

<b>FTIP ID# (required) LA9919547</b>					
<b>TCWG Consideration Date 5/26/2026</b>					
<b>Project Description (clearly describe project) Rail Service and Safety Enhancements to Support Olympics/Paralympics Games</b>					
<p>To accommodate the extraordinary increase in regional travel demand expected during the 2028 Olympic and Paralympic Games, Metrolink has prepared a <b>temporary</b> service expansion plan. This includes:</p> <ul style="list-style-type: none"> <li>• increased frequency on key lines, expanded service hours</li> <li>• additional train capacity to accommodate peak demand, and</li> <li>• minor infrastructure and rolling stock to improve reliability and customer experience.</li> </ul> <p>Expanded service will be operated on a temporary basis only for approximately <b>eight weeks from mid-June to mid-August 2028.</b></p>					
<b>Type of Project (use Table 1 on instruction sheet)</b>					
This project temporarily increases Metrolink service during the Games. The project best fits in the Exempt Categories of: Purchase of support vehicles; Rehabilitation of transit vehicles; and, Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way. The best fit in Table 1 would be "Bus, rail, or inter-modal facility/terminal/transfer point".					
<b>County</b> LA/OC/Riv/S B/VC	<b>Narrative Location/Route &amp; Postmiles</b> Metrolink systemwide – multiple counties				
	<b>Caltrans Projects – EA#</b> N/A				
<b>Lead Agency:</b> Southern California Regional Rail Authority (Metrolink)					
<b>Contact Person</b> Michael Litschi	<b>Phone#</b> 213.503.3435	<b>Fax#</b> N/A	<b>Email</b> litschim@scrra.net		
<b>Hot Spot Pollutant of Concern (check one or both) PM2.5 PM10 N/A X</b>					
<b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>					
x	<b>Categorical Exclusion (NEPA)</b> 93.126	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b>					
<b>NEPA Assignment – Project Type (check appropriate box)</b>					
x	<b>Exempt</b>	<b>Section 326 –Categorical Exemption</b>	<b>Section 327 – Non-Categorical Exemption</b>		
<b>Current Programming Dates (as appropriate)</b>					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	In Progress			June 2028	
<b>End</b>	Summer 2026			Aug. 2028	

<p><b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i></p> <p>Metrolink is the regional rail system and a critical component of the broader transit-first mobility strategy for the Games. There are 547 miles of track and 67 stations across six counties, and they are an essential regional link, connecting residents and visitors to jobs, event venues, and major activity centers throughout southern California. Metrolink’s average trip length is 38 miles, reflecting the key role it plays in helping to remove cars from local freeways and reduce vehicle miles traveled (VMT), particularly for longer regional trips.</p> <p>Enhanced Metrolink service during the Games will enable travelers to take high-capacity transit from across the region directly to key destinations and event venues, or to major transfer hubs, where they can connect to local transit or shuttle services for first/last mile access. Multiple venues will be easily reached from Metrolink stations, including:</p> <ul style="list-style-type: none"><li>• Honda Center (Anaheim) - Volleyball</li><li>• Trestles Beach (San Clemente) - Surfing</li><li>• Fairplex (Pomona) - Cricket</li><li>• DTLA Zone (Los Angeles)</li></ul> <p>The project will enable spectators, workforce, and residents to travel efficiently across the region more frequently without relying on personal vehicles. This will reduce congestion on major freeway corridors and support regional air quality goals, including reducing particulate matter (PM) and greenhouse gas emissions (GHG).</p>
<p><b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i></p> <p>Serving the 2028 Games venues throughout the SCAG region at existing Metrolink rail stations.</p>
<p><b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>Temporary rail service to support increased regional travel demand during the eight weeks of the 2028 Games in June, July, and August 2028.</p>
<p><b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>Temporary rail service during the 2028 Games in June, July, and August 2028.</p>

<p><b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b> 2028</p> <p><b>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b> 2028</p>
<p><b>Describe potential traffic redistribution effects of congestion relief</b> (<i>impact on other facilities</i>) Historically, Metrolink trains have served as the primary PM and GHG reduction measure for the southern California region, and the potential impacts of operating additional trains during the 2028 Games would be substantially offset by the reduction of personal automobile trips. Metrolink’s average trip length is 38 miles, and due to security perimeters during the 2028 Games, parking for spectators and workforce will not be available at most venues, so Metrolink will serve as a key regional transit alternative that will help to reduce VMT and resulting emissions from personal automobile trips.</p>
<p><b>Comments/Explanation/Details</b> (<i>attach additional sheets as necessary</i>) Metrolink serves as the backbone of southern California’s regional transit network, and the proposed <b>temporary</b> Metrolink service expansion will be critical to the success of the Games. Metrolink will provide a one-seat ride to multiple event venues, and act as a key feeder to local transit systems, as well as Metro’s supplemental Games Enhanced Transit Service (GETS), helping to transport visitors and workforce throughout the region during the Games.</p> <p>Depending on the amount of available Federal funds, the <b>temporary</b> service plan could include:</p> <ul style="list-style-type: none"><li>• Increasing service on the Antelope Valley, Orange County, and San Bernardino lines from hourly to 30-minute headways.</li><li>• Operating all Metrolink lines later into the night, with trains running from approximately 5 a.m. to midnight on weekdays and weekends.</li><li>• Significantly enhancing weekend service levels to match weekday levels, supporting consistent, seven-day-a-week mobility.</li><li>• Temporarily increasing service levels from 164 weekday trips (April 2026 schedule) to up to 316 trains per day</li></ul> <p>Metrolink is a proven leader in providing clean transportation alternatives and was the first passenger railroad in the nation to upgrade most of its locomotives to Tier 4 technology. Metrolink’s state-of-the-art Tier 4 locomotives are the cleanest diesel locomotives in the nation, providing wide-ranging environmental benefits and cleaner air for the southern California region. Tier 4 locomotives are compliant with the latest U.S. Environmental Protection Agency (EPA) emissions standards and reduce particulate matter and nitrogen oxide emissions by up to 85% compared to older locomotives. Currently, two-thirds of Metrolink’s fleet consists of Tier 4 locomotives, with an additional 12 anticipated to be replaced with Tier 4 locomotives by 2029. In addition, Metrolink proactively decided to power its entire locomotive fleet using 100% renewable diesel in 2022, further reducing pollutants and GHG emissions from Metrolink operations.</p>