

FTIP ID# <i>(required)</i> LA9919554				
TCWG Consideration Date May TCWG Meeting				
Project Description <i>(clearly describe project)</i>				
<p>The Games Enhanced Transit Service (GETS) includes 1,748 buses primarily from California (mainly southern California) to enhance transit service to venues and complement the existing transit network during the 2028 Olympics and Paralympic Games (LA28). The GETS includes vehicles that are temporarily procured or borrowed only for LA28. To support this temporary increase in service, the GETS will use bus malls at venues, park-and-ride lots to serve spectators and the workforce, bus depots, and labor support for the operation of the GETS. When borrowing buses, Metro expects most will be compressed natural gas (CNG) or electric. Where feasible, borrowed buses will align with Metro's Moving Beyond Sustainability (MBS) goal of transitioning to a 100% electric bus fleet by 2030. Most borrowed buses are anticipated to come from nearby southern California agencies. Temporary service enhancements will operate exclusively during the LA28 in July and August 2028.</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i>				
Bus, rail, or inter-modal facility/terminal/transfer point				
County		Narrative Location/Route & Postmiles		
LA County		Caltrans Projects – EA# NA		
Lead Agency: LA Metro				
Contact Person		Phone#	Fax#	Email: See next field
Ernesto Chaves		213-547-4362	chavese@metro.net	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 PM10 NA X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>
		<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>
			<input type="checkbox"/>	PS&E or Construction
				<input type="checkbox"/>
				Other
Scheduled Date of Federal Action:				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/>	Exempt	<input type="checkbox"/>		<input type="checkbox"/>
		Section 326 –Categorical Exemption		Section 327 – Non-Categorical Exemption
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	In progress			June 2028
End	Summer 2026			July 2028

<p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i></p> <p>The GETS will be a dedicated corridor system serving venues and sports zones for 60 days, from the Olympic Village opening through the end of the Paralympic departure cycle on August 30, 2028. Los Angeles Metro and Olympic organizers estimate that 1,748 additional buses will be needed, effectively doubling the current Metro fleet of 2,320 vehicles. Metro has requested that transit agencies nationwide donate buses near the end of their usable life for temporary Olympic service, in addition to borrowing buses mostly from southern California transit agencies.</p> <p>Most borrowed buses are anticipated to come from nearby Southern California agencies, so a majority of them will be compressed natural gas (CNG) or electric. Where feasible, borrowed buses will align with Metro's Moving Beyond Sustainability (MBS) goal of transitioning to a 100% electric bus fleet by 2030. Temporary service enhancements will operate exclusively during the 2028 Games in July and August 2028.</p> <p>A key reason GETS will reduce single-occupancy car travel — rather than simply managing it — is the park-and-ride network. Metro is taking on the role of replacing parking lots at the venues with transit. Normally, venues the size of the Olympics and Paralympics support a large amount of parking; that will not be the case for LA28. Metro will take on the role of not just the transport of people, but the actual provision of parking for them. With 25 or more park-and-ride sites distributed across the region, spectators can drive to a peripheral location and transfer to GETS buses — keeping cars off the final miles of congested arterials near venues.</p>
<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>Serving the 2028 Games Venues throughout the SCAG region and existing and temporary transit hubs.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Temporary bus shuttle service for the 2028 Games in June and July 2028.</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Temporary bus shuttle service in June & July 2028</p>

<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT 2028</p> <p>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 2028</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i> How GETS Reduces Single-Occupancy Vehicle (SOV) Travel; The strategy operates on several interlocking mechanisms:</p> <p>Venue parking elimination. By removing parking at or near venues, organizers remove the primary incentive for driving all the way to competition sites. With nowhere to park, spectators must use the GETS system for the final leg of their journey regardless of how they arrived in Los Angeles.</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i></p> <p>(Continued – traffic redistribution effects)</p> <p>Making transit faster than driving. With bus-only lanes (part of the Games Route Network -GRN), transit priority, and micromobility options, public transit will be more time-competitive than driving a passenger car on a wider range of trips. When GETS buses travel in dedicated lanes while private cars sit in general traffic, the rational choice flips — transit becomes the faster option.</p> <p>Park-and-ride lot as a car trip terminator. The park-and-ride sites capture car trips at the regional periphery, far from congested urban cores. A spectator driving from the Inland Empire, for example, can park at an outer park-and-ride hub and ride a GETS express bus directly to the venue, never entering the most congested corridors.</p> <p>Expanding the rail network underneath. GETS sits atop a dramatically expanded rail system. The D Line Extension is being completed in three phases: starting May 8, 2026, the first phase provides an extension from Wilshire/Western to Wilshire/La Cienega; the second phase will continue to Century City by late 2026; and, the third phase will reach the West Los Angeles VA Medical Center by 2027, including a station near UCLA that will connect the Olympic Village to downtown venues.</p>