Better Buses for LA
January 2020 Work Group meeting
Today’s POP
(Purpose, Objectives, Process)

Purpose
- Coming together with partners to begin to talk about improving bus service in LA City and checking in with what other partners are working on.
- Anchoring this effort in community organizations that have members who ride the bus. To support existing efforts now, and learn from past efforts to support and advocate with bus riders.
- Focusing on improving bus speeds (bus only lanes) and the transit experience in downtown Los Angeles - looking at 5th, 6th, 7th and Grand and Olive in the next year.
- Sharing information about Metro’s NextGen initiative.

Objectives
- Shared understanding of what is in the Metro NextGen recently posted reports.
- Discussion on how to respond/how others are responding to the NextGen Reports, and what happens next.
- Coordinating NextGen advocacy to support campaign for bus only lanes in downtown and in other parts of LA City.
- Discussion on Better Buses for LA Campaign.

Process
- Building off the
  - Better Buses for LA: [September work group meeting](#) and [October work group meeting](#) and [November work group meeting](#).
- Ongoing discussions and input with ACT-LA and other partner organizations.
- Ongoing meetings with Metro Staff and City of LA staff.
Check in and introductions
Update: Resources and Support for Better Buses for LA Strategies
Debrief and Discussion on Metro’s NextGen Proposal
What do we know?

- NextGen is Metro’s first look at fixing the bus network in 25 years

- The past 10 years have shown a 25% decline in transit ridership (same time period two new sales tax measures started generating revenue.)

- Changes in bus service could be in place by December 2020. It will be phased over 3 “shakeups”: December 2020, June 2021, December 2021.

- Mayor Eric Garcetti will be the Chair of the Metro Board July 1 - June 30, 2021. And many of the proposed improvements and potential bus only lanes are in the City of Los Angeles.
Potential Impacts on Service

- Plan calls for 5-10 minute headways on 29 routes, primarily by consolidating almost all rapids into the corresponding local service on the same street.
- Plan also calls for elimination of some bus routes and replacement with “on-demand microtransit” where coverage is needed. (Still working to identify which/where service being cut).
Metro Looking at....

- Consolidating routes -- shorter routes, subarea transit hubs, well-positioned layover sites
- Consolidating stops -- hybrid = stops 0.25 mi apart (5 minute walk)
  - vs. local = 0.15-0.2 mi apart & rapid = 0.6 mi apart
  - → improve speed & reliability 4-8%
- Transit-supportive infrastructure -- bus lanes, bus bulbs, signal priority, stops after intersection
  - → improve speed & reliability 17-24%
- Boarding -- all-door, easy fare payment, level platforms

Total: increase speed up to 30%

Information compiled by Climate Resolve
Show me the money?

- Staff recommends that the board adopt the “transit first” scenario, which represents a 10% increase in the bus budget. For the first five years, that additional funding is proposed to be spent on transit priority infrastructure.

- A first indication of the board’s commitment to “transit first” will come in May 2020 with the adoption of the FY20/21 budget. If no new money is provided, then Metro/LADOT won’t be able to scale up transit priority projects envisioned by NextGen.
Questions on NextGen? Reactions? What are other people seeing and thinking? Advice and/or ideas for advocacy?
Existing Conditions Today

Equity Focused Communities
Next Steps/Things to keep in Mind:

- Report goes to Metro Operations Committee Thursday 1/16/2020 at 9am and then full Board Thursday 1/23.

- Metro’s NextGen Work Group meeting Tuesday 1/28 8:30 - 11:30 at Metro Headquarters

- Feb 1st: Metro to post a side-by-side trip planner which will show today’s result vs. NextGen result... a Reach Map that will show how much further a person can travel by dropping a pin anywhere on the map and selecting time of day... individual route sheets that will explain each corridor proposal... and also more graphical maps broken down by region... all of these will be available by February 1 when we begin the public workshops.

- Metro NextGen Workshops coming up in February and March 2020
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
What’s the impact on the downtown projects for bus only lanes?
Metro + LA City created a working group Fall 2019

Directive
Metro and municipal buses operate on streets controlled by the City of Los Angeles and neighboring cities. Therefore, City agencies have a critical role to play in ensuring that residents and commuters have access to fast, frequent, and reliable bus service. Close coordination between Metro, LADOT, and the Public Works bureaus is essential to successfully implement infrastructure changes.

Outcomes
To report back with a list of priority bus-supportive infrastructure projects needed to support the NextGen bus service plan, with an emphasis on near-term improvements that can be implemented concurrently with each phase of NextGen.

Key Criteria
Identify 7-10 key corridors where Metro Buses are tied up in traffic by October 2019
City of LA/Metro Bus Speeds work group

- Created Fall 2019

- Includes staff from both agencies and elected offices and collaborates to identify the projects. Projects based on criteria such as: operational factors, including bus speeds, volume of buses, ridership, etc.

- This working group has a list of priority bus-supportive infrastructure projects needed to support the NextGen bus service plan, with an emphasis on near-term improvements that can be implemented concurrently with each phase of NextGen.
What are they working on?

- The working group is pursuing projects in downtown LA first - with hopeful schedules of beginning outreach on DTLA bus infrastructure improvements in Spring 2020 (in a few months).

- The workgroup is expected to report out at the February Metro board/committee meetings.

- Includes potential bus routes North and South of Downtown Los Angeles (5th, 6th, 7th and Grand and Olive in DTLA), and possibly parts of Sunset/Santa Monica, Cesar Chavez, Fairfax/Hollywood, Glendale, Venice and Olympic.
Bus Only Lanes on 5th, 6th, 7th and/or Grand and Olive in downtown Los Angeles
Trip Density - volumes of daily trip origins per census both transit and overall trips
Better Buses for LA - Bus Only Lanes in Downtown LA

This working group - focus on advocating for bus only lane in downtown Los Angeles in 2020

Stop Level Ridership

October 2018 Weekday Activity (ONs + OFFs)
- Purple: 0 to 1
- Blue: 1 to 10
- Green: 10 to 100
- Yellow: 100 to 1,000
- Red: 1,000 to 57,328

Data Tables for This Map
Bus Routes Using the Better Buses for L.A. DTLA Network Winter 19-20

- **Metro Rapid**
  - 720, 790, 780

- **Metro Local**
  - 34, 46, 47, 18, 20, 28, 37, 38, 51, 52, 53, 55, 60, 62, 70, 71, 76, 78, 79, 96, 316, 335, 378

- **Metro Express & LADOT DASH and Commuter Express**
  - 442, 460, 487, 489, C437, E437, DASH A, D, and E

- **Other Operators (Not Pictured)**
  - Big Blue Bus Rapid 10, Torrance 4X, Montebello 40, 50, Foothill Transit, Silver Strand, 493, 497, 498, 499, 699

**1/4 mile from bus line**
Suggested questions for small group discussion with Report Backs

- What do you think of the NextGen Proposal? How will you be responding? Opportunities to collaborate/coordinate?

- What does Budget Advocacy at Metro look like?

- What questions/data needs do we have for Metro staff?

- How does NextGen impacts a campaign for bus only lanes implemented in downtown LA in the next year?
Next Steps

Metro Meetings re: NextGen:
1/16 9am Operations Committee
1/23 10am Metro Board Meeting
1/28 8:30 Metro NextGen Work Group
02/01 Online mapping tool available
February and March - Metro open houses

Upcoming Better Buses for LA Work Group
Meetings:
- Tuesday Feb 18th 3:30 - 5pm
- Tuesday March 17th 3:30 - 5pm
- Tuesday April 14th 3:30 - 5pm
Better Buses for LA

THANK YOU!
Better Buses for LA Work Group Meeting
Tuesday January 14h 3:30 - 5:00pm
Cross Campus, 800 Wilshire Blvd, 2nd Floor, LA 90017
Meeting Contact: jessica@investinginplace.org or 213-210-8136

Overall Purpose of Better Buses for LA Work Group
● Coming together with partners to begin to talk about improving bus service in LA City and checking in with what other partners are working on
● Anchoring this effort in community organizations that have members who ride the bus. To support existing efforts now, and learn from past efforts to support and advocate with bus riders.
● Focusing on improving bus speeds (bus only lanes) and the transit experience in downtown Los Angeles - looking at 5th, 6th, 7th and Grand and Olive in the next year.
● Sharing information about Metro’s NextGen initiative

Objectives of January Meeting
● Shared understanding of what is in the Metro NextGen recently posted reports
● Discussion on how to respond/how others are responding to the NextGen Reports, and what happens next
● Coordinating NextGen advocacy to support campaign for bus only lanes in downtown
● Discussion on Better Buses for LA Campaign

Work Group Process
● Building off the
  ○ Better Buses for LA: September work group meeting and
  ○ October work group meeting, November work group meeting
● On-going discussions and input with ACT-LA and other partner organizations
● On-going meetings with Metro Staff and City of LA staff

Key Materials for January Meeting:
● Metro NextGen January Board Report and materials
  ○ Board Report
  ○ Transit Service Plan and Transit Service Plan Policies and Standards
  ○ List of lines proposed for more frequent service (Tier 1)
● City of LA - Process for Creating Bus lanes
● Purpose/History of City of LA/Metro Bus Speeds Work Group and Motion
DRAFT Agenda

3:15pm - 3:30pm  Room open and snacks available

3:30pm - 3:35pm  Introductions around the room

3:35pm - 3:45 pm  Update on campaign - resources from Estolano Advisors

3:45pm - 4:10pm  Debrief and Discussion on Metro’s NextGen Proposal
  ● What do the reports posted on Friday tell us? What’s missing in the reports?
  ● What are the next steps Metro is doing?
  ● How should advocates respond? What are others hearing?
  ● What’s the impact on the downtown projects for bus only lanes?
    ○ Update from City of LA/Metro bus speeds work group (link to purpose of work group)
    ○ How can our goals for bus only lanes in DTLA - lead to larger support, resources and social capital for bus lanes in other parts of the City.

4:00 - 4:30 Break out discussion groups
  ● What do you think of the Metro NextGen Proposal
  ● How it impacts a campaign for bus only lanes implemented in downtown LA in the next year?
  ● What questions/data needs do we have for Metro staff?

4:30pm - 4:45pm Group Report Backs

4:50pm - 5:00pm Next steps
Better Buses for LA - January 14th Work Group Meeting

What we know about Metro’s NextGen study:

- NextGen is Metro’s first look at fixing the bus network in 25 years
- The past 10 years have shown a 25% decline in ridership (same time period two new sales tax measures started generating revenue. Metro has 4 sales taxes generating revenue right now - Prop A & C, Measure R and M)
- 2 years of study have gone into the project to get to this point, changes in bus service could be in place by December 2020. It will be phased over 3 “shakeups” (twice a year Metro implements identified route changes). Three shakeups: December 2020, June 2021, December 2021.
- Mayor Eric Garcetti will be the Chair of the Metro Board July 1 - June 30, 2021. And many of the proposed improvements and potential bus only lanes are in the City of Los Angeles.
- Every year Metro increases bus operations budget by $10 million b/c buses stuck in worsening traffic with no bus only lanes.

Potential impacts on bus service:

- Plan calls for 5-10 minute headways on 29 routes, primarily by consolidating almost all rapids into the corresponding local service on the same street.
- Plan also calls for elimination of some bus routes and replacement with on-demand microtransit where coverage is needed. (Still working to identify which/where service being cut).

Show me the money?

- Staff recommends that the board adopt the “transit first” scenario, which represents a 10% increase in the bus budget. For the first five years, that additional funding is proposed to be spent on transit priority infrastructure, which would yield additional service-miles (i.e. what the public sees) for the same number of service-hours (i.e. what the agency puts out).
- A first indication of the board’s commitment to “transit first” will come in May 2020 with the adoption of the FY20/21 budget. If no new money is provided, then Metro/LADOT won’t be able to scale up transit priority projects envisioned by NextGen.

Questions on NextGen? Reactions? What are other people seeing and thinking? Advice and/or ideas for advocacy?
• Where is service being cut? Where is service being improved? How does this align with prioritizing resources in high need/Equity Focused Communities first not last?

**Investing in Place ideas around NextGen Advocacy Asks:**

• Considering recommending “transit first” funding to be identified in May 2020 during budget. Minimum ask should be $150 - $200 million in annual budget starting in FY 2021. This would mean we should start advocating for this now.

**Next Steps/Things to keep in Mind:**

• Report goes to Metro Operations Committee Thursday 1/16/2020 at 9am and then full Board Thursday 1/23. The Board is being asked to approve releasing the plan for public review. Upon formal release, Metro will host workshops and hearings around the county. This process will culminate in a Board approval in September 2020.

• Metro’s NextGen Work Group meeting Tuesday 1/28 8:30 - 11:30 at Metro Headquarters

• **Feb 1st:** Metro to post a side-by-side trip planner which will show today’s result vs. NextGen result... a Reach Map that will show how much further a person can travel by dropping a pin anywhere on the map and selecting time of day... individual route sheets that will explain each corridor proposal... and also more graphical maps broken down by region... all of these will be available by February 1 when we begin the public workshops.

• [Metro NextGen Workshops in February and March 2020](#)

**What’s the relationship between NextGen and the City of LA/Metro working on bus only lanes in downtown and other parts of the City this year?**

• Background: In Fall 2019 Metro + LA City created a working group - “Bus Speed Working Group.” The LADOT/Metro working group includes staff from both agencies and elected offices) collaborates to identify the projects. Projects based on criteria such as: operational factors, including bus speeds, volume of buses, ridership, etc.

• Metro and municipal buses operate on streets controlled by the City of Los Angeles and neighboring cities. Therefore, City agencies have a critical role to play in ensuring that residents and commuters have access to fast, frequent, and reliable bus service. Close coordination between Metro, LADOT, and the Public Works bureaus is essential to successfully implement infrastructure changes.
This working group has a list of priority bus-supportive infrastructure projects needed to support the NextGen bus service plan, with an emphasis on near-term improvements that can be implemented concurrently with each phase of NextGen. Includes potential bus routes North and South of Downtown Los Angeles (5th, 6th, 7th and Grand and Olive in DTLA), and possibly parts of Sunset/Santa Monica, Cesar Chavez, Fairfax/Hollywood, Glendale, Venice and Olympic.

What’s happening with the City of LA/Metro Bus Speeds work group?
- The workgroup is expected to report out at the February Metro board/committee meetings.
- The working group is pursuing projects in downtown LA first - with hopeful schedules of beginning outreach on DTLA bus infrastructure improvements in Spring 2020 (in a few months).
- **Questions**: Are bus only lanes funded for DTLA or ? Can the working group share more information on what/where in DTLA? Is this still (5th, 6th, 7th and Grand and Olive in DTLA)?
- NextGen reduces bus stops - increasing walking distance - will City of LA increase its sidewalk repair program to ensure improved accessibility?
- How does the City’s potentially new street furniture program fit in with NextGen?
- What is happening in the Mayor of LA’s 2021 proposed budget to support this?

Upcoming Better Buses for LA Work Group Meetings:
- Tuesday Feb 18th 3:30 - 5pm
- Tuesday March 17th 3:30 - 5pm
- Tuesday April 14th 3:30 - 5pm

Report Back from breakout sessions:
Group 1
- NextGen - is there an equity impact assessment?
- There is a budget increase they are anticipating - where is this funding coming from?
- Bus Only Lanes - how would the LA DOT bus speeds working group receive a recommendation from this working group?
- Group members shared that in DTLA what we’ve shown so far doesn’t go east enough and esp get to the LA River?
- Budget Advocacy - we are starting at a baseline with a lack of trust with Metro? How can Metro see this opportunity to build trust and honor commitments?

Group 2
- A lot of our questions were around phasing and coordinating all the various improvements - bus shelters, bus pads
- Is micro transit a municipal operator - treated like one?
- What are the effects on labor? How it relates to unions and the bus operators themselves
- Needs - popular education of who owns wants and what is under Metro’s purview and what is under the City responsibility?
- Coordinating around transparency and accountability
- From Metro “Next Gen not creating bus lanes but a system that supports them”
- Are we asking the right agencies the right questions? All the various agencies touching the public right of way?
- What outcomes will NextGen do to truly create a high quality bus system that you can access - is that something the City of LA and other cities need to step up.
- Street furniture (bus shelters) contract is ending and then what will happen?

Group 3
- Advocacy has moved the conversation away from transit operations funding cuts - yay! (MoveLA huge player in this)
- Data needs - NextGen user survey - can we see the results?
- When Metro does release the data - what language will it be in?
- How will we know what success means? What metrics?
- Bus only lanes - what is being budgeted for enforcement bus only lanes (keeping cars out of the lane)
- Budget advocacy - needs to include pushing for more service hours, enforcement for keeping cars out of bus lanes, the need for more buses cause they
Other questions:

- How does the budget advocacy work?
- In February there will be a budget conversation at operations committee - 9am Thursday
- If Metro Office of Management and Budget comes with a proposal
- Should we have groups of 3 - 7 people that are going to see Metro Board members to advocates on bus operations increasing? Is that an action item for members to consider engaging in - would need to happen in the next few weeks.
- BizFed meeting with Metro Office of Management and Budget - Jerard will share more info.
- Recommendation to people who ride the bus but might not be affiliated with other groups - connect and get collaborating to build power. Where is the space organizing with bus riders? ACT-LA and other coalition groups are.

- NEXTGEN: How will lifeline routes exist within the service core?
- NEXTGEN: Will Limited service exist in some form?
- NEXTGEN: How will Metro help get amenities (full build outs) at their most popular bus stops, especially those in City of LA? Will they fund these improvements directly? How would it work with a contractor contracted by a City? Or is the status quo of cities handling stops all on their own to continue?
- NEXTGEN/BETTER BUSES: How will bus lanes be funded by Metro and others?
- NEXTGEN/BETTER BUSES: Will LADOT allow full red painting or do they want to just do red blocks? Will they do the red blocks for Fig and Wilshire that they committed to, but then do full red elsewhere? Have they set a policy vis a vis FilmLA? Are there going to be any surprises there?
- BETTER BUSES: What is the exact schedule for making Flower permanent and then painting it?

Data Questions:

1. The chart of all lines is helpful to have as an off-line, printable, bible to refer back to. Can it be augmented though, in the following way?
   1. Creating "Current Route" and "Proposed Route" columns to clearly and easily show what the fate of a route will be - 704 to 4, etc - (a complete discontinuation could be marked as "Discontinued" for "Proposed Route")
   2. Creating a "Current Service" and "Proposed Service" so we can see Locals becoming Tier 1, Tier 3, etc
3. Adding rows for all lines, so that while everything getting merged into the 4, for example, stays with that row, a row for the 704 is created to show where it goes (for ease of reading)

2. For any online mapping, it would be helpful for Metro to add as toggleable layers: AB535 Disadvantaged Communities, CalEnviroScreen, and/or Metro’s Equity Focused Communities, so individuals and groups w/o geospatial sophistication can analyze the route changes for their communities for themselves.

3. Geospatial data for proposed routes in the form of (hopefully) one feature class, or a feature class for each tier at the most, so that the public has the opportunity to do its own analyses if they do have geospatial sophistication.

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