

**Progress to date on Priority Projects/Programs (September 2023 – March 2024)**

Completed Implementation Plans

*Key Station Improvements*

The Key Station Improvements workstream is advancing efforts around needed maintenance, accessibility, and customer experience improvements at 7<sup>th</sup>/Metro Center, Union Station, and Pico stations. OSI staff have developed draft implementation plans for Pico Station and Los Angeles Union Station that define the scope, schedule, and budget. Improvements at Pico Station include station platform space optimization, wayfinding, and pedestrian improvements. Union Station improvements consist of accessibility enhancements and state-of-good repair, such as the public address system and lighting upgrades.

Metro’s Countywide Planning and Development team is leading the 7<sup>th</sup>/Metro Center Station Improvements project and working towards 30% design. OSI and Planning staff have prepared draft implementation plans for Pico Station Los Angeles Union Station.

OSI staff continues to coordinate with multiple departments at Metro (Systemwide Design, Planning, Real Estate, Operations, Wayfinding, Accessibility, Safety and Security, and Customer Experience) on planning and design efforts. Best practices from past mega-events and recent local major sports/entertainment events will inform the planning and design process for the Key Station Improvements.

*Light Rail Speed and Operations Improvements*

The A and E Lines will be critical to moving spectators and workforce during the 2028 Games as these two lines connect to the majority of the venues in Los Angeles County. Improving the capacity, reliability, speed, and safety of the A and E Lines will support the 2028 Games demand, reduce the number of borrowed SBS buses, and provide lasting legacy benefits. The improvements for this workstream include a new siding and intersection modification along the E Line, three new crossovers along the A Line, and traffic and pedestrian improvements along the Washington Blvd and Flower St corridors. Metro has made significant progress in advancing these projects to compete for upcoming funding opportunities and prepared draft implementation plans that define these projects' scope, schedule, and budget.

OSI and Operations staff are coordinating with local jurisdictions to discuss partnering to deliver these projects in time for the 2028 Games. Staff continue to assess potential federal and state funding opportunities and identify potential local match sources.

*Countrywide Mobility Hubs*

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The Mobility Hub workstream seeks to enhance multimodal connectivity by connecting people to the public transportation network, park-and-ride facilities, the supplemental bus system, and the 2028 Games venues. OSI and Planning staff identified four types of mobility hubs: Venue Mobility Hubs, Central Mobility Hubs, Neighborhood & Equity-Focused Mobility Hubs, and Park & Ride Mobility Hubs. Central mobility hubs offer the greatest opportunity for legacy benefits at Metro Rail and BRT stations. OSI and Planning staff prepared draft implementation plans for Central Mobility Hubs at eight priority locations: Chatsworth Station, El Monte Station, Expo/Crenshaw Station, North Hollywood Station, Monrovia Station, Willowbrook/Rosa Park station, La Cienega/Jefferson, and Willow Station. The implementation plans define the five mobility hubs' scope, schedule, and budget.

Metro will provide an update at the next Ad-Hoc Committee about a comprehensive, countywide mobility hub strategy that incorporates the needs of the 2028 Games and the Central Mobility Hubs.

### *Games Route Network*

This Games-specific workstream advances the identification and planning of the Games Route Network (GRN), a commitment of any Olympic host. The GRN will provide designated lanes and create a network between competition and non-competition venues (i.e., Athletes Village and Media Village). The GRN will provide reliable travel times for the Games Family (i.e., athletes, officials, and media) and potentially public transit for the Games' workforce and spectators.

With the preliminary GRN defined, Metro and LA28 prepared an implementation plan to support LA28 with their GRN deliverable to the IOC. Metro and LA28 identified six GRN typologies based on the region's freeway and arterial network. The specifics of the GRN typologies are relevant to the infrastructure needs, operational considerations, and enforcement strategies of the GRN. These details also provide the basis for the rough order of magnitude (ROM) cost estimate used to request funding in the President's Fiscal Year 2025 budget.

In addition to the budget request, the plan identifies potential legislative and policy considerations and actions needed to design, implement, operate, and enforce the GRN for the 2028 Games. Based on this work, Metro and LA28 have initiated conversations with Caltrans Headquarters, Caltrans District 7, and LADOT to strategize the policy and legislative considerations and will continue to collaborate on policy and legislative needs in 2024.

### *Supplemental Bus System*

To move spectators and workforce by public transit for the 2028 Games, a supplemental bus system (SBS) must augment and complement the existing public transit network. It is customary for major sporting events to implement supplemental bus systems, including Los Angeles 1984, Salt Lake City 2002, London 2012, and Paris 2024.

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Using the preliminary results of the travel demand model, OSI and Operations staff determined a range of the number of buses needed to meet the 2028 Games spectator and workforce demand. The methodology considers the Games demand, existing transit capacity, bus operations, and other parameters. Staff are identifying potential park-and-ride mobility hubs, bus depots, and workforce needs to optimize the temporary fleet and service increase and enhance the existing transit network.

OSI and Operations staff prepared a strategic plan that defines the operating concept of the SBS, roles and responsibilities (including local municipal operators, school districts, and universities), resource needs, minimum standard requirements for borrowed buses, and fueling/charging infrastructure needs and locations. The document will develop a strategy for borrowing buses and a timeline to meet the 2028 Games.

Additionally, Metro held a workshop at the October APTA Expo Conference in Orlando, FL, to convene peer transit agencies to discuss the SBS and enable future dialogue with these agencies to support the SBS for the 2028 Games. Metro will continue to engage peer agencies throughout 2024.

### Implementation Plans In Progress

#### *Countywide Bus Only Lanes*

Using the 2028 Games as a catalyst to accelerate Metro's goals, this workstream advances efforts to implement bus-only lanes across Los Angeles County. Bus-only lanes are being considered on corridors that are part of Metro's NextGen Tier 1 network, Metro's BRT Vision and Principles Study, and GRN arterials near venues.

OSI and Operations staff continue to coordinate with the NextGen Bus Speed and Reliability Working group and seek to accelerate additional bus-only lane corridors in time for the 2028 Games. Metro will also seek to expand this model to other cities across the county. Metro will be working with LADOT to engage City Council offices about the implementation of the priority bus-only lanes to benefit the 2028 Games and create a legacy.

#### *First/Last Mile*

The First/Last Mile workstream advances walking, rolling, and active transportation street improvements on critical-access streets at up to ten venue clusters across Los Angeles County. These improvements will be critical to supporting a multimodal 2028 Games for spectators and workforce while encouraging long-term behavioral change.

OSI and Planning staff continue to work with local jurisdictions to package improvements to help users walk, bike, and roll between the key transit stations and venues. Examples of such improvements include replacing/adding new bus stops, improving crosswalks, adding street trees/landscaping, adding pedestrian lighting, traffic calming measures, wayfinding, adding street furniture, adding bike lanes (where space

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is available), and opportunities to pedestrianize streets. Metro, LA28, and local partners will refine the first/last mile improvements in the next few months as venue access points, entrances, and consolidated transit nodes become more set as 2028 approaches.

### Other Metro-led Projects

OSI staff have progressed work on other Metro-led projects/programs from the Surface Transportation Priority List that do not require the same level of advance work. The following is a summary of current and planned efforts for these projects/programs.

#### *Universal Fare and Ticketing Integration)*

Integrated Ticketing - Metro received \$2 million for the Integrated Transit Trip Planning and Fare Purchase with Event Ticketing pilot Phase I through USDOT's Strengthening Mobility and Revolutionizing Transportation (SMART) Grant program. The pilot will develop, build, and test a minimal viable product that integrates transit trip planning and fare purchase with event ticketing, such as for concerts and sporting events. While the project scope is to test, develop and evaluate the above minimal viable product within 18 months, the proposal referenced the longer-term benefits of integrating transit with events, including preparation for the 2026 World Cup and the 2028 Games.

#### *Open Streets to Uplift Arts, Culture, and Recreation Program*

Staff continued to pursue funding for the program. A total of \$5 million was included for Venue City "quick build" first/last mile demonstration projects in SCAG's "Safe Streets for All" program application. This recently announced award is an opportunity for cities to receive funding for the Open Streets program. SCAG will distribute the grants on a competitive basis. Staff will work with SCAG to ensure alignment with Mega Events like the 2026 World Cup and the 2028 Games is considered in the selection of projects/programs to fund. Staff continue to explore additional funding opportunities for this program and include it in any grant applications for which it is eligible.

#### *Phase I Zero Emission Bus Program*

For this workstream, there are ongoing discussions with OSI, Operations, and Government Relations on a path forward. Over the next few months, staff will confirm/refine scope of work based on the most recent Zero Emission Bus Transition Plan.

#### *Universal Basic Mobility Expansion*

Staff launched Phase 1 of the Mobility Wallet on March 1, 2023, with 1000 participants in South LA utilizing a grant from CARB in partnership with LADOT. Staff is currently planning for Phase 2 and additional expansion with \$6 million of grant funds recently awarded to Metro through the REAP and ATTAIN grants. OSI staff is collaborating with TAP to explore additional technology innovations and integrations, Customer Experience for the LIFE program, and OCEO for the Go-Pass program, to explore how these wallets integrate into the fabric of our fareless initiatives.