



**Metro**

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3rd Floor, Metro Board Conference Room*

**Agenda - Final**

**Wednesday, April 15, 2026**

**3:00 PM**

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## **Board of Directors - Special Board Meeting**

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*James Butts*  
*Jacquelyn Dupont-Walker*  
*Janice Hahn*  
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*Imelda Padilla*  
*Tim Sandoval*  
*Hilda Solis*  
*Katy Yaroslavsky*  
*Gloria Roberts, non-voting member*

*Stephanie Wiggins, Chief Executive Officer*

## **METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES**

(ALSO APPLIES TO BOARD COMMITTEES)

### **PUBLIC INPUT**

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

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

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

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

**TECHNOLOGY DISRUPTIONS** - Although staff will do their due diligence to restore service, if joining the meeting virtually, please be aware that the Committee or Board may continue its meeting notwithstanding a technical disruption that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audio visual platform.

**CONDUCT IN THE BOARD ROOM** - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

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

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

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## DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under \$50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars (\$50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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## LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



**323.466.3876**

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x3 *中文 (Chinese)*

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**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

### **Live Public Comment Instructions:**

Live public comment can be given by telephone or in-person.

The Meeting begins at 3:00 PM Pacific Time on April 15, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter  
English Access Code: 5647249#  
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***Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.***

### **Instrucciones para comentarios publicos en vivo:**

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 3:00 PM, hora del Pacifico, el 15 de Abril de 2026. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-978-8818 y ingrese el codigo  
Codigo de acceso en ingles: 5647249#  
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***Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.***

### **Written Public Comment Instruction:**

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

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

Email: BoardClerk@metro.net

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MS: 99-3-1

Los Angeles, CA 90012

**CALL TO ORDER**

**ROLL CALL**

16. **SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR WESTSIDE PURPLE LINE EXTENSION SECTION 1 PROJECT** [2026-0251](#)

**RECOMMENDATION**

ADOPT the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a permanent subsurface easement ("Property Interest") from the property known as 3839 Wilshire Boulevard, Los Angeles, CA 90010 APN: 5503-031-018 identified in Attachment A ("Property").

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

**Attachments:** [Attachment A - Staff Report](#)  
[Attachment B - Resolution of Necessity Presentation](#)

17. **SUBJECT: MOBILITY CONCEPT PLAN IMPLEMENTATION UPDATE REPORT** [2026-0189](#)

**RECOMMENDATION**

RECEIVE AND FILE the Mobility Concept Plan (MCP) Implementation Progress Report

**Attachments:** [Attachment A - Games Mobility Executives Workstream Updates](#)  
[Attachment B - Wayfinding Updates](#)  
[Attachment C - Motion 18 \(Water Taxi Feasibility\)](#)  
[Attachment D - Twenty-Eight by '28 Project List Status](#)  
[Attachment E - Twenty-Eight by '28 Projects Map Presentation](#)

18. **SUBJECT: MILANO CORTINA 2026 WINTER GAMES LESSONS LEARNED** [2026-0213](#)

**RECOMMENDATION**

RECEIVE oral report on Milano Cortina 2026 Winter Games Lessons Learned.

**Attachments:** [Presentation](#)

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19. **SUBJECT: 2026 FIFA WORLD CUP READINESS REPORT**

[2026-0175](#)

**RECOMMENDATION**

RECEIVE oral report on preparations for the 2026 FIFA World Cup.

**SUBJECT: GENERAL PUBLIC COMMENT**

[2026-0261](#)

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 #: 2026-0251, File Type: Resolution

Agenda Number:

**SPECIAL BOARD MEETING  
APRIL 15, 2026**

**SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR WESTSIDE PURPLE  
LINE EXTENSION SECTION 1 PROJECT**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

ADOPT the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a permanent subsurface easement ("Property Interest") from the property known as 3839 Wilshire Boulevard, Los Angeles, CA 90010 APN: 5503-031-018 identified in Attachment A ("Property").

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

**ISSUE**

Acquisition of the Property Interest is required to allow certain infrastructure, which was used in the construction of the Westside Purple Line Extension Section 1 Project ("Project"), to remain in place. After consideration of the evidence submitted by staff (Attachment A) and after testimony and evidence has been received from all interested parties at the hearing, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of its Board of Directors ("Board"), must make a determination as to whether to adopt the proposed Resolution of Necessity (Attachment B) to acquire the Property Interest by eminent domain.

**BACKGROUND**

Previously, LACMTA acquired a 10-year temporary construction easement (TCE) on the Property for the construction of the Project. Specifically, the Property was used as a construction laydown area and as the site of an access shaft that was constructed for the removal of the tunnel boring machine. Prior to the expiration of the TCE, the Project removed portions of the shaft and related infrastructure, including everything within eight (8) feet of the surface, but needs to leave some of the support of excavation for the shaft in place underground. Accordingly, LACMTA is seeking to acquire the Property Interest containing approximately 479 square feet in size, in the location of the shaft infrastructure that is being left in place.

**DISCUSSION**

A written offer of Just Compensation to acquire the Property Interest was delivered to the Owner of Record ("Property Owner") by a letter dated December 22, 2025, as required by California Government Code Section 7267.2. The Property Owner has not accepted the offer of Just Compensation, and the parties have not reached a negotiated settlement for the acquisition. Instead, the Property Owner filed an inverse condemnation lawsuit against LACMTA, relating in part to the shaft infrastructure that remains in place. Because the Property Interest is necessary for the Project, staff recommends the acquisition of the Property Interest through eminent domain. This will allow LACMTA to compensate the owner for the Property Interest and to simultaneously address and resolve the inverse condemnation action.

In accordance with the provision of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorizes the public acquisition of private property by eminent domain), LACMTA has prepared and mailed a notice of this hearing to the Property Owner informing them of their right to appear at this hearing and be heard on the following issues: 1) whether the public interest and necessity require the Project; 2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; 3) whether the Property Interest is necessary for the Project; 4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Property Owner, or the offer has not been made because the Property Owner cannot be located with reasonable diligence; 5) that any environmental review of the Project, as may be necessary, pursuant to the California Environmental Quality Act (CEQA) has occurred; and 6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all the testimony and evidence has been received from all interested parties at the hearing, LACMTA must make a determination as to whether to adopt the proposed Resolution of Necessity to acquire the Property Interest by eminent domain. In order to adopt the resolution, LACMTA must, based on the evidence before it, and by vote of two-thirds of its Board, find and determine that the conditions stated in items 1 - 6 above exist.

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interest through the use of eminent domain (Attachment A).

There are no displacements of residents or local businesses as a result of the Property Interest.

### **DETERMINATION OF SAFETY IMPACT**

The Board action will not have an impact on LACMTA's safety standards.

### **FINANCIAL IMPACT**

The funding for this acquisition of Property is included in the Fiscal Year 2026 budget under Project 865518 Westside Purple Line Extension Section 1, in Cost Center 8510 (Construction Project Management), Account Number 53103 (Acquisition of Land), Fund 6012 of Land Account 53103.

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Impact to Budget

The approved FY26 budget is designated for the Project and does not have an impact on operations funding sources. The funds were assumed in the Long-Range Transportation Plan for the Project. The tunneling elements of this project are not eligible for Proposition A and C funding.

**EQUITY PLATFORM**

The Property Interest is required for the completion of the Project. The Project will provide greater operational safety, decrease travel time, improve air quality, and increase access to the corridor, especially for those who work, visit, or live along the corridor or will use it to access other key destinations across the County. This public good will also support the fulfillment of Metro's LA County Traffic Improvement Plan under Measure M.

There are no displacements of residents or local businesses resulting from the acquisition of this Property Interest. An offer for the Property Interest was delivered to the Property Owner by letter dated December 22, 2025, based on appraisal of fair market value. Fair market value is defined as "the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." As of today, LACMTA staff have not reached an agreement with the Property Owner. Approving this action will allow staff to proceed with obtaining the necessary Property Interest and protect LACMTA from further exposure; meanwhile staff can continue negotiation efforts.

**VEHICLE MILES TRAVELED OUTCOME**

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 LACMTA's significant investment in rail and bus transit.\* LACMTA'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 LACMTA's systemwide strategy to reduce VMT through investment activities that will improve/benefit and further encourage transit ridership. LACMTA's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

Specifically, this Project will result in a reduction of Vehicle Miles Traveled (VMT) on the highway system, leading to decreased roadway congestion, pollutant emissions, and fossil fuel consumption. "The Locally Preferred Alternative (LPA) will have a beneficial effect on the regional transportation network by reducing Vehicle Miles Traveled (VMT), and peak-hour trips compared to both existing conditions and future projections. For example, in 2035, the LPA (Century City Constellation Option) is expected to result in approximately 581,000 fewer regional VMTs compared to the No Build

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Alternative." (Source: Westside Subway Extension, Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), January 2012).

\*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 Board action is consistent with LACMTA Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Adoption of the Resolution of Necessity is a required step to acquire the Property Interest for the Westside Purple Line Extension - Section 1 Project which will provide an improved mobility option.

### **ALTERNATIVES CONSIDERED**

The Board could choose not to approve the recommendation. This is not recommended as it will result in increased exposure and costs for the Project.

### **NEXT STEPS**

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interest by eminent domain and to conclude those proceedings either by settlement or jury trial.

### **ATTACHMENTS**

Attachment A - Staff Report  
Attachment B - Resolution of Necessity

Prepared by: Craig Justesen, Executive Officer, Real Estate, (213) 922-7051  
Holly Rockwell, Senior Executive Officer, Real Estate/TOC,  
(213) 922-5585  
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins  
Chief Executive Officer

**ATTACHMENT A**

**STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF A PERMANENT SUBSURFACE EASEMENT (“PROPERTY INTEREST”) REQUIRED FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 1 (“PROJECT”)**

**BACKGROUND**

The Property Interest is required because infrastructure is to remain in place after construction of the Westside Purple Line Extension Section 1 ("Project"). The parcel address, record property owner, and nature of the Property Interest sought to be acquired for the Project are summarized as follows:

<b>Assessor's Parcel</b>	<b>Parcel Address</b>	<b>Property Owner</b>	<b>Purpose of Acquisition</b>	<b>Property Interest(s)</b>
5503-031-018	3839 Wilshire Blvd., Los Angeles, CA 90010	<b>SUN DEK YANG, JINNEY DAO, and NANCY LIM, Trustees all as tenants in common</b>	Shaft infrastructure	Permanent Subsurface Easement

**Property Requirements:**

Purpose of Acquisition is required because infrastructure is to remain in place after construction of the Project.

**Property Interest Sought:**

Acquisition of a permanent subsurface easement containing approximately 479 square feet in the property.

A written offer of Just Compensation was mailed to the Property Owner by letter dated December 22, 2025 for the acquisition of the Property Interest. The Property Owner has not accepted the offer of Just Compensation. Consequently, LACMTA is seeking a Resolution of Necessity in order to ensure compensation for the infrastructure left in place in connection with the Project.

**A. The public interest and necessity require the Project.**

The need for the Project is based on population and employment growth, the high number of major activity centers served by the Project, high existing transit usage, and severe traffic congestion. The Project area bisects 12 large population and employment centers, all of which are served by extremely congested road networks that will deteriorate further with the projected increase in population and jobs. This anticipated growth will further

affect transit travel speeds and reliability, even with a dedicated lane for express bus service on Wilshire Boulevard. The public interest and necessity require the Project for the following specific reasons:

1. The population and employment densities in the Project area are among the highest in the metropolitan region. Approximately five percent of the Los Angeles County population and 10 percent of the jobs are concentrated in the Project area.
2. Implementation of the Project will result in a reduction of vehicle miles per day and reduction of auto air pollutants.
3. The Project will relieve congestion on the already over capacity 1-405 San Diego and the 1-10 Santa Monica Freeways and surrounding major thoroughfares. In addition, it will reduce the parking demands in the Westside area by providing an alternative means of transportation, competitive in rush-hour travel times with the automobile.
4. The Project will be a major link in the existing county-wide rail transit system, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.
5. The Project will improve transportation equity by meeting the need for improved transit service of the significant transit-dependent population within the Project area.
6. The Project will help meet Regional Transit Objectives through the Southern California Association of Governments' (SCAG's) Performance Indicators of mobility, accessibility, reliability, and safety.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

**B     The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.**

An Alternatives Analysis (AA) Study was initiated in 2007 to identify all reasonable, fixed-guideway, alternative alignments and transit technologies within the proposed Project Area. The fixed-guideway alternative alignments studied and analyzed during the AA process were heavy rail transit (HRT), light rail transit (LRT), bus rapid transit (BRT), and monorail (MR). Due to its capacity to meet the anticipated ridership demand and limit the number of transfers, HRT was identified as the preferred technology for further study.

In January 2009, the Metro Board approved the AA Study and authorized preparation of a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). A total of seven alternatives, including five heavy rail subway (HRT) Build Alternatives, a No Build Alternative, and a relatively low-cost Transportation System Management (TSM) Alternative, were presented in the DEIS/DEIR. The DEIS/DEIR was circulated and reviewed by interested and concerned parties, including private citizens, community groups, the business community, elected officials and public agencies. Public hearings were held to solicit citizen and agency comments.

In October 2010, the Board approved the DEIS/DEIR and the Wilshire Boulevard to Santa Monica HRT option was selected as the Locally Preferred Alternative (LPA) for further analysis in the FEIS/FEIR. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012.

The approved LPA will extend HRT (as subway) approximately nine (9) miles from the existing Metro Purple Line terminus at the Wilshire/ Western Station to a new western terminus at the West Los Angeles Veterans Affairs Hospital (Westwood/ VA Hospital Station). The LPA will include seven new stations spaced in approximately one-mile intervals, as follows:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City
- Westwood/UCLA
- Westwood/VA Hospital

The Project will cause private injury, including the displacement or relocation of certain owners and users of private property. However, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

Due to its bulk, the FEIS/FEIR is not physically included in the Board's agenda packet for this public hearing. However, the FEIS/FEIR documents should be considered in connection with this matter. It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

**C. The Property Interest is necessary for the Project.**

The Property Interest is required because infrastructure is to remain in place. The Property Interest encumbers approximately 479 square feet in the Property. The Property Interest is described in Exhibit A and is depicted on the Plat Map attached as Exhibit B to the Resolution of Necessity. The Property was chosen based upon the approved FEIS/FEIR for the Project.

Staff recommends that the Board find the acquisition of the Property Interest is necessary for the Project.

**D. An offer was made in compliance with Government Code Section 7267.2.**

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner and in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property Interest:

1. Obtained appraisals to determine the fair market value of the Property, which included consideration of any immovable fixtures and equipment;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation;
3. Determined the Owner of the Property by examining the county assessor's record, a preliminary title report, and occupancy of the Property;
4. Made a written offer to the Owner for the full amount of just compensation – which was not less than the approved appraised value;
5. Provided the Owner with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that based on the above evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owner.

**E. LACMTA has fulfilled the necessary statutory prerequisites.**

LACMTA is authorized to acquire property interest by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

**F. LACMTA has complied with the California Environmental Quality Act.**

A draft EIR/EIS was circulated for public review and comment. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012. The FEIS/FEIR documents therefore comply with the California Environmental Quality Act. Since that time, none of the circumstances identified in CEQA

Guidelines Section 15162 have occurred which would require the preparation of a subsequent EIR. As set forth above, LACMTA has also fulfilled the statutory prerequisites under Code of Civil Procedure § 1240.030 and Government Code § 7267.2.

Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property Interest by eminent domain.

### **CONCLUSION**

Staff recommends that the Board adopt the Resolution of Necessity.

### **ATTACHMENTS**

- 1 – Legal Description (“Exhibit A”)
- 2 – Plat Map (“Exhibit B”)

**EXHIBIT A  
LEGAL DESCRIPTION**

The land referred to herein below is situated in the City of Los Angeles, county of Los Angeles, State of California, and is described as follows:

Being all that portion of Lots 15 and 16, Block "H" of Westminster Place, in the City of Los Angeles, as per map recorded in Book 9 of Maps, Page 61, in the Office of the County Recorder of Los Angeles County, California, described as follows:

**COMMENCING** at the southeast corner of said Lot 16; thence along the south line of said Lot 16, also being the north line of Wilshire Boulevard (50' foot half-width), North 89°46'40" West, 100.10 feet to the **POINT OF BEGINNING**; thence continuing along said north line, North 89°46'40" West, 4.00 feet; thence leaving said north line, North 01°11'08" East, 44.06 feet; thence South 89°45'10" East, 49.02 feet; thence South 00°08'04" East, 44.04 feet to said north line; thence along said north line, North 89°46'40" West, 3.55 feet; thence leaving said north line, North 00°08'04" West, 40.52 feet; thence North 89°45'10" West, 41.55 feet; thence South 01°11'08" West, 40.54 feet to the **POINT OF BEGINNING**.

The upper elevation limit of the subsurface easement herein described, is a horizontal plane with an elevation of +192.00 feet and the lower elevation limit of the subsurface easement herein described is a horizontal plane with an elevation of +120.00 feet, based on the NAVD-88 datum elevation of 198.35 feet for City of Los Angeles Benchmark No. 12-16091. The upper limit of this easement varies approximately 8 to 9 feet below finish grade (existing surface elevation in January of 2011), and the lower limit of this easement varies approximately 80 to 81 feet below finish grade (existing surface elevation in January of 2011). These elevations were determined from the Los Angeles County Metro Westside Purple Line Extension Project – Section 1 project definition drawings.

This description prepared by me or under my direction:

  
James L. Elliott, P.L.S. 6334

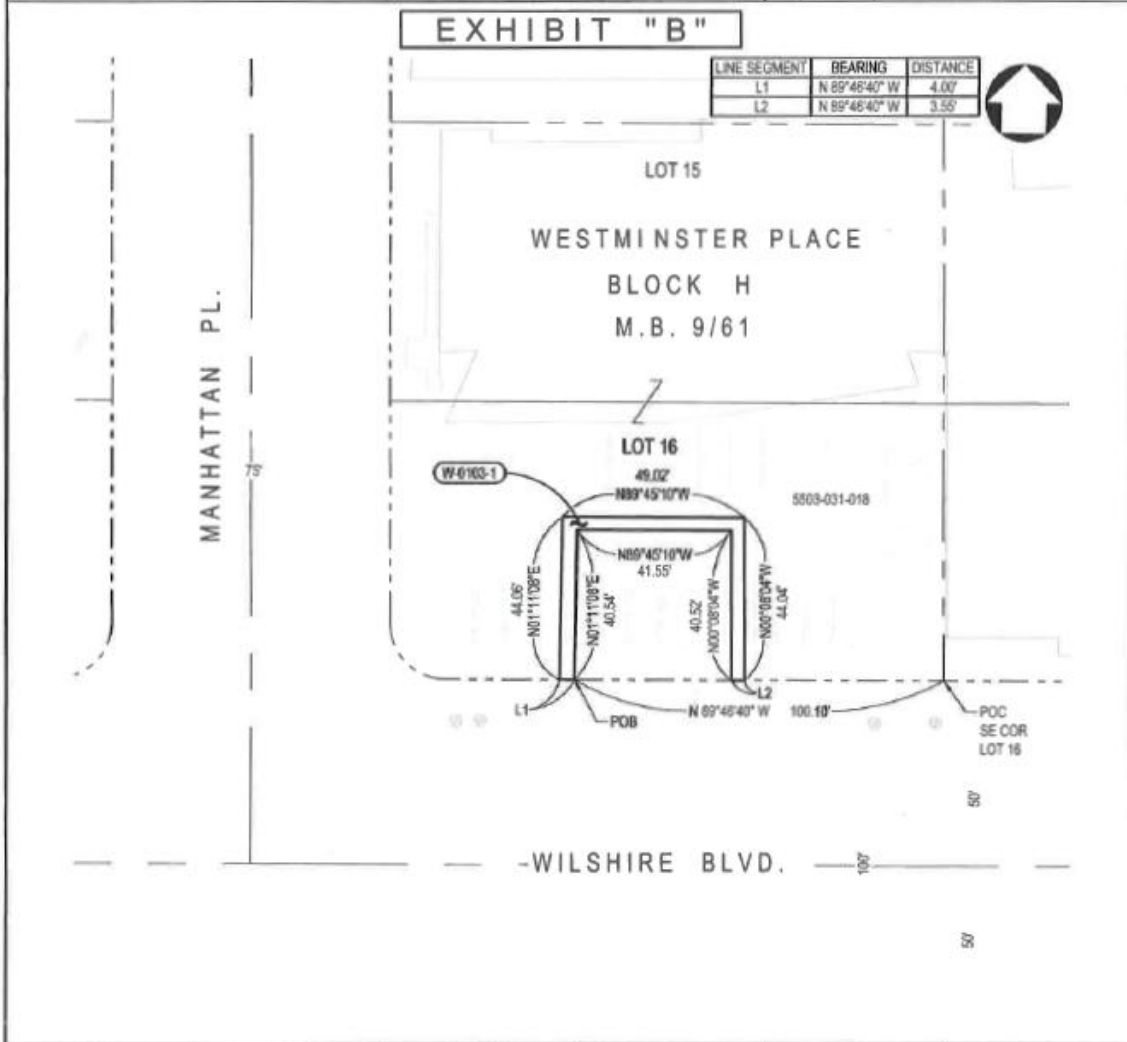
10-22-20  
DATE



Affects APN: 5503-031-018

# EXHIBIT B PLAT MAP

GRANTOR : Y. K. YANG AND S. D. YANG, AS TRUSTEES OF THE Y. K. YANG AND S. D. YANG FAMILY TRUST UNDER DECLARATION DATED OCTOBER 12, 2001		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : LOT 16, BLOCK H, WESTMINSTER PLACE, M.B. 9/61			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TITLE NO. 11-725139028-RH	ADDRESS : 3839 WILSHIRE BLVD LOS ANGELES 90010		
ASSESSOR'S REF. : 5503-031-018	R.O.W. REFERENCE : R-001; W-0103-1		
	NO.	DATE	REVISION DESCRIPTION



PARCEL	TOTAL	W-0103-1	
AREA - SQUARE FEET	22,457	479	

	<b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b>	<h2 style="margin: 0;">PARCEL PLAT</h2> <p style="margin: 0;">W-0103-1</p> <p style="margin: 0;">SHEET 1 OF 1</p>	CONTRACT NO./DESIGN UNIT
	APPROVED BY:		SCALE
SUBMITTED	SEA PROJECT MANAGER	DATE	DATE
			10/23/2020
			DRAWN BY C. DAVIS
			CHECKED BY J. ELLIOTT
			REV. DATE
			REV. NO.

## ATTACHMENT B

### **RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL PROPERTY INTEREST NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN WESTSIDE PURPLE LINE EXTENSION PROJECT, SECTION 1, (“PROJECT”) – APN: 5503-031-018, PARCEL NO. W-0103-1**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

#### Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (“LACMTA”) is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

#### Section 2.

The Property Interest described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

#### Section 3.

The Property Interest consists of the acquisition of a permanent subsurface easement (“Property Interest”) containing approximately 479 square feet in the Property as described more specifically in the legal description (Exhibit “A”), and depicted on the Plat Map (Exhibit “B”), all of which are incorporated herein by this reference.

#### Section 4.

(a.) The acquisition of the above-described Property Interest is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Section 1 (“Project”);

(b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board

found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

(c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

#### Section 5.

The Board hereby declares that it has found and determined each of the following:

(a.) The public interest and necessity require the proposed Project;

(b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(c.) The Property Interest sought to be acquired, which has been described herein, is necessary for the proposed Project;

(d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and said offer was transmitted together with the accompanying statement of, and summary of the basis for, the amount established as just compensation, which offers and accompanying statements/summaries were in a form and contained all of the factual disclosures provided by Government Code Section 7267.2(a).

(e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

#### Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interest described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interest in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interest.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 9.

If, after adoption of this Resolution, LACMTA acquires all or any of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all or any of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 15th day of April, 2026.

\_\_\_\_\_  
COLLETTE LANGSTON  
LACMTA Board Clerk

Date: \_\_\_\_\_

## **ATTACHMENTS**

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")

## Legal Description

The land referred to herein below is situated in the City of Los Angeles, county of Los Angeles, State of California, and is described as follows:

Being all that portion of Lots 15 and 16, Block "H" of Westminster Place, in the City of Los Angeles, as per map recorded in Book 9 of Maps, Page 61, in the Office of the County Recorder of Los Angeles County, California, described as follows:

**COMMENCING** at the southeast corner of said Lot 16; thence along the south line of said Lot 16, also being the north line of Wilshire Boulevard (50' foot half-width), North 89°46'40" West, 100.10 feet to the **POINT OF BEGINNING**; thence continuing along said north line, North 89°46'40" West, 4.00 feet; thence leaving said north line, North 01°11'08" East, 44.06 feet; thence South 89°45'10" East, 49.02 feet; thence South 00°08'04" East, 44.04 feet to said north line; thence along said north line, North 89°46'40" West, 3.55 feet; thence leaving said north line, North 00°08'04" West, 40.52 feet; thence North 89°45'10" West, 41.55 feet; thence South 01°11'08" West, 40.54 feet to the **POINT OF BEGINNING**.

The upper elevation limit of the subsurface easement herein described, is a horizontal plane with an elevation of +192.00 feet and the lower elevation limit of the subsurface easement herein described is a horizontal plane with an elevation of +120.00 feet, based on the NAVD-88 datum elevation of 198.35 feet for City of Los Angeles Benchmark No. 12-16091. The upper limit of this easement varies approximately 8 to 9 feet below finish grade (existing surface elevation in January of 2011), and the lower limit of this easement varies approximately 80 to 81 feet below finish grade (existing surface elevation in January of 2011). These elevations were determined from the Los Angeles County Metro Westside Purple Line Extension Project – Section 1 project definition drawings.

This description prepared by me or under my direction:

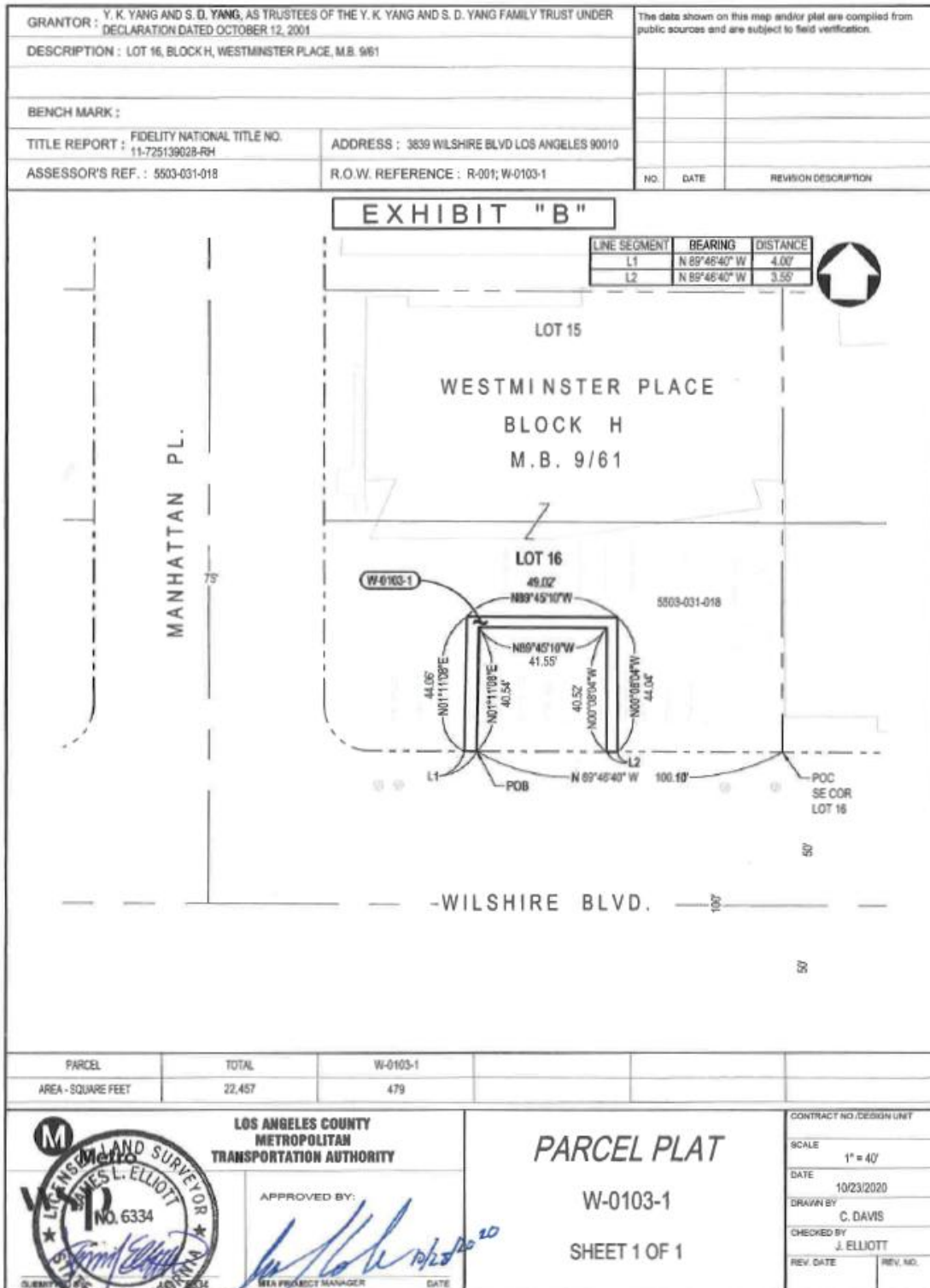
  
James L. Elliott, P.L.S. 6334

10-22-20  
DATE



Affects APN: 5503-031-018

Plat Map





# Public Hearing on Resolution of Necessity for Westside Purple Line Extension Section 1 Project

**Agenda Item #2026-0251**

# PUBLIC HEARING TO ADOPT RESOLUTION OF NECESSITY WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 1

## **Project:**

The Project extends the Purple (D Line) from the existing Metro Purple Line terminus at the Wilshire/Western Station adding 3 new stations at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega.

## **Property Impacts:**

Permanent Subsurface Easement (Property Interest)

## **Property Location:**

Northeast corner of Wilshire Boulevard and Manhattan Place in Koreatown District of the city of Los Angeles

## **Relocation Impacts:**

Project impacts will not create a displacement

## **Safety Impacts:**

The Board action will not have an impact on LACMTA's safety standards



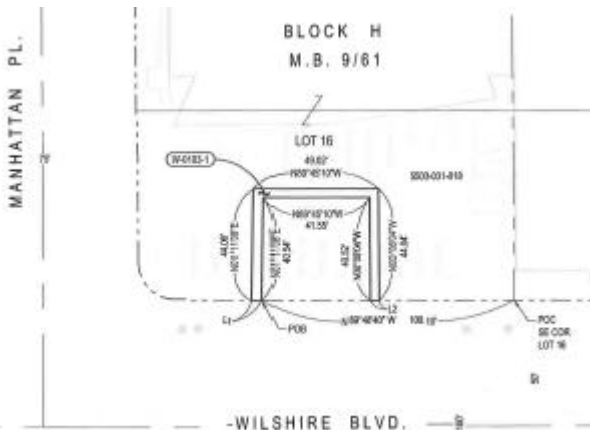
# PUBLIC HEARING TO ADOPT RESOLUTION OF NECESSITY WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 1

Assessor's Parcel Number	Project Parcel Number	Parcel Address	Purpose of Acquisition	Property Interest(s) Sought
5503-031-018	W-0103-1	3839 Wilshire Blvd., Los Angeles, CA	Shaft infrastructure left in place	Permanent Subsurface Easement

# PUBLIC HEARING TO ADOPT RESOLUTION OF NECESSITY WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 1

Property:  
3839 Wilshire Blvd., Los  
Angeles, CA 90010  
(W-0103-1)

Property Rights:  
Permanent Subsurface  
Easement



## PUBLIC HEARING TO ADOPT RESOLUTION OF NECESSITY WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 1

### **Staff recommends the Board make the below findings and adopt the Resolution of Necessity:**

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- The statutory requirements necessary to acquire the property interests by eminent domain have been complied with by LACMTA.



Thank you



Metro



Board Report

File #: 2026-0189, File Type: Informational Report

Agenda Number: 17.

**SPECIAL BOARD MEETING  
APRIL 15, 2026**

**SUBJECT: MOBILITY CONCEPT PLAN IMPLEMENTATION UPDATE REPORT**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE the Mobility Concept Plan (MCP) Implementation Progress Report

**ISSUE**

This is a progress report regarding preparation efforts in anticipation of the 2028 Olympic and Paralympic Games (“the Games”), with a focus on planning activities for Wayfinding, Heat Mitigation, advancement of capital project delivery, Water Taxi Feasibility Study, and legislative advocacy efforts.

**BACKGROUND**

Metro worked with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation (LADOT), the City of Los Angeles (COLA) 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 Games 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 workstreams. The GME then created subcommittees to advance the projects and programs under each workstream.

**DISCUSSION**

**Highlighted Workstream Updates**

This report highlights the progress made in Wayfinding, Heat Mitigation, and Transportation Demand Management workstreams. A progress report on all Metro-led GME workstreams is provided in Attachment A.

**Wayfinding**

Stemming from Metro’s observations during the Paris 2024 Summer Games, there was broad consensus on the importance of wayfinding to deliver clear guidance to visitors and residents looking

to navigate the region's transportation network to access venues and other points of interest. A key takeaway is the need for a collaborative approach across multiple agencies to deliver wayfinding that considers physical signage, digital platforms, and human-powered elements consisting of both agency staff and volunteers. As a result, the GME established a Wayfinding Subcommittee to create a joint work plan, share best practices, solidify roles and responsibilities, and scope the development and implementation of a wayfinding system for the 2028 Games.

Metro staff are working on several key projects to understand and address wayfinding and signage needs leading up to the 2028 Games. Current efforts, as outlined in Attachment B, include 1) 2026 FIFA World Cup planning, 2) 2028 Games Trailblazing Signage Program, 3) Multiphase Systemwide Signage Audits , and 4) Digital Wayfinding.

Next steps include the following:

- Continue internal event day simulations at World Cup shuttle lots to gather staff feedback on wayfinding, signage, and crowd flow management
- As part of the 2028 Games Trailblazing Signage Program, begin jurisdictional coordination to explore partnership opportunities for permanent signage to and from Metro stations
- Review and provide feedback on LA28 design standards
- Develop schematic design packages based on findings from the initial 12-station signage audits to guide future permanent wayfinding improvements across the system

### Heat Mitigation

Following Metro's observation of the 2024 Summer Games in Paris, leadership identified heat mitigation as a critical consideration for all workstreams. Many LA County communities have inadequate shade and cooling infrastructure. Temporary sites, such as park and ride lots, may have little existing shade or water. In addition, spectators visiting the region may not be prepared for the local climate. Ensuring that spectators, the Games workforce, and agency employees remain safe from heat-related illnesses will be paramount.

Metro's Office of Sustainability Policy has led the development of a heat mitigation strategy, which has included the following actions to date:

- Established a Games Mobility Executives (GME) Subcommittee for heat mitigation that brings together subject matter experts from Metro and other GME agencies as well as nonprofits and universities to understand challenges and propose solutions.
- Used a data-driven approach to understand the areas of the county where spectators will face the greatest risk of extreme heat exposure.
- Engaging with vendors to implement pilot heat mitigation programs at no cost to Metro. For example, Metro deployed hydration stations at Memorial Park A Line Station for the Club World Cup in 2025 so that spectators and employees could access free, chilled water on their way to the venue.
- Hosted a Heat Funding Roundtable in December 2025.
- Developing a guidebook and awareness campaign for spectators and members of the workforce to provide education about the risks of heat-related illness and how to stay safe.

- Partnering with Games Energy Council and Games Water Council to ensure sustainable best practices and environmental stewardship.

Next steps include the following:

- Issue a Request for Information (RFI) for heat mitigation infrastructure to understand the current market landscape.
- Continue to coordinate with Shade LA and other nonprofits to identify opportunities for collaboration on shade solutions.
- Implement heat mitigation infrastructure for the World Cup, including hydration stations, educational signage, and shade structures. Lessons learned will be identified to inform preparations for 2028.
- Partner with Metro Kit of Parts to implement pilot projects and implement lessons learned for 2028.
- Identify and pursue funding opportunities for temporary and legacy heat mitigation infrastructure.
- Partner with Station Activation for heat mitigation solutions at Fan Zones
- Identify opportunities to turn temporary heat mitigation solutions into permanent and resilient investments

### Water Taxi Feasibility Study Update

In response to Board Motion 18 (November 2025) (Attachment C) , Metro staff has issued a Request-for-Information (RFI) to gather technical information from private and public ferry operators interested in operating a service similar to those described in the San Pedro-Long Beach Water Taxi Feasibility Study. The RFI and subsequent pitches to Metro staff detail interested parties' capabilities to deliver upon such a service, and partnership opportunities to deliver a water-taxi service between San Pedro and Long Beach during the 2028 Games. Additional due diligence is ongoing on funding options, structure of service-delivery models, and permitting needed to operate a water taxi service. Results from the pitch process, including details on public-private-partnership opportunities and a proposed implementation timeline, will be delivered to the Board in July.

### **Capital Projects Update**

Metro is focused on delivering key MCP capital projects ahead of the 2028 Games that will support Games-time operations and leave a positive legacy for our riders. These include 28 by 2028 projects, projects funded by the Reconnecting Communities and Neighborhoods (RCN) grant, as well as the capital projects comprising the MCP Priority List, which includes A&E Line reliability improvements, improvements to key stations (i.e., Union and 7<sup>th</sup> Street/Metro Center), and mobility hubs. All capital projects have completed CEQA and are now advancing through final design. NEPA clearance is expected for all projects by May 2026 (RCN projects have already cleared NEPA). In order to accelerate the delivery of these projects and minimize risk, while the final design is being completed, Metro's Program Management Office has already begun issuing alternative delivery procurements for these projects. Metro will continue coordinating with local partners to keep projects on track for delivery before the Games.

### Twenty-Eight by '28 Update

Since the updated *Twenty-Eight by '28* project list was approved in March 2024, Metro staff have made progress towards delivering the projects in collaboration with regional partners. Transformative projects such as the LAX/Metro Transit Center, Rail to Rail, and the A Line extension to Pomona have begun revenue service, providing residents and visitors with new travel options to key destinations. Construction continues on major capital projects such as the D Line Extension Phases 1 to 3 and G Line Improvements. Finally, design work is progressing for new bus corridor projects, first last mile improvements, and mobility hubs at locations around LA County.

Attachment D shows current status and scope refinements and a current assessment of the feasibility of each project to be achieved in time for the 2028 Games. Ten projects are now complete and in operation; one is preparing to open in May; seven are under construction; and ten are in the engineering/final design phase. Attachment E illustrates the locations of these projects. Stakeholders can check project status at <https://www.metro.net/28x28/>

Several projects from the 2022 *Mobility Concept Plan (MCP) Priority Project List* are included within project bundles, such as Key DTLA Stations, Mobility Hubs in the San Fernando Valley, Gateway Cities MCP projects, and LRT Speed & Reliability Improvements. To date, these MCP projects have received the following funding, and staff continue to pursue additional funding opportunities to support their delivery while advancing design activities:

- **\$59.62 million** in STBG/CMAQ funds for Key DTLA Stations and LRT Speed & Reliability Improvements, including the A and E Lines Operational Improvements Project and Washington/Flower corridor upgrades.
- **\$38 million** in construction funding from Caltrans' State Highway Operation and Protection Program (SHOPP), allocated by the California Transportation Commission, for the Norwalk and Harbor Gateway Transit Center Mobility Hubs.
- Funding from the **FTA Reconnecting Neighborhoods & Communities Grant** to support Willow Station Mobility Hub improvements; bus corridor enhancements (including new shelters, lighting, and landscaping) along Florence Avenue, Studebaker Road, and Imperial Highway; first/last mile enhancements near the Norwalk C Line Station (Hoxie Avenue); and Open Streets activities in Long Beach during the Games.

All other projects on the list are fully funded and on track to be delivered by 2028.

### **Federal and State Advocacy Update**

On February 3, 2026, Congress adopted and the President signed into law the Fiscal Year 2026 transportation appropriations bill that included \$94.3 million for mobility initiatives tied to the 2028 Olympic and Paralympic Games. Staff are deeply appreciative to all members of the Los Angeles County Congressional Delegation for backing our work to secure funding for our agency in the Fiscal Year 2026 Transportation spending bill. Staff appreciate the ongoing work with key stakeholders on Games-related federal funding, including our collaboration with the U.S. Department of Transportation (USDOT), LA28, and other key individuals and organizations who worked with our agency to ensure the final transportation spending bill included Games-related funding favorable to our agency. We are currently working with the USDOT to ensure that these funds are rapidly

allocated to our agency so we can put these federal funds to work in support of our Games-related mobility plans.

In early March, Congresswoman Sydney Kamlager-Dove authored a letter to U.S. Department of Transportation Secretary Sean Duffy, co-signed by 35 other Members of Congress, in support of the inclusion of \$2 billion for mobility initiatives for the 2028 Olympic and Paralympic Games in the President's Fiscal Year 2027 Budget Request. This letter was written to complement the January 15, 2026, letter from the Metro Board of Directors to Secretary Duffy making the same funding request. As stipulated in this congressional letter and Metro's Board letter, the lead time needed to plan for an event of the scale and scope of the 2028 Games means that the President's Fiscal Year 2027 Budget Request may be the final opportunity to ensure that federal transportation funding can be made available in a timely manner in advance of the Games. The President's Fiscal Year 2027 Budget Request to Congress is expected to be delivered soon to the U.S. Senate and U.S. House of Representatives. Metro is deeply appreciative to Congresswoman Kamlager-Dove for leading this letter and to the many Members of Congress who signed this correspondence, including our two U.S. Senators.

Importantly, the President is expected to unveil his Fiscal Year 2027 Budget Request in the coming month. Metro and several stakeholders, including LA28, our Los Angeles County Congressional Delegation, among others, have been consistently encouraging the Administration to include \$2 billion for mobility related funding for the 2028 Olympic and Paralympic Games in the Budget. Staff has and will remain fully engaged with the U.S. Department of Transportation and the Office of Management and Budget to encourage the inclusion of federal funding for transportation needs directly tied to the Games in the President's Fiscal Year 2027 Budget Request.

Regarding state advocacy, on January 21, CEO Wiggins sent a 2028 Olympic and Paralympic Games funding request to Senator Ben Allen and Assemblymember Tina McKinnor. The letter outlined a total state request for \$379.29 million, for projects consistent with the Board-approved Mobility Concept Plan. These projects include integrated transportation management, improvements to key rail stations, mobility hubs, light rail improvements, first/last mile improvements, and transportation demand management/mobility wallets.

On February 27, CEO Wiggins was invited to present to the LA County Delegation regarding our Games budget request. On March 5, the Los Angeles County Legislative Delegation, chaired by Assemblymember Tina McKinnor (D - Inglewood) issued a formal letter to the Assembly Budget Committee and the Assembly Budget Subcommittee for Transportation, requesting that they include \$379.29 million in this year's Budget Act for Metro's 2028 Olympic and Paralympic Games transportation needs. The Delegation included the entirety of Metro's budget request in their letter. Staff are grateful to the entire LA County Delegation for their consideration of our request and look forward to working with the legislature as budget negotiations continue through the spring and summer.

## **EQUITY PLATFORM**

Equity is a central consideration in Metro's planning for the 2028 Olympic and Paralympic Games and informs the development of priority workstreams under the Games Mobility Concept Plan. The Wayfinding, Heat Mitigation, and Transportation Demand Management initiatives highlighted in this

update are intended to ensure that residents, visitors, and the Games workforce can safely and efficiently access the regional transportation network. Improvements such as enhanced station signage, neighborhood trailblazing connections, and expanded digital trip planning tools will help riders navigate the system, identify accessible paths of travel, and connect to surrounding neighborhoods, employment centers, and major destinations throughout Los Angeles County.

These efforts are also designed to deliver lasting legacy benefits beyond the 2028 Games. Station signage upgrades, digital wayfinding tools, and improved first and last mile connections will remain in place after the Games to strengthen everyday navigation and connectivity across the Metro system. Heat mitigation planning will help identify opportunities for shade, hydration, and other protective infrastructure that can improve rider safety in communities experiencing higher heat exposure. In addition, transportation demand management strategies that encourage transit use, walking, and other multimodal travel options will help reduce congestion and vehicle miles traveled across the region. Collectively, these initiatives support a more accessible, resilient, and user friendly transportation system that benefits riders and communities across Los Angeles County well beyond the Games.

Finally, Metro's Twenty Eight by '28 initiative reflects the agency's commitment to ensuring that investments made in preparation for the 2028 Olympic and Paralympic Games deliver meaningful and lasting benefits for communities across Los Angeles County. The project list was developed using qualitative criteria focused on advancing equitable mobility outcomes, including projects that support high capacity access to major regional activity centers and corridors, strengthen critical links within Los Angeles County's growing high capacity transit network, integrate transportation and land use to support mixed income housing and economic development near transit, and address congestion at key bottlenecks across the system.

## **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. In particular, the implementation of heat mitigation and wayfinding solutions will make it faster, easier, and more enjoyable to take transit, encouraging a shift away from personal vehicles that will reduce VMT. The new projects being implemented as part of the Twenty Eight by '28 initiative are also expected to reduce VMT by providing faster, more reliable alternatives to driving alone.

\*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 development work necessary to advance the 2028 Games Priority Workstreams that Metro is currently leading. 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 Service and Games Route Network.

Staff will also continue to coordinate with LA28 to receive updated information related to competition schedules and security planning. Similarly, staff will continue to coordinate with other agencies through the GME subcommittees in order to ensure alignment on projects, identify funding opportunities, and avoid duplication of work.

## **ATTACHMENTS**

Attachment A - Games Mobility Executives Workstream Updates

Attachment B - Wayfinding Updates

Attachment C - Motion 18 (Water Taxi Feasibility Study)

Attachment D - Twenty-Eight by '28 Project List Status

Attachment E - Twenty-Eight by '28 Projects Map

Prepared by:

Daniel Bernstein, Senior Manager, Office of Strategic Innovation, (213) 922-4135

Hector Gutierrez, Senior Manager, Office of Strategic Innovation, (213) 444-9304

Jewel DeGuzman, Senior Manager, Office of Strategic Innovation, (213) 922-5343

Ernesto Chaves, Executive Officer, Office of Strategic Innovation, (213) 547-4362

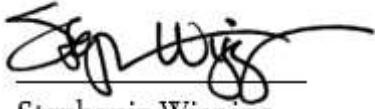
Jacqueline Torres, Senior Director, Office of Strategic Innovation, (213) 547-4208

Meghna Khanna, Deputy Executive Officer, Countywide Planning and Development, (213) 922-3931

Reviewed by:

Seleta Reynolds, Chief, Innovation and Games Mobility Planning,  
(213) 922-4656

Jennifer Vides, Chief, Customer Experience, (213) 922-4060

A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins  
Chief Executive Officer

## ATTACHMENT A – WORKSTREAM UPDATES

Board Report #2026-0189

April 2026

This document provides an update on Metro-led workstreams for the 2028 Games.

### **Games Enhanced Transit Service (GETS)**

- Completed review of November 2025 data from LA28 on venue schedules and crowd sizes and updated GETS plan
- Coordinating with US Secret Service on venue-area access needs
- Sourcing GETS fleet from across the country
- Developing RFP for charter providers to support GETS program

### **Mobility Hubs**

- Completed 30% design for RCN-funded mobility hubs
- Phase II MCP Hubs (Norwalk, Harbor Gateway, Memorial Park) at 15% design
- Engaging with City of LA on Integrated Mobility Hubs project
- Completed 2026 GME Subcommittee work plan

### **Light Rail Speed/Reliability & Key Station Upgrades**

- Completed 15% design and CEQA documents
- Finalizing value engineering/scope confirmation
- NEPA documents in progress

### **First/Last Mile and Open Streets**

- Created Regional FLM to Venues Planning Principles Checklist
- Metro Board approved funding for 29 Open and Slow Street events
- Kit of Parts development ongoing
- Preparing for pilot activation during 2026 FIFA World Cup

## **Countywide Bus Only Lanes**

- Progressing key corridors in City of LA and beginning public outreach (Broadway and Olympic)
- Coordinating with Gateway Cities on RCN-funded projects (Florence, Studebaker, Imperial)
- Coordinating with City of Inglewood

## **Wayfinding**

Discussed in main report.

## **Heat**

Discussed in main report.

## **Modeling**

- Initiated GME Subcommittee
- Defined consultant scope of work

# Mobility Concept Plan Implementation Update Report

April 2026

## Attachment B – Wayfinding Updates

This attachment provides additional detail on Metro’s wayfinding preparations for the 2028 Games.

- **2026 FIFA World Cup planning:** Metro has a World Cup Wayfinding program that builds upon existing Metro Signage Standards and Guidelines for permanent signs, while incorporating FIFA graphic standards for the majority of temporary event wayfinding as directed by FIFA and the Los Angeles Sports and Entertainment Commission (LASEC). The program includes targeted updates to Metro station signage to address outdated information and ensure ADA compliance, along with a standardized kit-of-parts for temporary World Cup wayfinding at direct shuttle stations and key transit connection points. Lessons learned from the World Cup will inform refinements and improvements for the 2028 Games.
- **Trailblazing Signage Program:** Metro is advancing wayfinding efforts with a consultant to improve first/last mile navigation to Metro stations and nearby destinations in preparation for the 2028 Games. In coordination with local jurisdictions, Metro is implementing directional signage within a half- to one-mile radius of select Metro stations. Initial focus areas include stations around the University of Southern California, Downtown Los Angeles, Pasadena, and the South Bay.

The desired outcome is a scalable signage system that helps both residents and visitors navigate between surrounding neighborhoods, key destinations, and Metro stations while reinforcing consistent and seamless wayfinding across jurisdictions. These trailblazing signs will serve as legacy infrastructure that improves mobility, access, and placemaking throughout Los Angeles County for years to come. As LA28 develops its design standards, Metro will coordinate to ensure the trailblazing system complements the visual identity planned for the 2028 Games.

- **12-Station Signage Refurbishment Audit and Design:** Metro has engaged consultants to conduct a multi-phase, systemwide station signage audit and recommendations initiative, including comprehensive wayfinding signage design and customer information upgrades at a dozen high-priority stations. These stations were selected based on age and type, ridership level, and proximity to equity-focused communities and major event venues. This effort will focus on bringing these stations into compliance with Metro Signage Standards, addressing customer-journey pain points, improving multi-line/multi-service transfers, and incorporating input from riders and community-

based organizations. Initial audits are underway for the Expo/Crenshaw and Willowbrook/Rosa Parks stations to improve transfer journeys, with temporary signage upgrades expected at these stations before the FIFA World Cup opens this summer. These temporary upgrades will provide valuable customer feedback to inform future permanent signage updates. The design phase will address the following 12 stations prior to the 2028 Olympic and Paralympic Games, and will also inform future systemwide signage updates:

- Union Station (A, B, and D Lines)
  - 7<sup>th</sup> Street/Metro Center (A, B, D, and E Lines)
  - Pershing Square (B & D Lines)
  - North Hollywood (B & G Lines)
  - Memorial Park (A Line)
  - Pico (A & E Lines)
  - Willowbrook/Rosa Parks (A & C Lines)
  - LATTTC/Ortho Institute (E Line)
  - Expo Park/USC (E Line)
  - Expo/Crenshaw (E & K Lines)
  - Downtown Inglewood (K Line)
  - Downtown Long Beach (A Line)
- **Digital Wayfinding:** In addition to physical signage, Metro is working to reach people through digital tools:
    - Metro is contracting with Moovit to provide a new mobile app that will enable seamless, multimodal trip planning and access to Metro's services around the region. The first version of the app is expected to launch ahead of the World Cup, and the project team will incorporate special event learnings and continue to iterate on the app ahead of the 2028 Games.
    - Metro is implementing GTFS Pathways for Metro Rail stations. GTFS Pathways augments the data already provided to trip planning apps such as Moovit and Google Maps by adding details about station entrances and exits, faregates, elevators and escalators, and station signage. It will improve customer confidence by providing more granular directions and guide users to accessible paths of travel such as elevators and ramps. Metro intends to pilot GTFS Pathways for a few stations ahead of the World Cup.
    - Metro is working with Waymap to generate high-fidelity interior maps of key hubs such as Union Station. Customers with disabilities will be able to use the Waymap mobile app to obtain detailed step by step directions through the station.
    - Metro is currently implementing digital wayfinding solutions for the World Cup that will be scaled up for the 2028 Games. These include maps and detailed information for using the GETS on Metro.net and data updates to allow riders to plan trips that include the GETS using their app of choice.



**Board Report**

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**File #:** 2025-1026, **File Type:** Motion / Motion Response

**Agenda Number:** 18.

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**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE  
NOVEMBER 20, 2025**

**Motion by:**

**DIRECTORS HAHN, BASS, DUTRA, DUPONT-WALKER, BUTTS, AND SANDOVAL**

**SUBJECT: WATER TAXI FROM SAN PEDRO TO LONG BEACH MOTION**

**RECOMMENDATION**

APPROVE Motion by Hahn, Bass, Dutra, Dupont-Walker, Butts, and Sandoval that the Board direct the Chief Executive Officer to:

- A. Develop and issue an industry engagement process (i.e. reverse pitch) to identify private and public operator interest, capabilities, and partnership opportunities to deliver a water-taxi service between San Pedro and Long Beach during the 2028 Games;
- B. Assess short-term and special-event funding options, including public-private partnership cost-sharing, sponsorship models, federal maritime or mobility grants, and temporary operations funding, to support Games-time service. Such funding source options shall not be eligible for bus or rail operations; and
- C. Report back to the Board within 180 days with findings such as Public-Private-Partnership structures, a proposed implementation timeline, and any next steps.

## ATTACHMENT D Twenty-Eight by '28 Project List Status

Project	Current Stage, target completion	Scope Refinement	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. LAX/Metro Transit Center	Operations, opened 2025		WC
7. J Line Electrification	Operations, opened 2025		SG, CC, SB
8. Rail to Rail, Segment A <sup>a</sup>	Operations, opened 2025		CC
9. North San Fernando Valley BRT	Construction, target 2028		SFV
10. Purple Line Extension, Section 1 <sup>b</sup>	Operations, opening May 2026		WC, CC
11. Gold Line Foothill Ext to Pomona	Operations, opened 2025		SG
12. Purple Line Extension, Section 2 <sup>c</sup>	Construction, target 2027		WC
13. Rosecrans/Marquardt Grade Sep	Operations, 2024		GC
14. New Bus Corridors	Design, target 2027	<ul style="list-style-type: none"> <li>• <b>Broadway:</b> The project limits run from Cesar Chavez Avenue to Martin Luther King Jr. Boulevard, with full-time bus lanes in each direction.</li> <li>• <b>Florence Avenue:</b> The project limits run from West Boulevard to Compton Avenue, with peak-hour bus lanes in each direction.</li> <li>• <b>La Brea Avenue (South):</b> The project limits run from Olympic Boulevard to Coliseum Street, with peak-hour bus lanes in each direction.</li> </ul>	CC

## ATTACHMENT D Twenty-Eight by '28 Project List Status

		<ul style="list-style-type: none"> <li>• <b>La Brea Avenue (North):</b> The project limits run from Sunset Boulevard to Olympic Boulevard, with peak-hour bus lanes in each direction, delivered in August 2023.</li> <li>• <b>Sunset Boulevard:</b> The project limits run from Havenhurst Drive to Vermont Avenue, with peak-hour bus lanes in each direction.</li> </ul>	
<b>15. I-5 North Capacity Enhancements<sup>d</sup></b>	Construction, target 2027		NC
<b>16. Key DTLA Stations<sup>e</sup></b>	Design, target 2028	<ul style="list-style-type: none"> <li>• <b>LA Union Station:</b> Improvements: Pedestrian and bicycle safety enhancements between Alameda and the Historic Depot (elements of the Esplanade and Forecourt project) and A Line: Elevator</li> <li>• <b>7th and Metro Station:</b> Improvements include major enhancements to 7MC Station's safety, security, universal accessibility, and overall customer experience</li> </ul>	CC
<b>17. NoHo to Pasadena BRT</b>	Design, target 2027		SFV, SG
<b>18. LA River Bike Path – SFV (Segments 1 + 2)</b>	Design, target 2028	The project is divided into nine segments. The City's BOE has completed the design for 2.97 miles for Segments 1 & 2, between Vanalden Avenue and White Oak Avenue, and from White Oak Avenue to Balboa Boulevard, with project delivery of these two segments scheduled for 2028.	SFV

## ATTACHMENT D Twenty-Eight by '28 Project List Status

19. G Line Improvements	Construction, target 2028	Metro's G Line bridges will be completed by 2027, and gates will be installed later in 2028.	SFV
20. Purple Line Extension, Section 3 <sup>f</sup>	Construction, target 2027		WC
21. Mobility Hubs in SFV <sup>g</sup>	Design, target 2028	<p>Funded by RCN Grant, Chatsworth and NoHo Mobility Hubs will include permanent improvements such as benches, bike share, landscaping, and shade structure</p> <p>Balboa MH temporary improvements could include wayfinding, shade structures, hydration station, seating, micromobility parking/ bike corrals etc.</p>	SFV
22. Gateway Cities MCP Projects <sup>eh</sup>	Design, target 2028	<ul style="list-style-type: none"> <li>• Willow Station Mobility Hub improvements such as such as benches, bike share, landscaping, and shade structure;</li> <li>• Along Florence Avenue, Studebaker Road, and Imperial Highway bus corridor enhancements include new shelters, lighting, and landscaping;</li> <li>• First/last mile enhancements near the Norwalk C Line Station include a bike lane along Hoxie Avenue; and</li> <li>• Open Streets in Long Beach during the Games.</li> <li>• A Line construction of new double crossover track between the 5th Street and Anaheim Street Stations</li> </ul>	GC

## ATTACHMENT D Twenty-Eight by '28 Project List Status

<p><b>23. LRT Speed &amp; Reliability Improvements</b> <sup>e,i</sup></p>	<p>Design, target 2028</p>	<p><b>A&amp;E Line Interlock Projects</b> includes construction and/or upgrade of interlock, cross-over, and siding for Expo/Bundy (Centinela), Avenue 34, and Degnan on the LRT network to support shorter single-tracking headways for maintenance and to enable train staging to provide additional capacity during periods of high demand.</p> <p><b>Washington/Flower project</b> includes operational improvements for the Metro A and E Lines by reducing red-light delay and increasing person throughput at intersections in this corridor, specifically providing longer green times at the traffic signal along Washington Boulevard and Flower Street. The project would:</p> <ul style="list-style-type: none"> <li>• Reconfigure 12th Street between Figueroa Street and Flower Street into a single eastbound, right-turn-only lane.</li> <li>• Reduce westbound Washington Boulevard to one lane and divert general traffic to northbound Hope Street.</li> <li>• Installing high-visibility crosswalks and new pavement markings at key intersections</li> <li>• Upgrading traffic controllers at eight intersections along</li> </ul>	<p><b>CC</b></p>
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## ATTACHMENT D Twenty-Eight by '28 Project List Status

		Flower Street(between Venice Boulevard and Washington Boulevard) and Washington Boulevard (between Maple Avenue and Hooper Avenue)	
<b>24. Bus Only Lanes (Olympic/Venice)<sup>e</sup></b>	Design, target 2027	<ul style="list-style-type: none"> <li>• <b>Olympic Boulevard:</b> The project limits run from Figueroa Street to Robertson Boulevard, with peak-hour bus lanes in each direction.</li> <li>• <b>Venice Boulevard (West):</b> The project limits run from Inglewood Boulevard to Culver Boulevard, with full-time bus lanes in each direction, delivered in June 2023.</li> <li>• <b>Venice Boulevard (East):</b> The project limits run from Culver Boulevard to Arlington Avenue, with full-time bus lanes in each direction.</li> </ul>	<b>WC</b>
<b>25. I-105 Express Lanes, Segment 1</b>	Construction, target 2027		SB, GC
<b>26. SR 57/60 Interchange Improvements</b>	Construction, target 2028		SG
<b>27. Vermont Transit Corridor BRT</b>	Design, target 2028		CC
<b>28. I-405 Integrated Corridor Management</b>	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

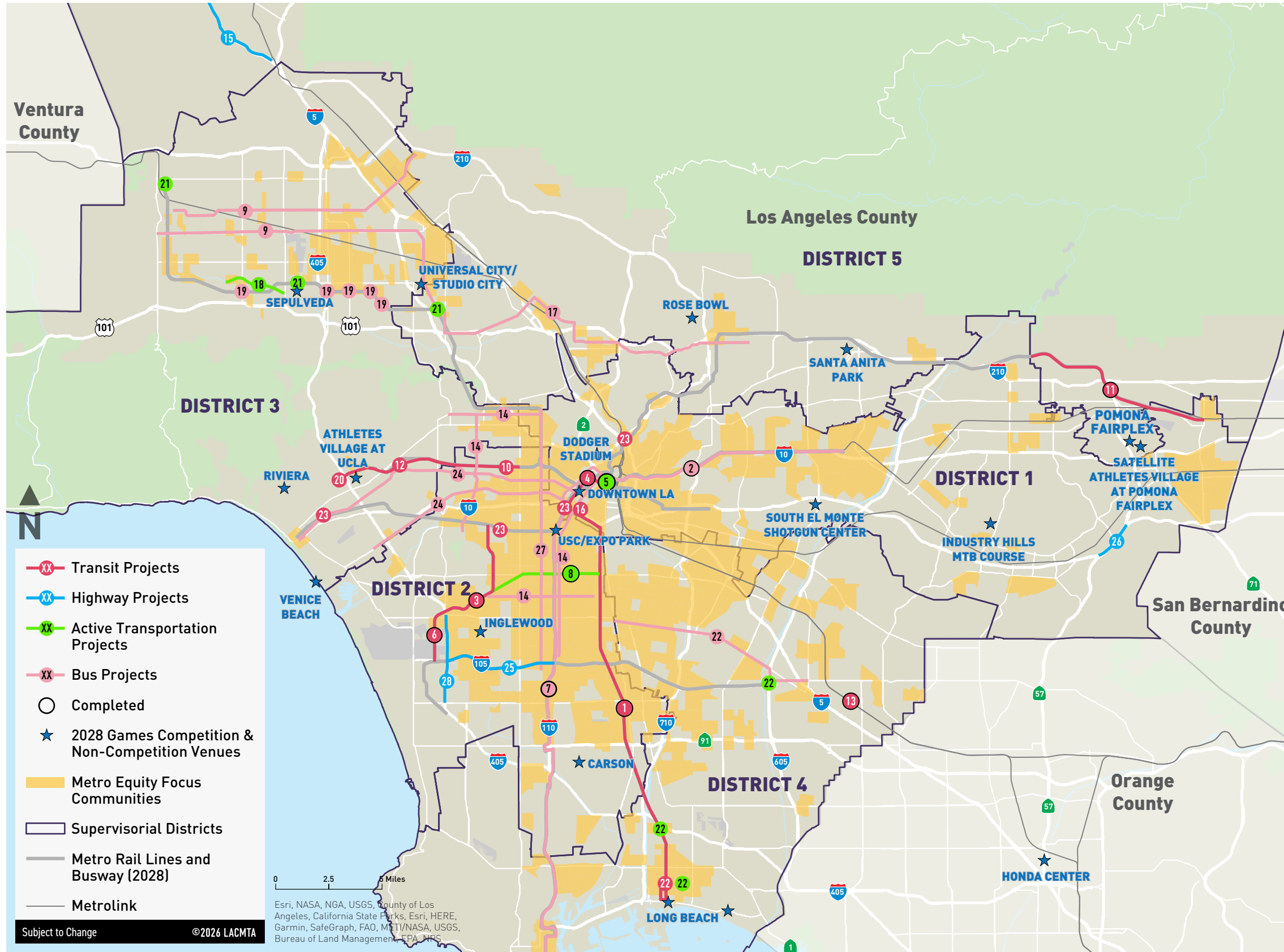
## **ATTACHMENT D Twenty-Eight by '28 Project List Status**

- h – Willow Station Mobility Hub and Anaheim St. LRT Crossover (A line)/ Bus priority improvements along Florence Avenue, Studebaker Road, and Imperial Highway/First/Last mile improvements in Long Beach and near Norwalk C Line station.
- i – Washington/Flower
- j – Between Manchester Ave and Rosecrans Blvd

### **Project Status Summary:**

Ten projects are now complete and in operation; one is preparing to open in May; seven are under construction; and ten are in the engineering/final design phase.

# Map of Twenty-Eight by '28 Projects and Completed Projects



## 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<sup>b</sup>
- 11 Gold Line Foothill Ext to Pomona
- 12 Purple Line Extension, Section 2<sup>c</sup>
- 13 Rosecrans/Marquardt Grade Sep
- 16 Key DTLA Stations<sup>e</sup>
- 20 Purple Line Extension, Section 3<sup>f</sup>
- 22 Gateway Cities MCP Projects (Anaheim St. LRT Crossover)<sup>e,h</sup>
- 23 LRT Speed & Reliability Improvements<sup>i</sup>

## 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)<sup>e,h</sup>
- 24 Bus Only Lanes (Olympic/Venice)<sup>e</sup>
- 27 Vermont Transit Corridor BRT

## ACTIVE TRANSPORTATION & MICROMOBILITY

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

## HIGHWAY

- 15 I-5 North Capacity Enhancements<sup>d</sup>
- 25 I-105 Express Lanes, Segment 1
- 26 SR 57/60 Interchange Improvements
- 28 I-405 Integrated Corridor Management<sup>i</sup>

## SUMMARY

- 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 – Gateway Cities MCP Projects (Anaheim St. LRT Crossover, Florence/Studebaker/Imperial Bus, Willow Mobility Hub, Norwalk and Long Beach First/Last Mile)
- i – Includes Washington/Flower
- j – Between Manchester Ave and Rosecrans Blvd

A large, stylized letter 'M' is positioned in the upper right quadrant of the page. The 'M' is constructed from several white, rectangular blocks with a slightly textured surface, arranged to form the letter's shape. The background behind the 'M' is a dark green circular area, which is itself set against a larger orange circular area. The bottom portion of the page is a solid black background.

# 2028 Games Mobility Concept Plan Implementation Update Report



**Metro**

*Item #2026-0189*

*April 15, 2026*

# Capital Projects and Federal/State Advocacy Updates

- Capital Projects
  - All capital projects on Mobility Concept Plan (MCP) Priority List have completed CEQA clearance
  - NEPA clearance for these projects expected by May 2026
  - Metro Program Management Office is issuing alternative delivery procurements to keep the projects on track while final design is being completed
  - MCP Funding to date: \$59.62M (STBG/CMAQ for LRT Improvements), \$38M (SHOPP for Mobility Hubs), \$139M (Reconnecting Neighborhoods & Communities)
- Federal and State Advocacy
  - \$94.3M allocated for 2028 Games mobility initiatives in FY 2026 transportation appropriations bill
  - Requesting \$2B in Games-related mobility funding in FY27 presidential budget request
  - Requesting \$379.29M in state funding to go towards Mobility Concept Plan projects



**Metro**



## Twenty-Eight by '28 Update

- Ten projects have been completed and are currently in operation;
- One project (D Line Phase 1) is set to open in May;
- Seven projects are under construction;
- Ten are in the engineering/final design phase

# Map of Twenty-Eight by '28 Projects and Completed Projects



- RAIL & REGIONAL RAIL**
- 1 "New Blue" Improvements to the A Line
  - 3 Crenshaw/LAX Line
  - 4 Regional Connector
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- SUMMARY**
- a - Active Transportation Corridor
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  - i - Includes Washington/Flower
  - j - Between Manchester Ave and Rosecrans Blvd

# Wayfinding Updates

- Ongoing engagement through Games Mobility Executives Wayfinding Subcommittee
- World Cup Wayfinding program
  - Upgrades to existing station signage and deployment of temporary signs
- 2028 Games Trailblazing Signage Program
  - Directional signage near select Metro stations for seamless connections
- Multiphase Systemwide Signage Audits
- Digital Wayfinding:
  - New Metro Mobile App
  - GTFS Pathways
  - Waymap Implementation

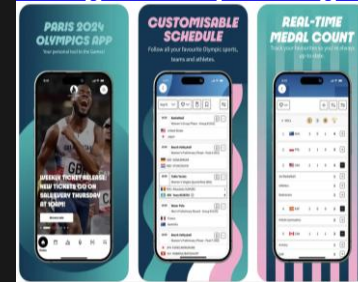
## Permanent



## Temporary Signage



## Digital Wayfinding



## Human Wayfinding



## Next Steps - Wayfinding

- Continue preparation for FIFA World Cup, including event day simulations at shuttle lots
- Begin jurisdictional coordination for 2028 Games Trailblazing Signage Program to implement permanent signage near select Metro stations
- Review LA28 design standards
- Develop schematic design packages from initial 12-station signage audits



# Heat Mitigation Updates

- Established Heat Mitigation GME Subcommittee
  - Inclusive of GME agencies, nonprofits, universities
- Data-driven analysis of heat exposure risk during Games
- Piloted hydration stations at Memorial Park for Club World Cup
- Heat Funding Roundtable hosted in December 2025
- Heat Guidebook and Awareness Campaign in development
- Partnership with Games Energy Council and Games Water Council



## Next Steps – Heat Mitigation

- Issue Request for Information (RFI) for heat mitigation solutions
- Continue to coordinate with Shade LA
- Implement heat mitigation strategy for World Cup at stations and Fan Zones
  - Educational signage, shade structures, hydration stations
  - Observe and identify lessons learned for 2028
  - Coordination with Metro Kit of Parts
- Pursue funding for temporary and legacy heat mitigation infrastructure
- Partner with Station Activation for heat mitigation solutions at Fan Zones



# Water Taxi Feasibility Study Update

- Staff issued a Request for Information (RFI) in response to Board Motion 18 (November 2025) to evaluate feasibility of a water taxi from San Pedro to Long Beach
- Staff will be reviewing pitches from interested private and public ferry operators, with results to be delivered in July.





## Board Report

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**File #:** 2026-0213, **File Type:** Informational Report

**Agenda Number:** 18.

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### SPECIAL BOARD MEETING APRIL 15, 2025

**SUBJECT: MILANO CORTINA 2026 WINTER GAMES LESSONS LEARNED**

**ACTION: RECEIVE ORAL REPORT**

#### **RECOMMENDATION**

RECEIVE oral report on Milano Cortina 2026 Winter Games Lessons Learned.

#### **ISSUE**

Three Metro staff participated in the official observer program at the Milano Cortina 2026 Winter Games. A summary of their observations will be presented to the Board..

#### **EQUITY PLATFORM**

Equity remains a foundational principle guiding transportation planning and operations for major sporting events in Los Angeles, including preparations for the 2028 Olympic and Paralympic Games. Observations from recent international events, including the Paris 2024 Olympic and Paralympic Games and planning for the Milano Cortina 2026 Winter Games, highlighted accessibility challenges that can disproportionately impact individuals with disabilities and others with mobility limitations.

#### **VEHICLE MILES TRAVELED OUTCOME**

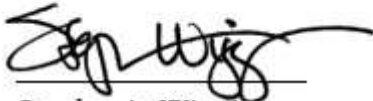
Vehicles Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.\* Metro's Board-adopted 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. In Milan, Metro observed wayfinding improvements, expanded transit services, and augmented staffing to support Games-time operations, among other findings. These interventions make transit faster, easier, and more enjoyable to ride, which encourage a shift away from personal vehicles, therefore reducing VMT. Metro's observations from Milano Cortina will aid in agency preparations for the 2028 Games, supporting continued reductions in VMT within Los Angeles County.

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

Prepared by: Daniel Bernstein, Senior Manager, (213) 922-4135  
Kasey Shuda, Senior Director, (213) 454-6479

Reviewed by: Seleta Reynolds, Chief, Innovation and Games Mobility Planning, (213) 922-4656  
Bill Scott, Chief of Police and Emergency Management, (213) 922-5448  
Charles Small, Senior Advisor to the CEO, (213) 615-9390



Stephanie Wiggins  
Chief Executive Officer



# Milano Cortina 2026 Winter Games Lessons Learned



**Metro**

*Item #2026-0213*

*April 15, 2026*

# Overview

- LA28-led GME Transportation and Security Observation Cohort
  - Main and Transportation Operations Centers
  - Athletes Village Transport Area and Main Entry Security
  - MiCo26 HQ briefings
    - Games Security Overview
    - Fleet Operations Overview
    - Olympics Route Network (ORN to our GRN)
- Metro Observation Program
  - Milan venues
    - Wayfinding, Volunteers, Fan Sites, Weather Mitigation, Micro Mobility, Ticketing



**Metro**

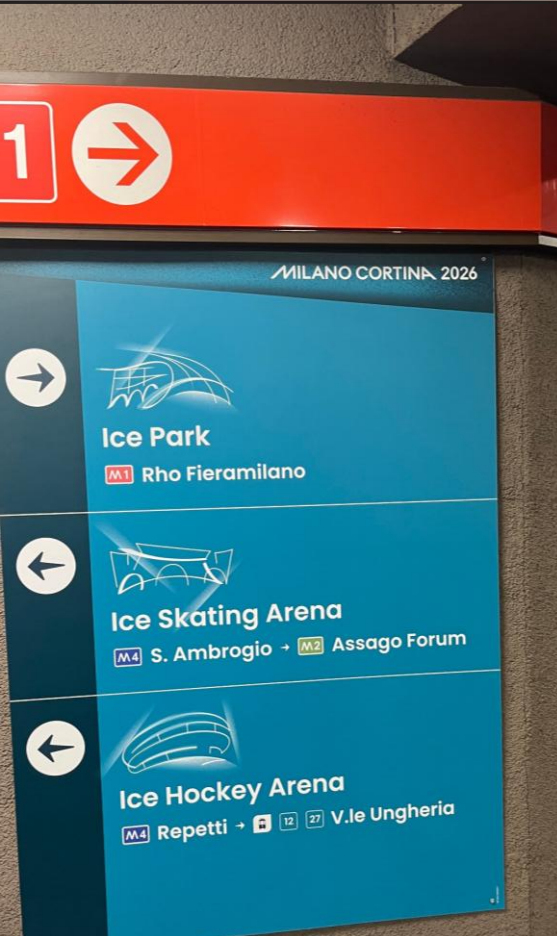
# Wayfinding



# Wayfinding, con't



# Wayfinding, con't



# Digital Approach

- Games shuttle schedule integrated into Google Maps

**41 min** Arrive 8:28 PM

5 min Walk > **M 3** > 4 min Walk > Shuttle 1 > 8 min Walk

**M** Montenapoleone  
Enter via Via Alessandro Manzoni

**3** San Donato **7:52 PM**  
Scheduled · in 8 min

What's it like on board?  
**Accessible** · **Crowded** · **Mo**

Also in 12 min & 16 min

**Detour** 2 alerts >

Boarding position for fastest exit  
**2**

Also in 9 min & 12 min

**M** Milan Rogoredo **8:04 PM**  
Exit via Via Rogoredo, Q.re Santa Giulia

4 min Walk (280 m), then wait for up to 3 min

**44 min** Arrive 12:19 AM

6 min Walk > Shuttle 2 > 7 min Walk > **M 3** > 5 min Walk

Your location **11:36 PM**

6 min Walk (450 m)

**Santagiulia Ice Hockey Arena**

**Shuttle 2** Modotti **11:42 PM**  
Scheduled · in 13 min

What's it like on board?  
**Crowdedness** · **Accessibility**

Also in 15 min & 17 min

Ride 1 stop (9 min)

**Modotti** **11:51 PM**

7 min Walk (450 m), then wait for up to 5 min

**M** Milan Rogoredo  
Follow signs for Comasina



# Volunteers

- MiCo26 had solid Volunteer numbers
  - Large contingency from outside of Milan
  - Volunteers travel from Games to Games
  - Should be prepared to coordinate early and often to educate on LA
- ATM (Milan transit agency) and City of Milan had minimal staff presence



# Micro Mobility

- Bikes and scooters available outside central train station and venues
- City of Milan had existing bike infrastructure
- Distance from security perimeter to skating venue was 1-mile, not accessible



# Main Fan Zone



# Fan Zone – Sponsor Led



# Other

- City of Milan sponsored water station – sparkling and flat
- No construction moratorium
- Open payment system



## Conclusion

- Milan showed what is possible with a more minimalist approach, appropriate for a smaller event like the Winter Games
- LA will showcase our diverse communities and rich cultural heritage
- World Cup opportunity to observe, report, implement our own lessons learned in advance of 2028 Games





## Board Report

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File #: 2026-0175, File Type: Oral Report / Presentation

Agenda Number: 19.

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### SPECIAL BOARD MEETING APRIL 15, 2026

**SUBJECT: 2026 FIFA WORLD CUP READINESS REPORT**

**ACTION: ORAL REPORT**

#### **RECOMMENDATION**

RECEIVE oral report on preparations for the 2026 FIFA World Cup.

#### **ISSUE**

Los Angeles County is set to host eight matches of the FIFA World Cup in 2026 from June 12<sup>th</sup> to July 10<sup>th</sup>. This presents a unique opportunity and challenge for Metro to provide efficient and accessible transit services to its existing customer base and a broader global audience. Six of the matches are on weekdays and two are on Sundays, with start times varying between 12PM, 6PM and 7PM. As of April 15, 2026, there will be 58 days until the tournament begins.

There is limited parking at the Los Angeles Stadium due to a larger security perimeter and FIFA fan zone and hospitality activations. This creates a need for Metro to provide service for 25,000 spectators for each match, consistent with FTA Charter Regulations.

#### **BACKGROUND**

Metro has an official partnership to be the “Official Public Transit Provider” and a “2026 Los Angeles World Cup Host City Supporter” charged with transporting 25,000 fans during each of the eight games. To achieve this without impacting service to existing riders, Metro created a World Cup Games Enhanced Transit Service (WCGETS) consisting of 300 buses operating on 15 routes originating from transit hubs and temporary park and ride locations. This fleet of 300 buses is divided between Metro, Regional Transit Providers, and a Charter company.

In addition, Metro established 16 workstreams working across the agency to cover all areas of a fan’s journey experience, from the planning of service, security, station events; fare payment, wayfinding, signage and accessibility; through game day operations and tournament activations.

#### **DISCUSSION**

The 16 Workstreams Metro established to work on the World Cup, are consistent with the SETGO Industry Playbook on special events that Metro lead the development of, in collaboration with over 30 transit agencies across the country. Three portfolios are created to group the various functions of the workstreams. With a short 58 days until the start of the World Cup, all workstreams are working expeditiously to prepare to host the world.

The Service portfolio ensures that there is a safe and efficient way for everyone to get to the stadium on gamedays. This includes the development of the WCGETS, establishment of Memorandum of Understanding (MOUs) with Regional Transit Providers and other entities, as well as the coordination with all law enforcement partners. The workstreams contained in this portfolio are WCGETS Service Planning, Operations, Fleet Enhancements, Speed and Reliability, Temporary Park & Ride Facilities, and Safety & Security.

Key milestones achieved this quarter for the Service portfolio are:

- Finalized terminals at Los Angeles Stadium (SoFi)
- Finalized agreements with Intuit Dome East Garage and El Camino College as high access drop-off and pick-up locations
- Finalized WCGETS service plan and completed routing test
- Finalized MOUs with 16 Regional Transit Providers
- Contract approval for charter bus service in support of WCGETS
- Development of bus and operator communications technology
- Standardized Standard Operating Procedures (SOPs) for gameday operations
- Preparation of Metro WCGETS fleet, including “make ready” 65 donated buses from Santa Monica BBB, San Diego MTS, Central Area Transportation Authority (CATA), City of Phoenix, AZ
- Implementation of the Park and Ride reservation system
- Pilot development of the RIITS regional event management solution for real time traffic management
- Completed three of seven Table Top and Full Scale Exercises and three station infrastructure simulations.

The Access portfolio is designed to connect fans to the WCGETS service, from planning their trip to day of use of the system. There are improvements to the signage, infrastructure, accessibility, ability to pay and overall messaging to the public. The workstreams contained in this portfolio are Infrastructure, Fare Payment/TAP, Customer Info/Signage/Wayfinding, Finance & Budget, Accessibility/Universal Mobility, and Marketing/Communications.

Key milestones achieved this quarter for the Access portfolio are:

- 100 Days Out press events
- Finalizing the wayfinding kit of parts
- Complete the bus wrap designs for the WCGETS fleet
- Piloting accessibility sensory pods
- Full scale pilot of the infrastructure activations and signage deployment at two hub locations

- Pilot open loop payment
- Launched Marketing & Communications working group with Regional Transit Providers
- Confirmation from the Host Committee for running ADA transport between drop off locations and the stadium entrance

The Experience portfolio improves the customer journey through bringing to life the games throughout LA county. This includes increasing staffing presence to help guide the customers on their journey to matches, improved health safety, increased overall World Cup presence around our system, and with the understanding that not everyone will be attending matches there are station activations and connections to local events being planned. This workstreams in this portfolio are Surprise & Delight, Metro Station Events & Activations, Heat Mitigation, and Metro Values in Practice (MVP) Program.

Key milestones achieved this quarter for the Experience portfolio are:

- The Union Station official Fan Zone is finalizing plans and prepared to launch on allocated days of the tournament.
- Sponsors have been secured for hydration stations.
- Metro's MVP Program launched with internal staff signing up to work the events
- Completed bus shelter advertisements for heat mitigation
- Finalizing Metro's deployment plans to staff all official Fan Zones across the county and the FIFA Fan Fest at the Coliseum
- Procurement of Fan Zone Activation Kit of Parts
- Wrapped the countdown clock in Union Station with official Metro's Official Transit Provider print

## **EQUITY PLATFORM**

Metro is committed to ensuring equitable access through universal design practices for the FIFA World Cup in 2026. As part of these efforts, Metro is implementing mobility enhancements so that every fan, regardless of ability, can enjoy a dignified and barrier-free journey to accommodate people with strollers and disabilities, as well as seniors. This includes Americans with Disabilities Act (ADA) drop-offs, wayfinding/signage, heat mitigation, and seamless fare payment methods. Metro is also collaborating with Access Services to provide specialized transportation for individuals with disabilities. These initiatives reflect Metro's dedication to inclusivity and equitable transportation solutions. Metro will continue to maintain the service levels required to transport the existing customer base and the communities near World Cup venues.

## **VEHICLE MILES TRAVELED OUTCOME**

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 planning and operational activities that will benefit and further encourage transit ridership, ridesharing, and active transportation. Metro's work to support the upcoming World Cup matches in Los Angeles will focus on getting spectators to and from events using transit rather than driving alone. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

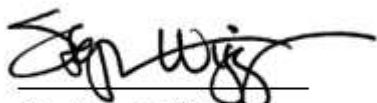
\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

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Stephanie Wiggins  
Chief Executive Officer



OFFICIAL PUBLIC TRANSIT PROVIDER

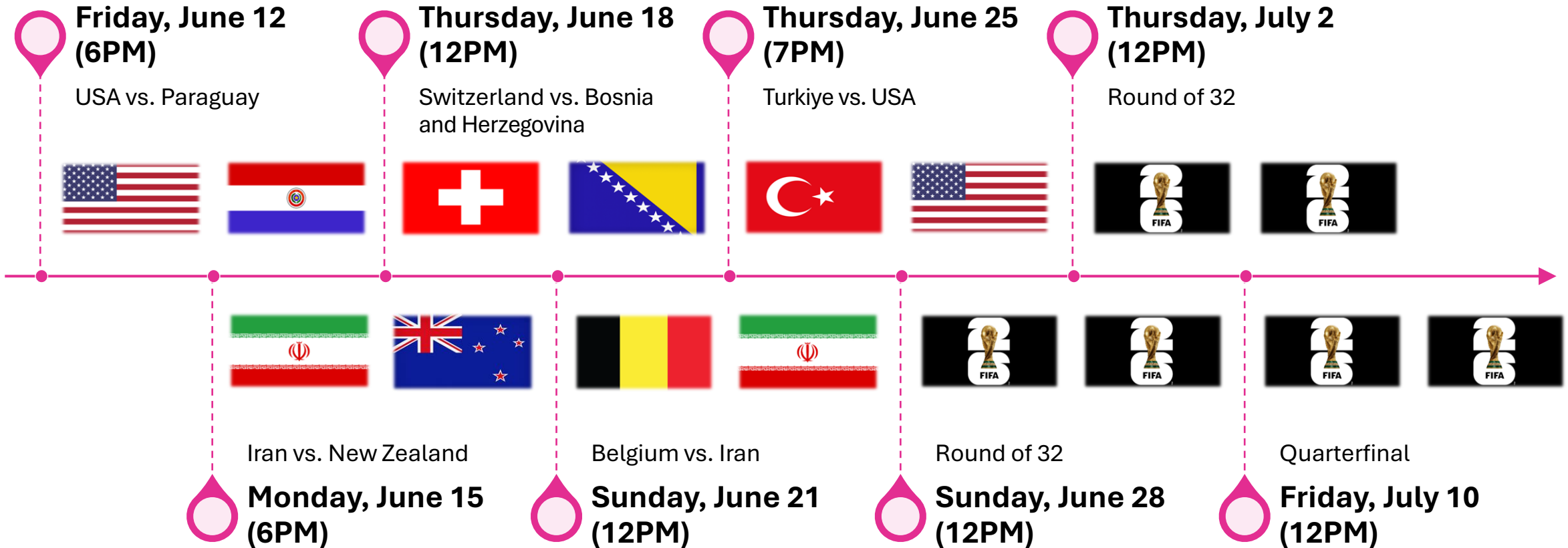
# 2026 FIFA WORLD CUP READINESS REPORT

2028 Olympic & Paralympic Games/Quarterly Special Board Meeting

April 15, 2026



# Who's Playing in LA and When



# Ready, Set, Go!



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## Portfolios and Workstreams

<b>Service</b>	WCGETS Service Planning
	WCGETS Fleet Enhancements
	WCGETS Operations
	Safety & Security
	Speed and Reliability
	Temporary Park & Ride Facilities
<b>Access</b>	Infrastructure
	Customer Info/Signage/Wayfinding
	Accessibility/Universal Mobility
	Marketing/Communications
	Fare Payment/Integrated Ticketing/TAP
	Finance & Budget
<b>Experience</b>	Metro Station Events and Activations
	Metro MVP Program
	Surprise and Delight
	Heat Mitigation

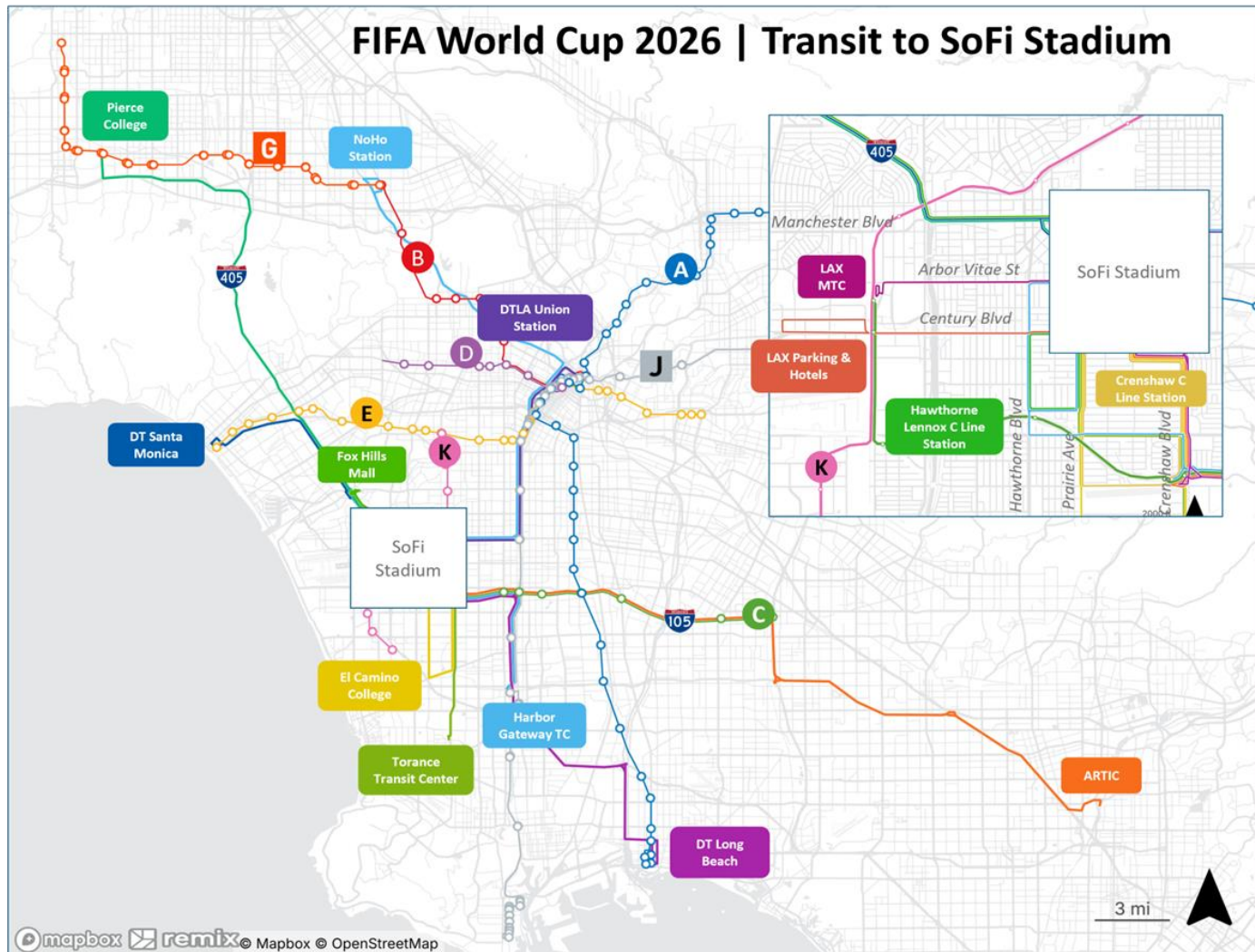
# Key Milestone for Service Portfolio



Key milestones achieved this quarter for the Service portfolio are:

- Finalized terminals at Los Angeles Stadium (SoFi)
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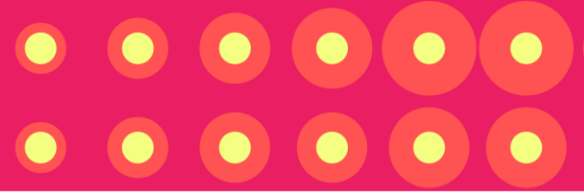
# World Cup Games Enhanced Transit Service (WCGETS)



- ARTIC - Anaheim
- BBB Downtown Santa Monica
- CCB 99 Fox Hills Mall
- Crenshaw C Line Parking
- DTLA/Union Station
- Downtown-Long Beach
- El Camino College
- GTrans 7X
- Hawthorne/Lennox C Line
- LAX Parking & Hotels
- LAX/Metro Transit Center
- Metro A Line
- Metro B Line
- Metro C Line
- Metro D Line
- Metro E Line
- Metro G Line
- Metro J Line
- Metro K Line
- North Hollywood Station
- Pierce College
- Torrance Transit 10X



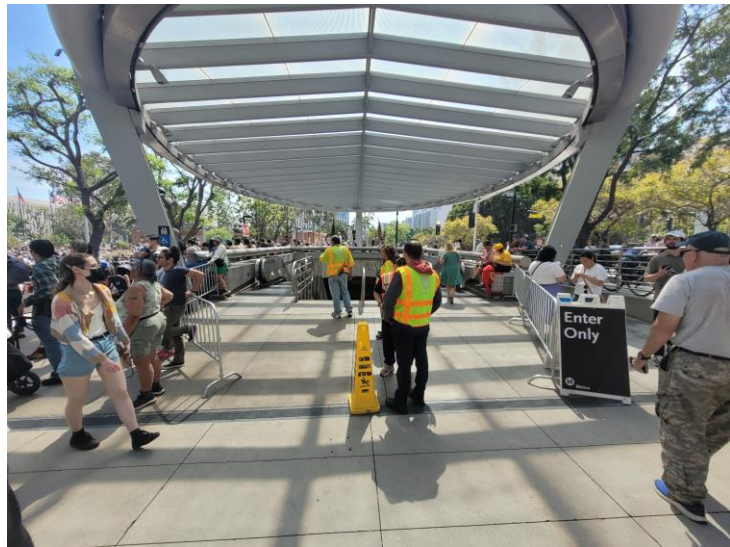
# Regional Transit Providers



## Metro has fully executed Contracts with the following Regional Transit Providers:

- Access Services
- Big Blue Bus
- Culver City Bus
- Foothill Transit
- Long Beach Transit
- Montebello Bus Lines
- Norwalk Transit System
- OmniTrans
- Orange County Transportation Authority
- Riverside Transit Agency
- Torrance Transit
- GTrans (pending Council approval 4/28)
- Metrolink (MOU being negotiated)

# Service



# Key Milestone for Access Portfolio

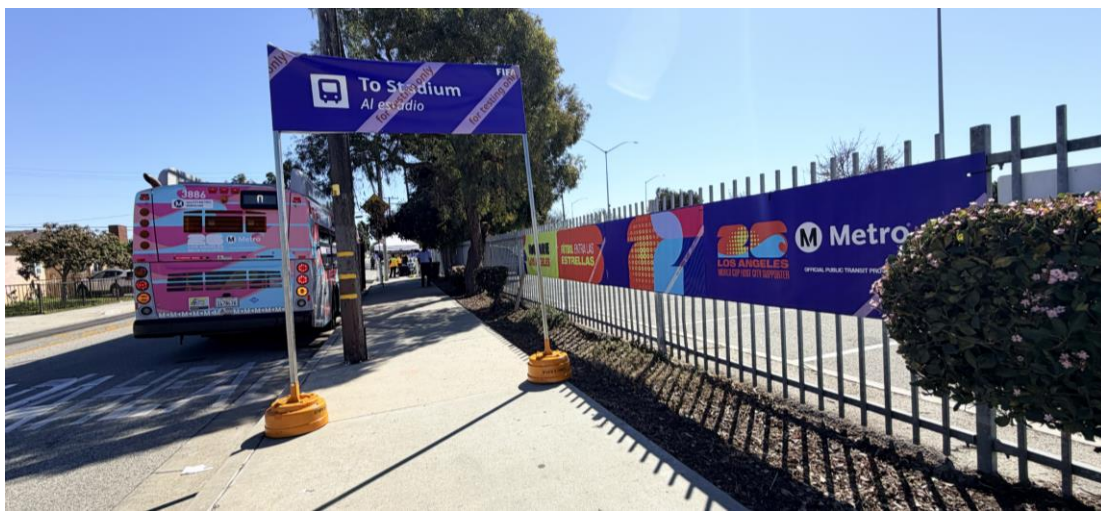
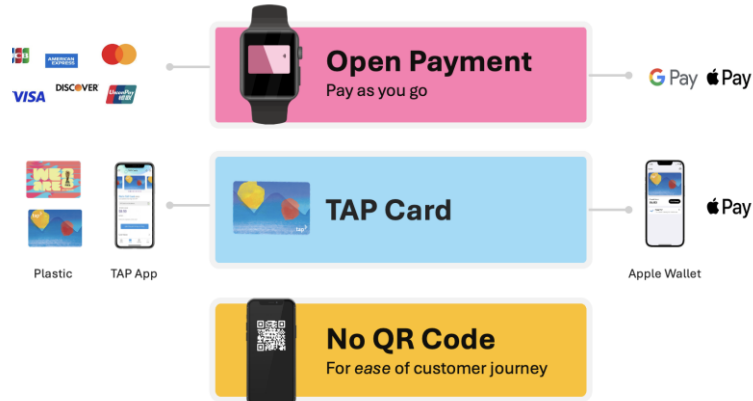
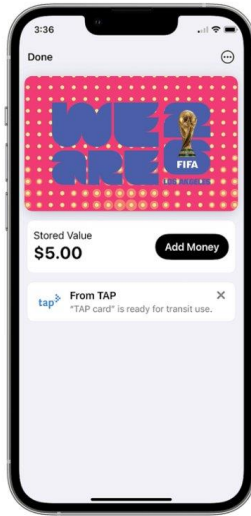


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# Access

[www.metro.net/riding/world-cup](http://www.metro.net/riding/world-cup)



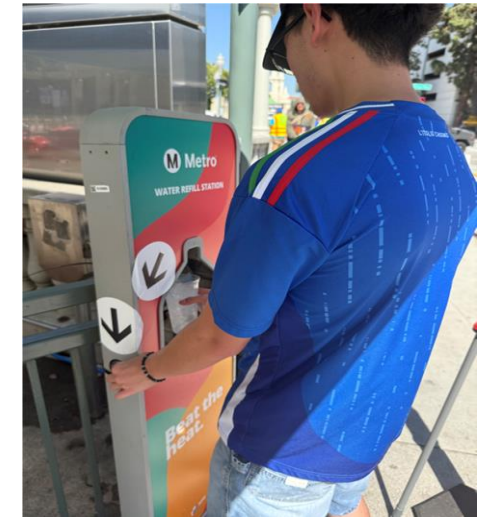
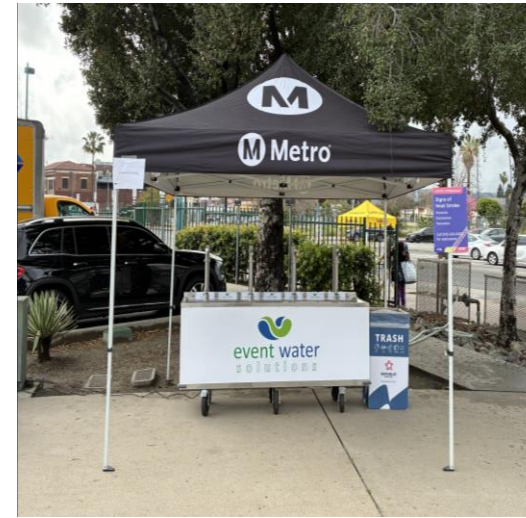
# Key Milestone for Experience Portfolio



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# Experience



**Questions?**