

**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

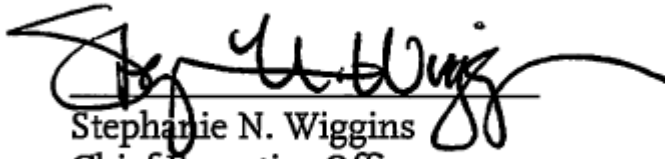
Attachment C - Map of Twenty-Eight by '28 Projects and Proposed Replacements

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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

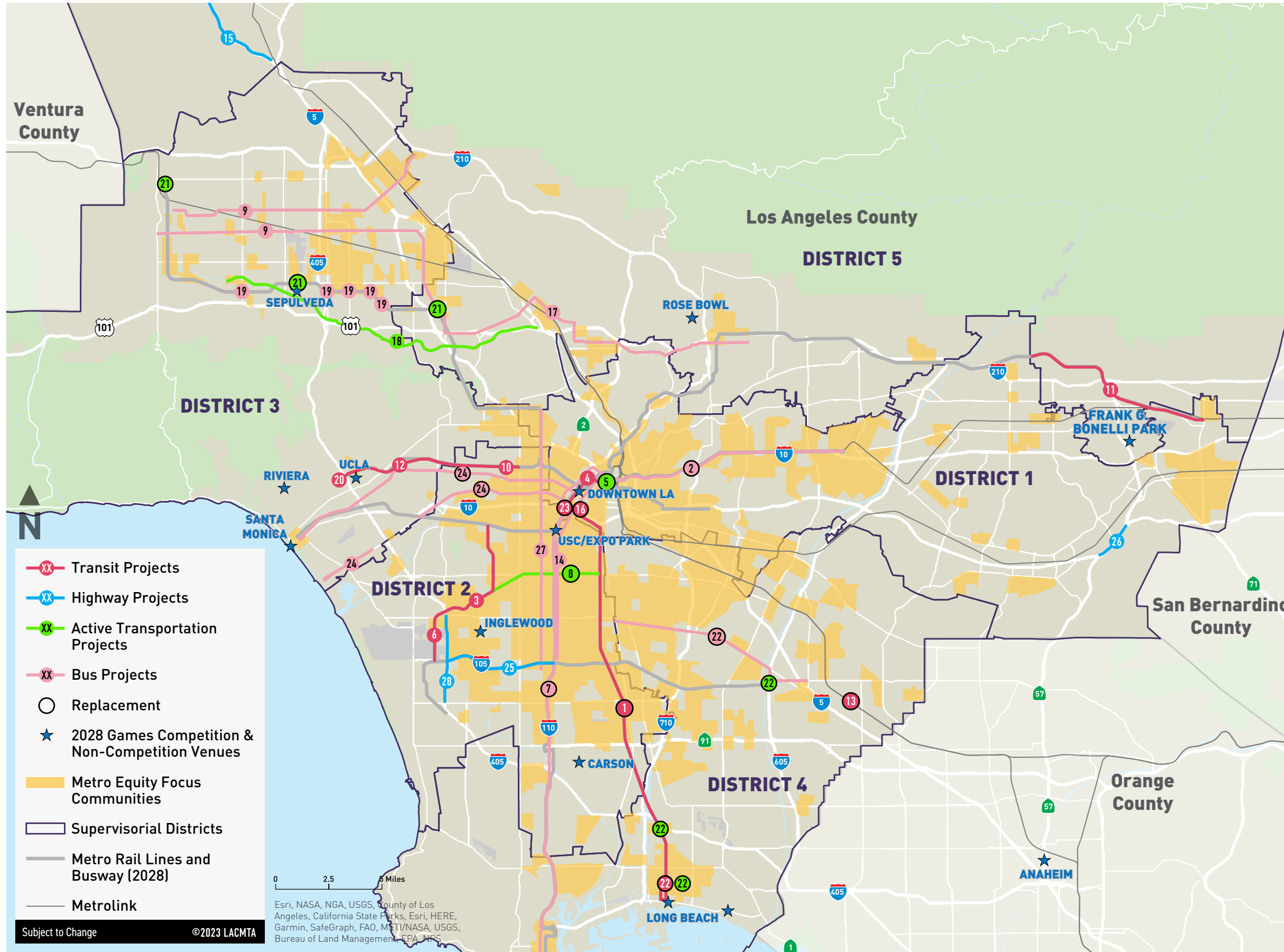
Project	Progress Since 2017	Source
11. LA River Waterway & System Bike Path	Metro initiated development of the Draft Environmental Impact Report (EIR). Metro's achievements on this effort include extensive community and stakeholder outreach on the concepts being analyzed. Awareness and participation 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^b
- 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

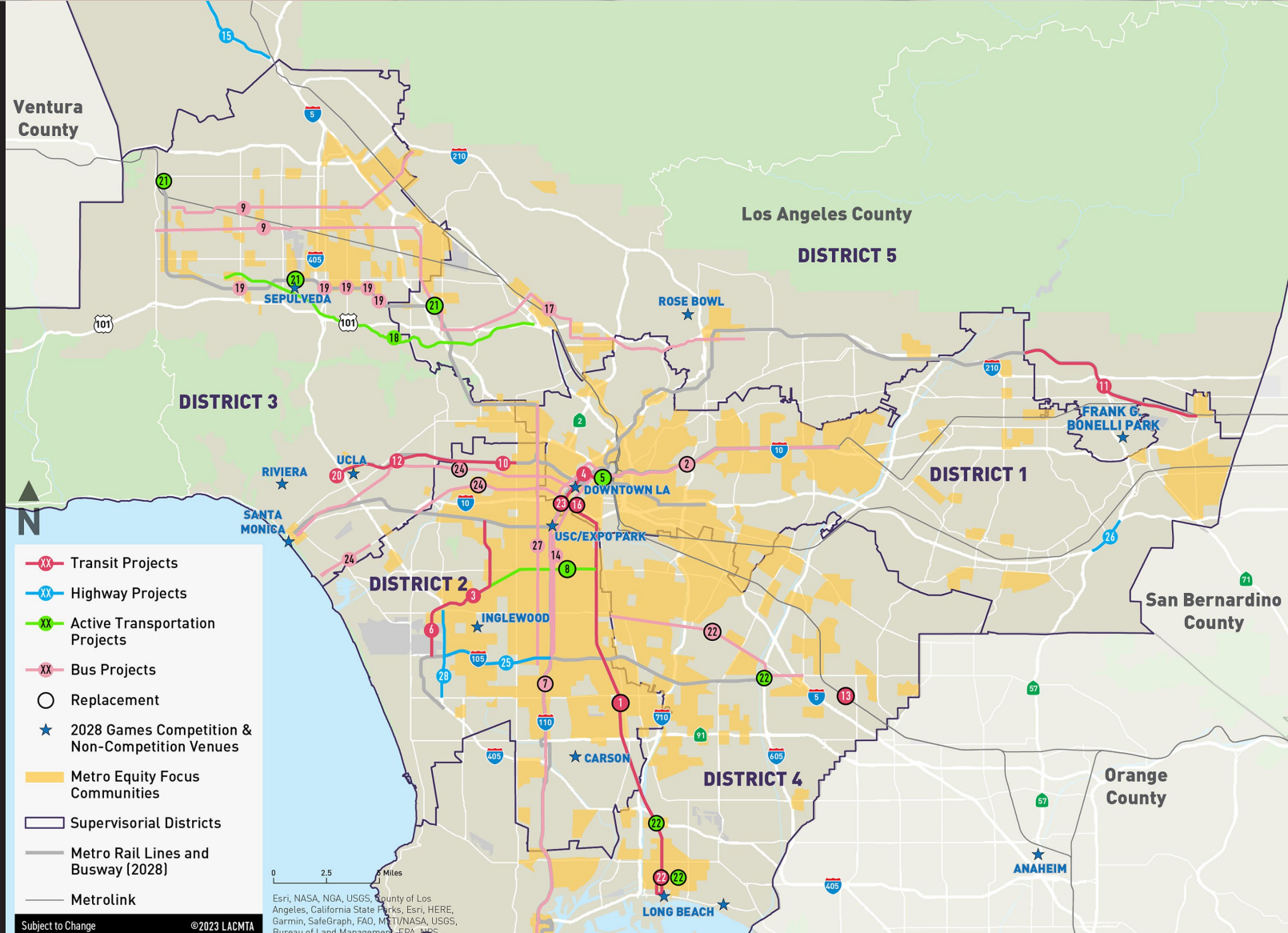
Status Report (by numbers) – Original List of 28 Projects

- 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
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18. LA River Bike Path/Mobility Hub - SFV	Design, target 2027	SFV
19. G Line Travel Time & Safety Features	Design, target 2027	SFV
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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.