



Metro

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Agenda - Final

Wednesday, March 20, 2024

9:30 AM

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Board Administration
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CALL TO ORDER

ROLL CALL

5. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2024-0178](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

6. **SUBJECT: 2028 MOBILITY CONCEPT PLAN UPDATE** [2023-0755](#)

RECOMMENDATION

RECEIVE AND FILE the progress report on the 2028 Mobility Concept Plan.

Attachments: [Attachment A - Motion 42: 2028 Mobility Concept Plan](#)
[Attachment B - 2022 MCP Prioritized Project List](#)
[Attachment C - GME Surface Transportation Priority List](#)
[Attachment D - Workstreams Progress Report](#)
[Attachment E - Final NAE Regional Challenge Project Map Presentation](#)

7. **SUBJECT: TWENTY-EIGHT BY '28 PROJECT LIST** [2023-0756](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Twenty-Eight by '28 progress report, and;
B. APPROVING revisions to the Twenty-Eight by '28 project list (Attachment A).

Attachments: [Attachment A – Revised Twenty-Eight by '28 list](#)
[Attachment B – Summary of Progress for Projects to be Delivered Beyond '28](#)
[Attachment C - Map of 28 by '28 Projects & Proposed Replacements](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2024-0139](#)

RECEIVE 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 #: 2023-0755, File Type: Informational Report

Agenda Number: 6.

AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE MARCH 20, 2024

SUBJECT: 2028 MOBILITY CONCEPT PLAN UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the progress report on the 2028 Mobility Concept Plan.

ISSUE

Metro's Office of Strategic Innovation is overseeing the implementation of the 2028 Games Mobility Concept Plan (MCP). This is the sixth progress report to the Metro Board of Directors regarding this and other 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 needed for the region, including mobility during the Games.

BACKGROUND

As directed by Motion 42: "2028 Mobility Concept Plan", by Directors Garcetti, Solis, Hahn, Kuehl, Butts, and Garcia (Attachment A), since 2021 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 a 2028 Mobility Concept Plan (MCP).

Following an extensive agency stakeholder outreach process to create the Comprehensive Project List, covering over 300 projects and including input from Metro Service Councils, Councils of Governments, venue cities, GME partner agencies, municipal operators, and other organizations, Metro's 2028 Games Task Force developed the 2022 Mobility Concept Plan (MCP) Prioritized Project List (Attachment B), approved by the Board in December 2022. This project list comprises 50 partially funded or unfunded projects/programs, including capital and operational improvements that align with the mission of Motion 42. The 2022 MCP Prioritized Project List is a living document and will change based on Metro and the GME's ability to secure funding. Using the 2022 Prioritized MCP Project List as a basis, the GME identified a subset of 15 projects/programs (some of which are bundles of projects) deemed to either serve a specific Games delivery need (e.g., the supplemental bus system) or be highly beneficial and supportive of the transport strategy for the Games (e.g., a network of bus-only lanes). The GME submitted this Surface Transportation Priority List to the U.S. Department of

Transportation (USDOT) in December 2022 for further discussion and consideration (Attachment C).

In early 2023, staff prioritized seven projects/programs with long lead times for implementation to immediately begin project development work: Games Route Network, Supplemental Bus 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. The progress made since the last report to the Board (September 2023) on these seven projects/programs is described below.

DISCUSSION

The 2028 Games Task Force has made significant progress on the MCP regarding technical analysis and coordination. Over the past quarter, the team has focused on:

- Funding pursuits - completing the grant application bundle for USDOT's Reconnecting Communities Program and initiating applications for EPA's Climate Pollution Reduction Grant and Community Change programs.
- Project Development/Readiness
 - Completing Draft Implementation Plans for projects in five workstreams: Games Route Network, Supplemental Bus System, Light Rail Speed and Operations Improvements, Key Stations and Mobility Hubs
 - Scope refinement, prioritization and on remaining workstreams, including Bus Only Lanes, and First/Last Mile.
- Building internal and external alignment towards implementation of the MCP priority projects.
- Advancing advocacy efforts at the federal and state levels

Attachment D includes a detailed progress report on the project development/readiness work.

Agency Coordination

GME Advancement of Other Workstreams

Since the last report in September 2023, the GME has initiated work on three additional workstreams: Countywide and Freight and Transportation Demand Management (TDM) Programs, led by Metro and SCAG respectively and ATSAC/LARTMC Integration and Operations Enhancements, led by Caltrans and LADOT. Metro will include progress on Countywide TDM programs in future MCP progress reports.

Coordination on Discretionary Funding Opportunities

Staff continues to work with GME agencies to monitor state and federal funding opportunities that align with GME priority projects and to strategize on partnerships that will lead to successful applications. As reported during the September 2023 report, Metro staff led the development and submittal of a grant application for the Fiscal Year 2023 Neighborhood Access and Equity Grant Program (NAE). On March 13th, USDOT announced the award of a total of \$139 million for this application, which will benefit transit riders through improvements such as bus-only lanes, bus shelters, bus bulbs, and transit signal priority. Funding will improve first/last mile connections to

transit spaces and community amenities through pedestrian and cyclist improvements, such as bicycle lanes, sidewalk improvements, and Metro Bike Share expansion. Furthermore, the grant will fund mobility hub investments at critical transfer stations. Beyond capital improvements, the grant will also fund the expansion of the GoPass program beyond 2025 to ensure low-income students continue to have access to free transit. A map of the final project bundle is provided as Attachment E. Metro staff coordinated with 13 partners and local jurisdictions countywide in scoping and developing the grant application to ensure a successful funding request that addresses a regional challenge to benefit all Angelenos, especially in Equity Focus Communities

Staff is currently developing applications for two new federal grant programs issued by the Environmental Protection Agency (EPA): Carbon Pollution Reduction Grant (CPRG) and Community Change. For CPRG, staff is leading a regional effort to develop a scope that combines MCP multimodal projects, zero-emission bus infrastructure, and regional rail improvements to maximize greenhouse gas (GHG) reductions. If the application is successful, this grant will bring close to \$500 million in investment towards MCP projects. For the Community Change program, staff is working with a local Community Based Organization, the Los Angeles Conservation Corps (LACC), to advance pedestrian safety and capacity improvements in the vicinity of Washington St. and Flower St. (where the A and E lines converge) and around the Pico Station. LACC will be partnering with Metro to develop green infrastructure, multimodal transportation solutions and workforce development for green jobs. If successful, the grant will provide up to \$20 million in investment towards MCP Projects.

Metro is also providing technical support to the City of Los Angeles in their pursuit of a grant from the 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary program for First/Last Mile and Mobility Hub improvements (identified in the MCP) adjacent to the Sepulveda Basin. These improvements would help Metro deliver spectator transportation via the G Line to the Sepulveda Basin Sports Park.

Metro will develop a robust strategy to engage a wide audience to inform, educate, and invite feedback from different perspectives, as well as develop a feasible project wish list prior to the final design of any project funded by these grants. As we begin 2024, the window of time to fund and implement legacy capital projects begins to close. If the next phase of project development (environmental review) is not initiated before the end of 2024, it is much less likely that some of these projects could be delivered by 2028. It is imperative that these collaborative efforts continue and that other potential sources are also explored.

Venue City Meetings

Continuing outreach and engagement with our agency partners is critical for planning in the lead up to the 2028 Games. As such, Metro visited a number of Games Venue cities to present an overview of the MCP and GME Priority Projects. 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.

Legislative Efforts

Consistent with Metro's 2024 Board-approved Federal Legislative Program, our agency has continued to work in good faith with a broad and diverse number of federal stakeholders to ensure that the Federal Government provides robust support for surface transportation projects related to the 2028 Olympic and Paralympic Games being hosted by the City of Los Angeles. These federal stakeholders have included, but have not been limited to, senior officials at the U.S. Department of Transportation (USDOT), White House officials (including senior aides at the Office of Management and Budget - Executive Office of the President of the United States), and members of Congress, including members of the Los Angeles County Congressional Delegation. In a strong show of support of our agency's aim to secure federal funding for mobility projects related to the Olympic Games, Metro's Board of Directors sent a letter to President Biden on October 12, 2023, to express Metro's full and unwavering dedication to working with the [Biden] Administration to ensure robust federal support for the infrastructure projects needed in advance of the Olympic Games. Prior to this letter (October 6, 2023), Metro Board Chair and Los Angeles Mayor Karen Bass co-authored a letter with CEO Wiggins that urged President Biden to include in his Federal Fiscal Year 2025 Budget funding recommendations for worthwhile transportation projects and initiatives related to the 2028 Games. In November of 2023, Metro CEO Stephanie Wiggins traveled to Washington, DC and held several meetings at the White House and on Capitol Hill - in conjunction with LA28 - to advance our work related to securing robust support for surface transportation projects related to the Games.

In January of 2024, Metro hosted a delegation of high-ranking USDOT officials - including Assistant Secretary for Transportation Policy Christopher Coes - for two days of field visits and in-depth discussions with Metro CEO Stephanie Wiggins about Games-related needs, including both temporary and legacy projects and monetary as well as non-monetary needs. These discussions will help inform and strengthen Metro's future partnerships and communications with the USDOT.

In addition to advocacy efforts tied to the White House and the Federal Fiscal Year 2025 Budget, Metro has continued to work with our Los Angeles County Congressional Delegation to support our Budget request and to back future (Fiscal Year 2026) budget requests and other federal funding requests our agency will advance through the Congressional appropriations process.

In parallel to our federal advocacy efforts, in January of 2024, Metro Government Relations and OSI staff traveled to Sacramento to meet with Secretary Omishakin, Caltrans Director Tavares and Governor Newsom's staff - in conjunction with LA28 - to advance our work related to securing robust support from the State for our surface transportation projects related to the Games.

Metro continues to work in close partnership with the LA28 organizing committee to ensure that the Games offer unparalleled mobility for Southern California residents and visitors - given that with no spectator parking at the sporting venues, these games will be car-free. To achieve this worthwhile and ambitious goal and with a clear appreciation that these upcoming games will likely be the largest sporting event in American history, Metro is strongly supporting assistance for surface transportation projects relating to international Olympic, Paralympic, and Special Olympics events.

Supplemental Bus Program

CEO Wiggins continued engagement with the Industry Advisory Council -- a group of transit agency CEOs/General Managers from across the country in support of LA28's supplemental bus program

needs. Most recently, on February 7, 2024, Metro CEO Stephanie Wiggins participated in and provided a presentation at a White House Roundtable on Clean Bus Manufacturing held on February 7, 2024, in Washington, DC. At the White House Roundtable on Clean Bus Manufacturing, Metro's CEO outlined the agency's work related to the upcoming 2028 Olympic and Paralympic Games and the strong commitment to make this global sporting event the "cleanest" ever as it relates to transportation.

2024 Look Ahead

2024 will be a crucial year in planning for the 2028 Games. After the Paris 2024 Games this Summer, the International Olympic Committee's (IOC) attention will turn to Los Angeles, allowing LA28 to finalize an official sports program, therefore opening the door to the next level of planning and coordination. As the regional lead for Games spectator and workforce transportation, Metro will continue to lead on several fronts. Staff's top priorities for 2024 include:

Observation

- Ongoing technical exchanges with other World Cup and Olympic Cities, including Paris.
- Participate in official Olympics observer program for critical staff, including operations and security leads.

Execution

- Develop and execute operational agreements with LA28, GME and other agencies as needed
- Complete all priority project implementation plans
- Pursuing federal and state support for the 15 GME priority projects.

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.

Having prioritized seven of the 15 priority projects/programs due to longer lead times for implementation, staff has made a concerted effort to further evaluate and screen the bundled projects within each of the seven workstreams: Games Route Network, Supplemental Bus 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. As staff continue to define the projects within the workstreams and develop implementation plans, we will work with OER to pilot the Equity Planning & Evaluation Tool (EPET). This will allow staff to identify disparities that impact how the MCP programs/projects are experienced by understanding the root causes of the identified disparities and harmful policies that impact the nearly five million people who reside in disadvantaged communities across LA County. Further, the

EPET will allow staff to develop programs/projects and weave in robust community engagement opportunities continuously throughout the planning process until the 2028 Games are delivered, with equitable outcomes as a primary goal, aiming to mitigate identified disparities by connecting project outcomes, such as improving bus speed, service reliability, and customer experience to desired community results, such as enhancing mobility and access to opportunities for low-income residents.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The development of the MCP supports strategic goals #1 “Provide high-quality mobility options that enable people to spend less time traveling, #2 “Deliver outstanding trip experiences for all users of the transportation system,” and #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

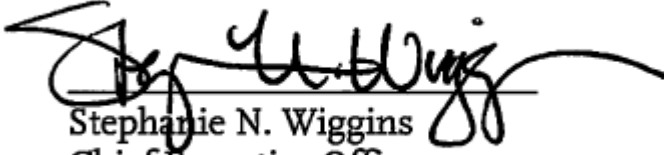
Staff will continue the scoping work necessary to advance priority projects within each of the seven workstreams that Metro is currently leading. This effort will be critical to ensuring these projects can continue to compete for state and federal funding opportunities and be delivered in time for the Games. Staff also plan to bring to the Board for consideration a series of implementation scenarios, including different levels of investment and priorities for projects. Staff will also continue to coordinate with the GME on the implementation of a legislative funding strategy.

ATTACHMENTS

- Attachment A - Motion 42: 2028 Mobility Concept Plan
- Attachment B - 2022 MCP Prioritized Project List
- Attachment C - GME Surface Transportation Priority List
- Attachment D - Workstreams Progress Report
- Attachment E - Final NAE Regional Challenge Project Map

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Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2020-0815, **File Type:** Motion / Motion Response

Agenda Number: 42.

**REGULAR BOARD MEETING
DECEMBER 3, 2020**

Motion by:

DIRECTORS GARCETTI, SOLIS, HAHN, KUEHL, BUTTS, AND GARCIA

2028 Mobility Concept Plan

Los Angeles County is currently investing billions in infrastructure for lasting mobility and equity benefits. The 2028 Olympic and Paralympic Games present a once-in-a-lifetime opportunity to leverage that investment for the long-term benefit of our community.

By some measures, the 2028 games will be the largest transportation event ever held. Altogether, over eight million ticketholders, 10,500 athletes, and 30,000 broadcasters and media will attend. The Downtown Sports Park area alone, including Exposition Park and Staples Center, is expected to see daily attendance of up to 360,000 people.

These eight million ticketholders will need to travel between lodging, venues, and other activity centers across all of L.A. County. The largest venues will be in Downtown L.A., Long Beach, Inglewood, Carson, and the San Fernando Valley. The Games Plan also includes other venues and activity centers in Westwood, Santa Monica, Burbank, Pasadena, and San Dimas. An unprecedented effort of planning and coordination between jurisdictions will be required to manage travel between these sites.

Mobility investments to help serve Los Angeles in 2028 could follow two possible paths. In the first path, venues and activity centers are connected with temporary facilities. After the games conclude, L.A. no permanent facilities would remain.

In the second path, venues and activity centers are tied together with permanent facilities that connect and benefit Angelenos for the future. Residents and visitors will continue to benefit from these facilities long after the games, leaving a lasting legacy that serves all Angelenos.

According to the LA28 organizing committee, it is clear that no new permanent infrastructure is needed to host the Olympic and Paralympic Games. L.A. could successfully host the games tomorrow without new infrastructure, recognizing that the games will still rely on a carefully-planned route network of mobility corridors to efficiently link spectators, athletes, and media to venues and

other activity centers. Through its Mobility Working Group, the organizing committee has already initiated planning efforts for this route network in collaboration with the City of Los Angeles, Metro, Caltrans, and Metrolink, with more agencies to be incorporated as detailed planning advances.

With LA28 advancing its mobility planning, the time has come for Metro to take the opportunity to integrate its larger vision and plans into LA28's work. Otherwise, Metro risks not being able to take full advantage of the games planning for lasting and equitable infrastructure and mode shift for all Angelenos.

Metro also has a role to play as a convener across county lines. The 2028 Olympic and Paralympic Games are expected to have venues in at least three Southern California counties. Given the huge number of expected spectators and participants, multi-county coordination will be required to ensure efficient travel. A spectator living in the Inland Empire or an athlete's family staying in Orange County should be able to take advantage of an improved Metrolink system or integrated ExpressLanes network, for example.

The top priority for Metro's LA28-related investments will remain *28 by '28*, particularly four pillar projects. In addition, preparing a mobility concept plan of potential permanent projects and programs now means that Metro can ensure LA28-related mobility investments are planned, scoped, and implemented for lasting mobility and equity benefits for all Angelenos.

SUBJECT: 2028 MOBILITY CONCEPT PLAN

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Solis, Hahn, Kuehl, Butts, and Garcia that the Board direct the CEO to:

- A. In consultation with LA28, the cities of Los Angeles, Inglewood, Carson, and Long Beach, Caltrans, Metrolink, and other relevant jurisdictions, prepare a mobility concept plan of permanent transit and transit-supportive projects and programs that can help serve the 2028 Olympic and Paralympic Games, including but not limited to:
1. Core Transportation Modes
 - i. *28 by '28* projects;
 - ii. NextGen bus-only lanes and bus priority infrastructure (e.g., ATMS);
 - iii. Metro Rail service optimization and reliability improvements (e.g., Flower St. Wye, Centinela Grade Separation);
 - iv. Zero Emission Buses and charging infrastructure;
 - v. Regional rail improvements;
 - vi. Regionally-significant active transportation corridors and connections;
 2. First-Last Mile Connectivity
 - i. Station and bus stop area sidewalk and bicycle improvements;
 - ii. Slow streets, open streets, and other local activations;
 - iii. Partnerships on street furniture and shade/tree cover detailed in the Customer

- Experience Plan;
 - iv. Microtransit and micromobility;
3. Additional Projects and Programs
- i. Transportation Demand Management;
 - ii. Congestion Pricing;
 - iii. ExpressLanes;
 - iv. Inglewood Transit Connector to L.A. Stadium;
 - v. Fare capping and regional fare integration;
 - vi. Connected Corridors, RIITS, and other innovative regional traffic management solutions;
 - vii. Logistics and goods movement, including policy and technology solutions to improve last-mile delivery;
- B. Identify an interdisciplinary Metro task force to pursue the above mobility concept plan and integrate that plan into LA28's ongoing studies and the Mobility Working Group's overall 2028 Mobility Strategy;
- C. Develop, with LA28, an Olympic Games-related federal engagement strategy and funding priority proposal, including 28 by '28 projects and projects/programs identified under the above mobility concept plan;
- D. Initiate conversations with other Southern California county transportation agencies on regional transportation priorities and cross-county investments in support of the 2028 Olympic and Paralympic Games, such as federal advocacy, Metrolink, and ExpressLanes;
- E. Report on all the above to the Executive Management Committee at the March 2021 Board cycle; and
- F. Report bi-annually to the Board thereafter on the mobility concept plan, LA28 Mobility Working Group status, funding advocacy, and any other relevant LA28 preparedness efforts.

2022

Prioritized MCP

Project List

This 2022 Prioritized MCP Project List distills our ambitions and is a living list. By creating a diverse portfolio of projects now, we can start seeking state and federal funding as soon as possible. We're aiming high through these projects; they are a carefully selected mix of large, small, capital, and operations, and they address many travel modes.

Completing projects on this list will depend on what kind of funding we receive, how our partners want to work together, and what the future holds for the region. Over the next 6 years, this living list will likely be refined and modified to reflect what we learn, what we hear, and what we can accomplish in time for the Games.

UNFUNDED AND PARTIALLY FUNDED PROJECTS BY MODE

MAP ID	PROJECT NAME	MODE/TYPE	ROUGH ORDER OF MAGNITUDE COST	PROJECT LEAD
1	Access Services EV Fleet & Charging Infrastructure	Bus	\$40,000,000	Access Services
2	Atlantic Boulevard Bus Only Lanes & TSP	Bus	\$150,000,000	Metro
3	Broadway Bus Only Lanes & TSP	Bus	\$250,000,000	Metro, LADOT
4	Bus Terminal and Layover Improvements	Bus	\$175,000,000	Metro
5	Camera Bus Lane Enforcement	Bus	\$20,000,000	Metro, Local Cities
6	Games Route Network Bus Only Lanes & TSP	Bus	\$600,000,000	Metro, Caltrans, Local Cities
7	Local Municipal Operators Call for Projects	Bus	\$65,000,000	Metro
8	Sports Park Metro Zero-Emission Bus Fleet	Bus	\$275,000,000	Metro
9	Supplemental Transit System	Bus	\$500,000,000	Metro, LA28
10	Venice Boulevard Bus Only Lanes & TSP	Bus	\$150,000,000	Metro, LADOT
11	Vermont Bus Rapid Transit	Bus	\$425,000,000	Metro

UNFUNDED AND PARTIALLY FUNDED PROJECTS BY MODE (CONTINUED)

MAP ID	PROJECT NAME	MODE/TYPE	ROUGH ORDER OF MAGNITUDE COST	PROJECT LEAD
1	Arterial Network Traffic Signal Analytics	Congestion Management	\$20,000,000	Metro, LADOT, Local Cities
2	ATSAC/LARTMC Integration and Operations Enhancements	Congestion Management	\$150,000,000	LADOT, Caltrans
3	Centinela Grade Separation Project	Congestion Management	\$225,000,000	Metro
4	Countywide Transportation Demand Management Campaign	Congestion Management	\$60,000,000	Metro
5	Freight Transportation Demand Management	Congestion Management	\$25,000,000	Metro
6	Games Route Network Design and Implementation	Congestion Management	\$85,000,000	Metro, LA28, Caltrans, Local Cities
7	I-10 Santa Monica Freeway Integrated Corridor Management	Congestion Management	\$9,000,000	Metro, Caltrans
8	I-405 Integrated Corridor Management	Congestion Management	\$57,000,000	Metro, Caltrans
9	I-710 Integrated Corridor Management	Congestion Management	\$35,000,000	Metro, Caltrans
1	Inglewood Transit Connector	First-Last Mile/Active Transportation	\$1,400,000,000	Local Cities
2	LA River Path	First-Last Mile/Active Transportation	\$525,000,000	Metro
3	Los Angeles Universities Mobility Hubs	First-Last Mile/Active Transportation	\$30,000,000	Metro
4	Metro Micro Expansion	First-Last Mile/Active Transportation	\$30,000,000	Metro
5	Open Streets to Uplift Arts, Culture, and Recreation	First-Last Mile/Active Transportation	\$10,000,000	Metro, Local Cities
6	Rail and Bus Games Mobility Hubs	First-Last Mile/Active Transportation	\$100,000,000	Metro, LA28, Local Cities
7	Transit to Venue Ped/Bike Access Enhancements	First-Last Mile/Active Transportation	\$75,000,000	LADOT, Local Cities

UNFUNDED AND PARTIALLY FUNDED PROJECTS BY MODE (CONTINUED)

MAP ID	PROJECT NAME	MODE/TYPE	ROUGH ORDER OF MAGNITUDE COST	PROJECT LEAD
1	7th/Metro Center Station Upgrades	Rail	\$25,000,000	Metro
2	Arcadia Power Substation Upgrade	Rail	\$20,000,000	Metro
3	C/K Lines Station Platform Extensions and Reliability Upgrades	Rail	\$250,000,000	Metro
4	Elevator and Escalator Improvements	Rail	\$55,000,000	Metro
5	Foothill Gold Line Extension Phase 2B (Montclair)	Rail	\$120,000,000	Construction Authority
6	L Line (Pasadena) System and Reliability Upgrades	Rail	\$85,000,000	Metro
7	Light Rail Speed and Operational Improvements	Rail	\$300,000,000	Metro, LADOT, Local Cities
8	Pico Station Second Platform	Rail	\$40,000,000	Metro
9	Union Station Improvements	Rail	\$25,000,000	Metro
10	Washington Wye Junction/Flower Street Operational Improvements	Rail	\$150,000,000	Metro, LADOT
1	Lone Hill to White Double Track (San Bernardino Line)	Regional Rail	\$135,000,000	Metro
2	Regional Rail Games Park-and-Ride Facilities	Regional Rail	\$35,000,000	Metro, Metrolink, Local Cities
3	SCORE (Package 1: Fleet and Additional Track Capacity)	Regional Rail	\$1,560,000,000	Metrolink
4	Supplemental Games Readiness Network Improvements (Package 2)	Regional Rail	\$540,000,000	Metrolink
5	Supplemental Games Readiness Network Improvements (Package 3)	Regional Rail	\$1,210,000,000	Metrolink
1	Customer Information System Integration/Technology	Systemwide	\$9,000,000	Metro, Metrolink
2	Cybersecurity and Data Security	Systemwide	\$75,000,000	Metro
3	Emergency Security Operations Center	Systemwide	\$230,000,000	Metro
4	Games Sports Park Stations State-of-Good-Repair Improvements	Systemwide	\$500,000,000	Metro
5	Metro Clean Program	Systemwide	\$50,000,000	Metro
6	Multilingual Blue Shirts/ Ambassadors Expansion Program	Systemwide	\$5,000,000	Metro
7	Universal Basic Mobility Expansion	Systemwide	\$40,000,000	Metro
8	Universal Fare and Ticketing Integration	Systemwide	\$30,000,000	Metro, LA28



BUS

The prioritized bus projects focus on prioritizing bus riders by implementing early action bus rapid transit improvements such as bus-only lanes, all-door boarding, and NextGen improvements. Corridors for bus-only lanes include LA28’s GRN, Broadway, and Atlantic, Sepulveda, and Venice Boulevards. The bus-only lane corridors would be supported by camera bus lane enforcement, and bus terminal and layover improvements that provide fast, frequent, and reliable bus service. Other bus projects include zero-emission fleet and charging infrastructure to support the region’s effort to address climate change through electrification of Metro, local municipal transit operators, and Access Services’ fleets and vehicles.

11 PROJECTS

\$2.7B COST

25% OF TOTAL MCP COST



CONGESTION MANAGEMENT, GOODS AND FREIGHT MOVEMENT

The prioritized congestion management and goods/freight movements projects focus on technology and infrastructure that enhance use of existing rights-of-way to move people and goods more efficiently throughout the region. Several of these projects are integrated corridor management projects along I-10, I-405, and I-710 to improve traffic by integrating various networks together so partner agencies can manage the transportation corridor as a unified system. This set of projects also include integrating best practices from other World Games to manage traffic congestion, such as regional communications and marketing campaigns, freight policies, curb space management, and traffic analytics for real-time information.

9 PROJECTS

\$0.6B COST

6% OF TOTAL MCP COST



FIRST-LAST MILE/ACTIVE TRANSPORTATION

The prioritized active transportation and first-last mile projects are a diverse mix of strategies to get people walking and rolling. This set of projects includes two major programs. The first program is focused on pedestrianizing our streets between Games venues and transit stations and stops. The second program is focused on implementing mobility hubs across the region to connect people from their homes or accommodations to public transit and directly to Games venues. This set of projects also includes two major corridor projects: an active transportation path and a people mover connecting the K Line to Games venues at Inglewood.

7 PROJECTS

\$2.2B COST

20% OF TOTAL MCP COST



METRO RAIL

The prioritized rail projects focus on state-of-good-repair enhancements, operational enhancements, and reliability. This set of projects includes adding station platform extensions and power capacity to support three-car train operations. These projects emphasize improved speed and reliability by implementing transit signal priority along at-grade portions of Metro light rail transit lines, including the Washington Wye and at Flower Street. Improvements at major stations such as Union Station, 7th/Metro Center, and Pico Station to support increased demand and improve customer experience, accessibility, and wayfinding.

10 PROJECTS

\$1B COST

9% OF TOTAL MCP COST



REGIONAL RAIL

The prioritized regional rail projects are focused on Metrolink’s SCORE Program. Metrolink’s SCORE Program will upgrade the regional rail system, creating an efficient and sustainable alternative mode of travel for Southern California in time for the 2028 Games. Through the SCORE Program, the region gets more safety improvements and improved rail service for better multimodal connections. The SCORE program will be complemented by regional park-and-ride facilities to encourage long-term mode shift.

5 PROJECTS

\$3.5B COST

32% OF TOTAL MCP COST



SYSTEMWIDE

The prioritized systemwide projects focus on customer experience and system reliability through safety and security. Customer experience projects in this set include a more robust cleaning program at stations, bus stops, and vehicles, an improved ticketing experience that offers universal fare integration among transit agencies, and expanding the transit ambassador program to help an increased amount of visitors during the 2028 Games. Safety and security projects like addressing cybersecurity and creating an emergency security operations center will improve reliability and system resiliency during disruptions. Other systemwide projects in this set support equitable mobility such as expanding the universal basic mobility program and state-of-good-repair improvements in EFCs.

8 PROJECTS

\$0.9B COST

8% OF TOTAL MCP COST



FULLY FUNDED/CONSTRUCTION PROJECTS COMPLETE BY 2028 GAMES

In addition to the Mobility Concept Plan Project List's unfunded and partially funded project list, Metro is already at work on a major capital program, with many projects on track to be delivered by 2028. Over 20 projects totaling an estimated \$17B are planned to be completed by 2028. Many of these projects will significantly contribute to improved mobility during the Games. Some of the most significant projects on this list include:

FULLY FUNDED PROJECTS TO BE COMPLETED BY 2028 GAMES

PROJECT NAME	MODE/TYPE	COST	ANTICIPATED COMPLETION YEAR
G Line Improvements	Bus	\$380,000,000	2026
J Line Electrification Project	Bus	\$128,000,000	2026-2028
NoHo to Pasadena BRT	Bus	\$335,000,000	2026-2027
North SFV Transit Corridor	Bus	\$225,000,000	2024
I-105 ExpressLanes (Segment 1)	Congestion Management	\$250,000,000	2027-2028
I-105 Integrated Corridor Management (ICM) project	Congestion Management	\$25,000,000	2028
I-605 Hot Spots Projects	Congestion Management	\$74,500,000	2026
Socal 511 Regional Trip Planning	Congestion Management	\$700,000	2024-2028
SR-91 Improvements	Congestion Management	\$70,000,000	2026
Eastside Access Improvements	First-Last Mile/Active Transportation	\$35,000,000	2023
LA Union Station Forecourt and Esplanade Improvements	First-Last Mile/Active Transportation	\$35,000,000	2026
Metro Active Transportation (MAT) Approved Program	First-Last Mile/Active Transportation	\$66,500,000	2024-2028
Rail to Rail ATC Segment A	First-Last Mile/Active Transportation	\$140,000,000	2025
I-5 North County Enhancements	Goods/Freight Movement	\$702,000,000	2026
SR-57/SR-60 Interchange Improvements	Goods/Freight Movement	\$750,000,000	2027
Airport Metro Connector	Rail	\$924,000,000	2025
Division 20 Portal Widening and Turnback Facility	Rail	\$938,500,000	2025
Foothill Gold Line Extension Phase 2B (Pomona)	Rail	\$877,500,000	2025
Regional Connector	Rail	\$1,773,000,000	2023
Westside Purple Line Extension Section 1	Rail	\$3,129,000,000	2024
Westside Purple Line Extension Section 2	Rail	\$2,470,000,000	2025
Westside Purple Line Extension Section 3	Rail	\$3,224,000,000	2026-2028
Antelope Valley Line Improvements	Regional Rail	\$235,000,000	2028
Rosecrans/Marquardt Grade Separation	Regional Rail	\$175,000,000	2024

**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.

Progress to date on Priority Projects/Programs (September 2023 – March 2024)

Completed Implementation Plans

Key Station Improvements

The Key Station Improvements workstream is advancing efforts around needed maintenance, accessibility, and customer experience improvements at 7th/Metro Center, Union Station, and Pico stations. OSI staff have developed draft implementation plans for Pico Station and Los Angeles Union Station that define the scope, schedule, and budget. Improvements at Pico Station include station platform space optimization, wayfinding, and pedestrian improvements. Union Station improvements consist of accessibility enhancements and state-of-good repair, such as the public address system and lighting upgrades.

Metro’s Countywide Planning and Development team is leading the 7th/Metro Center Station Improvements project and working towards 30% design. OSI and Planning staff have prepared draft implementation plans for Pico Station Los Angeles Union Station.

OSI staff continues to coordinate with multiple departments at Metro (Systemwide Design, Planning, Real Estate, Operations, Wayfinding, Accessibility, Safety and Security, and Customer Experience) on planning and design efforts. Best practices from past mega-events and recent local major sports/entertainment events will inform the planning and design process for the Key Station Improvements.

Light Rail Speed and Operations Improvements

The A and E Lines will be critical to moving spectators and workforce during the 2028 Games as these two lines connect to the majority of the venues in Los Angeles County. Improving the capacity, reliability, speed, and safety of the A and E Lines will support the 2028 Games demand, reduce the number of borrowed SBS buses, and provide lasting legacy benefits. 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 and prepared draft implementation plans that define these projects' scope, schedule, and budget.

OSI and Operations staff are coordinating with local jurisdictions to discuss partnering to deliver these projects in time for the 2028 Games. Staff continue to assess potential federal and state funding opportunities and identify potential local match sources.

Countrywide Mobility Hubs

Attachment D – Workstreams Progress Report

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. OSI and Planning staff identified four types of mobility hubs: Venue Mobility Hubs, Central Mobility Hubs, Neighborhood & Equity-Focused Mobility Hubs, and Park & Ride Mobility Hubs. Central mobility hubs offer the greatest opportunity for legacy benefits at Metro Rail and BRT stations. OSI and Planning staff prepared draft implementation plans for Central Mobility Hubs at eight priority locations: Chatsworth Station, El Monte Station, Expo/Crenshaw Station, North Hollywood Station, Monrovia Station, Willowbrook/Rosa Park station, La Cienega/Jefferson, and Willow Station. The implementation plans define the five mobility hubs' scope, schedule, and budget.

Metro will provide an update at the next Ad-Hoc Committee about a comprehensive, countywide mobility hub strategy that incorporates the needs of the 2028 Games and the Central Mobility Hubs.

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 (i.e., Athletes Village and Media Village). The GRN will provide reliable travel times for the Games Family (i.e., athletes, officials, and media) and potentially public transit for the Games' workforce and spectators.

With the preliminary GRN defined, Metro and LA28 prepared an implementation plan to support LA28 with their GRN deliverable to the IOC. Metro and LA28 identified six GRN typologies based on the region's freeway and arterial network. The specifics of the GRN typologies are relevant to the infrastructure needs, operational considerations, and enforcement strategies of the GRN. These details also provide the basis for the rough order of magnitude (ROM) cost estimate used to request funding in the President's Fiscal Year 2025 budget.

In addition to the budget request, the plan identifies potential legislative and policy considerations and actions needed to design, implement, operate, and enforce the GRN for the 2028 Games. Based on this work, Metro and LA28 have initiated conversations with Caltrans Headquarters, Caltrans District 7, and LADOT to strategize the policy and legislative considerations and will continue to collaborate on policy and legislative needs in 2024.

Supplemental Bus System

To move spectators and workforce by public transit for the 2028 Games, a supplemental bus system (SBS) must augment and complement the existing public transit network. It is customary for major sporting events to implement supplemental bus systems, including Los Angeles 1984, Salt Lake City 2002, London 2012, and Paris 2024.

Attachment D – Workstreams Progress Report

Using the preliminary results of the travel demand model, OSI and Operations staff determined a range of the number of buses needed to meet the 2028 Games spectator and workforce demand. The methodology considers the Games demand, existing transit capacity, bus operations, and other parameters. Staff are identifying potential park-and-ride mobility hubs, bus depots, and workforce needs to optimize the temporary fleet and service increase and enhance the existing transit network.

OSI and Operations staff prepared a strategic plan that defines the operating concept of the SBS, roles and responsibilities (including local municipal operators, school districts, and universities), resource needs, minimum standard requirements for borrowed buses, and fueling/charging infrastructure needs and locations. The document will develop a strategy for borrowing buses and a timeline to meet the 2028 Games.

Additionally, Metro held a workshop at the October APTA Expo Conference in Orlando, FL, to convene peer transit agencies to discuss the SBS and enable future dialogue with these agencies to support the SBS for the 2028 Games. Metro will continue to engage peer agencies throughout 2024.

Implementation Plans In Progress

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. Bus-only lanes are being considered on corridors that are part of Metro's NextGen Tier 1 network, Metro's BRT Vision and Principles Study, and GRN arterials near venues.

OSI and Operations staff continue to coordinate with the NextGen Bus Speed and Reliability Working group and seek to accelerate additional bus-only lane corridors in time for the 2028 Games. Metro will also seek to expand this model to other cities across the county. Metro will be working with LADOT to engage City Council offices about the implementation of the priority bus-only lanes to benefit the 2028 Games and create a legacy.

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.

OSI and Planning 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 such improvements include replacing/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

Attachment D – Workstreams Progress Report

is available), and opportunities to pedestrianize streets. Metro, LA28, and local partners will refine the first/last mile improvements in the next few months as venue access points, entrances, and consolidated transit nodes become more set as 2028 approaches.

Other Metro-led Projects

OSI staff have progressed work on other Metro-led projects/programs from the Surface Transportation Priority List that do not require the same level of advance work. The following is a summary of current and planned efforts for these projects/programs.

Universal Fare and Ticketing Integration)

Integrated Ticketing - 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. The pilot will develop, build, and test a minimal viable product that integrates transit trip planning and fare purchase with event ticketing, such as for concerts and sporting events. While the project scope is to test, develop and evaluate the above minimal viable product within 18 months, the proposal referenced the longer-term benefits of integrating transit with events, including preparation for the 2026 World Cup and the 2028 Games.

Open Streets to Uplift Arts, Culture, and Recreation Program

Staff continued to pursue funding for the program. A total of \$5 million was included for Venue City "quick build" first/last mile demonstration projects in SCAG's "Safe Streets for All" program application. This recently announced award is an opportunity for cities to receive funding for the Open Streets program. SCAG will distribute the grants on a competitive basis. Staff will work with SCAG to ensure alignment with Mega Events like the 2026 World Cup and the 2028 Games is considered in the selection of projects/programs to fund. 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

For this workstream, there are ongoing discussions with OSI, Operations, and Government Relations on a path forward. Over the next few months, staff will confirm/refine scope of work based on the most recent Zero Emission Bus Transition Plan.

Universal Basic Mobility Expansion

Staff launched Phase 1 of the Mobility Wallet on March 1, 2023, with 1000 participants in South LA utilizing a grant from CARB in partnership with LADOT. Staff is currently planning for Phase 2 and additional expansion with \$6 million of grant funds recently awarded to Metro through the REAP and ATTAIN grants. OSI staff is collaborating with TAP to explore 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.



Motion 42 Update: MCP Implementation



Metro

March 20, 2024

MCP Updates

- Funding
 - Reconnecting Communities & Neighborhoods Grant
 - President's Budget FY25 Request
 - Supporting the City of LA's RAISE application for the Sepulveda Basin
 - Preparing applications for EPA funding opportunities
- Legislative
 - Washington DC trip
 - Sacramento trip
 - USDOT Visit
 - White House Roundtable on Clean Bus Manufacturing
 - Future Federal Funding Requests

MCP Updates

- **Coordination & Engagement**
 - APTA Workshop & Industry Advisory Council
 - Games Mobility Executives
 - USDOT
 - Venue Cities
- **Draft Implementation Plans**
 - Mobility Hubs
 - LRT Speed & Operational Improvements
 - Games Route Network
 - Key Stations

MCP LRT Speed & Operational Improvements

- A & E Lines will be the backbone of the transit system for the 2028 Games
 - Connects 6 venue clusters
 - Essential to have frequent and reliable service
- Forecast of spectator trips for the 2028 Games are several times current A & E Line ridership



MCP LRT Speed & Operational Improvements



2024 Look Ahead

- Developing and executing operational agreements with LA28, GME and other agencies as needed
- Completing all priority project implementation plans
- Pursuing federal and state funding opportunities
- Learning from the Paris Games

**Board Report**

File #: 2023-0756, **File Type:** Plan**Agenda Number:** 7.

**AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE
MARCH 20, 2024****SUBJECT: TWENTY-EIGHT BY '28 PROJECT LIST****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. RECEIVING AND FILING the Twenty-Eight by '28 progress report, and;
- B. APPROVING revisions to the Twenty-Eight by '28 project list (Attachment A).

ISSUE

The purpose of the Twenty-Eight by '28 Initiative is to highlight projects for completion by the 2028 Olympic and Paralympic Games (the 2028 Games). The list approved in January 2018 included Measure R, Measure M, and other projects already slated for completion by 2028, as well as “aspirational” project schedules that propose to be accelerated by 2028 (“aspirational” is defined as a project that has a current delivery date later than 2028). This item is a status report on the pursuit of the Twenty-Eight by '28 Initiative and a recommendation to update the project list by replacing projects that are not able to meet the 2028 Games timeline with projects/programs that align with Metro’s 2028 Mobility Concept Plan (MCP) and either have been completed since the Initiative began or can be completed before the 2028 Games. Investments on this list are distributed countywide, demonstrating proactive regional coordination.

BACKGROUND

In anticipation of hosting the 2028 Games, and in response to the Twenty-Eight by '28 Initiative, in January 2018, the Board approved a list of 28 projects for \$42.9 billion targeted for delivery by 2028. The Twenty-Eight by '28 Initiative provided staff with a clear vision of the Board’s priorities, including establishing and emphasizing four pillar projects. Selected projects addressed regional needs, with a focus on transit solutions that would provide additional connectivity to major sports venues. The list of projects included some already slated for completion by 2028 and several complex mega projects that would require unprecedented acceleration, including a funding gap of \$26.2 billion. The success of this initiative depended upon strong advocacy, as well as perfect alignment of funding

opportunities, partnership arrangements, project execution processes, and innovative strategies.

Pursuant to the Measure M Ordinance, project acceleration may only occur if doing so does not delay the delivery of any other project. Accordingly, the 2028 Games presents an opportunity to advocate for accelerated resources, particularly from the state and federal government, to achieve early project delivery of the aspirational schedules and additional projects. By identifying projects with aspirational schedules alongside projects already planned to be delivered by 2028, the Board would be highlighting-but-not-committing those projects for early project delivery.

Through the end of 2019, staff explored options that would deliver the projects faster and reported to the Board regularly on the progress and challenges. Staff diligently assessed and reviewed project needs such as financing, constructability, risks, and potential acceleration strategies. Since that time, construction market pressures, impacts related to the COVID-19 pandemic, and project development challenges (e.g., design changes, and funding assumptions) have continued to challenge delivery schedules. Despite these challenges, Metro has continued to advance several significant projects that support the transportation needs for the 2028 Games, including ongoing efforts related to each of the projects identified in the initial project list.

Using the Twenty-Eight by '28 Initiative as a baseline, in 2021 Metro initiated work 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), on a 2028 Mobility Concept Plan (MCP). December 2022, the Board approved the 2022 Mobility Concept Plan (MCP) Prioritized Project List comprising 50 partially funded or unfunded projects/programs, including capital and operational improvements (beyond the ones identified Twenty-Eight by '28 Initiative) that support Metro's objective to deliver clean, safe, and reliable public transportation for Games spectators and would also leave a lasting legacy for Angelenos.

Using the 2022 MCP Prioritized Project List as a basis, the GME identified a subset of 15 unfunded or partially funded projects/programs (some of which are bundles of projects) deemed to either serve a specific Games delivery need or be highly beneficial and supportive of the transport strategy for the Games. Since December 2022, the GME has used this Surface Transportation Priority List to jointly advocate for state and federal funding support.

DISCUSSION

Metro has benefited from a focus driven by the establishment of a select group of projects termed 'Twenty-Eight by '28'. The status of each of the projects spans the planning phase, including the environmental approval process and funding strategy, through engineering, construction, and ultimately operations. This report groups projects by phase to convey updated project milestones.

For the current list, three projects are complete and in operation; seven projects are under construction; six projects are in the engineering/final design phase; and 12 projects are in the Planning phase. Ten of the projects on the list have anticipated opening dates after 2028, however, a summary of progress for each of these ten projects is provided in Attachment B.

Proposed Revisions to the 28 by'28 List

With four years and four months to go before the Games, Metro has an opportunity to revisit what is already planned and what is needed for the Games. In doing so, the outcome for Los Angeles County will be a more livable, successful, and equitable region, with projects and programs that will benefit Los Angeles County for generations after they are completed, and the 2028 Games have concluded. In addition, since the launch of the Twenty-Eight by '28 initiative, other global sporting events have been announced for the LA County region: 2026 FIFA World Cup and the 2027 Superbowl so an updated list will also consider these global events.

Staff from Program Management, Operations, Countywide Planning, and the Office of Strategic Innovation evaluated several potential replacements for the ten projects projected to open after 2028. (The Metro Micro program, launched in 2020, was also considered for replacement from the list as it is still in the pilot phase and does not have a nexus for the Games venues). This evaluation included all projects within the 2022 MCP Prioritized Project List, as well as projects that are consistent with the goals of the 2028 MCP and either are completed or can be completed before the 2028 Games. As a result of the evaluation, the following eleven projects are recommended for inclusion in the revised projects list:

Project	Estimated Completion Date	Support to the 2028 Games
MCP Priority Station Improvements (Union, 7 th /Metro, Pico)*	2027	This project (3 stations) provides required maintenance upgrades and improvements to Metro Rail stations near Games venues, with a focus on 7th/Metro Center, Union Station, and Pico stations. This project will also enhance accessibility and customer experience with improved elevator and escalator operations. It will also expand Metro Ambassadors program to enhance the customer experience and offer in-person support to riders.
Eastside Access Improvements	Completed 2023	Improving pedestrian and bicycle access in Little Tokyo and the Arts District, areas served by Metro's A and E lines, will make it easier and safer for our regular riders to get around and, during the Games, will provide more alternatives for spectators to reach venues located near these two rail lines. These improvements will benefit to spectators and the Games workforce traveling to the Grand Park venue and those using Union Station to start or end their rail journeys to their venues.
"New Blue" Improvements to the A - Line	Completed 2019	The A Line will be critical for the 2028 Games, providing access to the Long Beach and downtown LA sports parks. This project improved reliability, speed, and overall customer experience on the A Line.

MCP Mobility Hubs in SFV (Chatsworth, NoHo, Balboa)**	2028	Chatsworth Station will serve as an important mobility hub for spectators and the Games workforce, providing a key interchange point for drivers and vehicle passengers coming from other parts of the region. The North Hollywood Mobility Hub will improve interchange facilities for Games visitors traveling to the Sepulveda Basin sports park and those visitors traveling into LA from accommodation in the San Fernando Valley area. These stations will improve facilities for those travelling by car, transit, and micro-transit as their initial mode of transport on their journeys to venues. The Balboa Station will be a venue mobility hub for the Sepulveda Basin sports park.
Gateway Cities MCP Projects*	2027	With an emphasis on equity, legacy, and the 2028 Games, five specific 2028 Games MCP projects are located within the Gateway Cities subregion. Projects include: 1) a crossover track near the intersection of Anaheim Street and Long Beach Boulevard to improve service reliability for the A Line; 2) a mobility hub at the A Line Willow Station to enhance multimodal connections and improve the customer experience at this key station; 3) bus priority improvement projects along Florence Avenue, Studebaker Road, and Imperial Highway to enhance connectivity between SoFi Stadium, Metro C Line Norwalk Station, and Metrolink Norwalk/Santa Fe Springs Station; and 4) first/last mile improvements near key station locations in Norwalk and Long Beach.
J Line Electrification	2024	This project will support the goal of having sustainable and clean transportation options for Games spectators.
MCP LRT Speed and Reliability Improvements near Washington/Flower**	2027	This project will help increase capacity on the A and E Lines, forming the critical “backbone” of the transit network for spectators and workforce traveling to the busiest 2028 Games venues. These improvements will also provide safer crossings, synchronized rail movements, and better traffic management.
Silver Line Improvement Program	Completed 2020	The project enhanced connectivity, reliability, and customer experience on the Silver (now J) line. The J Line will be a critical connection for spectators coming from the San Gabriel Valley (the El Monte station has been identified as a Central Mobility Hub) and into any of the venues downtown or transit-accessible sports parks in the region.

MCP Bus Only Lane Corridors (Olympic/Venice)*	2027	Bus-only lanes enable fast, frequent, reliable, and accessible bus services that will be used before and after the 2028 Games, encouraging people to use public transit instead of private cars. Olympic Blvd will be one of the most important sections of the GRN, linking the Athletes Village at UCLA with the Downtown LA sports park. Bus-only lanes on Venice Blvd would offer improved journeys and increased capacity for spectators travelling to/from Downtown venues. Both corridors will also encourage mode shift to reduce congestion on the I-10 corridor.
Rosecrans/Marquardt Avenue Grade Separation	2025	The project provides a critical pedestrian and traffic safety improvement along key arterials in Gateway Cities. This project will also improve the efficiency and reliability of the Metrolink Orange County Line, a very important rail service for the Games, as it directly connects the Honda Center in Anaheim to Union Station and destinations in Orange County. Furthermore, this and all other Metrolink lines will be critical and transporting spectators coming from the larger, 5-county region into LA County, where most of the venues are located.
Rail to Rail ATC Segment A	2024	An active transportation connection between the K, J, and A Lines will make it easier and safer for our regular riders to get around and, during the Games, will provide more alternatives for spectators to reach venues located near these rail/BRT lines.

*Project is partially funded

** Project is not funded

Attachment C illustrates the locations of the 11 replacement projects. Two of the projects have already been completed. Several projects from the 2022 MCP Priority List are contained within bundles, including Mobility Hubs in San Fernando Valley and several bus priority corridors improvements in Gateway Cities and Westside Cities. These projects, totaling an estimated \$ 400 million, are partially funded, and Metro is concurrently pursuing funding and advancing project development for them. All other projects on the list are fully funded and on track to be delivered by 2028. The revised Twenty-Eight by '28 project list (Attachment A) totals more than \$20 million in transportation investments for LA County.

Additionally, the title of four projects on the Twenty-Eight by '28 project list will need to be modified to reflect updates to the project description. Those changes are as follows:

- Gold Line Foothill Extension 2B (to Claremont) - Revise the terminus to Pomona station to reflect current project limits. The Pomona to Montclair segment is not yet funded.
- Vermont Transit Corridor BRT - Focused on delivering the core transit travel time

improvements.

- I-105 Express Lanes -Phase 1(between I-405 and I-110).
- I-405 South Bay Curve Improvements - Revise project title to clarify the scope: The Integrated Corridor Management improvements on I-405, between Manchester Ave. and Rosecrans Blvd. are underway).

The original Twenty-Eight by '28 project list laid out an aspiration for Metro's contributions ahead of the 2028 Games. The proposed revisions to the project list align the Twenty-Eight by '28 initiative with the priorities set forth by the Board in the 2022 MCP Priority Project List and with the GME's Surface Transportation Priority List. The MCP guides our state and federal advocacy for Games-related funding. The MCP is comprehensive and informed by our ongoing work to plan to host this global event. It remains the north star as we pursue funding collaboratively with our partners in the cities, the county, the region, and the state. Twenty-Eight by '28 focuses on Metro's projects that are a subset of the MCP.

FINANCIAL IMPACT

There is no financial impact associated with this update. Any financial impacts associated with the implementation of currently unfunded MCP projects will be identified when the Board considers approval of the funding/implementation plans.

Impact to Budget

Staff may follow up with any requests in a future separate action.

EQUITY PLATFORM

The qualitative criteria upon which the Twenty-Eight by '28 List of projects were selected included:

- Supports high-capacity access to key regional activity centers and corridors;
- Provides a vital link in Los Angeles County's developing high-capacity transit network;
- Supports the integration of land use and transportation to accommodate new mixed income housing opportunities in areas to be served by transit, along with economic development opportunities; and
- Eases congestion at existing bottlenecks and congested corridors.

By revising the Twenty-Eight by '28 list by replacing projects that could not be delivered by the Games with those aligned with Metro's 2028 Mobility Concept Plan, which included additional equity metrics and prioritization, Metro aims to deliver tangible improvements that will resonate for generations beyond the Games' conclusion. This thoughtful recalibration, involving collaboration across departments and strategic evaluations, positions Metro to contribute to the success of transport during the 2028 Games and leave a lasting legacy that promotes a more accessible,

connected, and equitable Los Angeles County. As illustrated in Attachment C, ten of the eleven proposed projects are either fully or partially located in Metro's Equity Focus Communities and will have a long lasting impact for current and future generations.

These projects represent a strategic and forward-thinking approach to ensure the success of the Games while concurrently fostering long-term benefits for the diverse communities of Los Angeles County. This reconstitution is not exclusively about timelines; it is a deliberate effort to foster equity by prioritizing projects that enhance accessibility and connectivity for all residents. The inclusion of projects such as the Rail to Rail ATC Segment A and Mobility Hubs across most of the County's subregions demonstrates a commitment to improving public transportation networks, providing residents with reliable and efficient options for commuting and facilitating greater access to education centers, job opportunities, and essential services. Other potential anticipated equity benefits include a reduction in single occupancy vehicle reliance, improved air quality, and reduced household transportation costs. Any needed mitigation strategies are determined and implemented at the project level. Robust community engagement opportunities will be provided as staff continues to develop programs/projects throughout the next four years until the 2028 Games are delivered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling. This will be accomplished by planning and delivering multiple capital projects on time and on budget.

NEXT STEPS

Staff will continue to monitor and report back on a regular basis to the Board's Ad Hoc 2028 Olympic and Paralympic Games Committee on the status of the revised Twenty-eight by '28 project list.

ATTACHMENTS

Attachment A - Revised Twenty-Eight by '28 list

Attachment B - Summary of Progress for Projects to be Delivered Beyond 2028

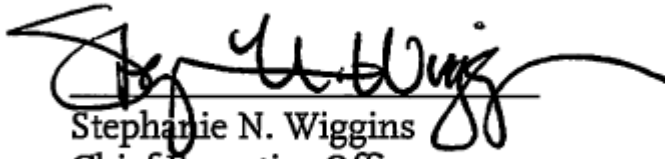
Attachment C - Map of Twenty-Eight by '28 Projects and Proposed Replacements

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A Revised Twenty-Eight by '28 Project List

Project	Current Stage	Subregion (s)
1. “New Blue” Improvements to the A Line	Operations, opened 2019	GC, CC
2. Silver Line Improvement Program	Operations, opened 2020	SG, CC, SB
3. Crenshaw/LAX Line	Operations, opened 2022	CC, SB
4. Regional Connector	Operations, opened 2023	CC
5. Eastside Access Improvements	Operations, opened 2023	CC
6. Airport Metro Connector Station	Construction, target 2024	WC
7. J Line Electrification	Design, target 2024	SG, CC, SB
8. Rail to Rail, Segment A^a	Construction, target 2024	CC
9. North San Fernando Valley BRT	Planning, target 2025	SFV
10. Purple Line Extension, Section 1 ^b	Construction, target 2025	WC, CC
11. Gold Line Foothill Ext to Pomona	Construction, target 2025	SG
12. Purple Line Extension, Section 2 ^c	Construction, target 2025	WC
13. Rosecrans/Marquardt Grade Sep	Construction, target 2025	GC
14. New Bus Corridors	Design, target 2026	TBD
15. I-5 North Capacity Enhancements ^d	Construction, target 2026	NC
16. Key DTLA Stations^e	Planning, target 2026	CC
17. NoHo to Pasadena BRT	Design, target 2027	SFV, SG
18. LA River Bike Path/Mobility Hub - SFV	Design, target 2027	SFV
19. G Line Travel Time & Safety Features	Design, target 2027	SFV
20. Purple Line Extension, Section 3 ^f	Construction, target 2027	WC
21. Mobility Hubs in SFV^g	Planning, target 2027	SFV
22. Gateway Cities MCP Projects^{eh}	Construction, target 2027	GC
23. LRT Speed & Reliability Improvements^{e,i}	Planning, target 2027	CC
24. Bus Only Lanes (Olympic/Venice)^e	Planning, target 2027	WC
25. I-105 Express Lanes, Segment 1	Design, target 2028	SB, GC
26. SR 57/60 Interchange Improvements	Construction, target 2028	SG
27. Vermont Transit Corridor BRT	Planning, target 2028	CC
28. I-405 Integrated Corridor Management ^j	Design, target 2028	SB

Notes:

Replacement Projects (11 in total) are noted in **bold** letters

a – Active Transportation Corridor

b – Wilshire/Western to Wilshire/La Cienega

c – Wilshire/La Cienega to Century City

d – SR14 Interchange in Santa Clarita to Parker Rd in Castaic

e – Mobility Concept Plan

f – Century City to Westwood/VA Hospital

g – Chatsworth, NoHo, Balboa

h – Willow Station Mobility Hub and Anaheim St. LRT Crossover (A line)/ Bus priority improvements along Florence Avenue, Studebaker Road, and Imperial Highway/First/Lane mile improvements in Long Beach and near Norwalk C Line station.

i – Near Washington/Flower

j – Between Manchester Ave and Rosecrans Blvd

Project Status Summary:

5 or 18% are complete

9 or 32% are in construction

7 or 25% are in design

7 or 25% are in planning

Attachment B

Summary of Progress for Projects to be Delivered Beyond 2028

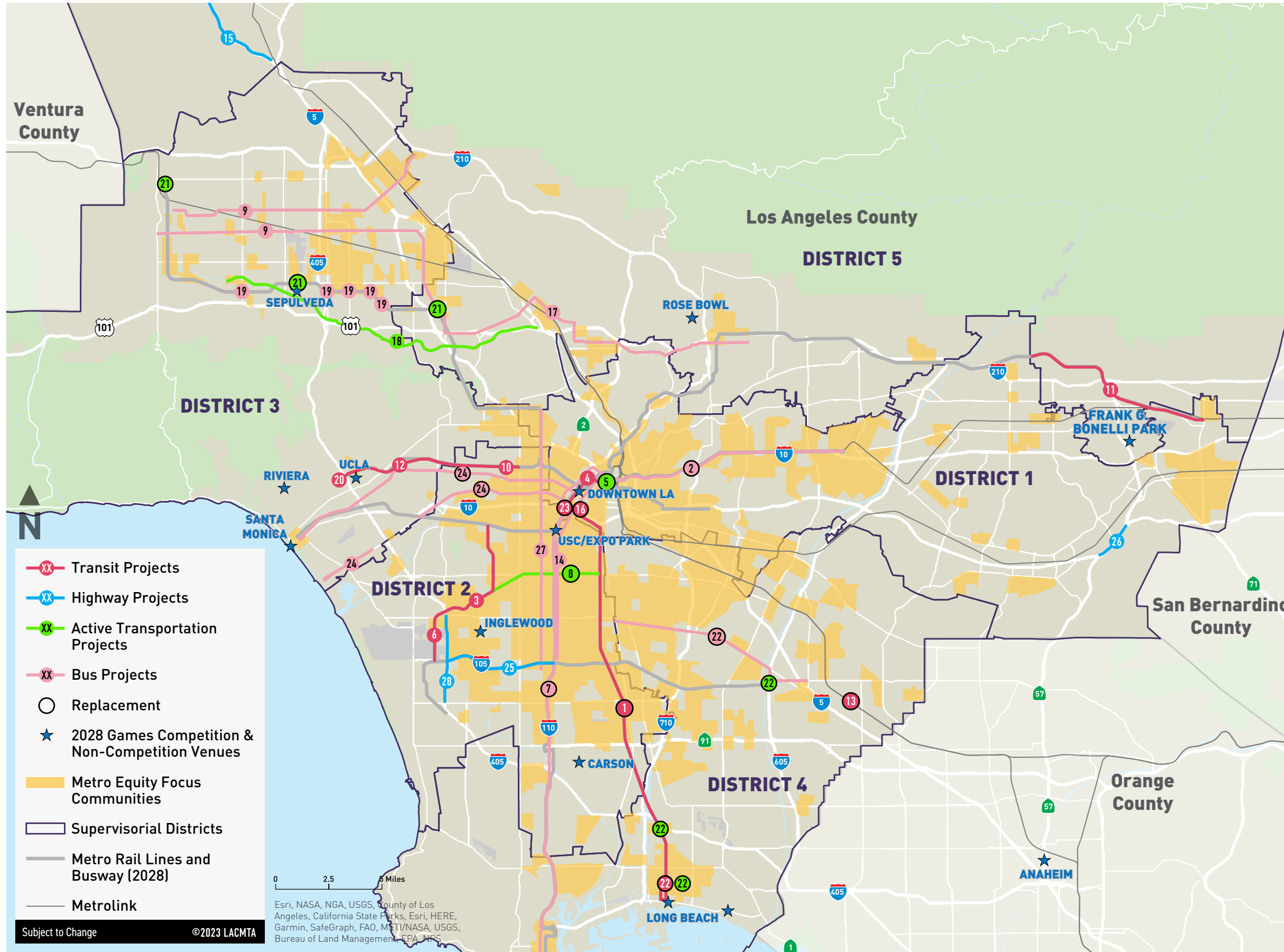
Project	Progress Since 2017	Source
11. LA River Waterway & System Bike Path	Metro initiated development of the Draft Environmental Impact Report (EIR). Metro's achievements on this effort include extensive community and stakeholder outreach on the concepts being analyzed. Awareness and participation by third parties include U.S. Army Corps of Engineers, LA County Department of Public Works, the City of Los Angeles DWP and BOE, BNSF and CA High Speed Rail. Master Cooperative Agreements are in development or execution. As Metro continues to study the project, the Metro Board and the community will be updated on cost, schedule and design including the release date of the Draft EIR and public hearings. The level of inter-agency coordination on a complex inter-jurisdictional project such as this would not have occurred at this level of development and design without being listed on the 28x2028, which provided the impetus for such early coordination.	Measure M 5-year Comprehensive Assessment and Equity Report
16. Sepulveda Pass Express Lanes	Project has advanced into the environmental phase and work has been started on the concept of operations, traffic and revenue study, and various traffic modeling tasks. Monthly project meetings are held with Caltrans and the design team to discuss alternatives, engineering plans and outreach. Project Approval & Environmental Document (PAED) in progress. Numerous public meetings have been held and coordination with other transit and planning studies is ongoing. Draft environmental document will be released later this year.	Measure M 5-year Comprehensive Assessment and Equity Report
17. East San Fernando Valley	In about two years, the Metro Board moved from a draft environmental document to the 2020 certification of the final environmental document and approval of 6.7 miles of light rail with 11 stations, in the median of Van Nuys Boulevard to the intersection of Van Nuys Boulevard and San Fernando Road. Since 2021, Metro successfully advanced design, executed master cooperating agreements, and proceeded with a new alternative delivery mechanism for light rail in Los Angeles, Progressive Design Build. In addition, the project was selected for a first-of-its-kind Capital Improvement Grant, the Expedited Project Delivery grant program. Metro is in the process of executing the full funding grant agreement that would be the first in the nation. Utility relocation, acquisitions and early works packages are underway or in development. Metro's use of new delivery systems was sparked by our efforts to achieve 28x2028 and allowed us to take advantage of new federal grant opportunities.	Measure M 5-year Comprehensive Assessment and Equity Report
19. I-710 South Corridor Early Action	Metro has worked with Caltrans through a lengthy process to develop the I-710 South Corridor Project, studying multiple project alternatives. In 2021 Metro and Caltrans established the 710 Task Force to re-engage the local impacted communities adjacent to the freeway as well as the stakeholders that depend upon, and are impacted by, the movement of people and goods within the I-710 South Corridor between the Ports of Los Angeles and Long Beach and State Route 60. In 2022 the Board approved a "No Build" alternative and the Task Force has worked to develop an investment plan, which includes multi-modal projects and programs with varying schedules and project budgets, and requiring their own project approval and environmental process before implementation.	Measure M 5-year Comprehensive Assessment and Equity Report
20. South Bay Light Rail Extension	Project has advanced with release of the Draft EIR in January 2023. BNSF coordination and construction duration and sequencing have been incorporated into the schedule, and costs have been revised for each of the alternatives under environmental analysis, including a "hybrid" alternative. Metro anticipates Board action on the Project and selection of the Locally Preferred Alternative in 2024. This is one of the four "Pillar Projects," all of which are achieving major project delivery milestones over the next 12 months or so.	Project Team
21. A and E Line speed and reliability improvements through downtown LA (Washington Wye)	A feasibility study was completed in 2019 for a series of project alternatives, with capital costs ranging from \$800-3,000 million. As part of the 2028 Mobility Concept Plan, staff developed a plan for lower-cost, "quick-build" operational improvements that would enhance the speed and reliability of LRT operations in the junction area, including signal controller upgrades, vehicular turn restrictions, and pedestrian safety enhancements. Metro is currently seeking funding for that project.	Measure M 5-year Comprehensive Assessment and Equity Report
22. I-10 Express Lanes I-605 to San Bernardino Line	Project has advanced into the environmental phase and work has been started on the concept of operations, traffic and revenue study, and various traffic modeling tasks. Monthly project meetings are held with Caltrans and the design team to discuss alternatives, engineering plans and outreach. Project Approval & Environmental Document (PAED) in progress. Draft environmental document will be released later this year.	Project Team

Attachment B

Summary of Progress for Projects to be Delivered Beyond 2028

Project	Progress Since 2017	Source
25. Sepulveda Transit Corridor	This ambitious program is using a new, innovative approach to deliver a mega project, which when implemented would connect the San Fernando Valley to the Westside of Los Angeles. Metro engaged the private sector and selected two private entities (PDA Teams) to provide designs for alternatives to be considered in the environmental process. If an alternative is selected as the LPA, Metro could elect to move ahead into project development with a PDA Team into a next phase of project development expediting ultimate delivery of the project. Metro initiated the environmental process and completed a scoping period in February 2022. Community outreach meetings were held in fall 2023 to present and receive input on station design and access, and connectivity with neighborhoods and the Metro system. PDA teams continue to refine their designs. Design refinements are being analyzed in technical environmental studies to support the development of the Draft EIR.	Project Team
26. Gold Line Eastside Extension to Whittier or South El Monte	At the time the Measure M Expenditure Plan was approved by the Board, the project was defined as an extension of the Gold Line (now E Line) from the existing Atlantic Station to either SR-60 to South El Monte (6.9 miles) or Washington Bl to Whittier (9.5 miles). As driven by the 28x2028 Plan, the project is now focused on one alignment to Whittier along Washington with a proposed location of a regional MSF. The LPA was selected in 2023 and a final environmental document will be released in the Spring of 2024. If Board approves, Metro will be well-positioned to submit a request to federalize the project through NEPA and entry into Project Development as part of FTA's Capital Improvement Grant. Metro was also awarded \$35 million grant from the State SB 125 program for early engineering of projects pursuing federal grant funding. This is one of the "Pillar" projects.	Measure M 5-year Comprehensive Assessment and Equity Report
27. South East Gateway (Formerly West Santa Ana Branch)	Originally, Phase 1 of this project was anticipated to be completed by FY 2028 as a 6-mile LRT line that ran from Pioneer Station to the Green Line. The project underwent rigorous environmental review and stakeholder engagement to ensure it was the best fit for the community and environment. The selected LPA alignment for Phase 1 of the project was extended by over seven miles, more than twice the original segment length. The environmental process is planned to conclude this Spring 2024 due to extensive stakeholder engagement including outreach to residents, elected officials, and city staff in 10 local jurisdictions throughout downtown and Southeast LA. The project also interfaced with Union Pacific Railroads (UPRR) and Ports of Los Angeles and Long Beach ("Ports"), requiring additional coordination and studies. The Project is now only proposed as two phases with the first being a 14.8 mile light rail from Artesia/Cerritos to Slauson with the ultimate destination of Union Station as part of a approximate five mile, Phase 2 segment. As a result the expanded Phase 1 project is has been expedited for delivery by 2033-35 instead of 2041-43.	Measure M 5-year Comprehensive Assessment and Equity Report

Map of Twenty-Eight by '28 Projects and Proposed Replacements



RAIL & REGIONAL RAIL

- 1 "New Blue" Improvements to the A Line
- 3 Crenshaw/LAX Line
- 4 Regional Connector
- 6 Airport Metro Connector Station
- 10 Purple Line Extension, Section 1^b
- 11 Gold Line Foothill Ext to Pomona
- 12 Purple Line Extension, Section 2^c
- 13 Rosecrans/Marquardt Grade Sep
- 16 Key DTLA Stations^e
- 20 Purple Line Extension, Section 3^f
- 22 Gateway Cities MCP Projects (Anaheim St. LRT Crossover)^{e,h}
- 23 LRT Speed & Reliability Improvementsⁱ

BUS

- 2 Silver Line Improvement Program
- 7 J Line Electrification
- 9 North San Fernando Valley BRT
- 14 New Bus Corridors
- 17 NoHo to Pasadena BRT
- 19 G Line Travel Time & Safety Features
- 22 Gateway Cities MCP Projects (Florence/Studebaker/Imperial)^{e,h}
- 24 Bus Only Lanes (Olympic/Venice)^e
- 27 Vermont Transit Corridor BRT

ACTIVE TRANSPORTATION & MICROMOBILITY

- 5 Eastside Access Improvements
- 8 Rail to Rail, Segment A^a
- 18 LA River Bike Path/Mobility Hub - SFV
- 21 Mobility Hubs in SFV^e
- 22 Gateway Cities MCP Projects (Willow Mobility Hub, Norwalk First/Last Mile, Long Beach First/Last Mile)^{e,h}

HIGHWAY

- 15 I-5 North Capacity Enhancements^d
- 25 I-105 Express Lanes, Segment 1
- 26 SR 57/60 Interchange Improvements
- 28 I-405 Integrated Corridor Managementⁱ

SUMMARY

- | | |
|---|--|
| a – Active Transportation Corridor | g – Chatsworth, NoHo, Balboa |
| b – Wilshire/Western to Wilshire/La Cienega | h – Gateway Cities MCP Projects (Anaheim St. LRT Crossover, Florence/Studebaker/Imperial Bus, Willow Mobility Hub, Norwalk and Long Beach First/Last Mile) |
| c – Wilshire/La Cienega to Century City | i – Near Washington/Flower |
| d – SR14 Interchange in Santa Clarita to Parker Rd in Castaic | j – Between Manchester Ave and Rosecrans Blvd |
| e – Mobility Concept Plan | |
| f – Century City to Westwood/VA Hospital | |



Twenty-Eight x 2028 Status Report and Proposed Revisions



Metro

March 20, 2024

Background / Issue

- Original list approved in January 2018 included:
 - Measure R, Measure M, and other projects already slated for completion by 2028 and;
 - Aspirational projects (i.e., with accelerated schedules)
- Recommendation to replace projects that are not able to meet 2028 with projects that:
 - Align with 2028 Mobility Concept Plan
 - Can be completed before the 2028 Games
 - Fulfill Board Direction that projects correct past inequities, leave a legacy after the Games are complete, and are necessary to host a successful global event

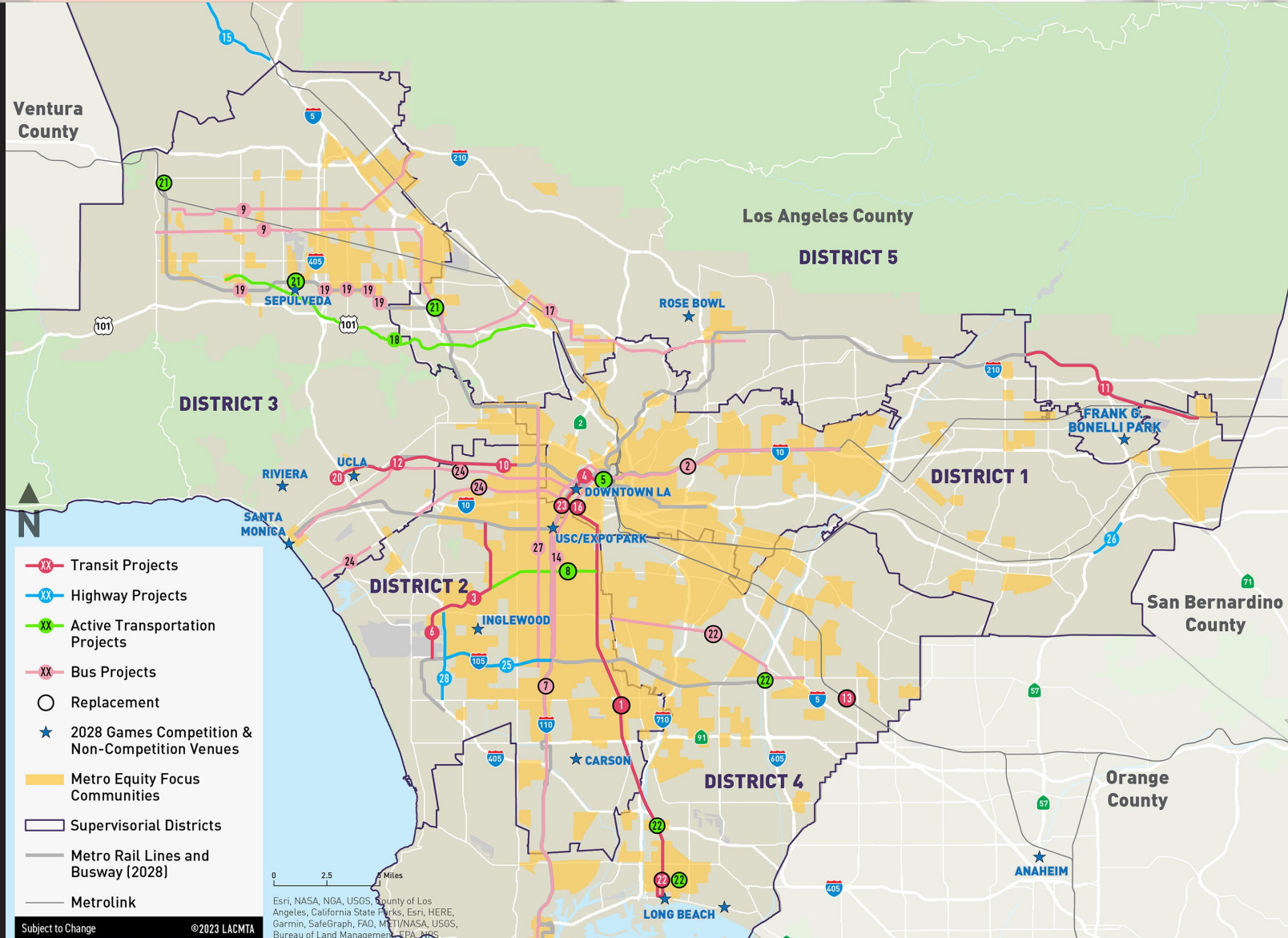
Status Report (by numbers) – Original List of 28 Projects

- 3 projects completed
- 7 projects under construction
- 6 projects in Engineering/Final Design
- 12 projects in Planning
- 10 projects anticipated to open after 2028

Revised Twenty-Eight by '28 Project List

Project	Current Stage	Subregion (s)
1. "New Blue" Improvements to the A Line	Operations, opened 2019	GC, CC
2. Silver Line Improvement Program	Operations, opened 2020	SG, CC, SB
3. Crenshaw/LAX Line	Operations, opened 2022	CC, SB
4. Regional Connector	Operations, opened 2023	CC
5. Eastside Access Improvements	Operations, opened 2023	CC
6. Airport Metro Connector Station	Construction, target 2024	WC
7. J Line Electrification	Design, target 2024	SG, CC, SB
8. Rail to Rail, Segment A	Construction, target 2024	CC
9. North San Fernando Valley BRT	Planning, target 2025	SFV
10. Purple Line Extension, Section 1	Construction, target 2025	WC, CC
11. Gold Line Foothill Ext to Pomona	Construction, target 2025	SG
12. Purple Line Extension, Section 2	Construction, target 2025	WC
13. Rosecrans/Marquardt Grade Sep	Construction, target 2025	GC
14. New Bus Corridors	Design, target 2026	TBD
15. I-5 North Capacity Enhancements	Construction, target 2026	NC
16. Key DTLA Stations	Planning, target 2026	CC
17. NoHo to Pasadena BRT	Design, target 2027	SFV, SG
18. LA River Bike Path/Mobility Hub - SFV	Design, target 2027	SFV
19. G Line Travel Time & Safety Features	Design, target 2027	SFV
20. Purple Line Extension, Section 3	Construction, target 2027	WC
21. Mobility Hubs in SFV	Planning, target 2027	SFV
22. Gateway Cities MCP Projects	Planning, target 2027	GC
23. LRT Speed & Reliability Improvements	Planning, target 2027	CC
24. Bus Only Lanes (Olympic/Venice)	Planning, target 2027	WC
25. I-105 Express Lanes, Segment 1	Design, target 2028	SB, GC
26. SR 57/60 Interchange Improvements	Construction, target 2028	SG
27. Vermont Transit Corridor BRT	Planning, target 2028	CC
28. I-405 Integrated Corridor Management	Design, target 2028	SB

Revised Twenty-Eight x '28 Project List Map



Status Report (by numbers) – Revised List of 28 Projects

- 5 projects completed
- 9 projects under construction
- 7 projects in Engineering/Final Design
- 7 projects in Planning

Additional Revisions

- Gold Line Foothill Extension 2B (to Claremont) - Revise the terminus to Pomona station to reflect current project limits. The Pomona to Montclair segment is not yet funded.
- Vermont Transit Corridor BRT - Focused on delivering the core transit travel time improvements.
- I-105 Express Lanes -Phase 1(between I-405 and I-110).
- I-405 South Bay Curve Improvements - Revise project title to clarify the scope: The Integrated Corridor Management improvements on I-405, between Manchester Ave. and Rosecrans Blvd. are underway).

Next Steps

- Continue to pursue funding for unfunded MCP projects - it remains the north star as we pursue funding collaboratively with our partners in the cities, the county, the region, and the state.
- Continue to monitor and report back on a regular basis on the status of the revised Twenty-eight by '28 project list.