



Board Report

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AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE MAY 14, 2025

SUBJECT: 2028 OLYMPIC AND PARALYMPIC PROGRESS REPORT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the 2028 Mobility Concept Plan (MCP) Progress Report; and
- B. AMENDING the 2022 Prioritized Mobility Concept Plan (MCP) project list to include the Pomona Fairplex Metrolink Station Improvements Project as part of the Rail project mode/type.

ISSUE

This is a progress report regarding planning efforts in anticipation of the 2028 Olympic and Paralympic Games (“the Games”), and the pursuit of state and federal funds to support the transportation infrastructure and operations needed for the region to support mobility during the Games.

BACKGROUND

Metro has worked with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation (LADOT), the City of Los Angeles Mayor’s Office, and the Southern California Association of Governments (SCAG), a group collectively known as the Games Mobility Executives (GME), as well as venue cities and Councils of Governments, to develop the 2028 Mobility Concept Plan approved by the Metro Board in December 2022. Following an extensive agency stakeholder outreach process, Metro and the GME identified a list of 15 priority 2028 Games MCP project categories. Metro and the Games Mobility Executives have been actively pursuing funding and advancing the project development for each set of projects.

In March 2024, the U.S. Department of Transportation awarded Metro a \$139 million grant from the Reconnecting Communities and Neighborhoods program for the Removing Barriers and Creating Legacy - A Multimodal Approach for Los Angeles County (the Program). The Program’s projects will enhance and expand affordable, equitable, and safe multimodal connections through investment in 35 miles of bus priority enhancements, 60 Metro Bike Share stations, five first/last mile corridors that fill gaps in the active transportation network, five mobility hubs, and various supportive initiatives and operational strategies.

In October 2024, the Board authorized a \$9.67 million FY25 budget amendment, enabling the CEO to advance unfunded Metro-led GME projects. This funding is crucial for staff to progress key project development phases for timely completion before the 2028 Games. Metro has commenced conceptual design and environmental clearance for several essential MCP projects. The environmental clearance strategy will prioritize California Environmental Quality Act (CEQA) approval, with National Environmental Policy Act (NEPA) clearance contingent upon federal funding.

DISCUSSION

GME Subcommittee and Workstream Update

In order to implement the MCP, the GME reviewed the projects and created subcommittees comprised of implementing agencies in order to establish implementation plans for the projects in the MCP. The GME initiated two new subcommittees focused on Heat and Wayfinding, with Metro as the lead agency for both. These subcommittees are currently developing workplans that will include scope, additional members, timeline, roles and responsibilities, coordination needs with other subcommittees, governance structure, communications plans, and 2025 goals. Metro will regularly report to the Board regarding key milestones, accomplishments, risks, issues, and progress related to the Heat and Wayfinding subcommittees.

At past Ad-Hoc Committee meetings, Metro staff have provided in-depth updates on specific Games subcommittees. For this month's Ad-Hoc Committee, staff will provide an oral presentation on the Countywide Bus-Only Lanes and Games Route Network (presented by Caltrans). The following provides a summary update on these two subcommittees.

Updates on other subcommittees are summarized in Attachment A.

Countywide Bus-Only Lanes

Using the 2028 Games as an impetus, this initiative accelerates Metro's strategic goal of implementing bus-only lanes throughout Los Angeles County.

Metro staff and the Bus Speed and Reliability Working Group identified an initial pool of 26 potential corridors for detailed assessment and prioritization. The evaluation process included gathering data on existing conditions and reviewing relevant planning documents, such as Metro's BRT Vision and Principles Study, Metro's NextGen Plan, and the City of Los Angeles Mobility 2035 Plan. Subsequently, Metro formulated a prioritization framework incorporating 18 distinct factors related to speed and reliability, implementation, equity, connectivity, access, environmental, and safety. Through this structured evaluation, six corridors were selected as priorities. Attachment B summarizes the prioritization process. Additionally, the Vermont Ave and the Florence Ave/Studebaker corridors were added as they are existing and funded priorities. The complete list of eight priority corridors is detailed in Table 1. *Table 1: 2028 Games Mobility Concept Plan Unfunded Countywide Bus-Only Lane Corridors*

Corridors	Limits	Benefits and Comments
Vermont Ave	Hollywood Blvd to 120 th St	Supports Measure M expenditure plan, Metro's NextGen Plan, and venue access (USC/Expo Park)
Broadway	1 st St to Imperial Hwy	Supports Metro's NextGen Plan, BRT Vision and Principles Study, Games Route Network alternate route, and venue access (DTLA)
Venice Blvd	Figueria St to Pacific Ave	Supports Metro's NextGen Plan, Metro's BRT Vision and Principles Study, Games Route Network alternate route, and venue access (DTLA)
Olympic Blvd	Figueria St to Lincoln Blvd	Supports Metro's NextGen Plan, Metro's BRT Vision and Principles Study, Games Route Network alternate route, and venue access (DTLA)
Florence Ave/ Studebaker	Long Beach Blvd to Imperial Hwy	Extends the planning NextGen Tier 1 Corridor bus-only lanes along Florence Avenue to connect the Metro A Line to the Metro C Line
Imperial Hwy	Hoxie Ave to Bloomfield Ave	Address system connectivity gap and improve transfer experience between Metro Norwalk Station and Metrolink Norwalk/Santa Fe Springs Station for access to support venue access (Inglewood, Carson, and Long Beach)
Hawthorne/La Brea	Imperial Hwy to Florence Ave	Address system connectivity gap and improve transfer experience between Metro Downtown Inglewood Station and Metro Hawthorne/Lennox Station for access to support venue access (Inglewood)
Downtown Extensions	Sunset/Cesar Chavez, Figueria, Alvarado	Extend existing bus-only lane corridors to help support the Games Route Network

Metro has successfully secured funding for several bus-only lanes and bus improvement projects, totaling \$90 million. A \$25 million state grant will advance implementation on NextGen Tier 1 corridors within the City of Los Angeles, such as Vermont Avenue and Venice Boulevard. Additionally, a \$65 million Reconnecting Communities Grant from the U.S. Department of Transportation will fund bus improvements along Broadway, Olympic Boulevard, and the Florence/Studebaker/Imperial corridor.

Additionally, Metro leads the Countywide Bus-Only Lane Subcommittee in partnership with the GME. This effort is supported by two dedicated working groups-one focused on the City of Los Angeles and the other on Los Angeles County (non-City of LA cities and unincorporated areas). Together, these groups will drive the development of bus-only lanes outlined in the MCP and manage crucial coordination for venue access and potential legacy conversion of the Games Route Network.

Lastly, as part of Twenty-eight by '28, Metro is also committed to delivering the North Hollywood to Pasadena and the Vermont Ave Bus Rapid Transit Corridors in time for the 2028 Games. Attachment C demonstrates a full picture of the Bus Corridor work the agency has prioritized and/or will complete

in time for the 2028 Games.

Games Route Network

The Games Route Network (GRN) is the heart of the host City and Organizing Committee's transportation commitment for the 2028 Olympic and Paralympic Games. As part of the MCP, Caltrans has taken on the responsibility of delivery of the GRN on its right-of-way and is leading local agency coordination of the improvements to local arterials. The GRN project is a substantial coordination effort and requires multiple layers of collaboration. It covers approximately 360 centerline miles (80% located on the state highway). The GRN is in four counties, spans across thirteen cities, and arterials located within unincorporated counties.

The commitment between LA28, the host city and the International Olympic Committee is to provide consistent and reliable travel time for the Games athletes, media, and key Games stakeholders. For the past year and a half, Caltrans has convened multiple team meetings to develop planning documents and to collaborate with venue cities to facilitate the required improvements. Caltrans has engaged state and federal partners to initiate the legislative and regulatory requirements.

LA28 Olympic Venue Update

The Olympic Venue Plan updates announced by LA28 on April 15, 2025, include the addition of the Pomona Fairplex as the venue for Cricket, and the Santa Anita Racetrack for Equestrian, as well as a few other venue deletions, additions, and event location changes. Thus far, staff have determined that the existing temporary Metrolink station platform at the Pomona Fairplex will be critical for providing service at that venue. The station requires improvements to handle additional passenger flows, including providing safe accommodations for passengers with disabilities. Therefore, it is recommended that the Pomona Fairplex Station Improvements Project be added to the 2022 Prioritized MCP project list. The cost for the station accessibility improvements is estimated between \$400K-\$1.7M.

Staff is working with LA28 to obtain additional information on the schedules and spectator demand profiles for the new and revised events/venues to determine if any additional permanent infrastructure projects may be needed. Given the timeline for capital projects and the projects underway, there is a limited opportunity to add new projects. In order to add projects to the MCP, the project must be essential to Games delivery and feasible to be completed by 2028. The Pomona Fairplex Station meets these criteria.

Twenty-eight by '28 Update

Progress continues to be made on twenty-eight by '28, which is incorporated into the MCP. Currently, six or 21.4% of the projects on the list are complete, with the remaining projects continuing to advance. Of note, significant milestones have been met on four projects since the beginning of this calendar year:

- Substantial completion of the A Line Extension from Azusa to Pomona
- Substantial completion of the Rail to Rail active transportation corridor

- Groundbreaking for the G Line Improvements Project
- Groundbreaking for the 105 ExpressLanes Project (Phase 1)

Over the next quarter, two projects are anticipated to be open: Rail to Rail and the Airport Metro Connector Station. Upon opening, this would bring the total number of projects completed to eight or 28.6%.

Reconnecting Communities and Neighborhoods (RCN) Program Update

Following the environmental determinations and signed Federal Transit Administration (FTA) grant agreement in December 2024, Metro has continued to advance design and community engagement for the RCN program. Staff are working to secure agreements with local jurisdictions and project sponsors. San Gabriel Valley Council of Governments (SGVCOG) will deliver design through construction for the Valley Blvd/Santa Anita Bus Priority Enhancement project. The RCN funding supports SGVCOG's existing work for the San Gabriel Valley Bus Corridor Transit Improvements Project. Metro will be advancing the preliminary engineering and community outreach for the remaining RCN projects including three bus priority enhancement corridors, five first/last mile projects, and five mobility hubs. Metro is supporting local jurisdictions through preliminary engineering to keep the RCN program on schedule while local jurisdictions assess internal staff capacity and procurement vehicles to take over final design and construction of projects not under Metro's responsibility. Preliminary engineering and associated community outreach will be completed in 2025.

Funding Update

In January 2025, Metro applied for the U.S. Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) grant funding program for two key 2028 Games Mobility Concept Plan projects - 1) 2028 Games Washington/Flower Multimodal Mobility Improvements Project and 2) Norwalk Station Mobility Hub and Multimodal Access Improvements Project. BUILD is a discretionary grant program designed to fund significant infrastructure projects with local or regional impact. Specifically, it focuses on surface transportation infrastructure, encompassing roads, rail, transit, and ports. The program aims to support projects that enhance safety, sustainability, quality of life, mobility, economic competitiveness, and state of good repair.

Simultaneously, Metro is exploring grant opportunities for various MCP projects under the Surface Transportation Block Grant, Congestion Management and Air Quality, and Low Carbon Transit Operations Program.

Legislative Update

Federal Discretionary Opportunities

Metro is evaluating which MCP projects may be successfully selected to receive federal funds made available through the Surface Transportation Block Grant & Congestion Mitigation and Air Quality Improvement Program (STBG/CMAQ) which is administered by SCAG. The Metro Board approved a prioritization framework in March, which provides evaluation criteria and guidance for agencies that

wish to apply for the funds.

Specific project categories that qualify for funding and align with Metro-led GME priority workstreams include mobility hubs, dedicated bus lanes, bicycle and pedestrian infrastructure, rail and bus station improvements, and transit facility improvements.

Federal Budget Request Update

Consistent with the 2025 Board-approved Federal Legislative Program, Metro has and will continue to work with the federal government to include funding for the GME priority workstreams in the President's Fiscal Year 2026 Budget. On November 21, 2024, Metro conveyed a letter unanimously signed by Metro Board members, urging then President-elect Donald Trump to include \$3.2 billion for GME priority workstreams in his Fiscal Year 2026 Budget. The requests outlined in this correspondence and in accompanying fact sheets include funding for essential Games-specific projects, such as the Games Enhanced Transit Service (GETS), Mobility Hubs, and GRN. Funding for the essential Games-specific projects is currently the most significant challenge facing Metro and the GME partners. This is analogous to the challenges faced by the 2002 Winter Olympic Games. This was resolved, in part, by Congress appropriating funding identified in the FY2002 Budget released by then-President George W. Bush. Staff will continue to work with the Metro Board, the Los Angeles County Congressional Delegation, the U.S. Department of Transportation, and key stakeholders to support the FY2026 Budget funding request.

Joint Advocacy Efforts/Strategy

Metro is working in good faith with a broad and diverse array of federal, regional, and local stakeholders to ensure that the State and Federal Governments provide support for surface transportation projects and initiatives related to the 2028 Games.

At the Federal level, Metro is working with a number of partners to secure financial support from the Federal government for our agency's efforts related to the 2028 Games. This effort is guided and informed by the Board-approved 2025 Federal Legislative Program and the Board-approved MCP, which set forth the projects deemed necessary and how Metro will work with the White House, the U.S. Department of Transportation, and Congress to successfully coordinate the 2028 Games being held in Los Angeles County. In 2025, staff have been working with the Los Angeles County Congressional Delegation as to how the FY2026 Transportation, Housing, and Urban Development bill might include funding for mobility-related projects and initiatives tied to the upcoming 2028 Olympic and Paralympic Games. Staff will continue to advocate for the White House to include funding in the President's Fiscal Year 2026 Budget for the Games. As of the writing of this Board Report, it appears that Congress is in the beginning stages of crafting their spending bills for Fiscal Year 2026 - including the House and Senate's Fiscal Year 2026 Transportation, Housing, and Urban Development spending bills. Staff will continue to work with LA28 and a large number of stakeholders, including but not limited to Los Angeles County and the LA Area Chamber of Commerce, among others, to advance our goal to secure robust federal support for our mobility plans related to the Games.

Metro continues to work with state and local level partners to advocate for funding and advance policies that will help Metro deliver projects more efficiently, while also working in partnership with LA28.

DETERMINATION OF SAFETY IMPACT

Several projects in the 2028 Games MCP and the RCN program will positively impact safety. For example, bus-only lane projects will allow buses to reduce weaving out from and into traffic as they approach and leave the bus stop. First/Last Mile projects directly improve safety for people biking and walking to and from Metro's transit stops.

FINANCIAL IMPACT

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

Impact to Budget

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

EQUITY PLATFORM

Since the last report, Metro has established two new Games Mobility Executives (GME) subcommittees, Heat and Wayfinding, both led by Metro and currently developing work plans to address environmental justice concerns (such as heat vulnerability) and accessibility improvements for multi-lingual and disabled riders. Looking ahead, these investments not only aim to support Games-time mobility but will leave a lasting legacy of improved transit access, reduced travel times, and safer streets in communities that have historically been under-resourced. These projects directly align with Metro's broader equity goals of improving mobility, access to economic opportunity, and transportation justice across Los Angeles County.

Most notably, the \$139 million Reconnecting Communities and Neighborhoods (RCN) grant awarded in March 2024 is advancing to 30% design and community engagement across multiple projects located in Equity Focus Communities.

VEHICLE MILES TRAVELED OUTCOME

Vehicles Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment, planning and operational activities that will improve and further encourage transit ridership, ridesharing, and active transportation including first/last mile improvements, bus priority corridors, mobility hubs, and mobility wallet support. Metro's Board-adopted VMT reduction targets were designed to build on the success

of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The development of the MCP supports:

Strategic goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

Strategic Goal 4: Transform LA County through regional collaboration and national leadership” by providing a roadmap and strategy to deliver permanent transit and transit-supportive projects and programs that can help serve the 2028 Games.

NEXT STEPS

Staff will continue the scoping work necessary to advance the 2028 Games Mobility Concept Plan that Metro is currently leading, including the initiation of the Environmental phase for the remaining Metro-led projects in the 2028 Games Mobility Concept Plan. This effort will be critical to ensure these projects can continue to compete for additional state and federal funding opportunities and be delivered in time for the Games. Staff will continue to seek potential local, state, and federal funding opportunities and work with the Board to advocate for funding for both legacy projects and essential Games-specific projects, such as the Games Enhanced Transit Services and Games Route Network.

ATTACHMENTS

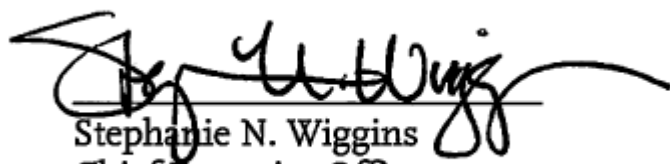
Attachment A - Workstreams Progress Update

Attachment B - Countywide Bus Only Lanes Prioritization

Attachment C - Bus Corridors Map

Prepared by: Jacqueline Torres, Senior Director, Office of Strategic Innovation, (213) 547-4208
Kasey Shuda, Senior Director, Office of Strategic Innovation, (213) 454-6479
Ernesto Chaves, Executive Officer, Office of Strategic Innovation, (213) 547-4362
Marcel Porras, Deputy Chief, Office of Strategic Innovation, (213) 922-2606

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A - WORKSTREAMS PROGRESS UPDATE

The following describes progress on key Metro-led workstreams, the funding efforts to date, and the next steps needed to deliver Metro's priority 2028 Games MCP workstreams.

KEY STATION IMPROVEMENTS

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

Project Development

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

Per the October 2024 Board approval of advancing project development for key Mobility Concept Plan projects, staff are embarking on the CEQA approval and conceptual engineering to enable the potential completion of these station improvement projects by 2028. Considering the funding and schedule constraints, Metro is exploring the potential for a phased implementation of improvements for each station.

Metro's Station Experience team is also planning for various low-cost customer experience improvements at older B/D Line Stations. These improvements could include the following: lighting, digital media panels, wayfinding, safety/security, and overall customer experience.

Funding

- Metro will apply for the Surface Transportation Block Grant for up to \$100 million for the Key Stations workstream.
- As mentioned in the Board Report, Metro was planning to submit a PROTECT application until the new federal administration paused the grant.

Next Steps

- Complete environmental clearance and conceptual engineering by the end of the year.
- Seek funding to continue progress and deliver the Key Station Improvements before the 2028 Games
- Continue to coordinate with multiple Metro departments (Systemwide Design, Planning, Real Estate, Operations, Wayfinding, Accessibility, Safety and Security, and Customer Experience) on planning and design efforts.

LIGHT RAIL TRANSIT IMPROVEMENTS

The Metro A and E Lines will be critical to moving spectators and the workforce during the 2028 Games because they connect to multiple 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 need for temporary infrastructure, and provide legacy benefits.

Project Development

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

Metro Operations engaged the SECOTrans team to conduct a full network analysis to assess the improvements, which validated the operational need for the Washington/Flower improvements, A Line Anaheim Street Interlock, A Line Avenue 34 Interlock, and E Line Degnan Interlock/Siding. The results also suggested a new interlock near the E Line Expo/Bundy Station.

Per the October 2024 Board approval of advancing project development for key Mobility Concept Plan projects, staff are embarking on the CEQA approval and conceptual engineering to enable the potential completion of the various A and E Line improvements by 2028. These projects have the potential to be completed by 2028, but will need considerable operational planning to accommodate construction activities. Metro staff are assessing the potential temporary effects on operations.

Metro Operations Engineering has identified two low-cost state-of-good-repair projects, such as cable protection and trackway intrusion detection system, for the 2028 Games. The cable protection solution will improve the system's reliability by installing copper cables inside PVC conduits and filling the conduits with concrete on A and E Line interlockings and other selected locations along the trackway. Installing the trackway intrusion detection system on the A and E Lines interlockings will monitor and provide alarms of unauthorized personnel or activities along the trackway to make the system safer.

Funding

- Metro will apply for the Surface Transportation Block Grant for up to \$130 million for the Washington/Flower Corridor Improvements and various A and E Line Improvements (e.g., interlocking, siding, cable protection, trackway intrusion detection system).
- In January 2025, Metro submitted a \$15 million USDOT BUILD application for the Washington/Flower Corridor Improvements. USDOT anticipates announcing the awards in June 2025.

Next Steps

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

MOBILITY HUBS

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

Project Development

OSI and Planning staff identified the potential types (legacy versus temporary) and locations of mobility hubs. The five priority mobility hubs (Chatsworth Station, El Monte Station, Expo/Crenshaw Station, North Hollywood Station, and Willow Station) have completed implementation plans and were included in the Reconnecting Communities and Neighborhoods (RCN) grant.

Per the October 2024 Board approval of advancing project development for key Mobility Concept Plan projects, staff are embarking on the CEQA approval and conceptual engineering to enable the potential completion of the Norwalk and Harbor Gateway Mobility Hub projects.

Furthermore, the 2028 Games Mobility Concept Plan designated 23 potential mobility hub locations, comprised of venue hubs at or near Games venues and transit hubs concentrated at or near the end of Metro Rail and Bus Rapid Transit lines and throughout the region. Lastly, the 2028 Games Mobility Concept Plan proposed an additional 27 neighborhood and equity-focused hub opportunity zones to be implemented by local jurisdictions. As a result, Metro is now developing a regional "kit of parts" for local cities to implement temporary mobility hubs to better support access to the 2028 Games venues.

Funding

- Metro will apply for the Surface Transportation Block Grant for up to \$52 million for Harbor Gateway Mobility Hub, Norwalk Mobility Hub and Multimodal Access Improvements, and Memorial Park Mobility Hub.
- In January 2025, Metro submitted a \$25 million USDOT BUILD application for the Norwalk Mobility Hub and Multimodal Access Improvements. USDOT anticipates announcing the awards in June 2025.

Next Steps

- Complete environmental clearance and conceptual engineering by the end of the year.
- Seek funding to continue progress and deliver key mobility hubs before the 2028 Games.
- Collaborate with the GME to determine priority additional locations for mobility hubs based on the new 2028 Games venues.

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 the workforce while encouraging long-term behavioral change.

Project Development

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 enhancements include replacing or adding new bus stops, improving crosswalks, adding street trees/landscaping, adding pedestrian lighting, traffic calming measures, wayfinding, adding street furniture, adding bike lanes (where space is available), and opportunities to pedestrianize streets. First/last mile projects in Downtown Los Angeles, Norwalk, and Carson were included in the Reconnecting Communities and Neighborhoods (RCN) grant.

To support a “transit-first” Games experience for spectators, Metro collaborated with 2028 Games venue cities across Los Angeles County to develop a global list of high-value corridors. This list aimed to identify and prioritize legacy transit-to-venue improvements ahead of the 2028 Games. Subsequently, Metro developed conceptual design packages tailored for each venue city, focusing on priority corridors for enhancements to improve safety, comfort, and accessibility for people walking, biking, and rolling from transit to venues. These conceptual design packages are intended to support cities in implementing these identified projects and improvements ahead of the Games.

LADOT is now taking the lead in advancing several high-value corridors within the City of Los Angeles. In parallel, Metro is developing a regional "kit of parts" to assist local cities in designating, activating, and enhancing pedestrian and cyclist pathways to better support access to the 2028 Games venues.

Funding

- Encouraged local cities to apply for STBG/CMAQ funding
- Encouraged local cities to apply for Mobility Concept Plan-aligned projects for MAT Grant Cycle 2

Next Steps

- Advance the regional Kit of Parts and provide technical assistance to cities.
- Continue to advance First/Last Mile projects in Reconnecting Communities and Neighborhoods

COUNTYWIDE BUS-ONLY LANES

Metro is working to advance bus-only lane projects that will serve as a legacy of the 2028 Games. Metro has selected eight priority bus-only lane corridors. These projects will support the Mobility Concept Plan, as well as the Games Route Network and NextGen Plan. A total of \$90 million in funding for bus-only lanes and bus improvement projects has been secured to date.

GAMES ENHANCED TRANSIT SERVICE

In response to unprecedented demand during the 2028 Games, the GETS will provide additional transit capacity to augment Metro’s existing bus and rail network. GETS routes will provide connectivity to venues and park and ride locations. Metro has developed preliminary staffing and cost estimates for the GETS. Work continues to identify roles and responsibilities and funding sources as well as agreements with other agencies to provide real estate, buses, and personnel.

GAMES ROUTE NETWORK

The Games Route network is a network of dedicated lanes that enables consistent travel times between key locations for Games athletes, officials, media, and stakeholders, as required by LA28 and the International Olympic Committee. Caltrans is leading the development of the GRN, which includes both Caltrans-managed highways and local arterials across a four-county area. Caltrans is advancing the GRN through the required regulatory steps, such as approval of special signage. Metro is working with Caltrans and LA28 to facilitate access to the GRN for transit buses while it is in operation.

Metro 2028 Games Mobility Concept Plan Bus-Only Lane Evaluation and Phasing



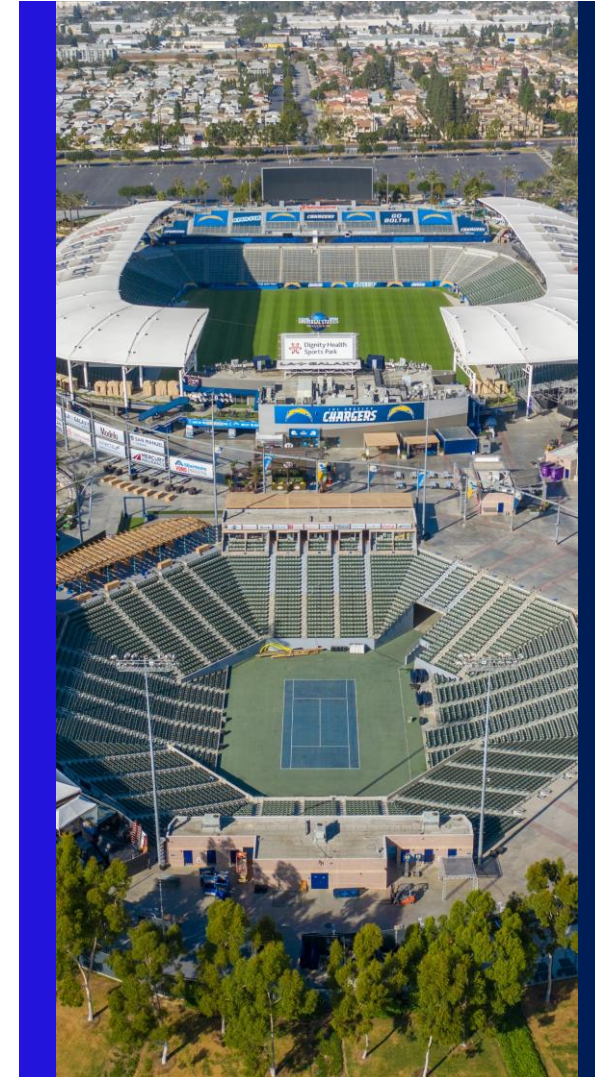
April 2025

Countywide Bus Only Lanes Purpose:
Prioritize bus transit and provide fast bus speeds
along the NextGen Tier 1 and BRT Vision +
Principles corridors by using the GRN as a catalyst



Agenda

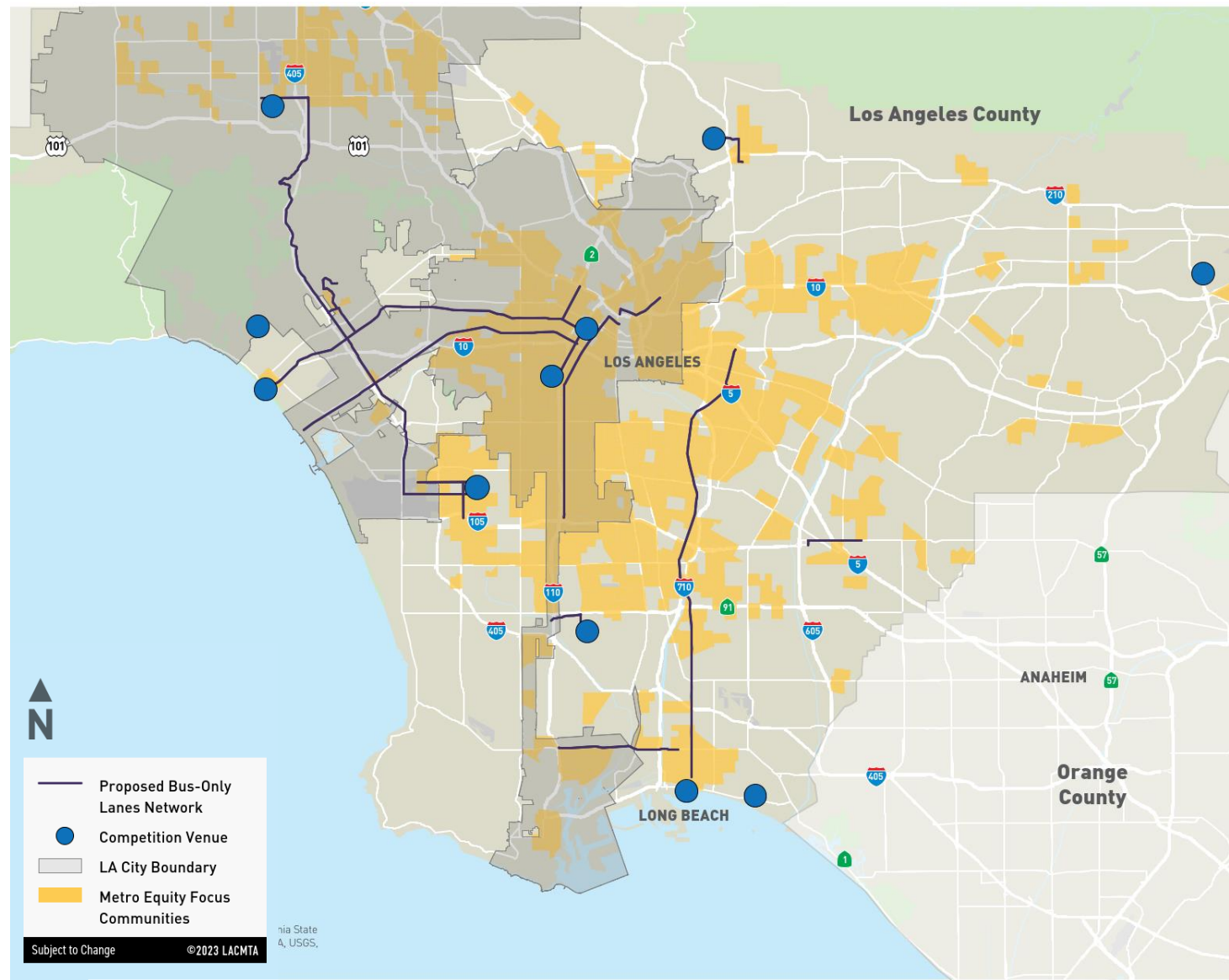
- How we arrived here
- Corridors evaluated
- Evaluation results
- Proposed phasing



How we arrived here

- Collaborated with the Bus Speed and Reliability Working Group
- Reviewed previous plans and studies
 - Metro BRT Vision and Principles Study
 - Metro NextGen Plan
 - San Gabriel Valley Council of Governments Transit Study
 - City of LA Mobility Plan 2035
- Collected data about existing conditions (desktop and in person)
- Developed an evaluation framework in collaboration with Metro Countywide Planning & Development and Metro Operations
- Designed typical proposed cross sections based on past Metro's experience implementing the City of LA Tier 1 NextGen bus-only lane corridors
- Evaluated corridors based on 7 themes, 18 measures, and varying scenarios with different weights

Corridors Evaluated



Jurisdiction	Corridor
Carson	Avalon
Carson	182nd/Albertoni
City of LA	Alvarado
City of LA	Cesar Chavez
City of LA	Broadway
City of LA	1st
City of LA	Figueroa
City of LA	Venice
City of LA	Victory
City of LA	Gayley
City of LA	Westwood
City of LA	Sepulveda
City of LA	Veteran
City of LA	Sunset
City of LA, Beverly Hills, Santa Monica	Wilshire
City of LA, Beverly Hills, Santa Monica	Olympic
City of LA, Inglewood	Century
Gateway Cities	Atlantic
Inglewood	La Brea/ Hawthorne
Inglewood	Arbor Vitae
Long Beach	Pacific Coast
Norwalk	Studebaker
Norwalk	Imperial
Pasadena	Holly
Pasadena	Fair Oaks
Pasadena	Seco/Mountain

Scenario 1: Weighting from Initial Evaluation Results

ID	Theme	Evaluation Question	Scenario 1
1	Speed & Reliability	How much delay is there in the corridor?	15.00%
2	Implementation	How much of the corridor can physically accommodate bus only lanes?	5.00%
3	Implementation	How compatible would bus only lanes be with vehicular traffic demand in the corridor?	5.00%
4	Implementation	How much of the corridor is within the Metro NextGen Tier 1 bus network?	5.00%
5	Implementation	How much of the corridor is within the Los Angeles Mobility Plan 2035's Transit Enhanced Network (TEN)?	5.00%
6	Implementation	How politically viable are bus only lanes in the corridor?	5.00%
7	Equity	Does the corridor contain LA Metro Equity Focused Communities?	8.33%
8	Equity	Does the corridor contain US DOT Disadvantage Census Tracts?	8.33%
9	Equity	Is the corridor within an area of environmental justice?	8.33%
10	Connectivity	Does the corridor serve Games venues?	5.00%
11	Connectivity	Could the corridor serve as a contingency route for freeway Games Route Network travel?	5.00%
12	Connectivity	How connected is the corridor to other bus routes?	5.00%
13	Connectivity	How connected is the corridor to rail stations in 2026?	5.00%
14	Access	Does the corridor improve access to community assets?	3.00%
15	Access	How many people live in the corridor?	3.00%
16	Access	How many jobs are within the corridor?	3.00%
17	Environment	How is the air quality in the corridor?	3.00%
18	Safety	Does the corridor have a high concentration of traffic injuries?	3.00%

TOTAL = 100.00%

Scenario Rank	Scenario 1 Corridor Name
1	Alvarado
2	Cesar Chavez
3	Broadway
4	1st
5	Figueroa
6	Venice
7	Victory
8	Wilshire
9	La Brea/Hawthorne
10	Olympic
11	Studebaker
12	Century
13	Atlantic
14	Westwood
15	Sepulveda
16	Holly
17	Fair Oaks
18	Gayley
19	Veteran
20	Avalon
21	Imperial
22	Pacific Coast
23	Seco/Mountain
24	Arbor Vitae
25	Sunset
26	182nd/Albertoni

Scenario 2: Weighting Focused on Federal Funding Priorities

ID	Theme	Evaluation Question	Scenario 2
1	Speed & Reliability	How much delay is there in the corridor?	0.00%
2	Implementation	How much of the corridor can physically accommodate bus only lanes?	0.00%
3	Implementation	How compatible would bus only lanes be with vehicular traffic demand in the corridor?	0.00%
4	Implementation	How much of the corridor is within the Metro NextGen Tier 1 bus network?	5.00%
5	Implementation	How much of the corridor is within the Los Angeles Mobility Plan 2035's Transit Enhanced Network (TEN)?	5.00%
6	Implementation	How politically viable are bus only lanes in the corridor?	0.00%
7	Equity	Does the corridor contain LA Metro Equity Focused Communities?	15.00%
8	Equity	Does the corridor contain US DOT Disadvantage Census Tracts?	15.00%
9	Equity	Is the corridor within an area of environmental justice?	15.00%
10	Connectivity	Does the corridor serve Games venues?	0.00%
11	Connectivity	Could the corridor serve as a contingency route for freeway Games Route Network travel?	0.00%
12	Connectivity	How connected is the corridor to other bus routes?	0.00%
13	Connectivity	How connected is the corridor to rail stations in 2026?	0.00%
14	Access	Does the corridor improve access to community assets?	0.00%
15	Access	How many people live in the corridor?	15.00%
16	Access	How many jobs are within the corridor?	15.00%
17	Environment	How is the air quality in the corridor?	0.00%
18	Safety	Does the corridor have a high concentration of traffic injuries?	15.00%
TOTAL =			100.00%

Scenario Rank	Scenario 2 Corridor Name
1	Alvarado
2	Broadway
3	Cesar Chavez
4	1st
5	Figueroa
6	Venice
7	La Brea/Hawthorne
8	Wilshire
9	Olympic
10	Westwood
11	Atlantic
12	Pacific Coast
13	Victory
14	Holly
15	Gayley
16	Fair Oaks
17	Sunset
18	Veteran
19	Arbor Vitae
20	Sepulveda
21	Studebaker
22	Century
23	Imperial
24	Seco/Mountain
25	182nd/Albertoni
26	Avalon

Scenario Rank	Scenario 1 Corridor Name
1	Alvarado
2	Cesar Chavez
3	Broadway
4	1st
5	Figueroa
6	Venice
7	Victory
8	Wilshire
9	La Brea/Hawthorne
10	Olympic
11	Studebaker
12	Century
13	Atlantic
14	Westwood
15	Sepulveda
16	Holly
17	Fair Oaks
18	Gayley
19	Veteran
20	Avalon
21	Imperial
22	Pacific Coast
23	Seco/Mountain
24	Arbor Vitae
25	Sunset
26	182nd/Albertoni

Scenario 3: Weighting Focused on Implementation

ID	Theme	Evaluation Question	Scenario 3
1	Speed & Reliability	How much delay is there in the corridor?	0.00%
2	Implementation	How much of the corridor can physically accommodate bus only lanes?	20.00%
3	Implementation	How compatible would bus only lanes be with vehicular traffic demand in the corridor?	20.00%
4	Implementation	How much of the corridor is within the Metro NextGen Tier 1 bus network?	20.00%
5	Implementation	How much of the corridor is within the Los Angeles Mobility Plan 2035's Transit Enhanced Network (TEN)?	20.00%
6	Implementation	How politically viable are bus only lanes in the corridor?	20.00%
7	Equity	Does the corridor contain LA Metro Equity Focused Communities?	0.00%
8	Equity	Does the corridor contain US DOT Disadvantage Census Tracts?	0.00%
9	Equity	Is the corridor within an area of environmental justice?	0.00%
10	Connectivity	Does the corridor serve Games venues?	0.00%
11	Connectivity	Could the corridor serve as a contingency route for freeway Games Route Network travel?	0.00%
12	Connectivity	How connected is the corridor to other bus routes?	0.00%
13	Connectivity	How connected is the corridor to rail stations in 2026?	0.00%
14	Access	Does the corridor improve access to community assets?	0.00%
15	Access	How many people live in the corridor?	0.00%
16	Access	How many jobs are within the corridor?	0.00%
17	Environment	How is the air quality in the corridor?	0.00%
18	Safety	Does the corridor have a high concentration of traffic injuries?	0.00%
			100.00%

Scenario Rank	Scenario 3 Corridor Name
1	Cesar Chavez
2	Venice
3	Broadway
4	Alvarado
5	Wilshire
6	Figueroa
7	Olympic
8	Victory
9	Sepulveda
10	La Brea/Hawthorne
11	Westwood
12	Century
13	1st
14	Atlantic
15	Studebaker
16	Gayley
17	Imperial
18	Fair Oaks
	Pacific Coast
	Seco/Mountain
	Sunset
	Veteran
23	182nd/Albertoni
24	Avalon
25	Arbor Vitae
26	Holly

Scenario Rank	Scenario 1 Corridor Name
1	Alvarado
2	Cesar Chavez
3	Broadway
4	1st
5	Figueroa
6	Venice
7	Victory
8	Wilshire
9	La Brea/Hawthorne
10	Olympic
11	Studebaker
12	Century
13	Atlantic
14	Westwood
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16	Holly
17	Fair Oaks
18	Gayley
19	Veteran
20	Avalon
21	Imperial
22	Pacific Coast
23	Seco/Mountain
24	Arbor Vitae
25	Sunset
26	182nd/Albertoni

Top Performers

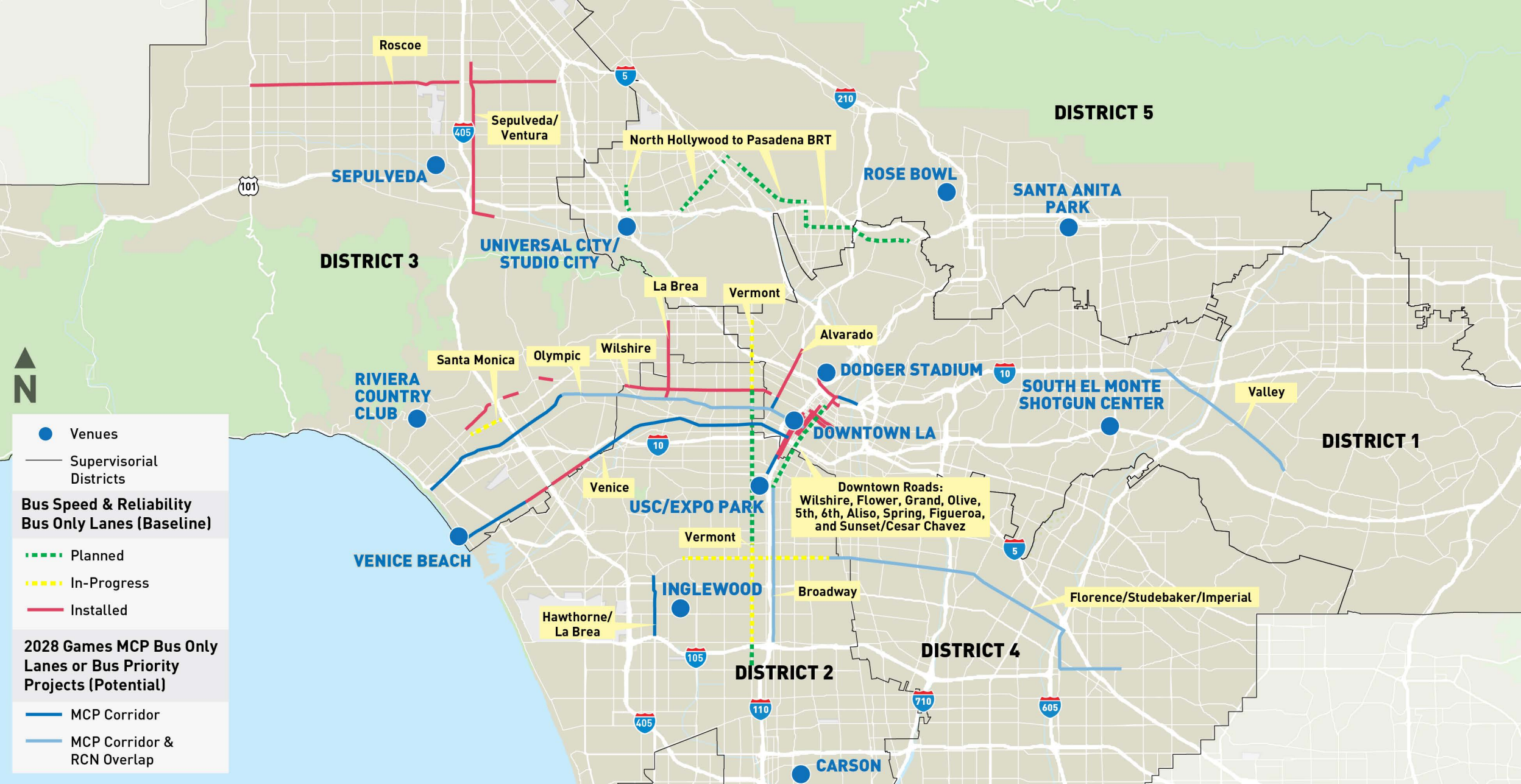
Scenario 1 Rank	Corridor Name	Primary Purpose	Package
1	Alvarado	Legacy	Downtown LA
2	Cesar Chavez	Legacy	Downtown LA
3	Broadway	Legacy	Broadway
4	1st	Legacy	Broadway
5	Figueroa	Legacy	Downtown LA
6	Venice	Legacy	Venice
7	Victory	Games	Sepulveda
8	Wilshire	Games	UCLA
9	La Brea/Hawthorne	Legacy	Inglewood
10	Olympic	Legacy	Olympic
11	Studebaker	Legacy	Norwalk
12	Century	Games	Inglewood
13	Atlantic	Legacy	n/a
14	Westwood	Games	UCLA
15	Sepulveda	Games	Sepulveda
16	Holly	Games	Pasadena
17	Fair Oaks	Games	Pasadena
18	Gayley	Games	UCLA
19	Veteran	Games	UCLA
20	Avalon	Games	Carson
21	Imperial	Legacy	Norwalk
22	Pacific Coast	Games	n/a
23	Seco/Mountain	Games	Pasadena
24	Arbor Vitae	Games	Inglewood
25	Sunset	Games	UCLA
26	182nd/Albertoni	Games	Carson

- Identified the primary purpose of each corridor to help prioritize legacy
- Three packages performed well
 - Broadway
 - Downtown LA
 - Inglewood (La Brea/Hawthorne and Century)
- Two standalone corridors ranked in the top 10
 - Venice (#6)
 - Olympic (#10)
- Additional package identified as a key link
 - Norwalk

Map of Proposed 2028 Games MCP Bus Only Lane Corridors



- **Six Proposed Corridors**
 1. Inglewood package
 2. Broadway
 3. Downtown LA package
 4. Venice
 5. Olympic
 6. Norwalk
- **Alignment with pending and future NextGen and BRT bus-only lanes**
 - Broadway (northern segment)
 - Venice (central segment)
 - Olympic (eastern segment)
 - Hawthorne/La Brea





2028 Games Mobility Concept Plan Countywide Bus-Only Lanes Oral Presentation



Metro

File# 2025-0265

May 14, 2025

Purpose of Bus-Only Lanes

- Declining Metro bus speeds every year due to increasing traffic congestion
 - Average bus speed is under 12 MPH
 - 13% slower bus speeds in 2017 compared to 1994
- Metro must add \$10M annually to increase Revenue Service Hours to provide the same level of service as the previous year
- Slower service becomes less competitive relative to other mobility options, which lowers transit ridership
- Ridership will not increase if bus service is more than twice as slow as driving



Bus-Only Lane Evaluation Process

- Existing condition assessment and alignment with key plans
 - BRT Vision & Principles Study
 - NextGen
 - LA28 venues and Games Route Network
 - Mobility 2035 Plan
- Evaluation Criteria
 - Speed and Reliability
 - Implementation
 - Equity
 - Connectivity and Access
 - Environmental
 - Safety



Mobility Concept Plan Priority Corridors

- Corridors aligning with the NextGen Tier 1 Network, BRT Vision + Principles Study, and 2028 Games Route Network
 - Vermont Ave
 - Broadway
 - Olympic Blvd
 - Venice Blvd
 - Florence Blvd/Studebaker Rd/ Imperial Hwy
 - DTLA Extensions (Figueroa, Alvarado, Cesar Chavez)
 - Inglewood (Hawthorne/La Brea)
- Funding
 - \$25 million for NextGen Tier 1 corridors in City of LA from a California Transportation Commission grant
 - \$65 million for Broadway, Olympic, Florence/Studebaker/Imperial from the Reconnecting Communities and Neighborhoods grant

Countywide Bus Only Lane Map



Games Mobility Executives Subcommittee

Lead	Metro
GME Members	LADOT, LA Mayor's Office, Caltrans, LA28
Purpose	Provide fast and reliable bus speeds that will help keep the region moving during the Games, support the Games Route Network, and create legacy benefits that address equity and disparities.
Subcommittee Goals	<ul style="list-style-type: none">• Confirm priority corridors• Establish a new working group for non-City of LA jurisdiction• Deliver planning and environmental clearance phases• Seek and secure funding

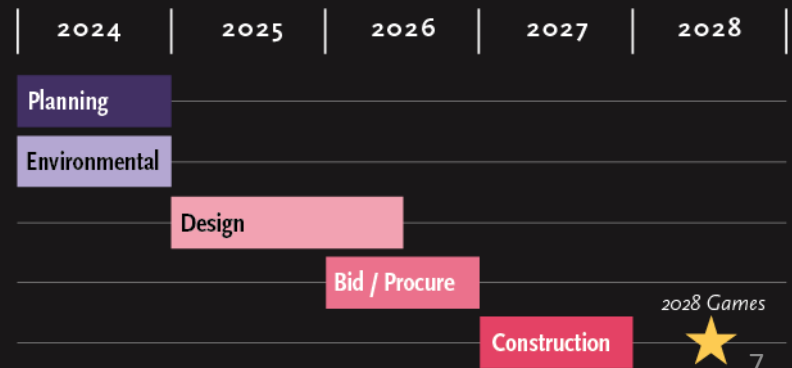
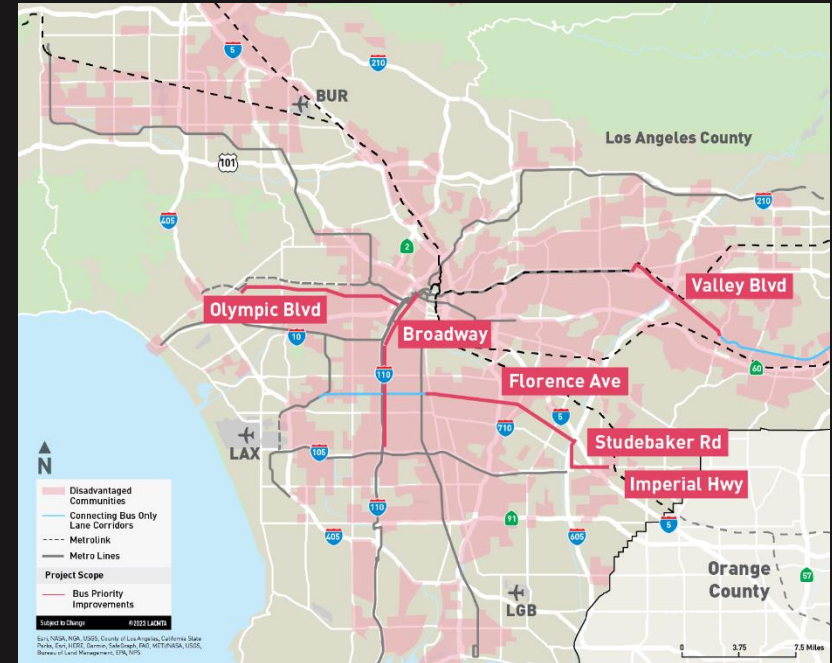
Reconnecting Communities and Neighborhoods (RCN)

5 Bus Corridors Funded by RCN

- Valley Blvd
- Olympic Blvd
- Broadway
- Florence/Studebaker
- Imperial (Metro C Line to Metrolink)

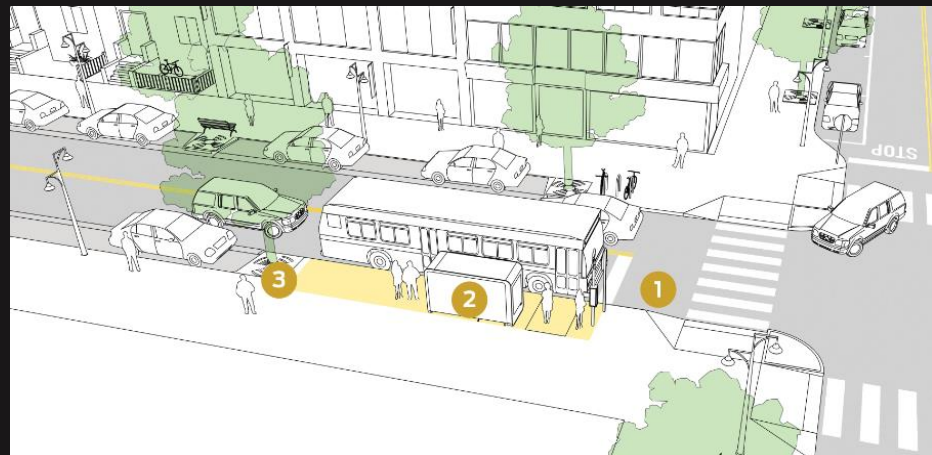
Status

- CEQA/NEPA completed December 2024
- Defined roles and responsibilities between Metro and local jurisdictions
- Preparing preliminary engineering, community engagement plan and initiating outreach



RCN Funded Bus Corridors - Improvements

- Transit signal priority at intersections
- Enhanced digital bus shelters and amenities
- Enhanced bus stops (e.g., lighting, sidewalk repair, curb ramp repair, bus pads, street trees, wayfinding)
- All-door boarding bus upgrades



Next Steps

- Advance project development for priority corridors
- Continue to leverage the success of the Bus Speed Reliability Working Group to implement City of LA NextGen Tier 1 corridors
- Collaborate with Inglewood, San Gabriel Valley COG, Westside Cities COG, and Gateway Cities COG on potential bus only lane projects
- Coordinate with the GME on the Games Route Network to assess the potential to convert additional corridors after the 2028 Games



LADOT



**METRO
LINK**



GAMES ROUTE NETWORK

LA METRO – LA28 AD HOC
COMMITTEE MEETING

CALTRANS PRESENTATION

MAY 14, 2025



Image for illustration purposes Only

GAMES ROUTE NETWORK DEFINED

- Dedicated travel; lanes for *Games Family* of vehicles
- Ensure a consistent and reliable travel time during the Games
- Restrict public use during Games
- Promote a “Transit First” Games

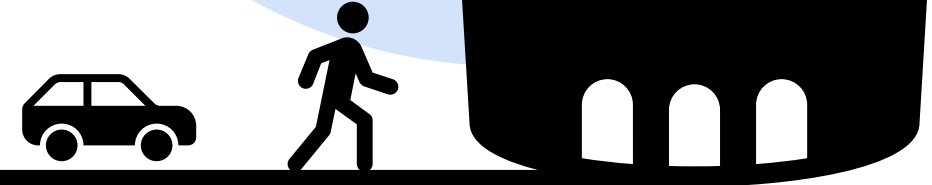


Paris 2024 Dedicated Games Lane and Signs



GAMES ROUTE MILEAGE

~310
MILES



210

Highway

Dedicated HOV/T Lanes
Restricted Construction
Enhanced Traffic Management

Caltrans Right-of-Way

100

Local Arterials

Bus Only Lanes
Restricted Parking
Revised Traffic Flow

Secured Perimeter



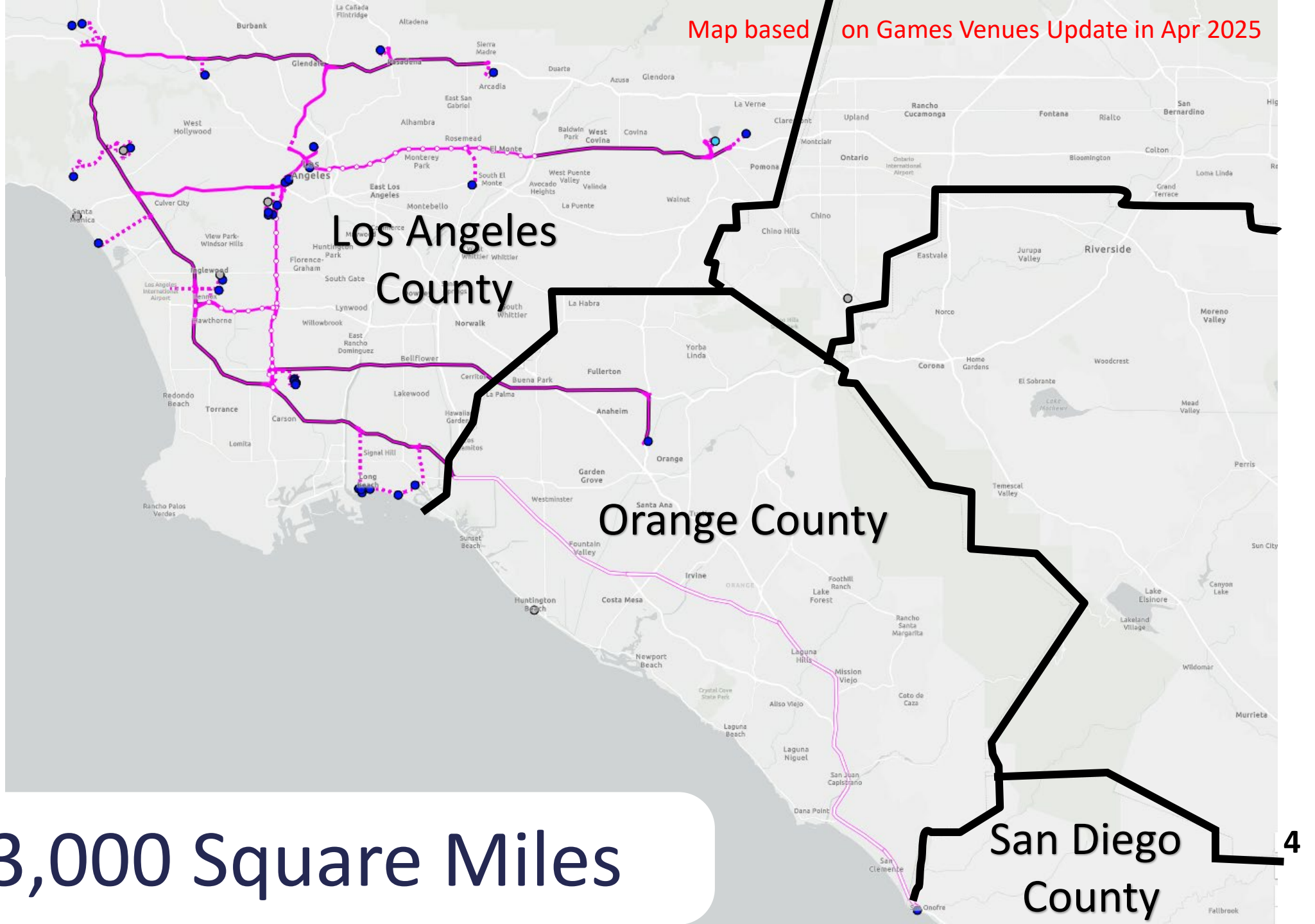
Estimates based on Games Venues Update in Apr 2025



Map based on Games Venues Update in Apr 2025

GRN Lane Type

- GRN Arterial
- GRN Fwy_GP_Only
- GRN Fwy_w_ExprLanes
- GRN Fwy_w_HOV
- Non Dedicated GRN



3,000 Square Miles



GRN PROJECT OVERLAP

Traffic Integration

- First/Last Mile (Open Streets)
- Mobility Hubs
- Wayfinding Signs

Safety

- Accessibility

Travel Demand

- Freight and
- Passenger Transportation Demand Management

Transport

- Games Enhanced Transit Buses

Tier 1 – Athletes, International Broadcasters, Officials, Games Stakeholders, LA28 permitted vehicles

Tier 2 – Spectators, Volunteers, Employees - users of the Games Enhanced Transit Service (GETS)

Tier 3- Public Transit already using managed lanes

LOCAL AGENCY COORDINATION

Venue Cities

Los Angeles

Carson



Long Beach



Pasadena



Inglewood



Toll Operators

OCTA



LA



Counties

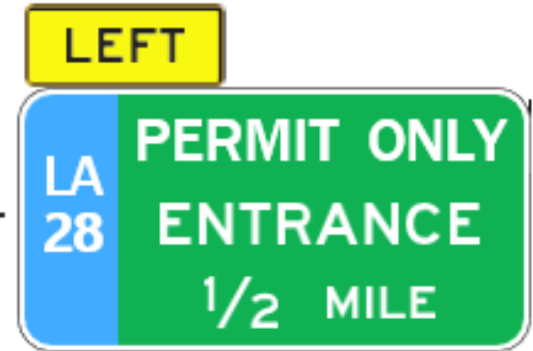
Los Angeles



STATE AND FEDERAL ENGAGEMENT

- ❑ Grant & Funding Requests (pending approval)
 - GME Supportive partner on multiple grants
 - Federal Budget Request FY25 (planning costs - ~\$8.9M)
 - State Funding Request 4-yr ~\$202M
- ❑ State Legislation
 - Initiated trailer bill to AB971 “Transit Only Lanes” expansion for use during LA28
- ❑ Federal Legislation
 - Request to Experiment for updates to Traffic Control Devices for both highway and local streets

FREEWAY SIGNS



ARTERIAL SIGNS



Construction Contracts

Contract Specifications:

- Section 10 *“Order of Work”*
- Section 12-4.02C *“Closure Restrictions for Special Events and Venues”*





DELIVERY SCHEDULE

Activity (Caltrans)	Target Completion	Status
Conceptual Planning (LA Metro)	Fall 2023	✓
Planning	August 2025	On Schedule
Environmental	August 2025	On Schedule
Design	Fall 2025-Summer 2026	
Procurement/Bidding	Summer 2026	
Construction/Implementation*	Fall 2026-Winter 2027/8	
Operational Readiness	Spring 2028	
Construction Moratorium	Summer 2028	
GRN Activated/Maintenance	Summer 2028	
Removal and Reconstruction	Fall 2028	

** Long lead construction required for sign fabrication and material purchases*



NEXT STEPS

- ☐ Complete Planning and Environmental
- ☐ Secure Funding
- ☐ Program Project
- ☐ Engage New Venue Cities and other Stakeholders

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THANK YOU!