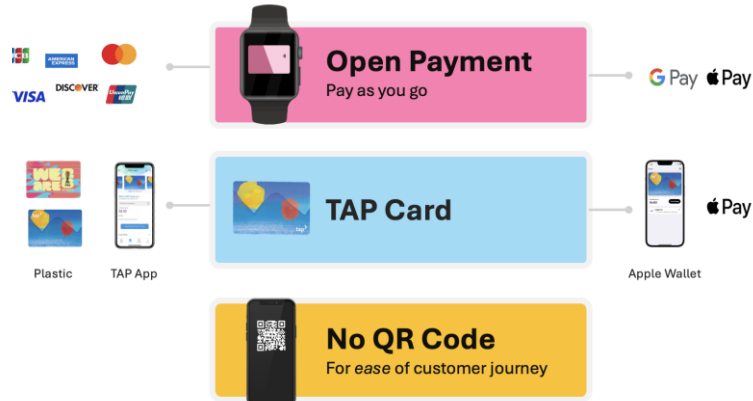
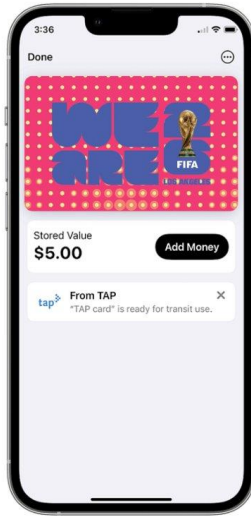


Key milestones achieved this quarter for the Access portfolio are:

- 100 Days Out press events
- Finalizing the wayfinding kit of parts
- Complete the bus wrap designs for the WCGETS fleet
- Piloting accessibility sensory pods
- Full scale pilot of the infrastructure activations and signage deployment at two hub locations
- Pilot open loop payment
- Launched Marketing & Communications working group with Regional Transit Providers
- Confirmation from the Host Committee for running ADA transport between drop off locations and the stadium entrance

# Access

[www.metro.net/riding/world-cup](http://www.metro.net/riding/world-cup)



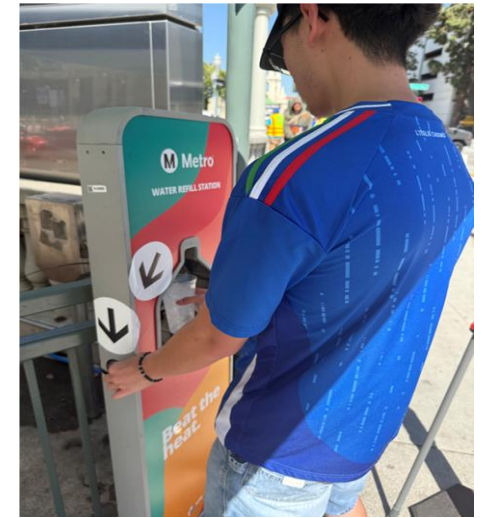
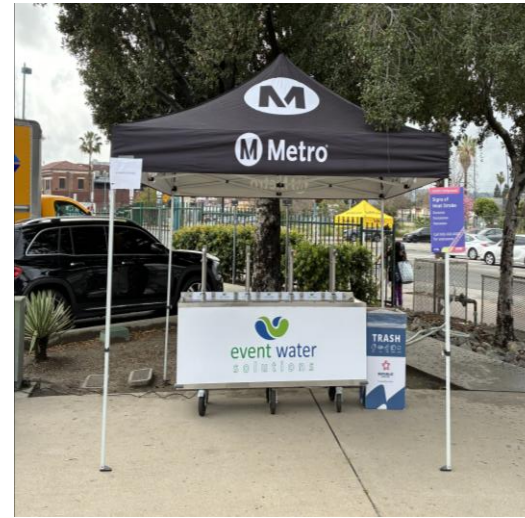
# Key Milestone for Experience Portfolio



Key milestones achieved this quarter for the Service portfolio are:

- The Union Station official Fan Zone is finalizing plans and prepared to launch on allocated days of the tournament.
- Sponsors have been secured for hydration stations.
- Metro's MVP Program launched with internal staff signing up to work the events
- Completed bus shelter advertisements for heat mitigation
- Finalizing Metro's deployment plans to staff all official Fan Zones across the county and the FIFA Fan Fest at the Coliseum
- Procurement of Fan Zone Activation Kit of Parts
- Wrapped the countdown clock in Union Station with official Metro's Official Transit Provider print

# Experience





**Questions?**

# I-105 ExpressLanes

Monica Benavides, Chief Deputy District Director, Caltrans District 7

Philbert Wong, Senior Director, Metro ExpressLanes



We're planning a better commute  
on the 105.

I-105 EXPRESSLANES PROJECT



# Agenda

- > About Metro ExpressLanes
- > I-10/I-110 ExpressLanes
- > ExpressLanes Strategic Plan
- > I-105 ExpressLanes
- > Caltrans/Metro Collaboration
- > I-105 ExpressLanes Equity Assessment



# What are Metro ExpressLanes?

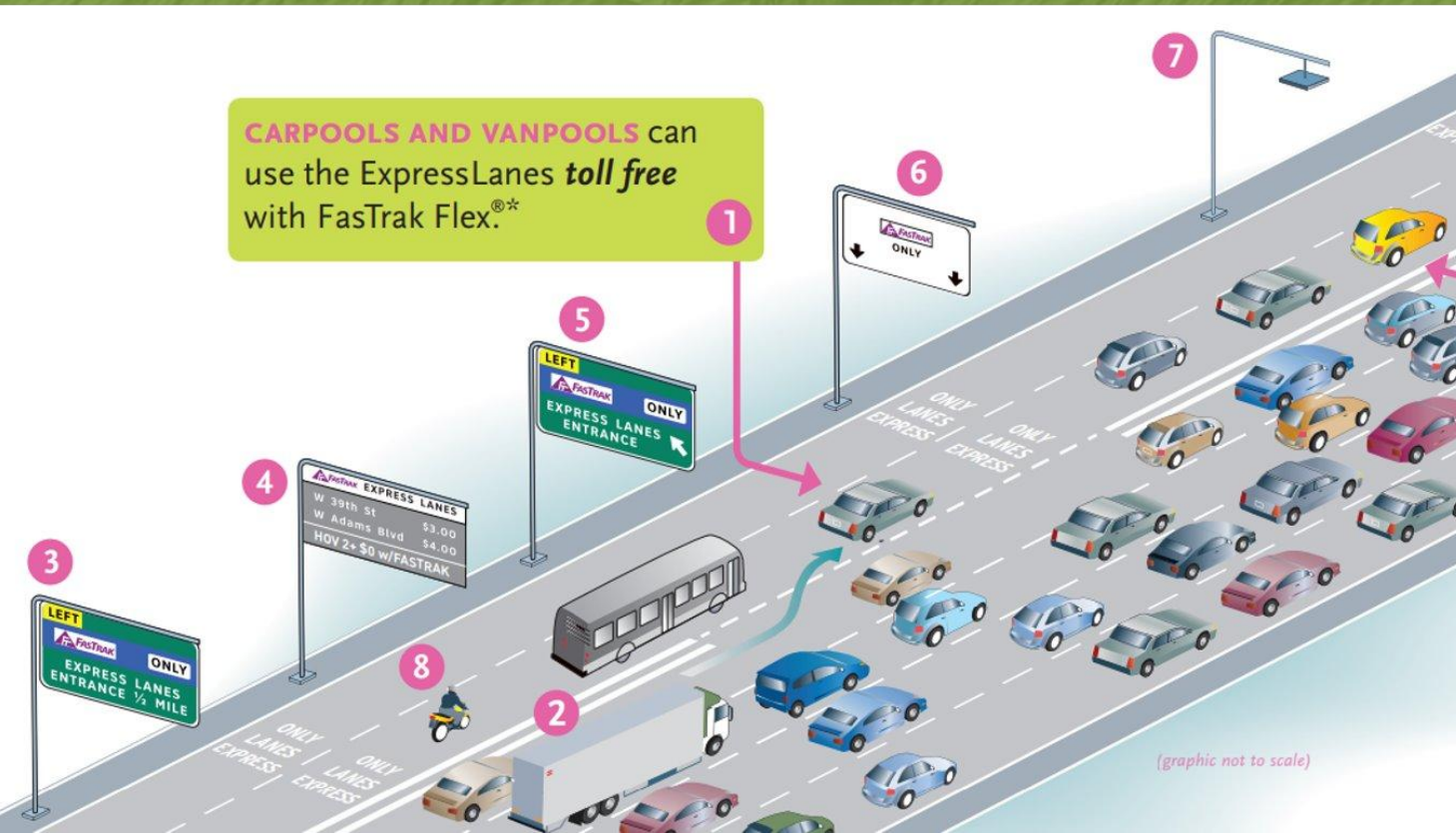
- > The Metro ExpressLanes are freeway lanes on I-10 and I-110 that are similar to HOV (High Occupancy Vehicle, or carpool) lanes that also give solo drivers the option of using them by paying a toll.
- > Initiated as a one-year congestion reduction demonstration project
  - I-110 opened in November 2012 between Adams Blvd. and SR-91/182<sup>nd</sup> Street
  - I-10 opened in February 2013 between Alameda Street and I-605
- > The lanes are operated by Metro in partnership with Caltrans, the Federal Highway Administration, and California Highway Patrol (CHP).

10+ years



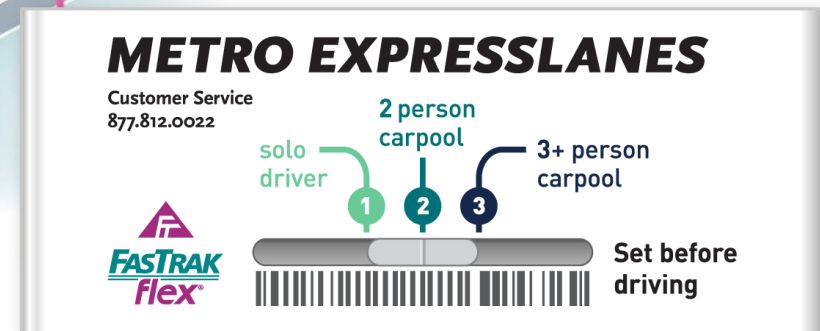
# How ExpressLanes Work

CARPOOLS AND VANPOOLS can use the ExpressLanes **toll free** with FasTrak Flex.<sup>®\*</sup>



Metro ExpressLanes program features:

- ✓ Transit Benefits/Rewards
- ✓ Low Income Assistance Plan
- ✓ Choices for Solo Drivers
- ✓ ExpressLanes revenue reinvestment
- ✓ For more information, please go to [Metroexpresslanes.net](http://Metroexpresslanes.net)



- ExpressLanes users enter/exit at designated locations
- Qualified carpools travel toll-free (with a transponder); switchable transponder must be used to receive carpool discount
- Vehicles can use the ExpressLanes without a transponder but pay \$9+toll



# I-10/I-110 ExpressLanes Benefits

- > ExpressLanes use dynamic pricing to manage congestion and ensure trip reliability
  - Compared to the general purpose lanes, the ExpressLanes save time
    - I-110 ExpressLanes – average 12 minute time savings in northbound AM peak
    - I-10 ExpressLanes - average 13 minute time savings in westbound AM peak
- > Toll revenue generated by the project is reinvested into the corridor
  - Operations and maintenance – ExpressLanes are funded entirely by toll revenue
  - Discount programs – Low Income Assistance Program; must earn less than twice the Federal poverty level to qualify
  - Net toll grants – grants to local cities within 3 miles of 10 and 110 freeways for active transportation, transit, and roadway projects; \$112 million granted to 57 projects since 2014
  - Transit subsidies - \$8 million annually in toll revenue provided for additional transit service on 10/110 ExpressLanes

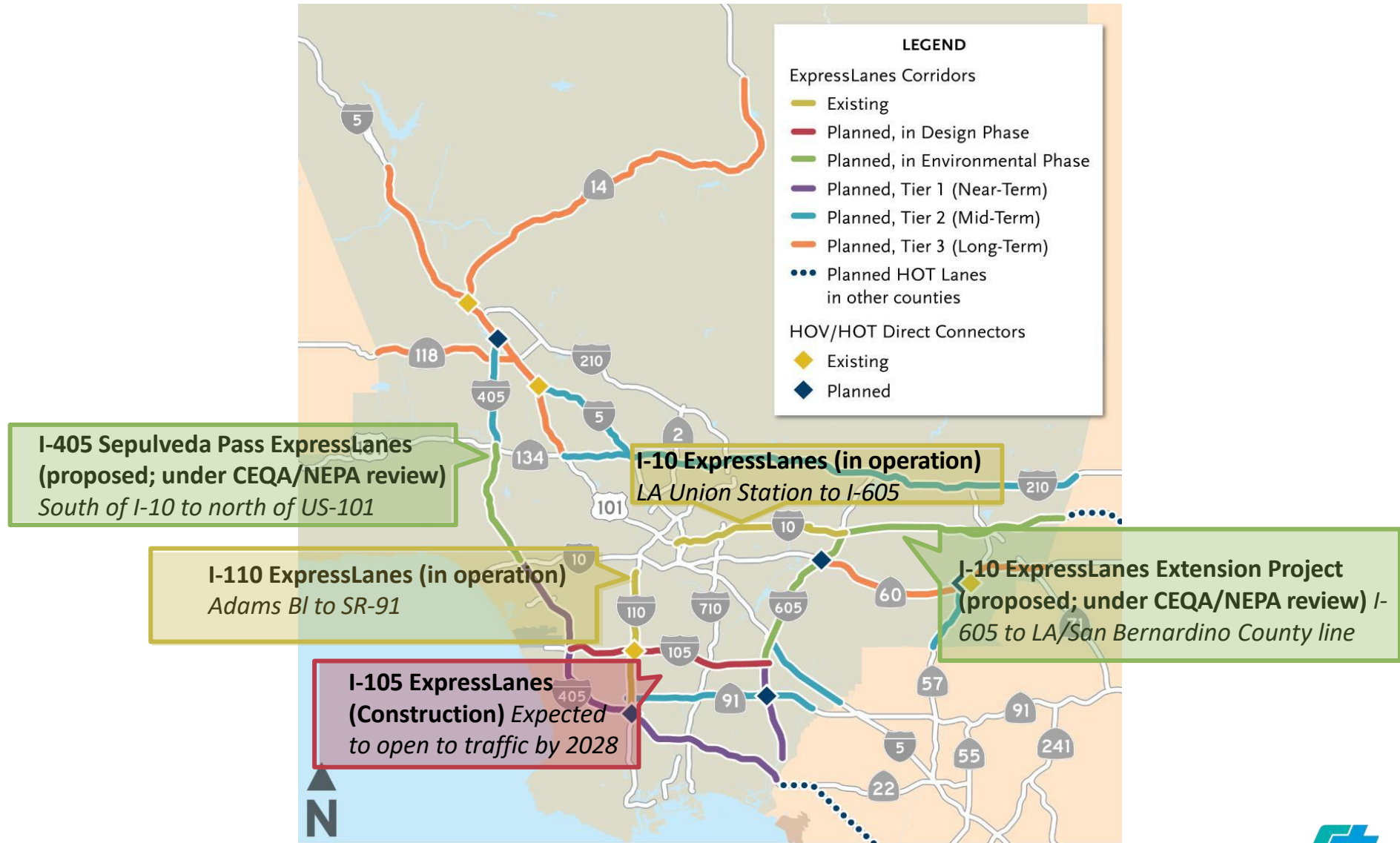
# ExpressLanes Strategic Plan

## Current and Future Metro ExpressLanes Network:

**I-110 and I-10 ExpressLanes** – in operation

**I-105 ExpressLanes** – in construction, scheduled to open in 2028

**I-10 Extension and I-405 ExpressLanes** – in planning and environmental process



# I-105 ExpressLanes Project Overview

- > Construction converting the existing, I-105 HOV lane to two ExpressLanes in each direction between Sepulveda Bl and Studebaker Rd
- > 16 mile long project
- > Provides more options, access, and connections for all users of the I-105 corridor
- > Segment 1 (Sepulveda Bl – Central Av) under construction
- > Segment 2/3 - Scheduled to begin construction in mid-2026
- > **No residential Right-of-Way impacts**
- > **Total estimated Life-of-Project Budget: \$1.4-\$1.5B**
- > Funding sources:
  - \$175M local Measure M sales tax
  - \$150M State SB 1 SCCP grant
  - \$1.1-1.2B Toll Backed Debt

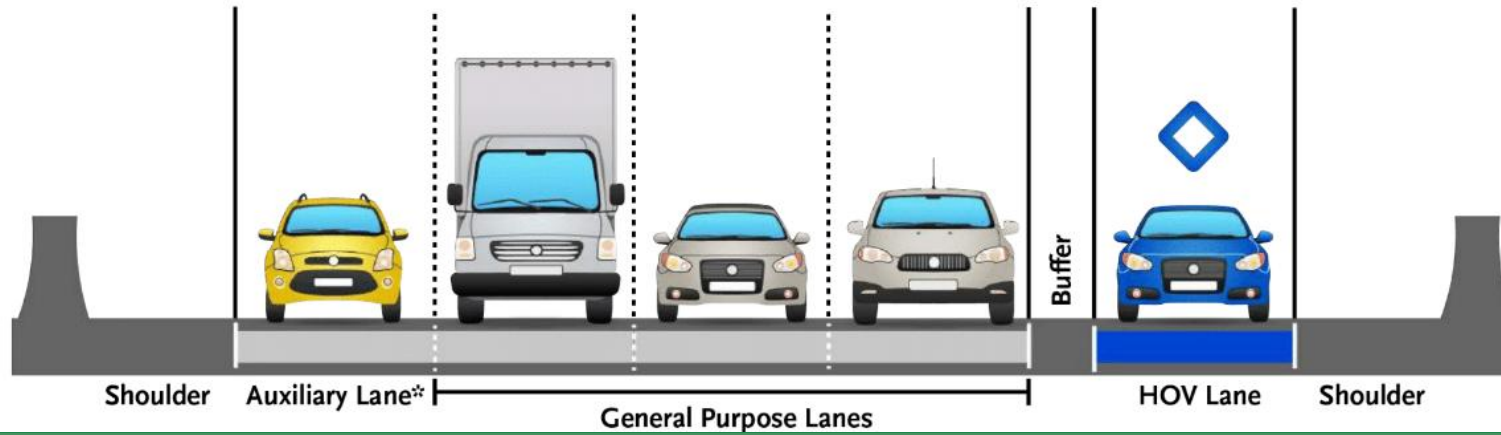


# I-105 ExpressLanes Project Map

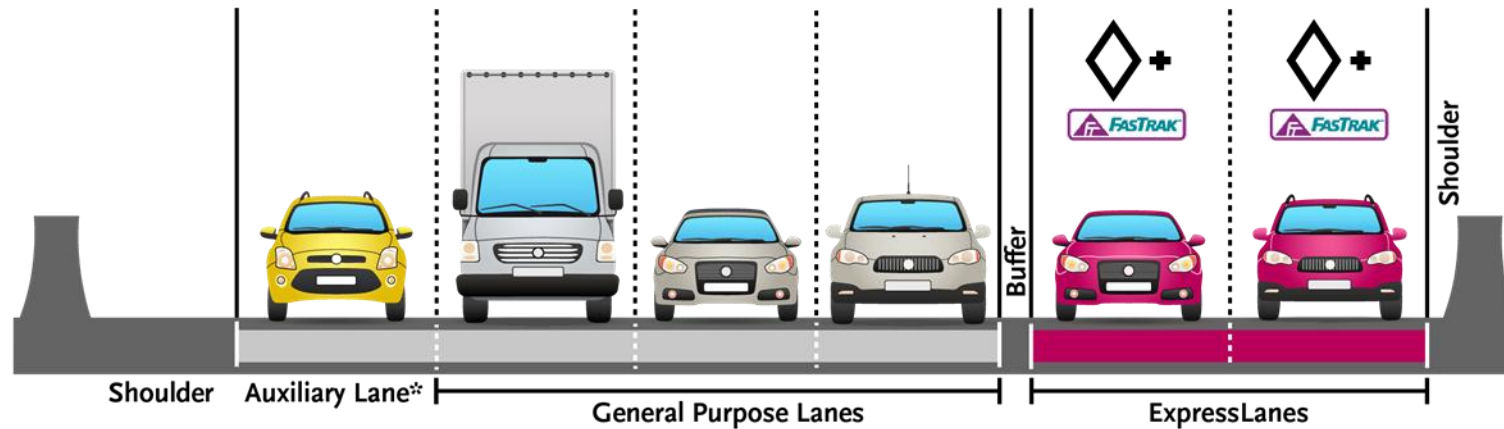


# I-105 ExpressLanes Project Schematic View

## Existing Configuration



## Project Schematic for Locally Preferred Alternative Convert Existing HOV Lane to Two ExpressLanes (Non-Standard Lane and Shoulder Widths)



\*Note: Auxiliary Lane is only in certain locations on I-105. Figure is shown in one direction only; project construction will occur on both the eastbound and westbound sides of I-105.

# I-105 ExpressLanes Benefits

- > Addresses speed degradation and improves trip reliability
  - The project will restore speeds in the ExpressLanes to above 45 MPH to comply with Federal requirements
    - Current EB peak period end to end travel time in HOV lane is 51 minutes at 19MPH
    - Current WB peak period end to end travel time in HOV lane is 30 minutes at 32MPH
- > Addresses freeway overflow and congestion on local streets by shifting vehicles in local area streets back onto the freeway and will improve livability for corridor residents
- > New/taller soundwalls – increasing height from 10ft. to 16ft.
- > Reinvestment of Net Toll Revenue – Metro prepared an equity assessment that identified projects that can be funded with future net toll revenue

# I-105 ExpressLanes Project Construction Work Activities

- > Roadway pavement construction along the shoulder and outer edges of freeway corridor
- > New and reconstructed soundwalls (most with increased height)
- > New retaining wall construction
- > Undercrossing/bridge widenings
- > ExpressLanes toll infrastructure, equipment, electrical systems, signage, & pavement markings
- > Landscape and tree removal and restoration



Segment 1: Westbound Avalon BI undercrossing

# Construction Progress



I-105 retaining wall construction



Main St falsework (bridge supports structures) installation

# I-105 ExpressLanes Project Milestones

Project Milestones	Date	✓
Approved Project Initiation Document	September 2015	✓
Project Scoping	April 2018	✓
CTC Tolling Authority Approval	October 2019	✓
CTC Awards Solutions for Congested Corridors Grant	December 2020	✓
Final Environmental Impact Report/Environmental Assessment	May 2021	✓
Segment 1 Construction Contract Approval	October 2024	✓
Begin Segment 1 Construction	February 2025	✓
Segment 2/3 Construction Contract Approval	October 2025	✓
Begin Segment 2/3 Construction	Summer 2026	
Segment 1 open to Traffic / Anticipated Start of Revenue Service	Winter 2028	
Segment 2/3 Open to Traffic / Anticipated Start of Revenue Service	Summer/Fall 2029	



# LACMTA & Caltrans Roles and Responsibilities

> Caltrans and Metro share responsibility for designing, constructing, and operating the ExpressLanes:

	LACMTA	Caltrans
Project Development	<ul style="list-style-type: none"> <li>• Prepare the Project design</li> <li>• Manage Project construction</li> </ul>	<ul style="list-style-type: none"> <li>• Review and approve the design and environmental document</li> <li>• Prepare environmental document</li> <li>• Provide construction approvals and oversight</li> </ul>
Operations & Maintenance	<ul style="list-style-type: none"> <li>• Provide funding to Caltrans for maintenance</li> <li>• Operate the I-105 ExpressLanes</li> <li>• Maintain tolling infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain the civil infrastructure</li> <li>• Provide general/routine maintenance</li> </ul>

# Caltrans and Metro Collaboration on I-105 ExpressLanes

## > Design

- Metro design and Caltrans approval of narrower lane and shoulder widths to minimize/avoid right-of-way impacts

## > Environmental

- Avoidance of potential environmental impacts and sensitive areas along I-105
- Coordination for specialized environmental analyses conducted by Caltrans

## > Right of Way

- Metro use of Caltrans right-of way for construction staging and materials storage

## > Construction oversight

- Close coordination between Caltrans and construction contractor

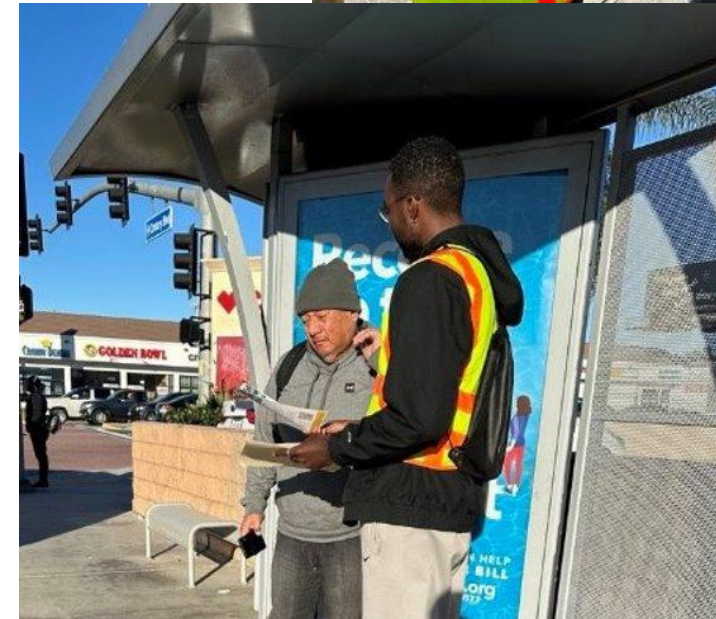
## > Cooperative Agreements

- Agreements required for design, construction, and operations and maintenance



# Equity Assessment Overview

- > To complement the I-105 ExpressLanes construction project, Metro conducted equity assessments for segment 1 and segments 2/3
- > The purpose of the equity assessment is to identify and prioritize projects within three miles of I-105 that can be funded with revenue generated from the project
- > The equity assessment was a collaborative effort between the Community Based Organization (CBO) partners and the project team
- > The equity assessment provides a framework and resource for cities and jurisdictions to consider future funding opportunities for local projects



# Equity Assessment Process

- > Monthly CBO Roundtables
  - Vision statement, existing conditions, study methodology, project prioritization, recommendations
  - Segment 1 – 16 CBOs participated; segment 2/3 – 21 CBOs participated
- > Methodology for prioritizing projects (high, medium, low)
  - Five goals – Connect People and Place, Create Community Value, Conserve Resources, Prioritize Equity Focus Communities
- > Mobility Audits
  - Walk, bike, and transit audits were conducted with Metro staff and CBOs in the area around Willowbrook/Rosa Parks C line Station
- > Public outreach
  - Surveys and community meetings to gather input from the public on how they travel in the corridor and their opinion of the project list

# Equity Assessment Project List

- > The prioritization methodology combined with CBO and public input resulted in a prioritized list of projects
- > The projects are grouped into modes aligning with the ExpressLanes net toll grant program
- > The Equity Assessment and list of projects can be found here in the Documents section - <https://www.metro.net/projects/i105-expresslanes/>

Active Transportation	Transit	Roadway
<ul style="list-style-type: none"><li>• Bikeway</li><li>• Pedestrian Improvements</li><li>• Complete Streets</li><li>• First/last mile</li><li>• Safe Routes to School</li></ul>	<ul style="list-style-type: none"><li>• Rail</li><li>• Bus Infrastructure</li><li>• State of Good Repair</li><li>• Zero-Emission Vehicles</li><li>• Operations &amp; Maintenance</li><li>• Bus Service</li><li>• Senior &amp; Disabled Services</li></ul>	<ul style="list-style-type: none"><li>• TSM/ITS/Operational</li><li>• Ramp/Interchange/Underpass enhancements</li></ul>

# Questions/Comments

# LA County Public Works: Strategies and Priorities for Safety, Mobility, and State of Good Repair in our Communities

Mary Reyes, Assistant Deputy Director, LA County Department of Public Works

# Transportation Goals, Strategies and Priorities

Presented by:  
Mary Reyes, Assistant Deputy Director



## Who we are

- **Mission:** We plan, design, build and maintain modern infrastructure that uplifts all communities of Los Angeles County.
- **Vision:** To become the most trusted public agency in the region.
- Los Angeles County Public Works is one of the largest public works agencies in the United States.
- Provide vital infrastructure and essential services to nearly 10 million people across a 4,000-square-mile service area.

## Business Areas

Public Works' operations are integrated across seven business areas:

1. Transportation
2. Water Resources
3. Environmental Services
4. Municipal Services
5. Construction Management
6. Public Contracting and Asset Management
7. Administrative Services

# Transportation Business Area

Los Angeles County residents have access to state-of-the-art transportation infrastructure that is safe, resilient, sustainable, and equitable.

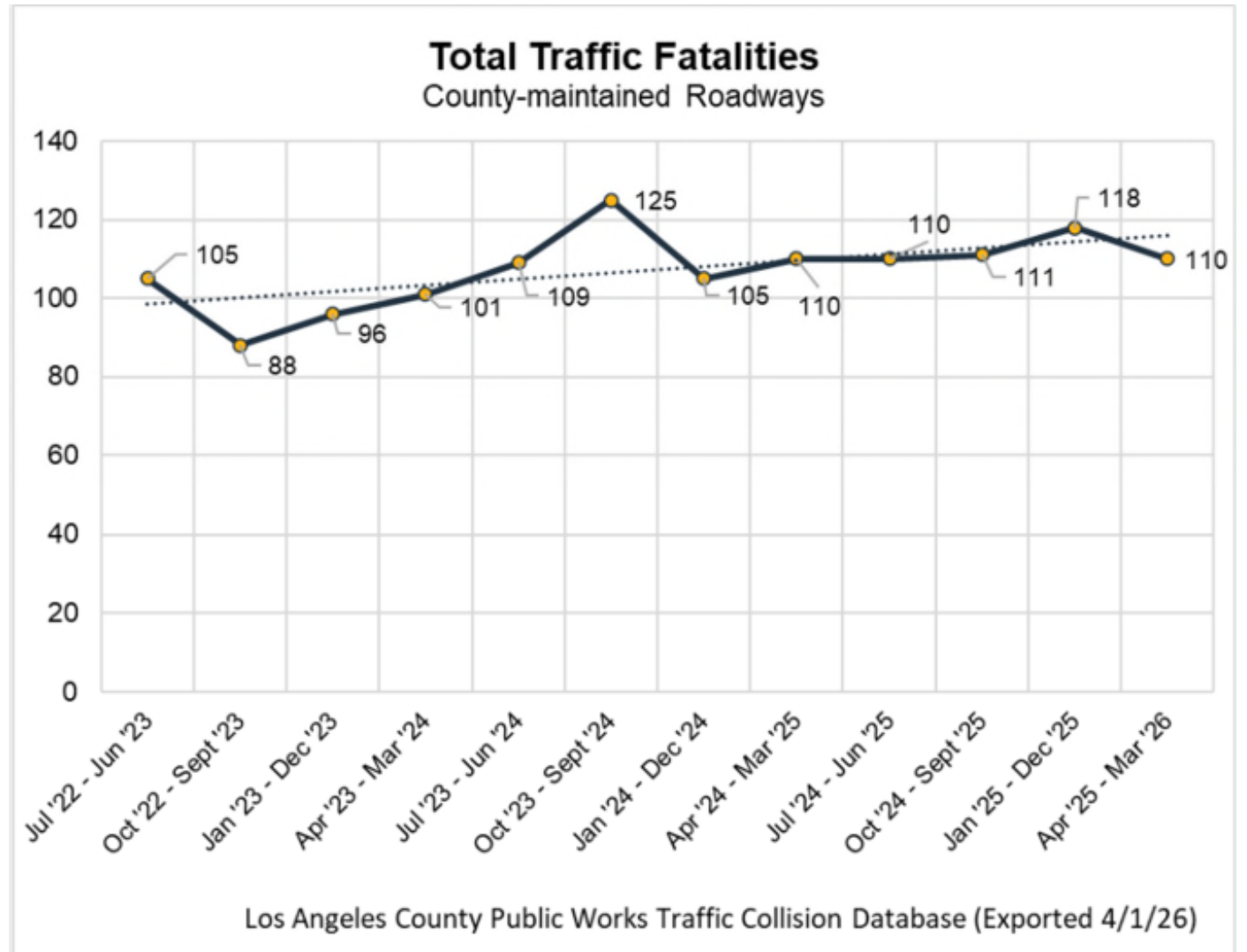


# Issue/Challenge: Safety

## Traffic Fatalities On The Rise

The number of people killed and seriously injured is on the rise across the Country.

Los Angeles County is no different.



# Fatal and Serious Injuries – SD 2



### Fatal and Severe Injuries by Year



## Strategy: Improve Street Safety

### Actions

Implement the County's Vision Zero Action Plan

Monitor the safety of the transportation network and deliver traffic safety projects and enhancements for all users.





Street Takeover Quick-Build Improvements

# Issue/Challenge: Mobility

## Roadway Changes Needed

Changes need to be made to our roadways to make them effective for all users.

This requires innovation, robust planning, community input, and additional sources of funding.



# Strategy: Expand Transportation Choices

## Actions

Provide a holistic approach that incorporates various modes of transportation.

Implement sustainable transportation planning policies that promote transit use, reduce car dependency, and reduce greenhouse gas emissions.



# Issue/Challenge: State of Good Repair

## Maintenance is Critical

Maintaining transportation infrastructure requires continual investment.

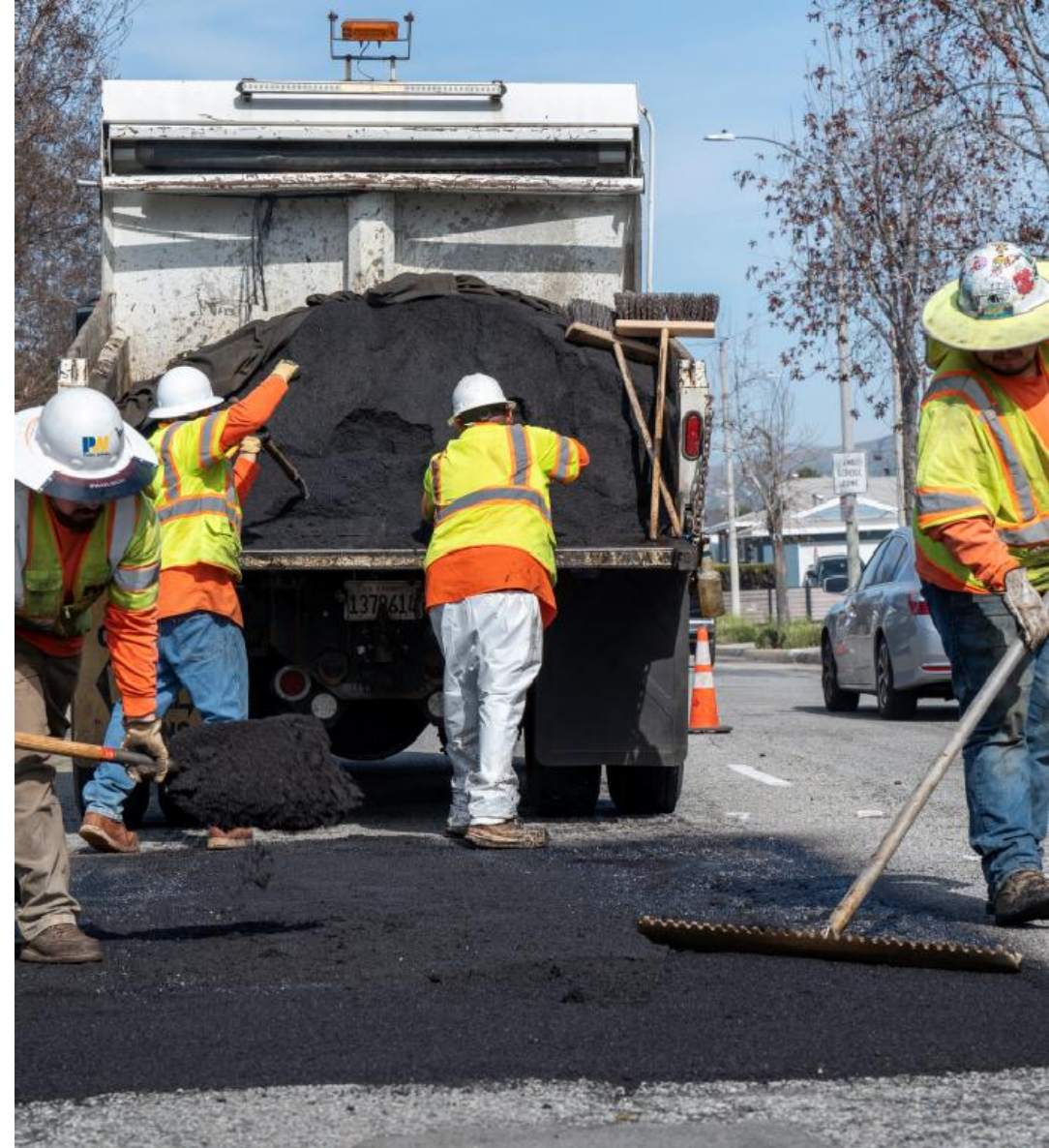
Shift towards electrification, and money available through the gas tax will continue to shrink.



# Strategy: Expand Transportation Choices

## Action

Improve, enhance, and maintain pavement, bridges, sidewalks, traffic control devices, street lighting, and roadway infrastructure in a state of good repair.



# Additional Challenges

## Local Agency Challenges in CTC Administered Grant Programs

- Sustainability of Current Transportation Funding
- Funding Quick Build Projects
- Cost Increases
- Funding for Scope Development
- Federal vs State Funds
- Consultant Procurement



# Additional Challenges



If you have any questions, please don't hesitate to reach out.

**Mary Reyes, Assistant Deputy Director**

[mareyes@pw.lacounty.gov](mailto:mareyes@pw.lacounty.gov)

(626) 458-3900

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# Thank You



[pw.lacounty.gov](http://pw.lacounty.gov)

# Care-Based Approach to Homelessness on Transit

Craig Joyce, Senior Executive Officer, Metro Care-Based Services

Angela De Los Santos, Christ-Centered Ministries

Timothy Byrd, Christ-Centered Ministries

# Dept. of Public Safety: Vision & Mission

The Metro Department of Public Safety (DPS) is a **comprehensive** and **integrated public safety ecosystem**. This approach incorporates 21st-century policing strategies, physical security, crisis intervention, and intentional, care-based community-centered engagement, including Ambassadors, Community Intervention Specialists, and Homeless Outreach Teams, across our transit system to ensure everyone is safe and feels safe.

**The mission of the Metro DPS is to provide a safe transit experience for riders and employees through our engaged and visible public safety ecosystem personnel, technology, enforcement, and partnerships with community stakeholders.**



# Care Based Services Division

Chief of Police &  
Emergency  
Management

Police Services  
Division

Emergency  
Management &  
Security Division

Admin Services  
Division

Care Based  
Services Division



# Care Based Services Division

## Ambassadors & Community Intervention Specialists

- Assist with **wayfinding**
- Focus on **de-escalation** and **presence-based deterrence** at key stations
- Call system safety or law enforcement if they see a safety incident
- Support riders with **life-saving CPR, Naloxone**
- Support Metro in event and public safety deployments

## Homeless Outreach

- 24 Multidisciplinary teams (systemwide)
- Six community-based organizations
- 24hr operations M-F, 8hr weekends
- 75 interim housing beds



# Care Based Services Division

## Deployment Strategies

- **Fixed Post:** Staffing within the station – coverage on platforms, regular elevator/escalator checks, fare gate/TVM areas
- **Roving Teams:** Ride trains and buses exiting at designated stations and bus stops, conducting station checks, including elevator/escalator checks
- **Riding Team:** Ride trains and buses, moving throughout vehicles, exit to get on adjacent rail car or bus



# Care Based Services Division

## Outcomes

### Ambassadors

All-time Engagements:	2.1M
FY Engagements:	442,578
FY Safety-related Notifications:	2,294
FY 911 or Security Notifications:	1,306
All-time Lives Saved:	391

### Homeless Outreach

All-time Housing Connections:	9,462
FY HMIS Enrollments:	4,297
FY Interim Housing Placements:	1,373
FY Permanent Housing Placements:	179
PIT Count Change: (2024 – 2025)	-39%

# Care Based Services Division

## Coming Soon – Crisis Intervention Teams

- Dispatched to address **behavioral crises**
- Focus on **stabilization** and connection to **services**
- Two types of teams:
  - Crisis Response Teams
    - Mental Health Specialist + Peer Specialist
  - Co-Responder Teams
    - Mental Health Specialist + Officer
- Helps **divert people away** from unnecessary involvement in the criminal justice system



# Vermont Transit Corridor

Rashanda Davis, Senior Manager, Metro Countywide Planning



We're planning a new way to ride on Vermont.

METRO/CTC TOWN HALL MEETING  
VERMONT TRANSIT CORRIDOR

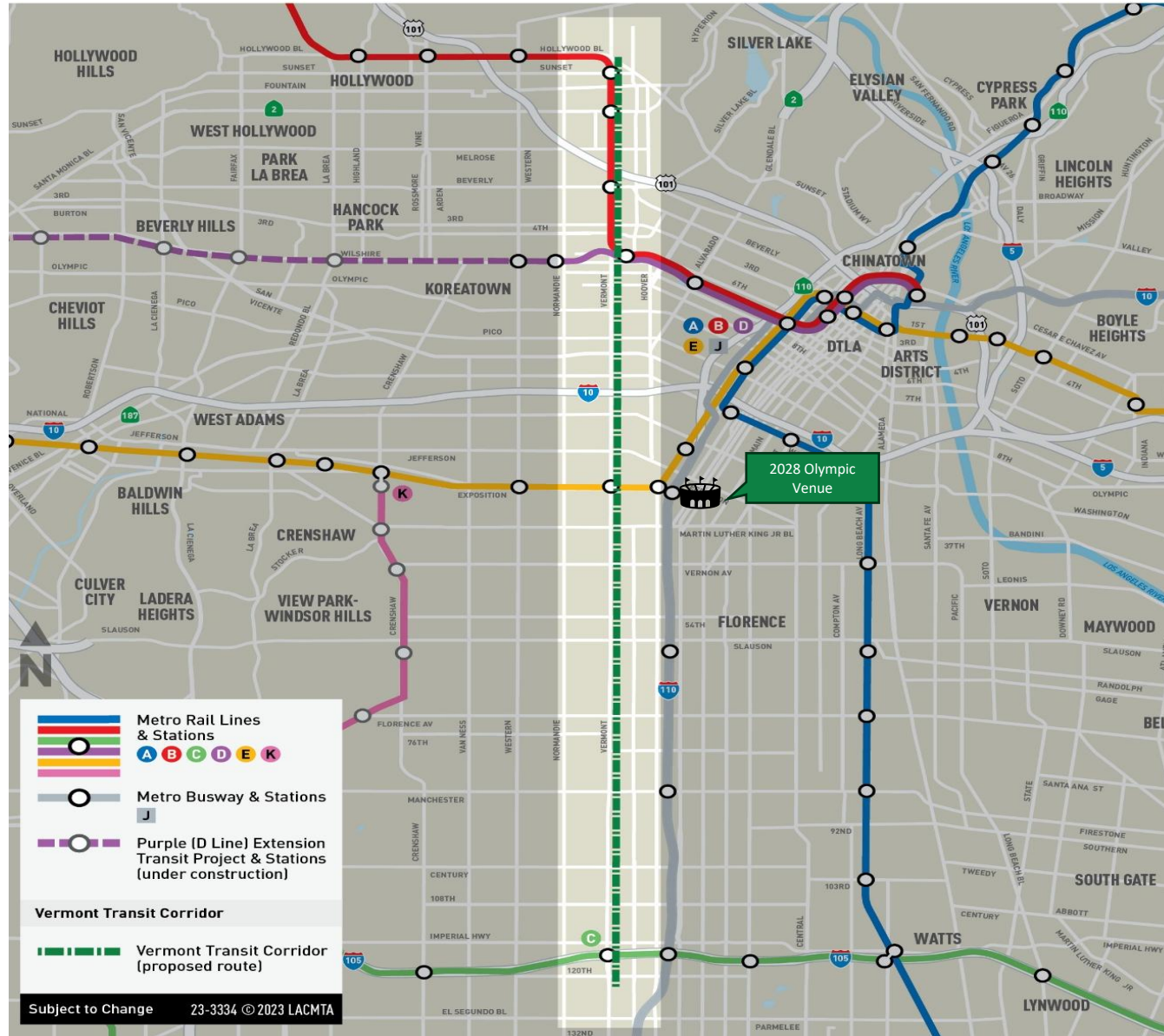


# Corridor Overview

Extends approximately 12.4 miles from Sunset Blvd. to 120th St.

Busiest bus corridor in LA County with 38,000 daily boardings.

Connects to 4 Metro rail lines and several other bus lines for improved regional mobility and connection to one of the main 2028 Games venue.



Serves many key activity centers including several health, educational (88 schools/52 of those are GO Pass schools), cultural, and faith-based (375) institutions.

Heavily congested with varying ROW widths (55 ft to 160 ft curb-to-curb). Segments most congested have the highest ridership.

Densely populated, diverse and highly transit dependent corridor.



# Community/Faith Based Organizations (C/FBOs)

- > Implemented a **community-led engagement approach to solicit feedback about the future of the Vermont Transit Corridor** from all community members and stakeholders in the proposed project area.
- > Partnered with 38 Community-Based Organizations to engage their networks in the discussion of how the project would be delivered.
- > Viewed community members as project experts:
  - Inclusive process that empowers stakeholders to have a voice in the transportation planning process.
  - Gathered information on the community's needs, preferences, and desired outcomes.
- > Messages were delivered by partners whose voices people trust
- > Through CBO partnerships – Metro reached people in places like rehabilitation centers, shelters, cultural and faith-based gatherings.



# Vermont Project Goals & Objectives

## > Improve service performance

- Improve service reliability by maintaining consistent travel times
- Reduce passenger travel times using several key BRT elements including, dedicated bus lanes, transit signal priority, fewer stops, and other service enhancements
- Increase ridership and reduce use of private vehicles by encouraging more people onto public transit

## > Enhance customer experience

- Enhanced stations with passenger amenities (shelters, benches, next bus info, ADA elements, enhanced lighting)
- Improve pedestrian/bicycle access
- Improve safety by separating buses from other vehicles, enhanced lighting at stations, and other safety measures

## > Invest in the community

- Improve mobility & livability
- Reduce greenhouse gases for healthier communities



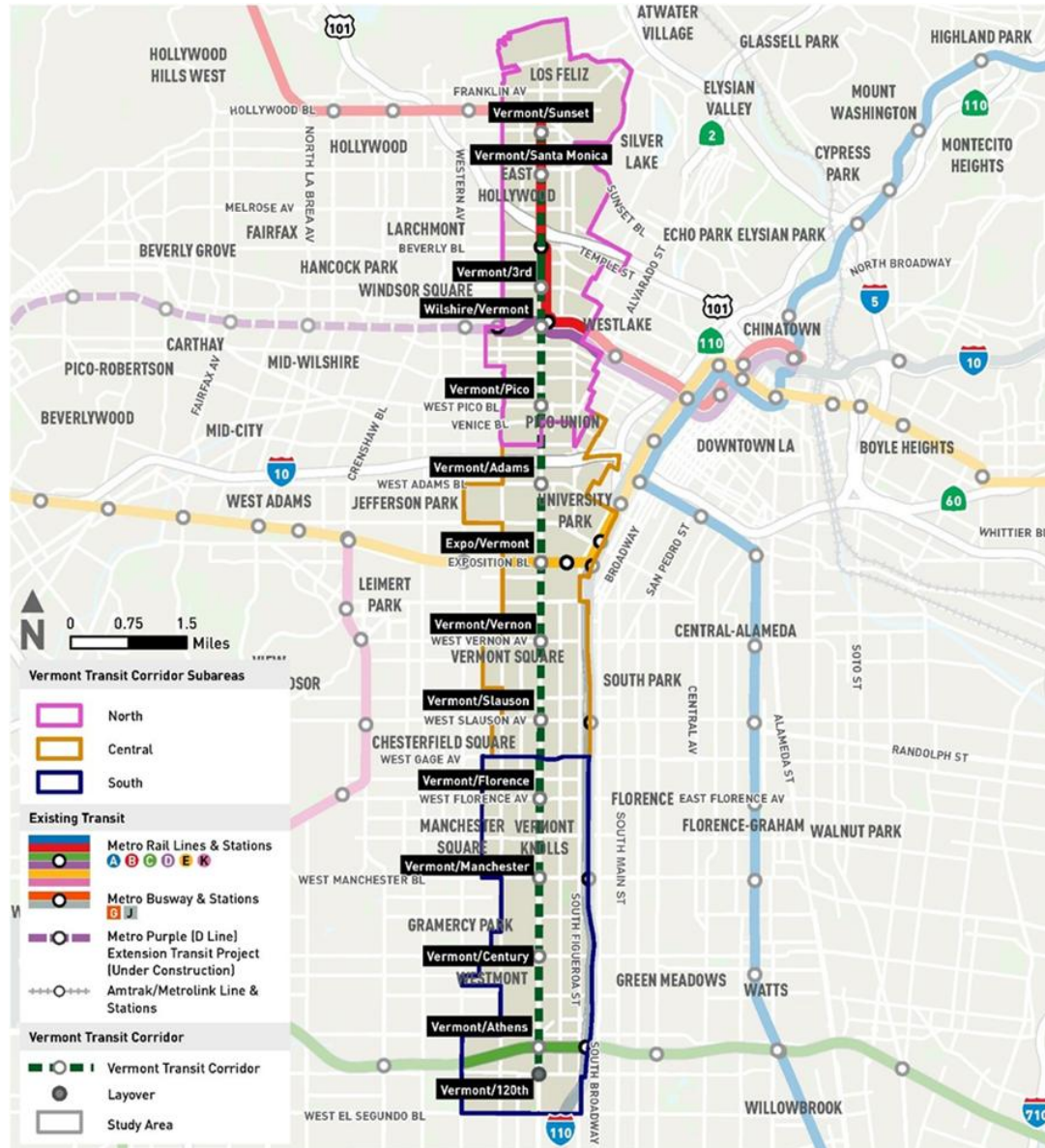
# Key Concerns from Workshops/Community Meetings

Based on the feedback Metro received from the public, here are some key themes:

- **Parking:** Residents concerned about loss of parking spaces due to bus lanes; **majority of parking will be maintained with project**
- **Business Impact:** Business owners worried about reduced access due to lane reductions/parking loss; **cars allowed in bus lanes to access parking, businesses, and make right-turns**
- **Community Impact:** Fear that project will negatively impact the community's character; **project requires no property acquisition, proposes no changes to land use, while providing improvements to mobility and transit access**
- **Safety/Security:** Concerns about safety/security; **project will provide enhanced station lighting & other potential safety features (emergency call buttons, cameras), improved and shorter crosswalks for enhanced pedestrian safety**
- **Traffic Flow:** Worry that lane reduction will worsen traffic congestion; **bus lanes will encourage mode shift onto transit, some traffic will divert onto other major streets as people adjust their travel patterns**



# Key Project Elements



- Converts rightmost travel lane to bus-only lanes
- 12.4 miles of all-day dedicated side-running bus lanes
- 26 enhanced stations at 13 intersection locations including:
  - Shelters
  - Real-time bus information displays
  - Enhanced lighting for improved safety and security
  - Seating
  - Trash receptacles
- Enhanced crosswalks at stations for higher visibility and improved safety
- Bus bulbs at most stations to extend station/pedestrian area and shorten crossings for improved safety
- Restriping and/or bus lane pavement repair
- Other potential safety/security improvements include emergency call buttons/security cameras



# Enhanced Station Experience – Century

Vermont Ave. & Century Blvd. (Southbound)



# Corridor Simulation – South Subarea



Segment 1  
87th St to 83rd St  
Northbound



# Activities on BRT Project

## > Current Activities:

- Program Management progressing Final Design in coordination with
  - City of Los Angeles
  - County of Los Angeles
  - Caltrans
  - Utility providers
- CM/GC Contract (Pre-Construction Activities) awarded at February Board Meeting
- Pursuing Small Starts Grant in coordination with FTA

## > Completed Activities:

- Received Categorical Exclusion (CE) for NEPA environmental - November 13, 2025
- 30% Preliminary Engineering Design - December 1, 2025



Side Running BRT – north of Gage (conceptual)



Side Running BRT – south of Gage (conceptual)

# Community Based Partners

## Community and faith-based organizations partnered with the VTC

- AADAP Employment Access
- AADAP Therapeutic Community
- AADAP Youth & Family Programs
- Anderson Munger YMCA
- Bangladesh Unity Federation of Los Angeles
- Bethel AME Church
- Bryant Temple AME Church and CDC
- Ceasefire
- CIELO
- Community Reflections
- Community Services Unlimited
- Honduran Chamber of Commerce
- Koreatown Youth & Community Center
- Omar Hasjid Mosque
- Second AME Church
- South LA Explorers
- Southeast Community Development Corporation
- Southern California Empowerment Corporation
- St Mark AME Church
- St Mark United Methodist Church
- Thai Community Development Corporation
- TrueLA Church
- Vamos Vermont
- Vermont Knolls Neighborhood Association
- Vermont Slauson EDC
- Vermont Village CDC
- Weingart YMCA
- Westmont West Athens Task Force
- Omar Hasjid Mosque



Heart of Los Angeles (HOLA)

# Success through Collaborative Outreach Efforts



# Planned Community Engagement

Update on BRT project anticipated in late Spring 2026:

- Continued engagement with CBO partners elected officials and corridor stakeholders
- Update on BRT project anticipated in Summer 2026
- Preconstruction activities and schedule



# Stay Connected



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# Rail to Rail

Umaymah Rashid, Manager, Metro Community Relations  
TRUST South LA



## *Rail-to-Rail Corridor: From Abandoned Rail Corridor to \$200M Asset*

PRESENTED IN PARTNERSHIP WITH TRUST SOUTH LA



# Background

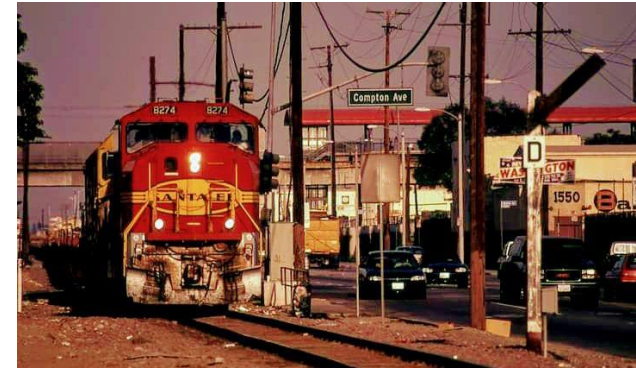
## > BEFORE: A 30-YEAR GAP IN ACCESS

### > Corridor Conditions

- Abandoned rail corridor for 30 years
- Blight, illegal dumping
- Lack of mobility infrastructure
- Limited access to green space

### > Impact on Residents

- No safe, direct route between neighborhoods
- Limited connectivity to transit
- Barriers to accessing:
  - Jobs
  - Schools
  - Parks and recreation



# Background

## > SAFETY CONDITIONS

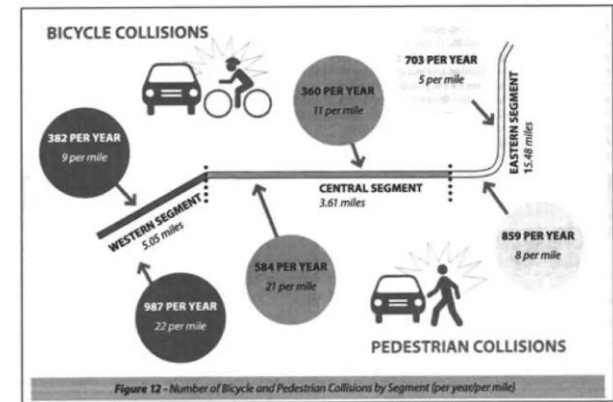
### > High Injury Corridor

- Concentration of fatalities and serious injuries along the Slauson Corridor
- Corridor functioned as high-risk environment for pedestrians and cyclists

### > Health & Access

- Residents navigating unsafe conditions to reach daily destinations
- Limited access to safe, walkable, green space

### > TEN-YEAR DIFFERENCE IN MORTALITY BETWEEN SOUTH LA AND THE WESTSIDE



# Community Advocacy

## > COMMUNITY ADVOCACY

### > Community Led Advocacy

- T.R.U.S.T. South LA members organize to confront and transform the disproportionately high-injury network in South Central Los Angeles—advancing community-driven solutions to improve safety and save lives.

### > Community Partners

- T.R.U.S.T. South LA
- SCOPE
- SAJE
- Los Angeles Neighborhood Land Trust
- Brotherhood Crusade
- SLATE-Z.



# Community Advocacy + Public Partnership

## > PUBLIC PARTNERSHIP

## > Community Led Advocacy

- Community-Led Advocacy
  - Years of community-driven advocacy demanding safer, healthier infrastructure in South LA
  - Persistent underinvestment identified and challenged by local residents and organizations
  - Community organizations worked alongside elected leaders to secure funding and advance transformation of the Slauson rail corridor



# Local Government Advocacy

## > LOCAL GOVERNMENT ADVOCACY

- City of LA, Mayor Karen Bass
- City of LA, Mayor Eric Garcetti
- LA City Council, Council President Marqueece Harris-Dawson (CD 8)
- LA City Council, Councilmember Curren Price (CD 9)
- LA County, Supervisor Holly Mitchell (SD 2)
  - Contributed approximately \$15M in funds
- LA County, Supervisor Gloria Molina (SD 1)
- LA County, Mark Ridley Thomas (SD 2)
- State of California, Congresswoman Maxine Waters



CONGRESSWOMAN MAXINE WATERS HELPS OPEN LA METRO'S RAIL TO RAIL TRANSPORTATION CORRIDOR IN SOUTH LOS ANGELES



# Investment

- > **NOW: \$200M PUBLIC INVESTMENT IN SOUTH LA**
- > **5.5-MILE CORRIDOR**
  - Connecting South LA, Inglewood, and Florence-Firestone
- > **INFRASTRUCTURE & BUILT ENVIRONMENT**
  - 5.5-mile bike + pedestrian path
  - 472 shade trees + landscaping
  - Stormwater capture infrastructure
  - Street furniture + wayfinding signage
- > **QUALITY OF LIFE INVESTMENTS**
  - Greening + beautification
  - Health + wellness benefits
  - Community pride + cultural value



# Investment

## > MOBILITY & CONNECTIVITY

- Links to K Line (Fairview Heights)
- Links to A Line + J Line (Slauson corridor)
- Future connection to LA River (Segment B, 2027)
- Five new Metro Bike Share stations supporting 24/7 first/last-mile trips
- 22 improved intersections

## > COMMUNITY IMPACT

- ~6,800 DAILY USERS
- 4,300 pedestrians/day
- 2,500 cyclists/day
- Serves communities where ~19% of residents do not own a car

➤ **IF THIS WERE A RAIL STATION, IT WOULD RANK AMONG METRO'S TOP PERFORMERS**



# Investment

## > CONTINUED INVESTMENT

- **67th St / West Blvd Gap Closure (CD8 + LADOT)**
  - Project to close the 0.5-mile gap to Fairview Heights Station, improving safety and first/last-mile connectivity for people walking and biking.
- **Slauson Connect Recreation Center (\$40M Investment)**
  - CD9-led project delivering new open space, childcare, and youth programming, designed as a net-zero community hub connected to the Rail-to-Rail corridor.
- **South LA Greenway**
  - 8-mile network connecting parks, green spaces, and community assets along the Slauson corridor, expanding access to recreation, mobility, and environmental health, and directly linking to the Rail-to-Rail corridor.



# From Investment To Stewardship: The Opportunity

## > Complete the System

- 67th St Gap Closure
- Segment B (Rail-to-River)

## > Sustain the Model

- Fund activation + stewardship (CARB-supported)
- Establish Metro + community nonprofit for long-term care

## > Advance Shared Priorities

- Climate adaptation
- Active transportation
- Environmental justice



# Sustain the Investment. Complete the Vision.

**AFTER 30 YEARS OF DISINVESTMENT, METRO  
DELIVERED A \$200M TRANSFORMATION. NOW  
WE NEED PARTNERSHIP TO SUSTAIN AND  
PROTECT IT.**



# Thank you.

For questions, please email:  
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# Public Comment

Moderated by Lilian De Loza-Gutierrez, Executive Officer, Community Relations

