

Better Buses for LA Work Group Meeting
Tuesday July 3:30 - 5:00pm PT via zoom

Purpose of Better Buses for LA Work Group

- Creating a collaborative space for partners to share ideas, information and advocacy efforts for improving bus service
- Share updates and discuss strategies around Metro's NextGen, Bus Only Lanes and COVID-19 response/recovery transportation efforts

For more information on the Better Buses for LA Work Group and previous meeting notes: <https://investinginplace.org/work/work-groups/>

Key topics for today's discussion:

- Guest Speaker: KeAndra Cylear Dodds, Executive Officer, Equity and Race
- Metro Updates and actions
 - Bus Only Lanes and NextGen Tier 1
 - Metro Updates and actions
 - Community Safety
 - Budget Advocacy

3:30 Welcome/Introductions

3:35 Guest Speaker: KeAndra Cylear Dodds, Executive Officer, Equity and Race

- Presentation followed by question and answer

4:05 Metro updates and Actions: Jessica Meaney

- [See presentation slides here](#)
- [Blog post: What Should Riders and Advocates Expect from Metro's Post-Covid Budget?](#)
- Full Group discussion
- [Can you help ?](#)

Slight break to allow those who want to drop off and for those staying to go into breakout rooms

4:30 Small group discussion

1. Identify volunteer to be lead facilitator
2. Identify note taker (take notes in this google doc)
3. Suggested Discussion questions:

- What are key things you are tracking in Metro's budget and impacts with loss of sales tax revenue?
- What was something you learned today? What follow up questions came up for you?
- What were you hoping to learn but it hasn't been discussed yet?
- Do you know a statistician? Is anyone in your group interested in tracking ridership data with Investing in Place to identify key pandemic bus lines/routes?

4:45 Circle back and a full group and share out from small group discussions

Next Steps:

- Later this week for ACT-LA members - Metro Budget Advocacy Teach-in
- Mid May anticipate Metro releasing draft FY20/21 budget
- [August 18th Monthly Better Buses for LA Meeting](#)

Meeting notes:

Welcome/Introductions

- We meet every on the 3rd Tuesday of every month at 3:30, just before the Metro Committee meetings. However, there are no Metro Committee meetings this month.
- IceBreaker, in chat please share what you've been reading or listening too.

Guest Speaker: KeAndra Cylear Dodds, Executive Officer, Equity and Race Metro
KeAndra joined Metro about six months ago, in late January.

- Basis of my work is equity, in increasing access to opportunity. My work is understanding what the barriers are and how we track our work in this area. I was hired two years after the publication of the Equity framework. Starting to pilot new equity tools. Internally I'm leading a group of equity liaisons, individuals who learn about key concepts in equity and justice. They help test new tools and bring this information back to their departments. We are training individuals to ask the right questions. I also staff different working groups, such as our aging in transportation and safety work groups. Much of my work is coordinating efforts related to equity. Also I work with project teams, to advise on what equity is for their project, and how they measure equity and progress on equity in these projects. Some projects include the Comprehensive pricing study, Joint Development. My background in housing means I'm working with many of those

teams too. We have to be looking at equity in every aspect of our work, projects, policy, processes and budget.

- Jessica: Do note this is a very large list of projects/programs, and there's only one equity officer. As advocates, we should be questioning why aren't there more resources dedicated to this work
- I'm working hard to get a team, but also training and finding partners throughout the agency to get this work done.

Rapid Equity Assessment Tool

- Prior to Covid, we had been exploring tools other agencies are using. Our recovery task force is moving so fast, some of the requirements such as outreach we didn't have time for. So this tool is to create something, that no matter how quickly we have to make decisions we are also considering equity.
- This tool has six questions. (1) will the decision being made impact any of the following groups? (2) Could this present an equity opportunity? (3) Who will benefit from and/or be burdened by this decision? Will the benefits be accessible regardless of ability? This is key as many agencies only ask about benefits, but don't consider burdens of changes (4) How will the decision prioritize the needs of historically marginalised communities and others most likely impacted by the Covid-19 crisis? This focuses us on maximizing benefit, not just reducing negative impacts. (5) What are your strategies to mitigate any potential negative consequences of this decision? This question helps us recognize that even if we are focusing on helping one group, it might still have unintended negative consequences. (6) Summarize any adjustments or changes made to the decision due to the utilization of rapid equity assessment.
- We've used this tool on all of the recommendations of the Recovery Task force, it has impacted every recommendation including having us not move forward with some of the recommendations. One example is our recommendation to look at telecommuting, raising conversations around who can and can't commute, home access to the internet, having space at home, family at home. Another example was our mask requirements, and who could benefit or be harmed by this such as being racially profiled by wearing a mask.
- This tool is a concrete example of new things we are exploring to address equity.
- Education on equity with the agency is a big focus, there's a lot of work to be done here. There's a lot of mandatory training for Metro employees, but nothing like an equity 101 training. There's a need to help Metro employees to understand not just what equity means, and how it intersects with the work they do.
- Q&A

- Q: How can Metro better incorporate equity into project outreach. On the big projects, it seems like we have meetings in a community, but the meetings don't always serve the actual riders as for example they are hosted with a homeowners association. A: We need to update every part of the process. We need to understand how we target our rider populations. Is this time of the meeting? Childcare services at meetings? In a time of Covid, we are doing virtual meetings, when we go back, should we keep virtual meetings for equity reasons? Making a mandatory part of our process to understand communities we need to reach. We have an internal draft looking at how to better connect with organizations that already serve communities of riders.
- Can you share a copy of the equity framework? Yes
- Can you share a copy of the tool? Yes
- Q: What was the process to develop the rapid equity tool? A: Reaching out to other agencies who are further along in this work like Denver, Seattle. So trying to learn from these best practices. Metro might be the first and one of the largest to have an equity platform, not the first local government to have an equity platform. A group of eight reviewed these questions.
- Q: Is the tool being applied to existing projects? Do you think Metro will use this to evaluate consultants? A: This tool will be expanded. But in particular this tool has been designed when time is limited. We are working to develop more tools that would be used for projects and processes. For example a tool to prioritize projects in the budget. At this point, this tool is really just to help with early action decisions from the COVID19 Task Force.
- Q: Is this the first time Metro has had an officer of equity and race? Yes.
- Q: Can this tool be used to help prevent the board from backtracking on equity? A: This tool can help you see things, but there's still a level of politics involved in decision making. The goal is to give more attention to what the equitable impacts might be outside of decision or politics.
- Q; Who decides what is equitable and inequitable?
- Q; After using this tool, how are actions impacted?
- Q: As advocates, should we be supporting equity as a capital project? For example the congestion pricing study, what would it look like if KeAndra was similarly funded.
- A: All of this is a process, as far as plans for the future, I'd love to be able to bring folk in to look at the bigger questions. I'd like to understand looking across all of our projects, what's our baseline on equity. Equity is

understanding how we plan to make sure barriers aren't preventing good outcomes.

Metro updates and Actions

- Presentation and [Slides](#)
 - Bus Only Lanes and NextGen Tier 1
 - Thank you to the group who did a walking tour of the bus only lanes in downtown Los Angeles and red paint.
 - From 7/20 NextGen meeting, ridership is starting to trend upward. As noted previously, LA has the least amount of loss in ridership of all large metros. We're almost back up to pre pandemic levels.
 - 5th/6th, bus only lanes, Flower is permanent, Grand and Olive have been striped for bike lanes.
 - NextGen and Recover Plan Updates shared from Metro.
 - NextGen has four frequency Tiers, next focusing on service in Tier 1. Two groups one is technical/ engineering, the second is political. Everything in Tier 1, has a lot of potential for improvements ie: bus only lanes, all-door boarding. As downtown is wrapping up, we are trying to track/understand what new projects are being prioritized by the City of LA.
 - Community Safety
 - Thank you to the folks who worked on this. 80 folks spoke up with public comment on Defunding Police and Reimagining Safety on Metro Buses and Trains, many leading orgs signed the Act-LA letter. Successful motion includes forming Community Safety Task Force - with existing community leaders who have been working with Metro on this for several years.
 - Budget Advocacy
 - Metro delayed budget adoption, normally this would be adopted in June. Most money is from sales tax, which is currently taking a hit. Over the next 4-5 weeks Metro will put out a budget and together the board is anticipating at least \$1 billion dollar shortfall (primarily thru loss of sales tax revenue)
- [Blog post: What Should Riders and Advocates Expect from Metro's Post-Covid Budget?](#)
 - The emphasis on mega projects, and fewer focuses on customer experience improvements. Most mechanical improvements were b/c they

were necessary, not b/c they improved experience such as increasing speed. We need to push Metro to organize priorities.

- 2020 Timeline
 - March Covid Stay at home orders, frustration with communication around cancellation of board meetings.
 - May, delay budget adoption, service shut-down
 - June, 80 comments in support of defunding Police and reimagining safety
 - July - Aug, expect revised budget
 - Sept, Budget hearing Sept 16
- Cutting 1 Billion from Metro's Budget
 - Bucket 1, is almost 80% of rail capital but we know rider need is higher in bus
 - Projected loss of fare revenue is very small compared to sales tax.
 - We may see an even more severe loss.
 - In early days, the ratio of bus to rail riders increased to 3.5 bus riders for every rail rider.
 - Lots of money is going to rail projects, but these don't support essential riders.
- Not funded in Metro Bucket 1 or 2
 - Next Gen
 - Community Safety Program
 - Sidewalks, Crosswalks
- Enforcement
 - Metro spends almost as much collecting and enforcing transit fares as it receives.
- Metro and role in bus stops
 - Metro says bus stops are not our jurisdiction, this doesn't feel like the right answer.
- Metro's NextGen needs to invest \$1billion over five years, this is the same amount we spend on a five year policing contract.
- Maps from UCLA Center for Neighborhood Equity, these align a lot with Metros Equity Focus Communities.
- Ideas and capital costs.
 - Bus only lanes \$308k per mile
 - Bus shelters \$25k each
 - Bathrooms near bus stops \$200k, sometimes not even operators have a place to use the bathroom
- What if Metro funded community safety?
 - Analysis on efficacy of PATH works vs Police Officers
- Full Group discussion

- Stations and Metro. Because we have a lot of data now, where is loading and unloading and how does this compare to existing street furniture, bus shelters, or recent improvements. Bus benches could get ad revenue.
- [Can you help ?](#)
 - Spreadsheet of bus line ridership. Trying to figure out what lines are surging. Need help analysing this data. Please email Jessica.

Small group discussion notes

Room 1

- Impressed by equity questionnaire - appreciate Metro looking into this
- Question: private sector bidding - criteria - could Metro consider equity in criteria?
- How does Metro address inequity issues - with a digital platform that already has inequity?
- Evaluation criteria - consultants might just want to check a box - need due diligence on every project
- Questionnaires can be insincerely filled out - how will people treat the document?
- Best practices from other areas?

Room 2:

- Would like to talk about NextGen where it's headed and what we can do to improve it.
 - Faramarz: We're consolidating most rapids with locals on the same routes. Long term, it would probably be wise to consolidate for most lines. The big notion of NextGen to consolidate lines to get greater frequency is the right focus. It's what people were advocating for in public comment. Smaller details could be tweaked. Is this doing enough to help people in disadvantaged communities have access to jobs and to affluent communities they might be commuting to?
 - Mehmet: what if we find it's beneficial to keep a short/express line on something? What is the board going to do? Is the board going to take it out of other bus service? Or another aspect of the budget that isn't as much of a priority? How are those decisions going to be made?
 - Vermont line 754 is the most popular line and Metro is proposing to keep it. 757 is also popular but Metro is proposing to eliminate that. It serves disadvantaged folks in SouthLA. If Metro retired lines on existing subway routes, we could possibly save these routes. If we push for equity, we could get different results. Has NextGen done an equity overlay?
- Majority of revenue from transit ridership is spent enforcing fares! There is more than enough money right now to run all of Metros buses for free. What's the next

step? Perhaps pressure the Board to cancel contract with LAPD which is up for renewal in 2022.

Room 3

- What did we learn today that is particularly striking?
 - NextGen being left out of budget
 - Hail mary from feds? What is gonna happen there?
 - Hyperlocal bus speed concerns
 - Where are councilmembers stepping up to explain that riders in their districts need improved shelters?
 - Only 5% of Bucket 1 was for highway improvements - does this mean losing revenue from user fees, express lanes?
 - Compelling visuals, context on #s of bus stops -- putting things in perspective. Doing quick math on the fact that 2/3s of unsheltered stops. Everything is getting hotter
 - Very important with people with mobility issues. People need somewhere to rest
 - Metro has been pushing the NextGen study very hard in the community - what is the lack of follow through mean?
 - Concerns that the agency shouldn't focus on building projects.
 - Equity concerns around loud objections to recent bus only lanes. Representation at these meetings is an issue, mostly among homeowners in the majority. Continued needs for organizing among the transit riding community
 - Declines in service to social service destinations in the SFV
 - Need for NextGen improvements to leverage even more service; e.g. Colorado Blvd. BRT estimates not included in the NextGen
 - How does Metro deal with the conflicting interests around equity? Who decides the answers to the questions in the tool?

Room 4:

- Disturbing that in this time of budget belt-tightening, the public process around it will be so rushed.
- Budget discussions are always rushed at Metro. At least they're not talking about furloughs. Good news is that service is cheaper than capital.
- Metro Chair & Vice Chair have NextGen as a top priority.
- Are rail construction firms lobbying Metro keep those capital projects on schedule? They've previously contributed to the Mayor's campaign.

- 1/3 of Metro employees are temporary, on 1-2-year contracts (mostly young professionals). These contracts might not get renewed, as an alternative to furloughs.
- What if all of Metro's advisory committees (e.g. PAC, service councils) submit a letter with their priorities for a tight budget?
- Priorities for this year's budget: bus service (frequent enough for social distancing); capital improvements for NextGen plan; first/last mile accessibility; bus shelters; wifi access on Metro buses

Attendees:

First Name	Last Name	Organization
Susana	Andres	Celtis Ventures, Inc.
Carolyn	Angius	KDI
Michael	Ashkenasi	Downtown Center BID
Adriana	Barba	
Varun	Bather	
Mehmet	Berker	Los Angeles Walks
Daniel	Bezinovich	SPIN
Brent	Bovenzi	
Madeline	Brozen	
Fabian	Campos	SUMC
Jessica	Cruz	TransitCenter
Lauren	Deaderick	
Nikki	Diaz	
Christian	Ek	UN Women USA LA

Norman	Emerson	Emerson & Associates
Vyki	Englert	Compiler LA
Joe	Eyen	FlixBus
Bubba	Fish	Streets for All
Marcel	Flores	
Priscilla	Freduah-Agyemang	SCAG
Rubina	Ghazarian	LADOT
Hannah	Gibson	
Jennifer A.	Gill	LABAC
Burak	Gökçen	
Cassie	Halls	LA Metro
Melissa	Hernandez	JCDECAUX
Ernesto	Hidalgo	Civic Impact Group
David	Hirano	City of LA
Justine	Johnson	Ford
Clara	Karger	CCA
Nina	Kin	LA Metro
Luke	Klipp	Mayor Robert Garcia
Josh	Kurpies	Office of Asm. Richard Bloom
Franci	Levine-Grater	LA Neighborhood Initiative

Bryn	Lindblad	Climate Resolve
Joe	Linton	Streetsblog L.A.
Eli	Lipmen	Move LA
Juan	Matute	UCLA Institute of Transportation Studies
Edgar	Mejia	ITDP
Paola	Mendez	Los Angeles Council District 4
Deborah	Murphy	Deborah Murphy Urban Design + Planning
Lorenzo	Mutia	
Faramarz	Nabavi	
Audrey	Netsawang	City of Los Angeles, StreetsLA
Hilary	Norton	FASTLinkDTLA
Pam	O'Connor	Metrolink
Oscar	Peña	
Cameron	Phillips	
Will	Proctor	UCLA
Jayro	Queme	
Bart	Reed	The Transit Coalition
Roxan	Rivas	Prevention Institute
Cerianne	Robertson	
Sandra	Romero	LISC LA

Crickett	Rumley	New York Film Academy
Keenan	Sheedy	SEIU Local 721
Ryan	Snyder	
Cynde	Soto	CALIF-ILC
Natalie	Sparrow	City of LA, Bureau of Engineering, Safe Sidewalks LA
Amanda	Staples	American Heart Association
Lynne	Tien	
Caroline	Torén	
Jacqueline	Torres	Arup
Judy	Vasquez	
Diane	Velez	Active San Gabriel Valley (ActiveSGV)
Jacob	Wasserman	University of California, Los Angeles Institute of Transportation Studies
Stacy	Weisfeld	City of LA, Office of Mayor Eric Garcetti
Dan	Wentzel	West Hollywood Transportation Commission

Rapid Equity Assessment

Proposed Action: Click or tap here to enter text.

Team Members: Click or tap here to enter text.

1. Will the decision being made impact any of the following groups? (If no, skip to number 2.)

- | | |
|---|---|
| <input type="checkbox"/> Historically marginalized communities
(Communities of Color, Limited English Proficiency, Avg. incomes < \$35K) | <input type="checkbox"/> Older adults (Over 62 years old) |
| <input type="checkbox"/> Equity Focused Communities (See the map on page 2) | <input type="checkbox"/> People with disabilities |
| | <input type="checkbox"/> Individuals with chronic medical conditions |
| | <input type="checkbox"/> Disadvantaged Business Enterprise or Disabled Veterans Business Enterprise |

2. Could this present an equity opportunity? (☐Yes or ☐No)

An "Equity Opportunity" is a decision that is designed to enhance positive impacts or reduce negative impacts for historically marginalized communities or others most likely to be impacted by COVID-19.

3. Who will benefit from and/or be burdened by this decision? Will the benefits be accessible regardless of ability?

4. How will the decision prioritize the needs of historically marginalized communities and others most likely impacted by the COVID-19 crisis?

5. What are your strategies to mitigate any potential negative consequences of this decision? Please include specific examples related to community engagement, messaging, outreach, etc. If unknown now, revisit this tool if unintended negative consequences occur.

6. Summarize any adjustments or changes made to the decision due to the utilization of the rapid equity assessment.

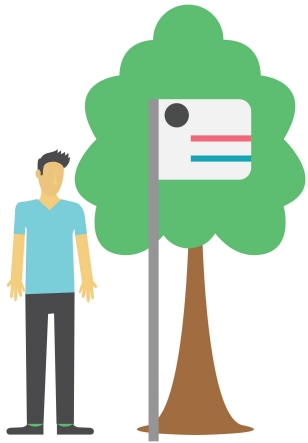


Better Buses for LA

June 2020 Work Group meeting

Today's POP

(Purpose, Objectives, Process)



Purpose

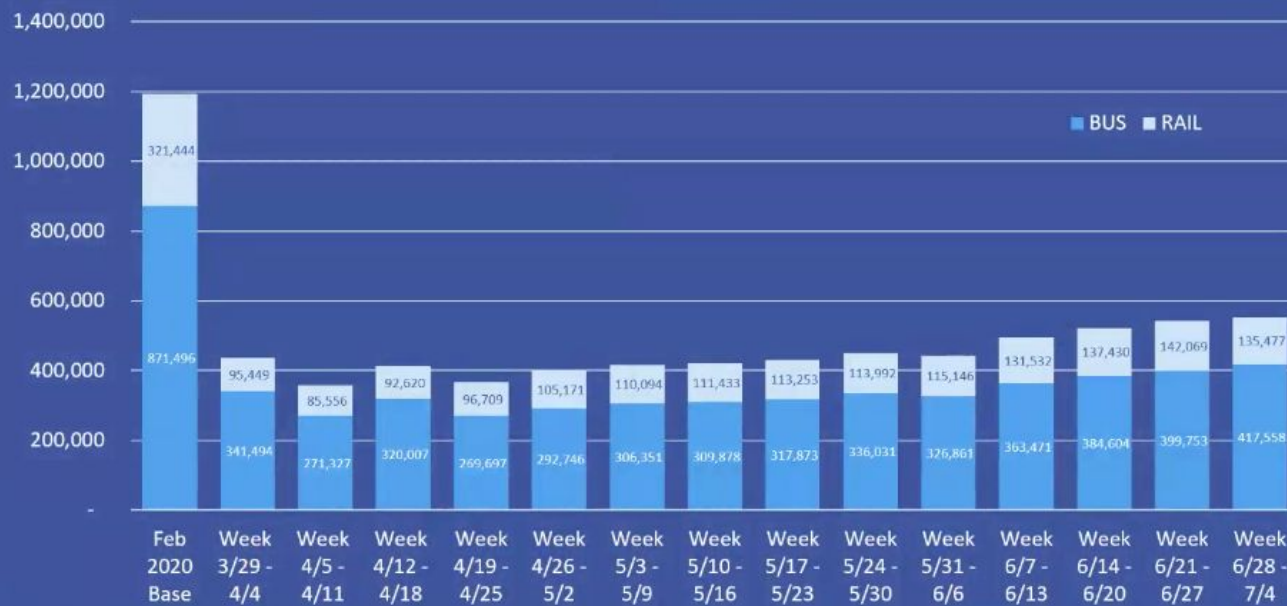
- Creating a collaborative space for partners to share ideas, information and advocacy efforts for improving bus service
- Share updates and discuss strategies around Metro's NextGen, Bus Only Lanes and COVID-19 response/recovery transportation efforts

Key topics for today's discussion:

- Metro Updates and actions
 - Bus Only Lanes and NextGen Tier 1
 - Community Safety
 - Budget Advocacy

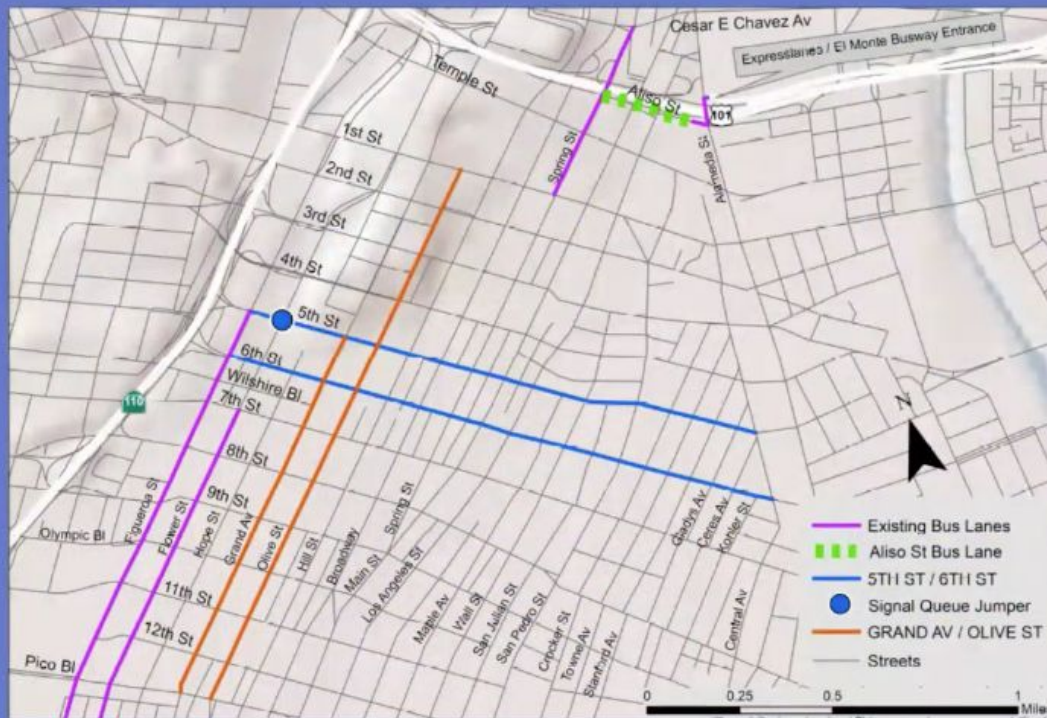


Ridership Trending Upward



From Metro's NextGen Meeting 07/20/20

Adding Bus Lanes



NextGen & Recovery Plan

NextGen

Establishing route network based on:

- Major travel flows & destinations
- Transit's competitiveness in serving these travel flows
- High transit propensity

Setting service levels based on:

- Intensity of travel by O/D & anticipated transit mode share
- Defining Service Tiers to accommodate seamless transfers for many travel patterns



Metro

Recovery Plan

Phasing plan as markets emerge:

- Adding service based on Service Tier designation as demand grows
- Tracking emerging travel demand weekly based on changes in economic indicators by industry, brand & geography
- Conducting spot surveys to monitor willingness-to-ride based on demographics
- Incorporating MicroTransit & MOD as integrated components of network
- Incorporating social distancing & cleanliness standards

17

From Metro's NextGen Meeting 07/20/20

Metro and City of LA Bus Speed Work Group

Focus on wrapping up downtown projects - Evaluating Tier 1 Corridors for Bus Speeds Improvements

Transit First Frequency Tiers

- Under Transit First, NextGen established four frequency tiers:
 - Tier 1: 10 min or better:
 - 5 min: **Lines 60 (Long Beach Bl), 204 (Vermont Av)**
 - 6 min: **Line 207 (Western Av)**
 - 7.5 min: **Lines 2 (Sunset Bl), 4 (Santa Monica Bl), 16 (3rd St), 18 (Whittier Bl), 20 (Wilshire Bl), 28 (Olympic Bl), 33 (Venice Bl), 40 (MLK Bl/Crenshaw Bl/Florence Av), 45 (Broadway), 51 (Avalon Bl), 70 (Cesar E. Chavez Av), 108 (Slauson Av), 180 (Hollywood Bl/Colorado Bls), 212 (La Brea Av)**
 - 10 min: **Lines 10 (Melrose Av), 14 (Beverly Bl), 30 (Pico Bl), Line 37 (Adams Bl), 48 (Main/San Pedro Sts), 53 (Central Av), 66 (8th St/Olympic Bl), 78 (Las Tunas Dr), 81 (Figueroa St), 105 (Vernon Av/La Cienega Bl), 206 Normandie Av), 210 (Crenshaw Bl), 251 (Soto St), 720 (Wilshire Bl Rapid), 754 (Vermont Av Rapid)**
 - Tier 2: 12 or 15 min
 - 12 min: **Lines 35 (Washington Bl), 38 (Jefferson Bl), 55 (Compton Av), 76 (Valley Bl), 603 (Hoover St)**
 - 15 min: **Lines 94 (San Fernando Rd), 106 (East LA College/LAC & USC Medical Center), 487 (SMV Gold Line Sta/DTLA), 605 (LAC+USC MED CTR Shuttle), 610 (Hollywood/Rossmore Av), 761 (Sepulveda Bl Rapid)**
 - Tier 3 20 or 30 min
 - 20 min: **Lines 62 (Telegraph Rd), 92 (Glenoaks Bl), 290 (USC LA Cnty Med Ctr – N. Hollywood Sta), 489 (Rosemead/DTLA)**
 - 30 min: **Lines 83 (Broadway/York /Silver Lake/Hollywood), 102 (La Tijera/Exposition Bls), 182 (Broadway/York/Silver Lake/Hollywood), 222 Hollywood Way, 294 (Burbank/Sylmar via San Fernando Rd), 550 (Exposition Park - Harbor Transitway), 602 (Pacific Palisades via Sunset Bl), 617 (Robertson Bl), 684 Lincoln/Cypress – Eagle Rock**
 - Tier 4: 40 to 60 min
 - 40 min: **Line 256 (Eastern Av)**
 - 45 min: **Line 134 (Santa Monica/Malibu via PCH)**
 - 60 min: **Line 209 (Van Ness/Arlington Aves), 218 (Studio City/Fairfax)**

6

Screen shot thanks to Alfonso Directo



Community Safety Approach Motion at June Metro Board Meeting



Establishes: Transit Public Safety Advisory Committee that will propose recommendations

Over 80 public commenters !!

13 Metro Directors

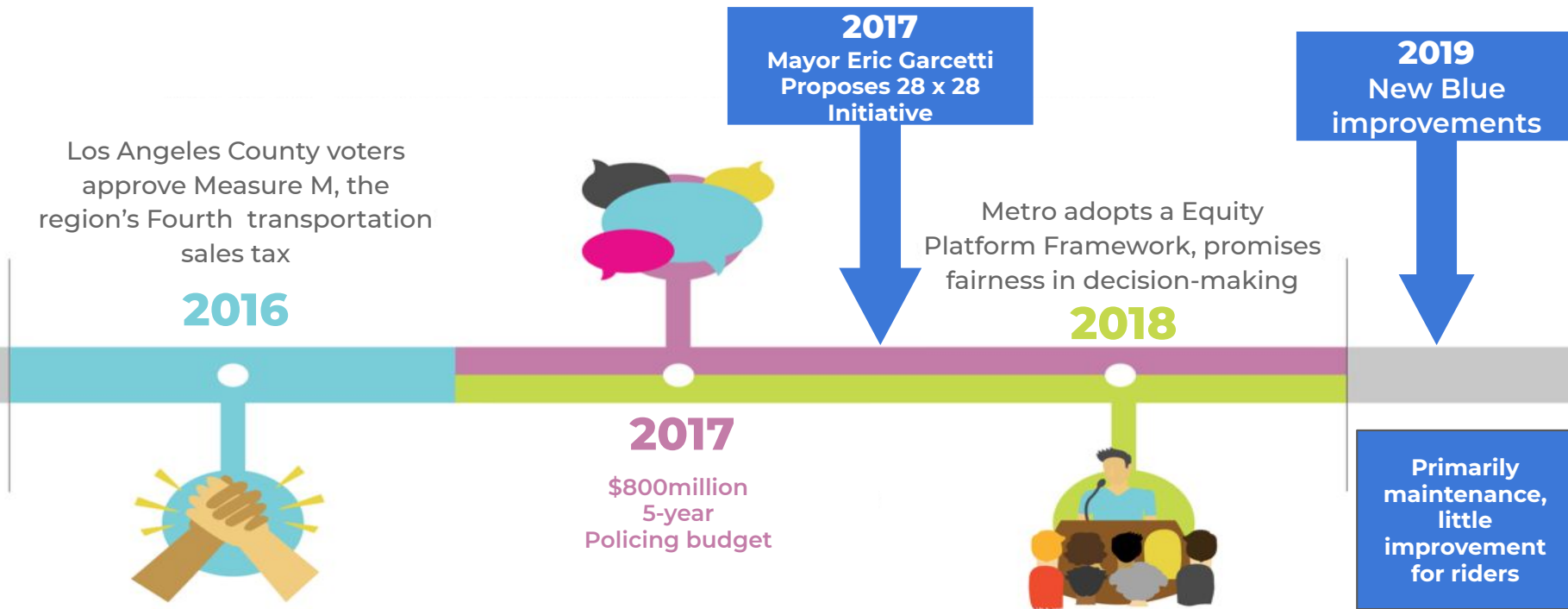
Currently working to close a estimated \$1 Billion Dollar budget shortfall due to COVID-19.

What projects and programs are being proposed by Metro to prioritize and are they the right ones?



2010s: The race for Megaprojects.

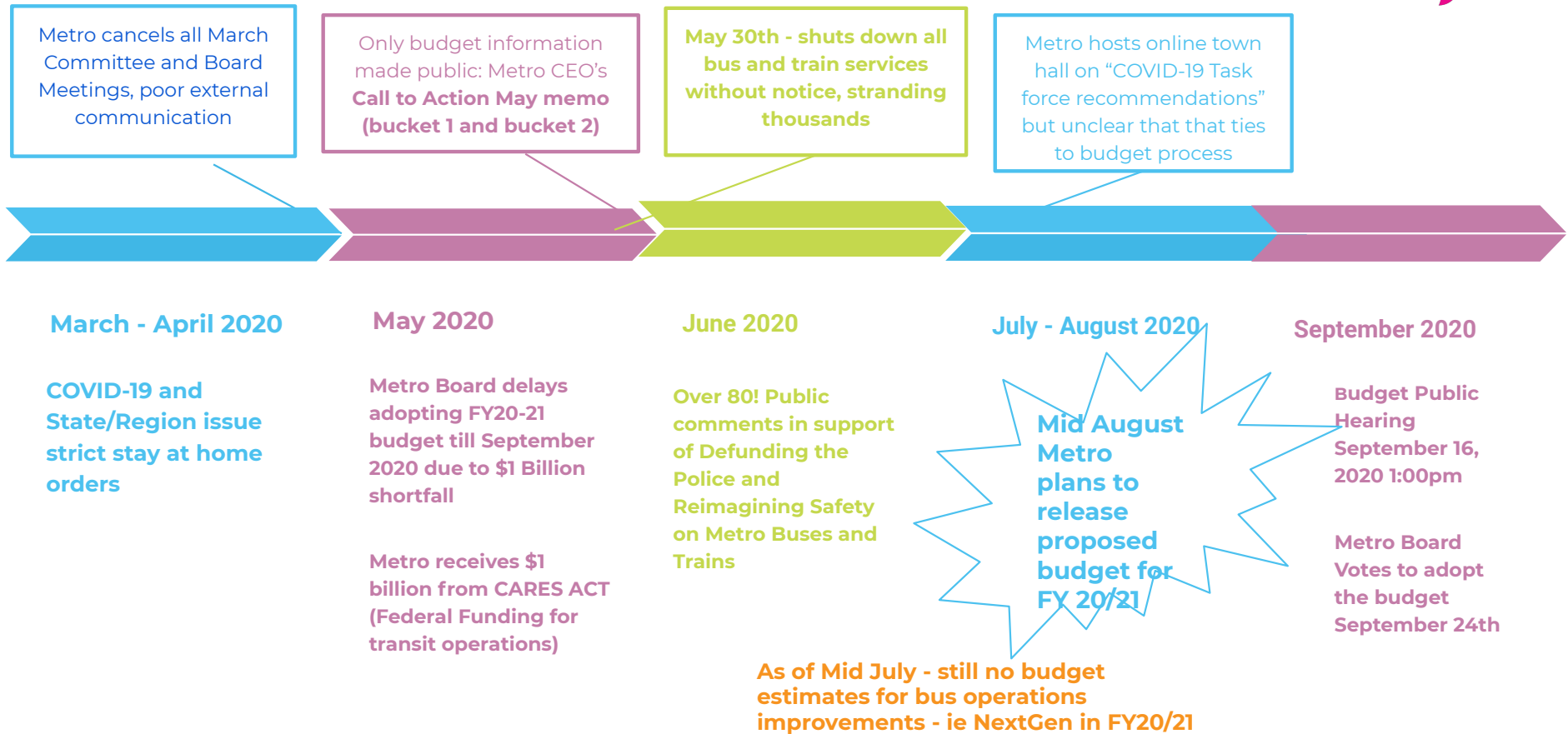
Less than a year following the passage of Measure M, Metro Chair Eric Garcetti proposed the Twenty Eight by '28 initiative, which sought to complete about 70% of the projects in the Measure M expenditure plan in the first decade of the new sales tax.



2020....What we know, what we don't

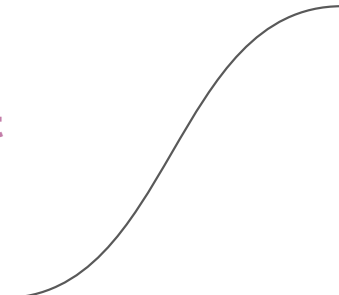


Metro's Budget for the rest of 2020 and 2021



Today: Cutting a \$1 billion dollars for Metro's Budget

May 2020 Memo from Metro
CEO Phil Washington

- Delay adopting Fiscal Year 2020-2021 Budget until September 2020
 - Proposes putting projects in “**Bucket 1**” (defined as work will continue) and “Bucket 2”(to be evaluated and consider delaying)
- 

Bucket 1:

Highways: 5.37%

Transit Bus: 14.23%

Transit Rail: 80.4%

Bucket 1: Proposed by Metro CEO to continue

- Airport Metro Connector
- Crenshaw/LAX
- Division 20 Portal Widening and Turnback
- Gold Line Foothill Extension
- I-10 Carpool Lanes
- I-5 North HOV (Caltrans Subsidy)
- I-5 South HOV (Caltrans Subsidy)
- Light Rail Vehicle Acquisition Program
- Link US (Phase 1 only)
- **Metro Bus Fleet Replacement (including electrification for buses - Orange Line)**
- Patsaouras Bus Plaza
- Purple Line Extension
- Regional Connector
- Soundwall Package 11
- SR 138 Corridor
- Willowbrook/Rosa Parks Station and Mezzanine

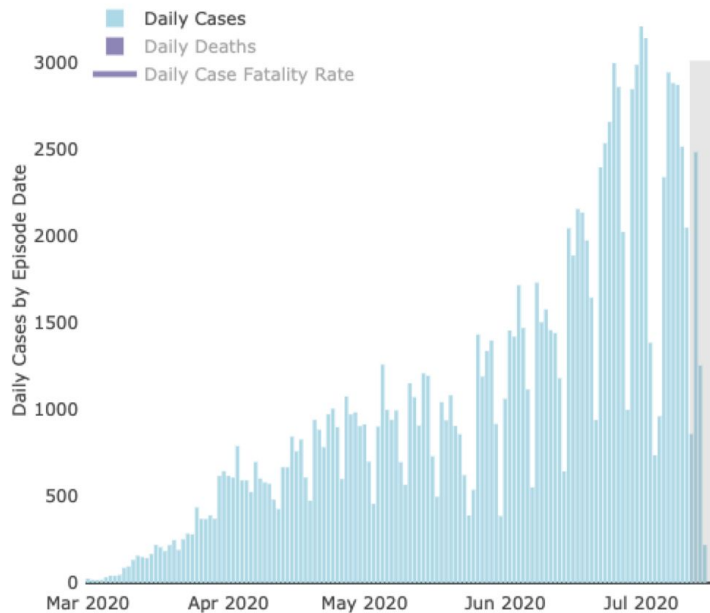


LA Metro projects that COVID will cost \$1.8 billion through June 2021... IF summer is the beginning of a recovery.

Metro's Projections	FY20-FY21 Revenue Loss
Sales Tax Revenue	\$1.1 billion
Fare Revenue	\$197 million
Tolls, Advertising, and Other Revenue	\$187 million
COVID Costs	\$362 million

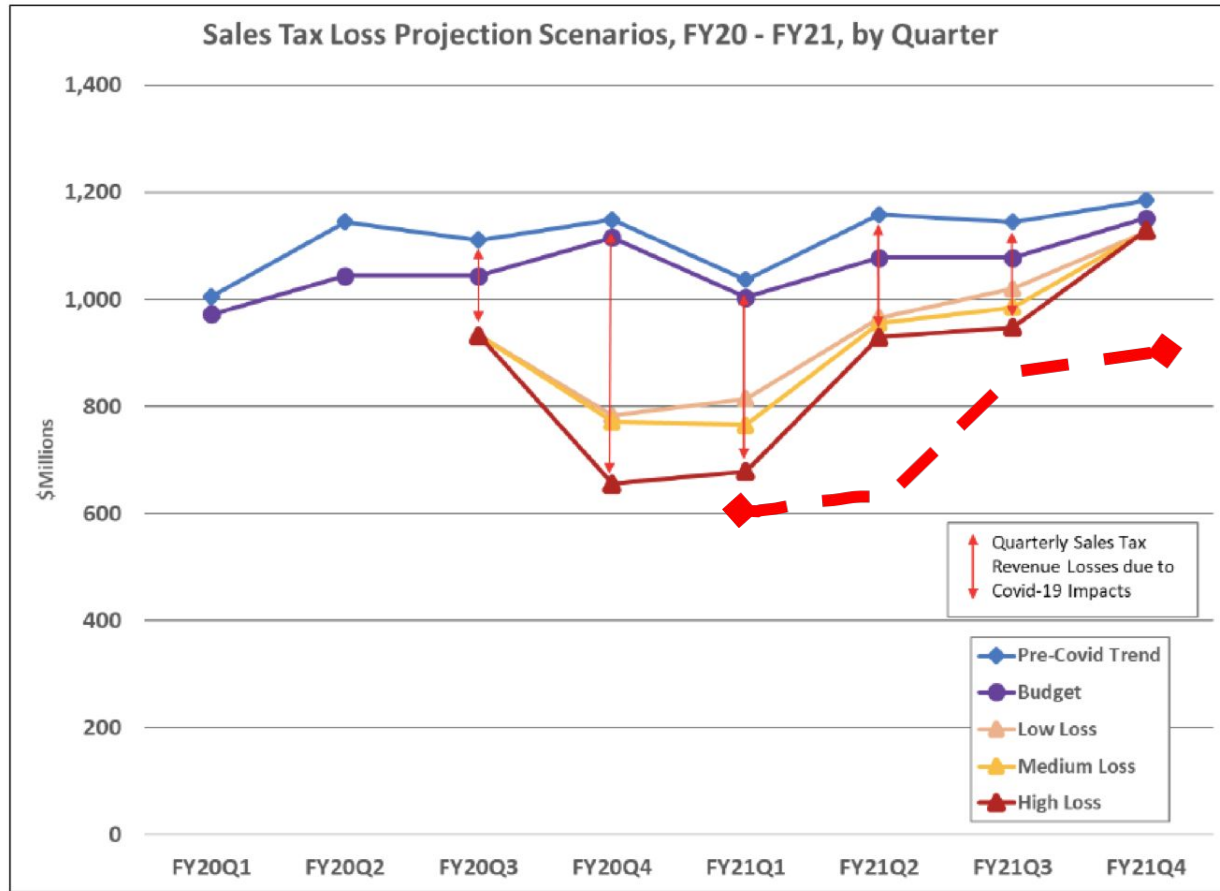
Do we believe summer is the beginning of the recovery?

New COVID-19 Cases Per Day (LA County)



Los Angeles Times

The federal \$600 unemployment benefit ends July 31.
What's next?



What if the economy doesn't start recovering so quickly?

Even more than usual during the pandemic, the bus has been the workhorse of the regional transportation network

Pre-COVID 19 Daily Transit Rides: **1.2 million**

COVID 19 (When Stay at home measure at most strict) Daily Transit Rides **365,000**

As of June 26, 2020 Daily Transit Rides **525,000**

During the early days of the safer at home orders, the ratio of bus riders to rail riders actually increased to 3.5 bus riders for every rail rider.

Among major American cities, Metro has experienced the smallest decline in transit ridership (especially buses) because people who rely on LA transit often have no limited mobility options.

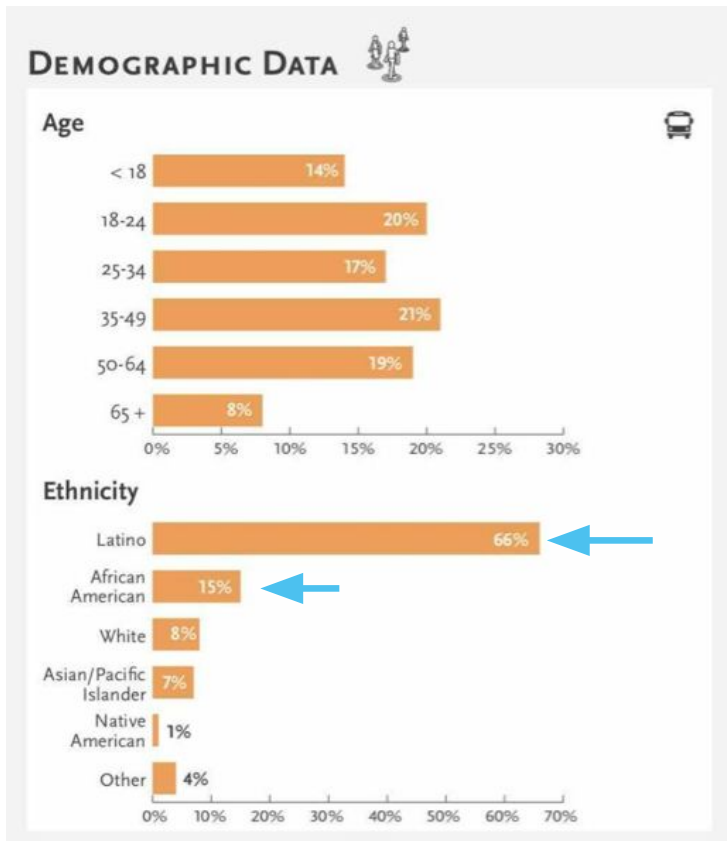
What's not in either bucket?

- 0% NextGen and more frequent bus service
- 0% Community Safety Program (increasing funding for social workers on transit)
- 0% Sidewalks, Crosswalks, bus stop access
- 0% A Transit Oriented Communities Program
- 0% Race and Equity work staff & resources - currently Metro with a \$7 Billion dollar annual budget (Pre-Covid) only has one staffer working on Race and Equity



*Data based on memos to the Metro Board from CEO Phil Washington. Metro has not shared the full FY20/21 complete draft budget scheduled be adopted in September 2020.

People who ride the Bus



Metro spends almost as much in collecting and enforcing transit fare as receives

**\$179
million**

vs.

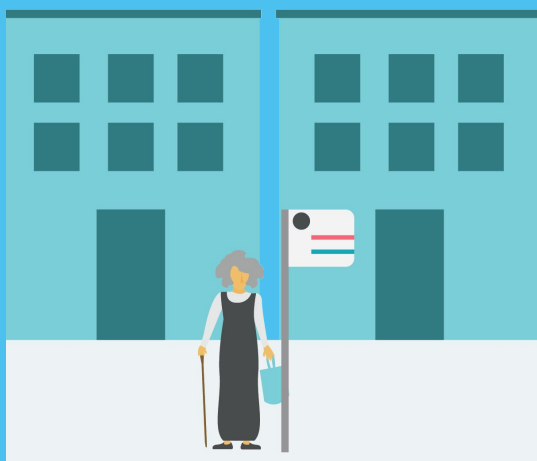
**\$284
million**

In 2020 Metro expects to
spend at least
\$179 million on policing
the buses and trains*

Every year Metro collects
around
\$285 - \$300 million in bus
and train fare (pre
COVID-19)

* These numbers do not include costs like: staff managing the TAP card system, fare gates, and more.

Thanks to Anisha Hingorani for this!



**7,857 Metro Bus
Stops in Los
Angeles**

**Only 2,510 have
bus shelters
(shade and a
place to sit)**

300

**300 bus stops have hand
sanitizer stations**

**Average
bus shelter
costs
\$25,000**

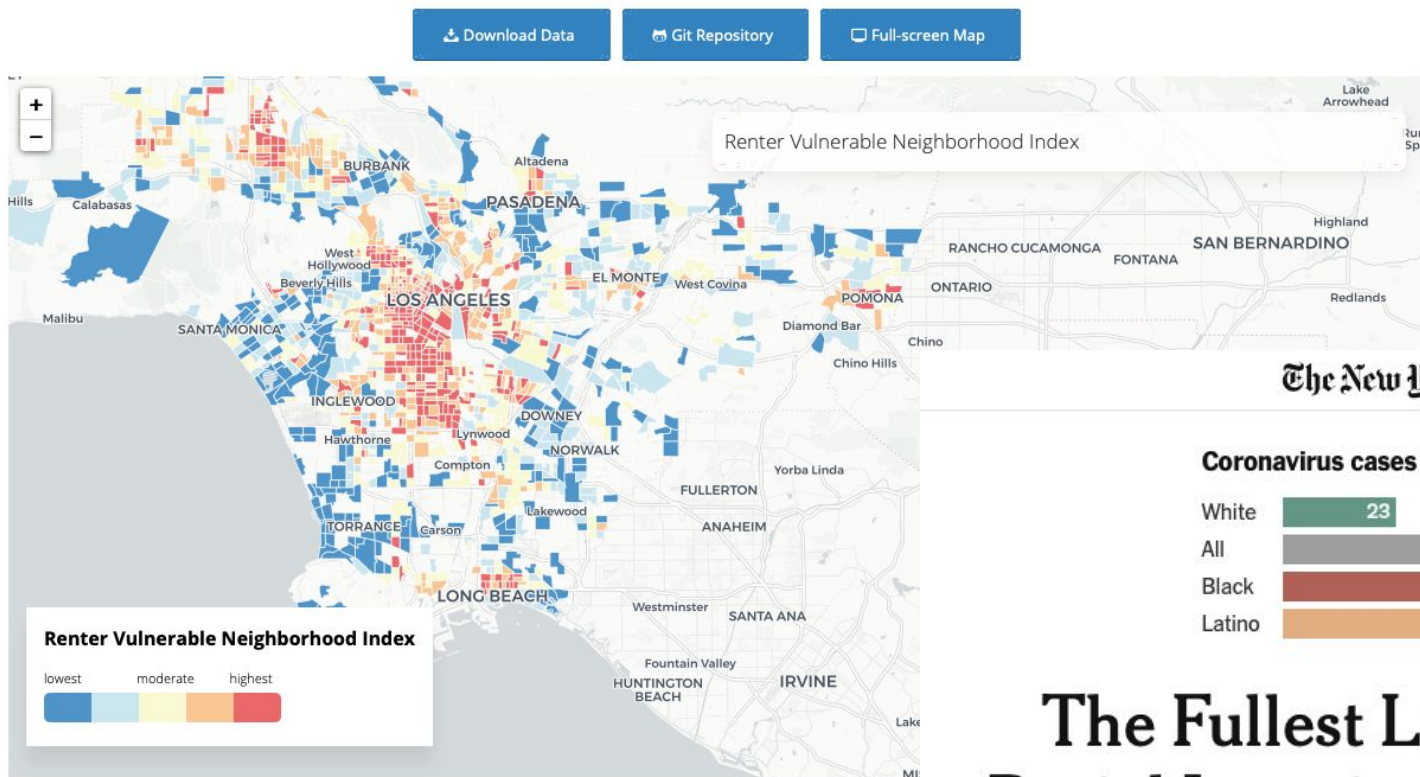
Metro's NextGen Bus Proposal

Metro needs to invest : \$1 Billion over 5 years

- Buses every 10 minutes on key corridors
- Bus Only Lanes
- All door Boarding
- Bus Ridership increase 15% - 20%



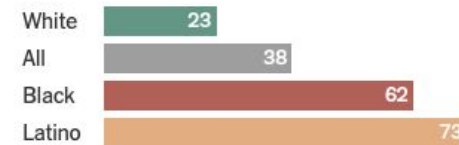
**Versus: Metro's
current Policing
Contract \$1
Billion over 5
years**



UCLA Center for Neighborhood Knowledge

The New York Times

Coronavirus cases per 10,000 people



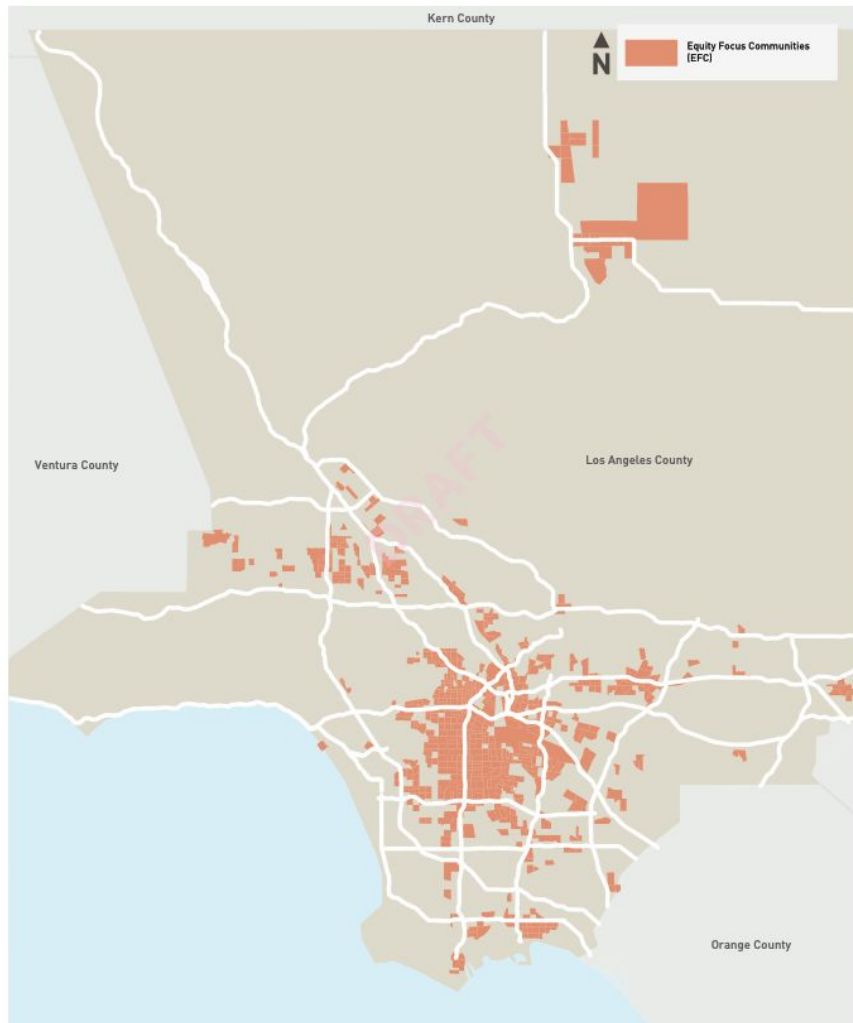
The Fullest Look Yet at the Racial Inequity of Coronavirus

By [Richard A. Oppel Jr.](#), [Robert Gebeloff](#), [K.K. Rebecca Lai](#), Will Wright and [Mitch Smith](#) July 5, 2020

Figure 22

ACCESS TO OPPORTUNITY

EQUITY FOCUS COMMUNITIES



From Metro's Draft 2020 Long Range Transportation Plan

In 2019: Metro defined “Equity Focus Communities” (EFCs) as communities where:

- **80% of households are Black, indigenous, people of color (BIPOC)**
- **more than 40% of households are low-income**
- **10% have no access to a vehicle**

Collectively, EFCs represent about 30% of the county’s population.

EFCs have been disinvested in, have reduced access to opportunity and housing, and policy decisions have resulted in environmental injustices.

EFCs have higher degree of various negative outcomes and are those with the greatest need.

What if we built....

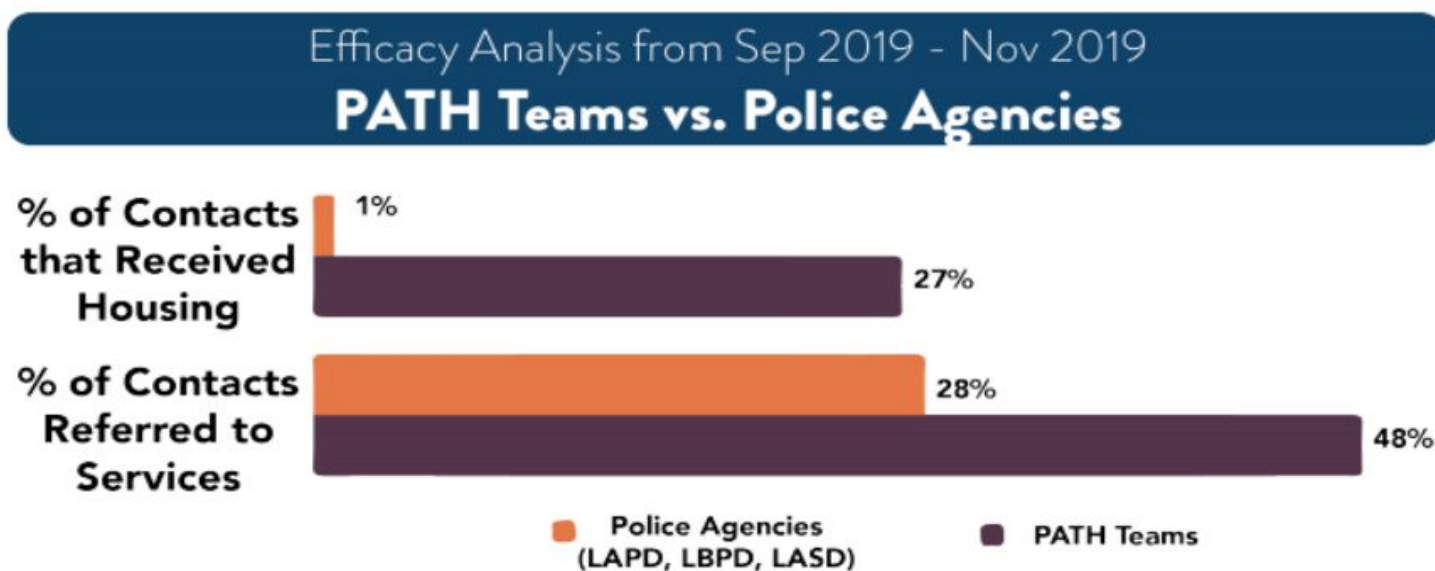
Bus Only Lanes **\$308,000 per mile**

Bus Shelters and Benches **\$25,000 each**

Public Bathrooms near bus bus stops (that include space for vendors, water fountains, trees/gree life, changing tables for people traveling with kids in diapers **\$200,000 each**



What if Metro funded community safety



Source: Metro's Quarterly Update on Metro's Homeless Outreach Efforts, Sep 19 - Nov 19

From researcher: Ma'ayan Dembo on behalf of ACT-LA

- **Feedback**
- **Discussion**
- **Next Steps**





Better Buses for LA
THANK YOU !