



**Infrastructure, Transportation, and Sustainability Goals  
Ahead of the**

**2028 Olympic and Paralympic Games**

**May 13, 2026 | 2 PM**

**1021 O Street, Sacramento, CA 95814, Room 2100**

**Background Materials**

**Senator Ben Allen, Chair**

**Senator Aisha Wahab, Vice Chair**

## I. Infrastructure and Transportation Goals

In October of 2025, Los Angeles Mayor Bass announced the City of Los Angeles “Games for All” Vision for the 2028 Olympic and Paralympic Games.<sup>1</sup> As part of that vision, the Mayor signed a directive to establish the Office of Major Events, which Executive Director Paul Krekorian heads. In addition, that vision established several infrastructure improvement goals, including accessibility ahead of the Paralympic Games, city permit streamlining, and an improved Games mobility experience. In conversations with the Legislature so far, the City of LA has also shared that its goals include street and public right-of-way improvements, energy upgrades, security upgrades, and providing additional funds to the Clean Corridors Program that focuses on removing debris and graffiti from high-traffic corridors in the city.

Los Angeles’ preparations for the 2028 Olympic and Paralympic Games are being framed by local leaders as an opportunity to accelerate long-term regional infrastructure and transportation goals. Public officials, LA28 organizers, and regional transportation agencies have consistently emphasized that the Games should leave a legacy in mobility and public infrastructure improvements rather than focus on constructing new Olympic venues. As part of the “Games for All” Vision, efforts have been centered on improving transportation access, streamlining government coordination, and ensuring that investments associated with the Games provide long-term benefits for residents after the event concludes.

A central theme is the idea that Los Angeles can host a more sustainable and financially restrained Olympics than many previous host cities by relying heavily on existing facilities and previously planned infrastructure projects. LA28 organizers and city officials repeatedly describe the Games as a “no-build” or heavily reuse-oriented Olympics, emphasizing that most competition venues already exist and that the city will avoid constructing large numbers of permanent new stadiums or arenas.<sup>2</sup> Instead, the region’s strategy focuses on improving mobility connections between venues, modernizing transit systems, upgrading public spaces, and accelerating transportation investments that were already included in broader regional transportation plans. While no new permanent buildings will be constructed, there are plans for temporary venues and other installations to carry out the different events. To support that construction, the

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<sup>1</sup> 1,000 Days Out: Mayor Bass Announces “Games For All” Vision for 2028 Olympic and Paralympic Games, Signs Executive Directive to Streamline Execution. City of Los Angeles. <https://mayor.lacity.gov/news/1000-days-out-mayor-bass-announces-games-all-vision-2028-olympic-and-paralympic-games-signs>

<sup>2</sup> Au Revoir, Paris. Here’s how Los Angeles is preparing for the 2028 Olympics. PBS. <https://www.pbs.org/newshour/nation/au-revoir-paris-heres-how-los-angeles-is-preparing-for-the-2028-olympics>

Legislature passed, and the Governor signed, AB 149 last year to temporarily exempt those projects from the California Environmental Quality Act (CEQA) out of recognition that those installations are temporary. That exemption is intended to reduce the delays associated with undergoing an Environmental Impact Report (EIR) that may have been required for these projects under other circumstances.

Aside from the City of LA and the transit agencies, two publicly owned sites will host various events during the Games. Exposition Park, which contains the iconic Coliseum, is a state park that also includes open green space, the BMO Stadium, and several museums. In his January budget, the Governor proposed \$96.5 million in one-time funds to complete deferred maintenance projects needed to support the park's role in the Games. In conversations with legislators, the Park notes that several needed improvements remain unfulfilled. Additionally, the Rose Bowl, which is owned by the City of Pasadena, will host soccer and diving. The stadium has spoken with legislators about its security upgrades and needs to host the Games, along with future events.

## **II. Infrastructure and Transportation Needs**

Transportation infrastructure sits at the center of this strategy. LA County Metropolitan Transportation Authority's "Twenty-Eight by '28" initiative serves as the primary framework for transportation improvements associated with the Games.<sup>3</sup> Originally announced in 2018, the initiative identified twenty-eight transportation and mobility projects intended to improve regional connectivity before 2028. These projects include rail extensions, station modernization, bus rapid transit improvements, bicycle and pedestrian infrastructure, and operational upgrades, which will help encourage spectators to rely on public transportation to reach the more than 49 venues spread across the region. The Southern California Association of Governments (SCAG) has framed the transportation challenge around four pillars — passenger travel demand management, freight demand management, quick-build safety infrastructure, and community hubs.<sup>4</sup> LA Metro and city officials have consistently stressed that these projects were not created solely because of the Olympics. Rather, many were already part of the region's long-term transportation agenda but are now being accelerated or reprioritized because of the Games deadline.

One of the most significant transportation projects associated with the Games is the \$9.7 billion D Line (Purple Line) Extension, which will add nine miles of track and seven new stations along the Wilshire Boulevard corridor westward to Westwood and the University of California, Los Angeles.<sup>5</sup> UCLA is planned to serve as the Olympic Village

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<sup>3</sup> 28 Projects by 2028. <https://www.metro.net/28x28/>

<sup>4</sup> LA28 Games Mobility Program. <https://scag.ca.gov/LA28>

<sup>5</sup> Why it took 65 years for LA to build its most important rail line. LA Times. <https://www.latimes.com/california/story/2026-05-07/los-angeles-metro-d-line-extension>

during the 2028 Games, making the project a central component of LA28's transit strategy. Metro opened Section 1 of the extension in May 2026, adding several stations and connecting downtown Los Angeles to Beverly Hills in about 20 minutes. Sections 2 and 3 are currently projected to open in 2027. Once fully completed, the extension will connect Westwood directly to Downtown Los Angeles and Union Station through high-capacity rail service, improving transit access between major Olympic hubs.

Equally critical is the connection between Los Angeles International Airport and the broader Metro network. The LAX Automated People Mover, a 2.25-mile elevated loop linking the airport's nine terminals to rental car facilities and the Metro's K Line, has been years in the making. Originally slated to open in 2023, the project was hampered by construction and contractor challenges that delayed its opening and resulted in a price tag that sits at approximately \$3.5 billion; it is currently projected to open in late 2026.

Beyond rail expansion, LA28 is placing substantial emphasis on operational mobility improvements and mode-shift strategies intended to reduce automobile dependence during the Games. Metro's Mobility Concept Plan envisions large-scale use of public transit, walking, cycling, and micromobility to move spectators and workers between venues. Planned improvements include bus-only lanes, pedestrian corridors, bicycle infrastructure, upgraded station areas, and temporary mobility hubs designed to accommodate extremely high passenger volumes. Metro estimates that the Olympics could generate approximately one million additional daily trips across the region.

To manage this demand, Metro is developing a temporary "Games Enhanced Transit System" (GETS), which would supplement the permanent transportation network with shuttle buses, temporary bus depots, park-and-ride systems, and venue transit hubs. Current plans project the need for 2,700 buses, nearly doubling Metro's existing fleet size, which will be accomplished through a combination of renting buses from surrounding jurisdictions, as well as deploying electric school bus fleets that are usually idle in the summer months.<sup>6</sup>

At the same time, roadway infrastructure and traffic management remain critical components of Olympic planning despite the public emphasis on transit-first mobility. LA Metro and the California Department of Transportation are coordinating the development of a formal Games Route Network (GRN), consisting of designated roadways and managed traffic corridors intended to move athletes, officials, media personnel, and workforce staff efficiently between venues.

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<sup>6</sup> Highland Electric Fleets Selected as the Official Electric School Bus Provider of the LA28 Olympic and Paralympic Games and Team USA. LA28. <https://la28.org/en/newsroom/highland-electric-fleets-selected-as-official-electric-school-bus-provider-of-la28-olympic-paralympic-games.html>

Despite the progress, challenges remain. Metro revised the “Twenty-Eight by ’28” project list in 2024, replacing large-scale projects unlikely to be completed by 2028 - such as the Sepulveda Transit Corridor, the East San Fernando Valley Light Rail project, and portions of the Southeast Gateway Line - with projects viewed as more achievable and better aligned with Metro’s updated Mobility Concept Plan, including operational transit improvements, active transportation corridors, and projects already under construction or nearing completion. Additionally, federal funding is a pressing issue. Though Senator Alex Padilla secured nearly \$90 million in federal transit funding through the FY2026 Transportation appropriations bill, the amount is a modest win given Metro’s original \$2 billion ask to the federal government to accomplish critical goals surrounding programs like GETS.

Overall, LA28’s approach to Olympic infrastructure differs significantly from many prior host cities, particularly when compared with more construction-intensive Games such as Beijing 2008, Rio 2016, or even Paris 2024. Paris invested roughly €3.6 billion in Games-related infrastructure spending, including major new athlete housing construction, extensive Seine River cleanup efforts, and new venue development. LA, by contrast, is deliberately leaning into what it already has, relying on a readiness of operations to connect existing infrastructure. The success of this strategy will depend on how quickly the remaining pieces fall into place; if those come together, LA will have the opportunity to demonstrate that a sprawling, car-dependent American city can host the world's biggest sporting event on the back of upgraded public transit and leave behind a rail network, active transportation corridors, and mobility infrastructure that serve Angelenos after the conclusion of the Games.

### III. Sustainability Goals

Ahead of the 2028 Games, the LA28 Organizing Committee released an Impact and Sustainability plan where, among other commitments, it outlines goals to improve air quality, energy efficiency, reduce GHG emissions, and reduce waste<sup>7</sup>. Specifically, LA28 is committing to reducing its overall carbon footprint by 10% compared to the Paris 2024 Games, which reduced emissions by about 55% compared to Rio 2016 and London 2012<sup>8</sup>. LA28 plans to adopt a carbon price for itself, and funds generated by those costs are meant to be invested in LA communities. As part of this plan, LA28 has committed to purchasing renewable electricity for the venues and supplementing it with solar and battery storage as needed.

One of the core concepts of LA28's plan is their commitment to "radical reuse," where they focus on utilizing existing venues as much as possible to reduce the environmental harm that may result from building a new permanent venue. Many of the venues are existing stadiums and centers, such as the Coliseum, SoFi, Dodger Stadium, the LA Convention Center, the Rose Bowl, and others. That said, there will still be several temporary venues, such as the Valley Zone in the Sepulveda Basin Recreation Area for skateboarding<sup>9</sup>. Temporary venues will prioritize recyclability and reuse after the Games. In addition, rather than building a new Olympic and Paralympic Village, UCLA will be hosting the village with its existing residential and dining hall buildings. By way of comparison, the Paris 2024 Games similarly prioritized existing and temporary venues, but they did construct three new permanent sites.

In addition, LA28's plan has set goals on waste reduction, with 100% of beverage containers being recyclable or compostable, encouraging the use of reusable water bottles with water bottle refill locations at all venues, and requiring venues to use food waste compost and donation programs. Their plan takes inspiration from the Paris 2024 Olympic and Paralympic Games, where plastic use was halved compared to previous Games through reduction of single-use plastic and use of water bottle refill stations and biodegradable materials<sup>10</sup>.

Lastly, LA28 has set low-emission transportation goals so that the Games will be transit-first, as opposed to prioritizing single-occupancy vehicles. This goal is a lofty one,

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<sup>7</sup> Impact and Sustainability Plan. LA28. Released in July 2025. <https://la28.org/content/dam/latwentyeight/impact-and-sustainability-plan/LA28ImpactAndSustainabilityPlan.pdf>

<sup>8</sup> Paris 2024 Report Confirms over 50% carbon emissions reduction. International Olympic Committee. <https://www.olympics.com/ioc/news/paris-2024-report-confirms-over-50-carbon-emissions-reduction>

<sup>9</sup> 2028 Olympic and Paralympic Venues. LA28. <https://la28.org/en/games-plan/venues.html>

<sup>10</sup> Ibid.

considering that LA is known for having among the worst traffic congestion in the nation. LA28 is planning to encourage the use of public transit and micro-mobility by not allowing public parking at or near most venues in LA. It is unclear if this requirement extends to venues that are not in the LA area. They plan to supplement existing public transit with zero-emission buses. In addition, they are planning the Games Route Network to allow for more efficient travel between venues for LA28 vehicles to reduce the overall miles traveled. In the Paris 2024 Games, they were able to maximize Paris's existing robust transit network. About 87% of all spectators used public or micro-mobile transportation. Paris has a more robust public transit and micro-mobility network, so it will be interesting to see how many spectators in LA use those forms of transportation.

The Los Angeles Cleantech Incubator (LACI) is a nonprofit organization focused on supporting the green economy in LA. They have launched an initiative called Road to 2028, which is meant to accelerate LA's clean energy, transportation, and air goals ahead of the Games<sup>11</sup>. They view the 2028 Games as an opportunity to meet these goals and leave a lasting legacy for the region. At their most recent summit, LACI secured \$125 million in commitments from public and private entities to install solar and storage projects, electrify buildings, and expand the existing public EV charging network. LACI has worked closely with LA28 to help execute their sustainability goals.

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<sup>11</sup> Road to 2028. Los Angeles Clean Tech Incubator (LACI). <https://lincubator.org/roadto2028/>