



Metro

One Gateway Plaza, Los Angeles, CA 90012

Agenda - Final Revised

Wednesday, January 15, 2025

10:00 AM

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Ad Hoc 2028 Olympic & Paralympic Games Committee

Janice Hahn, Chair

Karen Bass, Vice Chair

Jacquelyn Dupont-Walker

Lindsey Horvath

Ara J. Najarian

Hilda Solis

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

***DUE TO THE CURRENT STATE OF EMERGENCY, THE COMMITTEE WILL MEET
VIRTUALLY.***

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES
(ALSO APPLIES TO BOARD COMMITTEES)

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The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and /or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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Requests can also be sent to boardclerk@metro.net.



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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

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La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 15 de Enero de 2025. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-978-8818 y ingrese el codigo
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Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

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Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

- 50. SUBJECT: STATE OF EMERGENCY - AUTHORIZATION TO MEET VIRTUALLY** [2025-0014](#)

RECOMMENDATION

AS A RESULT of the current state of emergency as proclaimed by the Governor, meeting in person would present imminent risks to the health and safety of the attendees.

Attachments: [Attachment A - Proclamation of a State of Emergency](#)

- 5. SUBJECT: 2028 MOBILITY CONCEPT PLAN IMPLEMENTATION REPORT** [2024-1119](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the 2028 Mobility Concept Plan (MCP) Implementation Report Interim Update; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for and/or amendments for acceptance and/or sub-granting of grant funding for the Mobility Wallet expansion up to the total amounts listed in the 2028 MCP for “Universal Basic Mobility Expansion Systemwide” - \$40 million, and “Metro Universal Fare and Ticketing Integration Systemwide” - \$30 million, pending receipt of grant funding.

Attachments: [Attachment A - Board Motion 2024-0995](#)
[Attachment B - GME Surface Transportation Priority List Presentation](#)

- 6. SUBJECT: 2028 MOBILITY CONCEPT PLAN - WORKSTREAM HIGHLIGHTS** [2024-1161](#)

RECOMMENDATION

RECEIVE oral report on the Mobility Concept Plan Workstream Highlights.

Attachments: [Presentation](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2024-1154](#)

RECEIVE General Public Comment

GENERAL PUBLIC COMMENT

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S
SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2025-0014, **File Type:** Proclamation

Agenda Number: 50.

**AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE
JANUARY 15, 2025**

SUBJECT: STATE OF EMERGENCY - AUTHORIZATION TO MEET VIRTUALLY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AS A RESULT of the current state of emergency as proclaimed by the Governor, meeting in person would present imminent risks to the health and safety of the attendees.

**EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA**

PROCLAMATION OF A STATE OF EMERGENCY

WHEREAS on January 7, 2025, the Palisades Fire ignited in Los Angeles County, burning over 1,200 acres as of the time this Proclamation is issued; and

WHEREAS high winds, low humidity, and dry conditions have increased the intensity and spread of the Palisades Fire, causing imminent threat to life with Red Flag warnings in effect in Los Angeles and Ventura Counties and widespread dangerous windstorm conditions with damaging wind gusts of 50 to 80 mph forecasted; and

WHEREAS the Palisades Fire and windstorm conditions threaten structures, homes, and critical infrastructure, including power lines and water tanks, and have prompted evacuation orders and warnings and impacted the access route to the Palisades Highlands community; and

WHEREAS in response to a request from the Governor's Office of Emergency Services, the Federal Emergency Management Agency approved a Fire Management Assistant Grant to assist with the mitigation, management, and control of the Palisades Fire on January 7, 2025; and

WHEREAS under the provisions of Government Code section 8558(b), I find that conditions of extreme peril to the safety of persons and property exist due to impacts of the Palisades Fire and windstorm conditions in Los Angeles and Ventura Counties; and

WHEREAS under the provisions of Government Code section 8558(b), I find that the conditions caused by the Palisades Fire and windstorm conditions, by reason of their magnitude, are beyond the control of the services, personnel, equipment, and facilities of any single local government and require the combined forces of a mutual aid region or regions to appropriately respond; and

WHEREAS under the provisions of Government Code section 8625(c), I find that local authorities are inadequate to cope with the magnitude of the damage caused by the Palisades Fire and windstorm conditions; and

WHEREAS under the provisions of Government Code section 8571, I find that strict compliance with various statutes and regulations specified in this Proclamation would prevent, hinder, or delay the mitigation of the effects of the Palisades Fire and windstorm conditions.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, in accordance with the authority vested in me by the State Constitution and statutes, including the California Emergency Services Act, and in particular, Government Code section 8625, **HEREBY PROCLAIM A STATE OF EMERGENCY** to exist in Los Angeles and Ventura Counties due to the Palisades Fire and windstorm conditions.

IT IS HEREBY ORDERED THAT:

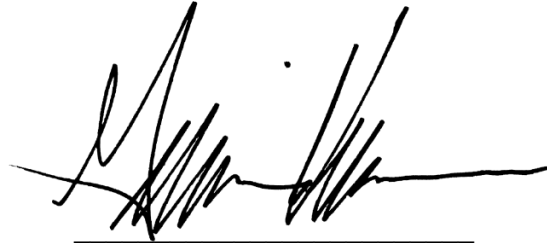
1. All agencies of the state government utilize and employ state personnel, equipment, and facilities for the performance of any and all activities consistent with the direction of the Office of Emergency Services and the State Emergency Plan. Also, all residents are to obey the direction of emergency officials with regard to this emergency in order to protect their safety.
2. The Office of Emergency Services shall provide assistance to local governments, if appropriate, under the authority of the California Disaster Assistance Act, Government Code section 8680 et seq., and California Code of Regulations, Title 19, section 2900 et seq.
3. As necessary to assist local governments and for the protection of public health and the environment, state agencies shall enter into contracts to arrange for the procurement of materials, goods, and services necessary to quickly assist with the response to and recovery from the impacts of this emergency. Applicable provisions of the Government Code and the Public Contract Code, including but not limited to travel, advertising, and competitive bidding requirements, are suspended to the extent necessary to address the effects of this emergency.
4. The California National Guard may be mobilized under Military and Veterans Code section 146 to support disaster response and relief efforts, as directed by the Office of Emergency Services, and to coordinate with all relevant state agencies and state and local emergency responders and law enforcement within the impacted areas. Sections 147 and 188 of the Military and Veterans Code are applicable during the period of participation in this mission, exempting the California Military Department from applicable procurement rules for specified emergency purchases, and those rules are hereby suspended.
5. Adequate state staffing during this emergency is necessary for all state agencies and departments with an assigned response and/or recovery role. Consistent with applicable federal law, work hour limitations for retired annuitants, permanent and intermittent personnel, and state management and senior supervisors, are suspended. Furthermore, reinstatement and work hour limitations in Government Code sections 21220, 21224(a), and 7522.56(b), (d), (f), and (g), and the time limitations in Government Code section 19888.1 and California Code of Regulations, title 2, sections 300-303 are suspended. All other restrictions must be adhered to for retired annuitants. The Director of the California Department of Human Resources must be notified of any individual employed in state government pursuant to these suspensions. The suspension of statutes identified in this Paragraph shall also apply to local governments, as applicable, to ensure adequate staffing to appropriately respond to this emergency in Los Angeles and Ventura Counties. Local governmental agencies shall notify the California Public Employees' Retirement System of any individual employed by an agency pursuant to this Paragraph.

6. The limitation for the period of employment for State Personnel Board emergency appointments, as provided in Government Code section 19888.1, is suspended for positions required for emergency response and/or recovery operations related to this emergency in Los Angeles and Ventura Counties. The requirements and period of employment for such appointments will be determined by the Office of Emergency Services, but shall not extend beyond the termination date of the State of Emergency.

I FURTHER DIRECT that as soon as hereafter possible, this Proclamation be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Proclamation.

This Proclamation is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 7th day of January 2025.



GAVIN NEWSOM
Governor of California

ATTEST:

SHIRLEY WEBER, PH.D.
Secretary of State



Board Report

File #: 2024-1119, File Type: Policy

Agenda Number: 5.

AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE JANUARY 15, 2025

SUBJECT: 2028 MOBILITY CONCEPT PLAN IMPLEMENTATION REPORT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the 2028 Mobility Concept Plan (MCP) Implementation Report Interim Update; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for and/or amendments for acceptance and/or sub-granting of grant funding for the Mobility Wallet expansion up to the total amounts listed in the 2028 MCP for “Universal Basic Mobility Expansion Systemwide” - \$40 million, and “Metro Universal Fare and Ticketing Integration Systemwide” - \$30 million, pending receipt of grant funding.

ISSUE

This is a progress report regarding planning efforts in anticipation of the 2028 Olympic and Paralympic Games (“the Games”), including the Reconnecting Communities and Neighborhoods (RCN) program, 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. The updates provided in this report provide an interim update on Motion 2024-0995 by Directors Hahn, Horvath, Solis, Butts, and Bass, as amended by Horvath and Mitchell, Attachment A.

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), as well as venue cities and Councils of Governments, to develop the 2028 Mobility Concept Plan (MCP) approved by the Metro Board in December 2022. 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 B) -

presented at the June 2023 Board Meeting, either serve a specific Games delivery need (e.g., Games Enhance Transit Service) or are highly beneficial and supportive of the transport strategy for the Games (e.g., a network of bus-only lanes). Metro staff have updated the estimated costs for each workstream based on the project development work completed over the past year. These new costs are reflected in the project implementation plans.

In October 2024, Board Motion 8 by Directors Hahn, Horvath, Solis, Butts, and Bass, as amended by Horvath and Mitchell, directed the CEO to update plans with additional information on the GETS and regional preparations for the 2028 Games, organize a Transportation and Mobility Summit, with a report back at the April 2025 Ad Hoc 2028 Games Committee, with an interim update in January 2025. Director Horvath's amendment directed Metro to provide an update in January 2025 regarding the MOU with LA28, roles and responsibilities, funding strategy, implementation schedule, and funding deadlines. Director Mitchell's amendment directed Metro to engage key stakeholder groups to inform 2028 Games mobility planning to address the mobility needs of people with disabilities.

DISCUSSION

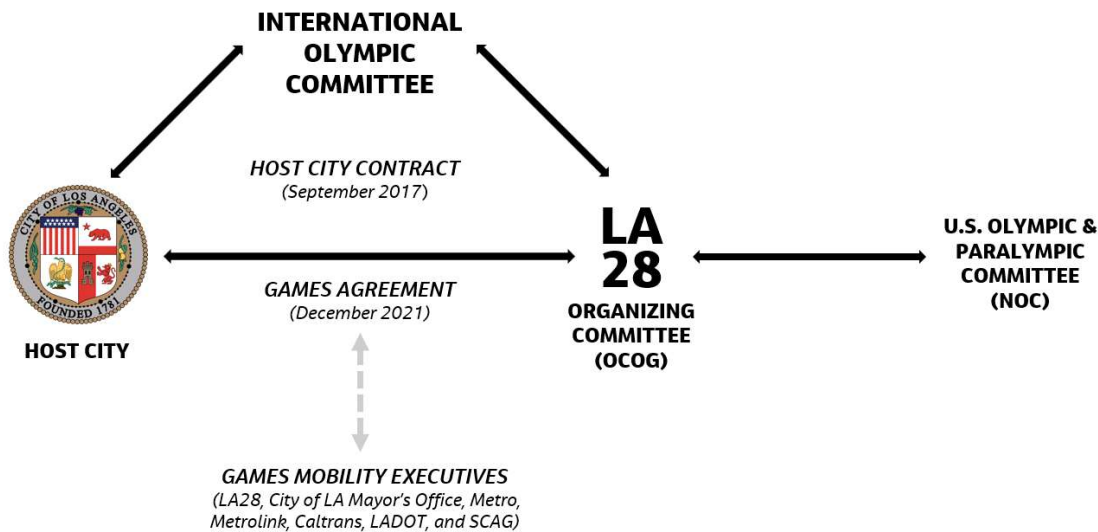
MCP Implementation Update/Motion 8 Response (interim update)

The following provides an update on the implementation of the 2028 MCP in response to (interim update) to Motion 8 from the October 2024 Special Board Meeting. Metro staff will provide a final response to Motion 8 in April 2025.

Overview of GME Role and Responsibilities and Subcommittee Assignments

In December 2021, the City of Los Angeles and the Los Angeles Organizing Committee for the 2028 Games (LA28) executed the Games Agreement. The Games Agreement set forth material terms of the relationship and roles/responsibilities between the City of Los Angeles and LA28, such as defining risk management, general parameters for reimbursement of enhanced city services, and youth sports commitment. Refer to Figure 1, which shows the governance around the 2028 Games.

Figure 1: 2028 Games Governance Structure



The Games Agreement briefly mentions mobility and directs the convening of the Games Mobility Executives consisting of key transportation partners (LA28, City of LA Mayor’s Office, Metro, Metrolink, Caltrans, LADOT, and SCAG). The purpose of the GME is to plan for mobility and transportation for the 2028 Games, including the following as defined by the Games Agreement: “detail on the Games Route Network, state and federal coordination, mobility hubs and depots, demand management, community engagement, communications planning, collaboration opportunities with Olympic marketing partners, and other related matters.”

Since the execution of the Games Agreement, the GME has met regularly with both the principals and staff members from each GME agency. The GME aligned on a preliminary set of roles and responsibilities using a Responsible, Accountable, Consult, and Inform (RACI) matrix regarding governance, planning, funding advocacy, project delivery, and Games transportation operations/delivery. The GME aligned on the priority workstreams to deliver for the 2028 Games and joint advocacy for funding based on the work and priorities identified in Metro’s 2028 Games Mobility Concept Plan (MCP) per Motion 42. Following the Paris 2024 Games, the GME designated lead agency and staff responsible for delivering priority workstreams and critical functional areas for the 2028 Games.

The table below identifies the GME subcommittees and lead agencies.

GME Subcommittees	GME Lead Agency
Games Enhanced Transit Service (GETS)/Zero Emission Bus Program	Metro
Games Route Network (GRN)/Traffic Management	Caltrans
Mobility Hubs	Metro
Countywide Bus Only Lanes	Metro
First/Last Mile/Open Streets	LADOT
Key Stations/LRT Improvements	Metro
Travel and Freight Demand Management/Universal Basic Mobility	SCAG
Universal and Inclusive Design	City of Los Angeles
Regional Rail	Metrolink
Wayfinding	Metro
Heat	Metro
Communication and Outreach	LA28

Each GME subcommittee has identified the subcommittee purpose, scope, members, timeline, roles and responsibilities, coordination needs with other workstreams, governance structure, communications plans, and 2025 goals. Metro will regularly report to the Board regarding key milestones, accomplishments, risks, issues, and progress for each of the six Metro-led subcommittees.

Overview of Interagency and Stakeholder Coordination

Metro continues actively engaging agencies and stakeholders to inform and seek feedback on 2028 Games planning. As previously described, the GME is the formal working group for interagency coordination and has made significant progress in preparing for the 2028 Games. Recognizing the importance of expanded outreach to regional transportation agencies, cities, local municipal operators, and other key stakeholders, Metro and the GME hosted two Regional Transportation Assemblies in June 2024 and November 2024, which convened over 200 individuals across dozens of agencies throughout the Southern California Region with a direct role in Games delivery. Topics covered at the Regional Transportation Assemblies included Paris 2024 lessons learned, LA28 updates, Metro’s 2028 Games MCP updates, efforts to advance the projects funded by Reconnecting Communities and Neighborhoods (RCN), and details about regional Games workstreams like the Games Route Network (GRN), Games Enhanced Transit Service (GETS), and Transportation Demand Management (TDM). The Regional Transportation Assembly offers agencies, cities, and stakeholders the opportunity to learn and ask questions about planning efforts to date around the 2028 Games. Metro and the GME will continue to host and convene future Regional Transportation Assemblies. Furthermore, staff are also planning a Transportation and Mobility Summit aimed at engaging a broad spectrum of stakeholders, including community partners and public agencies, to discuss ongoing work leading up to the Games. This summit, expected in 2025, aligns with the Metro Board of Directors' October 2024 motion and is a key step in responding to directives from the Ad Hoc Committee on the 2028 Games. During the November Regional Assembly, Metro solicited

volunteers to help develop a Transportation Summit in 2025. Metro will convene a working session for the development of a regional Summit, which will be sure to include our transportation and mobility partners, including representatives from the accessibility community.

Additionally, Metro has met with several Games venue cities to present an overview of the Games priority workstreams and RCN project development. These venue cities included Carson, Inglewood, Long Beach, Santa Monica, and Pasadena. The deep dive meetings allowed Venue Cities the opportunity to understand ongoing project workstreams and provide input on the path forward for projects related to their city.

Accessibility Community Engagement

In line with Motion 2024-0995, staff will leverage existing networks such as the Metro Aging and Disability Transportation Network (ADTN), Los Angeles County Commission on Disabilities, and the City of Los Angeles Commission on Disability to incorporate the mobility needs of people with disabilities. This engagement started with a staff presentation to ADTN on December 12, 2024, and will continue through the upcoming Regional Summit and beyond. ADTN in particular is interested in improved wayfinding, better notifications about elevator/escalator outages, and using universal design when implementing new infrastructure. Through these efforts, staff aim to ensure that equity and accessibility remain at the forefront of Metro's transportation planning, not only for the 2028 Games but also as part of a lasting legacy for Los Angeles County.

Term Sheet/MOU Update

Metro is preparing to be the primary mobility service provider for the 2028 Games spectators and workforce. Metro has dedicated resources and aligned with the preliminary roles and responsibilities identified in the GME's RACI. However, to bring greater certainty and commitment from LA28 so that Metro can continue planning and delivering the projects and services for the 2028 Games transportation, Metro and LA28 are working together to develop and execute a Memorandum of Understanding by the summer of 2025.

Based on previous approaches to funding spectator and workforce transportation for the Olympics in the United States, the expectation is that the federal government would fund additional mobility services needed (Salt Lake City 2002 Winter Games received \$1.3 billion and Atlanta 1996 Games received \$609 million for transportation). Accordingly, Metro is advocating for \$200 million in the Federal FY 2025 budget and recently submitted a letter from the Board to the incoming administration requesting \$3.2 billion in the Federal FY 2026 budget. Metro and LA28 will continue to work together to resolve the remaining terms and conditions in the term sheet and then draft the MOU for the Metro Board of Directors to approve and execute.

MCP Project Implementation Plans

Metro is finalizing Project Implementation Plans that outline the vision for the project scope and provide a preliminary roadmap that clearly identifies the steps needed to deliver the projects. These plans will provide contextual background for each project, including existing conditions, the project purpose, and its relation to the Games. The main sections of the plans include a project scope definition, a cost estimate breakdown, a milestone schedule, a list of funding opportunities, project

parties' roles and responsibilities, and next steps. Metro will release the Project Implementation Plans prior to the April Ad Hoc Committee.

Games Enhanced Transit Service

The Games Enhanced Transit Service (GETS) is of critical importance to the success of the Games. The GETS will provide additional buses and staff resources from various sources to enhance transit service to venues and complement the existing transit network to ensure the unprecedented demand is met for the 2028 Games.

Metro staff is preparing a GETS Strategic Roadmap to fully respond to the Board Motion in April 2025 with greater detail on the above. The GETS Strategic Roadmap will identify off-ramps and scenarios for different levels of funding that may materialize in the future, including the FY25 and FY26 budget requests.

Reconnecting Communities & Neighborhoods Grant (RCN)

Since the award announcement, Metro has made significant progress in organizing internally and externally to begin delivering this program. Notably, staff completed the environmental phase of the project in December 2024. With the environmental clearance now secured, staff will turn over those projects that are not under Metro's responsibility to their respective sponsors for delivery of the remaining design phases and implementation of the projects. For projects under Metro's purview, staff will advance design and community engagement in 2025.

Project Delivery for the Next Batch of MCP Projects

At the October 2024 Special Board Meeting, the Board authorized the CEO to amend the FY25 budget, in the amount of \$9.67 million, to advance Metro-led GME workstreams. This initial funding is critical for staff to continue to advance key phases of project development to enable the completion of these projects before the 2028 Games. Per the schedule presented in October 2024, the Board's action enables staff to meet a partial funding deadline for pre-construction activities to initiate the conceptual design and CEQA/NEPA environmental clearance in anticipation of potential federal appropriations funding in the Federal FY25 and FY26 budgets.

Staff have begun to mobilize internal resources and external stakeholders to prioritize and start the conceptual design and environmental clearance for several additional MCP projects and will report on progress at the April Ad Hoc Committee. We expect to have all projects into the Environmental phase before that time.

Funding/Legislative Update/Strategy

Federal Discretionary Opportunities

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 continues 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.

Metro and GME partners are focusing on legacy projects for discretionary grants under IIJA and IRA

with support from Metro's Federal/State Policy and Programming department. Staff will work with the Metro Board and our Los Angeles County Congressional Delegation to provide advocacy support for current and future grant applications.

Currently, two federal discretionary grants are open: Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE). Metro and GME have been coordinating on potential applications to align priorities and build regional support for advocacy purposes.

Federal budget request update

Metro has and will continue to work with the federal government to include funding for the GME priority workstreams in the FY2026 Budget. Most recently, on November 21, 2024, the Metro Board conveyed a letter addressed to incoming President Donald Trump urging his administration to include \$3.2 billion for GME priority workstreams in the FY2026 Budget that will be issued early next year. The requests outlined in this correspondence and in accompanying fact sheets include funding for legacy and essential Games-specific projects, such as the GETS and GRN. Funding for the essential Games-specific projects is currently the most significant challenge facing Metro and the GME partners. This is analogous to the challenges faced by the 2002 Winter Olympic Games. This was resolved, in part, by Congress appropriating funding identified in the FY2002 Budget released by then-President George W. Bush. Staff will work with the Metro Board, our Los Angeles County Congressional Delegation, and key stakeholders to support our FY2026 Budget funding request.

Joint Advocacy Efforts/Strategy

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 provide support for surface transportation projects and initiatives related to the 2028 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 Games. This effort is guided and informed by our Board-approved 2025 Federal Legislative Program and the Board-approved MCP, which set forth the projects deemed necessary and how Metro will work with the White House, the U.S. Department of Transportation, and Congress to successfully coordinate the 2028 Games being held in Los Angeles County. In 2024, staff has been working with the appropriate congressional committees to explore how the FY2025 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 FY2025 THUD bill included \$200 million for Games-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 FY2025 THUD spending measure. Over the next several months, staff will work with House and Senate stakeholders to ensure that the \$200 million for Games-related mobility projects is included in the final FY2025 THUD bill adopted by Congress and signed into law by the President. As of the writing of this Board Report, it appears that Congress will adopt a continuing resolution that will keep federal government funded through March of 2025. Should the President sign this measure, we would work over the coming months to ensure that the spending bill adopted for the balance of FY2025 includes the \$200 million set aside in the Senate's THUD bill for Games-

related mobility projects.

Consistent with the Board-approved Federal Legislative Program and the Board-approved MCP, staff endeavor to work with the incoming Trump-Vance 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 FY2026 White House Budget that will be released in early 2025. This dialogue with the Trump-Vance Administration will also include requests that federal grants be provided to our agency to enhance our mobility efforts related to the 2028 Olympic and Paralympic Games. Provided the FY2026 Budget includes major funding for the Games, staff would then work to ensure that these proposed federal dollars are appropriated by Congress in their FY2026 spending bills - which they are expected to begin crafting in the Spring of 2025.

At the State level, and in partnership with LA28, Metro has met with the Governor's office and the Secretary of Transportation to stress the importance of collaboration on the GETS and the MCP more broadly, and plan to continue this partnership. We will continue to meet regularly 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 Games a success, as outlined in the Board-approved MCP. The 2028 Olympic and Paralympic Games were also highlighted as an important part of the 2025 State Legislative Program that the Board adopted in

December, with a new goal added to specifically advance legislative and administrative coordination. Metro will continue to advocate for funding, legislation, and regulation streamlining that helps support mobility projects associated with the Olympic and Paralympic Games in Los Angeles. Finally, we are focusing on educating incoming delegation members and legislative leadership on the importance of the state's involvement on the Games.

Mobility Wallet and Ticketing Integration

New grant funding received from Federal, and State grants this year are advancing the Mobility Wallet and Ticketing Integration projects listed in the 2028 MCP. To efficiently move forward with implementing the Mobility Wallet and Ticketing Integration pilot projects, staff are requesting delegated authority to the CEO (or their designee) to accept and to sub-grant funding from external grantors up to the amounts set forth in the 2028 MCP. Metro has received the grants listed in the table below in the last year and may receive additional grants as we move forward towards implementation.

Funding Source	Funder	Grantee	\$
Mobility Wallet			
Advanced Transportation Technologies and Innovative Mobility Deployment (ATTAIN)	FHWA	Caltrans (Metro is a sub-grantee)	\$4.7 Mil
Congestion Relief Program (CRP)	FHWA	Caltrans (Metro is a sub-grantee)	\$4.5 Mil
Quality Transformation Initiative (QTI)	Covered California	Metro	TDB pending proposal to fund 2,500 wallets
Integrated Ticketing			
Strengthening Mobility and Revolutionizing Transportation (SMART) Stage 2	USDOT	Metro	\$12.1 Mil

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. 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

There is no financial impact from these actions, pending receipt of grant funding.

Impact to Budget

There is no impact to the budget, pending receipt of grant funding.

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. Staff have also developed

a draft Universal Inclusive Design Strategy (formerly the Accessibility strategy) to inform planning for the mobility and accessibility needs of people with disabilities during the 2028 Games. This strategy serves as a foundational document to guide equitable and inclusive transportation planning, ensuring long-term benefits for the region.

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. As part of these efforts, enhancements to wayfinding systems and mobility hubs will be prioritized to create more seamless and inclusive user experiences, both leading up to and following the 2028 Olympics. These improvements aim to leave a lasting legacy for Angelenos by fostering equitable and sustainable access to transportation across the region.

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.

NEXT STEPS

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 the remaining 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.

In April, staff will bring back further updates on the GETS and regional preparations for the 2028 Games, inclusive of details on the Transportation and Mobility Summit and the inclusion of engagement of key stakeholder groups that will help inform mobility planning needs of people with disabilities.

ATTACHMENTS

Attachment A - Board Motion 2024-0995

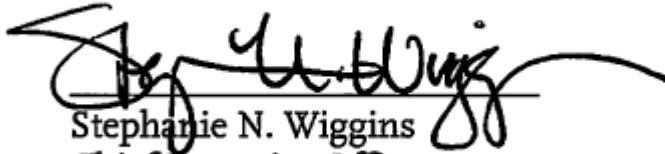
Attachment B - GME Surface Transportation Project List

Prepared by: Jacqueline Torres, Senior Director, Office of Strategic Innovation, (213) 547-4208
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Marcel Porras, Deputy Chief, Office of Strategic Innovation, (213) 922-2606

Reviewed by: Seleta Reynolds, Chief Innovation Officer, (213) 922-4656



Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2024-0995, File Type: Motion / Motion Response

Agenda Number: 8.

REVISED
AD HOC 2028 OLYMPIC AND PARALYMPIC GAMES COMMITTEE
OCTOBER 23, 2024

Motion by:

DIRECTORS HAHN, HORVATH, SOLIS, BUTTS, AND BASS, AS AMENDED BY HORVATH AND MITCHELL

A Transportation Plan for 2028 Olympic and Paralympic Games Venues

In 2028, Los Angeles will host the Olympic and Paralympic Games, over a span of several weeks, with hundreds of thousands of spectators taking transit to venues from the San Fernando Valley to Long Beach to Downtown Los Angeles and Exposition Park. The games have been billed as “transit first,” and spectators traveling to venues will be encouraged to travel by bus, train, bike, or any other means other than driving themselves.

While Los Angeles adopted a similar strategy for its 1984 Olympic Games, that was a smaller event, with smaller crowds and borrowed buses. By contrast, the 2028 games will have at least twice as many competitions, with many more visitors and spectators. Transporting these people between venues and activity centers across the Los Angeles region will be a major undertaking, estimated to require thousands more borrowed buses, all of which will need to be operated and maintained, for what will be the largest sporting event in our region’s history.

To date, Metro has focused its 2028 Olympic and Paralympic Games planning around a Mobility Concept Plan, with an emphasis on moving people across the LA region. Included in this planning is a Games Enhanced Transit System. As Metro lays the groundwork now for the funding, people, and infrastructure that will be needed to serve the large numbers of visitors to the 2028 Olympic and Paralympic Games venues, the Board needs to better understand how exactly this Games Enhanced Transit System, and our broader regional transportation preparations, will serve the millions of people who will be visiting Southern California for this major event, without compromising regular service for the more than one million riders who already rely on Metro.

SUBJECT: A TRANSPORTATION PLAN FOR 2028 OLYMPIC AND PARALYMPIC GAMES VENUES MOTION

RECOMMENDATION

APPROVE Motion by Hahn, Horvath, Solis, Butts, and Bass, as amended by Horvath and Mitchell

that the Board direct the Chief Executive Officer to:

- A. Update plans with additional information on the Games Enhanced Transit System and regional preparations for the 2028 Olympic and Paralympic games, including:
 1. A staffing plan;
 2. Estimated total costs for this system, including State and Federal funding sources that can pay for most of all these costs;
 3. Coordination of efforts with, but not limited to, the City of Los Angeles, LA28, Municipal bus operators, Metrolink, Caltrans, Passenger rail agencies, and LA County; and
 4. Organizing a Transportation and Mobility Summit, with attention to:
 - a. Safety,
 - b. Accessibility,
 - c. Wayfinding,
 - d. Community hubs,
 - e. Clean buses, and
 - f. Benefits that can last beyond LA28; and
- B. Report back on this effort and next steps at this Board's April 2025 Ad Hoc 2028 Olympic and Paralympic Games Committee, with an interim update at the January 2025 Committee meeting.

HORVATH AMENDMENT:

Report back at this Board's April 2025 Ad Hoc 2028 Olympic and Paralympic Games Committee, with an interim update at the January 2025 Committee meeting, with:

An update on the execution of a Memorandum of Understanding between LA Metro and LA28;

- A. A breakdown of each agencies roles and responsibilities;
- B. A coordinated strategy to include LA28, venue cities, LA County, and LA Metro to pursue state and federal funding to deliver Metro's Mobility Concept Plan;
- C. An implementation schedule for each of the projects and programs identified in the Mobility Concept Plan; and
- D. Key dates by which Metro should secure and program funding needed to support implementation of projects and programs for the 2028 Olympic and Paralympic Games.

MITCHELL AMENDMENT:

Utilize the existing Metro Aging and Disability Transportation Network (ADTN), County of Los Angeles Commission on Disabilities (LACCOD), and City of Los Angeles Commission on Disability to inform

existing 2028 Games transportation plans to address the mobility needs of people with disabilities during the 2028 Games and after.

**LOS ANGELES 2028 OLYMPICS AND PARALYMPICS GAMES
GAMES MOBILITY EXECUTIVES (GME) SURFACE TRANSPORTATION PRIORITY LIST¹**

Project	Games Transportation Nexus	ROM Cost (Total)²	Detailed Assumptions
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"> - Specific Games delivery need - Prior Games Federal funding precedent - Supplemental vehicles - Supplemental depots (maintenance, cleaning, fueling, support, etc.) - Operators/supervisors/mechanics time, meals, and accommodations
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"> - Specific Games delivery need - Prior Games Federal funding precedent - 10-20 multimodal transportation hubs, including additional bus staging for spectator/workforce system, and upgraded regional park and ride facilities - Augmentation of Metro’s transit ambassadors program to serve increased Games demand
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"> - Specific Games delivery need - Prior Games Federal funding precedent - Planning and authorization for Games Route Network designation - Signs and markings for Games Route Network - Enforcement
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"> - Conversion to cloud-based system - Integration across city/county TMCs - Additional TMC staffing during the Games
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"> - GRN and Bus Only Lanes Transit Signal Priority (TSP) Improvements - Vermont Bus Rapid Transit (BRT)
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"> - 10 locations, including wayfinding, pavement resurfacing, utilities coordination, striping and other street improvements
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"> - Procurement of new ZEBs
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"> - Showcase corridors (such as Figueroa) that provide active transportation connections to major local arts and cultural institutions

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

² 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 LIST¹**

Project	Games Transportation Nexus	ROM Cost (Total)²	Detailed Assumptions
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"> - Integrated ticketing/open loop payments - Customer information systems integration/technology - Vanpool / RideMatch enhancements - TDM analysis - Freight stakeholder engagement, policy development, and operational treatments - Traveler communications campaign
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"> - Expansion of UBM pilot programs - Includes procurement of multi-modal options (bikeshare, microtransit, carshare) and subsidies to community members - Focus on venue areas and an emphasis on equity-focused communities to expand multimodal services and subsidies
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"> - Elevator and escalator improvements - 7th/Metro Center Station upgrades - C/K Lines platform extensions and reliability upgrades - Pico Station improvements - Union Station improvements - Games station state of good repair (SOGR) improvements
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"> - Light Rail Speed and Operational Improvements - Washington Wye - Arcadia power substation upgrade
Inglewood Transit Connector	New last mile connection to Inglewood Sports Park	\$1,400M	<ul style="list-style-type: none"> - An approximately 1.6-mile-long elevated automated transit system
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"> - Operational upgrades to 30-minute headways in the core network, serving key Games venues, through network enhancements, 13 additional train sets, and support facilities
Access Services EV Fleet and Infrastructure	Ensure the transportation system is fully accessible	\$40M	<ul style="list-style-type: none"> - Expanding Access coverage area and purchasing ZEVs

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



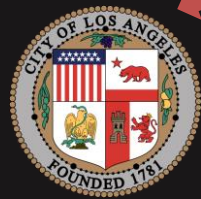
MCP Implementation Update & Interim Update to Motion



Metro

January 15, 2025

Governance



**HOST
CITY**

**INTERNATIONAL
OLYMPIC
COMMITTEE**

**LA
28**

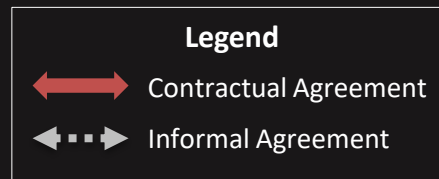
**ORGANIZING
COMMITTEE
(OCOG)**

*HOST CITY CONTRACT (September 2017)
The principal contract defining the delivery of the Games*

*GAMES AGREEMENT (December 2021)
Contract between LA28 and City defining risk, reimbursement
for city services, legacy, and youth sports commitment*

GAMES MOBILITY EXECUTIVES

Established the convening of the GME to support the OCOG with mobility and transportation planning, including the GRN, state/federal coordination, mobility hubs and depots, demand management, community engagement, communications, and collaboration opportunities with Olympic marketing partners.



GME Subcommittees

GME Subcommittees	GME Lead Agency
Games Enhanced Transit Service (GETS)/ Zero-Emission Bus Program	Metro
Games Route Network (GRN) / Traffic Management	Caltrans
Mobility Hubs	Metro
Countywide Bus Only Lanes	Metro
First/Last Mile/Open Streets	LADOT
Key Stations/LRT Improvements	Metro
Regional Rail	Metrolink
Communications and Outreach	LA28
Accessibility – Universal and Inclusive Design	City of LA
Travel and Freight Demand Management/Universal Basic Mobility	SCAG
Wayfinding	Metro
Heat	Metro

Interagency & Stakeholder Coordination

- Bi-weekly GME meetings
- GME subcommittee kick-offs and coordination
- Second Regional Transportation Assembly held in November 2024 with over 200 attendees
- On-going coordination meetings with venue cities
- Regional Summit in 2025

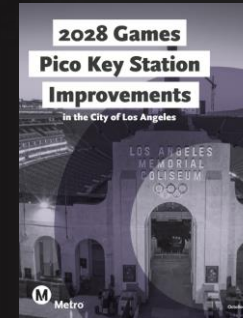
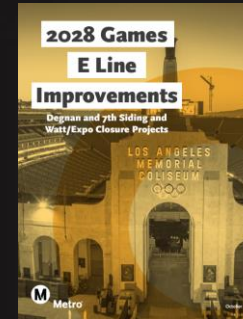


Accessibility Community Engagement

- Leverage existing networks to incorporate the mobility needs of people with disabilities
- Presentation to ADTN on December 12, 2024
 - Topics discussed: improved wayfinding, better notifications about elevator/escalator outages, and using universal design when implementing new infrastructure.
- 2025 Regional Summit
- Equity and accessibility will remain at the forefront of Metro's transportation planning

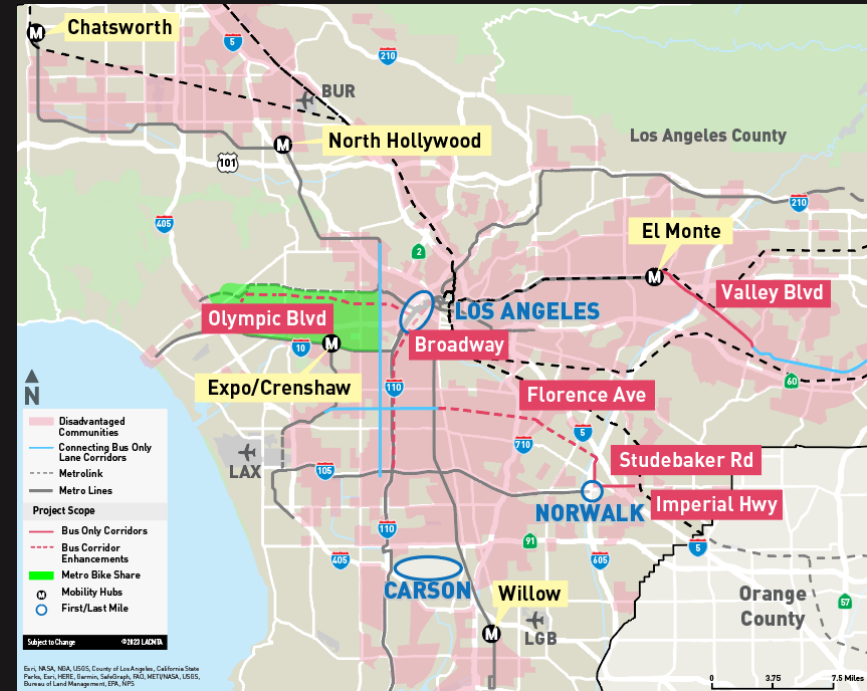
Implementation Plans

- Roadmaps for project delivery defining scope, schedule, and budget
- Supports grant funding applications
- Completed workstreams
 - LRT
 - Key Stations
 - Mobility Hubs
 - GETS
 - GRN



Reconnecting Communities & Neighborhoods Grant

- CEQA and NEPA approvals granted in December 2024
- Executed FTA grant agreement
- Collaborating to define roles and responsibilities between Metro and local jurisdictions
- Preparing community engagement plan and initiating outreach
- Initiating Advanced Conceptual Engineering



RCN Stakeholders

Bell	Huntington Park	LA County
Bell Gardens	Industry	Norwalk
Carson	Long Beach	Santa Fe Springs
Downey	Los Angeles	SGVCOG
El Monte		



Board Report

File #: 2024-1161, **File Type:** Oral Report / Presentation

Agenda Number: 6.

**AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE
JANUARY 15, 2025**

SUBJECT: 2028 MOBILITY CONCEPT PLAN - WORKSTREAM HIGHLIGHTS

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the Mobility Concept Plan Workstream Highlights.

ISSUE

This is an oral report to highlight the work completed in two Mobility Concept Plan workstreams: First/Last Mile/Open Streets and Mobility Hubs. There are currently 12 subcommittees led by Metro and other members of the Games Mobility Executives, as follows:

1. Games Enhanced Transit Service (GETS)/Zero Emission Bus
2. Games Route Network (GRN) and Traffic Management
3. Mobility Hubs
4. Countywide Bus Only Lanes
5. First/Last Mile Improvements/Open Streets
6. Key Stations/LRT Improvements
7. Regional Rail
8. Communications and Outreach
9. Travel and Freight Demand Management and Universal Basic Mobility
10. Accessibility - Universal and Inclusive Design
11. Wayfinding
12. Heat

At each Ad Hoc Committee meeting, Metro will highlight two of them in greater detail.

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 percent. Projects with higher equity scores ranked higher overall and were included in the 2022 MCP Prioritized

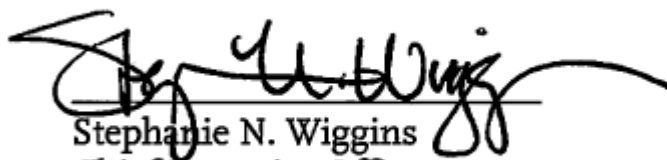
Project List. Over the past twelve months, staff worked with OER to pilot the Equity Planning & Evaluation Tool (EPET) as part of the development of implementation plans, inclusive of both the First/Last Mile and Mobility Hubs workstreams.

As part of the EPET process staff connected broad MCP policy goals like access, air quality, and infrastructure to community results of improving accessibility, environmental justice, and interconnectivity. Staff also identified concrete key performance indicators (KPI), such as increased Americans with Disabilities Act (ADA) compliance for new infrastructure, reduced vehicle miles traveled (VMT) normalized by census population to calculate reduction in greenhouse gas emissions, and increased number of crosswalks added and/or improved wayfinding signage, miles of bike lanes, improved sidewalks, etc. Last, staff identified data sources and methodology by which to evaluate the KPIs as well as leads responsible for implementation and monitoring.

The guidance stemming from these reports will steer further development of any project under these workstreams, in particular those funded via the Reconnecting Communities and Neighborhoods (RCN) grant. Further, the work will support staff in identifying existing disparities that might impact how different users experience the MCP projects and inform project design to better address their unmet needs, reduce negative or unintended impacts, and improve access to opportunity. As part of these efforts, Metro staff will prioritize enhancements to first/last mile and mobility hubs to create more seamless and inclusive user experiences, both leading up to and following the 2028 Games. These improvements aim to leave a lasting legacy for Angelenos by fostering equitable and sustainable access to transportation across the region.

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Reviewed by: Seleta Reynolds, Chief Innovation Officer, (213) 922-4656



Stephanie N. Wiggins
Chief Executive Officer



2028 Games MCP Workstream Highlights Oral Presentation



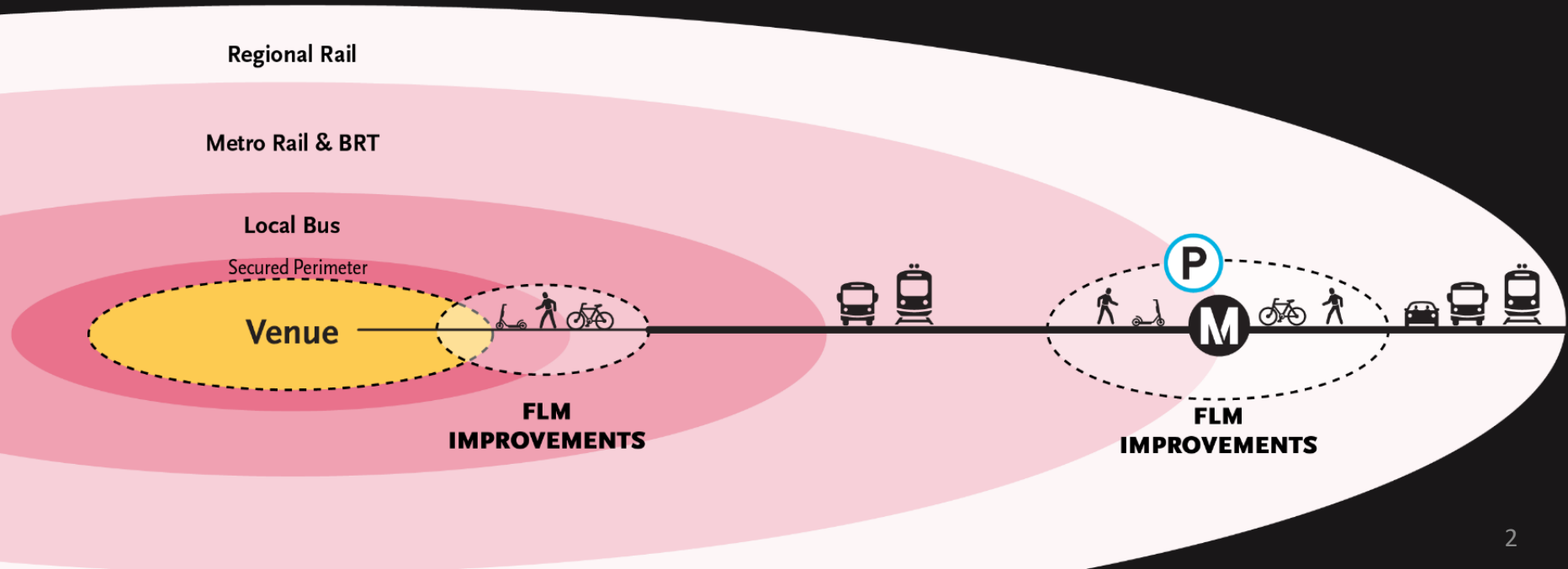
Metro

Item #2024-1161

January 15, 2025

First/Last Mile Strategy for 2028 Games

- Key “connective tissue” for Games mobility
- Meet operational needs AND leverage for legacy
- Significant overlap and synergy with Open Streets and Mobility Hubs workstreams



First/Last Mile Objectives

- Safe, usable, high-quality experience for Games
- Downpayment/acceleration of ATSP vision
- Showcase walking and biking/streetscape potential/performance (even if temporary)
- Establish regional cohesion and consistency



Key Needs and Challenges

- Walk-Bike Space
 - Adequate space
 - distinct from other needs (e.g. emergency access)
 - Dedicated/separated between ped/bike/powered devices
 - Shade!!!
 - Other amenities (seating/lighting/ water)
- Adaptability/Nimbleness
 - Secured perimeters and access points still to be determined by LA28
 - Competing street usages (e.g., GETS and GRN)
 - Temporary street and lane closures (different than open streets)
 - Multiple jurisdictions



Kit of Parts

- Modular and flexible kit of parts to provide FLM temporary infrastructure, activation, wayfinding and placemaking
- Quick Build projects are rapidly implemented using paint, bollards, road signs, planters, and other low-cost materials.
- Coordination with venue cities to maximize utility



First/Last Mile & Open Streets GME Subcommittee

Significant coordination with venue jurisdictions throughout 2024.

Leadership	LADOT (Lead) Metro (Co-lead)
GME Members	Caltrans, LA28, LA Mayor's Office, SCAG,
Venue Cities	Carson, Inglewood, La Verne Long Beach, Norwalk, Pasadena, Pomona, San Dimas, Santa Monica
Purpose	To ensure regional coordination on FLM and open streets to venues and open streets to create a consistent and excellent venue approach experience for car-free, transit-first games. Additional Open Streets locations TBD.
Subcommittee Goals	<ul style="list-style-type: none">• Develop shared plan and establish regional FLM and OS approach• Seek funding through regional coordination• Advance projects to future stages



First/Last Mile Funding Status

- Significant funding shortfall for all MCP FLM needs
- Some success with discretionary grants
- Federal budget request for FY25 & FY26:
 - Provides funding for 5 additional project locations
 - FY25 request is for planning and design
 - FY26 request is for full funding

Funding Opportunity	Requested	Awarded
RCN FY23	\$26M	\$26M
CPRG FY24	\$70M	\$0
RAISE FY24	\$20M	\$0
FY25 Federal Budget Request	\$15M	Pending
FY26 Federal Budget Request	\$102M	Pending

Definition of a Mobility Hub

- A place where people can connect with multiple modes of transportation: bus/rail, active transportation, micromobility, and automobiles
- A place for people to access services, gather, and connect
- A place for people to enjoy community amenities including art, programming, etc.
- A place to experience the excitement of events like the 2028 Games



Mobility Hub Goals

- Short Term
 - Build on ongoing efforts to improve customer experience through Station Experience interventions and station activations
 - Provide seamless multimodal connections to destinations
 - Activate mobility hubs as community assets
- Medium Term
 - Support 2028 Olympic and Paralympic Games
 - Develop venue hubs to serve game spectators
 - Create dynamic public spaces around transit stations
- Long Term
 - Encourage modal change and reduce countywide VMT
 - Leave a legacy (e.g. TOD)

Mobility Hub 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 Temporary Hub (GETS and Transit 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



Mobility Hubs GME Subcommittee

Lead	Metro
GME Members	Caltrans, LA28, LADOT, LA Mayor's Office, Metrolink, SCAG
Local Municipal Participation	Pasadena, Burbank, and others TBD
Purpose	Shape mobility hub project development to support the 2028 Games
Subcommittee Goals	<ul style="list-style-type: none">• Coordinate mobility hub projects across the GME agencies• Identify funding strategy for additional mobility hubs• Establish a protocol for information sharing• Develop shared talking points

RCN Funded Mobility Hubs

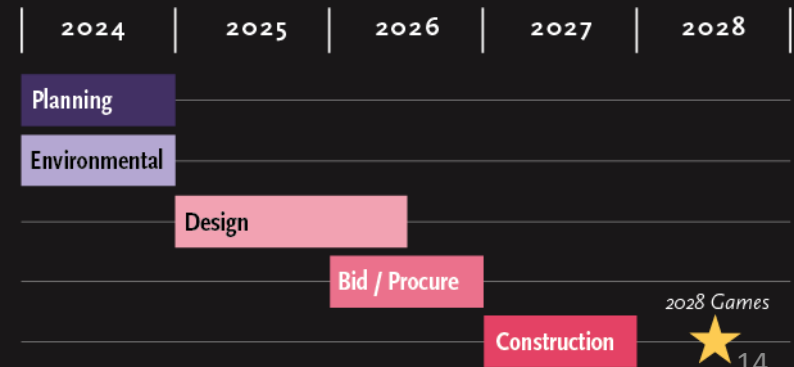
5 Mobility Hubs Funded by RCN

- Chatsworth (G Line/Metrolink/Amtrack)
- North Hollywood (B/G Lines)*
- El Monte (J Line)*
- Expo/Crenshaw (E/K Lines)
- Willow (A Line)*

*Open Street Locations

Status

- CEQA CE / NEPA CE completed December 2024
- Collaborating to define roles and responsibilities between Metro and local jurisdictions
- Preparing community engagement plan and initiating outreach



Mobility Hub Funding Status

- Significant funding shortfall for all MCP MH needs
- Some success with discretionary grants
- Federal Budget request for FY25 & FY26:
 - Provides funding for additional locations
 - FY25 request is for planning and design
 - FY26 request is for full funding

Funding Opportunity	Requested	Awarded
RCN FY23	\$42M	\$42M
RAISE FY24	\$5M	\$0
RAISE FY25	\$25M	Pending
FY25 Federal Budget Request	\$12M	Pending
FY26 Federal Budget Request	\$80M	Pending

First/Last Mile & Mobility Hubs Next Steps

First/Last Mile

- Advance funding opportunities
- MAT as last opportunity for capital funding
- Develop a Kit of Parts with local jurisdictions
- Advance RCN delivery
- Provide as-needed project delivery assistance to local jurisdictions
- Cost and funding strategy for quick-build and temporary projects

Mobility Hubs

- Submit RAISE application for Norwalk Mobility Hub
- Advance design and construction of RCN-funded Mobility Hubs
- Advance conceptual design and environmental for additional mobility hubs
- Identify funding strategy for final design and construction additional hubs