



Board Report

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AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE  
OCTOBER 23, 2024

SUBJECT: 2028 MOBILITY CONCEPT PLAN IMPLEMENTATION REPORT

ACTION: APPROVE RECOMMENDATION

**RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING the Mobility Concept Plan (MCP) Implementation Report, and;
- B. AUTHORIZING the CEO or their designee to amend the FY25 budget, in the amount of \$9.67 million, to advance Metro-led GME STP projects with the Program.

**ISSUE**

This is a progress report regarding planning efforts in anticipation of the 2028 Olympic and Paralympic Games (“the Games”) and the pursuit of state and federal funds to support the transportation infrastructure and operations needed for the region to support mobility during the Games. With fewer than four years remaining before the 2028 Games, Metro is reaching a crucial decision point. Federal grants have funded a small portion of the 2028 Mobility Concept Plan (2028 MCP) projects. Staff is seeking the Board’s support to continue the work necessary to advance critical projects to be delivered on time for the 2028 Games.

**BACKGROUND**

Metro has worked with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation (LADOT), the City of Los Angeles Mayor’s Office, and the Southern California Association of Governments (SCAG), a group collectively known as the Games Mobility Executives (GME), to develop the 2028 MCP. Metro’s Office of Strategic Innovation (OSI) is overseeing the implementation of the 2028 MCP.

Following an extensive agency stakeholder outreach process, Metro and the GME agencies identified a list of 15 priority MCP workstreams. The projects/programs under each workstream on the GME Surface Transportation Priority (GME STP) list (Attachment A) - presented at the June 2023 Board Meeting, either serve a specific Games delivery need (e.g., Games Enhance Transit System)

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or are highly beneficial and supportive of the transport strategy for the Games (e.g., a network of bus-only lanes). It is important to note that the estimated costs for each workstream have been updated based on the project development work completed over the past year. These new costs are reflected in the project implementation plans.

In early 2023, staff prioritized seven workstreams with long lead times from the GME STP list to immediately begin project development work: Games Route Network, Games Enhanced Transit System, Countywide Mobility Hubs, Countywide Bus-Only Lanes, Transit/Venue Ped/Bike Access Enhancements (First/Last Mile), Key Station Improvements, and Light Rail Speed and Operations Improvements.

A multi-disciplinary team from various Metro departments has collaborated with the GME to advance the planning and established the foundation to deliver these workstreams (i.e., project implementation plans), as described in Attachment B Progress Report, and securing initial funding from the Reconnecting Communities and Neighborhoods Grant for several key projects.

In March 2024, Board Motion 24.1 by Directors Solis, Bass, Hahn, Horvath, Najarian, and Yaroslavsky (Attachment C) directed the Chief Executive Officer to establish a Legislative Advocacy Working Group for the 2028 Games.

## **DISCUSSION**

The implementation plans for each of the 7 workstreams outline the vision for the project scope and provide a preliminary roadmap that identifies the steps needed to deliver the projects. These plans are a useful resource to engage stakeholders and prepare funding applications to address evaluation criteria and demonstrate project development. A key finding from the project implementation plans is that the environmental phase will need to start no later than the end of 2024 for these projects to be delivered by 2028.

The preliminary total cost for both legacy and essential Games-specific projects, including Games Route Network (GRN), and Games Enhanced Transit System (GETS), is approximately \$3.1 billion. Funding to continue advancing the next phases of these projects needs to be secured no later than the end of Q4 of calendar year 2024 to be able to deliver the projects in time for the 2028 Games.

Federal agencies (e.g., USDOT and EPA) continue to move forward with grant opportunities made possible by the Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA). Staff continue to work with GME partners to monitor and evaluate potential state and federal funding opportunities that align with 2028 MCP projects and to strategize on partnerships that will lead to successful applications. The following table summarizes Metro's grant applications related to the 2028 Games MCP legacy projects.

SUBMITTED FUNDING REQUESTS	LEAD AGENCY	SCOPE/PROJECT	FUNDING REQUEST	OUTCOME
<b>DOT SMART (FY23)</b>	Metro	Integrated event ticketing	\$2M	Awarded
<b>DOT Reconnecting Communities &amp; Neighborhoods</b>	Metro with local partners	First/last mile, mobility hubs, bike share, bus enhancements, open streets, and GoPass	\$139M	Awarded
<b>DOT Safe Streets for All (FY24)</b>	SCAG with Metro	First/last mile demonstration projects	\$10M	Awarded
<b>FTA Low/No Emission</b>	Metro	Division 7	\$77.5M	Awarded
<b>DOT RAISE</b>	City of LA with Metro	Sepulveda Basin Games, Access, Mobility, and Safe (GAMES) Project	\$25M	Not Selected
<b>SCAG Congestion Mitigation and Air Quality</b>	Metro	Celebrate Streets and Division 18	\$34M	Not Selected
<b>EPA Climate Pollution Reduction Grant</b>	Metro with regional and local partners	Division 7 and 18 charging infrastructure, Antelope Valley Line Improvements, bus priority improvements, bike share expansion, and first/last mile projects	\$495M	Not Selected
<b>EPA Environmental Justice &amp; Community Change</b>	Metro and CBO	Washington/Flower Corridor Improvements	\$20M	Not Selected
<b>FTA Bus &amp; Bus Facilities</b>	Metro	Division 7	\$38M	Not Selected

The funding strategy has been done in coordination with Metro’s Countywide Planning and Development Federal/State Policy and Programming (FSPP) department. Given the time it takes to

pursue, be awarded, and receive discretionary federal funds, pursuing these discretionary grants will not be a viable approach beyond 2024 for funding the initial phases of the work. Final Design and construction activities could still be funded by federal grants and staff will continue to monitor these opportunities

Furthermore, there are no discretionary grants that the federal government offers that will fund the Games Enhanced Transit System (formerly Supplemental Bus System) or the Games Route Network that are required to implement the 2028 Games. As a result, Metro and the GME partners are seeking appropriations funding for the essential Games-specific projects. Concurrently, Metro and GME partners have focused on legacy projects for discretionary grants under IIJA and IRA.

Only a small portion (less than 5%) of the total costs associated with the Metro-led GME STP workstreams has been funded through awarded grants and Metro’s allocation of local funds, as described in the table below.

Workstream	Project(s)	Project Cost (in millions)	Workstream Cost (in millions)	Secured Funding (in millions)
GETS	Games Enhanced Transit Service (previously SBS)	\$2,042.0	\$2,042.0	\$2.0
GRN	Games Route Network	\$166.5	\$166.5	\$0.8
Integrated Transportation Management	Integrated Transportation Management (previously ATSAC/LARTMC)	\$124.0	\$124.0	\$4.0
Mobility Hubs	Chatsworth	\$11.5	\$125.6	\$45.6
	El Monte	\$7.5		
	Expo/Crenshaw	\$7.6		
	North Hollywood	\$8.7		
	Willow	\$10.3		
	Additional Mobility Hubs	\$80.0		
Key Stations	7th/Metro Center	\$150.0	\$216.0	\$3.7
	LA Union Station	\$50.0		
	Pico	\$16.0		
LRT	A Line Improvements	\$39.0	\$80.0	\$0.3
	E Line Improvements	\$21.0		
	Washington/Flower Corridor Improvements	\$20.0		
Bus	Olympic Blvd	\$10.0	\$105.8	\$64.8
	Broadway	\$15.5		
	Florence Ave	\$23.7		
	Valley Blvd	\$6.3		
	Imperial/Studebaker	\$6.5		
	Vermont Bus/Rail Interface	\$2.8		
	Atlantic/Garvey	\$21.0		
	Venice Blvd	\$20.0		
FLM	Carson	\$13.5	\$143.7	\$42.0
	Norwalk	\$6.5		
	Downtown Los Angeles	\$10.0		
	Metro Bike Share	\$12.0		
	Additional FLM Locations	\$101.7		

Workstream	Project(s)	Project Cost (in millions)	Workstream Cost (in millions)	Secured Funding (in millions)
TDM	Transportation Demand Management (Fare System Modernization, Mobility Wallet, Integrated Ticketing, Communication Campaign)	\$115.6	\$115.6	\$2.0
Open Streets	Open Streets	\$10.0	\$10.0	\$5.0
<b>Totals =</b>		<b>\$3,129.2</b>	<b>\$3,129.2</b>	<b>\$170.2</b>

Time and opportunities for additional discretionary grant funding are dwindling. For these reasons, Metro and the GME have been advocating for federal government funding for legacy and spectator transportation. In a welcomed development consistent with Metro’s 2024 Board-adopted Federal Legislative Program, the Senate Fiscal Year (FY) 2025 transportation spending bill includes \$200 million to plan and design several of Metro’s priority MCP workstreams.

Although the House and Senate have different versions of this bill and differing language on the Games, Metro and the GME are hopeful that some portion of this funding will remain part of the final spending bill anticipated to be approved later this year.

Budget Amendments

Given the critical nature of these projects and the time constraints, Metro staff is seeking an amendment to the FY25 budget to advance: 1) time-sensitive planning work for the GETS (\$1.5 million), including the development of various service scenarios and a contingency fleet; and 2) the environmental phase (\$6 million) of Metro-led GME STP capital projects (i.e., Mobility Hubs, Key Stations, LRT Operational Improvements, and Bus Priority Corridors) before the end of calendar year 2024.

Furthermore, On August 19, 2023, the Metro Board approved accepting the California Transportation Commission (CTC) awarded REAP 2.0 grants for a list of Metro projects including \$4.024 Mil for the Mobility Wallet Pilot 2.0: Challenge and Low-Income projects. In January 2024 SCAG issued a stop work order for all REAP 2.0 grant awarded projects due to a threat of funding reductions in the California state budget for FY25. However, in July 2024 the state of California preserved the majority of REAP 2.0 grants in the state annual budget and SCAG issued a re-start work order. Due to the funding being challenged in the early part of the year, the funds were not budgeted in the FY25 budget that was brought to the Metro Board for approval in June 2024. Therefore, \$2.17 million for the Mobility Wallets Pilot 2.0 need to be added to the budget for critical project work to continue. The funding will support ongoing work on Mobility Wallets as included in the GME STP list under Universal Basic Mobility. The funds requested to be amended to the budget are 100% reimbursable through the REAP 2.0 grant program through SCAG and the CTC.

Legislative Update

In response Board Motion 24.1, staff convened standing internal meetings of senior leadership team members and regional partners focused on advocacy and funding pursuits. Metro's legislative

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advocacy efforts continue to focus on bringing together a coalition of transportation stakeholders, including the County of Los Angeles and the members of the Games Mobility Executives (GME), which includes Metro, the City of Los Angeles, Caltrans, Metrolink, and the Southern California Association of Governments (SCAG). Coordination between all parties is crucial to secure the State and Federal partnerships and investments necessary to implement the transportation infrastructure improvements needed to deliver a successful 2028 Olympic and Paralympic Games as adopted by the Board in the Mobility Concept Plan. It is crucial when advocating at both the federal and state levels that all stakeholders are speaking with one voice to emphasize the crucial roles Sacramento and Washington D.C will have in the delivery of the Games. Convenings of local stakeholders, and coordination with key Games delivery partners helps to ensure that investments and improvements realized for the Games have a lasting legacy impact on enhancing mobility and access to opportunities for disadvantaged communities and Metro riders more broadly. Metro is committed to continuing to work in good faith with a broad and diverse array of federal, regional, and local stakeholders to ensure that the State and Federal Governments provides support for surface transportation projects and initiatives related to the 2028 Olympic and Paralympic Games.

At the Federal level, Metro continues to work with a diverse number of partners to secure financial support from the Federal government for our agency's efforts related to the 2028 Olympic and Paralympic Games. This effort is guided and informed by our Board-approved 2024 Federal Legislative Program and the Board approved Mobility Concept Plan, which set forth the projects deemed necessary and how Metro will work with the U.S. Department of Transportation to successfully coordinate the 2028 Olympic and Paralympic Games being held in Los Angeles County. In 2024, staff has been working with the appropriate congressional committees to explore how the Fiscal Year 2025 Transportation, Housing and Urban Development bill might include funding for mobility related projects and initiatives tied to the upcoming 2028 Olympic and Paralympic Games. Staff is pleased that the U.S. Senate's Fiscal Year 2025 THUD bill included \$200 million for Olympics-related mobility projects. Likewise, staff are encouraged that Congressman Robert Garcia circulated a letter on August 9, 2024, signed by 17 members of the House, urging House leaders to include a similar amount of funding in their Fiscal Year 2025 THUD spending measure. Over the next several months staff will be working with House and Senate stakeholders to ensure that the \$200 million for Olympics-related mobility projects is included in the final Fiscal Year 2025 THUD bill adopted by Congress and signed into law by the President.

Consistent with Board-approved Federal Legislative Program and the Board approved Mobility Concept Plan, staff continues working with the Biden-Harris Administration - including the U.S. Department of Transportation (USDOT) - to discuss how funding for mobility-related projects and initiatives tied to the 2028 Olympic and Paralympic Games might be included in the Fiscal Year 2026 White House Budget that will be released in early 2025. This dialogue with the Biden-Harris Administration has also included requests that federal grants be provided to our agency to enhance our mobility efforts related to the 2028 Olympic and Paralympic Games. For this reason, staff was pleased when the U.S. Department of Transportation provided on March 13, 2024, a \$139 million Reconnecting Communities and Neighborhoods (RCN) Grant for our Removing Barriers by Creating Legacy - A Multimodal Approach for LA County grant application. This grant, submitted in partnership with a large number of diverse stakeholders across Los Angeles County, is supporting our agency's goal to provide unprecedented mobility for the upcoming 2028 Olympic and Paralympic Games and our broader goal of having this global sporting event serve as a "catalyst for transforming LA County

through regional collaboration, high-quality mobility options, and access to opportunity.” Specifically, staff is focused on proposing that the Federal Budget set to be released by the White House early next year, include robust funding for transportation projects directly related to the Games. Provided the Federal Budget includes major funding for the Games, staff would then work to ensure that these proposed federal dollars are appropriated by Congress in their Fiscal Year 2026 spending bills. At present, staff are working on several initiatives that will involve direct support from our Board of Directors to ensure that the White House Budget issued next year acknowledges the past support provided to Atlanta and Salt Lake City when they hosted the Games by including robust funding for transportation projects and initiatives we are working to provide for the 2028 Olympic and Paralympic Games.

At the State level, and, in partnership with LA 2028, have met with the Governor’s office and the Secretary of Transportation to stress the importance of collaboration on the supplemental bus system and the Mobility Concept Plan more broadly, and plan to continue this partnership. This effort was the initial step in our ongoing advocacy at the State level. We will continue to meet on a regular basis with our State partners including the Gubernatorial Administration, legislative leadership in both houses, key policy committees and the Los Angeles County Legislative Delegation. These efforts will be coordinated with our local partners, including the County of Los Angeles and the GME, to advocate for all the resources necessary to make the 2028 Olympic and Paralympic Games as success as outlined in the Board approved Mobility Concept Plan. In addition, Metro Government Relations and the Office of Strategic Innovation will continue working with the Office of Equity and Race to review the potential impacts of Metro’s advocacy strategy related to the Mobility Concept Plan.

### **DETERMINATION OF SAFETY IMPACT**

Several projects in the GME STP list will positively impact safety, as patrons waiting for transit will have more shade, and space and be more comfortable waiting for service. Accessibility can be improved for passengers' boarding and alighting. For example, bus-only lane projects will allow buses to reduce weaving out from and into traffic as they approach and leave the bus stop.

### **FINANCIAL IMPACT**

Given the critical nature of the GME STP projects and the time constraints, staff is requesting additional funds in FY25 to continue to advance planning for the GETS and the environmental phase of several legacy capital projects. As this is a multi-year program, the Project Manager will be responsible for allocating grant funds and local match funds in future years.

#### **Impact to Budget**

Funding for Games planning, in the amount of \$16.4 million, is included in the FY25 under Project 402028. This new project number was set up in FY25 and will serve as a dedicated, central repository for Olympics-related efforts. Staff is requesting authorization to amend the FY25 budget in the amount of \$7.5 million, funded by planning/admin funds, to advance Metro-led GME STP projects that require moving to the next phase of project development in order to be completed by 2028, and \$2.17 million to fund the Mobility Wallet Pilot 2.0: Challenge and Low-Income projects that are 100% reimbursable through the REAP 2.0 grant program. None of these fund sources are eligible for

Bus or Rail Operations.

## **EQUITY PLATFORM**

Staff continues to work with the Office of Equity and Race (OER) to ensure that programs and projects identified within the Mobility Concept Plan (MCP) follow Metro's Equity guidelines. Staff emphasized equity in the prioritization of the project list with a weighted score of 40%. This translated into projects with higher equity scores ranking higher overall and getting included in the 2022 MCP Prioritized Project List.

Over the past six months, staff worked with OER to pilot the Equity Planning & Evaluation Tool (EPET) as part of the development of implementation plans for four workstreams: Light Rail Speed & Reliability Improvements, Key Stations, Mobility Hubs and First/Last Mile. The recommendations stemming from these reports will guide further development of any project under these workstreams and will support staff in identifying existing disparities that might impact how the MCP programs/projects are experienced by different users and designing the programs/projects to better address their unmet needs, reduce negative or unintended impacts, and improve access to opportunity.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The development of the MCP supports:

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 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 elect to not approve the recommendations but Board action is necessary to maintain momentum and ensure critical MCP projects can be completed on time for this date-certain event in July 2028. It is imperative to provide the funding necessary to support these MCP Workstreams to support the 2028 Games. The consequences of lack of funding include the following:

- Forgoing some key 2028 Games MCP workstreams that would support 2028 Games mobility and provide permanent, long-term improvements and benefits to all Angelenos.
- Complicating Metro's efforts to provide efficient, accessible, and reliable transit for travel to and from venues for the millions of local, national, and global spectators in Los Angeles during the 2028 Games.
- Potentially disrupting the quality of life for Angelenos in the lead-up to, during, and after the 2028 Games due to traffic congestion, especially those near venues in disadvantaged communities.



**NEXT STEPS**

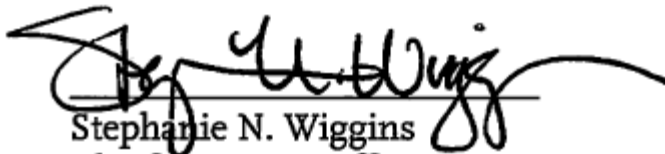
With the Board's support, staff will continue the scoping work necessary to advance the 2028 Games MCP Projects that Metro is currently leading, including the initiation of the Environmental phase for Metro-led projects in the GME STP list. This effort will be critical to ensuring these projects can continue to compete for additional state and federal funding opportunities and be delivered in time for the Games. Staff will continue to seek potential local, state, and federal funding opportunities and work with the Board to advocate for funding for both legacy projects and essential Games-specific projects, such as the GETS and GRN.

**ATTACHMENTS**

Attachment A - GME Surface Transportation Project List  
Attachment B - Progress Report  
Attachment C - Board Motion 24.1

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**LOS ANGELES 2028 OLYMPICS AND PARALYMPICS GAMES  
GAMES MOBILITY EXECUTIVES (GME) SURFACE TRANSPORTATION PRIORITY LIST<sup>1</sup>**

<b>Project</b>	<b>Games Transportation Nexus</b>	<b>ROM Cost (Total)<sup>2</sup></b>	<b>Detailed Assumptions</b>
Supplemental Bus System	Plan and deliver a supplemental bus system that augments existing and planned public transportation to serve spectators and workforce during the Games	\$500M	<ul style="list-style-type: none"> <li>- Specific Games delivery need</li> <li>- Prior Games Federal funding precedent</li> <li>- Supplemental vehicles</li> <li>- Supplemental depots (maintenance, cleaning, fueling, support, etc.)</li> <li>- Operators/supervisors/mechanics time, meals, and accommodations</li> </ul>
Countywide Mobility Hubs	Provide multimodal connectivity to public transit and supplemental bus system that serve spectators and workforce during the Games, and regional travelers after the Games	\$170M	<ul style="list-style-type: none"> <li>- Specific Games delivery need</li> <li>- Prior Games Federal funding precedent</li> <li>- 10-20 multimodal transportation hubs, including additional bus staging for spectator/workforce system, and upgraded regional park and ride facilities</li> <li>- Augmentation of Metro’s transit ambassadors program to serve increased Games demand</li> </ul>
Games Route Network Design & Implementation	Deliver the Games Route Network (GRN) to move Games stakeholders, spectators, and workforce	\$85M	<ul style="list-style-type: none"> <li>- Specific Games delivery need</li> <li>- Prior Games Federal funding precedent</li> <li>- Planning and authorization for Games Route Network designation</li> <li>- Signs and markings for Games Route Network</li> <li>- Enforcement</li> </ul>
ATSAC/LARTMC Integration and Operations Enhancements	Monitor and manage congestion and incidents to ensure reliable travel for Games stakeholders on the GRN (freeways, surface streets, and transitions)	\$150M	<ul style="list-style-type: none"> <li>- Conversion to cloud-based system</li> <li>- Integration across city/county TMCs</li> <li>- Additional TMC staffing during the Games</li> </ul>
Countywide Bus Only Lanes & TSP Improvements	Deliver the Games Route Network (GRN) that helps to reallocate the right-of-way to high-capacity, shared mobility during and after the Games	\$1,000M	<ul style="list-style-type: none"> <li>- GRN and Bus Only Lanes Transit Signal Priority (TSP) Improvements</li> <li>- Vermont Bus Rapid Transit (BRT)</li> </ul>
Transit/Venue Ped/Bike Access Enhancements	Manage access, circulation, and connectivity for all Games stakeholders, spectators, and workforce in the vicinity of venues	\$75M	<ul style="list-style-type: none"> <li>- 10 locations, including wayfinding, pavement resurfacing, utilities coordination, striping and other street improvements</li> </ul>
Phase I Zero Emissions Bus Program	Accelerate Metro’s conversion to a ZE bus fleet and leverage ZEBs as part of the spectator/workforce bus system during the Games	\$340M	<ul style="list-style-type: none"> <li>- Procurement of new ZEBs</li> </ul>
Open Streets to Uplift Arts, Culture, and Recreation	Expand active transportation access, circulation, and connectivity between venues and key destinations in Los Angeles	\$165M	<ul style="list-style-type: none"> <li>- Showcase corridors (such as Figueroa) that provide active transportation connections to major local arts and cultural institutions</li> </ul>

Notes: <sup>1</sup> The two-page list shows all projects collectively identified by the GME as priority. The order of projects does not indicate priority.

<sup>2</sup> The funding needs for all projects will be refined based on a review of existing funding sources and identified funding gap.

**LOS ANGELES 2028 OLYMPICS AND PARALYMPICS GAMES  
GAMES MOBILITY EXECUTIVES (GME) SURFACE TRANSPORTATION PRIORITY LIST<sup>1</sup>**

<b>Project</b>	<b>Games Transportation Nexus</b>	<b>ROM Cost (Total)<sup>2</sup></b>	<b>Detailed Assumptions</b>
Countywide and Freight TDM Program	Reduce the impact of logistics and goods movement during the Games, and encourage mode shift to reduce non-Games traffic before, during, and after the Games	\$90M	<ul style="list-style-type: none"> <li>- Integrated ticketing/open loop payments</li> <li>- Customer information systems integration/technology</li> <li>- Vanpool / RideMatch enhancements</li> <li>- TDM analysis</li> <li>- Freight stakeholder engagement, policy development, and operational treatments</li> <li>- Traveler communications campaign</li> </ul>
Universal Basic Mobility (UBM)	Expand multi-modal transportation benefits to historically marginalized communities, specifically those most impacted by Games venues	\$40M	<ul style="list-style-type: none"> <li>- Expansion of UBM pilot programs</li> <li>- Includes procurement of multi-modal options (bikeshare, microtransit, carshare) and subsidies to community members</li> <li>- Focus on venue areas and an emphasis on equity-focused communities to expand multimodal services and subsidies</li> </ul>
Key Station Improvements	Ensure key intermodal stations and stations serving venues can effectively accommodate increased volume of Games travelers, ensure accessibility needs and provide an exceptional customer experience during and after the Games	\$900M	<ul style="list-style-type: none"> <li>- Elevator and escalator improvements</li> <li>- 7<sup>th</sup>/Metro Center Station upgrades</li> <li>- C/K Lines platform extensions and reliability upgrades</li> <li>- Pico Station improvements</li> <li>- Union Station improvements</li> <li>- Games station state of good repair (SOGR) improvements</li> </ul>
Light Rail Speed and Operational Improvements	Expand existing and planned transportation capacity, service hours, frequency, and connections, and reduce the supplemental system need	\$450M	<ul style="list-style-type: none"> <li>- Light Rail Speed and Operational Improvements</li> <li>- Washington Wye</li> <li>- Arcadia power substation upgrade</li> </ul>
Inglewood Transit Connector	New last mile connection to Inglewood Sports Park	\$1,400M	<ul style="list-style-type: none"> <li>- An approximately 1.6-mile-long elevated automated transit system</li> </ul>
Metrolink Fleet and Track Capacity Improvements: SCORE Phase I Completion	Expand existing service frequency and reduce the supplemental system need	\$1,450M	<ul style="list-style-type: none"> <li>- Operational upgrades to 30-minute headways in the core network, serving key Games venues, through network enhancements, 13 additional train sets, and support facilities</li> </ul>
Access Services EV Fleet and Infrastructure	Ensure the transportation system is fully accessible	\$40M	<ul style="list-style-type: none"> <li>- Expanding Access coverage area and purchasing ZEVs</li> </ul>

*The Games Mobility Executives (GME) consists of representatives from the California Department of Transportation (Caltrans), the Los Angeles County Metropolitan Transportation Authority (Metro), the Los Angeles Department of Transportation (LADOT), the Los Angeles Mayor’s Office of Transportation, the Los Angeles Organizing Committee for the Olympic and Paralympic Games 2028 (LA28), and the Southern California Regional Rail Authority (Metrolink).*

Notes: <sup>1</sup> The two-page list shows all projects collectively identified by the GME as priority. The order of projects does not indicate priority.  
<sup>2</sup> The funding needs for all projects will be refined based on a review of existing funding sources and identified funding gap.

## 2028 Games Mobility Concept Plan Update (April '24 to September '24)

Fewer than four years remain before the 2028 Olympic and Paralympic Games (2028 Games), and Metro's priority 2028 Games Mobility Concept Plan (MCP) workstreams are reaching key project decision points. Metro's staff, together with the Games Mobility Executives (GME), have advanced planning and established the foundation to deliver these workstreams by securing initial funding from the Reconnecting Communities and Neighborhoods Grant for several projects.

However, time and opportunities for additional discretionary grant funding from the Infrastructure Investment and Jobs Act and Inflation Reduction Act are dwindling due to political uncertainty and the year-long grant application, evaluation, and award process. For these reasons, Metro and the GME have been advocating for federal government funding for legacy and spectator transportation. In a welcome development consistent with Metro's 2024 Board-adopted Federal Legislative Program, the Senate Fiscal Year (FY) 2025 transportation spending bill includes \$200 million to plan and design several of Metro's priority MCP workstreams. Although the House and Senate have different versions of this bill and differing language on the Olympics, Metro and the GME are hopeful this funding will remain part of the final spending bill anticipated to be approved later this year.

Metro staff is seeking the Board's support to provide the necessary advocacy for this FY 2025 funding and necessary approvals to continue advancing these workstreams in the meantime. Board action is necessary to maintain momentum and ensure critical MCP projects can be completed on-time for this date-certain event in July 2028.

It is imperative to provide the funding necessary to support these MCP Workstreams to support the 2028 Games. The consequences of lack of funding include the following:

- Canceling key 2028 Games MCP workstreams that would support 2028 Games mobility and provide permanent, long-term improvements and benefits to all Angelenos, particularly in Equity Focused Communities.
- Failing to provide efficient, accessible, and reliable transit for travel to and from venues for the millions of local, national, and global spectators in Los Angeles during the 2028 Games.
- Disrupting the quality of life for Angelenos due to traffic congestion, especially those near venues in disadvantaged communities.
- Jeopardizing safety and security due to the inability to provide safe and controlled travel movements near the venues for the safety of our communities, athletes, officials, spectators, and workforce.

## WORKSTREAMS PROGRESS UPDATE

The following describes progress made on key Metro-led workstreams, the funding efforts to date, and the next steps that are needed to be able to deliver Metro’s priority 2028 Games MCP workstreams.

### KEY STATION IMPROVEMENTS

The Key Station Improvements workstream is advancing efforts around needed maintenance, accessibility, and customer experience improvements at the 7th/Metro Center, Union Station, and Pico stations.

#### Project Development

Metro’s staff have developed draft implementation plans for Pico Station and Los Angeles Union Station (LAUS) that define scope, schedule, and budget. Improvements at Pico Station include station platform space optimization, wayfinding, and pedestrian improvements. Union Station improvements include accessibility enhancements and state-of-good-repair, such as the public address system and lighting upgrades. The LAUS project has been coordinated with Systemwide Design, Joint Development, Arts, and Real Estate. Metro’s Countywide Planning and Development team is leading the 7<sup>th</sup>/Metro Center Station Improvements project and working toward 30% design.

Metro staff are working with various Metro departments to advance the environmental clearance and conceptual engineering of the three station projects in anticipation of potential appropriations funding from the federal government.

#### Funding

Staff from Metro and Federal/State Policy & Programming are working on an application for FHWA’s Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant. The scope of this application would address capital improvements to LAUS with a focus on resiliency. The Notice of Funding Opportunity (NOFO) is planned for release in September and due in November. A 20% local match is being requested from the Board for approval.

Elements of the Pico Station Project were included in the Washington/Flower Corridor Green Infrastructure Installation application for the EPA’s Environmental and Climate Justice Community Change grant program. However, this application was not successful.

The GME is advocating for planning and design funding for the three key stations as part of the Senate’s FY2025 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act spending bill mentioned above.

#### Next Steps

- Begin environmental clearance and conceptual engineering before the end of the year.
- Seek funding to continue progress and deliver the Key Station Improvements before the 2028 Games.

## Attachment B– MCP Workstreams Progress Report

- Continue to coordinate with multiple Metro departments (Systemwide Design, Planning, Real Estate, Operations, Wayfinding, Accessibility, Safety and Security, and Customer Experience) on planning and design efforts.
- Incorporate lessons learned from Paris 2024 on station activation into planning and design for the Key Station Improvements.
- Pursue PROTECT grant for LAUS improvements.

### LIGHT RAIL TRANSIT IMPROVEMENTS

The Metro A and E Lines will be critical to moving spectators and workforce during the 2028 Games because they each connect to multiple venues in Los Angeles County. Improving the capacity, reliability, speed, and safety of the A and E Lines will support 2028 Games demand, reduce the need for temporary infrastructure, and provide lasting legacy benefits.

#### Project Development

The improvements for this workstream include a new siding and intersection modification along the E Line, three new crossovers along the A Line, and traffic and pedestrian improvements along the Washington Blvd and Flower St corridors. Metro has made significant progress in advancing these projects to compete for upcoming funding opportunities. Draft implementation plans prepared for these projects define their scope, schedule, and budget.

#### Funding

As stated above, elements of the Pico Station Project were included in the Washington/Flower Corridor Green Infrastructure Installation application for the EPA Environmental and Climate Justice Community Change grant program. However, this application was not successful.

Staff continue to assess potential federal and state funding opportunities and identify potential local match sources for the other LRT projects (such as siding, crossover, and intersection improvements along the A and E Lines).

Additionally, the GME is advocating for planning and design funding for the Light Rail Transit Improvements as part of the Senate’s FY2025 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act spending bill.

#### Next Steps

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

### MOBILITY HUBS

The Mobility Hub workstream seeks to enhance multimodal connectivity by connecting people to the public transportation network, park-and-ride facilities, the supplemental bus system, and the 2028 Games venues.

## Attachment B– MCP Workstreams Progress Report

### Project Development

Metro staff identified the potential types (legacy versus temporary) and locations of mobility hubs. The five priority mobility hubs (Chatsworth Station, El Monte Station, Expo/Crenshaw Station, North Hollywood Station, and Willow Station) have completed implementation plans and were included in the Reconnecting Communities and Neighborhoods (RCN) grant. File #2024-0913 - RCN Update provides more details on the project development progress of these five mobility hubs. Metro staff are currently developing an implementation plan for the Metro Norwalk Station Mobility Hub.

Countywide Planning developed Metro's Multimodal Mobility Hub Study to identify future mobility hub locations across the entire system that would provide 2028 Games benefits. Metro will use this list as a starting point for Metro to propose additional mobility hub locations. Metro and the Games Mobility Executives (GME) will jointly recommend the next set of potential mobility hubs to advance. Metro will report back on priorities made by the GME on future mobility hub locations.

### Funding

Metro staff are evaluating the competitiveness of the Metro Norwalk Station Mobility Hub grant application for the upcoming Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. The RAISE NOFO is anticipated to be released in the next few weeks.

Staff continue to assess potential federal and state funding opportunities and identify potential local match sources for additional mobility hub projects.

Additionally, the GME is advocating for planning and design funding for additional mobility hubs as part of the Senate's FY2025 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act spending bill.

### Next Steps

- Begin environmental clearance and conceptual engineering on additional mobility hubs before the end of the year.
- Seek funding to continue progress and deliver key mobility hubs before the 2028 Games.
- Collaborate with the GME to determine priority locations for mobility hubs.
- Pursue RAISE grant for the Norwalk Station Mobility Hub.

### FIRST/LAST MILE

The First/Last Mile workstream advances walking, rolling, and active transportation street improvements on critical-access streets at up to ten venue clusters across Los Angeles County. These improvements will be critical to supporting a multimodal 2028 Games for spectators and workforce while encouraging long-term behavioral change.

### Project Development

Metro staff continue to work with local jurisdictions to package improvements to help users walk, bike, and roll between the key transit stations and venues. Examples of

## Attachment B– MCP Workstreams Progress Report

such improvements include replacing or adding new bus stops, improving crosswalks, adding street trees/landscaping, adding pedestrian lighting, traffic calming measures, wayfinding, adding street furniture, adding bike lanes (where space is available), and opportunities to pedestrianize streets.

Metro included first/last mile projects in Downtown Los Angeles, Norwalk, and Carson in the Reconnecting Communities and Neighborhoods (RCN) grant. File 2024-0913 - RCN Update provides more details on the project development progress of these three first/last mile projects.

Additionally, staff have hosted group and individual meetings with the Cities of Los Angeles, Inglewood, Carson, Santa Monica, Long Beach, Pasadena Pomona, La Verne, San Dimas, and the County of Los Angeles. over the past six months. Metro and city partners are focusing on high-value corridors that connect Games venues to high-quality transit. In collaboration with the applicable cities, Metro completed conceptual designs for 18 high-value corridors and are preparing for potential grant funding opportunities.

### Funding

SCAG's "Safe Streets for All" program application included a total of \$5 million for Venue City "quick build" first/last mile demonstration projects. Metro is now encouraging these cities to apply for this funding through SCAG's call for projects.

Metro also supported the City of Los Angeles in preparing a USDOT RAISE grant application for the Sepulveda Basin Games, Access, Mobility, Equity, and Safety (GAMES) project. Unfortunately, USDOT did not select the Sepulveda Basin GAMES project. Staff continue to assess potential federal and state funding opportunities and identify potential local match sources for the high-value corridors.

Additionally, the GME is advocating for planning and design funding for additional first/last mile as part of the Senate's FY2025 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act spending bill.

### Next Steps

- Begin environmental clearance and conceptual engineering before the end of the year.
- Support cities with implementing legacy and quick-build opportunities by:
  - Helping cities seek funding and conceptually design corridors
  - Advising on bundling and packaging projects
  - Providing resources for implementation

## COUNTYWIDE BUS-ONLY LANES

Using the 2028 Games as a catalyst to accelerate Metro's goals, this workstream advances efforts to implement bus-only lanes across Los Angeles County. Consistent with the Board's direction, Metro is considering bus-only lanes on corridors that are part



## Attachment B– MCP Workstreams Progress Report

of Metro’s NextGen Tier 1 network, Metro’s BRT Vision and Principles Study, and GRN arterials near venues.

### Project Development

Metro staff continue to coordinate with the NextGen Bus Speed and Reliability Working Group to accelerate additional bus-only lane corridors in time for the 2028 Games. Metro will expand this model to other cities across the county.

The Reconnecting Communities and Neighborhoods (RCN) grant included bus priority improvements along Valley Blvd (between Metro J Line El Monte Station and Hacienda), Florence Ave/Studebaker Rd/Imperial Highway (between the Metro A Line Florence Station and Metrolink Norwalk/Santa Fe Springs Station), Broadway (1st Street and Imperial Hwy), and Olympic Blvd (between Downtown and Century City) . File 2024-0913 - RCN Update provides more details on project development progress of these bus priority projects. The enhanced bus/rail interface stations along Vermont Avenue are being incorporated into the larger Vermont Transit Corridor project led by Metro Countywide Planning.

### Funding

Staff continue to assess potential federal and state funding opportunities and identify potential local match sources for additional bus-only lane projects.

The GME is advocating for planning and design funding for two additional bus priority improvement corridors as part of the Senate’s FY2025 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act spending bill: Venice Blvd in the City of Los Angeles, and Gavey/Atlantic and the San Gabriel Valley.

### Next Steps

- Begin environmental clearance and conceptual engineering before the end of the year.
- Seek funding to continue progress and deliver the bus priority improvements before the 2028 Games.
- Continue to work with the NextGen Bus Speed and Reliability Working Group to advance potential bus-only lane corridors before 2028.

## GAMES ENHANCED TRANSIT SERVICE

The Games Enhanced Transit Service (GETS) is a temporary supplementary transit system created to augment the existing public transit system. It ensures that the region can absorb the additional extraordinary demand of a mega-event and provides an enhanced service with potential legacy benefits. The GETS consists of the following elements:

- Bus vehicles or shuttles permanently or temporarily procured or borrowed from other transit agencies in California and beyond.

## Attachment B– MCP Workstreams Progress Report

- Bus malls at venue and park-and-ride mobility hubs to serve spectators and workforce.
- Bus depots to maintain, clean, fuel/charge, and support the operation of the GETS.
- Operations team that includes drivers, mechanics, supervisors, schedulers, and other needed staff along with their food, lodging, and uniforms for the period of the Games.

The GETS will generally provide express bus service between venues and mobility hubs to meet the demand of the 2028 Games and complement the existing transit network. Metro will design GETS to achieve desired service levels for successful operation of the spectator/workforce system. It will support regional zero-emission and sustainable transportation goals by committing to a zero or near-zero bus fleet.

### Project Development

Based on current modeling and projections, Metro would need approximately 2,700 buses in addition to its current fleet. Metro staff have developed an initial framework for the GETS and strategies for obtaining the additional buses. The framework outlines the types of service, bus vehicle type requirements, fueling/charging infrastructure needs, workforce resources, roles and responsibilities, required systems and technology, and a preliminary cost estimate and schedule. The strategies for obtaining the additional buses include a contingency fleet, borrowing buses from other transit agencies, local municipal operators, and universities and school district buses.

Metro staff have started preliminary route planning between mobility hubs and the proposed venues. In parallel, Operations is assessing temporary service adjustments of the existing network to serve mobility hubs and road closures near venues as well as enhancements to rail service.

### Funding

The GME is advocating for GETS planning and design funding as part of the Senate's FY2025 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act spending bill.

### Next Steps

- Develop a strategic roadmap for a contingency fleet.
- Evaluate fueling/charging capacity and infrastructure needs.
- Coordinate with Metro Real Estate to start planning for temporary infrastructure.

## GAMES ROUTE NETWORK

This Games-specific workstream advances the identification and planning of the Games Route Network (GRN), a commitment of any Olympic host. The GRN will provide designated lanes and create a network between competition and non-competition venues (such as Athletes Village and Media Village). The GRN will provide reliable travel times for the Games Family (athletes, officials, and media) and potentially public transit for the Games' workforce and spectators.

## Attachment B– MCP Workstreams Progress Report

### Project Development

To date, Metro and LA28 have performed initial planning for the GRN, such as traffic analysis, travel demand modeling, project definition, and rough-order-of-magnitude cost estimates. Caltrans is now providing leadership support to advance GRN planning and design with support from Metro, LA28, City of Los Angeles, and additional cities with venue agreements with LA28.

Caltrans has provided dedicated resources to advance the GRN and initiated the Project Study Report-Project Report (PSR-PR) documentation for CEQA and NEPA approval. Caltrans is drafting a letter to FHWA to request federal approval for GRN signage and working with Caltrans Headquarters for state highway/vehicle code changes to support the GRN. Caltrans is also drafting a style guide for jurisdictions to use on local GRN arterials and streets near venues.

### Funding

The GME is advocating for GRN planning and design funding as part of the Senate's FY2025 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act spending bill.

### Next Steps

- Complete PSR-PR and traffic analysis.
- Support pilot projects for the FIFA World Cup in 2026 and Super Bowl in 2027
- Advocate for GRN design solutions at CA Traffic Control Devices Committee (CTCDC) quarterly meetings.

## OTHER METRO-LED PROJECTS

Metro staff has progressed work on other Metro-led projects/programs from the Surface Transportation Priority List that do not require the same level of advance work as those previously described. The following summary describes current and planned efforts for these projects/programs.

### Ticketing Integration & Future of Payment

Metro received \$2 million for the Integrated Transit Trip Planning and Fare Purchase with Event Ticketing pilot Phase I through USDOT's Strengthening Mobility and Revolutionizing Transportation (SMART) grant program. Under the \$2 million stage 1 SMART competitive grant award, LA Metro and the Los Angeles Philharmonic Association at the historic Hollywood Bowl venue successfully partnered to make public transportation easier than ever, with the May 2024 launch of the first integrated ticketing pilot program utilizing a QR code digital ticket in the US. For the 2024 Hollywood Bowl summer concert season, which includes over 70 events, music fans are able to purchase a GoMetro Round-Trip Pass QR code digital ticket for \$3.50, valid on Metro buses and trains. Concertgoers did and can purchase Metro transit passes as part of their event ticket transaction, resulting in one transaction, but two digital tickets: an event ticket and QR code transit pass. The stage 1 pilot utilized QR code reader

## Attachment B– MCP Workstreams Progress Report

hardware existing at all gated Metro rail stations, implemented in 2017 for integration of Metro's Metro Rail and Metrolink commuter rail ticketing. Where QR code readers are not available, Metro personnel including fare checkers and bus operators have been trained to visually identify and accept the transit pass. The pilot's goal was to demonstrate the feasibility of QR code ticketing technology integration, and to understand its opportunities for increased operational efficiencies, ridership growth and public awareness of transit as a means to get to events. The pilot achieved the goal of advancing QR code ticket technology as an easy way to plan and pay for a Metro ticket selling almost 700 Metro QR transit tickets along with event tickets. Initial reports from customers in the field (at Metro's pop-up booth) and on social media show that the integration is reducing friction and improving access to transit for eventgoers. Additionally public awareness of the public transit connection to the Hollywood Bowl has increased from the marketing campaign promoting the QR code ticket integration displayed on digital media and on bus and train billboards throughout the county. With this successful proof of concept, Metro is now ready to leverage lessons learned to scale it to Los Angeles County.

In August, Metro applied for a Stage II SMART grant for the long-term deployment of this technology to support the 2026 World Cup and the 2028 Games. A determination on funding will be known prior to November 5, 2024. The Stage II aims to address transportation ticketing integration and interoperability challenges by leveraging cutting-edge technology to integrate event ticketing with public transportation. By combining QR code integration and Open Loop payment technology Metro will make choosing public transit as easy as buying an event ticket. Building on Metro's successful SMART Grant Stage 1 QR code ticketing API integration with the Los Angeles Philharmonic at the Hollywood Bowl, Stage II proposes to expand this technology across Los Angeles County to include a minimum of 10 - and a goal of more than 20 - event venues. In Stage 2, Metro proposes to expand this integration to other large music, sporting and cultural destinations. To provide additional integrations to events and develop improved equitable pathways to pay for transit, Metro will also develop innovative partnerships with Europay, Mastercard, and Visa (EMV) card standard payment networks (including Mastercard, Visa, Discover and American Express) and issuers (banks, fintech, and others). Metro's goal with these partnerships is to implement systems that support and encourage ridership in two keyways: 1. Offer cash-back rewards on existing credit and debit cards when using transit and shared mobility, similar to how travelers earn rewards for flights or hotel bookings and 2. For unbanked individuals, issue special Mobility Wallet cards that provide the same benefits with subsidies.

### Open Streets to Uplift Arts, Culture, and Recreation Program

Metro included approximately \$5 Mil for funding for Open Streets programming connecting to the three Mobility Hubs in the cities of Long Beach, El Monte and Los Angeles, in the Reconnecting Communities and Neighborhoods (RCN) grant. This funding will be used both to gather public input on the Hubs planning and to test open streets to uplift arts, culture and recreation in preparation for the 2028 Olympic Games (file 2023-0075).

## Attachment B– MCP Workstreams Progress Report

File 2024-0913 - RCN Update provides more details on the project development progress of these three Mobility Hubs locations.

Staff continue to explore additional funding opportunities for this program and include it in any grant applications for which it is eligible.

### Phase I Zero Emission Bus Program

In April, Metro released a solicitation for a base buy purchase of 260 battery electric buses (BEB) and 20 hydrogen fuel cell electric buses (FCEB). The solicitation includes additional purchase options that will allow for the potential procurement of up to 1,980 BEB and FCEBs. This is the largest zero emission bus procurement in U.S. history.

In July, the Federal Transit Administration awarded Metro with a Low or No Emission grant of \$77.5 million FY24. Metro's award is the second largest in the country out of 117 projects that the FTA selected for funding from 477 eligible applications. The funds will help the agency purchase dozens of battery electric buses, install new chargers, and expand workforce development training at its West Hollywood bus division.

### Universal Basic Mobility Expansion

Staff launched Phase I of the Mobility Wallet in March 2023, with 1,000 participants in South LA utilizing a grant from California Air Resources Board (CARB) in partnership with LADOT. With \$6 million of grant funds recently awarded to Metro through the Renewable Energy for Agriculture Program (REAP) and Advanced Transportation Technologies and Innovative Mobility Deployment (ATTAIN) grants, Metro opened the application process for Phase II in July 2024, providing participants up to \$1,800 to spend on shared transportation services like Metro Bus, Metro Rail, Metro Micro, Bikeshare, Metrolink, E-scooters, bikes, taxis, regional transportation services, ride-hailing services, and local bike shops. The deadline for applications was in August, and Metro received over 57,000 applications. The Phase II 2000 Mobility Wallets will be deployed for a 12-month period through digital, mail and in-person workshop distribution starting in October 2024.

Staff are exploring additional technology innovations and integrations, Customer Experience for the LIFE program, and OCEO for the Go-Pass program, to explore how these wallets integrate into the fabric of our fareless initiatives.

### Transportation Demand Management (TDM)

LA Metro has a developed "Move People Forward" a Transportation Demand Management Strategy that is a people-first approach that leverages behavioral science and aligns initiatives to the specific context of different LA communities. This strategy focuses on a goal of reducing drive alone trips by 20% by summer 2028. The strategy

## Attachment B– MCP Workstreams Progress Report

includes the following initiatives: mobility hub activation and community engagement, multimodal-first kids for the future, new transit corridors, transit tourism and dynamic carpooling, an “on demand” model for carpools. To prepare for 2028 the strategy recommends a test and refine period to use key performance indicators and best practices from behavioral science to learn what works best and optimize initiatives and incentives for mode shift and meets the pre-Games trip reduction goal of 20% countywide.

As part of the test and iterate phase Metro’s Travel Rewards Research Project, an FTA Advancing Innovative Mobility (AIM) grant for \$0.7 Mil was recently utilized for the One Car Challenge pilot in Santa Monica run in Fall 2023 to Spring 2024. The pilot offered an incentive wallet to two-car households willing to participate in a challenge where they pledge to not drive their second car. The pilot included ~300 households in Santa Monica and utilized two phases where half of the participants were a control group and received no incentive and then swapped in the second phase. LA Metro partnered with Duke University Center for Advanced Hindsight to design the pilot and collect and analyze the results. The results are promising, they show that financial incentives deployed using pre-paid debit cards worked to reduce drive-alone trips by 4%, reduce total vehicle miles traveled (VMT) up to 10%, and increase sustainable mode share by 16% including walking, carpooling, biking, transit & scooters. Additional research is needed to validate these numbers, and LA Metro has plans to implement a Phase 2 Mobility Wallet Challenge utilizing grant funding from a REAP 2.0 grant in 2025 with approximately 1000 participants in Los Angeles County. This work will help inform greater plans for incentives to reduce drive-alone trips and VMT during the games.



## Board Report

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**File #:** 2024-0206, **File Type:** Motion / Motion Response

**Agenda Number:** 24.1.

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**EXECUTIVE MANAGEMENT COMMITTEE  
MARCH 21, 2024**

**Motion by:**

**DIRECTORS SOLIS, BASS, HAHN, HORVATH, NAJARIAN, AND YAROSLAVSKY**

Related to Item 24: State and Federal Report

Los Angeles is looking ahead to the 2028 Olympic and Paralympic Games. While the Games have emphasized a "no build" ethos to minimize new venue construction, there has always been an objective to enhance regional transportation infrastructure ahead of the global event. This aspiration is evidenced by Metro's Twenty-Eight by '28 initiative, which outlines a goal to complete 28 key transportation projects to benefit the Games and leave a legacy for the county.

Metro has made significant strides in pursuing its 2028 Mobility Concept Plan, designed to seamlessly connect venues and facilitate movement across the County during the event. Yet, as the Games quickly approaches, Metro's need to obtain sufficient funding for these transportation projects becomes even more pressing.

Los Angeles residents have demonstrated a commitment to enhancing the region's transportation systems by voting to increase their sales taxes through Measure R and Measure M. These measures signify a community-driven initiative to finance and expedite an ambitious range of transportation improvements across the county.

Despite the local investments in transportation improvements, state and federal support remains necessary to host the Games successfully. To secure the much-needed funding, it is imperative that an coalition of relevant parties, including the County of Los Angeles and the members of the Games Mobility Executives, which includes Metro, the City of Los Angeles, Caltrans, Metrolink, the Southern California Association of Governments (SCAG), better coordinate efforts to secure the state and federal investments necessary to implement the transportation infrastructure improvements needed to deliver a successful 2028 Olympic and paralympic Games. Their unified advocacy to state and federal partners is critical to realizing Metro's vision of a successful, congestion-free, Games that leave a lasting legacy of improved transit and active transportation infrastructure.

**SUBJECT: BUILDING A COHESIVE APPROACH TO LOS ANGELES'S LEGISLATIVE  
ADVOCACY FOR THE 2028 MOBILITY CONCEPT PLAN MOTION**

**RECOMMENDATION**

APPROVE Motion by Directors Solis, Bass, Hahn, Horvath, Najarian, and Yaroslavsky that the Board direct the Chief Executive Officer to:

- A. Develop a framework for and establish a Legislative Advocacy Working Group for the 2028 Games that includes, but is not limited to, the members of the Games Mobility Executives and the County of Los Angeles, to develop and implement a cohesive state and federal legislative advocacy plan to advance Metro's 2028 Mobility Concept Plan.
- B. Report Back in 90 days with:
  - 1. A proposed framework, recommended working group members, and recommendations on strengthening advocacy coordination with the LA County legislative delegation and other key Games delivery partners; and
  - 2. A progress update on a regional convening of local jurisdiction stakeholders and LA28 on broader transportation and infrastructure project coordination needed for the 2028 Games.





# Motion 42 Update: MCP Implementation



**Metro**

*October 23, 2024*

# Agenda

- Updates
- Regional Transportation Assembly
- Mobility Hub Overview
- Funding and Timeline
- Ad-Hoc Committee Request



# Updates

- Legislative and Funding
  - \$200 million in Senate FY25 THUD Spending Bill for 2028 Games mobility
  - Limited opportunities remain for discretionary federal grants
- Prepared 12 MCP project implementations plans
- Started RCN environmental and conceptual engineering
- MOU with LA28
- Copa America Travel Survey
- Coordination & Engagement
  - Regional Transportation Assembly
  - Games Mobility Executives
  - USDOT



# Regional Transportation Assembly

- Over 100 city and agency attendees
- LA28 presentation on the Games
- Discussed essential Games projects
  - Metro MCP Workstreams
  - Games Enhanced Transit Service
  - Games Route Network
  - Integrated Transportation Management
- SCAG - TDM & freight coordination
- Future convening later this year



## Definition of a Mobility Hub

- A mobility hub is a place where multiple modes of transportation: bus/rail, active transportation and micro-mobility, services, retail, housing, with other amenities and automobiles are seamlessly integrated into an active transit-oriented community.



*Conceptual Rendering of  
Chatsworth Mobility Hub*



*Conceptual Rendering of  
Willow Mobility Hub*

# Mobility Hubs Types

- **Venue Station**
  - Metro stations adjacent to 2028 Games venues
- **Transit Mobility Hub**
  - Metro stations that have significant parking infrastructure and are key venue connectors.
- **2028 Games Park-and-Ride**
  - Temporary hubs that can accommodate a large volume of parking. Games visitors will park their cars and use shuttle buses at these hubs to get to venues.



Example Venue Station  
(Expo/USC Station)



Example Transit Mobility Hub  
(Chatsworth Station)



Park-and-Ride  
(Location TBD)



**Metro**



# Mobility Hubs Map



-  Competition Venue
-  RCN Funded Transit Mobility Hub
-  Venue Station
-  Metrolink
-  Metro Busway and Stations
- 
-  Metro Rail Lines and Stations (2028)
- 
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Esri, NASA, NGA, USGS, County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS

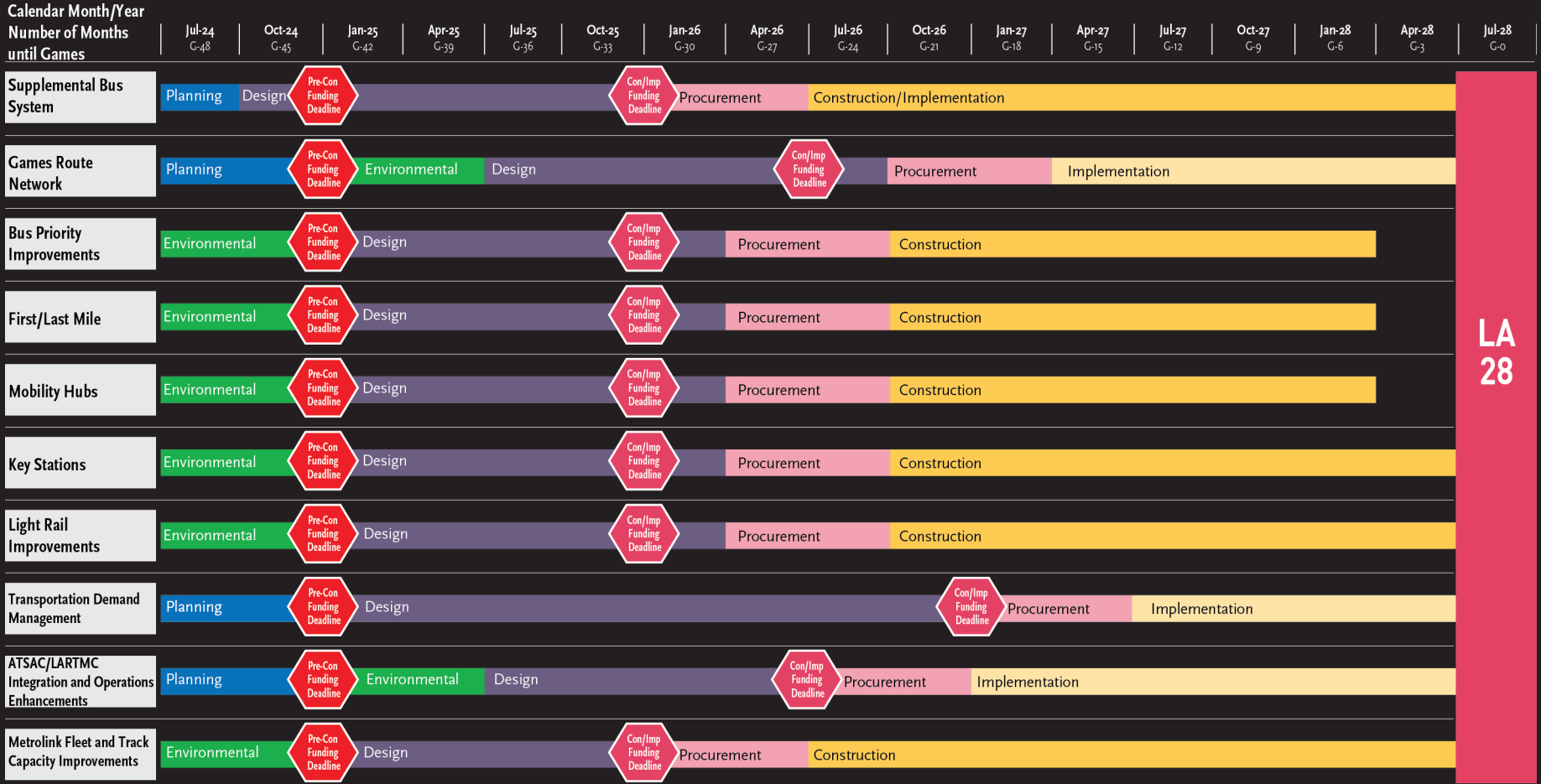
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# Discretionary Grant Funding

Funding Opportunity	Lead Agency	Project	Amount	Outcome
DOT SMART (FY23)	Metro	Integrated event ticketing	\$2M	Awarded
DOT Reconnecting Communities & Neighborhoods (FY23)	Metro with local partners	Various multimodal projects & programs	\$139M	Awarded
DOT Safe Streets for All (FY24)	SCAG with Metro	Active transportation and pilot projects	\$10M	Awarded
FTA Low/No Emission (FY24)	Metro	Zero-emission buses	\$77M	Awarded
DOT RAISE (FY24)	City of LA with Metro	Sepulveda Basin Games, Access, Mobility, and Safety (GAMES) Project	\$25M	Not Selected
FHWA Congestion Mitigation and Air Quality (FY24)	Metro	Celebrate Streets and Division 18	\$34M	Not Selected
EPA Climate Pollution Reduction Grant	Metro with regional/local partners	Various multimodal projects and zero-emission charging infrastructure	\$495M	Not Selected
EPA Environmental Justice & Community Change	Metro and CBO	Washington/Flower Corridor Improvements	\$20M	Not Selected
FTA Bus & Bus Facilities	Metro	Division 7	\$38M	Not Selected



# Schedule and Deadlines



LA  
28



**Metro**

**Notes:**

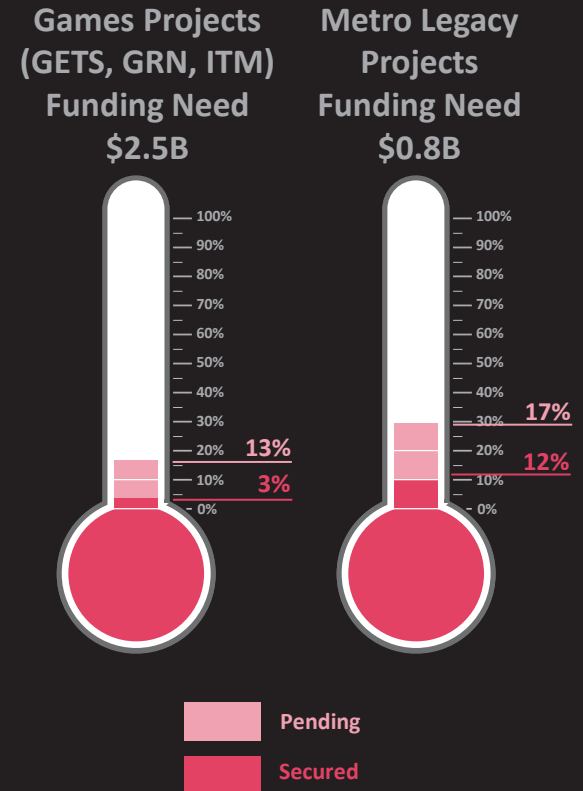
Subject to change  
 Specific projects within each workstream may vary in timeline  
 Funding for preconstruction activities for planning, environmental, and design are needed in FY25 budget request  
 Depending on the workstream, funding for construction and implementation vary between FY26 and FY 27 budgets  
 Environmental assumed to not be needed for Supplemental Bus System and Transportation Demand Management

**Acronyms:**

Pre-Con = Pre-construction  
 Con/Imp = Construction/Implementation

# Need for Funding, Resources, & Approvals

- Less than 4 years – critical decision points needed before the end of the year
- To enable delivery of MCP projects before 2028 Games:
  - Funding and resources are needed to continue progress in advance of appropriations funding
  - Approvals are needed to start environmental and conceptual engineering
- Potential implications:
  - Cancel key legacy MCP projects
  - Miss opportunity for long-term mode shift
  - Fail to provide accessible spectator transportation
  - Disrupt quality of life for Angelenos, especially those near venues in EFCs



# Request to 2028 Games Ad-Hoc Committee

## RECOMMENDATION TO BOARD

- A. RECEIVING AND FILING the Mobility Concept Plan (MCP) Implementation Report, and;
- B. AUTHORIZING the CEO or their designee to amend the FY25 budget, in the amount of \$9.67 million, to advance Metro-led GME STP projects with the Program.