

## **Attachment B – Games Enhanced Transit Service (GETS) Workstream Update**

### *Preliminary Staffing Estimate*

The successful implementation of the GETS will rely on a substantial and robust workforce. During the peak operational phase of the 2028 Games, it is estimated that the GETS will require approximately 10,500 temporary individuals. This workforce estimate is based on:

- 1) Previous Olympic and Paralympic Games' spectator bus operations
- 2) A comprehensive, transit-first experience for Games spectators and workforce, necessitating a fleet of approximately 2,700 buses
- 3) Operating hours based on an assumed LA28 competition schedule and spectator/workforce arrival/departure profiles (all subject to change), obtained during the development of the 2028 Mobility Concept Plan

Due to the 2028 Games events starting early in the morning and finishing late at night, the GETS (in addition to Metro's core service) requires long operating hours each day of the Games and multiple bus drivers per bus. Metro assumed that an average of 2.2 temporary bus drivers are needed per bus. This equates to about 6,000 temporary bus drivers for the GETS.

The geographically diverse distribution of the Games venues means that over a dozen temporary bus depots will be needed to support the GETS. These temporary bus depots are projected to require approximately 1,500 temporary staff members, encompassing essential roles such as bus mechanics, facility maintenance and janitorial personnel, dispatchers, logistics coordinators, and customer experience representatives.

The GETS buses will operate between designated existing rail/BRT stations, and existing or temporary park and ride sites and venues. Approximately 25 temporary park and ride lots are needed to meet the anticipated demand for spectator travel to venues, along with temporary staffing to maintain safe and efficient parking, traffic management, and bus loading and unloading. Additionally, temporary staff will be required at bus staging areas (bus parking/waiting area during events) and bus malls (passenger loading/unloading zones) serving each competition venue or venue cluster. Based on similar bus operations at previous major events, an estimated 3,000 temporary staff will be needed to safely and efficiently manage the GETS operations at these locations.

During the next three years, key planning and design activities will need to occur such as securing necessary real estate, sourcing the GETS bus vehicle fleet, designing and implementing depots and other operating areas, recruiting the GETS temporary workforce, developing detailed operating plans, identifying housing for temporary staff, and training staff to be ready for Games operations. Based on the remaining timeframe and the scale of the GETS, and informed by past Games experience, Metro will require a ramp up of temporary staffing in areas such as maintenance, planning, recruitment, and procurement to support early actions to prepare for the GETS service delivery in FY2026 and FY2027. A rapid staff mobilization effort during the first six months of 2028 will be essential to reach the

estimated 10,500 temporary personnel needed for Games-time operations. The timing and availability of funding will also affect Metro's ability to reach this target.

Concurrent with operating Metro's extensive bus services, the GETS system will need a significant influx of temporary personnel. To facilitate this, a combination of contracting for temporary workforce, plus Metro and Municipal operators and other bus service operators supporting some of the required workforce are needed to ensure the reliability of delivering GETS operations. There will be a need to contract with various agencies and private contractors from across the state and nation for the delivery of the GETS service, through their provision of buses and/or operators.

In the 24 months leading up to the Games, many test events will be conducted at 2028 Games venues, providing valuable opportunities to refine the GETS operational strategy. The 2026 FIFA World Cup games at SoFi Stadium and associated official Fanfest activities will also give the opportunity to test GETS service options for SoFi Stadium, a major Olympic and Paralympic Games venue. The eight World Cup games in Los Angeles include large general spectator crowd sizes which will enable the testing of the GETS services under similar Games conditions with very limited general spectator and worker parking at the venue. The World Cup offers a key opportunity to achieve partnership with Municipal transit operators and contracted transit service providers working together to meet the transit challenge of moving an estimated 30,000 spectators to and from the eight World Cup games.

### *Cost Estimate*

The GETS cost estimate is presented in Table 1 and considers four main areas of expenditure described below:

- Bus Vehicles include lease costs, insurance, fuel, technology, decals, and delivery/return of vehicles
- Temporary staff Resources include salary costs, accommodation, catering, uniforms, and travel expenses for drivers/operators, depot staff, management, and operational staff at multiple park and ride sites and mobility hubs
- Infrastructure includes bus depots, park and ride sites, mobility hubs, staging areas, and a bus operations center
- Below-the-line costs include planning and design, contingency, and escalation

*Table 1: Preliminary Cost Estimate for GETS*

<b>Cost Area</b>	<b>Cost Estimate (\$ millions)</b>
Buses	668.1
Staff	264.6
Infrastructure	365.5
Planning & Design (10%)	129.8
Contingency (25%)	324.5
Escalation to Year of Expenditure (3% annually)	262.9
<b>Total =</b>	<b>2,015.5</b>

The preliminary cost estimate was based on several assumptions, including:

- GETS operational period lasting 105 days, including time to assemble the bus fleet, train temporary workforce, Games-time operations, and demobilization
- GETS vehicle requirement of 2,700 buses
- Backup vehicle requirement of 15% (based on previous Games experience)
- Approximately 10,500 temporary staff, which includes 6,000 bus drivers and 4,500 operational staff required to manage the bus operation, depots, park & ride sites, staging areas, and bus operations center
- Up to 15 extra bus depots to store, maintain, clean, and charge/fuel the GETS buses, as the existing Metro bus depots/divisions do not have the needed capacity and there should not be any impact on existing Metro operations
- Up to 13 bus staging areas, serving Games venues or venue clusters
- Up to 25 GETS park & ride sites would be required to provide the capacity and geographical coverage to serve all the venue clusters

### *GETS Service Planning Updates*

Metro staff are in the process of performing the following tasks:

- Reviewing and adjusting assumptions on arrival/departure zones.
- Conducting test trips to confirm route alignments are operationally safe and feasible.
- Confirming route paths, stopping arrangements and travel times between venues and Park and Rides/Mobility Hubs.
- Documenting bus requirements based on above work.
- Confirming the Park and Ride locations by working with the Metro Parking Management team and preparing operating and facility plans for these locations.
- Developing operational agreements with transit agencies across the country, Metro bus operating divisions, Municipal operators and private providers to provide GETS service.

- Developing operating protocols and technology plans for coordinating safe and reliable operations of multiple GETS providers.
- Working with Rail Operations to plan for maximum rail frequencies for much of each day.

### *GETS Vehicle Acquisition Strategy*

The GETS Fleet is planned to be a near zero emission fleet comprised of zero emission buses and near zero renewable natural gas buses. Metro has conducted industry outreach through industry surveys, meetings, and local site visits to determine the number of buses available from different sources. To date, Metro has received confirmation from 18 transit agencies across the country on their commitment to providing buses to Metro's GETS Fleet in support of the games. The different bus source streams are described below.

- Metro Contingency Fleet – this fleet will be made up of retired Metro buses and buses donated from transit agencies both locally and nationwide.
- Loaned Buses - buses will be loaned from transit agencies for use during the games. Some of these loaned buses will come directly from the active bus fleets of transit agencies and several newly procured buses will be delivered directly to Metro before delivery to the purchasing transit agency for use during the games.
- Lease Buses – lease buses can be provided as buses only or turnkey solutions that will include buses, operations and maintenance.
- Local school districts, colleges and universities – Metro is looking to leverage the fleets and staff of the transportation systems for public schools, colleges and universities during the games as these fleets have lower use during the summer months and have a considerable number of zero emission buses.

### *Funding Strategy*

Unlike many other nations, the United States' reliance on private funding presents a distinct challenge for hosting the Olympic and Paralympic Games, especially mobility for spectators and workforce. Historically, U.S. Games, such as Salt Lake 2002 and Atlanta 1996, have benefited from federal support for spectator transportation. LA28's initial budget planning for the 2028 Games assumed a similar level of federal commitment.

Metro, LA28, and the GME have collaborated on the GETS plan, actively seeking federal funding from the Los Angeles County Congressional Delegation, the U.S. Department of Transportation and the White House. Metro continues to actively pursue several strategies to secure the necessary funding, including continued federal

advocacy, exploration of state and local funding sources, and development of revenue generation opportunities:

- Federal
  - Budget Request: Metro has requested \$3.2 billion in the President's Fiscal Year 2026 Federal Budget which is expected to be released in late May of 2025
  - Appropriations Request: Pending the release of the President's Fiscal Year 2026 Budget, we are prepared to either support the funding being recommended or work – as we did with the Fiscal Year 2025 THUD bills – to have Congress include robust funding for mobility initiatives – including GETS – in the final Fiscal Year 2026 THUD spending bills.
- State/Local
  - 1-10/I-110 Net Toll Revenue
- Revenue Generation
  - Asset Advertising
  - Games transit pass
  - LA28 event ticket fee

Building upon the precedent set in the Games Agreements between LA28 and venue cities, where LA28 commits to reimbursing for increased municipal services, Metro is pursuing a reimbursement agreement for the Games Enhanced Transit Service (GETS). This additional service represents a financial burden for Metro that would not otherwise be needed if not for the 2028 Games. This agreement will be part of the MOU that is executed between Metro and LA28.