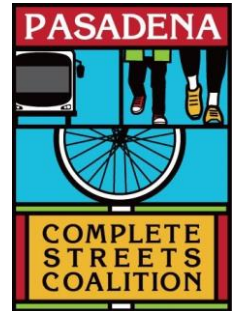




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SCRS-IL | Southern California Resource Services for Independent Living



January 16, 2019

Metro Board of Directors  
One Gateway Plaza  
Los Angeles, CA 90012

**RE: Support Building A World Class Bus System as the 5th Pillar Project to Complete by the 2028 Olympics**

Dear Metro Board Directors and Staff,

The above-signed organizations **urge the Metro Board to vote to create a World Class Bus System by rebuilding the bus network and supporting the proposed 20% or more increase in funding for bus operations, maintenance, and infrastructure for at least 5 years when approving the release of the NextGen Draft Service Plan for public review.**

The Metro Board now has a unique opportunity with the release of the NextGen Draft Service Plans to work to restore prior levels of bus ridership by making rebuilding bus ridership a core project to be completed before the Olympics. This investment will ensure that we achieve the ambitious goals laid out in LA's Sustainability Plan (mode shift to 35% by 2025) and the OurCounty Sustainability Plan (13% reduction in VMT in the City of Los Angeles and 15% countywide by 2025).

By making the bus system a priority as important as major capital projects, Metro can equitably allocate resources for riders, especially the large number of lower-income, elderly, and otherwise transit dependent riders who need better service now, before 2028. For example, increasing revenue service hours to 9.4 million would, along with changing the routes as laid out in the NextGen Draft Service Plan, almost triple the number of high-frequency weekday bus lines that provide service every 10 minutes or less (from 16 lines today to 46 in the future); increase the number of high-frequency weekend lines from 2 to 19; and triple weekday access to high-frequency service (from 900,000 riders now to 2,960,000 riders in the future).

These route changes and increases in revenue service hours would mean that more than 90% of Metro's riders would experience headways of 15 minutes or less; more than 82% would experience headways of just 5 and 10 minutes. As the NextGen report points out, short trips of 1-5 miles offer the biggest opportunity to increase ridership during the midday (from 9 a.m.-2 p.m.) and evening (7 p.m.-midnight) hours.

**This investment, along with the capital investments outlined below, could result in a 25%-30% increase in ridership, reversing the decline since 2008 and setting an example for other transit operators. Additionally, adding a robust and truly universal student, senior, and disabled persons transit pass program would further enhance the prospects for ridership growth.**

The next step would be to invest in capital improvements to create additional service, such as investments in:

1. **Speed & Reliability** including right of way improvements (bus lanes, bus bulbs, and transit signal priority), stop and station changes, operations management (dedicated line management, advanced operating practices);
2. **Stop Access & Waiting** including the placement of far-side stops and ensuring stops are within a 5-minute walk for 99% of riders, providing bus shelters, seating, real-time information about arrivals/departures, maps and other information about

services; providing security (pylons with locator lights, emergency beacons, video monitoring, streamlined incident response, night-time courtesy drop-offs); and  
3. **Boarding & Riding** including all-door boarding, boarding access (level platforms for disabled access, precision docking, no ramps), increased bike storage racks, on-board info (such as next stop announcements), and zero-emission buses.

Since 2010, revenue for Metro's bus operations has grown from approximately \$890 million in 2010 to over \$1,200 million due to voter-approved Measure M, SB 1 funds from the gas tax, increased revenues from the state's cap-and-trade system, and increased sales tax revenues from Measure R and Propositions A and C.

**Metro states that its mission is to build a world-class transportation system in LA County that provides fast, frequent and reliable service for riders, and enhances quality of life for those who live, work, and play here. These are goals shared by the organizations that have signed on to this letter, and which believe that the equity-based decision is to vote to support these investments in our bus system to restore ridership and the faith of voters. We respectfully request that you make a world-class bus system the fifth "Pillar Project" to complete by the Olympics.**

Undersigned:

Denny Zane  
Executive Director  
Move LA

David Diaz  
Executive Director  
Active SGV

Chris Chavez  
Deputy Policy Director  
Coalition for Clean Air

Kevin Shin  
Senior Director, Policy & Partnerships  
Los Angeles County Bicycle Coalition

Bryn Lindblad  
Deputy Director  
Climate Resolve

Rabbi Sharon Brous  
Founding Rabbi  
IKAR

Karen Reside  
Secretary  
Long Beach Gray Panthers

Rabbi Ruth Sohn  
IKAR Green Committee

Larry Grable  
Executive Director  
Service Center for Independent Life

John Yi  
Executive Director  
Los Angeles Walks

Jazmine De La Torre  
Day One

Marilu Guevara  
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League of Women Voters of LA

David Levitus  
Executive Director  
LA Forward

Kimberly Lewis  
Executive Director  
I Did Something Good Today  
Foundation

Dan Huynh  
Pasadena Complete Streets Coalition

Reed Alvarado  
FASTLinkDTLA

Hector Ochoa  
Southern California Resource Services  
for Independent Living

Bart Reed  
Executive Director  
Transit Center

Rev. Zachary Hoover  
Executive Director  
LA Voice

Eric Stockel  
Leo Baeck Temple

Jerard Wright  
Policy Manager  
BizFed

Effie Turnbull-Sanders  
Executive Director  
South Los Angeles Transit  
Empowerment Zone (SLATE-Z)