

FTIP ID# (required) LA9919556				
TCWG Consideration Date: May 26, 2026				
<p>Project Description: The Games Route Network (GRN) is a TEMPORARY network of roads to be designated during the 2028 Olympic and Paralympic Games, only for use by high occupancy vehicles and buses traveling to venues. Sections of the GRN will have dedicated lanes for Games-related vehicles and other specified vehicles, such as emergency vehicles--general traffic will be prohibited. In most cases, other lanes on these roads will continue to be used by non-Games traffic. This project is for local highway streets only. Caltrans is programming state highways in support of the Games in LALS06.</p> <p>The GRN project will temporarily remove one general-purpose lane and dedicate it to buses and high-occupancy vehicles. This will reduce lanes for single-occupancy drivers but will increase lanes for high-occupancy vehicles (HOVs) so Metro expects that it will not have any negative or significant impact on traffic flow during the Games. After the games, the lanes will be reverted to their current forms.</p> <p>The purpose of this Hot Spot form is to request concurrence from the Transportation Conformity Working Group (TCWG) to be project-level exempted (categorical exclusion) from NEPA.</p>				
Type of Project (use Table 1 on instruction sheet)				
Bus, rail, or inter-modal facility/terminal/transfer point				
County Los Angeles	Narrative Location/Route & Postmiles Various arterial streets part of the Games Route Network (GRN) across LA County streets Caltrans Projects – EA#			
Lead Agency: Los Angeles County Metropolitan Transportation Authority (LA Metro)				
Contact Person Ernesto Chaves	Phone# 213-547-4362	Fax# N/A	Email chaves@la-metro.org	
Hot Spot Pollutant of Concern (check one or both) PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
NEPA Assignment – Project Type (check appropriate box)				
<input checked="" type="checkbox"/> Exempt	<input type="checkbox"/> Section 326 –Categorical Exemption	<input type="checkbox"/> Section 327 – Non-Categorical Exemption		
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON (Phase 1&2)
Start	12/01/2025	08/01/2026	N/A	04/29/2027
End	07/31/2026	12/31/2026	N/A	03/31/2028

<p>Surrounding Land Use/Traffic Generators (<i>especially effect on diesel traffic</i>) Serving the 2028 Games Venues throughout the SCAG region and existing and temporary transit hubs.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p>
<p style="text-align: center;">EXISTING CONDITIONS</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>2028</p> <p>Temporary lanes for arterial bus and high occupancy vehicles for the 2028 Games in July and August 2028.</p> <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>2028</p>
<p>Describe potential traffic redistribution effects of congestion relief (<i>impact on other facilities</i>) How GRN Reduces Single-Occupancy Car Travel: the strategy operates on several interlocking mechanisms:</p> <p>Venue parking elimination. By removing parking at or near venues, organizers remove the primary incentive for driving all the way to competition/venue sites. With nowhere to park, spectators must use the GETS system on the GRN for the final leg of their journey, regardless of how they arrived in Los Angeles.</p>

Comments/Explanation/Details *(attach additional sheets as necessary)*

Making transit faster than driving. With bus-only lanes (part of the GRN), and transit priority and micromobility options, public transit will be more time-competitive than driving a passenger car on a wider range of trips. When GETS buses travel in dedicated lanes of the GRN while private cars sit in general traffic, the rational choice flips — transit becomes the faster option.

Park-and-ride as a car trip terminator. The park-and-ride sites capture car trips at the regional periphery, far from congested urban cores. A spectator driving from the Inland Empire, for example, can park at an outer hub and ride a GETS express bus that utilizes the GRN directly to the venue, never entering the most congested corridors.

Expanding the rail network underneath. GRN on the GETS sits atop a dramatically expanded rail system. The D Line Extension is being completed in three phases: on May 8, 2026, the first phase extended service from Wilshire/Western to Wilshire/La Cienega. The second phase will continue to Century City by late 2026; and the third phase will reach the West Los Angeles VA Medical Center by 2027, including a station near UCLA that will connect the Olympic Village to downtown venues.

In support of this project being exempt from conformity, attached is a September 10, 2025 letter from FHWA to Caltrans District 7 (Los Angeles and Ventura) for their highway GRN project, which proclaims that:

“The GRN and its associated projects are classified as Exempt Projects. Therefore, they do not require a conformity determination for the following reasons: Traffic control devices and operational assistance (excluding signalization projects); Pavement markings; and/or Directional and informational signs. Furthermore, in addition to being exempt under 40 CFR §93.126, the GRN is temporary in nature, with an expected operational period from June 1, 2028, to September 1, 2028. After this period, the highway system will be restored to its original operational condition.”



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

September 10, 2025

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (FAX)

In Reply Refer To:
HDA-CA

Kelly Ewing-Toledo, Deputy Director
Caltrans, District 7
Division of Environmental Planning
100 S. Main Street, Suite 100
Los Angeles, CA 90012

**SUBJECT: CONFORMITY DETERMINATION OF CALTRAS' LA28 GAMES ROUTE
NETWORK**

Dear Ms. Ewing-Toledo:

The California Division of the Federal Highway Administration (FHWA) has completed its review of the Games Route Network (GRN) for the upcoming 2028 Olympic and Paralympic Games (LA28), which are set to take place from July 14 to July 30, 2028, and from August 15 to August 27, 2028. This review was based on the submission provided by Caltrans on September 2, 2025.

The LA28 GRN project will use existing freeways, highways, and local roads, incorporating dedicated lanes. Caltrans also plans to address potential highway deficiencies for the LA28 Games by installing regional traffic management devices as part of this LA28 GRN project, aimed at optimizing traffic flow on existing highway lanes. Additionally, temporary traffic control measures will be implemented to ensure safe and efficient traffic movement during the LA28 period.

Based on the information submitted, the FHWA has determined that, in accordance with 40 CFR §93.126, the GRN and its associated projects are classified as Exempt Projects. Therefore, they do not require a conformity determination for the following reasons:

- Traffic control devices and operational assistance (excluding signalization projects);
- Pavement markings; and/or
- Directional and informational signs.

Furthermore, in addition to being exempt under 40 CFR §93.126, the GRN is temporary in nature, with an expected operational period from June 1, 2028, to September 1, 2028. After this period, the highway system will be restored to its original operational condition.

If you have any questions regarding this determination or would like to discuss it further, please feel free to contact me at antonio.johnson@dot.gov.

Sincerely,

ANTONIO
DESHAWN
JOHNSON

Digitally signed by
ANTONIO DESHAWN
JOHNSON
Date: 2025.09.10
12:39:55 -07'00'

Antonio D. Johnson
Director of Planning, Environment,
& Right of Way
Federal Highway Administration