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16

17 **SUPERIOR COURT OF THE STATE OF CALIFORNIA**  
18 **COUNTY OF LOS ANGELES**

19 LOS ANGELES COUNTY METROPOLITAN  
TRANSPORTATION AUTHORITY, a public  
20 entity,

21 Petitioner and Plaintiff,

22 v.

23 CITY OF BURBANK, a municipal corporation;  
and DOES 1-10, inclusive,

24 Respondents and Defendants.  
25  
26  
27  
28

Case No. 26STCP01904

**DECLARATION OF LAURA MIDDLETON  
IN SUPPORT OF PETITIONER AND  
PLAINTIFF'S REQUEST FOR JUDICIAL  
NOTICE IN SUPPORT OF MOTION FOR  
RECONSIDERATION OF ORDER  
DENYING PRELIMINARY INJUNCTION**

ASSIGNED FOR ALL PURPOSES:  
Hon. Stephen Morgan

Hearing Date: August 24, 2026  
Time: 10:00 a.m.  
Dept.: 416

Action filed: May 19, 2026 (CEQA)

1 I, Laura M. Middleton, declare as follows:

2 1. I am a member of the State Bar of California and Senior Counsel with the law firm  
3 Remy Moose Manley, LLP, attorneys of record for Petitioner and Plaintiff Los Angeles County  
4 Metropolitan Transportation Authority (Metro). I make this declaration in support of Metro's Request  
5 for Judicial Notice, filed in support of its Motion for Reconsideration of Order Denying Preliminary  
6 Injunction. I have personal knowledge of the matters set forth in this declaration, and if called upon to  
7 testify in those matters, I could and would so testify.

8 2. In preparing this declaration, I reviewed the Subject Documents referenced in the  
9 accompanying Request for Judicial Notice, all of which were found in the respective agencies' records  
10 and files. True and correct copies of those documents are attached as set forth below.

11 3. Attached hereto as **Exhibit A**, is a true and correct copy of Southern California  
12 Association of Governments' Regional Council Report for its July 2, 2026 meeting.

13 4. Attached hereto as **Exhibit B**, is a true and correct copy of Southern California  
14 Association of Governments' Senate Bill (SB) 79 Transit Oriented Development Map.

15 5. Attached hereto as **Exhibit C**, is a true and correct copy of relevant portions of the City  
16 of Los Angeles' 2024 Olympic and Paralympic Games Stage 1 Candidature File.

17 6. Attached hereto as **Exhibit D**, is a true and correct copy of relevant portions of the City  
18 of Los Angeles' 2024 Olympic and Paralympic Games Stage 3 Candidature File.

19 7. Attached hereto as **Exhibit E**, is a true and correct copy of relevant portions of the  
20 International Olympic Committee's Host City Contract Principles for the 2028 Olympic Games.

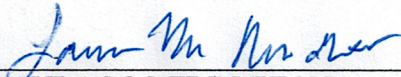
21 8. Attached hereto as **Exhibit F**, is a true and correct copy of relevant portions of the  
22 International Olympic Committee's Evaluation Commission Report for the 2024 Olympic Games.

23 9. Attached hereto as **Exhibit G**, is a true and correct copy of Metro Board of Directors'  
24 December 3, 2020, Regular Board Meeting Board Report – Motion for 2028 Mobility Concept Plan.

25 10. Attached hereto as **Exhibit H**, is a true and correct copy of Metro 2028 Olympics  
26 Committee's June 14, 2023, Board Report, with Attachment B- 2022 Prioritized MCP Project List.

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1 I declare under penalty of perjury under the laws of the State of California that the foregoing is  
2 true and correct. This declaration was executed on this 27th day of July 2026, at Williams, California.

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5 LAURA M. MIDDLETON  
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**MIDDLETON DECLARATION  
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Declaration of Laura Middleton

# **EXHIBIT A**



## AGENDA ITEM 1

### REPORT

Southern California Association of Governments

July 2, 2026

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**To:** RC - Regional Council

EXECUTIVE DIRECTOR'S  
APPROVAL

**From:** Elizabeth Carvajal, Deputy Director (Land Use)  
213-236-1801, carvajal@scag.ca.gov

*Kome Ajise*

**Subject:** SB 79 Approach and Methodology

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#### RECOMMENDED ACTION:

Recommend that the Regional Council approves the Senate Bill 79 Approach and Methodology.

#### STRATEGIC PRIORITIES:

This item supports the following Strategic Priority 1: Establish and implement a regional vision for a sustainable future.

#### EXECUTIVE SUMMARY:

*Senate Bill 79 (SB 79), the Abundant and Affordable Homes Near Transit Act, was approved in October 2025 and establishes new statutory requirements intended to increase housing production and affordability near high-quality transit. Among its provisions, SB 79 requires each Metropolitan Planning Organization (MPO) in California to develop and maintain a map identifying qualifying transit-oriented development stops and zones around eligible transit stations.*

*SB 79 assigns the California Department of Housing and Community Development (HCD) a central oversight and guidance role in implementation. The legislation directs HCD to consult with MPOs, provide technical guidance, and support consistency in how MPOs interpret statutory definitions, eligibility criteria, and mapping methodologies. HCD released the SB 79 Advisory Clarifications on Definitions (HCD Clarifications) on March 20, 2026 which SCAG utilized, along with the statute, to develop the SB 79 Approach and Methodology (Methodology) and the SCAG region's SB 79 Map.*

*SCAG released the SB 79 Approach and Methodology on May 22, 2026, and the draft SB 79 map on June 1<sup>st</sup> and requested that stakeholders provide corrections, with documentation, by June 12<sup>th</sup>. The SB 79 Approach and Methodology was recommended for approval by the Community, Economic, and Human Development (CEHD) Policy Committee at their June 4<sup>th</sup> meeting. This report includes a summary of the major feedback themes with a summary of the revisions to Methodology and the map.*

**BACKGROUND:**

On October 10, 2025, Governor Newsom signed [Senate Bill 79 \(SB 79\)](#), the Abundant and Affordable Homes Near Transit Act, into law. Authored by Senator Scott Wiener (D–San Francisco), the bill establishes statewide standards to streamline housing development near transit by defining and mapping Transit Oriented Development (TOD) zones and stops. SB 79 aims to accelerate transit-oriented housing production by making qualifying projects an allowed use on sites zoned for residential, mixed-use, or commercial development if the project meets applicable requirements.

The law becomes operative July 1, 2026, unless a local agency adopts a compliant TOD ordinance, alternative plan approved by the Department of Housing and Community Development (HCD) before that date or secures deferred effectuation. For unincorporated areas, the provisions apply beginning with the planning of the 7th Regional Housing Needs Allocation (RHNA) cycle.

The legislation requires that Metropolitan Planning Organizations (MPOs), like SCAG, develop and maintain a map identifying and classifying Tier 1 and Tier 2 TOD zones around major transit stops. The statute provides that the MPO map should be prepared in accordance with the guidance prepared by the California Department of Housing and Community Development (HCD). The statute also states that the map carries a rebuttable presumption of validity for use by project applicants and local governments.

SCAG engaged with other affected MPOs and the HCD regarding interpretation of key statutory terms relevant to the MPO mapping assignment. The HCD provided the [SB 79 Advisory Clarifications on Definitions](#) (HCD Clarifications) on March 20, 2026.

**State Agency Coordination**

Since passage of SB 79, SCAG has worked collaboratively with HCD and impacted MPOs statewide to interpret legislative requirements, clarify statutory terminology, and establish a consistent statewide implementation framework. The legislation includes several provisions and definitions that require additional clarification, including eligibility thresholds, station classification criteria, and mapping methodology requirements.

Initial interagency coordination efforts began in November 2025, when SCAG engaged the HCD and peer MPOs to support early implementation planning for SB 79. During this period, SCAG submitted formal correspondence to HCD requesting statutory guidance, to inform development of the TOD mapping methodology. Following receipt of SCAG’s correspondence, HCD conducted outreach to SCAG and other MPOs requesting submission of implementation related questions and availability for coordination meetings intended to support development of consistent statewide guidance. SCAG subsequently compiled and transmitted a series of technical and policy clarification questions to HCD addressing statutory interpretation, eligibility criteria, and methodological considerations associated with map development.

HCD presented draft advisory clarifications on the legislation's definitions and preliminary implementation concepts for review and MPOs feedback. MPOs, including SCAG, provided detailed input regarding technical feasibility, data availability, and consistency with existing regional planning frameworks and mapping practices. During this phase, SCAG submitted formal written comments addressing HCD's draft advisory clarifications and proposed implementation approach. In March 2026, the HCD issued SB 79 Advisory Clarifications on Definitions to MPOs to support compliance with SB 79. SB 79 Advisory Clarifications on Definitions provided clarification regarding statutory definitions, eligibility criteria, and mapping expectations necessary to support consistent statewide implementation.

### **Approach and Methodology**

SCAG's approach to map development focused on providing clear and transparent assumptions and processes that meet SCAG's mapping obligation in the statute and provide affected jurisdictions with the necessary information to inform local land use decisions. SCAG's mapping approach was informed by:

- SB 79 statute
- HCD Clarifications
- Technical implementation steps necessary to apply the statute and HCD Clarifications

SCAG's SB 79 Approach and Methodology (Methodology) (Attachment 1) outlines the key terms that informed map development and how SCAG staff arrived at a recommended approach to produce the map, which include:

- Urban transit county (Passenger Rail Station)
- TOD stops and TOD zones (including planned transit projects)
- Commuter rail service frequency
- Heavy and light rail transit
- Bus service
- Pedestrian access point

The above terms do not include all the terms included in the statute, but are instead those that required greater clarity to inform map development.

The Methodology outlines each of the terms that required further clarification by starting with the language included in the statute, moving on to the HCD Clarifications, and summarizing SCAG's applicability, meaning the approach that SCAG took in defining the term and informing map development.



As an initial step in implementing SB 79, SCAG conducted a regional assessment to determine which counties within the SCAG region met the statutory definition of an “urban transit county.” The legislation establishes minimum eligibility thresholds based on the number of qualifying passenger rail stations located within a county and the HCD clarifications further defined that the stations needed to be operational. By the statutory implementation date of July 1, 2026, Los Angeles County is expected to be the only county within the SCAG region to meet the SB 79 eligibility threshold of at least 15 qualifying passenger rail stations. Based on this determination, SCAG focused initial mapping efforts within Los Angeles County. Orange County is expected to become an urban transit county when the OC Streetcar opens.

As previously noted, the methodology was developed to inform the map development—it is the technical basis for the map and will be applied to all urban transit counties in the SCAG region. Based on the methodology, SCAG staff engaged affected Los Angeles County transit operators to collect data that was critical to map development and responded to inquiries from affected jurisdictions. Following completion of the station validation process, SCAG developed the SB 79 TOD Map for Los Angeles County. Within Los Angeles County, SCAG identified approximately over 200 qualifying transit stations across over 40 jurisdictions that met SB 79 eligibility criteria.

### **Major Themes and Corrections**

SCAG reviewed all comments received during the review period. Not all requested changes resulted in revisions to the Methodology or map; where a requested change was not supported by the statute, HCD Clarifications, or available documentation, SCAG did not incorporate the requested change. Corrections in the SB 79 map and the Methodology include the following:

#### **1) Specific stop corrections (additions/deletions)**

SCAG received several corrections with documentation highlighting several stops for inclusion or removal from the draft SB 79 map. Each request was evaluated and when found eligible based on the statute and HCD clarifications, the correction was made in the map. These corrections are listed in Attachment 2.

#### **2) Pedestrian Access Points**

Comments on Pedestrian Access Points generally focused on planned projects and a greater level of accuracy in where the Pedestrian Access Point was sited.

As detailed in Attachment 1, SCAG utilized General Transit Feed Specification (GTFS) data, when available, to map the pedestrian access points. For light and heavy rail stations, GTFS data points are typically represented by a ‘0’ which represents the station location/the platform and a ‘2’ which represents access points to a station including but not limited to elevators, escalators, and stairs.

When both a '0' (station/platform) and '2' (access points) are available, SCAG will utilize the '2' point and remove the '0' and will not modify any of the '2' points included in the GTFS data. However, when a '0' is the only point available for planned projects, SCAG will utilize this information except for circumstances when a project is operational or when a planned project has construction drawings with sufficient level of detail identified by transit operator. The methodology has been updated to reflect this exception. In these circumstances, SCAG will work with the transit operator to identify and map the pedestrian access points and provide the corresponding latitude and longitudinal coordinates for inclusion in future GTFS publications.

Given adjusted direction from HCD on planned projects with a Locally Preferred Alternative (LPA), see item 5 below, the pedestrian access points for these projects will be developed in close coordination with transit operator and will include either the center point of platform or the nearest street intersection, based on data availability, with the goal of siting them as close to the future station as possible. While an updated map will be posted on July 1, given the complexity and time needed to manually map projects with construction drawings or those with a locally preferred alternative but no available GTFS data, these points will be added in a future map update after July 1.

### **3) Disclaimer Language**

The SB 79 map includes disclaimer language. Comments on the disclaimer language focused on requests that verification of transit service, transit project plans, and current transit service levels not be referred to local agencies and remain a SCAG function. Additionally, comments raised concerns that the disclaimer language shifted responsibility of parcel level to determinations to local jurisdictions.

SCAG has updated the Disclaimer Language to further clarify roles and responsibilities. Given that SCAG is not the originator of the data points and the data is a reflection of what was provided to SCAG at the time of map development/update, questions about transit level of service will need to be referred to transit agencies and land use determinations lie with local jurisdictions.

### **4) Timing of Map Updates**

SCAG has committed to annual updates. Comments requested more clarification on when these updates will occur and information on process and related engagement. Given that SCAG is not the originator of the SB 79 mapping data, annual updates will require collaboration from applicable jurisdictions and transit operators to collect data on transit corridor project status, bus service, commuter rail frequency, and information on dedicated lanes, and similar. SCAG will develop a process for annual updates and share with stakeholders.

### **5) Projects with Environmental Clearance versus a Locally Preferred Alternative or construction funding in the FTIP**

Most of the comments received focused on planned projects and SCAG's proposed approach to only mapping a project once the environmental clearance has been secured or when the project has construction funding in the Federal Transportation Improvement Program (FTIP). Comments were divided between stakeholders noting agreement with greater station certainty that comes with a fully environmentally cleared project and those who raised concerns that SCAG's approach strayed from the statute and HCD Clarifications.

SCAG engaged with HCD and other MPOs during development of the HCD Clarifications and understood the Clarifications to allow MPOs to only map planned projects with full environmental clearance or construction funding in the FTIP. Following additional review, HCD provided further direction to SCAG on June 22, 2026, indicating that SB 79 maps should include planned projects with a locally preferred alternative and should not be limited to projects that have completed environmental clearance.

Accordingly, the methodology has been revised to reflect this additional HCD direction. SCAG will incorporate this adjustment into the SB 79 map after receiving official clarification from HCD.

### **6) Commuter Rail Frequency**

Comments were received requesting that SCAG align mapping with HCD Clarifications which focus on mapping stations based on cumulative service, regardless of commuter rail operator, at a stop. The SCAG SB 79 map does in fact align with the HCD Clarifications and maps stations based on cumulative service. Additional Metrolink stations (Covina and Cal State LA) will be added to the map as corrections.

### **7) Jurisdictions with population under 35,000**

The SB 79 statute includes provisions that radius beyond the ¼ mile does not apply to cities with less than 35,000 people. The draft map uniformly included the 200 foot, ¼ mile and ½ mile radius across the board. The map and methodology have been revised to reflect this correction and for applicable cities will only include the 200 foot buffer and the ¼ mile buffer.

### **8) CEQA and Environmental Review**

SCAG received a comment that preparation or approval of the SB 79 map requires environmental review under the California Environmental Quality Act (CEQA). SCAG does not agree that the SB 79 map requires CEQA review. SCAG's action is limited to carrying out the statutory mapping function required by SB 79 by applying the statutory criteria and HCD guidance to identify TOD stops, zones, and tiers. The map is not a zoning amendment, land use approval, project approval, funding approval, or authorization for construction, and it does not make parcel-specific or project-level eligibility determinations. Therefore, no action was taken in response to the comment.

**Outreach**

Following development of the draft map, SCAG initiated a stakeholder outreach process to share the methodology, mapping assumptions, and overall map usability and availability. The goal of this engagement was to work with impacted Los Angeles County jurisdictions and transit operators to identify any errors or corrections that need to be addressed in the map. SCAG staff coordinated with transit operators and Los Angeles County jurisdictions on data collection and corrections.

A Los Angeles County information session was held on June 9, 2026 for impacted jurisdictions and transit operators, and targeted one-on-one meetings were available the weeks of June 15th and June 22nd.

SCAG also reviewed written comments submitted by members of the public, advocacy organizations, local jurisdictions, and other stakeholders.

**NEXT STEPS:**

In accordance with SB 79 requirements, SCAG will update the SB 79 map when a county becomes an urban transit county and on an annual basis.

**FISCAL IMPACT:**

None.

**ATTACHMENT(S):**

1. SB 79 Approach and Methodology
2. SB 79 List of Map Corrections

# SB 79 MAPPING APPROACH AND METHODOLOGY

## BACKGROUND

On October 10, 2025, Governor Newsom signed [Senate Bill 79 \(SB 79\)](#), the Abundant and Affordable Homes Near Transit Act, into law. Authored by Senator Scott Wiener (D–San Francisco), the bill establishes statewide standards to streamline housing development near transit by defining and mapping Transit Oriented Development (TOD) zones and stops. SB 79 aims to accelerate transit-oriented housing production by making qualifying projects an allowed use on sites zoned for residential, mixed-use, or commercial development if the project meets applicable requirements.

The law becomes operative July 1, 2026, unless a local agency adopts a TOD ordinance or a TOD alternative plan deemed compliant by the Department of Housing and Community Development (HCD) before that date or secures deferred effectuation. For unincorporated areas, the provisions apply beginning with the planning of the 7th Regional Housing Needs Allocation (RHNA) cycle.

The legislation requires that Metropolitan Planning Organizations (MPOs), like SCAG, develop and maintain a map identifying and classifying Tier 1 and Tier 2 TOD zones around major transit stops. The statute provides that the MPO map should be prepared in accordance with the guidance prepared by the California Department of Housing and Community Development (HCD). The statute also states that the map carries a rebuttable presumption of validity for use by project applicants and local governments.

SCAG engaged with other affected MPOs and the HCD regarding interpretation of key statutory terms relevant to the MPO mapping assignment. The HCD provided the [SB 79 Advisory Clarifications on Definitions](#) (HCD Clarifications) on March 20, 2026.

## APPROACH

SCAG's approach to map development is focused on providing clear and transparent assumptions and processes that meet SCAG's mapping obligation in the statute and provide affected jurisdictions and other stakeholders with the necessary information to inform local land use decisions. SCAG's mapping approach was informed by:

- SB 79 statute
- HCD Clarifications
- SCAG's technical interpretation of statute where HCD guidance was broad or lacked clarity

The following outlines the key terms that informed map development and how SCAG staff arrived at a recommended approach to produce the map.

## SB 79 MAPPING TERMS

### Urban Transit County

The first step in assessing SB 79 eligibility is to identify eligible urban transit counties. The statute defines urban transit counties as counties with more than 15 passenger rail stations. SB 79 does not indicate whether those passenger rail stations are required to be operational or whether planned stations count towards the 15 stations.

The HCD Clarifications state that:

*a passenger rail station includes all forms of public heavy rail, light rail, or commuter rail stations that are in active operation and provide regular service. A passenger rail station does not include planned rail stations that are not yet in service. A passenger rail station occupying one physical location counts as a single station, even if multiple rail services utilize the station.*

**SCAG applicability:** As of June 2026, Los Angeles County is the only urban transit county in the SCAG region. Orange County is anticipated to qualify as an urban transit county when the OC Streetcar opens for revenue service, subject to confirmation that the county then has more than 15 qualifying passenger rail stations under SB 79 and HCD's Clarifications. Future transit extensions and projects throughout the SCAG region will continue to be evaluated to determine whether additional counties may qualify as urban transit counties in the future.

Once an urban transit county is identified, **major transit stops** need to be evaluated to assess whether they qualify as TOD stops under the SB 79 statute.

### TOD Stops (Tier 1 and Tier 2) and TOD Zones

SB 79 applicability is determined by the transit service type and level of frequency within an urban transit county.

TOD stops are major transit stops as defined by [Section 21064.3 of the Public Resources Code](#), and also include stops on a route for which a preferred alternative has been selected or which are identified in a regional transportation improvement program, that is served by heavy rail transit, very high frequency commuter rail, high frequency commuter rail, light rail transit, or bus service within an urban transit county meeting the standards of paragraph (1) of subdivision (a) of [Section 21060.2 of the Public Resources Code](#).

The statute includes two different tiers of TOD stops, each with distinct transit service characteristics and corresponding allowable development intensities.

To qualify as a Tier 1 TOD stop, a major transit stop must be served by heavy rail or by very high-frequency commuter rail (72 daily trains across both directions).

To qualify as a Tier 2 TOD stop, a major transit stop must be served by light rail, high frequency commuter rail (48 daily trains across both directions), or bus service meeting



the standards of paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code.

### *Planned Transit Projects*

As noted in the TOD stop definition above, the statute encompasses planned projects (meaning transit projects that are not yet constructed or operational). This is inclusive of projects for which a locally preferred alternative has been selected or those identified in a regional transportation improvement program.

On environmental clearance, the HCD Clarifications [published on March 22, 2026](#) note:

- *Selected preferred alternative route stops from an adopted CEQA/NEPA document, an adopted locally preferred alternative (LPA), or other local implementing document as determined by the MPO, regardless of their status in a federally or state mandated TIP.*

For projects with funding in the transportation improvement program, the HCD Clarifications note:

- *An existing or planned transit station or stop identified in a region's federally or state-mandated transportation improvement program (TIP) that is served by any of the following: light rail or heavy rail, high-frequency or very high-frequency commuter rail, or eligible bus service (see also "Bus Service"). Planned TOD stops in a region's TIP may be limited to include only those with any amount of committed construction funding.*

HCD provided additional initial direction to SCAG on June 22, 2026, indicating that, upon further review, the SB 79 map should include projects with a locally preferred alternative and should not be limited to those projects with full environmental clearance. SCAG has revised this methodology to reflect this direction.

**SCAG applicability:** [Based on discussions with HCD and the HCD Clarifications published on March 22, 2026,](#) SCAG's approach to planned projects ~~is~~ was to map planned TOD stops where the station or stop location has sufficient certainty for regional mapping purposes. For purposes of the SB 79 map, SCAG's ~~approach was to~~ will treat a planned project as having sufficient certainty where the project has completed full environmental clearance under the California Environmental Quality Act (CEQA) and, when required, the National Environmental Policy Act (NEPA). ~~This approach will result in mapping planned projects that have more certainty in station location siting. This does not eliminate the possibility of a station location moving at a later date, but does create more certainty about where the station might be located. However, based on the additional initial direction received from HCD, SCAG's approach to planned projects will be to map planned TOD stops where a locally preferred alternative has been selected, and will not require full environmental clearance. This adjustment will be implemented on the SB 79 map once official clarification has been received from HCD.~~

Additionally, SCAG will map projects identified in the Federal Transportation Improvement Program (FTIP) only when they include committed construction funding. This approach ensures that there is a greater degree of certainty that the project will be constructed.

~~Where a project is multi-phased and one phase has clearance but is not operationally feasible until another phase has clearance, SCAG will not map the phase until the related phase or phases necessary for operational feasibility have also achieved the required level of project certainty.~~

### *TOD Zones*

Although SB 79 specifies a one-half-mile radius for defining TOD zones, SCAG will enhance this approach by mapping around each qualifying TOD stop three distinct buffer areas as identified in SB 79: a 200-foot buffer, a quarter-mile buffer, and a half-mile buffer. Multiple buffers allow for a more nuanced understanding of the built environment and potential development intensity surrounding each stop. By displaying multiple buffers, SCAG's TOD map will provide planners, jurisdictions, and stakeholders with a clearer spatial framework for assessing housing and land use opportunities consistent with SB 79 objectives. Furthermore, if a zone buffer intersects a parcel, the entire parcel shall be considered within the zone for development under SB 79.

The SB 79 statute includes provisions that radius beyond the ¼ mile does not apply to cities with less than 35,000 people. As such, the SCAG region SB 79 map will only include the 200 foot buffer and the ¼ mile buffer for cities that have a population under 35,000.

### *Commuter Rail*

Under SB 79 and HCD's Clarifications, Metrolink and Amtrak Pacific Surfliner are recognized as commuter rail systems, and stations within their service network will be included in the SB 79 map when they meet the required weekday service frequency threshold for qualifying Tier 1 or Tier 2 transit stops. SCAG understands that SB 79's exemption of long-distance routes applies only to services such as the Amtrak Southwest Chief or Amtrak Sunset Limited, which traverse multiple states.

### *Commuter Rail Service Frequency*

To determine which stations qualify under SB 79, a "day" is defined as a typical weekday service day. Overall frequency of commuter rail service is calculated at the station level, rather than at the line or system-wide level, to more accurately reflect the actual level of service available to each station area.

When defining high frequency or very high frequency commuter rail, the statute defines this as **a commuter rail service** and specifies how many trains must be operated at the station to meet the definition of high or very high commuter rail service.

The HCD Clarifications state, *"In assessing whether a station meets this threshold, frequency is based on the total number of trains serving the station, including trains operated by multiple commuter rail services where applicable. This approach reflects the overall level of transit access and frequency experienced by riders at a given stop."*

**SCAG applicability:** SCAG's evaluation of commuter rail service frequency when calculating whether a station qualifies as a Tier 1 or Tier 2 station is that the statute is focused on counting a commuter rail service at a station, whereas the HCD Clarification expands the analysis to account for every train serving a station. This increases the train frequency that can be counted and increases the number of Tier 1 and Tier 2 stations that qualify under SB 79.

SCAG's interpretation of how to account for frequency is in line with the statute as written and is that frequency is calculated at the station level for a single service or line, not aggregated across multiple services at the station level.

However, given HCD Clarifications that expand this, the SCAG map [complies with the HCD Clarifications and](#) identifies stations that are affected by the HCD Clarification and includes a note explaining the difference between the statute and HCD Clarifications. Given that land use decisions are local determinations, impacted jurisdictions in the SCAG region will need to evaluate this distinction and make the final determination as to whether they will account for cumulative service at a station or if they will only account for one line at the station level. This approach is intended to preserve transparency for affected jurisdictions, project applicants, and the HCD while maintaining the map's function as the regional SB 79 mapping resource with a rebuttable presumption of validity.

### Heavy and Light Rail Transit

SB 79 defines heavy rail transit as a public electric railway line with the capacity for a heavy volume of traffic using high-speed and rapid acceleration passenger rail cars operating singly or in multicar trains on fixed rails, separate rights-of-way from which all other vehicular and foot traffic are excluded, and high platform loading. Heavy rail transit does not include California High-Speed Rail. Light rail transit includes streetcar, trolley, and tramway service. Light rail transit does not include airport people movers.

**SCAG applicability:** For the purposes of SB 79 implementation, LA Metro's B and D Lines are heavy rail transit, consistent with their grade-separated operation and service characteristics. All other Metro rail lines are light rail transit, including the C Line, which—despite operating primarily within its own right-of-way—does not meet the criteria for heavy rail classification. Additionally, the OC Streetcar will be recognized as a qualifying light rail transit service, given its fixed-guideway operation and alignment with light rail service standards; however, its inclusion is contingent upon the system opening for revenue service.

### Bus Service

SB79 considers two types of bus stops: a Bus Rapid Transit (BRT) station and the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods (Section 21064.3 of the Public Resources Code). In either case, to be eligible as a TOD stop, SB 79 requires full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during

the morning and afternoon peak commute periods (paragraph (1) of subdivision (a) of Section 21060.2 of the Public Resources Code).

BRT is defined in Section 21060.2 of the Public Resources Code:

(a) “Bus rapid transit” means a public mass transit service provided by a public agency or by a public-private partnership that includes all of the following features:

- (1) Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
- (2) Transit signal priority.
- (3) All-door boarding.
- (4) Fare collection system that promotes efficiency.
- (5) Defined stations.

(b) “Bus rapid transit station” means a clearly defined bus station served by a bus rapid transit.

The HCD Clarifications note that *a qualifying bus service TOD stop is a location where the bus stop is adjacent to a full-time dedicated transit lane and the average bus service intervals across the combined morning and afternoon peak periods is 15 minutes or less.*

**SCAG applicability:** For BRT services, such as the Metro G Line, that meet the definition in Section 21060.2 of the Public Resources Code, all associated BRT stops adjacent to a full-time dedicated bus lane are included.

For bus service not meeting the full definition of BRT, full-time dedicated bus lane segments were identified in coordination with transit agencies and local jurisdictions for consideration in this analysis. [The dedicated lane segments must be adjacent to the stop but are not required to be continuous between stops.](#) Bus service eligibility and stop inclusion were further evaluated by determining bus frequencies, which were calculated by route and direction to identify major transit stops on these segments. Each major transit stop was checked against the major transit stops identified by [Cal-ITP](#). The major transit stops adjacent to a full-time dedicated bus lane and with service frequencies of 15 minutes or less during the morning and afternoon peak commute periods are included in the SB 79 map, provided they also met the Major Transit Stop criteria through an intersecting major bus route operating at headways of 20 minutes or less.

When defining the ‘adjacency’ of a dedicated lane, SCAG includes dedicated lanes that are directly at the bus stop and those located across the intersection. However, in instances where a dedicated lane is not at a bus stop and starts or ends a block or more away, the stop will not be counted as a TOD stop under SB 79. Additionally, dedicated bus lanes that allow bicycles and/or right-turn vehicular lanes are still considered dedicated lanes.

## Pedestrian Access Point

While SB 79 does not define a pedestrian access point, it requires that the distance of a transit-oriented housing development project from a TOD stop shall be measured in a

straight line from the nearest edge of the parcel containing the proposed project to a pedestrian access point for the TOD stop.

The HCD Clarifications state that *a pedestrian access point is any applicable station entrance, boarding platform access point, or location of a transit stop as defined and depicted on the applicable MPO SB 79 map. MPOs may rely on General Transit Feed Specification (GTFS) data, if provided by individual transit providers within each region, and may add additional pedestrian access points for TOD stops with multiple entrances.*

**SCAG Applicability:** For the purposes of SB 79 implementation, a pedestrian access point is the primary location where pedestrians enter a transit station or boarding platform and is used to determine the 200-foot, quarter-mile, and half-mile zones.

In general, the pedestrian access point corresponds to the official stop or station location contained in transit agency-provided geospatial datasets, including GTFS data for existing stops and validated shapefiles for planned stops. Because these datasets are vetted and validated by the transit operators, SCAG utilizes the geocoded points contained in the shapefile or GTFS data to represent the official, agency-approved station locations and access points.

Note the following resources for [GTFS](#) data:

- [LA Metro GTFS](#)
- [LADOT GTFS](#)
- [Metrolink GTFS](#)
- [Santa Monica Big Blue Bus GTFS](#)

GTFS data points are typically represented by a '0' which represents the station location/the platform and a '2' which represents access points to a station including but not limited to elevators, escalators, and stairs.

When both a '0' (station/platform) and '2' (access points) are available, SCAG will utilize the '2' point and remove the '0' and will not modify and any of the '2' points included in the GTFS data. However, when a '0' is the only point available for planned projects, SCAG will utilize this information except for circumstances when a project is operational or when a planned project has construction drawings with sufficient level of detailed identified by transit operator. In these circumstances, SCAG will work with the transit operator to map the access points and pass the latitude and longitudinal points for future GTFS utilization.

For planned projects that do not have detailed drawings, Where GTFS or shapefile point data are not yet available for a planned project, SCAG will identify a point at the center of the platform or bus stop identified by the transit agency.

Given adjusted direction from HCD on planned projects with an LPA, the pedestrian access points for these projects will be developed in close coordination with transit operator and will include either the center point of platform or the nearest street

intersection, based on data availability, with the goal of siting them as close to the future station as possible.

## MAP UPDATES

SCAG will update the SB 79 map on an annual basis and when a county becomes an urban transit county. The annual updates will account for updated GTFS data, when an eligible transit project secures an LPA environmental clearance, and when an eligible transit project secures committed construction funding in the FTIP.

Given that SCAG is not the originator of the SB 79 mapping data, annual updates will require collaboration from applicable jurisdictions and transit operators to collect data on transit corridor project status, bus service and commuter rail frequency, and information on dedicated lanes, and similar.

SB 79 provides that when a new transit route or extension is planned that was not identified in the applicable regional transportation plan on or before January 1, 2026, those stops shall not be eligible as TOD stops unless they would be eligible as Tier 1 TOD stops. Further, if a county becomes an urban transit county subsequent to July 1, 2026, then bus service in that county shall remain ineligible for designation of a TOD stop.

Attachment 2: SCAG Region SB 79 map corrections

| #  | Location              | Correction                                                                 |
|----|-----------------------|----------------------------------------------------------------------------|
| 1  | City of Los Angeles   | Add bus stop at Sepulveda Bl/Saticoy St (Stop ID 6160 and 14541)           |
| 2  | City of Santa Monica  | Add bus stop at Santa Monica Blvd / 4th Street (Stop ID 227 & 14360)       |
| 3  | City of Santa Monica  | Remove Lincoln Blvd/Pico Blvd (Lincoln is peak hour only)                  |
| 4  | City of Santa Monica  | Add Santa Monica Blvd / 3rd Street - (Stop ID 3104)                        |
| 5  | City of Santa Monica  | Add Broadway / Ocean Avenue (Stop ID 14361)                                |
| 6  | County of Los Angeles | Add Cal State LA Metrolink Station                                         |
| 7  | City of Covina        | Add Covina Metrolink Station                                               |
| 8  | City of Artesia       | Add Southeast Gateway Line (Artesia Station)                               |
| 9  | City of Long Beach    | Add bus stop at 1st & Shelter E S (stop ID 4009)                           |
| 10 | City of Long Beach    | Add bus stop at 1st & Shelter F S (Stop ID 4008)                           |
| 11 | City of Long Beach    | Add bus stop at 1st & Shelter G S (Stop ID 4011)                           |
| 12 | City of Long Beach    | Add bus stop at 1st & Shelter H S (Stop ID 4012)                           |
| 13 | City of Long Beach    | Add bus stop at 1st & Shelter C N (Stop ID 4003)                           |
| 14 | City of Los Angeles   | Add bus stop at VENICE EB & OVERLAND FS (Stop ID 1541)                     |
| 15 | City of Los Angeles   | Remove bus stop at Figueroa & 11th St (Crypto.com Arena) (Stop ID 5278238) |
| 16 | City of Los Angeles   | Remove bus stop at Figueroa / 12th (Stop ID 4991)                          |
| 17 | City of Los Angeles   | Remove bus stop at Figueroa St & 12th St (Stop ID 5765892)                 |
| 18 | City of Los Angeles   | Remove bus stop at Sepulveda / G Line (Stop ID 23401)                      |
| 19 | City of Los Angeles   | Remove bus stop at Sepulveda / G Line (Stop ID 23402)                      |

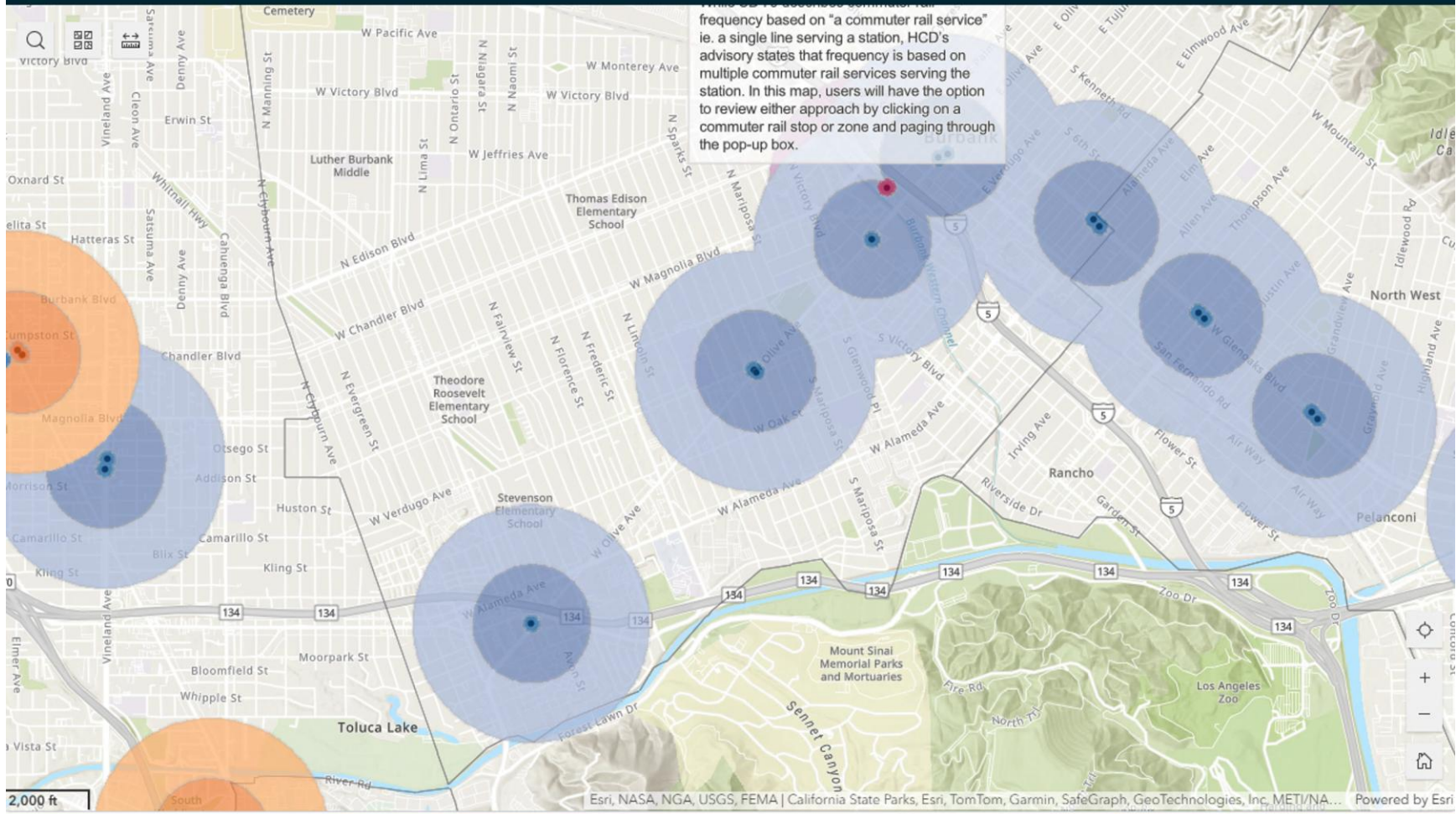


## Attachment 2: SCAG Region SB 79 map corrections

| #  | Location            | Correction                                                                          |
|----|---------------------|-------------------------------------------------------------------------------------|
| 20 | City of Los Angeles | Remove bus stop at Sepulveda / Oxnard (Stop ID 6152)                                |
| 21 | City of Los Angeles | Remove bus stop at Sepulveda / Oxnard (Stop ID 20126)                               |
| 22 | City of Los Angeles | Remove bus stop at Venice / Motor (Stop ID 6935)                                    |
| 23 | City of Los Angeles | Remove bus stop at Venice / Motor (Stop ID 15289)                                   |
| 24 | City of Los Angeles | Remove bus stop at Aliso / Los Angeles (Stop ID 12415)                              |
| 25 | Multiple            | Add K Line Northern Extension (LPA Project)                                         |
| 26 | Multiple            | Add Sepulveda Transit Corridor (LPA Project)                                        |
| 27 | Multiple            | Add Eastside Phase 2A and 2B                                                        |
| 28 | Multiple            | Adjustments to half mile buffer for jurisdictions with population less than 35,000. |
| 29 | Multiple            | Pedestrian access point adjustments for existing and planned stations               |

Declaration of Laura Middleton

# **EXHIBIT B**



Declaration of Laura Middleton

# **EXHIBIT C**



**LOS ANGELES**  
CANDIDATE CITY  
OLYMPIC GAMES 2024



# STAGE 1 VISION, GAMES CONCEPT AND STRATEGY



## 1.3.4 TRANSPORT

### 47. A GAMES AND CITY IN MOTION

Today, Los Angeles is defining the future of mobility with a nearly USD 300 billion public transit investment (see **Question 18**). By 2024, at least USD 88 billion worth of expanded subway, light rail, rapid bus transit and express lane projects will be operational, connecting all venue clusters, the airport, the Games Center, and every corner of LA.

Currently the entire LA transport system is managed by a collaborative effort of local and state agencies, using the most innovative traffic management systems. During the Games, these centers and agencies will be managed under the single command and control of the City of Los Angeles' Unified Operations Center (UOC) and the OCOG's Transport Operations Center(s).

Applying best practice Games Transport planning principles, the LA 2024 Transport Strategy will leverage the city's infrastructure and LA's sophisticated traffic control systems and centers to efficiently transport all key Games stakeholders while keeping the residents of Los Angeles moving.

The LA 2024 Transport Strategy has the following four priority objectives:

**Objective 1: To provide athletes, officials, media, and the entire Olympic family with safe, convenient, and time sensitive travel through the Games network.**

Using existing motorways and expanding the already immense High Occupancy Vehicle and Toll express lane systems (HOV/HOT), the entire Olympic Family will move expediently to all competition and non-competition venues along a robust and free flowing Olympic Route Network (ORN). On the ORN, drive-times to and from almost all competition and non-competition venues will be less than 30 minutes.

Enforcement of the ORN use will begin with the application of the Venue Access/Parking and Permit (VAPPS) program. While elements of the VAPPS program are intended for passage through vehicle checkpoints at venue precincts and footprints, the VAPPS program will include circulation components that will allow for access to the ORN as well. To this point, the LA 2024 Transport Strategy recognizes an opportunity to integrate VAPPS with new technology, including GPS/navigation downloads that will direct vehicles to the specific designated entry points at each venue. This technology will allow for more efficient and timely movement of key Games stakeholders in and out of competition venues.

**Objective 2: To provide spectators and the workforce with an efficient, clean transport system, combining existing public transport with a robust Park & Ride network.**

The Metro rail, Metrolink rail and Bus Rapid Transit systems will be the primary mode of transport for spectators and the workforce. Coupled with the existing Park & Ride facilities and the overlay of Games-specific Park & Ride options, spectators and workforce will be able to travel via public transit from both centralized and outlying locations to competition venues, non-competition venues, ceremonies, and Live Sites.

Key Metro stops will be located adjacent to most of the Downtown and Coastal Cluster venues. For those venues, where Metro stops are not within 1km, a direct shuttle service will be added from the closest transit location. Additionally, venues in both the Valley and South Bay Clusters will have a direct service via the Bus Rapid Transit (BRT) lines.

We envision supplementing the current 75+ Park & Ride locations, which will be linked to the bus transit, Metrolink rail, and Metro rail

systems. Additional facilities are being constructed as part of the new Metro rail expansion projects, which will provide for several thousand more parking spaces.

**Objective 3: To keep the City of Los Angeles moving throughout the Games-time period.**

Real-time management of the ORN and the entire Games-time network will be done by the following agencies in conjunction with the OCOG's transport operations center(s):

- ♦ The City of Los Angeles' Unified Operations Center (UOC) will be activated during the entire Games-time period. This facility has accommodation for all transport providers and key support departments, allowing for a single management structure.
- ♦ The Automated Traffic Surveillance and Control System (ATSAC) will provide innovative, real-time ability to manage traffic on all major urban arterials within the City. This will allow for designated Games vehicles to complete travel between clusters and venues as quickly as possible.
- ♦ The City of Los Angeles' Department of Transportation (LADOT) traffic engineers and traffic control officers will support management and enforcement of the ORN in the field, working in concert with the ATSAC system.
- ♦ Existing external partnerships with technology solutions such as NextBus can be expanded and leveraged to offer real-time information to riders and drivers alike, including arrival/departure information and provision of routes.

The Los Angeles region also has extensive experience with developing, communicating, and implementing strategic travel demand management plans. On an annual basis, LA manages road closures and traffic control during major events such as the Oscars, Grammys and LA Marathon.

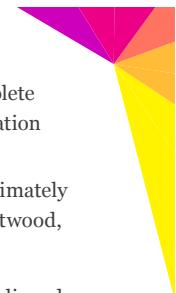
Finally, the LA 2024 OCOG will install a technology platform, integrating the ticketing process with the selection of transport mode options, venue by venue, session by session, day by day. In doing so, Games spectators will use modes of transport and roadways based on available capacities, ensuring that the traffic impact on the existing roadways and venue precincts are manageable and that the options are dynamic from preliminary to gold medal events. LADOT and Metro already have trip planning apps that can be leveraged and built upon to offer sophisticated solutions to manage demand, move key stakeholders throughout the ORN, and keep the rest of LA moving.

**Objective 4: To use the LA 2024 Transport Strategy as a means to accelerate changed behavior among Angelenos and encourage broader public use of LA's rapidly evolving transport system before, during, and after the Games.**

The Olympic and Paralympic Games offer an incredible opportunity to shift the perception of LA's public transport for visitors and residents alike. LA 2024 is working closely with LA transit authorities to accelerate the Metro Purple Line extension to Westwood and the Automated People Mover at LAX. This acceleration and promotion of public transit through the Games will dramatically impact the accessibility and productivity of public transit options for visitors landing at LAX, residents traveling to and from the airport, and daily commuters in need of public transit options across the City. Encouraging the use of public transit options to keep LA moving during the Games can encourage changed behaviors long after the Games.

For detail on the public transport systems that will play a key role during the Games, please reference **Question 52**.





## 48. DEFINING THE FUTURE OF MOBILITY

As evidenced by our four key objectives in **Question 47**, the LA 2024 Transport Strategy is closely aligned with these core principles of LA's long-term infrastructure plan — the Los Angeles Metropolitan Transportation Authority's Long-Range Transport Plan (see **Question 18**).

Furthermore, the Games provide a unique opportunity to promote the current and ever-expanding public transport systems as a way to reduce individual car transport, minimize traffic impacts, and showcase innovative technologies for real-time traffic control.

Leading up to the Games in 2024, at least USD 88 billion of the nearly USD 300 billion planned investment will already be delivered to Los Angeles. The Olympic Route Network and movement of all constituent groups will depend on this extensive public transit network. Some of these already planned major initiatives will support key Games-time transport needs:

- ♦ For visitors arriving to LA, the airport is the key point of entry. In addition to the USD 1.9 billion renovation of the Tom Bradley Terminal already completed, roughly USD 14 billion in airside and landside improvements are planned beyond the nearly USD 300 billion in the Metro Transport Plan.
- ♦ For spectators commuting from the airport, the Automated People Mover will connect the Central Terminal Area to public transit and a new Consolidated Car Rental Facility by 2023.
- ♦ The Crenshaw/LAX transit project will connect LAX to Downtown by 2020.
- ♦ The new 96<sup>th</sup> St Rail Station will also connect LAX to Downtown by 2023.
- ♦ For moving around the City, the extension of the Expo Line to Santa Monica in 2016 will increase access to the Westside from the Games Center in Downtown LA.
- ♦ Additionally, the Downtown Regional Connector will connect distinct cultural areas of Downtown by 2020, providing access to Little Tokyo and the Arts District.

All of these expansions (planned, in process, and not included in the OCOG budget) will clearly serve the Games. They also closely align the City's objectives for more extensive, more efficient public transport options with LA 2024's objectives of transporting key constituents and keeping LA moving.

### A CATALYST FOR CHANGE

Hosting the Games in 2024 will also help accelerate additional transport initiatives that benefit the residents of LA and improve Games-time transport. At the federal level, partnership is required to help accelerate two key projects in our LA 2024 Transport Strategy:

- ♦ The Automated People Mover is currently set to be complete in 2023; however, the City of LA is investigating acceleration strategies to ensure Games-time readiness.
- ♦ The extension of the Purple Line to Westwood would ultimately connect Union Station in downtown LA to UCLA in Westwood, which serves as a critical hub for our venues.

Beyond infrastructure, the LA 2024 Transport Strategy is aligned with numerous other objectives in the City's long-term transport and mobility plans. Regarding innovative technology, the Games will allow LA to leap forward in embracing new technologies for ridesharing and parking, including an autonomous vehicle pilot program. Metro and the LA Department of Transportation are already piloting partnerships with innovative start-ups to improve traffic demand management, public transit payment programs, and real-time traffic info availability.

During the Games, we will leverage additional partnerships to offer on-demand transport services and improve real-time traffic demand management, linking accreditation and VAPPs to innovative navigation and on-demand technologies. These programs and command center improvements will benefit traffic management well after the Games. Furthermore, LA 2024's commitment to an energy positive Games will allow LA to explore more widespread use of alternative fuel sources, further supporting the City's commitment to providing more sustainable, more energy efficient public transport options.

Lastly, significant use of these systems during Games time will be critical to encouraging a shift in transport behaviors today. LA 2024 will partner closely with LA transit authorities to launch the largest city-wide public communications campaign for public transportation to date and ensure that LA keeps moving during the Games.

## 49. INVESTING IN A GREATER PUBLIC TRANSPORT MIX

**Table 49** shows an increasing share of public transport travel and a motorization rate for Los Angeles, which is rising slower than the county and country as LA invests in greater public transportation options.

## 50. A HIGHLY CONNECTED GAMES CONCEPT

In the last 30 years, the Los Angeles transportation infrastructure has undergone a dramatic transformation. This transformation will continue over the next 30 years with the Los Angeles County Metropolitan Transportation Authority's ambitious vision to further expand the public transportation network with a nearly USD 300 billion investment.

**TABLE 49: MOTORIZATION RATE AND PUBLIC TRANSPORT SHARE**

| MOTORIZATION RATE                                                            | CITY  |       |       | REGION (LA COUNTY) |       |       | COUNTRY |       |       |
|------------------------------------------------------------------------------|-------|-------|-------|--------------------|-------|-------|---------|-------|-------|
|                                                                              | 2000  | 2014  | 2024  | 2000               | 2014  | 2024  | 2000    | 2014  | 2024  |
| Automobile motorization rate (cars per thousand people)                      | 498.6 | 536.0 | 562.7 | 530.5              | 568.0 | 594.7 | 633.7   | 649.4 | 660.7 |
| Share (%) of public transport journeys in relation to all motorized journeys | 7.3%  | 10.1% | 11.9% | 4.8%               | 6.6%  | 7.9%  | 1.8%    | 2.5%  | 2.9%  |

Source: US Census, City of Los Angeles, National Highway Traffic Safety Administration





HOLLYWOOD METRO STATION



Given the existing infrastructure in LA and the funds already committed to improvements (outside the OCOG budget), no additional permanent works or additional transport infrastructure will be needed for the Games.

**Table 50a** showcases the existing transport infrastructure while **Table 50c** highlights the additional infrastructure already planned. **Tables 50b** and **50d** are not provided as no permanent works or additional infrastructure are needed.

## 51. ACCELERATED PROJECTS AND BEHAVIORAL CHANGES

As detailed in **Questions 18, 47** and **48**, Los Angeles has the largest locally financed transport infrastructure plan in the country. As a result of this investment, Los Angeles will not require any additional transport infrastructure to host the Games.

Hosting the Olympic and Paralympic Games offers two major transport related benefits to LA and the wider metropolitan area:

### 1. ACCELERATE IMPORTANT PLANNED PROJECTS

Accelerated projects would provide Angelenos with greater alternatives to driving sooner. The Purple Line extension to Westwood offers greater public transit access to the Westside and the Automated People Mover at LAX gives travelers direct access to landside public transit options, alleviating stress inside the airport and ensuring greater circulation for pick-up and drop-off areas.

### 2. PROPEL CRITICAL BEHAVIORAL CHANGES IN ANGELENO RESIDENTS

The reliance on public transport options to move LA 2024 spectators around the Games clusters will help demonstrate the ease of travel and quick travel times of public transit options. This accomplishment can showcase the power and efficiency of the system, encouraging dramatic behavioral shifts during and after the Games and turn more LA residents into daily public transit commuters.

## 52. NO ADDITIONAL TRANSPORT INFRASTRUCTURE NEEDED

Los Angeles has an extensive transport infrastructure and a commitment to improving that network over the next 30 years. Given the projects already planned, only existing or planned infrastructure elements (**Table 50a** and **50c**) will be needed to meet all of the transport objectives for the 2024 Olympic and Paralympic Games.

### MOTORWAYS

Once on the ground, Games clients can quickly and efficiently travel to the Olympic Village or other official accommodation on the LA area's superb motorways. Our system already consists of 16 major "Freeways" and over 550km of HOV/HOT Express Lanes. Vehicles with multiple passengers or in some instances, paying a use fee, are allowed to use these lanes. These Freeways will easily be converted to an extensive Olympic Route Network (ORN) system that connect venue clusters within 30-minute drive-time. By Games time, an additional 50km of HOV/HOT lanes will be added, allowing for more bus rapid transit and an even more extensive ORN.

### MAJOR URBAN ARTERIALS

During the Games, major urban arterials offer a convenient alternative to motorways and will play a key role in the ORN, ensuring the fastest, most direct routes to every venue. Today, half of all vehicle trips in the County occur on arterial roadways. During the last decade, significant improvements were made to the roadway system, including the widening of over 160km of major arterials,



signal timing and coordination at over 5,000 intersections and deploying advanced technology to monitor and manage real-time traffic flow. During the Games, LA 2024 will work closely with the Los Angeles Department of Transportation (LADOT) to manage traffic demand and maximize traffic flow.

### BUSES AND BUS RAPID TRANSIT (BRT)

The Los Angeles Metropolitan Transportation Authority (Metro) and the outlying districts and counties operate 3,900 buses on a daily basis for both local and rapid bus services. This expansive bus system will serve spectators and keep LA moving freely during the Games. Some BRT routes have dedicated right of way or dedicated routes along major arterials, such as the Wilshire Blvd Transitway, the Orange Line, and the Silver Line. Leading up to 2024, these particular lines have planned expansions nearing 85km. Additionally, the OCOG will operate additional buses along the major motorways and arterials to augment this system for spectators, as well as provide exclusive bus systems for athletes, officials, and media.

### RAIL AND SUBWAY

As of 2015, the Metro operates and maintains more than 140km of urban rail and 80 associated stations. The rail network includes the Metro Red and Purple Line subways as the backbone of the system with four light rail lines (Metro Blue, Green, Gold and Expo Lines). Metro will expand four Metro rail lines, lengthening the system by 50 percent, to 200km, while opening 27 new rail stations and adding 140 rail cars. The Metrolink suburban rail system will also expand, with an additional 40km of service, using six different lines and servicing 62 stations. All trains service Union Station in Downtown LA, which serves as the primary transportation terminal for connectivity across the City.

Metro bus and rail lines will be the primary mode of transport for spectators and the workforce. For those venues where Metro stops are not within 1km, we will have a direct shuttle service to the closest transit location. Additionally, accessibility for passengers with an impairment is provided by all public transportation services in Los Angeles County.

See **Public Transport Map** on page 40.

**TABLE 50A: EXISTING TRANSPORT INFRASTRUCTURE (NO PERMANENT WORKS REQUIRED)**

| Type of transport infrastructure (motorways, major urban arterial network, suburban rail, subway, light rail public transport systems) | LENGTH (KM) + CAPACITY                          |                                       | CONSTRUCTION/UPGRADE      |                              |
|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|---------------------------------------|---------------------------|------------------------------|
|                                                                                                                                        | Within city boundary                            | From city boundary to outlying venues | Construction date         | Date of completed upgrade(s) |
| <b>MOTORWAYS</b>                                                                                                                       |                                                 |                                       |                           |                              |
| 1. Interstate 105 Freeway – El Segundo/LAX to Norwalk                                                                                  | 29km, 8-10 lanes (2 HOV)                        | N/A                                   | N/A                       | N/A                          |
| 2. Interstate 110 Freeway – San Pedro to Downtown Los Angeles                                                                          | 33km, 10-12 lanes (4 HOV)                       | N/A                                   | N/A                       | N/A                          |
| 3. US 101 Freeway – Ventura County to Downtown Los Angeles                                                                             | 65km, 8-10 lanes                                | 83.6 Km, 8-10 lanes                   | N/A                       | N/A                          |
| 4. Interstate 405 Freeway – Mission Hills (San Fernando Valley) to Orange County                                                       | 79km, 12-14 lanes (2 HOV)                       | N/A                                   | N/A                       | N/A                          |
| 5. State Route 134 Freeway – Studio City (San Fernando Valley) to Pasadena                                                             | 22km, 8-10 lanes (2 HOV)                        | N/A                                   | N/A                       | N/A                          |
| 6. Interstate 5 Freeway – Santa Clarita to San Diego                                                                                   | 89km, 6-14 lanes (some HOV)                     | 190 Km, 6-14 lanes (some HOV)         | HOV Construction Underway | 2020                         |
| 7. Interstate 10 Freeway – Santa Monica to San Bernardino County                                                                       | 76km, 6-12 lanes (some HOV)                     | N/A                                   | HOV Construction Underway | 2021                         |
| 8. State Route 2 Freeway – Glendale to Silver Lake (Central Los Angeles)                                                               | 15km, 6-8 lanes                                 | N/A                                   | N/A                       | N/A                          |
| 9. Interstate 210 Freeway – Sylmar (San Fernando Valley) to San Dimas                                                                  | 76km, 8-10 lanes (some HOV)                     | N/A                                   | N/A                       | N/A                          |
| 10. State Route 60 Freeway – Riverside County to Downtown Los Angeles                                                                  | 49km, 8-10 lanes                                | N/A                                   | N/A                       | N/A                          |
| 11. I-710 Freeway – Long Beach to Alhambra                                                                                             | 36km, 6-8 lanes                                 | N/A                                   | N/A                       | N/A                          |
| 12. State Route 110 Arroyo Seco Parkway – Pasadena to Downtown Los Angeles                                                             | 17km, 6-8 lanes                                 | N/A                                   | N/A                       | N/A                          |
| 13. State Route 118 Freeway – Ventura County to Pacoima (San Fernando Valley)                                                          | 20km, 6-10 lanes (2 HOV)                        | N/A                                   | N/A                       | N/A                          |
| 14. State Route 170 Freeway – Sun Valley (San Fernando Valley) to Studio City (San Fernando Valley)                                    | 10km, 6-10 lanes (2 HOV)                        | N/A                                   | N/A                       | N/A                          |
| 15. State Route 91 Freeway – Harbor Gateway / Carson to Riverside and San Bernardino Counties                                          | 25km, 8-12 lanes, (2 HOV)                       | N/A                                   | N/A                       | N/A                          |
| 16. State Route 90 Freeway - Marina Del Rey to Culver City                                                                             | 4km, 4-6 lanes                                  | N/A                                   | N/A                       | N/A                          |
| <b>MAJOR URBAN ARTERIALS</b>                                                                                                           |                                                 |                                       |                           |                              |
| 17. Olympic Boulevard, between 14th Street and Olive Street                                                                            | 22km, 4-6 lanes                                 | N/A                                   | N/A                       | N/A                          |
| 18. Adams Boulevard, between Interstate 110 and La Cienega                                                                             | 9km, 4 lanes                                    | N/A                                   | N/A                       | N/A                          |
| 19. Sepulveda Boulevard, between Interstate 105 and Wilshire Boulevard                                                                 | 16km, 6 lanes                                   | N/A                                   | N/A                       | N/A                          |
| 20. Lankershim Boulevard, between Victory Boulevard and US 101 Freeway                                                                 | 8km, 4-6 lanes                                  | N/A                                   | N/A                       | N/A                          |
| 21. Santa Monica Boulevard, between Lincoln Boulevard and US 101 Freeway                                                               | 20km, 4-6 lanes                                 | N/A                                   | N/A                       | N/A                          |
| 22. Sunset Boulevard, between US 405 Freeway and US 101 Freeway                                                                        | 16km, 4 lanes                                   | N/A                                   | N/A                       | N/A                          |
| 23. Westwood Boulevard, between Wilshire Boulevard and Olympic Boulevard                                                               | 2km, 4 lanes                                    | N/A                                   | N/A                       | N/A                          |
| 24. Wilshire Boulevard, between Lincoln Boulevard and Figueroa Boulevard                                                               | 24km, 4-6 lanes                                 | N/A                                   | N/A                       | N/A                          |
| 25. Figueroa Street, between Martin Luther King Jr. Boulevard and 3rd Street                                                           | 6km, 4-6 lanes                                  | N/A                                   | N/A                       | N/A                          |
| 26. La Brea Avenue, between Hollywood Boulevard and Olympic Boulevard                                                                  | 5km, 4-6 lanes                                  | N/A                                   | N/A                       | N/A                          |
| 27. Lincoln Boulevard, between Olympic Boulevard and Sepulveda Boulevard                                                               | 11km, 4 lanes                                   | N/A                                   | N/A                       | N/A                          |
| 28. Venice Boulevard, between Lincoln Boulevard and Figueroa Boulevard                                                                 | 19km, 4-6 lanes                                 | N/A                                   | N/A                       | N/A                          |
| 29. Vermont Avenue, between Artesia Boulevard and the 101 Freeway                                                                      | 23km, 4-6 lanes                                 | N/A                                   | N/A                       | N/A                          |
| 30. Martin Luther King Jr. Boulevard, between Crenshaw Boulevard and the Interstate 110                                                | 6km, 4-6 lanes                                  | N/A                                   | N/A                       | N/A                          |
| 31. Crenshaw Boulevard, between Olympic Boulevard and Manchester Boulevard                                                             | 11km, 4-6 lanes                                 | N/A                                   | N/A                       | N/A                          |
| 32. Slauson Avenue, between Crenshaw Boulevard and La Cienega Boulevard                                                                | 4km, 6 lanes                                    | N/A                                   | N/A                       | N/A                          |
| 33. La Tijera Boulevard, between La Cienega Boulevard and Sepulveda Boulevard                                                          | 3km, 6 lanes                                    | N/A                                   | N/A                       | N/A                          |
| 34. La Cienega Boulevard, between Interstate 405 and Santa Monica Boulevard                                                            | 15km, 6 lanes                                   | N/A                                   | N/A                       | N/A                          |
| 35. Century Boulevard, between Sepulveda Boulevard and Interstate 110                                                                  | 11km, 4-8 lanes                                 | N/A                                   | N/A                       | N/A                          |
| 36. Manchester Boulevard, between Sepulveda Boulevard and Interstate 110                                                               | 11km, 4-6 lanes                                 | N/A                                   | N/A                       | N/A                          |
| 37. 190th Street, between Interstate 405 and Central Avenue                                                                            | 4km, 4-6 lanes                                  | N/A                                   | N/A                       | N/A                          |
| <b>TRANSITWAYS, SUBURBAN RAIL, SUBWAY AND LIGHT RAIL</b>                                                                               |                                                 |                                       |                           |                              |
| 38. Orange Line Bus Transitway – Chatsworth/Warner Center (San Fernando Valley) to N. Hollywood (San Fernando Valley)                  | 29km, 2 lanes BUS ONLY                          | N/A                                   | N/A                       | N/A                          |
| 39. Silver Line Bus Transitway – Harbor Gateway/Carson to El Monte (San Gabriel Valley)                                                | 42km, 2-4 HOV lanes shared w/ I-110 & I-10 FWYs | N/A                                   | N/A                       | N/A                          |
| 40. Metrolink Ventura County Suburban Rail Line – Ventura County to Downtown Los Angeles                                               | 114km, 1-2 tracks                               | N/A                                   | N/A                       | N/A                          |
| 41. Metrolink Antelope Valley Suburban Rail Line – North Los Angeles County to Downtown Los Angeles                                    | 123km, 1-2 tracks                               | N/A                                   | N/A                       | N/A                          |
| 42. Metrolink San Bernardino Suburban Rail Line – San Bernardino County to Downtown Los Angeles                                        | 90km, 1-2 tracks                                | N/A                                   | N/A                       | N/A                          |
| 43. Metrolink Riverside Suburban Rail Line – Riverside County to Downtown Los Angeles                                                  | 95km, 1-2 tracks                                | N/A                                   | N/A                       | N/A                          |
| 44. Metrolink Orange County Suburban Rail Line – North San Diego County to Downtown Los Angeles                                        | 140km, 2 tracks                                 | N/A                                   | N/A                       | N/A                          |
| 45. Metrolink 91 Line – Suburban Rail Line – Riverside and Orange County to Downtown Los Angeles                                       | 99km, 2 tracks                                  | N/A                                   | N/A                       | N/A                          |
| 46. Metro Red Line Subway – Downtown Los Angeles to North Hollywood (San Fernando Valley)                                              | 24km, 2 tracks                                  | N/A                                   | N/A                       | N/A                          |
| 47. Metro Purple Line Subway – Downtown Los Angeles to Western Avenue                                                                  | 10km, 2 tracks                                  | N/A                                   | N/A                       | N/A                          |
| 48. Metro Blue Line Light Rail – Downtown Los Angeles to Long Beach                                                                    | 34km, 2 tracks                                  | N/A                                   | N/A                       | N/A                          |
| 49. Metro Green Line Light Rail – Norwalk to Redondo Beach                                                                             | 32km, 2 tracks                                  | N/A                                   | N/A                       | N/A                          |
| 50. Metro Expo Line Light Rail – Downtown Los Angeles to Culver City                                                                   | 14km, 2 tracks                                  | N/A                                   | Extension Underway        | 2016 See 50c                 |
| 51. Metro Gold Line Light Rail – East Los Angeles to Downtown Los Angeles Union Station to Pasadena                                    | 25km, 2 tracks                                  | N/A                                   | Extension Underway        | 2016 See 50c                 |
| 52. Wilshire Bus Transitway – Westlake to West Los Angeles                                                                             | 13km, 2 lanes, PEAK HOUR BUS ONLY               | N/A                                   | N/A                       | N/A                          |

Declaration of Laura Middleton

# **EXHIBIT D**

LA 2024



STAGE 3 CANDIDATURE QUESTIONNAIRE  
GAMES DELIVERY, EXPERIENCE AND VENUE LEGACY



## 107. INFRASTRUCTURE EXPANSION UNDERWAY

Since the Stage 1 Submission, there are a limited number of updates to Tables 50A and 50C. There are still no infrastructure projects required for Los Angeles to host the Olympic and Paralympic Games in 2024. However, the City and its people continue to invest in transport improvements.

In Table 50A, the changes are limited to date adjustments. As an update to line 1, the I-105 Freeway is anticipating an acceleration of a High Occupancy Toll (HOT) lane project, with completion before the Games. The I-105 ExpressLanes project will run between the I-405 and I-605 Freeways, and will serve as a critical connection between LAX and Downtown LA, and is a key component of the proposed Olympic Route Network (ORN). Furthermore, lines 50 and 51 have been revised to reflect the completion of two rail projects, the Metro Expo Line and the Metro Gold Line Foothill Extension, each of which has attracted tens of thousands of new daily riders. Both extensions offer new connections to the LA 2024 competition venues at Santa Monica Beach and the Rose Bowl, respectively. The Metro Expo Line now offers the City's first train to the beach. The completion of these two projects also resulted in the removal of lines 54 and 55 from Table 50C, as shown in the Stage 1 Submission, as they have moved from planned projects to completed projects.

Additionally, Table 50C has been streamlined and renumbered to improve Map A, A1 and others. The renumbering now shows the projects in chronological order of their anticipated completion date. The operational improvement projects (described in lines 58 and 59 of the previous Submission) have been removed so that only new construction projects are listed. Line 55 describes a forthcoming BRT project, which will connect the Metro Red/Orange Line in North Hollywood to the Metro Gold Line in Pasadena. This project will be a great benefit for spectators coming from the San Gabriel Valley to attend football at the Rose Bowl, as the Del Mar Station is a short shuttle ride away from the venue. In addition, line 56 describes the 96th Street/LAX Station, which is a separate construction project that will serve as the transfer station between the Metro Crenshaw Line and the LAX Automated People Mover (APM).

Metro is working with the City of LA and the Federal Government on accelerating the extension of the Purple Line in anticipation of the Games. With the recently approved sales tax measure, Measure M, anticipated to generate approximately USD 120 billion to fund transportation infrastructure investments over the next four decades, Metro now has the funding in hand to accelerate the project for completion to Westwood, right at the doorstep of the Olympic and Paralympic Village at UCLA, by 2024. Each of the three segments of the Purple Line Extension is now shown separately. More information on Measure M and the comprehensive span of Metro's transit network can be found in Question 118.

TABLE 50A

| Existing Transport Infrastructure, No Permanent Works Required                                                                                  |                                                               |                                                |                        |                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|------------------------------------------------|------------------------|------------------------------------|
| Type of Transport Infrastructure<br>(Motorways, Major Urban Arterial Network, Suburban Rail,<br>Subway and Light Rail Public Transport Systems) | Length (km) + Capacity (Number<br>of Traffic Lanes or Tracks) |                                                | Construction/Upgrade   |                                    |
|                                                                                                                                                 | Within City<br>Boundary                                       | From City<br>Boundary<br>to Outlying<br>Venues | Construction<br>Date   | Date of<br>Completed<br>Upgrade(s) |
| <b>Motorways</b>                                                                                                                                |                                                               |                                                |                        |                                    |
| Interstate 105 Freeway – El Segundo/LAX to Norwalk                                                                                              | 29km, 8-10<br>lanes (2 HOV,<br>existing) +<br>(2 HOT, new)    | n/a                                            | 2020                   | 2023                               |
| <b>Transitways, Suburban Rail, Subway and Light Rail</b>                                                                                        |                                                               |                                                |                        |                                    |
| Metro Expo Line Light Rail – Downtown Los Angeles to Santa Monica                                                                               | 22km, 2 tracks                                                | n/a                                            | Extension<br>completed | 2016                               |
| Metro Gold Line Light Rail – East Los Angeles to Downtown<br>Los Angeles Union Station to Azusa                                                 | 49km, 2 tracks                                                | n/a                                            | Extension<br>completed | 2016                               |

TABLE 50C

| Planned Transport Infrastructure                                                                                                                                          |                                                                         |                                                |                      |         |      |                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|------------------------------------------------|----------------------|---------|------|------------------------------------------------------|
| Type of Transport Infrastructure<br>(Motorways, Major Urban Arterial Network,<br>Suburban Rail, Subway and Light Rail Public<br>Transport Systems)                        | Length (km) + Capacity<br>(Number of Traffic Lanes<br>or Tracks)        |                                                | Construction/Upgrade |         |      |                                                      |
|                                                                                                                                                                           | Within City<br>Boundary                                                 | From City<br>Boundary<br>to Outlying<br>Venues | Body<br>Responsible  | Start   | End  | Source of<br>Financing<br>(Public/Private/<br>Joint) |
| <b>Transitways, Suburban Rail, Subway &amp; Light Rail</b>                                                                                                                |                                                                         |                                                |                      |         |      |                                                      |
| Metro Crenshaw Line Light Rail – Line Construction<br>Project from Expo Line to Green Line                                                                                | 14km,<br>2 tracks                                                       | n/a                                            | Metro                | Ongoing | 2019 | Public                                               |
| Metro Regional Connector Light Rail – Line Extension<br>Construction Project from Blue and Expo Lines<br>to Gold Line in Downtown Los Angeles                             | 3km,<br>2 tracks                                                        | n/a                                            | Metro                | Ongoing | 2021 | Public                                               |
| BRT Connector – Metro Red/Orange Line<br>to Gold Line                                                                                                                     | 26km,<br>2 lanes<br>(dedicated<br>arterial<br>and freeway<br>HOV lanes) | n/a                                            | Metro                | 2020    | 2022 | Public                                               |
| Crenshaw Line 96th St./LAX Station – New<br>Intermodal-Light Rail Station-Transfer Facility at<br>the Los Angeles International Airport (LAX) Auto-<br>mated People Mover | 0km,<br>0 tracks                                                        | n/a                                            | Metro                | Ongoing | 2023 | Public                                               |
| Los Angeles International Airport (LAX)<br>Automated People Mover – New Line Project from<br>Central Terminal Area to Metro 96th St. Station and<br>Car Rental Facility   | 3km,<br>2 tracks                                                        | n/a                                            | LA World<br>Airports | 2018    | 2023 | Public/<br>Private                                   |
| Metro Purple Line Subway – Line Extension<br>Construction Project from Western Ave. to<br>Beverly Hills (Segment 1)                                                       | 6km,<br>2 tracks                                                        | n/a                                            | Metro                | Ongoing | 2024 | Public                                               |
| Metro Purple Line Subway – Line Extension Project<br>from Beverly Hills to Century City (Segment 2)*                                                                      | 4km,<br>2 tracks                                                        | n/a                                            | Metro                | 2017    | 2024 | Public/<br>Private                                   |
| Metro Purple Line Subway – Line Extension Project<br>from Century City to Westwood (Segment 3)*                                                                           | 4km,<br>2 tracks                                                        | n/a                                            | Metro                | 2018    | 2024 | Public/<br>Private                                   |

\*Currently pursuing acceleration options with the City. Metro fully intends to pursue completion of the Purple Line Subway Segments 2 and 3 between Beverly Hills and Westwood by 2024.



Updated sections of Tables 50A and 50C are shown here. Full versions have been submitted separately.



### THEME 3 – TRAVEL DEMAND MANAGEMENT (TDM) STRATEGIES

The TDM program will provide practical and innovative solutions to help all Games clients manage multiple transport options and improve journeys, using the following mechanisms referred to as the “four Rs”:

- Reduce – the need to travel;
- Re-mode – use public transport, walking or cycling;
- Reroute – to avoid congested areas; and
- Retime – to avoid the peak hours.

We have identified five areas for execution within this theme:

#### 1. An Expanded ORN: Innovations through Anticipated Capacity

As over 80 percent of the 480-kilometer ORN is served by freeway lanes, the network is enabled by high-speed, reliable infrastructure that will support equally reliable travel times between the major competition and non-competition venues.

Our analysis concluded that, as a conservative estimate, the combination of accredited vehicles, spectator and public transit buses would not exceed 10,000 vehicles across the roadway network at any given time. In comparison to the free-flow speeds achieved during the night, with more than 25,000 vehicles on these lanes today, the total vehicles required for the Games would be less than half, presenting our program with a degree of confidence that our transport program can look to, to maximize the available capacity and serve a greater good. Due to the significant capacity available, the LA 2024 transport program is proposing to include both spectator and public transit buses on the ORN, in addition to the traditional accredited vehicles, as part of the VAPPs program. This approach ensures reliability and convenience for Games constituents, spectators and residents alike, allowing for significant innovation in the movement of all people during the Games.

As part of the overall traffic management strategy, compliance and enforcement of the Games roadway network – both the ORN and the LATMP – will be prioritized to ensure the safety and reliability of the network for the designated users.

#### 2. Commuter-based TDM Program

As a popular and reliable strategy for reducing congestion from commuter-based traffic, the LA 2024 transport program will initiate a regional commuter-based TDM program, which will coordinate with the local Transportation Management Organizations (TMOs) and individual employers to initiate the following suite of programs:

- Promote telecommuting and working remotely;
- Implement staggered work hours to minimize ridership during peak hours;

- Promote increased use of public transit through proactive coordination on reduced employer-based transit pass discounts – a program already in place through Metro’s Annual Transit Access Pass (ATAP) and Business Transit Access Pass (BTAP) programs, which would be aggressively enhanced leading up to the Games;
- Implementing or expanding employer vanpool programs: LA and California are leading the way on commuting innovations, including being the birthplace of companies such as Chariot and Green Commuter, which provide vanpooling via the use of Tesla vehicles; and
- Incentivizing traditional carpooling.

#### 3. Ticketing Integration

LAOCOG will install a technology platform, integrating the ticketing process with the selection of transport mode options. In doing so, Games spectators will use modes of transport and roadways based on available capacities, ensuring that the traffic impact on the existing roadways and Sports Parks are manageable. LADOT and Metro already have trip planning apps that can be leveraged and built upon to offer sophisticated solutions to manage demand, move key stakeholders throughout the ORN and distribute relevant event information in order to keep all of LA moving, whilst ensuring an amazing Games-time experience.



#### 4. Expanding Transit

Thanks to revenues from four local sales tax measures, in addition to state and federal funds, LA is experiencing a transport renaissance, and the commitment demonstrated through the recent passing of Measure M indicates the county's strong interest and support in growing the program. Capitalizing on Measure M, the region can now anticipate another USD 7.4 billion in transport projects and services leading up to and including the Games, which has facilitated the funding and acceleration of key projects: most notably, the Purple Line Extension to UCLA.

As the regional public transport network is slated to grow exponentially over the coming decades, the LA 2024 Games Concept can help to leverage enhancements in the user experience for transit riders in the region. This includes a combination of operational improvements, such as increasing headways, extending late night service to accommodate the competitions, signalization improvements to optimize transit travel times, and increasing capacity to accommodate all Games users and residents. As Measure M is also investing more than USD 2.4 billion into the first and last mile connections to transit, the Games transport program can leverage and expand upon these initiatives.

As part of the Games transport operation, existing public transit will be supplemented with a robust spectator and resident bus system, which will provide an express bus service via use of the ORN. This express bus network will be deployed through the expansion and acceleration of the "mobility hubs", which are the new and improved version of the traditional park-and-rides, provided for the LA 1984 Games.

#### 5. Expansion and Acceleration of Mobility Hubs

One of the key objectives of the LA 2024 bid is to aim for all ticketed spectators to use public transport for some part of their journey during the Games. Therefore, the LA 2024 transport program will provide a series of multi-modal transport hubs, or mobility hubs, to facilitate multiple reliable and efficient connections between the competition and non-competition venues, as well as other critical sites throughout the region. The mobility hubs will supplement the existing public transit network to ensure there is sufficient capacity to all the venues, and that the transport options are comprehensive, so as to ensure convenience and efficiency for all spectators.

The mobility hubs will include a number of services, including traditional park-and-ride, pick-up and drop-off locations for passenger and transport network companies (TNCs), bike share and other multi-modal transport linkages, including local bus, express bus (such as the spectator bus system), Metro and Metrolink systems. Mobility hubs will facilitate critical first and last mile connections to avoid generating additional traffic, particularly in the urban core. The mobility hubs will provide spectators with multiple mode choices to travel to and from these locations, and ultimately access the express shuttle network to their desired destination via the use of the ORN lanes.

#### THEME 4 – TDM COMMUNICATIONS CAMPAIGN

To ensure the widespread understanding and awareness of the many initiatives underway, both as a result of the Games and as part of LA's positive transport program, a coordinated TDM communications campaign will be implemented well in advance of the Games to provide details on the TDM program and encourage mode shift during the Games. Leveraging a robust set of media platforms to reach all stakeholders, LA is well-equipped to execute a large-scale traffic reduction campaign, with convenient solutions provided for Angelenos through the robust TDM program outlined above.

#### THEME 5 – THE MOBILITY FUTURE: THE OLYMPIC GAMES AS A LIVING LABORATORY

While LA is experiencing a transport renaissance in the expansion of its rail system, the region is also leveraging the entrepreneurial spirit encapsulated in LA and across California in exploring and implementing new mobility strategies. LA is implementing "mobility laboratory" demonstrations in key congested locations, which would explore future mobility strategies for expanded application in the coming years. In effect, this sentiment of innovation is part and parcel of the LA 2024 transport vision that the Games will serve as a living laboratory for piloting new mobility solutions, which will enhance accessibility and livability for all Angelenos and visitors alike.



### 116. GAMES-TIME TRANSPORT TECHNOLOGIES

The State of California, the City of Los Angeles and the surrounding cities in Los Angeles County operate some of the most sophisticated Intelligent Transportation Systems (ITS) in the nation.

As described in Question 115, the California Department of Transportation (Caltrans) operates the Los Angeles Regional Transportation Management Center (LARTMC). The LARTMC provides for real-time management of the major motorways and freeways within District 7 of the State of California. District 7 encompasses all of the LA 2024 Sports Parks and venues, with the exception of the venues located in Anaheim. The Anaheim venues fall into District 12, which operates its own Traffic Management Center, with similar capabilities.

Relevant to the areas of the LA 2024 Sports Parks and venues – and most importantly to the Olympic Route Network (ORN) – Caltrans District 7 controls 1,160 traffic-signal locations, 120 closed circuit (CCTV) cameras, 120 changeable message signs and 1,070 ramp meters. The changeable message signs are controlled remotely, using the Advanced Transportation Management System (ATMS), and Caltrans has the capability of placing additional event-specific changeable message signs in key areas.

Caltrans also operates the Transportation Management System (TMS). The TMS is a central mainframe computer system that gathers and processes traffic data from wire-loop surveillance equipment, embedded at one-to-two-mile intervals in the freeway pavement. The loops can determine how long a vehicle has occupied that particular space on the freeway, assessing speed, movement, a delay, an accident, a hazard or some other incident. The TMS measures freeway occupancy and vehicle speed, and analyses the data, providing hard copy reports and electronic video map displays. A large video map wall displays this information at the LARTMC.

Embedded in the LARTMC are the traffic management and incident response teams of the California Highway Patrol (CHP). Computer-Aided Dispatch (CAD), operated by the CHP, is a computer database of freeway incidents. Caltrans staff have direct access to CAD to check the status of freeway traffic incidents, or to enter information on new occurrences that may require a CHP response.

To improve mobility in the region, information from these two computers (TMS and CAD) is disseminated to Caltrans' transport partners, including the Los Angeles Department of Transportation (LADOT), the Los Angeles County Metropolitan Transportation Authority (Metro) and the Ventura County Transportation Commission (VCTC).

The Automated Traffic Surveillance and Control System (ATSAC) is the primary ITS used in LADOT's Traffic Management Center, and covers all of Los Angeles County. Similar to LARTMC, ATSAC provides innovative, real-time ability to manage traffic on all major urban arterials within the City. This will allow for designated Games vehicles to complete travel to venues as quickly as possible.



Relevant to the areas of the LA 2024 Sports Parks, ATSAC controls 1,032 traffic-signal intersections, 110 traffic cameras and 46 changeable message signs (with the capability of placing additional event-specific signs in key areas).

Additionally, agencies within the cities of Carson (South Bay Sports Park), Long Beach (Long Beach Sports Park), Pasadena, Anaheim, Santa Monica and Inglewood, operate local Traffic Management Centers for their respective jurisdiction.

The Los Angeles County Metropolitan Transportation Authority (Metro), described in Question 105, operates its own Bus Operations Control Center (BOC), utilizing an Advanced Transportation Management System (ATMS). The ATMS combines mobile voice and data communications, Computer Aided Dispatch (CAD) and Automated Vehicle Location (AVL), using GPS and terrestrial communications technology. ATMS gives a bus or rail operations controller the ability to better manage vehicle location, incident response and on-time performance.

In addition, Metro's Rail Operations Control Center (ROC) uses Supervisory Control and Data Acquisition (SCADA) systems to monitor and manage all aspects of the rail network, including train movement, supporting and station systems, including fire suppression in the underground stations. ROC also has an extensive closed circuit television system, used to monitor all stations and a Transit Passenger Information System (TPIS) and a Variable Message System (VMS), used to provide up-to-date system information to passengers. Metro also maintains an Emergency Operations Center (EOC) for consolidated security and operations oversight for event-based service, and is in the planning phases to construct a new Emergency Security Operations Centre (ESOC), which will consolidate a new EOC with Metro Security and Law Enforcement functions. The ESOC will also have the capacity to include a new BOC and ROC in the future, bringing all control, security and emergency/event management functions into one location. This project is due to be completed in 2020.

Metro's future plans include co-location with the Caltrans LARTMC, which would include its monitoring, command and control capabilities of express lanes, as well as the Regional Integration of Intelligent Transportation Systems (RIITS).

### **GAMES-TIME COMMAND, CONTROL AND COMMUNICATION**

During the Games, real-time management of the ORN and the entire Games-time transport network will be done in conjunction with the above agencies and the OCOG's Transportation Operations Center (TROC). The City of Los Angeles' Unified Operations Center (UOC) will be activated during the Games-time period and will allow for this single management structure. The UOC has accommodation for all transport providers, transport agencies and key support departments, and is regularly used for multiple events such as the Oscars, Grammys, LA Marathon and events at the Los Angeles Memorial Coliseum.

Additionally, each Sports Park will be managed using a Unified Command Post (UCP) approach. Similar to the process that City, state, regional, and local authorities use today within the UOC, each UCP will be organized in order to directly manage specific Sports Parks and venues, and each will contain representation of the relevant agencies, while deploying a common Incident Command System (ICS).

Finally, LAOCOG will install a technology platform integrating the ticketing process with the selection of transport mode options. In doing so, Games spectators will use modes of transport and roadways based on available capacities, ensuring that the traffic impact on the existing roadways and Sports Parks are manageable. During operations, the data captured through this process will be used from within the relevant UCPs to provide "real time" updates and transit options when spectators are going about their journeys each day. LADOT and Metro already offer trip planning apps that can be leveraged and built upon to offer sophisticated solutions to manage demand, move key stakeholders throughout the ORN and distribute relevant event information in order to keep all of LA moving, whilst ensuring an amazing Games-time experience.

## 117. TRANSPORT DEMAND SPECTATORS AND WORKFORCE

TABLE 117 / TRANSPORT DEMAND SPECTATORS AND WORKFORCE

| Cluster                | Sports/Events               | Total Number of Sessions | Number of Days | Maximum Sessions in a Day | Number of Spectators per Day |        | Number of Spectators per Session (Morning/Afternoon/Evening) |        | Number of Games Workforce per Day |       | Number of Games Workforce per Session |       |
|------------------------|-----------------------------|--------------------------|----------------|---------------------------|------------------------------|--------|--------------------------------------------------------------|--------|-----------------------------------|-------|---------------------------------------|-------|
|                        |                             |                          |                |                           | Avg                          | Max    | Avg                                                          | Max    | Avg                               | Max   | Avg                                   | Max   |
| Downtown Sports Park   |                             |                          |                |                           |                              |        |                                                              |        |                                   |       |                                       |       |
| USC – LA Coliseum      | Athletics                   | 15                       | 9              | 2                         | 69,682                       | 83,618 | 41,809                                                       | 41,809 | 5,600                             | 6,720 | 3,360                                 | 3,360 |
| USC – Galen Center     | Badminton                   | 20                       | 10             | 3                         | 12,298                       | 18,447 | 6,149                                                        | 6,149  | 1,133                             | 1,700 | 567                                   | 567   |
| Staples Center         | Basketball (Finals)         | 44                       | 16             | 3                         | 29,480                       | 32,160 | 10,720                                                       | 10,720 | 2,723                             | 2,970 | 990                                   | 990   |
| LA Convention Center   | Basketball (Prelim)         | 18                       | 9              | 2                         | 8,922                        | 8,922  | 4,461                                                        | 4,461  | 900                               | 900   | 450                                   | 450   |
| LA Convention Center   | Boxing                      | 27                       | 16             | 2                         | 7,768                        | 9,206  | 4,603                                                        | 4,603  | 810                               | 960   | 480                                   | 480   |
| City Hall              | Cycling (Time Trial & Road) | 3                        | 3              | 1                         | 2,600                        | 2,600  | 2,600                                                        | 2,600  | 300                               | 300   | 300                                   | 300   |
| USC – Dedeaux Field    | Diving                      | 16                       | 13             | 2                         | 6,613                        | 10,746 | 5,373                                                        | 5,373  | 1,354                             | 2,200 | 1,100                                 | 1,100 |
| LA Convention Center   | Fencing                     | 18                       | 9              | 2                         | 8,366                        | 8,366  | 4,183                                                        | 4,183  | 840                               | 840   | 420                                   | 420   |
| USC – LA FC Stadium    | Football (Prelim)           | 4                        | 4              | 1                         | 21,620                       | 21,620 | 21,620                                                       | 21,620 | 1,680                             | 1,680 | 1,680                                 | 1,680 |
| City Hall              | Marathon/Race Walk          | 3                        | 2              | 2                         | 3,900                        | 5,200  | 2,600                                                        | 2,600  | 450                               | 600   | 300                                   | 300   |
| USC – Dedeaux Field    | Swimming                    | 15                       | 8              | 2                         | 10,074                       | 10,746 | 5,373                                                        | 5,373  | 2,063                             | 2,200 | 1,100                                 | 1,100 |
| USC – Dedeaux Field    | Synchronized Swimming       | 5                        | 5              | 1                         | 7,800                        | 7,800  | 7,800                                                        | 7,800  | 825                               | 825   | 825                                   | 825   |
| LA Convention Center   | Table Tennis                | 32                       | 12             | 3                         | 7,531                        | 8,472  | 2,824                                                        | 2,824  | 800                               | 900   | 300                                   | 300   |
| LA Convention Center   | Taekwondo                   | 12                       | 4              | 3                         | 9,360                        | 9,360  | 3,120                                                        | 3,120  | 1,080                             | 1,080 | 360                                   | 360   |
| Microsoft Theater      | Weightlifting               | 23                       | 10             | 3                         | 9,207                        | 12,009 | 4,003                                                        | 4,003  | 966                               | 1,260 | 420                                   | 420   |
| Valley Sports Park     |                             |                          |                |                           |                              |        |                                                              |        |                                   |       |                                       |       |
| Sepulveda Basin        | Canoe/Kayak (Slalom)        | 5                        | 5              | 1                         | 4,680                        | 4,680  | 4,680                                                        | 4,680  | 480                               | 480   | 480                                   | 480   |
| Sepulveda Basin        | Equestrian (Dressage)       | 4                        | 4              | 1                         | 8,287                        | 8,287  | 8,287                                                        | 8,287  | 825                               | 825   | 825                                   | 825   |
| Sepulveda Basin        | Equestrian (Eventing)       | 4                        | 4              | 1                         | 23,400                       | 23,400 | 23,400                                                       | 23,400 | 1,920                             | 1,920 | 1,920                                 | 1,920 |
| Sepulveda Basin        | Equestrian (Jumping)        | 4                        | 4              | 1                         | 8,287                        | 8,287  | 8,287                                                        | 8,287  | 825                               | 825   | 825                                   | 825   |
| Sepulveda Basin        | Shooting                    | 14                       | 9              | 2                         | 2,427                        | 3,120  | 1,560                                                        | 1,560  | 280                               | 360   | 180                                   | 180   |
| South Bay Sports Park  |                             |                          |                |                           |                              |        |                                                              |        |                                   |       |                                       |       |
| Velo Sports Center     | Cycling (Track)             | 9                        | 6              | 2                         | 4,095                        | 5,460  | 2,730                                                        | 2,730  | 540                               | 720   | 360                                   | 360   |
| Hockey Center          | Field Hockey                | 42                       | 14             | 4                         | 36,909                       | 49,212 | 12,203                                                       | 12,303 | 3,300                             | 4,400 | 1,100                                 | 1,100 |
| StubHub Stadium        | Modern Pentathlon           | 5                        | 3              | 2                         | 27,680                       | 33,216 | 16,608                                                       | 16,608 | 2,475                             | 2,970 | 1,485                                 | 1,485 |
| StubHub Stadium        | Rugby                       | 12                       | 6              | 2                         | 33,216                       | 33,216 | 16,608                                                       | 16,608 | 2,970                             | 2,970 | 1,485                                 | 1,485 |
| Tennis Center          | Tennis                      | 33                       | 9              | 5                         | 20,955                       | 28,575 | 5,715                                                        | 5,715  | 2,017                             | 2,750 | 550                                   | 550   |
| Long Beach Sports Park |                             |                          |                |                           |                              |        |                                                              |        |                                   |       |                                       |       |
| Long Beach             | Cycling (BMX)               | 3                        | 3              | 1                         | 3,120                        | 3,120  | 3,120                                                        | 3,120  | 360                               | 360   | 360                                   | 360   |
| Long Beach Arena       | Handball                    | 46                       | 16             | 4                         | 18,688                       | 26,000 | 6,500                                                        | 6,500  | 1,977                             | 2,750 | 688                                   | 688   |
| Long Beach Waterfront  | Sailing                     | 11                       | 11             | 1                         | 5,200                        | 5,200  | 5,200                                                        | 5,200  | 550                               | 550   | 550                                   | 550   |
| Long Beach Waterfront  | Triathlon                   | 2                        | 2              | 1                         | 910                          | 910    | 910                                                          | 910    | 120                               | 120   | 120                                   | 120   |
| Long Beach Waterfront  | Marathon Swimming           | 2                        | 2              | 1                         | 910                          | 910    | 910                                                          | 910    | 120                               | 120   | 120                                   | 120   |
| Long Beach Waterfront  | Water Polo                  | 21                       | 8              | 3                         | 9,555                        | 10,920 | 3,640                                                        | 3,640  | 1,260                             | 1,440 | 480                                   | 480   |



Table 117 (Transport Demand Spectators and Workforce) details the maximum and average number of spectators and workforce at the four LA 2024 Sports Parks.





### 118. EXCELLENT OPTIONS FOR WORKFORCE AND SPECTATORS

As detailed in our Stage 1 Submission, as well as Tables 50A and 50C in Question 107, Los Angeles has existing and planned transport infrastructure, which will be available to all the Games spectators and workforce, while also accommodating City demand. Regardless of the Games, all planned transport infrastructure will be developed with investment from the City.

Los Angeles is experiencing a transport renaissance, and is defining the future of mobility with the nation's largest expansion program to build out the region's public transport infrastructure. Since the Stage 2 Submission, Los Angeles County approved Measure M, which will generate an estimated USD 7.4 billion of additional funding dedicated to transport projects and services in Los Angeles County in the seven years leading up to and including the Olympic Games. Measure M was approved by Los Angeles County voters, as it presents a balanced, comprehensive program to construct new rail and bus rapid transit routes, fund roadway and freeway improvements, enhance bike and pedestrian connections to transit, and sustain the operations and maintenance of the vastly expanded transport network.

As outlined in Question 105, Metro's current fixed guideway transit (including subway, light rail and BRT) includes 198 kilometers of transitways and 111 stations. By 2024, the system will add over 32 kilometers of rail and 24 stations, increasing the size of the network by nearly 20 percent in just seven years. This includes 3 kilometers and six stations for the Automated People Mover (APM) at LAX, one of the notable projects underway, with funding from Measure M, which will dramatically improve accessibility and reduce traffic congestion at one of the busiest airports

in the world. This also includes over 13 kilometers and six new stations as part of the Metro Purple Line Extension, which has received accelerated funding as a result of Measure M. While the Los Angeles bus system is already the second largest in the nation (in terms of fleet size and ridership), these projects will catapult Metro's rail network to become the second largest in the US (in terms of total miles) by 2024, behind only New York City.

Each Sports Park is already served by accessible public transport and, in many cases, by multiple modes and/or lines. In effect, every Sports Park is within 3.5 kilometers of a rail station or BRT stop. Every standalone venue also can be linked to public transport, with all but Lake Perris (which is approximately 32 kilometers from a commuter rail station) being within 8 kilometers of a rail station. Where required, LA 2024 will provide shuttle links between the "first and last mile" of existing or planned rail lines and the venue. The rail network, supported by Metro and Metrolink, has capacity to support the vast majority of spectators to and from each venue. Required operational enhancements, such as adding capacity and extending late night service to support evening competitions, are already anticipated as Metro expands its rail network over the coming years, and will be prioritized to ensure accessibility for all transit users during the Games.

Lastly, spectators and workforce will also have the ability to utilize the designated mobility hubs, which will provide comprehensive multi-modal transport services in a safe and controlled environment. With additional information on the mobility hubs concept, Question 115 outlines the comprehensive transport demand management program that will allow spectators and residents alike to travel efficiently and conveniently in Los Angeles during the Games.

### 119. ENHANCING THE TRANSPORT EXPERIENCE

If LA is awarded with the honor of hosting the 2024 Olympic and Paralympic Games, all visitors will benefit from a connected and accessible City with strong policies and initiatives to ensure safety and ease of access when traveling throughout the City. The City of Los Angeles regularly hosts over 2,000 special events per year, with an extensive network of public and private agencies that ensure participants move about the City in a safe, accessible and enjoyable manner. This is accomplished through California's "Complete Streets Act", which provides a transport network that meets the needs of all people using its streets, roads and highways.

The Rehabilitation Act of 1973 (Section 504) (29 U.S.C. Section 794) and Title II of the Americans with Disability Act of 1990 (ADA) (42 U.S.C. Section 12131-12164) guide the City's approach toward new infrastructure: "To accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right of way." The City's commitment to uphold these acts drives its effort for enhanced mobility, accessible pathways and streets without barriers. During the Games, the Los Angeles Organizing Committee of the Olympic Games (LAOCOG) and the City will work in close partnership to ensure that these acts are enforced across all transport operations, allowing easy access to all of LA 2024's proposed venues, as well as the City's numerous cultural attractions and dining options.

Spectators and workforce will benefit from the City's continued commitment to substantial improvements in accessible public transport options, including investment in significant funding for light-rail routes, dedicated busways, underground rail transport, bikeways, scooter and skate pathways, and other alternative modal

options to automobile driving. The City also operates an accessible neighborhood DASH bus system to facilitate local transport near venues and local neighborhoods.

In addition, Los Angeles is supported by a paratransit service, unique to our region, and a model system for many municipalities throughout the United States. Access Services is a public entity that provides ADA paratransit services as required under 42 U.S.C. (12143), providing alternative flexible passenger transport for persons with an impairment beyond the accessible fixed-route buses and trains. This service will ensure that all eligible out of area visitors to the Games will receive paratransit privileges during their time in LA.

### THE FUTURE OF TRANSPORT, PUBLIC SAFETY AND ACCESSIBILITY

As noted in Question 73, LA is a premier destination for travelers requiring accessibility. Our dedication to the tenets, policies and codes of federal, state and local accessibility is unmatched in commitment to the experience of all citizens and guests. LA continues to expand the accessibility of our transport, public safety and infrastructure systems at an unprecedented scale, with many improvements to existing infrastructure and new programs planned for completion before 2024.

New compliant stations, information kiosks, assistive listening and visual communication aid improvements throughout public thoroughfares are all elements of the City's major commitment to accessibility for all who use its public transport network.

LA's critical communication link, called Next Generation emergency communication, is soon to be implemented so that local first responders, such as police, fire and medical services, can be

reached by individuals with a hearing impairment via text messaging. The deployment of the NG9-1-1 emergency service, utilizing all elements: voice, video, text; and data across the United States is expected to be completed by the end of 2020. Los Angeles World Airports (LAWA) has already implemented a text to emergency services program.

Los Angeles International Airport (LAX) is also in the midst of a multi-billion dollar development program featuring sustainable and accessible design, which will be completed by 2023, and fully operational in time for the 2024 Games. The program includes the installation of visual displays for audible announcement systems, servicing individuals who have a hearing impairment, as well as services for persons with lesser hearing loss, enable them to hear public service announcements via an induction loop or hearing aid.

Finally, the City is currently executing one of the world's largest accessibility-related public works improvement programs through our Sidewalk Repair Program. By 2024, the program will be well on its way to improving or replacing nearly 11,000 miles of concrete sidewalk, and associated curb and crosswalk curb ramps, assuring compliant paths of travel and adherence to Vision Zero, LA's incident-free program, with the goal of total pedestrian safety. New streetlights, directional signage and accessible routes to public facilities are additional facets of the City's commitment to access, which will be in place by Games time.

### 120. FREE PUBLIC TRANSPORT ON EVENT DAYS

During the Games, ticketed spectators will be provided access to public transport to and from the events they are attending.

In addition, accredited stakeholders, including Games workforce volunteers and the media contractors, will benefit from free access to LA's public transport to reach their places of work.



# 3.10

## FINANCE

- 121. BUDGETING FOR A NEW GAMES FOR A NEW ERA
- 122. A PRUDENT LOW RISK FINANCIAL PLAN

LA  
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Declaration of Laura Middleton

# **EXHIBIT E**





INTERNATIONAL  
OLYMPIC  
COMMITTEE

# HOST CITY CONTRACT PRINCIPLES

GAMES OF THE XXXIV OLYMPIAD IN 2028





- a. the temporary entry, before, during and after the Games, of certain personnel into the Host Country, including, without limitation, representatives, employees or other persons acting on behalf of, or representing the following entities:
    - i. the IOC;
    - ii. IOC Controlled Entities;
    - iii. National Olympic Committees;
    - iv. International Federations;
    - v. Rights-Holding Broadcasters;
    - vi. the Official Timekeeper;
    - vii. IOC Marketing Partners; and
    - viii. media;
  - b. the importation of animals (e.g., guide dogs, horses), equipment (e.g., competition firearms) and supplies (e.g., medical supplies, equipment) for the purposes of the Games and for use by the IOC and/or by all organisations and personnel listed in §21.1(a), as well as other items to be used in Games-related activities.
- 21.2. With respect to §21.1, the Host City, the Host NOC and the OCOG are responsible to ensure the following, by coordinating with competent Host Country Authorities:
- a. all organisations and personnel mentioned under §21.1(a) who may be carrying out Games-related activities in the Host Country are able to obtain necessary entry visa and work permits in an expedited and simplified manner for a period of time beginning not later than one (1) year before the scheduled commencement of the Games and running until at least one (1) year after the conclusion of the Games (or for an extended period upon the IOC's written request based on specific operational needs of certain organisations and personnel) in each case without any fees or similar charges being payable in the Host Country. For OBS personnel specifically, such period of time shall begin no later than three and one-half (3.5) years before the scheduled commencement of the Games; and
  - b. for a period of time beginning not later than four (4) years before the scheduled commencement of the Games and running until at least one (1) year after the conclusion of the Games, all animals, equipment, supplies and other items listed under §21.1(b) can enter the Host Country for such purposes, provided that such animals, equipment, supplies and other items are either consumed in the Host Country, disposed of (other than by sale) or exported within a reasonable period of time following the conclusion of the Games and - if applicable - leave the Host Country, in each case without any duties, customs, taxes or similar charges being payable in the Host Country.

## **22. Taxes**

- 22.1. The Parties agree that, in order to help ensure the successful planning, organising, financing and staging of the Games in accordance with the HCC, it will be necessary for the Host City, the Host NOC and the OCOG to coordinate with competent Host Country Authorities so that the tax legislation of the Host Country is implemented and applied in a manner that guarantees the achievement of the objectives and results described in §22.2-22.5.
- 22.2. The OCOG shall enjoy the full benefit of the resources made available by the IOC or IOC Controlled Entities (e.g., pursuant to §7-12). Accordingly, the OCOG shall not be subjected to or impacted by any direct or indirect taxes due in the Host Country in connection with any payment or other contribution made to the OCOG by the IOC or IOC Controlled Entities pursuant to the HCC.
- 22.3. Any payments and other contributions made by the IOC, IOC Controlled Entities and/or the Official Timekeeper to the OCOG shall be fully allocated to the planning, organising, financing and staging of the Games and their Games-related revenues shall be fully allocated to the development of the

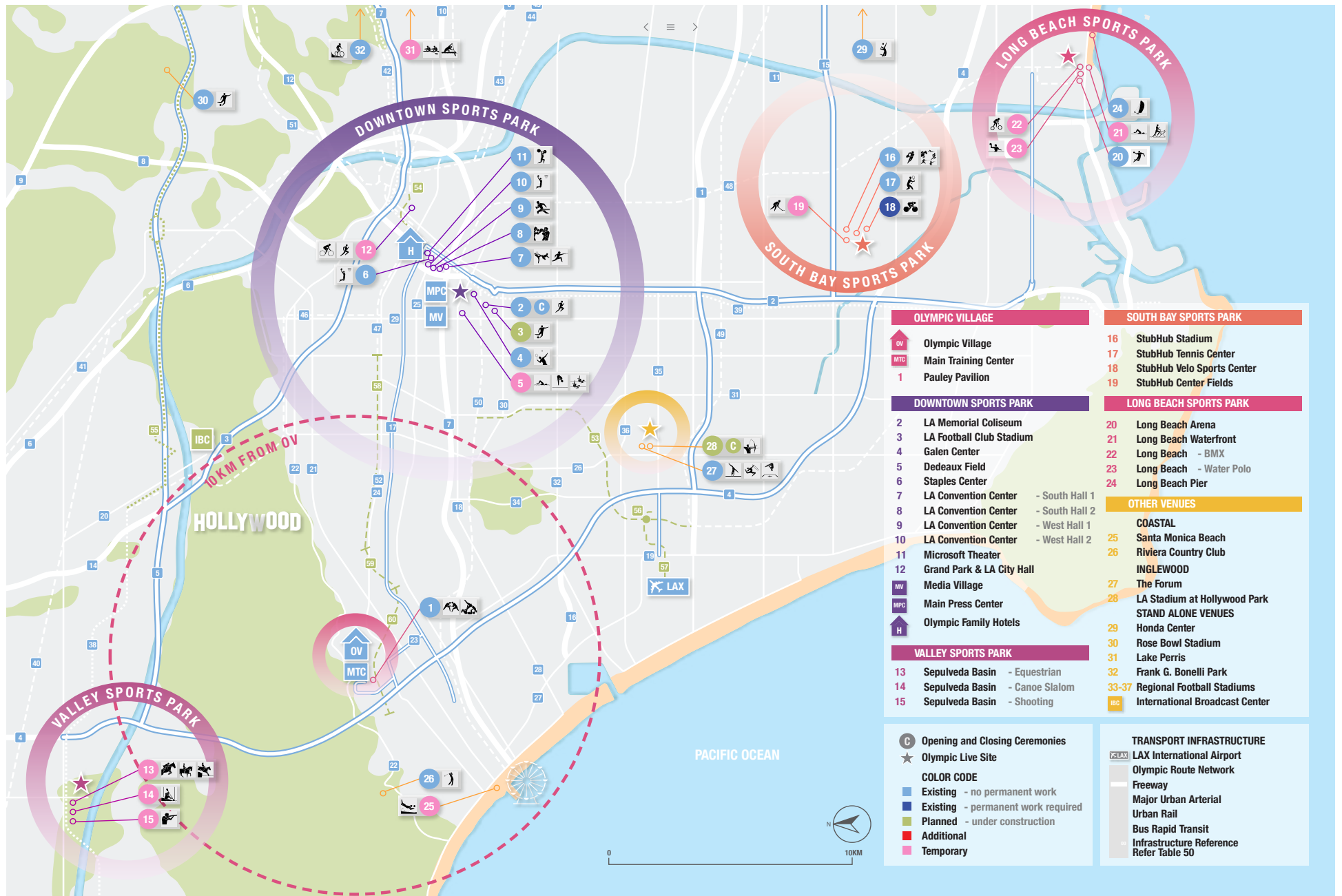
Declaration of Laura Middleton

# **EXHIBIT F**



REPORT  
OF THE IOC  
2024  
EVALUATION  
COMMISSION







# TRANSPORT



LA 2024 has developed a detailed transport strategy that supports the venue concept and would meet Games' needs with additional measures, including:

- Co-ordinated traffic management;
- Introduction of mobility hubs for spectators and workforce access to venues;
- Effective communications plan to increase the use of public transport and decrease private motor vehicle use.

The LA 2024 transport strategy capitalises on the city's extensive high-capacity highway network to provide a strong Olympic Route Network (ORN) across the city. The Los Angeles ORN strategy provides over 480 km of dedicated ORN lanes in place 24 hours a day during Games' operations, of which nearly 60 per cent would be on existing dedicated car pool or toll lanes. The ORN would be managed by traffic and transport management centres to provide priority lanes for Games vehicles ensuring all venues are accessible with reliable travel times. Twenty-three venues would be within 30 minutes' travel time of the Olympic Village at the University of California Los Angeles.

Los Angeles has established transport governance and management systems.

LA 2024's objective is for 100 per cent of spectators to use the LA public transport network. However, LA 2024 recognises that some venues would have insufficient public transport at peak periods and would therefore provide mobility hubs across the city to allow spectators travelling by their own means to connect to dedicated shuttle bus services and new cross-regional bus services.

## OPPORTUNITIES / STRENGTHS

- Focus on public transport provides opportunity to increase awareness of the travel mode
- Multi-agency coordination for travel demand management plan could have legacy benefit
- Alignment with existing and planned transport infrastructure
- Olympic Route Network would serve all venues with high-tech traffic and transport management coordination

## CHALLENGES

- Successful implementation of the Games transport strategy including the Olympic Route Network would require significant efforts to manage and reduce traffic
- Limited public transport capacity and network coverage to South Bay Sports Park and Valley Sports Park

## KEY FACTS AND FIGURES

### PUBLIC TRANSPORT NETWORK

- 1.7 million passenger trips per day on the Los Angeles public transport network
- Free public transport for ticketholders on the day of the competition
- 100 per cent of metro, transit buses and trains fully accessible

### ROAD NETWORK

- Los Angeles ranks 12<sup>th</sup> on the Global Traffic Congestion Index (2017)
- 480 km of Olympic Route Network (ORN), nearly 60 per cent on existing dedicated car pool or toll lanes, serving all venues
- Average travel times from the Olympic Village to:
  - Downtown Sports Park (10 Venues): 20-25 minutes
  - Valley Sports Park (3 Venues): 15-20 minutes
  - South Bay Sports Park (4 Venues): 25 minutes
  - Long Beach Sports Park (5 Venues): 35-40 minutes

Declaration of Laura Middleton

# **EXHIBIT G**



Metro

## Board Report

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA

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

**Agenda Number:** 42.

### REGULAR BOARD MEETING DECEMBER 3, 2020

#### Motion by:

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

#### 2028 Mobility Concept Plan

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

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

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

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

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

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



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

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

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

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

## **SUBJECT: 2028 MOBILITY CONCEPT PLAN**

### **RECOMMENDATION** ☐

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

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

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

Declaration of Laura Middleton

# **EXHIBIT H**



## Board Report

**File #:** 2023-0377, **File Type:** Informational Report

**Agenda Number:** 6.

**2028 OLYMPICS COMMITTEE  
JUNE 14, 2023**

**SUBJECT: 2028 MOBILITY CONCEPT PLAN UPDATE**

**ACTION: RECEIVE AND FILE**

### **RECOMMENDATION**

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

### **ISSUE**

The 2028 Games Mobility Concept Plan (MCP) Report outlines: Metro's vision for the 2028 Olympic and Paralympic Games (the Games), case studies of other major sporting events, and the next steps to support the transportation infrastructure needed to enhance mobility for the Games and beyond. The report provides Metro and its partners with a near-term road map for funding advocacy, collaboration for project delivery, and achievement of the MCP's diverse set of objectives while improving and better integrating our multimodal transportation systems for more equitable mobility. The MCP is a living document; staff will continually update the plan as projects progress, better information is available, and funding materializes. Metro's Office of Strategic Innovation will oversee the implementation of the plan over the next five years.

This is the fourth biannual progress report to the Metro Board of Directors regarding efforts to develop a 2028 Mobility Concept Plan ("the MCP") in anticipation of the 2028 Olympic and Paralympic Games ("the Games") and pursuit of state and federal funds to support the transportation infrastructure needed for the Games and beyond.

### **BACKGROUND**

#### **2028 Mobility Concept Plan**

At its December 3, 2020 meeting, the Metro Board of Directors approved Motion 42: "2028 Mobility Concept Plan" (Attachment A) and directed staff to work with regional partners to assign staff resources and proceed with the development of a regional investment plan to include a federal engagement strategy and funding proposal to implement transportation improvements that would provide permanent, long-term benefits to the people of Los Angeles County. Motion 42 directed staff to report back to the Board to apprise them of the progress.

Since 2021, as the mobility leader responsible for spectator and workforce transportation for the 2028



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Games, Metro has been working with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation, and the City of Los Angeles Mayor's Office, a group collectively known as the Games Mobility Executives (GME), to develop a 2028 MCP. Following an extensive agency stakeholder outreach process to create the Comprehensive Project List, covering over 300 projects and including input from Metro Service Councils, Councils of Governments, venue cities, GME partner agencies, municipal operators, and other organizations, Metro's 2028 Games Task Force completed a multi-step screening and prioritization process leading to a shorter list of projects and programs. In December 2022, the Board approved this shorter list titled, 2022 Mobility Concept Plan (MCP) Prioritized Project List (Attachment B). This list comprises 50 partially funded or unfunded projects/programs, including capital and operational improvements that align with the mission of Motion 42. The 2022 MCP Prioritized Project List is a living document and will change based on Metro and the GME's ability to secure funding.

## **DISCUSSION**

The 2028 Games Task Force has made significant progress on the MCP regarding technical analysis and coordination. During this reporting period (December 2022 - June 2023), the team has focused on:

- Development of a GME Surface Transportation Priority List
- Priority project refinement
- Development of an Implementation Plan for priority projects

### **GME Coordination for USDOT Surface Transportation Project List**

Using the 2022 Prioritized MCP Project List as a basis, the GME identified a subset of 15 projects/programs (some of which are bundles of projects) deemed to either serve a specific Games delivery need (e.g., the supplemental bus system), or be highly beneficial and supportive of the transport strategy for the Games (e.g., a network of bus-only lanes). Attachment C contains the final GME Surface Transportation Priority List. In the development of this short list, the GME bundled several projects from the Prioritized MCP into groups. Below is a list of projects included as part of a bundle:

- Countywide Transportation Demand Management Campaign, Freight Transportation Demand Management, and Universal Fare/Ticketing Integration bundled into Transportation Demand Management Program
- ATSAC/LARTMC Integration and Operations Enhancements and Arterial Network Traffic Signal Analytics combined into one program.
- 7th/Metro Center Station Upgrades, C/K Lines Station Platform Extensions and Reliability Upgrades, Systemwide Elevator and Escalator Improvements, Pico Station Second Platform, Union Station Improvements, and Games Sports Park Stations State-of-Good-Repair Improvements bundled into Key Station Improvements.
- Washington Wye Junction/Flower Street Operational Improvements and additional speed and

reliability improvements bundled into Light Rail Transit Speed and Reliability Improvements.

- Sports Park Metro Zero-Emission Bus Fleet and Local Municipal Operators Call for Projects bundled into Zero Emission Phase 1 Program.
- Los Angeles Universities Mobility Hubs and Rail and Bus Games Mobility Hubs bundled into Countywide Mobility Hubs.
- Bus-only lanes and Transit Signal Priority (TSP) improvements along Atlantic Blvd, Broadway and Venice Blvd., the Vermont Bus Rapid Transit Project, and the Games Route Network Bus Only Lanes & TSP (over 100 additional miles) bundled into Countywide Bus-Only Lanes and TSP Improvements.

The GME submitted this Surface Transportation Priority List to U.S. Department of Transportation (USDOT) in December 2022 for further discussion and consideration (Attachment C).

### Development of an Implementation Plan

As an immediate next step, the GME determined the key roles and responsibilities for each agency to begin the development of an implementation plan for the Surface Transportation Priority List, as summarized in the table below.

| Project Name                                         | Lead Agency for Imp. Plan Development | Partner / Stakeholder Agencies for Imp. Plan Develop, Project Delivery, and/or Operations |
|------------------------------------------------------|---------------------------------------|-------------------------------------------------------------------------------------------|
| Supplemental Bus System                              | Metro                                 | LA28, LADOT, other national municipal transit agencies (as applicable)                    |
| Countywide Mobility Hubs                             | Metro                                 | Caltrans, LADOT, Metrolink, LA28                                                          |
| Games Route Network Design & Implementation          | LA28                                  | Metro, Caltrans, LADOT, other local agencies (as applicable)                              |
| ATSAC/LARTMC Integration and Operations Enhancements | LADOT                                 | Metro, Caltrans, other local agencies (as applicable)                                     |
| Countywide Bus Only Lanes & TSP Improvements         | Metro                                 | LADOT, Caltrans, other local agencies (as applicable)                                     |
| Transit/Venue Ped/Bike Access Enhancements           | City of LA                            | Metro, other local agencies (as applicable)                                               |
| Phase I Zero Emissions Bus Program                   | Metro                                 | LA28                                                                                      |
| Open Street to Uplift Arts, Culture, and Recreation  | Metro                                 | City of LA, LA28                                                                          |
| Countywide and Freight TDM Program                   | Metro                                 | City of LA, Caltrans, Port of LA, Port of Long Beach, Freight Railroads                   |
| Universal Basic Mobility                             | Metro                                 | LADOT, Caltrans                                                                           |
| Key Station Improvements (SOGI)                      | Metro                                 | City of LA                                                                                |

|                                                                           |                   |                 |
|---------------------------------------------------------------------------|-------------------|-----------------|
| Light Rail Speed and Operational Improvements                             | Metro             | LADOT           |
| Inglewood Transit Connector                                               | City of Inglewood |                 |
| Metrolink Fleet and Track Capacity Improvements: SCORE Phase I Completion | Metrolink         |                 |
| Access Services EV Fleet and Infrastructure                               | Metro             | Access Services |

Following this assignment of responsibilities, staff prioritized the following seven projects/programs with long-lead times for implementation to immediately begin project development work: Games Route Network, Supplemental Bus System, Countywide Mobility Hubs, Countywide Bus-Only Lanes, Transit/Venue Ped/Bike Access Enhancements (First/Last Mile), Key Station Improvements and Light Rail Speed and Operations Improvements. Additional project definition and, in some cases, prioritization, are required for these in order to successfully compete for funding opportunities. The progress made over the past five months on these seven projects/programs is described below. Furthermore, Metro has undertaken the development of a dedicated travel demand forecasting model to forecast Games-related travel and to develop operational plans over the next five years.

#### Progress to date on Priority Projects/Programs (January - June 2023)

##### *Games Route Network*

This Games-specific workstream advances the identification and planning of the Games Route Network (GRN), a commitment made in LA28's bid document. The GRN will provide designated lanes and create a network between competition and non-competition venues (i.e., Athletes Village and Media Village). The GRN will provide reliable travel times for the Games Family (i.e., athletes, officials, and media) and potentially public transit for the Games' workforce and spectators.

Metro and LA28 have been reevaluating the GRN identified in the bid document. Staff evaluated potential new routes that considered existing and future ExpressLanes and bus-only lane corridors. Metro and GME partners also considered various scenarios and alternate routes. A key consideration of the GRN is creating legacy benefits by transitioning the arterial GRN into bus-only lanes after the 2028 Games. Future steps include operational analysis, coordination with key stakeholders, and updating legislative policies to enable GRN operations during the 2028 Games.

##### *Supplemental Bus System*

To meet the Games demand, Metro will support LA28 with a temporary, supplemental bus system for the Games workforce and spectators. It is customary practice for major sporting events to implement supplemental bus systems, including Los Angeles 1984, Salt Lake City 2002, London 2012, and

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Paris 2024.

LA28's preliminary estimates show a need to temporarily double Metro's bus fleet to meet the mobility demands of the 2028 Games. Staff is exploring various strategies to stand up a supplemental bus system. Potential strategies include borrowing buses from peer transit agencies, delaying the retirement of Metro's current bus vehicles, utilizing school buses, procuring zero-emission buses, and contracting with third-party charter bus companies.

In March 2023, Metro distributed a survey to peer transit agencies nationwide to express their interest in supporting the 2028 Games, including lending buses, drivers, and mechanics. Approximately 70 agencies responded to the survey, with the majority from California. The following is a summary of the survey responses:

- 40% will likely provide buses
- 48% may be interested in providing
- 35% will likely provide staff
- 55% may be interested in providing staff
- Respondents cited approximately 850 buses and 450 staff that may be available to Metro for the 2028 Games.

Staff is working with LA28 on developing a preliminary plan for the supplemental bus system. The plan will outline the assumed number of vehicles and drivers, vehicle types, fueling/charging infrastructure, temporary bus depot locations, staffing ratios, and level of service. This will create a roadmap for standing up a temporary bus fleet for the 2028 Games, while capturing potential legacy benefits to support Metro's zero-emission bus program conversion.

### *Countrywide Mobility Hubs*

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

Staff from Countywide Planning and the Office of Strategic Innovation have been coordinating efforts regarding mobility hubs. Staff is considering four types of mobility hubs that meet the goals and needs of the 2028 Games and contribute to the positive legacy of the Games on the region's mobility system. The following are the varying types of proposed mobility hubs:

- *Venues Mobility Hub*: Located directly adjacent to the 2028 Games venues where users can easily access Metro rail or bus, or the supplemental bus system.
- *Central Mobility Hubs*: Located at Metro rail and BRT stations that have significant parking

infrastructure and can support a bus mall for the supplemental bus system.

- *Neighborhood & Equity-Focused Mobility Hubs*: Locations that provide users with a range of micro-mobility options to connect people who rely on transit.
- *Park & Ride Mobility Hubs*: Existing or repurposed locations that can accommodate a large volume of parking. Games spectators will park their cars and use the supplemental bus system to get to venues.

Metro is establishing criteria and amenities for each typology to determine specific locations in coordination with LA28 and GME partners. Staff will refine the potential sites based on the mobility hub criteria and equity assessment. This work will support the development of a phasing plan. The phasing plan will outline a timeline for funding, design, and implementation.

### *Countywide Bus Only Lanes*

Using the 2028 Games as a catalyst to accelerate Metro's goals, this workstream advances efforts to implement bus-only lanes across Los Angeles County. Bus-only lanes are being considered on corridors that are part of Metro's NextGen Tier 1 network, Metro's BRT Vision and Principles Study, and GRN routes near venues.

Staff coordinated with the NextGen Bus Speed and Reliability Working group to advance this legacy effort. Work consists of existing condition assessments, feasibility studies, traffic analysis, and a phasing framework. Staff will be coordinating with local jurisdictions to develop the phasing plan and work together on the next steps to advance the corridors into design and prepare for upcoming funding opportunities.

### *First/Last Mile*

In order to support a "car-free" Games, streets that connect venues to Metro transit must be improved for people walking, biking, and rolling. The First/Last Mile workstream advances walking, rolling, and active transportation street improvements on critical-access streets at up to ten venue clusters across Los Angeles County.

Metro staff identified and analyzed key pathways based on their connectivity between high-quality transit stops and access points to 2028 Games venues. Street and user experience improvements were identified along these routes to help users walk, bike, and roll between the key transit stations and venues. Staff are working with local jurisdictions to package improvements that may be competitive for federal funding opportunities. Furthermore, equity criteria will continue to be used in the phasing efforts and funding considerations to identify key priority improvements. Later in the year, staff will prepare conceptual designs for these first/last mile improvements at stations that support 2028 Games venues. Metro anticipates working with LA28 later this year to coordinate LA28's venue plans and access points that will be developed in the next few months.



### *Key Station Improvements*

The Key Station Improvements workstream undertakes planning efforts around needed maintenance, accessibility, and customer experience improvements at 7th/Metro Center, Union Station, and Pico stations. The GME may add additional stations based on findings from the travel demand modeling efforts.

Staff assessed various capacity enhancements and crowd management strategies at transit stations from previous major sporting events. Potential strategies may include temporary platforms and overcrossing, queuing channelization, portable ramps/platform humps, branded wayfinding and signs, safety and security measures, and designated alighting/boarding stations.

The analysis used a Games-specific station audit checklist using these best practices and Metro's existing Systemwide Station Design Standards, Operations Station Evaluation, and the Gender Action Plan Tool checklists. Staff is currently in the process of auditing 7th/Metro Center, Union Station, and Pico stations. The Metro Olympics Task Force will review the findings for consideration. With input from various groups at Metro (Systemwide Design, Operations, Wayfinding, Accessibility, Safety and Security, Customer Experience), staff will recommend potential permanent and temporary improvements to prepare these key stations to handle the anticipated 2028 Games demand.

### *Light Rail Speed and Operations Improvements*

This workstream will improve special event operations and travel time along the A Line, E Line, and L Line through the following improvements: Washington Wye operational improvements, a new siding along the E Line, and two new interlocks before and after Memorial Park Station.

Over the past few months, staff have conducted feasibility studies for these speed and operational improvements. Next, staff will conceptually design these improvements and provide updated implementation schedules and cost estimates over the next couple of months.

Washington Wye roadway and traffic signal improvements are being considered first as staff awaits the Regional Connector to complete testing. The results of the testing phase will help staff make better informed decisions on potential improvements that can be achieved before the 2028 Games. Staff will continue coordinating with Metro operations to discuss feasible improvements and collaborate with local jurisdictions on the proposed roadway and traffic improvements.

### Other Metro-led Projects

Staff has also advanced work on a few other Metro-led projects/programs from the Surface Transportation Priority List. The project development lead times on these are not anticipated to be as long; however, it is important that initial project chartering conversations be held with potential partners, and those are planned for the first half of FY24. Below is a summary of current and planned efforts for these projects/programs.

| Project/Program                                              | Progress to Date                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Planned Activity for Q1/Q2 FY24                                                                                                                                                                              |
|--------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Countywide Travel and Freight Demand Management              | Integrated Ticketing - Metro was awarded \$2 million for the Integrated Transit Trip Planning and Fare Purchase with Event Ticketing pilot Phase I through USDOT's Strengthening Mobility and Revolutionizing Transportation (SMART) Grant program. The pilot will develop, build, and test a minimal viable product (MVP) that integrates transit trip planning and fare purchase with event ticketing, such as for concerts and sporting events. While the project scope is to test, develop and evaluate the above minimal viable product within 18 months, the proposal referenced the longer-term benefits of integrating transit with events, including preparation for the 2026 World Cup and the 2028 Games. | Partnering and chartering sessions with GME, other local, state and federal agencies and private partners to begin developing the framework of a travel and freight demand management program for the games. |
| Open Streets to Uplift Arts, Culture, and Recreation Program | Progress report and motion response provided to the Board in March 2023 - File #: 2023-0075.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Staff will work with internal and external stakeholders to secure funding sources.                                                                                                                           |
| Phase I Zero Emission Bus Program                            | Ongoing discussions with OSI, Operations and Government Relations on path forward.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Confirm/refine scope of work based on most recent Zero Emission Bus Transition Plan.                                                                                                                         |
| Universal Basic Mobility                                     | Ongoing discussions with CXO, TAP, OSI and Operations on path forward.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Partnering and chartering sessions with GME, other local, state and federal agencies to begin developing the framework for this program.                                                                     |
| Access Services                                              | Ongoing discussions with Task Force about path forward.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Partnering and chartering sessions with GME and Access Services.                                                                                                                                             |

### LA28 and GME Coordination

Staff have been meeting with the LA28 mobility team on a weekly basis to ensure Metro's internal planning efforts align with the Games needs. Over a dozen workshops have been held with LA28 to understand the needs of hosting the Games and ensure the solutions to those needs are included in the project list. GME staff meet on a monthly basis to review progress at a high level, and GME subject matter experts meet regularly as needed for deep dives into project workstreams. As described above, Metro has collaborated with the GME to be the aggregator of all MCP projects. Other GME discussions have centered around the overall transport vision and strategy for the Games, as well as roles and responsibilities of each agency. In order to support regional planning and coordination for the Games, the Southern California Association of Governments (SCAG) was added to the GME in April of 2023.

### Peer Transit Agency Outreach

Since the last Board update, staff worked closely with the GME to reduce the MCP Comprehensive Project List of 50 projects to 15 Surface Transportation Priority projects. Once the 15 Priority projects were bundled, staff developed project-specific workstreams and worked closely with GME partners to assign critical subject matter experts from each agency to the appropriate workstreams, Metro hosted GME Staff Lead Orientations to onboard agency staff and empower them to create a meaningful impact on their areas of expertise.

As mentioned above, Metro conducted outreach to national transit agencies to gather information on their fleet, workforce, and interest in participating in a Supplemental Bus System for 2028. Building on two national-level roundtables during the 2022 APTA Conference, the CEO hosted two additional workshops, with the first being on March 11, 2023, during the APTA Legislative Conference, and the second on April 23, 2023, during the APTA Mobility Conference. The first session was a discussion on the transportation needs and planning goals for the 2028 Games (e.g., additional buses and operators), followed by the second, which was a Thought Leadership Workshop, hearing lessons-learned from MARTA COO George Wright on the 1996 Summer Olympics Games, UTA CEO Jay Fox on the 2002 Winter Olympic Games, and JTA CEO Nat Ford on innovative technology implementation.

These recent meetings hosted executive leadership from over 35 agencies to better understand the challenges and possibilities, as well as lessons learned from prior experiences on delivering vehicles for Olympic Games or similar large-scale events. Staff plans to continue using these events as an effective way of engaging the industry as we continue to plan for the Supplemental Bus System.

The complete Mobility Concept Plan is in Attachment D.

### **EQUITY PLATFORM**

Approximately 90% of the proposed 2028 Games venues within Los Angeles County are located in or

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near Equity Focused Communities (EFCs), using the latest 2022 EFC Map for the analysis. As a result, staff relied on guidance from the Office of Equity and Race (OER) to ensure the project screening criteria used in the development of the 2022 MCP Priority Project List included an equitable approach and EFCs receive their fair share of beneficial outcomes and are protected from a disproportionate amount of the potential adverse impacts.

The MCP project list was linked to other social benefits and policy goals beyond mobility for the Games to ensure that underserved and heavy transit user communities can realize those benefits. This was achieved by working with the OER to refine the equity criteria and metrics to be more quantitative, data-driven, and refined to reflect social benefits and Metro's policy goals, including improving access to opportunity. Equity was emphasized in the prioritization of the project list with a weighted score of 40%. This translated into projects with higher equity scores ranking higher overall and getting included in the 2022 MCP Prioritized Project List. Over the next few months, as projects are further refined and prioritized within each of the workstreams, staff will work with OER in the application of equity criteria as part of the analysis. This will be especially relevant and useful in the First Last Mile, Bus Only Lanes, and Mobility Hubs workstreams.

The GME has committed to providing comprehensive public affairs and communications support when plans are ready to be shared with the public. In partnership with SCAG and their diverse roster of agencies and organizations, the next rounds of targeted community conversations will bring EFCs into the project development process. At the core of this outreach and engagement work is Metro's commitment to equity, transparency, and inclusion.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The development of the MCP supports strategic goals #1 "Provide high-quality mobility options that enable people to spend less time traveling, #2 "Deliver outstanding trip experiences for all users of the transportation system," and #4 "Transform LA County through regional collaboration and national leadership" by providing a roadmap and strategy to deliver permanent transit and transit-supportive projects and programs that can help serve the 2028 Games.

## **NEXT STEPS**

By the end of 2023, staff will complete the scope refinements and prioritization for seven of the 15 Surface Transportation Priority projects. This effort will be critical to ensuring these projects can compete for State and Federal funding opportunities and be delivered in time for the Games. Initial partnering and scoping conversations will be initiated for additional projects/programs led by Metro. Following this, staff will develop a detailed implementation plan. Staff will also continue to coordinate with the GME on the development and implementation of a legislative funding strategy.

Outreach and engagement will continue with agency partners and venue cities through 2028. Targeted transit partner outreach to Councils of Government, Service Councils, and local municipal transit operators is scheduled to restart in the summer of 2023 as our workstreams develop further. This fall, staff anticipates targeted community and public conversations for individual projects to ensure that our process remains inclusive and equitable to diverse communities that may be

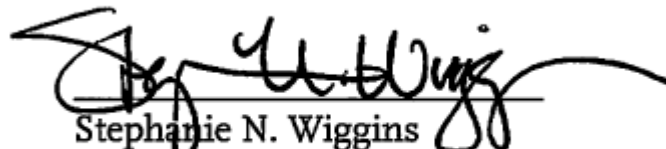
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## **ATTACHMENTS**

Attachment A - Motion 42: 2028 Mobility Concept Plan  
Attachment B - 2022 MCP Prioritized Project List  
Attachment C - GME Surface Transportation Priority List  
Attachment D - Mobility Concept Plan

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# 2022

## Prioritized MCP

## Project List

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

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

### UNFUNDED AND PARTIALLY FUNDED PROJECTS BY MODE

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

## UNFUNDED AND PARTIALLY FUNDED PROJECTS BY MODE (CONTINUED)

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

## UNFUNDED AND PARTIALLY FUNDED PROJECTS BY MODE (CONTINUED)

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



## BUS

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

**11** PROJECTS

**\$2.7B** COST

**25%** OF TOTAL MCP COST



## CONGESTION MANAGEMENT, GOODS AND FREIGHT MOVEMENT

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

**9** PROJECTS

**\$0.6B** COST

**6%** OF TOTAL MCP COST





## FIRST-LAST MILE/ACTIVE TRANSPORTATION

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

**7** PROJECTS

**\$2.2B** COST

**20%** OF TOTAL MCP COST



## METRO RAIL

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

**10** PROJECTS

**\$1B** COST

**9%** OF TOTAL MCP COST



## REGIONAL RAIL

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

**5** PROJECTS

**\$3.5B** COST

**32%** OF TOTAL MCP COST



## SYSTEMWIDE

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

**8** PROJECTS

**\$0.9B** COST

**8%** OF TOTAL  
MCP COST



## FULLY FUNDED/CONSTRUCTION PROJECTS COMPLETE BY 2028 GAMES

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



## FULLY FUNDED PROJECTS TO BE COMPLETED BY 2028 GAMES

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