

Progress to date on Priority Projects/Programs (June – September 2023)

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.

The GME hosted a series of workshops to review the Games plans, current and future projects, traffic analysis, and legacy opportunities for bus-only lanes to refine the GRN. Based on the workshop discussions, staff have recommended primary and alternate routes for the GRN that link together competition and non-competition venues. The GRN will evolve as necessary when LA28 announces the new sports program. Staff from Metro and LA28 continue to identify the policy and legislative actions needed to enable the implementation, operation, and enforcement of the GRN.

Supplemental Bus System

To meet the mobility demands of the 2028 Games and achieve the goal of a car-free event, 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.

Using the preliminary results of the travel demand model, staff have been working on determining the number of additional vehicles required to support the 2028 Games. 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.

Based on the nationwide survey of peer transit agencies, Metro is developing a detailed strategy to borrow buses temporarily from external parties to support the SBS. In addition, Metro will convene transit agencies of the host cities for the FIFA 2026 World Cup and survey participants to advance discussions and the planning for the supplemental bus system.

Countrywide Mobility Hubs

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. Staff are planning four types of mobility hubs:

- Venues Mobility Hub: Located directly adjacent to the 2028 Games venues, users can easily access Metro rail/bus or the supplemental bus system.
- Central Mobility Hubs: Located at Metro rail and BRT stations with significant parking infrastructure and can support a bus mall for the supplemental bus system.
- Neighborhood & Equity-Focused Mobility Hubs: Locations that provide users with various micro-mobility options to connect people who rely on transit.
- Park & Ride Mobility Hubs: Existing or repurposed locations that can accommodate a large volume of parking. Games spectators will park their cars and use the supplemental bus system to get to venues.

Through a combination of primary and secondary research, the team has identified a set of amenities that could be included at mobility hubs. Over the next few months, Metro will prepare conceptual designs for the selected mobility hub locations, some of which may remain in place after the Games.

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 routes near venues.

Staff continues to coordinate with the NextGen Bus Speed and Reliability Working group to advance this legacy effort. Recent discussions with the working group include resource needs, fiscal year planning, and setting up similar collaborations with other local jurisdictions. Over the next few months, Metro will prepare conceptual designs for the prioritized corridors and support future grant applications.

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 “car-free” Games and encouraging long-term behavioral change.

Attachment D – Workstreams Progress Report

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

Key Station Improvements

The Key Station Improvements workstream undertakes planning efforts around needed maintenance, accessibility, and customer experience improvements at 7th/Metro Center, Union Station, and Pico stations.

Since the last update, staff has coordinated with multiple departments at Metro (Systemwide Design, Operations, Wayfinding, Accessibility, Safety and Security, and Customer Experience) to review best practices from other mega events and the audit findings.

Light Rail Speed and Operations Improvements

This workstream will improve capacity, reliability, and safety along the A Line and E Line through the following improvements: Washington Wye operational improvements, E Line improvements (siding and intersection improvements), and two new interlocks before and after Memorial Park Station along the A Line.

Conceptual design is complete for the E Line siding and the A Line interlock including the technical feasibility of these projects. Cost estimates and an implementation plan are in progress and will be completed in the fall.

With the opening of the Regional Connector in June, Metro operations shared findings from the testing phase and the initial revenue service from the first month of operations, which are informing the projects at the Washington Wye and E Line.

Other Metro-led Projects

Staff has advanced work on other Metro-led projects/programs from the Surface Transportation Priority List that do not require the same level of advance work. Below is a summary of current and planned efforts for these projects/programs.

Attachment D – Workstreams Progress Report

Countywide Travel and Freight Demand Management (including 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 continues to pursue funding for the program including a collaboration with SCAG to include an Open Streets grant program component on a regional "Safe Streets for All" application submitted in June 2023 and an application for a \$5.25 million grant in partnership with LA County through the Metro ExpressLanes program.

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 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.