NEXTGEN
Bus Plan
Many elements ensure a world class system…
Metro Vision 2028

Attractive
- Safe / secure
- Clean
- Comfortable
- Real time info
- Easy fare payment
- First/last mile

NextGen
- NextGen is an essential component of Metro’s vision to build a comprehensive World Class Transportation System
- A competitive bus system that is fast, frequent, reliable & accessible
- Increased ridership
- Providing riders the best possible experience

World Class Bus
NextGen Working Group
Your journey with us...

March 2018
- Overview of study
- Listening session to get a baseline understanding of constituent needs

May 2018
- Travel patterns
- Attitudes and preferences
- Additional insights

July 2018
- Challenges and opportunities that exist with Metro’s current bus system
- Market analysis
- Evaluation criteria

Sept. 2018
- Service concepts and policy choices
- Close examination of individual Service Council area needs
- Trade-offs

April 2019
- Practical applications of the data, service concepts and design considerations

May 2019
- Metro Equity Platform manifestation and reflection in the bus network redesign
We’re Reaching 10 Million+ People Equitably
Public input led to service concepts

- Routes 4 & 704 are too long.
- Need more connections in San Gabriel Valley.
- The 81 bus always gets stuck in traffic.
- Create more Rapid buses with only 3 stops.
- Build stops that take me to the Gold Line.
- Add service between uptown Whittier & Puente Hills Mall.

- Shorten route lengths
- Use subarea transit hubs
- Introduce transit-supportive infrastructure
- Fix hybrid Local/Rapid stop spacing
- Reroute to reflect travel patterns
- Coordinate with municipal service providers
Based on what we heard, the data analytics, and the service evaluation...

**Fix**
- Align travel patterns with travel propensity
- Develop service tiers
- Establish seamless connectivity with local Municipal Operators

**Increase**
- Increase # of routes operating frequently
- Assure all fixed-route service are 30 minutes or better headways
- Create standardized frequencies by service tier

**Simplify**
- Make the network easier for riders to understand

**Reallocate**
- Align schedules for midday, evening and weekend riders

**Optimize**
- Consolidate Rapids/Locals into single service
- Consolidate stops
<table>
<thead>
<tr>
<th>Fix</th>
<th>Increase</th>
<th>Simplify</th>
<th>Reallocate</th>
<th>Optimize</th>
</tr>
</thead>
<tbody>
<tr>
<td>Align travel patterns with travel propensity</td>
<td>Increase number of routes operating frequently</td>
<td>Simplify schedules for midday, evening and weekend riders</td>
<td>Reallocate Rapids/Locals into single service</td>
<td>Optimize consolidation of routes</td>
</tr>
<tr>
<td>Develop service tiers</td>
<td>Assure all fixed-route service &gt; / = 30 min</td>
<td>Simplify frequencies by service tier</td>
<td>Reallocate stops</td>
<td>Optimize stops</td>
</tr>
<tr>
<td>Establish seamless connectivity with local Municipal Operators</td>
<td>Create standardized frequencies by service tier</td>
<td>Reallocate services for riders</td>
<td>Reallocate longer services for riders</td>
<td>Optimize longer services for riders</td>
</tr>
</tbody>
</table>

All of these network design strategies are applied through an equity lens.
Building a World-Class Bus System

**WHERE WE ARE**

- **Reduce operating resources**
  - Schedule to current demand
  - Reduce duplication
  - Discontinue unproductive segments
  - No reallocation of resources

- **Reconnect with our customers**
  - Create service tiers based on projected demand
  - Connect the dots
  - Coordinate with Muni
  - Simplify routes and schedules
  - Reallocate duplicative & unproductive service

- **Create a Transit First**
  - LA County
  - Invest in speed and reliability infrastructure
  - Create safe & comfortable waiting environments
  - Establish facilities to optimize layovers
  - Reinvest resources to improve lifeline services

**Secure Future Funding**

- Full buildout of consistent frequencies by service tiers
- Create all lines all day all week

**RESOURCES**

- RIDERSHIP
  - - 5%
  - - 10%
  - 0%

- **RESOURCES**
  - - 10%

**RIDERSHIP**

- **RIDERSHIP**
  - - 5%
  - +5%
  - +10%
  - +15-20%
  - +20%
  - +25-30%
Fast/Frequent/Reliable service is key. Metro’s current system is not always competitive to get people where they want to go. The greatest opportunity to grow ridership is between midday & evening when many trips are short distance. Need to integrate Metro’s Equity Framework into the planning process.

84% of LA County residents have used transit at least once in the past year. Minimize discontinued segments. Fast/Frequent/Reliable service is key. Create a competitive transit network. Metro’s current system is not always competitive to get people where they want to go. Build a network that reflects travel today & tomorrow. The greatest opportunity to grow ridership is between midday & evening when many trips are short distance. Improve service for midday, evening & weekend. Need to integrate Metro’s Equity Framework into the planning process. Provide better service in equity-focused areas.

Translating Lessons Learned Into Service Concepts
84% of LA County residents have used transit in the last year.

Riders beyond walking distance of Transit First service

Ridership Impact (Weekday Daily)

5 min walk: 2,900 (0.3%)
10 min walk: 900 (0.1%)
**Fast, Frequent & Reliable Service is Key**

**Goals**
- Create a competitive transit network
- Assure service is no more than 2.5x slower than driving
Metro’s current system is not always competitive to get people where they want to go.

**All Trip Origins**
(cell phone data)

- 7.5M – 13M
- 5M – 7.5M
- 2.5M – 5M
- 650K – 2.5M
- 250K – 650K

**Transit Origins**
(TAP data)

- 50K – 100K
- 30K – 50K
- 15K – 30K
- 5K – 15K
- 0 – 5K
Existing Conditions Today

Reach Map
Where can I go from...
El Monte Station @ 11:00AM

In...

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Population</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>14,070</td>
<td>6,655</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>176,173</td>
<td>95,202</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>879,224</td>
<td>431,343</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>2,147,402</td>
<td>922,888</td>
</tr>
</tbody>
</table>

(cumulative)
Scenario A
Reconnect

Reach Map

Where can I go from...
El Monte Station @ 11:00AM

In...

<table>
<thead>
<tr>
<th>Population</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>13,667 (-3%)</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>158,042 (-10%)</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>895,949 (2%)</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>2,172,162 (1%)</td>
</tr>
</tbody>
</table>

(cumulative)
Scenarios B
Transit First

Reach Map
Where can I go from...
El Monte Station @ 11:00AM
In...

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Population</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>21,097 (50%)</td>
<td>8,747 (31%)</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>281,228 (60%)</td>
<td>175,257 (84%)</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>1,251,198 (42%)</td>
<td>569,575 (32%)</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>2,598,170 (21%)</td>
<td>1,095,330 (19%)</td>
</tr>
</tbody>
</table>

(cumulative)
Existing Conditions Today

Reach Map
Where can I go from...

N Hollywood Station @ 12:00PM

In...

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Population</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>20,560</td>
<td>7,865</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>158,519</td>
<td>78,030</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>779,623</td>
<td>405,969</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>1,742,274</td>
<td>948,320</td>
</tr>
</tbody>
</table>

(cumulative)
Scenario A
Reconnect

Reach Map
Where can I go from...
N Hollywood Station @ 12:00PM

In...  
<table>
<thead>
<tr>
<th>Population</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>42,900 (109%)</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>304,921 (92%)</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>1,054,400 (35%)</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>2,029,808 (17%)</td>
</tr>
</tbody>
</table>

(cumulative)
Existing Conditions Today

Reach Map
Where can I go from...
Westwood/UCLA @ 1:00PM

In...

<table>
<thead>
<tr>
<th>Time Interval</th>
<th>Population</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>48,642</td>
<td>90,277</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>183,823</td>
<td>212,067</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>310,383</td>
<td>204,622</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>497,971</td>
<td>219,314</td>
</tr>
</tbody>
</table>

(cumulative)
Scenario A
Reconnect

Reach Map
Where can I go from...
Westwood/UCLA @ 1:00PM

In...

<table>
<thead>
<tr>
<th>Population</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>87,309 (-3%)</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>266,541 (26%)</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>480,466 (135%)</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>695,141 (217%)</td>
</tr>
</tbody>
</table>

(cumulative)
Scenario B
Transit First

Reach Map
Where can I go from...
Westwood/UCLA @ 1:00PM
In...

<table>
<thead>
<tr>
<th>Time</th>
<th>Population</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>56,442 (16%)</td>
<td>98,233 (9%)</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>242,413 (32%)</td>
<td>300,268 (42%)</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>599,134 (93%)</td>
<td>537,324 (163%)</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>1,349,980 (171%)</td>
<td>843,282 (285%)</td>
</tr>
</tbody>
</table>

(cumulative)
Reach Map
Where can I go from...
Huntington Park Shopping District (Florence and Pacific) @ 2:00PM

<table>
<thead>
<tr>
<th>Time</th>
<th>Population</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>40,747</td>
<td>10,022</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>264,040</td>
<td>70,643</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>894,304</td>
<td>285,136</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>1,990,799</td>
<td>728,671</td>
</tr>
</tbody>
</table>

(existing conditions today)

Population: 40,747, 264,040, 894,304, 1,990,799
Jobs: 10,022, 70,643, 285,136, 728,671

(cumulative)
Scenario A
Reconnect

Reach Map
Where can I go from...
Huntington Park Shopping District
In...
(Florence and Pacific) @ 2:00PM

<table>
<thead>
<tr>
<th>Time to Travel</th>
<th>Population</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>53,419 (31%)</td>
<td>12,437 (24%)</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>332,420 (26%)</td>
<td>82,402 (17%)</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>991,806 (11%)</td>
<td>356,626 (25%)</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>2,187,467 (10%)</td>
<td>821,331 (13%)</td>
</tr>
</tbody>
</table>

(cumulative)
Scenario B
Transit First

Reach Map
Where can I go from...
Huntington Park Shopping District (Florence and Pacific) @ 2:00PM

<table>
<thead>
<tr>
<th>In...</th>
<th>Population</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>72,126 (77%)</td>
<td>17,736 (77%)</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>506,217 (92%)</td>
<td>132,298 (87%)</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>1,484,795 (66%)</td>
<td>537,880 (89%)</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>2,815,706 (41%)</td>
<td>1,038,193 (42%)</td>
</tr>
</tbody>
</table>

(cumulative)
El Camino College @ 1:30PM

Reach Map
Where can I go from...

Existing Conditions Today

<table>
<thead>
<tr>
<th>In...</th>
<th>Population</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>17,964</td>
<td>2,771</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>145,742</td>
<td>56,890</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>555,430</td>
<td>227,712</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>1,380,127</td>
<td>475,772</td>
</tr>
</tbody>
</table>

(cumulative)
Scenario A
Reconnect

Reach Map
Where can I go from...
El Camino College @ 1:30PM

<table>
<thead>
<tr>
<th></th>
<th>Population</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>22,612 (26%)</td>
<td>3,632 (31%)</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>187,046 (28%)</td>
<td>76,275 (34%)</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>593,815 (7%)</td>
<td>272,829 (20%)</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>1,345,681 (-2%)</td>
<td>470,793 (-1%)</td>
</tr>
</tbody>
</table>

(cumulative)
Reach Map
Where can I go from...
El Camino College @ 1:30PM
In...

Scenario B
Transit First

<table>
<thead>
<tr>
<th>Time Range</th>
<th>Population (cumulative)</th>
<th>Jobs (cumulative)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 15 min</td>
<td>17,199 (-4%)</td>
<td>2,836 (2%)</td>
</tr>
<tr>
<td>&lt; 30 min</td>
<td>201,029 (38%)</td>
<td>69,273 (22%)</td>
</tr>
<tr>
<td>&lt; 45 min</td>
<td>803,770 (45%)</td>
<td>297,798 (31%)</td>
</tr>
<tr>
<td>&lt; 60 min</td>
<td>1,834,254 (33%)</td>
<td>585,175 (23%)</td>
</tr>
</tbody>
</table>
The greatest opportunity to grow ridership is between midday & evening when many trips are short distance.

Increasing our transit share of short distance trips to 6% means **500,000** new trips.
The greatest opportunity to grow ridership is between midday & evening when many trips are short distance.
Improving Frequency

**Weekdays**

Percentage of Riders

- 5 - 7½
- 10 - 15
- 20-30
- 30+

<table>
<thead>
<tr>
<th>Weekday</th>
<th>Existing</th>
<th>Scenario A</th>
<th>Scenario B</th>
<th>Scenario C</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak</td>
<td>74%</td>
<td>88%</td>
<td>88%</td>
<td>94%</td>
</tr>
<tr>
<td>Midday</td>
<td>48%</td>
<td>83%</td>
<td>87%</td>
<td>93%</td>
</tr>
<tr>
<td>PM Peak</td>
<td>71%</td>
<td>89%</td>
<td>89%</td>
<td>94%</td>
</tr>
<tr>
<td>Evening</td>
<td>37%</td>
<td>63%</td>
<td>78%</td>
<td>93%</td>
</tr>
<tr>
<td>OWL</td>
<td>30%</td>
<td></td>
<td></td>
<td>51%</td>
</tr>
</tbody>
</table>
Improving Frequency

Weekends
Percentage of Riders

- 5 – 7 ½
- 10 – 15
- 20-30
- 30+

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Scenario A Reconnect</th>
<th>Scenario B Transit First</th>
<th>Scenario C Future Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Saturday</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>50%</td>
<td>67%</td>
<td>67%</td>
<td>92%</td>
</tr>
<tr>
<td>Evening</td>
<td>15%</td>
<td>51%</td>
<td>55%</td>
<td>91%</td>
</tr>
<tr>
<td><strong>Sunday</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>37%</td>
<td>67%</td>
<td>67%</td>
<td>92%</td>
</tr>
<tr>
<td>Evening</td>
<td>7%</td>
<td>51%</td>
<td>55%</td>
<td>91%</td>
</tr>
</tbody>
</table>
Weekday ridership expected to grow systemwide by 15-20%
Incorporating Metro’s Equity Framework is key

Title VI/EJ protects minority & low-income groups

Metro and the NextGen Plan goes beyond Title VI/EJ by considering additional needs and ensuring positive outcomes

- Race / Ethnicity (Non-White)
- Income <$35k
- Limited English Households
- Gender (Female)
- Disability
- Age (<18, >65)
- Transit Dependent

TITLE VI/EJ

COMMUNITIES WITH GREATEST MOBILITY NEEDS
Existing Conditions Today

Equity Focused Communities
The Metro experience should be world-class for all parts of the network.
### Metro's Top Corridors

...include both bus & rail

<table>
<thead>
<tr>
<th>Weekday</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Top 15 Corridors</strong></td>
<td><strong>Top 15 Corridors</strong></td>
<td><strong>Top 15 Corridors</strong></td>
</tr>
<tr>
<td>131,033 Red Line</td>
<td>75,981 Red Line</td>
<td>62,704 Red Line</td>
</tr>
<tr>
<td>62,324 A Line (Blue Line)</td>
<td>39,726 Wilshire-Whittier</td>
<td>31,417 Wilshire-Whittier</td>
</tr>
<tr>
<td>61,218 Wilshire-Whittier</td>
<td>33,474 E Line (Expo Line)</td>
<td>29,187 E Line (Expo Line)</td>
</tr>
<tr>
<td>54,030 E Line (Expo Line)</td>
<td>32,224 A Line (Blue Line)</td>
<td>28,902 A Line (Blue Line)</td>
</tr>
<tr>
<td>43,235 Vermont</td>
<td>30,640 Gold Line</td>
<td>23,813 Gold Line</td>
</tr>
<tr>
<td>42,108 Gold Line</td>
<td>30,211 Vermont</td>
<td>23,747 Vermont</td>
</tr>
<tr>
<td>30,240 Western</td>
<td>21,347 Western</td>
<td>16,867 Western</td>
</tr>
<tr>
<td>30,239 Green Line</td>
<td>20,434 Santa Monica</td>
<td>16,696 Santa Monica</td>
</tr>
<tr>
<td>27,101 Sunset-Alvarado</td>
<td>20,161 Avalon</td>
<td>14,540 Sunset-Alvarado</td>
</tr>
<tr>
<td>26,416 Santa Monica</td>
<td>19,456 Sunset-Alvarado</td>
<td>13,918 Avalon</td>
</tr>
<tr>
<td>25,616 Orange Line</td>
<td>17,012 Green Line</td>
<td>13,855 Green Line</td>
</tr>
<tr>
<td>23,442 Hollywood-Pasadena</td>
<td>16,203 West Third</td>
<td>12,779 West Third</td>
</tr>
<tr>
<td>23,226 Chavez-Garvey</td>
<td>15,711 Broadway</td>
<td>12,014 Chavez-Garvey</td>
</tr>
<tr>
<td>22,383 West Third</td>
<td>14,956 Chavez-Garvey</td>
<td>11,917 Venice</td>
</tr>
</tbody>
</table>
The Metro Customer Experience

1. **Speed & Reliability**
   - Walk up & ride
   - Fast, reliable, & predictable
   - Consistent & simple routing

2. **Stop Access & Waiting**
   - Easy to find & access
   - Comfortable, convenient, & well-informed
   - Secure

3. **Boarding & Riding**
   - Fast all-door boarding
   - Smooth, quiet ride
   - On-board information
1. Speed & Reliability
Rights of Way
- Bus Lanes
- Bus Bulbs
- Transit Signal Priority

Speed Improvements: 17-24%

Stops & Stations
- Stop consolidation
- Stop relocation

Stop consolidation: 4-8%

Operations
- Dedicated line management
- Advanced operating practices
- Integrated operations tech

Operations: 4-6%
Optimizing Terminals

Focus regional mobility coordination

Improve bus service predictability & reliability

Reduce unnecessary operating cost

New electric charging infrastructure

Potential Terminal Improvements
- New Terminal Location
- Existing Terminal Location with More Service
- Existing Terminal Location is Inefficient
- Transit Lines
2. Stop Access & Waiting
Stop Access & Waiting

**Placement**
- 5-min walk access
- Far-side stops

**Comfort & Information**
- Bus shelters & seating
- Real-time information
- Neighborhood maps

**Security**
- Pylons with locator lights
- Emergency beacons
- Video monitoring
- Streamlined incident response
- Night-time courtesy drop-offs
Stop Access & Waiting

These improvements are outlined in Metro’s Transfer Design Guide & reflect key findings in Metro’s Understanding How Women Travel Report.
NextGen stop consolidation provides short walks, shorter waits, & faster travel.
3. Boarding & Riding
Boarding & Riding

- **All-Door Boarding**
  - Fast boarding
  - Easy fare payment

- **Boarding Access**
  - Level platforms
  - Precision docking
  - No ramps

- **On-Board Info**
  - Next stop announcements

- **Zero-Emissions**
  - Quieter
  - Smoother
  - Better acceleration
  - Green travel
Implementing the Tools

Metro will...
- Optimize stop spacing
- Perform dedicated line management
- Choose headway-based operations
- Assure all-door boarding
- Use zero emission buses

Both can work together to...
- Improve stop amenities
- Assure level platform boarding
- Enhance security

Cities & Counties can install...
- Bus lanes
- Bus bulbs & islands
- Transit signal priority
Transit First Improvements

1. All regular bus lines operate 7 days a week
2. Add weekend service to 8 routes (8% increase)
3. Add Owl service to 8 routes (30% increase)
4. Increase weekday evening service levels (by 17%)
5. Increase weekday midday service levels (by 8%)
6. Improve service on 9 lines from every 45-60 mins to every 30 mins
Capital Improvement Costs

1. Speed & Reliability
   Infrastructure & Operations $750 M

2. Stop Access & Waiting
   Stop Upgrades $150 M

3. Boarding & Riding
   All-Door Boarding $100 M
Phasing Improvements

Capital investments create additional service.

Capital Programs
Additional Operations
Current Operations

Year 1
Year 2
Year 3
Year 4
Year 5
Year 6

Base Year Dollars

$1.4b
$1.3b
$1.2b
$1.1b
$1.0b

Base Year Dollars

Year
Base
Year 1
Year 2
Year 3
Year 4
Year 5
Year 6
With NextGen, the vast majority of riders will be able to get to their destinations faster, more easily, & with a nicer ride.
A better ride

“I need to get pick up my child from daycare by 6:00 PM”

Now
5:00pm 5:12 5:30 5:40 6:02 6:05

NEXTGEN
5:00pm 5:06 5:20 5:25 5:43 5:46

Shorter wait
Faster travel times
More frequent buses
A better ride

“I get off of work late and want to get home ASAP.”

**Now**

- 10:30pm
- 10:51
- 11:30
- 11:50

**NEXTGEN**

- 10:30pm
- 10:44
- 11:20
- 11:22

New late-night service
More direct routes
Get home sooner
Comparing the Alternatives

<table>
<thead>
<tr>
<th>RESOURCES (REV. HRS)</th>
<th>Existing Conditions Today</th>
<th>Scenario A Reconnect</th>
<th>Scenario B Transit First</th>
<th>Scenario C Future Funding</th>
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<td>7 MILLION</td>
<td>7 MILLION</td>
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<td>High-Frequency Lines (weekday)</td>
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<td>28</td>
<td>29</td>
<td>46</td>
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<td>High-Frequency Lines (weekend)</td>
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<td>14</td>
<td>19</td>
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<td>People w/walk access to high-frequency service (weekend)</td>
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<td>Ridership Increase</td>
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<td>+5-10%</td>
<td>+15-20%</td>
<td>+25-30%</td>
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<tr>
<td>% riders who lose convenient walk access to transit</td>
<td>0</td>
<td>0.3%</td>
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Next Steps

Today
- External Working Group Meeting #7

Jan 2020
- Board Approval to Release Draft Service Plan for Review
- External Working Group Meeting #8

Feb 2020
- Public Workshops

June 2020
- Public Hearings

Sept 2020
- Board Approval of Final Service Plan

Dec 2020
- New Service Plan Begins
  - Phase 1

Jun 2021
- Phase 2

Dec 2021
- Phase 3