

Bus Priority Improvements



PURPOSE

Move spectators, workforce, athletes, and officials efficiently to Games venues and other critical Games locations to guarantee travel times. Aligned with corridors that will continue to be essential for both large event transport and Metro’s busiest, highest ridership routes.


DESCRIPTION


Bus priority strategies and improvements include bus only lanes, transit signal priority, queue jumpers, bus boarding islands, and enhanced bus shelters with amenities to address high-heat conditions. Corridors for these improvements include:


- > Venice Boulevard between Culver City and Arlington Heights
- > Atlantic Boulevard between East LA and Monterey Park
- > Garvey Avenue between Monterey Park and El Monte

Metro has implemented approximately 50 miles of bus priority lanes and is seeking to deliver an additional 50 miles before the 2028 Games. Federal funding will help expand and leverage the ongoing bus priority lane network to support upcoming major global sporting events (e.g., 2026 FIFA World Cup, 2027 Super Bowl, and 2028 Games) in the United States.

BY THE NUMBERS


12
MILES OF BUS-ONLY LANES AND BUS PRIORITY IMPROVEMENTS

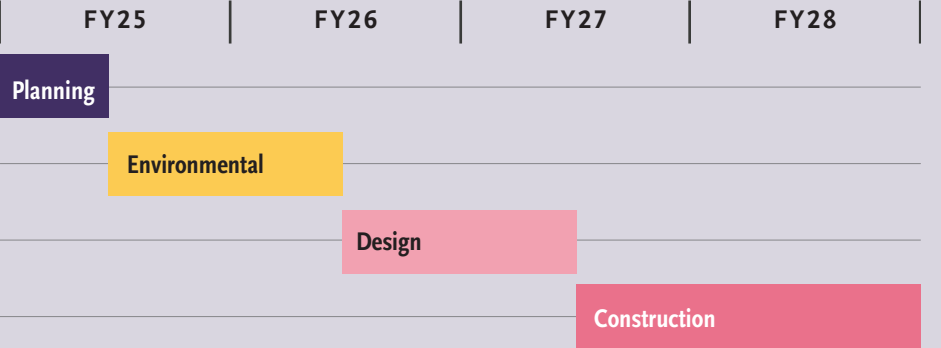

15%
IMPROVEMENT IN METRO BUS TRAVEL TIMES ON RECENTLY COMPLETED BUS-ONLY LANES


70%
METRO BUS RIDERS EARN APPROXIMATELY \$19K PER YEAR

COST ESTIMATE

COST ITEM	ESTIMATED AMOUNT
Project Management & Administration	\$6.2M
Planning & Environmental	\$3.3M
Final Design	\$4.1M
Construction	\$26.6M
Community Outreach	\$0.8M
TOTAL	\$41.0M

SCHEDULE



LEAD AGENCIES

Metro and local jurisdictions

First/Last Mile Improvements



PURPOSE

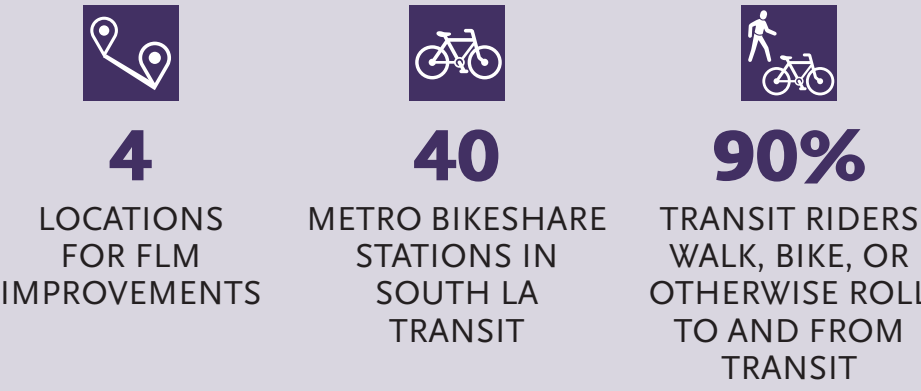
Improve access and safety between transit stations/stops and venues for spectators, workforce, and others along corridors that will be intermittently open and closed to vehicle traffic.

DESCRIPTION

To fully support the upcoming major sporting events (e.g., 2026 FIFA World Cup, 2027 Super Bowl, and 2028 Games) in Los Angeles, streets that connect venues to Metro transit must function safely for people walking, biking, and otherwise “rolling.” Approximately ninety percent of transit riders walk, bike, or roll to and from transit stations and bus stops today, and a key lesson learned from prior Games is that well designed streets lead to better crowd control along key corridors that need to move large numbers of spectators and workforce in and out of venues multiple times a day. Potential locations for these improvements include:

- > Infrastructure for walking, biking, and rolling (e.g., sidewalks, crosswalks, bike lanes, bike parking)
- > Shared use services (e.g., scooters, bike share, and car share)
- > Facilities to transfer or connect to a different mode of transportation (e.g., passenger drop-off areas and bus/rail interface improvements)
- > Information that simplifies travel, including signage, wayfinding, and technology (e.g., information kiosks and mobile apps)

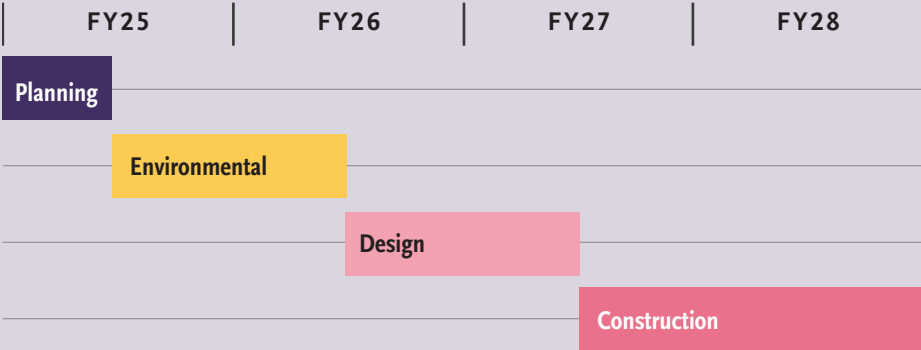
BY THE NUMBERS



COST ESTIMATE

COST ITEM	ESTIMATED AMOUNT
Project Management & Administration	\$14.1M
Planning & Environmental	\$7.5M
Final Design	\$9.4M
Construction	\$68.8M
Community Outreach	\$1.9M
TOTAL	\$101.7M

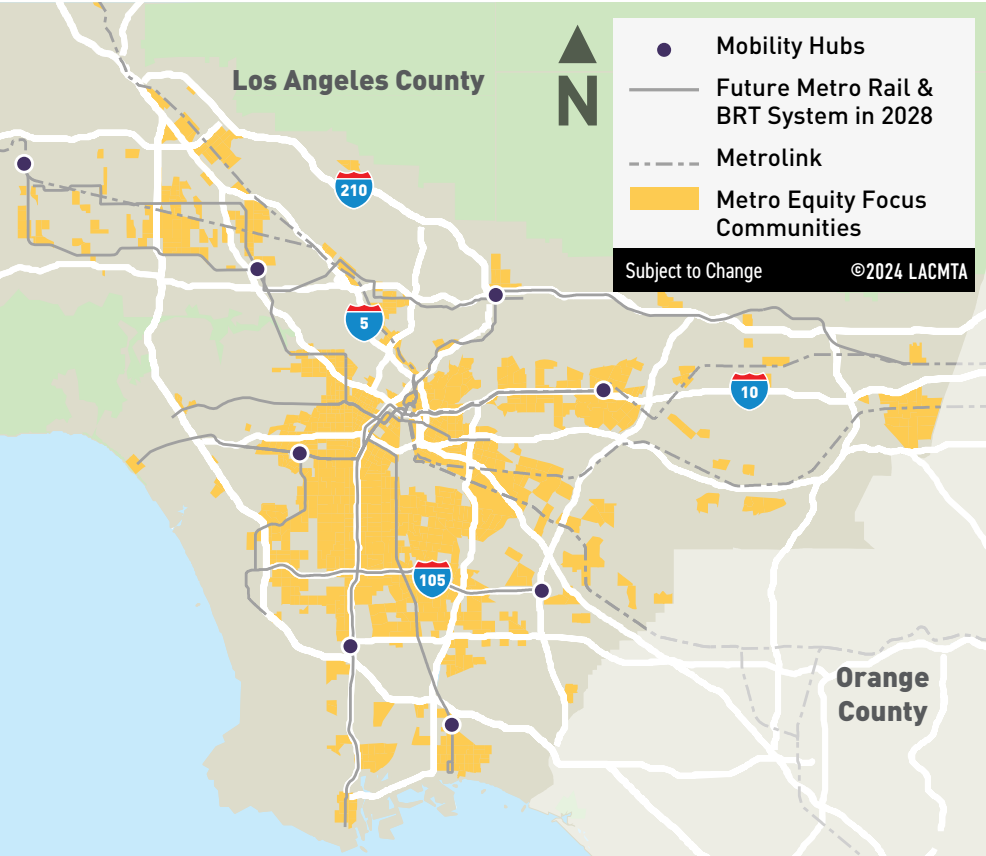
SCHEDULE



LEAD AGENCIES

Metro and local jurisdictions

Metro Mobility Hubs



PURPOSE

Provide well-designed and orderly transfer points for people traveling by bus, rail, car, or other mode to the main point of connection to the bus transit to venues.

DESCRIPTION

Metro mobility hubs will have a range of amenities that reflect global best practices and meet customer expectations at transfer points between transit modes, such as shade, seating, Wi-Fi, restrooms, ATMs, vending machines/concessions, and water bottle refill stations.

Metro will prioritize the implementation of mobility hubs at Metro BRT and rail stations with high ridership and can accommodate large crowds. During the 2028 Games, users will most likely travel by private vehicle or local transit to these mobility hubs and then take Metro or the Supplemental Bus System to the venue. In order to load and unload large numbers of buses concurrently, Metro needs to reconfigure critical hubs for the Games including:

- > Chatsworth (Metro G Line and Metrolink)
- > El Monte Station (Metro J Line)
- > Expo/Crenshaw Station (Metro E and K Lines)
- > North Hollywood Station (Metro B and G Lines)
- > Willow Station (Metro A Line)
- > Norwalk Station (Metro C Line)
- > Harbor Gateway Transit Center (Metro J Line)
- > Memorial Park Station (Metro A Line)

BY THE NUMBERS



4
METRO
MOBILITY HUBS



3.5M
ANNUAL RIDERSHIP
AT THESE FOUR
MOBILITY HUBS

COST ESTIMATE

COST ITEM	ESTIMATED AMOUNT
Project Management & Administration	\$12.0M
Planning & Environmental	\$6.4M
Final Design	\$8.0M
Construction	\$52.0M
Community Outreach	\$1.6M
TOTAL	\$80.0M

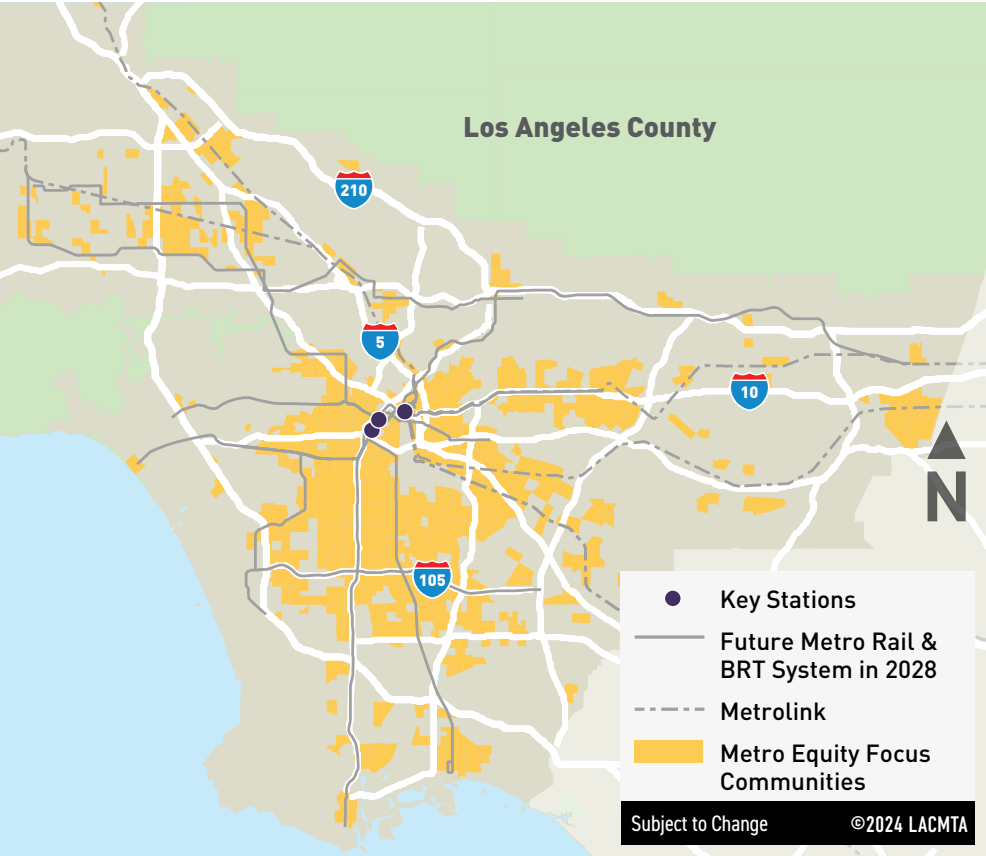
SCHEDULE

	FY25	FY26	FY27	FY28
Planning				
Environmental				
Design				
Construction				

LEAD AGENCIES

Metro, Caltrans, Metrolink, and local jurisdictions

Key Stations



PURPOSE

Safely and securely accommodate large numbers of crowds traveling on key lines in Metro’s system during the Games. Metro is expected to secure our stations and anticipate vulnerabilities for potential attacks on the system for the Games. These improvements focus on supportive infrastructure such as operational equipment and customer information systems.

DESCRIPTION

Improve the safety, security, usability, and comfort of the station, which may include updates to architecture, operational equipment, and the overall station environment. Potential station features needing updates include lighting, security equipment, and customer information/communication equipment. The following key stations are being considered for station improvements to support the 2028 Games:

- > **Pico Station:** Improve safety and capacity at the nearest Metro station serving LA Live
- > **LA Union Station:** Enhance the user experience at this major transit hub
- > **7th/Metro Center Station:** To provide state of good repair improvements for this key transfer station

Enhancements to improve the customer experience at several older Metro B and D Line stations

- > Civic Center (Metro B Line)
- > Hollywood/Highland (Metro B Line)
- > Universal City/Studio City (Metro B Line)
- > Wilshire/Vermont (Metro B and D Lines)
- > North Hollywood (Metro B and G Lines)
- > Pomona Station (Metrolink)* cost estimate pending

This workstream includes various accessibility improvements including mobile applications that provide audio and visual guidance for customers navigating indoor and outdoor transit stations and venues.

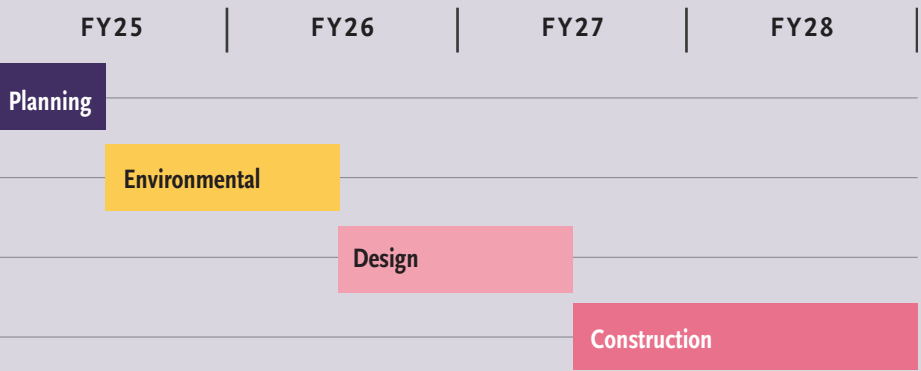
BY THE NUMBERS



COST ESTIMATE

COST ITEM	ESTIMATED AMOUNT
Project Management & Administration	\$32.4M
Planning & Environmental	\$17.3M
Final Design	\$21.6M
Construction	\$140.4M
Waymap Mobile App	\$3.6M
Community Outreach	\$4.3M
TOTAL	\$216.0M

SCHEDULE



LEAD AGENCIES

Metro

Light Rail Improvements



PURPOSE

Ensure the system can handle double the number of passengers it carries today. Improve recovery times for disruptions that may lead to delays or system breakdowns and support the resilience and security of the system.

DESCRIPTION

Metro’s light rail network is the largest in the U.S. and will be vital to moving spectators to the upcoming major sports events in Los Angeles. The projects Metro seeks to fund are focused on those lines directly serving venues:

- > **A/E Lines Washington/Flower Corridor Improvements:** Improve the operations and overall efficiency at the A and E Line junction into the Downtown Los Angeles tunnel
- > **E Line Degnan/7th Siding:** Increase the E Line’s capacity to move more people to and from USC/Expo Park
- > **A Line Interlocks:** Improve service reliability in Northeast Los Angeles and Long Beach
- > **E Line Interlocks:** Improve service reliability near Santa Monica and USC/Expo Park

Federal funding will enhance and leverage recent Metro projects like the New Blue and Regional Connector to enable a safe and secure Games.

BY THE NUMBERS



5

LRT CAPITAL
IMPROVEMENTS
PROJECTS



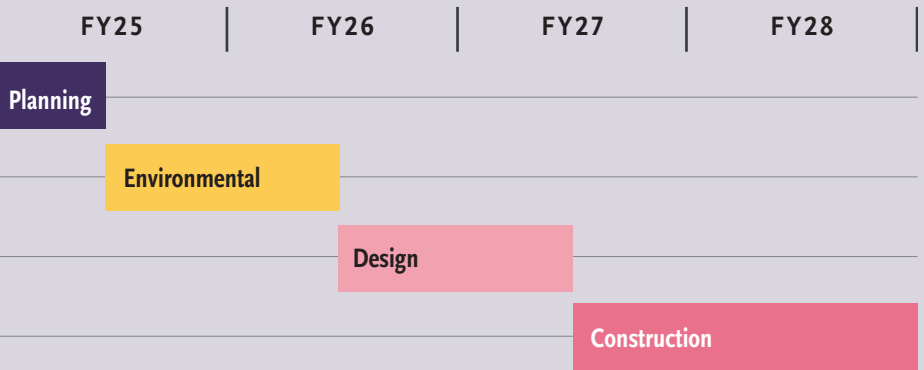
8

VENUE CLUSTERS
ALONG THE A AND
E LINES

COST ESTIMATE

COST ITEM	ESTIMATED AMOUNT
Project Management & Administration	\$12.0M
Planning & Environmental	\$6.4M
Final Design	\$8.0M
Construction	\$52.0M
Community Outreach	\$1.6M
TOTAL	\$80.0M

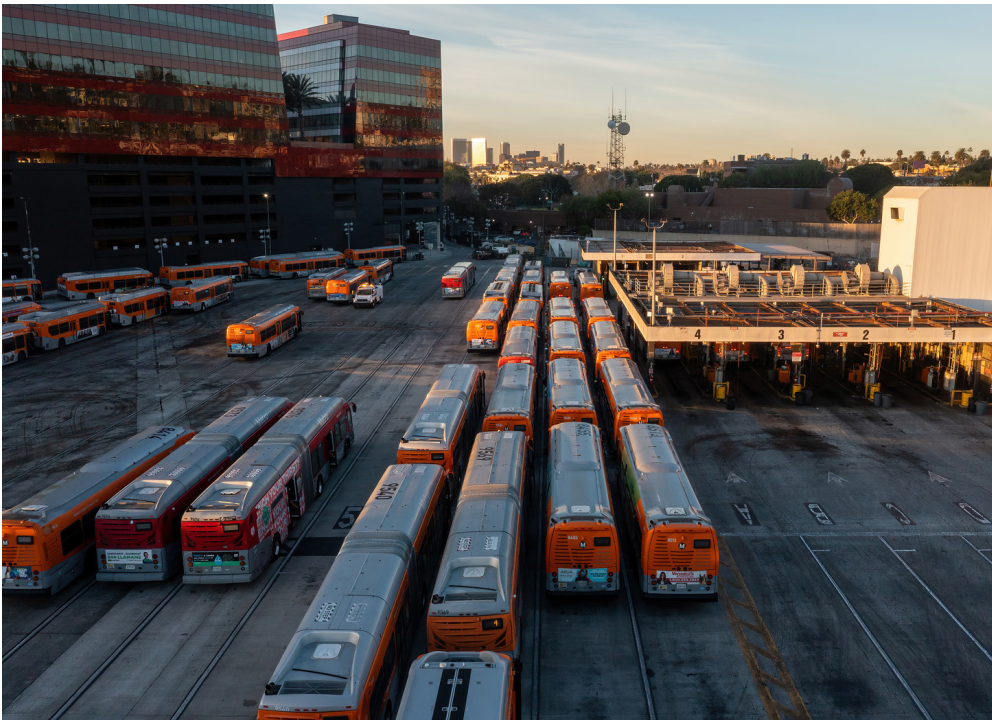
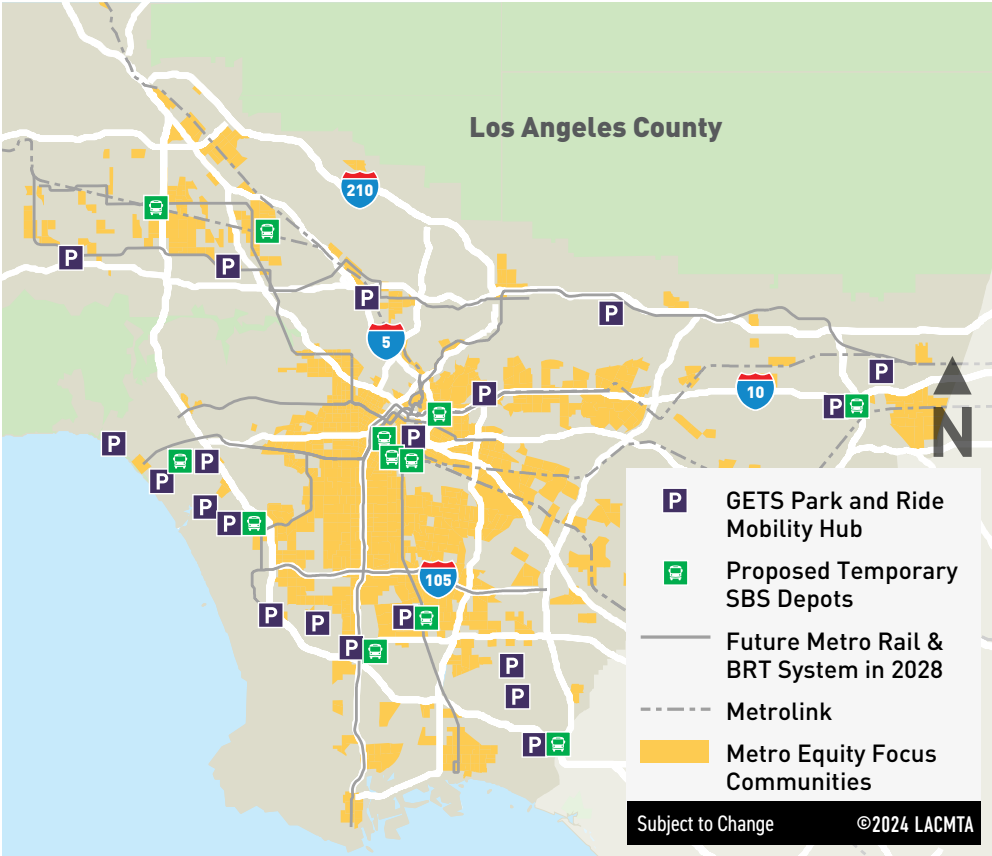
SCHEDULE



LEAD AGENCIES

Metro and local jurisdictions

Games Enhanced Transit Service



PURPOSE

To move spectators and workforce to and from event venues that will not have adequate parking to enable multiple daily events.

DESCRIPTION

The Games Enhanced Transit Service provides additional buses from various sources to enhance transit service to venues and compliment the existing transit network to ensure the unprecedented demand is met for the 2028 Games. The GETS consists of the following elements:

- > Bus vehicles or shuttles that are permanently or temporarily procured or borrowed
- > Bus malls at venue and park and ride lots to serve spectators and workforce
- > Bus depots to maintain, clean, fuel/charge, and support the operation of the GETS
- > Operations team that includes drivers, mechanics, supervisors, schedulers, etc.

The GETS will generally provide express bus service between venues and mobility hubs. GETS service will be strategically planned to meet the demand of the 2028 Games and complement the existing transit network.

Based on the preliminary event schedule and various operating assumptions, it is anticipated the number of GETS bus vehicles needed to support the 2028 Games is approximately 2,700 buses. The GETS for the 2028 Games will require a variety of facility types and workforce, including bus drivers, mechanics and park & ride site operators to support successful GETS operations.

Metro continues to evaluate strategies to refine the GETS plan for cost-effective solutions and update to reflect the latest LA28 venue plan.

BY THE NUMBERS



COST ESTIMATE

COST ITEM	ESTIMATED AMOUNT
Bus Leasing	\$597.5M
Operating Costs	\$70.6M
Workforce	\$264.6M
Infrastructure	\$365.5M
Planning & Design	\$129.8M
Contingency	\$234.5M
Escalation	\$262.9M
TOTAL	\$2,015.7M

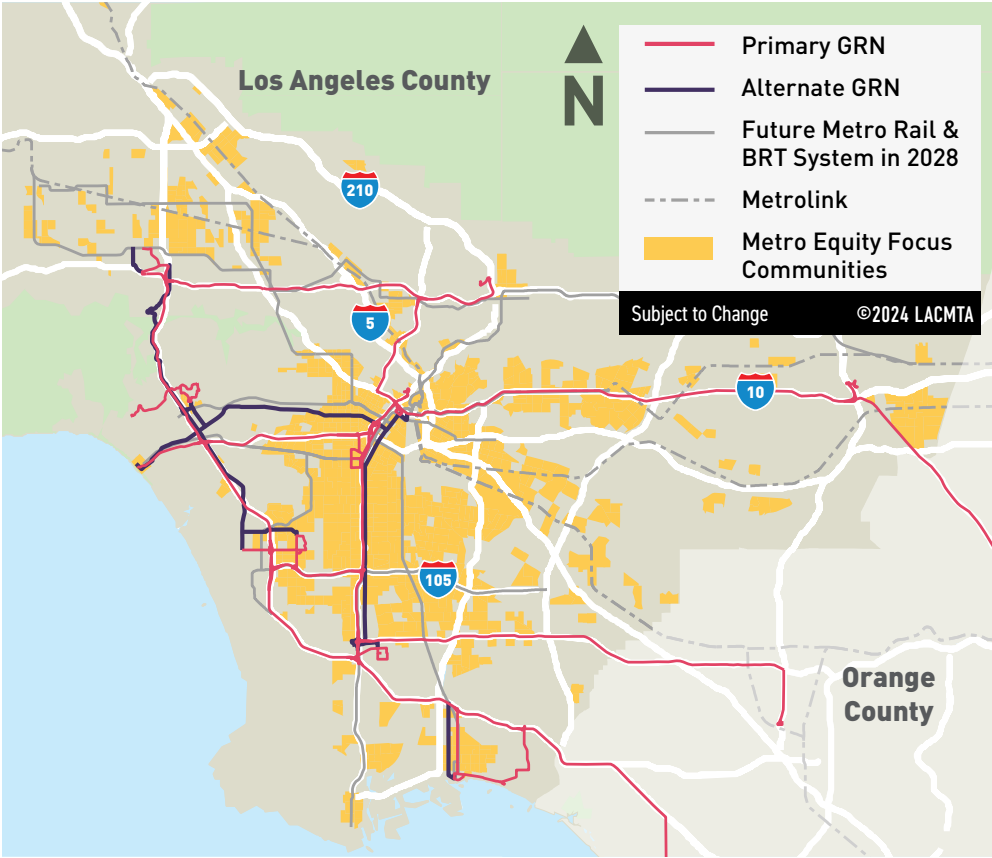
SCHEDULE

FY25	FY26	FY27	FY28
Planning			
	Design		
		Construction	

LEAD AGENCIES

Metro, LA28, and local municipal transit agencies

Games Route Network



PURPOSE

Establish a dedicated network of lanes with 2028 Games designation that connect key venues to provide travel time reliability for athletes, spectators, workforce, officials, and media.

DESCRIPTION

A Games Route Network (GRN) is a network of roads designated for the use of 2028 Games vehicles traveling between official accommodation venues, competition venues, and other key non-competition venues. In most cases, these roads will continue to be used by non-Games traffic. On some sections of the GRN, dedicated lanes will be provided for the use of Games-related vehicles and other specified vehicles, such as emergency vehicles, with general traffic prohibited. The GRN will consist of a range of strategies that may include:

- > Traffic signal infrastructure improvements
- > Intersection/roadway improvements
- > Signage and striping
- > Curb space management
- > Enhanced response times to incidents, breakdowns, and obstructions
- > Retiming of freight and deliveries to nighttime operation
- > Street officers and camera enforcement to prevent and enforce unauthorized use

The GRN for the 2028 Games will primarily use lanes on the region’s extensive existing freeway and primary arterial network. Because these facilities serve high volumes of traffic and are owned and operated by different agencies, GRN implementation will require the coordination and support of approximately a dozen local jurisdictions and agencies.

The GRN map and network will be revised to reflect the latest LA28 venue plan.

BY THE NUMBERS



210

HIGHWAY
MILES



100

LOCAL ARTERIAL
MILES

COST ESTIMATE

COST ITEM	ESTIMATED AMOUNT
Planning	\$8.9M
Design	\$30.0M
Construction/Games Time Operations	\$137.0M
Contingency/Escalation	\$35.0M
TOTAL	\$210.9M

SCHEDULE

	FY25	FY26	FY27	FY28
Environmental				
Design				
Implementation				

LEAD AGENCIES

Caltrans, LA28, and local jurisdictions

Integrated Transportation Management



PURPOSE

Integrate the two largest traffic management centers (Caltrans’ Los Angeles Regional Transportation Management Center and LADOT’s Automated Traffic Surveillance and Control Center) to better coordinate and manage traffic throughout the region for the 2028 Games and beyond.

DESCRIPTION

The funding for this project would provide a cloud-based system, regional integration of traffic cameras and video feeds, providing real-time traffic management to ensure reliable travel. This would be accomplished by implementing eight key scope elements:

1. Regional Video Expansion and Sharing through Metro’s Regional Integration of Intelligent Transportation System (RIITS)
2. Center to Center Traffic System Data Exchange and Signal and Communication System
3. Probe-based data and analytics for real-time signal performance
4. Dynamic Ramp metering and advance queue detection
5. Transit signal priority
6. Traveler messaging and information dissemination
7. Regional Traffic Digital Twin and Decision Support System
8. Multijurisdictional Operations

BY THE NUMBERS



4,800

TRAFFIC SIGNALS
IN CITY OF LA



5,000

LANE-MILES OF
FREEWAY

COST ESTIMATE FOR UNFUNDED PROJECTS

COST ITEM	ESTIMATED AMOUNT
Cross Agency Video Feed Share	\$23.9M
Traffic Signal Operation Improvements	\$49.4M
Probe-based Traffic Data System Improvements	\$5.7M
Dynamic Ramp Metering System Implementation	\$6.3M
Transit Signal Priority Communications and Traffic Signal Control	\$23.3M
Traveler Information and Distribution	\$13.9M
Regional Decision Support System Implementation	\$4.5M
Staff Co-location	\$0.3M
Automated Traffic Signal Performance Measures	\$3.0M
TOTAL	\$130.3M

Note: Subject to change

SCHEDULE

	FY25	FY26	FY27	FY28
Environmental				
Design				
Implementation				

Note: Schedule varies by project, subject to change

LEAD AGENCIES

Caltrans, City of LA, Metro

Transportation Demand Management



PURPOSE

Develop and implement a coordinated regional approach to managing transportation during the 2028 Games related to regional transportation demand management, freight delivery strategies, and communication to the public, employers, and businesses.

DESCRIPTION

Transportation Demand Management (TDM) is a set of strategies aimed at increasing the efficiency of the transportation system. TDM investments reduce congestion through traveler information systems and incentives Funding will help to convene regional stakeholders and integrate processes with LA28 and Games Mobility Executives Review and evaluate effectiveness to highlight policies and strategies that provide enduring benefits.

BY THE NUMBERS



15%

BACKGROUND TRAFFIC
REDUCTION GOAL



~1.4M

ADDITIONAL TRIPS
FROM THE 2028 GAMES

COST ESTIMATE

COST ITEM	ESTIMATED AMOUNT
Fare System Modernization	\$104.8M
Mobility Wallet	\$5.0M
Marketing/Trip Planner	\$5.8M
TOTAL	\$115.6M

SCHEDULE

FY25	FY26	FY27	FY28
Planning			
		Implementation	

LEAD AGENCIES

SCAG, Metro, LA28