


**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL MEMORANDUM

Date: April 21, 2026

To: The Honorable City Council  
c/o City Clerk, Room 395  
Honorable Heather Hutt, Chair, Transportation Committee

From: Laura Rubio-Cornejo, General Manager   
Department of Transportation

Subject: **Transportation Plan for the 2028 Olympic & Paralympic Games**

**SUMMARY**

In response to Council File [15-0989-S30](#), this report provides an overview on the Department of Transportation's (LADOT) efforts to develop a transportation plan for the 2028 Olympic and Paralympic Games, as well as ongoing coordination with the Games Mobility Executives (GME) and other partner agencies.

**RECOMMENDATION**

That the City Council Note and File this report.

**BACKGROUND**

Los Angeles will host the 2028 Olympic and Paralympic Games (Games), over a span of several weeks, with hundreds of thousands of spectators visiting during the largest sporting event in our region's history. Games are planned at venues throughout Los Angeles, including the Crypto.com arena and Convention Center, Dodger Stadium, Exposition Park, the Sepulveda Basin, the Riviera Country Club, Venice Beach, and the Port of LA. The athletes village will be located at the University of California Los Angeles (UCLA) in West Los Angeles. Additional sporting events will take place in venues throughout the region, in cities such as Inglewood, Carson, Pasadena, Long Beach, Arcadia, South El Monte, and more. Given the expected demands on the transportation network, and limited or no parking availability Games venues, the City of Los Angeles is prioritizing transit-first access that promotes sustainable transportation strategies in partnership with regional partners. Spectators will be encouraged to travel by bus, train, shuttles, bicycles, shared and on-demand mobility, and additional means other than driving.

In June 2024, Council directed LADOT to report on efforts to develop a transportation plan, including traffic mitigation and control programs, as well as other coordination with the Los Angeles Unified School District, county, state and federal partners, that will adequately support the City during the 2028 Games.

On October 16, 2024, Mayor Karen Bass signed Executive Directive (ED) 9, which focuses on realigning priorities and resources with a focus on efficient project delivery, capital investment planning, and asset management in the public right-of-way. This focused and coordinated approach can deliver inter-departmental work plans and resource requests that better position LADOT, the Bureau of

Engineering, and the Bureau of Streets Services to work toward shared policy goals of delivering first class transportation infrastructure in highest-need communities citywide, as well as near Games venues. On October 17, 2025, Mayor Karen Bass signed ED 16, which focuses on key pillars to guide city agencies in delivering a “Games for All”. This ED embraces the once-in-a-generation moment to showcase athletic excellence and create an impact that benefits Angelenos long past 2028. The “Games for All” vision seeks to expand upon opportunities like an unparalleled economic impact, investment in our public spaces, increased accessibility, transformation of our mobility, and enhanced youth sports by creating an inclusive, thriving, and vibrant city for all. Specifically, this ED establishes the Office of Major Events (OME) within the Mayor’s Office, instructs departmental leads to prioritize Games preparation, initiates the inter-agency Games Mobility Working Group led by OME, and encourages enhanced focus on Games-supportive infrastructure projects through streamlining and coordination.

**DISCUSSION**

Providing transportation for spectators between venues and activity centers across the Los Angeles region, while ensuring residents can continue accessing places of employment and recreation, is a major undertaking that requires strategic planning, close coordination between regional agencies, and focused implementation. This effort requires both advanced planning and project delivery ahead of the Games, as well as traffic management throughout the events. LADOT collaborates with partner agencies in the Games Mobility Executives to plan and deliver projects that support transit-first games, and works directly with LA28 to develop special traffic operations plans to manage traffic around venues and security perimeters during Games events.

Games Mobility Executives

The Games Mobility Executives (GME) was formed to advance unified, regional mobility planning for the 2028 Games and to serve as a convening force to align on opportunities for joint funding for projects that could support Games transportation, while benefiting the region for the long term. The GME includes the City of Los Angeles Mayor’s Office, LA28, and partner agencies like Metro, Caltrans, Metrolink, and the Southern California Association of Governments (SCAG). GME agencies lead workstreams to advance Games transportation needs, ensuring regional alignment and collaboration. LADOT is focused on meeting these objectives as a key partner in the GME. GME workstreams that LADOT is a key partner on and their respective agency lead are identified below:

Table 1: Games Mobility Executives Workstreams and Agency Responsibilities

Lead Agency	Workstream	LADOT Support
Caltrans	Games Route Network (GRN) & Integrated Transportation Management	X
LADOT	First/Last Mile Access to Venues & Open Streets	---
LA Mayor’s Office	Accessibility	X
Metro	Games Enhanced Transit Service (GETS)	X

Metro	Countywide Mobility Hubs	X
Metro	Countywide Bus Only Lanes	X
Metro	Heat	X
Metro	Key Station Improvements	X
Metro	Light Rail Speed and Operational Improvements	X
Metro	Ticketing and CX Payments	
Metro	ZEB Program Phase 1 (also part of GETS)	
Metro	Wayfinding	X
Metrolink	Metrolink SCORE Phase 1	
SCAG	Countywide Travel and Freight Demand Management & Universal Basic Mobility	X

While all GME partners participate in all workstreams, LADOT leads the First/Last Mile to Venues and Open Streets workstreams, and provides direct support for various workstreams as indicated in Table 1.

*First Last Mile to Venues*

As the lead agency for the GME First/Last Mile to Venues workstream, LADOT coordinates with regional partners Metro, SCAG, and venue cities to provide a consistent and excellent user experience regionally for transit-first games. This vision will be realized by improving regional active transportation networks and revitalizing public spaces through phased approaches that deliver quick build projects by Summer 2028 and permanent ongoing legacy beyond the Games. Coordination between venue cities and with other relevant workstreams is key to achieving this vision. Specifically, this group coordinates across work streams to account for Games preparation considering universal design, priority networks, mobility hubs, wayfinding, and more.

Within the City, LADOT prioritized existing work plans to focus on first last mile projects that advance Mobility Plan 2035 goals related to safety, access for all, sustainability, and inclusivity while also providing access to Games venues. Additionally, corridors were advanced based on their ability to meet both policy driven goals and core transportation needs related to the Games including connecting visitors to venues and key destinations. Lastly, the corridors were selected and prioritized based on City staff’s ability to implement these safety and mobility projects before the 2028 Games timeframe. In Fall 2024, LADOT released a Task Order Solicitation for consultant services to provide planning, engagement, and design services for the identified corridors. LADOT plans to complete designs for the selected corridors by Fiscal Year 26/27.

Table 2: LADOT First Last Mile to Venue Corridors

Project	Street Segments	Length (mi)	Status
MLK Blvd East	Martin Luther King Jr Blvd from Broadway to Hooper; Broadway Pl from Martin Luther King Jr Blvd to Main St; 39th St from Figueroa St to Broadway Pl	2.3	Construction
Pico Blvd	Pico Blvd from Crenshaw to Figueroa St	3.2	Final Design
Spring/ Alameda	Spring St from Wilhardt St to College; Alameda St from College to Los Angeles	1.2	Final Design
Broadway	Broadway from Martin Luther King Jr Blvd to Manchester Ave	3.5	Design
Sunset/ Cesar Chavez	Sunset Blvd from Douglas to Cesar Chavez Ave; Cesar Chavez Ave from Sunset Blvd to Alameda	1.5	Design
Westwood Blvd	Westwood Blvd from Le Conte to Exposition	2.7	Design
Koreatown Pico Union Neighborhood Connect	New Hampshire, Berendo, Washington	1.8	Design

In April 2025, the City of Los Angeles applied for Metro Active Transportation Program Cycle 2 funding for four projects (CF 25-0416). The purpose of the MAT Program is to fund projects that encourage active transportation and increase access to transit, especially within high-need areas that have a critical safety nexus. The application guidelines prioritize projects that align with Metro's Active Transportation Strategic Plan (ATSP), First/Last Mile Policy, and the Equity Platform Framework. In September 2025, Metro recommended approximately \$40.85M in funding for the four projects: Pico Blvd First-Last Mile Improvements Project, Grand Ave/Cesar Chavez Ave First-Last Mile Improvements Project, Koreatown to Pico-Union Neighborhood Active Transportation Corridor Project, and Los Angeles River Segments 1 and 2. To ensure projects are resourced for delivery, position requests were submitted for BOE and the Bureau of Contract Administration (BCA).

To construct these projects, which require delivery resources from bureaus within the Department of Public Works (DPW), the Mayor's Office of Major Events convenes a Games Mobility City working group. This group is focused on citywide partnerships to plan infrastructure improvements, state-of-good-repair programs, active transportation connections, and first/last mile venue approaches. Support from partner agencies, including Bureau of Streets Services (SLA) and Bureau of Engineering (BOE) is also a necessity to ensure projects are supported with civil design, civil engineering, resurfacing, and curb ramp implementation. To supplement Public Works capacity, LADOT has partnered with General Services Department with whom LADOT plans to construct civil improvements on four of seven FLM projects. Additional staff resources, and a reprioritization of existing priorities, would be needed at all three agencies in order to sufficiently plan and implement the identified priority projects.

As a component of first last mile venue connections, the City Games Mobility Working Group also coordinates to develop venue approaches. This workstream is focused on unifying City improvements and projects within an approximate one-mile walkshed (or 25 minute walk) to the venue site. This workstream focuses on identifying key corridors of travel by transit-first modes of transportation from nearby transit stations, mobility hubs, and key destinations. LADOT coordinates with partner agencies to identify how City resources and investments should be targeted to ensure the safety, comfort, and access for all along key pathways. Lastly, this workstream will help identify other destinations or areas of interest that may attract Games spectators and residents. This approach can provide an exciting Games experience, while also staggering the dispersal of peak crowd flows, to provide relief to transit and transportation services.

### *Open Streets*

Open Streets redefine typical uses of streets to create car-free spaces for people, typically on foot and using non-motorized wheeled devices such as bicycles and scooters. Open Streets have become an effective strategy in the global movement toward livable cities, promoting sustainable transportation, easing congestion, and enhancing public health, which is why they are a key transportation strategy for the 2028 Summer Games. During the 2028 Games, sidewalks will be at capacity with visitors before and after events. Open Streets can meet the demand for additional space, while encouraging communities to reimagine their streets in a car-free environment. Open Streets also have the potential to create innovative places for play, celebration, arts, and culture that are free to the public and accessible to all.

In March 2024, USDOT awarded Metro a \$139 million grant from the Reconnecting Communities and Neighborhoods (RCN) program for the Removing Barriers and Creating Legacy-A Multimodal Approach for Los Angeles County project (CF 23-1011). The Program will restore community connectivity by investing in high quality multimodal transportation options to enable affordable, reliable mobility and access to opportunity in a total of 12 jurisdictions, including the City of Los Angeles. The City of Los Angeles was a key partner on this application and many of the investments are scoped to be implemented in Los Angeles including an open street event in Summer 2028 in the North Hollywood community.

In August 2024, the City, in partnership with Southern California Association of Governments (SCAG), applied for and was awarded \$6 million in Safe Streets and Roads for All (SS4A) funding through USDOT to implement the “Pedestrianization for the 2028 Games and Beyond” demonstration project (CF 24-0869). This effort will address known collision hotspots with a focus on major transit stations and pedestrian activity. With this funding, LADOT will evaluate, design, and implement three semi-permanent open streets projects during and beyond the 2028 Games, to enable more visitors and Angelenos alike to safely and comfortably enjoy their experience.

In October 2025, LADOT partnered with citywide agencies to submit eleven funding applications to the Metro Open Streets Program Cycles 6 and 7 ([CF 25-1457](#)). In December 2025, LA Metro funded nine applications for open street events in Los Angeles. These events include a joint application with the City of West Hollywood and two applications submitted by El Pueblo. These open street events will take place in Summers 2026 and 2028 to support re-envisioning streets as places of celebration.

Table 3 summarizes the nine funded open street events LADOT will lead during Summers 2026 and 2028.

Table 3: LADOT-led Open Street Events for 2026 &amp; 2028

<b>Event</b>	<b>Location</b>	<b>Funding Source</b>	<b>Lead Agency</b>
2026 CicLAvia South LA	Martin Luther King Jr. from Crenshaw to Figueroa; Crenshaw from Martin Luther King Jr. to Vernon	Metro	LADOT
2026 CicLAvia Meet the Hollywoods (submitted by City of West Hollywood)	Hollywood from Hillhurst to Highland; Highland from Hollywood to Santa Monica; Santa Monica from Highland to La Brea	Metro	LADOT
2026 Westlake Open Streets Celebration	Wilshire from Hoover to Alvarado	Metro	LADOT
2028 CicLAvia South LA	Martin Luther King Jr. from Crenshaw to Figueroa; Crenshaw from Martin Luther King Jr. to Vernon	Metro	LADOT
2028 Westlake Open Streets Celebration	Wilshire from Hoover to Alvarado	Metro, SS4A	LADOT
2028 La Chapulina	Figueroa venue connection between Expo Park and Downtown LA	Metro, SS4A	LADOT
2028 Sepulveda Basin Open Streets	TBD	Metro	LADOT
2028 North Hollywood Open Streets	Lankershim from Chandler to Vineland; Chandler from Lankershim to Tujunga; and Magnolia from Lankershim to Vineland	RCN	LADOT

2028 Hollywood Open Streets	Hollywood Boulevard from Orange to Highland	Metro, SS4A	LADOT
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*Games Route Network (GRN)*

The Games Route Network (GRN) will utilize existing freeways and local City streets to create a safe, efficient, and reliable transportation system connecting athletes, media, and key personnel to each venue. The GRN workstream is led by Caltrans—primarily along the freeway system—and is coordinated with local jurisdictions for the surface streets that connect freeways to venues. Caltrans expects to complete GRN planning and design by January 2027, with full implementation by January 2028.

Within the City, LADOT will play a critical role in planning and implementing dedicated GRN travel lanes between venues and the freeway system to support Games operations. This effort will require significant design and operational resources to customize the GRN access through each venue’s unique security perimeters. This effort will include specialized street signs and striping, traffic signal modifications, and optimized signal timing to prioritize GRN traffic. In certain corridors, the GRN may need to be physically separated using barriers and may require parking modifications to maintain lane integrity. Existing bus stops may need to be limited or temporarily relocated to reduce conflicts. LADOT will also provide parking enforcement to keep GRN lanes clear and will actively manage traffic operations within the lanes using the ATSAC traffic management system.

*Games Enhanced Transit Service (GETS)*

GETS is the primary spectator transportation service, operated by Metro. It moves spectators between mobility hubs and game venues. Metro and LADOT worked together to choose GETS routes based on travel demand, roadway capacity, and venue proximity.

To ensure reliable operations, LADOT will implement a series of roadway modifications to prioritize GETS vehicles. These measures include the designation of transit-only arterials, signal timing adjustments, curbside management strategies, and, in some cases, a temporary rerouting of existing transit services.

LADOT has also identified locations for spectator pick-up and drop-off zones near venues. These locations are aligned with the first-and last-mile pedestrian corridors to accommodate high pedestrian volumes to and from the venues. The pedestrian routes will be enhanced with safety barriers, traffic control officers, wayfinding, and accessibility features.

*Countywide Mobility Hubs*

Metro and LADOT identified Mobility Hubs in Metro’s Mobility Concept Plan for the 2028 Games as a multimodal strategy to better connect spectators and residents to venues and to expand the reach of the transit network. Metro leads the GME Mobility Hubs subcommittee and LADOT and other venue cities participate in this subcommittee to create better connectivity throughout the region. One of the main priorities of the GME Mobility Hubs subcommittee is coordinating with the GME First Last Mile subcommittee to plan venue approaches between Mobility Hubs and venues, coordinating with Metro to plan priority mobility hubs at Chatsworth Metro G Line Station/Metrolink Station, Expo Crenshaw

Metro Station and North Hollywood Station, funded through the Reconnecting Communities and Neighborhood grant, and considering future funding opportunities for additional mobility hubs.

LADOT is also leading the planning and implementation of the Integrated Mobility Hubs (IMH) pilot project ([CF 24-0059](#)). For this pilot, LADOT is the lead and Metro is the primary funding agency. The IMH pilot program will develop 98 mobility hubs, including 13 primary hubs at Metro Rail stations and 85 satellite hubs identified through a planning effort to support transit access goals. Five of these primary hubs are in Downtown Los Angeles, and five are in Hollywood. LADOT has contracted with Tranzito to assist with offering mobility improvements, such as wayfinding, secure bicycle parking, a mobility hubs portal, and real time transit information. LADOT's IMH pilot aims to deliver a suite of sustainable mobility options by 2028. LADOT is prioritizing highest need Mobility Hub locations first, since there are not currently sufficient existing staff resources to implement mobility hubs at all venues located in the City by Summer 2028.

Additionally, Council instructed LADOT to provide a report back on the steps needed to create a cohesive and inclusive mobility hub on LADOT Parking Lot 731 in Venice ([CF-15-1138-S42](#)). Venice Beach is also a 2028 Olympic and Paralympic Games venue, hosting the start of marathon, triathlon, and road cycling events.

#### *Countywide Bus Only Lanes*

Metro leads coordination for regional bus speed and reliability projects to realize the vision of a transit-first 2028 Games and ensure legacy transit-improvements beyond the Games. LADOT provides design, engagement, and delivery support to Metro in the Bus Speed & Reliability Working Group work program, including for the priority projects that Metro seeks to deliver by 2028.

In March 2024, USDOT awarded Metro a \$139 million grant from the Reconnecting Communities and Neighborhoods (RCN) program for the Removing Barriers and Creating Legacy-A Multimodal Approach for Los Angeles County project. The Program will restore community connectivity by investing in high quality multimodal transportation options to enable affordable, reliable mobility and access to opportunity in a total of 12 jurisdictions, including the City of Los Angeles. The City of Los Angeles was a key partner on this application and many of the investments are scoped to be implemented in Los Angeles including bus only lanes and bus amenities along Olympic and Broadway Avenues.

The City of Los Angeles is a member of the Westside Cities Council of Governments (WSCCOG). LADOT staff represent the City on the WSCCOG's transportation working group. The WSCCOG's transportation working group is leading sub-regional planning, design, and engagement for priority bus corridors in West LA. The current phase is funded through WSCCOG Measure M funding and is expected to be completed by December 2026. The WSCCOG hired a consultant team to lead this phase, with support from City agency staff including LADOT. As part of this effort, LADOT staff review consultant-prepared deliverables. The corridors under consideration in the City of LA include: 1) Santa Monica from Ocean Ave to Morena Dr, 2) La Cienega Blvd / Jefferson Blvd from Sunset Blvd to Sepulveda Blvd, and 3) Sepulveda Blvd from UCLA to LAX/Metro Transit Center. If these corridors advance to implementation, each city would fund and lead their respective construction phase, with the goal of implementing before the Summer 2028 Games. Currently, construction funding and resources have not been identified.

### *Wayfinding*

Wayfinding will play a critical role in creating a seamless and accessible experience for spectators, athletes, visitors, and residents during the 2028 Olympic and Paralympic Games. Led by Metro, this workstream will deliver a cohesive system of visual cues—including signage, pavement markings, lighting, and other environmental elements—to support intuitive, multilingual navigation to venues and surrounding areas of interest such as cultural destinations, commercial districts, parks, and mobility hubs. LADOT is a key implementation partner, responsible for coordinating wayfinding in the public right-of-way and ensuring consistency with pedestrian infrastructure, First/Last Mile improvements, and universal design standards. LADOT is also coordinating with related workstreams such as First/Last Mile to Venue Approaches and Open Streets to support a unified, transit-first transportation experience. Metro expects to complete the final design by January 2027. Implementation by each jurisdiction is anticipated for January 2028, however this workstream is not currently funded. While full funding is still in development, LADOT continues to advocate for the resources needed to deliver a high-quality and inclusive wayfinding system.

### Congestion Mitigation and Traffic Control

#### *Special Traffic Operations and Traffic Control*

LADOT regularly plans for and manages large-scale events and sporting competitions, coordinating with regional and national partners and responding to unexpected emergencies to ensure these events run successfully. This work is led by LADOT's Special Traffic Operations (STO) team, which develops traffic management plans, coordinates across departments, and supports emergency response and related logistics.

LADOT's Parking Enforcement and Traffic Control (PETC) officers are key to executing these plans by providing traffic control service at key intersections and routing traffic through detours. Deploying a sufficient cadre of Traffic Officers to patrol and enforce the major traffic corridors and collateral streets by issuing citations and impounding offending vehicles is essential to optimize the flow of traffic and remove vehicles that could pose a threat to public safety. Failure to deploy a sufficient number of Traffic Officers in areas of heavy traffic volume increases the risk of conflicts and the potential for injury. While this structure has proven effective, the events LADOT typically supports are smaller in scale and duration, and more evenly distributed throughout the year.

For the 2028 Games, LADOT will be responsible for ensuring the City can sustain consecutive days of 24-hour high-intensity special event operations. This will require the STO team to provide continuous staffing and monitor traffic conditions. They must deliver rapid responses to maintain the integrity of the Games Route Network (GRN). The team must ensure these critical corridors remain reliable and secure for the safe movement of athletes, officials, and operations across venues. Simultaneously, LADOT will support Metro's Games Enhanced Transit Services by coordinating transit priority measures, managing curb space, and integrating signal timing. LADOT will coordinate real-time traffic operations with transit agencies to maintain reliable transit during peak periods. Additionally, the STO team will oversee traffic planning and logistics for ancillary events. These include fan festivals, cultural programming, and community activations across the city. STO is also responsible for planning and securing routing for dignitaries, heads of state, and high-profile individuals. The team works closely with law enforcement and federal partners.

Additional staff and resources are needed in both STO and PETC to support all of these activities. In the FY 2026-2027 budget LADOT has requested \$450,000 for traffic control equipment to purchase various items used to manage traffic during street closures and detours, including approximately 4,000 traffic cones, 2,000 plastic A-frame barricades, 30 Meridian K-Rails, 300 water-filled K-Rail barricades, signage, and traffic caution tape. These resources are intended to support increasing operational demands in preparation for major upcoming events, including the 2027 Super Bowl and the 2028 Olympic and Paralympics Games.

LADOT further requested funding for 100 Traffic Officer and 10 Senior Traffic Supervisor positions to address a critical staffing shortage among Traffic Officers and Senior Traffic Supervisors. Also requested in the budget is the restoration of 10 Communication Information Representative (CIR) III positions. CIRs provide essential support to Traffic Officers through the radio dispatch function and receive hundreds of calls daily from the public for a variety of service requests. Expanding staffing levels in FY 2026-2027 is essential to ensure personnel receive adequate training and develop the experience necessary to effectively manage the growing number of traffic control service requests leading up to and including the 2028 Games. The proposal outlines a phased hiring plan, with 50 positions filled in the first quarter and 50 additional positions filled in the third quarter of the fiscal year. Without these additional officers, LADOT will not be able to enforce parking violations during the 2028 Games events or respond to any non-Games related service requests. PETC resources will be fully dedicated to traffic control around Games venues.

### *Integrated Signal Timing*

The City's Advanced Transportation System and Coordination (ATSAC) transportation management center has played a vital role in managing traffic throughout the City of Los Angeles since its initial launch during the 1984 Olympics. Since then, ATSAC has expanded citywide with more than 4,900 traffic signals and over 600 cameras, covering over 7,500 miles on its network. The ATSAC system manages the movement of various modes of transportation including vehicles, pedestrians, bicyclists, transit buses, light rail, and heavy rail. The ATSAC system has the capability to adjust signal timing in real-time based on traffic conditions. This workstream has critical maintenance needs including repairing the existing fiber infrastructure, adding backhaul paths to further stabilize the system network, adding new cameras near venues, and adding backup power generators at traffic communication hubs near venues. The current cost estimates for repairing the existing fiber and adding backhaul paths is about \$4.2M. Additional costs are expected for the addition of cameras and power generators to support regional transportation operations during the 2028 Games and beyond.

In the FY 2026-2027 budget LADOT requested \$7 million for maintenance and state-of-good-repair improvements to the ATSAC signal system, plus 13 additional new signal services staff to restore traffic signal construction and repair services, including ATSAC camera maintenance. Addressing deferred capital maintenance has become a major concern for the Mayor's Office of Major Events (OME) as the City prepares for the 2028 Olympic and Paralympics Games. In recent years, copper theft and vandalism have significantly degraded the ATSAC signal system, particularly within the traffic signal communications network. This request would fund ongoing repair and upgrade efforts to restore and strengthen these communications networks while also mitigating future copper theft. Additionally, the funding would support repairs to Changeable Message Signs (CMS), analog-to-digital conversions for ATSAC traffic surveillance cameras, and the replacement of outdated servers, hardware, and software. The request also includes building-code compliance upgrades and repairs to field communications hubs, including the installation of backup power generators.

**FISCAL IMPACT STATEMENT**

No impact to the General Fund is anticipated at this time.