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Agenda - Final

Thursday, October 15, 2020

9:00 AM

To give written or live public comment, please see the top of page 4

Operations, Safety, and Customer Experience Committee

Robert Garcia, Chair
Mike Bonin, Vice Chair
Jacquelyn Dupont-Walker
Sheila Kuehl
Mark Ridley-Thomas
John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
d. Any other unlawful interference with the due and orderly course of said meeting.

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x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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Live Public Comment Instructions:

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The Committee Meeting begins at 9:00 AM Pacific Time on October 15, 2020; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
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Written Public Comment Instructions:

Written public comments must be received 5PM the day before the meeting.
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Post Office Mail:
Board Secretary's Office
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

20. SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH 2020-0621

RECOMMENDATION

RECOGNIZE Operations Employees of the Month.

Attachments: Presentation

21. SUBJECT: ORAL REPORT ON COVID-19 TRANSIT UPDATE 2020-0622

RECOMMENDATION

RECEIVE oral **report on COVID-19 Transit Update.**

Attachments: Presentation

22. SUBJECT: NEXTGEN BUS PLAN 2020-0617

RECOMMENDATION

APPROVE

A. the NextGen Bus Plan, as adjusted through the public outreach and public hearing process, for implementation starting December 2020, and

B. Approve the results of the Title VI Service Equity Analysis for the NextGen Bus Plan

Attachments: Attachment A - NextGen Public Engagement Summary
Attachment B - Public Hearing Notice
Attachment C - Public Hearing Comment Summary
Attachment D - Line Level Proposals
Attachment E - Stop Optimization Proposals
Attachment F - Title VI Analysis
Attachment G - Regional Service Council Vote Summary

23. SUBJECT: MICROTRANSIT OPERATIONS 2020-0122

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. APPROVE the proposed MicroTransit Fare Structure
B. APPROVE adjustments to Service Zones per the NextGen Bus Plan

Attachments: Presentation

24. SUBJECT: REGIONAL CONNECTOR SERVICE PLAN 2020-0613

RECOMMENDATION

APPROVE Alternative A (Long Beach - APU/Citrus College and Santa Monica - Atlantic) as the opening day service plan for Regional Connector.

Attachments: Presentation

24.1. SUBJECT: REGIONAL CONNECTOR OPERATIONS 2020-0707

RECOMMENDATION

APPROVE Motion by Directors Garcia, Garcetti, Solis, Hahn, Ridley-Thomas, and Bonin that the Chief Executive Officer direct Metro staff to do the following:

A. EVALUATE all three lines A, E, and L - for locations that most frequently cause delays and/or require schedule padding because of

reliability issues; and IDENTIFY mechanisms to mitigate the identified challenges, including estimates;

B. EXPAND the work of the E Line collaboration with LADOT to include the A Line street-running segments in the City of Los Angeles to achieve at least an average of 90% intersection clearance rate;

C. FURTHER EVALUATE and provide preliminary cost estimates for the three alternatives, as discussed in the July 2017 receive and file report, to address delays at the Washington/Flower Wye;

D. IDENTIFY additional measures that can be undertaken to further reduce the travel time on the A Line between Downtown Long Beach Station and 7th Street/Metro Center, in order to achieve the 10-minute reduction commitment;

E. IDENTIFY up to $30 million in funds eligible for the proposed improvements identified in the above four items, including outreach and engineering for project development;

F. Report back on all of the above-identified items by January 2021.

25. SUBJECT: MOTION 22.1: NEXTGEN BUS SPEED ENGINEERING WORKING GROUP STATUS UPDATE 2020-0623

RECOMMENDATION

RECEIVE AND FILE the status report in response to Motion 22.1 entitled NextGen Bus Speed Engineering Working Group (July 2019). This update provides details regarding a technical working group appointed by Metro and its efforts to coordinate with a complementary group from Los Angeles Department of Transportation (LADOT) to develop a work program to improve bus priority and assess the need to coordinate with other jurisdictions and municipal operators.

Attachments: Attachment A - Motion 22.1

Presentation

27. SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE 2020-0639

RECOMMENDATION

RECEIVE AND FILE Transit Safety and Security Report

Attachments: Attachment A - System-Wide Law Enforcement Overview August 2020
Attachment B - MTA Supporting Data August 2020
Attachment C - Transit Police Summary August 2020
Attachment D - Homeless Update August 2020
Attachment E - Monthly, Bi-Annual, Annual Comparison August 2020

28. SUBJECT: BIOMETHANE PROVIDERS 2020-0584

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD three (3) Indefinite Delivery/Indefinite Quantity Contracts under Request for Proposal (RFP) No. OP59812 each for five (5) years, plus a three (3)-year option, for a combined total Not-To-Exceed amount of $66,893,882 for Renewable Natural Gas (RNG) to Clean Energy Renewables, Shell Corporation, and Trillium for Metro's Divisions 8, 9, 10,13,15 and 18. Board approval of contract awards is subject to resolution of any properly submitted protest(s).

B. AUTHORIZE the CEO to award individual Transaction Confirmations (also known as Task Orders) to the qualified Renewable Natural Gas (RNG) suppliers for up to a not-to-exceed of $5,000,000 each, not greater than the total combined Not-To-Exceed value of $66,893,882.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary

SUBJECT: GENERAL PUBLIC COMMENT 2020-0664

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment

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Los Angeles, CA

Metro

Board Report

File #: 2020-0621, **File Type:** Oral Report / Presentation **Agenda Number:** 20.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2020

SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH

RECOMMENDATION

RECOGNIZE Operations Employees of the Month.

DISCUSSION

Operations Employees of the Month recognizes Transportation and Maintenance frontline employees for their outstanding leadership contributions to the Operations Department.



Phillip A. Washington
Chief Executive Officer

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ITEM 20

October
Employees of the Month

Employees of the Month



Transportation

Bus Operator

Fabrisio Contreras





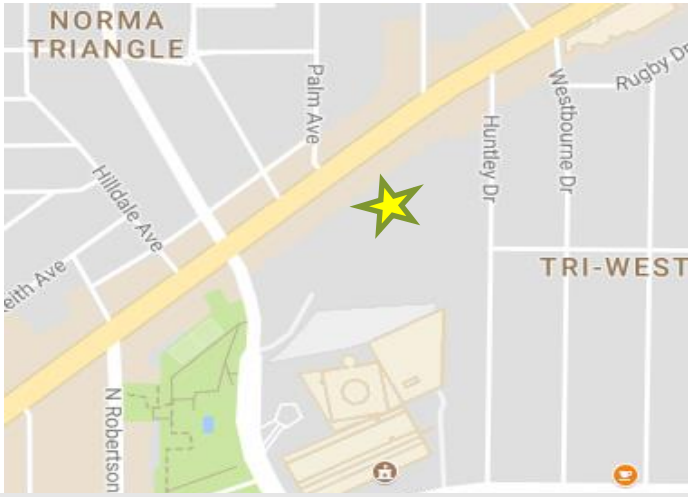
Division 15 – Sun Valley

Maintenance

Equipment Records Specialist

La Kisha Alexander





Division 7 – West Hollywood

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Board Report

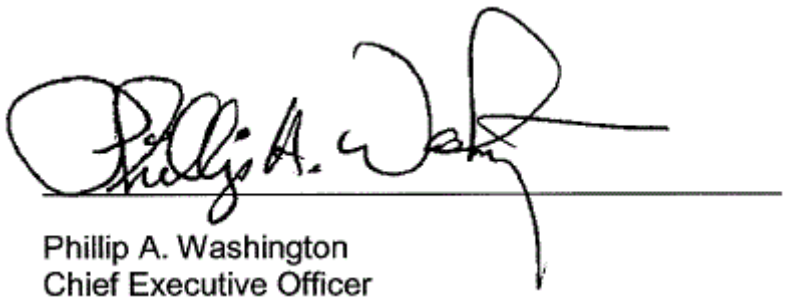
File #: 2020-0622, **File Type:** Oral Report / Presentation **Agenda Number:** 21.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2020

SUBJECT: ORAL REPORT ON COVID-19 TRANSIT UPDATE

RECOMMENDATION

RECEIVE oral **report on COVID-19 Transit Update.**



Phillip A. Washington
Chief Executive Officer

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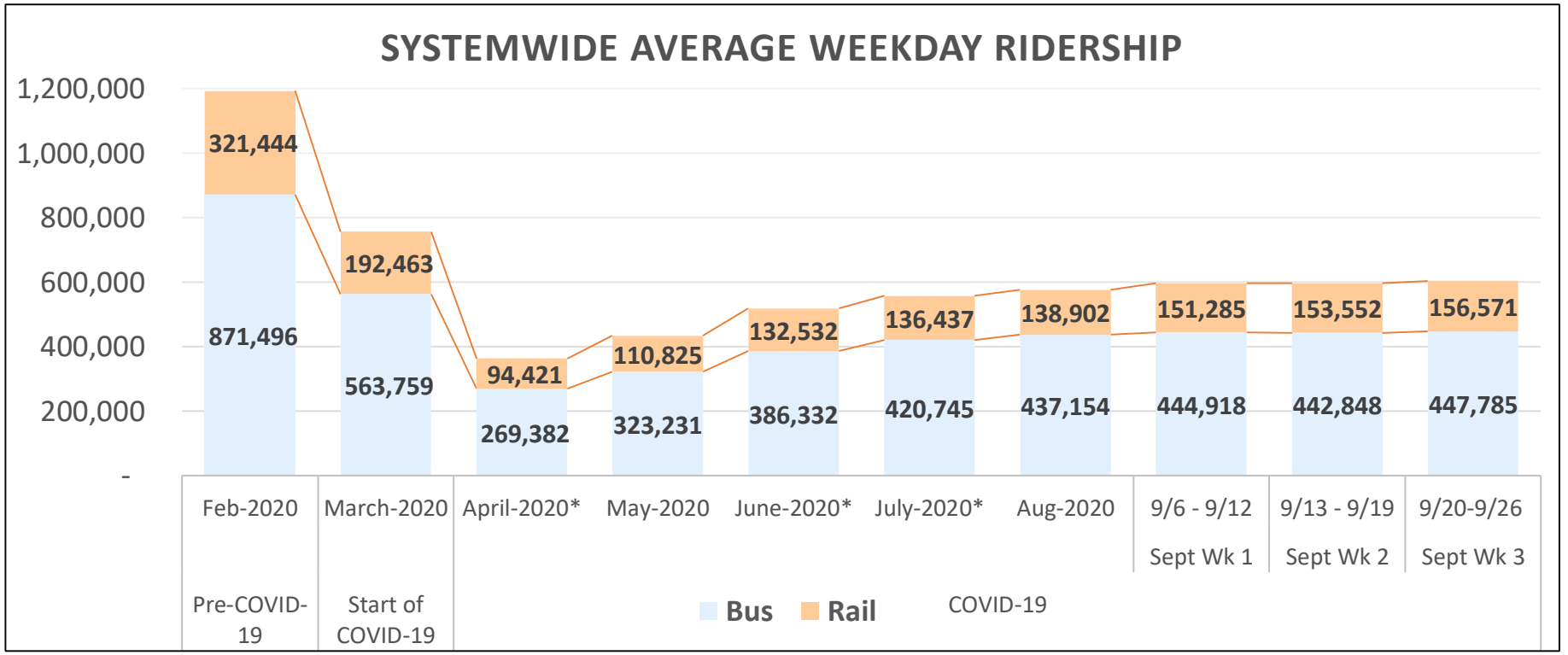
ITEM 21

COO Oral Report
COVID-19 – Operations Update

Metro

Operations, Safety & Customer Experience Committee Meeting
October 15, 2020

Weekly Ridership Update



Ridership	Pre-COVID-19 Feb-20	Start of COVID-19 Mar-20	April-20*	May-20	June-20**	July-2020***	Aug-2020	Sept Week 1	Sept Week 2	Sept Week 3
TOTAL	1,192,940	756,222	363,803	434,056	518,864	557,182	576,056	596,203	596,400	604,355

**Deployed Modified Enhanced-Sunday Schedule on 04/19/20*
***Deployed June Bi-Annual Shake-up on 6/21/20*
****Added 35 trips on 7/27/20*

Partial B Line (Red) Station Closure Update

7 Stations Partially Closed Since April 2020

- With subway ridership continuing to rebound, next week we will begin the process of reopening our partially closed subway

Re-Opening Plan

- Begin with Union Station West, making it easier for L Line (Gold) passengers to transfer to the subway as our upcoming Regional Connector tie-in work takes place, and will make it easier for passengers to access the mobile voting center coming soon to Union Station
- Next, re-open the Hope Street entrance at 7th Street/Metro Center as it is typically one of our busiest Metro Rail stations
- Continue to monitor the remaining partial entrance closures and provide updates as necessary
- Thank our customers for their understanding and patience during this time as we work to recover service

Bus Load Factor Update

Passenger Load Factor Info

- Metro continues to monitor passenger loads at 50% and 75% seated capacity
  - ❑40’ bus: 20 and 30 passengers on board
  - ❑60’ bus: 30 and 40 passengers on board

COVID Bus Load Monitoring Report through 9/26/20

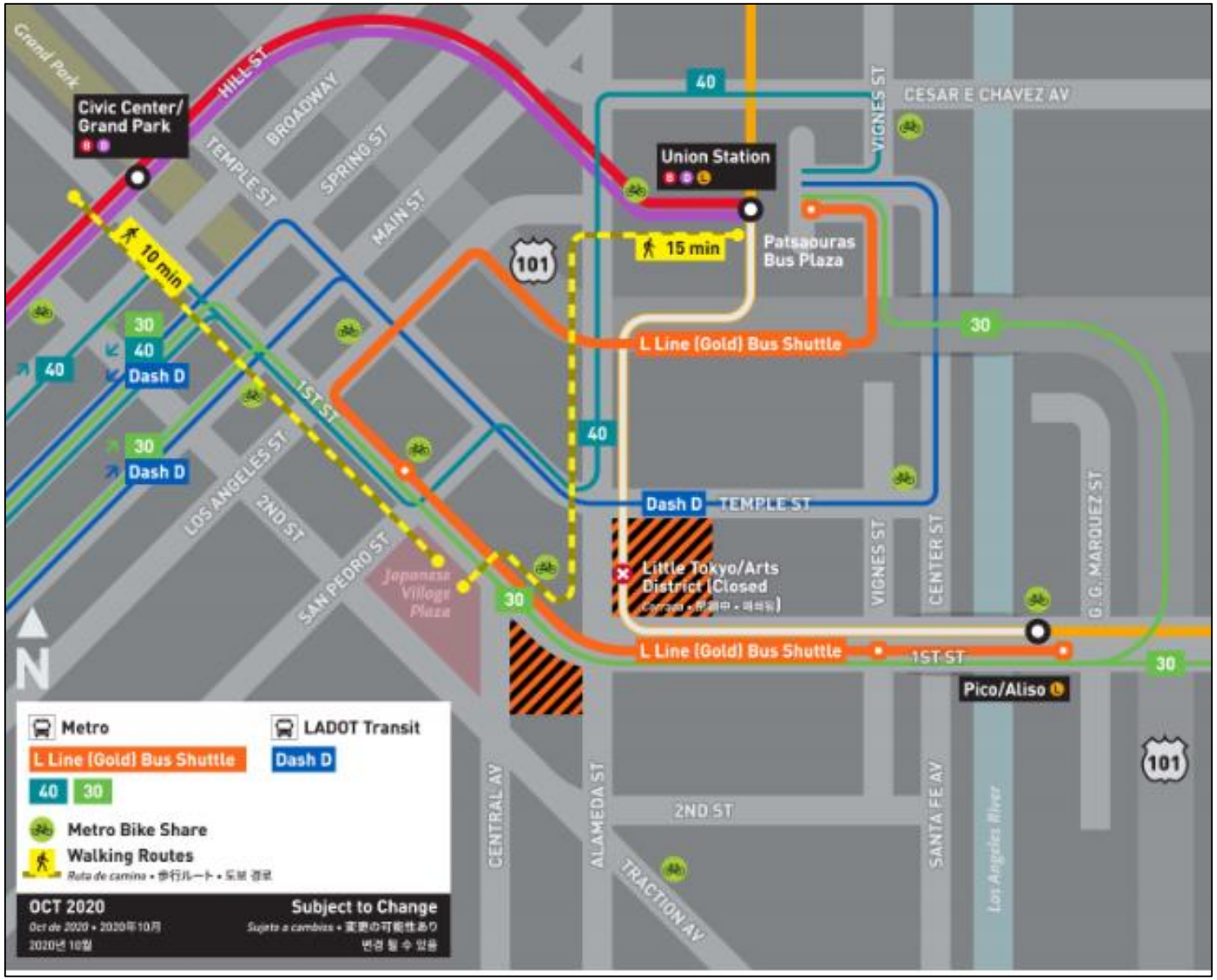
- Observations from the latest COVID bus load monitoring reports show:
  - ❑Weekdays - Despite increase in average weekday ridership, there are declines in trips over the max loads signifying ridership is spread more evenly throughout the network and across the service day
  - ❑Saturdays - A slight uptick in trips over 20 & 30 max loads compared to the previous week
  - ❑Sundays - Less growth in bus passenger loads

Regional Connector Update – Bus Shuttle

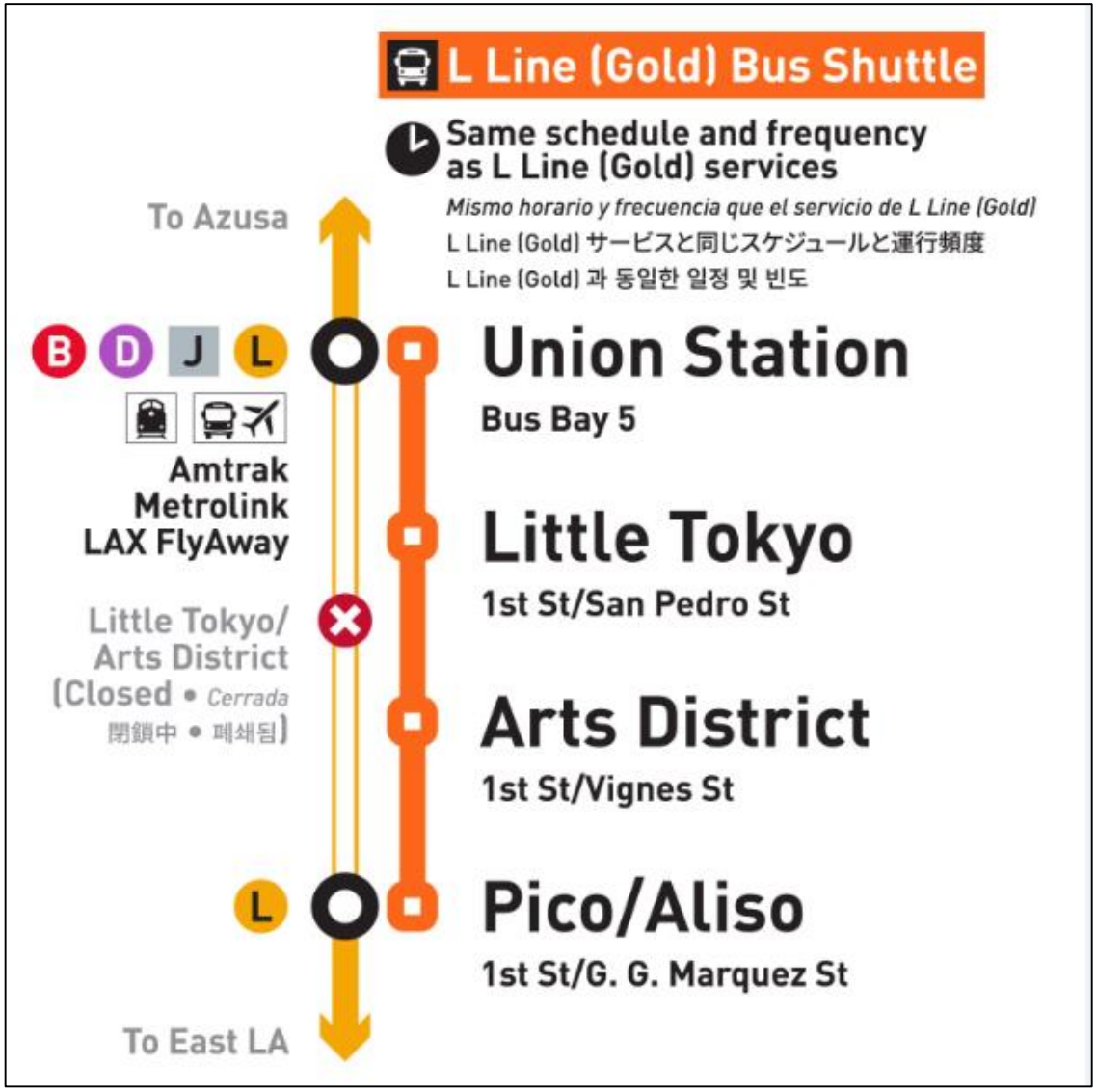
Service Info

- On Saturday, October 24th, 2020, the Regional Connector Transit Project will begin a service interruption on the L Line (Gold) at the Little Tokyo/Arts District Station for a period of 22-months to connect the A (Blue), E (Expo) and L (Gold) Lines
- The L Line (Gold) bus shuttle will mirror the service of the L Line (Gold): Union Station, Little Tokyo/Arts District, Pico/Aliso Station
- Pre-closure announcements, signage and personnel will be available at all three impacted stations
- The Little Tokyo/Arts District Station is being replaced with a new underground station one block west from its current location
- Metro is working diligently to notify customers in advance and during the service interruption on alternative services

Regional Connector Bus Shuttle Map



Regional Connector Bus Shuttle Additional Info





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Board Report

File #: 2020-0617, **File Type:** Plan **Agenda Number:** 22.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2020

SUBJECT: NEXTGEN BUS PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE

A. the NextGen Bus Plan, as adjusted through the public outreach and public hearing process, for implementation starting December 2020, and

B. Approve the results of the Title VI Service Equity Analysis for the NextGen Bus Plan

ISSUE

On January 23, 2020, the Board approved the release of the NextGen Bus Plan for public review. Over the past eight months staff have been actively outreaching to and engaging with the public and various stakeholders, elected officials, community leadership groups, and Metro employees, to solicit feedback on the NextGen Bus Plan. In addition, an on-line virtual workshop and information/data center was developed to provide customers with detailed information on all route and stop proposals as well as comparisons between the current and proposed bus system.

Based on the comments received, the NextGen Bus Plan proposals were revised to retain service coverage in several areas where eliminations were originally proposed. In addition, Metro's MicroTransit pilot zones were adjusted to improve coverage where MicroTransit type service is a better option compared to fixed route bus. Finally, most of the eliminations of "one seat" rides for commute trips to downtown LA were restored.

Five Public Hearings were conducted focused on changes proposed for each of the five Service Council areas. An additional "all region" hearing was held in which all proposed changes were reviewed. There were 589 total attendees and 292 comments received. In response to these comments, additional minor adjustments were made to the plan prior to presenting the final recommended service changes to the Service Councils for approval in September 2020.

The Service Councils deliberated for a total of 15 hours during their September 2020 meetings. All proposed changes to bus services were adopted with a small number of proposals being improved

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through Council input as part of their discussions.

DISCUSSION

On January 23, 2020, the Board approved the release of the NextGen Bus Plan for public review. This plan is based on the Transit First scenario which includes:

Reconnect Scenario - Service adjustments recommended through the Reconnect scenario redesign the routes and schedules to attract trips where and when there is the greatest market potential. The lessons learned in Phase 1 present a path forward for reinventing the bus network, including:

- Maintain coverage as much as possible through minimizing discontinued segments, coordinating with municipal operators, and introducing MicroTransit, while better linking people to where they want to go.

- Create a competitive transit network that reduces overall travel time by optimizing all components of the trip, including accessing the bus stop, waiting, and riding.

- Build a competitive and attractive network by investing in fast, frequent and reliable service, especially during the midday, evenings and weekends when the greatest opportunity to grow ridership exists.

- Integrate Metro's Equity Framework throughout the project, not only through the significant amount of public outreach and stakeholder engagement during the planning process, but also as reflected in the service change proposals.

Transit First Scenario - Transit First builds onto Reconnect by adding capital infrastructure to support the new service plan, including:

- Implementing speed and reliability improvements such as bus lanes where appropriate, signal priority, optimizing bus stop spacing, and all door boarding. By speeding up the bus system, more service can be provided within the same number of service hours while also making bus service more competitive.

- Investing in improving the comfort and safety of the wait environment, especially at major transfer points. This addresses a major barrier to using the bus network, particularly for women who account for over half of transit customers and often travel with young children. In addition, Metro's Transfer Design Guidelines present various recommendations that Transit First would begin to implement to attract more customers to transit.

If fully implemented, the Transit First scenario is expected to achieve a 15-20% increase in ridership.

Public Outreach and Engagement

Over the past eight months staff have been actively outreaching to and engaging with the public, stakeholders, elected officials, the NextGen External Working Group, transit advocates, faith-based organizations, community-based organizations, community/neighborhood groups, and Metro employees including bus operators and customer care agents. Over 1,500 comments were received through the public outreach process (Attachment A). Overall, there was widespread support for the core principles of the NextGen Bus Plan, including improved frequencies, especially off peak, merging of Rapid and Local services on key corridors, and investments in speed and reliability improvements. More information was requested regarding the bus stop consolidations. As such, detailed bus stop consolidation maps for each line were posted on the NextGen website and shared with the public for review prior to the public hearings. Finally, there were some concerns with lost service coverage and "convenience", or the need to transfer under the plan when a one seat ride currently exists.

Based on the comments received, the draft NextGen Bus Plan was adjusted to restore service coverage in several areas prior to the Public Hearings. In some areas, Metro coordinated service plans with municipal operators resulting in proposals that are more in line with the travel patterns of those customers. Metro's MicroTransit pilot project zones and implementation schedules were also revised to coordinate with the NextGen Bus Plan to provide a better mobility option in several areas where fixed route is underutilized. Finally, express services to downtown LA that were duplicative of underlying bus and rail service were restored during the commute hours to maintain a one seat ride during periods of high ridership. While service on other lines were slightly reduced to reallocate to these adjustments, the overall core service plan was kept intact.

Public Hearings

Six public hearings were conducted between August 19 and 27, 2020 (Attachment B). Five of the hearings were conducted during the evenings on weekdays and focused on specific proposals for each of the five Service Council areas. A sixth "all region" hearing was conducted on Saturday August 22 at 10:00 am where proposals for all 5 service areas were presented. Customers were invited to comment on any service proposal at any of the six public hearings.

The public hearings were formally advertised through various means, including:

- Publication of the official Public Hearing notice in the following print newspapers:
    - Armenian Media Network
    - Asian Journal (L.A.)
    - Korea Times
    - La Opinión
    - Los Angeles Times
    - Los Angeles Sentinel
    - Panorama (Russian)
    - Pasadena Star News
    - Rafu Shimpo (Japanese)

  - South Bay Daily Breeze
  - Watts Times
  - World Journal (Chinese Daily News)

- Information regarding the proceedings was also shared via car and bus cards, Facebook ads and events, on Nextdoor, on Metro's Twitter, Facebook, and Instagram accounts, on Metro's blog, The Source, and mentioned in various Metro program newsletters in the weeks leading up to the hearings, and over 20,000 take one brochures were distributed aboard Metro buses and over 5,000 take one brochures were distributed to customers at major transit hubs.

- Over 300 Metro stakeholders and almost 5,000 people who had registered at NextGen workshops were notified of the hearings via e-blasts specifically about the hearings.

- Information regarding the hearings was shared by various publications and organizations including la.streetsblog.org, on the Cal State LA, City of Malibu, City of Lynwood, and City of Vernon websites, in online community papers such as Larchmont Buzz, Laurel Canyon Times, and Malibu Times, and by local Neighborhood Councils including North Hills West and Los Feliz Neighborhood Councils.

Given the COVID-19 pandemic, all public hearings were conducted virtually. However, staff took great strides to develop a system which allowed customers to participate and comment through various methods, including:

- Live comments during the hearing by phone in English, Spanish, Mandarin, or Russian
- Via links to comment through the agenda posted online
- US Postal Mail
- Email to Nextgen@metro.net <mailto:Nextgen@metro.net> or servicechanges@metro.net <mailto:servicechanges@metro.net>
- Email to the Board Secretary's Office
- By phone (the Service Councils phone number was listed on the car and bus cards)

A total of 589 people viewed or listened to the public hearings through Livestream, audio link, and the archive. A total of 292 comments were received as follows; the content of those comments is provided in Attachment C.

- 27 comments were received by phone during the virtual public hearings
- 118 eComments were received and read during the public hearings; an additional comment was received a few minutes after the hearing adjourned and have been incorporated into the record
- 128 unduplicated comments were received via email
- 14 comments were received through the virtual workshop website
- 5 mailed comments were received

Based on the public hearing comments, additional modifications were made to the plan before finalizing for Service Council approvals in September 2020. Attachment D and E present the final

NextGen Bus Plan service and stop changes recommended and approved by the Service Councils (noting changes made as part of the approval process).

Title VI Service Equity Analysis

Title VI of the Civil Rights Act of 1964 is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. A Title VI Service Equity Analysis is required for a major service changes, as defined in Metro's Title VI program. The Title VI program also defines Disparate Impact and Disproportionate Burden. A Disparate Impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin, while a Disproportionate Burden refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. For major service changes, a Disparate Impact occurs if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent (5%). Likewise, a Disproportionate Burden occurs if the absolute difference between the percentage of low-income adversely affected by the service change and the overall percentage of low-income persons is at least five percent (5%). Attachment F presents the findings of the Title VI evaluation of the NextGen Bus Plan.

The Title VI evaluation of the NextGen Bus Plan was conducted at three separate resolutions: (1) a line and line group analysis to identify adverse impacts caused by changes to individual bus lines or groups of related lines serving a specific corridor; (2) a review by Day Type and Service Type to determine if adverse impacts result from changes to each type of service; and (3) a review by Service Council area to determine if there are geographical adverse impacts. There is a substantial legitimate justification for these changes. Metro can show that there are no alternatives to these proposals that would have a less disparate impact on minority riders but would still accomplish Metro's legitimate program goals. The following are the conclusions from the Title VI evaluation.

Disparate Impact

- Line and Line Group - Of 112 lines or line groups evaluated there were 17 lines or line groups that would experience a Disparate Impact on minorities on one or more day types. Each of these proposals is consistent with the objectives of the service restructuring program, and alternative services have been identified in each instance that would provide service to most of the impacted riders.

- Service Type - No Disparate Impacts

- Service Council Area - No Disparate Impacts

Disproportionate Burdens

- Line and Line Group - Of 112 lines or line groups evaluated, 31 lines or line groups result in a Disproportionate Burden on low income populations on one or more day types. However, each of these proposals is consistent with the objectives of the service restructuring program, and

alternative services exist for most of the impacted riders. There are no alternatives to these proposals that would be consistent with the service restructuring program objectives and have a lesser Disproportionate Burden.

- Service Type - With the merging of Rapid services into Local Lines, the Rapid service type would technically experience a major reduction in services resulting in a Disproportionate Burden on low income populations. However, with the blending of Local and Rapid service, all impacts would be mitigated by increases in Local service within each Rapid corridor.

- Service Council Area - No Disproportionate Burdens

Service Council Action

At their September 2020 meetings, Metro's five Service Councils received the final Next Gen Bus Plan proposals as well as the Title VI Analysis for the plan. These meetings were viewed or listened to by 258 people with a total of 26 additional comments received by phone or online. Councils deliberated for a combined 15 hours on the 106 service change proposals within the NextGen Bus Plan. During the meetings, five further adjustments were made to the plan based on public comments and concerns expressed by the Service Councils. By the end of this process, all service change proposals were approved except for the minor routing changes proposed for Line 161 (Warner Center - Thousand Oaks via I-101). Attachment G presents the final Service Council votes on each of the line/line group proposals.

Recommendation

Staff recommends approving the NextGen Bus Plan, along with the Title VI Service Equity Analysis, as proposed in this report and detailed in Attachments D, E and F. This plan is a culmination of over two and a half years of market research and travel demand analysis, evaluation of the existing bus service, significant public outreach and stakeholder engagement, and refinements made as a result of the February and March 2020 workshops and community meetings as well as six public hearings held in August 2020.

FINANCIAL IMPACT

Adoption of the NextGen Bus Plan would allow staff the ability to begin implementing the service change starting in December 2020. The routing and bus stop changes would be completed within the Revenue Service Hours (RSH) allocated to Metro bus within the FY21 adopted budget. Additional frequency increases based on the service plan would be phased in based on prudent financial management, considering ridership trends, revenues, resources including workforce availability, and service performance.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #1: Provide high quality mobility options that enable people to spend less time traveling. The study also encompasses two sub-goals: 1) Target infrastructure and service investments towards those with the greatest mobility needs; and 2) Invest in a world class bus system that is reliable, convenient, safe, and attractive to more users for more

trips.

NEXT STEPS

If approved by the Board, implementation of the NextGen Bus Plan will begin December 2020 and continue through subsequent service changes in June and December 2021.

ATTACHMENTS

Attachment A - Public Outreach Comment Summary
Attachment B - Public Hearing Notice
Attachment C - Public Hearing Comment Summary
Attachment D - Line Level Proposals
Attachment E - Stop Optimization Proposals
Attachment F - Title VI Analysis
Attachment G - Regional Service Council Vote Summary

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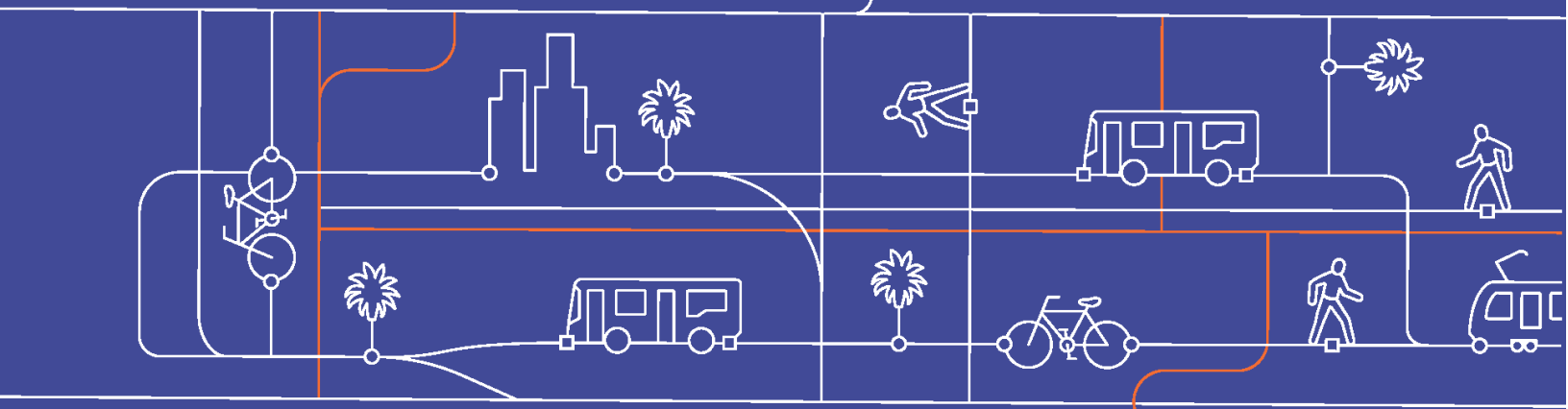
Phillip A. Washington
Chief Executive Officer

Attachment A

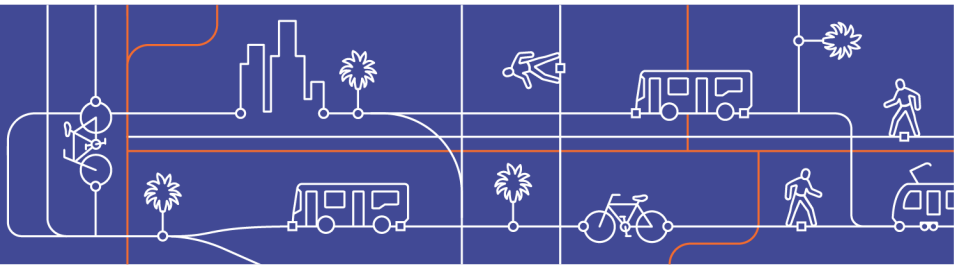
NEXTGEN Bus Plan



Public Engagement Summary

January 2020 to September 2020

Metro



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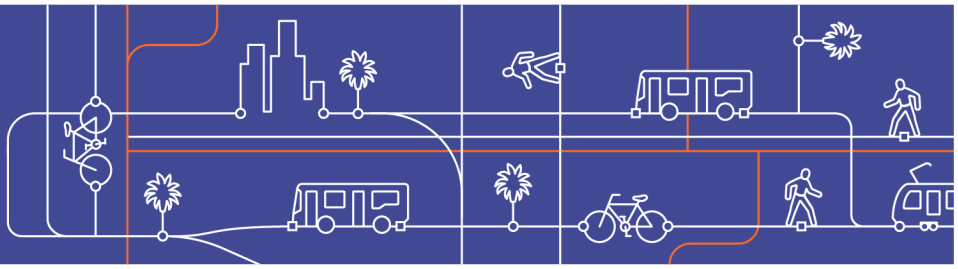

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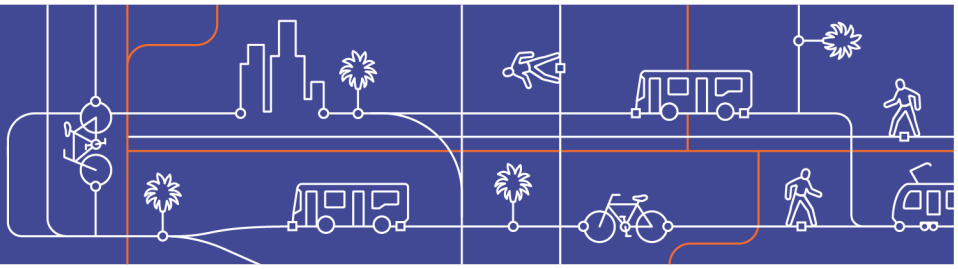


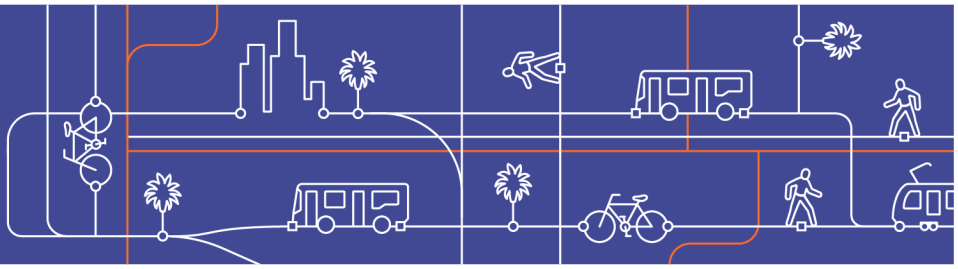
EXECUTIVE SUMMARY

1. BACKGROUND

In 2018, Metro began the process of reimagining the bus system to better meet the needs of current and future riders through the NextGen Bus Study. Starting in 2018, outreach to stakeholders across LA County was conducted to help the NextGen Bus Study team design a new bus network that is more relevant, reflective of travel patterns, and attractive to the residents of LA County. To gain public input, Metro participated in public outreach activities including the distribution of surveys and attendance at nearly 300 meetings and events. During this phase of the project, Metro received feedback and information from more than 12,000 survey participants, resulting in collecting more than 14,500 comments. This input, along with the technical data analysis, was used to draft the Regional Service Concept, which has served as a guide for bus service planners to create the Draft NextGen Bus Plan.

During the next step, the project progressed from the Study to Plan development. The goal of the NextGen Bus Plan (Plan) is to implement a new bus network that will meet the needs of growing communities and reflect the changing travel patterns and needs of LA County's diverse population. Given the impact service changes may have on communities and residents, Metro placed great emphasis on engaging with the public and key stakeholders to ensure their concerns and comments were considered before the NextGen Bus Plan is finalized. There were 23 public workshops planned to be held from February through April 2020. However, due to COVID-19 restrictions and in consideration of the public's safety, only 15 of the 23 workshops were completed. These served as an opportunity for the general public to learn about the study process, proposed Plan, ask questions and provide input on the proposed changes. Outreach efforts continued via a virtual workshop (StoryMap including bus line proposals, system coverage and frequencies, existing service performance, stop consolidation maps, trip planner based on NextGen proposed routes, and reach map), social media campaign, email communication and phone calls to stakeholders, all to encourage and provide information about the various platforms available to submit comments and questions. In total, more than 1,500 comments were received during the Winter 2020 workshop series. Comments were submitted in-person at workshops and online through the interactive tools. These efforts generated increased overall awareness of the proposed NextGen Bus Plan and garnered valuable feedback from a wide variety of stakeholder groups and Metro bus riders. The input received and addressed in the updated 2020 Plan included, but was not limited to, the following:

- Widespread support for the following:
    - Improved frequencies, especially off peak
    - Merging of Rapid/Local services
    - Speed improvements
- More information needed on bus stop consolidation



- Some concerns with lost service coverage and convenience due to additional bus transfers

The NextGen Bus Plan team applied the feedback received and updates were made to the draft Plan based on public comments and included some additional coverage and convenience, as well as fine tuning of some service frequencies. The updated Plan was released for public review in July 2020. A table in the Public Hearings section of this report provides more details on the July 2020 Plan and how comments and concerns were addressed, to the extent possible within this Plan.

Throughout the course of the first two project steps, feedback collected during the workshops resulted in a set of recurring themes. The following will be addressed by the Plan:

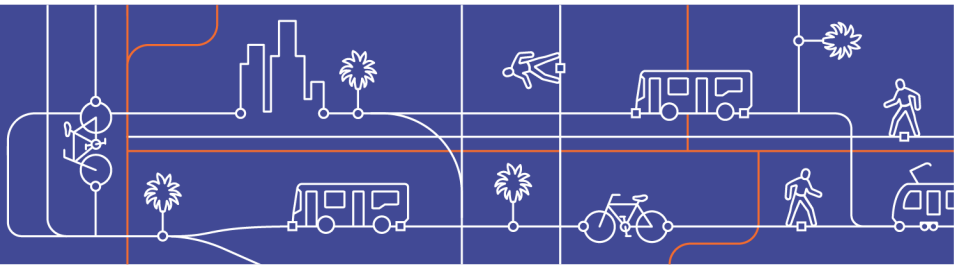
- Equity
- Customer experience
- Connectivity
- Engagement
- Accessibility
- Schedules

Additional themes identified that will be addressed by other Metro initiatives include:

- Education
- Technology
- Fares
- Safety
- Operator concerns

2. PUBLIC ENGAGEMENT ACTIVITIES (JANUARY 2020 - SEPTEMBER 2020)

The public engagement activities that took place from February to April focused on presenting the redesigned Plan to the public while providing various platforms to submit feedback, concerns and questions. In the final step of the Bus Plan development, another round of public engagement activities was carried out from August to September to gather community input on the revised July 2020 Plan. Efforts for both outreach phases included NextGen Working Group meetings, stakeholder group presentations, online tools, and virtual public hearings. Meetings with key stakeholder groups were held to build relationships with important community members and receive feedback on bus system priorities. We made a concerted effort to ensure that the public engagement cumulatively reflects input that is representative of the diversity of LA County's population including race, age, ethnicity, geography, income levels, languages, different levels of ability (ADA), current riders and non-riders, and other relevant characteristics.



2.1. NextGen Working Group

The NextGen Bus Plan Working Group held its eighth and ninth meetings for the project on January 28, 2020 and on July 20, 2020. The Working Group has been meeting since March 2018 and members represent a variety of stakeholder groups and include representatives from nearly 70 community organizations throughout LA County, including groups such as Service Councils, Advisory Councils, Business and Community Organizations, Chambers of Commerce, Educational Institutions, Government Agencies, Non-Profit, Faith-Based Institutions, Transportation Agencies, Transportation Services and Groups and Union Groups.

The January meeting was held at Metro headquarters before the public workshops began in February with nearly 30 individuals in attendance. The purpose of the meeting was to present the Working Group with a preview of the NextGen Bus Plan Workshop Series. Members of the Working Group had the opportunity to review display boards, rollout maps and interactive tools. The project team was also available for individual question and answer discussions at the meeting.

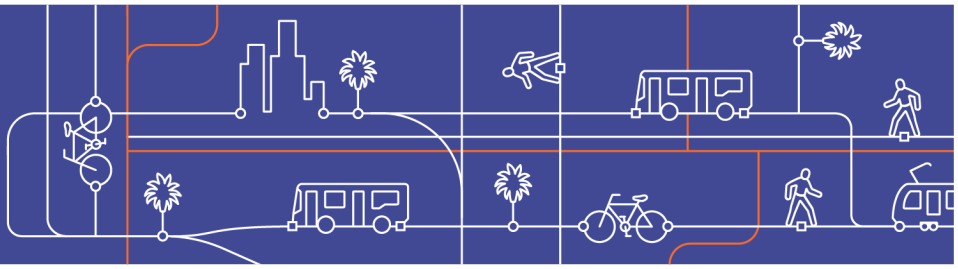
Due to the COVID-19 pandemic, the July meeting was held virtually through Metro's webinar platform, Lifesize, and had nearly 50 individuals in attendance. It provided the Working Group with a recap of the NextGen Bus Plan workshop held in early 2020. The presentation covered comments received and Metro's response to those concerns through the updated Plan. The project team was also available for individual question and answer discussions at the meeting.

Attachment I provides a list of all Working Group member organizations.

2.2. Targeted Stakeholder Briefings, Meetings & Presentations

Metro connected with community organizations, local government agency partners, elected officials, municipal operators and other internal Metro departments, which were vital to this process; Between January and September 2020, 99 meetings were held with these stakeholders. These meetings took a variety of forms that were customized to each stakeholder group, including presentations at standing meetings (i.e. Service Council), one-on-one briefings, focus groups, working sessions (i.e. Metro bus operators and Customer Care) and an internal working group comprised of different Metro departments. Similar to the community groups, these stakeholders were also provided project updates via email and phone calls. A special effort was also made to connect and coordinate with key stakeholders and community-based organizations to ensure they were aware of the opportunities that were still available for input and to offer additional assistance to reach their constituents and communities, using both digital and low-tech strategies and methods.

The Briefings, Meetings and Presentations section on page 8 provides more information.



2.3. Public Workshops

A series of 23 public workshops throughout Los Angeles County were scheduled between February and April. The workshops served as an opportunity for the general public to learn about the study process, the proposed Plan, and ask questions and provide input on the proposed changes. The workshop format was strategically designed with stations to educate and inform all attendees in an interactive way. Of the scheduled 23 public workshops, 15 were completed. Due to COVID-19 restrictions and in consideration of the public's safety, all workshops after March 11 were cancelled. Outreach efforts continued via social media, email communication and phone calls to stakeholders to provide updates and inform on the various platforms available to submit comments and questions.

The public workshops section on page 8 provides more detail on the format of the meetings, outreach notification conducted to promote the workshops, and comments and participation from the public.

2.4. Public Hearings

A series of six virtual public hearings were held from August 19-27. The hearings served as an opportunity for the general public to hear a presentation on proposed line changes and provide comments through e-comments online or verbal comments through the phone. Due to the COVID-19 public health crisis, the public hearings were virtual, with the option to watch online or listen by phone.

The public hearings section on page 16 provides more detail on the format of the meetings, outreach notification conducted to promote the meetings, and comments and participation from the public.

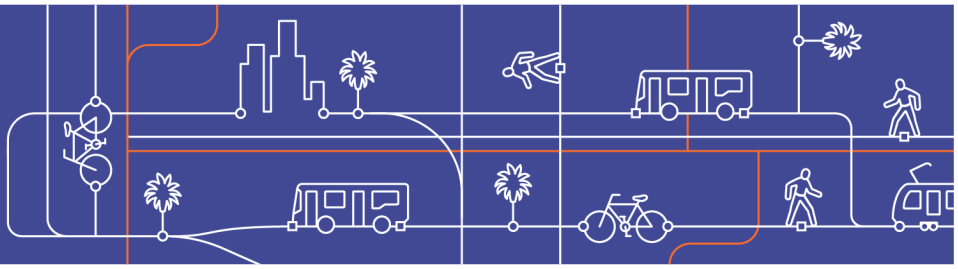
2.5. Project Information Distribution

From January to September 2020, a variety of public noticing and extended outreach was performed to create awareness for the public workshops and public hearings, and to gather input across each Service Council area. This outreach included the use of a virtual workshop and interactive tools, electronic notification, print collateral available on Metro vehicles, ads in various print publications in various languages across LA County, paid and organic social media posts, text messaging, online digital e-blasts, and contacting local cities, community-based organizations and municipalities to assist in promoting meetings.

BRIEFINGS, MEETINGS AND PRESENTATIONS

The following includes 99 briefings, events and presentations that took place from January to September 2020:

- 59 briefings/presentations with local government, partner agencies, municipal operators, COGs, Metro TAC and other internal stakeholders



- 27 briefings and meetings with community/faith-based organizations and other stakeholder groups
- 9 Metro Service Council presentations
- 2 community events and pop-ups
- 2 NextGen Working Group meetings

Feedback Received Through Briefings and Meetings

The desired service improvements and priorities that emerged during these meetings and events were consistent and complementary. Metro staff provided an overview on updates to the Plan based on feedback collected from riders and stakeholders. Recurring themes during these meetings included increased frequency, improved reliability, real-time bus arrival information, and better connectivity with other systems. Local government and municipal transit operators especially emphasized coordination with Metro.

See Briefings and Meetings table for detailed list in Attachment II.

PUBLIC WORKSHOPS

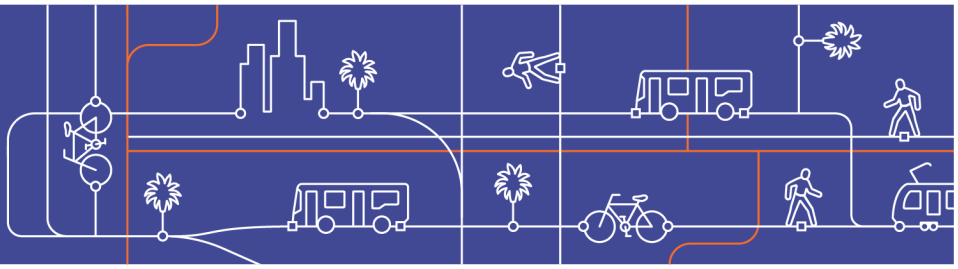
Public Workshops Overview

The NextGen Bus Plan public workshops were intentionally designed with interactive stations that created an environment of inclusion and collaboration and opened a conversation between the Metro service planning team and the communities the system serves. All meetings emphasized the importance of Metro staff interacting with bus riders and residents, forging an understanding between service developers and Metro riders. These workshops provided an opportunity for the public to learn about and provide feedback on current Metro bus service, and a forum for community input that encouraged an ongoing dialogue with current and non-riders. Given the impact service changes may have on communities and residents, Metro placed great emphasis on engaging with the public and key stakeholders to ensure their concerns and comments are considered before the NextGen Bus Plan is finalized.

During the Winter 2020 workshop series, a total of 1,523 comments were received. Of the comments collected, 1,153 public comments were received in-person and online, 77 comments were received via email and 293 comments were logged on Metro's online platforms related to the NextGen Bus Plan.

Workshop Locations Approach

The meetings were geographically balanced throughout the service councils and venues identified were intentionally near Metro transit as well as within heavy ridership areas. Certain locations were chosen based on workshops conducted in round 1 during the Bus Study phase. Additionally, in coordination with



Metro Service Councils, five of the meetings were held before or after a planned Service Council meeting. (See Attachment III.a. for workshop locations.)

Workshop Format

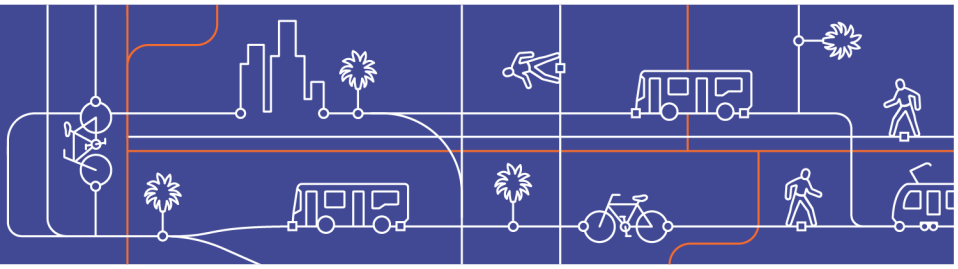
Workshop attendees received a project fact sheet, comment card, take-one brochure with a list of future meetings, and a TAP card upon entering the meeting (Attachment III.b.). Attendees also had the option to select a NextGen promotional item including a T-shirt, sunglasses, lanyard, sports bag or tote. The meeting materials were available to attendees in multiple languages, including English, Spanish, Russian and Simplified Chinese. Additional ADA or language accommodations were also available when requested in advance.

Interpreters were available for attendees at the workshops:

- Spanish interpreters and/or Spanish speaking staff were available at all NextGen workshops.
- Mandarin interpreters were available during the workshop hosted at the San Gabriel Asian Youth Center.
- Russian interpreters were available for the workshop hosted at Plummer Park in West Hollywood.
- American Sign Language (ASL) interpreters were available at Paramount and Metro HQ meetings.

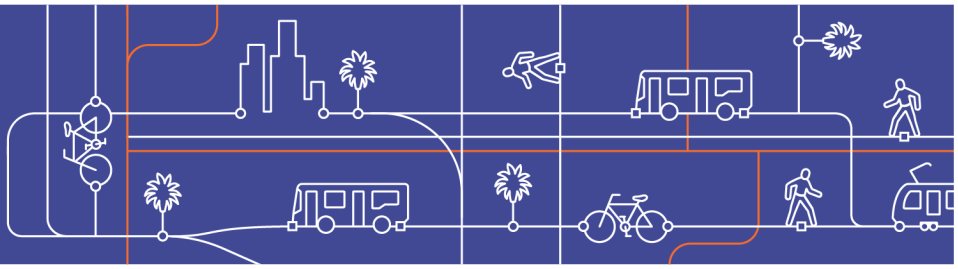
The workshops consisted of several interactive stations for attendees to visit. The first station included an informational video and a detailed project overview presentation, in English and Spanish. Instead of a formal presentation, the videos played on a loop throughout the workshops, allowing attendees to receive the same information regardless of what time they arrived. To aid in the delivery of key messages throughout the workshop, each station was staffed by a combination of Metro and Outreach team staff, and display boards of key themes and information were set up throughout the room.

Workshop attendees had the opportunity to talk one-on-one with Metro service planners, ask questions about the plan, view proposed service changes by line and submit their comments regarding the proposed Plan. These comments focused on a wide array of subjects including bus frequency, travel times, transfers, and customer experience. Comments were submitted using a touchscreen GIS map platform, service council specific roll out map of the bus system, or by using a comment card provided by project staff. These various formats ensured that the public was actively engaged in providing feedback in a way most convenient to them.



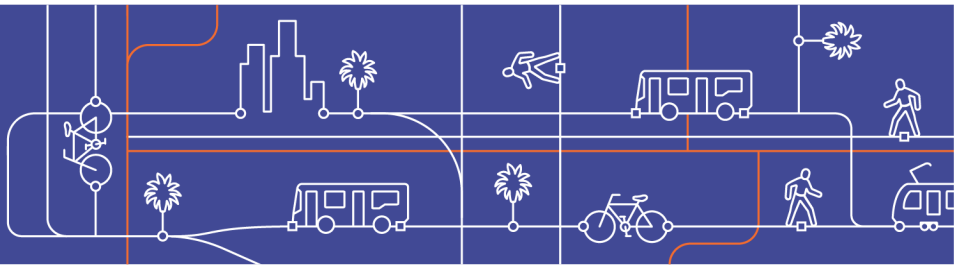
Workshop Dates/Locations

Metro NextGen Bus Plan Workshops		
Date	**Location/ Address**	**Service Council**
Sat., February 1, 2020 10am-1pm	Los Angeles Trade Technical College 2215 S Grand Av Los Angeles, CA 90015	All Regions
Tue., February 4, 2020 4pm-7pm	Grand Annex 434 W 6th St San Pedro, CA 90731	South Bay
Wed., February 5, 2020 4pm-7pm	Marvin Braude Constituent Center 6262 Van Nuys Bl Van Nuys, CA 91401	San Fernando Valley
Mon., February 10, 2020 4pm-7pm	El Monte Station 3501 Santa Anita Av El Monte, CA 91731	San Gabriel Valley
Wed., February 12, 2020 4pm-7pm	Plummer Park 7377 Santa Monica Bl West Hollywood, CA 90046	Westside/Central
Thurs., February 13, 2020 4pm-7pm	Clearwater Building 16401 Paramount Bl Paramount, CA 90723	Gateway Cities
Wed., February 19, 2020 4pm-7pm	East Los Angeles College 1301 Avenida Cesar Chavez Monterey Park, CA 91754	San Gabriel Valley
Thurs., February 20, 2020 4pm-7pm	Pasadena Senior Center 85 E Holly St Pasadena, CA 91103	San Gabriel Valley
Sat., February 22, 2020 10am-1pm	Los Angeles Metro Headquarters 1 Gateway Plaza Los Angeles, CA 90012	All Regions
Tue., February 25, 2020 4pm-7pm	Bell Community Center 6250 Pine Av Bell, CA 90201	Gateway Cities
Wed., February 26, 2020 4pm-7pm	The Foundation Center 11633 S Western Av Los Angeles, CA 90047	South Bay



Thurs., February 27, 2020 4pm-7pm	Rose Goldwater Community Center 21710 Vanowen St. Canoga Park, CA 91303	San Fernando Valley
Thurs., March 5, 2020 4pm-7pm	Norwalk Arts and Sports Complex 13000 Clarkdale Ave Norwalk, CA 90650	Gateway Cities
Sat., March 7, 2020 4pm-7pm	Providence Wellness Center 470 Hawaiian Ave Los Angeles, CA 90744	South Bay
Wed., March 11, 2020 4pm-7pm	Asian Youth Center 100 Clary Ave San Gabriel, CA 91776	San Gabriel Valley
Thurs., March 12, 2020* 4pm-7pm	Chatsworth Library 21052 Devonshire St, Chatsworth, CA 91311	San Fernando Valley
Sat., March 14, 2020* 10am-1pm	Watts Labor Community Action 10950 S Central Ave, Los Angeles, CA 90059	South Bay
Tue., March 17, 2020* 11am-1pm	Communities Actively Living Independent and Free Center 634 S Spring St Los Angeles, CA 90014	Westside/Central
Wed. March 18, 2020* 4pm-7pm	Buena Vista Branch Library 300 N Buena Vista St Burbank, CA 91505	San Fernando Valley
Tue., March 24, 2020* 4pm-7pm	Pacoima City Hall 13520 Van Nuys Blvd Pacoima, CA 91331	San Fernando Valley
Thurs., March 26, 2020* 4pm-7pm	Felicia Mahood Center 11338 Santa Monica Blvd, Los Angeles, CA 90025	Westside/Central
Mon., March 30, 2020* 4pm-7pm	Malibu City Hall 23825 Stuart Ranch Rd Malibu, CA 90265	Westside/Central
Sat., April 4, 2020* 10am-1pm	West Angeles North Campus 3600 Crenshaw Blvd, Los Angeles, CA 90016	Westside/Central

**Workshop was cancelled due to COVID-19*



NextGen Bus Plan

Following are the key changes presented in the Bus Plan in the February and March 2020 public workshops:

- Provided 8 out of 10 bus riders with 10-minute frequency or better
- Improved midday, evening and weekend bus service
- Offered a quarter mile or less walk to a bus stop for almost all riders
- Delivered shorter waits and faster travel

Online Virtual Workshop

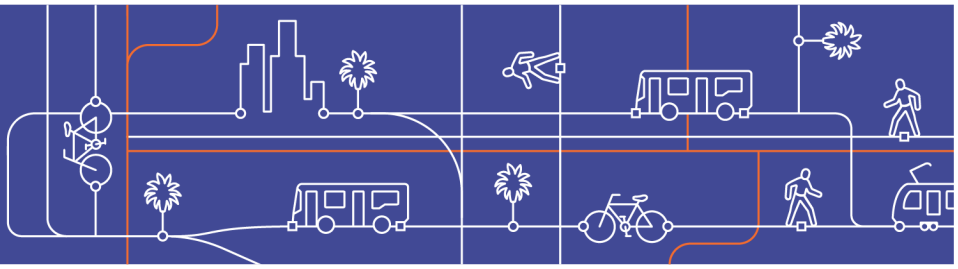
To compliment the in-person workshops the Metro NextGen webpage also served as a virtual workshop, providing individuals with an option to explore maps, view the proposed Plan, and submit comments online. Web pages on Metro's website with information about the NextGen Bus Plan received 53,604 total pageviews and 42,946 unique pageviews from January to May. The virtual workshop received 18,942 total views, from January to May, and 235 comments were submitted through the virtual workshop.

Notification for Public Workshops

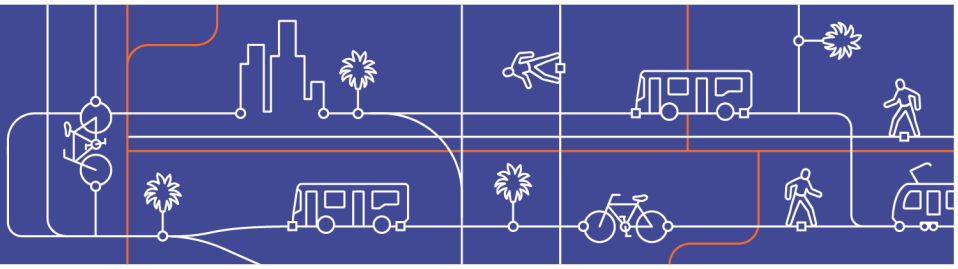
From January to April 2020, a variety of public noticing and extended outreach was performed to create awareness for the workshop series and to gather input across each Service Council area. This outreach included the use of direct mail resources, organic and paid posts on social media, online digital e-blasts and contacting local cities, community-based organizations and municipalities to assist in promoting the workshop series. Workshop information was also distributed directly to Metro riders on trains and buses and to LA County residents in areas of the meeting workshop locations through door-to-door delivery of notices and flyers.

The following table provides a high-level summary of these comprehensive notification efforts:

Notification of Public Workshops	
Print Notices	• Nearly 185,000 take-ones placed on Metro bus and rail lines (Attachment III.b.iv.) • Approximately 8,500 notices hand-delivered to property owners, occupants and businesses in areas around the meeting locations • Approximately 62,500 take-ones were distributed in-person or via mail to nearly 350 locations throughout LA County to promote workshops • Nearly 2,000 cutsheet books to stakeholders, bus riders, city managers and county/city libraries were distributed between January and September • An ad announcing the February and March public workshops ran (one insertion) in the following publications during the month of March (Attachment III.f.i.):



	○ Asberez Daily News ○ Chinese Daily News ○ El Clasificado ○ Fact Magazine ○ Khmer Post ○ Korea Times ○ LA Opinion ○ Los Angeles Sentinel ○ LA Wave ○ Nguol Vietnam ○ Panorama ○ Rafu Shimpo ○ SGV Tribune
Digital Communications	• 10 eblasts were sent out to inform of the public of the workshops, the cancellation of all remaining public workshops, webinar and Q&A, and telephone town hall, direct recipients to digital workshop, and keep informed on how to continue to participate and provide comments • Electronic meeting notice emailed to approximately 4,500 NextGen project database contacts • Electronic meeting notice emailed to 147,000 AARP database contacts • Nearly 600 media toolkits, which provided easily shareable information, sent to Working Group members, stakeholder organizations and Los Angeles County cities (Attachment III.c.) • 200+ posts to stakeholder-owned social media platforms, community e-blasts, blog posts and online news articles recorded (Attachment III.d.) • Metro social media posts (Facebook and Twitter) published before and during all 15 meetings (Attachment III.e.) • Metro Facebook ads ran January 15 to April 3 and resulted in 2,666 responses and 991,492 impressions • Metro Nextdoor post announcing workshops had 12,174 impressions (Attachment III.iv.) • NextGen webpage included meeting information and was visited 53,604 times between January and May
Working Group Member Organization List	• List of all Working Group members attending a working group meeting (Attachment I)



Workshop Summary Themes by Service Council Area

To create a broader view of bus rider requests and concerns, this section focuses on the most frequently submitted comments organized by Service Council area. Each area had a unique set of community priorities and concerns that were shared among workshops in similar geographic locations.

San Fernando Valley

- Improve local bus connections to Orange Line.
- Improve frequency on local routes throughout the San Fernando Valley.
- Station improvements to the Orange Line running though the San Fernando Valley are needed, including better lighting and more frequent cleanings.
- Concerns about the discontinuation of Line 218, will require additional transfers and connects San Fernando Valley to West Hollywood

Westside/Central

- An increase in the Metro police and security presence is needed at stops and on buses. Passengers feel unsafe when waiting for buses and when traveling.
- Concerns about longer trip times with the consolidation of Rapid lines.
- Improve access for seniors and people with disabilities; shorter walks when transferring buses.

South Bay

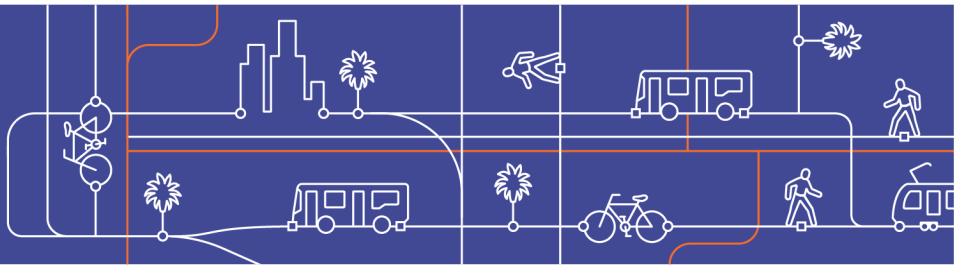
- Maintain service on Line 550 to USC.
- Extend NextGen Line 510 to downtown Los Angeles.
- Concerns about overcrowding on Silver Line.

Gateway Cities

- Maintain Line 460 Express to Disneyland, shortening the line would increase travel time and transfers.
- Improve real-time arrival information on Metro App and signage at stations/stops.
- Increase security and lighting at Green Line Stations.
- Concerns about service levels if routes are transferred to local Muni operators.

San Gabriel Valley

- Improve real-time arrival information on Metro App and signage at stations/stops.
- Increase connections to Gold Line stations.
- Support for new Line 287 from El Monte Station and Gold Line Arcadia Station.
- Concerns about discontinuation of Line 268 to Jet Propulsion Laboratory and Line 68 to Shops at Montebello.
- Additional bus shelters, shade, and trees are needed at bus stops.



COVID-19 Transition and Extended Outreach Activities - March and April 2020

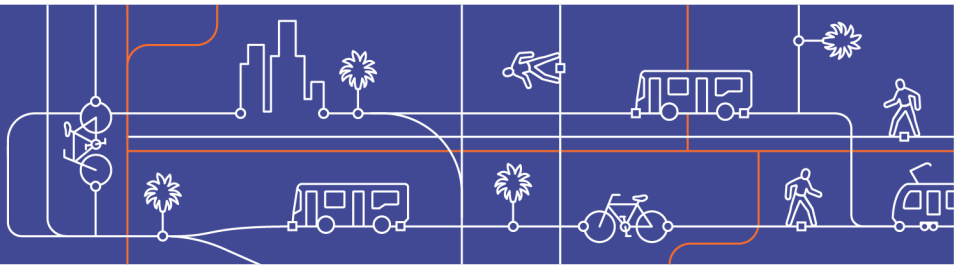
Due to the COVID-19 pandemic, eight NextGen workshops scheduled from March 12 to April 4 were cancelled. The NextGen Bus Plan Outreach Team continued engagement efforts digitally through the virtual workshop and receipt of comments. A special effort was made to reach communities where meetings had been cancelled through digital outreach and the External Working Group. The team reached out individually to each EWG member to check-in with them and understand how each organization was adapting and communicating with their communities. Below is a summary of the activities that were completed or are ongoing post-COVID 19.

Digital Outreach

- Virtual workshop and interactive tools were developed to provide information that would have otherwise been provided in person, including bus line proposals, system coverage, system frequencies, existing service performance, stop consolidation maps, trip planner based on the proposed NextGen routes, and a reach map.
- Seven eblasts were sent out to inform regarding the cancellation of all remaining public workshops, webinar and Q&A, and telephone town hall, direct recipients to digital workshop, and keep informed on how to continue to participate and provide comments.
- Metro Facebook ads (2 versions) ran May 1 to May 31 and had a combined total of 196,904 impressions and 1,378 clicks (Attachment III.e.v.).
- Metro's Facebook page and a story on Metro's The Source and El Pasajero also communicated the cancellation of the remaining public workshops, webinar and Q&A, and telephone town hall.
- Workshop cancellation digital toolkit sent to venues and stakeholders list (EWG, CBOs, cities, etc.) (Attachment III.c.iv.)
- Geofenced advertisements were placed within a 3-mile radius of the eight workshop locations that were cancelled starting March 18 through April 5. The ads received 301,649 impressions and 1,622 clicks.

Print Outreach

- After announcing the cancellation of the public workshops, an ad providing what the Plan will improve and how to learn more ran (one insertion) in the following publications during the month of April (Attachment III.f.ii.):
    - Chinese Daily News
    - El Clasificado
    - Fact Magazine
    - Korea Times
    - LA Opinion
    - Los Angeles Sentinel
    - LA Wave
    - Nguol Vietnam
    - Panorama
    - Rafu Shimpo
    - SGV Tribune



- A similar ad to the one in April ran in the following non-English publications (two insertions) during the month of May (Attachment III.f.iii.):
    - El Clasificado
    - Korea Times
    - LA Opinion

Working Group Outreach

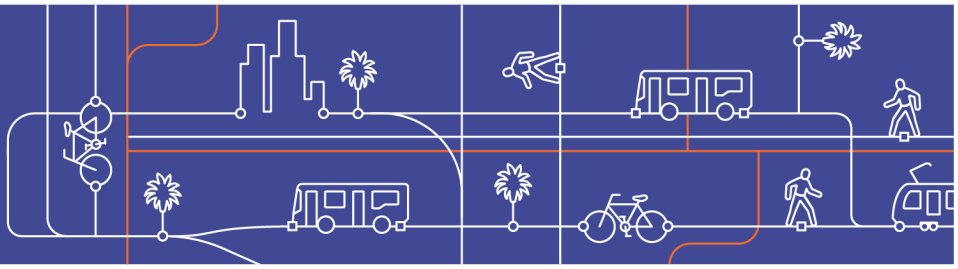
79 NextGen Working Group members were contacted and provided an update on the NextGen Plan after workshops were cancelled due to COVID-19. Each member was offered an individual briefing and asked how we can reach their respective audiences and communities. For those we were unable to speak to, we left messages and sent follow-up e-mails.

PUBLIC HEARINGS

In August, Metro held a series of six virtual public hearings to receive community input on the updated Plan. Metro applied the feedback received during the Winter 2020 workshop series by adjusting proposed service changes to the extent possible to mitigate concerns and address comments provided. The core service plan was kept intact, but some service was restored, including most one-seat ride concerns. Additionally, a plan to service some communities with MicroTransit was included in the proposed line changes to fill gaps in eliminated or adjusted service in the updated Plan. The updated Plan was posted on the virtual workshop, promoted in e-blasts and presented at the public hearings.

Public Hearing Dates

Meeting	Date
Gateway Cities Public Hearing	Thursday | August 27, 2020 | 5:30 p.m.
Westside/Central Cities Public Hearing	Wednesday | August 26, 2020 | 6 p.m.
San Gabriel Valley Public Hearing	Monday | August 24, 2020 | 6 p.m.
All Regions Public Hearing	Saturday | August 22, 2020 | 10 a.m.
South Bay Cities Public Hearing	Thursday | August 20, 2020 | 6 p.m.
San Fernando Public Hearing	Wednesday | August 19, 2020 | 6 p.m.



Updated July 2020 Bus Plan

Below is a listing of the July 2020 Updated Bus Plan updates for improved coverage based on public comments, Information is categorized by line and Service Council subregion.

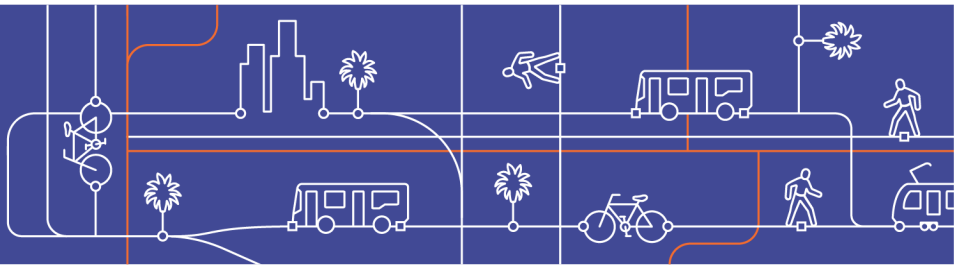
San Fernando Valley Service Council Subregion

• Line 296: would replace Line 96 between Burbank, Elysian Valley and L Line Gold Lincoln/Cypress Station
• New Line 645 would replace Line 169 in serving West Hills Medical Center, Valley Circle Bl, and Mulholland Dr
• Line 222 would extend to serve Cahuenga Bl south to Universal Studios Dr replacing Line 237
• Limited supplementary school trips on Line 236 would serve Balboa Bl north of San Fernando Mission Bl
• New Metro MicroTransit service would replace:
  ○ Lines 183, 201, and 685 in eastern Glendale
  ○ Lines 242 and 243 at Porter Ranch

South Bay Cities Service Council Subregion

• Line 102 would continue to serve Stocker St, Overhill Dr, and La Tijera Bl
• Line 209 Arlington/Van Ness would be retained between the E Line (Expo/Crenshaw) and the C Line (Green) Crenshaw Stations
• Line 212 would continue to serve Overhill Dr in the Windsor Hills area
• Line 246 would continue to serve Pt Fermin area of San Pedro
• Line 344 would continue to serve Rancho Palos Verdes
• Line 550 would be retained as a service between Harbor Gateway and USC weekday peak A direct link (Line 450) would be retained between San Pedro and downtown LA peak periods weekdays
• New Metro MicroTransit service would replace:
  ○ Line 625 at LAX
  ○ Line 115 at Playa del Rey (Big Blue Bus Line 16 is also proposed to extend to this area)

Gateway Cities Service Council Subregion
• New Line 202 between Artesia and Willowbrook/Rosa Parks Stations would expand service to all day weekdays • Line 262 would replace Line 62 at Hawaiian Gardens • Line 460 would be retained between downtown LA, Norwalk C Line (Green) Station and Disneyland (rather than just between Norwalk and Disneyland)



- Line 611 would be retained between Florence A Line (Blue) Station and Atlantic/Cecelia via Florence Av, Seville Av, and Satna Ana St
- New Metro MicroTransit service would replace Lines 254 and 612 in the Watts community

San Gabriel Valley Service Council Subregion

- New Line 179 would serve Huntington Dr between Maycrest Av and Arcadia L Line Gold Station in place of existing Line 79
- Line 287 weekdays would extend from El Monte through South El Monte to The Shops at Montebello in place of Line 176
- Lines 487 and 489 would extend beyond LA Union Station weekday peak periods to serve downtown LA (to Flower/Figueroa & 7th St.)
- New Metro MicroTransit service would replace:
  - Lines 264, 268, and 487 in Altadena/Pasadena/Sierra Madre area
  - Line 252 in Lincoln Heights

Westside-Central Service Council Subregion

- Big Blue Bus is also proposing to extend their Line 18 to Marina Del Rey to help replace Line 108
- Line 218 Laurel Canyon retained from Ventura to Fairfax/Santa Monica

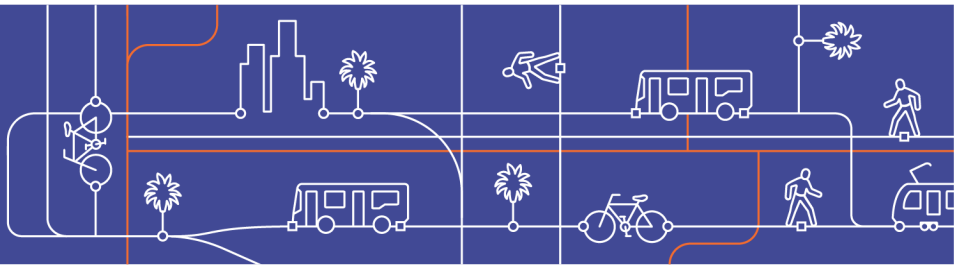
Public Hearing Format

The public hearings were virtual with the option to watch online or listen by phone. Recordings were also posted on Metro's Archives page for viewing after the meeting. Each meeting started with a presentation on the NextGen Bus Plan and an overview of proposed service changes for that region.

There were four ways to comment:

- Through e-comments on the agenda on Board of Directors Meetings Audio/Video Archive page
- Verbally by phone
- By email to servicecouncils@metro.net
- By mail, noting the Service Council and agenda item number to Regional Service Councils, One Gateway Plaza MS: 99-7-1, Los Angeles, CA 90012

Audio and comment lines with live translations were available in Mandarin, Spanish, and Russian. Additional ADA or language accommodations were also available when requested 72 hours in advance. A court reporter was present to document all comments presented during the meetings.



Online Virtual Workshop

To compliment the in-person workshops and the public hearings the Metro NextGen webpage also served as a virtual workshop, providing individuals with an option to explore maps, view the updated proposed Plan and information on how to submit comments online. Web pages on Metro's website with information about the NextGen Bus Plan 16,869 total pageviews and 13,840 unique views from June to September. The virtual workshop was visited 8,141 times from June to September.

The following resources were updated on the NextGen webpage and virtual workshop in August:

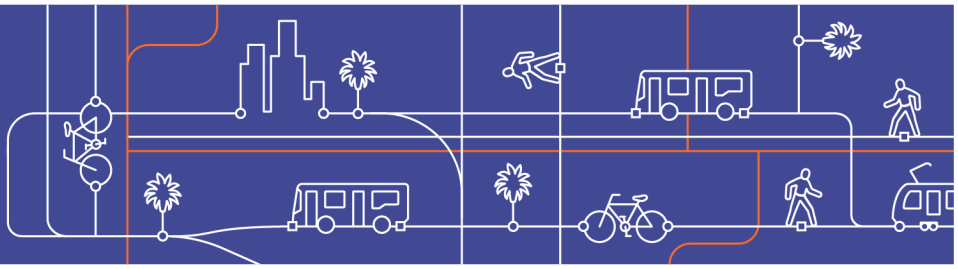
- Public hearings dates and instructions on how to submit comments
- Updated bus line proposals
- Updated NextGen shapefiles for the NextGen bus system
- Updated Transit Propensity and Equity focused areas layers in GIS maps
- Transit Equity Methodology was added to the Data Center
- Updated system coverage maps
- Updated existing service performance map

Notification for Public Hearings

The following table provides a high-level summary of these comprehensive notification efforts:

Notification for Public Hearings	

Print Notices	• Nearly 53,000 take-ones placed on Metro bus and rail lines (Attachment IV.a.)
	• 2,000 English and 1,500 Spanish take-ones were distributed via mail to stakeholders and community organizations (Attachment IV.a.)
	• Nearly 2,000 cutsheet books to stakeholders, bus riders, city managers and county/city libraries were distributed between January and September
	• Notice of intent to hold this public hearing was published in the following publications:
	  • Armenian Media Network
	  • Asian Journal (L.A.)
	  • Korea Times
	  • La Opinión
	  • Los Angeles Times
	  • Los Angeles Sentinel
	  • Panorama (Russian)
	  • Pasadena Star News
	  • Rafu Shimpo (Japanese)
	  • South Bay Daily Breeze



	• Watts Times • World Journal (Chinese Daily News)

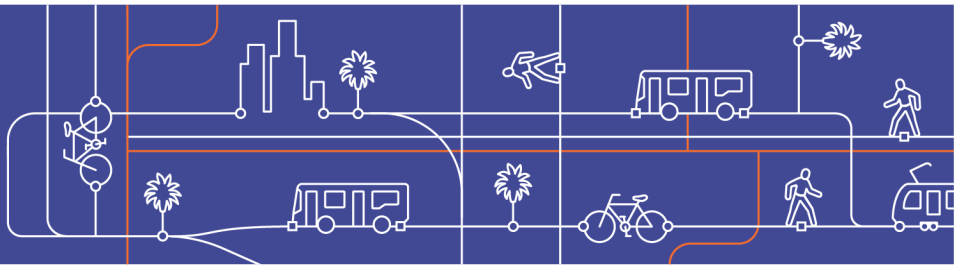
Digital Communications	• 6 electronic meeting notices emailed to nearly 5,000 NextGen project database contacts
	• 5 electronic meeting notices sent to external working group list of 140 contacts
	• Social media ads ran promoting each of the public hearings (Attachment IV.d.i.)
	• 14 Metro social media posts (Facebook and Twitter) published before and during all 6 public hearings (Attachment IV.d.ii,iii.)
	• 9 posts on Metro Nextdoor had 200,609 impressions (Attachment IV.d.iv.)
	• 3 rounds of SMS messages sent to over 211 contacts (Attachment IV.d.v.)
	  • 8/13: Shared dates for public hearings, link to website on how to participate and comment
	  • 8/18: Tune in to first of six public hearings today
	  • 8/27: Reminder to submit comments today
	• 302 media toolkits, which provided easily shareable information, were sent to Working Group members, and Los Angeles County cities (Attachment IV.b.)
	• 60+ posts to stakeholder-owned social media platforms, community e-blasts, blog posts and online news articles recorded (Attachment IV.c.)
	• NextGen webpage included meeting information and was visited nearly 16,869 times between June and September
	• Story on Metro's The Source and El Pasajero

Working Group Member Organization List	• List of all Working Group members attending a working group meeting (Attachment I)

Participation and Comments Received

A total of 292 comments were received throughout the comment period. 27 comments were submitted verbally via phone, 118 e-comments through the agenda, 128 comments via email, 14 comments via the on-line virtual workshop, and 5 via postal mail. A total of 589 people participated in the public hearings with 60 joining via telephone audio, 461 livestreaming the meeting and 68 viewing the recording as of September 8, 2020. The table below provides details for comments and participation per meeting.

Comments from the public hearings and emails resulted in the following recurring themes: equity, budget, customer experience, connectivity, and frequency. A NextGen External Working Group meeting



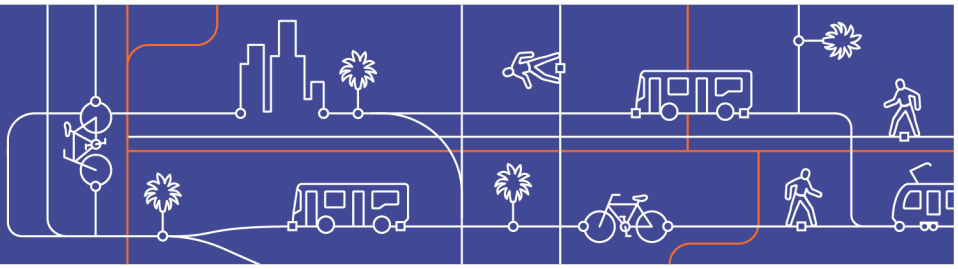
will also be held on October 6, 2020. The final version of the Plan will be presented to the Metro Board of Directors in October 2020.

Hearing	Total Phone Comments	Total E-Comments	Total Emails/ Letters Received	Joined via Audio	Viewed Livestream	Viewed Archive
San Fernando Valley 8/19	1	20		8	91	5
South Bay Cities 8/20	6	8		8	27	21
All Regions 8/22	6	22		19	64	21
San Gabriel Valley 8/24	6	26		8	107	16
Westside Central 8/26	6	29		20	102	0
Gateway Cities 8/27	2	13		13	70	5
Total	**27**	**118**	**147**	**60**	**461**	**68**

Plan Updates following Public Hearings

The following changes to the NextGen Bus Plan were made as a result of feedback received during the public hearings process:

- Line 102 extended to serve LAX City Bus Center
- Line 106 extended to serve Atlantic & Garvey and connect with Line 70
- Line 150 to include overnight OWL service
- Line 158 altered to serve Sepulveda VA Medical Center
- Line 179 extended to York & Figueroa for improved connections
- Line 182 extended from to Olympic & Indiana replacing segments of Lines 252, 256, 665
- Line 218 extended to Cedars Sinai Medical Center
- Line 222 extended to serve North Hollywood
- Line 233 extended to serve Lakeview Terrace with Line 761 peak service frequency improved
- Line 237 extended to Sepulveda Bl for better connectivity
- Line 258 extended to Highland Park for improved connections
- Line 290 revised to serve downtown LA, renumbered as Line 90 while Line 690 extended to Sunland to connect with Line 90



SERVICE COUNCIL MEETINGS

In September, Metro's five Service Councils voted on the NextGen Bus Plan proposals. Prior to the Service Council meetings, Metro updated bus line proposals based on the feedback and comments received during the public hearings.
The Service Council meetings were held virtually on the following dates:

- San Fernando Valley: September 16 at 6:30 p.m.
- South Bay Cities: September 18 at 9:30 a.m.
- San Gabriel Valley: September 21 at 5 p.m.
- Westside Central: September 23 at 6 p.m.
- Gateway Cities: September 24 at 6 p.m.

Service Council Meeting Format

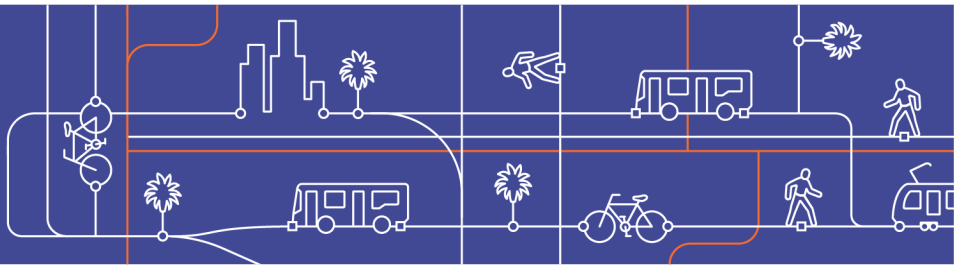
The Service Council meetings were held virtually with the option to watch online or listen by phone. Recordings were also posted on Metro's Archives page for viewing after the meeting. Each meeting started with a presentation on the NextGen Bus Plan, overview of MicroTransit and detailed Title VI analysis for that region. Public comment was accepted via e-comments and verbal comments over the phone. Staff answered questions about specific bus line proposals throughout the meeting.

Before the Service Council began voting on the NextGen Bus Plan they had an opportunity to discuss concerns or questions regarding the plan before discussing specific groups of lines. Lines were categorized by low concern/medium concern/most concern depending on the public support expressed or number of comments received during public outreach. They were also categorized by 1st Authority and 2nd Authority. For 1st Authority groups, if two service council regions are voting on these lines then the service council that voted under 1st Authority would have their recommendation forwarded for approval since there is greater impact in that region. The 1st and 2nd Authority were put in place in case two councils voted differently on lines that overlapped regions.

Key Themes

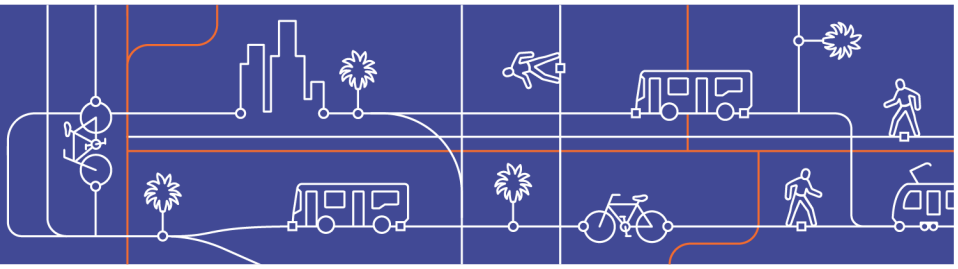
The following key themes arose throughout the service council meetings:

- Budget and revenue service hours for the Plan
- Equity and ensuring transit access in communities where high population of riders are dependent on transit
- Connectivity throughout the region and minimizing wait times between transfers
- Maintaining frequent access to job centers, popular attractions and destinations such as shopping, churches, and schools

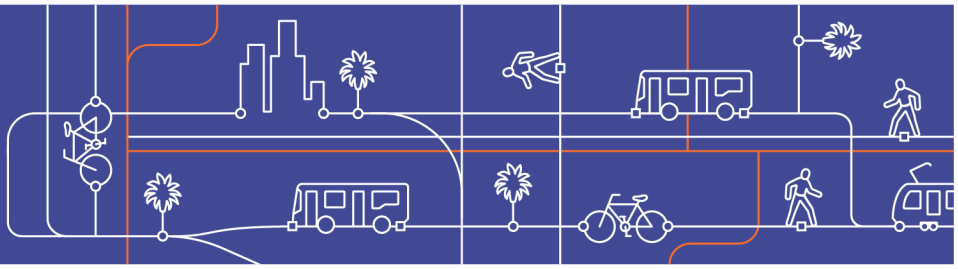


Next Steps

Based on the final votes and feedback received from the Service Councils, Metro developed an updated Bus Plan, which will be presented to the Metro Board of Directors for approval in October 2020. If approved, implementation of the Plan would be phased in beginning in December 2020 and continue in 2021.

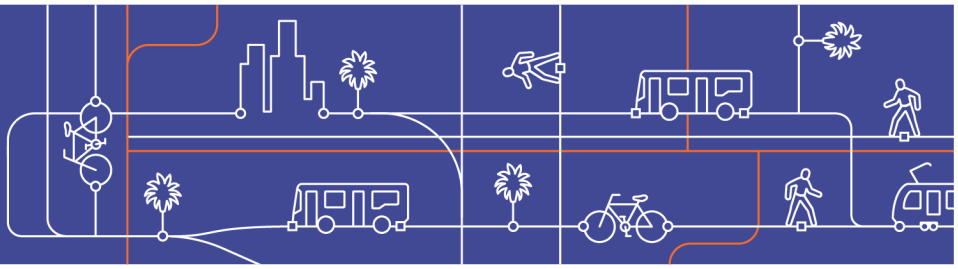


INDIVIDUAL WORKSHOP SUMMARIES ON FOLLOWING PAGES

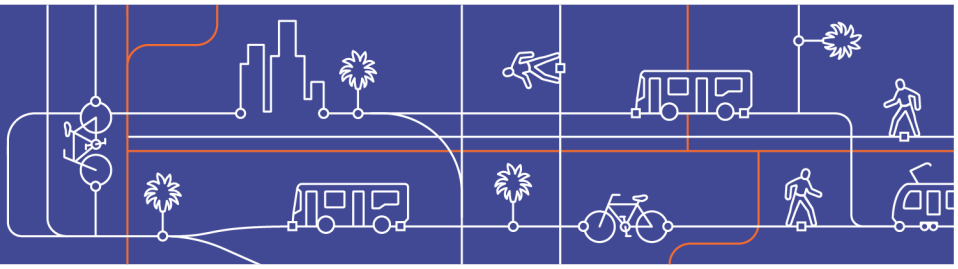


Individual Workshop Summaries

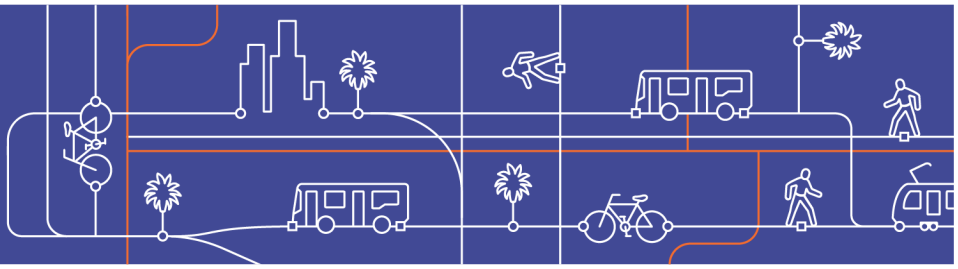
All Regions - Los Angeles Trade Technical College Saturday, February 1, 2020	
Attendance	100 total people attended the community meeting • 91 people signed into the community meeting • 79 attendees provided home address and/or email address
Comment Cards	• 40 comment card submissions • 127 roll-out map comment submissions • 16 online GIS comment submissions • **183 total comments**
Elected Offices / Key Stakeholders	• Eli Lipman, Director of Development and Programming, Move LA • Effie Turnbull Sanders, Executive Director, SLATE-Z • Carrie Sutkin, Alliance of River Communities • Karina Macias, Transportation Manager, City of Los Angeles Office of Mayor Eric Garcetti • Carlotta Bravo, Greater Cypress Park Neighborhood Council • Ben Rosen, Hollywood Studio District Neighborhood Council • Grace Perry, League of Women Voters of Los Angeles County • Nia Smith, Los Angeles Trader Technical College Associated Student Organization • Danny Hom, Gateway Cities Service Council • Keenan Sheedy, SEIU Local 721 • Alfredo Torales, Special Projects Administrator, Access Services
Media	• Elijah Chiland, Curbed LA
Key Themes	• Concerns about overcrowding on hybrid routes compared to local and Rapid routes • Line 460, shortening the line to begin at Norwalk Station would add too much time and require too many transfers. • Extend Line 217 to Florence/Hindry station, along future Metro Crenshaw Line • Request for a TAP regional day pass that includes Metro and Muni • Support for bus only lanes and signal priority for buses • Upgrades for bus stops, including more shelters and benches • Improve connectivity to Metrolink and regional connections to Muni service • Concerns from Cypress Park Neighborhood Council about losing service; requested a follow up briefing to the NC



South Bay - San Pedro Tuesday, February 4, 2020	
Attendance	35 total people attended the community meeting • 31 people signed into the community meeting • 23 attendees provided home address and/or email address
Comment Cards	• 10 comment card submissions • 2 online GIS comment submissions • **12 total comments**
Elected Offices / Key Stakeholders	• Ralph Franklin, Councilmember – District 4, City of Inglewood, South Bay Cities Service Council • Ryan Ferguson, Field Deputy, San Pedro, Office of Joe Buscaino, 15th District • Ryan Plumb, Staff Assistant, Torrance Transit • Martin Gombert, Administrator, Palos Verdes Peninsula Transit Authority • Carrie Scoville, Vice President, Central San Pedro Neighborhood Council • Linda Nutile, Treasurer, Central San Pedro Neighborhood Council • Ron Dragoo, City Engineer, City of Rancho Palos Verdes • Danny Hom, Gateway Cities Service Council • Michael Ervine, Assistant Transportation Deputy, Office of Los Angeles Council Supervisor, Janice Hahn • Ernie Crespo, Gardena Transit, South Bay Cities Service Council • Meighan Langlois, South Bay Cities Service Council • Roye Love, South Bay Cities Service Council • Charles Deemer, City of Torrance Environmental Quality & Energy Commission, South Bay Cities Service Council • Elaine Jeng, Rolling Hills City Manager, South Bay Cities Service Council • Luis Duran, South Bay Cities Service Council • Don Szerlip, South Bay Cities Service Council
Media	• N/A
Key Themes	• Express service, aside from Silver Line, from San Pedro to downtown • Replacing Line 950 with Line 510 would add an additional transfer if heading to downtown

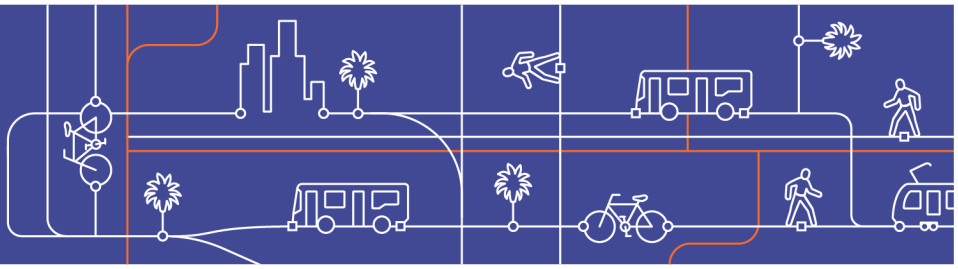


San Fernando Valley – Van Nuys Wednesday, February 5, 2020	
Attendance	85 total people attended the community meeting • 76 people signed into the community meeting • 62 attendees provided home address and/or email address
Comment Cards	• 37 comment card submissions from 33 people • 3 online GIS comment submissions • **40 total comments**
Elected Offices / Key Stakeholders	• Judy Diamond, Northridge East Neighborhood Council • Peer Ghent, Senior Management Analyst, LADOT • Yvette Lopez-Ledesma, Chair, San Fernando Valley Service Council • Ralf Quint, Director, Kagel Canyon Civic Association • Armando Flores, Valley Industry and Commerce Association • Franklin Ochoa, District Director, Office of Assemblymember Luz Rivas, District 39 • Doug Mensman, Director of Transportation and Planning, Office of Councilmember Paul Krekorian, District 2 • Hannah Globus, Greater Toluca Lake Neighborhood Council • Ron Meyer, City of Los Angeles Bicycle Advisory Committee • Michelle Klein-Hass, Panorama City Neighborhood Council • Dominick Ortiz, Los Angeles City Planning • Nathalie Hernandez, Independent Living Center of So. California • Steve Fukushima, District Representative, Office of Senator Robert Hertzberg, District 18 • Jason Akerman, Van Nuys Neighborhood Council • Dennis Washburn, San Fernando Valley Service Council • Jenny Daniels Freese, San Fernando Valley Service Council • Rosalba González, San Fernando Valley Service Council • Dave Perry, Transportation Deputy, Office of Supervisor Kathryn Barger 5th District, San Fernando Valley Service Council • Carla Canales Cortez, San Fernando Valley Service Council • Jess Talamantes, Councilmember, City of Burbank, San Fernando Valley Service Council
Media	• N/A
Key Themes	• Increasing bus service by shortening wait times, difficult to make transfers to routes with hourly service • Improve cleanliness at Orange Line stations • Improve security on buses • Better bus connections to Orange Line • Lack of service in Toluca Lake and Laurel Canyon (Line 218)



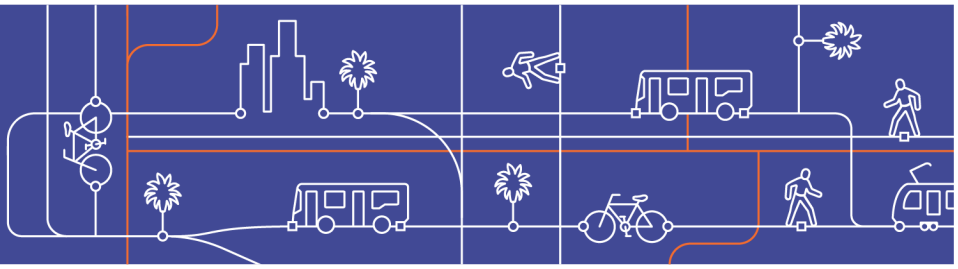
	• Lines 158 and 167 should be more frequent than proposed in the NextGen plan

Monday, February 10, 2020 San Gabriel Valley - El Monte Station	
Attendance	104 total people attended the community meeting • 85 people signed into the community meeting • 70 attendees provided home address and/or email address
Comment Cards	• 37 comment card submissions • 8 online GIS comment submissions • **45 total comments**
Elected Offices / Key Stakeholders	• David Diaz, Executive Director, Active San Gabriel Valley, and Chair of San Gabriel Valley Service Council • Diane Velez, Program Specialist, Active San Gabriel Valley, and San Gabriel Valley Service Council • Leonard Pieroni, Councilmember, City of La Cañada Flintridge, and San Gabriel Valley Service Council • Ben Wong, San Gabriel Valley Service Council • Peggy Kuo, City Clerk, Temple City • Eric Haack, Strategic Planner, Access Services
Media	• N/A
Key Themes	• Increase connections to Gold Line stations • Support for BRT and Rapid routes • More real-time arrival information at stations • Concerns about the increased cost of a trip if routes are being split and/or transferred to Muni's • Support for new Line 287 from El Monte Station and Gold Line Arcadia Station • Weekend service on Line 577

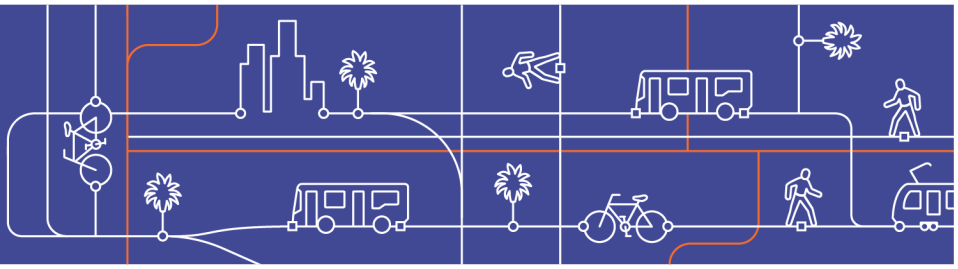


Wednesday, February 12, 2020 Westside/Central – Plummer Park in West Hollywood	
Attendance	84 total people attended the community meeting • 61 people signed into the community meeting • 50 attendees provided home address and/or email address
Comment Cards	• 36 comment card submissions from 20 people • 10 roll-out map comment submissions • 14 online GIS comment submissions • **60 total comments**
Elected Offices / Key Stakeholders	• Ernesto Hidalgo, Westside/Central Service Council • Madeline Brozen, Deputy Director of the Lewis Center for Regional Policy Studies at the UCLA Luskin School of Public Affairs, Westside/Central Service Council • Alfonso Directo, Westside/Central Service Council • Martha Eros, Transportation Planner, City of Beverly Hills, and Westside/Central Service Council • David Feinberg, Transit Government Relations Officer, Santa Monica Big Blue Bus, and Westside/Central Service Council • George Taule, Westside/Central Service Council • Elliot Petty, SoCal Coordinator, Healthcare Justice Division, SEIU-UHW, and Westside/Central Service Council • Franciso Gomez, Transportation Program Administrator, City of West Hollywood, and Westside/Central Service Council • Olivia Harris, Caltrans District 7 • Stewart Lozano, Field Representative, Assemblymember Richard Bloom, District 50 • Tim McCormick, Manager of Planning and Performance, Santa Monica Big Blue Bus • John Keho, Director of Planning and Development Services, City of West Hollywood • Dan Wentzel, Transportation Commissioner, City of West Hollywood • Isaiah Madison, Empowerment Congress West Neighborhood Council • Mehmet Berker, Los Angeles Walks • Jay Greenstein, Chief Field & Transportation Deputy, Los Angeles Councilmember Paul Koretz, District 5 • Perias Pillay, Southern California Transit Advocates

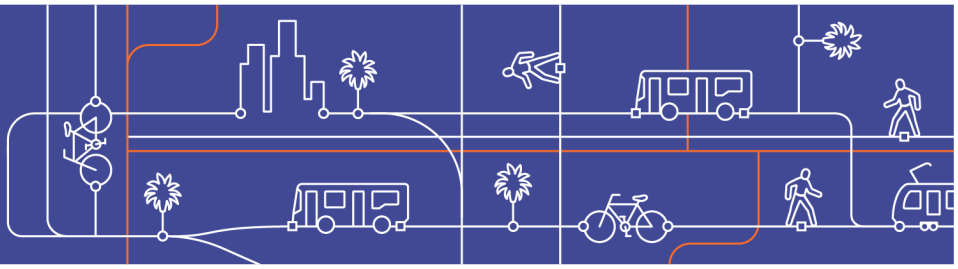
	• Leeor Alpern, Southern Public Affairs Specialist, South Coast Air Quality Management District
Media	• Elizabeth Fuller, Larchmont Buzz
Key Themes	• Concerns about the discontinuation of Line 218, will require additional transfers and connects to West Hollywood to the San Fernando Valley • Concerns about longer trip times with the discontinuation of Rapid lines • Improve security on buses, bus stops and stations • General support for bus-only lanes to increase bus speeds and reliability • Improve access for seniors and people with disabilities; shorter walks when transferring buses, easier access to Senior TAP cards, and more bus shelter amenities



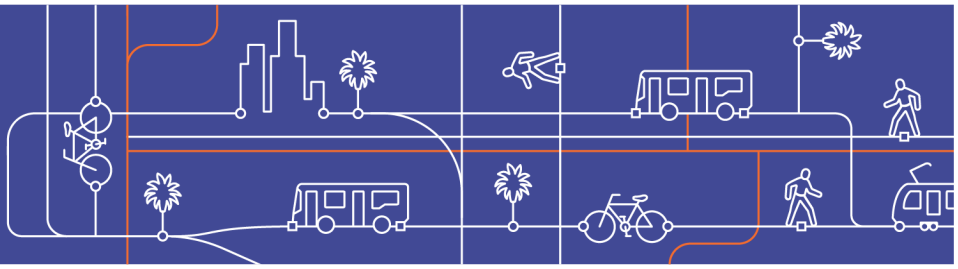
Thursday, February 13, 2020 Gateway Cities - Clearwater Building, Paramount	
Attendance	24 total people attended the community meeting • 17 people signed into the community meeting • 13 attendees provided home address and/or email address
Comment Cards	• 13 comment card submissions from 4 people • 0 roll-out map comment submissions • 1 online GIS comment submissions • **14 total comments**
Elected Offices / Key Stakeholders	• Maria Davila Council Member, City of South Gate, and Gateway Cities Service Council • Al Rios, Council Member, City of South Gate, and Gateway Cities Service Council • JoAnn Eros-Delgado, Gateway Cities Service Council • Danny Hom, Gateway Cities Service Council • Samuel Peña, Gateway Cities Service Council • Wally Shidler, Gateway Cities Service Council • Joe Strapac, Gateway Cities Service Council • Lori Woods, Mayor, City of Signal Hill, and Gateway Cities Service Council • John King, Assistant Planning Director, City of Paramount • Jaime Lopez, Planning Commissioner, City of Paramount • Mike McKown, Paramount Care Foundation • Christopher MacKechnie, Service Development Planner, Long Beach Transit • Shirley Hsiao, Service Development Manager, Long Beach Transit
Media	• N/A
Key Themes	• Improve frequency and later service lines 111, 127, 232, 265, 266



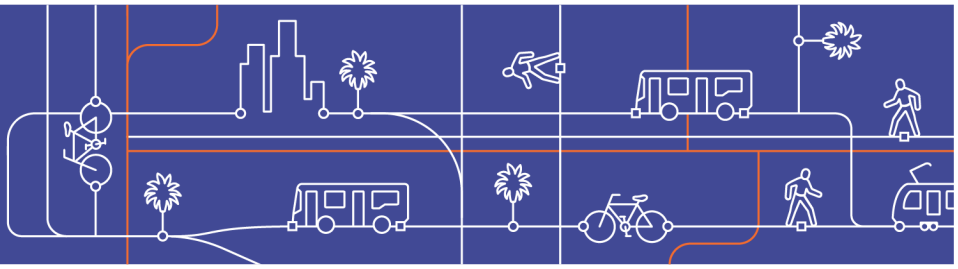
Wednesday, February 19, 2020 San Gabriel Valley - East Los Angeles College	
Attendance	48 total people attended the community meeting • 44 people signed into the community meeting • 37 attendees provided home address and/or email address
Comment Cards	• 14 comment card submissions • 3 roll-out map comment submissions • 1 online GIS comment submissions • **18 total comments**
Elected Offices / Key Stakeholders	• Danny Hom, Gateway Cities Service Council • Al Rios, Gateway Cities Service Council • Bertha Velazquez, Casework Manager/Office Manager, Office of Supervisor Hilda Solis • Daisy Villafuerte, Advocacy and Engagement Manager, LA Walks • Charles Bennett, Better Whittier Transit Now • Jerard Wright, Policy Manager, BizFed
Media	• Cindy Hu, World Journal (Chinese Daily News)
Key Themes	• Maintain service to Shops at Montebello on Line 68 • Improve safety and security on buses • Improve cleanliness on buses



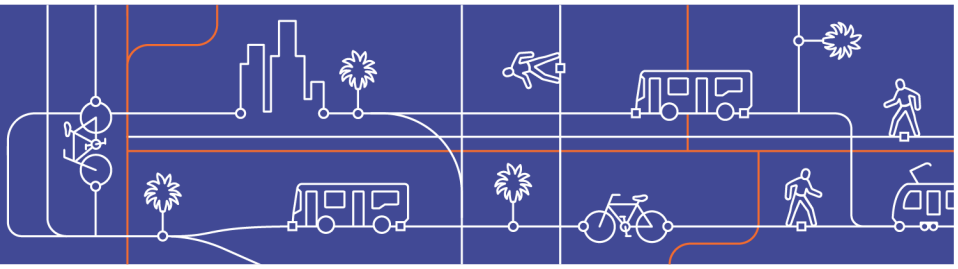
Thursday, February 20, 2020 San Gabriel Valley - Pasadena Senior Center	
Attendance	140 total people attended the community meeting • 131 people signed into the community meeting • 115 attendees provided home address and/or email address
Comment Cards	• 45 comment card submissions • 41 roll-out map comment submissions • 12 online GIS comment submissions • **98 total comments**
Elected Offices / Key Stakeholders	• Savannah Moore, Office of Los Angeles County Supervisor Kathryn Barger • Martin Reyes, Transportation Deputy, Office of Los Angeles County Supervisor Hilda Solis • Doug Mensman, Director of Transportation and Planning, Office of City of Los Angeles Councilmember Paul Krekorian, District 2 • Hank Fung, Secretary, Metro Citizens Advisory Council • Henry Lopez, Transit Planner, Foothill Transit • Selina Yang, Sunrise Sequoyah • Patricia Pipkin, Altadena Safe Streets – Traffic Safety and Mobility Committee • Dorothy Wong, Committee Chair, Altadena Safe Streets – Traffic Safety and Mobility Committee • Michael Throne, Public Works Director and City Engineer, City of San Marino • Karen Gibson, Neighbors Building a Better Altadena • Laura Cornejo, Director, City of Pasadena Department of Transportation • Valerie Gibson, Transit Manager, City of Pasadena • Sabastian Hernandez, Senior Planner, City of Pasadena
Media	• Kevin Kenney, Pasadena Now • Estrella TV, Noticias 62 • Jerry Ough, Valley Star
Key Themes	• Discontinuation of Line 268 to Jet Propulsion Laboratory (JPL) would impact students, employees and summer interns. Pasadena Transit Line 177 is not a good alternative. • Improve connections from Muni (Pasadena Transit and Foothill Transit) to Metro • Maintain service on Line 268 on weekdays only



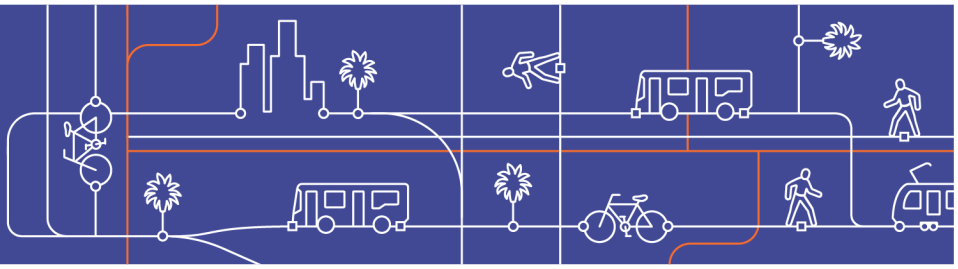
	• Maintain connections from Altadena to Pasadena • Maintain access to JPL from Sierra Madre • More trees and shelters for shade at bus stops • Support for bus-only lanes to improve bus speeds and reliability



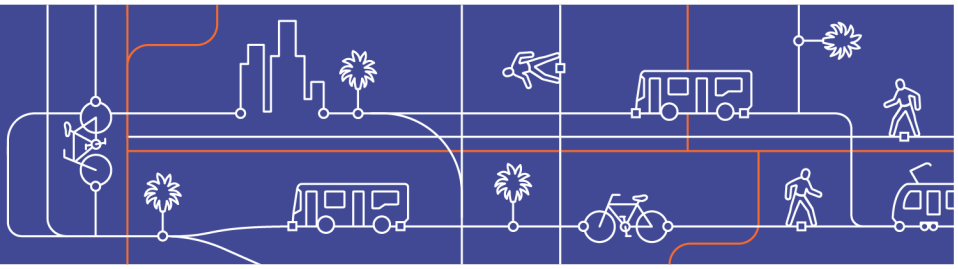
Saturday, February 22, 2020 All Regions - Metro Headquarters	
Attendance	180 total people attended the community meeting • 138 people signed into the community meeting • 109 attendees provided home address and/or email address
Comment Cards	• 69 comment card submissions • 125 roll-out map comment submissions • 5 online GIS comment submissions • **199 total comments**
Elected Offices / Key Stakeholders	• Sonia Lopez, District Director, Office of Holly Mitchell, 30th Senate District • Brandi D'Amore, Hollywood United Neighborhood Council • Jacqueline Hamilton, LAX Master Plan Stakeholder Group • Reed Alvarado, Transportation and Equity Director, FASTLinkDTLA • Victoria Kraus, District B Representative, Los Feliz Neighborhood Council • Rev. Pastor Juan Carlos Durruthy, Clergy and Laity United for Economic Justice
Media	• Jerry Ough, Valley Star
Key Themes	• Improve bus stops by adding benches and shelters • General support for stop consolidation if it means faster service, but concerns that bus speeds will not improve without bus only lanes • Maintain Line 460 Express to Disneyland, shortening the route would add too many transfers • Concerns from Elysian Park neighborhood residents about losing service with discontinuation of Line 96 • Increase security on buses, trains and stations • Improve real-time arrival information for buses



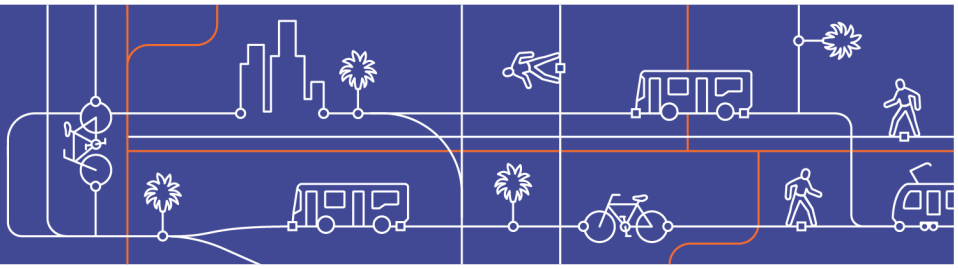
Tuesday, February 25, 2020 Gateway Cities - Bell Community Center	
Attendance	36 total people attended the community meeting • 33 people signed into the community meeting • 22 attendees provided home address and/or email address
Comment Cards	• 15 comment card submissions • 5 roll-out map comment submissions • 4 online GIS comment submissions • **24 total comments**
Elected Offices / Key Stakeholders	• Samuel Peña, Gateway Cities Service Council • JoAnn Eros-Delgado, Gateway Cities Service Council • Alex Gonzalez, San Gabriel Valley Service Council • Gabino Luna, Acting Public Works Manager, City of Bell • Francesca Sciamanna, Management Analyst, City of Bell • Allan Perdomo, Community Services Director, City of Bell • Guadalupe Camberos, Field Deputy, Office of Los Angeles County Supervisor Hilda Solis • Fernando Rodriguez, Transit Division, City of South Gate • Gisselle Delgado, City of Maywood
Media	• N/A
Key Themes	• Support for changes to Line 108, including the proposed OWL service • Improved frequency on Line 260 • More shelters and benches are bus stops



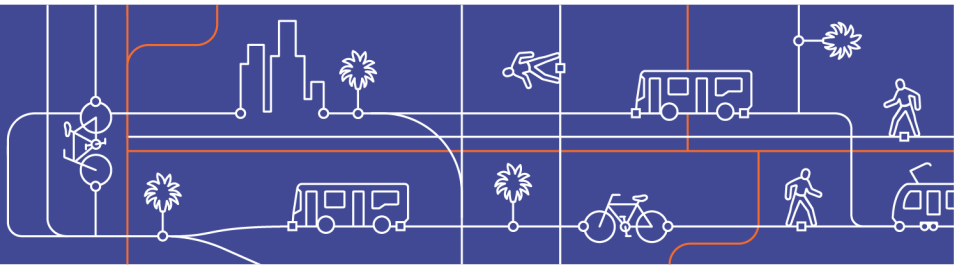
Wednesday, February 26, 2020 South Bay - The Foundation Center	
Attendance	24 total people attended the community meeting • 21 people signed into the community meeting • 17 attendees provided home address and/or email address
Comment Cards	• 10 comment card submissions • 5 roll-out map comment submissions • 7 online GIS comment submissions • **22 total comments**
Elected Offices / Key Stakeholders	• Ralph Franklin, City of Inglewood Councilmember, South Bay Service Council • Ryan Plumb, Staff Assistant, Torrance Transit • Jossimar Fuentes, Senior Program Specialist, UrbanTrans Consultants
Media	• N/A
Key Themes	• Concerns with discontinuation of Line 442 for travel to Downtown LA from Inglewood • Silver Line is overcrowded and the bus stop is too far from Union Station • Improve cleanliness and security at Green Line stations



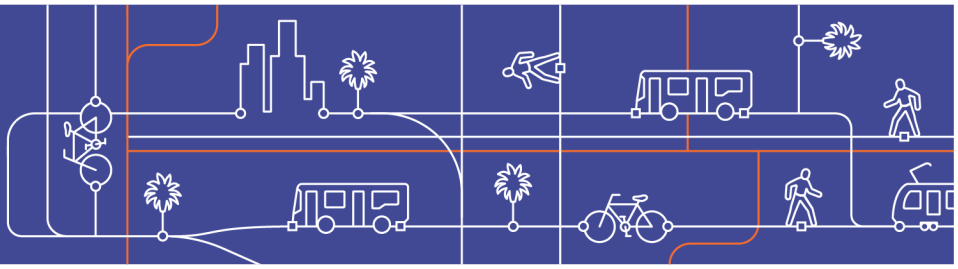
Thursday, February 27, 2020 San Fernando Valley – Canoga Park	
Attendance	44 total people attended the community meeting • 42 people signed into the community meeting • 33 attendees provided home address and/or email address
Comment Cards	• 12 comment card submissions • 20 roll-out map comment submissions • 4 online GIS comment submissions • **36 total comments**
Elected Offices / Key Stakeholders	• Dennis Washburn, San Fernando Valley Service Council • Jeff Jaconberger, Legislative Deputy, Office of Los Angeles Councilmember Bob Blumenfield • Tricia Robbins, Economic Development Director, Office of Los Angeles Councilmember Bob Blumenfield • Joseph Auer, Administrative Assistant and Casework, Office of Los Angeles County Supervisor Sheila Kuehl, District 3 • Maya Valadez, Field Representative, Office of Assemblymember Jesse Gabriel • Rafael De La Rose, Assistant Vice Present for Government and Community Relations, California State University, Northridge • Ron Sobel, Board Member, North Hills Neighborhood Council • Sean McCarthy, Ambassador, West Valley-Warner Center Chamber of Commerce • Armando Flores, Legislative Affairs Manager, Valley Industry Commerce Association
Media	• N/A
Key Themes	• Maintain service to Magnolia Science Academy 2, currently serviced by Line 236 • Improve service in Agoura Hills • Increase frequency on Line 129 • Add secure bike storage at bus stops or more bike racks on buses



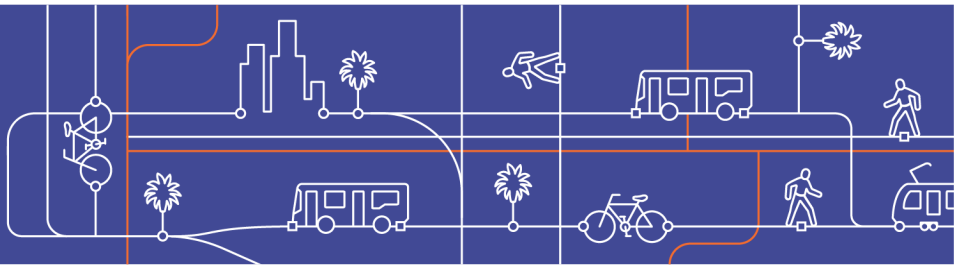
Thursday, March 5, 2020 Gateway Cities - Norwalk Arts and Sports Complex	
Attendance	19 total people attended the community meeting • 18 people signed into the community meeting • 18 attendees provided home address and/or email address
Comment Cards	• 12 comment card submissions • 0 roll-out map comment submissions • 0 online GIS comment submissions • **12 total comments**
Elected Offices / Key Stakeholders	• Derek C. Donnell, Manager of Transit Operations, City of Norwalk • Martin Reyes, Transportation Deputy, Office of Supervisor Hilda Solis • Natalie Glasman, Transportation Analyst, City of Pico Rivera
Media	• N/A
Key Themes	• Concern about service being transferred to muni (Norwalk Transit) • Improve real-time arrival information and Metro App • Maintain Line 460 service between Downtown LA and Norwalk



Saturday, March 7, 2020 South Bay - Wilmington Providence Wellness Center	
Attendance	23 total people attended the community meeting • 23 people signed into the community meeting • 20 attendees provided home address and/or email address
Comment Cards	• 10 comment card submissions • 3 roll-out map comment submissions • 0 online GIS comment submissions • **13 total comments**
Elected Offices / Key Stakeholders	• N/A
Media	• Ryan McDonald, Easy Reader News
Key Themes	• Maintain service on Line 550 to USC, Silver Line is a farther walk and buses are too full • Extend NextGen Line 510 to downtown Los Angeles • Concern about changes to Line 344 near Palos Verdes since PV Transit does not operate on weekends • Support for changing Line 246 to operate on Anaheim St. instead of Harry Bridges Blvd.



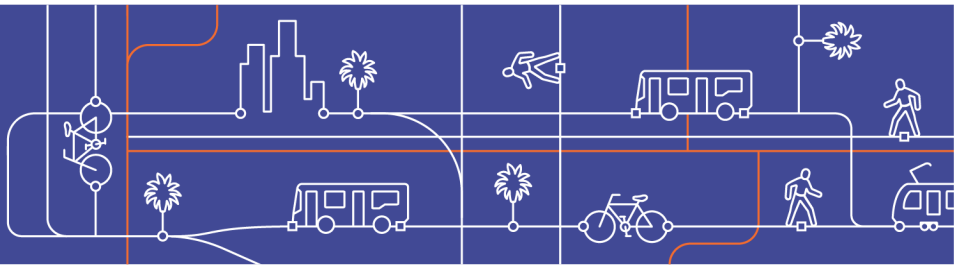
Wednesday, March 11, 2020 San Gabriel - Asian Youth Center	
Attendance	79 total people attended the community meeting • 74 people signed into the community meeting • 63 attendees provided home address and/or email address
Comment Cards	• 20 comment card submissions • 0 roll-out map comment submissions • 1 online GIS comment submissions • **21 total comments**
Elected Offices / Key Stakeholders	• Danny Hom, Gateway Cities Service Council • Henry Lo, Senior Field Representative, Office of Assemblymember Ed Chau, District 49 • Martin Reyes, Transportation Deputy, Office of Los Angeles County Supervisor Hilda Solis • Hank Hsing, Civil Engineer, Los Angeles County Public Works • Linda Apodaca, Manager of Community Engagement, Foothill Transit • Cliff Bender, Alhambra Transportation Commission
Media	• Raymond Gao, China Press
Key Themes	• Continue service to downtown LA on Line 487 and 489, concerns about longer trips and additional transfers if the routes end at Union Station. • Earlier trips on Line 487 for trips towards downtown LA • Maintain service to Montebello Town Center and Kaiser Medical Offices on Line 176



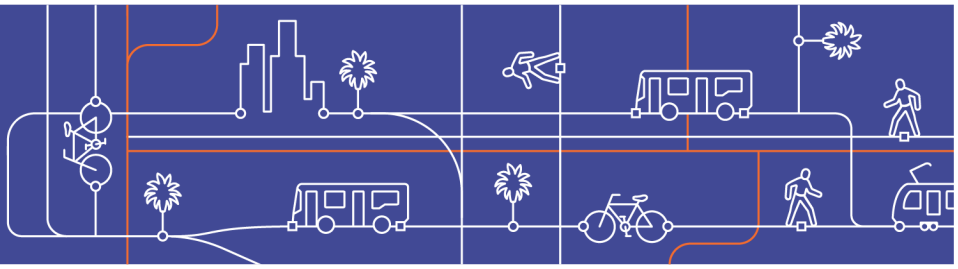
INDIVIDUAL PUBLIC HEARING SUMMARIES ON FOLLOWING PAGES

Individual Public Hearing Summaries

NextGen Bus Plan Public Hearing – San Fernando Valley Wednesday, August 19, 2020 Virtual Meeting 6:30-7:45 p.m.	
Elected Offices / Key Stakeholders	• Carrie Scoville – Central San Pedro Neighborhood Council • Sandy Hubbard – Valley Village Homeowners Association
Key Themes	• Concerns about changes to Line 222 and the southern segment that provides a connection from Hollywood to the Valley • General support to changes to Line 501 and supportive of adding the stop at the Glendale Galleria on this line • Concerns about changes to 90, 91 and 96; comments did not specifically address what the concerns were about these changes except one person that noted access to downtown LA.
Notes	• Majority of comments were submitted using the e-comment feature • Service Council member commented on the lack of service to Porter Ranch. He felt that MicroTransit as proposed is not enough and asked staff to evaluate providing service north of Devonshire to Porter Ranch business areas. • 20 comments total, 91 individuals streamed hearing, 8 listened by phone

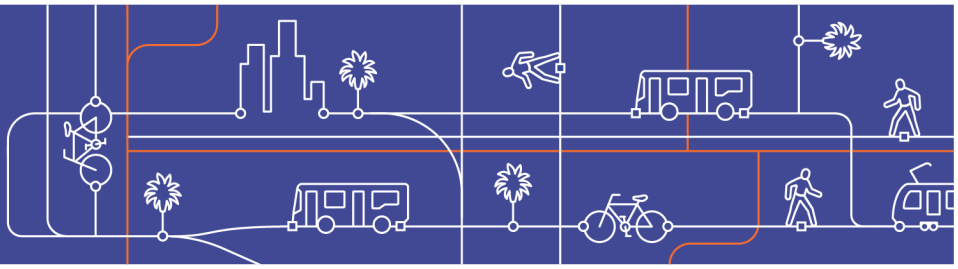


NextGen Bus Plan Public Hearing – South Bay Cities Wednesday, August 20, 2020 Virtual Meeting 6:00-7:00 p.m.	
Elected Offices / Key Stakeholders	• N/A
Key Themes	• Riders expressed support for maintaining frequent service to Downtown Los Angeles from San Pedro • Some riders expressed support for adding access to SoFi stadium in Inglewood, loss of service to LAX Employee Badge Office • Some concerns about off-peak one seat ride to USC for employees and students
Notes	• 13 comments total; 27 individuals streamed hearing and 8 listened by phone.



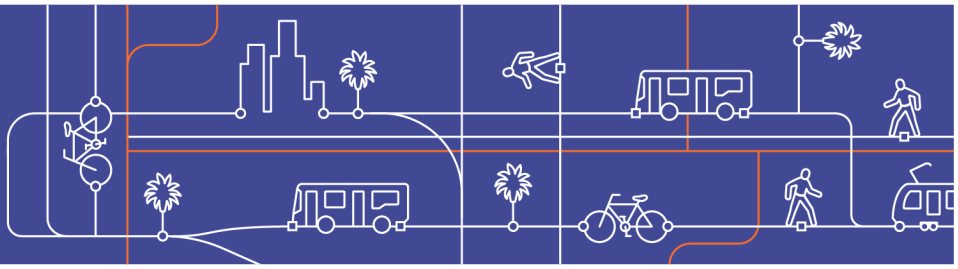
NextGen Bus Plan Public Hearing – All Regions Saturday, August 22, 2020 Virtual Meeting 10:00 AM – 12:30 PM	
Elected Offices / Key Stakeholders	• N/A
Key Themes	• Lines 256 and 83 were mentioned the most; concerns about service through Highland Park on proposed changes • Questions and comments about implementation of plan and promoting these changes to riders • General concerns of the change and removal of lines riders feel have high ridership • Comments related to changes on the Rapid Lines; concerns about changes to these lines that would combine with regular routes, loss of one-seat-rides

Notes	• 22 e-comments and 6 phone comments
	• 64 people viewed the livestream; 19 listened by phone
	• Service Council Comments
	  ○ Samuel Peña: Mentioned lines being transferred to local agencies and the implementation; suggested MicroTransit being in place in communities before line changes are put in place in those areas where MicroTransit is planed
	  ○ Wally Shidler: Asked a question about fares for transferring lines, mentioned Line 130, wondered if Title VI was considered when it came to the increase in fares due to transferring agencies
	  ○ Perri Sloane Goodman: Wanted to clarify that the 700 Rapid Lines are being replaced with the consolidated line



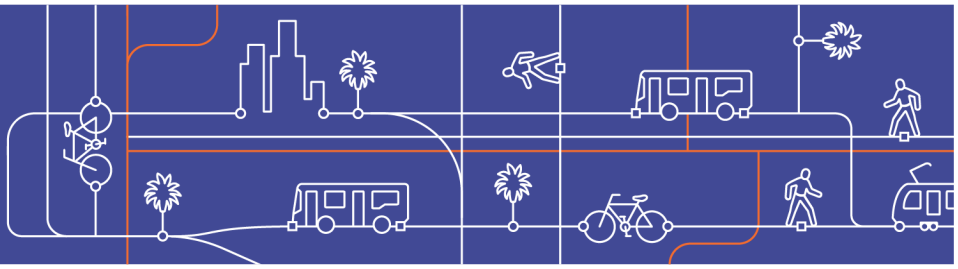
	○ A few remarks thanking staff for all the work they have done and the great presentation

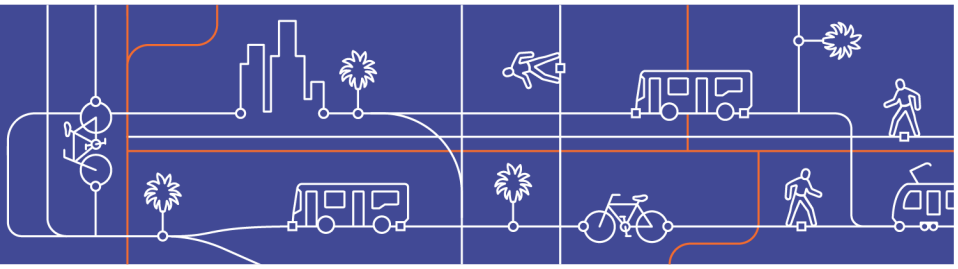
NextGen Bus Plan Public Hearing – San Gabriel Valley Monday, August 24, 2020 Virtual Meeting 6:30-7:45 p.m.	
Elected Offices / Key Stakeholders	• Nature for All Coalition • Danny Hom, Gateway Cities Service Council • Wally Shidler, Gateway Cities Service Council • Jessica Castellanos, Independent Living Center of Southern California • David Ysais, Los Angeles Trade Technical College (LATTC)
Key Themes	• Majority of comments were concerns raised about route cuts in San Gabriel Valley and access to key LA destinations from the SGV • Concerns about access to key destinations like USC Medical Center, Cal State LA, City of Hope National Medical Center, downtown Los Angeles • Concerns raised about changes or cuts to lines: 68, 70, 258, 264, 268, 487, 770, 950. • Concerns raised from Nature for All Coalition about lack of adequate connections and no routes to provide access to San Gabriel Mountains. • General concerns raised for the NextGen Bus Plan for the future enhanced bus service throughout the county and positive changes for disabled community • Various concerns raised with individual proposed route changes for the San Gabriel Valley • Interest raised for future micro transit options in the San Gabriel Valley (Sierra Madre)



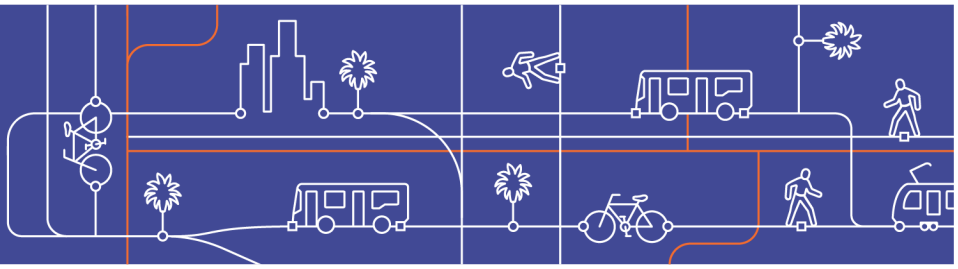
Notes	• Clarification was provided to Saul Roe who commented that the City of San Marino will have no bus service. Metro clarified that service will be provided to that city via line 179.
	• 8 participants on English line, 1 on Spanish line
	• 107 viewed the livestream
	• Comments
	  ○ 27 e-Comments
	  ○ 5 Phone Comments

NextGen Bus Plan Public Hearing – Westside Central Wednesday, August 26, 2020 Virtual Meeting 6:00 – 7:30 PM	
Elected Offices / Key Stakeholders	• Caroline Toren - Global First Ladies Alliance (formerly Commission on the Status of Women) • Dan Wentzel - City of West Hollywood Transportation Commission
Key Themes	• General comments about NextGen, only a few comments spoke about specific lines • Mentions of Line 218 – comments did express support for the keeping the route but also mentioned that frequency could be improved • General concerns about changes to bus routes in underprivileged communities and emphasis on workers who rely/need the bus to get to work • General concerns about reduction of bus service due to impacts on budget as a result of COVID-19
Notes	• There were 29 e-comments and 6 phone comments • 102 people livestreamed the meeting • 20 people joined by audio lines





NextGen Bus Plan Public Hearing – Gateway Cities Thursday, August 27, 2020 Virtual Meeting 6:00 – 7:30 PM	
Elected Offices / Key Stakeholders	• Cynthia Cortez – SELA Collaborative • Hilary Norton – FASTLink DTLA
Key Themes	• General support for consolidation of Rapid and Local lines • General concerns about budget reductions as a result of COVID-19 • Comments expressed desire for more frequency on bus lines on off-peaks times
Notes	• There were 13 e-comments and 2 phone comments • 70 people livestreamed the meeting • 13 people joined by audio lines



ATTACHMENTS

Attachment I: External Working Group List of Members

Attachment II: Briefings and Meetings

Attachment III: Public Workshops

a. Workshop Locations

b. Workshop Materials

i. Fact Sheet

ii. Comment Card

iii. Capital Improvements Handout

iv. Take One Brochure

v. Display Boards

vi. GIS Maps and Online Tools

c. Media Toolkit Examples

i. Elected Official Toolkit

ii. February Stakeholder Toolkit

iii. March Stakeholder Toolkit

iv. Workshops Cancellation Toolkit

d. Earned Media

e. Social Media Examples

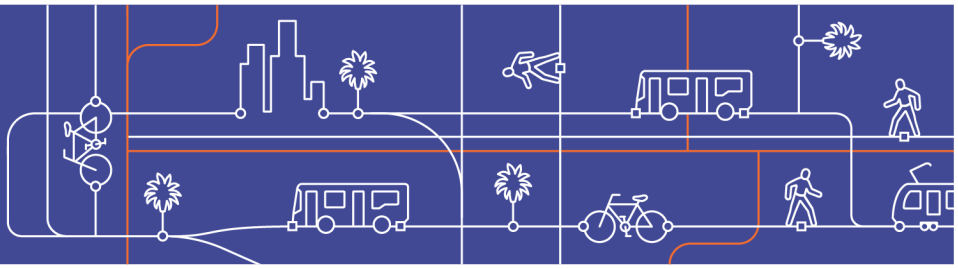
i. Facebook Posts

ii. Twitter Posts

iii. Instagram Post

iv. Nextdoor Post

v. Facebook Ads



f. Print Ads

i. March Ad

ii. April Ad

iii. May Ad

g. Extended Outreach Call List

Attachment IV: Public Hearings

a. Take One Brochure (English and Spanish)

b. Stakeholder Toolkit

c. Earned Media

d. Digital Communication

i. Facebook Ads

ii. Facebook Post

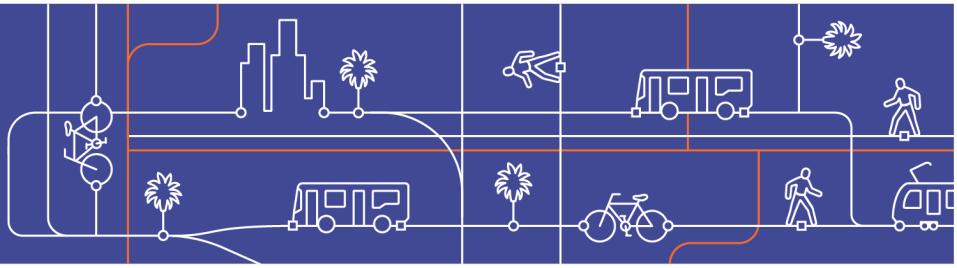
iii. Twitter Posts

iv. Nextdoor Posts

v. SMS Text Messaging

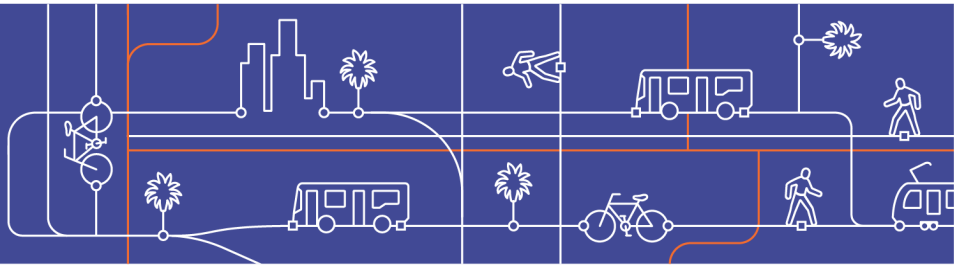
e. Extended Outreach Call List

NEXTGEN
Bus Plan

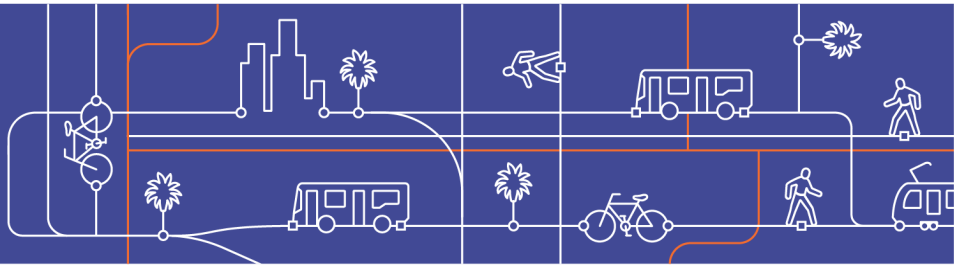


Attachment I:
External Working Group List of Members

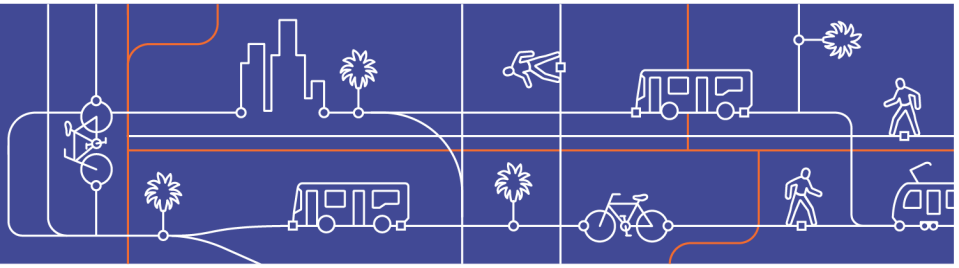
NEXTGEN
Bus Plan



#	Category	Subcategory	Organization
1	Business Organizations	Business Development	BizFed
2	Business Organizations	Media	Busted Los Angeles
3	Business Organizations	Transportation	Cambridge Systematics
4	Business Organizations	Advertising	JC Decaux
5	Business Organizations	Chamber of Commerce	Los Angeles Area Chamber of Commerce
6	Business Organizations	Economic Development	Los Angeles Economic Development Corporation
7	Business Organizations	Tourism	Los Angeles Tourist Visitors & Convention Bureau
8	Business Organizations	Media	Outfront
9	Community Organizations	Environmental/Social Equity/Low Income Groups	Build Plus Community Marketplace
10	Community Organizations	Bicycle Groups	CicLAvia
11	Community Organizations	Environmental/Social Equity/Low Income Groups	Climate Resolve
12	Community Organizations	Environmental/Social Equity/Low Income Groups	Commission on the Status of Women (LACSW)
13	Community Organizations	Environmental/Social Equity/Low Income Groups	Community Build/Watts Rising Collaborative
14	Community Organizations	Environmental/Social Equity/Low Income Groups	East Yard Communities for Environmental Justice (EYCEJ)
15	Community Organizations	Professional Development	Encounter LA (LATTC Architecture)
16	Community Organizations	Environmental/Social Justice	Enterprise Community Partners
17	Community Organizations	Environmental/Social Equity/Low Income Groups	Fixing Angelenos Stuck in Traffic (FAST)
18	Community Organizations		Global First Ladies Alliance
19	Community Organizations	Environmental/Social Equity/Low Income Groups	Investing in Place
20	Community Organizations	Advocacy	LA Forward
21	Community Organizations	Advocacy	LA Walks
22	Community Organizations	Bicycle Groups	Los Angeles County Bicycle Coalition (LACBC)

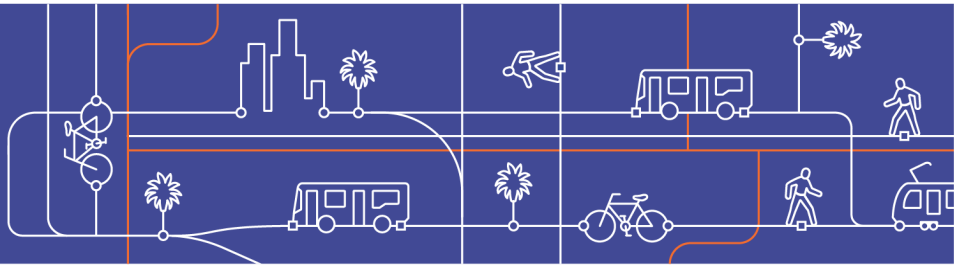


23	Community Organizations	Environmental/Social Equity/Low Income Groups	Pacoima Beautiful
24	Community Organizations	Environmental/Social Equity/Low Income Groups	SELA Collaborative
25	Community Organizations	Environmental/Social Equity/Low Income Groups	South Los Angeles Transit Empowerment Zone (Slate-Z)
26	Community Organizations	Environmental/Social Equity/Low Income Groups	Trust South LA
27	Community Organizations	Environmental/Social Equity/Low Income Groups	USC Cecil Murray Center
28	Community Organizations	Environmental/Social Equity/Low Income Groups	Watts Rising Collaborative
29	Educational Institutions	University	Cal State University System
30	Educational Institutions	University	Cal State University, Los Angeles
31	Educational Institutions	University	Cal State University, Northridge
32	Educational Institutions	Community College	Los Angeles Community College District
33	Educational Institutions	County	Los Angeles County Office of Education
34	Educational Institutions	Community College	Los Angeles Trade Technical College
35	Educational Institutions	School District	Los Angeles Unified School District (LAUSD)
36	Educational Institutions	Educational Institutions	University of California, Los Angeles
37	Educational Institutions	University	University of Southern California
38	Educational Institutions	University	USC Program for Environmental and Regional Equity
39	Government Agencies	Military and Veterans	Department of Military and Veterans Affairs
40	Government Agencies	Council of Governments	Gateway Cities Council of Governments (GCCOG)
41	Government Agencies	Cities	LADCP
42	Government Agencies	Council of Governments	Las Virgenes/Malibu Council of Governments
43	Government Agencies	Environmental/Social Equity/Low Income Groups	Los Angeles County Women and Girls Initiative
44	Government Agencies	County	Los Angeles Department of City Planning (LADCP)
45	Government Agencies	Homeless Services	Los Angeles Homeless Services Authority
46	Government Agencies	Council of Governments	San Fernando Valley Council of Government (SFVCOG)
47	Government Agencies	Council of Governments	San Gabriel Valley Council of Governments (SGVCOG)



48	Government Agencies	Council of Governments	South Bay Cities Council of Governments
49	Government Agencies		Southern California Association of Governments
50	Government Agencies	Council of Governments	Westside Cities Council of Governments
51	Non-Profit	Seniors	AARP
52	Non-Profit	Advocacy	Natural Resources Defense Council (NRDC)
53	Religious Institutions		Endless Touch Church
54	Religious Institutions		Greater Zion Church Family
55	Service Council		Gateway Cities Service Council
56	Service Council		San Fernando Valley Service Council
57	Service Council		San Gabriel Valley Service Council
58	Service Council		South Bay Cities Service Council
59	Service Council		Westside/Central Service Council
60	Transportation Agencies	Municipal Operators	Big Blue Bus
61	Transportation Agencies	Municipal Operators	Los Angeles Department of Transportation (LADOT)
62	Transportation Agencies	Rail	Southern California Regional Rail Authority (Metrolink)
63	Transportation Services and Groups	Paratransit Service Agency	Access Services
64	Transportation Services and Groups	ADA	Accessibility Advisory Committee
65	Transportation Services and Groups	ADA	Aging & Disability Transportation Network
66	Transportation Services and Groups	Advocacy	Move LA

NEXTGEN
Bus Plan



Attachment II:
Briefings and Meetings

Metro NextGen Bus Plan Briefings and Meetings	
Date	**Meeting**
01/07/2020	Internal Working Group Meeting
01/08/2020	Metro General Managers Meeting
01/09/2020	Metro Board Staff Briefing
01/13/2020	Web Media Conference
01/14/2020	January Local Transit System Subcommittee Meeting
01/14/2020	Transportation Committee Meeting by VICA (Valley Industry & Commerce Association)
01/14/2020	LA Times Editorial Board
01/14/2020	Metro Sector Council Briefing
01/15/2020	LAist/KPCC
01/16/2020	Metro Sector Council Briefing
01/16/2020	Metro Executive Management Committee Meeting
01/21/2020	Board of Supervisor Briefing
01/22/2020	Metro Sector Council Briefings
01/23/2020	Metro Board Meeting
01/24/2020	New Delhi Delegation
01/27/2020	California Senator Hertzberg
01/28/2020	Smart Cities Dive
01/28/2020	External Working Group Meeting #8
01/29/2020	Regional Communicators Briefing
01/31/2020	Los Angeles Council District 3
01/31/2020	MBTA
02/03/2020	City of Los Angeles Principals
02/04/2020	South Bay Cities Council Meeting 2
02/04/2020	Los Angeles Council District 4
02/04/2020	Supervisor Barger
02/05/2020	San Fernando Valley Service Council Meeting
02/05/2020	Technical Advisory Committee

02/06/2020	Arroyo Verdugo JPA
02/06/2020	Metro Civil Rights Leadership
02/07/2020	Metro Office of Management and Budget
02/07/2020	LA Mayor Area Rep Briefing
02/07/2020	Metro Legislative Briefing
02/07/2020	Streetsblog LA
02/10/2020	San Gabriel Valley Service Council Meeting
02/10/2020	South Bay Council of Governments Transportation Committee
02/10/2020	Office of Extraordinary Innovation Advisory Board
02/10/2020	Pasadena Transit
02/11/2020	Metro Division 8
02/12/2020	Westside/Central Service Council Meeting
02/12/2020	General Managers of the Municipal Bus Operators Briefing
02/12/2020	Metro Service Planning & Scheduling
02/12/2020	North Hollywood Pasadena/North San Fernando Valley BRT
02/13/2020	Gateway Cities Service Council Meeting
02/13/2020	Westside Cities Council of Governments
02/13/2020	Metro Service Planning & Scheduling
02/13/2020	LA Metro Customer Care Staff Briefing
02/13/2020	Access Advisory Committee
02/16/2020	NextGen booth at Black History Month Festival
02/18/2020	Mission College
02/18/2020	Metro Contract Services
02/18/2020	Metro Division 8
02/18/2020	Metro Service Planning & Scheduling
02/18/2020	Metro Division 10
02/18/2020	Metro Transportation Directors
02/19/2020	Metro Service Planning & Scheduling
02/19/2020	Metro Planning

02/19/2020	Metro Schedule Makers Group 2
02/19/2020	Metro Customer Relations Leadership
02/20/2020	Metro Service Planning & Scheduling
02/20/2020	Metro Division 5
02/20/2020	LA City Council Member Bonin
02/21/2020	Spectrum News
02/23/2020	Explore CicLAvia—South LA
02/24/2020	Bridge Housing - Jordan Downs Line 117
02/24/2020	Council member Curren Price District Office, District 9
02/24/2020	Council District 6
02/25/2020	Service Planning
02/26/2020	Citizens Advisory Committee (CAC)
02/26/2020	Metro Division 2
02/26/2020	NextGen presentation to the South Park Business Improvement District
02/27/2020	Gateway Cities Technical Advisory Joint Committee Planning/Public Works Meeting
02/27/2020	South Bay Council of Governments Board of Directors Meeting
02/27/2020	Metro Stops and Zones
02/27/2020	Los Angeles Council District 11
02/28/2020	Los Angeles Council District 15
02/28/2020	Metro Division 1
02/28/2020	Metro Division 95 (Southland)
03/02/2020	Metro Division 97 (MV)
03/02/2020	Metro Division 96 (Transdev)
03/03/2020	LAUSD Adult Edu
03/03/2020	All Cities Webinar
03/04/2020	Metro Division 7
03/11/2020	Elysian Valley Riverside NC Environmental and Land Use Committee Meeting
03/11/2020	Assembly Budget Subcommittee presentation on ridership trends

03/12/2020	Metrolink CEO
03/13/2020	Sustainability Council
3/31/2020	Los Angeles Council District 13
4/1/2020	County District 3
4/1/2020	NextGen briefing by teleconference to USC Senior Leadership
6/4/2020	NexGen Update with City of Pasadena
6/8/2020	NextGen Update with City of Commerce
6/8/2020	NextGen Update with Glendale BeeLine
6/8/2020	NextGen update with Big Blue Bus (Santa Monica)
6/14/2020	NextGen Update with Altadena Town Council
7/1/2020	Metro Service Council Meeting San Fernando Valley
7/8/2020	Metro Service Council Meeting Westside/Central
7/9/2020	Metro Service Council Meeting Gateway Cities
7/10/2020	Metro Service Council Meeting South Bay
7/13/2020	Metro Service Council Meeting San Gabriel Valley
7/15/2020	NextGen Update with Torrance Transit
7/20/2020	External Working Group Meeting #9
7/29/2020	SCAG Regional Transit Technical Advisory Committee
8/13/2020	Regional Connector Community Update
8/20/2020	BizFed Transportation Committee Presentation
8/27/2020	NextGen Briefing with SELA Collaborative

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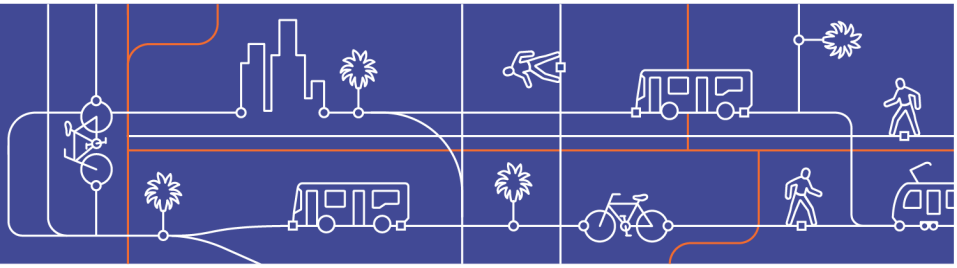
Bus Plan



Attachment III:
Public Workshops

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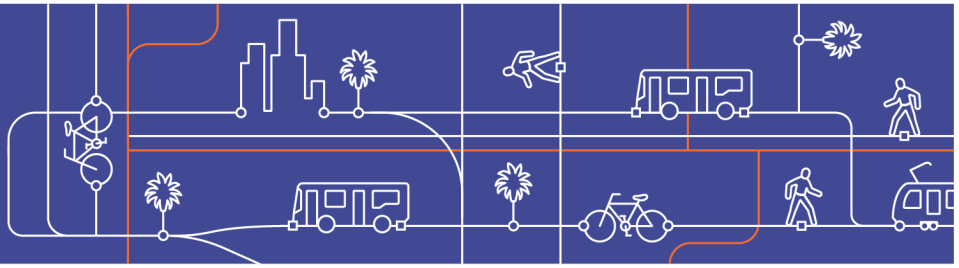

Attachment III:
a. Workshop Locations

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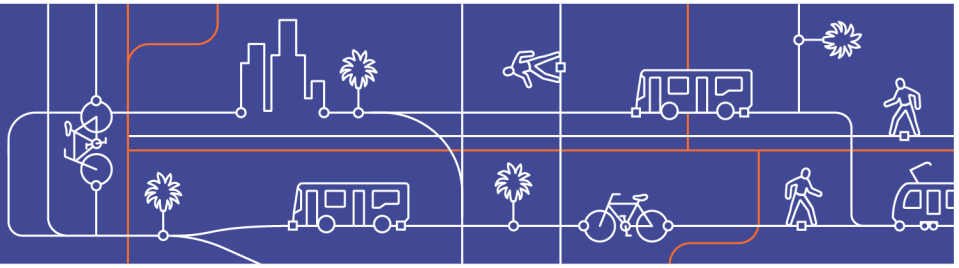

2020 Workshop Locations

Metro NextGen Bus Plan Public Workshops			
Workshop	**Date**	**Location/ Address**	**Service Council**
Community Workshop- #1	Sat., February 1, 2020 10am-1pm	Los Angeles Trade Technical College 2215 S Grand Av Los Angeles, CA 90015	All Regions
Community Workshop- #2	Tue., February 4, 2020 4pm-7pm	Grand Annex 434 W 6th St San Pedro, CA 90731	South Bay
Community Workshop- #3	Wed., February 5, 2020 4pm-7pm	Marvin Braude Constituent Center 6262 Van Nuys Bl Van Nuys, CA 91401	San Fernando Valley
Community Workshop- #4	Mon., February 10, 2020 4pm-7pm	El Monte Station 3501 Santa Anita Av El Monte, CA 91731	San Gabriel Valley
Community Workshop- #5	Wed., February 12, 2020 4pm-7pm	Plummer Park 7377 Santa Monica Bl West Hollywood, CA 90046	Westside/Central
Community Workshop- #6	Thurs., February 13, 2020 4pm-7pm	Clearwater Building 16401 Paramount Bl Paramount, CA 90723	Gateway Cities
Community Workshop- #7	Wed., February 19, 2020 4pm-7pm	East Los Angeles College 1301 Avenida Cesar Chavez Monterey Park, CA 91754	San Gabriel Valley
Community Workshop- #8	Thurs., February 20, 2020 4pm-7pm	Pasadena Senior Center 85 E Holly St Pasadena, CA 91103	San Gabriel Valley
Community Workshop- #9	Sat., February 22, 2020 10am-1pm	Los Angeles Metro Headquarters 1 Gateway Plaza Los Angeles, CA 90012	All Regions
Community Workshop- #10	Tue., February 25, 2020 4pm-7pm	Bell Community Center 6250 Pine Av Bell, CA 90201	Gateway Cities
Community Workshop- #11	Wed., February 26, 2020 4pm-7pm	The Foundation Center 11633 S Western Av Los Angeles, CA 90047	South Bay

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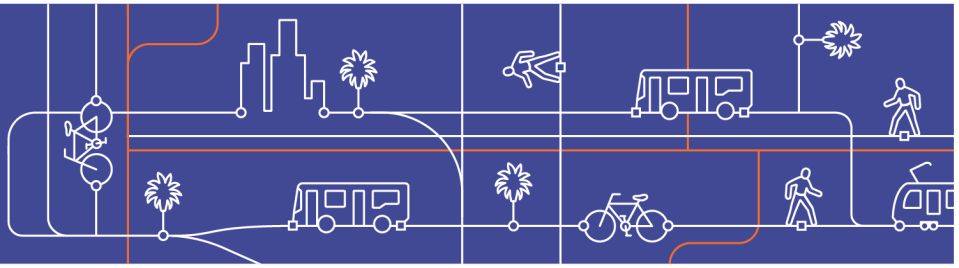

Community Workshop - #12	Thurs., February 27, 2020 4pm-7pm	Rose Goldwater Community Center 21710 Vanowen St. Canoga Park, CA 91303	San Fernando Valley
Community Workshop- #13	Thurs., March 5, 2020 4pm-7pm	Norwalk Arts and Sports Complex 13000 Clarkdale Ave Norwalk, CA 90650	Gateway Cities
Community Workshop- #14	Sat., March 7, 2020 4pm-7pm	Providence Wellness Center 470 Hawaiian Ave Los Angeles, CA 90744	South Bay
Community Workshop- #15	Wed., March 11, 2020 4pm-7pm	Asian Youth Center 100 Clary Ave San Gabriel, CA 91776	San Gabriel Valley
Community Workshop- #16*	Thurs., March 12, 2020 4pm-7pm	Chatsworth Library 21052 Devonshire St, Chatsworth, CA 91311	San Fernando Valley
Community Workshop- #17*	Sat., March 14, 2020 10am-1pm	Watts Labor Community Action 10950 S Central Ave, Los Angeles, CA 90059	South Bay
Community Workshop- #18*	Tue., March 17, 2020 11am-1pm	Communities Actively Living Independent and Free Center 634 S Spring St Los Angeles, CA 90014	Westside/Central
Community Workshop- #19*	Wed. March 18, 2020 4pm-7pm	Buena Vista Branch Library 300 N Buena Vista St Burbank, CA 91505	San Fernando Valley
Community Workshop- #20*	Tue., March 24, 2020 4pm-7pm	Pacoima City Hall 13520 Van Nuys Blvd Pacoima, CA 91331	San Fernando Valley
Community Workshop - #21*	Thurs., March 26, 2020 4pm-7pm	Felicia Mahood Center 11338 Santa Monica Blvd, Los Angeles, CA 90025	Westside/Central
Community Workshop - #22*	Mon., March 30, 2020 4pm-7pm	Malibu City Hall 23825 Stuart Ranch Rd Malibu, CA 90265	Westside/Central
Community Workshop - #23*	Sat., April 4, 2020 10am-1pm	West Angeles North Campus 3600 Crenshaw Blvd, Los Angeles, CA 90016	Westside/Central

*Workshop was cancelled due to COVID-19

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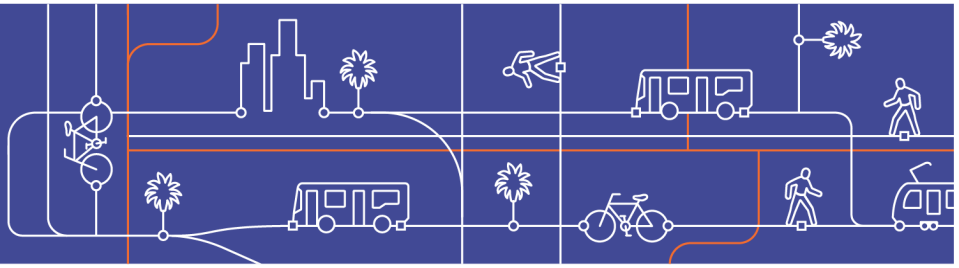

Attachment III:
b. Workshop Materials

i.

Fact Sheet

ii.

Comment Card

iii.

Capital Improvements Handout

iv.

Take One

v.

Display Boards

vi.

GIS Maps and Online Tools

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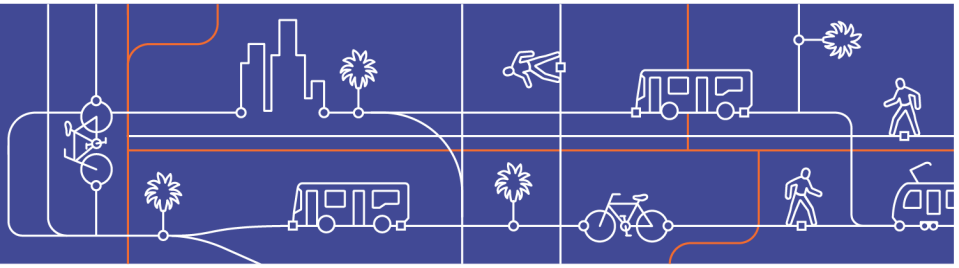
Bus Plan



Attachment III:
b. Workshop Materials

i.

Fact Sheet

NEXTGEN Bus Plan

Fact Sheet - Winter 2020



NextGen Bus Plan: Fast, Frequent & Reliable

The NextGen Bus Plan (Plan) is vital to creating a world-class bus network that meets the goal of Metro's Vision 2028 to build a comprehensive World Class Transportation System. The Plan will achieve this by implementing a new competitive bus system that is fast, frequent, reliable and accessible.

A Better Bus Service For LA

In 2018, Metro began reimagining our bus system to better meet the needs of current and future riders through the NextGen Bus Study. After all, the Metro bus network carries 70% of transit riders in the county. Now in the next phase of the project, we want to share the Draft NextGen Bus Plan and hear your feedback. It will improve service to current customers, attract new customers and win back past customers.

You Spoke, We Listened. Together We Created a Better Bus System.

We reimagined the bus network using technical data along with the priorities and personal experiences we heard from nearly 20,000 LA County residents through questionaires and nealy 300 meetings, events, presentations and workshops during the NextGen Bus Study.

We can better connect Angelenos by:

- Implementing a range of service improvements on all major and key corridors throughout the county
- Refocusing service in areas with the greatest travel demand and simplifying routes and schedules
- Coordinating with LA County's other bus agencies to ensure service is as seamless as possible for passengers
- Investing in smart street improvements such as signal synchronization, transit priority enhancements, stop realignments and bus-only lanes, where feasible
- Improving stop amenities and enhancing security features, such as real-time information and lighting

These improvements will make it easier for more people to choose Metro bus service by:

- Providing 81% of current bus riders with 10 minute or better frequency
- Doubling the number of frequent Metro bus lines
- Improving and expanding midday, evening and weekend service
- Ensure a quarter mile walk to a bus stop for 99% of current riders
- Utilizing stop consolidation and streamlined service to create short walks, shorter waits and faster travel
- Creating a more comfortable and safer waiting environment

Here's What Comes Next

JAN 2020 Release of Draft NextGen Bus Plan

→

FEB - MAR 2020 Attend a Public Workshop to Explore the Plan

→

JUN 2020 Metro Service Councils Convene Public Hearings

→

AUG - SEPT 2020 Metro Board/ Service Council Consider Final NextGen Bus Plan

→

DEC 2020 NextGen Bus Plan Phase 1 Implementation

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STAY CONNECTED

For more information on the Plan, attending a workshop, or providing input, visit our website:

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NextGen@metro.net

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NEXTGEN Plan de Autobuses

Hoja informativa – invierno de 2020



Plan de Autobuses NextGen: Rápidos, frecuentes y confiables.

El Plan de Autobuses NextGen (Plan) es vital para crear una red de autobuses de clase mundial que cumpla con el objetivo establecido en la Visión 2028 de Metro, con respecto a construir un Sistema de Transporte de Clase Mundial integral. El Plan logrará este objetivo mediante la implementación de un nuevo sistema de autobuses competitivo que sea rápido, frecuente, confiable y accesible. El objetivo es mejorar el servicio a los pasajeros actuales, atraer nuevos pasajeros y recuperar los pasajeros anteriores.

Un mejor servicio de autobuses para el Condado de Los Ángeles

En 2018, Metro comenzó a reinventar nuestro sistema de autobuses para satisfacer mejor las necesidades de los pasajeros actuales y futuros, a través del Estudio de Autobuses NextGen. Al fin y al cabo, la red de autobuses Metro transporta el 70% de los pasajeros de transporte público en el condado. Ahora estamos en la siguiente fase del proyecto y queremos compartir con ustedes la propuesta del Plan de Autobuses NextGen y escuchar sus comentarios.

Ustedes comentaron, nosotros escuchamos. Juntos creamos un mejor sistema de autobuses.

Reimaginamos la red de autobuses mediante el análisis de datos técnicos, junto con el aporte de casi 20,000 residentes del Condado de Los Ángeles. Hemos escuchado sus experiencias y prioridades personales a través de cuestionarios en línea y en persona, además de casi 300 reuniones, eventos, presentaciones y talleres realizados hasta la fecha.

Esto es lo que viene a continuación

Podemos conectar mejor a los angelinos a través de:

- Implementar varias mejoras de servicio en todos los corredores principales y claves a lo largo del Condado de Los Ángeles
- La reorientación del servicio en áreas con mayor demanda de viajes y la simplificación de rutas y horarios
- Coordinar con otras agencias que brindan servicios de autobuses en el Condado de Los Ángeles para garantizar que el servicio sea lo más sencillo posible para los pasajeros
- Invertir en mejoras de calles inteligentes, como sincronización de los semáforos, mejoras en la prioridad del tranporte público, realineamientos de paradas y carriles exclusivos para autobuses, donde sea posible
- Mejorar la infraestructura de las paradas y las características de seguridad, como información en tiempo real e iluminación

Estas mejoras facilitarán que más personas elijan el servicio de autobús Metro al:

- Proveer una frecuencia de servicio de 10 minutos o menos a mas de 80% de pasajeros
- Duplicar la cantidad de líneas frecuentes de autobuses Metro
- Mejorar y ampliar el servicio de mediodía, tarde y fin de semana
- Asegurar un camino de 1/4 de milla a la parada de autobús para el 99% de los pasajeros actuales
- Utilizar la consolidación de paradas y la optimización del servicio para crear caminatas cortas, esperas más breves y viajes más rápidos
- Crear un ambiente de espera más cómodo y seguro

ENERO 2020
Publicación del borrador del Plan NextGen

FEB - MARZO 2020
Asista a un taller público para explorar el Plan

JUN 2020
Consejal de Servicio de Metro audiencias públicas

AGOSTO - SEPT 2020
La Junta de Metro/ Consejal de Servicio considera el Plan Final NextGen

DIC 2020
Primer Fase de la Implementación del plan de bus NextGen

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MANTÉNGASE CONECTADO

Para obtener más información sobre el Plan, asistir a un taller o brindar comentarios, visite nuestro sitio web:

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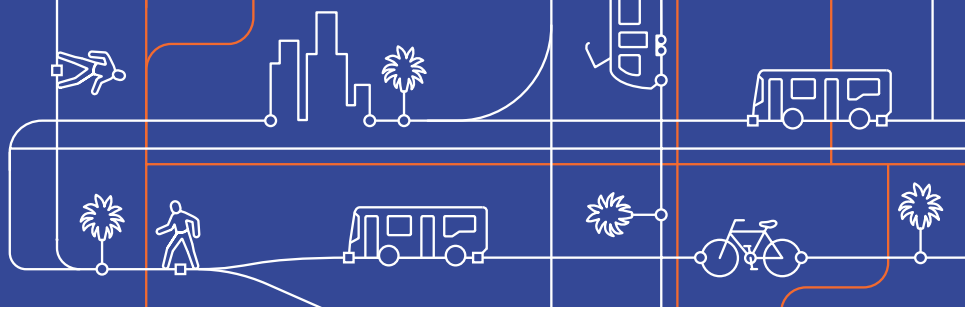
NEXTGEN
Bus Plan

Attachment III:
b. Workshop Materials

ii.

Comment Card

NEXTGEN Bus Plan



COMMENT CARD (OPTIONAL INFORMATION)

NAME: | DATE:

AGE: ☐ Under 18 ☐ 18-24 ☐ 25-34 ☐ 35-49 ☐ 50-64 ☐ 65 or older | GENDER: ☐ Male ☐ Female ☐ Non-binary

AFFILIATION: | PHONE:

ADDRESS: | EMAIL:

CITY: | STATE: | ZIP:

PLEASE SPECIFY WHICH MEETING YOU ARE ATTENDING:

THE NEXTGEN BUS PLAN CONSIDERS MY INPUT:
☐ Strongly Disagree ☐ Somewhat Disagree ☐ Neutral ☐ Somewhat Agree ☐ Strongly Agree

THE NEXTGEN BUS PLAN IMPROVES MY TRAVEL:
☐ Strongly Disagree ☐ Somewhat Disagree ☐ Neutral ☐ Somewhat Agree ☐ Strongly Agree

THE NEXTGEN BUS PLAN ENCOURAGES ME TO RIDE MORE OFTEN:
☐ Strongly Disagree ☐ Somewhat Disagree ☐ Neutral ☐ Somewhat Agree ☐ Strongly Agree

WHAT CAPITAL IMPROVEMENTS ARE NEEDED TO CREATE A WORLD-CLASS BUS NETWORK? PLEASE SELECT YOUR TOP TWO CHOICES
(PLEASE SEE CAPITAL IMPROVEMENTS HANDOUT FOR MORE INFORMATION.)
☐ Traffic Congestion Solutions ☐ Safety & Security Features ☐ Level Sidewalks ☐ Lighting ☐ Bus Shelters ☐ Real-Time Information

PLEASE LIST SPECIFIC LOCATIONS WHERE YOU WOULD LIKE TO SEE THESE CAPITAL IMPROVEMENTS:

ADDITIONAL COMMENTS:

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Fold Here

Place
Stamp
Here

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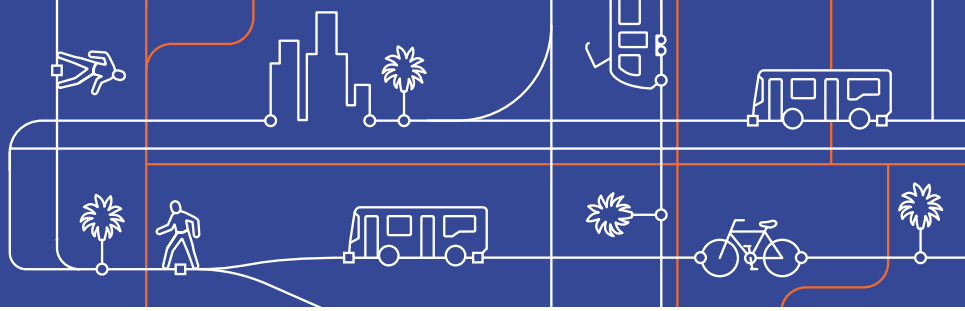
NEXTGEN Plan de Autobuses



TARJETA DE COMENTARIOS (INFORMACIÓN OPCIONAL)

NOMBRE: | FECHA:

EDAD: ☐ Menor de 18 años ☐ 18-24 ☐ 25-34 ☐ 35-49 ☐ 50-64 ☐ 65 años o mayor | GÉNERO: ☐ Masculino ☐ Femenino ☐ No binario

AFILIACIÓN: | TELÉFONO:

DOMICILIO: | CORREO ELECTRÓNICO:

CIUDAD: | ESTADO: | CÓDIGO POSTAL:

POR FAVOR, ESPECIFICA QUÉ REUNIÓN ESTÁS ASISTIENDO:

EL PLAN PARA AUTOBUSES NEXTGEN CONSIDERA MI OPINIÓN:
☐ Totalmente en desacuerdo ☐ Moderadamente en desacuerdo ☐ Neutral ☐ Moderadamente en acuerdo ☐ Totalmente en acuerdo

EL PLAN PARA AUTOBUSES NEXTGEN VA MEJORAR MI VIAJE:
☐ Totalmente en desacuerdo ☐ Moderadamente en desacuerdo ☐ Neutral ☐ Moderadamente en acuerdo ☐ Totalmente en acuerdo

EL PLAN PARA AUTOBUSES NEXTGEN ME ANIMA A VIAJAR CON MÁS FRECUENCIA:
☐ Totalmente en desacuerdo ☐ Moderadamente en desacuerdo ☐ Neutral ☐ Moderadamente en acuerdo ☐ Totalmente en acuerdo

¿QUÉ MEJORAS DE CAPITAL SE NECESITAN PARA CREAR UNA RED DE AUTOBUSES DE CLASE MUNDIAL? POR FAVOR ESCOGA SUS DOS OPCIONES PRINCIPALES
(POR FAVOR MIRE EL FOLLETO DE MEJORAS DE CAPITAL PARA OBTENER MÁS INFORMACIÓN.)
☐ Soluciones de congestion de tráfico ☐ Características de seguridad y protección ☐ Aceras niveladas
☐ Iluminación ☐ Paradas de autobús con protección ☐ Información en tiempo real

POR FAVOR LISTA LUGARES ESPECÍFICOS DONDE USTED DESEA VER ESTAS MEJORAS DE CAPITAL:

COMENTARIOS ADICIONALES:

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Doble aquí

Coloque la estampilla aquí

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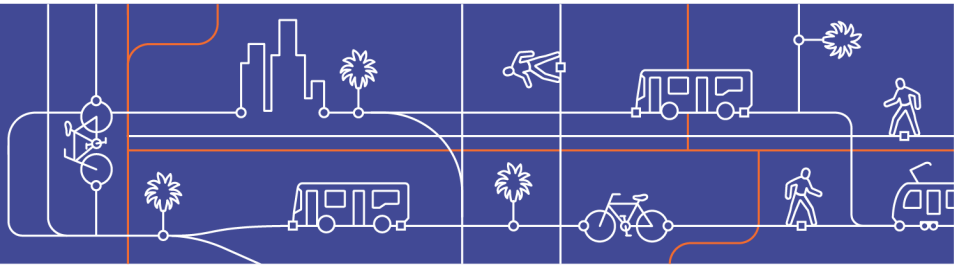
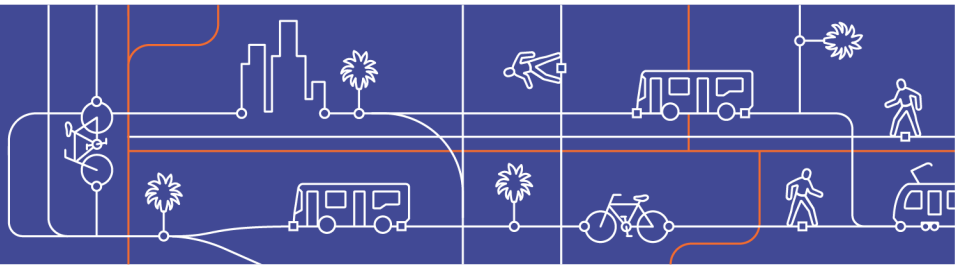


Attachment III:
b. Workshop Materials

iii.

Capital Improvements Handout

NEXTGEN
Bus Plan



Capital Improvements

The following is a list of potential capital improvements that could be implemented under the proposed Draft NextGen Bus Plan.

TRAFFIC CONGESTION SOLUTIONS

- Bus Only Lanes: A lane dedicated solely to bus travel
- Queue Jumpers: Provides signal priority to buses at intersections
- Bulb Outs: Extends sidewalk or curb for bus boarding without reducing street width or obstructing traffic flow
- Stop Consolidation: Combines bus stops along a route to eliminate repetitive stopping, which increases travel speeds

SAFETY & SECURITY

- Improvements to safety for riders at stops and onboard buses

LEVEL SIDEWALKS

- Sidewalks that are level to bus boarding steps

LIGHTING

- Improvements to lighting features at bus stops and stations

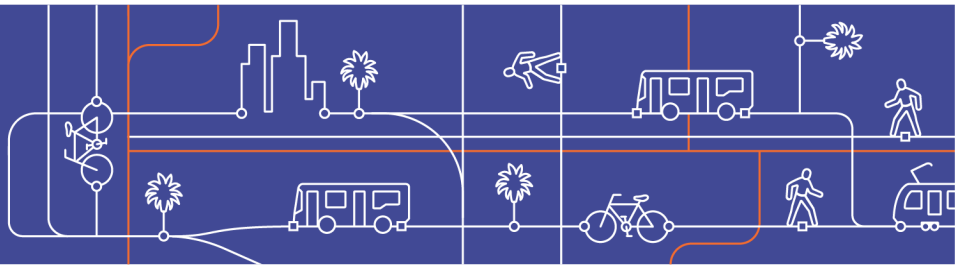
BUS SHELTERS

- Improvements to amenities at bus stops and stations

REAL-TIME INFORMATION

- Real-time bus arrival/departure information at stops and stations

NEXTGEN
Bus Plan



Mejoras de capital

Lo siguiente es una lista de posibles mojoras de capital que podrían implementarse en el propuesto borrador Plan de Autobuses NextGen.

SOLUCIONES DE CONGESTION DE TRÁFICO

- Carriles de autobús: Un carril dedicado exclusivamente al viaje en autobús
- Transmisor de autobús para prioridad de semáforo: Proporciona prioridad de las señales de tráfico para los autobuses en las intersecciones.
- Extensión de la acera: Extiende la acera o el bordillo de la acera para abordar el autobús sin reducir el ancho de la calle ni obstruir el flujo del tráfico.
- Consolidación de paradas: Combinar las paradas de autobús a lo largo de una routa para eliminar las paradas repetitivas, que aumenta las velocidades de viaje

CARACTERÍSTICAS DE SEGURIDAD Y PROTECCIÓN

- Mejoras en la seguridad para los pasajeros en las paradas y a bordo los autobúses

ACERAS NIVELADAS

- Aceras que estan nivel para abordar el autobus

ILUMINACIÓN

- Mejoras en las funciones de iluminación en las paradas y estaciones de autobus

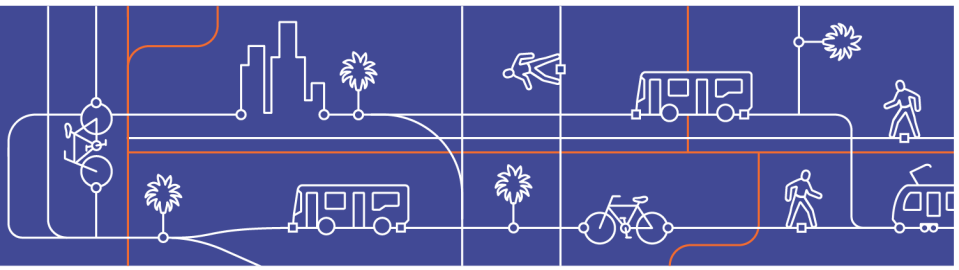
PARADA DE AUTOBÚS CON PROTECCIÓN

- Mejoras en los servicios en las paradas y estaciones de autobús.

INFORMACIÓN EN TIEMPO REAL

- Información en tiempo real de la llegada y salida de los autobuses en las paradas y estaciones de autobus

NEXTGEN
Bus Plan



Attachment III:
b. Workshop Materials

iv.

Take One

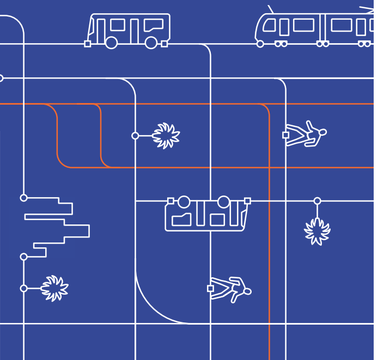
You spoke, we listened.

Together we created a better bus system.

We invite you to an upcoming workshop to explore how the new **NextGen Bus Plan** creates a better bus system that's fast, frequent, reliable and accessible.

The redesigned Metro bus system is being targeted to launch as early as December 2020.

Light snacks and refreshments will be served. When you attend, you'll get the chance to win a free TAP card with fare.



Workshops are being held in each Service Council area.

All Regions

Saturday, February 1, 2020
10am – 1pm
Los Angeles Trade Technical College
Aspen Hall TE-101
2215 S Grand Av
Los Angeles, CA 90015
ACCESSIBLE VIA Metro Lines 14, 35, 37, 38, 40, 45, 55, 81, 460, 603; Metro Silver Line, Metro A Line (Blue) Grand Station and Metro E Line (Expo) LATTC/Ortho Station; DASH King-East; DASH 'D'; DASH Pico Union/Echo Park; Torrance Transit 4X

Saturday, February 22, 2020
10am – 1pm
Los Angeles Metro Headquarters
Board Room
1 Gateway Plaza
Los Angeles, CA 90012
ACCESSIBLE VIA Metro Lines 40, 68, 70, 71, 76, 78, 79, 487, 489; 704, 733, 745, 770; Metro Silver Line, and Metro Red, Purple, Gold and Silver Lines; also served by LADOT DASH 'D', Foothill Transit, Torrance Transit 4x

Gateway Cities

Thursday, February 13, 2020
4 – 7pm
Clearwater Building
16401 Paramount Bl
Paramount, CA 90723
ACCESSIBLE VIA Metro Lines 128, 258, 265; Long Beach Transit 21A, 21B

Tuesday, February 25, 2020
4 – 7pm
Bell Community Center
6250 Pine Av
Bell, CA 90201
ACCESSIBLE VIA Metro Lines 108, 110, 260, 611, 762; City of Bell La Campana Shuttle

San Fernando Valley

Wednesday, February 5, 2020
4 – 7pm
Marvin Braude Constituent Center
6262 Van Nuys Bl
Van Nuys, CA 91401
ACCESSIBLE VIA Metro Lines 154, 164, 233, 237 744, 788 and Metro Orange Line Van Nuys Station; DASH Van Nuys/Studio City, DASH Panorama City/Van Nuys

Thursday, February 27, 2020
4 – 7pm
Rose Goldwater Community Center
21710 Vanowen St
Canoga Park, CA 91303
ACCESSIBLE VIA Metro Lines 165, 150, 245/244, 601, and Metro Orange Line Canoga Station

San Gabriel Valley

Monday, February 10, 2020
4 – 7pm
El Monte Station
3501 Santa Anita Av
El Monte, CA 91731
ACCESSIBLE VIA Metro Lines 70, 76, 176, 267, 268, 487, 577, and Silver Line; Foothill Transit 178, 190, 194, 269, 270, 282, 486, 488, 492, and Silver Streak; El Monte Green Route, Red Route

Wednesday, February 19, 2020
4 – 7pm
East Los Angeles College
Ingalls Auditorium
1301 Avenida Cesar Chavez
Monterey Park, CA 91754
ACCESSIBLE VIA Metro 68, 770, 106, 260, 762; Monterey Park Spirit Bus Routes 1,2, and 5; El Sol Shuttle City Terrace/ELAC; Montebello Bus Lines 10

Thursday, February 20, 2020
4 – 7pm
Pasadena Senior Center
85 E Holly St
Pasadena, CA 91103
ACCESSIBLE VIA Metro Lines 177, 260, 501, 762 and Metro Gold Line Memorial Park Station; Foothill Transit 187; Pasadena Transit 20, 40, 51, 52

South Bay

Tuesday, February 4, 2020
4 – 7pm
Grand Annex
434 W 6th St
San Pedro, CA 90731
ACCESSIBLE VIA Metro Lines 205, 246, 950; Commuter Express 142, San Pedro DASH; Palos Verdes 225

Wednesday, February 26, 2020
4 – 7pm
The Foundation Center
11633 S Western Av
Los Angeles, CA 90047
ACCESSIBLE VIA Metro Lines 120, 207, 757 (stops at corner of Western/Imperial or Western/120th); GTrans 2, The Link Athens

Westside/Central

Wednesday, February 12, 2020
4 – 7pm
Plummer Park*
7377 Santa Monica Bl
West Hollywood, CA 90046
ACCESSIBLE VIA Metro Lines 4, 704; Weho Cityline

*На этом собрании будет предложен синхронный перевод на русский язык

Simultaneous translation in Spanish will be offered at all meetings. Translation will be provided in other languages upon request.

Stay Connected

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Español
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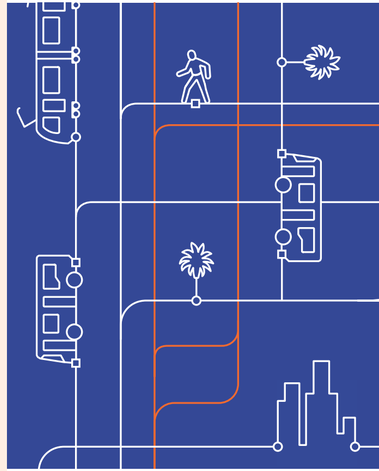
中文	x3	русский	x7
한국어	x4	Հայերէն	x8
Tiếng Việt	x5	ภาษาไทย	x9
日本語	x6	ហង្ម៉ម	x10

NEXTGEN
Plan de Autobuses

Acompáñenos a un taller público para explorar el nuevo plan de autobús NextGen.



Metro

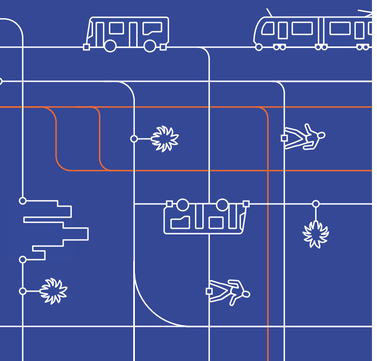
Lo escuchamos y estamos atento.

Rediseñamos un mejor sistema de autobús.

Lo invitamos a un taller público para explorar el nuevo plan de autobús NextGen que crea un sistema de autobús que es más frecuente, fiable y accesible.

El rediseño del sistema de autobuses de Metro se lanzará tan pronto como diciembre de 2020.

Se servirán refrigerios ligeros y refrescos. Cuando asista, tendrá la oportunidad de ganar una tarjeta TAP gratis con pasaje.



Talleres públicos por área de servicio

Todas las regiones

Sábado, 1 de febrero de 2020
10am – 1pm
Los Angeles Trade Technical College
Aspen Hall TE-101
2215 S Grand Av
Los Angeles, CA 90015
ACCESIBLE A TRAVÉS DE las líneas de Metro 14, 35, 37, 38, 40, 45, 55, 81, 460, 603; Metro Silver Line, Metro A Line (Blue) Grand Station y Metro E Line (Expo) LATTC/Ortho Station; DASH King-East; DASH 'D'; DASH Pico Union/Echo Park; Torrance Transit 4X

Sábado, 22 de febrero de 2020
10am – 1pm
Los Angeles Metro Headquarters
Board Room
1 Gateway Plaza
Los Angeles, CA 90012
ACCESIBLE A TRAVÉS DE las líneas de Metro 40, 68, 70, 71, 76, 78, 79, 487, 489; 704, 733, 745, 770; Metro Silver Line, y Metro Red, Purple, Gold y Silver Lines; LADOT DASH 'D', Foothill Transit,Torrance Transit 4x

Gateway Cities

Jueves, 13 de febrero de 2020
4 – 7pm
Clearwater Building
16401 Paramount Bl
Paramount, CA 90723
ACCESIBLE A TRAVÉS DE las líneas de Metro 128, 258, 265;Long Beach Transit 21A, 21B

Martes, 25 de febrero de 2020
4 – 7pm
Bell Community Center
6250 Pine Av
Bell, CA 90201
ACCESSIBLE VIA las líneas de Metro 108, 110, 260, 611, 762; City of Bell La Campana Shuttle

San Fernando Valley

Miércoles, 5 de febrero de 2020
4 – 7pm
Marvin Braude Constituent Center
6262 Van Nuys Bl
Van Nuys, CA 91401
ACCESIBLE A TRAVÉS DE las líneas de Metro 154, 164, 233, 237, 744, 788 y Metro Orange Line Van Nuys Station; DASH Van Nuys/Studio City, DASH Panorama City/Van Nuys

Jueves, 27 de febrero de 2020
4 – 7pm
Rose Goldwater Community Center
21710 Vanowen St
Canoga Park, CA 91303
ACCESIBLE A TRAVÉS DE las líneas de Metro 165,150, 245/244, 601, y Metro Orange Line Canoga Station

San Gabriel Valley

Lunes, 10 de febrero de 2020
4 – 7pm
El Monte Station
3501 Santa Anita Av
El Monte, CA 91731
ACCESIBLE A TRAVÉS DE las líneas de Metro 70, 76, 176, 267, 268, 487, 577, y Silver Line; Foothill Transit 178, 190, 194, 269, 270, 282, 486, 488, 492, y Silver Streak; El Monte Green Route, Red Route

Miércoles, 19 de febrero de 2020
4 – 7pm
East Los Angeles College
Ingalls Auditorium
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Monterey Park, CA 91754
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Jueves, 20 de febrero de 2020
4 – 7pm
Pasadena Senior Center
85 E Holly St
Pasadena, CA 91103
ACCESIBLE A TRAVÉS DE las líneas de Metro 177, 260, 501, 762 y Metro Gold Line Memorial Park Station; Foothill Transit 187; Pasadena Transit 20, 40, 51, 52

South Bay

Martes, 4 de febrero de 2020
4 – 7pm
Grand Annex
434 W 6th St
San Pedro, CA 90731
ACCESIBLE A TRAVÉS DE las líneas de Metro 205, 246, 950; Commuter Express 142, San Pedro DASH; Palos Verdes 225

Miércoles, 26 de febrero de 2020
4 – 7pm
The Foundation Center
11633 S Western Av
Los Angeles, CA 90047
ACCESIBLE A TRAVÉS DE las líneas de Metro 120, 207, 757 (se detiene en la esquina de Western/Imperial o Western/120th);GTrans 2, The Link Athens

Westside/Central

Miércoles, 12 de febrero de 2020
4 – 7pm
Plummer Park*
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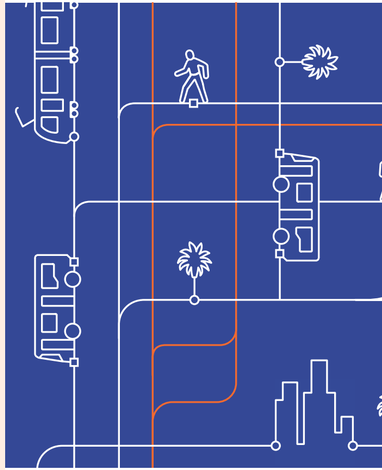
NEXTGEN Bus Plan

Join us at a workshop to explore the proposed NextGen Bus Plan.



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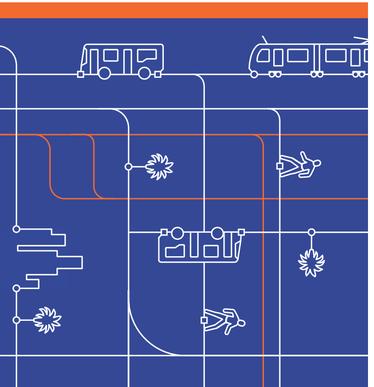

Workshops are being held in each Service Council area.

Gateway Cities

Thursday, March 5, 2020
4 – 7pm
Norwalk Arts & Sports Complex
Sproul Room
13000 Clarkdale Av
Norwalk, CA 90650
ACCESSIBLE VIA Metro Line 62; Norwalk Transit 1, 2, 7

San Gabriel Valley

Wednesday, March 11, 2020
4 – 7pm
Asian Youth Center
100 Clary Av
San Gabriel, CA 91776
ACCESSIBLE VIA Metro Lines 78/378, 176, 487

San Fernando Valley

Thursday, March 12, 2020
4 – 7pm
Chatsworth Branch Library
21052 Devonshire St
Chatsworth, CA 91311
ACCESSIBLE VIA Metro Lines 158, 167, 245/244, 166/364; LADOT Commuter Express 419; Santa Clarita Transit 791, 796

Wednesday, March 18, 2020
4 – 7pm
Buena Vista Branch Library
300 N Buena Vista St
Burbank, CA 91505
ACCESSIBLE VIA Metro Lines 155, 183, 501; Burbank Bus Green, Pink; LADOT Commuter Express 549

Tuesday, March 24, 2020
4 – 7pm
Pacoima City Hall
13520 Van Nuys Bl
Pacoima, CA 91331
ACCESSIBLE VIA Metro Lines 94, 224, 230, 233, 744, 794

South Bay

Saturday, March 7, 2020
10am – 1pm
Providence Wellness Center
470 Hawaiian Av
Wilmington, CA 90744
ACCESSIBLE VIA DASH Wilmington

Saturday, March 14, 2020
10am – 1pm
Watts Labor Community Action Center
Phoenix Hall
10950 S Central Av
Los Angeles, CA 90059
ACCESSIBLE VIA Metro Line 53; DASH Watts

Westside/Central

Tuesday, March 17, 2020
11am – 1pm
Communities Actively Living Independent and Free Center
634 S Spring St
Los Angeles, CA 90014
ACCESSIBLE VIA Metro Lines 20, 33, 35, 38, 51, 52, 55, 60, 66, 68, 92, 351, 733, 760; DASH Downtown 'D', 'E'; AVTA 785

Thursday, March 26, 2020
4 – 7pm
Felicia Mahood Center
11338 Santa Monica Bl
Los Angeles, CA 90025
ACCESSIBLE VIA Metro Lines 4, 234, 704, 734, 788; Santa Monica Big Blue Bus 1, 6, 6R, 17

Monday, March 30, 2020
4 – 7pm
Malibu City Hall (MPR)
23825 Stuart Ranch Rd
Malibu, CA 90265
ACCESSIBLE VIA Metro Line 534

Saturday, April 4, 2020
10am – 1pm
West Angeles North Campus
Crystal Room
3045 Crenshaw Bl
Los Angeles, CA 90016
ACCESSIBLE VIA Metro Lines 38, 210, 710, 740; DASH Midtown; Metro E Line (Expo) Expo/Crenshaw Station

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NEXTGEN
Plan de Autobuses

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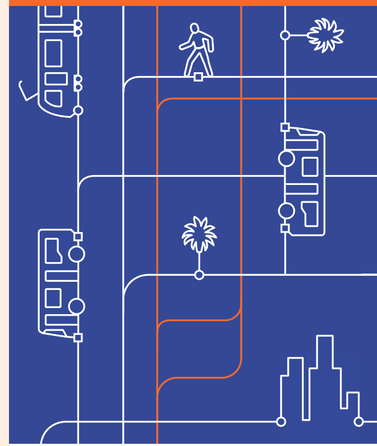
SPANISH



Metro

20-1761JP ©2020 LACMTA

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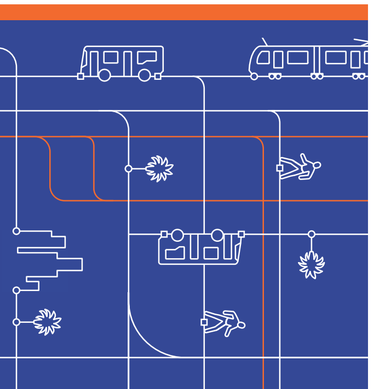

Talleres públicos por área de servicio

Gateway Cities

Jueves, 5 de marzo de 2020
4 – 7pm
Norwalk Arts & Sports Complex
Sproul Room
13000 Clarkdale Av
Norwalk, CA 90650
ACCESIBLE A TRAVÉS DE la línea 62 de Metro; las líneas 1, 2 y 7 de Norwalk Transit

San Gabriel Valley

Miércoles, 11 de marzo de 2020
4 – 7pm
Asian Youth Center
100 Clary Av
San Gabriel, CA 91776
ACCESIBLE A TRAVÉS DE las líneas 78/378, 176 y 487 de Metro

San Fernando Valley

Jueves, 12 de marzo de 2020
4 – 7pm
Chatsworth Branch Library
21052 Devonshire St
Chatsworth, CA 91311
ACCESIBLE A TRAVÉS DE las líneas 158, 167, 245/244 y 166/364 de Metro; la línea 419 de LADOT Commuter Express; las líneas 791 y 796 de Santa Clarita Transit

Miércoles, 18 de marzo de 2020
4 – 7pm
Buena Vista Branch Library
300 N Buena Vista St
Burbank, CA 91505
ACCESIBLE A TRAVÉS DE las líneas 155, 183 y 501 de Metro; las líneas Green y Pink de Burbank Bus; la línea 549 de LADOT Commuter Express

Martes, 24 de marzo de 2020
4 – 7pm
Pacoima City Hall
13520 Van Nuys Bl
Pacoima, CA 91331
ACCESIBLE A TRAVÉS DE las líneas 94, 224, 230, 233, 744 y 794 de Metro

South Bay

Sábado, 7 de marzo de 2020
10am – 1pm
Providence Wellness Center
470 Hawaiian Av
Wilmington, CA 90744
ACCESIBLE A TRAVÉS DE DASH Wilmington

Sábado, 14 de marzo de 2020
10am – 1pm
Watts Labor Community Action Center
Phoenix Hall
10950 S Central Av
Los Angeles, CA 90059
ACCESIBLE A TRAVÉS DE a línea 53 de Metro; DASH Watts

Westside/Central

Martes, 17 de marzo de 2020
11am – 1pm
Communities Actively Living Independent and Free Center
634 S Spring St
Los Angeles, CA 90014
ACCESIBLE A TRAVÉS DE las líneas 20, 33, 35, 38, 51, 52, 55, 60, 66, 68, 92, 351, 733 y 760 de Metro; las líneas 'D' y 'E' de DASH Downtown; la línea 785 de AVTA

Jueves, 26 marzo de 2020
4 – 7pm
Felicia Mahood Center
11338 Santa Monica Bl
Los Angeles, CA 90025
ACCESIBLE A TRAVÉS DE las líneas 4, 234, 704, 734 y 788 de Metro; las líneas 1, 6, 6R y 17 de Santa Monica Big Blue Bus

Lunes, 30 de marzo de 2020
4 – 7pm
Malibu City Hall (MPR)
23825 Stuart Ranch Rd
Malibu, CA 90265
ACCESIBLE A TRAVÉS DE la línea 534 de Metro

Sábado, 4 de abril de 2020
10am – 1pm
West Angeles North Campus
Crystal Room
3045 Crenshaw Bl
Los Angeles, CA 90016
ACCESIBLE A TRAVÉS DE las líneas 38, 210, 710 y 740 de Metro; DASH Midtown; Metro E Line (Expo) estación Expo/Crenshaw

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NEXTGEN Bus Plan

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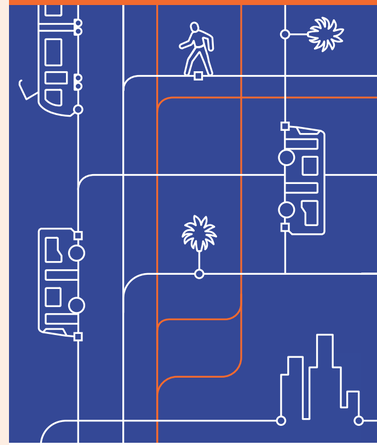
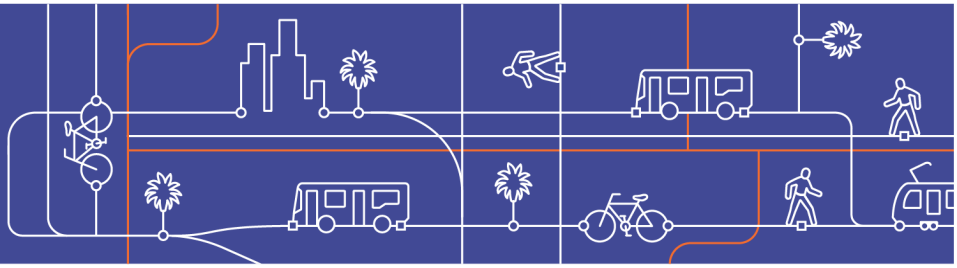
ENGLISH



Metro

NEXTGEN
Bus Plan



Attachment III:
b. Workshop Materials

v.

Display Boards

NEXTGEN

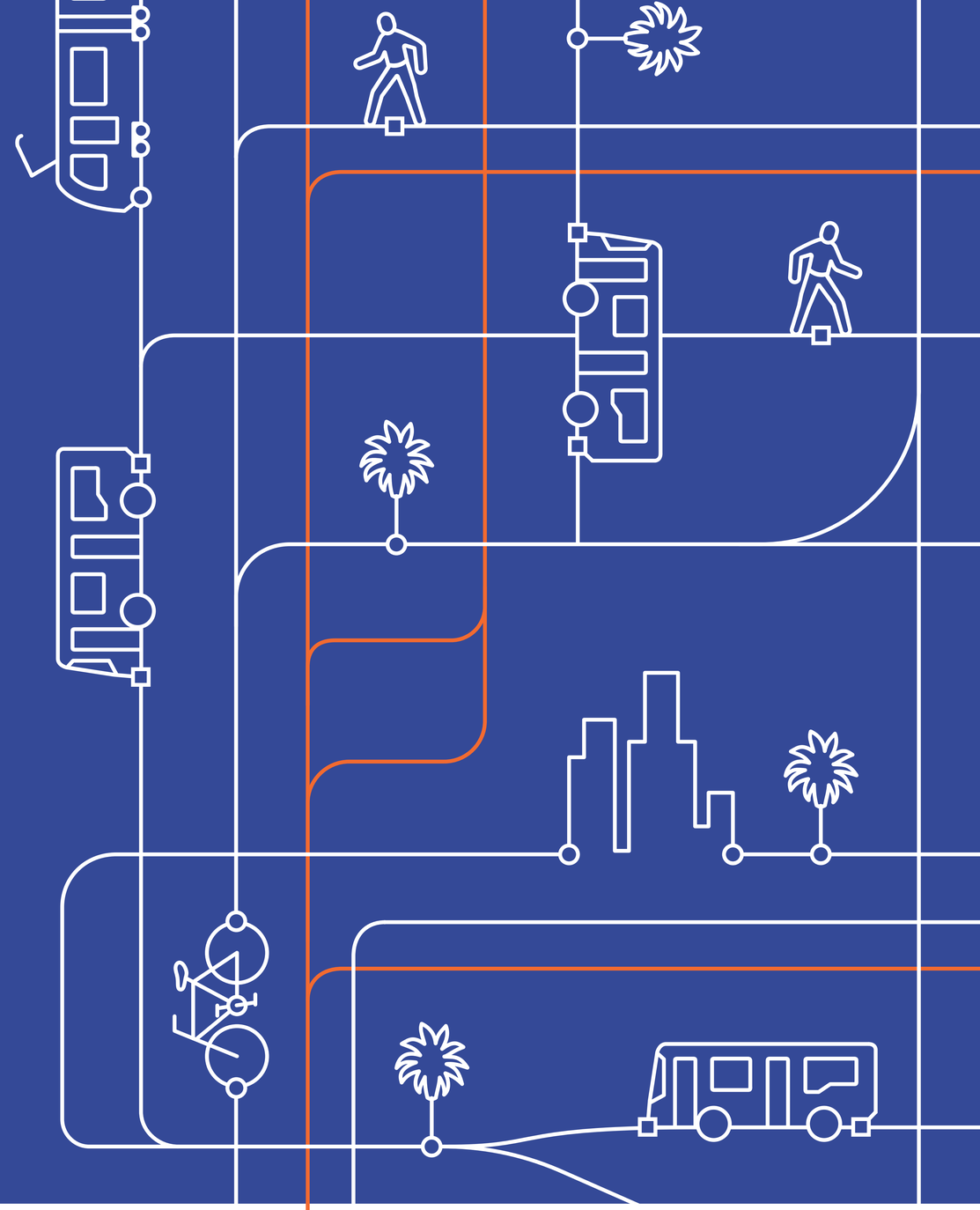
Bus Plan

Welcome / *Bienvenido*

Public Workshop Series
Series de Talleres Público

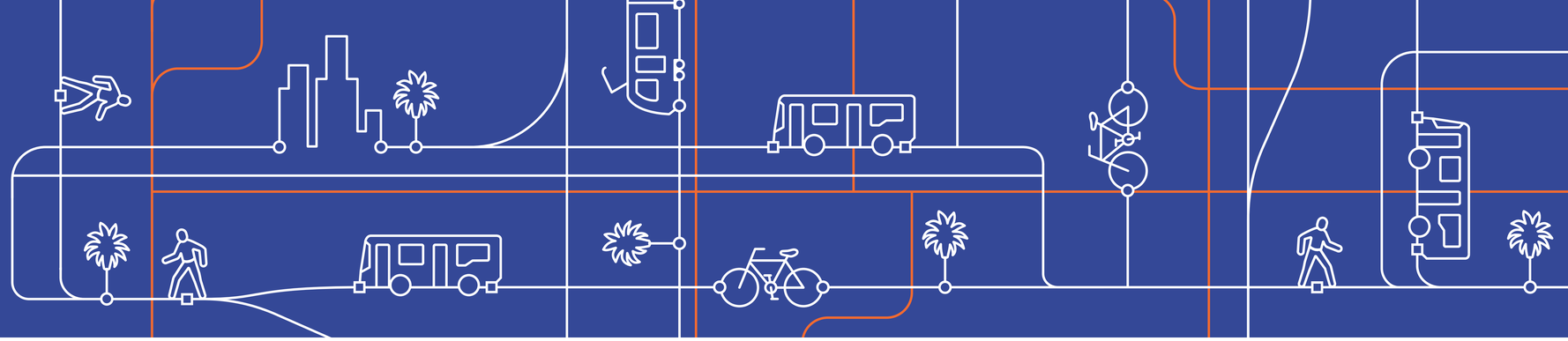
FEBRUARY/MARCH 2020

FEBRERO/MARZO DE 2020



Metro®

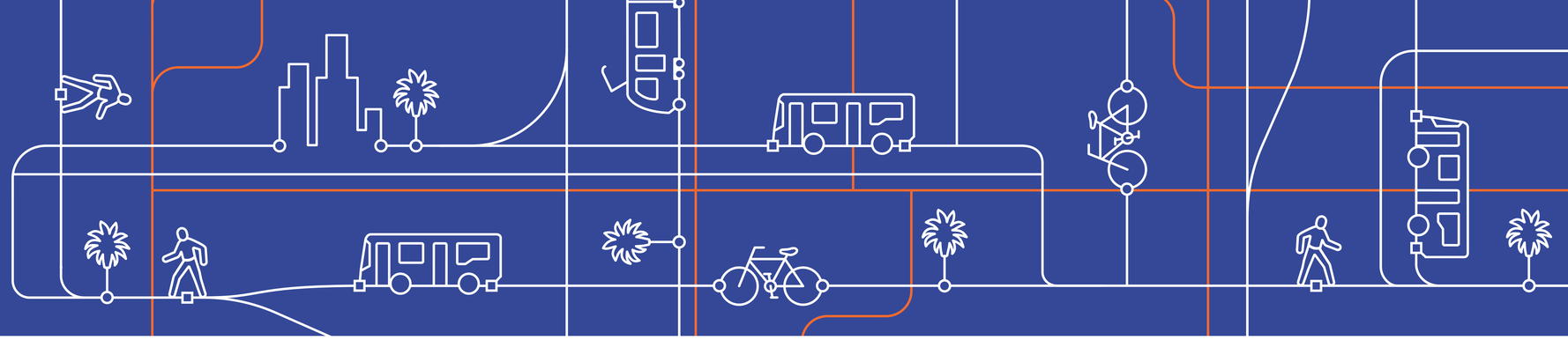
NEXTGEN Bus Plan



STUDY PHASE		PLAN PHASE	
WINTER – SUMMER 2018	FALL 2018 – SUMMER 2019	SUMMER 2019 – SUMMER 2020	FALL 2020 – FALL 2021
Step 1	**Step 2**	**Step 3**	**Step 4**
Market Demand, Travel Patterns & Existing Service Evaluation Create project awareness, listen to what the market tells us about how we travel and evaluate existing bus service.	**Policy Choices & Service Characteristics** Seek input from market on bus service priorities and analyze data to assist with developing bus service design concepts (Regional Service Concept).	**Draft Bus Service Plan Development** Develop bus service system redesign, including route and schedule changes, based on the Regional Service Concept, community feedback and technical data.	**Final Bus Service Plan Implementation** Work through Metro Service Councils to implement new routes/schedule and market new services to the public through multiple promotional channels.
Continuous Public Engagement →			
Telephone Town Hall Meetings	Muni Operators & Local Jurisdictions Collaboration	Muni Operators & Local Jurisdictions Collaboration	Marketing & Messaging
Community Pop-up Events	Community Pop-up Events	Working Group Meetings & Stakeholder Briefings	Community Pop-up Events
Community Based Organization Briefings	Working Group Meetings & Stakeholder Briefings	CBO & Ad Hoc Presentations	Service Council/Board Briefings
CBO & Ad Hoc Presentations	Public Workshops	Public Workshops/ Telephone Town Hall Meetings	Formal Public Hearings via Service Councils
Service Council/Board Briefings	Service Council/Board Briefings	Service Council Briefings & Board Staff Workshops	Metro Board Approval
	Metro Board Approval	Metro Board Consideration	
Continuous Online Engagement Tools: Questionnaire, Interactive Survey and Maps →			

Metro®

NEXTGEN
Bus Plan

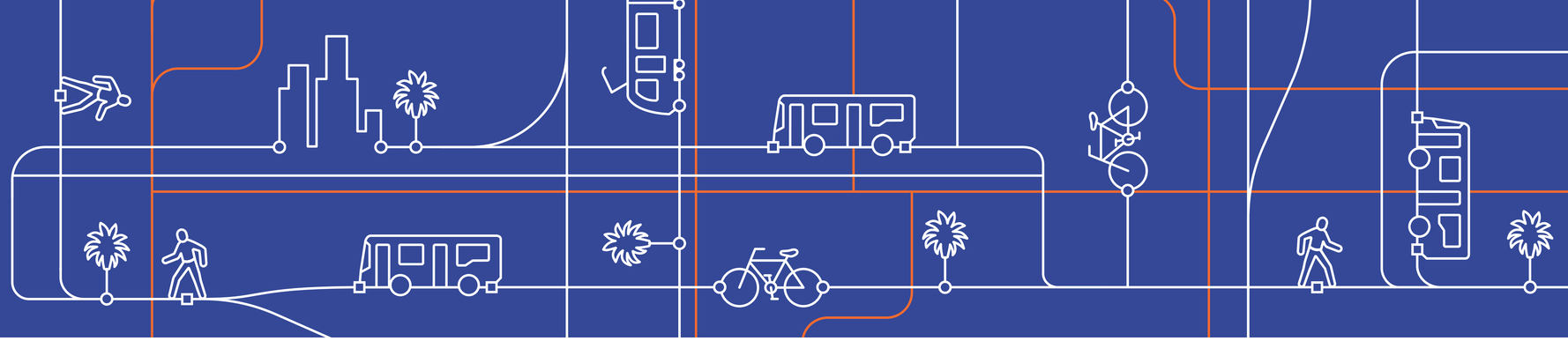


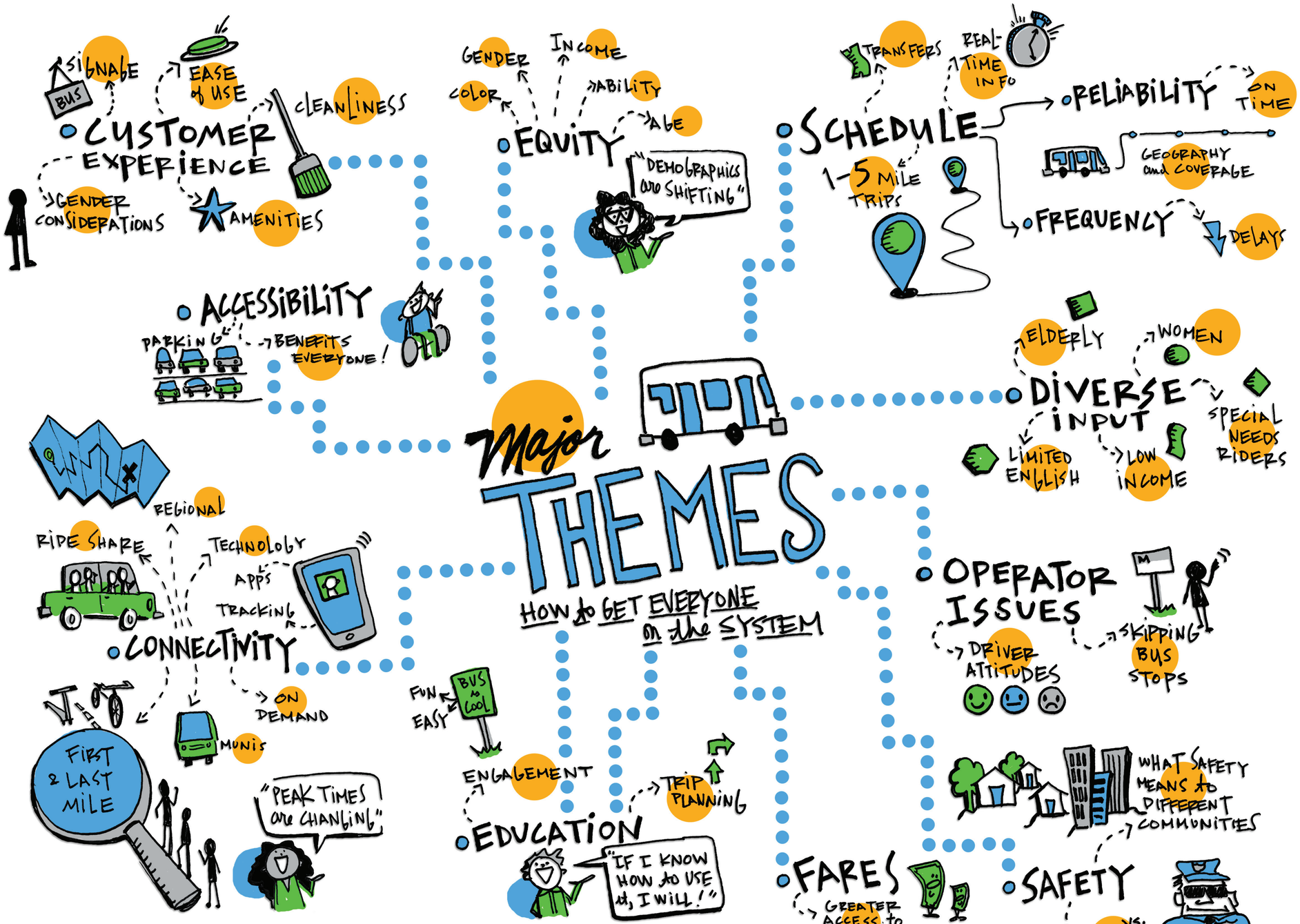
Translating Lessons Learned Into Service Concepts

- 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

Metro®

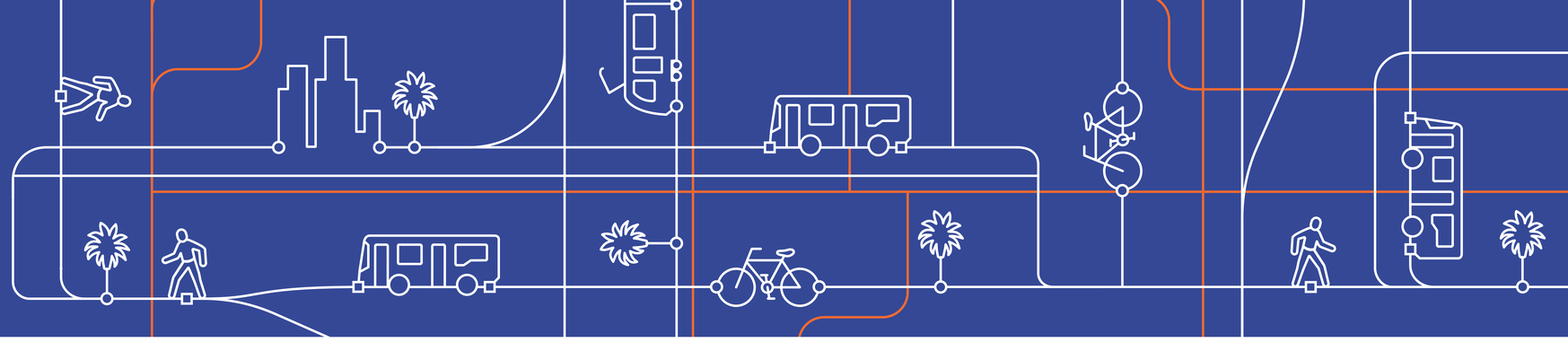
NEXTGEN Bus Plan





Metro®

NEXTGEN Bus Plan

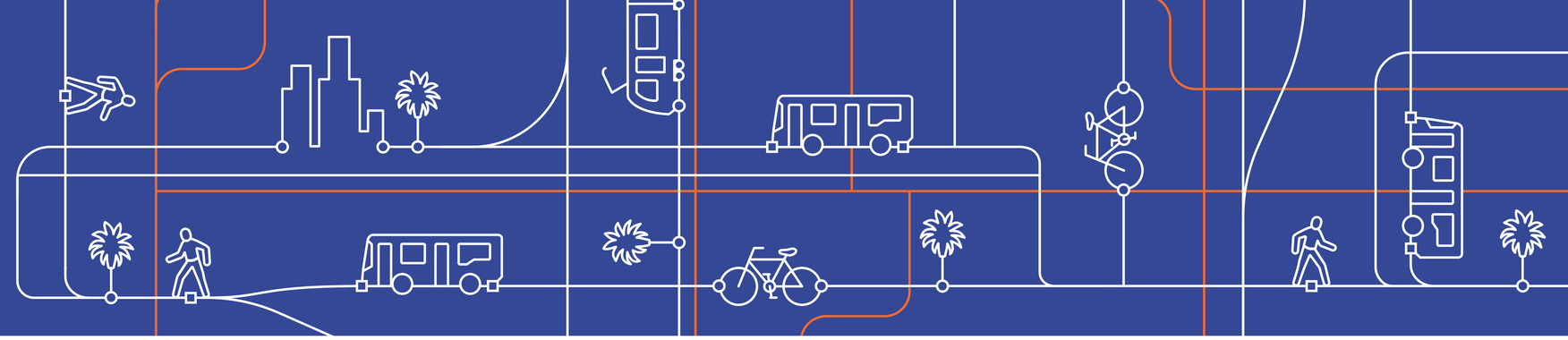


You spoke, we listened.
Together we created a better bus system.

“ Routes 4 & 704 are too long. ”	**Shorten route lengths**
“ Need more connections in San Gabriel Valley. ”	**Use subarea transit hubs**
“ The 81 bus always gets stuck in traffic. ”	**Introduce transit-supportive infrastructure**
“ Create more Rapid buses with only 3 stops. ”	**Fix hybrid Local/Rapid stop spacing**
“ Build stops that take me to the Gold Line. ”	**Reroute to reflect travel patterns**
“ Add service between uptown Whittier & Puente Hills Mall. ”	**Coordinate with municipal service providers**

Metro®

NEXTGEN
Bus Plan

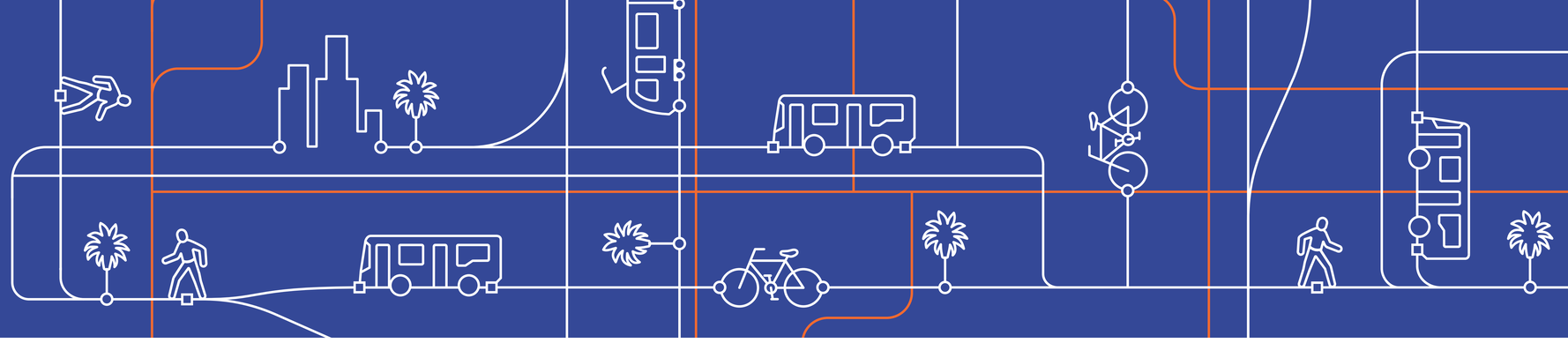


Comparing the Scenarios

	Existing Conditions Today	**Reconnect** with Our Customers	**Transit First** LA County	Secure **Future Funding**
Resources (Rev. Hrs)	7.0m	7.0m	7.0m	9.4m
Resources (Rev. Mi)	75.0m	75.0m	80.5m	105.0m
High-Frequency Lines (weekday) *Every 10 min or better*	16	28	29	46
High-Frequency Lines (weekend) *Every 10 min or better*	2	14	14	19
People w/ walk access to high-frequency service *(weekday)*	900,000	2.15m	2.17m	2.96m
People w/ walk access to high-frequency service *(weekend)*	630,000	1.14m	1.18m	1.49m
Ridership Increase	0	+5-10%	+15-20%	+25-30%
% riders who lose convenient walk access to transit	0	0.3%	0.3%	0.3%

Metro

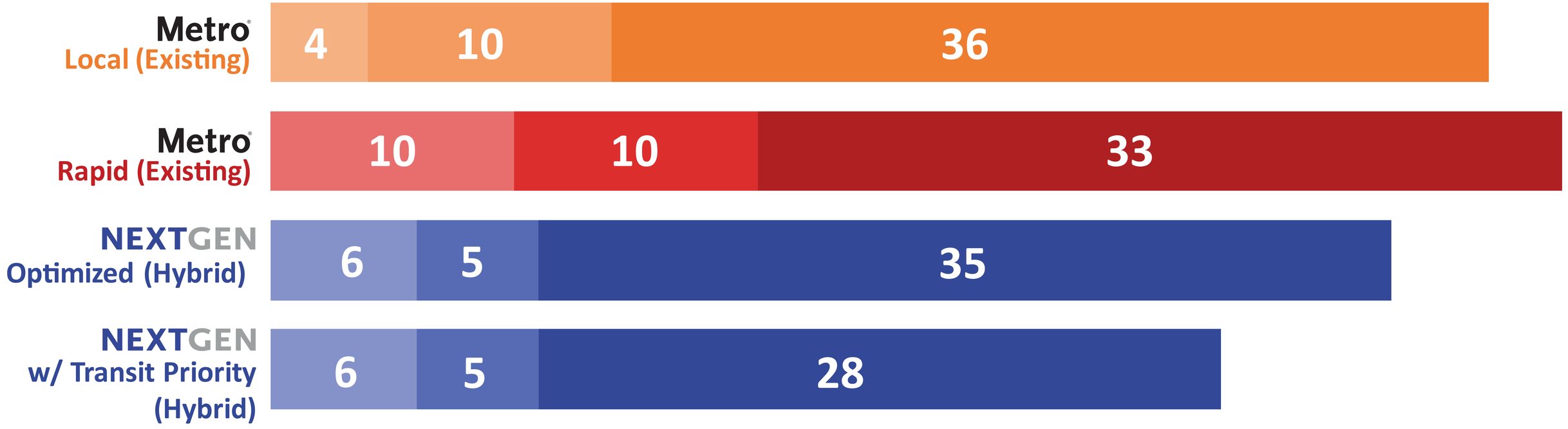
NEXTGEN
Bus Plan



Venice Blvd. Example

Time (in minutes)

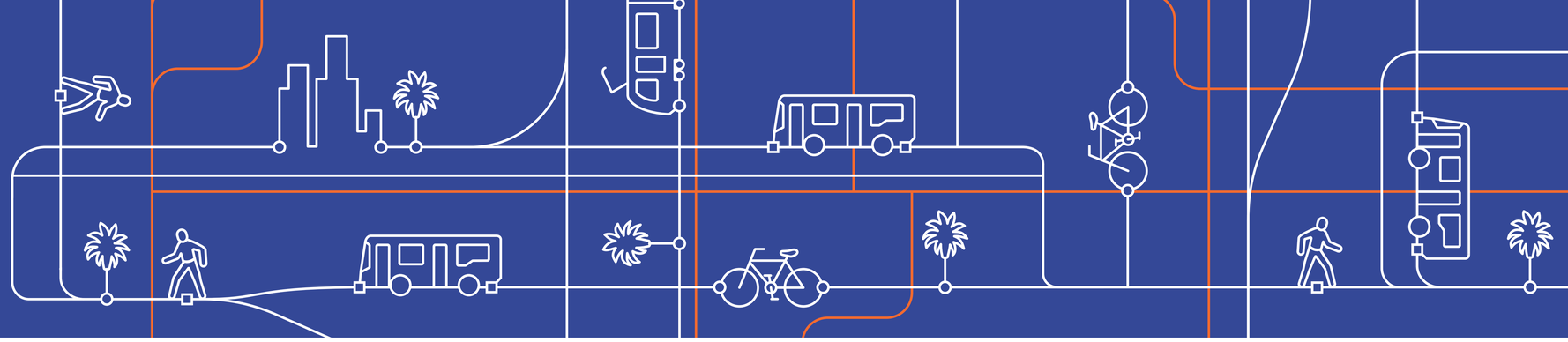




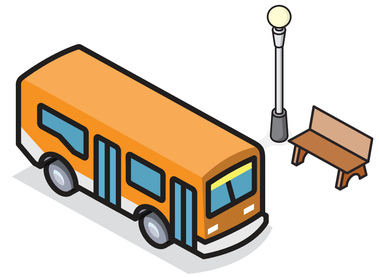
Represents a 7.5 mile trip

Metro

NEXTGEN
Bus Plan



NextGen Frequent Lines



Service Design Warrants	NextGen	Rapid
Frequent Headways	5-10 min	5-10 min
Stop Spacing	0.25 - 0.3 mi	0.5 - 0.75 mi
Transit Priorities/Bus Lanes	✓	✓
Bus Bulbs/Islands	✓	✗
Stop Amenities	✓	✓
Faster Boarding	✓	✗
Branded Buses and Stations	✗	✓
Headway Operations/Line Managers	✓	✓

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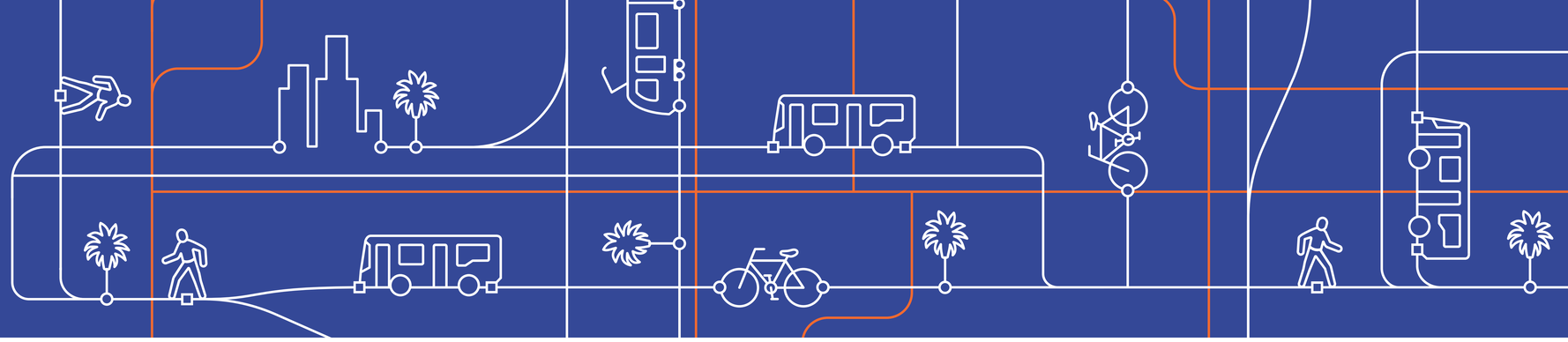
NEXTGEN
Bus Plan



The Metro Customer Experience



1 Speed & Realiability

Walk up & ride

Fast, reliable, & predictable

Consistent & simple routing

Stop consolidation



2 Stop Access & Waiting

Easy to find & access

Comfortable, convenient, & well-informed

Safety & security



3 Boarding & Riding

Fast all-door boarding

Smooth, quiet ride

On-board information

Metro®

NEXTGEN
Bus Plan

Infrastructure Improvements





Speed & Reliability

Walk up & ride

Fast, reliable, & predictable

Transit priority

Stop consolidation





Stop Access & Waiting

Easy to find & access

Comfortable, convenient, & well-informed

Safety & security

Metro®

NEXTGEN
Bus Plan

Stop Consolidation

Metro Local

(0.15 - 0.20 mi avg)



Metro Rapid

(0.6 mi avg)



NEXTGEN

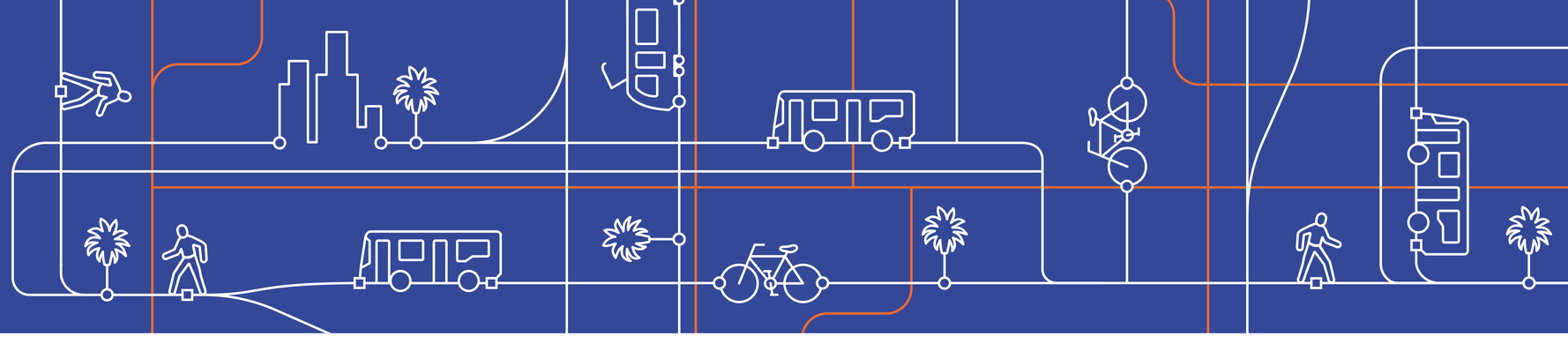
(0.25 mi avg)



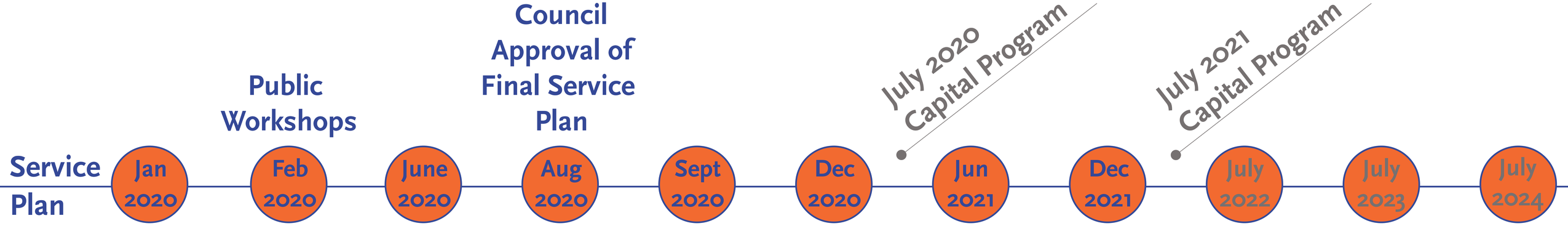
NextGen stop consolidation provides shorter walks, shorter waits & faster travel.

Metro®

NEXTGEN
Bus Plan



Next Steps



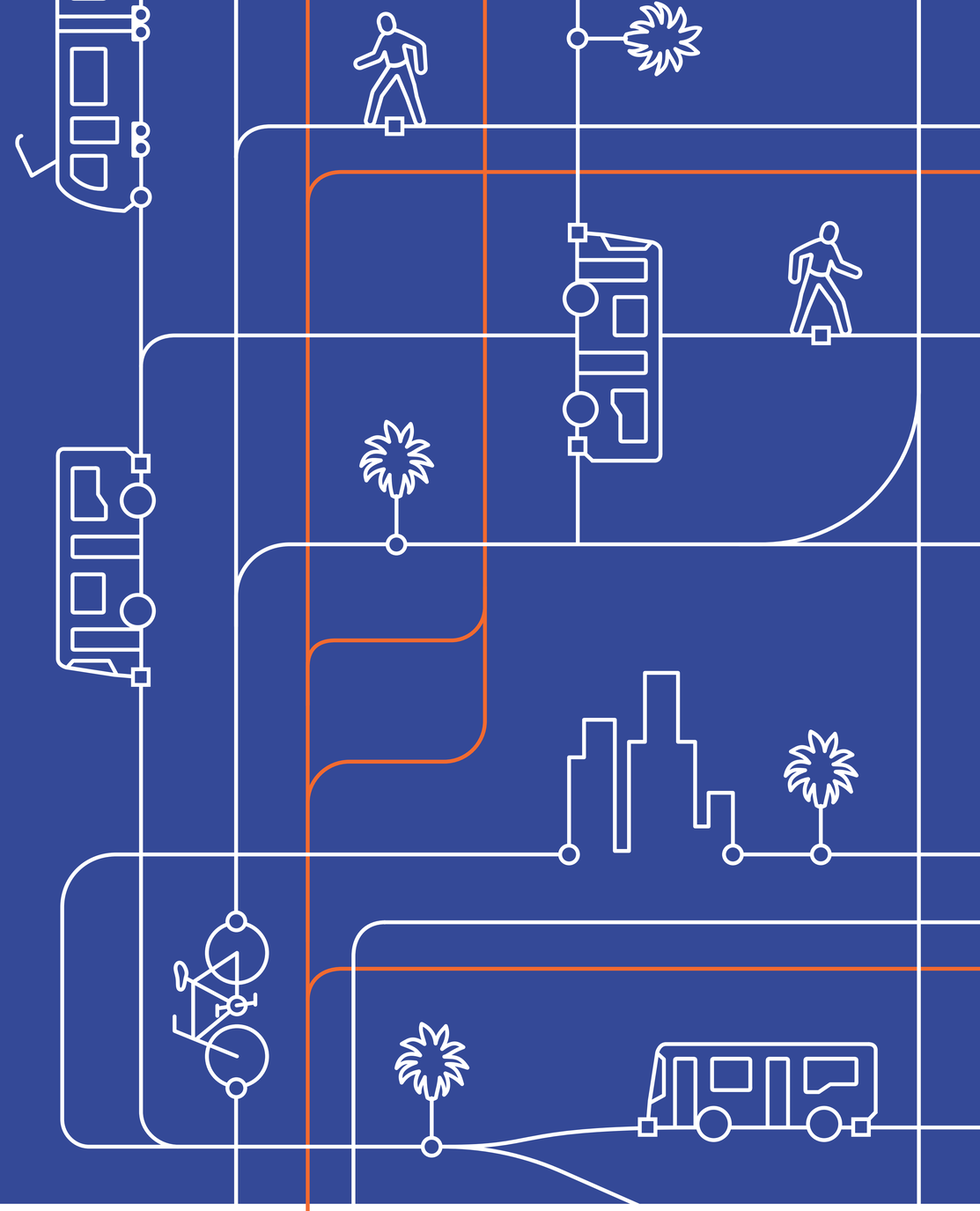
Metro

NEXTGEN

Bus Plan

Metro Departments and Other Metro Initiatives

Departamentos y Otras Iniciativas de Metro



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NEXTGEN

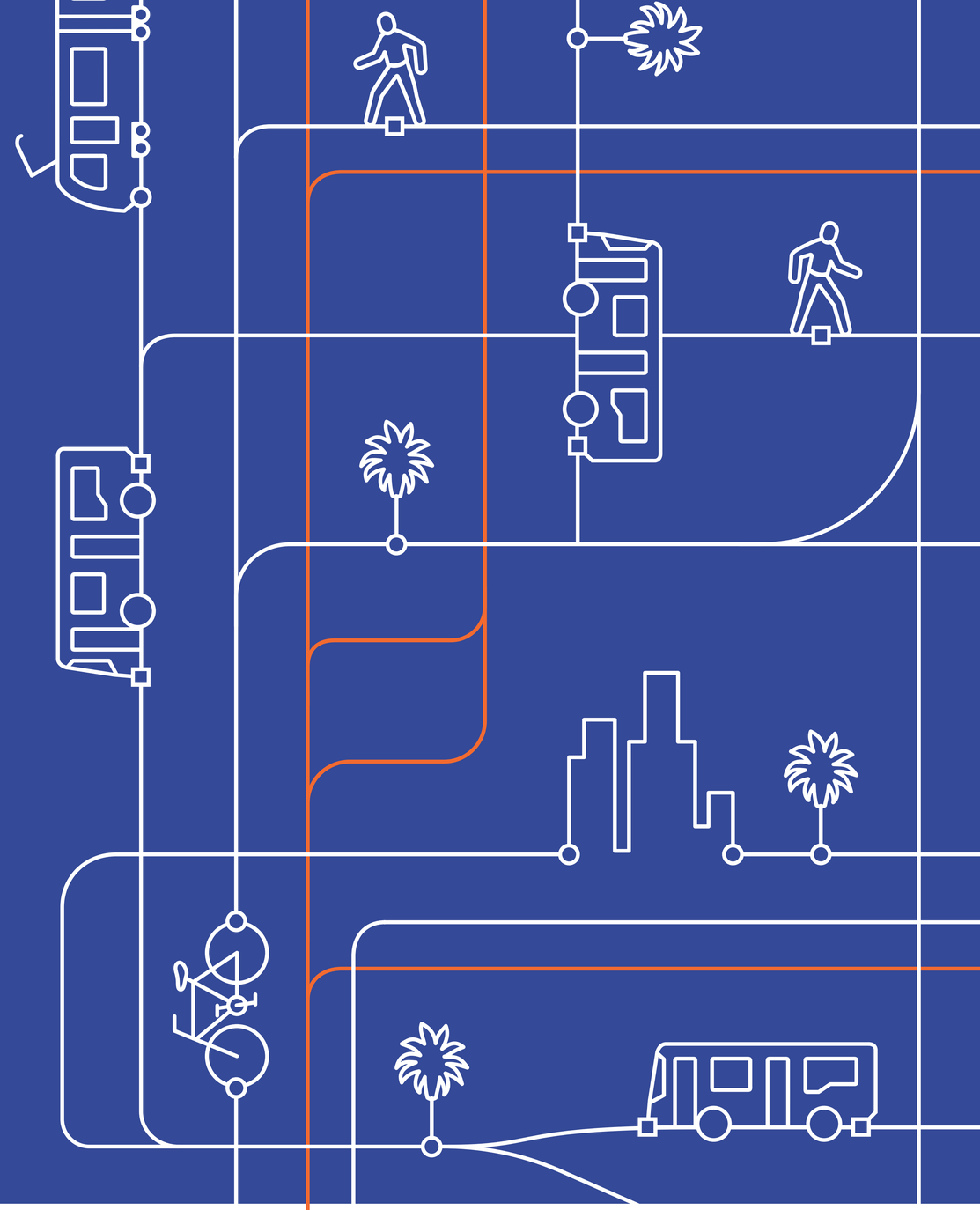
Bus Plan

Welcome / *Bienvenido*

Public Workshop Series
Series de Talleres Público

FEBRUARY/MARCH 2020

FEBRERO/MARZO DE 2020



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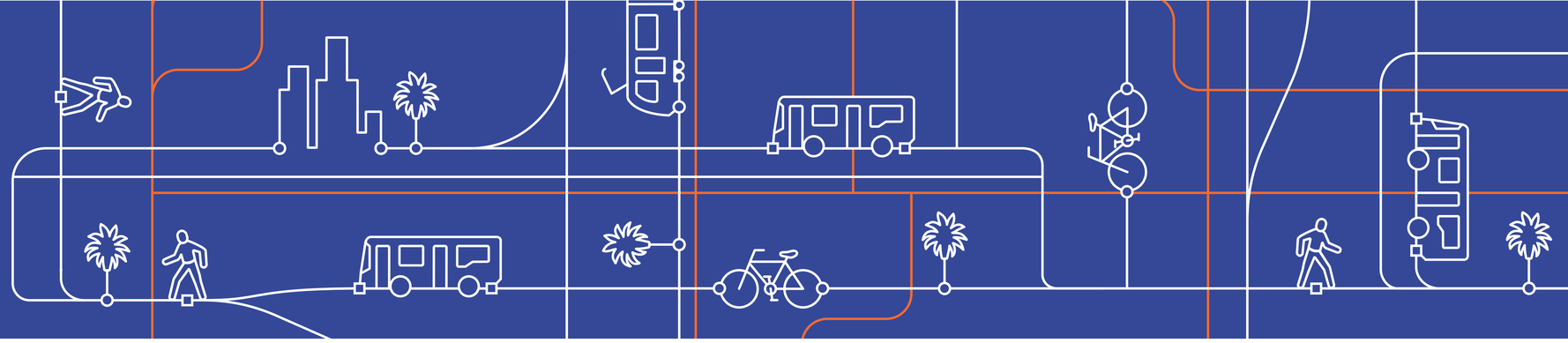
NEXTGEN Plan de Autobuses



FASE DE ESTUDIO | **FASE DEL PLAN**

INVIERNO – VERANO 2018	OTOÑO 2018 – VERANO 2019	VERANO 2019 – VERANO 2020	OTOÑO 2020 – OTOÑO 2021
Paso 1	**Paso 2**	**Paso 3**	**Paso 4**
Demanda de mercado, forma de viaje, y evaluación de servicio existente	**Opciones de póliza y características del servicio**	**Proyecto de análisis del plan de servicio de autobuses**	**Implementación del Plan de Servico de Autobuses Final**
Crear conciencia del proyecto, escuchar lo que el mercado nos dice acerca de cómo viajamos y evaluar el servicio de autobuses existente.	Busqueda de información del mercado sobre las prioridades del servicio de autobuses y analizar los datos para ayudar a desarrollar los conceptos de diseño del servicio de autobuses (Concepto de servicio regional).	Desarrollar guía de diseño de servicio, incluyendo cambios de ruta y horario basado en el concepto de servicio regional, comentarios de la comunidad y datos técnicos.	Trabajar a través del Consejal de Servicio de Metro para implementar nuevas rutas / horarios y comercializar nuevos servicios al público a través de múltiples canales promocionales.

Participación continua del público →

Reuniones telefónica del ayuntamiento	Colaboraciónes entre las jurisdicciones locales y los operadores de Muni	Colaboraciónes entre las jurisdicciones locales y los operadores de Muni	Mercadeo y Mensajería
Eventos comunitarios	Eventos comunitarios	Grupos de trabajo e informes a las partes interesadas	Eventos Communitarios
Informes a las organizaciones comunitarias de base	Grupos de trabajo e informes a las partes interesadas	Presentaciones para organizaciones comunitarias y especial para el caso	Concilio de Servicio/Informes a la Junta Directiva
Presentaciones para organizaciones comunitarias y especial para el caso	Talleres publicos	Talleres publicos/ Reuniones telefónica del ayuntamiento	Audiencias públicas formales a través de consejos de servicio
Concilio de Servicio/ Informes a la Junta Directiva	Concilio de Servicio/ Informes a la Junta Directiva	Reuniones informativas del Consejo de Servicio y Talleres para la Junta Directiva	Aprobación de la Junta Directiva de Metro
	Aprobación de la Junta Directiva de Metro	Consideración de la Junta Directiva de Metro	

Continua participación en línea: cuestionario, encuesta interactiva y un mapa →

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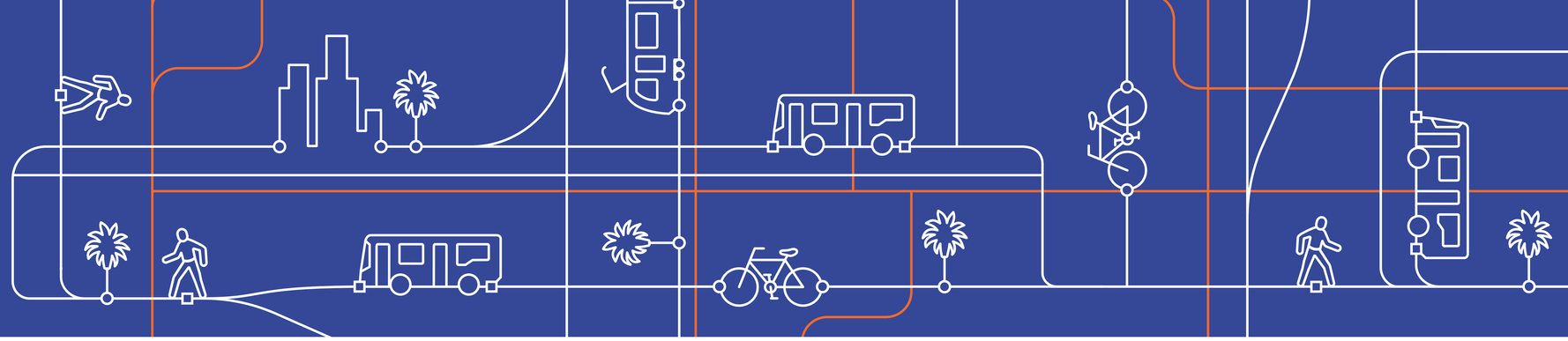
NEXTGEN

Plan de Autobuses



Convertir las Lecciones Aprendidas en Conceptos de Servicio

- 84% de los residentes del condado de Los Ángeles han utilizado el transporte público al menos una vez en el último año
  - Minimizar los segmentos descontinuados
- El servicio rápido/frecuente/fiable es clave
  - Crear una red de transporte público competitiva
- El sistema actual de Metro no siempre es competitivo para llevar a la gente adonde quieren viajar
  - Crear una red que refleje los viajes de hoy y de mañana
- La mayor oportunidad para aumentar la cantidad de pasajeros es entre el mediodía y la tarde, cuando muchos viajes son de corta distancia
  - Mejorar el servicio para el mediodía, la tarde y el fin de semana
- Necesidad de integrar el Marco de Equidad de Metro en el proceso de planificación
  - Ofrecer un mejor servicio en áreas centradas en la equidad

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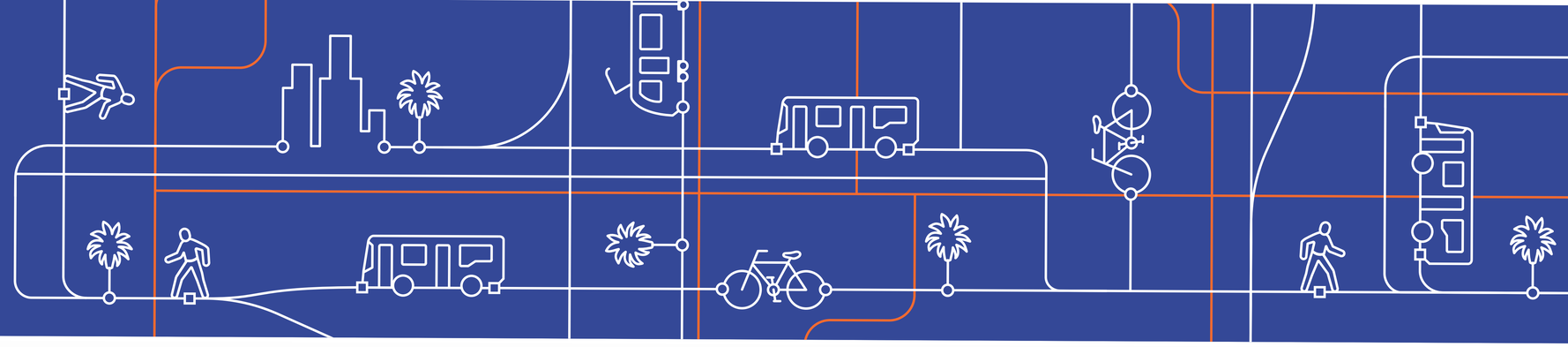
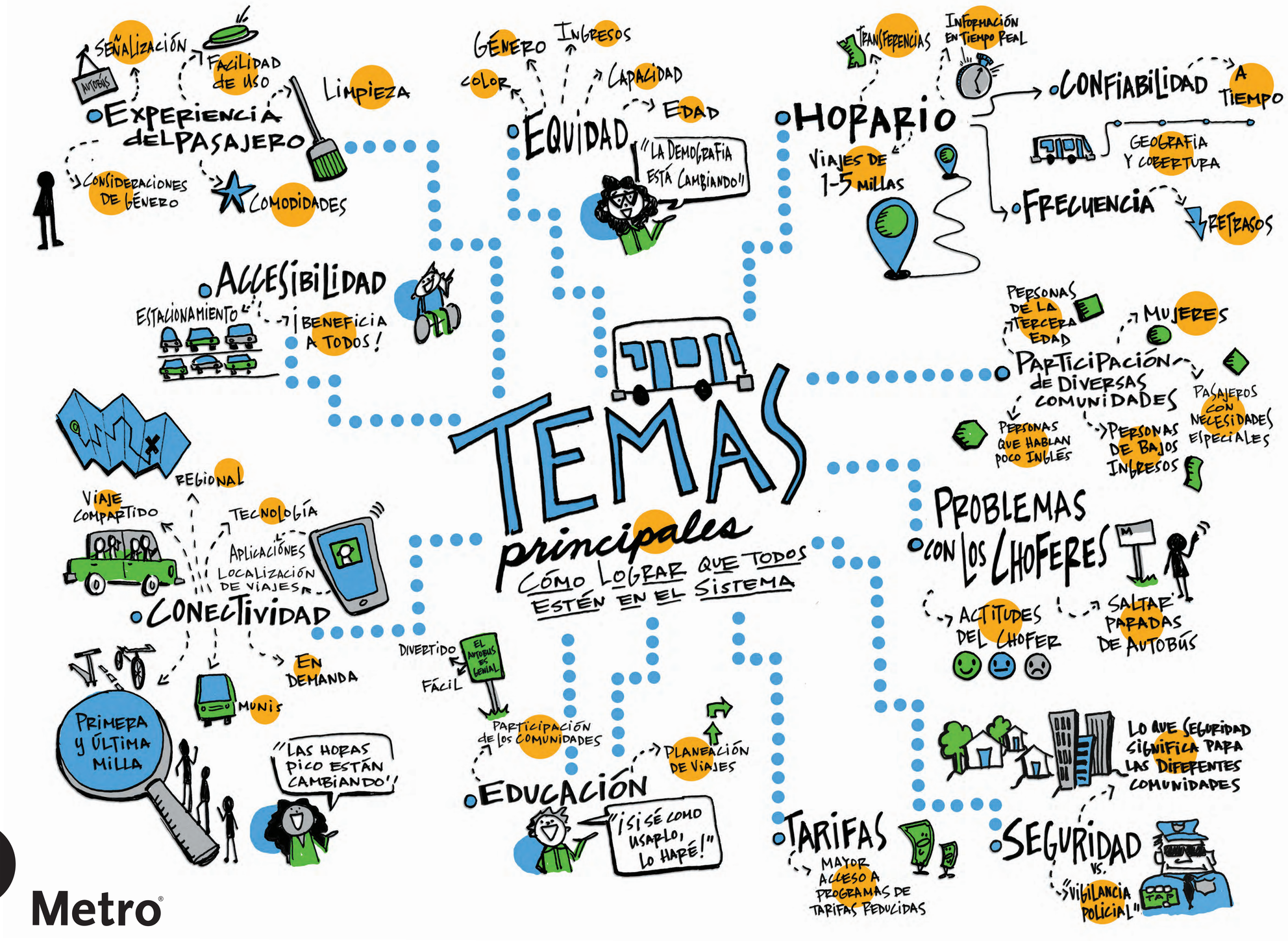
Plan de Autobuses





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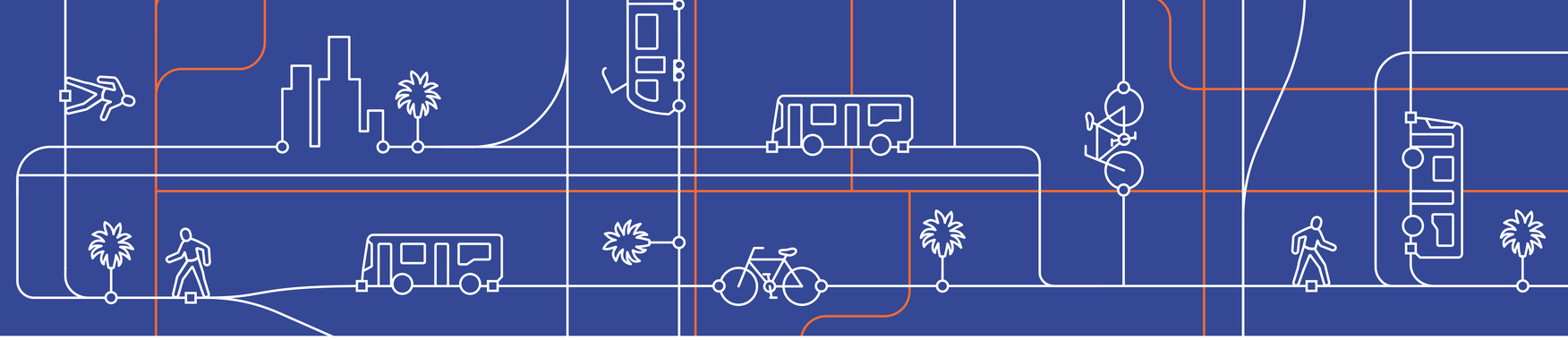
NEXTGEN

Plan de Autobuses



Ustedes comentaron, nosotros escuchamos. Juntos creamos un mejor sistema de autobuses.

“ Las rutas 4 y 704 son demasiado largas. ”

“ Necesito más conexiones en el Valle de San Gabriel. ”

“ El autobús 81 siempre se demora en el tráfico. ”

“ Cree más autobuses Rapid con solo 3 paradas. ”

“ Construir paradas que me llevan a la Gold Line. ”

“ Agregue servicio entre la zona central de Whittier y el centro commercial en Puente Hills. ”

Acortar las rutas

Utilice centros de tránsito de subárea

Introducir infraestructura de apoyo al tránsito

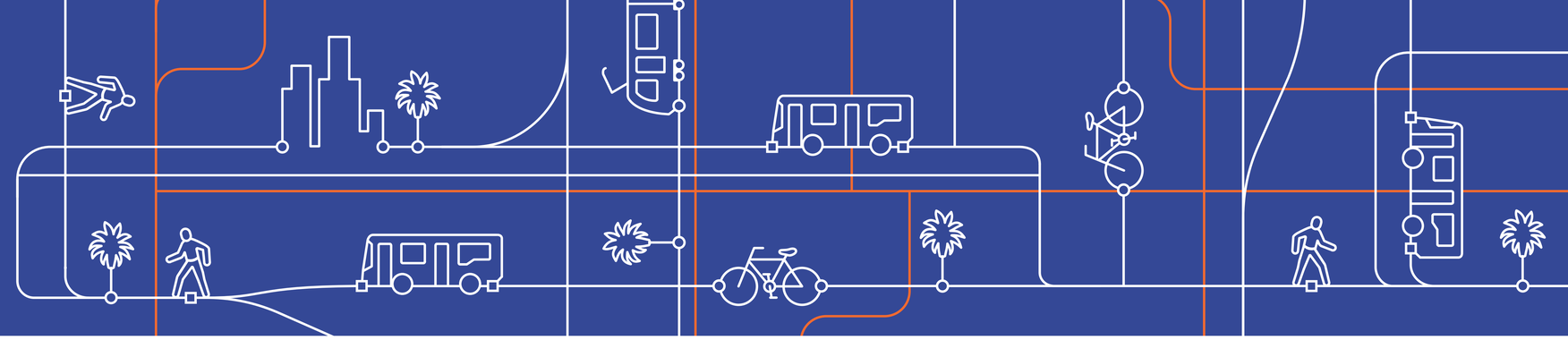
Arreglar el espacio de parada híbrido local/Rapid

Redirigir para reflejar patrones de viaje

Coordinar con proveedores de servicios municipales

Metro®

NEXTGEN
Plan de Autobuses



Comparación de Alternativas

	Servicio Actual Condiciones existentes	**Reconectar** con nuestros clientes	**Transporte Público Primero** Condado de Los Ángeles	**Asegurar** la financiación hacia al futuro
Recursos (horas por ingresos)	7.0m	7.0m	7.0m	9.4m
Recursos (millas por ingresos)	75.0m	75.0m	80.5m	105.0m
Líneas de alta frecuencia (días de semana) *Cada 10 minutos o mejor*	16	28	29	46
Líneas de alta frecuencia (fin de semana) *Cada 10 minutos o mejor*	2	14	14	19
Personas con acceso a pie a un servicio de alta frecuencia *(día de semana)*	900,000	2.15m	2.17m	2.96m
Personas con acceso a pie a un servicio de alta frecuencia *(fin de semana)*	630,000	1.14m	1.18m	1.49m
Incremento de la cantidad de pasajeros	0	+5-10%	+15-20%	+25-30%
% de pasajeros que pierden el acceso cómodo a pie al transporte	0	0.3%	0.3%	0.3%

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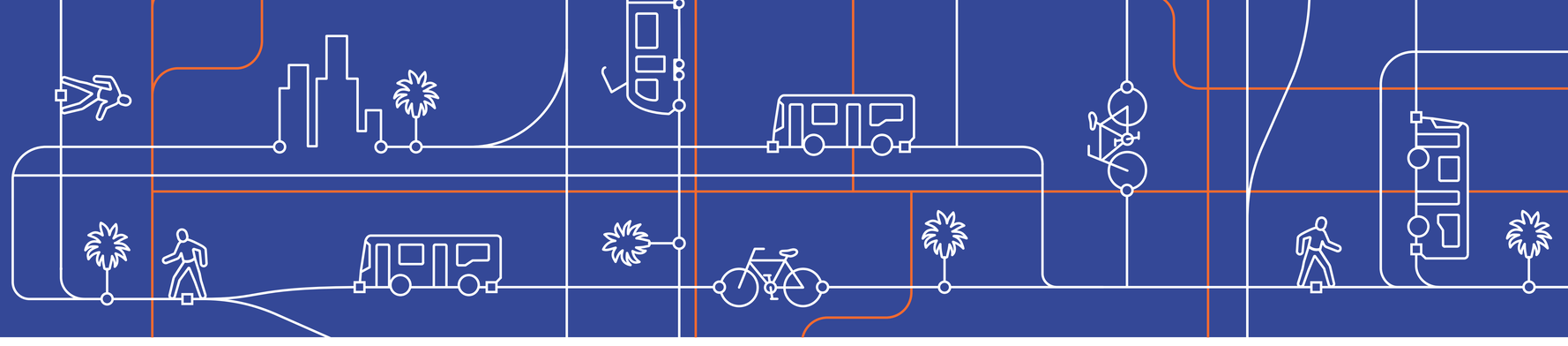
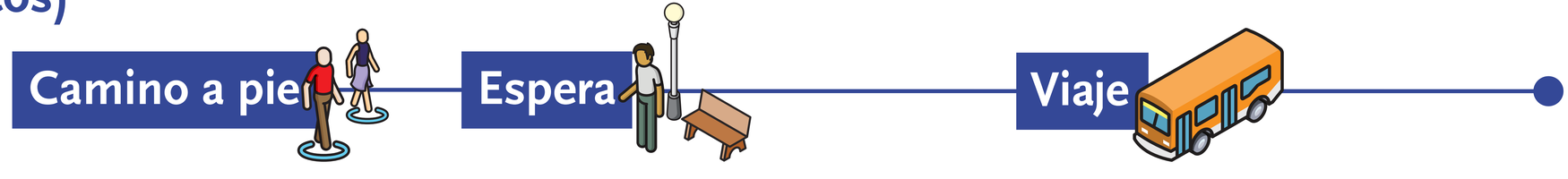
NEXTGEN

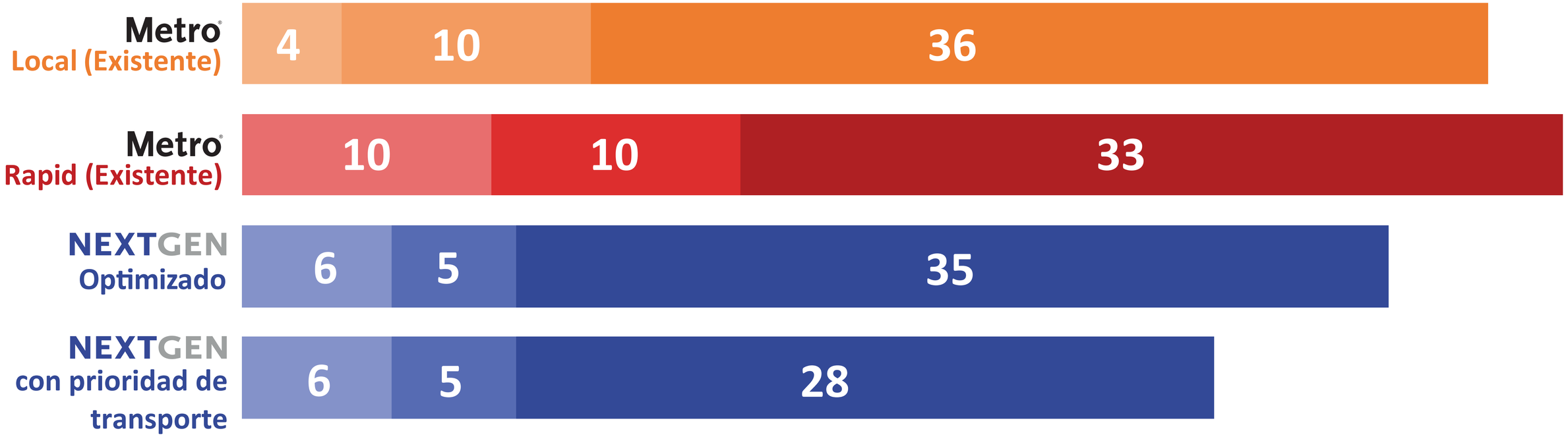
Plan de Autobuses



Ejemplo de Venice Blvd.

Tiempo (en minutos)



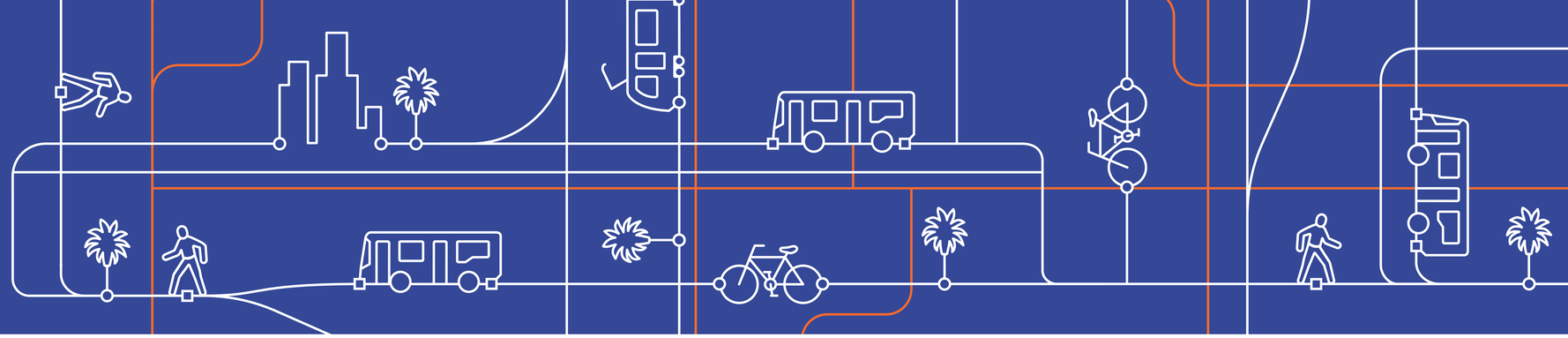


Representa un viaje de 7.5 millas

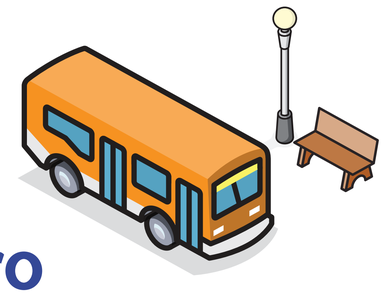
Metro

NEXTGEN

Plan de Autobuses



Líneas frecuentes de NextGen



Garantías del diseño de servicio

	NextGen	Metro Rapid
Buena frecuencia	5-10 minuntos	5-10 minuntos
Espacio entre paradas	0.25 - 0.3 millas	0.5 - 0.75 millas
Prioridades de transporte/carriles de autobus	✓	✓
Extensión de la acera/isla para autobuses	✓	✗
Servicios en las paradas	✓	✓
Abordaje más rápido	✓	✗
Estaciones y autobuses de marca	✗	✓
Gerentes de operaciones de frecuencia/líneas	✓	✓

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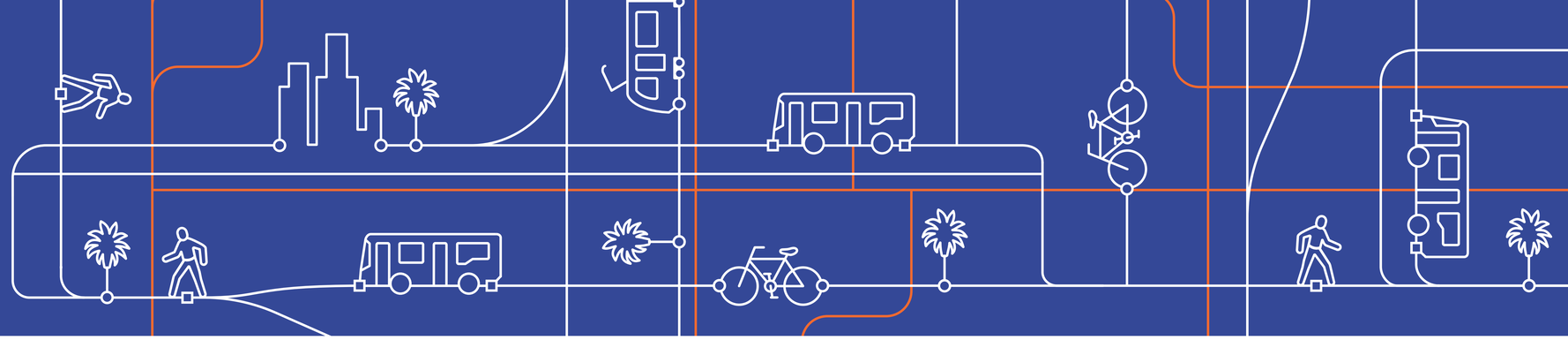
NEXTGEN

Plan de Autobuses



La experiencia del Cliente de Metro



1 Velocidad y Fiabilidad

Llegue y viaje

Rápido, fiable y predecible

Planificación de ruta simple y consistente

Consolidación de paradas



2 Acceso a las paradas y la espera

Fáciles de encontrar y acceder

Cómodas, convenientes y bien informadas

Seguridad y protección



3 El Abordaje y El Viaje

Abordaje rápido por todas las puertas

Viaje tranquilo y silencioso

Información a bordo

Metro®

NEXTGEN

Plan de Autobuses

Mejoras de infraestructura





Velocidad y Fiabilidad

Llegue y viaje

Rápido, fiable y predecible

Prioridad de tránsito

Consolidación de paradas





Acceso a las paradas y la espera

Fáciles de encontrar y acceder

Cómodas, convenientes y bien informadas

Seguridad y protección

Metro®

NEXTGEN

Plan de Autobuses

Consolidación de paradas

Metro Local

(0.15 - 0.20 millas en promedio)



Metro Rapid

(0.6 millas en promedio)



NEXTGEN

(0.25 millas en promedio)

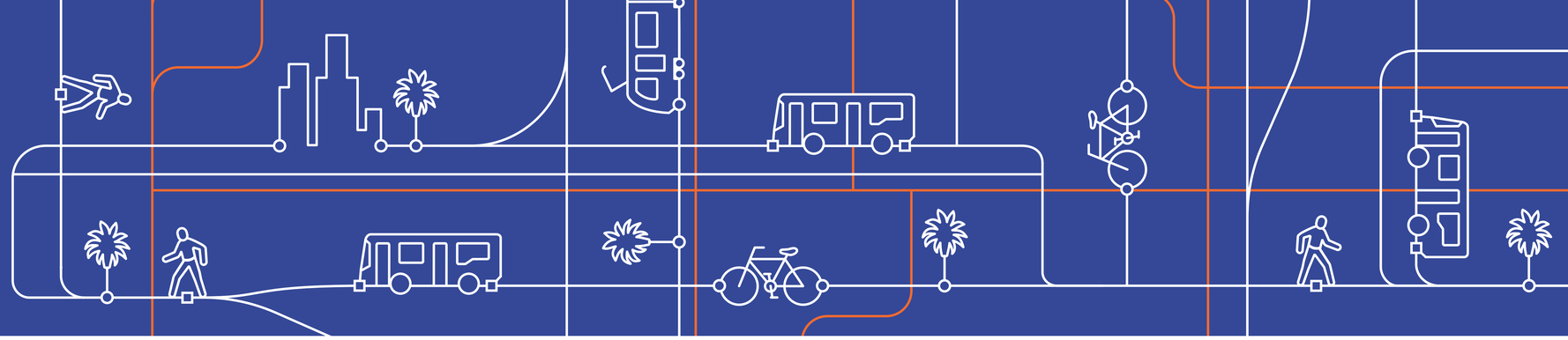


Metro®

La consolidación de paradas en el Plan NextGen ofrece caminatas más cortas, esperas más cortas, y viajes más rápidos.

NEXTGEN

Plan de Autobuses



Los Próximo Pasos

Plan de servicio NextGen

Enero 2020 — La Junta Directiva de Metro autoriza la publicación del borrador del Plan de servicio para su revisión

Feb 2020 — Talleres públicos

Jun 2020 — Audiencias públicas

Agosto 2020 — Aprobación del Plan de Servicio por los Consejales de Servicio de Metro

Sept 2020 — Aprobación del Plan de servicio final por la Junta Directiva de Metro

Dic 2020 — El Plan de Servicio comienza (Primer Fase)

Jun 2021 — Segundo Fase

Dic 2021 — Tercer Fase

Julio 2022 — Julio de 2020 Programa de capital

Julio 2023 — Julio de 2021 Programa de capital

Julio 2024 — Programa de Inversión Capital: Programa de trabajo anual a definir y programar, y aprobación por parte de la Junta del costo del proyecto, programa de trabajo durante el proceso del presupuesto para cada año fiscal

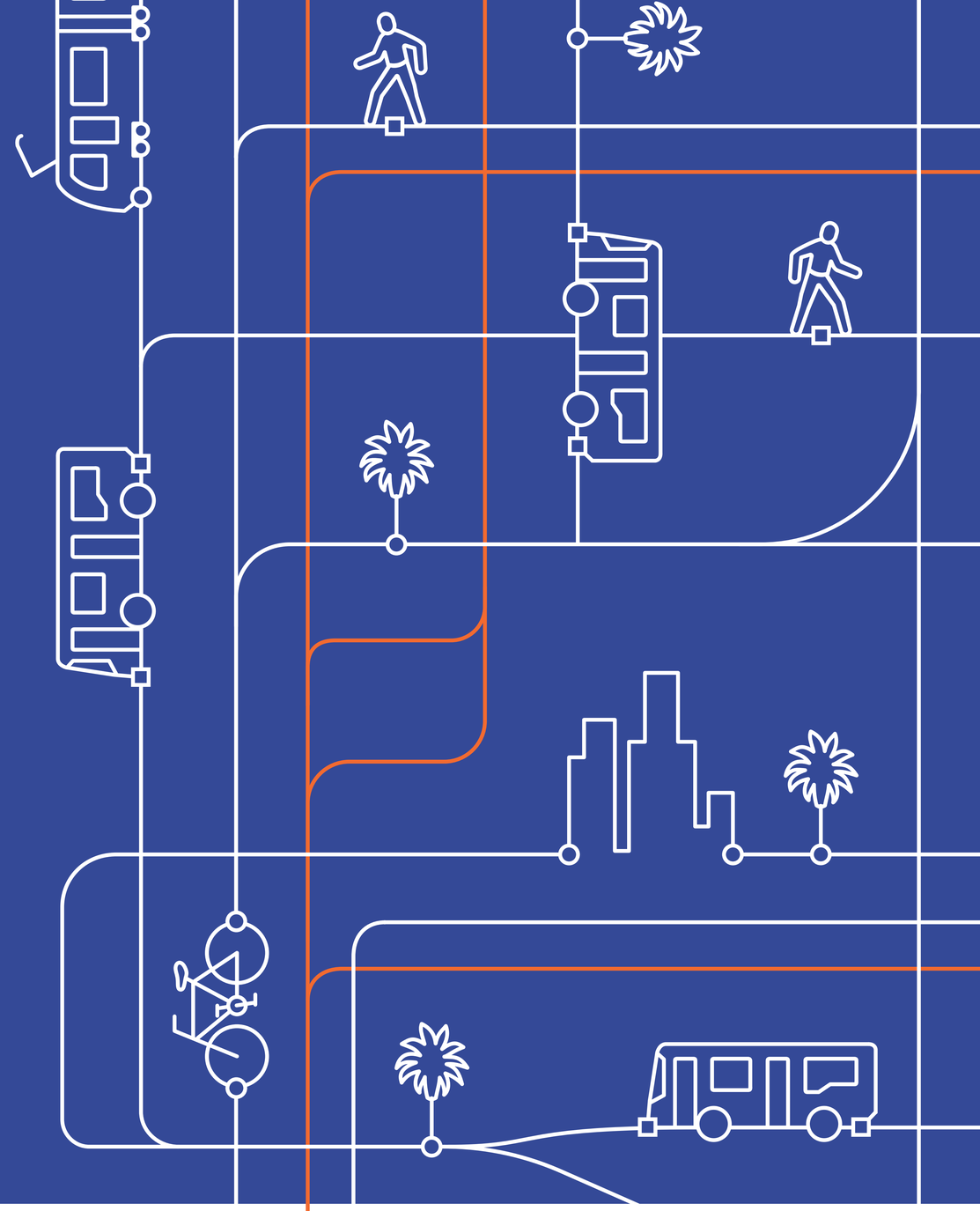
Metro®

NEXTGEN

Bus Plan

Metro Departments and Other Metro Initiatives

Departamentos y Otras Iniciativas de Metro



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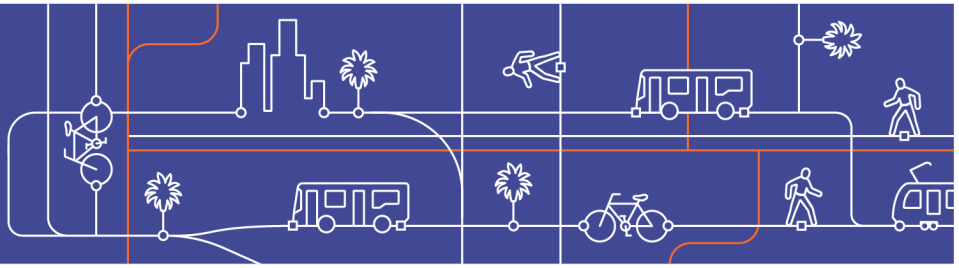
NEXTGEN
Bus Plan



Attachment III:
b. Workshop Materials

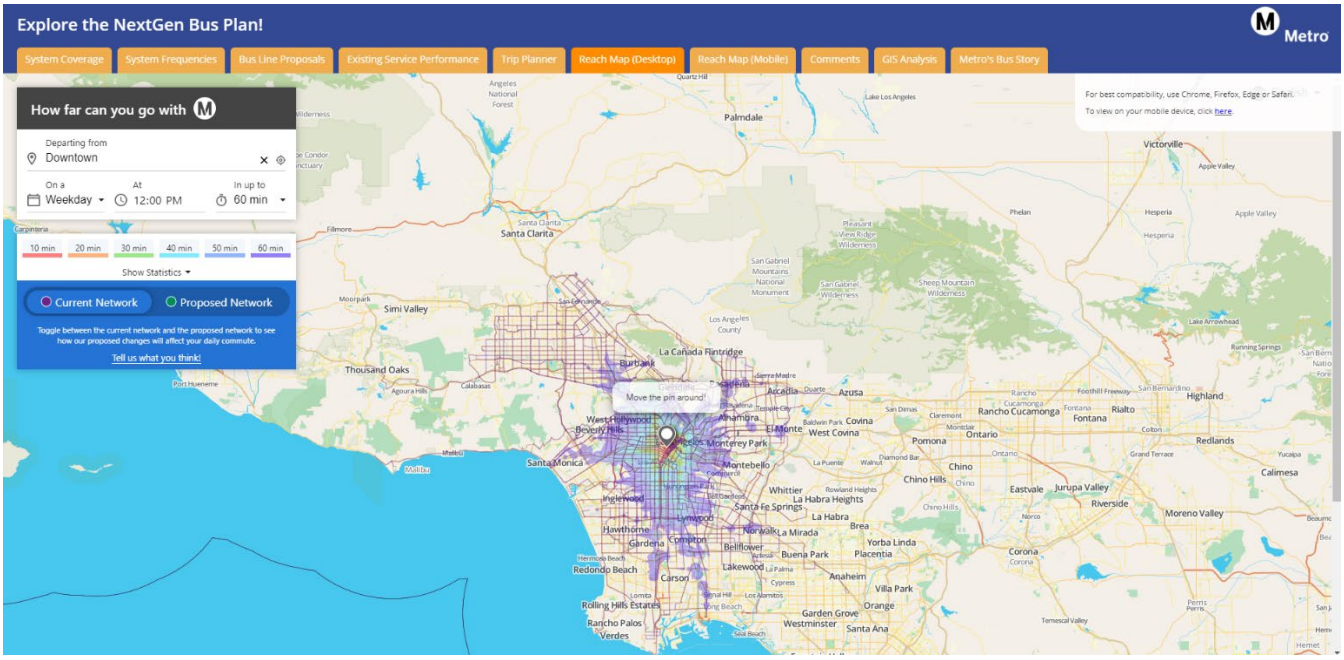
vi.

GIS Maps and Online Tools

NEXTGEN
Bus Plan

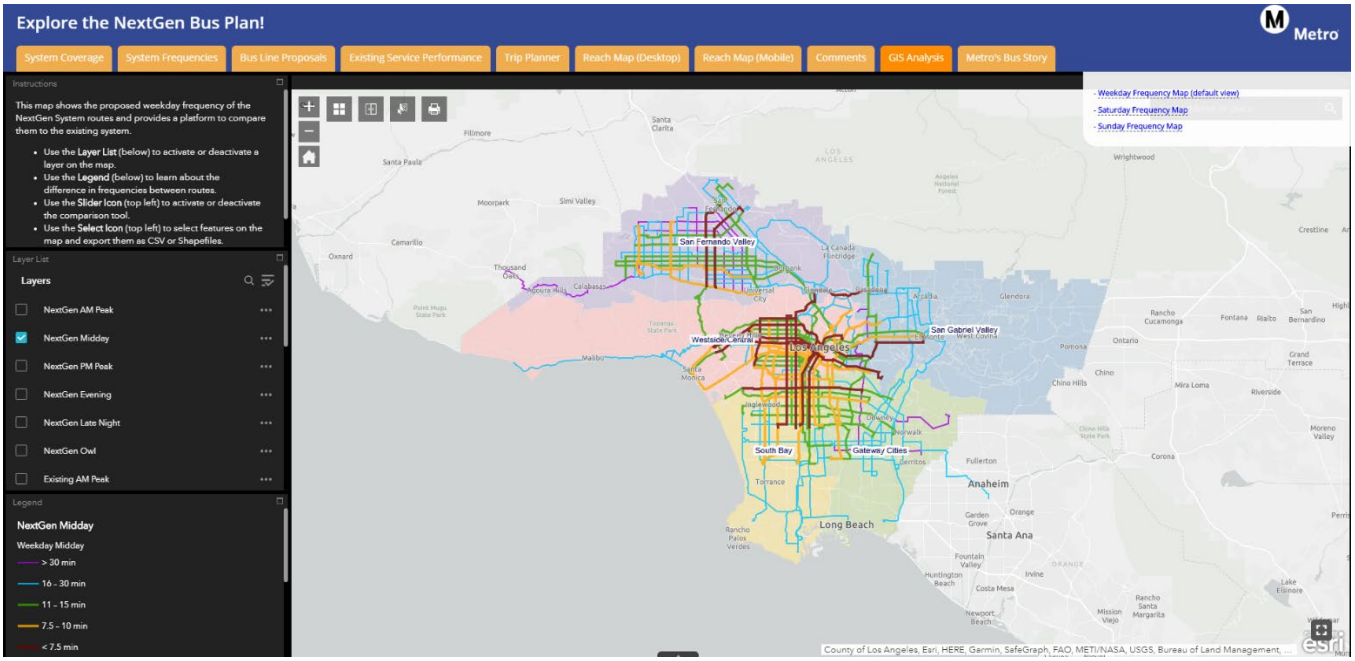
Virtual Workshop Tools

Reach Map

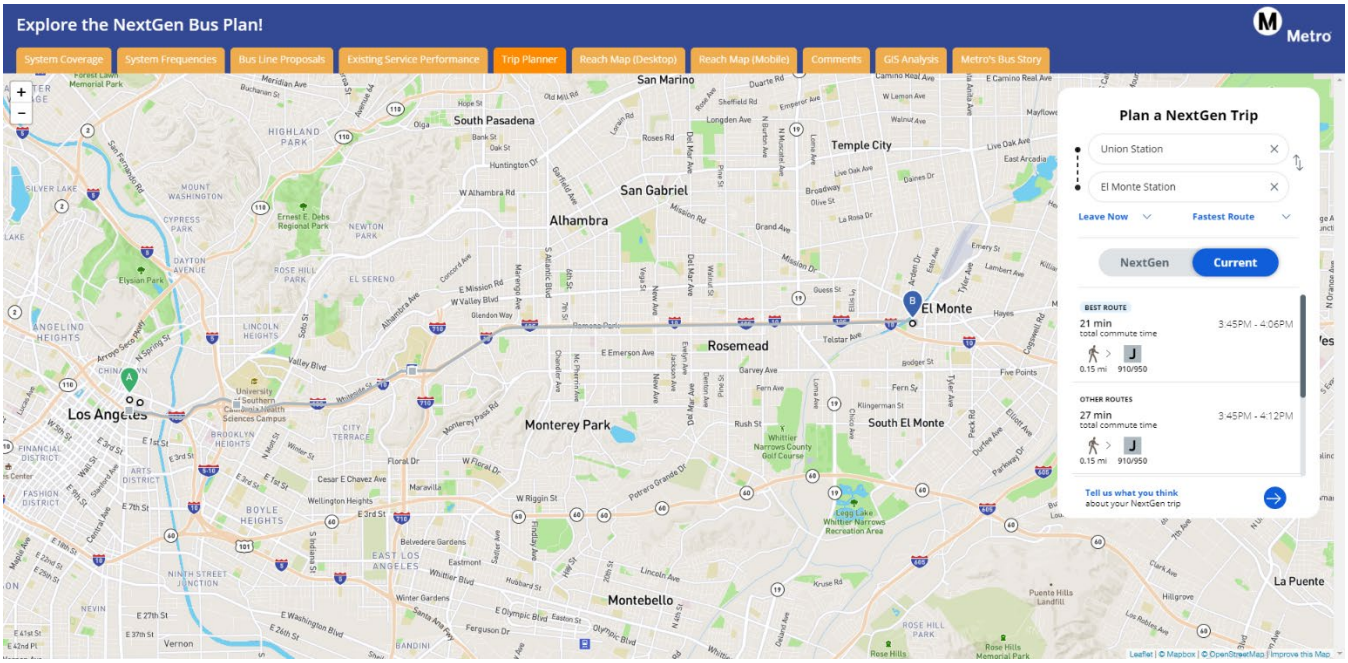


NEXTGEN Bus Plan

GIS Maps



NextGen Trip Planner

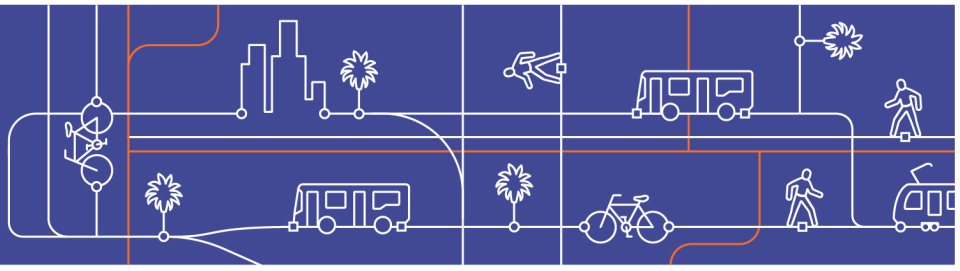


NEXTGEN Bus Plan

Line by Line Proposals and Maps



NEXTGEN
Bus Plan



Attachment III:
c. Media Toolkit Examples

i.

Elected Official Toolkit

ii.

February Stakeholder Toolkit

iii.

March Stakeholder Toolkit

iv.

Workshops Cancellation Toolkit

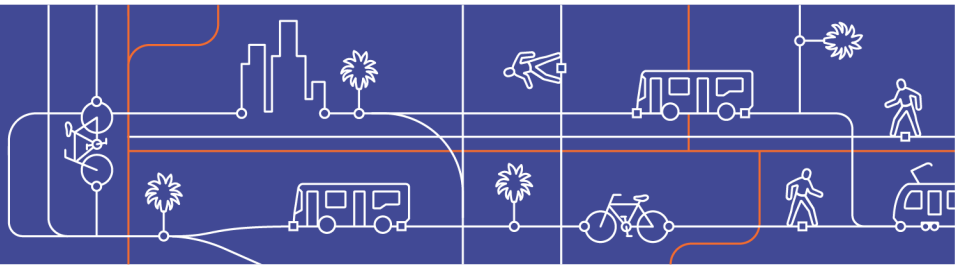
NEXTGEN
Bus Plan

Attachment III:
c. Media Toolkit Examples

i.

Elected Official Toolkit

NEXTGEN
Bus Plan



Dear Honorable Representative,

Metro has released the proposed NextGen Bus Plan and will be holding 23 public workshops across the county from February 1 thru April 4, 2020. The purpose of this electronic toolkit is to provide you with notification materials to help us invite your community to the public workshops taking place in February and March 2020.

We want to ensure that your community has the opportunity to see and learn about the proposed bus route changes and have them share their thoughts with Metro staff.

The copy-ready text allows you to easily share information that can be utilized with the online platform of your choice. Below are some of the ways that you can help us invite your community to the upcoming public workshops.

1. **Distribute electronically via email:** share any of the included graphics and content with your email contacts.
2. **Post to your website:** you can use any of the images provided to post to your homepage. Link the image to the online workshop notice.
3. **Feature the workshop dates and details on your events calendar:** promote the upcoming workshop dates in your region on your online events calendar (if applicable) and make announcements at your meetings or other special events.
4. **Social media posting/sharing:** use the provided image of your choice on your social media profiles (Facebook, Twitter, Instagram) and share the link on your post.
5. **Events:** let us know if there are any upcoming events where the team can make an announcement to share the workshop dates and distribute workshop notices.

Thank you in advance for your assistance in getting the word out for the NextGen Bus Plan public workshops. If you have any questions, please contact me directly at 213-922-5644 or CalixR@metro.net.

Sincerely,

Robert Cálix
Senior Manager
Los Angeles County Metropolitan Transportation Authority

NEXTGEN
Bus Plan

Eblast:

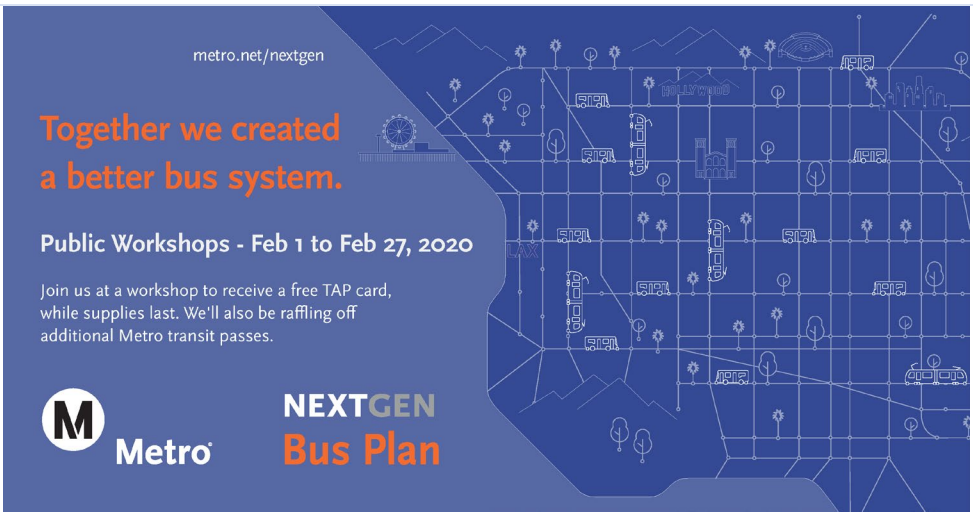
– *Text:*

Subject: Join us at a Workshop Between Feb 1 to Feb 27, and Receive a Free TAP Card

You spoke, we listened. Together we created a better bus system. Join us at any of the 12 public workshops between February 1 and February 27, 2020 and learn about the proposed bus route changes in the NextGen Bus Plan! Stop in anytime during the scheduled workshop time to meet with Metro staff, learn about the proposed bus plan, and share your thoughts on the proposed route changes.

*Everyone will receive a free TAP card, while supplies last. We'll also be raffling additional Metro transit passes.

For more information, visit https://www.metro.net/projects/nextgen/events/ or view the workshop notice to find a location near you.

Link the Metro NextGen Bus Plan image to the following link: https://drive.google.com/file/d/1ef6uJ_tyWVhw2wpaaLkTuYnBWzw6J4uT/view?usp=sharing	

NEXTGEN
Bus Plan

Website:

– *Text:*

You spoke, we listened. Together we created a better bus system. Join us at any of the 12 public workshops between February 1 and February 27, 2020 and learn about the proposed bus route changes in the NextGen Bus Plan! Stop in anytime during the scheduled workshop time to meet with Metro staff, learn about the proposed bus plan, and share your thoughts on the proposed route changes.

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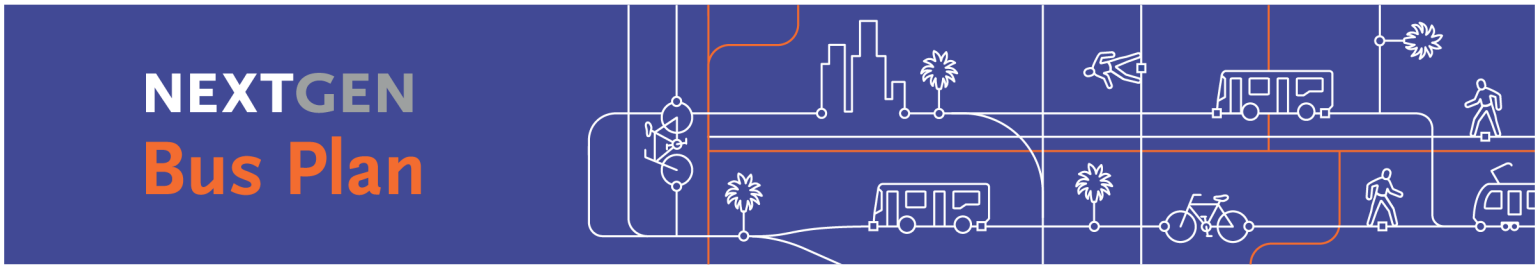
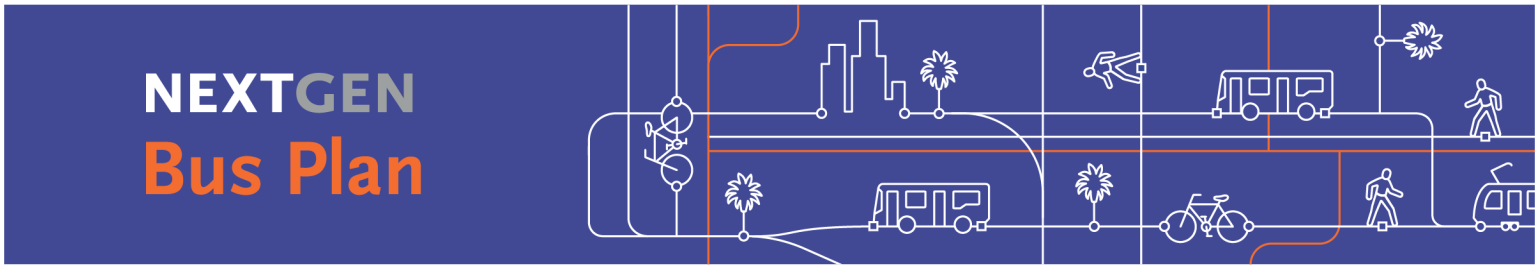


Facebook:

– *Text:*

Join @losangelesmetro at any of our 12 public workshops in February and learn about the proposed bus route changes in the NextGen Bus Plan! Receive a free TAP card, while supplies last! Visit https://www.metro.net/projects/nextgen/events/ for more information and to find a location near you!

Link the Metro NextGen Bus Plan image to the following: https://drive.google.com/file/d/1ef6uJ_tyWVhw2wpaaLkTuYnBWzw6J4uT/view?usp=sharing	



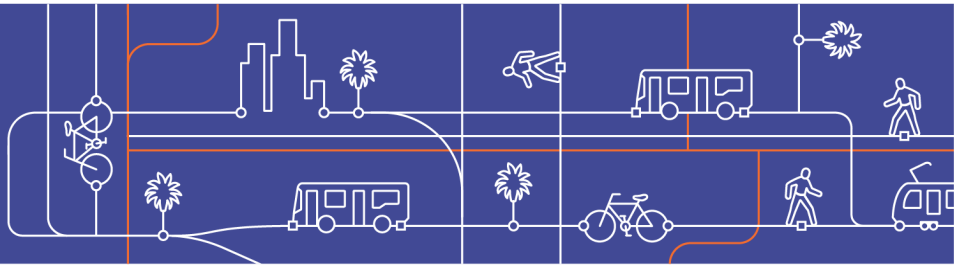
Twitter:

– *Text:*

Join @metrolosangeles at any of our 12 public workshops in February and learn about the proposed bus route changes NextGen Bus Plan! Receive a free TAP card, while supplies last! More info at https://www.metro.net/projects/nextgen/events/

Link the Metro NextGen Bus Plan image to the following: https://drive.google.com/file/d/1ef6uJ_tyWVhw2wpaaLkTuYnBWzw6J4uT/view?usp=sharing	

NEXTGEN
Bus Plan

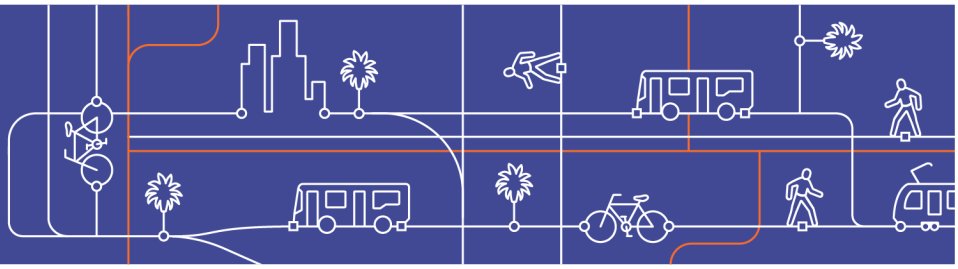


Attachment III:
c. Media Toolkit Examples

ii.

February Stakeholder Toolkit

NEXTGEN
Bus Plan



Dear Stakeholder,

Metro has released the proposed NextGen Bus Plan and will be holding 23 public workshops across the county from February 1 thru April 4, 2020. The purpose of this electronic toolkit is to provide you with notification materials to help us invite your community to the public workshops taking place during that time.

We want to ensure that your community has the opportunity to see and learn about the proposed bus route changes and have them share their thoughts with Metro staff.

The copy-ready text allows you to easily share information that can be utilized with the online platform of your choice. Below are some of the ways that you can help us invite your community to the upcoming public workshops.

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Thank you in advance for your assistance in getting the word out for the NextGen Bus Plan public workshops. If you have any questions, please contact me directly at 213-922-5644 or CalixR@metro.net.

Sincerely,

Robert Cálix
Senior Manager, Transportation Planning
Los Angeles County Metropolitan Transportation Authority

NEXTGEN
Bus Plan

Eblast:

– *Text:*

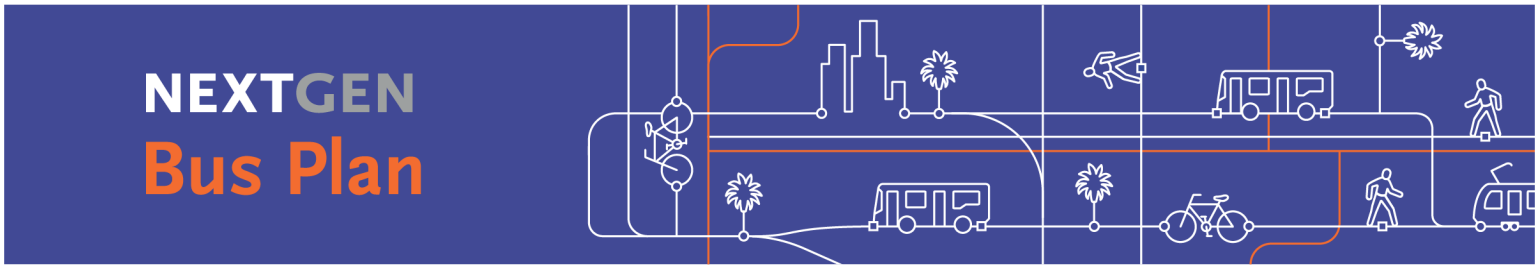
Subject: Join us at a Workshop Feb 1 to Feb 27, and Receive a Free TAP Card

You spoke, we listened. Together we created a better bus system. Join us at any of the 12 public workshops between February 1 and February 27, 2020 and learn about the proposed bus route changes in the NextGen Bus Plan! Stop in anytime during the scheduled workshop time to meet with Metro staff, learn about the proposed NextGen Bus Plan, and share their thoughts about the proposed bus route changes.

*Everyone will receive a free TAP card, while supplies last. We'll also be raffling additional Metro transit passes.

For more information, visit https://www.metro.net/projects/nextgen/events/ or view the workshop notice to find a location near you.

Link the Metro NextGen Bus Plan image to the following link: https://drive.google.com/file/d/1ef6uJ_tyWVhw2wpaaLkTuYnBWzw6J4uT/view?usp=sharing	



Website:

– *Text:*

You spoke, we listened. Together we created a better bus system. Join us at any of the 12 public workshops between February 1 and February 27, 2020 and learn about the proposed bus route changes in the NextGen Bus Plan! Stop in anytime during the scheduled workshop time to meet with Metro staff, learn about the proposed NextGen Bus Plan, and share their thoughts on the proposed route changes.

Everyone will receive a free TAP card, while supplies last. We'll also be raffling additional Metro transit passes.

For more information, visit https://www.metro.net/projects/nextgen/events/ or view the workshop notice to find a workshop near you.

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NEXTGEN
Bus Plan

Facebook:

– *Text:*

Join @losangelesmetro at any of our 12 public workshops in February and learn about the proposed bus route changes in the NextGen Bus Plan! Receive a free TAP card, while supplies last! Visit https://www.metro.net/projects/nextgen/events/ for more information and to find a workshop near you!

Link the Metro NextGen Bus Plan image to the following: https://drive.google.com/file/d/1ef6uJ_tyWVhw2wpaaLkTuYnBWzw6J4uT/view?usp=sharing	

NEXTGEN
Bus Plan

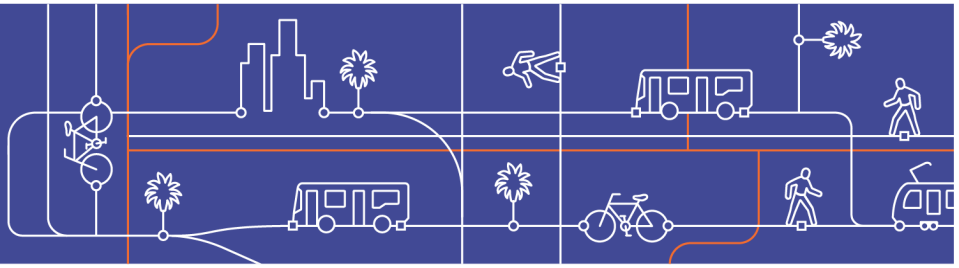
Twitter:

– *Text:*

Join @metrolosangeles at any of our 12 public workshops in February and learn about the proposed bus route changes in the NextGen Bus Plan! Receive a free TAP card, while supplies last! More info at https://www.metro.net/projects/nextgen/events/

Link the Metro NextGen Bus Plan image to the following: https://drive.google.com/file/d/1ef6uJ_tyWVhw2wpaaLkTuYnBWzw6J4uT/view?usp=sharing	

NEXTGEN
Bus Plan

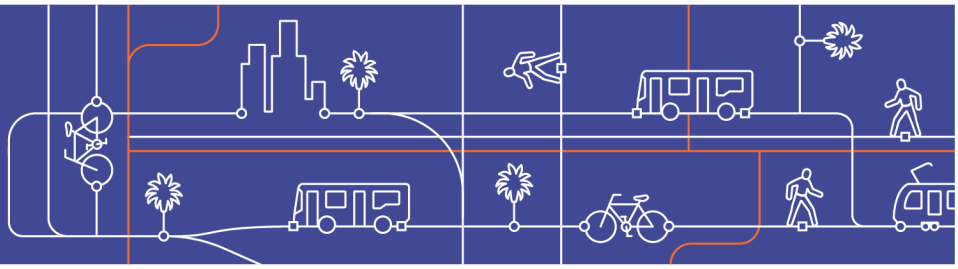


Attachment III:
c. Media Toolkit Examples

iii.

March Stakeholder Toolkit

NEXTGEN
Bus Plan



Dear Stakeholder,

Metro released the proposed NextGen Bus Plan at the end of January and, since then, will have hosted 12 public workshops throughout Los Angeles County by the end of February. We are excited to inform you that we have 11 more workshops through March. **The purpose of this electronic toolkit is to provide you with notification materials to help us invite your community to the public workshops taking place through March, with the last one taking place on April 4.**

We want to ensure that your community has the opportunity to see and learn about the proposed bus route changes and have them share their thoughts with Metro staff.

The copy-ready text on the following pages allows you to easily share information that can be utilized with the online platform of your choice. Below are some of the ways that you can help us invite your community to the upcoming public workshops.

1. **Distribute electronically via email:** share any of the included graphics and content with your email contacts.
2. **Post to your website:** you can use any of the images provided to post to your homepage. Link the image to the online workshop notice.
3. **Feature the workshop dates and details on your events calendar:** promote the upcoming workshop dates in your region on your online events calendar (if applicable) and make announcements at your meetings or other special events.
4. **Social media posting/sharing:** use the provided image of your choice on your social media profiles (Facebook, Twitter, Instagram) and share the link on your post.
5. **Events:** let us know if there are any upcoming events where the team can make an announcement to share the workshop dates and distribute workshop notices.

Thank you in advance for your assistance in getting the word out for the NextGen Bus Plan public workshops. If you have any questions, please contact me directly at 213-922-5644 or CalixR@metro.net.

Sincerely,

Robert Cálix
Senior Manager
Los Angeles County Metropolitan Transportation Authority

NEXTGEN
Bus Plan

E-blast:

– *Text:*

Subject: Join LA Metro for a Workshop Between March 5 to April 4 – Receive a Free TAP Card

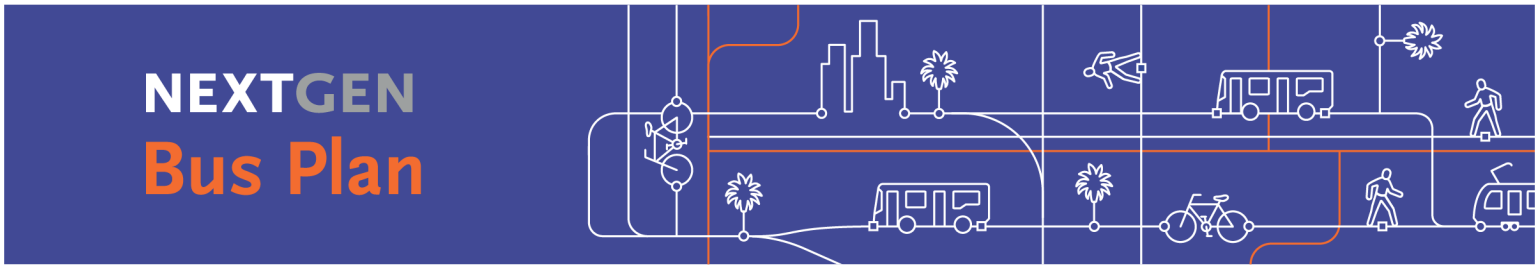
You spoke, we listened. Together we created a better bus system. Join LA Metro at any of the 11 public workshops scheduled between March 5 and April 4, 2020 to learn about the proposed bus route changes in the NextGen Bus Plan! Stop in anytime during the scheduled workshop time to meet with Metro staff, learn about the proposed bus plan, and share your thoughts on the proposed route changes.

*Everyone will receive a free TAP card, while supplies last. We'll also be raffling additional Metro transit passes.

For more information, visit https://www.metro.net/projects/nextgen/events/ or view the workshop notice to find a location near you.

Link to image: https://files.constantcontact.com/95c7c82d001/95d86260-4692-413d-83d7-2501ef8e6ca0.png





Website:

– Text:

You spoke, we listened. Together we created a better bus system. Join LA Metro at any of the 11 public workshops scheduled between March 5 and April 4, 2020 to learn about the proposed bus route changes in the NextGen Bus Plan! Stop in anytime during the scheduled workshop time to meet with Metro staff, learn about the proposed bus plan, and share your thoughts on the proposed route changes.

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For more information, visit https://www.metro.net/projects/nextgen/events/ or view the workshop notice to find a location near you.

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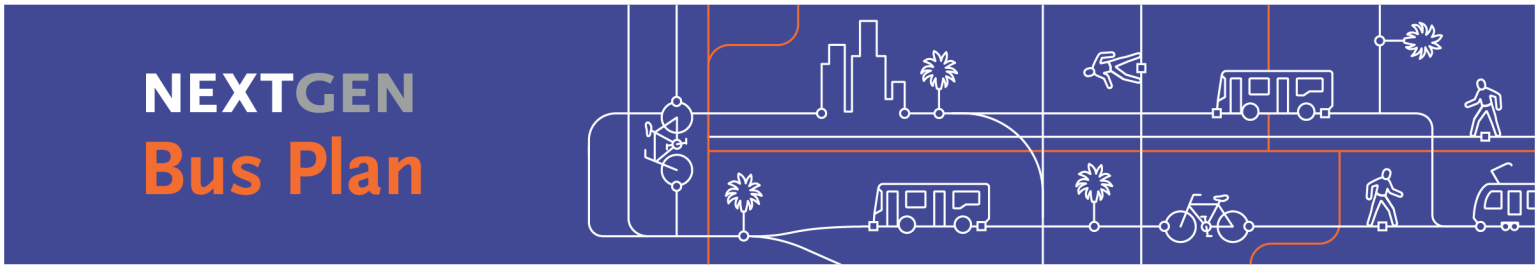


Facebook:

– *Text:*

Join @losangelesmetro at any of the 11 public workshops scheduled throughout March to learn about the proposed bus route changes in the NextGen Bus Plan! Receive a free TAP card, while supplies last! Visit https://www.metro.net/projects/nextgen/events/ for more information and to find a location near you!

Link to image: https://files.constantcontact.com/95c7c82d001/95d86260-4692-413d-83d7-2501ef8e6ca0.png	

NEXTGEN
Bus Plan

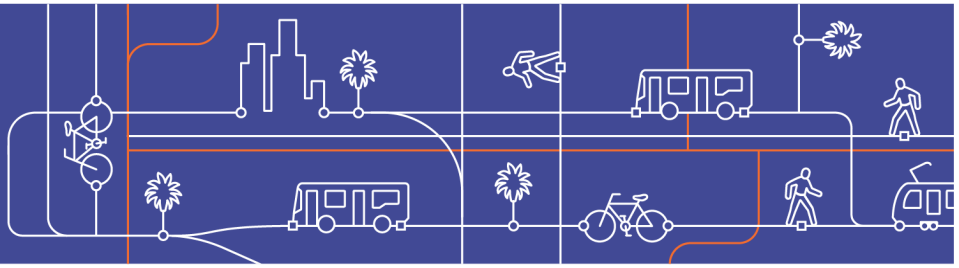
Twitter:

– *Text:*

Join @metrolosangeles at any of the 11 public workshops scheduled in March to learn about the proposed bus route changes in the NextGen Bus Plan! Receive a free TAP card, while supplies last! More info at https://www.metro.net/projects/nextgen/events/

Link to image: https://files.constantcontact.com/95c7c82d001/95d86260-4692-413d-83d7-2501ef8e6ca0.png	

NEXTGEN
Bus Plan

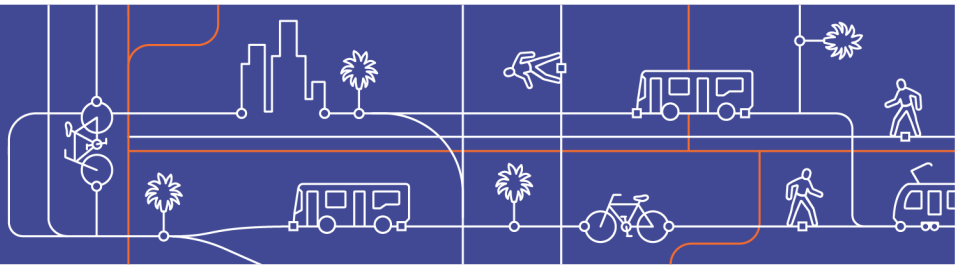


Attachment III:
c. Media Toolkit Examples

iv.

Workshops Cancellation Toolkit

NEXTGEN
Bus Plan



Dear Stakeholder,

Out of an abundance of caution, and following the most recent public health guidelines, Metro is cancelling the remainder of the NextGen Bus Plan in-person public workshops planned in March and April, and transitioning to alternative ways of gathering public input.

Planning for the future of bus service in LA County is still a top focus for our Metro staff so we can provide LA County residents the best possible bus service when this health pandemic passes. Therefore, we would like to request your assistance in helping us notify your community and constituents of the in-person workshop cancellations, as well as the alternate ways the public can still explore the draft plan and provide feedback:

- Please take a moment to explore the NextGen Virtual Workshop. This includes the ability to explore the full plan using interactive maps and detailed line-by-line descriptions, as well as provide comments.
- Join us for a countywide **Live Webcast and Q&A** on March 31st at 6pm or **Telephone Town Hall** on April 1st at 6:30pm. For more information on these events, click here.
- Submit your comments via email at nextgen@metro.net

The purpose of the following electronic toolkit is to provide you with copy-ready text, graphic options and flyers which will easily allow you to share this information on your platform of choice. Below are some of the ways that you can help us share this information.

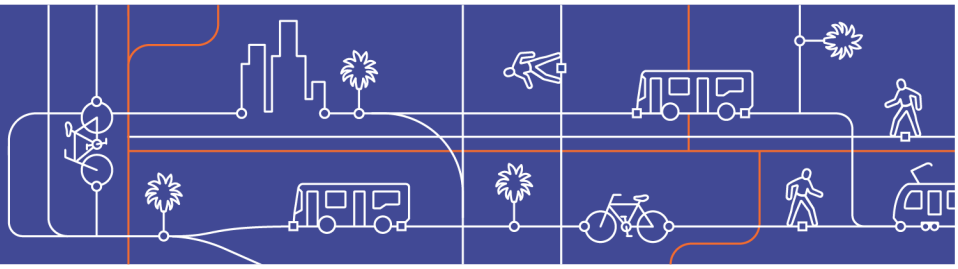
1. **Distribute electronically via email:** Share the included content and graphic with your email contacts.
2. **Post to your website:** Use any of the content provided to post to your homepage, including linking the image to the NextGen website.
3. **Social media posting/sharing:** Use the provided image and suggested post text on your social media profiles (Facebook, Twitter, Instagram, Nextdoor) and share the NextGen website link on your post.
4. **Flyer:** Post or distribute workshop cancellation flyer.

Thank you in advance for your assistance in getting the word out for the cancellation of the NextGen Bus Plan public workshops and alternative ways of gathering public input. If you have any questions, please contact me directly at 213-922-5644 or CalixR@metro.net.

Sincerely,

Robert Cálix
Senior Manager
Los Angeles County Metropolitan Transportation Authority

NEXTGEN
Bus Plan



E-blast/Website:

Subject: NextGen Workshops Cancelled But Metro Still Needs Your Input!

Out of an abundance of caution, and following the most recent public health guidelines, Metro is cancelling the remainder of the NextGen in-person community workshops planned in March and April, and transitioning to alternative ways of gathering public input. Planning for the future of bus service in LA County is still a top focus for Metro staff so they can provide LA County residents the best possible bus service when this health pandemic passes. Metro still need your input to keep this important project moving forward.

- Please take a moment to explore the NextGen Virtual Workshop. This includes the ability to explore the full plan using interactive maps and detailed line-by-line descriptions, as well as provide comments.
- Join us for a countywide **Live Webcast and Q&A** on March 31st at 6pm or **Telephone Town Hall** on April 1st at 6:30pm. For more information on these events, click here.
- Submit your comments via email at nextgen@metro.net

For more information on these events and access to the workshop information, please visit: https://bit.ly/2xJfwLk.

[Please scroll down for image.]

Social Media (Facebook, Twitter, Instagram, etc.):

All remaining NextGen Bus Plan community workshops have been cancelled – but Metro still wants your input! Check out how metro is transitioning to alternative ways of gathering public input: https://bit.ly/2xJfwLk

[Please scroll down for image.]

NEXTGEN
Bus Plan

Link to Image	Image
https://files.constantcontact.com/95c7c82d001/30b3eb03-58ea-41ce-8e84-9b3de7c6d41a.png	

NEXTGEN
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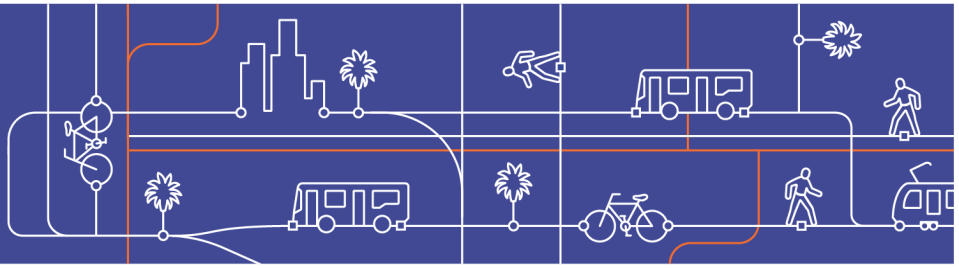
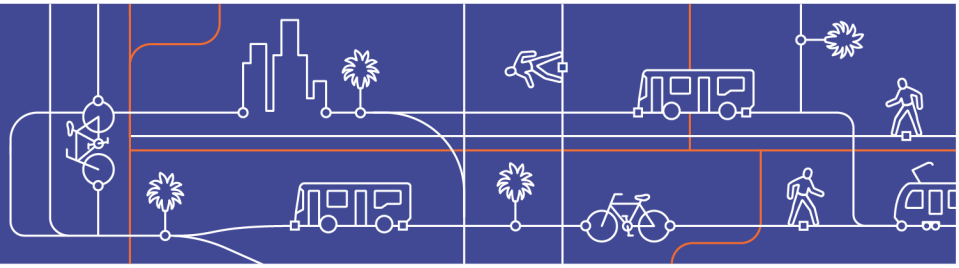
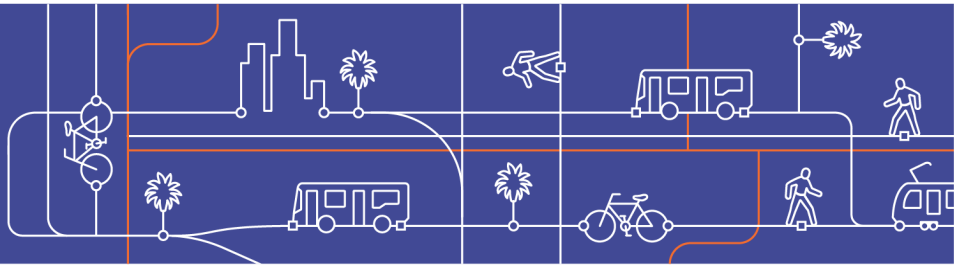


Attachment III:
d. Earned Media

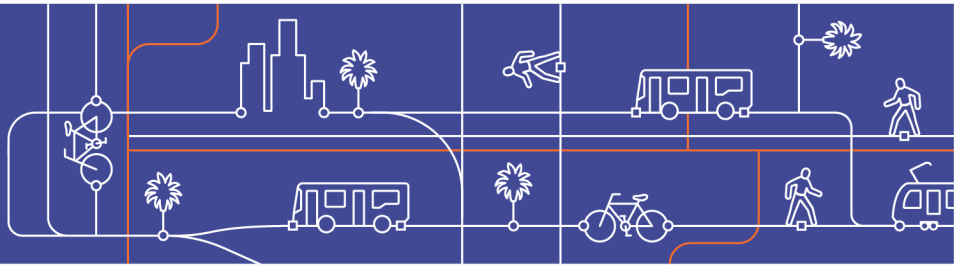
NEXTGEN
Bus Plan



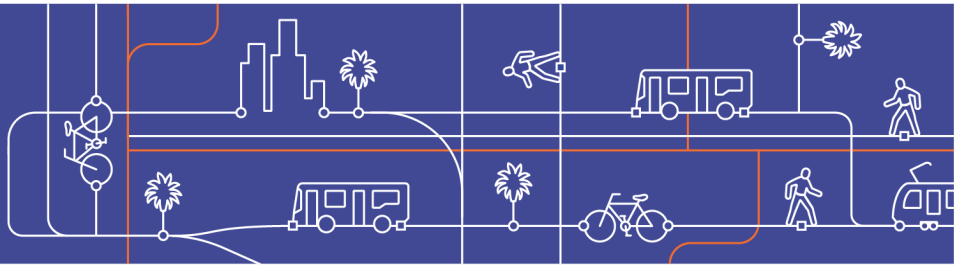
NextGen Bus Plan Workshops Earned Media - Twitter				
Individual/Organization	**User Type**	**Link**	**Date of Post**	**Details**
numble	Individual	https://twitter.com/numble/status/1215798487159377920	1/10/2020	Link to and pictures of NextGen service plan
Carter Rubin	Individual	https://twitter.com/CarterRubin/status/1217155291118047232	1/14/2020	Link to Metro's public review of first service plan
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1217540234503581696	1/15/2020	Photo of NextGen meeting poster
Peter Haderlein	Individual	https://twitter.com/phaderlein/status/1217600350040948737	1/15/2020	Link to LA Time's Article
RangerRick	Individual	https://twitter.com/sacreole/status/1217505739079471104	1/15/2020	Link to Mass Transit's Article
Transportation Management & Design, Inc.	Company/Organization	https://twitter.com/TMDinc/status/1217545596073996288	1/15/2020	Link to Curbed LA's Article
WHAM Rail	Company/Organization	https://twitter.com/WHAMRAIL/status/1217553394560167936	1/15/2020	Link to NextGen study; info for Plummer Park (2/12) workshop
Josh Beckerman	Individual	https://twitter.com/BeckermanJosh/status/1217923808855756800	1/16/2020	Link to The Source's NextGen Bus Plan Article
Mass Transit magazine	Company/Organization	https://twitter.com/MassTransitmag/status/1217854271443603457	1/16/2020	Link to Mass Transit's Article
Urbanize.LA	Company/Organization	https://twitter.com/UrbanizeLA/status/1217884491160674304	1/16/2020	Link to Urbanize LA's Article
Winsome Appraisal Group	Company/Organization	https://twitter.com/jrealtyla/status/1218742459347304448	1/17/2020	Link to Urbanize LA's Article
Dream Home Agent	Company/Organization	https://twitter.com/jrealtyla/status/1218742459347304448	1/18/2020	Link to Urbanize LA's Article
WTS Los Angeles	Company/Organization	https://twitter.com/WTSLosAngeles/status/1219306097271504896	1/20/2020	Link to Urbanize LA's Article
Jared Rimer	Individual	https://twitter.com/jrimer2008/status/1220069005701959680	1/22/2020	Link to The Source's NextGen Board Meeting Article
Carlos Granda	Reporter	https://twitter.com/abc7carlos/status/1220511491545108480	1/23/2020	Photo of NextGen Bus Plan proposal
KFI AM 640	Company/Organization	https://twitter.com/KFIAM640/status/1220519122813030401	1/23/2020	Link to iHeart's Article
LarchmontBuzz	Company/Organization	https://twitter.com/LarchmontBuzz/status/1220445756559187980	1/23/2020	Link to LarchmontBuzz's Article
Mayor Eric Garcetti	Elected Official	https://twitter.com/MayorOfLA/status/1220459576354660352	1/23/2020	Link to press release
The Patriot	Company/Organization	https://twitter.com/PatriotAM1150/status/1220438035927633921	1/23/2020	Link to iHeart's Article
StreetsblogLA	Blog	https://twitter.com/StreetsblogLA/status/1221961643212460032	1/27/2020	Link to StreetsBlog LA's Article
Big Blue Bus	Company/Organization	https://twitter.com/SMBigBlueBus/status/1222248224951500800	1/28/2020	Link to workshop info
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1222311295078133760	1/28/2020	Information for LATTC (2/1) workshop



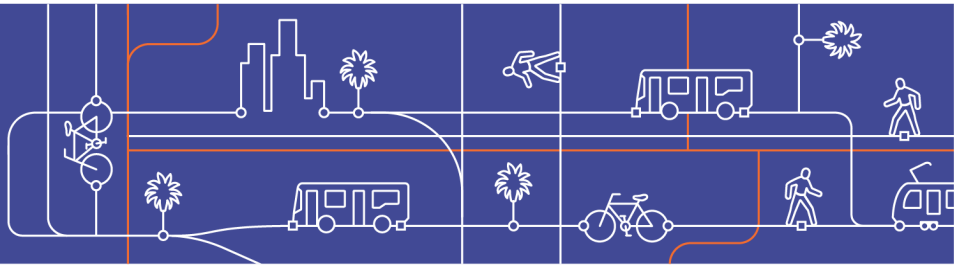
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1223038244683571201	1/30/2020	Excitement for more frequent service on Line 166
Angel City Buzz	Company/Organization	https://twitter.com/Angel_City_Buzz/status/1223370760430837760	1/31/2020	Link to StreetsBlog LA's Article
Crenshaw/LAX Rail	Company/Organization	https://twitter.com/crenshawrail/status/1223462499137310720	1/31/2020	Link to workshop info
Innovative TDM	Company/Organization	https://twitter.com/innovativeTDM/status/1223308735902294016	1/31/2020	Link to LA Daily News' Article
Ken Zatarain	Individual	https://twitter.com/Ken_Zatarain/status/1223399977528877056	1/31/2020	Link to StreetsBlog LA's Article
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1223402040149209089	1/31/2020	Excitement for new Line 94 route
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1223154066693378054	1/31/2020	Concern for cancellation of Line 96
StreetsblogLA	Blog	https://twitter.com/StreetsblogLA/status/1223368111568519173	1/31/2020	Link to blog post with list of workshops and plan overview
Frankie J. Valens	Individual	https://twitter.com/Frankie_J_1224/status/1223530585341083648	2/1/2020	Concern over losing Line 218
Investing in Place	Company/Organization	https://twitter.com/InvestinPlace/status/1224855400450682881	2/1/2020	Link to interactive map plan
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1223830036727259136	2/1/2020	Comparing current commute to NextGen commute
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1223773617776783360	2/1/2020	Photo from LATTC (2/1) workshop
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1223744517343301632	2/1/2020	Link to interactive map plan
Move LA	Company/Organization	https://twitter.com/MoveLATransit/status/1223694239759912960	2/1/2020	Photo of Conan and mapping tools
Move LA	Company/Organization	https://twitter.com/MoveLATransit/status/1223694246210756608	2/1/2020	Photo of mapping tools
Move LA	Company/Organization	https://twitter.com/MoveLATransit/status/1223694252930002944	2/1/2020	Photo of mapping tools
Move LA	Company/Organization	https://twitter.com/MoveLATransit/status/1223694260643348480	2/1/2020	Photo of mapping tools
Move LA	Company/Organization	https://twitter.com/MoveLATransit/status/1223694268407021570	2/1/2020	Photo of online survey
Move LA	Company/Organization	https://twitter.com/MoveLATransit/status/1223696462355132417	2/1/2020	Photos of maps and people at the workshop
Move LA	Company/Organization	https://twitter.com/MoveLATransit/status/1223697069761683456	2/1/2020	Photos of boards at workshop



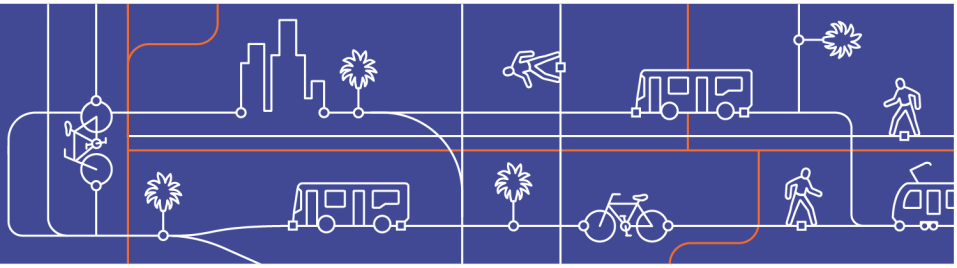
Move LA	Company/Organization	https://twitter.com/MoveLATransit/status/1223697718243024896	2/1/2020	Photos of boards at workshop
Move LA	Company/Organization	https://twitter.com/MoveLATransit/status/1223698368154570752	2/1/2020	Photo of board at workshops
yaya	Individual	https://twitter.com/_yayalala/status/1223763652399923200	2/1/2020	Link to StreetsBlog LA's Article
Go Active LB	Company/Organization	https://twitter.com/GoActiveLB/status/1224408696836390912	2/3/2020	Link to workshop information - San Pedro (2/4) & Paramount (2/13)
Jared Rimer	Individual	https://twitter.com/jrimer2008/status/1224573431837941760	2/3/2020	Link to The Source's NextGen article
Karen Macias	Local Government	https://twitter.com/kmacfromla/status/1224464309318668288	2/3/2020	Photo from workshop
Allegra Geller	Individual	https://twitter.com/allegra_geller_/status/1224864090905931776	2/4/2020	Hoping for improvement of Line 456
Investing in Place	Company/Organization	https://twitter.com/InvestinPlace/status/1224855400450682881	2/4/2020	Link to NextGen Bus Plan
Kira Durbin	Resident	https://twitter.com/KiraDurbin/status/1224828289610665986	2/4/2020	Link to workshop info
Sherman Oaks Neighborhood Council	Local Government	https://twitter.com/shermanoaks_nc/status/1224787313420455937	2/4/2020	Photo of workshop information
The Greater Toluca Lake Neighborhood Council	Local Government	https://twitter.com/GTLNC/status/1224910531913506817	2/4/2020	Information for Van Nuys (2/5) workshop
Warner Connects	Company/Organization	https://twitter.com/WarnerConnects/status/1224842383835029504	2/4/2020	Link to workshop info
Big Blue Bus	Company/Organization	https://twitter.com/SMBigBlueBus/status/1225218835093082116	2/5/2020	Info for Plummer Park (2/12) workshop; Link to NextGen Bus Plan
Supervisor Kathryn Barger	LA County Board Chair	https://twitter.com/kathrynbarger/status/1225129935561318405	2/5/2020	Link to workshop info
Move LA	Company/Organization	https://twitter.com/MoveLATransit/status/1225592873552203776	2/6/2020	Screenshots of cutsheets
Transportation Management & Design, Inc.	Company/Organization	https://twitter.com/TMDinc/status/1225564661208297472	2/6/2020	Link to interactive map plan
Carter Rubin	Individual	https://twitter.com/CarterRubin/status/1225843970086825984	2/7/2020	Screenshots of cutsheets
Damien Newton	Individual	https://twitter.com/DamienTypes/status/1225902650631192576	2/7/2020	Link to StreetsBlog LA's Article
Dan Wentzel	Individual	https://twitter.com/danwentzel/status/1225849330793205760	2/7/2020	Photo of NextGen Line 180
StreetsblogLA	Blog	https://twitter.com/StreetsblogLA/status/1225904995821686784	2/7/2020	Link to blog post with interview
Nathan Pope	Individual	https://twitter.com/npope32/status/1226312362107367424	2/8/2020	Hoping NextGen will fix current issue: multiple buses arriving at the same station at the same time
Eli Lipman	Individual	https://twitter.com/elipmen/status/1227020928292229121	2/10/2020	Photo of car card inside the bus



Metro Connector	Company/Organization	https://twitter.com/MetroConnector/status/1227056762156539904	2/10/2020	Photos of El Monte (2/10) workshop
JimRockaway	Individual	https://twitter.com/JimRockaway/status/1227226788180496384	2/11/2020	Link to The Source's NextGen article
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1227289431658225664	2/11/2020	Concern over replacement of Line 167 for Line 158
AllOnBoardCoalition	Company/Organization	https://twitter.com/AOBCoalition/status/1227745225205940224	2/12/2020	Photos of Plummer Park (2/12) workshop
Dan Wentzel	Individual	https://twitter.com/danwentzel/status/1227824086199328768	2/12/2020	Link to NextGen Bus Plan, Praise for Plummer Park (2/12) workshop
WHAM Rail	Company/Organization	https://twitter.com/WHAMRAIL/status/1227742258201448450	2/12/2020	Photo of All On Board Coalition's table at Plummer Park (2/12) workshop
GoSaMo TMO	Company/Organization	https://twitter.com/AskGoSaMo/status/1228031351313649666	2/13/2020	Link to workshop info
Jane Castillo Realtor	Individual	https://twitter.com/janeyourrealtor/status/1228093154727022595	2/13/2020	Link to Pasadeno (2/20) workshop info
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1228851415889539072	2/15/2020	Concern over NextGen Bus Plan cancelling Line 96
LarchmontBuzz	Company/Organization	https://twitter.com/LarchmontBuzz/status/1229855973549850624	2/18/2020	Link to NextGen article on LarchmontBuzz
Pasadena DOT	Local Government	https://twitter.com/PasadenaDOT/status/1229909276782579712	2/18/2020	Toolkit information
Southern California Association of Governments	Company/Organization	https://twitter.com/SCAGnews/status/1229883389798440960	2/18/2020	Link to workshop info
City of Bell Gardens	Local Government	https://twitter.com/bellgardenscity/status/1230170346877095936	2/19/2020	Link to workshop info
City of Pasadena	Local Government	https://twitter.com/PasadenaGov/status/1230305575516418048	2/19/2020	Toolkit information
Pasadena Complete Streets Coalition	Company/Organization	https://twitter.com/PasadenaCSC/status/1230382158897745920	2/19/2020	Link to workshop info
c.law	Individual	https://twitter.com/claw789/status/1230652167939215360	2/20/2020	Image of NextGen Bus Plan poster from workshop
Henry Fung	Individual	https://twitter.com/calwatch/status/1230651839147724800	2/20/2020	Photo of Pasadena (2/20) workshop
Pasadena DOT	Local Government	https://twitter.com/PasadenaDOT/status/1230558268881174534	2/20/2020	Link to workshop info
Sustainable Transportation & Livable Communities	Company/Organization	https://twitter.com/uwmst/status/1229936163366023169	2/20/2020	Link to SmartCitiesDive's Article
SystemsChange4CALIF	Company/Organization	https://twitter.com/SystemsChange4C/status/1230585483513647104	2/20/2020	Info for CALIaFC (3/17) workshop
Joseph White	Individual	https://twitter.com/JosephW57325287/status/1231060873730347008	2/21/2020	Information for LA Metro HQ (2/22) workshop info



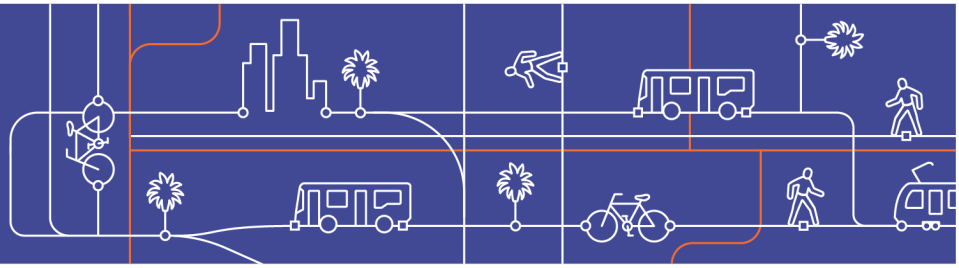
Pasadena Now	News Media	https://twitter.com/ePasadenaNow/status/1230862375131074560	2/21/2020	Link to article
Alex Amadeo	Individual	https://twitter.com/agamadeo/status/1231295104268165120	2/22/2020	Link to NextGen Bus Plan
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1231311811904884736	2/22/2020	Photos from LA Metro HQ (2/22) workshop
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1231315017728872449	2/22/2020	Photo of map comments from LA Metro HQ (2/22) workshop
StreetsblogLA	Company/Organization	https://twitter.com/StreetsblogLA/status/1232030519467970560	2/24/2020	Link to Human Transit's Article
City of Bell	Local Government	https://twitter.com/CityofBell/status/1232375868451741697	2/25/2020	Info for Bell Meeting; Link to City of Bell Instagram Post
Jordan Fraade	Individual	https://twitter.com/schadenfraade/status/1232391489721794562	2/25/2020	Photo of NextGen Comment
Laura Nelson	News Media	https://twitter.com/laura_nelson/status/1232394952954372096	2/25/2020	Photo of Capital Improvements handout
Mehmet Berker	Individual	https://twitter.com/mehmetikberker/status/1232436912293433345	2/25/2020	Advocating for a NextGen tool that would allow one to see how changing routes affects the overall budget
City of Lawndale	Local Government	https://twitter.com/CityofLawndale/status/1233191066960048132	2/27/2020	Link to NextGen Bus Plan
Alfonso Directo Jr.	Individual	https://twitter.com/Alfonso_Directo/status/1233447400213073920	2/28/2020	Suggestion to invest more money to make Metro Fare-Free like in Luxembourg
mark vallianatos	Individual	https://twitter.com/markvalli/status/1233449958621057025	2/28/2020	Link to NextGen Bus Plan; photo of Take One on bus
mark vallianatos	Individual	https://twitter.com/markvalli/status/1233450795628027904	2/28/2020	Photo of Line 83 changing to Line 182
City of Norwalk	Local Government	https://twitter.com/CityofNorwalkCA/status/1234583301677080576	3/2/2020	Info for Norwalk (3/5) Workshop
City of San Gabriel	Local Government	https://twitter.com/SanGabrielCity/status/1234565363926364160	3/2/2020	Link to workshop info
City of San Gabriel	Local Government	https://twitter.com/SanGabrielCity/status/1234565363926364160	3/2/2020	Link to workshop info; Info for San Gabriel (3/11) Workshop
Sean	Individual	https://twitter.com/seaninorbit/status/1234864541978132481	3/3/2020	Advocating for bus only lanes for 232
Antaira Technologies	Company/Organization	https://twitter.com/AntairaTech/status/1235224776274300928	3/4/2020	Link to Mass Transit's Article
City of Bell Gardens	Local Government	https://twitter.com/bellgardenscity/status/1235409955873669121	3/4/2020	Into for Norwalk (3/5) Workshop
ADA 25 & Beyond!	Company/Organization	https://twitter.com/ada25celebrate/status/1235816093878386688	3/5/2020	Link to StreetsBlog LA's Article
Angel City Buzz	Company/Organization	https://twitter.com/Angel_City_Buzz/status/1235670432549720064	3/5/2020	Link to StreetsBlog LA's Article



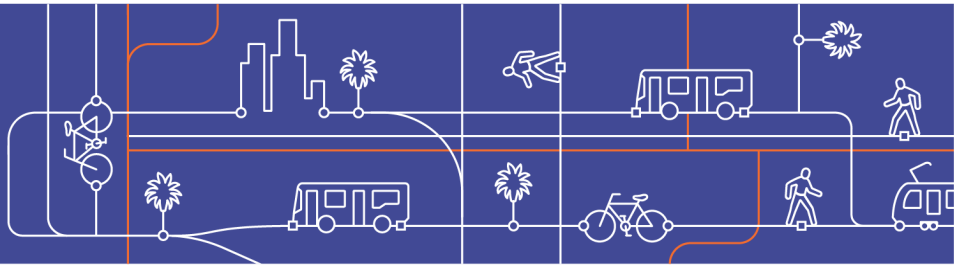
MyTransit LA	Company/Organization	https://twitter.com/MyTransit_LA/status/1235854165131137024	3/5/2020	Link to StreetsBlog LA's Article
StreetsblogLA	Company/Organization	https://twitter.com/StreetsblogLA/status/1235668869911474176	3/5/2020	Link to StreetsBlog LA's Article
Grace PhD	Individual	https://twitter.com/gspeng/status/1236329822428643330	3/7/2020	Believes bus lanes would help with core areas in LA
Councilmember John Lee	Elected Official	https://twitter.com/CD12LA/status/1237081525772005378	3/9/2020	Information for Chatsworth (3/12) Workshop
quagmire of bullshit	Individual	https://twitter.com/unwittingpawns/status/1237188689136099330	3/9/2020	Link to StreetsBlog LA's Article
Asian Youth Center	Company/Organization	https://twitter.com/AYC100/status/1237438481527443461	3/10/2020	Details for AYC (3/11) Workshop
City of Rosemead	Local Government	https://twitter.com/CityofRosemead/status/1237771435721904128	3/11/2020	Details for AYC (3/11) Workshop
Jared Rimer	Individual	https://twitter.com/jrimer2008/status/1238412121475395584	3/13/2020	Link to The Source's Article
numble	Individual	https://twitter.com/numble/status/1238663828469997569	3/13/2020	NextGen Bus Plan facts
Jared Rimer	Individual	https://twitter.com/jrimer2008/status/1238832398239813634	3/14/2020	Workshop update - All Cancelled
MyTransit LA	Company/Organization	https://twitter.com/MyTransit_LA/status/1238977543270694917	3/14/2020	Cancelled workshops, link to The Source article
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1239399321168048130	3/15/2020	Info of Line 460 change
Kenny Uong	Individual	https://twitter.com/_KennyUong_/status/1239399321168048130	3/15/2020	Information about Line 460 proposal
Move LA	Company/Organization	https://twitter.com/movelatransit/status/1241058827635589120?s=11	3/20/2020	Webcast information
Move LA	Company/Organization	https://twitter.com/MoveLATransit/status/1241058828910645249	3/20/2020	Webcast information

NextGen Bus Plan Workshops Earned Media - Facebook

Individual/Organization	User Type	Post Type	Link	Date of Post	Details
Al Uribe	Individual	Photo	https://www.facebook.com/groups/266472560543174/permalink/763197737537318/	2/12/2020	Photo of Line 685 change
Altadnea Safe Streets and Mobility; Altedna Town Council Member - Dorothy Wong	Company / Organization ; Elected Official	Event	https://www.facebook.com/events/523904311572225/	2/20/2020	NextGen Bus Plan Workshop Event; Pasadena
Asian Youth Center	Company / Organization	Photo	https://www.facebook.com/AYC100/photos/a.414431235249336/4204613456231076/	3/10/20	Details for AYC (3/11) Workshop
City of Agoura Hills	Local Government	Photo	https://www.facebook.com/CityofAgouraHills/photos/a.107854153953967/178067460265969/	1/27/2020	Link to NextGen Bus Plan

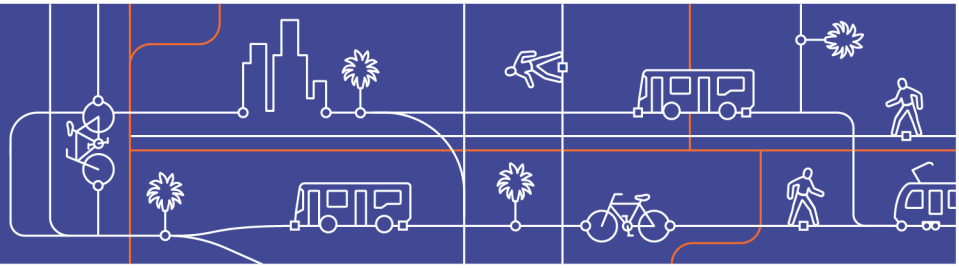


City of Bell	Local Government	Photo	https://www.facebook.com/bell1927/photos/a.623659624326886/4238766612816151/	2/25/2020	Photo of Bell (2/25) Workshop Info
City of Bell Gardens	Local Government	Photo	https://www.facebook.com/113928880010259/photos/a.136944597708687/211902456879567/	2/24/2020	Photo of Workshop Info
City of Bell Gardens	Local Government	Photo	https://www.facebook.com/113928880010259/photos/a.136944597708687/211902006879612/	2/24/2020	Photo of Bell (2/25) Workshop Info
City of Bell Gardens	Local Government	Photo	https://www.facebook.com/113928880010259/photos/a.136944597708687/211902190212927/	2/24/2020	Photo of NextGen Bus Plan fact sheet
City of Norwalk	Local Government	Post	https://www.facebook.com/cityofnorwalkca/photos/a.344347648980881/2813557542059867/?type=3&theater	3/3/2020	Link to NextGen Bus Plan
City of Pasadena	Local Government	Event	https://www.facebook.com/events/1486979634794532/	2/19/2020	Event page for Pasadena workshop
City of Santa Monica Big Blue Bus	Company / Organization	Photo	https://www.facebook.com/SMBigBlueBus/photos/a.10151518714624151/10157236996979151/	2/5/2020	Link to and Photo of Workshop info
City of Signal Hill	Local Government	Photo	https://www.facebook.com/cityofsignalhill/photos/a.1442875555947617/2632761086959052/	1/22/2020	Link to and Photo of workshop info
Communities Actively Living Independent & Free	Company / Organization	Photo	https://www.facebook.com/245321175518803/photos/a.270314799686107/2980264835357743/	1/28/2020	Photo of Workshop Info
Greater Monterey Park Chamber of Commerce & Visitor Center	Company/Organization	Post	https://www.facebook.com/search/posts/?q=nextgen%20bus&epa=SEARCH_BOX	2/4/2020	Link to NextGen Bus Plan
Greater Toluca Lake Neighborhood Council	Local Government	Photo	https://www.facebook.com/GTLNC/photos/a.10151114910806933/10156496045396933/?type=3	1/22/2020	Photo of NexetGen Bus Plan Service Plan
Greater Toluca Lake Neighborhood Council	Local Government	Photo	https://www.facebook.com/GTLNC/photos/a.10151114910806933/10156533803736933/	2/4/2020	Photo of NextGen Bus Plan facts
Hollywood United Neighborhood Council	Local Government	Post	https://www.facebook.com/HollywoodUnitedNeighborhoodCouncil/posts/2539327806115951	1/10/2020	Link to Workshop info
Hollywood United Neighborhood Council	Local Government	Photo	https://www.facebook.com/GTLNC/photos/a.10151114910806933/10156533803736933/	1/18/2020	Photo of NextGen Bus Plan FAQ #2
Hollywood United Neighborhood Council	Local Government	Photo	https://www.facebook.com/HollywoodUnitedNeighborhoodCouncil/posts/2555639934484738?	1/18/2020	Photo of NextGen Bus Plan FAQ #1
Jim Burke	Individual	Photo	https://www.facebook.com/groups/jacksonheights/permalink/10157858830263965/	2/11/2020	Photo of Line 204 change
Jose Morales Ambrosy	Individual	Photo		2/27/2020	Photo of "Stop Consolidation" Board from Workshop
Jose Morales Ambrosy	Individual	Photo		2/27/2020	Photo of "Comparing the Scenarios" Board from Workshop
Jose Morales Ambrosy	Individual	Photo		2/27/2020	Photo of NextGen Bus Plan info from Workshop



Jose Morales Ambrosy	Individual	Photo		2/27/2020	Photo of Canoga Park (2/27) Workshop Info
Jose Morales Ambrosy	Individual	Photo		2/27/2020	Photo of "Infrastucture Improvements" Board from Workshop
Jose Morales Ambrosy	Individual	Photo		2/27/2020	Photo of "Venice Blvd. Example" Board from Workshop
Kenny Uong	Individual	Photo	https://www.facebook.com/groups/301274650205909/permalink/1134702113529821/	2/2/2020	Photo of NextGen Bus Plan t-shirt
Kenny Uong	Individual	Photo	https://www.facebook.com/groups/301274650205909/permalink/1134702113529821/	2/2/2020	Photo of NextGen Bus Plan pin
Kira Durbin	Individual	Photo	https://www.facebook.com/photo.php?fbid=10159147553253942&set=a.10150133702953942	2/4/2020	Photo of NextGen Bus Plan facts
Lake Balboa Neighborhood Council	Local Government	Photo	https://www.facebook.com/LakeBalboaNC/photos/p.2709928832376432/2709928832376432/	1/13/2020	Photo of NextGen Full Network
LATTC	Company / Organization	Photo	https://www.facebook.com/LATTC/photos/a.288206326189/10156801605901190/	1/28/2020	Photo of LATTC (2/1) Workshop Info
Move LA	Company / Organization	Photo	https://www.facebook.com/movelatransit/photos/a.392934358584/10157193294648585/?type=3&theater	2/6/2020	Photo of Line 79 change to Line 78
Palms Neighborhood Council	Local Government	Photo	https://www.facebook.com/PalmsNC/photos/a.320314094702/10158118205419703/	1/14/2020	Link to The Source's NextGen Bus Plan Article
Pasadena Complete Streets Coalition	Company / Organization	Event	https://www.facebook.com/events/172546290666199/	2/20/2020	NextGen Bus Plan Workshop Event; Pasadena
Paul Krekorian	Councilmember	Photo	https://www.facebook.com/krekorian/photos/a.931031073576131/3059460900733127/	2/4/2020	Photo of NextGen Bus Plan facts
Providence Community Health Wellness and Activity Center	Company / Organization	Post	https://www.facebook.com/ProvidenceCommunityHealth/posts/1535116293307753?__tn__=-R	3/3/2020	Info for Providence (3/7) Workshop; Link to Metro's Event Page
Streets for All	Company / Organization	Event	https://www.facebook.com/events/179651333301235/	2/12/2020	NextGen Bus Plan Workshop Event; Plummer Park
UCLA Transportation	Company / Organization	Photo	https://www.facebook.com/krekorian/photos/a.931031073576131/3059460900733127/	2/10/2020	Photo of Line 501 change
What's Up In Altadena	Company / Organization	Photo	https://www.facebook.com/whatsupinaltadena/posts/889062538175927	2/6/2020	Link to and Photo of Workshop info
Symar Neighborhood Council	Local Government	Post	https://www.facebook.com/sylmarnc/posts/3126773677353844	2/19/2020	Link to Curbed LA's article
Asian Youth Center	Company / Organization	Photo	https://www.facebook.com/AYC100/photos/a.414431235249336/4204613456231076/?type=3&theater	3/10/2020	Details for AYC (3/11) Workshop
Kira Durbin	Individual	Post	https://www.facebook.com/kira.durbin/posts/10159076414688942	1/17/2020	Link to The Source's NextGen Bus Plan Article

NEXTGEN
Bus Plan

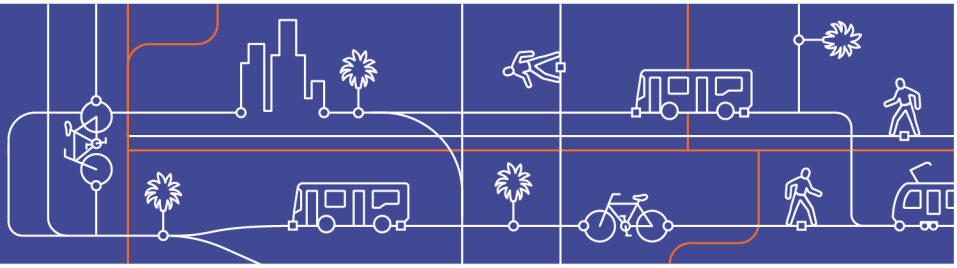


NextGen Bus Plan Workshops Earned Media - Instagram

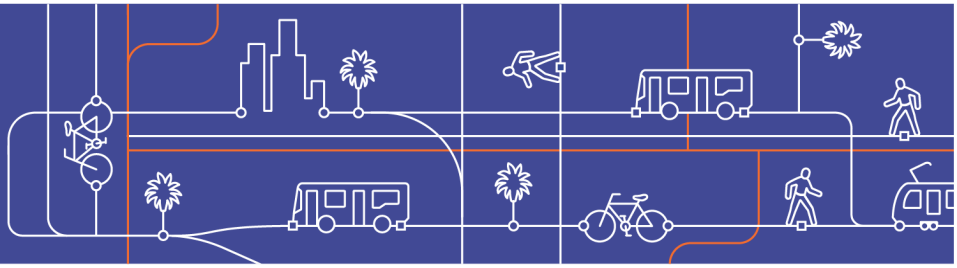
Individual/Organization	User Type	Link	Date of Post	Details
La Bus Stops	Company/Organization	https://www.instagram.com/p/B7M2a3jHB20/	1/11/2020	Photo of NextGen network
FASTLink DTLA	Company/Organization	https://www.instagram.com/p/B7RcuWQhuF9/	1/13/2020	Photo of NextGen network
Sherman Oaks Living	Company/Organization	https://www.instagram.com/p/B8IE7kHA-mz/	2/3/2020	Photo of Sherman Oaks Area workshop, including NextGen meeting
Kira Durbin	Individual	https://www.instagram.com/p/B8IE7_5J2rn/	2/3/2020	Photo of Sherman Oaks Area workshop, including NextGen workshop
Sherman Oaks Living	Company/Organization	https://www.instagram.com/p/B8KZR1LgA7I/?igshid=2wbmwv9t4ylg	2/4/2020	Photo of workshop information
Sherman Oaks Living	Company/Organization	https://www.instagram.com/p/B8KZR1LgA7I/	2/4/2020	Photo of NextGen Bus Plan information/facts
Cypress Park NC	Company/Organization	https://www.instagram.com/p/B8etozIJTib/	2/12/2020	Photo of changes to Line 28
Altadena Safe Streets	Company/Organization	https://www.instagram.com/p/B8k9UsnB_8r/	2/15/2020	Photo of Pasadena (2/20) workshop information
Councilmember Dorothy Wong	Individual	https://www.instagram.com/p/B8k9VIkA9Cl/	2/15/2020	Photo of Pasadena (2/20) workshop information
Pasadena Complete Streets Coalition	Individual	https://www.instagram.com/p/B80JsKCBeFB/	2/20/2020	Photo of map comments from Pasadena (2/20) workshop
Bin Lee	Individual	https://www.instagram.com/p/B8z3XBmg6Ps/	2/20/2020	Photo of Pasadena (2/20) workshop
Marc Caraan	Individual	https://www.instagram.com/p/B84pPRKI68B/	2/23/2020	Photos from LA Metro HQ (2/22) workshop
City of Bell	Local Government	https://www.instagram.com/p/B9ABhOpgdSZ/	2/25/2020	Photo of Bell (2/25) workshop information
Asian Youth Center	Company/Organization	https://www.instagram.com/p/B9j_n8TgGKU/	3/10/2020	Photo of AYC (3/11) workshop information
The Metropolitan Network	Individual	https://www.instagram.com/p/B9xtAESnUrE/?igshid=h9mvfvioogx9	3/15/2020	Information about Line 460 changes
The Metropolitan Network	Individual	https://www.instagram.com/p/B9xn2cwnMrq/	3/15/2020	Information about Line 460 changes

NextGen Bus Plan Workshops – Metro Social Media

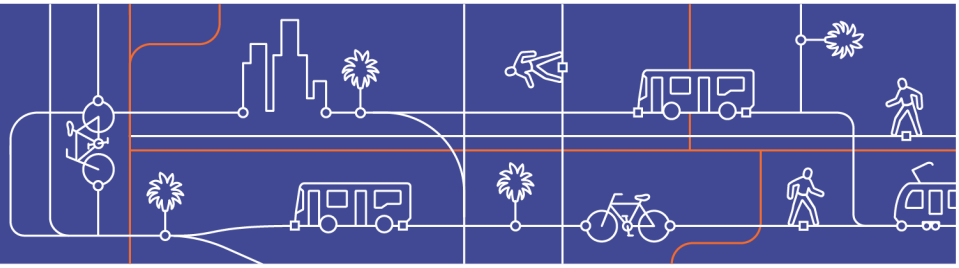
Source	Post Type	Link	Date of Post	Details
Facebook	Event	https://www.facebook.com/events/2479176335732767/	2/1/2020	NextGen Bus Plan Workshop Event; LATTC
Facebook	Event	https://www.facebook.com/events/445892372958938/	2/4/2020	NextGen Bus Plan Workshop Event; San Pedro
Facebook	Event	https://www.facebook.com/events/437896193763108/	2/5/2020	NextGen Bus Plan Workshop Event; Van Nuys
Facebook	Event	https://www.facebook.com/events/1257090294476940/	2/10/2020	NextGen Bus Plan Workshop Event; El Monte
Facebook	Event	https://www.facebook.com/events/527772011156572/	2/12/2020	NextGen Bus Plan Workshop Event; Plummer Park
Facebook	Event	https://www.facebook.com/events/1065191063824346/	2/13/2020	NextGen Bus Plan Workshop Event; Paramount
Facebook	Event	https://www.facebook.com/events/2192208477742721/	2/19/2020	NextGen Bus Plan Workshop Event; ELAC



Facebook	Event	https://www.facebook.com/events/1486979634794532/	2/20/2020	NextGen Bus Plan Workshop Event; Pasadena
Facebook	Event	https://www.facebook.com/events/2574739659412430/	2/22/2020	NextGen Bus Plan Workshop Event; Metro HQ
Facebook	Event	https://www.facebook.com/events/474154263482073/	2/25/2020	NextGen Bus Plan Workshop Event; Bell
Facebook	Event	https://www.facebook.com/events/1035251180164343/	2/26/2020	NextGen Bus Plan Workshop Event; Foundation Center
Facebook	Event	https://www.facebook.com/events/474065673307389/	2/27/2020	NextGen Bus Plan Workshop Event; Canoga Park
Facebook	Event	https://www.facebook.com/events/197564328100163/	2/28/2020	NextGen Bus Plan Workshop Event; Norwalk
Facebook	Event	https://www.facebook.com/events/517560462221999/	2/28/2020	NextGen Bus Plan Workshop Event; Wilmington
Facebook	Event	https://www.facebook.com/events/647006392770028/	2/28/2020	NextGen Bus Plan Workshop Event; San Gabriel
Facebook	Event	https://www.facebook.com/events/472755450085500/	2/28/2020	NextGen Bus Plan Workshop Event; Chatsworth
Facebook	Event	https://www.facebook.com/events/178743436787633/	2/28/2020	NextGen Bus Plan Workshop Event; Watts Labor Community
Facebook	Event	https://www.facebook.com/events/632239867528985/	2/28/2020	NextGen Bus Plan Workshop Event; CALIF
Facebook	Event	https://www.facebook.com/events/2760044690709587/	2/28/2020	NextGen Bus Plan Workshop Event; Burbank
Facebook	Event	https://www.facebook.com/events/1241387199405184/	2/28/2020	NextGen Bus Plan Workshop Event; Pacoima
Facebook	Event	https://www.facebook.com/events/183845032968165/	2/28/2020	NextGen Bus Plan Workshop Event; Felicia Mahood Center
Facebook	Event	https://www.facebook.com/events/221583315670129/	2/28/2020	NextGen Bus Plan Workshop Event; Malibu
Facebook	Event	https://www.facebook.com/events/161749361946499/	2/28/2020	NextGen Bus Plan Workshop Event; Crystal Room
Facebook	Post	https://www.facebook.com/losangelesmetro/posts/10157977415991763	2/28/2020	Draft Plan details; link to The Source article
Facebook	Post	https://www.facebook.com/losangelesmetro/posts/10158067191436763	2/7/2020	Explore proposed service changes
Facebook	Post	https://www.facebook.com/losangelesmetro/posts/10157977688021763	1/10/2020	Spanish post; proposed changes to frequency
Facebook	Post	https://www.facebook.com/losangelesmetro/posts/10158067565651763	2/6/2020	Spanish post; link to online tools
Facebook	Post	https://www.facebook.com/losangelesmetro/posts/10158019753546763	1/27/2020	Recap of January board meeting; link to The Source
Instagram	Image	https://www.instagram.com/p/B7KYq38BOrH/	1/10/2020	
Twitter	Post	https://twitter.com/metrolosangeles/status/1215808292951224325	1/10/2020	Link to The Source's NextGen Bus Plan Article
Twitter	Post	https://twitter.com/metrolosangeles/status/1216834303239192576	1/13/2020	Link to The Source's NextGen Bus Plan Article
Twitter	Post	https://twitter.com/metrolosangeles/status/1220147383943692289	1/22/2020	Link to The Source's NextGen Board Meeting Article
Twitter	Post	https://twitter.com/metrolosangeles/status/1221851362004209666	1/27/2020	Link to The Source's NextGen Board Meeting Recap Article
Twitter	Post	https://twitter.com/metrolosangeles/status/1222962501349855233	1/30/2020	Short NextGen Bus Plan Video
Twitter	Post	https://twitter.com/metrolosangeles/status/1223375655762415617	1/31/2020	Info for LATTC (2/1) Workshop
Twitter	Post	https://twitter.com/metrolosangeles/status/1223682355795120128	2/1/2020	Photos from LATTC (2/1) Workshop

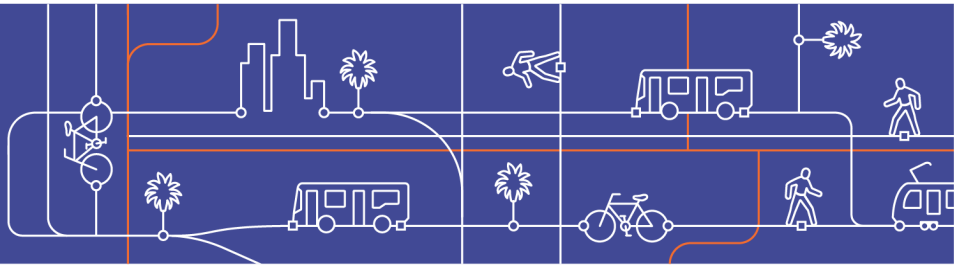


Twitter	Post	https://twitter.com/metrolosangeles/status/1224387825266655232	2/3/2020	Link to NextGen Bus Plan
Twitter	Post	https://twitter.com/metrolosangeles/status/1224860979034329089	2/4/2020	Information for Grand Annex (2/4) workshop; link to NextGen Bus Plan
Twitter	Post	https://twitter.com/metrolosangeles/status/1225224997255254018	2/5/2020	Picture of AA's employees at Van Nuys (2/5) workshop
Twitter	Post	https://twitter.com/metrolosangeles/status/1225568857345028096	2/6/2020	Link to The Source's NextGen article
Twitter	Post	https://twitter.com/metrolosangeles/status/1226644948033904641	2/9/2020	Image of Line 204 change
Twitter	Post	https://twitter.com/metrolosangeles/status/1226644948033904641	2/10/2020	Link to NextGen Bus Plan; Photo of Service Planner from workshop
Twitter	Post	https://twitter.com/metrolosangeles/status/1227760888020471808	2/12/2020	Link to NextGen Bus Plan, info for Plummer Park (2/12) workshop
Twitter	Post	https://twitter.com/metrolosangeles/status/1227717767215886339	2/12/2020	Link to The Source's NextGen article
Twitter	Post	https://twitter.com/metrolosangeles/status/1230300778956353536	2/19/2020	Photo from East LA College
Twitter	Post	https://twitter.com/metrolosangeles/status/1234539970574110721	3/2/2020	NextGen video
Twitter	Post	https://twitter.com/metrolosangeles/status/1234539970574110721	3/2/2020	Link to NextGen Bus Plan
Twitter	Post	https://twitter.com/metrolosangeles/status/1236011919439319040	3/6/2020	Photo from Workshop; Info for Wilmington (3/7) workshop
Twitter	Post	https://twitter.com/metrolosangeles/status/1236366107105206272	3/7/2020	Link to NextGen Bus Plan, Photo from Workshop; Info for Wilmington (3/7) workshop
Twitter	Post	https://twitter.com/metrolosangeles/status/1237477828725223424	3/10/2020	Link to NextGen Bus Plan
Twitter	Post	https://twitter.com/metrolosangeles/status/1238204180264697856	3/12/2020	Chatsworth Workshop cancellation info
Twitter	Post	https://twitter.com/metrolosangeles/status/1238210033457881088	3/12/2020	Workshop update - Webcast
Twitter	Post	https://twitter.com/metrolosangeles/status/1238608303158067200	3/13/2020	Workshop update - All Cancelled
Twitter	Post	https://twitter.com/metrolosangeles/status/1238925395086446592	3/14/2020	Link to The Source's Article
Twitter	Post	https://twitter.com/metrolosangeles/status/1240752464162414593	3/19/2020	Virtual workshop information
Twitter	Post	https://twitter.com/metrolosangeles/status/1245442076126347267	4/1/2020	Update on NextGen Schedule
The Source	Blog	https://thesource.metro.net/2020/01/22/nextgen-climate-change-free-transit-metro-news-now-jan-22/	1/22/2020	NextGen Plan Update
The Source	Blog	https://thesource.metro.net/2020/01/10/frequent-service-plan-released-for-nextgen-bus-plan/	1/10/2020	Frequent service plan for NextGen Plan
The Source	Blog	https://thesource.metro.net/2020/03/02/preview-of-march-regional-service-council-meetings/	3/2/2020	March Regional Service Council Meetings
The Source	Blog	https://thesource.metro.net/2020/03/12/tonights-nextgen-bus-plan-public-workshop-in-chatsworth-cancelled/?utm_source=dlvr.it&utm_medium=twitter	3/12/2020	Chatsworth Workshop cancellation info
The Source	Blog	https://thesource.metro.net/2020/02/06/maps-of-bus-routes-are-online-showing-proposed-changes-under-draft-nextgen-bus-plan-public-workshops-underway/	2/6/2020	Online tools and workshop schedule



The Source	Blog	https://thesource.metro.net/2020/02/03/show-some-love-for-bus-transit-attend-a-service-council-meeting-and-learn-more-about-metros-future-bus-network/?utm_source=dlvr.it&utm_medium=twitter	2/3/2020	February Service Council Meetings
The Source	Blog	https://thesource.metro.net/2020/01/24/board-meeting-recap-draft-bus-plan-released-for-public-review-and-motion-okd-to-study-free-transit-for-students/	1/23/2020	January Board meeting recap
The Source	Blog	https://thesource.metro.net/2020/04/01/april-regional-service-council-meetings-cancelled-but-service-councils-work-will-continue/	4/1/2020	Update on NextGen Schedule

NEXTGEN
Bus Plan



Attachment III:
e. Social Media Examples

i.

Facebook Posts

ii.

Twitter Posts

iii.

Instagram Post

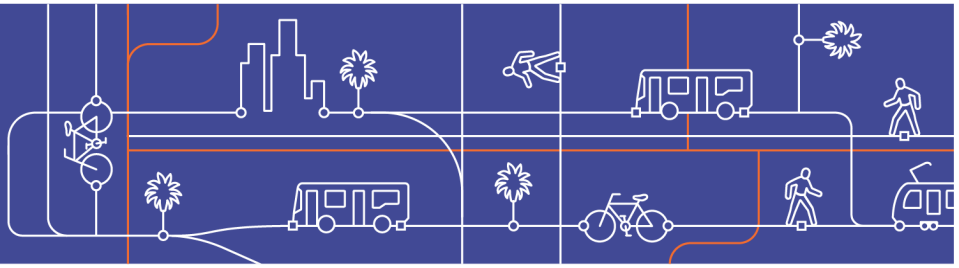
vi.

Nextdoor Post

v.

Facebook Ads

NEXTGEN
Bus Plan



Attachment III:
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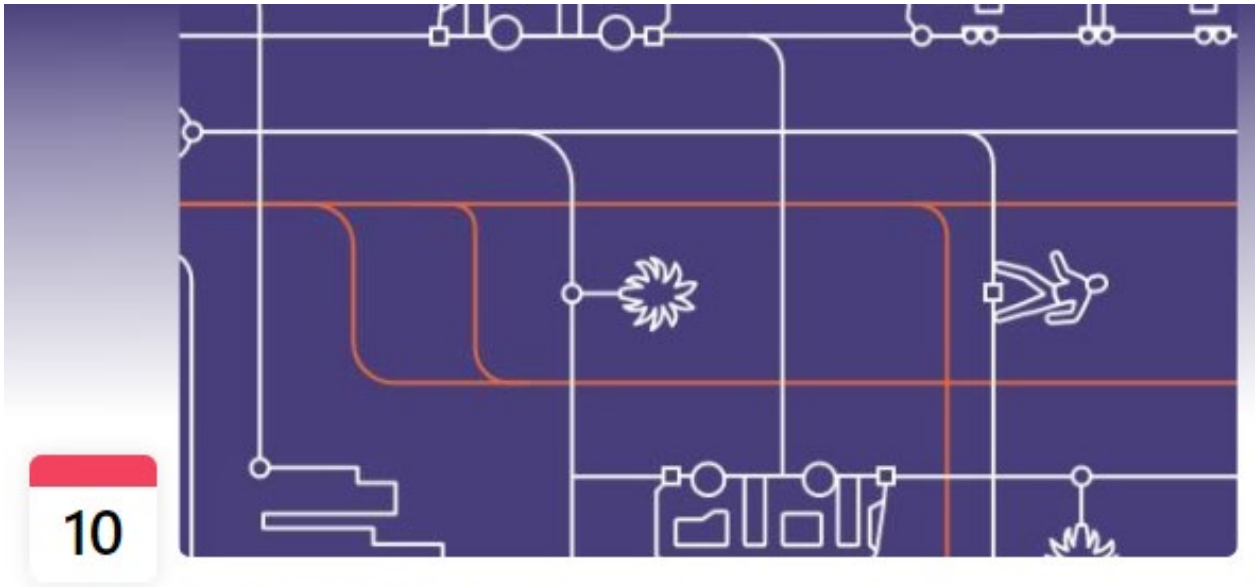
i.

Facebook Posts

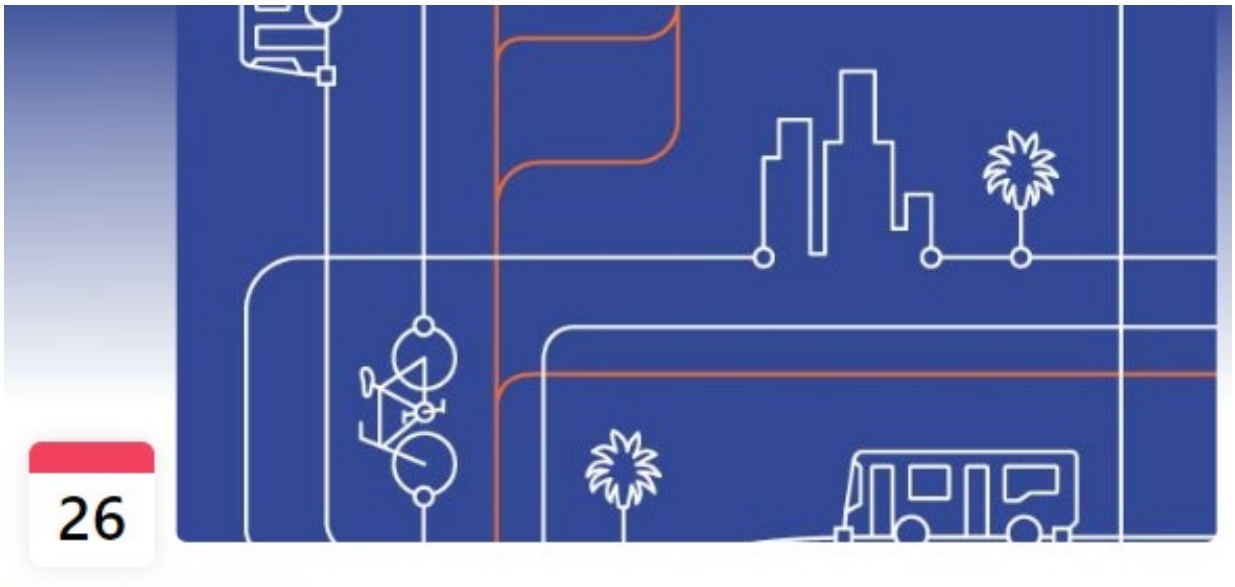
NEXTGEN
Bus Plan



MONDAY, FEBRUARY 10, 2020 AT 4 PM – 7 PM

NextGen Bus Plan Workshop

3501 Santa Anita Ave, El Monte, CA 91731-2426, United States



TODAY AT 4 PM – 7 PM

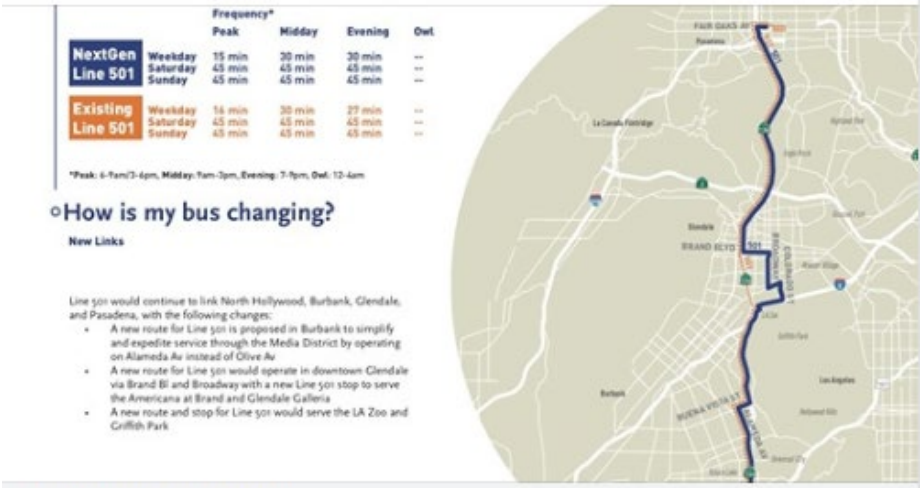
Cancelled: NextGen Bus Plan Workshop

Felicia Mahood Senior Citizen Center

NEXTGEN Bus Plan

Metro Los Angeles
February 7 ·

Examine many different views of our current service and how that could change under the draft NextGen Bus Plan

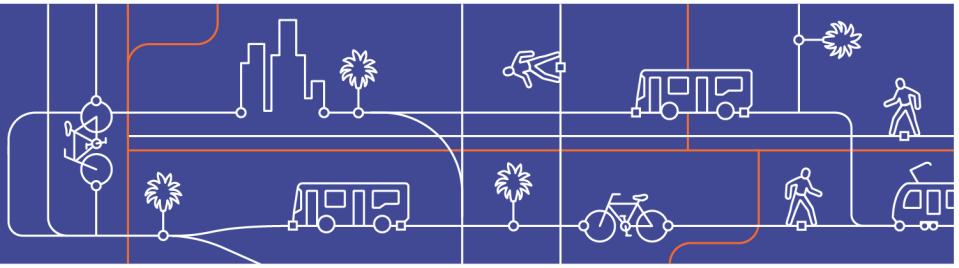


THESOURCE.METRO.NET

Maps of bus routes are online showing proposed changes under draft NextGen Bus Plan; public workshops underway

66 40 Comments 12 Shares

NEXTGEN
Bus Plan

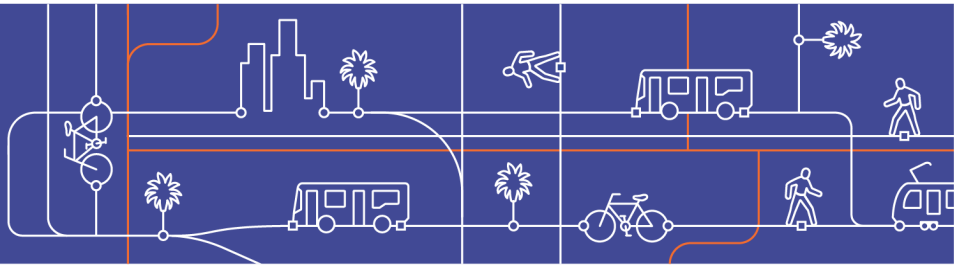


Attachment III:
e. Social Media Examples

ii.

Twitter Post

NEXTGEN Bus Plan



LA Metro ✓
@metrolosangeles

Draft NextGen Bus Plan includes more frequent bus service on most routes, shorter waits for buses and more reliable service. Read all about it here: bit.ly/2FDbtAL

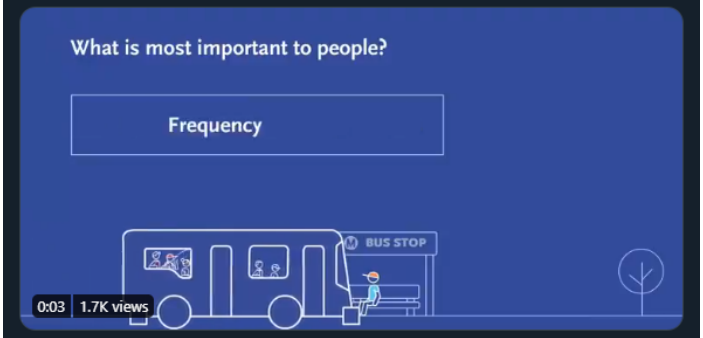


5:31 PM · Jan 10, 2020 · Twitter for iPhone

42 Retweets **133** Likes

LA Metro ✓
@metrolosangeles

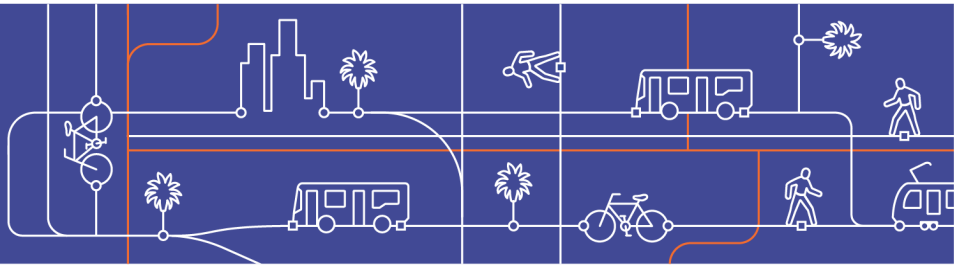
NextGen Bus Plan workshops begin this weekend! Join us on Saturday, Feb 1 at Los Angeles Trade Technical College from 10AM to 1PM. Accessible via Metro Bus 14, 35, 37, 40, 45,; Metro J Line (Silver), Metro A Line (Blue) and Metro E Line (Expo).



11:19 AM · Jan 30, 2020 · TweetDeck

11 Retweets **29** Likes

NEXTGEN Bus Plan



LA Metro ✓
@metrolosangeles

Compare Metro's current bus system to the draft NextGen plan with our online map tool. bit.ly/2GYIl7F



3:12 PM · Feb 9, 2020 · TweetDeck

16 Retweets **32** Likes

LA Metro ✓
@metrolosangeles

Great turnout so far at first NextGen Bus Plan public workshop at LATTC! We are here now through 1pm today so stop by and learn about the draft NextGen Bus Plan. metro.net/nextgen



10:59 AM · Feb 1, 2020 · Twitter for iPhone

7 Retweets **32** Likes

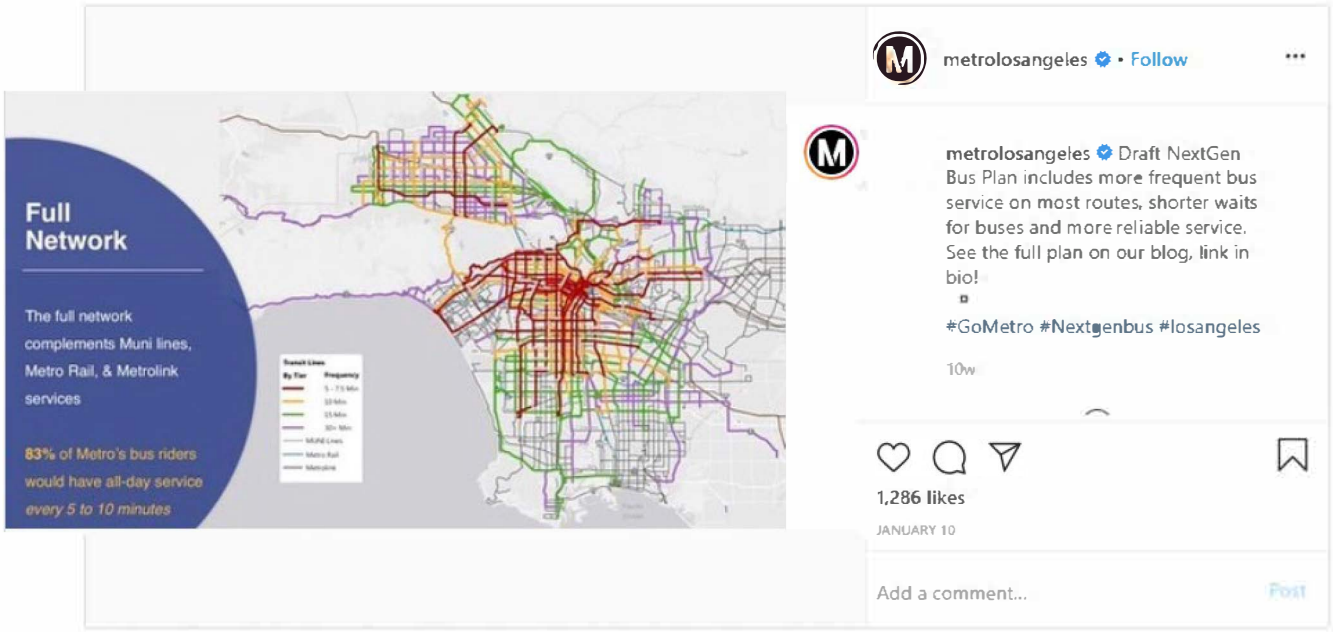
NEXTGEN
Bus Plan

Attachment III:
e. Social Media Examples

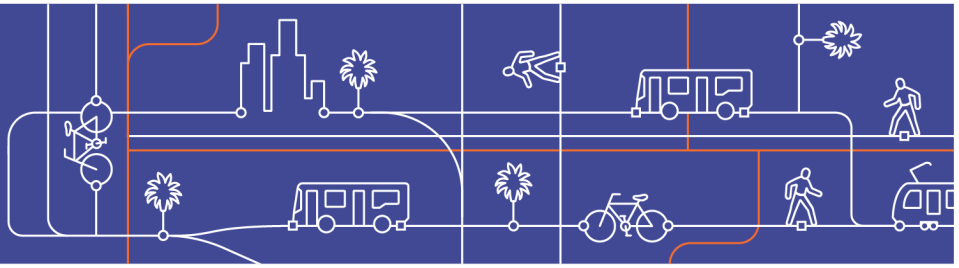
iii.

Instagram Post

NEXTGEN Bus Plan



NEXTGEN
Bus Plan

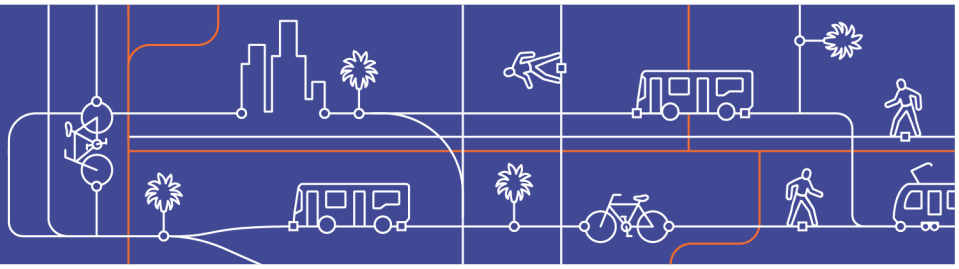


Attachment III:
e. Social Media Examples

iv.

Nextdoor Post

NEXTGEN
Bus Plan





Los Angeles County Metropolitan Transportation Authority (Metrc

Community Relations Manager Ginny Brideau • 3 Feb

Bus Study Released For Response. Metro has released the NextGen Bus Plan for community review and comment. Please review the proposed changes and updates by visiting metro.net/nextgen

You are invited to attend any of the 23 public workshops around the County in February and March to learn about the proposed bus route changes in the NextGen Bus Plan! The full listing of in-person meetings is available on the project website at https://www.metro.net/projects/nextgen/events/

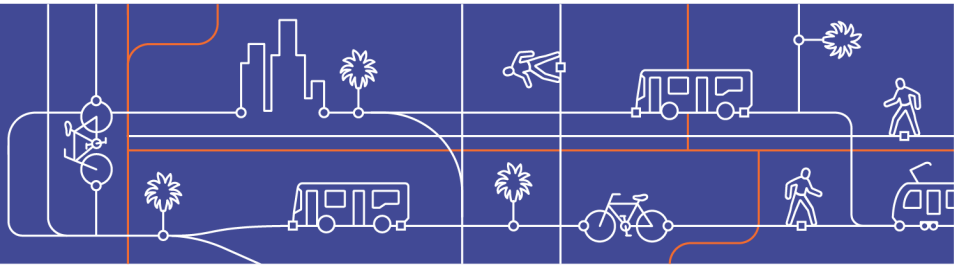
Metro is hosting a series of in-person meetings and has made an on-demand meeting available online at http://bit.ly/31oaxdS

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro) in 321 neighborhoods**

Like Comment 22 · 12174 Impressions

Discussion closed on 3 Feb. Learn more »

NEXTGEN
Bus Plan

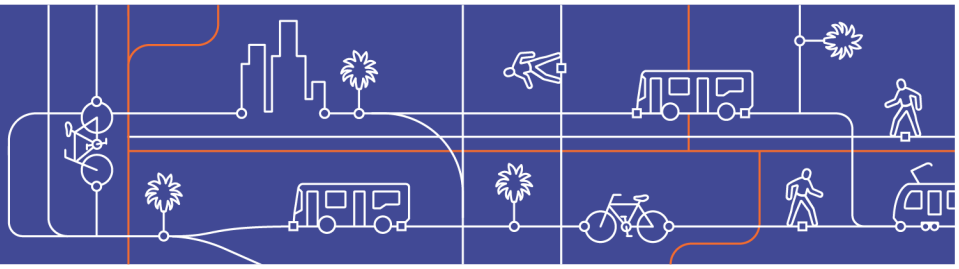


Attachment III:
e. Social Media Examples

v.

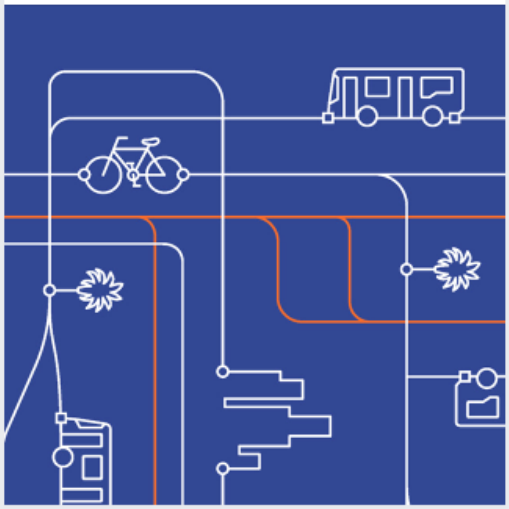
Facebook Ads

NEXTGEN
Bus Plan



Metro Los Angeles
Sponsored ·

While you stay safe at home, we are planning a better bus system. Give us your comments on the NextGen Bus Plan by ...See More



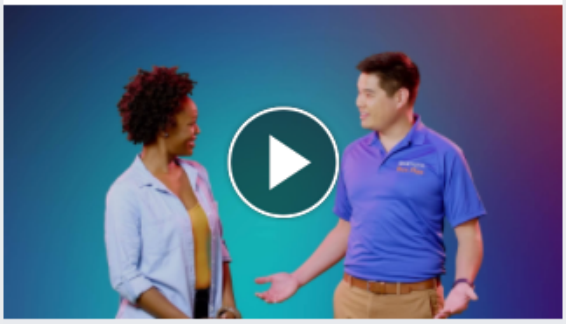
METRO.NET/NEXTGEN
Interactive Tools to Explore the NextGen Bus Plan
LEARN MORE

92 73 Comments 15 Shares

Like Comment Share

Metro Los Angeles
Sponsored ·

While you stay safe at home, we are planning a better bus system. Give us your comments on the NextGen Bus Plan by ...See More

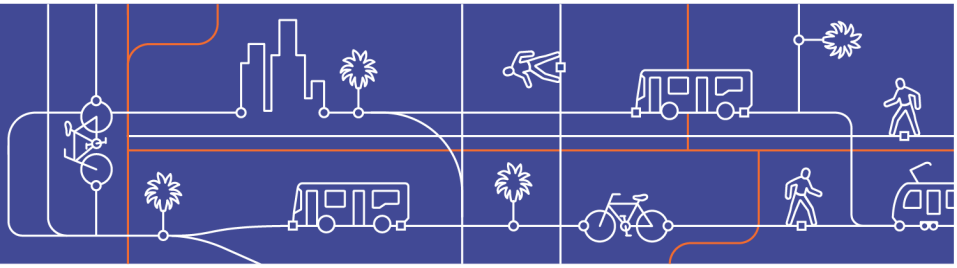


METRO.NET/NEXTGEN
Interactive Tools to Explore the NextGen Bus Plan
LEARN MORE

244 155 Comments 34 Shares

Like Comment Share

NEXTGEN
Bus Plan



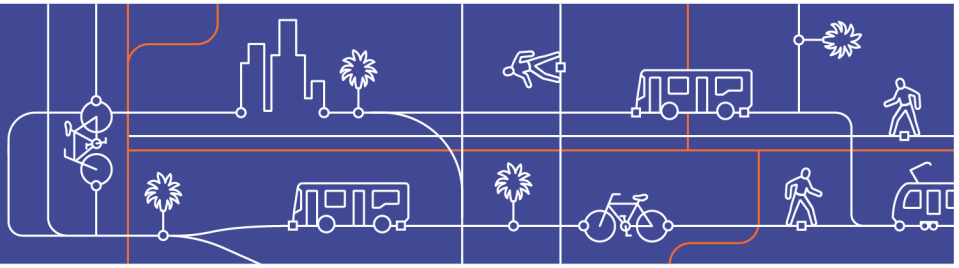
Attachment III:
f. Print Ads

i.
March Ad

ii.
April Ad

iii.
May Ad

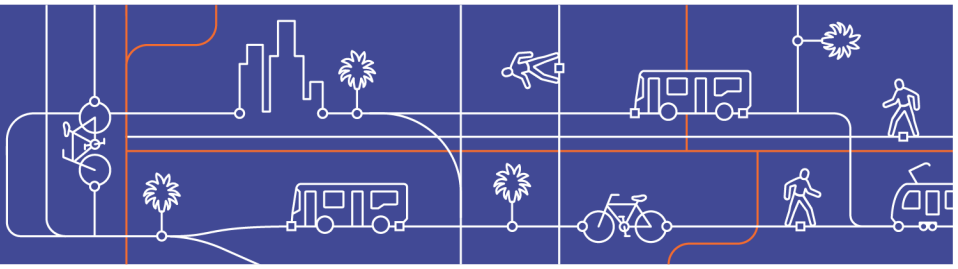
NEXTGEN
Bus Plan



Attachment III:
f. Print Ads

i.
March Ad

NEXTGEN
Bus Plan





You spoke, we listened.

Together, we created a better bus system.

Join us at a workshop in February or March 2020 to get a first look at the plan for Metro's next generation of bus service.

For times, locations and more info, visit *metro.net/nextgen*.

Metro

NEXTGEN
Bus Plan

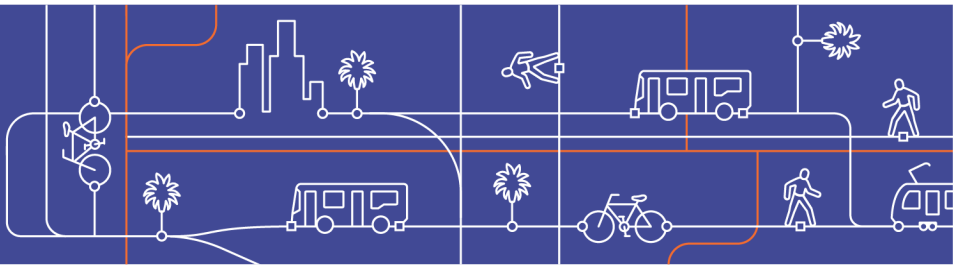
20-1511P ©2020 LACMTA

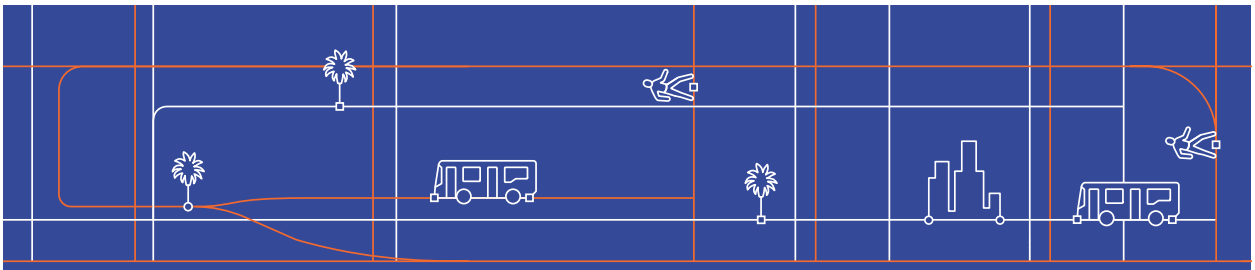
NEXTGEN
Bus Plan

Attachment III:
f. Print Ads

ii.
April Ad

NEXTGEN Bus Plan





Metro has a plan for better bus service.

During the COVID-19 health crisis, Metro continues to focus on safe, reliable transit for riders needing to reach essential services and jobs. At the same time, we're looking toward the future with our NextGen Bus Plan to improve bus service for LA County.

How will our plan improve bus service?

> The plan provides frequent, all-day service for more than 80% of bus riders
> The plan improves travel time, access and comfort, while people wait for and ride the bus
> The plan provides more frequent service seven days a week
> The plan enhances safety and cleanliness for our riders

What's next for NextGen?

> Spring 2020 – Receive public comments
> Summer 2020 – Public hearings and Service Councils review
> Fall 2020 – Final plan review by Metro Board
> Winter 2020 - Implement new service

Would you like to learn more?

> Request a copy of the Plan or submit your comments by sending an email to ***nextgen@metro.net*** or write to:

Metro NextGen
One Gateway Plaza
Los Angeles, CA 90012

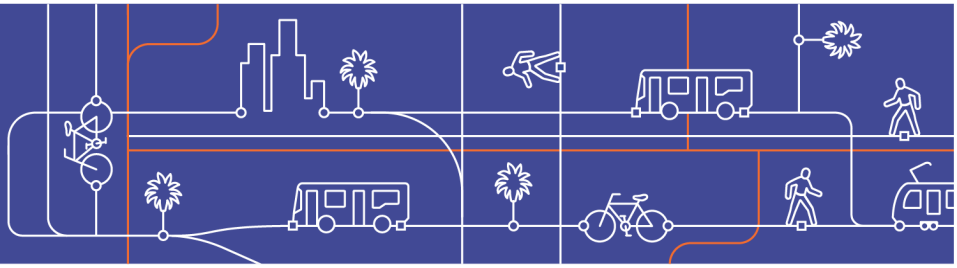
> Visit ***metro.net/nextgen*** to see the proposed changes and other details.

Metro

NEXTGEN Bus Plan

20-357/# ©2020 LACMTA

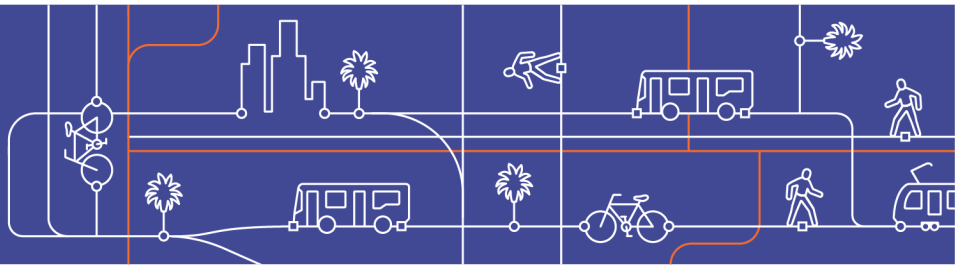
NEXTGEN
Bus Plan



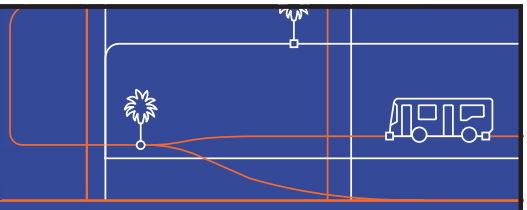
Attachment III:
f. Print Ads

iii.
May Ad

NEXTGEN
Bus Plan



Metro tiene un plan para un mejor servicio de autobús.



> Brindando servicio más frecuente durante todo el día a más del 80% de los usuarios de autobús
> Mejorando el tiempo de viaje, el acceso y la comodidad mientras usuarios esperan y viajan por autobús
> Brindando un servicio más frecuente los 7 días de la semana
> Mejorando la seguridad y la limpieza para nuestros usuarios

Mientras continuamos a la siguiente fase de la crisis de salud del coronavirus, Metro continúa enfocándose en el transporte público seguro y confiable para los usuarios que necesitan llegar a servicios y trabajos esenciales. Al mismo tiempo, estamos mirando hacia el futuro con nuestro Plan de Autobús NextGen para mejorar el servicio de autobuses del condado de Los Ángeles.

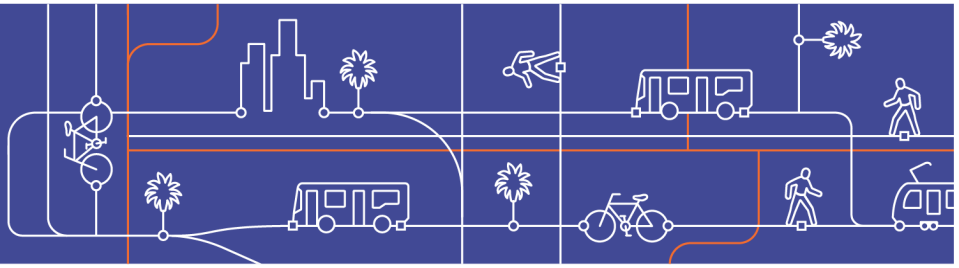
Visite *metro.net/nextgen* para obtener más información y envíe sus comentarios a *nextgen@metro.net* o escriba a Metro NextGen, One Gateway Plaza, Los Angeles, CA 90012.

Metro

NEXTGEN
Bus Plan

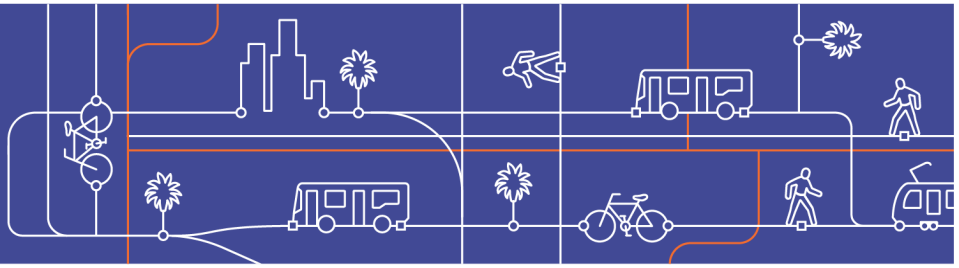
20-2857JP ©2020 LACMTA

NEXTGEN
Bus Plan

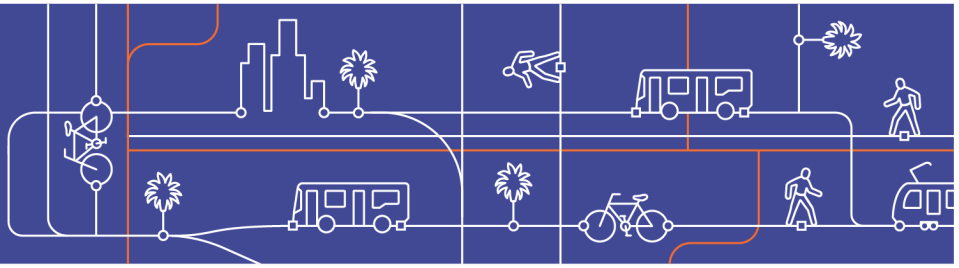


Attachment III:
g. Extended Outreach Call List

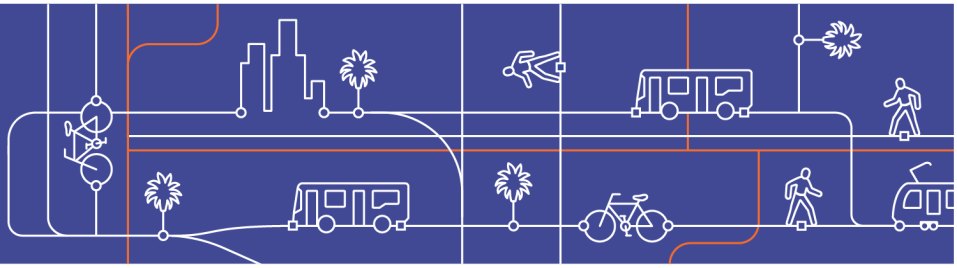
NEXTGEN
Bus Plan



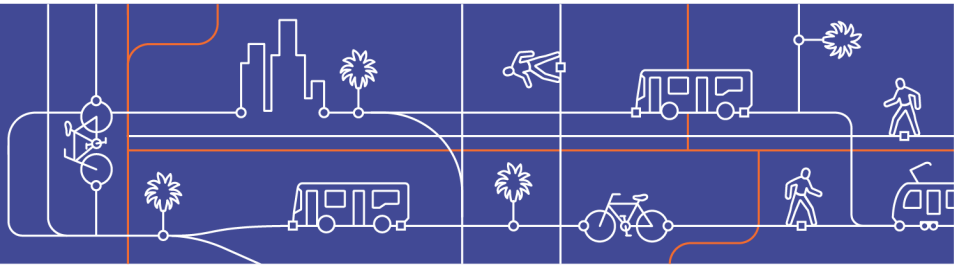
NextGen Workshops Call List	
1	AARP
2	Access Services
3	Accessibility Advisory Committee
4	Aging & Disability Transportation Network
5	American Association of Retired Persons (AARP)
6	Arroyo Verdugo Council of Governments
7	Association for Commuter Transportation
8	Big Blue Bus
9	BizFed
10	Build Plus Community Marketplace
11	Busted Los Angeles
12	Cal State LA
13	Cal State Northridge
14	Cal State University System
15	CicLAvia
16	Citizens' Advisory Council (CAC)
17	City Los Angeles Department of City Planning
18	City of Agoura Hills
19	City of Alhambra
20	City of Arcadia
21	City of Artesia
22	City of Avalon
23	City of Azusa
24	City of Baldwin Park
25	City of Bell
26	City of Bell Gardens
27	City of Bellflower
28	City of Beverly Hills
29	City of Bradbury
30	City of Burbank
31	City of Calabasas
32	City of Carson



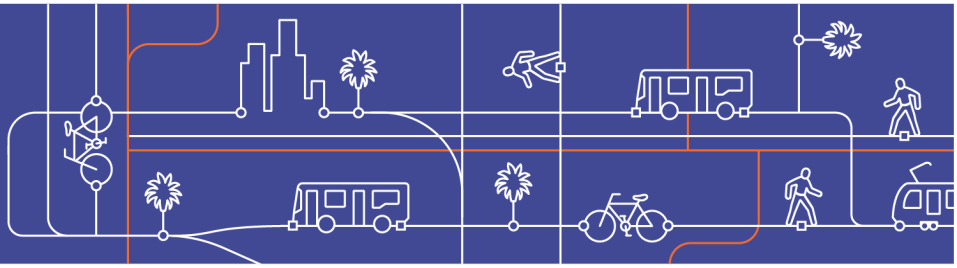
33	City of Cerritos
34	City of Claremont
35	City of Commerce
36	City of Compton
37	City of Covina
38	City of Cudahy
39	City of Culver City
40	City of Diamond Bar
41	City of Downey
42	City of Duarte
43	City of El Monte
44	City of El Segundo
45	City of Gardena
46	City of Glendale
47	City of Glendora
48	City of Hawaiian Gardens
49	City of Hawthorne
50	City of Hermosa Beach
51	City of Hidden Hills
52	City of Huntington Park
53	City of Industry
54	City of Inglewood
55	City of Irwindale
56	City of La Canada Flintridge
57	City of La Habra Heights
58	City of La Mirada
59	City of La Puente
60	City of La Verne
61	City of Lakewood
62	City of Lancaster
63	City of Lawndale
64	City of Lomita
65	City of Long Beach



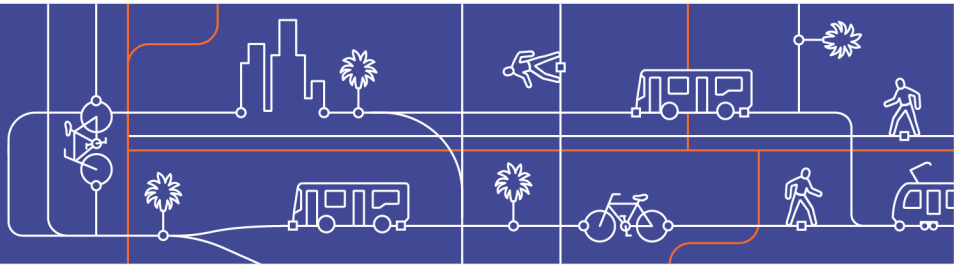
66	City of Los Angeles
67	City of Los Angeles Bureau of Street Services
68	City of Los Angeles City Commission on the Status of Women
69	City of Los Angeles Department of Planning
70	City of Lynwood
71	City of Malibu
72	City of Manhattan Beach
73	City of Maywood
74	City of Monrovia
75	City of Montebello
76	City of Monterey Park
77	City of Norwalk
78	City of Palmdale
79	City of Palos Verdes Estates
80	City of Paramount
81	City of Pasadena
82	City of Pico Rivera
83	City of Pomona
84	City of Rancho Palos Verdes
85	City of Redondo Beach
86	City of Rolling Hills
87	City of Rolling Hills Estates
88	City of Rosemead
89	City of San Dimas
90	City of San Fernando
91	City of San Gabriel
92	City of San Marino
93	City of Santa Clarita
94	City of Santa Fe Springs
95	City of Santa Monica
96	City of Sierra Madre
97	City of Signal Hill
98	City of South El Monte



99	City of South Gate
100	City of South Pasadena
101	City of Temple City
102	City of Torrance
103	City of Vernon
104	City of Vernon Department of Community Services and Water
105	City of Walnut
106	City of West Covina
107	City of West Hollywood
108	City of Westlake Village
109	City of Whittier
110	Climate Reality Leadership Corps
111	Climate Resolve
112	CLUE
113	Commission on the Status of Women
114	Commission on the Status of Women
115	Communities for a Better Environment
116	Community Build/Watts Rising Collaborative
117	County of Los Angeles
118	County of Los Angeles Board of Supervisors - Metro Board Member
119	County of Los Angeles Board of Supervisors, Office of Gloria Molina
120	County of Los Angeles Board of Supervisors, Office of Mark Ridley-Thomas
121	County of Los Angeles Chief Executive Office
122	County of Los Angeles Department of Public Health
123	County of Los Angeles Department of Public Health - PLACE Program
124	County of Los Angeles Department of Public Works
125	County of Los Angeles Department of Regional Planning
126	County of Los Angeles Initiative on Women and Girls (WGI)
127	Department of Military and Veterans Affairs
128	East Yard Communities for Environmental Justice (EYCEJ)
129	Encounter LA (LATTC Architecture)
130	Endless Touch Church
131	Enterprise Community Partners

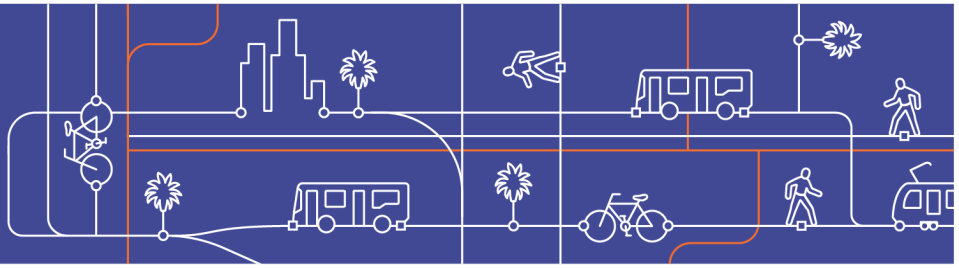


132	Fastlink DTLA
133	Fixing Angelenos Stuck in Traffic (FAST)
134	Gateway Cities Council of Governments (GCCOG)
135	Gateway Cities Service Council
136	Global First Ladies Alliance (formerly Commission on the Status of Women)
137	Greater Zion Church Family
138	Housing Authority of the City of Los Angeles
139	ILC San Fernando
140	Investing In Place
141	LA Forward
142	LA Tourism & Visitors & Convention Bureau
143	LA Voice
144	LA Walks
145	LADCP
146	Las Virgenes/Malibu Council of Governments
147	LAUSD
148	Los Angeles Area Chamber of Commerce
149	Los Angeles City Commission on the Status of Women
150	Los Angeles Community College District
151	Los Angeles County Bicycle Coalition (LACBC)
152	Los Angeles County Office of Education
153	Los Angeles Department of City Planning (LADCP)
154	Los Angeles Department of Transportation (LADOT)
155	Los Angeles Economic Development Corporation
156	Los Angeles Homeless Services Authority
157	Los Angeles Tourist Visitors & Convention Bureau
158	Los Angeles Trade Technical College
159	Los Angeles Unified School District
160	Los Angeles County Board of Supervisors, Office of Joe Buscaino
161	Mayor Garcetti's Office
162	Metro
163	Metro Citizen's Advisory Committee
164	Move LA



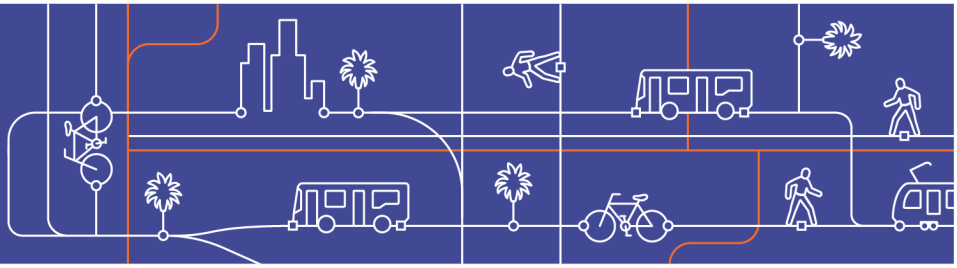
165	Natural Resources Defense Counsil
166	Office of Los Angeles Mike Bonin
167	Pacoima Beautiful
168	Pomona Valley Transportation Authority
169	San Fernando Valley Council of Government (SFVCOG)
170	San Fernando Valley Service Council
171	San Gabriel Valley Council of Governments (SGVCOG)
172	San Gabriel Valley Service Council
173	SEIU Local 2015
174	SELA Collaborative | Cal State LA Pat Brown Institute
175	South Bay Cities Council of Governments/SCAG
176	South Bay Cities Service Council
177	South Los Angeles Transit Empowerment Zone (Slate-Z)
178	Southeast Bicycle Alliance
179	Southern California Association of Governments
180	Southern California Regional Rail Authority (Metrolink)
181	Temple City Youth Committee
182	Trust South LA
183	University of California, Los Angeles
184	University of Southern California
185	USC Cecil Murray Center
186	USC Program for Environmental and Regional Equity
187	Watts Labor Community Action Center
188	Watts Rising Collaborative
189	West Angeles Church
190	Westside Cities Council of Governments
191	Westside/Central Service Council
192	Women Organizing Resources, Knowledge and Services

NEXTGEN
Bus Plan



Attachment L±:
Public Hearings

NEXTGEN
Bus Plan



Attachment L±:

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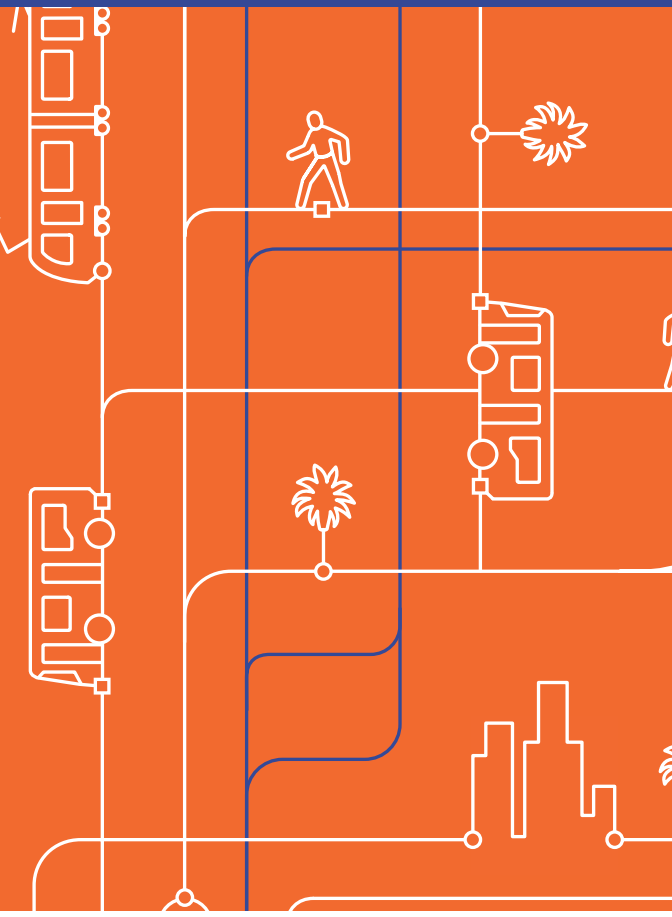
NEXTGEN Bus Plan

Proposed Service Changes



Metro®

Metro will hold a series of six virtual public hearings beginning Wednesday, August 19 through Thursday, August 27, 2020 to receive community input on proposed major service changes to Metro's bus service. Approved changes will become effective December 2020 or later.

How to Participate

By Phone:

Members of the public can call

877.422.8614

and enter the corresponding extension to listen to the proceedings or to submit comments by phone in their preferred language (from the time each hearing starts until it concludes). Audio and comment lines with live translations in Mandarin, Spanish, and Russian will be available as listed. Callers to the comment line will be able to listen to the proceedings while they wait for their turn to submit comments via phone. Audio lines are available to listen to the hearings without being called on to provide live public comment via phone.

Online:

Submit your comments online via the Public Hearing Agendas. Agendas will be posted at

metro.net/about/board/agenda

at least 72 hours in advance of each hearing. Public comments will be read during the hearing and comment links will remain open throughout the hearing.

Hearings will begin at the listed times and conclude when all public comments received via the online agendas have been read into the public record and all callers to the dial-in comment lines have been given the opportunity to make comments via phone.

Other Ways to Comment:

Comments sent via U.S Mail should be addressed to:

Metro Service Planning & Development
Attn: NextGen Bus Plan Proposed Service Changes
1 Gateway Plaza, 99-7-1
Los Angeles, CA 90012-2932

Comments must be postmarked by midnight, Thursday, August 27, 2020. Only comments received via the comment links in the agendas will be read during each hearing.

Comments via e-mail should be addressed to:

servicechanges@metro.net
Attn: "NextGen Bus Plan Proposed Service Changes"

Facsimiles should be addressed as above and sent to:

213.922.6988

Can't Participate during the hearings?

Public hearing recordings will be posted at:
metro.net/about/board/board-directors-meetings-audio-archive

For more information on proposed service changes, hearing dates, times, and methods to participate, visit *metro.net/nextgen* or call 213.922.1282.

Virtual Public Meetings

metro.net/about/board/agenda

877.422.8614

All Regions

Saturday, August 22
10am

Listen in English: 3462125#
Comment in English: 3654496#

Listen in Spanish: 4127050#
Comment in Spanish: 4127057#

Listen in Russian: 4127062#
Comment in Russian: 4127071#

Listen in Mandarin: 4127035#
Comment in Mandarin: 4127040#

Gateway Cities

Thursday, August 27
6pm

Listen in English: 3461978#
Comment in English: 3756316#

Listen in Spanish: 4127050#
Comment in Spanish: 4127057#

San Fernando Valley

Wednesday, August 19
6:30pm

Listen in English: 3462125#
Comment in English: 3654496#

Listen in Spanish: 4127050#
Comment in Spanish: 4127057#

San Gabriel Valley

Monday, August 24
6pm

Listen in English: 3462125#
Comment in English: 3756376#

Listen in Spanish: 4127050#
Comment in Spanish: 4127057#

Listen in Mandarin: 4127035#
Comment in Mandarin: 4127040#

South Bay Cities

Thursday, August 20
6pm

Listen in English: 3462108#
Comment in English: 3756328#

Listen in Spanish: 4127050#
Comment in Spanish: 4127057

Westside Central

Wednesday, August 26
6pm

Listen in English: 3462155#
Comment in English: 3756379#

Listen in Spanish: 4127050#
Comment in Spanish: 4127057#

Listen in Russian: 4127062#

Comment in Russian: 4127071#

Proposed Line Changes

2, 200, 302* – Line 2 on Sunset Bl merge with Lines 200 (Alvarado/Hoover) & 302 on Sunset Bl, follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merge with Line 200 at Sunset & Alvarado to Exposition Park/USC providing a new direct Line 2 route between USC/Exposition Park & Hollywood, high frequency service for all Sunset Bl & Alvarado St stops. Line 4 will still serve Sunset Bl east of Alvarado St through downtown LA.

4, 704* – Lines 4 & 704 on Santa Monica Bl merge to create more frequent Line 4 to follow existing routes between downtown Santa Monica and downtown LA via Santa Monica Bl and Sunset Bl More service frequency for all new Line 4 stops between Westwood and downtown LA.

10, 48* – Lines 10 and 48 have no route changes, more frequency during weekday evening service. Buses to continue to change between these Lines 10 & 48 at Temple/Figueroa in downtown LA.

14, 37* – Line 14 to have more frequency during weekday midday and evening hours via existing alignment between downtown LA and Beverly/ San Vicente via Beverly Bl Discontinue underutilized segment west of Beverly/San Vicente to Pico Bl via Beverly Dr. Line 37 has no route changes, will operate more frequent evening service.

16, 17, 316, New Line 617* – Lines 16, 17 & 316 merge to create new Line 16 to operate with more frequency during weekday midday and evening hours via existing Line 16/17/316 alignment between downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl Line 16 would not continue west of 3rd St/San Vicente on Burton at Beverly Hills due to underutilized service. New Line 617 to operate from E Line (Expo) Culver City Station to Cedars-Sinai Medical Center/Beverly Center via Robertson Bl, with more frequency during weekday midday and evening hours and new Saturday and Sunday service.

18, 20, 720* – Lines 18 & 720 merge to create new Line 18 to operate between Montebello-Commerce Metrolink Station and downtown LA, providing more frequency to all stops served between East LA and downtown LA. Line 18 to continue between downtown LA and Wilshire/Western via 6th St.

20, 720* – Lines 20 & 720 merge to create higher frequency Line 20 to operate between downtown Santa Monica and downtown LA via Wilshire Bl, following existing Line 20/720 route and serving only existing Line 720 stops west of Sepulveda Bl to Santa Monica. Late night and early morning service will serve existing Line 720 and Line 20 stops west of Sepulveda Bl to Santa Monica: More frequency for all new Line 20 stops between Westwood and downtown LA. Line 720 to operate weekday peak periods only between downtown LA and Westwood.

28, 728, 684* – Lines 28 & 728 merge to create new Line 28 between Century City and downtown LA via Olympic Bl, providing more frequency to all stops served. Line 45 to serve the section of Line 28 on Broadway between downtown LA and Av 26. New Line 684 to link L (Gold) Line Lincoln/Cypress Station and Eagle Rock via existing Line 28 alignment on Eagle Rock Bl.

30, 330* – Lines 30 & 330 merge to create higher frequency Line 30 to operate via existing route between Pico Rimpau Transit Center and L Line (Gold) Little Tokyo/Arts District Station: Discontinue existing service between Hollywood & Pico Rimpau Transit Center on San Vicente Bl and between L Line Little Tokyo and Indiana Stations along 1st St Alternative service available on Line 106 and L Line.

33, 733* – Line 33 & Line 733 merge on Venice Bl and follow existing route between downtown Santa Monica and downtown LA via Venice Bl with a minor modification to serve Pico Station in downtown LA. Increased service frequency for all new stops between Santa Monica and downtown LA.

***Underutilized stops consolidated to balance speed, reliability and accessibility.**

40, 740* – Lines 40 & 740 merge to create higher frequency Line 40 to operate between LA Union Station and downtown Inglewood Station via Broadway, ML King Jr Bl, Crenshaw Bl, Florence Av. New Line 212 to serve La Brea Av, Hawthorne Bl south of downtown Inglewood Station ending at South Bay Galleria. Line 740 service to Expo/Crenshaw Station replaced by the new Crenshaw/LAX light rail. Discontinue Line 40 Owl service between LAX and downtown LA; alternative Owl service available on Lines 45, 105, 108, 111 & 210.

45, 745* – Lines 45 & 745 merge to create higher frequency Line 45 to follow existing route between C Line (Green) Harbor Freeway Station, downtown LA and Lincoln Heights via Broadway. An extension of Line 127 will replace Line 45 segment south of J Line (Silver)/C Line (Green) Harbor Freeway Station on 117th St, Broadway, El Segundo Bl and Main St to San Pedro & Rosecrans.

51, 52, 351* – Lines 51, 52, 351 merge to create new Line 51 to operate on San Pedro St and Avalon Bl and follow existing routes between downtown LA, San Pedro St and Avalon Bl, extending to a new southern terminus at Cal State Dominguez Hills; highest frequency provided north of C Line (Green) Avalon Station. A Line 127 extension would replace Lines 51/351 on Compton Bl and provide a new link to the J Line (Silver)/C Line Harbor Freeway Station. New LADOT DASH service will replace Lines 51, 52, 351 on 7th St west of downtown LA.

53* – Line 53 between downtown LA and Cal State Dominguez Hills (CSUDH) rerouted to serve the A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station (instead of C Line Avalon Station) to connect with both lines. Select Line 53 trips continue south of the A Line/C Line Willowbrook/Rosa Parks Station to CSUDH. Line 53 to have more weekday midday and evening hours frequency. In downtown LA, Line 53 will be rerouted from Beaudry Av to Olive St to serve more destinations and provide a new connection to Line 4. Line 55 will replace Line 53 on Beaudry Av.

55, 355* – Lines 55 & 355 merge to create higher frequency Line 55 to operate between downtown LA and A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Adams Bl and Compton Av. Line 55 to follow existing route with all trips ending at Willowbrook/Rosa Parks Station. Line 55 in downtown LA to be rerouted on Beaudry Av, replacing the Line 53 segment. Line 55 segment via A Line Firestone Station to be eliminated to travel direct on Compton Av. Discontinue underutilized Owl service; alternative Owl service available on Avalon Bl (Line 51).

60, 760* – Lines 60 & 760 merge to create more frequent Line 60 to operate on Long Beach Bl between downtown LA, C Line (Green) Long Beach Bl and A Line (Blue) Artesia Stations, providing high frequency service for all stops with highest service frequency operating north of the C Line Long Beach Bl Station. Line 60 to be rerouted in downtown LA from Figueroa St to Olive St.

62, New Line 262* – Discontinue Line 62 and replaced by new Line 262 between East LA College, L Line (Gold) Atlantic Station and Hawaiian Gardens via Atlantic, Telegraph Rd, Norwalk Bl and Pioneer Bl due to underutilized service and to remove duplication with Line 66 west of Atlantic Bl/Telegraph Rd to downtown LA. Discontinue existing service on Imperial Hwy/ Bloomfield Av at Norwalk, reducing overlap of Norwalk Transit service, providing better service on Pioneer Bl

66, 605* – Line 66 between B Line (Red) Wilshire/ Western Station and Metrolink Montebello Station via Western Av, 8th St and Olympic Bl to travel on Olympic Bl rather than 8th St in East LA, replacing Line 62 segment and providing faster,, more direct service. Line 66 eastern terminus to be Commerce Center. Discontinue service between Olympic & Gerhart and Montebello/Commerce Metrolink Station due to underutilized service and to reduce overlap with Line 18. Line 605 to be extended to serve 8th St between Lorena St and Soto St.

68, 70, 770* – Line 68, 70 & 770 merge to create new Line 70 to operate via current Line 770 alignment between downtown LA and El Monte Station, providing more frequency to all stops served via Garvey Av, Atlantic Bl and Cesar E. Chavez Av. Line 68 segment east of Atlantic Bl to The Shops at Montebello to be served by an extension of Line 106 following the existing Line 68 alignment. New Owl service to be provided on Cesar E. Chavez Av.

***Underutilized stops consolidated to balance speed, reliability and accessibility.**

71, 106 – Line 71 discontinued; Line 106 to be extended to The Shops at Montebello, L Line (Gold) Atlantic Station and Cal State LA, while continuing to serve East LA College and LA County USC Medical Center with connections to new Line 70 on Cesar E. Chavez Av for access to downtown LA. Extension to Cal State LA will follow same alignment as discontinued Line 71 east of State St & Marengo St via Marengo St, Wabash Av, City Terrace Dr to Cal State LA. Extension to The Shops at Montebello will follow the same alignment as discontinued Line 68 east of Riggin St & Atlantic Bl Line 106 to travel direct via 1St St instead of deviating via Indiana St, 3rd St, 4th St, Soto St, Whittier Bl and Boyle Av to simplify the route. Line 106 to operate very frequent service and implement new weekend service.

76* – Line 76 between downtown LA and El Monte Bus Station via Main St and Valley Bl to continue to follow most of existing alignment, with more frequent midday and evening weekday service. Line 76 to no longer travel to the Metrolink Station due to underutilized service and instead operate on Santa Anita Av. In downtown LA, Line 76 to continue operating on Alameda St to 1st St then on existing route to 7th St/ Maple St.

78, 79, New Line 179, 378* – Lines 78, 79 and 378 to merge creating new Line 78 operating between downtown LA and Arcadia. New Line 78 to operate on Mission Rd, Huntington Dr, Main St/Las Tunas Dr and Live Oak Av to Santa Anita Av. New Line 179 to replace Line 79 service along Huntington Dr between Maycrest Av and L Line (Gold) Arcadia Station, connecting with Line 78 at Huntington Dr/Maycrest Av. Discontinue underutilized Line 78 service on Live Oak Av east of Santa Anita Av; Foothill Transit Line 492 available in this segment.

81, 181* – Line 81 route remains same south of Figueroa St and Yosemite Dr to J Line (Silver)/C Line (Green) Harbor Freeway Station via downtown LA. Line 81 to replace Line 181 by reroute via Yosemite St to serve Colorado Bl/Eagledale. Line 81 to have more weekday midday and evening hours frequency; select trips to continue to end at Figueroa/Colorado. Line 81 Owl service will replace Line 83 Owl Service to Figueroa/Colorado and connect to Line 180 Owl service.

83, 175, New Line 182* – Lines 83 & 175 replaced with new Line 182, an all-day 7-day a week service, from Broadway & Thomas (Lincoln High School) to East Hollywood (B Line (Red) Vermont/Sunset Station) via Griffin Av, Figueroa St, York Bl, Eagle Rock Bl, Fletcher Dr, Rowena Av and Franklin St to provide more direct east-west connection between Northeast LA and Hollywood, while maintaining service to John Marshall High School and replacing discontinued Lines 83 and 175. Frequent alternative service to/from downtown LA available on L Line (Gold) or Line 81 via Figueroa St to connect with new Line 182.

90, 91, New Lines 290, 690* – Lines 90 & 91 merge to create new Line 290 between LA County USC Medical Center, L Line (Gold) Lincoln/Cypress Station and Sunland then extend via Vineland Av to B Line (Red) North Hollywood Station. Discontinue segment north of Sunland Bl New Line 690 to operate on a segment of Foothill Bl between Lake View Terrace and Sylmar. Lines 81 and 94 continue to service Hill St in place of Lines 90 & 91.

92* – Line 92 extended south to Venice & Broadway in downtown LA and operate more frequently.

94, New Line 294, 794* – Lines 94 & 794 merge to create more frequent Line 94 to operate on San Fernando Rd via existing Line 94 route between downtown LA and downtown Burbank, with a new route through downtown Glendale then extend west on Magnolia Bl to end at B Line (Red) North Hollywood Station. New Line 294 to operate on San Fernando Rd between Sylmar and downtown Burbank in place of existing Lines 94 & 794.

96, New Line 296 – Line 96 to operate as new Line 296 via current route between Downtown Burbank, LA Zoo and Elysian Valley (Riverside Dr/Figueroa St) then travel to L Line (Gold) Lincoln/Cypress Station for connecting service to downtown LA, replacing discontinued Line 96 segment between Riverside Dr/ Figueroa St and downtown LA.

***Underutilized stops consolidated to balance speed, reliability and accessibility.**

102 – Line 102 to operate between Slauson/Atlantic and Manchester/Sepulveda. East of Central Av/41st St would extend to Vernon and Maywood (Slauson/Atlantic), Line 102 to be rerouted via Central Av, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, replacing Line 611. Discontinue underutilized segment to South Gate via Hooper Av, Gage Av, Central Av, Florence Av, Seville Av; alternative service: Central Av (Line 53), Compton Av (Line 55), Pacific Bl (Lines 60, 251), Slauson Av (Line 108), Florence Av (Line 111), and Gage Av (Line 110).

105, 705 – Lines 105 & 705 merge to create higher frequency Line 105 operating on Vernon Av, MLK Jr. Bl and La Cienega Bl between Vernon and West Hollywood. All trips continue to serve Santa Rosalia Dr between Hillcrest Dr and Marlton Av. Discontinue underutilized Line 705 segment on MLK Jr. Bl between Hillcrest Dr and Marlton Av. Underutilized stops consolidated to balance speed, reliability, and accessibility.

108, 358 – Lines 108 & 358 merge to create higher frequency Line 108 to operate via Slauson Av between Culver City Transit Center and Pico Rivera and extend east to Slauson/Rosemead. Owl service to be provided; underutilized stops on Slauson Av consolidated to balance speed, reliability and accessibility. Discontinue underutilized segments west of Sepulveda Bl to Marina Del Rey via Jefferson Bl, Centinela Av, Admiralty Way, Via Marina, Pacific Av and deviation into Fox Hills via Buckingham Pkwy and Green Valley Circle. Alternative service: Line 110, Big Blue Bus Line 14, Culver City Lines 2, 4, 7. Big Blue Bus Line 18 also proposed to be extended south to serve the Marina Del Rey peninsula.

110* – Line 110 continues serving existing route from Playa Vista to Bell Gardens. At the eastern end at Gage/Garfield, buses stay on Garfield Av and do not serve Foster Bridge Bl, Scout Av and Florence Pl due to underutilized service. More frequency to be provided during weekday, midday and evening hours.

111* – Line 111 route unchanged; new Owl service will serve the full route between C Line (Green) Norwalk Station and LAX City Bus Center.

115* – Line 115 to provide service from Westchester to C Line (Green) Norwalk Station via Manchester Av and Firestone Bl Discontinue underutilized service to Playa del Rey west of Manchester/Sepulveda except selected school term trips. Big Blue Bus planning to extend their Line 16 to Playa del Rey and new Metro MicroTransit service will also be available in Playa del Rey.

117* – Line 117 from LAX City Bus Center to C Line (Green) Lakewood Bl Station to continue to travel via Century Blvd, Tweedy Blvd and Imperial Hwy. Near Jordan Downs Housing Complex, Line 117 to be rerouted more directly from 103rd St to Century Bl between Alameda St and Grape St through the new Jordan Downs housing development. Line 117 to offer new Owl service.

120, New Line 621* – Line 120 to continue to provide service from C Line (Green) Aviation/LAX Station to C Line Norwalk Station via Imperial Hwy. Line 120 to remain on Imperial Hwy and not deviate into the Leeds St parking lot at the Rancho Los Amigos National Rehabilitation Center; providing faster, more direct service. Alternative bus service to the Leeds St parking lot available via Metro Line 117, Willowbrook/Rosa Parks Shuttle and Access Services. New Line 621 to replace Line 120 east from C Line Norwalk Station to Whittwood Mall via existing Line 120 alignment.

125* – Line 125 to continue to operate between C Line (Green) Norwalk Station and El Segundo via Rosecrans Av with improved weekday peak and midday service frequency.

126 – Discontinue Line 126 due to underutilized service; nearest alternative services: Lines 125 (Rosecrans Av), 210 (Crenshaw Bl), 212 (Hawthorne Bl) and 232 (Sepulveda Bl), Torrance Transit Line 8 (Aviation Bl), Beach Cities Transit Line 109, LADOT Commuter Express 438 (Highland Av) and G-Trans Line 5 (El Segundo Bl).

***Underutilized stops consolidated to balance speed, reliability and accessibility.**

127* – Line 127 to follow existing route between A Line (Blue) Compton Station and Downey Depot, except for remaining on Somerset Bl between Clark Av and Bellflower Bl Discontinue underutilized service on Alondra Bl to make the route more direct. Line 127 to extend west of the A Line Compton Station to J Line (Silver)/C Line (Green) Harbor Freeway Station via Compton Bl, San Pedro St, El Segundo Bl and Broadway to Figueroa/117th St, replacing segments of Lines 45 & 51. New weekend service and more frequent weekday service to be provided.

128 – Line 128 to operate between A Line (Blue) Compton Station and Alondra Bl & Carmenita Rd. Discontinue underutilized Line 128 segment south of Alondra Bl & Carmenita Rd; alternative service to Cerritos Towne Center via Cerritos On Wheels (COW) Route 1-A. Line 128 to include new weekend service.

130* – Line 130 continues to be operated initially by Metro on Artesia Bl between A Line (Blue) Artesia Station and Cerritos and later transitioned to Long Beach Transit. Line 130 west of the Artesia A Line Station is planned to transition to Torrance Transit as their new Line 13, following existing route via Artesia Bl to Redondo Beach.

150, 240, 245, 750* – Lines 150, 240 & 750 merge to create more frequent Line 150 to operate from Ventura/Reseda west to Chatsworth Station along Ventura Bl and Topanga Canyon Bl providing a connection with new frequent Line 240 operating via Reseda Bl and east along Ventura Bl between Northridge and B Line (Red) Universal City/Studio City Station. New more frequent Line 150 to replace existing Line 245 with service on Ventura Bl and Topanga Canyon Bl.

152, 353* – Lines 152 & 353 merge to create new Line 152 serving Roscoe Bl with midday weekday frequency improvements. On the east end, Line 152 to travel via Lankershim Bl to provide a more direct connection to the B Line (Red) North Hollywood Station. On the west end, route to terminate at Topanga Canyon Bl Service on Vineland Av to be provided by modified Line 162 and new Line 290. Modified Line 162 to provide service on Fallbrook Av.

New Line 153, Lines 154, 155, 183 – New Line 153 to operate between B Line (Red) North Hollywood Station and downtown Burbank via Burbank Bl Line 154 to operate between B Line North Hollywood Station & Sepulveda Bl via Oxnard St & Burbank Bl as a more frequent two- direction circulator. Discontinue underutilized segment west of Sepulveda Bl Line 155 to merge with a segment of Line 183 and operate more frequent weekday service via Riverside Dr, Sepulveda Bl and Magnolia Bl between B Line North Hollywood and Universal City/Studio City
Stations. Line 155 segment east of Universal City/Studio City Station via Olive Av to continue to be served by Burbank Bus newly improved Pink Route. More frequent Line 94 to serve segment of existing Line 183 east of North Hollywood Station along Magnolia Bl New Metro MicroTransit service and existing Glendale Beeline 4 will be available in Glendale to replace the Line 183 segment on Chevy Chase/Acacia/Verdugo.

158, 167 – Line 158 to follow existing route via Woodman Av, then travel via Plummer St to Chatsworth Station. Line 167 to serve current Line 158 segment on Devonshire St and existing Coldwater Canyon Av segment. A swap of east-west alignments between Lines 158 & 167 is intended to create simpler, easier to use routes. Service to Sepulveda Ambulatory Care Center to be provided on-street at Haskell Av and Gloria Av. New weekend evening service and more frequent weekday service on Woodman Av to be added.

161 – Line 161 to operate primarily on existing route between the G Line (Orange) Canoga Station and City of Thousand Oaks. In Calabasas, it would operate on Calabasas Rd instead of Park Calabasas and Park Granada to improve travel time. New weekend evening service to be added.

162, 163* – Lines 162 & 163 merge to provide Line 162 with more frequency during mid-day weekdays on Sherman Way. On the east end, new Line 162 to be routed via Vineland Av to provide more service along the corridor, while still connecting to the B Line (Red) North Hollywood Station and extended to serve Fallbrook Av in the west end and continue to directly serve West Hills Medical Center. Line 152 to serve Lankershim Bl instead of Line 162.

***Underutilized stops consolidated to balance speed, reliability and accessibility.**

164, 165* – Lines 164 & 165 to operate in partnership, with buses changing between these lines at Platt Av/ Victory Bd to eliminate a long turn-around loop and provide more frequent service during the weekday midday hours.

166, 364* – Lines 166 & 364 merge to provide Line 166 with more frequent midday weekday service. Line 166 to continue serving Nordhoff St and Osborne St, extending east via Osborne St and Foothill Bl to Hansen Dam and Discovery Cube, connecting with New Line 690 on Foothill Bl On the west end, Line 166 to end at Nordhoff St/Canoga Av, providing access to Chatsworth Station via Metro G Line (Orange). A segment of Glenoaks Bl to be served by Line 92 and a segment on Topanga Canyon Bl to be served by new Line 150.

169, New Line 645 – Line 169 to operate between Lankershim Bl and G Line (Orange) Canoga Station via Saticoy St and Canoga Av with more weekday frequency. New Line 645 will operate a two-way loop between West Hills Medical Center, Canoga Av and Warner Center serving existing Line 169 alignment. Additional trips serving El Camino High School to be maintained. New weekend service to be provided on Line 169.

176 , New Line 287 – Discontinue Line 176 due to underutilized service. Service from El Monte Station to The Shops at Montebello provided by new Line 287 via same alignment as discontinued Line 176. Alternative service for other sections of Line 176: Lines 78, 179, 258, 260, 266, 267, 287 and Montebello Bus Lines 20 & 30.

177 – Line 177 to continue to operate weekday peak period service between Pasadena and the Jet Propulsion Laboratory, with reroute to use Mountain St instead of Walnut St to serve more of Pasadena. Metro in partnership with City of Pasadena is exploring the opportunity for Pasadena Transit to operate this service.

180, 181, 780* – Lines 180, 181, 217, 780 merge to create new Line 180 operating the same alignment as discontinued Line 780 from Pasadena City College to the Washington/Fairfax Transit Hub, extending further south to E Line (Expo) La Cienega/Jefferson Station following discontinued Line 217 alignment. Line 81 rerouted via Yosemite Dr and Eagle Rock Bl to replace discontinued Line 181 segment. Pasadena Transit Line 20 and new Metro Line 662 to replace Line 180 on Lake Av. Foothill Transit Line 187 to replace Line 181 service on Colorado Bl east of Pasadena City College.

201 – Discontinue Line 201 due to low ridership. Nearest alternative services: Lines 2, 4, 92, 603 and new Line 182. Metro MicroTransit service will also be available in the Chevy Chase area at Glendale Adventist Hospital.

202 – Line 202 to operate weekdays peak periods with new weekday off-peak service via existing route between A Line (Blue) Artesia Station and the C Line (Green)/A Line Willowbrook/Rosa Parks Station. Discontinue underutilized service south of A Line Artesia Station to Wilmington via Santa Fe Av, Victoria St, Susana Rd, Del Amo Bl and Alameda St Alternative service: Lines 205 (Wilmington Av), 232 (Anaheim St) and 246 (Avalon Bl), Long Beach Transit Line 52 and Lines 191/192 south of A Line Del Amo Station.

204, 754 – Line 204 to follow existing route between Hollywood and C Line (Green) Vermont/Athens Station via Vermont Av. More frequency for all stops on Vermont Av. Underutilized existing stops consolidated to balance speed, reliability and accessibility. Line 204 to provide more frequent midday and weekend service. Line 754 will operate weekday peak hours only; new Line 204 to provide more frequent service to existing Line 754 stops.

205 – Line 205 to provide faster service between San Pedro and Willowbrook on a simpler route via Del Amo Bl between Wilmington Bl and Main St, serving new development and connecting with J Line (Silver) service at Carson Transitway Station, eliminating out-of-direction service overlapping Line 246 on Avalon Bl to Harbor Gateway Transit Center and avoiding duplication of Torrance Transit Line 1 on Vermont Av north of Carson St In San Pedro, the route to be simpler, serving 7th Street in both directions between Harbor Bl and Weymouth Av. Alternative service on 1st St and 13th St to be provided by DASH San Pedro.

***Underutilized stops consolidated to balance speed, reliability and accessibility.**

206* – Line 206 continues serving Normandie Av between B Line (Red) Vermont/Sunset Station and C Line (Green) Vermont/Athens Station, with no proposed route changes and more frequency during weekday midday and evening hours.

207, 757 – Lines 207 & 757 merge to create higher frequency Line 207 to operate between Hollywood and C Line (Green) Crenshaw Station with more frequency for all stops on Western Av. Underutilized stops consolidated on Western Av to balance speed, reliability and accessibility.

209 – Line 209 on Van Ness Av and Arlington Av to be altered to travel between Crenshaw/144th St, C Line (Green) Crenshaw Station (rather than Vermont/Athens Station) and the E Line (Expo) Expo/Crenshaw Station. Connections north from there to Wilshire Bl would be available on Line 210.

210, New Line 610, 710 – Lines 210 & 710 merge to create higher frequency Line 210 to operate via Crenshaw Bl between Crenshaw/Wilshire and Crenshaw/Redondo Beach and via Redondo Beach Bl to South Bay Galleria. Line 210 to provide new Owl service and more frequency for all Crenshaw Bl stops. Underutilized Crenshaw Bl stops to be consolidated to balance speed, reliability and accessibility. Torrance Transit Line 2 to replace existing Line 210 segment on Crenshaw Bl and Artesia Bl south of El Camino College. Line 210 service north of Wilshire Bl to Hollywood to be replaced by new Line 610 on Rossmore Av and Vine St.

211, 215 – Lines 211 & 215 to operate as separate two-directional loop routes serving north of C Line (Green) Hawthorne/Lennox Station (Line 211) and south of C Line Hawthorne/Lennox Station (Line 215), providing new midday weekday, night and weekend service. Line 211 loop to replace Line 212/312 on Prairie Av (new Line 212 to instead serve Hawthorne Bl) and replace Line 215 service on Manchester Av and Inglewood Av north of the C Line. Line 215 loop to replace existing Lines 211 & 215 south of the C Line on Prairie Av, Marine Av and Inglewood Av. Discontinue service to C Line Redondo Beach Station to extend route to South Bay Galleria via Inglewood Av and Grant Av.

212, 312 – Lines 212 & 312 merge to create higher-frequency new Line 212 to operate via La Brea Av between Hollywood/Highland and Inglewood, then extend south via La Brea Av and Hawthorne Bl to South Bay Galleria in place of Lines 40 & 740. Line 212 to continue to be routed via Overhill Dr. New Line 212 to provide more frequency at all stops on La Brea Av and Hawthorne Bl Underutilized stops on La Brea Av and Hawthorne Bl consolidated to balance speed, reliability and accessibility.

217 – Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service. Line 217 north of La Cienega/Jefferson Station to Hollywood via La Cienega Bl, Fairfax Av and Hollywood Bl to become part of Line 180.

218 – Line 218 to be retained between Ventura Bl/Laurel Canyon and Fairfax Av/Santa Monica Bl with connections to Metro Lines 180 (Fairfax Av) and 4 (Santa Monica Bl) and free City of West Hollywood FX service to Beverly Center and Cedars Sinai Medical Center.

222, 656 – Line 222 to operate on Hollywood Way between Hollywood Burbank Airport and B Line (Red) Universal City/Studio City Station, serving Cahuenga Bl south to Universal Studios Bl, creating more direct connections. Discontinue underutilized service south of Cahuenga Bl/Universal Studios Bl to Hollywood; alternative frequent B Line service available between Universal City/Studio City Station and Hollywood. Line 656 Owl service to operate a modified route from Normandie Av/Santa Monica Blvd to B Line North Hollywood Station via Hollywood, Cahuenga and Lankershim Bls. Discontinue underutilized segments north and west of North Hollywood Station. Nearest alternative Owl services: G Line (Orange), Ventura Bl (Line 240), Van Nuys Bl (Line 233) and Reseda Bl (Line 234).

***Underutilized stops consolidated to balance speed, reliability and accessibility.**

224* – Line 224 to operate similar to existing service along Lankershim Bl and San Fernando Rd, terminating at Sylmar/San Fernando Station, with more frequency during weekday midday hours on San Fernando Rd. New Line 690 to serve section of existing Line 224 beyond Sylmar/San Fernando Station on Foothill Bl.

230* – Line 230 to operate existing alignment between Sylmar/San Fernando Station and Studio City via Laurel Canyon Bl and Hubbard St LADOT DASH to provide service north of Sylmar/San Fernando Station by operating more frequent service between LA Mission College and Sylmar/San Fernando Station on Hubbard St.

232* – Line 232 to continue to serve the existing route from LAX City Bus Center to Downtown Long Beach via Sepulveda Bl, Pacific Coast Hwy, Anaheim St and Long Beach Bl with more frequent evening service.

233 – Line 233 to operate with more frequency on Van Nuys Bl between Foothill Bl in Pacoima and Ventura Bl in Sherman Oaks, similar to existing Line 233 service. Underutilized stops between Pacoima and Sherman Oaks consolidated to balance speed, reliability and accessibility. Late night and early morning service through Sepulveda Pass to operate along Sepulveda Bl instead of I-405 Freeway for improved access to the Getty Center, Skirball Center and adjacent neighborhoods. Line 233 to provide Owl service.

234, 734 – Lines 234 & 734 merge to create higher-frequency Line 234 to operate on Sepulveda Bl and end at Sherman Oaks Galleria (Ventura/Sepulveda), following the existing Lines 234 & 734 alignment north to Sylmar and LA Mission College. Underutilized Line 234 stops between Sylmar and Sherman Oaks to be consolidated to balance speed, reliability, and accessibility.

236 – Line 236 to operate with more frequency during weekday midday hours and new evening service similar to existing route via Balboa Bl between San Fernando Mission Bl and Ventura Bl; modified route to Sylmar/San Fernando Station to operate via San Fernando Mission Bl and Truman St due to underutilized service on the north end. Limited school supplementary service weekdays will operate on Balboa Bl to/from Granada Hills.

237, 239 – New Line 237 to be created by merging Lines 237 & Line 239. Line 237 to follow existing route from G Line (Orange) Woodley Station (Woodley/Victory) via Woodley Av, Rinaldi St, then existing Line 239 route via Zelzah Av, Lindley Av, Roscoe Bl, White Oak Av to Encino (Zelzah & Ventura). G Line and B Line (Red) service to replace existing Line 237 service east of G Line Woodley Station to North Hollywood and Hollywood. Line 236 to replace service to Sylmar/San Fernando Station.

242, 243 – Lines 242 and 243 will be combined as new Line 243 operating more frequent service during weekday midday hours on Tampa Av and Winnetka Av between Ventura Bl and Devonshire St Underutilized service north of Devonshire St to Porter Ranch to be replaced by new Metro MicroTransit service.

244, 245* – Line 244 to operate as a separate line on current route via De Soto Av between Chatsworth Station and Ventura Bl/Paralta Av. A new Line 150 to replace existing Lines 244 & 245 with service on Ventura Bl and Topanga Canyon Bl.

246 – Line 246 to continue operating existing route from Harbor Gateway Transit Center to Carson and Wilmington, via Avalon Bl, but will travel via Anaheim St, Gaffey St, Channel St between Wilmington and San Pedro (replacing Line 550), with more frequent weekday service. Discontinue underutilized Owl service.

251, 751* – Lines 251 & 751 to merge to create new Line 251, which will operate more frequent service between Cypress Park (Ave 28 & Idell) and C Line (Green) Long Beach Bl Station.

252 – Discontinue Line 252 due to underutilized service. Alternative bus services: Figueroa St (Line 81), Griffin Av (new Line 182), Broadway (Line 45), Huntington Dr (Line 78), Valley Bl (Line 76) and Soto St (Line 251) and new Metro MicroTransit service in the Lincoln Heights Mercury Av, Griffin Av Montecito Heights area would be served by new Line 182 and MicroTransit service.

***Underutilized stops consolidated to balance speed, reliability and accessibility.**

254 – Discontinue Line 254 due to low utilized service. Alternative services: 103rd St (Line 117), Compton Av (Line 55); Firestone Bl (Line 115), Florence Av (Line 111), Pacific Bl (Lines 60, 251); Gage Av (Line 110); Soto St (Line 51), Lorena Av (Line 605), Indiana St (Line 665) and new Metro MicroTransit service in the Watts/ Willowbrook area.

256 – Line 256 between Commerce and Altadena via El Sereno, Highland Park and Pasadena to be served by three separate bus lines with more frequent service. Metro to operate existing segment between Cal State LA Transit Center and L Line (Gold) Highland Park Station with service rerouted via Monterey Rd instead of Collis Av. Metro in partnership with City of Commerce is exploring the opportunity for City of Commerce to operate existing Line 256 segment between Commerce and Cal State LA Transit Center, with no proposed changes to alignment; Metro in partnership with City of Pasadena is exploring the opportunity for Pasadena Transit to operate a simpler route would between L Line Highland Park Station and Pasadena, via Colorado Bl, L Line Memorial Park Station, Lincoln Av, Washington Bl, Altadena Dr and Foothill Bl to L Line Sierra Madre Villa Station.

258 – Line 258 to be shortened from the existing alignment between Paramount and Altadena to a new alignment from Fremont and Huntington Dr to provide a much-requested connection with the L Line (Gold) South Pasadena Station via Fremont Av and Fair Oaks Av to Mission Rd, to improve reliability and avoid service duplication in Pasadena area. Discontinue underutilized service on Huntington Dr/Oak Knoll Av-Cir in San Marino. Pasadena Transit Line 20 and new Metro Line 662 to replace Line 258 on Lake Av. Line 258 will implement new weekend service.

260, New Lines 261 & 660, 762* – Lines 260 & 762 merge to create new more frequent and reliable Line 260 to operate between Pasadena and A Line(Blue)/ C Line (Green) Willowbrook/Rosa Parks Station via Fair Oaks Av, Atlantic Bl and Imperial Hwy. New frequent Line 261 to link the A Line Artesia Station & C Line Long Beach Station via Imperial Hwy, Martin Luther King Jr, Atlantic Bl and Artesia Bl in place of existing Lines 260 and 762. A new frequent Line 660 to operate between L Line (Gold) Del Mar Station and Altadena via Fair Oaks Av in place of existing Line 260 alignment.

264 – Discontinue Line 264 due to underutilized service. New Line 256 to serve Altadena Dr south of Washington Bl and Foothill Bl, with new Line 662 serving Altadena Dr at Lake Av. Nearest alternative service in Duarte and Monrovia: L Line (Gold), Foothill Transit on Buena Vista St (Line 272) and Myrtle Av (Line 170) and Duarte Transit. Nearest alternative service to Arcadia-Sierra Madre Villa on Temple City Bl, Huntington Dr, Rosemead Bl, Michillinda Av (Lines 266, 267, 268 and Foothill Transit Line 187) and on Baldwin Av/Huntington Dr (Metro Lines 78 & 268). L Line also provides service to the City of Hope Medical Center.

265 – Line 265 to continue to operate on existing alignment between Pico Rivera and Lakewood Center Mall with more frequent weekday service.

266* – Line 266 has no significant alignment changes between Lakewood Center Mall and L Line (Gold) Sierra Madre Villa Station. Line 266 to end on northbound Lakewood Bl adjacent to Lakewood Center Mall to improve connections with the mall and Line 265. Line 266 to have more frequent service during weekdays and weekends.

267, New Line 662 – Line 267 to operate via existing alignment between El Monte, Arcadia and Pasadena via Temple City Bl, Rosemead Bl and Del Mar Bl but end at L Line (Gold) Del Mar Station to improve reliability and avoid duplication of other bus lines. New Line 256 to operate on southern end of Lincoln Av with new Line 662 operating two-directional service via Lake Av, Altadena Dr, Lincoln Av, Washington Bl and Los Robles Av between Pasadena (L Line Del Mar and Lake Stations) and Altadena and provide more frequent weekend service. New Metro MicroTransit service to be available in the Altadena/JPL area, including linking with Pasadena.

***Underutilized stops consolidated to balance speed, reliability and accessibility.**

268 – Line 268 route to operate via existing alignment between El Monte, Arcadia, Sierra Madre and Pasadena via Baldwin Av and Foothill Bl, but end at the L Line (Gold) Sierra Madre Villa Station to improve reliability, avoid duplication of other bus lines and provide more frequent weekday service. New Line 256 to operate on southern end of Lincoln Av, Washington Blvd, Altadena Dr and Foothill Bl to L Line (Gold) Sierra Madre Villa Station. New Line 662 to serve north end of Lincoln and Washington Bl west of Los Robles Av Line 268 has very low utilization to JPL on weekends. Pasadena Transit Line 177 to provide alternative service between Pasadena and the JPL on weekdays during peak periods only and new Metro MicroTransit service will be available in Sierra Madre and Altadena/JPL areas, linking those areas with Pasadena.

344 – Line 344 to operate existing route and stops between Harbor Gateway Transit Center and Rancho Palos Verdes.

442 – Discontinue Line 442 due to underutilized service and duplication with other bus lines. Alternative service: J Line (Silver) to Manchester Station (connection with Line 115 on Manchester Bl) or Harbor Freeway Station (connection with Line 120 on Imperial Hwy or C Line (Green)/J Line service).

New Line 450, 950 – New Line 450 to replace Line 950, operating between San Pedro via Pacific St, the I-110 Freeway and Figueroa St to Harbor Gateway Transit Center with peak period weekday service extending north of Harbor Gateway Transit Center to downtown LA (Figueroa/Flower & 7th), serving Harbor Transitway stations. Off-peak weekday and all-day weekends, Line 450 will connect with Line 910 at Harbor Gateway Transit Center. This will improve reliability and allow for the transition to new Zero Emission Buses on J Line (Silver) 910 service.

460 – Line 460 continue to operate existing alignment between downtown LA, C Line (Green) Norwalk Station and Disneyland.

487, 489, New Line 287 – Line 487 to begin service at L Line (Gold) Sierra Madre Villa Station operating via San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10 Express-Lanes to 7th St Metro Center in downtown LA during weekday peak hours and LA Union Station at all other times (with connections available to B Line (Red), D Line (Purple) and J Line (Silver)). Line 489 route to terminate at Metro 7th St Metro Center. Frequent Metro B Line/D Line services link 7th St Metro Center to Westlake/MacArthur Park in place of Lines 487 and 489. New Line 287 to replace Line 487 between El Monte and Arcadia via Santa Anita Av, with weekday and weekend service. Discontinued Line 487 segment in Sierra Madre to be replaced with new Metro MicroTransit service serving Sierra Madre, Pasadena and Altadena areas.

501 – Line 501 continues to link North Hollywood, Burbank, Glendale and Pasadena with a new route in Burbank to simplify and expedite service through the Media District by operating on Alameda Av instead of Olive Av; a new route in downtown Glendale via Brand Bl and Broadway to serve the Americana at Brand and Glendale Galleria. A weekend stop at LA Zoo will be included.

534, New Line 134 – Line 534 to be renumbered to 134. No route changes for New Line 134 between Malibu (Trancas Canyon Rd) and Santa Monica; deviation to Cliffside & Dume on selected trips to be discontinued due to underutilized service.

550 – Line 550 to be retained peak periods weekdays between Harbor Gateway Transit Center and USC. Lines 246 and 450 will connect San Pedro with Harbor Gateway Transit Center. Line 246 will replace Line 550 on Gaffey St between Channel St and Anaheim St in San Pedro.

577 – Line 577 between El Monte Station and Cal State Long Beach via I-605 to be rerouted northbound between El Monte Station and Rio Hondo College via I-605 and I-10 freeways instead of Santa Anita Av & Peck Rd, providing faster, more direct service. Discontinue deviation to Los Cerritos Center due to low ridership compared to number of riders impacted, providing faster, more direct service to/from Cal State Long Beach and Long Beach VA Medical Center.

***Underutilized stops consolidated to balance speed, reliability and accessibility.**

601 – Warner Center Shuttle frequency will be adjusted to better match ridership and will no longer include overnight Owl service.

602 – Line 602 to operate more frequent service weekday midday and evenings

603* – Line 603 to continue operating current route between Glendale Galleria and downtown LA, with more frequent weekday midday service and rerouted via Glendale Station, providing direct connections with Metrolink and Amtrak.

607 – Discontinue Line 607 due to underutilized service. Alternative bus service on Stocker St/La Tijera Bl (Line 102), Slauson Av (Line 108), Hyde Park Bl (Line 110), Manchester Av (Line 115), Crenshaw Bl (Line 210) and Overhill Dr (Line 212).

611 – Line 611 to be altered to link A Line (Blue) Florence Station with Atlantic Bl/Cecelia St via Florence Av, Seville Av and Santa Ana St. Line 102 to be rerouted via Central Av, Vernon Av, Pacific Av, Leonis Bl, District Bl and Atlantic Bl, replacing part of Line 611. The remainder of Line 611 to be discontinued due to underutilized service and duplication with other lines. Alternative bus services: Florence Av (Line 111), Compton Av (Line 55), Vernon Av (Line 105), Atlantic Bl (Line 260), Seville Av and Pacific Bl (Lines 60 and 251).

612 – Discontinue Line 612 due to underutilized service and duplication of other bus lines. Alternative bus services: 103rd St (Line 117), Compton Av (Line 55), Long Beach Bl and Pacific Bl (Line 60), Florence Av (Line 111), Atlantic Av (Line 260), Martin Luther King Jr. Bl (Line 261), Imperial Hwy (Line 120) and Santa Ana St (Line 611) and new Metro MicroTransit service in the Watts/Willowbrook area.

625 – Discontinue Line 625 due to underutilized service. Nearest alternative bus service: Line 232 on Sepulveda Bl, Beach Cities Transit Line 109 on Imperial Hwy and new Metro MicroTransit service for the LAX area.

665 – Line 665 route to be shortened operating all trips between Indiana St & Olympic Bl and Cal State LA Transit Center. Service on Olympic Bl would be provided by Line 66.

685 – Discontinue Line 685 due to underutilized service. Nearest alternative bus service to Glendale College provided by Line 290 (Glendale Av), as well as new Metro MicroTransit service.

686 – Line 686 to operate between Altadena (New York Dr/Allen Av) and the L Line (Gold) Del Mar Station only, discontinuing service to L Line Fillmore Station to avoid overlap with new Line 260 and provide improved weekday frequency.

687 – Line 687 discontinued due to underutilized service and duplication or proximity to other bus routes. Alternative bus service: new frequent Metro Lines 660 (Fair Oaks Av) & 662 (Washington Bl, Los Robles Av and Lake Av), Pasadena Transit 20, 31, 32 services and new Metro MicroTransit service in Altadena.

744 – Line 744 to be replaced on Van Nuys Bl by new Rapid Line 761 and high frequency new Line 233. Line 744 would no longer continue along Ventura Bl and Reseda Bl That segment would be served by new Line 240.

New Line 761, 788 – Line 761 to replace existing Lines 744 and 788, operating between Sylmar/San Fernando Station and the E Line (Expo) Expo/Sepulveda Station, serving high travel demand between San Fernando Valley and the Westside. Line 761 to provide service on Van Nuys Bl, Ventura Bl and Sepulveda Bl to the Westside, including frequent service all day on weekdays and weekend service.

901 – The G Line (Orange) will continue to serve as a critical arterial service linking destinations across the San Fernando Valley, with more frequency for midday and late evening on weekdays.

910 – The J Line (Silver) Line 910 service will continue operating between El Monte Station, downtown LA and Harbor Gateway Transit Center with additional trips replacing Line 950 (see also Line 450).

***Underutilized stops consolidated to balance speed, reliability and accessibility.**

Stay Connected

For more information about the NextGen Bus Plan:


nextgen@metro.net


metro.net/nextgen

All Metro meetings are accessible to persons with disabilities. Spanish, Mandarin, and Russian translation provided as listed.

ADA and Title VI Requirements:

Special accommodations are available to the public for Metro-sponsored meetings. All requests for reasonable accommodations and translation must be made at least three working days (72 hours) in advance of the scheduled meeting date; please call the project information line at 213.922.1282 or California Relay Service at 711.


323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*



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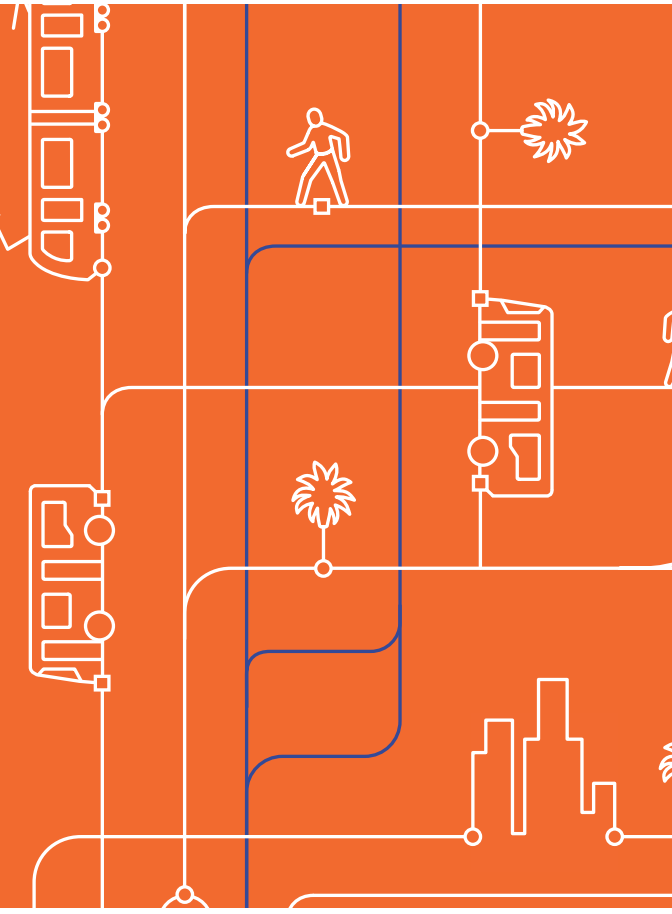
NEXTGEN
Plan de Autobuses

Cambios de servicio propuestos



Metro®

Metro llevará a cabo una serie de seis audiencias públicas virtuales a partir del miércoles 19 de agosto hasta el jueves 27 de agosto de 2020 para recibir comentarios de la comunidad sobre modificaciones propuestas al servicio de autobuses de Metro. Los cambios aprobados entrarán en vigor en diciembre de 2020 o posteriormente.

Como Participar

Por teléfono:

Los miembros del público pueden llamar al

877.422.8614

e ingresar la extensión correspondiente para escuchar los procedimientos o presentar comentarios por teléfono en su idioma preferido (desde el momento en que comienza cada audiencia hasta que concluye). Las líneas de audio y comentarios con traducciones en vivo en mandarín, español y ruso estarán disponibles como se indica. Las personas que llamen a la línea de comentarios podrán escuchar los procedimientos mientras esperan su turno para presentar sus comentarios por teléfono. Las líneas de audio estarán disponibles para escuchar las audiencias sin necesidad de hacer comentarios públicos en vivo por teléfono.

En línea:

Envíe sus comentarios en línea a través de las agendas de las audiencias públicas. Las agendas se publicarán en

metro.net/about/board/agenda

al menos 72 horas antes de cada audiencia. Los comentarios públicos se leerán durante la audiencia y los enlaces de comentarios permanecerán abiertos durante la audiencia.

Las audiencias comenzarán en los horarios indicados y concluirán cuando todos los comentarios públicos recibidos a través de las agendas en línea se hayan leído en el registro público y todas las personas que llaman a las líneas de comentarios de acceso telefónico hayan tenido la oportunidad de hacer comentarios por teléfono.

Otras formas de comentar:

Los comentarios enviados a través del Correo de los EE.UU. deben dirigirse a:

Metro Service Planning & Development
Atención: NextGen Bus Plan Proposed Service Changes
1 Gateway Plaza, 99-7-1
Los Angeles, CA 90012-2932

Los comentarios deben estar matasellados antes de la medianoche del jueves 27 de agosto de 2020. Solo los comentarios recibidos a través de los enlaces de comentarios en las agendas se leerán durante cada audiencia.

Los Comentarios por correo electrónico deben dirigirse a:

servicechanges@metro.net
Atención: "NextGen Bus Plan Proposed Service Changes"

Los facsímiles deben dirigirse como se indica arriba y enviarse al:

213.922.6988

¿No puede participar durante las audiencias?

Las grabaciones de la audiencia pública se publicarán en:

metro.net/about/board/board-directors-meetings-audio-archive

Para obtener más información sobre los cambios de servicio propuestos, fechas y horarios de las reuniones, y métodos para participar, visite *metro.net/nextgen* o llame al 213.922.1282.

Reuniones públicas virtuales

metro.net/about/board/agenda

877.422.8614

Todas las regiones

Sábado 22 de agosto
10am

Escuchar en inglés: 3462125#
Comentar en inglés: 3654496#

Escuchar en español: 4127050#
Comentar en español: 4127057#

Escuchar en ruso: 4127062#
Comentar en ruso: 4127071#

Escuchar en mandarín: 4127035#
Comentar en mandarín: 4127040#

Gateway Cities

Jueves 27 de agosto
6pm

Escuchar en inglés: 3461978#
Comentar en inglés: 3756316#

Escuchar en español: 4127050#
Comentar en español: 4127057#

Valle de San Fernando

Miércoles 19 de agosto
6:30pm

Escuchar en inglés: 3462125#
Comentar en inglés: 3654496#

Escuchar en español: 4127050#
Comentar en español: 4127057#

Valle de San Gabriel

Lunes 24 de agosto
6pm

Escuchar en inglés: 3462125#
Comentar en inglés: 3756376#

Escuchar en español: 4127050#
Comentar en español: 4127057#

Escuchar en mandarín: 4127035#
Comentar en mandarín: 4127040#

South Bay Cities

Jueves 20 de agosto
6pm

Escuchar en inglés: 3462108#
Comentar en inglés: 3756328#

Escuchar en español: 4127050#
Comentar en español: 4127057

Westside Central

Miércoles 26 de agosto
6pm

Escuchar en inglés: 3462155#
Comentar en inglés: 3756379#

Escuchar en español: 4127050#
Comentar en español: 4127057#

Escuchar en ruso: 4127062#
Comentar en ruso: 4127071#

Propuestas de cambio de servicio

2, 200, 302* – La Línea 2 en Sunset Bl se unirá con las Líneas 200 (Alvarado/Hoover) y 302 en Sunset Bl, seguirá las rutas existentes de las Líneas 2 y 302 en Sunset Bl entre UCLA y Hollywood, se unirá con la Línea 200 en Sunset y Alvarado a Exposition Park/USC y proporcionará una nueva ruta directa de la Línea 2 entre USC/Exposition Park y Hollywood, servicio de alta frecuencia para todas las paradas de Sunset Bl y Alvarado St Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad. La Línea 4 aún servirá a Sunset Bl al este de Alvarado St a través del centro de Los Angeles.

4, 704* – Las Líneas 4 y 704 en Santa Mónica Bl se unirán para crear una Línea 4 más frecuente, la línea seguirá las rutas existentes entre el centro de Santa Monica y el centro de Los Angeles a través de Santa Monica Bl y Sunset Bl Más frecuencia de servicio para todas las nuevas paradas de la Línea 4 entre Westwood y el centro de Los Angeles.

10, 48* – Las Líneas 10 y 48 no tendrán cambios de ruta, y operarán con más frecuencia durante las de la noche entre semana. Los autobuses continuarán cambiando entre estas Líneas 10 y 48 en Temple/Figueroa en el centro de Los Angeles.

14, 37* – La Línea 14 tendrá más frecuencia durante las horas del mediodía y por la noche entre semana a través de la alineación existente entre el centro de Los Angeles y Beverly/San Vicente a través de Beverly Bl Se descontinuará el segmento subutilizado al oeste de Beverly/San Vicente a Pico Bl a través de Beverly Dr La Línea 37 no tendrá cambios de ruta, y operará un servicio nocturno más frecuente.

16, 17, 316, Nueva Línea 617* – Las Líneas 16, 17 y 316 se unirán para crear la nueva Línea 16 que operará con más frecuencia durante las horas del mediodía y por la noche entre semana a través de la alineación existente de la Línea 16/17/316 entre el centro de Los Angeles y 3rd St/San Vicente a través de 3rd St, luego hacia el norte en San Vicente a Santa Monica Bl La Línea 16 no continuará al oeste de 3rd St/San Vicente en Burton en Beverly Hills debido a un servicio subutilizado. La nueva Línea 617 operará desde la estación Culver City de Metro E Line (Expo) hasta Cedars-Sinai Medical Center/Beverly Center a través de Robertson Bl, con más frecuencia durante las horas del mediodía y la noche entre semana, y nuevo servicio los sábados y domingos.

18, 20, 720* – Las Líneas 18 y 720 se unirán para crear la nueva Línea 18 que operará entre la estación de Metrolink de Montebello-Commerce y el centro de Los Angeles, proporcionando más frecuencia a todas las paradas entre el este de Los Angeles y el centro de Los Angeles. La Línea 18 continuará entre el centro de Los Angeles y Wilshire/Western a través de las paradas 6th St.

20, 720* – Las Líneas 20 y 720 se unirán para crear la Línea 20, una línea de mayor frecuencia que operará entre el centro de Santa Monica y el centro de Los Angeles a través de Wilshire Bl, seguirá la ruta existente de la Línea 20/720 y servirá solo a la Línea 720 existente para al oeste de Sepulveda Bl a Santa Monica. El servicio nocturno y temprano en la mañana servirá las paradas existentes de la Línea 720 y la Línea 20 al oeste de Sepulveda Bl a Santa Monica; más frecuencia para todas las nuevas paradas de la Línea 20 entre Westwood y el centro de Los Angeles. La Línea 720 operará los períodos pico entre semana solo entre el centro de Los Angeles y Westwood.

28, 728, 684* – Las Líneas 28 y 728 se unirán para crear una nueva Línea 28 entre Century City y el centro de Los Angeles a través de Olympic Bl, proporcionando más frecuencia a todas las paradas servidas. La Línea 45 servirá a la sección de la Línea 28 en Broadway entre el centro de Los Angeles y Ave 26. La nueva Línea 684 conectará la estación Lincoln/Cypress Station de Metro L (Gold) y Eagle Rock a través de la alineación existente de la Línea 28 en Eagle Rock Bl.

***Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

30, 330* – Las Líneas 30 y 330 se unirán para crear una Línea 30 de mayor frecuencia que operará a través de la ruta existente entre Pico Rimpau Transit Center y la estación Little Tokyo/Arts District Station de Metro L Line (Gold); se descontinuará el servicio existente entre Hollywood y Pico Rimpau Transit Center en San Vicente Bl y entre estaciones Little Tokyo e Indiana de Metro L Line (Gold) a lo largo de 1st St Servicio alternativo disponible en la Línea 106 y Metro L Line.

33, 733* – Las Líneas 33 y 733 se unirán en Venice Bl y seguirán la ruta existente entre el centro de Santa Monica y el centro de Los Angeles a través de Venice Bl con una modificación menor para servir a la estación Pico en el centro de Los Angeles. Mayor frecuencia de servicio para todas las paradas nuevas entre Santa Mónica y el centro de Los Angeles.

40, 740* – Las Líneas 40 y 740 se unirán para crear la Línea 40, una línea de mayor frecuencia que operará entre LA Union Station y Downtown Inglewood Station a través de Broadway, ML King Jr Bl, Crenshaw Bl, Florence Av. La nueva Línea 212 proporcionará servicio a La Brea Av, Hawthorne Bl al sur de la estación Downtown Inglewood, y terminará en South Bay Galleria. Servicio de la Línea 740 a la estación Expo/Crenshaw reemplazado por el nuevo tren ligero Crenshaw/LAX. Se descontinuará el servicio nocturno de la Línea 40 entre LAX y el centro de Los Angeles; servicio alternativo nocturno disponible en las Líneas 45, 105, 108, 111 y 210.

45, 745* – Las Líneas 45 y 745 se unirán para crear la Línea 45, una línea de mayor frecuencia que seguirá la ruta existente entre la estación Harbor Freeway Station de Metro C (Green), el centro de Los Angeles y Lincoln Heights a través de Broadway. Una extensión de la Línea 127 reemplazará el segmento de la Línea 45 al sur de la estación Harbor Freeway Station de J Line (Silver)/C Line (Green) en 117th St, Broadway, El Segundo Bl y Main St hasta San Pedro y Rosecrans.

51, 52, 351* – Las Líneas 51, 52, y 351 se unirán para crear la nueva Línea 51 que operará en San Pedro St y Avalon Bl y seguirá las rutas existentes entre el centro de Los Angeles, San Pedro St y Avalon Bl, extendiéndose a una nueva terminal sur en Cal State Dominguez Hills; frecuencia más alta proporcionada al norte de la estación de Avalon de Metro C Line (Green). Una extensión de la Línea 127 reemplazará las Líneas 51/351 en Compton Bl y proporcionará una nueva conexión a la estación Harbor Freeway Station de Metro J Line (Silver)/Metro C Line (Green). El nuevo servicio LADOT DASH reemplazará las Líneas 51, 52, 351 en 7th St al oeste del centro de Los Angeles.

53* – La Línea 53 entre el centro de Los Angeles y Cal State Dominguez Hills (CSUDH) será redirigida para dar servicio a la estación Rosa Parks de Metro A Line (Blue)/C Line (Green) (en lugar de la estación Avalon de Metro C Line) para conectar con ambas Líneas. Los viajes seleccionados de la Línea 53 continuarán al sur de la estación Willowbrook/Rosa Parks de Metro A Line (Blue)/C Line (Green) hasta CSUDH. La línea 53 tendrá más frecuencia entre las horas del mediodía y de la tarde entre semana. En el centro de Los Angeles, la Línea 53 se redirigirá de Beaudry Av a Olive St para dar servicio a más destinos y proporcionará una nueva conexión a la Línea 4. La Línea 55 reemplazará a la Línea 53 en Beaudry Av.

55, 355* – Las Líneas 55 y 355 se unirán para crear la Línea 55 de mayor frecuencia y operará entre el centro de Los Angeles y la estación Willowbrook/Rosa Parks de Metro A Line (Blue)/C Line (Green) a través de Adams Bl y Compton Av. La Línea 55 seguirá la ruta existente y todos los viajes terminarán en la estación Willowbrook/Rosa Parks. La Línea 55 en el centro de Los Angeles se redirigirá en Beaudry Av, reemplazando el segmento de la Línea 53. El segmento de la Línea 55 a través de la estación Firestone de Metro A Line será eliminado para viajar directamente en Compton Av. Se descontinuará el servicio nocturno subutilizado; servicio alternativo nocturno disponible en Avalon Bl (Línea 51).

60, 760* – Las Líneas 60 y 760 se unirán para crear la Línea 60, una línea con más frecuencia que operará en Long Beach Bl entre el centro de Los Angeles y la estación Long Beach Bl de Metro C Line (Green) y la estación Artesia de Metro A Line (Blue), brindando servicio de alta frecuencia para todas las paradas con la frecuencia de servicio más alta al norte de la estación de Long Beach Bl de Metro C Line. La Línea 60 se redirigirá en el centro de Los Angeles desde Figueroa St hasta Olive St.

***Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

62, Nueva Línea 262* – Se descontinuará la Línea 62 y será reemplazada con la nueva Línea 262 entre East LA College, la estación Atlantic de Metro L Line (Gold) y Hawaiian Gardens a través de Atlantic, Telegraph Rd, Norwalk Bl y Pioneer Bl debido al servicio subutilizado y para eliminar la duplicación con la Línea 66 al oeste de Atlantic Bl/Telegraph Rd hasta el centro de Los Angeles. Se descontinuará el servicio existente en Imperial Hwy/Bloomfield Av en Norwalk, reduciendo la superposición del servicio de Norwalk Transit, proporcionando un mejor servicio en Pioneer Bl.

66, 605* – La Línea 66 entre la estación Wilshire/Western de Metro B Line (Red) y la estación Montebello de Metrolink a través de Western Av, 8th St y Olympic Bl viajará en Olympic Bl en lugar de 8th St en el este de Los Angeles, reemplazará el segmento de Línea 62 y ofrecerá un servicio más rápido y directo. La terminal este de la Línea 66 será Commerce Center. Se descontinuará el servicio entre Olympic y Gerhart y la estación Montebello/Commerce de Metrolink debido al servicio subutilizado y para reducir la superposición con la Línea 18. Línea 605 será extendida para servir 8th St entre Lorena St y Soto St.

68, 70, 770* – Las Líneas 68, 70 y 770 se unirán para crear la nueva Línea 70 que operará a través de la alineación actual de la Línea 770 entre el centro de Los Angeles y la estación El Monte, proporcionando más frecuencia a todas las paradas servidas por Garvey Av, Atlantic Bl y Cesar E. Chavez Av. El segmento de la Línea 68 al este de Atlantic Bl hasta The Shops at Montebello será atendido por una extensión de la Línea 106 siguiendo la alineación existente de la Línea 68. Nuevo servicio nocturno será proporcionado en Cesar E. Chavez Av.

71, 106 – Línea 71 descontinuada; La Línea 106 se extenderá a The Shops en Montebello, la estación Atlantic de Metro L Line (Gold) y Cal State LA mientras continuará sirviendo East LA College y LA County USC Medical Center con conexiones a la nueva Línea 70 en Cesar E. Chavez Av para acceso al centro de Los Angeles. La extensión a Cal State LA seguirá la misma alineación que la Línea 71 discontinuada al este de State St y Marengo St a través de Marengo St, Wabash Av, City Terrace Dr a Cal State LA. La extensión a The Shops at Montebello seguirá la misma alineación que la Línea 68 descontinuada al este de Riggin St y Atlantic Bl La Línea 106 viajará directamente por 1st St en lugar de desviarse por Indiana St, 3rd St, 4th St, Soto St, Whittier Bl y Boyle Av para simplificar la ruta. La Línea 106 operará un servicio muy frecuente e implementará un nuevo servicio de fin de semana.

76* – La Línea 76 entre el centro de Los Angeles y la estación de autobuses de El Monte a través de Main St y Valley Bl continuará siguiendo la mayor parte de la alineación existente, con un servicio más frecuente de medio día y noche entre semana. La Línea 76 ya no viaja a la estación de Metrolink debido a un servicio subutilizado y, en cambio, opera en Santa Anita Av. En el centro de Los Angeles, la Línea 76 continuará operando en Alameda St hasta 1st St y luego en la ruta existente hacia 7th St/Maple St.

78, 79, Nueva Línea 179, 378* – Las Líneas 78, 79 y 378 se unirán para crear la nueva Línea 78 y operará entre el centro de Los Angeles y Arcadia. La nueva Línea 78 operará en Mission Rd, Huntington Dr, Main St/Las Tunas Dr y Live Oak Av hasta Santa Anita Av. La nueva Línea 179 reemplazará el servicio de la Línea 79 a lo largo de Huntington Dr entre Maycrest Av y la estación Arcadia de Metro L (Gold) Line, conectando con la Línea 78 en Huntington Dr/Maycrest Av. Se descontinuará el servicio subutilizado de la Línea 78 en Live Oak Av al este de Santa Anita Av; La Linea 492 de Foothill Transit Line estará disponible en este segmento.

81, 181* – La ruta de la Línea 81 seguirá siendo la misma al sur de Figueroa St y Yosemite Dr hasta la estación Harbor Freeway de Metro J Line (Silver)/C Line (Green) a través del centro de Los Angeles. La Línea 81 reemplazará la Línea 181 por desvío a través de Yosemite St para servir a Colorado Bl/Eagledale. La Línea 81 tendrá más frecuencia entre las horas del mediodía y de la tarde entre semana; viajes seleccionados continuarán hasta Figueroa/Colorado. El servicio nocturno de la Línea 81 reemplazará el servicio nocturno de la Línea 83 a Figueroa/Colorado y se conectará al servicio nocturno de la Línea 180.

***Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

83, 175, Nueva Línea 182* – Las Líneas 83 y 175 se reemplazarán con la nueva Línea 182, un servicio de 7 días a la semana, desde Broadway y Thomas (Lincoln High School) hasta East Hollywood (estación Vermont/Sunset de Metro B Line (Red)) a través de Griffin Av, Figueroa St , York Bl, Eagle Rock Bl, Fletcher Dr, Rowena Av y Franklin Av para proporcionar una conexión más directa de este a oeste entre el noreste de Los Angeles y Hollywood mientras se mantiene el servicio a John Marshall High School y se reemplazan las Líneas 83 y 175 discontinuadas. Servicio alternativo frecuente a/desde el centro de Los Angeles será disponible en Metro L Line (Gold) o la Línea 81 a través de Figueroa St para conectarse con la nueva Línea 182.

90, 91, Nuevas Líneas 290, 690* – Las Líneas 90 y 91 se unirán para crear una nueva Línea 290 entre LA County USC Medical Center, la estación Lincoln/Cypress Station de Metro L (Gold), y Sunland, luego se extenderá a través de Vineland Av hasta la estación North Hollywood de Metro B Line (Red). Se descontinuará el segmento al norte de Sunland Bl. Nueva Línea 690 operará en un segmento de Foothill Bl entre Lake View Terrace y Sylmar. Las Líneas 81 y 94 continuarán prestando servicio a Hill St en lugar de las Líneas 90 y 91.

92* – La Línea 92 se extenderá hacia el sur hasta Venice y Broadway en el centro de Los Angeles y operará con más frecuencia.

94, Nueva Línea 294, 794* – Las Líneas 94 y 794 se unirán para crear una Línea 94 más frecuente que operará en San Fernando Rd a través de la ruta existente de la Línea 94 entre el centro de Los Angeles y el centro de Burbank, con una nueva ruta a través del centro de Glendale y luego se extiéndase hacia el oeste en Magnolia Bl y terminará en la estación North Hollywood Station de Metro B Line (Red). La nueva Línea 294 operará en San Fernando Rd entre Sylmar y el centro de Burbank en lugar de las Líneas existentes 94 y 794.

96, Nueva Línea 296 – La Línea 96 operará como la nueva Línea 296 a través de la ruta actual entre el centro de Burbank, LA Zoo y Elysian Valley (Riverside Dr/Figueroa St) y luego viajará a la estación Lincoln/Cypress de Metro L Line (Gold) conectando el servicio al centro de Los Angeles, reemplazando el segmento descontinuado de la Línea 96 entre Riverside Dr/Figueroa St y el centro de Los Angeles.

102 – La Línea 102 operará entre Slauson/Atlantic y Manchester/Sepulveda. Al este de Central Av/41st St extenderá hasta Vernon y Maywood (Slauson/Atlantic), la Línea 102 se redirigirá a través de Central Av, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, reemplazando la Línea 611. Se descontinuará el segmento subutilizado hacia South Gate a través de Hooper Av, Gage Av, Central Av, Florence Av, Seville Av; Servicio alternativo: Central Av (Línea 53), Compton Av (Línea 55), Pacific Bl (Líneas 60, 251), Slauson Av (Línea 108), Florence Av (Línea 111) y Gage Av (Línea 110).

105, 705* – Las Líneas 105 y 705 se unirán para crear la Línea 105 de mayor frecuencia que operará en Vernon Av, MLK Jr. Bl y La Cienega Bl entre Vernon y West Hollywood. Todos los viajes continuarán sirviendo a Santa Rosalia Dr entre Hillcrest Dr y Marlton Av. Se descontinuará el segmento subutilizado de la Línea 705 en MLK Jr. Bl entre Hillcrest Dr y Marlton Av.

108, 358 – Las Líneas 108 y 358 se unirán para crear la Línea 108 de mayor frecuencia que operará a través de Slauson Av entre Culver City Transit Center y Pico Rivera y se extenderá hacia el este hasta Slauson/Rosemead. Servicio nocturno será proporcionado; paradas subutilizadas en Slauson Av serán consolidadas para equilibrar velocidad, confiabilidad y accesibilidad. Se descontinuarán los segmentos subutilizados al oeste de Sepúlveda Bl hacia Marina Del Rey a través de Jefferson Bl, Centinela Av, Admiralty Way, Via Marina, Pacific Av y habran desviaciones hacia Fox Hills a través de Buckingham Pkwy y Green Valley Circle. Servicio alternativo: Línea 110, Big Línea 14 de Blue Bus Línea, Las Líneas 2, 4, y 7 de Culver City. La Línea 18 de Big Blue Bus también propuso que se extienda al sur para servir a la península de Marina Del Rey.

110* – La Línea 110 continuará sirviendo la ruta existente desde Playa Vista hasta Bell Gardens. En el fin este de Gage/Garfield, los autobuses permanecerán en Garfield Av y no servirán a Foster Bridge Bl, Scout Av y Florence Pl debido a un servicio subutilizado. Se proporcionará más frecuencia durante las horas del mediodía y la noche de lunes a viernes.

***Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

111* – Línea 111 ruta sin cambios; El nuevo servicio nocturno servirá la ruta completa entre la estación Norwalk de Metro C Line (Green) y LAX City Bus Center.

115* – La Línea 115 proporcionará servicio desde Westchester a la estación Norwalk de Metro C Line (Green) a través de Manchester Av y Firestone Bl Se descontinuará el servicio subutilizado a Playa del Rey al oeste de Manchester/Sepulveda, excepto los viajes escolares seleccionados. Big Blue Bus planea extender su Línea 16 a Playa del Rey y el nuevo servicio Metro MicroTransit también estará disponible en Playa del Rey.

117* – La Línea 117 desde LAX City Bus Center hasta la estación Lakewood Bl de Metro C Line (Green) continuará viajando a través de Century Bl, Tweedy Bl e Imperial Hwy. Cerca Jordan Downs Housing Complex, la Línea 117 se redirigirá más directamente desde 103rd St a Century Bl entre Alameda St y Grape St a través del nuevo desarrollo de viviendas Jordan Downs. La Línea 117 ofrecerá un nuevo servicio nocturno.

120, Nueva Línea 621* – La Línea 120 continuará brindando servicio desde la estación Aviation/LAX de Metro C Line (Green) hasta la estación Norwalk de Metro C Line a través de Imperial Hwy. La Línea 120 permanecerá en Imperial Hwy y no se desviará hacia el estacionamiento de Leeds St en Rancho Los Amigos National Rehabilitation Center; brindando un servicio más rápido y directo. Servicio de autobús alternativo al estacionamiento de Leeds St estará disponible a través de La Línea 117 de Metro, Willowbrook/Rosa Parks Shuttle y Access Services. La nueva Línea 621 reemplazará la Línea 120 hacia el este desde la estación Norwalk de Metro C Line hasta Whittwood Mall a través de la alineación existente de la Línea 120.

125* – La Línea 125 continuará operando entre la estación Norwalk de Metro C Line (Green) y El Segundo a través de Rosecrans Av con una mejor frecuencia de servicio entre semana y mediodía.

126 – Se descontinuará la Línea 126 debido a un servicio subutilizado; servicios alternativos más cercanos: Líneas 125 (Rosecrans Av), 210 (Crenshaw Bl), 212 (Hawthorne Bl) y 232 (Sepulveda Bl), Línea 8 de Torrance Transit (Aviation Bl), Línea 109 de Beach Cities Transit, Línea 438 de LADOT Commuter Express (Highland Av), y Línea 5 de G-Trans (El Segundo Bl).

127* – Línea 127 seguirá la ruta existente entre la estación Compton de Metro A Line (Blue) y Downey Depot, excepto por permanecer en Somerset Bl entre Clark Av y Bellflower Bl Se descontinuará el servicio subutilizado en Alondra Bl para hacer la ruta más directa. La Línea 127 se extenderá hacia el oeste de la estación Compton de Metro A Line hasta la estación Harbor Freeway de Metro J Line J (Silver)/C Line (Green) a través de Compton Bl, San Pedro St, El Segundo Bl y Broadway hasta Figueroa/117th St, reemplazando segmentos de Líneas 45 y 51. Se ofrecerá un nuevo servicio de fin de semana y un servicio más frecuente entre semana.

128 – La Línea 128 operará entre la estación de Compton de Metro A Line (Blue) y Alondra Bl y Carmenita Rd. Se descontinuará el segmento de la Línea 128 subutilizado al sur de Alondra Bl y Carmenita Rd; servicio alternativo a Cerritos Towne Center a través de Cerritos On Wheels (COW) Ruta 1-A. La Línea 128 incluirá un nuevo servicio de fin de semana.

130* – La Línea 130 continuará siendo operada inicialmente por Metro en Artesia Bl entre la estación Artesia de Metro A Line (Blue) y Cerritos y luego hará la transición a Long Beach Transit. La Línea 130 al oeste de la estación Artesia de Metro A Line está prevista para la transición a Torrance Transit como su nueva Línea 13, siguiendo la ruta existente a través de Artesia Bl hasta Redondo Beach.

534, Nueva Línea 134 – Nueva Línea 134: la Línea 534 se renumera a 134. No hay cambios de ruta para la nueva Línea 134 entre Malibú (Trancas Canyon Rd) y Santa Monica; desviación a Cliffside & Dume en viajes seleccionados se descontinuará debido a un servicio subutilizado.

***Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

150, 240, 245, 750* – Las Líneas 150, 240 y 750 se unirán para crear la Línea 150 más frecuente y operará desde Ventura/Reseda oeste hasta la estación Chatsworth a lo largo de Ventura Bl y Topanga Canyon Bl, proporcionando una conexión con la nueva Línea 240 más frecuente que operará a través de Reseda Bl y al este a lo largo de Ventura Bl entre Northridge y la estación Universal City/Studio City de Metro B Line (Red). Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad. La nueva Línea 150 más frecuente reemplazará la Línea 245 existente con servicio en Ventura Bl y Topanga Canyon Bl.

152, 353* – Las Líneas 152 y 353 se unirán para crear la nueva Línea 152 que servirá a Roscoe Bl con mejoras en la frecuencia de lunes a viernes al mediodía. En el extremo este, la Línea 152 viajará a través de Lankershim Bl para proporcionar una conexión más directa a la estación North Line de Metro B Line (Red). En el extremo oeste, la ruta terminará en Topanga Canyon Bl El servicio en Vineland Av será proporcionado por la Línea 162 modificada y la nueva Línea 290. La Línea 162 modificada proporcionará servicio en Fallbrook Av.

Nueva Línea 153, Lines 154, 155, 183 – La nueva Línea 153 operará entre la estación North Hollywood de Metro B Line (Red) y el centro de Burbank a través de Burbank Bl La Línea 154 operará entre la estación North Hollywood de Metro B Line y Sepulveda Bl a través de Oxnard St y Burbank Bl como un circulador bidireccional más frecuente. Se descontinuará el segmento subutilizado al oeste de Sepulveda Bl La Línea 155 se unirá con un segmento de la Línea 183 y operará un servicio más frecuente entre semana a través de Riverside Dr, Sepulveda Bl y Magnolia Bl entre las estaciones North Hollywood de Metro B Line (Red) y Universal City/Studio City. El segmento de la Línea 155 al este de la estación Universal City/Studio City a través de Olive Av continuará siendo atendido por la línea recientemente mejorada Pink Route de Burbank Bus. La Línea 94 con más frecuency servirá el segmento de la Línea 183 existente al este de la estación North Hollywood a lo largo de Magnolia Bl El nuevo servicio Metro MicroTransit y el existente Glendale Beeline 4 estarán disponibles en Glendale para reemplazar el segmento de la Línea 183 en Chevy Chase/Acacia/Verdugo.

158, 167 – Línea 158 seguirá la ruta existente por Woodman Av, luego viajará por Plummer St hasta Chatsworth Station. La Línea 167 servirá el segmento actual de la Línea 158 en Devonshire St y el segmento existente de Coldwater Canyon Av. Un intercambio de alineaciones este-oeste entre las Líneas 158 y 167 estará destinado a crear rutas más simples y fáciles de usar. El servicio a Sepulveda Ambulatory Care Center se proporcionará en la calle en Haskell Av y Gloria Av. Se agregará un nuevo servicio nocturno de fin de semana y un servicio más frecuente de lunes a viernes en Woodman Av.

161 – La Línea 161 operará principalmente en la ruta existente entre la estación de Canoga de Metro G Line (Orange) y la ciudad de Thousand Oaks. En Calabasas, operará en Calabasas Rd en lugar de Park Calabasas y Park Granada para mejorar el tiempo de viaje. Se agregará un nuevo servicio nocturno de fin de semana.

162, 163* – Las Líneas 162 y 163 se unirán para proporcionar más frecuencia a la Línea 162 durante los días laborables de medio día en Sherman Way. En el extremo este, la nueva Línea 162 se enrutará a través de Vineland Av para proporcionar más servicio a lo largo del corredor mientras se conecta a la estación North Hollywood de Metro B Line (Red), y se extenderá para servir a Fallbrook Av en el extremo oeste y continuará a servir directamente a West Hills Medical Center. La Línea 152 servirá a Lankershim Bl en lugar de la Línea 162.

164, 165* – Las Líneas 164 y 165 operarán en sociedad, con autobuses cambiando entre estas líneas en Platt Av/Victory Bl para eliminar un largo giro y proporcionar un servicio más frecuente durante las horas del mediodía de lunes a viernes.

***Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

166, 364* – Las Líneas 166 y 364 se unirán para proporcionar servicio de mediodía de lunes a viernes más frecuente. La línea 166 continuará a servir Nordhoff St y Osborne St, extendiéndose al este a través de Osborne St y Foothill Bl y Hansen Dam a Discovery Cube, conectándose con la nueva Línea 690 en Foothill Bl En el extremo oeste, la Línea 166 terminará en Nordhoff St/Canoga Av, proporcionando acceso a la estación de Chatsworth a través de Metro G Line (Orange). Un segmento de Glenoaks Bl será atendido por la Línea 92, y un segmento en Topanga Canyon Bl será atendido por la nueva Línea 150.

169, Nueva Línea 645 – Línea 169 operará entre Lankershim Bl y la estación Canoga de Metro G Line (Orange) a través de Saticoy St y Canoga Av con más frecuencia entre semana. La nueva Línea 645 operará un circuito de doble sentido entre West Hills Medical Center, Canoga Av y Warner Center, sirviendo la alineación existente de la Línea 169. Se mantendrán viajes adicionales al servicio de El Camino High School. Se proporcionará un nuevo servicio de fin de semana en la Línea 169.

176, Nueva Línea 287 – Se descontinuará la Línea 176 debido a un servicio subutilizado. Servicio desde la estación El Monte a The Shops at Montebello será proporcionado por la nueva Línea 287 a través de la misma alineación de la Línea 176 discontinuada. Servicio alternativo para otras secciones de la Línea 176: Líneas 78, 179, 258, 260, 266, 267, 287 y Líneas 20 y 30 de Montebello Bus Lines.

177 – Línea 177 continuará operando el servicio de horas de pico de lunes a viernes entre Pasadena y Jet Propulsion Laboratory, con el redireccionamiento de usar Mountain St en lugar de Walnut St para servir a más de Pasadena. Metro en sociedad con la Ciudad de Pasadena está explorando la oportunidad para que Pasadena Transit opere este servicio.

180, 181, 780* – Las Líneas 180, 181, 217, 780 se unirán para crear la nueva Línea 180 y operará la misma alineación de la Línea 780 discontinuada de Pasadena City College a Washington/Fairfax Transit Hub, extendiéndose más al sur a la estación La Cienega/Jefferson de Metro E Line (Expo) siguiendo la misma alineación de la Linea 217 discontinuada. La Línea 81 se desviará a través de Yosemite Dr y Eagle Rock Bl para reemplazar el segmento discontinuado de la Línea 181. La Línea 20 de Pasadena Transit y la nueva Línea 662 de Metro reemplazarán la Línea 180 en Lake Av. La Línea 187 de Foothill Transit reemplazará el servicio de la Línea 181 en Colorado Bl al este de Pasadena City College.

201 – Se descontinuará la Línea 201 debido a la baja cantidad de pasajeros. Servicios alternativos más cercanos: Líneas 2, 4, 92, 603 y la nueva Línea 182. El servicio Metro MicroTransit también estará disponible en el área de Chevy Chase en Glendale Adventist Hospital.

202 – La Línea 202 operará en los períodos de horas pico entre semana con nuevo servicio de horas no pico entre semana a través de la ruta existente entre la estación Artesia de Metro A Line (Blue) y la estación Willowbrook/Rosa Parks de Metro C Line (Green)/A Line (Blue). Se descontinuará el servicio subutilizado al sur de la estación Artesia de Metro A Line hacia Wilmington a través de Santa Fe Av, Victoria St, Susana Rd, Del Amo Bl y Alameda St Servicio alternativo: Líneas 205 (Wilmington Av), 232 (Anaheim St) y 246 (Avalon Bl), Línea 52 de Long Beach Transit y las Líneas 191/192 al sur de la estación Del Amo de Metro A Line.

204, 754* – La Línea 204 seguirá la ruta existente entre Hollywood y la estación Vermont/Athens de Metro C Line (Green) a través de Vermont Av. Más frecuencia para todas las paradas en Vermont Av. La Línea 204 proporcionará un servicio más frecuente de mediodía y fin de semana. La Línea 754 operará solo en las horas pico entre semana; la nueva Línea 204 proporcionará un servicio más frecuente a las paradas existentes de la Línea 754.

***Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

205 – La Línea 205 proporcionará un servicio más rápido entre San Pedro y Willowbrook en una ruta más simple a través de Del Amo Bl entre Wilmington Bl y Main St, que presta servicio a nuevos desarrollos y se conecta con el servicio de Metro J Line (Silver) en Carson Transitway Station, eliminando el servicio fuera de dirección traslapando la Línea 246 en Avalon Bl a Harbor Gateway Transit Center y evitando la duplicación de la Línea 1 de Torrance Transit en Vermont Av al norte de Carson St En San Pedro, la ruta será más simple, sirviendo 7th Street en ambas direcciones entre Harbor Bl y Weymouth Av. La Línea DASH San Pedro brindará un servicio alternativo en 1st St y 13th St.

206* – La Línea 206 continuará servicio en Normandie Av entre la estación Vermont/Sunset de Metro B Line (Red) y la estación Vermont/Athens de Metro C Line (Green), sin cambios de rutas propuestas y más frecuencia durante las horas de mediodía y de la tarde entre semana.

207, 757* – Las Líneas 207 y 757 se unirán para crear la Línea 207 con frecuencia más alta que operará entre Hollywood y la estación Crenshaw de Metro C Line (Green) con más frecuencia para todas las paradas en la Western Av.

209 – La Línea 209 en Van Ness Av y Arlington Av se modificará para viajar entre Crenshaw/144th St, la estación Crenshaw de Metro C Line (Green) (en lugar de la estación Vermont/Athens) y la estación Expo/Crenshaw de Metro E Line (Expo). Conexiones al norte de allí para Wilshire Bl serán disponibles en la Línea 210.

210, 710, Nueva Línea 610* – Las Líneas 210 y 710 se unirán para crear la Linea 210, una línea de frecuencia más alta, que operará a través de Crenshaw Bl entre Crenshaw/Wilshire y Crenshaw/Redondo Beach, y a través de Redondo Beach Bl hacia South Bay Galleria. La Línea 210 proporcionará un nuevo servicio nocturno y más frecuencia para todas las paradas de Crenshaw Bl La Línea 2 de Torrance Transit r reemplazará el segmento existente de la Línea 210 en Crenshaw Bl y Artesia Bl al sur de El Camino College. Servicio de la Línea 210 al norte de Wilshire Bl a Hollywood será reemplazado por la nueva Línea 610 en Rossmore Av y Vine St.

211, 215 – Las líneas 211 y 215 operarán como rutas de bucle bidireccionales separadas y brindarán servicio norte de Línea de la estación Hawthorne/Lennox de Metro C Line (Green) (Línea 211) y al sur de la estación Hawthorne/Lennox de Metro C Line (Línea 215), proporcionando nuevo servicio de mediodía entre semana, y servicio nocturno y de fin de semana. La Línea 211 reemplazará la Línea 212/312 en Prairie Av (la nueva Línea 212 servirá a Hawthorne Bl) y reemplazará el servicio de la Línea 215 en Manchester Av e Inglewood Av al norte de Metro C Line. La Línea 215 reemplazará las Líneas existentes 211 y 215 al sur de Metro C Line en Prairie Av, Marine Av, e Inglewood Av. Se descontinuará el servicio a la estación Redondo Beach de Metro C Line para extender la ruta a South Bay Galleria a través de Inglewood Av y Grant Av.

212, 312 – Las Líneas 212 y 312 se unirán para crear la nueva Línea 212, una línea de mayor frecuencia que operará a través de La Brea Av entre Hollywood/Highland e Inglewood, luego se extenderá hacia el sur a través de La Brea Av y Hawthorne Bl hasta South Bay Galleria en lugar de las Líneas 40 y 740. La Línea 212 continuará siendo enrutado a través de Overhill Dr La nueva Línea 212 proporcionará más frecuencia en todas las paradas en La Brea Av y Hawthorne Bl Las paradas subutilizadas en La Brea Av y Hawthorne Bl se consolidarán para equilibrar la velocidad, la confiabilidad y la accesibilidad.

217 – Se descontinuará la Línea 217 al sur de la estación La Cienega/Jefferson hacia Westfield Culver City debido a un servicio subutilizado. La Línea 217 al norte de la estación La Cienega/Jefferson Station a Hollywood a través de La Cienega Bl, Fairfax Av y Hollywood Bl se convertirá parte de la Línea 180 (vea arriba).

218 – La Línea 218 será retenida entre Ventura Bl/Laurel Canyon y Fairfax Av/Santa Monica Bl con conexiones a las Líneas 180 (Fairfax Av) y 4 (Santa Monica Bl) de Metro, y el servicio gratuito FX de City of West Hollywood a Beverly Center y Cedars Sinai Medical Center.

***Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

222, 656 – La Línea 222 operará en Hollywood Way y Riverside Dr entre el aeropuerto Hollywood Burbank y la estación Universal City/Studio City de Metro B Line (Red), que servirá Cahuenga Bl hacia el sur hasta Universal Studios Bl, creando conexiones más directas. Se descontinuará el servicio subutilizado al sur de Cahuenga Bl/Universal Studios Bl a Hollywood; servicio alternativo frecuente de Metro B Line disponible entre las estaciones Universal City/Studio City y Hollywood. El servicio nocturno de la Línea 656 operará una ruta modificada desde Normandie Av/ Santa Monica Bl hasta la estación North Hollywood de Metro B Line a través de Hollywood, Cahuenga y Lankershim Bl Se descontinuarán los segmentos subutilizados al norte y al oeste de la estación North Hollywood. Servicios alternativos nocturnos más cercanos: Metro G Line (Orange, Ventura Bl (Línea 240), Van Nuys Bl (Línea 233) y Reseda Bl (Línea 234).

224* – La Línea 224 operará de manera similar al servicio existente a lo largo de Lankershim Bl y San Fernando Rd, terminando en la estación Sylmar/San Fernando, con más frecuencia durante las horas del mediodía entre semana en San Fernando Rd. La nueva Línea 690 servirá a la sección de la Línea 224 existente más allá de la estación Sylmar/San Fernando en Foothill Bl.

230* – La Línea 230 operará en la alineación existente entre la estación Sylmar/San Fernando y Studio City a través de Laurel Canyon Bl y Hubbard St LADOT DASH proporcionará servicio al norte de la estación Sylmar/ San Fernando al operar un servicio más frecuente entre LA Mission College y la estación Sylmar/San Fernando en Hubbard St.

232* – La Línea 232 continuará sirviendo la ruta existente desde LAX City Bus Center hasta el centro de Long Beach a través de Sepulveda Bl, Pacific Coast Hwy, Anaheim St y Long Beach Bl con un servicio nocturno más frecuente.

233 – La Línea 233 operará con más frecuencia en Van Nuys Bl entre Foothill Bl en Pacoima y Ventura Bl en Sherman Oaks, similar al servicio existente de la Línea 233. Las paradas subutilizadas entre Pacoima y Sherman Oaks se consolidarán para equilibrar la velocidad, la confiabilidad y la accesibilidad. Servicio nocturno y por la mañana a través de Sepulveda Pass operará a lo largo de Sepulveda Bl en lugar de la autopista I-405 para un mejor acceso al Getty Center, Skirball Center y los vecindarios adyacentes. Línea 233 proporcionará servicio nocturno.

234, 734 – Las Líneas 234 y 734 se unirán para crear la Línea 234, una línea de mayor frecuencia que operará en Sepulveda Bl y terminará en Sherman Oaks Galleria (Ventura/Sepulveda) siguiendo la alineación existente de las Líneas 234 y 734 al norte hacia Sylmar y LA Mission College. La Línea 234 subutilizada entre Sylmar y Sherman Oaks será consolidará para equilibrar la velocidad, la confiabilidad y la accesibilidad.

236 – La Línea 236 operará con más frecuencia durante las horas del mediodía de lunes a viernes y agregará un nuevo servicio nocturno similar a la ruta existente a través de Balboa Bl entre San Fernando Mission Bl y Ventura Bl; una ruta modificada a Sylmar/San Fernando Station operará a través de San Fernando Mission Bl y Truman St debido a un servicio subutilizado en el extremo norte. El servicio suplementario limitado de la escuela entre semana operará en Balboa Bl hacia/desde Granada Hills.

237, 239 – Se creará la nueva Línea 237 uniendo las Líneas 237 y 239. La Línea 237 seguirá la ruta existente desde la estación Woodley de Metro G Line (Orange) (Woodley/Victory) a través de Woodley Av, Rinaldi St, luego seguirá la ruta existente de la Línea 239 a través de Zelzah Av, Lindley Av, Roscoe Bl, White Oak Av a Encino (Zelzah y Ventura). Servicio de Metro G Line y B Line (Red) reemplazará el servicio existente de la Línea 237 al este de la estación Woodley de Metro G Line a North Hollywood y Hollywood. La Línea 236 reemplazará el servicio a la estación Sylmar/ San Fernando.

242, 243 – Las líneas 242 y 243 se unirán para crear la nueva Línea 243 que operará con servicio mas frecuente durante las horas del mediodía entre semana en Tampa Av y Winnetka Av entre Ventura Bl y Devonshire St Servicio subutilizado al norte de Devonshire St hasta Porter Ranch será reemplazado por el nuevo servicio de Metro MicroTransit.

***Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

244* – La Línea 244 operará como una línea separada en la ruta actual a través de la De Soto Av entre la estación Chatsworth y Ventura Bl/Paralta Av. Una nueva Línea 150 reemplazará las Líneas 244 y 245 existentes con servicio en Ventura Bl y Topanga Canyon Bl.

246 – La Línea 246 continuará operando la ruta existente desde Harbor Gateway Transit Center a Carson y Wilmington, a través de Avalon Bl, pero viajará a través de Anaheim St, Gaffey St, Channel St entre Wilmington y San Pedro (reemplazando la Línea 550), con servicio entre semana más frecuente. Se descontinuará el servicio nocturno subutilizado.

251, 751* – Las Líneas 251 y 751 se unirán para crear la nueva Línea 251, que operará un servicio más frecuente entre Cypress Park (Ave 28 e Idell) y la estación Long Beach Bl de Metro C Line (Green).

252 – Se descontinuará la Línea 252 debido a un servicio subutilizado. Servicios de autobuses alternativos: Figueroa St (Línea 81); Griffin Av (nueva Línea 182); Broadway (Línea 45); Huntington Dr (Línea 78), Valley Bl (Línea 76) y Soto St (Línea 251) y un nuevo servicio de Metro MicroTransit en Lincoln Heights Mercury Av ;El área de Griffin Av Montecito Heights será servido por la nueva Línea 182 y el servicio MicroTransit.

254 – Se descontinuará la Línea 254 debido a un servicio de baja utilización. Servicios alternativos: 103rd St (Línea 117), Compton Av (Línea 55); Firestone Bl (Línea 115); Florence Av (Línea 111); Pacific Bl (Líneas 60, 251); Gage Av (Línea 110); Soto St (Línea 51); Lorena Av (Línea 605); Indiana St (Línea 665) y el nuevo servicio Metro MicroTransit en el área de Watts/Willowbrook.

256 – La Línea 256 entre Commerce y Altadena a través de El Sereno, Highland Park y Pasadena será servida por tres Líneas de autobuses separadas con un servicio más frecuente. Metro operará el segmento existente entre Cal State LA Transit Center y la estación Highland Park de Metro L Line (Gold) con el servicio redirigido a través de Monterey Rd en lugar de Collis Av. Metro, en asociación con la Ciudad de Commerce, está explorando la oportunidad para que la Ciudad de Commerce opere el segmento existente de la Línea 256 entre Commerce y Cal State LA Transit Center, sin cambios propuestos para la alineación; Metro, en colaboración con la Ciudad de Pasadena, está explorando la oportunidad para que Pasadena Transit opere una ruta más simple entre la estación Highland Park de Metro L Line y Pasadena, a través de Colorado Bl, la estación Memorial Park de Metro L Line, Lincoln Av, Washington Bl, Altadena Dr y Foothill Bl a la estación Sierra Madre Villa de Metro L Line.

258 – La Línea 258 se acortará de la alineación existente entre Paramount y Altadena a una nueva alineación de Fremont y Huntington Dr para proporcionar una conexión muy solicitada con la estación South Pasadena de Metro L Line (Gold) a través de Fremont Av y Fair Oaks Av hasta Mission Rd, para mejorar la confiabilidad y evitar la duplicación de servicios en el área de Pasadena. Se descontinuará el servicio subutilizado en Huntington Dr/Oak Knoll Av-Cir en San Marino. La Línea 20 de Pasadena Transit y la nueva Línea 662 de Metro reemplazarán la Línea 258 en Lake Av. La Línea 258 implementará un nuevo servicio de fin de semana.

260, Nuevas Líneas 261 y 660, 762* – Las Líneas 260 y 762 se unirán para crear la nueva Línea 260, una línea más frecuente y confiable que operará entre Pasadena y la estación Willowbrook/Rosa Parks de Metro A Line (Blue)/C Line (Green) a través de Fair Oaks Av, Atlantic Bl e Imperial Hwy. La nueva Línea 261 más frecuente conectará la estación Artesia de Metro A Line y la estación Long Beach de Metro C Line a través de Imperial Hwy, Martin Luther King Jr, Atlantic Bl y Artesia Bl en lugar de las Líneas existentes 260 y 762. La nueva Línea 660 más frecuente operará entre la estación Del Mar Station de Metro L Line (Gold) y Altadena a través de Fair Oaks Av en lugar de la alineación existente de la Línea 260.

***Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

264 – Se descontinuará la Línea 264 debido a un servicio subutilizado. La nueva Línea 256 servirá a Altadena Dr sur de Washington Bl y Foothill Bl, con la nueva Línea 662 sirviendo Altadena Dr en Lake Av. Servicio alternativo más cercano en Duarte y Monrovia: Metro L Line (Gold), Foothill Transit en Buena Vista St (Línea 272) y Myrtle Av (Line 170), y Duarte Transit. Servicio alternativo más cercano a Arcadia-Sierra Madre Villa en Temple City Bl, Huntington Dr, Rosemead Bl, Michillinda Av (Líneas 266, 267, 268 de Metro y Línea 187 de Foothill Transit) y en Baldwin Av/ Huntington Dr (Líneas 78 y 268 de Metro). Metro L Line también proporciona servicio a City of Hope Medical Center.

265 – La Línea 265 continuará operando en la alineación existente entre Pico Rivera y Lakewood Center Mall con un servicio más frecuente entre semana.

266* – La Línea 266 no tendrá cambios de alineación significativos entre Lakewood Center Mall y la estación Sierra Madre Villa de Metro L Line (Gold). La Línea 266 finalizará en Lakewood Bl hacia el norte adyacente a Lakewood Center Mall para mejorar las conexiones con el centro comercial y la Línea 265. La Línea 266 tendrá un servicio más frecuente durante la semana y los fines de semana.

267, Nueva Línea 662 – La Línea 267 operará a través de la alineación existente entre El Monte, Arcadia y Pasadena a través de Temple City Bl, Rosemead Bl y Del Mar Bl, pero terminará en la estación Del Mar de Metro L Line (Gold) para mejorar la confiabilidad y evitar la duplicación de otras Líneas de autobuses. La nueva Línea 256 operará en el extremo sur de Lincoln Av con la nueva Línea 662 que operará servicio bidireccional a través de Lake Av, Altadena Dr, Lincoln Av, Washington Bl y Los Robles Av entre Pasadena (las estaciones Del Mar y Lake de Metro L Line) y Altadena y proporcionará un servicio más frecuente de fin de semana. El nuevo servicio de Metro MicroTransit estará disponible en el área de Altadena/JPL incluyendo la conexión con Pasadena.

268, 256 – La Línea 268 operará a través de la alineación existente entre El Monte, Arcadia, Sierra Madre y Pasadena a través de Baldwin Av, Foothill Bl, pero terminará en la estación Sierra Madre Villa de Metro L Line (Gold) para mejorar la confiabilidad, evitar la duplicación de otras Líneas de autobuses, y proporcionar servicio de fin de semana más frecuente. La nueva Línea 256 operará en el extremo sur de Lincoln Av, Washington Blvd, Altadena Dr, y Foothill Bl hasta la estación Sierra Madre Villa de Metro L Line. La nueva Línea 662 servirá el extremo norte de Lincoln y Washington Bl al oeste de Los Robles Av. La Línea 268 tiene una utilización muy baja para JPL los fines de semana. La Línea 177 de Pasadena Transit proporcionará un servicio alternativo entre Pasadena y JPL entre semana solo durante los períodos de horas pico y el nuevo servicio Metro MicroTransit estará disponible en las áreas de Sierra Madre y Altadena/JPL, uniendo esas áreas con Pasadena.

344 – Línea 344 operará la ruta existente y paradas entre Harbor Gateway Transit Center y Rancho Palos Verdes.

442 – Se descontinuará la Línea 442 debido a un servicio subutilizado y la duplicación con otras líneas de autobuses. Servicio alternativo: Metro J Line (Silver) a la estación Manchester (conexión con la Línea 115 en Manchester Bl) o estación Harbor Freeway (conexión con la Línea 120 en Imperial Hwy o Metro C Line (Green)/servicio de Metro J Line).

Nueva Línea 450, 950 – La nueva Línea 450 reemplazará la Línea 950, y operará entre San Pedro a través de Pacific St, la autopista I-110, y Figueroa St a Harbor Gateway Transit Center con servicio durante las horas pico entre semana extendiendo norte de Harbor Gateway Transit Center al centro de Los Angeles (Figueroa/Flower y 7th), sirviendo las estaciones de Harbor Transitway. Durante las horas no pico entre semana y todo el dia los fines de demama, la Línea 450 se conectará con la Línea 910 en Harbor Gateway Transit Center. Esto mejorará la confiabilidad y permitirá la transición a los nuevos autobuses de cero emisiones en el servicio de la Línea 910 de Metro J (Silver).

460 – La Línea 460 continuará operando la alineación existente entre el centro de Los Angeles, la estación Norwalk de Metro C Line (Green) y Disneyland.

***Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

487, 489, Nueva Línea 287 – La Línea 487 comenzará servicio en la estación Sierra Madre Villa de Metro L Line (Gold) y operará a través de San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10-ExpressLanes a 7th St/Metro Center en el centro de Los Angeles durante las horas pico entre semana y LA Union Station en cualquier otro momento (con conexiones disponibles para Metro B Line (Red), D Line (Purple) y J Line (Silver)). La ruta de la Línea 489 descontinuará en 7th St/Metro Center. Servicio frecuente de Metro B Line/D Line conectará 7th St/Metro Center a Westlake/MacArthur Park en lugar de las Líneas 487 y 489. La nueva Línea 287 reemplazará la Línea 487 entre El Monte y Arcadia a través de Santa Anita Av, con servicio de lunes a viernes y fin de semana. Se descontinuará el segmento de la Línea 487 en Sierra Madre y será reemplazado por el nuevo servicio de Metro MicroTransit que servirá a las áreas de Sierra Madre, Pasadena y Altadena.

534, Nueva Línea 134 – La Línea 534 se renumera a 134. No hay cambios de ruta para la nueva Línea 134 entre Malibú (Trancas Canyon Rd) y Santa Monica; desviación a Cliffside & Dume en viajes seleccionados se descontinuará debido a un servicio subutilizado.

501 – La Línea 501 continuará a conectar a North Hollywood, Burbank, Glendale, y Pasadena y con una nueva ruta en Burbank para simplificar y expeditar el servicio a través de Media District mediante una operación en Alameda Av en lugar de Olive Av; una nueva ruta en el centro de Glendale a través de Brand Bl y Broadway servirá The Americana at Brand y Glendale Galleria. Se incluirá una parada de fin de semana en el zoológico de Los Angeles.

550 – La Línea 550 se retendrá durante los períodos pico entre semana entre Harbor Gateway Transit Center y USC. Las Líneas 246 y 450 conectarán San Pedro con Harbor Gateway Transit Center. La Línea 246 reemplazará la Línea 550 en Gaffey St entre Channel St y Anaheim St en San Pedro.

577 – La Línea 577 entre la estación El Monte y Cal State Long Beach a través de la I-605 se redirigirá hacia el norte entre la estación El Monte y Rio Hondo College a través de las autopistas I-605 y I-10 en lugar de Santa Anita Av y Peck Rd, proporcionando servicio más rápido y directo. Se descontinuará la desviación a Los Cerritos Center debido a la baja cantidad de pasajeros en comparación con el número de pasajeros afectados, proporcionando un servicio más rápido y directo hacia/desde Cal State Long Beach y Long Beach VA Medical Center.

601 – La frecuencia de Warner Center Shuttle se ajustará para que coincida mejor con la cantidad de pasajeros y ya no incluirá el servicio nocturno.

602 – Línea 602 operará el servicio más frecuente en el mediodía y las tardes entre semana.

603* – La Línea 603 continuará operando la ruta actual entre Glendale Galleria y el centro de Los Angeles, con un servicio más frecuente de mediodía entre semana y redirigido a través de la estación Glendale, y proporcionará conexiones directas con Metrolink y Amtrak.

607 – Se descontinuará la Línea 607 debido a un servicio subutilizado. Servicio de autobús alternativo en Stocker St/La Tijera Bl (Línea 102), Slauson Av (Línea 108), Hyde Park Bl (Línea 110), Manchester Av (Línea 115), Crenshaw Bl (Línea 210) y Overhill Dr (Línea 212).

611 – La Línea 611 será alterada para conectar la estación Florence de Metro A Line (Blue) con Atlantic Bl/Cecilia St a través de Florence Av, Sevilla Av, y Santa Ana St . La Línea 102 se redirigirá a través de Central Av, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, reemplazando parte de la Línea 611. El resto de la Línea 611 se descontinuará debido al servicio subutilizado y la duplicación con otras Líneas. Servicios de autobús alternativos: Florence Av (Línea 111), Compton Av (Línea 55), Vernon Av (Línea 105), Atlantic Bl (Línea 260), Seville Av y Pacific Bl (Líneas 60 y 251).

***Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

612 – Se descontinuará la Línea 612 debido a un servicio subutilizado y la duplicación de otras líneas de autobuses. Servicios de autobús alternativos: 103rd St (Línea 117), Compton Av (Línea 55), Long Beach Bl y Pacific Bl (Línea 60), Florence Av (Línea 111), Atlantic Av (Línea 260), Martin Luther King Jr. Bl (Línea 261), Imperial Hwy (Línea 120) y Santa Ana St (Línea 611) y un nuevo servicio de Metro MicroTransit en el área de Watts/Willowbrook.

625 – Se descontinuará la Línea 625 debido a un servicio subutilizado. Servicio de autobús alternativo más cercano: Línea 232 en Sepulveda Bl, Línea 109 de Beach Cities Transit en Imperial Hwy, y nuevo servicio Metro MicroTransit en el área de LAX.

665 – La ruta de la Línea 665 se acortará y operará todos los viajes entre Indiana St y Olympic Bl y Cal State LA Transit Center. El servicio en Olympic Bl será proporcionado por la Línea 66.

685 – Se descontinuará la Línea 685 debido a un servicio subutilizado. El servicio de autobús alternativo más cercano a Glendale College es proporcionado por la Línea 290 (Glendale Av), así como también el nuevo servicio Metro MicroTransit.

686 – La Línea 686 operará entre Altadena (New York Dr/Allen Av) y la estación Del Mar de Metro L Line (Gold) únicamente, descontinuando el servicio a la estación Fillmore de Metro L Line para evitar la superposición con la nueva Línea 260 y proporcionar una mejor frecuencia entre semana.

687 – La Línea 687 será descontinuada debido a un servicio subutilizado y duplicación o proximidad a otras rutas de autobuses. Servicio de autobús alternativo: nuevas Líneas frecuentes de Metro 660 (Fair Oaks Av) y 662 (Washington Bl, Los Robles Av y Lake Av), las Líneas 20, 31, 32 de Pasadena Transit y nuevo servicio Metro MicroTransit en Altadena.

744 – La Línea 744 será reemplazada en Van Nuys Bl por la nueva línea rápida 761 y la nueva línea de alta frecuencia 233. La Línea 744 ya no continuaría a lo largo de Ventura Bl y Reseda Bl Ese segmento será servido por la nueva Línea 240.

Nueva Línea 761, 788 – La Línea 761 reemplazará las Líneas 744 y 788 existentes, y operará entre la estación Sylmar/San Fernando y la estación Sepulveda de Metro E Line (Expo) que servirá la alta demanda de viajes entre el valle de San Fernando y el Westside (lado oeste). La Línea 761 proporcionará servicio en Van Nuys Bl, Ventura Bl y Sepulveda Bl al Westside incluyendo servicio frecuente todo el día de lunes a viernes y servicio de fin de semana.

901 – Metro G Line (Orange) continuará sirviendo como un servicio arterial crítico que conecta destinos en todo el Valle de San Fernando, con más frecuencia por el mediodía y por la noche entre semana.

910 – El servicio de la Línea 910 de Metro J Line (Silver) continuará operando entre la estación El Monte, el centro de Los Angeles y Harbor Gateway Transit Center con viajes adicionales que reemplazarán la Línea 950 (vea también la Línea 450).

***Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

Manténgase conectado

Para más información sobre el Plan de Autobuses de NextGen:


nextgen@metro.net


metro.net/nextgen

Todas las reuniones de Metro son accesibles por personas con discapacidades. Traducción en mandarín, español y ruso son proporcionadas como se indica.

Requisitos de la ADA y el Título VI:

Hay adaptaciones especiales disponibles para el público para las reuniones patrocinadas por Metro. Todas las solicitudes de adaptaciones razonables y traducciones se deben hacer por lo menos tres días hábiles (72 horas) antes de la fecha de la reunión programada; por favor llame al 323.466.3876 o al Servicio de Retransmisión de California al 711.


323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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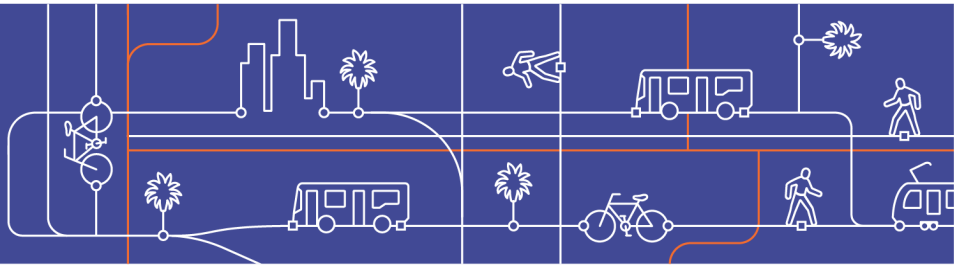
NEXTGEN
Bus Plan



Attachment IV:
b. Stakeholder Toolkit

Dear Community Partner,

Thank you in advance for helping us to invite your community to the public hearings that will be taking place virtually between August 19-27 to review the July 2020 Updated NextGen Bus Plan.

We received over 1,500 comments on the Plan earlier this year and those comments helped staff make adjustments to include some additional coverage and convenience while fine tuning some service frequencies.

We want to ensure that your community has the opportunity to see and learn about the updated Bus Plan and have them share their thoughts with Metro staff.

In this electronic toolkit you will find notification materials to:

1. **Distribute electronically via email:** share any of the included graphics and content with your email contacts.
2. **Post to your website:** you can use any of the images provided to post to your homepage as a banner or thumbnail. Link the image to https://www.metro.net/projects/nextgen/events/, the public hearings details.
3. **Feature the public hearings dates and details on your events calendar:** promote the upcoming public hearings dates in your region on your online events calendar (if applicable) and make announcements at your meetings or other special events.
4. **Social media posting/sharing:** use the provided image of your choice on your social media profiles (Facebook, Twitter, Instagram) and share the link on your post.
5. **Virtual events and other groups:** let us know if there are any upcoming events or other groups you recommend our team to share the public hearings dates with.

Metro staff will also be available for community partners to answer questions on the NextGen Bus Plan during virtual office hours, click here for details.

If you have any questions, please contact me directly at 213-922-5644 or CalixR@metro.net.

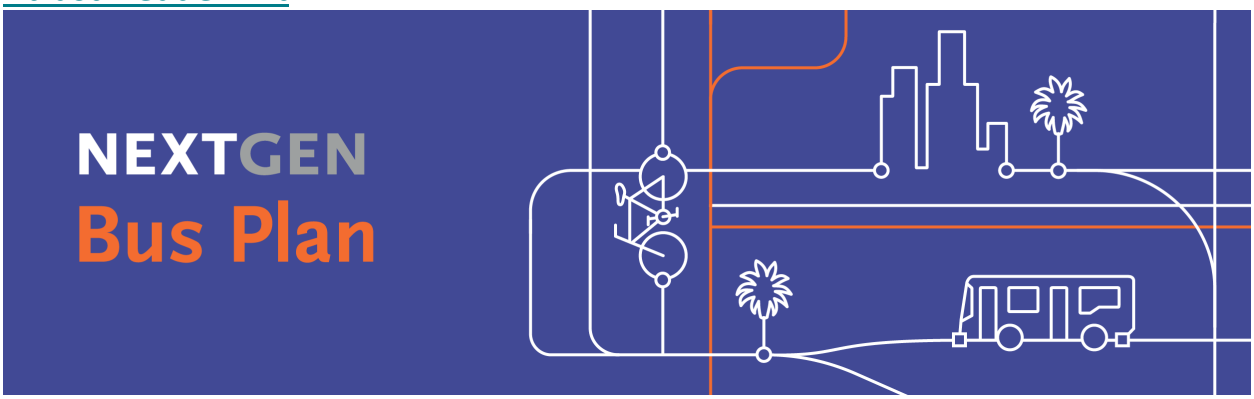
Sincerely,



Robert Cálix
Senior Manager, Transportation Planning
Los Angeles County Metropolitan Transportation Authority

Eblast

Eblast Header Art



Subject line:

We want to hear from you at a NextGen Public Hearing Aug 19-27

Text:

Metro staff have continued to work to provide Angelenos a better bus system and have new information to share with you about how the new NextGen bus plan will improve the way you travel.

The updated Bus Plan will be presented at six NextGen Bus Plan public hearings that will take place between August 19-27. You can stream the hearings or call-in where you will have access to live translations in

Mandarin, Spanish, and Russian. Join Metro to learn more about the changes and provide your comments. Click here for instructions on how to participate and options for submitting comments now and through August 27.

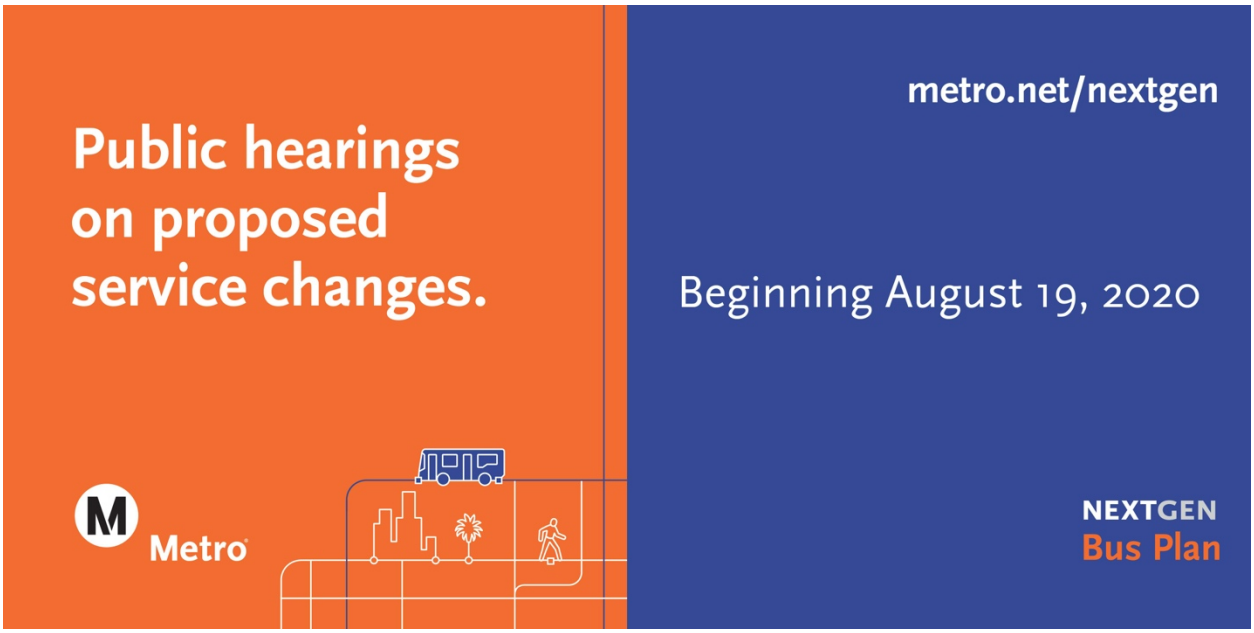
The July 2020 Updated NextGen Bus Plan is now available to view, so click here for the proposed changes. Metro received over 1,500 comments on the Plan earlier this year and those comments helped staff make adjustments to include some additional coverage and convenience while fine tuning some service frequencies.

Also available are bus stop consolidation maps that highlight bus lines that have proposed bus stop changes. Consolidating bus stops will reduce overall travel times for most riders. To learn more and see the maps, click here and go to the **Stop Consolidation Maps tab**.

This information is for everyone so please share with family and friends.

Metro appreciates your participation in this effort and looks forward to delivering a new competitive bus system that is **fast, frequent, reliable and accessible**.

Website



Rectangular Static Graphic



Animated Square Graphic

Text:

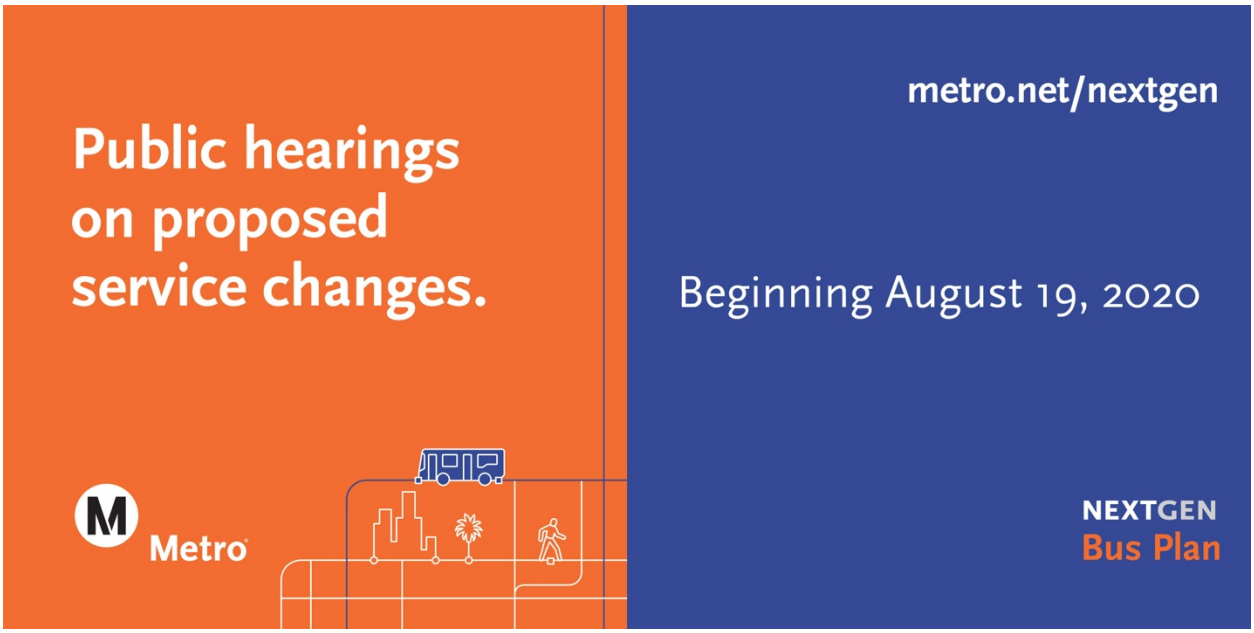
We encourage you to join LA Metro at any of six public hearings being held between August 19-27 to review the July 2020 Updated NextGen Bus Plan. After reviewing over 1,500 comments on the Plan earlier this year, Metro staff made adjustments to include additional coverage and convenience while fine tuning some service frequencies.

You can stream the hearings or call-in where you will have access to live translations in Mandarin, Spanish, and Russian.

Public hearing details and the various options for submitting comments are available here. Anyone can participate so please share this with family and friends.

Visit metro.net/nextgen to learn more.

Facebook/Twitter/Instagram



Rectangular Static Graphic

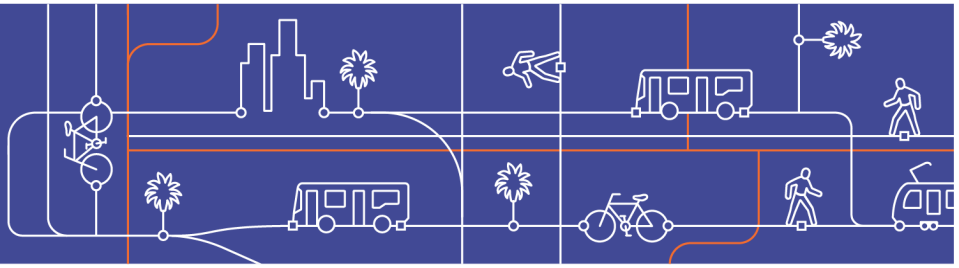


Animated Square Graphic

Text:

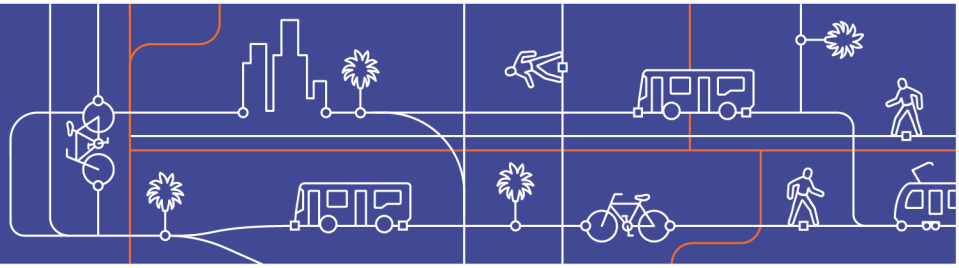
Join @losangelesmetro at any of six virtual public hearings being held between August 19-27 to review the July 2020 Updated NextGen Bus Plan. Visit https://www.metro.net/projects/nextgen/events/ for details.

NEXTGEN
Bus Plan

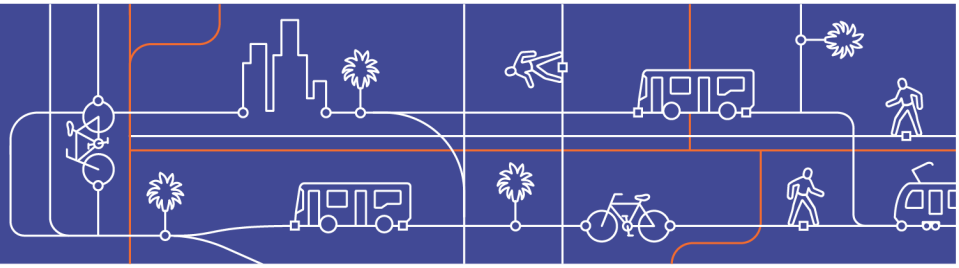


Attachment IV:
c. Earned Media

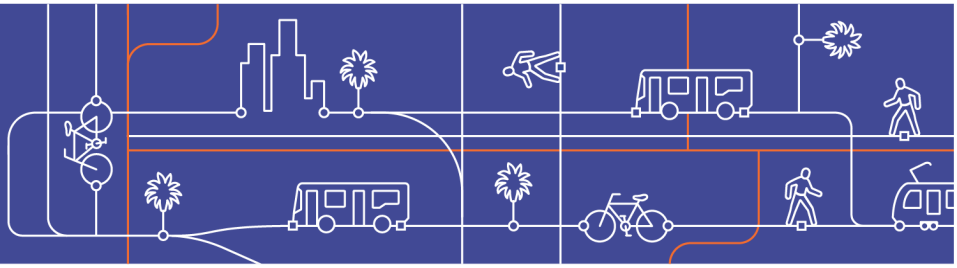
NEXTGEN
Bus Plan



NextGen Bus Plan Workshops Earned Media - Twitter			
Individual/Organization	**Link**	**Date of Post**	**Details**
CityofMontereyPark	https://twitter.com/CityofMPK/status/1290709982690848775	8/4/2020	Provides virtual meeting information; links to NextGen events page
MyTransit LA	https://twitter.com/MyTransit_LA/status/1291150009614970880	8/5/2020	Links to My News LA's article (8/5)
WTS Los Angeles	https://twitter.com/WTSLosAngeles/status/1291057247531933696	8/5/2020	Links to Investing in Place's article (8/1)
The Patriot	https://twitter.com/PatriotAM1150/status/1291197074562854919	8/5/2020	Links to its article (8/5)
KFI AM 640	https://twitter.com/KFIAM640/status/1291320884687446017	8/6/2020	Links to its article (8/5)
KFI AM 640	https://twitter.com/KFIAM640/status/1292165701747302401	8/8/2020	Links to its article (8/5)
Councilmember Mike Bonin	https://twitter.com/MikeBoninLA/status/1292858999407222784	8/10/2020	Gives information on the next 6 virtual meetings; links the Metro NextGen project page
Urbanize.LA	https://twitter.com/UrbanizeLA/status/1294680667683528704	8/15/2020	Links to it's article (8/15)
City of Burbank	https://twitter.com/BurbankCA/status/1295487964596715520	8/17/2020	Provides link for NextGen Hearing information
Los Angeles County Bike Coalition	https://twitter.com/lacbc/status/1295802965106651136	8/18/2020	Provides link for NextGen Hearing information
Supervisor Kathryn Barger	https://twitter.com/kathrynbarger/status/1295812919393837056	8/18/2020	Provides link for NextGen Hearing information
Move LA Transit	https://twitter.com/MoveLATransit/status/1295822812083417088	8/18/2020	Provides link for NextGen Hearing information
Pasadena Complete Streets Coalition	https://twitter.com/PasadenaCSC/status/1296139372086009857	8/19/2020	Provides SFV meeting information. Provides link for NextGen Hearing information
Go Glendale	https://twitter.com/GoGlendaleTMA/status/1296145631296143363	8/19/2020	Provides SFV meeting information.
Go Glendale	https://twitter.com/GoGlendaleTMA/status/1296145633284300800	8/19/2020	Provides link to NextGen StoryMaps.



Paul Krekorian	https://twitter.com/PaulKrekorian/status/1296195008500862977	8/19/2020	Provides SFV meeting information. Encourage comment submission
Tiffany Lam (Climate Resolve)	https://twitter.com/tyffaliff/status/1296253807328813062	8/19/2020	Criticism on NextGen plan
CityofMontereyPark	https://twitter.com/CityofMPK/status/1296491472808742912	8/20/2020	Provides link for NextGen Hearing information
Pasadena DOT	https://twitter.com/PasadenaDOT/status/1296531937486487552	8/20/2020	Provides link for NextGen Hearing information
CityofMontereyPark	https://twitter.com/CityofMPK/status/1296599155511570432	8/20/2020	Information about the newsletter they sent out (includes NextGen information)
CityofMontereyPark	https://twitter.com/CityofMPK/status/1297202130756014080	8/22/2020	Provides link for NextGen Hearing information
Pasadena DOT	https://twitter.com/PasadenaDOT/status/1297912769933524992	8/24/2020	Provides link for NextGen Hearing information and information for SGV hearing
CityofMontereyPark	https://twitter.com/CityofMPK/status/1297925411591131138	8/24/2020	Provides link for NextGen Hearing information
LarchmontBuzz	https://twitter.com/LarchmontBuzz/status/1298029930039533568	8/24/2020	Links to its article (8/24)
CityofMontereyPark	https://twitter.com/CityofMPK/status/1298055045091602435	8/24/2020	Provides link for NextGen Hearing information and information for SGV hearing
GoSaMo TMO	https://twitter.com/AskGoSaMo/status/1298300397447045120	8/25/2020	Provides information for Westside/Central hearing
GoSaMo TMO	https://twitter.com/AskGoSaMo/status/1298300398357188609	8/25/2020	Link to NextGen Storymap
Warner Connects	https://twitter.com/WarnerConnects/status/1298666900663279616	8/26/2020	Link to NextGen Storymap
City of Malibu	https://twitter.com/CityMalibu/status/1298696792893206530	8/26/2020	Provides information for Westside/Central hearing
Move LA Transit	https://twitter.com/MoveLATransit/status/1299026387311816704	8/27/2020	Posted image of Metro's "Bus Recovery Phasing Plan"
TransitCenter	https://twitter.com/TransitCenter/status/1299072583611056129	8/27/2020	Posted image of Metro's "Bus Recovery Phasing Plan"
SELA Collaborative	https://twitter.com/selacollab/status/1299084546583924737	8/27/2020	Provides information for Gateway Cities hearing and links to NextGen Storymap



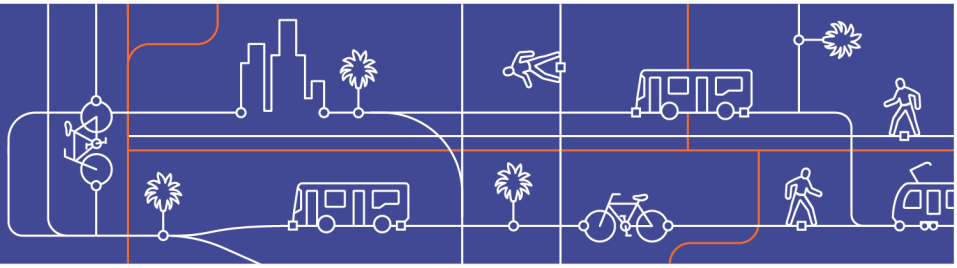
NLACRC	https://twitter.com/NLACRC/status/1299481897953898496	8/28/2020	https://twitter.com/NLACRC/status/1299481897953898496

NextGen Bus Plan Workshops Earned Media - Facebook

Individual/Organization	Link	Date of Post	Details
City of Monterey Park	https://www.facebook.com/334782029915381/photos/a.3159873827406173/3253109368082618	8/4/2020	Link to public hearings information
Councilmember Mike Bonin	https://www.facebook.com/MikeBoninCD11/photos/a.497300330288514/3514082161943634/	8/10/2020	Link to public hearings information
MoveLA	https://www.facebook.com/movelatransit/posts/10157761565898585	8/18/2020	Links to virtual public hearing information page
Councilmember Paul Krekorian	https://www.facebook.com/krekorian/photos/a.931031073576131/3582328861779659/	8/19/2020	Provides information for SFV hearing
MoveLA	https://www.facebook.com/movelatransit/posts/10157763808448585	8/19/2020	Image of Metro's "Bus Recovery Phasing Plan"
City of Monterey Park	https://www.facebook.com/334782029915381/photos/a.3159873827406173/3305599582833596/	8/22/2020	Link to public hearings information
City of Monterey Park	https://www.facebook.com/permalink.php?story_fbid=3311586415568246&id=334782029915381	8/24/2020	Provides information for SGV hearing
City of Pasadena	https://www.facebook.com/cityofpasadena/photos/a.838816729477822/4945938745432246/	8/24/2020	Provides information for SGV hearing
City of Malibu	https://www.facebook.com/CityofMalibu/photos/a.291103394252676/3695994933763488/	8/26/2020	Provides information for public hearings and links to NextGen page
Selacollab	https://www.facebook.com/Selacollab/posts/722935638436189	8/27/2020	Link to Gateway Cities Hearing event and NextGen Storymap
North Los Angeles County Regional Center	https://www.facebook.com/NLACRC/photos/a.1190066797709597/3372209499495305/	8/28/2020	Includes NextGen Bus Plan Takeone

NextGen Bus Plan Workshops – Metro Social Media

Source	Link	Date of Post	Details
The Source	https://thesource.metro.net/2020/08/10/new-dedicated-bus-lanes-and-protected-	8/10/2020	Discusses the bus and bike lanes planned for 5th and 6th St

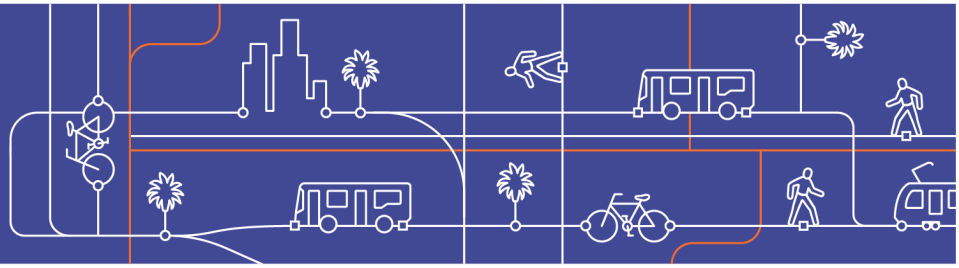


	bike-lanes-debut-on-5th-and-6th-streets-in-dtla/		
The Source	https://thesource.metro.net/2020/08/13/covid-19-update-thursday-aug-13/	8/13/2020	Providing general updates about the state of Metro in general, as well as the NextGen Bus Plan
Twitter	https://twitter.com/metrolosangeles/status/1294049866616836096	8/13/2020	Provides link to The Source's article (8/13)
The Source	https://thesource.metro.net/2020/08/18/covid-19-update-tuesday-august-18/	8/18/2020	Providing general updates about the state of Metro in general, as well as the NextGen Bus Plan
Twitter	https://twitter.com/metrolosangeles/status/1296548835183988736	8/19/2020	Provides information for SFV hearing
Twitter	https://twitter.com/metrolosangeles/status/1296548835183988736	8/20/2020	Provides information for South Bay Cities hearing
Twitter	https://twitter.com/search?q=nextgen%20bus%20plan&src=typed_query&f=live	8/22/2020	Provides information for All Regions hearing
Twitter	https://twitter.com/search?q=nextgen%20bus%20plan&src=typed_query&f=live	8/24/2020	Provides information for SGV hearing
The Source	https://thesource.metro.net/2020/08/26/updates-on-metro-bus-and-rail-service-levels-and-nextgen-in-this-years-budget/	8/26/2020	Focuses on the affects of Metro's new budget on the NextGen plan
Twitter	https://twitter.com/metrolosangeles/status/1298721899392843776	8/26/2020	Provides link to The Source's article (8/26)
Twitter	https://twitter.com/metrolosangeles/status/1298742522232143872	8/26/2020	Provides information for Westside Central hearing
Twitter	https://twitter.com/metrolosangeles/status/1298744852385943558	8/26/2020	Gives brief update on budget
Twitter	https://twitter.com/metrolosangeles/status/1298744965812502529	8/26/2020	Gives brief update on FY spending
Twitter	https://twitter.com/metrolosangeles/status/1299055384653713409	8/27/2020	Provides information for Gateway Cities hearing

NextGen Bus Plan Workshops Earned Media – Articles

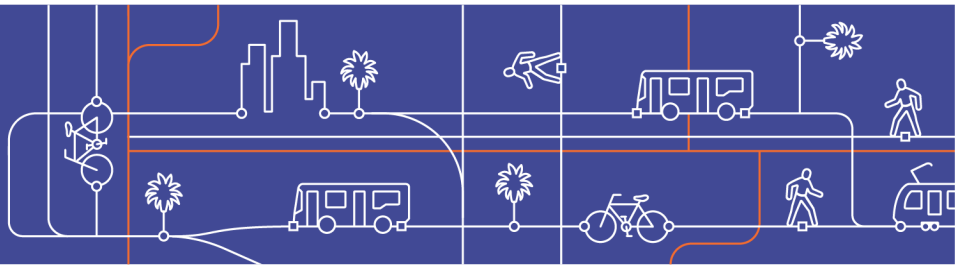
Individual/Organization	Date of Post	Details
Investing In Place	8/1/2020	This article is primarily focused on the plausibility of the Metro NextGen project continuing, considering the current state of Metro (potentially cutting bus service, "faltering relationship with bus riders"; while it speaks highly of the project itself, it criticizes the execution of the project, saying that Metro needs to work out a way to go forward with this ambitious project, and more importantly, fund it
My News LA	8/5/2020	Gives general information about the virtual public hearings. Provides a link to the updated draft as well as information to submit comments.
The Patriot AM (iHeart)	8/5/2020	Gives general information about the virtual public hearings. Provides a link to the updated draft as well as information to submit comments.
KFI AM-640 (iHeart)	8/5/2020	Gives general information about the virtual public hearings. Provides a link to the updated draft as well as information to submit comments.

NEXTGEN
Bus Plan



Mass Transit	8/11/2020	Going over Metro's new dedicated bus lanes and protected biked lines (in DTLA). Gives details on lane locations, as well as future plans to extend these.
Investing In Place	8/13/2020	Goes over the impact that Covid had on public transit, and details concerns about Metro's recent budget briefing. Doesn't believe that it is feasible for Metro to hold its claims (scaling up service, and continuing with the NextGen plan). The article continues to describe the budget cuts and service cuts, and doesn't believe that Metro has and evidence on NextGen's budget, and how it is planning on following through with this.
Urbanize LA	8/15/2020	Highlights Investing in Place's article (8/13), speaking of budgeting concerns with NextGen
Streetsblog LA	8/17/2020	Highlights Investing in Place's article (8/13), speaking of budgeting concerns with NextGen
Streetsblog LA	8/17/2020	Provides dates and times for all 6 Virtual Meetings
Patch	8/18/2020	Providing information about the Virtual Meetings. Encouraging Malibu Stakeholder to attend the 8/26 meeting
Patch	8/18/2020	Patch: Providing information about the Virtual Meetings (speaking specifically about SFV)
Patch	8/21/2020	Provided link to NextGen virtual meetings
Canyon News	8/22/2020	Goes through proposed changes with Malibu's Metro lines; provides information for Westside Central hearing
Streetsblog LA	8/24/2020	Provides information for NextGen public hearings
Larchmont Buzz	8/24/2020	Goes through detailed information from the All Regions public hearing they attended; includes information for submitting a comment
Canyon News	8/25/2020	Goes through proposed changes with Metro lines around Laurel Canyon area; provides information for Westside Central hearing and Gateway Cities hearing
Streetsblog LA	8/26/2020	Discusses how Metro's funding will affect the NextGen plan and bus service

NEXTGEN
Bus Plan



Attachment IV:

d. Digital Communication

i.

Facebook Ads

ii.

Facebook Post

iii.

Twitter Posts

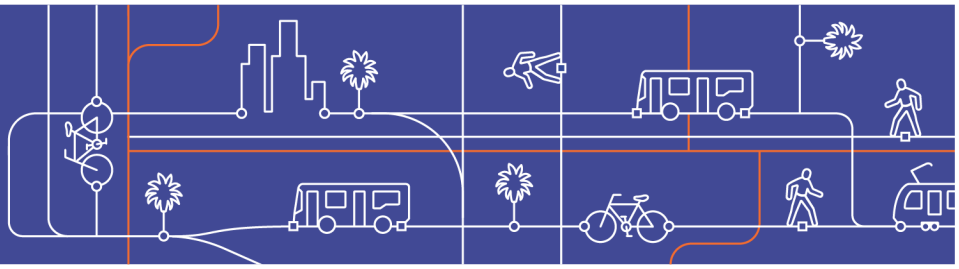
iv.

Nextdoor Posts

v.

SMS Text Messages

NEXTGEN
Bus Plan



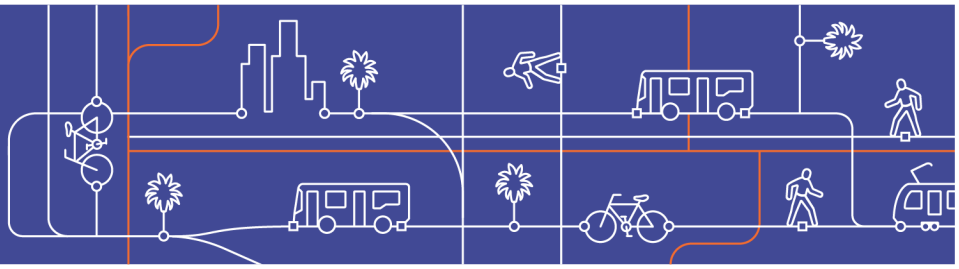
Attachment IV:

d. Digital Communication

i.

Facebook Ads

NEXTGEN
Bus Plan



Metro Los Angeles
Sponsored ·

Join us virtually! We are proposing major changes to our bus service in the San Fernando Valley and we need the ...See More



WED, AUG 19
NextGen Public Hearing - San Fernando Valley...

INTERESTED

42 2 Comments

Like Comment Share

Metro Los Angeles
Sponsored ·

Join us virtually! We are proposing major changes to our bus service in the South Bay and we need the community's input.



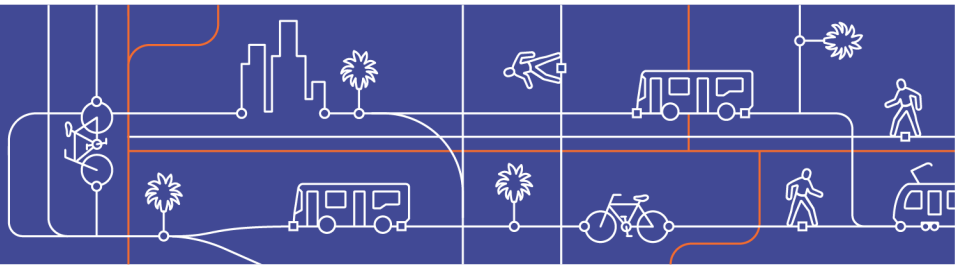
THU, AUG 20
NextGen Public Hearing - South Bay Cities Service...

INTERESTED

24 1 Comment

Like Comment Share

NEXTGEN
Bus Plan



Metro Los Angeles
Sponsored ·

Join us virtually! We are proposing major changes to our bus service throughout LA County and we need the community's input.



SAT, AUG 22
NextGen Virtual Public Hearing - All Regions
INTERESTED

38 1 Comment

Like Comment Share

Metro Los Angeles
Sponsored ·

Join us virtually! We are proposing major changes to our bus service in the San Gabriel Valley and we need the community's input.

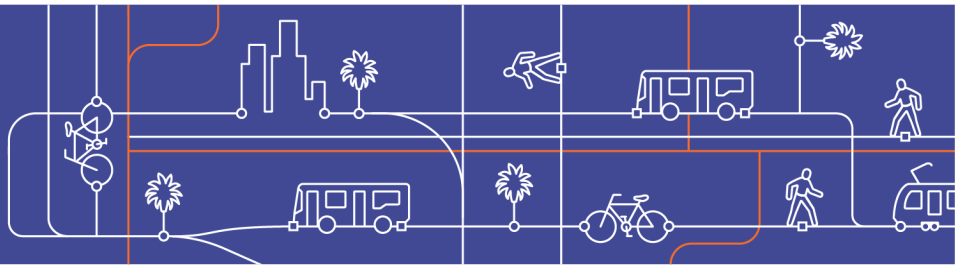


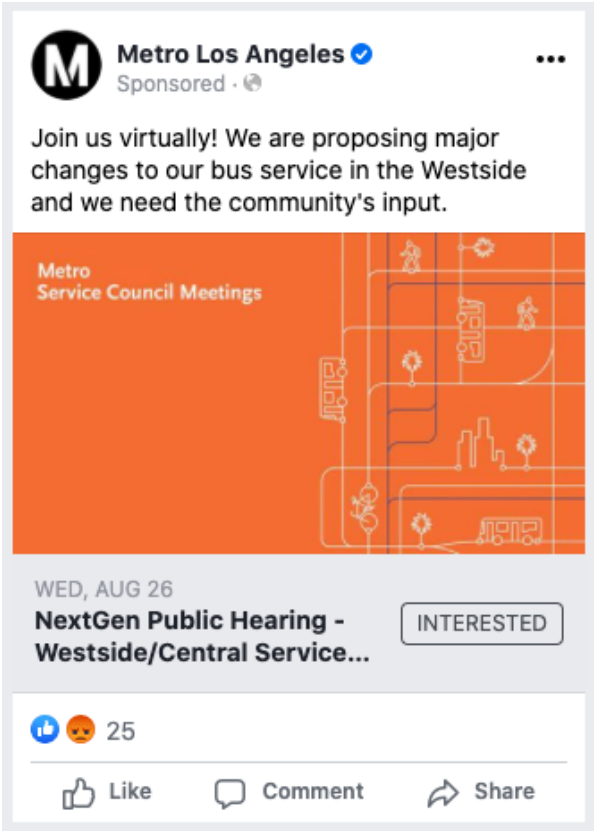
MON, AUG 24
NextGen Public Hearing - San Gabriel Valley Service...
INTERESTED

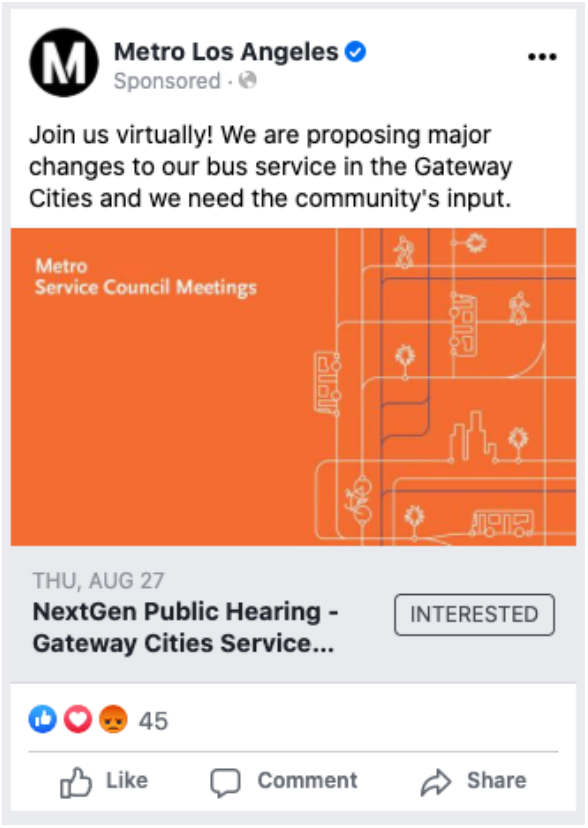
22 1 Comment

Like Comment Share

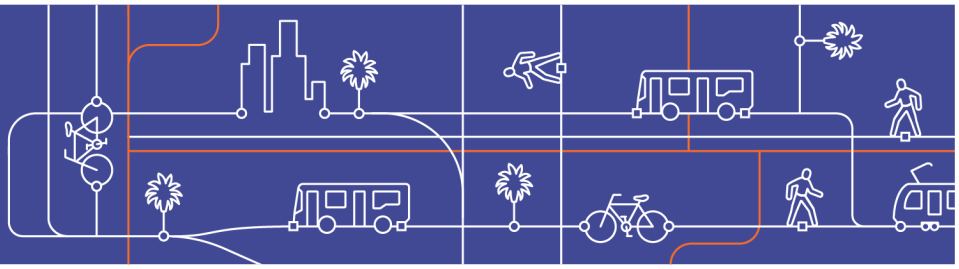
NEXTGEN
Bus Plan







NEXTGEN
Bus Plan

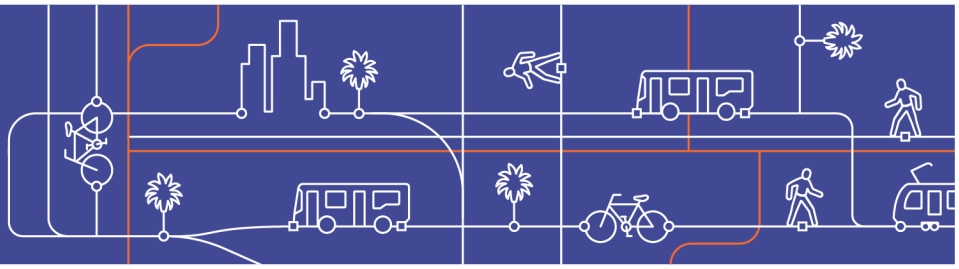


Attachment IV:

d. Digital Communication

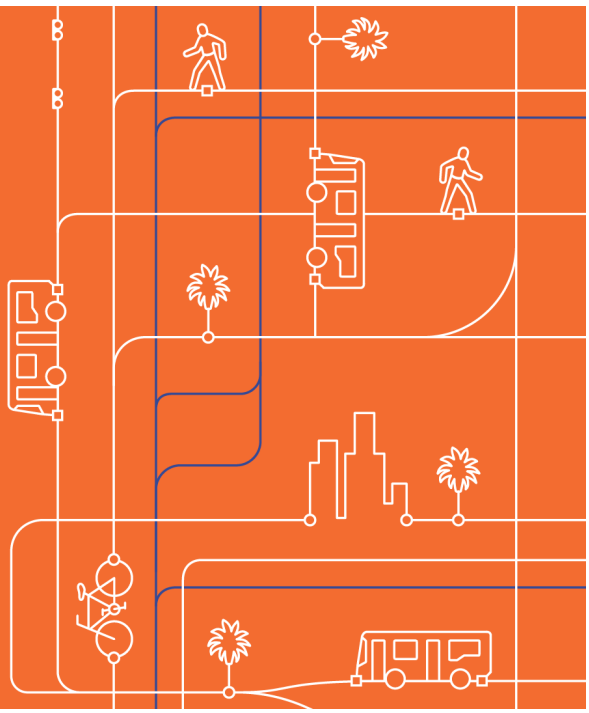
ii.
Facebook Posts

NEXTGEN
Bus Plan

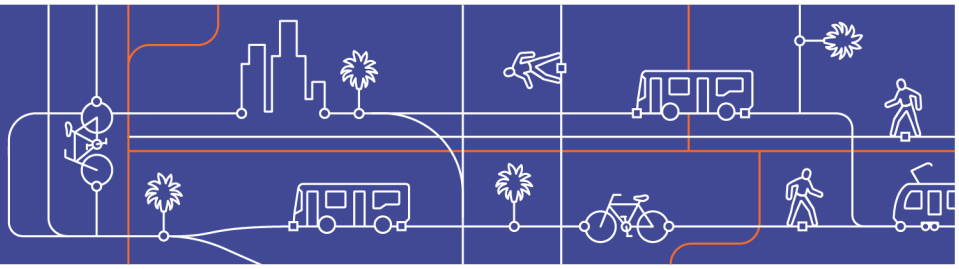


Metro
Virtual Public Hearing

NEXTGEN
Bus Plan



NEXTGEN
Bus Plan



Attachment IV:

d. Digital Communication

iii.

Twitter Posts

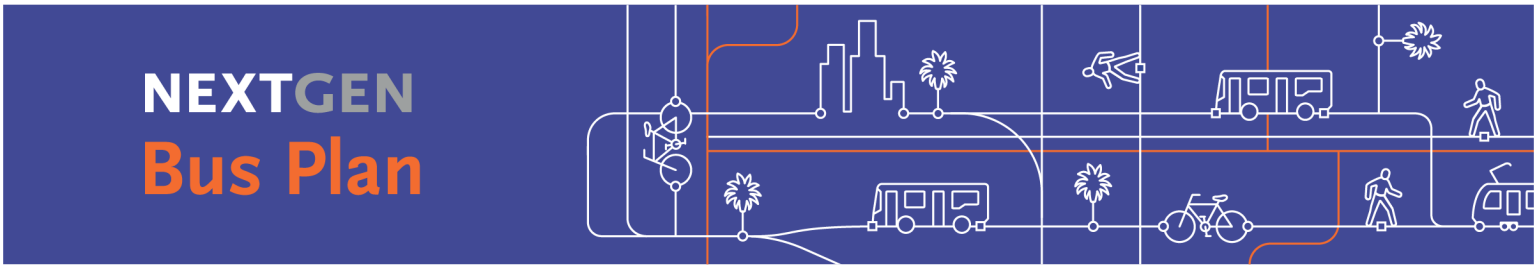
NEXTGEN
Bus Plan

LA Metro
@metrolosangeles

Metro News Now: virtual public hearings for NextGen Bus Plan begin, NYT shows how air flows through the subway, Uber & Lyft might quit California, and more. mtro.la/Qvpg50AYZI8



4:15 PM · Aug 13, 2020 · Hootsuite Inc.



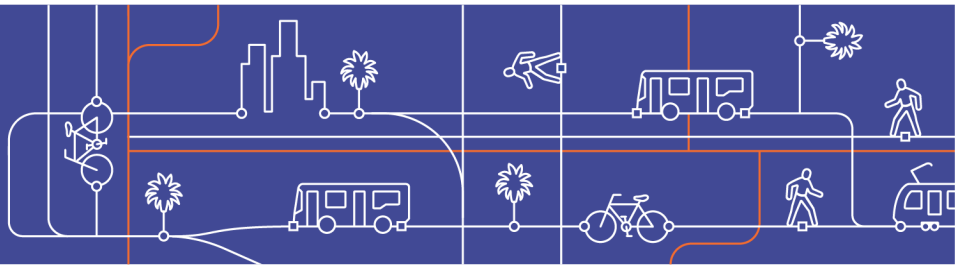
LA Metro
@metrolosangeles

Tonight: South Bay Cities NextGen Bus Plan public hearing takes place at 6 p.m. Listen and provide comment online or by phone: mtro.la/ahsW50AKMa5



1:45 PM · Aug 20, 2020 · Hootsuite Inc.

NEXTGEN
Bus Plan



LA Metro
@metrolosangeles

Updates on Metro bus and rail service levels and NextGen in this year's budget. mtro.la/JNHZ50B9U0r

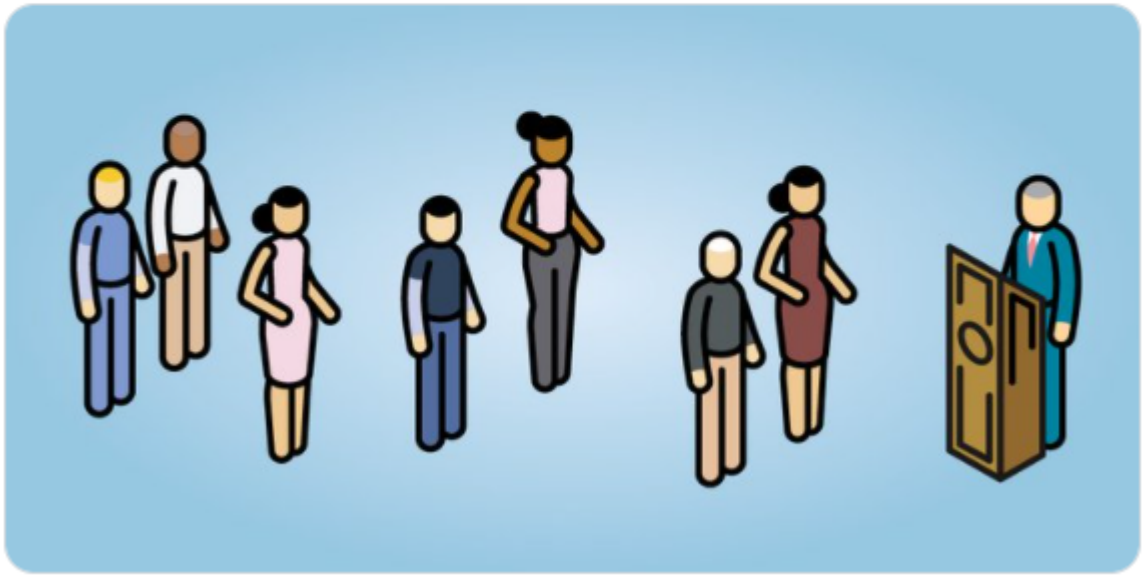


1:40 PM · Aug 26, 2020 · Hootsuite Inc.

NEXTGEN
Bus Plan

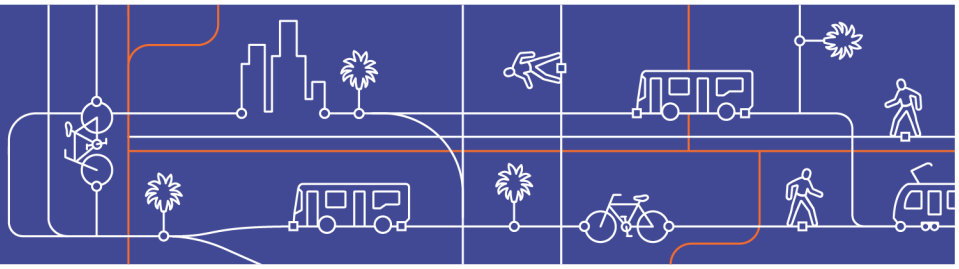
LA Metro
@metrolosangeles

Reminder: tune in to the Westside Central service council meeting at 5:30 p.m. & the NextGen Bus Plan public hearing at 6 p.m. Listen and provide comment online or by phone: mtro.la/MIub50AKM6x



3:02 PM · Aug 26, 2020 · Hootsuite Inc.

NEXTGEN
Bus Plan



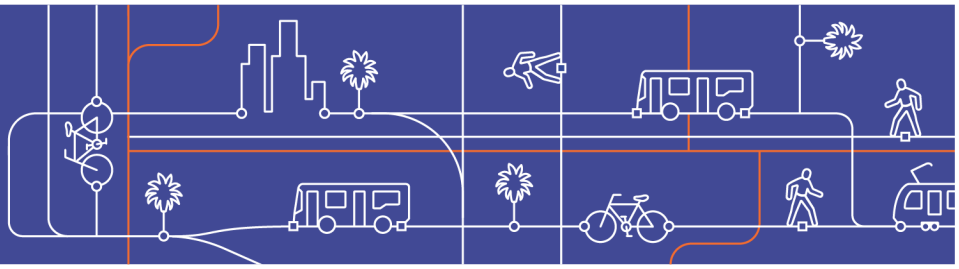
Attachment IV:

d. Digital Communication

iv.

Nextdoor Posts

NEXTGEN
Bus Plan





Los Angeles County Metropolitan Transportation Authority (Metro

Community Relations Manager Ginny Brideau • 22 Sep

Metro Gateway Cities Service Council. Metro's Gateway Cities Service Council public hearing for approval of NextGen Changes - A Link to the public meeting can be found here: https://www.metro.net/about/board/board-directors-meetings-audio-archive

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro) in 587 neighborhoods**

Like Comment 2 · 11487 Impressions



Los Angeles County Metropolitan Transportation Authority (Metro

Community Relations Manager Ginny Brideau • 17 Sep

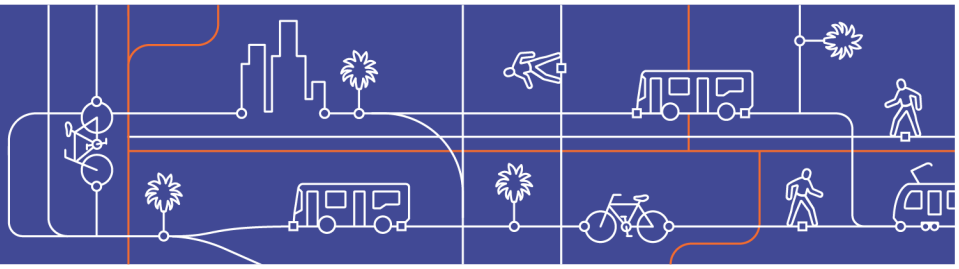
Metro South Bay Cities Local Service Council Meeting. South Bay Cities Local Service Council will take public comment on the region's revised NextGen Bus Plan proposal. Find the full agenda and live streaming link here: https://www.metro.net/about/meetings/board/asb-2020-0918/agenda/

South Bay Service Council Meeting Agenda
metro.net

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro)**

Like Comment 19 · 73575 Impress

NEXTGEN
Bus Plan



Los Angeles County Metropolitan Transportation Authority (Metro
Community Relations Manager Ginny Brideau • 24 Aug

Metro Westside Central Service Council. Westside Central Service Council will host a virtual public hearing for the NextGen Bus Plan at 6 p.m., on Wednesday, Aug. 26, https://www.metro.net/about/meetings/board/awes-2020-0826/agenda/

Westside/Central Service Council Meeting Agenda
metro.net

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro) in 550 neighborhoods**

Like Comment 3 · 16232 Impress

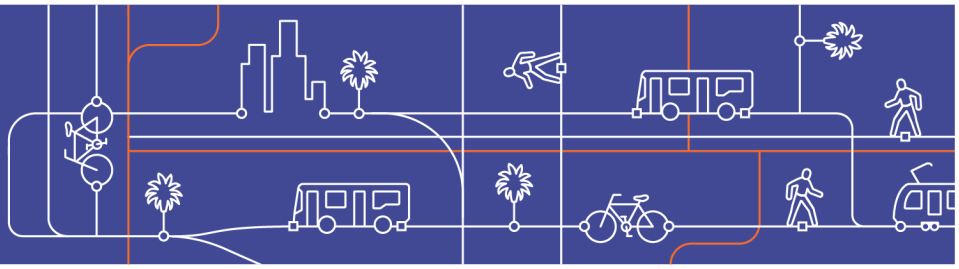
Los Angeles County Metropolitan Transportation Authority (Metro
Community Relations Manager Ginny Brideau • 17 Aug

Metro South Bay Cities Local Service Council. South Bay Cities Local Service Council will take public comment on the region's revised NextGen Bus Plan proposal. Find the full agenda and live streaming link here: https://media.metro.net/board/Agendas/2020/08_august/20200820asbap...

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro) in 465 neighborhoods**

Like Comment 8 · 21190 Impressions

NEXTGEN
Bus Plan





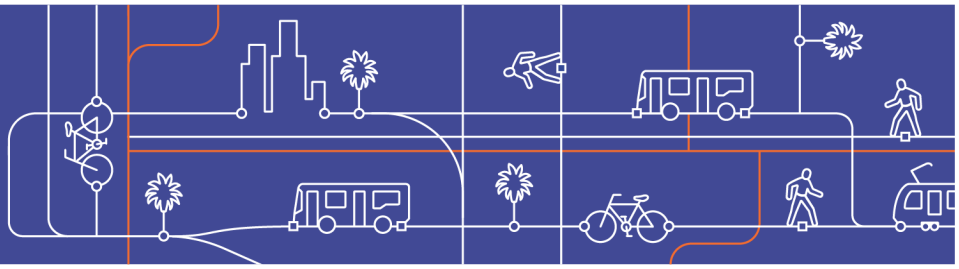
Los Angeles County Metropolitan Transportation Authority (Metro
Community Relations Manager Ginny Brideau • 17 Aug

Metro San Fernando Valley Service Council. This month's San Fernando Valley Service Council will be held Wednesday, August 19th, 2020 and can be viewed online here: (http://metro.granicus.com/mediaplayer.php?event_id=37597F2E-E2CF-4368-8641-2AA5A6E13B92). This meeting will be held from 6:00 to 6:30 pm, followed by the NextGen Bus Plan hearings to gather public feedback on the bus service change proposals. The San Fernando Valley Service Council will vote on the final proposals at their next meeting to be held on Wednesday, September 16 at 6:30pm. The link to watch the 6:30pm hearings will be posted on the Metro Board Meetings page at the following link: (https://www.metro.net/about/board/board-directors-meetings-audio-archive/).
Technical note: should you experience audio problems during the live streams, please dial-in to 877.422.8614 and enter the meeting extension 3462070# for the 6pm Service Council and extension 3462125# for the 6:30 hearing and listen in via phone.

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro) in 638 neighborhoods**

Like Comment 13 · 19211 Impressions

NEXTGEN
Bus Plan





Los Angeles County Metropolitan Transportation Authority (Metro
Community Relations Manager Ginny Brideau • 7 Aug

Metro Service Council: August Meeting. This month's San Fernando Valley Service Council will be held on August 19th, 2020. This meeting will be held from 6:00 to 6:30 pm, followed by the NextGen Bus Plan hearings to gather public feedback on the bus service change proposals. The San Fernando Valley Service Council will vote on the final proposals at their next meeting to be held on Wednesday, September 16 at 6:30pm. To access the meeting, visit: https://www.metro.net/about/local-service-councils/sfv/

San Fernando Valley
metro.net

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro) in 642 neighborhoods**

Like Comment 10 · 19124 Impressions



Los Angeles County Metropolitan Transportation Authority (Metro
Community Relations Manager Ginny Brideau • 8 Jul

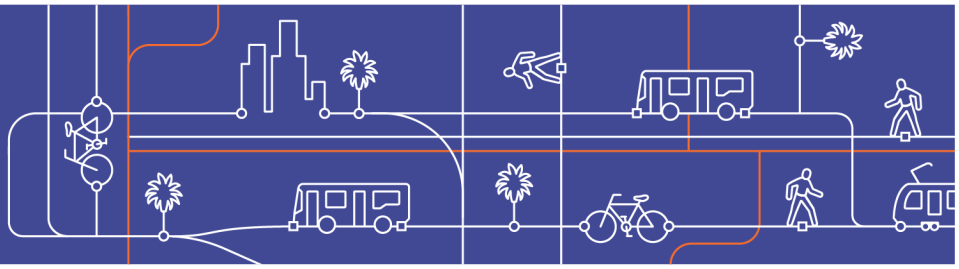
Gateway Cities Local Service Council. Gateway Cities Local Service Council will see the region's revised NextGen Bus Plan proposal that will be taken to public hearings in August and voted on in September. The Council will also get an overview on the Comprehensive Pricing Study and hear from the Station Evaluation Program team. Find the full agenda and live streaming link here:
http://media.metro.net/board/Agendas/2020/07_july/20200709agat.pdf

media.metro.net

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro) in 638 neighborhoods**

Like Comment 6 · 17086 Impressions

NEXTGEN
Bus Plan





Los Angeles County Metropolitan Transportation Authority (Metro

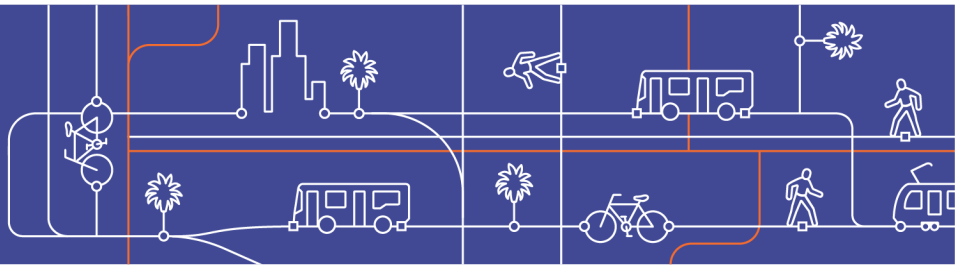
Community Relations Manager Ginny Brideau • 8 Jul

South Bay Local Service Council Meeting. South Bay Local Service Council will see the region's revised NextGen Bus Plan proposal that will be taken to public hearings in August and voted on in September. The Council will also get an overview of the Comprehensive Pricing Study and hear from the Station Evaluation Program team. Find the full agenda and live streaming link here:
http://media.metro.net/board/Agendas/2020/07_july/20200710asba.pdf

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro) in 499 neighborhoods**

Like Comment 9 · 22704 Impressions

NEXTGEN
Bus Plan



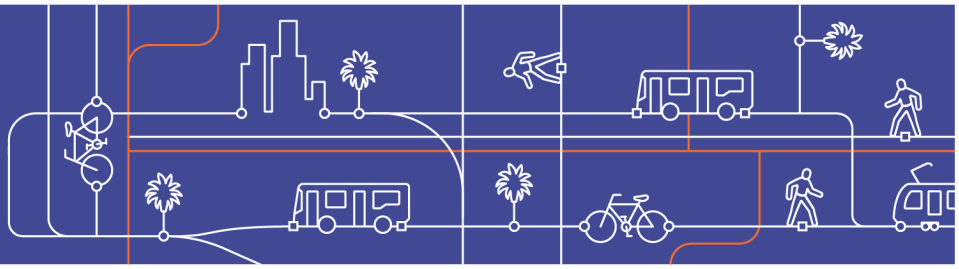
Attachment IV:

d. Digital Communication

v.

SMS Text Messages

NEXTGEN
Bus Plan

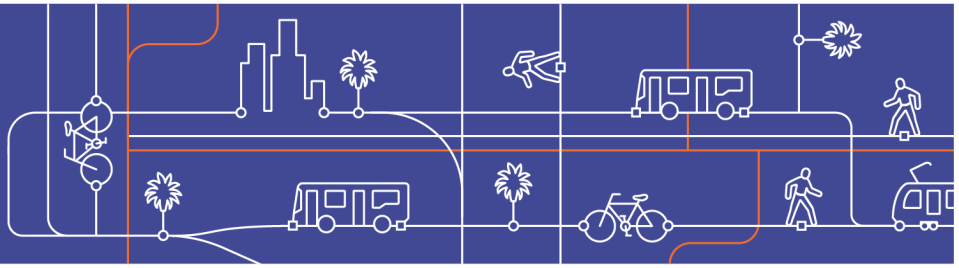


Thank you for signing up to receive the latest news on the NextGen Bus Plan! Metro will hold six virtual public hearings (August 19-27) to receive community input on proposed major service changes to bus service. Visit metro.net/nextgen for all the details on how to participate and submit a comment. STOP to end

Have you submitted your comment on the Metro NextGen Bus Plan? Comments are being accepted through 8/27. Visit metro.net/nextgen for details. STOP to end

The first of six public hearings on the Metro NextGen Bus Plan start today. Tune in online or by phone at 6:30pm. STOP to end

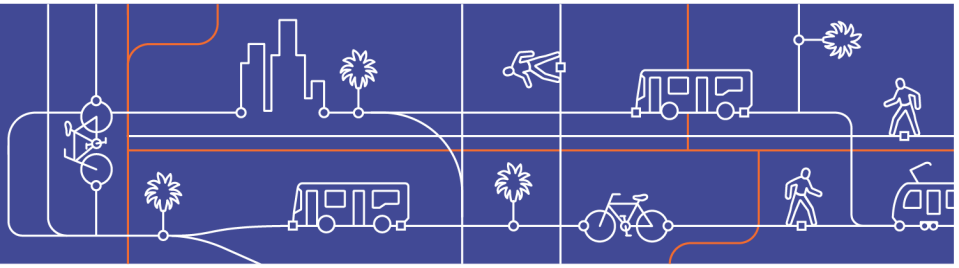
NEXTGEN
Bus Plan



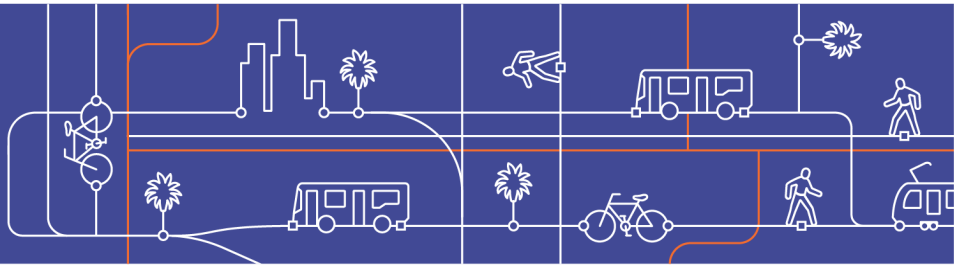
Attachment IV:

e. Extended Outreach Call List

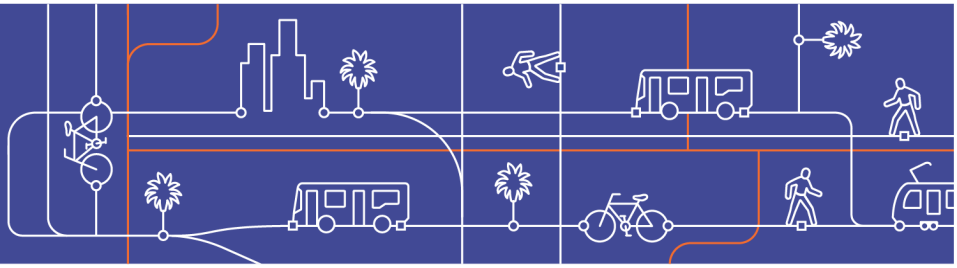
NEXTGEN
Bus Plan



NextGen Stakeholder Working Group Call List	
1	Access Services
2	Accessibility Advisory Committee
3	American Association of Retired Persons (AARP)
4	Association for Commuter Transportation
5	Best Start Metro Los Angeles - Universal Dream Team
6	Big Blue Bus
7	BizFed
8	Build Plus Community Marketplace
9	Busted Los Angeles
10	Cal State Northridge
11	Cal State University System
12	CicLAvia
13	Citizens' Advisory Council (CAC)
14	City of Los Angeles
15	Climate Reality Leadership Corps
16	Climate Resolve
17	Communities for a Better Environment
18	Community Build/Watts Rising Collaborative
19	Department of Military and Veterans Affairs
20	East Yard Communities for Environmental Justice (EYCEJ)
21	Encounter LA (LATTC Architecture)
22	Endless Touch Church
23	Enterprise Community Partners
24	Fastlink DTLA
25	Fixing Angelenos Stuck in Traffic (FAST)
26	Gateway Cities Council of Governments (GCCOG)
27	Gateway Cities Service Council
28	Global First Ladies Alliance (formerly Commission on the Status of Women)
29	Greater Zion Church Family
30	Housing Authority of the City of Los Angeles



31	Independent Living Center of San Fernando
32	Investing in Place
33	LA Forward
34	LA Voice
35	LA Walks
36	Las Virgenes/Malibu Council of Governments
37	Los Angeles Area Chamber of Commerce
38	Los Angeles City Commission on the Status of Women
39	Los Angeles Community College District
40	Los Angeles County Bicycle Coalition (LACBC)
41	Los Angeles Department of Planning
42	Los Angeles Department of Transportation (LADOT)
43	Los Angeles Economic Development Corporation
44	Los Angeles Tourist Visitors & Convention Bureau
45	Los Angeles Trade Technical College
46	Los Angeles Unified School District
47	Move LA
48	Natural Resources Defense Counsil
49	Pacoima Beautiful
50	Para Los Niños
51	San Fernando Valley Council of Government (SFVCOG)
52	San Fernando Valley Service Council
53	San Gabriel Valley Council of Governments (SGVCOG)
54	SEIU Local 2015
55	SELA Collaborative
56	South Bay Cities Council of Governments
57	South Bay Cities Service Council
58	South Los Angeles Transit Empowerment Zone (Slate-Z)
59	Southeast Bicycle Alliance
60	Southern California Association of Governments
61	Southern California Regional Rail Authority (Metrolink)
62	Trust South LA
63	University of California, Los Angeles



64	University of Southern California
65	USC Cecil Murray Center
66	Watts Labor Community Action Center
67	Westside Cities Council of Governments
68	Women Organizing Resources, Knowledge and Services

Attachment B

Los Angeles County Metropolitan Transportation Authority
NOTICE OF PUBLIC HEARING

The Los Angeles County Metropolitan Transportation Authority will hold a series of six public hearings beginning Wednesday, August 19, 2020 through Thursday, August 27, 2020 to receive community input on proposed major service changes to Metro's bus service. Approved changes will become effective December 2020 or later. Details of the hearing dates, times, and methods to participate are listed at the end of this notice.

The upcoming public hearings are being held in conformance with federal public hearing requirements outlined in Section 5307 (b) of Title 49 U.S.C., and public hearing guidelines outlined in Section 2-50-025 of Metro's Administrative Code, as amended.

The service proposals to be considered are listed below; "1" means that the line's most significant segment/change is within that Service Council region and "2" indicates a less significant change or no change to the line in that region. The * indicates that stops in those proposals are to be consolidated to balance speed, reliability, and accessibility The Service Councils will vote at their September meetings on the proposals as indicated in the table below. In general, the proposed modifications will improve the efficiency and effectiveness of the public transportation system through a better use of resources. The public can virtually attend any of these hearings to provide comments on any of the proposals.

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
2, 200, 302*	Line 2 on Sunset Bl merge with Lines 200 (Alvarado/Hoover) & 302 on Sunset Bl., follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merge with Line 200 at Sunset & Alvarado to Exposition Park/USC providing a new direct Line 2 route between USC/Exposition Park & Hollywood, high frequency service for all Sunset Bl & Alvarado St stops.* Line 4 will still serve Sunset Bl east of Alvarado St through downtown LA.					1
4, 704*	Lines 4 & 704 on Santa Monica Bl merge to create more frequent Line 4 to follow existing routes between downtown Santa Monica and downtown LA via Santa Monica Bl and Sunset Bl. More service frequency for all new Line 4 stops between Westwood and downtown LA.					1
10, 48*	Lines 10 and 48 have no route changes, more frequency during weekday evening service. Buses to continue to change between these Lines 10 & 48 at Temple/Figueroa in downtown LA.					1
14, 37	Line 14 to have more frequency during weekday midday and evening hours via existing alignment between downtown LA and Beverly/San Vicente via Beverly Bl. Discontinue underutilized segment west of Beverly/San Vicente to Pico Bl via Beverly Dr. Line 37 has no route changes, will operate more frequent evening service.					1
16, 17, 316, new Line 617*	Lines 16, 17, & 316 merge to create new Line 16 to operate with more frequency during weekday midday and evening hours via existing Line 16/17/316 alignment between downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl. Line 16 would not continue west of 3rd St/San Vicente on Burton at Beverly Hills due to underutilized service. New Line 617 to operate from E Line (Expo) Culver City Station to Cedars-Sinai Medical Center/Beverly Center via Robertson Bl, with more frequency during weekday midday and evening hours, and new Saturday and Sunday service.					1

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
18, 20, 720*	Lines 18 & 720 merge to create new Line 18 to operate between Montebello-Commerce Metrolink Station and downtown LA, providing more frequency to all stops served between East LA and downtown LA. Line 18 to continue between downtown LA and Wilshire/Western via 6th St.				2	1
20, 720	Lines 20 & 720 merge to create higher frequency Line 20 to operate between downtown Santa Monica and downtown LA via Wilshire Bl, following existing Line 20/720 route and serving only existing Line 720 stops west of Sepulveda Bl to Santa Monica. Late night and early morning service will serve existing Line 720 and Line 20 stops west of Sepulveda Bl to Santa Monica: More frequency for all new Líne 20 stops between Westwood and downtown LA. Line 720 to operate weekday peak periods only between downtown LA and Westwood.				2	1
28, 728, 684*	Lines 28 & 728 merge to create new Line 28 between Century City and downtown LA via Olympic Bl, providing more frequency to all stops served. Line 45 to serve the section of Line 28 on Broadway between downtown LA and Ave 26. New Line 684 to link L (Gold) Line Lincoln/Cypress Station and Eagle Rock via existing Line 28 alignment on Eagle Rock Bl. Underutilized stops consolidated to balance speed, reliability, and accessibility.					1
30, 330*	Lines 30 & 330 merge to create higher frequency Line 30 to operate via existing route between Pico Rimpau Transit Center and L Line (Gold) Little Tokyo/Arts District Station: Discontinue existing service between Hollywood & Pico Rimpau Transit Center on San Vicente Bl and between L Line Little Tokyo and Indiana Stations along 1st St. Alternative service available on Line 106 and L Line.				2	1
33, 733*	Line 33 & Line 733 merge on Venice Bl and follow existing route between downtown Santa Monica and downtown LA via Venice Bl with a minor modification to serve Pico Station in downtown LA. Increased service frequency for all new stops between Santa Monica and downtown LA.					1
35, 38	Lines 35 and 38 have no route changes. Underutilized stops consolidated to balance speed, reliability, and accessibility.					1
37	Line 37 has no route changes; Line 37 to operate more frequent evening service. Underutilized stops consolidated to balance speed, reliability, and accessibility.					1
40, 740*	Lines 40 & 740 merge to create higher frequency Line 40 to operate between LA Union Station and downtown Inglewood Station via Broadway, ML King Jr Bl, Crenshaw Bl, Florence Av. New Line 212 to serve La Brea Av, Hawthorne Bl south of downtown Inglewood Station ending at South Bay Galleria. Line 740 service to Expo/Crenshaw Station replaced by the new Crenshaw/LAX light rail. Discontinue Line 40 Owl service between LAX and downtown LA; alternative Owl service available on Lines 45, 105, 108, 111, & 210.		1			2
45, 745*	Lines 45 & 745 merge to create higher frequency Line 45 to follow existing route between C Line (Green) Harbor Freeway Station, downtown LA, and Lincoln Heights via Broadway. An extension of Line 127 will replace Line 45 segment south of J Line (Silver)/C Line (Green) Harbor Freeway Station on 117th St, Broadway, El Segundo Bl, and Main St to San Pedro & Rosecrans.		2			1
48	Line 48 has no route changes; Line 48 to operate more frequent weekday midday and evening service.		2			1
51, 52, 351*	Lines 51, 52, 351 merge to create new Line 51 to operate on San Pedro St and Avalon Bl. and follow existing routes between downtown LA, San Pedro St, and Avalon Bl, extending to a new southern terminus at Cal State Dominguez Hills; highest frequency provided north of C Line (Green) Avalon Station. A Line 127 extension would replace Lines 51/351 on Compton Bl and provide a new link to the J Line (Silver)/C Line Harbor Freeway Station. New LADOT DASH service will replace Lines 51, 52, 351 on 7th St west of downtown LA.		1			2

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
53*	Line 53 between downtown LA and Cal State Dominguez Hills (CSUDH) rerouted to serve the A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station (instead of C Line Avalon Station) to connect with both lines. Select Line 53 trips continue south of the A Line/C Line Willowbrook/Rosa Parks Station to CSUDH. Line 53 to have more weekday midday and evening hours frequency. In downtown LA, Line 53 will be rerouted from Beaudry Av to Olive St to serve more destinations and provide a new connection to Line 4. Line 55 will replace Line 53 on Beaudry Ave.		1			2
55, 355*	Lines 55 & 355 merge to create higher frequency Line 55 to operate between downtown LA and A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Adams Bl and Compton Av. Line 55 to follow existing route with all trips ending at Willowbrook/Rosa Parks Station. Line 55 in downtown LA to be rerouted on Beaudry Av, replacing the Line 53 segment. Line 55 segment via A Line Firestone Station to be eliminated to travel direct on Compton Av. Discontinue underutilized Owl service; alternative Owl service available on Avalon Bl (Line 51).	1				2
60, 760*	Lines 60 & 760 merge to create more frequent Line 60 to operate on Long Beach Bl between downtown LA, C (Green) Line Long Beach Bl and A Line (Blue) Artesia Stations, providing high frequency service for all stops with highest service frequency operating north of the C Line Long Beach Bl Station. Line 60 to be rerouted in downtown LA from Figueroa St to Olive St.	1				2
62, New Line 262*	Discontinue Line 62 and replaced by new Line 262 between East LA College, L Line (Gold) Atlantic Station, and Hawaiian Gardens via Atlantic, Telegraph Rd, Norwalk Bl, and Pioneer Bl due to underutilized service and to remove duplication with Line 66 west of Atlantic Bl/Telegraph Rd to downtown LA. Discontinue existing service on Imperial Hwy/Bloomfield Av at Norwalk, reducing overlap of Norwalk Transit service, providing better service on Pioneer Bl.	1				2
66, 605*	Line 66 between the B Line (Red) Wilshire/Western Station and Metrolink Montebello Station via Western Av, 8th St, and Olympic Bl to travel on Olympic Bl rather than 8th St in East LA, replace Line 62 and provider faster, more direct service. Underutilized stops consolidated to balance speed, reliability, and accessibility. Line 66 eastern terminus to be Commerce Center. Discontinue service between Olympic & Gerhart and Metrolink Montebello Station due to underutilized service and to reduce overlap with Line 18. Line 605 would be extended to serve 8th St between Lorena and Soto Sts.				1	2
68, 70, 770*	Line 68, 70, & 770 merge to create new Line 70 to operate via current Line 770 alignment between downtown LA and El Monte Station, providing more frequency to all stops served via Garvey Av, Atlantic Bl, and Cesar E. Chavez Av. Line 68 segment east of Atlantic Bl to The Shops at Montebello to be served by an extension of Line 106 following the existing Line 68 alignment. New Owl service to be provided on Cesar E. Chavez Av.				1	2
71, 106	Line 71 discontinued; Line 106 to be extended to The Shops at Montebello, L Line (Gold) Atlantic Station, and Cal State LA while continuing to serve East LA College and LA County USC Medical Center with connections to Nueva Línea 70 on Cesar E. Chavez Av for access to downtown LA. Extension to Cal State LA will follow same alignment as discontinued Line 71 east of State St & Marengo St. via Marengo St, Wabash Av, City Terrace Dr to Cal State LA. Extension to The Shops at Montebello will follow the same alignment as discontinued Line 68 east of Riggin St & Atlantic Bl. Line 106 to travel direct via 1St St instead of deviating via Indiana St, 3rd St, 4th St, Soto St, Whittier Bl, and Boyle Av to simplify the route. Line 106 to operate very frequent service and implement new weekend service.				1	2

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
76*	Line 76 between downtown LA and El Monte Bus Station via Main St and Valley Bl to continue to follow most of existing alignment, with more frequent midday and evening weekday service. Line 76 to no longer travel to the Metrolink Station due to underutilized service and instead operate on Santa Anita Av. In downtown LA, Line 76 to continue operating on Alameda St. to 1st St. then on existing route to 7th St./Maple St.				1	2
78, 79, New Line 179, 378*	Lines 78, 79, and 378 to merge creating new Line 78 operating between downtown LA and Arcadia. New Line 78 to operate on Mission Rd, Huntington Dr, Main St/Las Tunas Dr, and Live Oak Av to Santa Anita Av. New Line 179 to replace Line 79 service along Huntington Dr between Maycrest Av and L Line (Gold) Arcadia Station, connecting with Line 78 at Huntington Dr/Maycrest Av. Discontinue underutilized Line 78 service on Live Oak Av east of Santa Anita Av; Foothill Transit Line 492 available in this segment. Underutilized stops consolidated to balance speed, reliability, accessibility.				1	2
81, 181*	Line 81 route remains same south of Figueroa St and Yosemite Dr to J Line (Silver)/C Line (Green) Harbor Freeway Station via downtown LA. Line 81 to replace Line 181 by reroute via Yosemite St to serve Colorado Bl/Eagledale. Line 81 to have more weekday midday and evening hours frequency; select trips to continue to end at Figueroa/Colorado. Line 81 Owl service will replace Line 83 Owl Service to Figueroa/Colorado and connect to Line 180 Owl service.		2			1
83, 175, New Line 182*	Lines 83 & 175 replaced with new Line 182, an all-day 7-day a week service, from Broadway & Thomas (Lincoln High School) to East Hollywood (B Line (Red) Vermont/Sunset Station) via Griffin Av, Figueroa St, York Bl, Eagle Rock Bl, Fletcher Dr, Rowena Av, and Franklin St to provide more direct east-west connection between Northeast LA and Hollywood while maintaining service to John Marshall High School and replacing discontinued Lines 83 and 175. Frequent alternative service to/from downtown LA available on L Line (Gold) or Line 81 via Figueroa St to connect with new Line 182.					1
90, 91, New Line 290, 690*	Lines 90 & 91 merge to create new Line 290 between LA County USC Medical Center, L Line (Gold) Lincoln/Cypress Station and Sunland then extend via Vineland Av to B Line (Red) North Hollywood Station. Discontinue segment north of Sunland Bl. New Line 690 to operate on a segment of Foothill Bl between Lake View Terrace and Sylmar. Lines 81 and 94 continue to service Hill St in place of Lines 90 & 91.			1		2
92*	Line 92 extended south to Venice & Broadway in downtown LA and operate more frequently.			1		2
94, New Line 294, 794*	Lines 94 & 794 merge to create more frequent Line 94 to operate on San Fernando Rd via existing Line 94 route between downtown LA and downtown Burbank, with a new route through downtown Glendale then extend west on Magnolia Bl to end at B Line (Red) North Hollywood Station. New Line 294 to operate on San Fernando Rd between Sylmar and downtown Burbank in place of existing Lines 94 & 794.			1		2
96, New Line 296	Line 96 to operate as new Line 296 via current route between Downtown Burbank, LA Zoo, and Elysian Valley (Riverside Dr/Figueroa St) then travel to L Line (Gold) Lincoln/Cypress Station for connecting service to Downtown Los Angeles, replacing discontinued Line 96 segment between Riverside Dr/Figueroa St and Downtown LA.			1		2

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
102	Line 102 to operate between Slauson/Atlantic and Manchester/Sepulveda. East of Central Av/41st St would extend to Vernon and Maywood (Slauson/Atlantic), Line 102 to be rerouted via Central Ave, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, replacing Line 611. Discontinue underutilized segment to South Gate via Hooper Av, Gage Av, Central Av, Florence Av, Seville Av; Alternative service: Central Ave (Line 53), Compton Av (Line 55), Pacific Bl (Lines 60, 251), Slauson Av (Line 108), Florence Av (Line 111), and Gage Av (Line 110).	1	2			
105, 705*	Lines 105 & 705 merge to create higher frequency Line 105 operating on Vernon Av, MLK Jr. Bl, and La Cienega Bl between Vernon and West Hollywood. All trips continue to serve Santa Rosalia Dr between Hillcrest Dr and Marlton Av. Discontinue underutilized Line 705 segment on MLK Jr. Bl between Hillcrest Dr and Marlton Av.	2				1
106	Lines 108 & 358 merge to create higher frequency Line 108 to operate via Slauson Av between Culver City Transit Center and Pico Rivera and extend east to Slauson/Rosemead. Owl service to be provided; underutilized stops on Slauson Av consolidated to balance speed, reliability, and accessibility. Discontinue underutilized segments west of Sepulveda Bl to Marina Del Rey via Jefferson Bl, Centinela Av, Admiralty Way, Via Marina, Pacific Av, and deviation into Fox Hills via Buckingham Pkwy and Green Valley Circle. Alternative service: Line 110, Big Blue Bus Line 14, Culver City Lines 2, 4, 7. Big Blue Bus Line 18 also proposed to be extended south to serve the Marina Del Rey peninsula.				1	2
108, 358	Line 110 continues serving existing route from Playa Vista to Bell Gardens. At the eastern end at Gage/Garfield, buses stay on Garfield Av and do not serve Foster Bridge Bl, Scout Av, and Florence Pl due to underutilized service. More frequency to be provided during weekday midday and evening hours.	2				1
110*	Lines 105 & 705 merge to create higher frequency Line 105 operating on Vernon Av, MLK Jr. Bl, and La Cienega Bl between Vernon and West Hollywood. All trips continue to serve Santa Rosalia Dr between Hillcrest Dr and Marlton Av. Discontinue underutilized Line 705 segment on MLK Jr. Bl between Hillcrest Dr and Marlton Av.	1	2			
111*	Line 111 route unchanged; new Owl service will serve the full route between C Line (Green) Norwalk Station and LAX City Bus Center.	2	1			
115*	Line 115 to provide service from Westchester to C Line (Green) Norwalk Station via Manchester Av and Firestone Bl. Discontinue underutilized service to Playa del Rey west of Manchester/Sepulveda except selected school term trips. Big Blue Bus planning to extend their Line 16 to Playa del Rey and new Metro MicroTransit service will also be available in Playa del Rey.	2	1			
117*	Line 117 from LAX City Bus Center to C Line (Green) Lakewood Bl Station to continue to travel via Century Blvd, Tweedy Blvd, and Imperial Hwy. Near Jordan Downs Housing Complex, Line 117 to be rerouted more directly from 103rd St to Century Bl between Alameda St and Grape St. through the new Jordan Downs housing development. Line 117 to offer new Owl service.	1	2			
120, New Line 621*	Line 120 to continue to provide service from C Line (Green) Aviation/LAX Station to C Line Norwalk Station via Imperial Hwy. Line 120 to remain on Imperial Hwy and not deviate into the Leeds St parking lot at the Rancho Los Amigos National Rehabilitation Center; providing faster, more direct service. Alternative bus service to the Leeds St parking lot available via Metro Line 117, Willowbrook/Rosa Parks Shuttle and Access Services. New Line 621 to replace Line 120 east from C Line Norwalk Station to Whittwood Mall via existing Line 120 alignment.	1	2			

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
125*	Line 125 to continue to operate between C Line (Green) Norwalk Station and El Segundo via Rosecrans Av with improved weekday peak and midday service frequency.	2	1			
126	Discontinue Line 126 due to underutilized service; nearest alternative services: Lines 125 (Rosecrans Av), 210 (Crenshaw Bl), 212 (Hawthorne Bl), and 232 (Sepulveda Bl), Torrance Transit Line 8 (Aviation Bl), Beach Cities Transit Line 109, LADOT Commuter Express 438 (Highland Av), and G-Trans Line 5 (El Segundo Bl).		1			
127*	Line 127 to follow existing route between A Line (Blue) Compton Station and Downey Depot, except for remaining on Somerset Bl between Clark Av and Bellflower Bl. Discontinue underutilized service on Alondra Bl to make the route more direct. Line 127 to extend west of the A Line Compton Station to J Line (Silver)/C Line (Green) Harbor Freeway Station via Compton Bl, San Pedro St, El Segundo Bl, and Broadway to Figueroa/117th St, replacing segments of Lines 45 & 51. New weekend service and more frequent weekday service to be provided.	1	2			
128	Line 128 to operate between A Line (Blue) Compton Station and Alondra Bl & Carmenita Rd. Discontinue underutilized Line 128 segment south of Alondra Bl & Carmenita Rd; alternative service to Cerritos Towne Center via Cerritos On Wheels (COW) Route 1-A. Line 128 to include new weekend service.	1				
130*	Line 130 continues to be operated initially by Metro on Artesia Bl between A Line (Blue) Artesia Station and Cerritos and later transitioned to Long Beach Transit. Line 130 west of the Artesia A Line Station is planned to transition to Torrance Transit as their New Line 13, following existing route via Artesia Bl to Redondo Beach.	2	1			
150, 240, 245, 750	Lines 150, 240 & 750 merge to create more frequent Line 150 to operate from Ventura/Reseda west to Chatsworth Station along Ventura Bl and Topanga Canyon Bl providing a connection with new frequent Line 240 operating via Reseda Bl and east along Ventura Bl between Northridge and B Line (Red) Universal City/Studio City Station. Underutilized stops consolidated to balance speed, reliability, and accessibility. New more frequent Line 150 to replace existing Line 245 with service on Ventura Bl and Topanga Canyon Bl.			1		
152, 353	Lines 152 & 353 merge to create new Line 152 serving Roscoe Bl with midday weekday frequency improvements. On the east end, Line 152 to travel via Lankershim Bl to provide a more direct connection to the B Line (Red) North Hollywood Station. On the west end, route to terminate at Topanga Canyon Bl. Service on Vineland Ave to be provided by modified Line 162 and new Line 290. Modified Line 162 to provide service on Fallbrook Av. Underutilized stops consolidated to balance speed, reliability, and accessibility.			1		
New Line 153, 154	New Line 153 to operate between B Line (Red) North Hollywood Station and downtown Burbank via Burbank Bl, as well as a segment of Burbank Bl east of North Hollywood Station. Line 154 to operate between B Line (Red) North Hollywood Station & Sepulveda Bl, via Oxnard St & Burbank Bl as a two-way direction circulator with more frequency. Discontinue underutilized segment west of Sepulveda Bl.			1		
155, 183	Line 155 to merge with a segment of Line 183 and operate via Riverside Dr, Sepulveda Bl, and Magnolia Bl between the B Line (Red) North Hollywood and Universal City/Studio City Stations with more frequent weekday service. Segment of Line 155 east of Universal City/Studio City Station via Olive Av to continue to be served by Burbank Bus newly improved Pink Route. Line 94 to provide more frequency on the segment of existing Line 183 east of North Hollywood Station along Magnolia Bl. New Metro MicroTransit service and existing Glendale Beeline 4 will be available in Glendale to replace the Line 183 segment on Chevy Chase/Acacia/Verdugo			1		

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
158, 167	Line 158 to follow existing route via Woodman Av, then travel via Plummer St to Chatsworth Station. Line 167 to serve current Line 158 segment on Devonshire St and existing Coldwater Canyon Av segment. A swap of east-west alignments between Lines 158 & 167 is intended to create simpler, easier to use routes. Service to Sepulveda Ambulatory Care Center to be provided on-street at Haskell Av and Gloria Av. New weekend evening service and more frequent weekday service on Woodman Av to be added.			1		
161	Line 161 to operate primarily on existing route between the G Line (Orange) Canoga Station and City of Thousand Oaks. In Calabasas, it would operate on Calabasas Rd instead of Park Calabasas and Park Granada to improve travel time. New weekend evening service to be added.			1		
162, 163*	Lines 162 & 163 merge to provide Line 162 with more frequency during mid-day weekdays on Sherman Way. On the east end, new Line 162 to be routed via Vineland Av to provide more service along the corridor while still connecting to the B Line (Red) North Hollywood Station, and extended to serve Fallbrook Av in the west end and continue to directly serve West Hills Medical Center. Line 152 to serve Lankershim Bl instead of Line 162.			1		
164, 165*	Lines 164 & 165 to operate in partnership, with buses changing between these lines at Platt Ave/Victory Bd to eliminate a long turn-around loop and provide more frequent service during the weekday midday hours.			1		
166, 364*	Lines 166 & 364 merge to provide Line 166 with more frequent midday weekday service. Line 166 to continue serving Nordhoff St and Osborne St, extending east via Osborne St and Foothill Bl to Hansen Dam and Discovery Cube, connecting with new Line 690 on Foothill Bl. On the west end, Line 166 to end at Nordhoff St/Canoga Av, providing access to Chatsworth Station via Metro G Line (Orange). A segment of Glenoaks Bl to be served by Line 92, and a segment on Topanga Canyon Bl to be served by new Line 150.			1		
167	Line 167 to serve the current Line 158 segment on Devonshire St while also serving the existing Coldwater Canyon Av segment. A swap of east-west alignments between Lines 158 & 167 is intended to create simpler, easier to use Lines 158 & 167.			1		
169 New Line 645	Line 169 to operate between Lankershim Bl and G Line (Orange) Canoga Station via Saticoy St and Canoga Av with more weekday frequency. New Line 645 will operate a two-way loop between West Hills Medical Center, Canoga Av, and Warner Center serving existing Line 169 alignment. Additional trips serving El Camino High School to be maintained. New weekend service to be provided on Line 169.			1		
175	Discontinue Line 175. Segment between John Marshall High School to Sunset & Vermont to be replaced by new Line 182, an all-day 7-day a week service to operate from L Line (Gold) Lincoln/Cypress Station via Pasadena Av, Figueroa St, York Bl, Fletcher Dr, Rowena Av, and Franklin St.					1
176	Discontinue Line 176 due to underutilized service. Service from El Monte Station to The Shops of Montebello will be provided by new Line 287 via the same alignment as discontinued Line 176. Alternative service: Lines 78, 179, 258, 260, 266, 267, and Montebello Bus Lines 20 & 30.				1	2
177	Line 177 will continue to operate weekday peak period service between Pasadena and the Jet Propulsion Laboratory, with a minor reroute to use Mountain St instead of Walnut St to serve more of Pasadena. Metro in partnership with City of Pasadena is exploring the opportunity for Pasadena Transit to operate this service.				1	

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
180, 181, 780*	Lines 180, 181, 217, 780 merge to create new Line 180 operating the same alignment as discontinued Line 780 from Pasadena City College to the Washington/Fairfax Transit Hub, extending further south to E Line (Expo) La Cienega/Jefferson Station following discontinued Line 217 alignment. Line 81 rerouted via Yosemite Dr and Eagle Rock Bl to replace discontinued Line 181 segment. Pasadena Transit Line 20 and new Metro Line 662 to replace Line 180 on Lake Av. Foothill Transit Line 187 to replace Line 181 service on Colorado Bl east of Pasadena City College.				1	2
201	Discontinue Line 201 due to low ridership. Nearest alternative services: Lines 2, 4, 92, 603, and new Line 182. Metro MicroTransit service will also be available in the Chevy Chase area at Glendale Adventist Hospital			1		2
202	Line 202 to operate weekdays peak periods with new weekday off-peak service via existing route between A Line (Blue) Artesia Station and the C Line (Green)/A Line Willowbrook/Rosa Parks Station. Discontinue underutilized service south of A Line Artesia Station to Wilmington via Santa Fe Av, Victoria St, Susana Rd, Del Amo Bl and Alameda St. Alternative service: Lines 205 (Wilmington Av), 232 (Anaheim St) and 246 (Avalon Bl), Long Beach Transit Line 52 and Lines 191/192 south of A Line Del Amo Station.	1	2			
204, 754*	Line 204 to follow existing route between Hollywood and C Line (Green) Vermont/Athens Station via Vermont Av. More frequency for all stops on Vermont Av. Line 204 to provide more frequent midday and weekend service. Line 754 will operate weekday peak hours only; new Line 204 to provide more frequent service to existing Line 754 stops.		1			2
205	Line 205 to provide faster service between San Pedro and Willowbrook on a simpler route via Del Amo Bl between Wilmington Bl and Main St, serving new development and connecting with J Line (Silver) service at Carson Transitway Station, eliminating out-of-direction service overlapping Line 246 on Avalon Bl to Harbor Gateway Transit Center and avoiding duplication of Torrance Transit Line 1 on Vermont Av north of Carson St. In San Pedro, the route to be simpler, serving 7th Street in both directions between Harbor Bl and Weymouth Av. Alternative service on 1st St and 13th St to be provided by DASH San Pedro.	2	1			
206*	Line 206 continues serving Normandie Av between B Line (Red) Vermont/Sunset Station and C Line (Green) Vermont/Athens Station, with no proposed route changes and more frequency during weekday midday and evening hours.		1			2
207, 757*	Lines 207 & 757 merge to create higher frequency Line 207 to operate between Hollywood and C Line (Green) Crenshaw Station with more frequency for all stops on Western Av.		1			2
209	Line 209 on Van Ness Av and Arlington Av to be altered to travel between Crenshaw/144th St., C Line (Green) Crenshaw Station (rather than Vermont/Athens Station) and the E Line (Expo) Expo/Crenshaw Station. Connections north from there to Wilshire Bl would be available on Line 210.		1			2
210, 710 New Line 610*	Lines 210 & 710 merge to create higher frequency Line 210 to operate via Crenshaw Bl between Crenshaw/Wilshire and Crenshaw/Redondo Beach, and via Redondo Beach Bl to South Bay Galleria: Line 210 to provide new Owl service and more frequency for all Crenshaw Bl stops. Torrance Transit Line 2 to replace existing Line 210 segment on Crenshaw Bl and Artesia Bl south of El Camino College. Line 210 service north of Wilshire Bl to Hollywood to be replaced by new Line 610 on Rossmore Av and Vine St		1			2

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
211, 215	Lines 211 & 215 to operate as separate two-directional loop routes serving north of C Line (Green) Hawthorne/Lennox Station (Line 211) and south of C Line Hawthorne/Lennox Station (Line 215), providing new midday weekday, night and weekend service. Line 211 loop to replace Line 212/312 on Prairie Av (new Line 212 to instead serve Hawthorne Bl) and replace Line 215 service on Manchester Av and Inglewood Av north of the C Line. Line 215 loop to replace existing Lines 211 & 215 south of the C Line on Prairie Av, Marine Av, and Inglewood Av. Discontinue service to C Line Redondo Beach Station to extend route to South Bay Galleria via Inglewood Av and Grant Av.		1			
212, 312	Lines 212 & 312 merge to create higher-frequency new Line 212 to operate via La Brea Av between Hollywood/Highland and Inglewood, then extend south via La Brea Av and Hawthorne Bl to South Bay Galleria in place of Lines 40 & 740. Line 212 to continue to be routed via Overhill Dr. New Line 212 to provide more frequency at all stops on La Brea Av and Hawthorne Bl. Underutilized stops on La Brea Av and Hawthorne Bl to be consolidated to balance speed, reliability, and accessibility.		1			2
217	Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service. Line 217 north of La Cienega/Jefferson Station to Hollywood via La Cienega Bl, Fairfax Av, and Hollywood Bl to become part of Line 180 (see above).		2			1
218	Line 218 will be retained between Ventura Bl/Laurel Canyon and Fairfax Av/Santa Monica Bl. Connections will be available to Metro Lines 180 (Fairfax Av) and 4 (Santa Monica Bl) as well as free City of West Hollywood FX service to Beverly Center and Cedars Sinai Medical Center.			2		1
222, 656	Line 222 to operate on Hollywood Way and Riverside Dr between Hollywood Burbank Airport and B Line (Red) Universal City/Studio City Station, serving Cahuenga Bl south to Universal Studios Bl, creating more direct connections. Discontinue underutilized service south of Cahuenga Bl/Universal Studios Bl to Hollywood; alternative frequent B Line service available between Universal City/Studio City Station and Hollywood. Line 656 Owl service to operate a modified route from Normandie Ave/Santa Monica Blvd to B Line North Hollywood Station via Hollywood, Cahuenga and Lankershim Bls. Discontinue underutilized segments north and west of North Hollywood Station. Nearest alternative Owl services: G Line (Orange), Ventura Bl (Line 240), Van Nuys Bl (Line 233), and Reseda Bl (Line 234).			1		2
224*	Line 224 to operate similar to existing service along Lankershim Bl and San Fernando Rd, terminating at Sylmar/San Fernando Station, with more frequency during weekday midday hours on San Fernando Rd. New Line 690 to serve section of existing Line 224 beyond Sylmar/San Fernando Station on Foothill Bl.			1		
230*	Line 230 to operate existing alignment between Sylmar/San Fernando Station and Studio City via Laurel Canyon Bl and Hubbard St. LADOT DASH to provide service north of Sylmar/San Fernando Station by operating more frequent service between LA Mission College and Sylmar/San Fernando Station on Hubbard St.			1		
232*	Line 232 to continue to serve the existing route from LAX City Bus Center to Downtown Long Beach via Sepulveda Bl, Pacific Coast Hwy, Anaheim St and Long Beach Bl with more frequent evening service.	2	1			
233	Line 233 to operate with higher frequency on Van Nuys Bl between Foothill Bl in Pacoima and Ventura Bl in Sherman Oaks, similar to existing Line 233 service. Underutilized stops between Pacoima and Sherman Oaks consolidated to balance speed, reliability and accessibility. Late night and early morning service through Sepulveda Pass to operate along Sepulveda Bl instead of I-405 Freeway for improved access to the Getty Center, Skirball Center and adjacent neighborhoods. Line 233 to provide Owl service.			1		

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
234, 734	Lines 234 & 734 merge to create higher-frequency Line 234 to operate on Sepulveda Bl and end at Sherman Oaks Galleria (Ventura/Sepulveda) following the same alignment as existing Lines 234 & 734 north to Sylmar and LA Mission College. Underutilized Line 234 stops between Sylmar and Sherman Oaks to be consolidated to balance speed, reliability, and accessibility.			1		2
236	Line 236 to operate similar to existing route via Balboa Bl between San Fernando Mission Bl and Ventura Bl; modified route to Sylmar/San Fernando Station to operate via San Fernando Mission Bl and Truman St due to underutilized service on the north end of existing Line 236. Line 236 to provide more frequency during weekday midday hours and new evening service.			1		
237, 239	New Line 237 to be created by merging Lines 237 & Line 239. Line 237 to follow existing route from the G Line (Orange) Woodley Station (Woodley/Victory) via Woodley Av, Rinaldi St, then existing Line 239 route via Zelzah Av, Lindley Av, Roscoe Bl, White Oak Av to Encino (Zelzah & Ventura). G Line and B Line (Red) service to replace existing Line 237 service east of G Line Woodley Station to North Hollywood and Hollywood. Line 236 to replace service to Sylmar/San Fernando Station.			1		
240	Line 240 to operate high frequency service on existing alignment between Northridge and B Line (Red) Universal City/Studio City Station via Reseda Bl and Ventura Bl. Underutilized stops consolidated to balance speed, reliability, and accessibility.			1		
242 /243	Lines 242 & 243 to operate more frequent service during weekday midday hours on Tampa Av and Winnetka Av between Ventura Bl and Devonshire St. Underutilized service north of Devonshire St to Porter Ranch to be replaced by new Metro MicroTransit service.			1		
244, 245	Line 244 to operate as a separate line on current route via De Soto Av between Chatsworth Station and Ventura Bl/Paralta Av. A new Line 150 to replace existing Lines 244 & 245 with service on Ventura Bl and Topanga Canyon Bl.			1		
246	Line 246 to continue operating existing route from Harbor Gateway Transit Center to Carson, Wilmington, and San Pedro via Avalon Bl. But will travel via Anaheim St, Gaffey St, Channel St instead of Harry Bridges Bl and John S. Gibson Bl between Wilmington and San Pedro (replacing Line 550 there), with more frequent weekday and weekend service. Discontinue underutilized Owl service.		1			
251, 751*	Lines 251 & 751 to merge to create new Line 251, which will operate more frequent service between Cypress Park (Ave 28 & Idell) and C Line (Green) Long Beach Bl Station.	2				1
252	Discontinue Line 252 due to underutilized service. Alternative bus services: Figueroa St (Line 81); Griffin Av (new Line 182); Broadway (Line 45); Huntington Dr (Line 78), Valley Bl (Line 76), and Soto St (Line 251) and new Metro MicroTransit service in the Lincoln Heights Mercury Av; Griffin Av Montecito Heights area would be served by new Line 182 and MicroTransit service.	2				1
254	Discontinue Line 254 due to low utilized service. Alternative services: 103rd St (Line 117), Compton Av (Line 55); Firestone Bl (Line 115); Florence Av (Line 111); Pacific Bl (Lines 60, 251); Gage Av (Line 110); Soto St (Line 51); Lorena Av (Line 605); Indiana St (Line 665) and new Metro MicroTransit service in the Watts/Willowbrook area.	1				2

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
256	Line 256 between Commerce and Altadena via El Sereno, Highland Park, and Pasadena to be served by three separate bus lines with more frequent service. Metro to operate existing segment between Cal State LA Transit Center and L Line (Gold) Highland Park Station with service rerouted via Monterey Rd instead of Collis Av. Metro in partnership with City of Commerce is exploring the opportunity for City of Commerce to operate existing Line 256 segment between Commerce and Cal State LA Transit Center, with no proposed changes to alignment; Metro in partnership with City of Pasadena is exploring the opportunity for Pasadena Transit to operate a simpler route would between L Line Highland Park Station and Pasadena, via Colorado Bl, L Line Memorial Park Station, Lincoln Av, Washington Bl, Altadena Dr and Foothill Bl to L Line Sierra Madre Villa Station.	2			1	2
258	Line 258 to be shortened from the existing alignment between Paramount and Altadena to a new alignment from Fremont and Huntington Dr to provide a much-requested connection with the L Line (Gold) South Pasadena Station via Fremont Av and Fair Oaks Av to Mission Rd, to improve reliability and avoid service duplication in Pasadena area. Discontinue underutilized service on Huntington Dr/Oak Knoll Av-Cir in San Marino. Pasadena Transit Line 20 and new Metro Line 662 to replace Line 258 on Lake Av. Line 258 will implement new weekend service.	2			1	
260, New Lines 261 & 660, 762*	Lines 260 & 762 merge to create new more frequent and reliable Line 260 to operate between Pasadena and A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Fair Oaks Av, Atlantic Bl, and Imperial Hwy. New frequent Line 261 to link the A Line Artesia Station & C Line Long Beach Station via Imperial Hwy, Martin Luther King Jr, Atlantic Bl, and Artesia Bl in place of existing Lines 260 and 762. A new frequent Line 660 to operate between L Line (Gold) Del Mar Station and Altadena via Fair Oaks Av in place of existing Line 260 alignment.	2			1	
264	Discontinue Line 264 due to underutilized service. New Line 256 to serve Altadena Dr south of Washington Bl and Foothill Bl, with new Line 662 serving Altadena Dr at Lake Av. Nearest alternative service in Duarte and Monrovia: L Line (Gold), Foothill Transit on Buena Vista St (Line 272) and Myrtle Av (Line 170), and Duarte Transit. Nearest alternative service to Arcadia-Sierra Madre Villa on Temple City Bl, Huntington Dr, Rosemead Bl, Michillinda Av (Lines 266, 267, 268 and Foothill Transit Line 187) and on Baldwin Av/Huntington Dr (Metro Lines 78 & 268). L Line also provides service to the City of Hope Medical Center.				1	
265	Line 265 to continue to operate on existing alignment between Pico Rivera and Lakewood Center Mall with more frequent weekday service.	1				
266*	Line 266 has no significant alignment changes between Lakewood Center Mall and L Line (Gold) Sierra Madre Villa Station. Line 266 to end on northbound Lakewood Bl adjacent to Lakewood Center Mall to improve connections with the mall and Line 265. Line 266 to have more frequent service during weekdays and weekends.	2			1	
267, New Line 662	Line 267 to be shortened to operate via existing alignment between El Monte, Arcadia, and Pasadena via Temple City Bl, Rosemead Bl, and Del Mar Bl but end at L Line (Gold) Del Mar Station to improve reliability and avoid duplication of other bus lines. New Line 256 to operate on southern end of Lincoln Ave with new Line 662 operating two-directional service on a loop route via Lake Av, Altadena Dr, Lincoln Av, Washington Bl, and Los Robles Av between Pasadena (L Line Del Mar and Lake Stations) and Altadena and provide new weekend service. New Metro MicroTransit service will be available in the Altadena/JPL area including linking those areas with Pasadena.				1	

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
268, 256	Line 268 route to operate via existing alignment between El Monte, Arcadia, Sierra Madre, and Pasadena via Baldwin Av, Foothill Bl, but end at the L Line (Gold) Sierra Madre Villa Station to improve reliability, avoid duplication of other bus lines, and provide more frequent weekday service. New Line 256 to operate on southern end of Lincoln Ave, Washington Blvd, Altadena Dr, and Foothill Bl to L Line Sierra Madre Villa Station. New Line 662 to serve north end of Lincoln and Washington Bl west of Los Robles Av. Line 268 has very low utilization to JPL on weekends. Pasadena Transit Line 177 to provide alternative service between Pasadena and the JPL on weekdays during peak periods only and new Metro MicroTransit service will be available in Sierra Madre and Altadena/JPL areas, linking those areas with Pasadena.				1	
344	Line 344 to operate the existing route and stops between Harbor Gateway Transit Center and Rancho Palos Verdes		1			
442	Discontinue Line 442 due to underutilized service and duplication with other bus lines. Alternative service: J Line (Silver) to Manchester Station (connection with Line 115 on Manchester Bl) or Harbor Freeway Station (connection with Line 120 on Imperial Hwy or C Line (Green)/J Line service).		1			2
460	Line 460 continue to operate its usual alignment between downtown LA, C Line (Green) Norwalk Station, and Disneyland.	1				
487, 489, New Line 287	Line 487 to begin service at L Line (Gold) Sierra Madre Villa Station operating via San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10 Express-Lanes to 7th St. Metro Center in downtown LA during weekday peak hours and LA Union Station at all other times (with connections available to B Line (Red), D Line (Purple) and J Line (Silver)). Line 489 route to terminate at Metro 7th St Metro Center. Frequent Metro B Line/D Line services link 7th St Metro Center to Westlake/MacArthur Park in place of Lines 487 and 489. New Line 287 to replace Line 487 between El Monte and Arcadia via Santa Anita Av, with weekday and weekend service. Discontinued Line 487 segment in Sierra Madre to be replaced with new Metro MicroTransit service serving Sierra Madre, Pasadena, and Altadena areas.				1	2
501	Line 501 to continue to link North Hollywood, Burbank, Glendale, and Pasadena with a new route in Burbank to simplify and expedite service through the Media District by operating on Alameda Av instead of Olive Av; a new route in downtown Glendale via Brand Bl and Broadway to have a stop serving the Americana at Brand and Glendale Galleria. A stop at LA Zoo will be included weekends.			1	2	
534 New Line 134,	New Line 134: Line 534 to be renumbered to 134. No route changes for New Line 134 between Malibu (Trancas Canyon Rd) and Santa Monica; deviation to Cliffside & Dume on selected trips to be discontinued due to underutilized service.					1
550	Express Line 550 to be retained peak periods weekdays between Harbor Gateway Transit Center and USC. Lines 246 and 450 will connect San Pedro with Harbor Gateway Transit Center. Line 246 will replace Line 550 on Gaffey St between 1st and Anaheim Sts. in San Pedro.		1			2
577	Line 577 between El Monte Station and Cal State Long Beach via I-605 to be rerouted northbound between El Monte Station and Rio Hondo College via I-605 and I-10 freeways instead of Santa Anita Av & Peck Rd, providing faster, more direct service. Discontinue deviation to Los Cerritos Center due to low ridership compared to number of riders impacted, providing faster, more direct service to/from Cal State Long Beach and Long Beach VA Medical Center.	1			2	
601	Warner Center Shuttle frequency will be adjusted to better match ridership and will no longer include overnight Owl service.			1		

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
602	More frequent service provided midday weekdays, evenings, and weekends for Line 602.					1
603*	Line 603 to continue operating current route between Glendale Galleria and downtown LA, with more frequent weekday midday service and rerouted via Glendale Station, providing direct connections with Metrolink and Amtrak.			1		2
607	Discontinue Line 607 due to underutilized service. Alternative bus service on Stocker St/La Tijera Bl (Line 102), Slauson Av (Line 108), Hyde Park Bl (Line 110), Manchester Av (Line 115), Crenshaw Bl (Line 210), and Overhill Dr (Line 212).		1			
611	Line 611 to be altered to link A Line (Blue) Florence Station with Atlantic Bl/Cecilia St via Florence Av, Seville Av, and Santa Ana St. Line 102 to be rerouted via Central Ave, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, replacing part of Line 611. The remainder of Line 611 to be discontinued due to underutilized service and duplication with other lines. Alternative bus services: Florence Av (Line 111), Compton Av (Line 55), Vernon Av (Line 105), Atlantic Bl (Line 260), Seville Av and Pacific Bl (Lines 60 and 251).	1				
612	Discontinue Line 612 South Gate Shuttle due to underutilized service and duplication of other bus lines. Line 202 will extend north of A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Florence A Line Station and Santa Ana St. Other alternative bus services: 103rd St (Line 117), Compton Av (Line 55), Long Beach Bl and Pacific Bl (Line 60), Florence Av (Line 111), Atlantic Av (Line 260), Martin Luther King Jr. Bl (Line 261), and Imperial Hwy (Line 120) as well as new Metro MicroTransit service in the Watts/Willowbrook area.	1	2			
625	Discontinue Line 625 due to underutilized service. Nearest alternative bus service: Line 232 on Sepulveda Bl and Beach Cities Transit Line 109 on Imperial Hwy as well as new Metro MicroTransit service for the LAX area.		1			
656	Line 656 Owl service to operate a modified route from Normandie Ave/Santa Monica Blvd to North Hollywood B Line (Red) Station via Hollywood, Cahuenga and Lankershim Boulevards. Discontinue underutilized segments north and west of North Hollywood Station. Nearest alternative Owl services: G Line (Orange), Ventura Bl (Line 240), Van Nuys Bl (Line 233), and Reseda Bl (Line 234).			1		
665	Line 665 route to be shortened operating all trips between Indiana St. & Olympic Bl and Cal State LA Transit Center. Service on Olympic would be provided by Line 66.				1	
685	Discontinue Line 685 due to underutilized service. Nearest alternative bus service to Glendale College provided by Line 290 (Glendale Av), as well as new Metro MicroTransit service.					1
686	Line 686 to operate between Altadena (New York Dr/Allen Av) and the L Line (Gold) Del Mar Station only discontinuing service to the L Line Fillmore Station to avoid overlap with new Line 260 and provide improved weekday frequency.				1	
687	Line 687 due to underutilized service and duplication or proximity to other bus routes. Alternative bus service: new frequent Metro Lines 660 (Fair Oaks Av) & 662 (Washington Bl, Los Robles Av, and Lake Av), Pasadena Transit 20, 31, 32 services and new Metro MicroTransit service in Altadena.				1	
744	Line 744 to be replaced on Van Nuys Bl by new Rapid Line 761 and high frequency new Line 233. Line 744 would no longer continue along Ventura Bl and Reseda Bl. That segment would be served by new Line 240.			1		
New Lines 761, 788	Line 761 to replace existing Lines 744 and 788, operating between Sylmar/San Fernando Station and the E Line (Expo) Expo/Sepulveda Station serving high travel demand between San Fernando Valley and the Westside. Line 761 to provide service on Van Nuys Bl, Ventura Bl, and Sepulveda Bl to the Westside including frequent service all day on weekdays and weekend service.			1		2

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
901	The G Line (Orange) will continue to serve as a critical arterial service linking destinations across the San Fernando Valley, with more frequency for midday and late evening on weekdays.			1		
910	The J Line (Silver) Line 910 service will continue operating between El Monte Station, downtown LA and Harbor Gateway Transit Center with additional trips replacing Line 950 (see also Line 450).		2		1	
950, New Line 450	New Line 450 to replace Line 950, operating between San Pedro via Pacific St, the I-110 Freeway, and Figueroa St to Harbor Gateway Transit Center with peak period weekday service extending north of Harbor Gateway Transit Center to downtown LA (Figueroa/Flower & 7th), serving Harbor Transitway stations. Off-peak weekday and all-day weekends, Line 450 will connect with Line 910 at Harbor Gateway Transit Center. This will improve reliability and allow for the transition to new Zero Emission Buses on J Line (Silver) 910 service.		1			

PUBLIC HEARING SCHEDULE

In accordance with California Executive Order N-25-20 and the Safer at Home restrictions in place at the time the hearings were scheduled, all of the hearings will take place virtually. Links to stream the hearing and view the presentations to be made at each hearing will embedded within the public hearing agendas to be posted at metro.net/about/about-metro/advisory-meetings/ at least 72 hours in advance of each hearing date. Members of the public can call **(877) 422-8614** and **enter the corresponding extension to listen** during the proceedings (audio) **or to submit comments by phone** (comments) during the proceedings in their preferred language; the audio and comment lines listed for translations in Mandarin, Spanish, and Russian will be available from the start of each hearing until its conclusion.

SAN FERNANDO VALLEY
Wednesday, August 19
6:30 p.m.

Listen in English: 3462125#
Comment in English: 3654496#
Listen in Spanish: 4127050#
Comment in Spanish: 4127057#

SOUTH BAY CITIES
Thursday, August 20
6:00 p.m.

Listen in English: 3462108#
Comment in English: 3756328#
Listen in Spanish: 4127050#
Comment in Spanish: 4127057

ALL REGIONS
Saturday, August 22
10:00 a.m.

Listen in English: 3462125#
Comment in English: 3654496#
Listen in Spanish: 4127050#
Comment in Spanish: 4127057#
Listen in Russian: 4127062#
Comment in Russian: 4127071#
Listen in Mandarin: 4127035#
Comment in Mandarin: 4127040#

SAN GABRIEL VALLEY
Monday, August 24
6:00 p.m.

Listen in English: 3462125#
Comment in English: 3756376#
Listen in Spanish: 4127050#
Comment in Spanish: 4127057#

WESTSIDE CENTRAL
Wednesday, August 26
5:30 p.m.

Listen in English: 3462155#
Comment in English: 3756379#
Listen in Spanish: 4127050#
Comment in Spanish: 4127057#

GATEWAY CITIES
Thursday, August 27
5:00 p.m.

Listen in English: 3461978#
Comment in English: 3756316#
Listen in Spanish: 4127050#
Comment in Spanish: 4127057#

Listen in Mandarin: 4127035# **Listen in Russian Audio: 4127062#**
Comment in Mandarin: 4127040# **Comment in Russian: 4127071#**

The public hearings will begin at the listed times with a presentation of the proposed changes for that region; the Saturday, August 22, 2020 hearing will begin with a presentation of all proposed changes. All public hearings will close after all public comments have been received from those members of the public who call to submit feedback by phone or who submit them during the hearing via eComment links in the posted public hearing agendas, in accordance with hearing guidelines.

Note: These proposals may be approved in whole or in part at a date following the public hearing. Approved changes may also include other alternatives derived from public comment. The public is encouraged to view or listen to the upcoming hearings and provide testimony on the service proposals to be considered. All written public comment received will be shared with those Service Councils that will vote on the proposals discussed in the comments, and considered along with all comments submitted by phone and via the eComment feature during the public hearings, prior to any Council actions on the service proposals. The public may also submit written testimony postmarked through midnight **Thursday, August 27, 2020**, when the public record will close.

Comments sent via U.S Mail should be addressed to: **Metro Service Planning & Development**
Attn: NextGen Bus Plan Proposed Service Changes
1 Gateway Plaza, 99-7-1
Los Angeles, CA 90012-2932

Comments via e-mail should be addressed to: servicechanges@metro.net, Attn: “NextGen Bus Plan Proposed Service Changes”

Facsimiles should be addressed as above and sent to: 213-922-6988.

For more information on proposed service changes, hearing dates, times, and methods to participate, visit metro.net/nextgen or call 213.922.1282.

ADA REQUIREMENTS: Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for Metro sponsored meetings and events.

LIMITED ENGLISH PROFICIENCY: Upon request, interpreters are available to the public for Metro sponsored meetings and events. Agendas and minutes will also be made available in other languages upon request.

All requests for reasonable accommodations, interpretation services and materials in other languages must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please submit requests by calling (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040. Individuals with hearing or speech impairment may use California Relay Service 711 + Metro phone number.

NextGen Bus Plan

Comments Received July 1, 2020 – August 27, 2020

Name	Comment	Date	Event/ Source
A A	I oppose plans to service cuts. People are desperately in need for transit due to COVID such as loss of funds from under/unemployment, and they still need to get to work. Do not cut service. It is hurting folks who need to get to work, go to the doctor, do errands. Remove transit police. They do not help and it also scares riders away from using Metro service. Keep Metro free. Thank you for reading my comment.	8/26/2020	WSC PH
Abel Solorio	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Ada Houng	Hi, bus rider here from San Gabriel using 487 line. The proposed service change to only taking 487 to 7th metro weekday peak time only defeat the point of rider desire/need going to the downtown core for a fast and time saving service. It's complicates for riders using freeway route to downtown yet not actually getting there. Union station is too far from downtown core on foot and very short distant on bus. A one bus service will do just fine, like it's been before. In addition, riders using 487, like myself, go to the downtown core for activity and using Culver City and Santa Monica line as well. Transferring on multiple ride just to get to the west side is very discouraging for meaning of public transportation. I think we can meet at the middle; I propose taking 487 to the 7th metro every day, include the weekend from peak hours to 12pm every day. Thank you	8/26/2020	email
Alan Nevins	With the bus coming through the canyon only once an hour, I do not see any reason why the bus can't stop at the signal at Kirkwood Drive to pick up or drop passengers. Buses down in the city stop all the time with traffic behind them so why not here where it will be a rare instance it would stop going south. Going north, there is plenty of room for the bus to pull off of Laurel Canyon in the large space just north of the country story parking lot where Rothdell Trail joins Laurel Canyon. The residents of Kirkwood Bowl are at a huge disadvantage of not having a bus stop for many reasons including service people who come the houses but also in regard to the rules surrounding adding an ADU.	8/27/2020	GWC PH
Alberto Sotelo	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Alejandra Jimenez	I am a transit and bike rider from the San Fernando Valley. it is no secret that in the valley we are treated as second class citizens. we have longer wait times, less bus shelters, horrible bike infrastructure. I was excited hear that metro is putting the light rail down Van Nuys Blvd. I want to voice again that I do not see plans to add a protected bike lane alongside the new rail like how the orange line has a bike path. Van Nuys blvd business are oriented to the parking lots in the back. we need more visibility on the front streets so I would like to hear how metro can influence the bike infrastructure on Van Nuys blvd as well as Nordhoff.	8/19/2020	SFV PH
Alek Friedman	I am appalled that Metro does not listen to the riders! Regarding Line 222: I STRONGLY OPPOSE THE TRUNCATION of the southern segment. Please realize: Line 222 is the ONLY bus that connects Hollywood with Burbank, including Burbank Airport, Warner Brothers Studios, and Universal Studios eastern gate. Line 222 southern segment is CRITICALLY IMPORTANT, should remain as it is, and service should be increased from hourly to every 30-40 minutes. The reason why this line has been "underutilized" is because of very poor and infrequent service. More frequent service will help to regain ridership. Please preserve the southern leg, which runs on Hollywood Blvd, Cahuenga Blvd, etc. Thank you.	8/14/2020	SFV PH
Alexander Moran	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Alexander Wikstrom	Do not let these budget cuts ruin the NextGen plan. Work with cities to get more bus lanes and save money through having faster service. Making bus service frequent will attract more riders. Fight for more funds from the county and state to keep Metro running!	8/25/2020	WSC PH

Name	Comment	Date	Event/ Source
Alison Habson	Both the 256 and the 83 in the Highland Park area along the Monte Vista section of the route have very low ridership. Moving these lines to Figueroa at this section of the route will have little impact on the route, which is two blocks to the South. In the Monte Vista corridor, which is a residential street, the neighbors have a strong desire to place speed humps along the street due to speeding cars. The bus lines would make it Impossible to implement these humps, therefore making the streets dangerous to pedestrians. I am opposed to the lines being placed along the Monte Vista corridor, Figueroa is a better place for the bus routes.	8/22/2020	All-Region PH
Allon Percus	I very much hope you will reconsider one aspect of the NextGen plan. Eliminating all non-rush hour Wilshire rapid service, as well as all Wilshire rapid service to Santa Monica, is terribly ill-advised. NextGen is intended to attract new passenger trips on evenings and weekends. How can replacing efficient 720 service at those times with supremely inefficient (and excruciatingly slow!) local service possibly attract anyone who is not forced to take the bus? Your plan might make sense once the Wilshire subway is in operation, but we are years away from that. I cannot grasp the logic of destroying such a successful bus route and replacing it with service that is unappealing and substandard.	8/25/2020	WSC PH
Amy Goldenberg	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Ana Isabel Alvarez	To whom it may concern, This is to express concerns over the proposed Metro bus line changes. I propose that the following bus line remains unaltered: 734 Southbound toward Expo Line Station. The period where both the 234 and 734 traveled northbound to Expo Line Station during the weekdays was incredibly helpful for those of us who depend on Metro's transportation to travel to and from work. It alleviated the worry of not being able to social distance during the commute. During peak hours, it was to have both bus lines operating at the same time in order to provide service to riders needing to get from the San Fernando Valley toward Westwood area. In a time where social distancing is essential, it was comforting to know the buses were not as packed as they used to be before the addition of the 234 also traveling toward Westwood Monday-Friday. It was safer for both the passengers and drivers to have both options available. A mass number of riders depend on the service of the 734. Pre-quarantine, the 734 found itself subject to maximum capacity during peak hours. Oftentimes, drivers would skip over bus stops because the bus was at maximum capacity and would tell stranded riders that "there is a bus behind [them]". As a result, many riders were left behind at the bus stop, only to have to repeat the same fate upon the arrival of the following bus. Understandably, the drivers were only following protocol. However, it left stranded ride subject to arrive to work late many times and finding that Metro was an unreliable method of transportation that did not have their riders' and drivers' best interests in mind. Now, during quarantine, it is essential to be able to practice social distancing during essential travel. The removal of the 788-Express Lane and the 734-line traveling southbound toward Expo Line Station would force many riders from Sepulveda Boulevard area to depend on the 761-bus line to get to Westwood. This would create an even more packed bus, considering the influx of riders from the Van Nuys Boulevard area and the Sepulveda Boulevard area. If it is already difficult to social distance in the 734 during times of quarantine, it would only get worse with the transition and when more individuals find themselves returning to work. For the safety of both the passengers and drivers, it is imperative to keep the 734 traveling toward Expo Line Station. The proposed 761 bus line change has already been done before and showed to be ineffective. It had the same route as the now proposed 761-line and was replaced with the current 734 bus route. Riders preferred the 734 traveling southbound toward Westwood in conjunction with the 788 Express Lane route. To summarize, the implementation of the 761 to replace the 734 to travel to Expo Line Station would be unsafe. Considering the second wave of Covid-19 is expected to surge in combination with flu season during the time these bus changes are expected to be implemented, it would not allow for social distancing and would result in unsafe environments for both passengers traveling to and from work and the Metro drivers. On behalf of many concerned riders (parents, students, and essential workers), I strongly urge the board to reconsider the proposed measures and strongly consider keeping the 734 traveling to Expo Line Station. Thank you. Ana Alvarez	8/13/2020	email

Name	Comment	Date	Event/ Source
Andrew Medina	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Andrew NA	Add more protected bus and bike lanes. Removes lanes of general traffic. Make changes to bus plan to incorporate need to get to the VA Station once that opens on the Purple Line.	8/24/2020	WSC PH
Andy	I'd just like to look into, you know, once the Crenshaw LAX Line is going to start operating, have you come up with any plans for a better connectivity to the Crenshaw LAX Line because that's going to be a very important transportation option for people going in and out of L.A., especially this Crenshaw LAX Line is not connected to the Metro Red Line or Metro Purple Line. Even the Metro Purple Line extension is not currently planning to connect to the Crenshaw LAX Line. I hope that you can come up with some rapid and convenient connections for passengers connecting from the Metro Red and Purple Line including future Purple Line Stations to a direct connection with convenience for people with luggage onto the Crenshaw LAX Line.	8/22/2020	All Regions PH
Andy Perrine	Hello: There is a lot of good ideas that have led to Metro doing the Next Gen survey. These are good and should go forwards. There is one bug flaw: reducing service hours makes no sense. All of your riders want more service hours. Reducing the service hours reduces ridership. You need to do more service hours, let's start at 20% more. Also, bus lanes and signal priority will help amplify more hours. They won't do as much if you don't increase the hours. Increase the hours. Also, if you're looking at ways to save, support the full run of the 222 since then you at least deduplicate service and allow rapid access to high-demand stops, including the new one at universal. Still, increase the hours. Best, Andy P.	8/27/2020	email
Anna Gross	Glad I will still be able to commute to work with NextGen (2 + 734)! Wish my commute time was less, though.	8/23/2020	Virtual Workshop
Araceli Hernandez	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Ashley Duenas	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Austin Phung	Hi, I appreciate Metro's effort to improve bus service in the San Gabriel Valley region and would like to share my input as a lifelong resident and transit rider. I made some maps to help visualize the deficiencies in the plan (Attachment 1 & 2). I understand that the plan was to focus more on local trips (which is great!) but this plan is still too DTLA-centric in the San Gabriel Valley area. In the attached maps, black lines represent core frequent service. All of them are East-West, primarily to DTLA except for Atlantic Av. There is no frequent north-south service to facilitate transfers and local travel. Most North-South routes are infrequent and run between 30-60 minutes. This plan eliminates one seat rides (e.g. 176) without providing adequate transfer experiences. With the exception of just going down the street, many riders traveling inside SGV must transfer between frequent and infrequent lines which is quite challenging and disappointing, particularly when you miss a transfer by a couple minutes. (e.g. Downtown Temple City to West Field Santa Anita Mall, El Monte to Downtown Alhambra, etc.…) More frequent North-South service between El Monte to Gold Line will tremendously improve this plan, linking frequent service on Valley, Las Tunas, & Huntington for better transfers. Line 268 would be the best candidate for frequent service which serves the largest mall in the SGV, Westfield Santa Anita and can link all the frequent East-West lines including the Gold and El Monte Station. I attended the SGV hearing and heard several comments regarding the elimination of Line 70 to CSULA. I also share this concern. CSULA has very few transit options for local service in the SGV. Only SGV Line 258 serves the transit center at CSULA & Line 76 stops half a mile from campus. Line 70 provides essential access to students in living in Monterey Park and Rosemead. There is no other reliable option to access CSULA. Students who once had a reliable, frequent line to campus will have to transfer 3 times, 70 to 260 to 76 before walking half a mile to reach campus or take a more circuitous route on 70 to the infrequent 258. My suggestion (Attachment 3) would be to extend Line 179 from Downtown Alhambra south on Garfield to Downtown Monterey Park & follow the old 70 on Garvey to CSULA Transit Center. This will provide a critical link for residents and students in Arcadia, Alhambra, and Monterey Park to CSULA & also Silver Line which will provide faster access to DTLA & more). Extending the 179 will also provide better north-south connections and connect Downtown Alhambra & Downtown Monterey Park to Westfield Santa Anita. Garfield Ave also has many clinics and medical offices. Please consider this option before making ending service to CSULA. Given the circumstances of limited service hours, Metro should explore cutting SGV service in DTLA which duplicates many rail & bus lines and explore terminating some bus lines at Union Station. I like the idea of ending 487 and 489 at Union Station, (particularly when the new bus stop on on the Busway at Patsaouras Transit Center opens.) Riders can transfer to Metro Red, Purple, Silver, and in 2 years, the Gold and Expo lines at Union Station for faster service into DTLA & Metro can provide more frequent service in SGV as suggested above, Current lines spend 20+/- 5 min from Union Station to DTLA terminus. This could save around 25% in service hours on many routes (and much more on heavy traffic delays & road closures in DTLA). For example, 76 which has an approximate 80 min run time requires at least 14 buses to achieve 12 min frequency. Cutting the duplicated DTLA portion will result in 60 min run time and will require 11 buses to achieve 12 min frequency. This could be reinvested towards more buses in SGV. Metro should explore this option for Line 70, 76, and 78 to extend the 179 and provide a reliable North-South transfer. Thank you very much for your time and consideration. ***See Attached Maps**	8/27/2020	email
Aziz Fellague Ariouat	Regarding NextGen: do not cut bus service by 20%. Once bus service is cut it is very difficult to return back to prior funding levels, as shown by previous cuts. I am concerned that the FY21 20% cut and the FY22 8% cut will be too steep of a cut for NextGen to effectively provide world-class bus service for riders who are predominantly working-class and BIPOC. Thank you.	8/27/2020	GWC PH
Bill & Jane Whites	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Bill & Jane Whites	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Bill Lam	I strongly opposed cutting almost all of the rapid routes because it is the faster route that runs along with the metro local lines and the rapid line can save peoples time faster and better than the local routes.	8/22/2020	All-Region PH
Bill Lam	Please keep lines 68&70 as the existing route because the highlands residents in Monterey Park really need line 70 to get around and so I want lines 68&70 to be the same as is. My suggestion is to keep lines 68&70(day and 24 hour service) as the same route and run line 68 from downtown la to Montebello mall daytime and add a 24 hour service running between downtown la and ELAC. Line 258 should stay on Monterey pass instead of Eastern ave because of workers and serve the oak knoll to either connect with 662 or go to Altadena. Line 264 should shorten from SMV station to Duarte because people use it locally besides the gold line foothill extension.	8/24/2020	SGV PH
Bill Lam Chi	**(Note: Please send all of my comments to all members of every service council!!!!!!!)** Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for all regions shown below: **San Fernando Valley:** *Line 94,155:* Line 94 should only run between Downtown La and Sylmar/San Fernando Station instead of going into North Hollywood station and add a 24-hour service as well as eliminating a transfer on line 294. Line 155 should extend on Magnolia east of north Hollywood station to Burbank in order to replace line 183 segment *Line 150,240:* Lines 150 and 240 should stay the same as is and keep serving Universal City Station and for line 150 to replace line 245 to Chatsworth station. *Line 153,154:* supporting the recommendations on both lines *Line 222:* Line 222 should replace line 237 segment down to Hollywood because people rely on local service instead of rail on Highland and 101 freeway area *Line 169,645:* line 169 should shortened from Canoga station to Saticoy & Lankershim on weekends and the weekday route would be from Canoga Station to the Burbank Airport line 645 should also add a weekend service as well with bi-directional loop *Line 734,794,750:* I strongly opposed cutting these rapid routes because it is the faster route that runs along with the metro local lines and the rapid line can save peoples time faster and better than the local routes. *Line 761,788:* support the recommended changes *Line 92:* Line 92 should keep serving the 24-hour service instead *Line 290,690:* For line 690, I would prefer to extend south to Foothill and Sunland in order to connect with line 290 as well as making the Lake View Terrace as a short line layover from Sylmar. *Line 96:* Line 96 should keep serving Downtown La because there are too many connections at Lincoln/Cypress station and no transit center station to build for bus terminus **South Bay Cities:** *Line 40:* Line 40 should keep serving Crenshaw/MLK station for rail connections and restore back the 24-hour service as well *Line 45:* Line 45 24-hr service would serve from Downtown LA to Rosecrans Av *Line 51,52:* supports the recommendation on line 51 and for line 52 please keep the existing routing as is so that there is a connection with the silver line *Line 102:* Line 102 should keep extending down to Atlantic/ Cecelia layover to replace line 611 *Line 111,115:* either line 111 or 115 should extend down to Aviation/Imperial station to connect a rail line at the terminus *Line 205:* Line 205 should keep serving the Harbor Gateway TC in order to connect with the silver line *Line 210,610,710:* support the recommendation of line 610 lines 210 and 710 to keep the existing routes whereas line 210 end at Wilshire/La Cienega and line 710 follow existing route to Wilshire/Western Station plus 24-hour service on line 210. line 210 should serve the Artesia Bl portion to connect with line 130. *Line 246:* Line 246 should remain with the 24-hour service as is. *Line 550:* Line 550 should only run between USC and San Pedro on weekdays only *Line 740,757:* I strongly opposed cutting these rapid routes because it is the faster route that runs along with the metro local lines and the rapid line can save peoples time faster and better than the local routes. *Line 754:* Line 754 should keep the same as is with weekend service as well because there are many people on Vermont and need to get a faster time as well than the slow local time **San Gabriel Valley:** *Lines 18,20,720:* For lines 18 and 20, I strongly support the existing routes with no changes which is very good. For line 720, I would prefer keeping the weekend and holiday service because there are many people rely on line 720 on Wilshire Bl to get around. Also, keep the existing route from East LA to Santa Monica because it is the most populous line and people like it fast to get there and so keep the existing route from East LA to Santa Monica. *Line 30:* Line 30 should serve the San Vicente Portion on weekdays only and the 24-hour service would run from Rimpau TC through Downtown LA and Indiana Station if line 106 doesn't do a 24-hour service. *Line 66:* Line 66 should keep serving the Metrolink station because there are Metrolink riders who would	8/26/2020	email

Name	Comment	Date	Event/ Source
	use line 66 to get to work. Cancelling line 66 east of commerce center would require multiple transfers from line 18 at Commerce center and waste people's time. I would strongly recommend that line 66 be kept as the existing route as is plus direct service on Olympic bl and the 24hour service as well. *Line 76:* Line 76 should end at Venice instead of going into maple lot *Line 78,179* Line 78 has no layover at Santa Anita because there are problems making turns in narrow residential streets. I would prefer to keep the existing route and add a potential 24-hour service as well. Do not renumber into 179 because there's no layover at Huntington & Marycrest. I Would strongly suggest to keep line 79 as is and potentially add a 24-hour service as well. *Lines 68,70,106:* I strongly opposed these kinds of proposals because the Highlands residents in Monterey Park need line 70 to go shopping, eat, work, other leisure time to get around. I just don't understand why line 70 would turn left from Garvey to Atlantic and replace line 68 portion to downtown LA on Cesar Chavez Av. There is a spirit bus route 4 that serves the Highlands area but it only operates Monday through Saturday. If this kind of proposal gets approved then how would the Highlands residents in Monterey Park get around if line 70 doesn't serve the Highlands neighborhood in Monterey Park and the spirit bus doesn't operate on Sundays? On Sunday's, the Highlands residents in Monterey Park would lose access to ride line 70 and would need to walk very far down to Garvey & Atlantic for a long time in order to access line 70. In order to fix the problem here are my suggestions: Option 1: keep the existing lines 68, 70(with daytime and 24-hour service), and 106 as is and implement a 24-hour service on line 68 running from East LA College to downtown LA via Cesar Chavez. Option 2: extend line 106 from CSULA to Atlantic/Garvey to connect with line 70. My opinion is that I strongly support option 1 because the existing routes should stay the same as is and the Highlands residents in Monterey Park always rely on line 70 to get around to travel for essential things instead of turning left on Atlantic Blvd replacing lines 68&770 route to Downtown LA. And so, I strongly want lines 68, 70(daytime and 24-hour service), and 106 to stay the same as is and add a 24-hour service on line 68 running between ELAC and downtown LA via Cesar Chavez Av. Also, for line 106, the route should go straight on1 t St instead of turning on Mednik to connect with the rail line because there already is a connection with the gold line from Indiana to Mariachi Plaza stations. *Line 180,181,217:* Why can't you add a service from La Cienega/Jefferson Station to Culver City transit Hub on weekday peak hour service to cover for line 217? Also why can't you have a potential extension to stop inside Sierra Madre Villa station because foothill transit 187 does not stop inside there due to wasting time? *Line 256:* I would strongly suggest that line 256 should shorten and only run from Commerce to Del Mar Station instead of Multiple agencies taking over and keep the Collis Av segment as well *Line 258:* I opposed the eastern Ave portion because workers on Monterey Pass Road needs that bus line to get home from work and there is no spirit bus service on Sunday. How would people working on Monterey Pass Road get around if there is no Sunday service on the Spirit Bus (remember spirit bus runs only from Monday to Saturday)? I would suggest keeping the existing routes including Huntington Dr/Oak Knoll Av segment and either go up to Altadena or connect with line 662(at Lake & Del Mar). *Line 260:* I strongly support keeping line 260 that runs from Artesia station to Pasadena because people should not transfer buses more than one time and it would delay other people's journey time from point a to point b. I also voice my strong support for a 24-hour service on line 260 because people need to go home from work overnight. *Line 264,267:* For line 267, I am okay with the recommended changes made. For line 264, please keep the line even when the Foothill extension had opened, people like to always rely on line 264 for local service on Duarte Rd and Michillinda Av to get around. I would suggest that we should keep line 264 running from Sierra Madre Villa to Duarte by following the existing route 264 on Michillinda Av and Duarte Rd including serving the mall as well. *Line 266:* Add a 24 hr service on line 266 *Line 287,487,489,176* For line 287, I support the recommended changes. For line 176, why can't the line shorten from Highland park to either Alhambra, San Gabriel, or El Monte and reduce frequency as well. For line 487&489, I support the recommended changes and extend to Arcadia station for line 487 to add bus service in sierra Madre city. *Line 501:* I support the recommended changes on line 501 *Line 577:* I strongly support the recommended changes on line 577 and also keep the los Cerritos center area for shopping and connect with line 130 there. *Lines 762,770,780:* I strongly opposed cutting these rapid routes because it is the faster route that runs along with the metro local lines and the rapid		

Name	Comment	Date	Event/ Source
	line can save peoples time faster and better than the local routes. *Line 910,950:* I would suggest that why can't we keep the San Pedro to El Monte segment and add another charging station in San Pedro instead of changing buses at Harbor Gateway TC. **Westside Central:** *Line2,4:* support the recommended changes *Line 10,14,16,28,37,81:* Add (Line 16,81 only)and keep the 24-hour services (online 10,14,28,37) *Line 252:* Line 252 should be shortened down to Huntington dr *Line 684:* Line 684 should implement a 24-hour service as well *Line 704,705,728,733,745,751,760:* I strongly opposed cutting these rapid routes because it is the faster route that runs along with the metro local lines and the rapid line can save peoples time faster and better than the local routes. **Gateway Cities** *Line 55:* Line 55 should keep the 24-hr service on Willowbrook ave area *Line 254:* Line 254 should replace the eastern portion of line 612 to Willowbrook station *Line 612:* Line 612 should shortened from Willowbrook station up towards Palm &Seville 7 days a week *Line 125:* Line 125 should add a 24-hr service for riders riding overnight *Line 128:* Line 128 should keep serving Cerritos city hall because city workers from Cerritos city hall always rely on that line going to/from work and there's no reason why it was proposed to be cut south of Alondra & Carmenita. cutting that segment would be unfair to riders and they would have nowhere to get around. Besides, Cerritos on Wheels bus runs only Monday to Saturday and that they do not accept TAP cards when paying fare. I would suggest that line 128 should be kept the same as is and add a weekend service for riders who need to go to the library and other things to get around as well. Those are all of my comments regarding the proposed service changes. Thank you very much for your time		
Bill Lam Chi	Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 100-199 that had operated east and west outside of downtown La that were shown below: ***Line 102***Line 102 should extend down on Alamo and Wilcox and end it at Atlantic/Cecelia replacing line 611 so that Atlantic/Cecelia has a layover instead of Slauson/Atlantic ***Line 105,110***support the same existing route on these two lines with current schedule as well as the line changes on line 110. and also, for line 105 do not merge with 705 because a lot of people use line 705 to get to their destination faster and saves time than line 105. ***Line 108,111,115,117***support the recommended route change and also adding the 24-hour service as well. Also, lines 108&358 should not merge because people use line 358 as an alternative way to travel faster than line 108 and suggested line 358 operate weekday rush hour with both directions during morning and afternoon rush hour. ***Line 120,621***I support splitting one route into two in which west of Norwalk station would be line 120 and east of Norwalk station would be line 621 ***Line 125***I support the recommendations on the existing line and frequency and please add a 24-hour service on line 125. on the January version it says that it would operate a 24-hour service and now in July it won't and so I would strongly suggest adding a 24-hour service on line 125 so that people would use line 125 to get home overnight ***Line 126***El Camino College students use line 126 to get from Matthan beach to the college and so I would highly suggest running line 126 from Manhattan Beach to El Camino college via Manhattan beach Blvd. ***Line 127***I support the recommendations made as well with the addition of the weekend service ***Line 128***I greatly support adding the weekend service which is good. However, line 128 should still keep serving the Cerritos city hall every day because people go to city hall for city services as well to the library because the library opens every day for people to read and also go shopping at the Towne Center as well. The Cerritos on wheels bus in Cerritos does not accept any form of tap card as payment fare and they have to fumble some money to pay one-way fare if TAP cards are not accepted as a form for payment. I would strongly add weekend service on line 128 and also keep the existing route running from Compton station to Cerritos Towne Center every day including weekends. ***Line 130***I strongly oppose transferring these two lines to two different agencies because it would cost a lot of money using the one-way fare and waste people's time as well. ***Line 150,240,245***I support merging line 150 and 245 to become new line 150 but please just keep extending all the way down to Universal City station in which it eliminates transfers with line 240 at Reseda. And also, do not make line 150&240 merge with line 750 because many people use line 750 to get there faster so that it is easy to save their journey time than lines 150&240 on Ventura Blvd. ***Line 152,162,163***I support the recommended changes on lines152,162,163. However, line 152 should extend west on Roscoe and Fallbrook down towards Fallbrook/Sherman in order to connect with line 162. Also, lines 152&353 should not merge	8/26/2020	email

Name	Comment	Date	Event/ Source
	because people use line 353 as an alternative way to travel faster than line 152 and suggested line 353 operate weekday rush hour with both directions during morning and afternoon rush hour. ***Line 153,154***I support the recommended route changes on lines 153&154. for line 154, I would prefer extending west from Sepulveda to Reseda on weekdays only with one line running on both directions on Oxnard St and another line running in both directions on Burbank Blvd. on Weekends, line 154 should run on the two-way direction loop on Burbank Blvd and Oxnard St. ***Line 155,183***I support lines 155&183 merging together to become new line 155 which runs from universal city station to Burbank via Riverside Dr and Magnolia Blvd. ***Line 158,167***I strongly support the recommended changes on lines 158&167 with line 158 running on Woodman Plummer and line 167 running on Coldwater Canyon &Devonshire ***Lines 161,164,165***supporting the recommended changes on these proposed lines regarding the frequency and the route change ***Line 166***supporting adding a 24-hour service on line 166 and the recommended route changes from Nordhoff station to Nordhoff/foothill. Also, lines 166&364 should not merge because people use line 364 as an alternative way to travel faster than line 166 and suggested line 364 operate weekday rush hour with both directions during morning and afternoon rush hour. ***Line169,645***add weekend service on lines 169&645. line 169 should operate between Canoga station and Burbank airport on weekdays in order to make connections at the airport and between Canoga station and Saticoy/Lankershim on weekends ***Line 176***Line 176 should run from Highland Park to El monte on weekdays but run with the frequency every hour instead ***Line 177***support the recommended route change, but do not transfer this line to another agency ***Line 180,181,217***If lines180,181,217 merge all together to form a new line 180, then run new line 180 from Pasadena to la Cienega/Jefferson station every day and extend down to culver city transit center on weekday peak hours only. If not, then keep the existing lines 180,181,217 same existing route as is and keep line 780 with the same existing route as well and extend line 780 down to la Cienega/Jefferson station as a new westbound terminal. Do not merge lines 180,181,217 with 780 because people like to use 780 which is faster than lines 180,181,217 so that people can get there faster than the local lines 180,181,217 ***Those are all my comments on the lines 100-199 that run east and west outside of downtown LA Thank you for your time***		
Bill Lam Chi	Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 300-399 which are the limited ones and the lines 400-599 for the express lines that were shown below: ***Lines 302,312,316,330,351,353,355,358,364,378***I strongly opposed cutting these limited lines mentioned above because many people use limited lines to get there faster in rush hour than the local lines. For the limited lines shown above, I would strongly prefer operating all limited lines in both directions during weekday rush hour as well ***Line 344***Support keeping the existing route 7 days per week between harbor gateway TC and Rancho Palos Verdes ***Line 442***This line should run only one or two buses during rush hour in each direction in order to shore up the riders during rush hour ***Line 460***Support keeping the existing routes from downtown LA to Disneyland and remove the freeway express charge as well ***Line 487,489,287***Support adding a new line 287 running from Arcadia to Montebello. Line 489 will remain with existing route during rush hour. For line 487 please extend that line to Arcadia station so that city of Sierra Madre would have at least one bus route going through the city and remove the express fare charge on lines 487&489 as well ***Line 501***Support going through downtown Glendale and stopping at LA Zoo as well as removing the express fare charge as well ***Line 534,134***Support renumbering line 534 into line 134 ***Line 550***Line 550 should run between USC down to San Pedro on weekdays with limited stops on that line ***Line 577***Support line 577 going on I-10&I-605 freeways to CSULB via Rio Hondo College on weekdays and also keep the Los Cerritos center stop as well so that people can go shop there and connect with line 130 as well ***Those are all my comments on the lines 300-399 limited routes and the 400-599 routes as well Thank you for your time***	8/26/2020	email
Bill Lam Chi	Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 1-99 that had operated to/from downtown La that were shown below: ***Line 2,4,200:*** Lines 2,4,200 should be kept the same existing route as is. Lines 2&302 should not merge because people use line 302 as an alternative way to travel faster than line 2 and suggested line 302 operate weekday rush hour with both directions during	8/26/2020	email

Name	Comment	Date	Event/ Source
	morning and afternoon rush hour. lines 4&704 should also not merge because many people use line 704 to travel faster than line 4 and line 704 saves time than line 4. line 704 should run from union station to Santa Monica 7 days per week. add an owl service on line 200 as well. ***Line 10,48:*** support the existing routes for both lines but please retain the owl service on line 10 so people can get home safely overnight ***Line 14,37:*** support the route change on line 14 but please retain the owl service on line 14 so people can get home safely overnight. also, I am supporting the existing route on line 37 and please retain the owl service on line 37 so people can also get home safely overnight ***Line 16,17,617:*** I support the recommended changes on line 16 and line 17 renumbering into line 617. I also voice my support on line 16 owl service so that people can get home safely overnight. plus, lines 16&316 should not merge because people use line 316 as an alternative way to travel faster than line 16 and suggested line 316 operate weekday rush hour with both directions during morning and afternoon rush hour. ***Line 18,20:*** I strongly want to keep the existing routes on lines 18&20 with owl service. Lines 18&20 should not merge with 720 because many people use line 720 7 days per week to get around from East La to Santa Monica very faster than lines 18&20 and line 720 saves peoples time quickly than lines18&20 ***Line 28,684:*** supporting adding line 684 in Eagle rock plus adding a owl service on eagle rock Blvd. to give riders a change to get home overnight. line28&728 should not merge because many people use line 728 from union station to century city because line 728 is faster than line 28 and line 728 can save people's time better than line 28. line 28 should also add an owl service from Downtown La to century city to give riders a chance to get home overnight. ***Line 30:*** line 30 should be extended east on1 t St. to Mariachi Plaza station in order to connect with line 106 and people rely on line 30 locally instead of using the gold line. line 30 should run between Mariachi plaza station to west Hollywood via1 t St., Pico Blvd., and San Vincente Blvd only on weekdays and line 30 would run between mariachi plaza station and Rimpau TC on weekends. line 30 should keep the owl service between Rimpau Tc and Indiana stations because people would need to get home safely overnight and there's no rail service between 1-4am in place of line 106 if line 106 does not operate owl service. Also, lines 30&330 should not merge because people use line 330 as an alternative way to travel faster than line 30 and suggested line 330 operate weekday rush hour with both directions during morning and afternoon rush hour. ***Line 33:*** do not merge lines 33&733 because many people love to use line 733 between union station and Santa Monica to get there faster than line 33 and line 733 can save people's time than line 33. lines 33&733 should serve Pico station in Downtown LA. ***Line 35,38***: Since the route has no changes, possibly support that recommendations that was made in July. ***Line 40***do not merge lines40&740 because people like to use line 740 to get there faster than line 40 and line 740 can save people's time than line 40. line 40 should keep serving the Crenshaw/MLK station because of the new rail line that is happening next year in which passengers would connect at Crenshaw/MLK station and would need to go north for the expo line and people use line 40 locally. line 40 should retain the owl service because people would need to get home safely overnight and there's no rail service between 1-4am. My suggestion is that line 40 would have more enhancements on weekends because line 740 should cancel Saturday service first and line 740 should operate the existing route on weekdays only until the opening of the Crenshaw line next year. ***Line 45***do not merge lines45&745 because people like to use line 745 to get there faster than line 45 and line 745 can save people's time than line 45. line 45 owl service should extend south to Rosecrans if line 127 does not do owl service so that people can get home safely overnight. ***Line 51,52***support the route change on line 51 and do not merge with line 351 because people use line 351 as an alternative way to travel faster than line 51 and suggested line 351 operate weekday rush hour with both directions during morning and afternoon rush hour. line 52 should keep the existing route serving the Harbor gateway TC because many line 52 riders would need to connect to the silver line there. ***Line 53***support the route change on this line and also add an owl service on this line as well ***Line 55***support the route change on this line and also add an owl service on line 55 to the Willowbrook area covering over line 202 as well. also, lines 55&355 should not merge because people use line 355 as an alternative way to travel faster than line 55 and suggested line 355 operate weekday rush hour with both directions during morning and afternoon rush hour. ***Line 60***support the route changes but do not merge it with line 760. line 60&760 should not be merged because many people love to use line 760 to get there faster than line 60 and line 760 can save people's		

Name	Comment	Date	Event/ Source
	time than line 60. also, line 760 should extend back to Artesia station on weekday service only and weekend service would remain ending at long beach Blvd. station as well. ***Line 62,262***support renumbering line 62 into new line 262 ***Line 66***I strongly opposed the cancellation of this line east of Olympic/Gerhart because there are Metrolink riders who would always use line 66 to get to work on weekdays. Cancelling line 66 east of Olympic/Gerhart is unacceptable and people would have to transfer from line 18 is definitely not okay. I would recommend that line 66 should always keep serving Montebello Metrolink Station every day to serve the Metrolink riders transferring to/from Metrolink trains as well as also keeping the owl service for this line for riders to get home safely overnight. ***Line 68,70,71,106***I strongly support merging lines 71&106 to become a new line 106 running from CSULA to ELAC. Line 106 adds a weekend service and this line should keep going on1 t St. to Atlantic Blvd instead of turning on Mednik because line 106 already has a rail connection from Indiana to Mariachi Plaza stations. I strongly opposed the cancellation of line 68 and line 70 west of Garvey/Atlantic because the highlands residents in Monterey Park always use line 70 for essential travel and other activities. Cancelling line 70 west of Atlantic/Garvey is wrong and unacceptable because Highlands residents in Monterey Park would lose access to line 70 and will have to walk far down on Garvey for many minutes in order to access line 70 at Garvey/Atlantic. There's a spirit bus line 4 operating in the Highlands area but only runs Monday to Saturday with no Sunday service. On Sundays, what would happen to the Highlands residents in Monterey Park if line 70 gets cancelled west of Garvey/Atlantic and the Spirit bus line 4 doesn't operate on Sundays. This is really unfair, wrong, and unacceptable to those Highlands residents in Monterey Park who need to ride buses to get around. I would strongly urge you to reconsider and please keep lines 68 & 70 with the same existing route as is with the current schedule. My strong recommendation is that line 70 would run with the existing route operating current daytime and owl service schedule between Downtown LA and El Monte via Garvey Ave. and line 68 would operate daytime and evening service as an existing route from Downtown LA to Montebello with some short line terminal at ELAC via Cesar Chavez Av. and add a 24-hour owl service on line 68 going from Downtown LA to ELAC via Cesar Chavez Av. so that people would use line 68 to get home safely overnight Also, lines 68&70 should not merge with line 770 because many people including ELAC students use line 770 to get there faster than lines 68&70 and line 770 can save people's time better than lines 68&70. ***Line 76***This line should end at Broadway/Venice not going into maple lot as well as serving Chinatown and union station eastern entrance on Vignes. ***Line 78,79,179***line 78 should keep the existing route to peck road because people do not want to connect with foothill transit line 492 with expensive fares. Line 78 should not merge with line 378 because people use line 378 as an alternative way to travel faster than line 78 and suggested line 378 operate weekday rush hour with both directions during morning and afternoon rush hour. Line 79 should also be kept the same because many people do not like to transfer with line 78 at Huntington/Maycrest because there’s no layover there and it wastes time on transferring to line 78. My strong recommendation is that lines 78&79 should be keeping as the same existing route and also add a potential 24-hour owl service on lines 78&79 so that people would use these lines to get home safely overnight. ***Line 81***support adding owl service on this line as well as the route segment where the Colorado Blvd segment be run day and evening and on Yosemite Dr. during the owl ***line 83,182,175***strongly support merging lines 83&175 into new line 182 ***Line 90,91,290,690***strongly support merging lines 90/91 into a new line 290 and 690. However, line 690 should not go into lake view terrace and should always extend south to Sunland Blvd. to connect with new line 290 for people going on Foothill Blvd. north of Sunland Blvd. ***Line 92***always keep the owl service on this line because people use this line to get home from work safely overnight ***Line 94,294*** line 94,&794 should not merge because many people use line 794 to get there faster than lines 94 and line 794 can save people's time better than line 94. line 94 should run on San Fernando Rd. only and not turn into downtown Glendale and splitting with line 294 because people do not want to transfer and it's a waste of time to complete their trip because many people want to have a one seat ride from Downtown La to Sylmar station every day. I also support adding a 24-hour service on line 94 because many people use this line to get home from work safely overnight ***Line 96,296***lines 96 should not be line 296 because we need to secure one bus line running on the freeway and my suggestion is to run		

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	between Burbank and Downtown La on weekdays and on weekends just run between Burbank and Lincoln/Cypress station. Those are all my comments on the lines 1-99 that run to/from downtown LA and I have more comments on other routes in a separate email Thank you for your timeHello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 901,910,950 that were shown below: ***Line 901:*** For line 901, I support the recommended changes regarding the frequency and the existing route from North Hollywood to Canoga and Chatsworth ***Line 910,950,450:*** Line 910 should be kept the same existing route between El Monte and the Harbor Gateway Transit center everyday including 24-hour service as well. Line 950 should also be kept the same existing route between El Monte and San Pedro because San Pedro residents always want to take Line 950 to get around. If zero emissions buses happen why can't you add a charging station in San Pedro instead? What about charging for some time at the Harbor gateway transit center before departing? If line 950 goes in and out of the Harbor Gateway Transit Center, then the charging station would have charging the bus at the transit center first and then wait for a bit to be charged full before departing just like Foothill Transit line 291 in which it stops at Downtown Pomona Transit Center (where it has a charging station)for some time to charge and then depart for the next stop if the battery is full. If not, then potentially make line 950 become 450 and potentially extend the line into Union Station Bus plaza for some trips on weekdays replacing the former line 445's route to union station. *Those are all my comments on the lines 901,910,950,and 450. Thank you for your time*		
Bill Lam Chi	Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 600-699 regarding the shuttle & circular routes and lines 700-799 for the rapid routes that were shown below: ***Line 601***Line 601 is a replacement of the line 901 segment in Warner Center. Since the orange line operates the 24-hour service, why can't we keep the 24-hour service on line 601? Line 601 needs to continue operating the 24-hour service because workers who work at mall and other business ends overnight and they need that route to connect with line 901 to get home. So please keep the 24-hour service on line 601 so that workers can get home safely overnight from work. ***Line 602,603,605,665:*** I support the recommended changes on these lines regarding the frequency and the routes as well ***Line 607,685:*** Support the recommendations on the cancellation of the route ***Line 611:*** I strongly support the recommendations that was made on the 611 but the Alamo and Wilcox segment would be better to be replaced by line 102 so that line 102 would extend down to Atlantic/Cecelia terminal for a layover ***Line 612:*** Line 612 should operate with one bus in each direction with the hourly frequency ***Line 625:*** Line 625 should be kept because the airport lax workers need the bus line to access the World Way West to work there ***Line 656:*** support the recommended route changes regarding the 24-hour service line ***Line 686,687,662:*** supported the recommended changes by keeping 686 and replacing 687 with 662. for line 662, I would suggest running on orange grove bl instead of Washington bl because Washington bl area is served by lines 268 and proposed 256A and Pasadena transit lines 31/32 ***Lines 704,705,710,728,733,745,750,751,757,760,762,770,780,794:*** I strongly opposed cutting these rapid routes that were mentioned on this list above because the rapid and the local lines should run together in which that the metro rapid lines are the fastest route than the metro local lines and the rapid routes can save peoples time trip faster and better than the local routes. ***Line 720:*** please keep line 720 the same existing route as is with the current schedule because people like to use this route to travel faster between Santa Monica and East LA in which can save people's time and running on the bus lane on Wilshire as well. and also, there's a purple line extension happening and so when it opens, we need to decide what happens next and so just please keep the existing line and the current schedule for now so that we need to determine about the purple line extension later. ***Lines 734,744,788,761:*** line 734 should run from Sylmar to Sherman oaks so that people can keep using line 734 to get to their destination faster than line 234. I support the lines 744 and 788 merging to create line 761 from san Fernando valley to the westside. And also, line 744 should run on Reseda because people use Reseda rapidly to go to CSUN on weekdays for a faster trip. ***Line 740:*** line 740 should also be kept as the same existing route as well and maybe run on weekdays because the Crenshaw/LAX line would start service maybe next year and so I think that line 740 should keep operating with the existing route until the Crenshaw/Lax line opens for	8/26/2020	email

Name	Comment	Date	Event/ Source
	service ***Line 754:*** please keep line 754 the same existing route as is with 7-day service because many people use this route on Vermont Ave to get around faster than line 204 ***Those are all my comments on the lines 600-699 for shuttles and circulators and the 700-799 lines for the rapid routes. Thank you for your time***		
Bill Lam Chi	Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 200-299 that had operated north and south outside of downtown La that were shown below: ***Line 201***support the cancellation of the route. ***Line 202***line 202 should extend down to Del Amo station locally for riders who get home from work. ***Line 204***support the existing route but along with line 754, 754 should operate 7 days per week because of high ridership on Vermont Ave for faster rapid time than local ones. ***Line 205***line 205 should keep serving the Harbor gateway Transit Center in order to keep connecting with the silver line. ***Line 206,232***support the existing route and the frequencies. ***Line 207***do not merge with 757 because 757 is a rapid route and people use the rapid line faster and saving time than line 207 and also keep serving the franklin ave. including 101 freeway as well. ***Line 209***Support shortening line 209 from expo/Crenshaw to the Crenshaw green line on weekdays. ***Line 210,610***support adding the new line 610 to Hollywood. for line 210, I support running from Wilshire/La Cienega to south bay galleria with adding a 24-hour service and also keep serving the Artesia Blvd. segment. do not merge with line 710 because people always use this route because it saves their trip time and faster than line 210 and line 710 should keep running from Wilshire/Western station to south bay galleria via Crenshaw Blvd. and Redondo beach Blvd. ***Line 211,215***I support operating the loop on the north side of Hawthorne station on line 211 and the south side of Hawthorne station on line 215. ***Line 212***Support extending down to the south to south bay galleria via Hawthorne Blvd. Also, lines 212&312 should not merge because people use line 312 as an alternative way to travel faster than line 212 and suggested line 312 operate weekday rush hour with both directions during morning and afternoon rush hour. ***Line 218***support keeping the line running from san Fernando area to Fairfax/Santa Monica everyday ***Line 222***this line should keep serving Hollywood/highland station extending down on Cahuenga Blvd. replacing current line 237 because people use the Cahuenga Blvd. segment as a local route instead of red line. ***Line 224***supporting the recommended changes on this line as well with the addition of the 24-hour service ***Line 230***support the recommended changes on this line with DASH service taking over routes north of Sylmar station ***Line 233***strongly support the recommended changes on this line but keep operating from Sherman oaks to lake view terrace daytime and evenings and 24-hour service extending to Westwood. ***Line 234***support shortening the route from Sylmar to Sherman oaks and adding a 24-hour service on this line as well and don't merge with line 734 ***Line 236***support the recommended changes on this line and frequencies as well but operate some trips north of san Fernando mission Blvd. as well ***Line 237,239***support the recommended changes on these two lines with the addition of weekend service as well ***Line 242, 243***support the recommended changes on these two lines with the addition of weekend service as well ***Line 244***support the recommended changes on this line with the addition of weekend service as well ***Line 246***please keep the 24-hour service on this line because the san Pedro residents need this line to get home overnight and there is no owl service on silver line running south of Harbor Gateway TC to san Pedro and so I urge you to please keep the owl service on line 246 so that people can get home on time overnight ***Line 251,252***support the recommended changes on the frequency but do not merge with line 751 because it is the faster rapid route and people use line 751 to get there faster than line 251. line 252 should run together with line 251 from LB Blvd. station to Huntington Dr. via soto St. ***Line 254***this line should operate only on weekdays and the new southern terminal would be potentially Willowbrook station if this line is planned to replace parts of discontinued line 612 ***Line 256***line 256 should not transfer this route to city of Commerce transit and should operate with the existing route from Commerce all the way up to ending the line at Highland park station in LA or at Del Mar station at Pasadena ***Line 258I strongly opposed the eastern Ave portion because workers on Monterey Pass Road needs that bus line to get home from work and there is no spirit bus service on Sunday and so how would people working on Monterey Pass Road get around if there is no Sunday service on the Spirit Bus (remember spirit bus runs only from Monday to Saturday)? I would strongly suggest keeping the existing route including Monterey Pass Road and***	8/27/2020	email

Name	Comment	Date	Event/ Source
	also keep serving the Oak Knoll Av-Cir in San Marino in order to go to Pasadena to either end at Altadena or connect with line 662 at Del Mar Blvd. as well as adding a new weekend service on line 258 ***Line 260,261,660*** I strongly support doing line 660 from Pasadena to Altadena as well as adding an owl service on line 260. line 260 should not be split into two lines because the majority of people want local line 260 running from Artesia Station to Pasadena without transferring buses. line 260 should also not merge with line 762 because a lot of people use line 762 to get to their destination faster and saves travel time than line 260. ***Line 264,267*** support line 267 running from Del Mar station to El monte with the existing route in place. for line 264, please keep this existing line running from Sierra Madre Villa station to Duarte every day because a lot of people use line 264 locally on Michillinda Av and Duarte Rd. besides the gold line service. ***Line 265,266*** support the recommended changes and frequency on lines 265&266 as well as potentially adding an owl service on line 266 ***Line 268*** supporting line 268 running from El monte to Sierra Madre villa station via Santa Anita, Lower Azusa, Baldwin, and Foothill. ***Those are all my comments on the lines 200-299 that run north and south outside of downtown LA Thank you for your time***		
Brian Matsumoto	I'm speaking on behalf of the Nature for All Coalition. I'd like to bring up transit to parks, transit to the San Gabriel Mountains and ask where the transit to parks routes are in the NextGen plan because this is a critical equity focused community issue. The San Gabriel Mountains make up 70 percent of L.A. County's open space, but not a single public transit route exists to connect residents with their own public land, the forest and mountains which practically every single resident can see from where they live, but without a car there's literally no way to set foot in these public mountains. For this reason, Metro issued a transit to the park strategic plan last year in May of 2019 to address this with -- I'm getting feedback. But specifically the Metro board required key action items, and with the NextGen plan, the transit to parks strategic plans was supposed to be used as a guiding Noah Hernandez. I have a question. I've been through several workshops before the pandemic hit, and I notice that there's been people who are requesting to bring back at least the three lines from the San Gabriel Valley 190, 194 and the 270, but at the very least 270, and I notice that it wasn't included to bring it back as part of the NextGen. Is it because it's a done deal back in 2016 with making a deal with Foothill Transit and Norwalk Transit respectively? Thank you very much for taking my call.	8/24/2020	SGV PH
Brian Reid	Elimination of the portions of Metro Lines 487 and 268 will cause extreme hardship to the seniors, students, and disabled residents of Sierra Madre who require, expect, and have a reasonable right to not have service completely cut off. Ride-sharing is too expensive and not even possible to those like myself (a 63 year old) who doesn't own a smartphone.	8/24/2020	SGV PH
Brian Steckler	ATTN: "Next Gen Bus Plan - Proposed Service Changes": According to the Next Gen Bus Plan, Line 217 may be discontinued South of La Cienega Boulevard/Jefferson Station to Westfield Culver City - due to underutilized service. May the MTA consider the number of passengers that consistently use Line 217 relevant to their needs, and implement a limited timetable during am hours and pm hours? This modified schedule in the proposed areas of discontinuance will reduce the costs for service, while accommodating passengers that benefit with public transportation. Thank you for your consideration. Brian Steckler	8/24/2020	email
Bryan Medina	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Byron E	All the proposed changes are great. I am concerned that the map in the presentation doesn't show the new segment of line 94 into Downtown Glendale. I hope that wasn't cut from the final proposal as it would provide a useful direct link between downtown Glendale and NoHo station. I am hopefully the route changes at least take effect in 12/2020 as I understand frequency changes would depend on the recovery Of ridership	8/17/2020	SFV PH
Byron E	Supports Safety & Security Features, Traffic Congestion Solutions	7/29/2020	Virtual Workshop
Carol Montgomery	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email

Name	Comment	Date	Event/ Source
Caroline Toren	The NextGen Plan is a result of extensive analysis, community outreach, and discussions on how to advance equity. The impact of adequately funding NextGen and the work led by Metro's Equity Officer should not be understated. This is how we 1) create access to education, employment, healthcare, childcare, and other key services, 2) ensure Metro's services and capital improvements are designed, implemented, and evaluated with an intersectional racial and gender lens, and 3) build thriving communities. Budget, staffing, and design decisions reflect an agency's priorities, and now is an opportunity to create systems-change by ensuring the most ambitious version of NextGen is implemented.	8/26/2020	WSC PH
Carrie Scoville	Please do not cancel the Silver Line to San Pedro. We have no Metro Rail service to our City Hall, this is our lifeline to our downtown jobs. San Pedro does not have jobs unless you work on the docks. Professionals and others need direct public transit access all the way to Downtown LA. A transit change at the Green Line won't cut it. Thank you, Carrie Scoville San Pedro	8/19/2020	SFV PH
Central San Pedro Neighborhood Council	The Central San Pedro Neighborhood Council appreciates the two bus shelters on W. 13th and Gaffey Streets. Many people use these bus stops and these shelters encourage more ridership since the particular location is a lay-over for the 205 Metro Bus. Should other shelters become available, we have suggestions on where they may be placed in our community. Sincerely, Carrie Scoville, President	7/2/2020	email
Charles Adelman	In response to a comment made by a governance council member at the Saturday 8/22/20 public hearing, let me say that, yes, those of us who spoke against the elimination of the Rapid Bus network do understand, perhaps better than some council members, just what is being proposed. The Rapid bus lines will be eliminated and the service hours reallocated to the local service which will be reconfigured to > stop every 1/4 mile instead of the current 2/10 mile. This will result in significantly longer trip times for riders traveling long distances, i.e. 1/2 hour longer on the line4 verses the line 704 from Hollywood to Santa Monica > or on the line 180 verses line780 from Pasadena to Hollywood. This could result in many riders such as my self-driving our own cars or using Uber or Lyft rather than the bus. Furthermore, as I pointed out in my oral > comments at the 8/22/20 hearing, the reduction in the number of scheduled stops on the local service will not result in fewer actual stops, as he bus only stops if passenger signals to get off or someone is waiting at the stop; fewer scheduled stops will mean fewer skipped stops. The proposed breaking up of some long lines into shorter lines requiring riders to transfer to another bus to complete what is now a one seat ride will result in a loss of ridership, especially if the transfer is to another operator's bus, requiring additional fare. The general rule of thumb is a loss of 50% of potential ridership for each required transfer: the more transfers, the more hassle and uncertainty, and therefore, the less competitive the transit option is with driving. In the case of line 210, which is proposed to be terminated at Wilshire Blvd., I have noticed that the majority of southbound passengers who board in Hollywood get off between Olympic and Adams, but few get off at Wilshire. Thus, the Wilshire termination is a great inconvenience to passengers riding to or from Hollywood, but provides no real benefit to anyone else. The line 210 should therefore be left as it is. There are, never the less, many operational improvements that can be made to the system. For one thing, there are many time slots on many busy lines, where two buses operate in tandem, leapfrogging stops. Moving in one of these buses up half ascot would result in more frequent service with the same resources. Finally, why are we even operating tier 4 service ? If there is not enough ridership to run a bus more often than once every 40 to 60 minutes, why not just eliminate the line and use the bus to improve service on a busier line.	8/27/2020	email

Name	Comment	Date	Event/ Source
Charles Adelman:	My comments are L.A. is a very large area, and it's a lot of long distances to travel for people. There's not a one size fits all approach for transit. That does not work. That's why we created the Rapid buses in the first place. The problem with the Rapid buses is they don't offer it enough to do any good. People spend more time waiting for the bus. They save on the bus a lot of the time. So I propose the removal of the Rapid buses. You need to run them frequent enough to be useful for people and maybe make some of those half mile stops. I also am very concerned about the consolidation of many stops on the Local Lines too. Those will not save you the amount of time that you think they will save you because the Rapid or the Local Lines stop only at those scheduled stops where somebody is planning on getting on or off the bus. So eliminating some of those scheduled stops simply reduces the number of stops that they skip when somebody is looking to get on or off the bus there .So they will probably spend just (unintelligible) hundred percent of the stops like the Rapids now do rather than only say 90 percent of their stops or 80 percent of their stops and -- as they do currently. And also consolidation that will make it much harder for people who are mobility challenged to get to the bus stop a lot longer distances to go to get to their stop, and by the way, your information that you have as to mobility challenged does not recognize those people who are mobility challenged only for short time because of injuries are not going to have a disabled pass because by the time they get the disabled pass, their injuries will be healed. And, finally, I would suggest that you leave the Wilshire Boulevard corridor Lines 27 and 20 alone. Both lines currently operate at very close frequencies and are very crowded, and off-peak, both lines are very crowded. So it makes no sense to fix it if it ain't broken. So we should leave those lines alone until the purple extensions is up and running, at which point we can eliminate the 720 because it will be a totally superfluous line at that point, and finally I would suggest that we stop making any changes until we get COVID under control and we see…" –	8/22/2020	All Regions PH

Name	Comment	Date	Event/ Source
Charles M. Deemer	General suggestions/commentary on the nec Metro bus change proposals & connections both within & outside Los Angeles County. My proposals are focused on providing new connections with the current Metro system as it's looking to be configured & neighboring systems in adjacent Counties. First off, the Disneyland bus Line 460 should be extended to ARTIC (Anaheim Regional Transportation Inter-modal Center) with 3 additional stops at (1) Harbor Blvd./Katella Ave. (2) main Katella Avenue entrance to Angel Stadium (3) main General suggestions/commentary on the Metro bus change proposals & connections both within & outside Los Angeles County. My proposals are focused on providing new connections with the current Metro system as it's looking to be configured & neighboring systems in adjacent Counties. First off, the Disneyland bus line 460 should be extended to ARTIC (Anaheim Regional Transportation Inter-modal Center) with 3 additional stops at 1) Harbor Blvd/Katella Ave. 2) main Katella Ave. entrance to Angel Stadium. 3) main Katella Ave. entrance to Honda Center. This would provide connecting service to Metrolink & Amtrak for Metro from Line 460's service area. Second, it seems like that no work will be done to extend the current Gold Line East of the 3rd Street/Atlantic station until at best well into 2030's, a Rapido (Bus Rapid Transit) line be set-up to connect with the Pomona Transit Center adjacent to the Riverside Line Metro-link station on Garey Ave. in Pomona. It would principally travel on the Pomona Freeway with stops possibly at the Montebello Shopping Center, Puente Hills Mall & any other transit center/park & ride lot that's along that route. Third, would be connecting Torrance & the South Bay area with Anaheim's ARTIC. There are 6 major East/West rail/Rapido lines in Los Angeles County & yet none currently runs South of the Airport Freeway (I-105). Starting at the North-side bus hub that's now adjacent to the Del Amo Fashion Square Center on Carson St. the bus would loop around the Mall on Hawthorne Blvd., Torrance Blvd. & then turn North on Crenshaw Blvd. Its next stop would be the yet-to-be-built (T3) Torrance Transit Terminal on Crenshaw Blvd. When it opens. Continuing North on Crenshaw Blvd. to 182nd Street then turn East to the next stop on Western Ave. to connect with the Gardena #2 Line. Then continue on to Harbor Gateway Transit Center. Continuing East on 182nd Street to Avalon Blvd. The 5th stop would be adjacent to CSU Dominguez Hills on Avalon Blvd. After that continue South to the San Diego Freeway going on it Southeast/East to Lakewood Bld. Exiting & going North to Long Beach Airport for the 6th stop & then possibly a 7th stop between Long Beach City College and Veteran's Stadium. Traveling South on Lakewood Blvd. back to the San Diego Freeway, the bus would continue going East/Southeast to the Garden Grove Freeway & then to the Orange Freeway interchange go North to the Katella Avenue off-ramp & then either conclude at ARTIC for the final stop, or continue on to Disneyland as the final stop using the same 3 proposed stops for Line 460 that I mentioned previously. Since Proposals 2 & 3 are new lines you would charge $3.00 each way with automatic transfers to any bus line along their routes with reduce faire at ½. The reason for Number 2 is that Omnitrans is transforming Milliken Ave. into a Bus Rapid Transit Route from Pomona Metrolink Station that will eventually connect to the Metrolink San Bernardino line. Along the route stops are planned for Ontario Airport, Ontario Arena/Ontario Mills Shopping Center & the Fontana Raceway among others. Since one of the objectives of this study is to bring locations attracting large number of people into the service network, these 3 seemed to fit quite well with that objective. Another item, not to a new/modified bus route that would seem useful for all riders would be printing a mini-map similar to the one already being distributed showing the Metro Rail & Busway. This map could show all 37 OWL service lines with different colors being used for frequency of service during the over-night hours. It would make it easier for someone to know which areas have 24 hour bus service. Submitted for your consideration, Charles Michel Deemer	8/27/2020	email & USPS
Chris Barrow	I oppose the elimination of Rapid buses on Ventura Blvd. I have used Rapid buses for the past 10 years and need them to get to the Universal subway station and to transfer to Calabasas. The Rapid bus stops are the best stops on Ventura providing shade, benches, and bus arrival information. It would be a waste to redesign the Rapid bus stops. Ventura Blvd. is 18 miles long and the Rapid buses are important to essential workers and seniors across the Valley. Also, Ventura Blvd. is the world's longest avenue of contiguous businesses according to Wikipedia, and good public transit helps businesses. Please save the Rapid buses on Ventura.	8/19/2020	SFV PH

Name	Comment	Date	Event/ Source
Christopher PATE	please eliminate 256 and 83 from Monte Vista St and move to Figueroa. We are trying to put in speed humps to slow cars down and keep them from running stop signs and the bus route is preventing this from happening. Authorities have told us that this is the case.	8/22/2020	All-Region PH
Clark Bernstein	I would like to propose moving a portion of the 83/256 bus route through Highland Park. The route currently moves off the commercial corridor on Figueroa and on to the residential heavy Monte Vista St. between Ave 50 and Ave 61. Years ago this street was a commercial/ residential mixed use street, but this street is now very residential and has been proposed for future speed bumps to slow traffic. This street stretch also is home to two schools. The bus noise and pollution are a disruption to the residents on this stretch, yet would blend in seamlessly two blocks South on Figueroa, the main commercial corridor. This move would still keep the bus same one block from the metro gold line.	8/22/2020	All-Region PH
Clayton Marshall	Hi Scott, We initially corresponded several years ago, and I reintroduced myself at a NextGen workshop in Wilmington back in March. Hope you're surviving the endtimes a-ok. I just saw the revised plan for the new Line 450 and wanted to reach out to say thank you for listening. While I hope San Pedro will eventually merit increased direct service from other parts of town -- I still wish we had something akin to the Blue Line that ran the length of the 110 -- I'm grateful to see that we'll still have a connection-free line to/from downtown during peak hours on weekdays. Pre-pandemic, the evening commutes from downtown to Harbor Gateway on 910/950 were routinely jam-packed, so I also think it will help to have another option heading south besides the Silver Line. Whenever you're comfortable sharing a draft schedule for the new line, I'd love to see it. Thanks again, Clay Marshall	8/4/2020	email
Clyde Williams	Unclear as to Transfer required between Buses 78 and 179 or will 179 continue to DTLA, including Chavez and Spring.	8/20/2020	All-Region PH
Cody Briggs	Thanks to Measure M, Metro currently has the most money available of any public agency in the County of Los Angeles, however I am not aware of any efforts to help solve our regional houseless crisis. Why have we not seen Metro utilize any funds to help mediate the houseless crisis and what if any are Metro's plans to contribute towards a solution?	8/25/2020 & 8/27	WSC PH & GWC PH
Corinne Solis	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Courir Laufen	Dear Metro, Thank you for your NextGen bus effort. I support the general philosophy of providing more frequent service. Specifically, I think the consolidation of the Rapid and local buses makes sense and should be a better experience for most riders. I am also appreciative that Metro has restored many routes that were proposed for removal (179, 218, 287, 296, 344, 645) That said, I think there are ways for the NextGen bus proposal to be improved. I understand that Metro has a limited budget, so I suggest changes to save buses while not compromising access to the transit system, in order to fund improvements to underserved areas. *How to save buses to fund improvements without hurting the network* · 4 – Does the 4 have to travel all the way to Broadway & Venice? If it stopped at Broadway & 7th instead it could save 15 minutes round-trip (2 buses). · 260/261 – Please keep the 260 as is on Atlantic Blvd. Diverting the 260 to the Willowbrook/Rosa Parks Station wastes maybe 4 or 5 buses that could be used to keep other routes and duplicates the 120. It also disrupts travel on Atlantic Blvd. · 460 – Thanks for keeping service to Downtown LA. Why doesn't it travel more directly on the Santa Ana Freeway instead of on the 110 and 105? Maybe you could save a bus with the faster travel time. · 754 – Why does the 754 have to continue north of Wilshire? The Red Line is already there. This would save maybe 4 buses to preserve other routes proposed to be cut. *Improvements* The San Gabriel Valley/East LA network could be simplified and made more effective as follows: · 68/70/106 – The 68 should travel along César Chávez from Downtown LA to Montebello. The 70 should travel along Garvey, City Terrace and Wabash from El Monte to Downtown LA. This is faster than diverting to César Chávez, avoids duplication on Atlantic, and preserve buses on Ramona Blvd. The 106 should just travel from USC Medical Center to Atlantic and César Chávez. These routes would be more direct, simpler and more comprehensible route pattern than the current proposal (particularly the "C"-shaped 106-which does not reflect any natural travel pattern) · 45/179 – You should consider linking up the 45 and 179 so that people on Huntington Drive can continue to reach Downtown LA directly (maybe break up the 45 in Downtown LA so it's a shorter and more reliable route). [image: San Gabriel Valley.jpg] The San Fernando Valley network could be simplified and made more effective as follows: · 224 – Please keep the 224 connection to Olive View Medical Center, rather than having the 690. The proposed 690 routing would force a transfer to get anywhere south of the Sylmar/San Fernando station. A Red Line rider trying to reach Olive View, for example, would have to make *two *transfers. That's a huge turnoff to ridership. · 236 – Please keep the Granada Hills segment of the 236 and link it up to the Olive View Medical Center. That will make medical services accessible to more of the Valley and make sure people aren't walking miles in the hot sun to get to the bus. Offering only school service (it's unclear what this means from your proposal) is insufficient. · 690 – Operate the bus from Olive View Medical Center to Sunland, so that people can continue to travel further along Foothill Blvd to La Cañada. [image: San Fernando Valley .jpg] Other suggestions: · 211/215 – The loops are confusing. Why not have one bus on Inglewood Ave, and one bus on Prairie Ave? They can both divert to the Hawthorne Green Line Station. · 243/244 – The bus should continue to Porter Ranch, only about a mile further. As was stated in the San Fernando Valley hearing, 20% of the Valley population lives north of Devonshire. · 256 – The 256 should not be broken up into three pieces. At minimum, there should be one route between Downtown Pasadena and Commerce – this is more of a regional route. The portion between Sierra Madre Villa Station and Downtown Pasadena could be transferred to Pasadena Transit, as that is more of a local route. · 625 – There are no credible alternatives to discontinuing this route. As an alternative, please work with LADOT to provide shuttle service to the Crenshaw and Green Lines. This is what they are good at – providing frequent shuttles. Thank you for the opportunity to comment on the NextGen Bus proposal. Please let me know if you have any questions about my suggestions.	8/27/2020	email
Cynthia Cortez	The Southeast Los Angeles (SELA) Collaborative launched its Policy and Advocacy Agenda in 2019. It includes policy recommendations on transportation rooted in community voice. One request is to improve the 612, 611, and 102 bus lines that run through Maywood, Bell, Bell Gardens, Cudahy, Cudahy, Huntington Park, and South Gate to ensure residents can move effectively and efficiently in and beyond the southeast LA region.	8/26/2020	GWC PH

Name	Comment	Date	Event/ Source
D L	I oppose the discontinuation of Routes 750,744,788,733,757 and reduced 720 because in the Valley 750 is the Oldest route and I want the 750 to be every 10 minutes while 15 for 150 and extend 750 to Chatsworth Metrolink Station around Topanga Canyon while I support 761s return I oppose 744s discontinuation Because of Reseda and I would like 744 rerouted from Reseda to Sylmar on Sepulveda while 761 takes over the Van Nuys portion and have the route every 10 minutes while 240 should be 15 and I would like to Fix the 720 with every 5 minutes with 20 every 10 for both Rush and keep weekend service	8/20/2020	All-Region PH
Dale Case	I like changes on lines 90 and 91 to make one service to line 290 Also 501 line will bring more people on board to go to downtown Glendale to stop at Glendale mall I like about 158 and 167 lines because it make it easier to read these lines instead confusing 158 and 167 lines to intersect between the two lines	8/19/2020	SFV PH
Dale Pederson	Metro Service Planning & Development: I have reviewed the NextGen Bus Plan proposed service changes for lines operating in the San Marino area and support the July 2020 plans. The elimination of lines 78, 79 and 378 on Huntington Drive, replacing it with new Line 179. The elimination of the Oak Knoll Avenue portion of line 258. We look forward to the implementation of the NextGen improvements. Thank you for the opportunity to comment. Dale Pederson	8/25/2020	email
Dan Ramos	Hello: I wish to add to my previous comment regarding the NextGen bus changes. I viewed the changes for line 62 which currently runs from downtown LA to Hawaiian Gardens. The new reroute (new 262 line) will be from the Gold Line Atlantic station along Garfield Ave. to Telegraph Road and then onward on the existing route. I support this change as people who do not want to go to East LA or Boyle Heights can go direct to the Gold Line then onward to Downtown LA. Thank you for your attention. Dan Ramos	8/22/2020	email
Dan Ramos	Hello: Thank you for the opportunity to comment on the NextGen Bus proposals. I have viewed the many changes proposed for the new route realignments and I wish to say all the changes will not come easily because of the fact all routes run on the same streets as automobile traffic. There does not seem to be any effort to separate street auto traffic from buses. Until there is a move to have many more bus-only lanes, the goals of this program will not succeed. I realize Metro will have to work with local cities to achieve this at some political cost, but if Metro is serious about speeding up bus service, this needs to be looked at.The El Monte Busway and the bus-only expressway on the I-110 freeway are good high-speed examples of bus-only operation. I notice some Rapid lines (the red buses) will be eliminated. I think this will be a mistake as many people will not care about service frequency instead wanting faster service. I use the 704 route when I can and prefer the speed of the line. I predict there will be some calls to bring back those lines, but until the changes actually occur, we all will have to see how the public responds	8/22/2020	email
Dan Wentzel	I support the NextGen Bus Plan but believe it will take a network of bus lanes for it to work operationally. Bus infrastructure on busy corridors is essential. I am grateful the 218 was saved. Line 180 will be a powerhouse line, but will need bus lanes on Hollywood and Fairfax to keep a schedule. Bus lanes for Line 4 and 33 on Santa Monica, Sunset, and Venice Blvds. would be great as well. Thank you,	8/26/2020	WSC PH

Name	Comment	Date	Event/ Source
Daniel Lopez:	I currently go to High Tech L.A. I live in the Reseda area of Northridge. So the issue with the Valley is that, you know, I didn't like the new proposal for 150 and new 240 to take over Line 744 and 750 because 744 and 750 were good lines for the Valley while 750 is one of the oldest Rapid lines to ever happen, and I felt concerned that we would probably have an overcrowding on those new generation 150 and one other because, you know, there would be a bunch of students, and while I do support the 761 to take over the Van Nuys portion, we should probably keep 744 and 750 together while for 744 you should keep it in the Reseda area while you should take -- 744 should take over the Sepulveda area while 761 takes over Van Nuys. For 750, just make it -- every NextGen proposal that those lines would happen while NextGen proposal 750 should probably have a new extension to the Metrolink region along with the new 150, and for 240 and 150, it should be every 15 minutes while Rapid 744 and 750 should be every ten minutes, which I think really wanted that to happen during weekdays and possibly have a weekend extension to those lines and have more connections like the Orange Line, G Orange Line. So for the Orange Line, we should probably have an express version that stops at certain stops from Chatsworth to Canoga to Reseda and Pierce College, Van Nuys, Balboa and" --	8/22/2020	All Regions PH
David King	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
David Ramirez	Increase the service of Route 106 between East LA College and The Shops at Montebello to every 15 minutes on Weekdays, and every 20 minutes on Weekends.	8/24/2020	SGV PH
David Wells	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
David Ysais	I have been fortunate to have attended nearly all of the Next Gen planning meetings as an advocate and as a host. I am the public relations manager at Los Angeles Trade-Technical College, and thousands of our students use the bus system every day in support of their educational journey. The thoughtfulness that has gone into this planning will help students access classes and will make them feel safer if they have evening classes. There was a need for connections from the San Gabriel Valley through the hubs of downtown LA and this plan addresses that. We congratulate everyone who worked on coming up with a responsive strategy and we encourage the Metro board to approve it.	8/24/2020	SGV PH
Deborah McGill	Just a few comments about Nextgen. I have lived in Altadena for over 30 years. I took the 485 to downtown from Lake and Fontenet, arrived in 45 minutes. I used the 401 on the Pasadena Freeway and would take the 180 up the hill if I was not in the 485. Service was not ideal between Colorado and Altadena Drive but I never needed to use a car. Fast forward to the Gold Line. Currently, one really can't get downtown without a car. The express bus disappeared as with the frequency of service...every option whether that be the 260, 264, 267, 180, 687 took 30 minutes just to get to the gold line. My car always ended up in Filmore. The proposed plan calls for even further decimation. The only bright spot is increased frequency of service up Fair Oaks with minibuses but even that it is not much a bright spot since there used to be buses that left every 15 minutes from the top of Lake. The disappearance of all service on the east side of Altadena is also concerning. Ditto for JPL service. Right now, I realize hardly anyone is on public transit. Recognizing this plan is for a future when hopefully we are back on public transit, I think there has to be more consideration as to why people in Altadena gave up on public transit to the gold line, at least I did given the huge intervals between buses (which for some reason ran clustered together) and the lack of express service down the hill to the metro. I think people in Altadena would use the service if these problems did not exist. I know I was on the metro more recently as the network expanded but I really resented that I could not get off the mountain without a car and with increased frequency to the metro from other points in Altadena, others in the community will probably get on public transit once we return to normal.	7/31/2020	email

Name	Comment	Date	Event/ Source
Dennis Mogerman	Dear MTA, We of the West Mar Vista Residence Association have review the NextGen Bus Plan. Due to the implications for our neighborhood we have serious concerns about the 33 and 733 bus lines you propose for Venice Blvd. We have reviewed the SCAG sponsored 2017 UCLA ITS Study and we are concerned that the frequency of the buses on the new 33 bus route are being artificially increase when the ridership does not warrant such an increase. We feel this only being done to create a High Quality Transit Hub or TOC (Transit Oriented Community) that will enable LA City to give developers permits for larger apartment buildings with fewer parking spaces and thus contribute the congestion and scarce parking in Mar Vista and further erode the quality of life and character of our small neighborhood. Even the apprentice of a future increased frequency of bus service will have the same effect and created a TOC. So we ask that you please remove the plans to increase the frequency of the 33 (or 733) from your NexGen plans. We at WMRVA do understand that Venice High School students frequently use the bus to get to and from school. Since the 733 will be eliminate in your NextGen plan we could understand a slight increase in service at the start and ending of school hours during the school year. We do know however, that most of these students do not have driver licenses nor a car to drive. They are not commuters who are leaving their cars to ride the bus and thus these students do not contribute to the congestion and parking problems. We also understand that the 33 does go to Venice Beach and this is an attraction. However, with Santa Monica having the Expo line, cleaner beaches and a wonderful pier many people are choosing to go there now. The increased frequency of the 33 could have devastating consequences with major developments being permitted in our now low-height neighborhood. Large apartment buildings with half the parking spaces needed to realistically accommodate the occupants and guests. We've even heard of the possibility of the dedicated bus lane on Venice Blvd. through Mar Vista. With the already protected bike lane using up one vehicle lane and a future dedicated bus lane on the drawing board, this would only leave one lane for cars. This would be a death sentence for the few small businesses that survive the pandemic and create a bottle neck of traffic. Because of the implications for Mar Vista stated in the first paragraph, we'd like to understand your rationale for the across the board increase in frequency and adding an owl service late at night. We also like to see the pre-Covid ridership figures to help us understand your rationale. Sincerely, WMVRA Board	8/26/2020	email
Dennis Mogerman	I've ridden LA Now numerous times. Each time I was the only rider. LA Now was poorly organized and stops poorly posted---even at the Expo Palms station where the address on the web site is 10021 National Bl but the van actually stops across the street at 10020 National Bl. We be better off, like many cities, to subsidize Uber and Metro. This would be more cost effective.	8/26/2020	WSC PH
Dennis Mogerman:	I heard that you're going to be doing some other smaller buses and vans. I've been a frequent rider of the L.A. Now, and I must say that I don't know if it was just the fact that it was not well-organized, but the times I rode it, there was really just myself on the van. There's several of times I would have loved to have seen more people taking advantage of it, but some cities now are using Uber and Lyft and subsidizing that rather than going through the expense of having the van and hiring drivers, and it just seems more cost effective to subsidize those ride services either for seniors or disabled, and it is very much a door to door whereas the L.A. Now was not always door to door, and bus stops were not well-labeled where you can actually pick it up, and so that's my comments on that.	8/26/2020	WSC PH
Diane Gamble	Hi this is Diane Gamble. I suggest that a bus stop number should be attached to each bus Stop sign to make bus riding user friendly. Thanks Diane Gamble	8/23/2020	email

Name	Comment	Date	Event/ Source
Dominick Falzone	" I recommend that you retain the southern portion of Line #222 between Hollywood and Burbank. Many people who live in Hollywood commute to Warner Brothers movie studios in Burbank, or to Universal Studios' back gate (which is a mile from the Universal Red Line subway station). The current line #222 route is a direct route from Hollywood to Burbank. Your proposal would force passengers to take the Red Line subway from Hollywood to Universal Studios. The #222 route would go from the Universal Studio Red Line subway station to Burbank. This deviates out of the way from being a direct route between Hollywood and Burbank. Your proposal would operate Line #222 infrequently. If a passenger misses the connection from the Red Line to the bus, the passenger would have to wait 40 minutes to an hour. I also recommend that you operate Line #222 more frequently than ever 40 to 69 minutes. Dominick Falzone"	7/20/2020	Virtual Workshop
Dominick Falzone	I would like to submit a comment regarding the NextGen process. I propose that the NextGen process be halted. I proposed that it be re-started after the current COVID-19 disease pandemic is over. Travel patterns are likely to change for a variety of reasons, once the disease pandemic is over. Some passengers cannot participate to summit input over the telephone, or over the internet. Some passengers also cannot obtain background information, prior to submitting public comments. Metro's budget may be different than it was anticipated to be when NextGen studies were commenced. The Southern California Transit Advocates ("SOCATA") organization will be submitting comments regarding NextGen. Henry Fung will be submitting official comments on behalf of that organization. I share SOCATA's desire to postpone the NextGen process. However I suggest a later date for resuming NextGen than SOCATA recommends. SOCATA wants to resume the NextGen process as soon as members of the public can safely attend public meetings in person. I would like to halt the NextGen process until the disease pandemic is completely over. That means that I would like to delay the NextGen process until there are NO restrictions on activities, concerts and spectator sports have resumed, and people have stopped using face masks and stopped social distancing. I would like to delay the NextGen process until either a vaccine for COVID-19 is universally available, until a cure for COVID-19 is universally available, or until the disease has died out. Thank you for your help.	8/26/2020	email
Donna Gooley	I am submitting my additional comments on the proposed service changes. First of all I want to mention that the maps provided were very poor and made studying the proposed changes difficult. The problems include bad descriptions of the original routes, no directional arrows on the new routes. no mention of layover corners, and no mention of span of service. These are all important to the bus rider. Please do not change line 237. Because of the above problems it is difficult to study the 154/153. The 155 proposed changes are even more difficult to study as the new Burbank bus was not shown. The western portion of the proposed line is very poorly planned for riders wishing to go to Universal City. There should be a loop similar to the 154/153. Cutting the 244 into two lines is unnecessary. The 218 needs to run more than once an hour. Every proposed change I see is worse than the one before it. Every proposed change I see is worse than the previous one.	8/21/2020	email
Donna Gooley	The proposed changes to the 167 bus line as it relates to the Sepulveda VA campus need to be cancelled. Many years ago I used this line every day for work in Chatsworth and I saw the passengers who board and alight at the three stops on the VA campus. A majority of these passengers are infirm, elderly, and many are in wheelchairs. The VA campus sits on a hill overlooking the Valley. When Metro was running old school buses on this line that did not run, I took the Nordhoff bus and walked the rest of the way (This line is /was a contract line). The hill, even for me, is very steep. There is no way the wheelchair and infirm passengers will be able to make it up the hill. Also, especially in the last few years, the Valley gets very hot, windy and cold. This would be difficult and unsafe for these passengers, This is another detriment to these changes. I will be submitting more comments later.	7/29/2020	email

Name	Comment	Date	Event/ Source
Eddie Latimer	Looks Like MTA stands for Messing up Transit Again I just had a look at your NextGen Bus Plan and I have to say, as always, every six months (or longer due to situations like the Pandemic) , either you're making transit available or messing up transit again. In this case, you're about to make the biggest mistakes ever since Metro was reborn in the 1990's. First off, let's start with the Rapid Lines. All the infrastructure the city did with the loops and traffic signals to make the buses have the green light longer will all be a waste of our taxpayer dollars if the rapids get discontinued. And making the 720 and 754 rush hour only will notre, with only four or five timepoints instead of eight or nine. As for the 740, because of the Crenshaw/LAX light rail, let's aim for starting the trips at Centinela park, following the route to the South Bay Galleria. Continuing the route south up to P.V. Drive South and Hawthorne will compliment 344 service and give those who work in the hills an opportunity to get a guaranteed ride home past 9:00 PM. Next, STOP SELLING OUT THE SOUTH BAY LINES! Lines 128 and 130 should remain as they are. People don't want to walk unnecessarily and/or transfer to a different bus line, when they are trying to save money and they have their tap cards. Adding Owl Service on the 111 (currently short run), 117 (full run) and 233 (full run), would be great for those in the basin and the valley to get to where they need to go without having to go the LOOOOOONG way to do it. In closing, the old saying goes if it's not broke, don't fix it. With what you're about to do, you're about to make a serious mistake to the point of us having to call the office like crazy and have the services restored to their previous levels. Keep everything the way it is. Otherwise, MTA's going to hear two words they're not going to like...Yes Cerritos! (You though I was going to say Uber or Lyft didn't you. :)) Thanks for letting me voice my opinion.	8/27/2020	email
Edwin Lopez Reyes	I received the pamphlet about the planned changes that will occur in December and was wondering since line 71 is being discontinued, will line 106 have the same route? As this was my way of transportation to School (Cal State LA), therefore I am concerned that the planned changes will not only affect myself, but many students in the sense of loss of transportation. Thank You.	8/13/2020	email
Elliott Blanchard	I stand in opposition to this version of the draft plan because there are more cuts to the SGV area than benefits. I voted in favor of Measure R & M yrs ago to support improving bus service, yet Metro has only cut bus service hours since 2008 when we had 7.8 mil hours of bus service. Metro cut service almost 1% annually until that number dropped to 7.1 mil service hours in FY 2020. Under this plan, many routes will be shortened only to have the same frequency and minimal improvements. For example, many of the north/south lines (267, 268, 287) have significant cuts to their routes but only minimal improvements during midday and still once an hour on weekends. We need better bus service.	8/24/2020	SGV PH
Erin Solis	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Esmeralda Leal	Attn: NextGen bus plan proposed service changes Hello I am a 4th year university student at California State University of Los Ángeles who lives in the Bell Gardens area and only has public transportation as a medium of transportation from home to school; specifically metro line 258. I find this proposition to be of great harm to me and many people I have come to meet in my daily commute. I really need this service, as do all of the other students and people who live before Fremont. After years of riding the bus to and from school the bus is full of people getting on in stops before reaching Fremont meaning that so many people besides me use this line daily. I plead you reconsider and continue providing us with this service. Attn: Esmeralda	8/4/2020	email
Estrella Barcenas	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Eugene Salinsky	Keep Rapid service on Wilshire, Vermont, Venice, Western, and Santa Monica at least current service (Jan 2020) If the 704 is disconnected, route 4 to serve the 704/2 stop at Broadway/Cesar Chavez westbound. On most lines there is little or no added service when the line is being discontinued and added to the new lines some lines like 30 Pico, Beverly/Adams 14/37 will have less. I like some of the changes to owl service like Line 16. Keep line 16 service to Beverly Hills to cannon and Santa Monica bl. This also serves a court on Barrington. On Line 218 I agree with the route change, but keep at least 30 min frequency M-F. at 60 minutes, this line will be useless. With the new bus connections with the gold line with the 90-96 290/296, and other lines, move to the one station north to where the Lost and found office is. This will be better connections as it is not by the 5 fwy and better layover space for buses. Where other bus lines are being used to replace Metro like Foothill or Pasadena transit, they must accept Metro passes and transvers at no added cost so that there's no fare increase for Metro riders. I hope the rollover goes smoothly, because I believe a lot of riders will be stranded because they won't know that their bus goes to other places and they might get lost and there may be a lot of complaints and politicians don't like that. It's like moving deck chairs on the Titanic. Keep service on Highland and Cahuenga between Hollywood and Red Line Universal Station.	8/26/2020	Service Council Admin
Eva Ballo	Hello, Metro Staffers, I was happy to note the July 20, 2020 change in NextGen's earlier plan to Abandon Busline 218 in December 2020. I would have much preferred the former run to the 3rd/Cedar Sinai Hospital Terminal to the now severely truncated run to the Fairfax/Santa Monica bus stop, as a group of patients, disabled persons, low-echelon workers, domestic and day workers and seniors - all with low incomes, and many being People of Color - will be negatively affected by the change. Similarly, a more generous daily schedule is highly desirable over the already now Daily operative former Sunday schedule, running only once an hour, and planned to continue and presumably to extend at least beyond the current daily run-closing time of around 6:30 pm. Of course, keeping my Life-line Bus 218 leading to all my Valley/City life-support resources even as now planned is Better than Nothing. ... I am deeply gratitude to you and NextGen's planning staff, especially as Busline 218's continued existence will forestall my total isolation in my Laurel Canyon area hill residence, AND an involuntary move to another residence - hopefully for as long as I am able to use unassisted your still largely inadequate public transportation system at my highly advanced age of 95 years by the end of August. ...Best wishes for your and all Metro staffs' continued Safety and Wellbeing, and the same for all your families	8/4/2020	email
Eva Ballo	THANKS for retaining the City/Valley Bus 218 Lifeline. To keep As Is the former Sunday, now daily schedule, likely makes it impractical for multi-day and regular job holders, life supply shopping, & medical/dental appointments, To cut the Cedar Sinai connection adds Hardship for some Disabled, largely still Underserved. LATER morning run starts and Much EARLIER PM run stoppages will largely make City and Valley public transit connections problematic or inaccessible. Please review the hourly schedule for better transit to/from our regular public transportation system, for whose betterment you pledged to strive. ...In deep Appreciation, Eva M. Ballo, Laurel Canyon Hillside Resident.	8/24/2020	WSC PH
Ezekiel Golvin	Instead of making cuts to essential bus services, LA Metro should stop spending significant budget on Metro police.	8/26/2020	WSC PH
Faramarz Nabavi	Interline Rapid 720 and Rapid 754 at Wilshire/Vermont to eliminate segments paralleling the Red Line subway so the revenue service hours can be reallocated to other lines.	8/26/2020	WSC PH
Faramarz Nabavi	Reallocate some of the existing 788 trips to the new 761. Currently 788 has 3 peak trips/hour & 734 has 4 trips/hour. NextGen proposes that the new 761 would have only 4 trips/hour. This corridor will suffer a reduction from 7 to 4 peak trips/hour. Given the frequent disruptions to schedules due to traffic congestion, this will create big service gaps at peak. Metro should have 10 minute headways of 6 peak trips/hour to ensure that riders won't have gaps of greater than 20 minute wait times. With 761 frequency increased from 4 to 6 trips/hours, the proposed frequency of 233 could be decreased from 8 to 6 trips/hours to retain the same number of trips/hour on Van Nuys overall.	8/22/2020	All-Region PH

Name	Comment	Date	Event/ Source
Faramarz Nabavi:	As identified by Metro Gateway Cities Councilmember Wally Shidler, shifting Line 130 to Torrance Transit will impose an equity problem because the largest portion of Line 130 riders transferring from other lines between the Harbor Gateway Transit Center and the West Terminus comes from Metro Transit not Torrance Transit. This will impose an additional Metro commuter transfer on populations protected by Title VI. In addition, if Metro does transfer the eastern segment of Line 130 to Long Beach Transit, then there could be two Metro to muni transfers. One would be a transfer, and then the second one would be a second full fare on top of the original base fare. So those are additional burdens that would be borne by riders. Also, Although Line 222 is outside the Gateway Cities, I support the revised NextGen proposal to operate Line 222 from Burham and Cahuenga Boulevard West to Burbank via Universal Station. This allows Metro to reallocate many revenue service hours currently duplicative segments in the gridlock of Hollywood Boulevard and Highland Avenue while providing a faster and more frequent connection between Hollywood and Burbank by using the new connection at Willowbrook Station. This is more important than one peak service. It open Lines 222 to far more riders, lines servicing Universal Studios and connecting to all the bus lines serving Universal Station. It's rare to achieve a win-win outcome like this that embodies NextGen goals. Please implement it. Thank you very much.	8/27/2020	GWC PH
Faramarz Nabavi:	Delay the NextGen process until the Pandemic is over for several reasons: One, travel times will change due to elimination of jobs from working from home; Two, not all riders can participate online being deprived of seeing staff presentations; Three, riders can't ask staff questions individually at virtual hearings to clarify their understanding before speaking for public comment; Four, riders can't interact with each other at a virtual hearing. In the interim Metro may modify the existing system as needed but not eliminate segments and lines with regional connectivity. (Unintelligible). One, more signal priority lines to (unintelligible); Two, retain more of the Rapid network for long distance trips with stops only every mile; Three, a line feeder bus headways with Metro rail service; Four, wider half mile local stops facing suburban valley areas and eliminating more stops with no mobility impaired riders. This would be similar to the federal transit policy of no stops out of crosswalks. In the San Fernando Valley: One, restore the initial Line 153 proposed rider 30-minute headway rather than the revised 60 minute headway; Two, save Rapid 750 on peak from Reseda Station to Universal; Three, NextGen proposes to consolidate Line 237 and 239 from Louise/Chatsworth on the west to Louise/Rinaldi to Woodman and Rinaldi and this area mainly consists of low density single family housing with almost no riders. By contrast, continuing from Louise/Chatsworth, on Chatsworth to Hayvenhurst in Chatsworth to Hayvenhurst to the denser corridor with multi -- sorry -- multi-family housing and connect to the public library and public recreation center with Kennedy High School. Plus Metro should route the new Line 237 from Louise/Chatsworth and Chatsworth to Hayvenhurst and Chatsworth and either on San Fernando Mission or Rinaldi to serve Kennedy High School and then continue south on Woodley; Four, (unintelligible) reallocate some of the existing Line 788 trips to the new Line 261. Currently, 788 has three trips per hour and 734 has four trips per hour. NextGen proposes that the new line would only have four trips per hour."	8/22/2020	All Regions PH

Name	Comment	Date	Event/ Source
Faramarz Nabavi:	My comments are going to incorporate support for the public comment being submitted by Southern California Transit Advocates. I call on Metro to delay the NextGen process until the pandemic is over for several reasons: One, travel patterns will change due to elimination of jobs and working from home; Two, not all riders can participate online; Three, riders can't staff -- ask staff questions individually at virtual hearings; and Four, riders cannot interact with each other at the virtual hearing. I also would like to add specific comments for the Westside Central Service Council. First, I would like to bring to their attention the Sepulveda Pass to reallocate some of the 8 existing 788 trips to the new 761. Currently, 788 has 9 three key trips for per hour, and 734 has four trips per 10 hour. NextGen proposes that the new 761 have only four trips per hour. This quarter would suffer a reduction from seven to four peak trips per hour. Given the frequent disruptions to schedules due to traffic congestion, this 15 will create big service gaps at peak. Metro should have 16 ten minute headways of six peak trips per hour to ensure that riders won't have gaps of greater than 20-minute wait times. With 761 frequency increased we can address that issue. Second, I'd also like to offer some potential internal service cuts that Metro could explore during the COVID period as a possible experiment to see what could be done long term. Number one, for Line 550, Metro could ask U.S.C. to have its shuttle wait at 37th Street Station to pick up Silver Line passengers instead of running dedicated Line 550 service at peak.	8/26/2020	WSC PH
Felicia Ann Tacto	To Whom It May Concern, Thank you for addressing the concerns of frequent riders of the 550 and the 950 by adjusting the NextGen Bus Plan to not eliminate the 550 and to modify the 450 so that it reaches Downtown during peak hours. I am grateful you have decided not to eliminate the 550 because it is the line that I rely the most on as a USC student who commutes from Carson regularly. However, since the newly updated plan proposes that the 550 only operate from the USC area to Harbor Gateway Transit Center, it will no longer provide the convenience that it has provided commuters who regularly are travelling to and from Los Angeles to areas south of Harbor Gateway Transit Center in the past. In addition, since the proposed 450 will only operate between San Pedro and Los Angeles during peak times during the weekdays, it will negatively impact riders who live between San Pedro and Harbor Gateway Transit Center as they go to work, visit family, etc. in Los Angeles during the weekends. I do not understand how shortening the distance of bus routes positively impacts the riders who rely on the buses every day. I do not mind having to sit in the bus as it stops to allow commuters to enter and exit, if anything, I believe the part of taking public transportation that is the most frustrating is waiting for the bus to come, sometimes in areas where I do not feel comfortable waiting alone, especially when it gets dark. Having lines that get people from one place to another without needing to take additional lines is the best part about the 950 and the 550. The convenience of being able to rely on just one bus to two buses (taking the 950 or 550 to Carson and sometimes riding on Torrance Transit to get to my neighborhood) was extremely convenient to me. However, the changes that the NextGen bus plan proposes will force me, and frequent riders that rely on the two lines to go from cities like Carson, Torrance, and San Pedro to Los Angeles, to endure unnecessary inconveniences that were nonexistent in the past, such as waiting needing to wait at several bus stops. As a young woman who takes public transportation regularly and travels alone, safety is a high priority. To me, the part of public transportation in which I feel safest is sitting in the bus, the part where I often feel unsafe is usually when I am waiting alone or with strangers at a bus stop since I have experienced and witnessed interactions that have made me feel frightened and vulnerable. Many people rely on the distance that the 950 and the 550 to travel. My cousin for example, has relied on taking both buses for the past three years to get to high school and now to get to college. If the changes that the NextGen Bus plan are implemented as they are currently written, she would need to take four different lines to get home. My sister who lives in Los Angeles also relies on the 950 and 550 to visit my family in Carson. I have also seen other frequent riders traveling from the LA area get off several stops after Harbor Gateway Transit Center. The 950 and the 550 were great the way that they were. So many people have relied on the distance that they travel to go to school, work, visit family, go to the hospital, etc., please continue to have them operate between San Pedro and Los Angeles at the times that they were originally scheduled. The many people who rely on them on a daily basis will be extremely grateful if you did. Thank you for your time and consideration. Sincerely, A Concerned Frequent Rider	8/5/2020	email

Name	Comment	Date	Event/ Source
Felicia Tacto	Thank you for taking the letters from frequent riders of the 550 and 950 into consideration and deciding not to eliminate the line 550 and adjusting the 450 so that it will operate between Downtown and San Pedro during peak hours. I am extremely grateful. However, can you please continue to have the 550 go to San Pedro, or at least through Carson? I felt so lucky to be able to take the bus to and from work, school, and my house every day. I am a USC student who commutes because of the services that the 950 and the 550 provided. It has been a HUGE help to me by making it possible for me to get a college education, pay part of the tuition by holding a job, and allowing me to afford education at USC by allowing me to commute every day. Please edit the NextGen Bus Plan to have the 550 operate from the USC area to San Pedro, or at least through Carson. It has been a great service for me, my sister, my aunt, and my cousins for the last couple of years, and I hope it will still be in the future	8/4/2020	Virtual Workshop
Fran Benuska	Metro Service Planning and Development I am writing to support the NextGen Bus plan proposed service charges for lines operating in the San Marino area. The elimination of lines 78, 79, and 378 on Huntington Drive, replacing with new line 179. And the elimination of the Oak Knoll Avenue portion of line 258. Thank you and I am looking forward to the NextGen improvements**.**	8/26/2020	email
Fred Leung	cutting/ eliminating 704, 720, 733, 745, 754, 757 are huge mistakes. do you know these routes used to have sufficient performance prior to the pandemic, even today? did you take a look at ridership performance on these routes? I doubt you guys are non-regular MTA riders because you are proposing to combine and cut dozen of rapid on major corridors. Not only you ignore the needs of commuters but you are also jeopardizing their health and safety by creating more crowded bus especially AM/PM peaks. I am warning you that MTA will lose even more ridership if you approve these changes, those 70% who already fled the system would never come back. Another way to cut back service we now have.	8/25/2020	WSC PH
Frederick Leung	Dear Metro planner, I would like to share my thoughts regarding your bus change proposal. The Coronavirus pandemic has disrupted the economy and the people's living by practicing social distance and staying home. However, none of these plans are practical to help riders feel safe to ride Metro again which should be your highest priority right now other than making some stupid changes. In fact, I see this NextGen proposal as another way to massively cut back service to the most vulnerable population and essential workers who rely on Metro. It is great from a company perspective because you can fill up the bus as much as possible to achieve the best efficiency. But those who travel longer distances, it will be a worse nightmare. We already know that it is very slow and inefficient if the bus makes frequent stops on every single block of the street. Do you know that riding a rapid bus can save up to 25% travel time than the locals?? I really don't mind walking a few more minutes to get on the bus that has fewer stops and travels much faster and quicker than the slow one. While the proposals suggest more frequency on some of the routes, I feel like you are forcing your riders to commute much longer and pack on a crowded bus like sardine. Instead of killing rapid routes, you should adjust them to provide the best efficiency of the Rapid system. For example, routes 705, 728, 740, 750, 751, 760, 762, 794 serve weekdays AM/PM rush (5-9am, 230-7pm) only. For routes 704, 733, 744, 745, maintain regular M-S service while eliminating evening service after 9pm and possibly cutting Sunday/ holiday service for now. 710 and 770 should maintain regular M-F service while eliminating Sat service. Service on 720, 734, 754, 757 & 780 will remain unchanged at this point. (740 can be eliminated once the Crenshaw line opens.) It will distribute riders into different buses traveling to/ from work and ensure buses are not too full. Remember the most important task force now is SAFETY. Under the current pandemic, all buses and trains should only maintain about 50% of max capacity to allow social distancing inside the vehicles. How to convince riders it is safe to ride the metro again? Are these changes gonna make riding safer or dangerous? Are there any safety protocols being implemented at this point to keep drivers and riders safe? Ask these questions to yourself before you make any changes in the service. I am warning you do not attempt to massively cut or merge bus services or else you could lose even more ridership. Once the ridership is lost, they could never make it back. I hope you will consider my voice and save the rapid.	8/23/2020	email

Name	Comment	Date	Event/ Source
Frederick Leung	The whole proposal is just another way of massively eliminating bus service, increasing traveling time, and creating more crowded bus. For example, students and patient from CSULA and USC medical center will require transfers going to/from Garvey Ave, so keep the route 70 the same it has. Route 71 should run on school day service only. Route 770 should maintain the same to serve East LA, ELAC and Garvey Ave to resident of East LA, Monterey Park, Rosemead, and students of ELAC. You can't just cut a bus route just because it has poor performance on ridership. Silver Line 950 should remain unchanged El Monte to San Pedro.	8/24/2020	SGV PH
Frederick.	I'm strongly opposed to the proposal of the NextGen regarding 70, 770 and the 68 alignment. So students from Monterey Park and Rosemead, they rely on 70 to go to Cal State L.A. and also senior populations rely on 70 going to U.S.C. Medical Center. So, now, when you're trying to redirect Route 70 to Cesar Chavez, that means they will require at least one transfer or even more to get to Cal State L.A. to get to school and to get to doctor appointments at U.S.C. Medical Center. So I will prefer to keep it the way it is right now so that people have a choice if they need to go to Cal State, if they need to go to U.S.C., if they have to take the 70, if they need to go to ELAC. If they go to the East L.A. area, they can take the 770. So, yeah, I really hope you will reconsider it. So by giving us a choice to take it instead of like merging them and combining them in one route and that creates like a slower commute and even more crowded buses. That's my comment. Thank you.	8/24/2020	SGV PH
gary kuepper	need restrooms at the rapid train stations. Homeless use the elevators, bad health problem.	8/20/2020	SBC PH
Geo Lark (phonetically) in San Pedro.	Thank you for listening to my comments. First thing I'd just say, I'd like to comment is that this new plan should not be implemented 25 this year due to the COVID pandemic in this area. As Mr. Conan commented, 55 percent of all riders are not using the service at this time. So a lot of them do not know that this is going on. So this program should be postponed until after the pandemic is over. That is my recommendation. I also have a couple other comments. If this is implemented, the 550 is an essential part of the San Pedro -- what they call the Vista del Oro area. There's only two lines that service the top of the hill 10 that the 205 -- which is not run by Metro. It's run by a different subcontractor. By taking away the 550 it relieves -- it takes more time for me as an essential employee to get to work on a day-to-day basis. I mean, it adds an additional half hour or longer to my commute if you remove the 550. If that -- it's not an alternative for me to walk over a mile down to San -- down to Pacific Avenue 19 to take the new 450. I think that's the 9, which I need 20 to explain that Scott made an incorrect comment, that the 21 450 does not go to Harbor Gateway Transit Center. The 22 new plan says it's going to go to Harbor Freeway Station, 23 which is an inconvenience for a lot of people going in and out of San Pedro. If it needs to be implemented, which I don't necessarily recommend, it needs to go to -- into Harbor Gateway Transit Center. There is an additional comment that I need to know about the Valley. There's a line called 162, 163, which used to service from Orange Line or the Harbor -- North Hollywood station to the	8/20/2020	SBC PH
Ghasery Roamani	Metro Service Planning & Development: I have reviewed the NextGen Bus Plan proposed service changes for lines operating in the San Marino area and support the July 2020 plans. - The elimination of lines 78, 79 and 378 on Huntington Drive, replacing it with new Line 179. - The elimination of the Oak Knoll Avenue portion of line 258. We look forward to the implementation of the NextGen improvements. Thank you for the opportunity to comment. Best regards. Ghassan Roumani, MD	8/25/2020	email
Ghassan Roumani	Impressive efforts to achieve more efficient and improved services. Thank you Wayne. Ghassan Roumani	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
Glenda Silva	Good evening, On behalf of the Los Angeles World Airports (LAWA), we submit these comments for consideration for the Los Angeles County Metropolitan Transportation Authority's (Metro) NextGen Bus Plan proposed service changes. LAWA thanks Metro for providing the opportunity to comment on the proposed service changes. As Metro moves into the final stages of the Bus Plan Development, LAWA would like to ensure that Metro understands that any changes made to bus lines that service LAX, affects not only the over 56,300 LAWA and LAX badged employees, but also affects over 900 employers and millions of visitors who come to LAX and endure delays due to heavy traffic surrounding the airport. LAWA, in 2019 created a new Mobility, Strategy, and Planning unit charged with implementing LAWA's vision for short- and long-term goals and strategies to address and improve mobility at LAX. This group will lead LAWA's development of transportation policies, projects, programs, and partnerships to create a high-quality mobility experience for our employees, tenants, and passengers. LAWA is also implementing a Transportation Management Organization to offer alternative commute options to LAWA and LAX employees to reduce the dependency on single-occupancy vehicle use. These transportation programs rely on transit services provided by Metro and other local transit operators that serve LAX. The Draft Bus Plan indicates changes to two bus lines that directly service LAX. LAWA is requesting that Metro provide additional detail on the exact impacts of the changes to these two lines and provide guidance on modifications to these service changes if these, in turn, hinder the accessibility of transit to our employees, tenants, customers, and LAX-area employers: 1. Existing Metro Line 102 – Discontinue service to the LAX City Bus Center, riders to and from the LAX City Bus Center will have to transfer to the Big Blue Bus 3 or Culver City Bus 6 at the intersection of Manchester Avenue and Sepulveda Boulevard. Existing Metro Line 102 provides services from South Gate, Huntington Park, portions of South and West Los Angeles that include Leimert Park, View Park, Windsor Hills, Baldwin Hills, and Westchester to the LAX City Bus Center. Although we agree with Metro's determination that eventually riders coming to the airport via this line will have the option of a direct connection to LAX once the Automated People Mover and the Crenshaw/LAX Metro connector come online, if this change is implemented at the end of 2020, there is still a 2-year gap before this connection comes to fruition. Metro has indicated that boarding's at the terminus, which is the LAX City Bus Center, range between 60-100 boarding's per day, which we see as a substantial amount of boarding's that does not warrant discontinuation of services for the 1-mile section to LAX. We do not recommend discontinuing service in 2020 and rather delay the service termination to a mutually agreed termination date. 2. Existing Metro Line 625 – Discontinue service west of Imperial Highway/ Aviation Boulevard to be serviced by MicroTransit. Existing Metro Line 625 provides services starting at the Green Line Aviation Station, continuing along Imperial Highway and terminating at World Way West. LAWA appreciates Metro's consideration of using MicroTransit services for the replacement of Line 625. However, full consideration should be given to the fact that MicroTransit services are only part of a pilot program and is not a permanent service. Line 625 is a direct amenity for LAX-area employers along Imperial Highway and our own LAWA employees. In the event that the MicroTransit Pilot program ends and a permanent MicroTransit service is not implemented, Line 625 to World Way West should be restored. We are also concerned about the potential gap in services between the discontinuation of Line 625 and when the MicroTransit Pilot commences. A gap in service will disrupt an employee's public transit use patterns and may force them back into driving a vehicle. We appreciate your consideration of these issues in the final Bus Plan Development. We hope that Metro will work with LAWA to address the needs of those traveling to and from LAX.	8/27/2020	email
Gracia Sandoval	Support your bus drivers. They are human and they are what keeps your buses running. Treat them nice. Give them time to spend with their family. Provide them safety and career training. Don't put them in dangerous situations. Your workforce deserves to be invested on, and it will bring results. They also know more about these bus services than any of us. Don't forget them.	8/22/2020	All-Region PH

Name	Comment	Date	Event/ Source
Hank Fung SCTA	Dear Metro staff, The Next Gen subcommittee of the Southern California Transit Advocates has met over the past few months to review the recent Next Gen Metro changes and provide the following comments: DELAY CONSIDERATION OF NEXT GEN PROPOSALS UNTIL THE CURRENT DISEASE PANDEMIC HAS BEEN MITIGATEDWe all agreed that Metro's NextGen process should be halted temporarily until the disease pandemic is MITIGATES, and we can see what the long range effects are. It may be appropriate for Metro to make an isolated change here or there, but the general entire system revamp should wait until we see what long range conditions are. HOW MUCH SHOULD FARES BE ON THE FREEWAY ROUTES?: The Silver Line starts in El Monte, travels through downtown Los Angeles, and continues to San Pedro, near the Los Angeles harbor. Most of the route from downtown Los Angeles to the harbor is on a dedicated bus lane (or a bus lane which also accommodates toll road vehicles). The Silver Line has a higher fare than most other routes. In addition to providing express service between the suburbs and downtown, the Silver Line is also a no transfer, limited stop circulator between USC and Union Station, providing a one seat ride to the Coliseum, USC, Staples Center, and Convention Center from Union Station and the Civic Center. The group agreed that the Silver Lane fare should be reduced to the same level as the fares on the other routes. Similarly, for Line 501 and 577, these buses make multiple stops and do local traffic, and should not have a zone fare. Commuter express type operations such as the 489 would be better suited to be operated by a municipal operator such as LADOT. MORE BUS LANES: The group agreed that Metro should have more bus lanes. TRAFFIC SIGNAL PRIORITY The consensus of the group supported traffic signal priority for transit. The predominant opinion was that roadways should be prioritized at intersections where at least 10 buses per hour pass in each direction. However, priority for transit could be implemented on any bus or rail route. The Expo rail line and the Orange bus line should have signal preemption, where trains or buses can override traffic signals. LOS ANGELES ZOO and EAST SIDE OF GRIFFITH PARK: The NextGen proposal would eliminate the #96 route which takes an indirect route from downtown Los Angeles to the Los Angeles Zoo which is in Griffith Park. The group agreed that part of the #96 route should be kept. The #96 route should start at the Gold Line Cypress train station. The #96 route should go in a straight line from the Gold Line to the zoo. The #96 continues from the zoo on to the city of Burbank. The group agreed that portion of the route could be eliminated. The NexGen proposal would run the #501 route from the North Hollywood combined Red Line subway station/Orange Line busway station to the zoo. The group supported that idea. IMPROVE SERVICE BETWEEN NORTH HOLLYWOOD AND BURBANK: The group supports improving frequent service between the North Hollywood Red Line train/Orange Line busway station and downtown Burbank. The group suggests running frequent service on Burbank Boulevard and on Magnolia Boulevard.IMPROVE ROUTE #232 FROM LOS ANGELES INTERNATIONAL AIRPORT AREA TO DOWNTOWN LONG BEACH: Route #232 starts at Los Angeles International Airport. It travels south, down Sepulveda Boulevard and down Pacific Coast Highway. It goes through the cities of El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, and Lomita. It travels through the Los Angeles city neighborhoods of Harbor City and Wilmington. It intersects with the Silver Line at the Harbor Freeway's Pacific Coast Highway stop. It ends at the transit mall in downtown Long Beach. The group agreed that the #232 should run more frequently. The group agreed that Metro should study the possibility of putting rapid service on that route, and continuing local service to feed the Rapid Service.The group agreed that service should be run until midnight. The #232 connects with the Green Line. It makes a one block detour off of Sepulveda Boulevard to connect with a Green Line train station which is in the city of El Segundo. The group agreed to suggest that Metro study the possibility of cutting the portion of the #232 route which goes between the airport and the Green Line.DISAGREEMENT ABOUT TEMPORARILY STOPPING RAPID LINES TO BALANCE THE BUDGETThe group agreed that Metro should have the option to TEMPORARILY eliminate the rapid lines if necessary, to temporarily fight the budget crisis that the disease pandemic is causing. The group agreed that Metro should not eliminate all rapid routes as a long range proposal. They said that Metro should keep those rapid lines which make a significant difference---those routes which transport many passengers for a long distance, and save them a lot of time. Currently, only three Rapid lines are being kept - the 720, 754, and (revived) 761. The group feels that Metro should evaluate those Rapid lines with longer than average trips - as was done in a	7/2/2020	email

Name	Comment	Date	Event/ Source
	recent Comprehensive Operational Analysis - and continue Rapid service on these routes. NextGen's own data shows that more Metro riders make longer trips/greater travel time savings, and have a greater propensity to abandon bus ridership. Keep rapids that have 25% longer trips than the corridor average and a 20% savings from local trips. One possibility is special schedules like the LADOT 534 between Downtown and Century City. Also, perhaps stop spacing could be widened like the old 920-Wilshire bus. The frequent local service should be a minimum with rapid bus service overlaid on top of it to serve longer distance, scheduled trips. For example, instead of a local bus running every 10 minutes, corridors with a high percentage of people riding at least 5 miles and at least 20% time savings over the local service should continue to have rapid buses, provided local frequency never drops below 15 minutes. This would provide good local service while having a few trips an hour for longer distance customers to plan appointments and work shifts around - similar to how many people plan to take commuter rail and express buses which may run much less frequently than light rail and local bus service, due to travel time savings. Certainly, the current Metro paradigm of 20-30 minute headway local service and 20-30 minute headway rapid service, uncoordinated with each other, needs to change. Specific corridors to continue rapids that the group believes should be examined include connecting the Wilshire and Vermont rapids to run from Westwood/Santa Monica to Athens, avoiding duplication with rail; and CSUN-Universal City via the current route of the 240. KEEPING LINE #218 ON LAUREL CANYON BOULEVARD. NextGen proposes to cut Line #218. Line #218 goes on Laurel Canyon Boulevard between Hollywood and Studio City, in the south San Fernando Valley. It provides an alternate when the Red Line experiences issues and saves multiple transfers. The majority of the group felt that Line #218 should remain. Members felt the portion of Line #218 which runs down Fairfax Avenue could be cut, since duplicate service runs down Fairfax. They advocated keeping Line #218 from the intersection of Santa Monica Boulevard and Fairfax Avenue to Studio City. OWL SERVICE The group felt that the owl service network should be studied extensively to provide good coverage of the Metro system while serving overnight hotspots. A separate report should be prepared analyzing the reasons why routes were selected, similar to the Owl Service appendix in the 2016 Comprehensive Operational Analysis. San Pedro and Compton lose owl service under NextGen. The Beverly Boulevard and Melrose Avenue owls are dropped to service Third Street, a relatively short distance to Wilshire Boulevard. On the other hand, a denser network of owls may be less necessary with the ability of Uber and Lyft to go door to door. While reducing owls, the group believes that existing owl routes should not be reduced unless it does not meet the 11 pph ridership criteria which is currently in place. Then look at expanding the network in a systematic manner. Is there a need for owls in south LA and north SFV which do not exist right now? Finally, look into gaps in the owl network, such as Sepulveda Pass and the South Bay (232 corridor), and owl service should serve major trip generators, like Cedars Sinai and LAX. ALIGN FEEDER BUS HEADWAYS AS MULTIPLES OF METRO RAIL HEADWAYS (especially when a bus line ends/begins at a Metro Rail station) The group feels this is a change that could significantly improve connectivity, and is important for frequent service routes and in the evening. Rather than a 12 minute headway rail line connecting to a 15 minute bus, spending additional resources to make it every 12 minutes would enhance connectivity. Similarly, during the evening hours, feeder buses to rail could operate every 40 minutes instead of every 30. EVALUATE OTHER GAPS CREATED IN SERVICE WHICH REQUIRE MULTIPLE TRANSFERS FOR CONNECTIVITY In addition to Line 218 over Laurel Canyon, which would require three or four vehicles to make a trip that currently takes one, NextGen has created gaps in service throughout the region which should be addressed. One example is Line 78 being "merged" with Line 79 to serve the Arcadia Gold Line station and Santa Anita Park. However, the connection with Foothill Transit Line 492 would be lost, and a transfer to a Santa Anita Avenue bus would be required. A continuous ride down Las Tunas/Live Oak is thus no longer possible. Either Foothill Transit Line 492 would need to be diverted to the Arcadia Gold Line, or Line 78 could still serve Santa Anita Park and the mall by operating east on Las Tunas, north on Santa Anita to serve the Arcadia Gold Line station, and then west to end at the mall. Other gaps in service to review: - Beverly Hills – no service west of Robertson (except on Wilshire and Santa Monica), no north south bus from Robertson to Overland - Using Chatsworth Street instead of Rinaldi for the 239COORDINATE FARES AND SERVICE CHANGES WITH MUNICIPAL OPERATORS		

Name	Comment	Date	Event/ Source
	The experience Metro riders have with transferred service is often poor. Most non-Metro providers do not accept Metro passes. Technological advances, such as NextBus, are not implemented on many municipal operators. Schedules rarely connect, and service changes are done on individual operators timetables which result in once good connections being ruined. When transferring service, the group suggests that Metro passes be honored by the assuming agency, and that schedule changes be coordinated not just at point of transfer, but throughout the lifespan of the route. Sincerely, Hank Fung, Chair, Next Gen Subcommittee, Southern California Transit Advocates Members: John Andoh, Phil Capo, JK Drummond, Dominick Falzone, Charles Hobbs, Alek Friedman, Eugene Salinsky		
Hannah Flynn	This comment is intended for the Westside Central meeting, but the link to comment for that meeting is broken so I am submitting it here. Thank you in advance for making sure that this is filed correctly. The proposed reduction of service is shameful. It's an absolute step backwards for this city to act on climate, and to provide for our more vulnerable residents who are already in such precarious positions. We need more reliable bus service, not less. Thank you.	8/27/2020	GWC PH
Harriet Aronow	I live in Silverlake - a public transportation desert. Our only line in Atwater and Silverlake is the 201 (the 175 is very limited in schedule). The plan to abandon the 201 is WRONG. METRO should develop ridership in our neighborhood. Perhaps coordinate with LADOT to bring buses into our area and down to Vermont and Hollywood Blvd - before discontinuing the 201 - could be a solution. Youth and elderly bus users - WILL BE STUCK without the 201. Those of us who use the 201 to get to work - WILL BE STUCK without the 201. This is a lost opportunity to develop public transportation in an area where people WOULD CHOOSE public transportation if it were more available and more frequent.	8/25/2020	WSC PH
Helen Murphy	In favor of more bus shelters and real-time information	8/6/2020	Virtual Workshop
Helen Murphy	Want more buses on line 244 167 158	8/19/2020	SFV PH
Henry	Good job Metro staff! You actually looked at the comments and made adjustments to address the concerns. I'm also impressed by the amount of data available. It really helps, but riders' experience are still important. Now, more comments. Reducing 4-5 stops will hardly result in time savings, but can add hardship (a small percentage of riders, but still well over 100 on some lines). That's why a separate Rapid helps. It's fine to eliminate Rapids now, but try to find ADDITIONAL funding to reinstate some later based on data from NextGen. Regarding the stops: a) Consider places to cross the street. b) Be open to relocating stops to new locations. c) Be mindful of transfer points. Ex1) Ln70: Rural and Florence are near other stops, and have no crosswalks. Orange (1 block away) does. Consider replacing them with Orange. Ex2) Ln76: Garfield is a transfer point (MBL30). Don't make transfers hard; don't eliminate it. These are just examples. Please keep them in mind for the rest of the system.	8/4/2020	Virtual Workshop
Henry Cheung	Thank you for considering comments for NextGen. I have 3 comments. 1. Garvey currently has 70/770 service, a combined 13 trips per hour in the peak (~4.6 minutes). NextGen's frequency of ~7.5 minutes is a reduction in service, but comes with evening service every 10-15 minutes. The guide defines "evenings" as 7pm-12am. Can we expect 10-15 minutes until midnight? Line 70 is much slower than line 770 between Atlantic and Rosemead(contrary to published schedules). Will NextGen address this? 2. Northbound 266 currently stops at Rosemead/Whitmore. Most riders using this stop walk to Telstar. Can the Northbound stop be moved to Whitmore? 3. Line 78 should extend to Arcadia Mall for transfers.	8/6/2020	SGV PH
Henry Fung	Here are two minor changes to the NextGen routing that will provide better anchors for new routes. I would suggest to extend new Line 179 to Alhambra Hospital, ending at Main and Palm with a loop via Commonwealth and Fremont instead of ending at the desolate intersection of Huntington Maycrest. I would extend Line 258 to Highland Park at Figueroa and York to extend the route just one mile to provide better connections instead of laying over at a desolate golf course in South Pasadena. Ultimately NextGen should be postponed until after the pandemic as an 8% service cut does not meet NextGen principles, but these are changes should Metro continue on this course.	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
Henry Fung	Metro needs to look at the elimination of direct service to the beach from the Black and Latino communities in South LA, Compton, and Long Beach. Especially in this era of recognizing racial injustice, equity is not served when inner city residents can't access recreation and jobs in predominantly White areas. Line 108, and 115 will end several miles short in Culver City and Westchester. Line 130 is transferred to Torrance Transit (at separate fare). Metro continues to frequently run to Venice, Santa Monica, San Pedro, and Long Beach, but either these are very crowded during the summer or are of low quality due to the presence of the port and breakwater. The equity officer must be involved.	8/26/2020	GWC PH
Henry G	I am a Metro subway/bus rider and there are not many bus lines available at Lincoln-Cypress train station and one has to encounter trash, overgrown shrubs, homeless encampments, a dark freeway onramp, grime-covered sidewalks, and graffitied walls when walking on Ave 26 to get to buses on Figueroa. Very dangerous with cars honking and driving too fast, nearly hitting us to go on the freeway. Very unsafe in the day and even more so at night. Metro doesn't take care of this transfer corridor for riders and the city neglects taking care of it too. There are also no bus shelters as well from busy cars. For this reason I choose uber to reach my final location with dignity after riding the train.	8/26/2020	WSC PH
Henry G	I am going to be inconvenienced going to the westside. 704 used to provide me a one seat ride from there to Union Station transportation center where I could make a short walk to many different connections. With the 4, I would have to get off at Vermont station or a Broadway stop to get to a Red Line Station, then connect at Union Station, and walk and wait even more than I used to getting to connections. I support the current 704 route for new Line 4. Please consider the connections people have to make to reach their final destination. Thank you.	8/22/2020	All-Region PH
Henry Lo	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Hilary Norton	We at FASTLinkDTLA wholeheartedly support the NextGen bus plan and its goals to increase and improve bus service countywide. Los Angeles is a world class county, and to continue to build a strong economy we need a bus network that connects Angelenos and increases their quality of life and access to jobs. FASTLinkDTLA supports not only an increase in high-frequency and efficient service but also capital improvements like the new Bus Only Lanes on 5th, 6th, Grand, Olive and Flower, as well as the BRT on Colorado Boulevard through Eagle Rock. We also support improvements to bus stops â€" lighting, transit stop quality, and safety.	8/27/2020	GWC PH
Hugo Castellanos	Bus line 489 should be discontinued due to.the duplication of J line (silver) US-101, 76 (Valley BLVD), and 266 (Rosemead BLVD).	8/20/2020	All-Region PH
Hugo Castellanos	Bus line 489 should be discontinued due to the duplication service of J line (silver) US-101, 76 (Valley Blvd), 266 (Rosemead Blvd), 487	8/11/2020	email
Hugo Castellanos	Metro bus line 18 should be discontinued from Wilshire/Vermont- Wilshire/Western. Riders could take D line (purple), 20, or 720.	8/11/2020	email
Irene Cayton	Dear Sir or Madam: *Line 78/79/New Line 179, 378* I hereby request that Metro does not cut service of Line 79 from Huntington and Maycrest. It would be difficult to take another bus from this location going to Rosemead Blvd. and Huntington Drive. Huntington Drive and Maycrest is not a busy area and dark at night. It seems dangerous to wait for a bus at this location. If I miss the 489 from Downtown LA, my option is to take Line 79 going to Arcadia. The gold line is not an option for me as I still have to take Line 266 to Rosemead Blvd. and Huntington Drive. If Line 79 would end in Huntington and Maycrest, that would mean I have to take four buses (instead of three) to get home coming from work in West LA. Thank you for your consideration. Best regards, *Irene Cayton*	8/12/2020	email
Isabel Bronzina	I'm a senior citizen and regularly use these lines to get to the Sierra Madre Villa Station. I depend on it. Please consider the terrible impact on the older population. I have other neighbors who are elderly and depend on these lines just as much as I do. Thank you!	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
Isabel Ramos	Why doesn't Line 260 continue its current route all the way down Atlantic to Artesia? Diverting Line 260 and Line 261 to the Rosa Parks/Willowbrook station wastes time and buses that could be used to preserve service elsewhere. Thank you for keeping Line 460 to Downtown LA. But wouldn't it be faster/more direct and save buses if you travel on I-5, instead of I-110 and I-105? I support the consolidation of Rapid and Local buses.	8/27/2020	GWC PH
Isabelle (Belle) Fluhart	Dear Sir and Madame, I tried to call on the phone, but had no success. I am 99 years old, born July 26, 1921. I live near Lakewood and Florence. My main buses are 266 and 111. I am able to travel with my walker and use the buses (Metro) to do my food shopping etc. I have an Access Pass. The 266 bus is ok. But the 111 bus that turns around at Garfield and goes back west, leaves me waiting at a bus stop 1 hour, to get to my grocery store and continue on my various errands. Please don't allow all those buses to turn around at Garfield. At 99 years old, to have to wait for an hour is a hardship and I shouldn't be required to endure.	8/23/2020	mailed
Isis Cortes	I live in Sierra Madre and count on both the 487 and the 268 to get me to wherever I need to go. I do not have a car and have to walk at least 7 blocks from my house in the Canyon to catch the 487 every day to take me grocery shopping, wash clothes, to the train station, etc. It is a necessity for me, not a luxury. Please do not cut this bus service. ISIS Cortes	8/19/2020	email
Isis Cortes	I live in Sierra Madre and I count on both the 268 and the 487 as my mode of transportation. I do not own a car and have to walk at least 7 blocks to get to my bus every day. It takes me grocery shopping, to the train station, to the laundromat, library and everywhere I need to go. I cannot do without it and I just can't believe you would completely bypass our city and leave us without mass transit. I cannot afford to take Lyft whenever I need to go somewhere. Please do not take our 2 buses away.	8/19/2020	SGV PH
Isis Cortez, Sierra Madre:	I just wanted to find out more about the micro-transit program and the difficulties in Sierra Madre and other areas. Thank you.	8/24/2020	SGV PH
J.K. Drummond	I too resent the loss of service on North Gaffey. There's no service to the D.M.V., no service to Target, which is our department store for San Pedro. No service to Home Depot, which is our major hardware store for San Pedro, no service to Kaiser South 14 Bay, which is on -- I think it's North Gaffey, or I guess 15 beyond Anaheim they have a different name like Vermont or Normandie. We definitely are sacrificing our service between Los Angeles and San Pedro due to the misplacement of the electric buses on the Silver Line. Those buses lack the short range. They should be on surface streets, and we need through service between San Pedro and Downtown L.A. The maps are inadequate, and they don't show the rail lines. They don't show the Amtrak throughway bus stations, which are actually not even on the current bus schedule. The Amtrak throughway buses serves San Pedro at the library, at the Cruise Center, and they also 3 serve the Alpine Village Center area. There's an Amtrak 4 throughway bus service there, and these intercity buses 5 are very important to those of us in the South Bay. 6 There are other Amtrak throughway buses, some of which are shown on your schedule and some of which are not. So San Pedro is being sacrificed. It's not at all clear why the Point Fermin bus can't go to Point 10 Fermin, why it has to stop at 22nd Street. That's the 11 246 Line, and this -- it's really a mess to most of us in the South Bay. Some of this is good. Some straight-lining is good, but in general, the South Bay 14 has gotten the shaft.	8/20/2020	SBC PH
Jacob Wasserman	Despite what was posted on The Source, this does represent a service cut. Given the need to social distance on buses, it is not acceptable to run only 80% of pre-pandemic service, even if ridership is down, not to mention that pre-pandemic service itself was inadequate. To get funds to sustain service on buses are ridden mostly by low-income travelers and travelers of color, money should be redirected from costly rail expansions that are slated to serve higher-income populations. Otherwise, Metro is failing to uphold its stated equity goals and reverting to the days when it was forced to settle its 1994 lawsuit over civil rights violations.	8/26/2020	WSC PH

Name	Comment	Date	Event/ Source
Jaime Hernandez	I take bus 108 East But the LAST STOP is in City of Pico Rivera and it takes me 2 1/2 hours to get to Whittier CA instead of 35 minutes. I would like this bus to go to Whittier CA and La Habra CA since they part of LA County AND do the same with other Buses I used my situation as an example for other Buses. Please let me know what you think, it's important to me. Please Email me at Jaimehouses@yahoo.com Thank you	8/20/2020	All-Region PH
James Stankunas	Hello there, I ride the 66 bus to and from work almost every day. Please keep it on 8th street. It's very convenient for me and the riders. The bus is always packed, so I know others will feel confused if the route is changed. Since the bus is always crowded too, it would be nice to have it run more often during peak times. Thank you. James Stankunas	8/8/2020	email
Jeanine Wiggins	We in West Hills, Winnetka and Woodland Hills, need more buses, more frequently than the current changes provide. They should run a minimum of every twenty minutes. Also, we need another bus stop closer to where I live, in West Hills. I have to walk a half a mile to get to the bus stop at Vanowen and Platt, from my home. There should be a bus stop at Highlander and Platt, as well.	8/19/2020	SFV PH
Jeff Chan	Eliminating Rapid system is a big mistakes, it will increase the travel time for riders, and more crowded buses. Also why there is not safety protocols being implemented to help keep riders healthy and safe while riding it? It should be the first priority right now other than some stupid changes that would make more crowding buses.	8/24/2020	SGV PH
Jennifer Wong	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Jerry Martin	I am very much opposed to seeing Line 154 being cancelled west of Sepulveda Blvd. I been relying on the 154 since 1981. To commute to and from Burbank and other places. The 154 connect me too. I do not like being forced to make transfers and to have a longer commute to other places. And I do not like having to be forced to be to take other service. To connect to my destinations. And much of the changes in the San Fernando Valley. Will hurt your ridership. Instead of getting you new riders. any of the lines in the SF Valley. Have been around and unchanged for nearly 35 to 40 years. You will have a major effect on everyone who uses these Lines. People do not like being forced to change buses.	8/19/2020	SBC PH
Jessica Barclay	I SUPPORT expanding bus service and oppose removing essential lines. The city should NOT pay rideshare services to subsidize the work that we can get done with good consistent bus service. No one should have to wait more than 10 minutes for a bus. Metro should re-consider its LAPD contracts and defund transit police in order to free up funding for increased service. Public transit should not have to operate at a profit. We must prioritize dedicated bus lanes to give buses an advantage over cars in traffic.	8/26/2020	WSC PH
Jessica Castellanos	I think that Metro NextGen has done an excellent job at improving the bus system. I've personally seen the changes impact the disability community. I look forward to continued improvements through the years. Thanks Metro!	8/24/2020	SGV PH
Joanne D'Antonio	In your new plan 761 bus has to turn right on Ventura from Van Nuys Blvd and left at Sepulveda. The old 234 and 734 just drove straight through on Sepulveda, a much quicker task. You have created a time delay problem at rush hour in this plan. I sent this in before, but I don't think anyone heard me. The new plan is not taking traffic issues in consideration. People avoid buses because "it takes too long", and this is not helping. I think the Reseda Blvd bus 240 needs to keep going to go out to Porter Ranch. There is a senior residential facility on Reseda, Aegis Living, that residents would be able to ride if the bus came out far enough. Glad for the half hour peak service on the 158 Woodman bus. Once an hour was difficult for connecting to Orange Line/G Line. Hopefully it will be even more frequent sometime in the future. Joanne D'Antonio	8/26/2020	email
joanne licher	Because the cost of money has gone up	8/24/2020	SGV PH
John Perry	I am writing to express my support for the NextGen plan. More frequent bus service is necessary and implementing the NextGen plan in full should be a chief priority of Metro moving forward. I do wish to see some sort of assurance that where Metro service is proposed to be replaced by other service providers, such as Foothill Transit or Pasadena Transit, that pre-pandemic service levels will be maintained by the new service providers.	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
John Slage	In reading the entire booklet for the NextGen Bus Plan, I noticed that the Rapid Lines are being consolidated with the Regular Service Lines. For each of the line changes- it is often mentioned the consolidated bus lines will be running more frequently. For example: Lines 4, 704. More frequent line 4 to follow existing routes between downtown Santa Monica and Downtown LA. Then the next sentence states, More service frequency for all new line 4 stops (?) between Westwood and downtown LA. So, will the increased frequency be from downtown Santa Monica or from Westwood to Downtown LA.? Also, on all these changes, the travel time will increase dramatically. Especially, along Wilshire Blvd. The travel time from Downtown Santa Monica to Downtown LA will increase 30 to 60 minutes during rush hour in each direction. Line 14- Metro is proposing to eliminate Line 14 service West of Beverly Blvd and San Vicente that will eliminate any bus serve for those passengers to get from Pico Blvd up to Beverly Blvd, or back years ago, Metro eliminated Lines 3 service from Beverly Drive & Pico up to Sunset Blvd. This elimination has created a headache to get to Sunset Blvd. Now, to eliminate Line 14 service to Beverly Blvd will create another headache. New Line 617- will this be a regular bus or a vehicle similar to a van? Will this vehicle be accessed easily for seniors, people with wheelchairs and walkers? Metro will a new Line 617 with "more frequency during weekday midday and evening hours and new Saturday and Sunday Service" (?) But, this now line will only go as east as Cedar Sinai Medical Center! How will I connect to Line 16 service along West Third Street? Line 720- will only operate weekday peak periods only between downtown LA and Westwood! Then is too much passenger traffic on Wilshire for this line to operate at the new proposed hours. No change should be made to this line until the Purple Line is complete between Downtown LA and Westwood Blvd. Line 28- Will the increased frequency occur west of Fairfax Avenue? Also, the travel time will increase dramatically with the elimination of Line 728. And, will Line28 travel to Union Station. Who wants to get off a bus at 7th Street and Main Street board another bus to Union Station? Please, do not eliminate Line 28 to Century City. Line 733, 33- With the elimination of Line 733 will increase the travel time between Venice Blvd (Downtown Venice) and downtown LA. Please, please do not eliminate Line 733. Line 105, 705- Please do not eliminate Line 75 service. This would increase the travel time. Line 150- This line 150 service on Sunday and holidays west of Reseda is pathetic. Currently, the buses only run every 45-60 minutes. RECAP: 1. Do not eliminate Line 720 service- and do not reduce the service. This Line is overuse. Heavy traffic on this Line to get to downtown to get to the beach, to get to businesses and entertainment in Downtown LA. Staple Center, Union Station, etc. Please wait until the Purple Line is running to Westwood Blvd. 2. There needs to be bus and/or train service from LAX to Downtown Los Angeles and from LAX to San Fernando Valley (Van Nuys Airport area or Burbank Airport) 3. There needs to be shuttle service between Union Station to the Greyhound Station. 4. Please do not eliminate the Rapid Lines. There needs to be more public discussion on all of these changes. When the Light Rail Service has adequately replaced these/or any Rapid Lines, then there should a discussion about eliminated the Rapid Lines. There needs to be service from Santa Monica to San Pedro area. Please keep me informed and updated on all of the proposed changes to Metro.	8/27/2020	mailed
Jonathan Rieck	I oppose the proposal to interline and terminate Lines 164 and 165 at Platt Av. To avoid a turnaround loop, the proposal would eliminate service that has been provided further west to Valley Circle Bl for over 50 years. Lines 164 and 165 were already interlined between 1975 and 2007, terminating at Valley Circle rather than Platt. The interlining was eliminated because ridership on the 165 was higher than on the 164, particularly after the Orange Line opened in 2005. Because of demand differences, interlining them again and having consistent headways may result in either too much service on Line 164 or too little service on Line 165. Interlining costs may end up outweighing the benefits.	8/18/2020	SFV PH

Name	Comment	Date	Event/ Source
Jonathan Rieck	Please see below for comments for the record on the NextGen bus plan: 1. For the benefit of domestic workers, students, seniors, and the general public, I support maintaining service on Topanga Canyon Bl/Mulholland Dr/Valley Circle Bl to Canoga Station as part of either the existing Line 169 or the proposed Line 645. This is a critical last mile link for the West San Fernando Valley area. I believe that Line 645 will become an even more important resource in the event that artificially low ride sharing fares (Uber/Lyft) evaporate in the future and the cost of those services becomes prohibitive for many. 2. I oppose the proposal to interline and terminate Lines 164 and 165 at Platt Av/Victory Bl. To avoid a one way turnaround loop, the proposal would require that another new bus layover zone be established on the opposite side of Platt Av as the present layover zone (to accommodate buses traveling West on Line 165 that would then travel East on Line 164) and would eliminate service that has been provided further west along Vanowen St and Victory Bl to Valley Circle Bl for over 50 years. This area may also suffer further cutbacks in service depending on the outcome of the Line 169/645 proposal. Lines 164 and 165 were already interlined between 1975 and 2007, terminating at Valley Circle Bl rather than Platt Av. The interlining was eliminated because ridership demand on Line 165 was higher than on Line 164, particularly after the G/Orange Line opened in 2005 and paralleled Line 164 for much of its route. Because of demand differences between Line 164 and Line 165, interlining them again and having consistent headways may result in either too much service on Line 164 or too little service on Line 165. The costs of interlining may end up outweighing the benefits of savings from eliminating the loop. Further, because the lines are parallel, there is little to no transfer activity between them, so the interlining proposal doesn't seem to achieve any other objective, other than merely eliminating bus service coverage. If Lines 164 and 165 must be interlined to eliminate the turnaround loop, I would suggest restoring the line change point to a homeowner-acceptable area near the prior layover zone on Valley Circle Bl to provide better service in West Hills (I believe there may have been complaints about the prior layover area, leading to the move to Platt). Alternatively, I would suggest maintaining the present one way loop in the area with the justification that service can be more cost effectively matched to demand now or in the future by keeping the lines separate. 3. I oppose the proposal to replace Line 152 with Line 162 on Fallbrook Av. I believe that there is some transfer activity between service on Sherman Way and Fallbrook Av, but the proposal would leave no alternative service on or near Roscoe Bl between Roscoe Station and Fallbrook Av and Fallbrook Av between Roscoe Bl and Sherman Way. Perhaps the 152 layover for two thirds or half of the trips can be Roscoe Station and the rest of the trips can go to Fallbrook Av/Ventura Bl. Or maybe the new 169 can operate to Roscoe Station instead of Canoga Station and then west along Roscoe Bl to Fallbrook Bl, terminating at West Hills Medical Center (if the 162 proposal is adopted) or Fallbrook Av/Ventura Bl (as an alternative to the 162 proposal). Using the 162 off of Sherman Way to service Fallbrook Av would erode the already minimal North-South travel options in the area. 4. I support the proposal to combine Line 150 with Line 245 along Topanga Canyon Bl, providing fewer inconvenient transfers for North-South travel in the West San Fernando Valley area. 5. I support the routing of the proposed Line 761 and the replacement of Line 744, which I thought was very duplicative with other service. I think that the proposed routing of Line 761 in Westwood, which appears to be similar to CE 573/SC 797/AV 786, is faster and superior to the current routing of Lines 734 and 788 in the area. However, the headways on new Line 761 seem to be insufficient to meet demand, even with articulated vehicles, during peak travel times when it is considered that the route will be replacing both Line 734 and Line 788 south of Ventura Bl. I would also suggest running some service via the I-405 freeway, bypassing Getty and Skirball, during weekday peak periods and nights when the centers would either be closed or there would be little travel to those destinations (other than perhaps workers specifically going there). The time savings for members of the public traveling between the Westside and San Fernando Valley could be significant; this was the impetus of creating Line 788 to begin with (the prior Line 761 was very slow, despite having few stops).	8/18/2020	email

Name	Comment	Date	Event/ Source
Jose P	I'm writing to you because I am very concerned about bus service in my area and this plan which fails to serve my community. I frequently ride the silver line and am worried about the decrease in capacity due to electrification that this plan fails to address. With the electrification, the buses will be replace with smaller buses, 40 ft instead of 45 feet. The lower capacity will result in more capacity issues but there's no proposal to increase frequency but there is a plan to cut the San Pedro segment. Before Covid, the 45ft buses couldn't even handle the passenger loads. Why switch to smaller buses? Metro should consider keeping the 950 as is and only electrifying the 910 Silver Line.	8/24/2020	SGV PH
Jose Rodriguez	Don't need discontinue line 550 we need this route from USC/Exposition Park to San Pedro this is an express and limited service. Riders will not want to be transferring from local service to a local service. If Metro don't want to keep line 550 from USC/Exposition Park to San Pedro than transfer line 550 to LADOT Commuter Express.	8/20/2020	SBC PH
Jose Rodriguez	I just want to comment on the support line of Line 2. That's an excellent idea what you're trying to do with the Line 2, merge 200, but it will be more beneficial if we can also keep Line 200 the way it is because Alvarado and Hoover is a really, really busy area, and the 200 need service up north (unintelligible) and, yeah, (unintelligible) and Alvarado. It also will be better if you guys can merge 602 with Line 2 as well. So that will be from all 16 the way from Exposition U.S.C. to Pacific Palisades. It 17 will be a great idea better, and regarding the Rapid 18 service 704, 728, 757, to not be discontinued and 733 to not be discontinued either, and I hope I have time to read this, the following statement. I don't understand why NextGen Bus Plan is saying improving service while all this racism on Venice 23 Boulevard is going. Venice Boulevard has dropped a lot 24 of service. Before we used to have three lines. Before 25 we used to have Line 33, 34 and 333. Back in the day, there was a time where we used to have Line 33, 333 and 434. I will inquire to Metro to do some research, and you will see what I'm saying. It's not a lie, and it's totally true. That happened back in the day when we were having a better service. Three lines on Venice Boulevard and now you're trying to just have Venice Boulevard depend on Line 33? It's completely unacceptable, Metro.	8/26/2020	WSC PH
Jose Rodriguez	I oppose to the changes on lines 90, 91, 94, 96. We don't need those lines 290, 294, 296 they will not run the whole route to Downtown LA is UNACCEPTABLE. Please keep routes 90, 91, 94, 96. If routes 90 and 91 will no longer run from Downtown LA to Sylmar. Please talk to LADOT to run Commuter Express 409 in the morning rush hours from Downtown LA to Sylmar and in the afternoon rush hours from Sylmar to Downtown LA. I support the changes to lines 501 and 603.	8/19/2020	SFV PH
Jose Rodriguez	I support whatever you're trying to do on Line 2,6 33, 501 and 603, and I oppose 79, 90, 91, 94, 96, 200, 264, 442, 487, 489, 550, 625, 950 and the Rapid elimination especially 704, 728, 733. We do need the Rapid service, and it looks like you guys are trying to eliminate Line 200. We need21 Line 200. I understand what you're trying to do with 2.179 will not go all the way to Downtown L.A. So that's not really helpful, and regarding the 130, they should give it to one transit agency. Give the whole route either to Torrance Transit or to Long Beach Transit but only one transit agent. The 635, LAX employees needs that line to get their badges, and 264 you guys don't want it? Give it to Foothill Transit. 442, give it to LADOT if you guys don't want it, and as well 550. Thank you very much for all your time, and you guys have a great day, and thank you for the opportunity once again. Bye bye.	8/22/2020	All Regions PH
Jose Rodriguez	I want to comment this time on Line 130. I know you guys trying to transfer it to another agency, and that's good, but the only thing I would like to suggest is that you guys need to talk to Long Beach Transit and Torrance Transit and give it to the one that's going to take the whole route. Don't take half and half because for riders130 doesn't run that often and Cerritos, and then waiting again in Artesia for the other bus. So just ask Long Beach Transit, and if they want to take the whole thing because the whole thing in Redondo Beach to (unintelligible). I don't agree with the part half to Torrance and half to Long Beach Transit.	8/27/2020	GWC PH

Name	Comment	Date	Event/ Source
Jose Rodriguez	I would like just to comment on the 79 and 179, 179 doesn't come to Downtown L.A. so it's not going to be helpful. Now, 284, if you guys cancel (unintelligible) 284, Duarte Road will have no service, and what about City of Hope? I don't know if you guys know that City of Hope is a really important hospital that cures cancer, and patients need that service. By the way, the only Metro bus that runs to City of Hope at this time is 264 to not be discontinued, and if you guys want to discontinue, transfer Line 264 to Foothill Transit please. Now, regarding 487 and 489 with 287 in Sierra Madre, the 487 to terminate wherever the 287 is going to start, don't leave that portion in (unintelligible). So whatever 487 going to end, there's part of 287 there, and 487 and 489 to be terminated in Westlake MacArthur Park Station because when I use those buses I take the 200. The 200 doesn't go to 7th and Metro Center. The 200 doesn't go to Union Station. Please do the right thing. And, now, the 450 is not really good. The 950 is the only one that take you all the way from El Monte to San Pedro. Please do the right thing, but canceling 264 is completely unacceptable, and what you're trying to do of taking the route on Wilshire Boulevard from Westlake MacArthur Park to 7th and Metro Center and the 47 and 49 is also unacceptable.	8/24/2020	SGV PH
Jose Rodriguez	I'm an LAX employee. I work at LAX for an airline, and this is completely, extremely unacceptable. You guys are seeking of discontinue Line 625. Where are employees are going to get those badges? We need the service to go to World Way West to renew our badges. The badge office is all the way behind the airport, and there's no other service. Just by saying that 232 and the 109, the beach bus, those don't go to the badge office. There's no other transportation. We need the Line 625, and if you guys don't 1 want to deal with it, give it to DASH for exact service 2 or maybe Commuter Express, but LAX employees need this 3 service. I'm not talking about what airlines only. I'm talking about TSA and other employees. Also, to not discontinue the Line 950. It's the only one that goes the whole route from El Monte to 7 San Pedro 450 and 910 will not run from El Monte to San Pedro, and Line 442, do not discontinue that great express service. If Metro don't want it, give it to LADOT to transfer that to a Commuter Express. People don't want to transfer from a local to a local. Thank you very much, and all of you have a great afternoon.	8/20/2020	SBC PH

Name	Comment	Date	Event/ Source
Jose Rodriguez	**NEXTGEN BUS PLAN PROPOSED SERVICE CHANGES** Green - Support the Proposed service change. Please continue with Proposed. Thank You great work from Metro. Blue - Neutral important information I provide to Metro to look into. Red - Oppose to Proposed of service change. Please disregard Proposed it will hurt riders, and will not help anyone at all. Proposed in Red are UNACCEPTABLE. Line 2 - Excellent Proposed this will be a great line from UCLA to Exposition Park/USC. I support this proposed 100%. It will be much better if line 2 will run from Pacific Palisades from Sunset and PCH to Exposition Park/USC and discontinue line 602. Merge lines 2 and 602. Line 33 - Excellent Proposed of the minor modification to serve Pico Station. Line 79 & 179 - This line should stay inline 79. Line 179 will not provide service from Downtown LA will not cover the whole route. Lines 90/91, 290, & 690 - Line 290 will not cover the whole route from Downtown LA to Sylmar. Lines 90 and 91 should run as today and forget about line 290 will do nothing for riders. Line 690 even worst is not doing anything for riders silly line that covers like 10% of what lines 90 and 91 do today. If Metro wants to do this change, talk to LADOT and encourage to add service on Commuter Express 409 in the morning rush hours from Downtown LA to Sylmar and the afternoon rush hours from Sylmar to Downtown LA. Lines 94, 294, and 794 - Line 294 is nothing don't help riders at all. Lines 94 and 794 should run the whole San Fernando Rd as today. Don't discontinue line 794, forget about line 294 is Trash. Lines 96 & 296 - Line 96 should stay running as today. Line 296 will not cover the whole route to Downtown LA. I live near Grand and Venice in Downtown LA so line 296 will not help me in anything. This route will lose ridership if turns to line 296 and doesn't provide service to Downtown LA. Line 126 - If Metro discontinue line 126, should have in mind very important that LADOT Commuter Express 438 and Highland Ave. will not be an option. Commuter Express 438 doesn't provide local service between Redondo Beach and El Segundo. Commuter Express 438 is on Express service to and from Downtown LA. Line 130 - If Metro wants to transfer line 130 to another agency please transfer the whole route to the same agency talk to Torrance Transit and Long Beach Transit who will take to whole line or nothing. Please don't do the same stupidity again, when Metro transfer line 270 give half to Foothill Transit and a half to Norwalk Transit that was Unacceptable. Line 175 & 182 - If line 175 will be discontinued, then line 182 should cover the whole route and end at St. Andrews and Santa Monica and not at Sunset and Vermont. Line 200 - Don't discontinue line 200. Alvarado St and Hoover St. have high ridership and will be better if Alvarado and Hoover get lines 2 and 200 to cover the rider's needs. Also have in mind line 2 will not provide service North Alvarado St and Sunset Blvd. Only line 200 will cover the portion of the route as today. Line 232 - I support the more frequent service. Line 264 - Don't discontinue line 264. Duarte Rd only has line 264 no other route runs on Duarte Rd. A portion of Altadena will have no service according to the information Metro provides on the Nextgen Plan Map and the worst thing Arcadia, Monrovia, and Duarte will not have service on Duarte Rd. City of Hope is one important hospital that tries to cure Cancer and riders need to be able to get to the hospital. Line 264 is the only Metro bus that provides service to City of Hope one of the best Cancer Hospital in the United States, so Metro needs to have more humanity. Metro has no right to cut the service for riders that had Cancer and need to get to the hospital for treatment. The best thing Metro can do is keep line 264 or transfer to Foothill Transit. Line 442 - Sending riders to transfer on a danger area should not be considered duplication. Riders ride Express service for a faster service not to be out there making transfers from one bus to another is Unacceptable. Keep line 442 in service or transfer to LADOT Commuter Express. Lines 487 & 489 - This is Unacceptable, first the East terminal of line 487 should be Arcadia Station. Line 287 will begin from Arcadia Station, otherwise, the portion from Sierra Madre Villa Station to Arcadia Station will not be cover and it will be Unacceptable. The West terminal should be Westlake/MacArthur Park for lines 487 and 489. If lines 487 and 489 end at 7th St./Metro Center will lose many other transfers and if end at Union Station will be worst more transfer will be lost and eventually, these lines will get discontinue like line 485 that was lost when started at Union Station less ridership. Line 501 - Proposed change to line 501 is excellent please continue with the change, but I think it should stop at LA Zoo every day of the	8/26/2020	email

Name	Comment	Date	Event/ Source
	week. Line 550 - Metro is almost discontinuing the service on this line. This is how Metro wants to improve service? Metro is not improving anything here discontinue the line on Weekends and also cutting the line almost in half. We need line 550 from USC/Exposition Park to San Pedro. If Metro cannot keep this line the way it's today, please transfer line 550 to LADOT Commuter Express. Line 603 - Excellent Propose to re-route line 603 to provide service to the Glendale Metrolink/Amtrak Station. Also in favor of more frequent weekday midday service. Line 625 - This is Unacceptable that Metro wants and thinks about discontinue the only service that runs on World Way West where the LAX Security Badge Office and LAX Administration West Building are located at. Do Metro has even think how LAX employees will get their Badges? If line 625 gets discontinue will have a big impact on LAX and not only one or few airline employees will be affected. Airlines, TSA, Security Guards, LAX Police, Maintenance, and many other employees that require a badge will face a big problem trying to get their badge. It's a big Stupidity that Metro suggests "Nearest alternative bus service Line 232 and Beach City Transit Line 109. Line 232 runs on Sepulveda Blvd super far from World Way West is not on option, and BCT line 109 runs on Imperial Hwy and then turn south to the Beaches will not help. I strongly suggest to Metro to go check Pershing Dr. and will see not sidewalk available, can be dangerous it almost deserted. Metro is trying to put LAX employees in Danger it's Unacceptable. Please don't discontinue line 625 if Metro doesn't want this line transfer to another agency. LADOT for a Dash or Commuter Express maybe the best option. If not any agency that provides service into Aviation/LAX Station. Line 704 - Don't discontinue line 704, Santa Monica Blvd needs a Rapid Service. Line 4 has too many stops. Line 728 - Don't discontinue line 728, Olympic Blvd needs a Rapid Service. Line 28 has too many stops. Line 733 - Don't discontinue line 733, Venice Blvd needs a Rapid Service. Line 33 has too many stops. I don't understand why Metro says Nextgen Bus Plan is to improve service, that we will have more service. The truth is Venice Blvd has lost so much servicer throughout the years. Metro lets make some memory, please. For a while, Venice Blvd had running lines 33, 34, and 333. There was another time Venice Blvd had running lines 33, 333, and 434. Today Venice Blvd only has 2 lines, and now Metro wants to run only one line on Venice Blvd. I don't think this is improving the service. If Metro discontinue line 733, then bring back line 333. Line 757 - Don't discontinue line 757, Western Ave. needs a Rapid Service. Line 207 has too many stops. Line 950 - Discontinued line 950 is Unacceptable. Line 450 doesn't provide service to El Monte or Cal State LA, and line 910 will not go to San Pedro. Line 950 is much more important than either lines 450 or 910. Metro needs to think about riders that travel from El Monte to San Pedro. Thank You for looking into		
Joseph Sterbinsky	I hope you can deliver on these frequency improvements. I don't see any planned, dedicated bus lanes in this plan, but if there are, I am against them. My experience is they make the streets so jammed, they increase the greenhouse gases emitted, in total by busses and cars, ultimately increasing global warming. I hope you have looked ahead at the traffic effects of the plan because the commercial-housing-transit centers in Culver City have created counter-productive messes. Thank-you.	8/26/2020	WSC PH
Josh Fruhlinger	I STRONGLY support implementing Nextgen as originally designed! We need MORE buses and LOWER headways on major bus corridors now more than ever. Cutting the absolutely essential services that working-class people use to get to crucial jobs in the midst of this disruption would be criminal. I love that we are expanding Metro Rail but I would much prefer seeing expansion delayed if necessary to keep current bus (and rail) service levels maintained.	8/26/2020	WSC PH
Joshua Kleinberg	We desperately need to expand and strengthen our transit system. We need financial and sustainable alternatives to cars. I am a taxpayer and I proudly use Metro.	8/19/2020	SFV PH

Name	Comment	Date	Event/ Source
Joyous Barva	Good afternoon, I have some concerns over the changes in the NextGen Bus Plan, in the LA Harbor Area. I live near Vermont/Sepulveda in unincorporated Torrance, and I rely on the current 205 or 550 local bus lines to connect to the 910 Silver Line at Harbor Gateway Transit Center for frequent busway service to and from Downtown LA and for the rest of the Metro Rail network at 7th St/Metro Center and Union Station. I also live close to the Gardena line 2, however it stops running much earlier than the 205 and 550 so I rarely take that. In the new plan, the 205 does not serve Harbor Gateway Transit Center anymore, so I would need to connect to the new line 450 at Carson Station on the 110 Freeway via the 205. This would be fine, but the frequencies of the new line 450 are much less than the existing or NextGen 910. All the communities along the Carson, Pacific Coast Highway, and San Pedro Silver Line stops currently lack frequent access to Downtown and the rest of the Metro busway and rail network, since the existing 950 to/from those stations is not as convenient as the 910 from Harbor Gateway. This problem could be solved if current local bus lines such as the 205 continue serving Harbor Gateway, or the frequency of the new 450 is increased so riders from Carson, Wilmington, and San Pedro don't have to wait up to 30 mins in Downtown to come back home. I understand it is tough, I wonder whether the bus frequencies are low because ridership is low, or is ridership low because the frequencies make it inconvenient for those who have other options? I don't know, but I hope this explanation helps and I look forward to hearing how Metro can solve these problems in the coming months and years. Thank you, Joyous Barva	8/27/2020	email
Juan Munoz	I'm here for a few of the changes of the NextGen plan. For example, for the 256, cutting the line is not good into two different municipal operators and that Metro having (unintelligible). Before Covid me and my parents used to take the route between Pasadena to East L.A., but now with Pasadena Transit taking over the northern portion and continuing the southern portion to L.A., opposed to the Pasadena Transit portion to not be taken over. I want to keep the 256 between Altadena and Cal State University of Los Angeles. And also a minor change for B Line 30 should be extended to Union Station to have a better connection with the Metrolink and Amtrak, and that's all my comment	8/24/2020	SGV PH
Juan Munoz	My name is Juan Munoz and I'm sending an email about the change that I with minor modifications. Keep the full route 96 between downtown L.A and Burbank with a minor reroute in the loz feliz area via Rowena Ave, Hyperion Ave, Griffith Park Blvd, Loz Feliz Blvd, and then regular route Line 62,66, and 605 : keep these lines as they are and work with Montebello bus lines to see if they add service between Indiana and Soto streets since the route that duplicates 62 on Olympic has low ridership between Grande vista and Atlantic on Washington blvd to keep the current 605 cause traffic is bad at Soto/Olympic and line 66 to keep service on 8th street, but also in the East l.a area work with el sol to keep service on Olympic between Gerhart and Garfield Line 450: this line should operate like the old 445 with 7 day service between union station and san Pedro Line 256: Keep this line between CSULA and Altadena only do not give to Pasadena transit, only give it to commerce and line 256 should had replaced the 686 on Allen ave and the city of commerce should operate a minor reroute via 3rd, Arizona av, 6th street, Atlantic Blvd., Whitter Blvd to commerce center Lines 704,728,733,745: keep these rapids since they provide bus service on a one seat ride between union station and destinations outside of downtown Line 761: 15 minute service doesn't warrant stops between Ventura and sunset Line 130: keep this line do not give to Torrance or long beach transit should extend to Cerritos town center and keep that line 128 connection Line 202: give line to Compton transit and give line 205 a minor reroute to serve the shopping center via Greenleaf ave, Alameda st ,Artesia bl Line 134 and 602: operate outside service area should be given to big blue bus Line 258: should extend to highland park to better connect to lines 81, 182, and 256 Line 611: should serve Azalea regional shopping center Line 665: should be discontinued because of el sol duplicating the service Line 218: should be fully given to ladot Line 577: this line has always had low ridership even before covid and I believe local service could help along Durfee av, Studebaker rd, with service kept in Cerritos with a minor reroute near Cerritos college.	8/22/2020	email

Name	Comment	Date	Event/ Source
Julia Morrow	Dear Sir or Madam: I am frustrated when I try to use the TAP card on a bus or rail. For example, if I take my car in for repairs, the shop will have someone drive me home, but I am not able to use my TAP card to take the bus back to pick up my car. This is for two reasons. First, your organization removes whatever monies are left on my card if I haven't used the card in a while. Why? It is my money and should be there until I want to use it. Who is taking the money? Where is it going? Secondly, if I try to add money to the empty card using my computer and my credit card, I get this notice on your website: "The time for devices to recognize fare products added to your TAP card from our website varies: - Bus fareboxes: 2-3 business days - Bus Mobile validator: Up to 30 minutes. - Rail Station gates and validators: Up to 1 hour." Why can't I add monies to my card and immediately use the bus? I can't take the bus to pick up my car at the shop, because your system can't recognize that I've added monies for 2-3 business days. I have to use Uber, Lyft, or have a friend or neighbor drive me to pick up my car. Also, what is a "Bus Mobile validator"? And how on earth would I know if the bus I was wanting to board has one of these and therefore could actually see that I just added monies to the card? I wouldn't. This is why I drive whenever possible, and don't use metro.	8/20/2020	email
Julie Frank	Please keep the 218 bus line running every half hour, not every hour. It is the only way many low-wage employees can get to our neighborhood to work, and it places an unfair burden on them if the bus only runs hourly. These honest, working people's lives are already difficult enough. Please don't make it worse by limiting their access to their jobs.	8/24/2020	WSC PH
Keir Milan	I would like the NextGen plan to consider adding increased service along the Topanga Corridor that will connect with the Nordhoff BRT and Orange Line.	8/19/2020	SFV PH
Kenda ll Kaufmann	To whom is may concern, For the NextGen proposal, I would like to recommend the following three points. 1. Increase service hours 20% next year from 7 million to 9.4 million, instead of cutting post-pandemic service by 8%. Transit, like the post office is a public service, not a business. The goal should be to have a comprehensive bus network rather than taking away essential services from our most vulnerable communities in Los Angeles. 2. More bus lanes and signal priority. More people would take the bus if they didn't have to sit in the same traffic as car drivers. 3. Support the revised NextGen proposal to operate Line 222 from Barham and Cahuenga Blvd West to Burbank via Universal Station. This allows Metro to reallocate many revenue service hours currently wasted on duplicative segments in the gridlock of Hollywood Blvd and Highland Ave, while providing a faster and more frequent connection between Hollywood and Burbank by using the new connection at Universal Station. This also opens Line 222 to far more riders by serving Universal Studios and connecting to all the bus lines serving Universal Station. Thank you for your consideration on this.	8/27/2020	email
Kenneth Scalir	I wanted to urge whomever is making these decisions that Metro 150 needs to remain 24 hours and continue to offer owl service. Historically, all of Ventura Blvd. has had 24 hour bus service via Metro. Now it has been proposed the 240 will offer 24 hour service east of Reseda Blvd., but not the 150 west of Reseda Blvd. This is unacceptable. Please keep the 150 with 24 hour/owl service. Maybe the 240 can wait for the 150 when it goes east to Ventura and Reseda, and the 240 can continue the rest of the trip east on Ventura Blvd to Universal City. Likewise, when the 240 goes west on Ventura Blvd. late at night, the 150 can wait at Ventura and Reseda and take the remaining passengers west on Ventura Blvd. for late night trips. I work late nights in Woodland Hills, and live in Sherman Oaks. Losing 24 hour/owl service on the Metro 150 would be devastating to me and cause unbelievable hardship. All of Ventura Blvd, whether on the 150 or 240 must be served 24 hours a day and have owl service. Thanks for your time.	8/24/2020	email

Name	Comment	Date	Event/ Source
Kenny Uong	Hello. My name is Kenny Uong and I am a Metro rider from Glendale, CA. Here are my comments for the revised NextGen Bus Plan proposals: *San Fernando Valley* * *Line 153* - consider keeping Line 153 service along Edison Boulevard in Burbank and Oxnard Street in North Hollywood to serve the Burbank Adult School, Valley Park, Vallarta Supermarket, and other places along that corridor. BurbankBus Orange Route already serves Burbank Boulevard between North Hollywood Station and Hollywood Way. * *Line 158 - *consider directly serve the VA Hospital in North Hills. I've noticed veterans and hospital employees taking the current Line 167 and getting off at stops on the hospital campus. * *Line 169 *- consider moving the eastern terminus from Saticoy St. & Lankershim Bl. to Vineland Avenue & Cantara Street in Sun Valley (the Sun Valley Recreation Center). * *Line 183* - consider adding East Burbank (the area north of Glenoaks Boulevard) to the future MicroTransit program since there won't be transit service in East Burbank under the NextGen Bus Plan. * *Line 222 - *consider keeping the southern leg of Line 222 along Barham Boulevard and the Cahuenga Pass to Hollywood/Highland B Line (Red) Station. This would keep service to Warner Brothers Studios and the hiking trails near Forest Lawn Drive. * *Line 236 -* consider re-routing line to serve Providence Holy Cross Medical Center in Mission Hills. Route deviation via San Fernando Mission Boulevard, Sepulveda Boulevard., Rinaldi Street (where the hospital is located on), Laurel Canyon Boulevard, and then back onto San Fernando Mission Boulevard. * *Line 237* - consider moving southern terminus from Woodley G Line (Orange) Station to Burbank Boulevard and Ventura Boulevard in Tarzana to maintain service on Burbank Boulevard. * *Line 684* - consider moving northern terminus of the line from Eagle Rock Plaza to Glendale Adventist Medical Center via Verdugo Road & Chevy Chase Drive. *San Gabriel Valley* ** Line 179* - Consider moving western terminus of this line from Huntington Dr. & Maycrest Ave. to Huntington Drive & Monterey Road in El Sereno for a connection to Line 256. ** Line 686 - *Consider moving eastern terminus of this line from New York Dr. & Allen Ave. to Altadena Drive & Lake Street via Allen Avenue & Altadena Drive. *South Bay* ** Line 205* - Maintain service to Harbor Gateway Transit Center to provide connections to J Line (Silver) and more bus connections. *Westside/Central* ** Line 210 - *Consider moving the northern terminus to Wilshire/Western D Line (Purple) Station ** Line 610 - *Consider moving the southern terminus to Wilshire/Western D Line (Purple) Station * *Line 665 -* Consider moving southern terminus of this line to Firestone A Line (Blue) Station via current Line 254 routing Thank you.	8/23/2020	email
Krystal Yu	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Kurt Baldwin	The Independent Living Center of Southern California urges Metro to maintain current service in the San Fernando Valley, including the 218 along Laurel Canyon, We are concerned that proposed service reductions in areas not served by other transit agencies along the perimeter of the Metro public transit system, including Laurel Canyon will negatively impact people with disabilities living in those areas, further limiting opportunities. Specifically, before Metro reduces service in an area, Metro should closely examine the communities that are going to be affected. Along with the statistical analysis of ridership propensity and inequity based on racial, economic, and other characteristics, Metro should examine other dynamics, especially being so close to the next decennial census data being available. Metro should examine the other dynamics, especially being so close to the next decennial census data being available. Metro should examine the communities affected for other groups that will be impacted, small business owners and their employees, community service providers, public housing developments, and important destinations like medical centers and Los Angeles County facilities. Additionally, is there is a predominance of other groups such as older adults, people with disabilities, domestic, health workers that live outside those areas but work within them that may be impacted and to look at why public transit ridership might be lower in that area, if it is. In example, issues like not having sidewalks, accessibility and other safety concerns that create barriers for people getting to the bus stop, including the bus stops usability and the usability of the bus schedule. Metro should also prioritize the residential and business area of a census tract when measuring demographics on a per acre basis (disability per acre for example.) In at least one census tract, in the north San Fernando Valley where Metro is considering to reduce service, there is a densely populated area, in a small portion of the acreage of the census tract, with undeveloped land making up the majority of the acreage. That residential area may be impacted by public transit to the same degree as a census tract that is completely residential, but it will have less people impacted per acre. In closing, as cost of living and other dynamics are pushing some residents out of densely populated areas, Metro should be looking closely at how to serve an expanding service area instead of contracting it. Thank you, Kurt Baldwin Independent Living Center of Southern California	8/27/2020	email
Kurt Wong	Hello San Gabriel Valley Service Council, My name is Kurt and I am a current student at Arcadia High School. I personally feel that the new Metro Nextgen plan leaves very little Metro Bus Service running though Arcadia. In terms of the removal of the 264 bus line, I notice that Metro states that there are many substitutes to use in lieu of the bus line in most of the cities, with the exception of Arcadia. Students that attend Arcadia High School use this bus line to commute from home to school along with the Arcadia Library, and I feel that removing this bus line will be doing a disservice to the AHS students along with those who take the bus to visit the Arcadia Public Library. Additionally, for the new 287 line, will the bus schedule during the weekdays better line up with Arcadia High School's start and end times because I notice that the current schedules have it so that students who commute to and from school usually have to wait long periods of time for the bus to arrive. Please try to make the bus schedules match up better with the surrounding schools start and end times. Thank You!	8/26/2020	email
KYLE FINGER	The all-day faster connection to Sylmar Metrolink on the 761 will be helpful. However, there are still duplicate sections on the next gen plan that should be examined. Metro duplicates Big Blue Bus along Wilshire and Santa Monica Blvd. The 460 duplicates the Green and Blue/Silver Line, so eliminate that segment and reinvest that service in other areas. Work with municipal agencies to offer simple, legible routes with good connections free from duplication. Eliminating this service would also reduce cost and VMT.	8/26/2020	WSC PH
Laura Navar	Dear Metro: LA County needs Transit to Parks. Sincerely, Laura Navar, LA resident & lover of nature	8/27/2020	email
Laura Santos	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Lautel Rodriguez	I support more and better public transportation in California.	8/19/2020	SFV PH

Name	Comment	Date	Event/ Source
Lawrence Tacto	To Whom it May Concern, Please do not shorten the route of the 550. Many people rely on the 550 to travel from the LA area to cities farther south than Harbor Gateway Transit Center. For example, two of my sisters and my cousin have relied on the 550 to get them to school, work, and home, for the past four years. In addition, my Aunt also relies on the 550 to get to her work every day. She is currently the only source of income for her family of five since her husband was furloughed due to the pandemic. The 550 has been critical for her family and my family by allowing us to get a college and high school education, allowing us to go to work to feed our families, pay rent, afford college educations, etc., and providing us with a safe and convenient means of transportation home from school and work every day. Please do not shorten the route for the 550, many people have come to rely on it. The route is great the way it is. Thank you for your consideration.	8/15/2020	email
Lena Tumasyan	Hello, I reviewed your changes and I have to disagree with some routes. First of all, you cut off the 222 and the 237 lines, so now there is NO BUS SERVICE along Cahuenga Blvd and Universal Studios. I strongly disagree with this! If anything, I think you need a more frequent shuttle that runs between Hollywood and Vine, Hollywood and Highland, and Universal along Cahuenga. There are a LOT of businesses in the area that have almost no parking, and bus is the best way to go. Please provide public bus service to help connect Hollywood to the Valley. Right now the only option is the Red Line, but it misses all the business on Cahuenga. Thank you. - Lena, Hollywood CA	8/19/2020	SFV PH
Lena Tumasyan	I STRONGLY DISAGREE with removing the "off peak" bus for the Western Ave 757 bus line. I know you're adding more 207 busses, but Western Ave is soooo very long. And I have indeed taken it from Hollywood Blvd to the Green Line Station, and that bus ride on the express bus only took 1 hr whereas on the local bus would have taken almost 3 hours. I have ridden myself the Western Ave bus 757 and 207 from Hollywood Blvd all the way to Green line station during peak and off peak, so I am speaking from EXPERIENCE, beginning to end of line, we need full day express service. Western Ave is one of the main NORTH-SOUTH thoroughfares for bus riders in Los Angeles (along with LaBrea, and Vermont).	8/19/2020	GWC PH
Leslie Yick	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Leticia Martinez:	I'm calling regarding actually two concerns I have with the NextGen. I actually -- I'm a user and Metro driver. I used to -- Metro rider. I used it to and from work almost every day when I was actually going to work. I did go to a NextGen one before all this COVID stuff happened, and one of the things that they were saying is they would cancel 414. I didn't hear anything about that today, which concerns me very much because in order for me to be able to go back to work when we're not being able to telecommute anymore, I really need that bus. So I would go from one bus to like I would have to be taking three or four. So that concerns me very much. I'm hoping that you guys would consider not canceling that bus and put it back. I know it's not running right now, but I'm hoping that you guys would have regular meetings and discuss it and that you do do it in the correct way not like this. So I'm hoping that you guys don't cancel that. My other concern was the 40. This would -- you're saying, from what I understand, that you would not -- it would not be going to the South Bay Galleria anymore. That would truly affect my mother who's in a walker. She was able to take that because she doesn't have to transfer a lot, and to be able to go there or other, you know, things down Hawthorne Boulevard, whatever, to do things that she has to do so she would be able to get out. Unfortunately, she would not be able to do that anymore because she would not be able to transfer,1 you know, at any train area or to another bus. That would not be -- she would not be able to do that. So I'm hoping that -- and that bus is very crowded. So that would be something that I would ask you to please reconsider, and getting back to the 442, I would ask that you consider thinking about not canceling that bus.	8/22/2020	All Regions PH
Lili Ye	I oppose the plan to cut service, especially on the 268. There very few means for people to access those areas of SGV. Furthermore, the weekend frequency is once an hour, which is pathetic since it doesn't even come on time. It should come at least once every half hour to make up for the lack of punctuality. Metro has a BILLION dollars to fund cops to harass their customers at subway stations to try to recuperate $1.75. Please put your budget to actual good use by restoring proper service back to the 268 (and while we're on the topic, the 344) and increasing the weekend frequency. Nobody can get a transfer when the buses come once an hour. This plan sucks, propose something better.	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
Liliana Griego	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Linda Caban	In the interest of the NextGen program, I recommend that lines 256 and 83 be rerouted to continue on Figueroa and CEASE TO OPERATE ON MONTE VISTA STREET. What begins on Figueroa should stay on Figueroa. Monte Vista is a residential street that is adversely affected by the substantial noise of the buses stopping and accelerating every two blocks. Both the 256 and 83 have very low ridership through the Monte Vista section of their routes. Moving these lines to Figueroa should have minimal impact on the local community, as Figueroa is a short two blocks away, with the Gold Line in between. We want speed humps to make Monte Vista safe and the buses are preventing this,	8/22/2020	All-Region PH
Linda Caban	Public Comments for ALL REGIONS public hearing for Saturday, August 22, 2020. In the interest of the NextGen program, I recommend that lines 256 and 83 be rerouted to continue on Figueroa and CEASE TO OPERATE ON MONTE VISTA STREET. What begins on Figueroa should stay on Figueroa. Monte Vista is a residential street that is adversely affected by the substantial noise of the buses stopping and accelerating every two blocks on this stretch. In addition, due to a problem with speeding cars on Monte Vista, there is a strong desire within the community to install speed humps, but these will not be allowed on a bus route. The buses stand in the way of making this a safer street for pedestrians. Both the 256 and 83 have very low ridership through the Monte Vista section of their routes. Moving these lines to Figueroa should have minimal impact on the local community, as Figueroa is a short two blocks away, with the Gold Line in between. Access to public transportation will still be alive and well after this change is made. Thank you.	8/15/2020	email
Lisa Cain	Please do not eliminate this line. Eliminating lines that connect the metro with residential areas will reduce use of mass transit, as well as hurt inner community access for so many. Those most impacted will be seniors, individuals with disabilities, students, etc.	8/24/2020	SGV PH
Lisa M. Snyder	The next gen calculations don't work ... they continue to show line 734 in a trip from the valley to Westwood, instead of the new/old 761	8/20/2020	Virtual Workshop
Liz Strong	I would like to see the many buses relocated from residential street Monte Vista to Figueroa in 90042. There are very few, if any riders on these buses, which is a Warsaw of our tax money. T Homes are very close to the street.	8/22/2020	All-Region PH
Lorenzo Mutia	"761-- ridership south of the G/Orange drops, consider having every other trip use the fwy (use 101 on/off ramp at Van Nuys Blvd, interchange at 405, enter/exit at Getty Ctr Dr). Or keep peak 788 with or without modified route above. -N 158-- good to hear Woodman has 30 min service, but consider providing peak service to Sepulveda Middle School (Plummer / Sepulveda) -N 167--limited to 60 min service throughout, is there a way to increase service for eastern part? Layover at Arleta / Van Nuys? Layover/Stop at Sepulveda / Devonshire via Tuba & Langdon (would mean removing street parking) -169-- Can service be retained on Chase? Places will lose direct service: -northern end of Panorama Plaza, Plaza Del Valle, Post Office, Chase Elementary / Park, 99 Cents Only Store -Even if this means peak-only service (6-9am, 3-7pm) for Chase. Are cost savings using Roscoe enough to lose service on Chase? -218-- consider extending line to service Laurel Canyon G/Orange Line Station	7/17/2020	Virtual Workshop
Lorenzo Mutia	Do not cut bus service if you want Nextgen to really work. A 20 percent cut would be disastrous for the bus riders of the region. Where is the equity in such cuts, when riders are predominantly Black and people of color, working-poor, without alternatives? Also, please widely publicize Nextgen. Posters in neighborhoods with high transit use, phone lines in more languages than English and Spanish, TV as campaigns-- we cannot afford to have the most vulnerable left uninformed and without a ride. There should be pop-up meetings in areas that need this information.	8/22/2020	All-Region PH

Name	Comment	Date	Event/ Source
Lorenzo Mutia	Just wanted to voice my concern about removing the bus stop at Roscoe and Wakefield in Panorama City. The nearest stops are Roscoe / Van Nuys and Roscoe / Hazeltine, which are lengthy walks. If the issue is access to a crosswalk, as is with many of the stops slated to be removed for the 152, I would hope LA City could be pushed to put a crosswalk at Wakefield (if they could access any money left from improving this stretch of Roscoe Boulevard for safety). The rest of the stops on Roscoe that need to be removed have under 10 ons/offs, and I'm inclined to support removal. However, I hope you consider access to shade in the stops' walksheds. The Valley can be oppressively hot and shade hard to find. I know Roscoe / Canterbury and Roscoe / Sparton have little shade. The latter stop isn't too far from Roscoe / Nagle, while the former is a somewhat long, shadeless walk with fast-moving traffic around.	7/20/2020	Virtual Workshop
Lorenzo Mutia	Just wanted to voice my concern about removing the bus stop at Roscoe and Wakefield in Panorama City. The nearest stops are Roscoe / Van Nuys and Roscoe / Hazeltine, which are lengthy walks. If the issue is access to a crosswalk, as is with many of the stops slated to be removed for the 152, I would hope LA City could be pushed to put a crosswalk at Wakefield (if they could access any money left from improving this stretch of Roscoe Boulevard for safety). The rest of the stops on Roscoe that need to be removed have under 10 ons/offs, and I'm inclined to support removal. However, I hope you consider access to shade in the stops' walksheds. The Valley can be oppressively hot and shade hard to find. I know Roscoe / Canterbury and Roscoe / Sparton have little shade. The latter stop isn't too far from Roscoe / Nagle, while the former is a somewhat long, shadeless walk with fast-moving traffic around.	7/29/2020	Virtual Workshop
Lorenzo Mutia	Nextgen must be truly prioritized by Metro in the budget if it is to be successful. Tentative plans to cut bus service by 20 percent go against what Nextgen is supposed to do. Treat bus riders the same way you do rail riders, treat Nextgen as a high-priority capital project and fast-track this instead of being myopic and focusing on the handful of rail projects relevant to the 2028 Olympics.	8/19/2020	SFV PH
Lorna Paisley	Dear Metro: LA County needs Transit to Parks. Sounds like a wonderful Idea to me. The people could really use something like this right now. Lorna Paisley 6952 Balboa Blvd Lake Balboa 91406	8/27/2020	email
Luis Aquino	Extend Line 10/48 from Avalon Station to Future Wilshire/La Cienega Purple Line Station for the Metro NextGen Service Change in Early 2021. You guys all need talk about it during the service council board meeting this month coming up. You guys all need to work on extending Line 10/48 to Future Wilshire/La Cienega Purple Line Station.	8/4/2020	email
Luis Aquino	Extend Line 14/37 from Washington/Fairfax Transit Hub to Future Wilshire/La Cienega Purple Line Station for the Metro NextGen Service Change in Early 2021. You guys need to work on that for the service council board meeting coming up this month and talk about extending Line 14/37 to Future Wilshire/La Cienega Purple Line Station that would be a great idea.	8/4/2020	email
Luis Aquino	Extend the brand-new Line 111 from Norwalk Green Line Station to Aviation/LAX Station for the Metro NextGen Service Change in December You guys all need to talk about it and make a lot of plans to extend the brand-new Line 111 to Aviation/LAX Station I hope you will work on that and to talk about it during the Service Council Board Meeting this Thursday August 20th	8/17/2020	email
Luis Aquino	Extend the brand-new Line 180 from Pasadena City College to La Cienega/Jefferson Expo Line Station. The brand-new Line 180 needs to more high frequency service due to high ridership. Extend the brand-new Line 251 from Long Beach Blvd Green Line Station to Glendale College. Extend the brand-new Line 258 from Paramount to Glendale Galleria. The brand-new Line 258 will add a weekend service. Renumbered Line 685 to Line 251.	8/14/2020	SGV PH
Luis Aquino	Extend the brand-new Line 211 from South Bay Galleria to Westwood/UCLA. The brand-new Line 211 needs to add an all-day service and to add a weekend service for the Metro NextGen Service Change in December 2020. You guys all need to talk about it and make a lot of plans to extend the brand-new Line 211 to Westwood/UCLA and to add an all-day service 7 days a week I hope you will work on that and talk about it during the Service Council Board Meeting tomorrow Thursday August 20th.	8/19/2020	email

Name	Comment	Date	Event/ Source
Luis Aquino	Extend the brand-new Line 215 from South Bay Galleria to Future Wilshire/Rodeo Purple Line Station. Line 215 will need to add an all-day service 7 days week that includes adding a weekend service. Line 215 will serve Culver City Howard Hughes Center and Westfield Culver City Mall (Culver City Transit Center) to replace discontinued Line 217 via Inglewood Ave, Sepulveda Blvd, La Cienega Blvd and Beverly Dr. The brand-new Line 232 will extend from Downtown Long Beach to Aviation/LAX Station. Line 344 to be renumbered to Line 217 which it will continue route service from Harbor Gateway Transit Center to Rancho Palos Verdes.	8/14/2020	SBC PH
Luis Aquino	Extend the brand-new Line 232 from Downtown Long Beach to Aviation/LAX Station for the Metro NextGen Service Change in December 2020 You guys all need to talk about it and make a lot of plans to extend Line 232 to Aviation/LAX Station	8/17/2020	email
Luis Aquino	Extend the brand-new Line 258 from Paramount to Glendale Galleria. Line 258 will be coming from route service on Fremont Ave then to Mission St then to Pasadena Ave then continued on York Blvd then to Figueroa St then to Cypress Ave then continue on Eagle Rock Blvd then to Colorado Blvd then continue on Colorado St (Replace discontinued Line 183) in Glendale then to Colombus St then to the end of the line at Glendale Galleria via Colorado St, Fremont Ave, Eastern Ave and Garfield Ave. Line 258 needs to add a weekend service for the Metro NextGen Service Change in December 2020. You guys all need to work on extending Line 258 to Glendale Galleria to serve Colorado St (replace discontinued Line 183) I hope you have a lot of plans and talk about it during service council board meeting this month coming up.	8/4/2020	email
Luis Aquino	Hi Good Afternoon, Extend Line 117 from Lakewood Blvd Green Line Station to Aviation/LAX Station for the Metro NextGen Service Change in December 2020. Line 117 will keep going straight on Century Blvd between Central Ave to Alameda St then continue straight on Tweedy Blvd to regular route to Lakewood Blvd Green Line Station. Discontinued route service on Central Ave, 103rd St, Alameda St and Martin Luther King Jr. Blvd. You guys all need to talk about it and make a lot of plans to extend Line 117 to Aviation/LAX Station I hope you guys will talk about it during the Service Council Board Meeting this Thursday August 20th	8/17/2020	email
Luis Aquino	Hi Good Afternoon, Extend Line 92 to Downtown LA Broadway and Venice. Line 92 needs to add a frequency service every 20 minutes Monday through Friday and every 30 minutes on the weekends due to a passenger demand for the Metro NextGen Service Change in December 2020. You guys all need to talk about it and make a lot of plans about extending Line 92 to Downtown LA Broadway and Venice and to add more frequency every 20 minutes Monday through Friday and every 30 minutes on the weekends I hope you guys all will talk about it during the service council board meeting for tomorrow Wednesday August 19th.	8/18/2020	email
Luis Aquino	Hi Good Afternoon, Extend the brand-new Line 102 from Maywood (Slauson and Atlantic) to Aviation/LAX Station for the Metro NextGen Service Change in December 2020 You guys need to work on that and make a lot of plans to extend the brand-new Line 102 to Maywood (Slauson/Atlantic) and to extend the brand-new Line 102 to Aviation/LAX Station and talk about it during the Service Council Board Meeting this Thursday August 20th.	8/17/2020	email
Luis Aquino	Hi Good Afternoon, Extend the brand-new Line 154 from Downtown Burbank Metrolink Station to Porter Ranch via Oxnard St. Line 154 needs to add value weekend service for the Metro NextGen Service Change in December 2020. You guys all need to work on that and make a lot of plans to extend Line 154 to Porter Ranch and to add a weekend service for Line 154 I hope you all are going to talk about it during the Metro NextGen Service Council Board Meeting on Wednesday August 19th that's my requests.	8/17/2020	email

Name	Comment	Date	Event/ Source
Luis Aquino	Hi Good Evening, Extend the brand-new Line 215 from South Bay Galleria to Future Wilshire/Rodeo Purple Line Station. Line 215 will be coming from route service on Inglewood Ave then to Imperial Hwy then to Aviation Blvd then to serve Future 96th/Aviation Station (opening in 2023) then to Manchester Ave then to Sepulveda Blvd then to serve Culver City Howard Hughes Center (Replacing discontinued Line 217) then back to Sepulveda Blvd then to serve Westfield Culver City Mall (Culver City Transit Center) then to Slauson Ave then back to Sepulveda Blvd, then to Green Valley Circle then to Centinela Ave then to La Tijera Blvd then to La Cienega Blvd (Replacing discontinued Line 217) then continue on Fairfax Ave then to Venice Blvd then to National Blvd then to Castle Heights Ave then continue on Beverwil Dr then to Pico Blvd then to Beverly Dr (Replacing Line 14/37) then to Wilshire Blvd then to the end of the line at Future Wilshire/Rodeo Purple Line Station via Inglewood Ave, Sepulveda Bl, La Cienega Blvd, Beverwil Dr and Beverly Dr. Line 215 needs to add an all-day service and to add a weekend service for the NextGen Service Change in December 2020.	8/18/2020	email
Luis Aquino	Hi Good Evening, Extend the brand-new Line 258 from Paramount to Glendale Adventist Medical Center (to replace discontinued Line 201). Line 258 will become Chevy Chase Dr route (to replace discontinued Line 183 and 201). Line 258 needs to add a weekend service due to passenger demand.	8/15/2020	email
Luis Aquino	Hi Good Evening, Extend the brand-new Line 258 from Paramount to Glendale Adventist Medical Center (to replace discontinued Line 201). Line 258 will become Chevy Chase Dr route (to replace discontinued Line 183 and 201).	8/30/2020	email
Luis Aquino	Hi Good Evening, Introducing to the brand-new Line 153 route service from Downtown Burbank Metrolink Station to Tarzana via Burbank Blvd. The brand-new Line 153 needs to add a weekend service for the NextGen Service Change in December 2020 You guys need to work on introducing to the brand-new Line 153 route service from Downtown Burbank Metrolink Station to Tarzana (to replace Line 154) and to add a weekend service	8/18/2020	email
Luis Aquino	Hi Good Evening, Introducing to the brand-new Line 177 route service from Burbank to City of Hope. Line 177 will become the Colorado St route in Glendale (to replace discontinued Line 183) and Walnut St/Foothill Blvd (to replace discontinued Line 264) route in Pasadena. Line 177 will serve Sierra Madre Villa Station and it will still remain as a bus contractor (Transdev). The other reason I'm writing my requests it's because Colorado St in Glendale needs to run a bus 7 days a week, Walnut St and Foothill Blvd in Pasadena they need to run a bus in one of these areas in Pasadena that's my requests and my input.	8/23/2020	email
Luis Aquino	Hi Good Evening, Lines 28 and 728 to merge with Line 28 to extend the brand-new Line 28 from Century City to Downtown LA Union Station. The brand-new Line 28 needs to add more higher frequency due to high ridership for the Metro NextGen Service Change in December 2020. You guys all need to talk about it and make a lot of plans to extend the brand-new Line 28 to Downtown LA Union Station I hope guys all need to talk about it during the Service Council Board Meeting next Wednesday August 26th	8/17/2020	email
Luis Aquino	Hi Good Evening, Renumbered Line 685 to Line 251. Extend the brand-new Line 251 from Long Beach Blvd Green Line Station to Glendale College via Soto St and Verdugo Rd 7 days a week The reason I'm writing my input it's because Verdugo Rd needs to run a bus and that street needs to run a bus on the weekends and holidays that's my requests. You guys need to talk about it and make a lot of plans to extend the brand-new Line 251 to Glendale College during the service council board meeting next week.	8/15/2020	email
Luis Aquino	Introducing to the brand-new Line 153 route service from Downtown Burbank Metrolink Station to Tarzana via Burbank Blvd. Line 153 will need to add a weekend service. The brand-new Line 154 will extend from Downtown Burbank Metrolink Station to Porter Ranch Line 154 needs to add a weekend service. Line 155 will replace Line 183 on Magnolia Blvd Line 169 will remain the same from Canoga Station to Hollywood Burbank Airport. Line 169 will add a weekend service. Discontinued Line 183 due to low ridership Introducing to the brand-new Line 645 route service from Canoga Station to West Hills Medical Center. I hope you guys will work on that during the service council meeting	8/14/2020	SFV PH

Name	Comment	Date	Event/ Source
Luis Aquino	Line 251 needs to from Lynwood Long Beach Green Line Station to Glendale because Verdugo Rd needs to run a bus especially on the weekends, Verdugo Rd residents doesn't feel like walking especially when it gets very hot in the summer and when it's raining in the fall and winter. Verdugo Rd needs to run a bus on the weekends and holidays. Line 251 will be running from regular route on Avenue 26 then to Figueroa St then to Cypress St then continue on Eagle Rock Blvd then to Verdugo Rd to Glendale. Line 251 will be extending to Glendale Community College on the weekdays. Line 251 will be extending to USC Verdugo Hills Hospital in Glendale on the weekends and owl service. I hope you all have a lot of plans to extend Line 251 from Lynwood Long Beach Green Line Station to Glendale for the NextGen. Kind Regards God bless you Metro Staff Your Metro Customer, Luis	7/8/2020	email
Luis Aquino	Line 28 needs to extend from Century City to Glendale Galleria for the NextGen. Line 28 route service to Eagle Rock Plaza will be replaced by the brand new Line 684 route service to Cypress Park Gold Line Station. Line 28 will continue to serve Eagle Rock Plaza while Line 28 extends to Glendale Galleria. Colorado St in Glendale needs to run a bus especially on Sundays and holidays. My e-mail address is luisaquino2230@gmail.com I will be alert with your e-mail tomorrow morning Keep me posted Kind Regards God bless you Metro Staff Your Metro Customer, Luis	7/8/2020	email
Luis Aquino	Renumbered Line 217 as Line 180 Line 180 needs to extend from Pasadena to La Cienega/Jefferson Expo Line Station for the NextGen. Line 180 has a high ridership. Service South of La Cienega/Jefferson Expo Line Station to Culver City Howard Hughes Center will be replaced by the brand new Line 215 via La Cienega Blvd and Inglewood Ave. Kind Regards God bless you Metro Staff Your Metro Customer, Luis	7/8/2020	email
Luis Aquino	The brand-new Line 211 will extend from South Bay Galleria to Future Century City Purple Line Station. The brand-new Line 211 needs to add an all-day service and to add a weekend service for the Metro NextGen Service Charge at least Early 2021. You guys need to work on that during the service council board meeting this month and to talk about it and have plans to extend the brand-new Line 211 to Future Century City Purple Line Station.	8/4/2020	email
Luis Aquino	The brand-new Line 215 will extend from South Bay Galleria to Future Wilshire/La Cienega Purple Line Station. Line 215 will run into regular route on Inglewood Ave then to Imperial Hwy then to Sepulveda Blvd then to 96th Street to serve LAX City Bus Center then back on 96th Street then back on Sepulveda Blvd then to Center Drive then to serve Culver City Howard Hughes Center (to replace discontinued Line 217) then to Howard Hughes Parkway then back on Sepulveda Blvd then to serve Culver City Transit Center then to Slauson Ave then back on Sepulveda Blvd then to Green Valley Circle then to Centinela Ave then to La Tijera Blvd then to La Cienega Blvd (to replace discontinued Line 217) then continue on Fairfax Ave then to Venice Blvd then to Motor Ave then to Pico Blvd then to Beverly Dr then to Wilshire Blvd then to the end of the line at Future Wilshire/La Cienega Purple Line Station via Inglewood Ave, Sepulveda Blvd, Green Valley Circle, La Cienega Blvd, Motor Ave and Pico Blvd. Line 215 needs to add an all-day service and to add a weekend service.	8/4/2020	email
Luis Sancez	"The bus line 18 should discontinue from Wilshire/Vermont to Wilshire/Western. Passengers could just take bus 20, 66, 720 or D line (purple). "	7/21/2020	Virtual Workshop
Lupe Pulido	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Lynn W	The LAX APM travels eastward and ends at ConRAC. It unfortunately does not go onwards to the SoFi Stadium/Entertainment District. SoFi is a major destination and it is less than 3 miles away from ConRAC; but it will not be easy to reach as you need to cross the 405 overpass and walk several minutes. The future 96th St Station provides a quick connection to LAX and connections to Metro, BBB, Culver City Bus, and many municipals. This major multimodal station only lacks service to SoFi. 111 traveling eastbound on Arbor Vitae can easily provide this service. The headways and the short 5-minute ride can make this service attractive for riders needing to reach SoFi.	8/20/2020	SBC PH

Name	Comment	Date	Event/ Source
Machiko Yasuda	Dear Metro: I am a new homeowner in Altadena. I live three doors down from one of the most popular trails in the county. It's not too far from the Lake Station -- and yet, there is no bus that takes transit users from the station to the trailhead at the top of Lake Ave. Several years ago, I organized a Transit to Trails hiking trip when the City of Duarte's Duarte Station to Fish Canyon Trail bus program opened up. People joined *all the way* from Marina Del Rey. They took the bus, to the Expo Line, to the Red/Purple Line, to the Gold Line, so we could take a bus together to get to a beautiful waterfall. It was a beautiful day, and I want to see more programs like this in action to get more people to the parks *without* more parking. Access points like Chantry Flats, Millard Canyon, Echo Mountain are so close to being accessible -- so close to Gold Line Stations -- they lack reliable bus lines to get to the trails. It's an issue that is not just about access either. If too many cars choke up the roads to Chantry Flats, firefighters are at risk of not being able to get to rescues. Children, families, teens -- residents, tourists, athletes alike -- want to take buses and trains to get to the San Gabriel Mountain trails -- the largest urban wilderness of its kind. Thanks to the Expo Line, the beaches are more accessible to families of all kinds. I've seen families taking the Gold Line from beyond Pasadena, with their goggles and floaties, excited to take a reliable train ride to the beaches in Santa Monica. Why can't people do the same to get to our world class hiking trails? Opening up transit access to Chantry Flats, Millard Canyon, Echo Mountain - means someone will be able to take a train from Union Station and get to a trailhead that would then connect them to the Pacific Crest Trail - one of the premiere through-hikes in the world. There are posters and advertisements for the Angeles National Forest at terminals at LAX. How are tourists supposed to get there? I have talked to tourists from South Korea that walked several miles from Sunset Blvd. to get to Franklin Canyon Park. You can't hail an Uber from Chantry Flats.	8/26/2020	email
Manuel Hernandez	I am here to write a comment that I am opposed w/ the cancellation of the 254. If anything, I think I can help make it better by changing the route: - Replacing the majority of the 665 between Cal State LA & Olympic/Lorena. - Keeping the same route thru Gage; then, continue to stay on State Street to/from MLK, Jr. Blvd in Lynwood. - Have a segment on Century | MLK, Jr. Blvd between Alameda & State Streets. - Have the 254 run on 103rd St btwn Alameda St & the A Line Station. - [OPTIONAL] Have the route to end/begin @ Willowbrook/Rosa Parks Station. That would mean that the 251 would have to be moved to California Ave between Florence Ave & Imperial Highway. Hope that you consider it. Thanks.	8/20/2020	GWC PH
Manuel Hernandez	I would like to make a comment on the 254. I (unintelligible) on the South Bay. I do have an idea on 9 making the 254 more viable and that is to replace it with 10 an extended 665 and have your route south of Gage Avenue 11 to be extended further south so that it can eventually 12 reach 103rd Street in which I left a comment late last night. I also want the 452 -- I'm also -- sorry. I believe that the proposal for the 450, which includes the Harbor Freeway, is a good idea because it gives a people in the South Bay another access -- an access to 18 get to where they need to go via Harbor Freeway, which is 19 Harbor Gateway Transit Center.	8/20/2020	SBC PH
Marge Haye	Honored City Council Members, Bus 218 should not be cancelled. It is literally a City-Valley lifeline for a large and diverse group of daily commuters, unable to afford their own transportation. These people NEED the Line's Laurel Canyon shortcut route across the Hollywood Hills. Please consider, at the very least, a very reduced schedule for these people who need inclusion and have no other transportation.	8/5/2020	email
Maria Jesus	Dear Metro: LA County needs Transit to Parks. Thank you for taking the time to read this email. I was fortunate to grow up in Seattle, WA where my family had the resources to access nature regularly. These experiences profoundly shaped who I am as a person and inspired me to pursue a career in natural resource management. I deeply understand the value of connecting to natural spaces and hope this important aspect of life will be made to all residents of LA County where I live today.	8/27/2020	email

Name	Comment	Date	Event/ Source
Marie Cox	Hello, My name is Maria Cox and I am a resident of LA in the Miracle Mile neighborhood. I do not own a vehicle, and take Line 720 Westbound to Brentwood, where I work as a preschool teacher at a school that will be reopening this month. I realize I have missed the Westside Central Public Hearing, but I believe my comment to be worthwhile to whoever reads it. To get to work each day, I embark on Line 720 to Santa Monica bus around 6:30am and ride to the Veteran's Hospital, where I transfer to a Santa Monica Big Blue Bus. It would be a serious mistake to have Line 720 operate only from Downtown to Westwood during peak periods. The 720 Westbound to Santa Monica is very crowded at that time of day: pre-Covid the bus was standing-room only, and now people must sit right next to each other: 6 inches away from each other than the socially-distanced requisite of 6 feet. While taking the 720 Westwood bus to the end of the line and transferring to the 720 Santa Monica bus is an option, it's often very crowded. Half of the Westwood bus makes that transfer, meaning the 720 Santa Monica bus is overflowing. Replacing Line 720 west of Westwood with a more frequent Line 20 will not fix this overcrowded situation. Instead, I advocate for Line 720 to run all the way to Santa Monica during weekday peak periods, as it would better serve the existing customer base. Thank you for your consideration, Maria Cox	8/13/2020	email
Marisol Velazquez	I live in Angelino Heights and I work in West Hollywood and as many people I ride the bus to work and I like the idea of the new schedule with more frequent buses since is always crowded at pick hours and specially at times like now and sometimes I have to wait a long time for the bus to arrive and when it arrives is already full and the question I have is when this service will start?	8/22/2020	All-Region PH
Mark Meyer	I do not support the change in the route to the R256 for reasons of noise pollution. Monterey Rd from Deb Parks Rd to Via Marisol is surrounded by houses, parkland, apartments and condos. Sound travels up in elevation and the hillside dwellings and parkland are going to be exposed to your busses accelerating from stop lights up the road grade, braking down the grade, as the busses fight the steep grades of Monterey Rd. You are responsible for communicating to the community that this will be an invasively noisy operation. Maintaining bus operation on much flatter roads of Collis Ave and Ave 60 is much preferable as it won't generate the noise of traversing the steep grades of Monterey Rd.	8/20/2020	SGV PH
Mark Meyer	I do not support the change in the route to the R256 for reasons of noise pollution. Monterey Rd from Deb Parks Rd to Via Marisol is surrounded by houses, parkland, apartments and condos. Sound travels up in elevation and the hillside dwellings and parkland are going to be exposed to your busses accelerating from stop lights up the road grade, braking down the grade, as the busses fight the steep grades of Monterey Rd. You are responsible for communicating to the community that this will be an invasively noisy operation. Maintaining bus operation on much flatter roads of Collis Ave and Ave 60 is much preferable as it won't generate the noise of traversing the steep grades of Monterey Rd.	8/20/2020	All-Region PH
martin browne	City of Whittier is not affected by this change other than a change in route number to 621. The frequency of the Whittier route is not changed but we were hoping to see an increase in frequency and additional route options to the eastern section of LA County, which is a historically underserved part of LA County for bus routes. Whittier residents will have to disembark at the Greenline station and wait for a connecting bus, which is actually a downgrade to the current service. Hopefully the 120/621 connections will match without too much wait time with additional bus shelters/seating added to the Greenline station for our residents who now have to wait. We hope to see more buses in Whittier.	8/27/2020	GWC PH
Martin Gombert	Dear Metro Staff, The Palos Verdes Peninsula Transit Authority (PVPTA) would like to offer its support for the NextGen recommendation that no changes be made to Metro Route 344-Hawthorne Boulevard. Early in the NextGen process, this line was recommendation for elimination and later recommendations had the line cut back. The July 2020 update is recommending no changes to this route. Route 344 provides critical transit connections for South Bay residents in the Palos Verdes Peninsula, Torrance, Gardena and surrounding cities. Students, senior and disabled residents, and commuters will benefit by the continued operation of this transit service. Regards, Martin Gombert, Administrator Palos Verdes Peninsula Transit Authority	8/26/2020	email

Name	Comment	Date	Event/ Source
Martin Z	The SGV has long been neglected by Metro and this plan continues to neglect riders in the SGV area. There are really no substantial improvements to the SGV area. The bus network in this area is mostly a grid form, forcing many riders to transfer but the proposed bus frequency is not great enough to make these transfers seamless. it is very difficult to transfer when lines are running 30-60 minutes. Metro really needs to coordinate with MUNI buses. Why is there a proposal to eliminate the stop at a major intersection, Valley/Garfield, a transfer point to Montebello bus & the next stops are 3 blocks away in either direction? If Metro can afford $1 billion for cops, we can pay for bus service.	8/24/2020	SGV PH
Mary Robinson	All the current DAILY (former Sunday) runs of Bus 218, ending at about 6:30 pm, NEED to be changed, to conform to the daily schedules of the other Metro Bus lines, to facilitate connections for the working commuters from the City and Valley, who mostly are minimum wage earners and People of Color, and for the residents and senior members of the hillside communities, who use bus 218 as a life line. Your sincere and focused attention to the importance of this lifeline 218 bus schedule is vital to the workers and residents of our communities.	8/12/2020	email
Matthew Pearson	* Consolidating is the correct choice; don't run more than one service pattern unless you can run all of them at least every 10 minutes. When it launched, Rapid meant "frequent", but it's been watered down to nothing since then. * Without the legislature allowing camera enforcement for bus lanes and other operational changes like all-door boarding, changing routes is just rearranging deck chairs on the Titanic * On-time performance is a bad metric for frequent service; use headway standard deviation instead to better capture the rider experience * The 2 and 180 seem too long to keep running on time and should probably be split. * Swap 10/14 at Vermont to connect both to Vermont/Beverly	8/22/2020	All-Region PH
Melissa Taylor	A driver on the 236 line told me today that the bus I catch every day on Glen oaks and Tyler won't be running with the new NexGen plan. Is this true	8/15/2020	SFV PH
Michael Bednar	Hi there, I am writing to support the below measures. 1. Increase service hours 20% next year from 7 million to 9.4 million, instead of cutting post-pandemic service by 8%. 2. More bus lanes and signal priority. 3. I support the revised NextGen proposal to operate Line 222 from Barham and Cahuenga Blvd West to Burbank via Universal Station.	8/27/2020	email
Michelle Rivas	I rely on Metro Line 218 to get to/from Cedars Sinai. The proposed changes to this line would impact me, Cedars employees, and Cedars patients who rely on this Metro bus line.	8/26/2020	WSC PH
Montserrat Plascencia	Dear Metro: LA County needs Transit to Parks. THE PEOPLE MORE THAN EVER NEED ACCESS TO GREEN SPACES FOR MENTAL HEALTH AND WELLNESS. METRO, you are part of those people, your metro employees and their families are those people, and the people Metro serves will benefit greatly, and the beautiful outdoors serve us every day without taking anything from the people. Please honor this service to the parks. 4 years have passed. Honor Metro's equity focus and rededicate Transit to Parks as a priority in the FY21 Budget, NextGen (SGV Service Council), Office of Extraordinary Innovation, & regionwide service planning. With love, Montserrat	8/26/2020	email
Nancy Hom	Please reconsider the decision to remove overnight service from Line 125 that connects the El Segundo area to Norwalk. Including service that runs all night was an important addition for communities south of Downtown Los Angeles. It is especially helpful to be able to travel west and east in this corridor, and sometimes the rail line will not be running so our options will be limited. It is important to have southern buses that run after midnight and provide a safe, dependable travel experience. Thank you for looking at ways to increase the number of buses on Line 125, especially after midnight.	8/22/2020	All-Region PH
Nenetzin Rodriguez	Dear Metro: LA County needs Transit to Parks. My name is Nenetzin Rodriguez. I'm a resident in the City of Alhambra and employed at a Public Health nonprofit called Day One in Pasadena. I've lived most of my life near the San Gabriel Mountains in Rancho Cucamonga and Alhambra.	8/27/2020	email

Name	Comment	Date	Event/ Source
Olga Lexell	NO LINES SHOULD BE CUT. BUSES ARE SO FULL. We need more bus service, more express lines, more dedicated bus lanes. We should not have to wait 40 minutes for any bus. Even 15-20 minutes is too much. Buses should come every 5-10 minutes. That's how you get utilization up. Public transit should not need to profit to be considered successful. Additional there is inadequate service on the Westside heading North/South. It is virtually impossible to get from, for example, Beverly Hills to Culver City efficiently even though they're right next to each other.	8/26/2020	WSC PH
Olga:	I live on the westside, and I just want to say I really oppose any effort to try to do door-to-door service. That doesn't make transit any more efficient, and it doesn't help with our overall plans to get cars off the road and reduce traffic. We need to be focusing on making all transit more accessible by increasing lines. No one should have to wait more than ten minutes for a bus, and even online where wait times of ten minutes or less are advertised. That's rarely the case. For example, I wait up to 40 minutes for my bus when it's supposed to come much more often than that. Especially now due to COVID, we need to focus on increasing bus service, dedicated bus lanes rather than prioritizing funding for rail projects that might not happen for another 20, 25 years, and we need to support essential workers, especially in South L.A. whose bus ridership has not gone down because they rely on the bus and don't have cars that they can choose to take. I think that's important especially in addressing equity. We need to make the entire bus system6 that serves our south and east regions just as important as it is on the west side, and there really is no excuse for any cuts to service. Public transit should not have to operate at a profit. It is an essential city service, and all of us rely on it every day.	8/26/2020	WSC PH
Padric Gleason Gonzales	The NextGen Bus proposals appear to consolidate stops to increase route speeds and prioritize high-demand routes. My neighborhood, Long Beach, is not particularly well-served by the new plan, but I think that's a good thing. We don't want to dilute ridership across inefficient options. Long Beach operates its own muni service and we benefit from the A Line. I support this bus reform proposal.	8/8/2020	GWC PH
Patricia Clark	return and keep bus line 442 once Covid 19 is under control	8/20/2020	SBC PH
Peter Horton	from https://investinginplace.org/2020/08/13/a-new-metro-budget-briefing-raises-worrying-signs-for-nextgen/ "As we know that working class communities and particularly Black and brown communities in central and south Los Angeles have been more likely to experience crowding onboard transit, we must also be aware that service cuts in these communities are more dangerous." Metro must commit to expanding bus service, not reducing it, or bus ridership will remain trapped in a death spiral and riding the bus will be dangerous or impossible for the people who have no alternative.	8/25/2020	WSC PH
Peter Serdienis	Is Metro going to reimburse the cities & LA County for their expenditures on bus related infrastructure such as in street, concrete bus pads, parkway improvements & security lighting on totally abandoned routes?	8/19/2020	All-Region PH
Peter Wei	I oppose the plan to eliminate bus service on Garvey Ave, west of Atlantic Blvd, between Monterey Park and Downtown Los Angeles. Line 70 is a lifeline for Cal State LA students living in Monterey Park and areas east of it. This plan will impact on education and the future of our students. I was a Cal State LA student living in Monterey Park. I was from a poor immigrant family where my parents couldn't afford to a car for me to go to school, so I took Line 70 from Garvey & Atlantic to Cal State LA (South of the 10 Freeway bridge) for the 5 years. Now, I am working as an engineer for the City of Los Angeles. My life has changed, and I truly thank Line 70 for providing service to Cal State LA.	8/14/2020	SGV PH
Peter Wei	I suggest the Board to consider eliminating the Express Bus zone fares. This extra cost on the express buses scares riders away from using the express buses and defeats the purpose of running these express bus lines, especially the silver line buses. The express bus zone fares are established when LA areas had no metro rail and no orange line. Now, with freeways being more congested, it simply makes no more sense to charge extra for buses running on the freeways. Thank you.	8/19/2020	All-Region PH

Name	Comment	Date	Event/ Source
Peter Wei	I would like to make a suggestion to eliminate the express bus zone fares. For many year, the zone fares are keeping riders away from the express buses, especially the Silver Line 910. The express bus zone fares defeats its purpose for providing a faster, convenient and efficient transit system in the County of Los Angeles. Now with more metro rails and orange bus line being built, it simply doesn't make sense anymore to keep Metro Silver way more expensive than other colored lines. I really don't see the reason to carry the half-century old express bus zone fares into modern-day transit system. It is the time to re-evaluate.	8/14/2020	GWC PH
Phu Do	The MicroTransit sounds too good to be true for la. I don't think it will be able to work. You need good service and this is not cheap. Also some people don't have internet. How much does it cost even? Also it failed already in other places, how safe is this?	8/26/2020	WSC PH
Rafael Fabian	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Ray Dang	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Rick Becker	Who are the projected South Bay riders? How will Metro buses efficiently & dependably transport South Bay riders to the Green & Crenshaw Lines, to job centers, educational institutions, gathering spots like SoFi Stadium? I grew up using the RTD/ MTA for both work & educational access; South Bay service has deteriorated. Business professionals took express or freeway flyer buses to work in Downtown with less time-wasting transferring. The 51, 442, 443, 444 were run poorly until gone by neglect. Metro promised light-rail service to the South Bay Galleria, Del Amo Mall; which alignment will be constructed, how & when will the South Bay receive a fair share of tax revenues & funding grants?	8/19/2020	SBC PH
Robert A	With NextGen, Line 577 El Monte - Long Beach via I-605 fwy, I am happy that the Cerritos routing is eliminated and proposed frequencies will be improved. However, is it possible to get the 577 to run weekends/holidays on a once an hour schedule possible? I ask because myself and quite few other customers travel from the San Gabriel area to Long Beach for essential businesses and family. Using the J Line (Silver) to the A Line (Blue) is one long journey. Line 266 offers some relief as well but why not run the 577 every hour on weekends.	8/4/2020	Virtual Workshop
ruth bernstein	I am a part of a strong pedestrian home owning community on Monte Vista which currently has buses 256 and 83 passing through to avoid Figueroa Street. Public transportation is vital in a large city and I like to ride the Metro and the 83 bus to my job in Lincoln Heights. However, the amount of noise and pollution that the residents of Monte Vista experience due to the busses stopping and accelerating every two blocks at the residential stop signs on our street seems like an odd choice. We are working towards getting speed bumps put in to increase safety from speeding cars and this won't be possible with the current bus route. Please help us all make for a better transportation system.	8/22/2020	All-Region PH
Salty	eliminating all bus Service in San Marino is terrible. A better idea would be create feeders to the Gold Line in South Pasadena. By using smaller than Bus vehicles that run frequently to the Gold Line Station both those who now use cars (like myself) to get to the Gold Line station, and those who do not have them can be connected to the regional network. As I get older, driving to and parking at the Gold Line Station is becoming more difficult. Shuttle service to the Gold Line would also be good to the Huntington Library and Gardens as well as Nearby Cal Tech.	8/22/2020	Board Secretary email

Name	Comment	Date	Event/ Source
Sandy Hubbard	NextGen Community Relations, One of our community members has brought to our attention some difficulties that would be incurred with the proposed changes to the NextGen bus lines. We'd like to know if someone could address them for us. The Valley Village bus lines are: 154/153 183/155 237 In reviewing the NextGen Metro draft changes, our member has pointed out that the following changes will have quite an impact on our public transportation-dependent population: 1. There will be no way to get from Valley Village to Universal without transferring buses if the 237 line is cancelled. 2. Converting the schedule for the 218 to an hourly schedule (which runs along Laurel Canyon) adds a level of inconvenience to those commuting north/south along our main boulevard. This particular line carries people from the VVL/SC community over the hill to the Cedars Sinai hospital area. 3. There appears to be an effort to reduce the number of our west/east lines: The 155 along Riverside will combine with the 183 along Magnolia; the 154 on Oxnard will combine with a new line on Burbank; Chandler would be removed altogether. Effectively, these combined changes reduce the east/west bus line access in VVL by more than 50%. In this time of the pandemic, where people have other pressing matters to attend to, it's possible that our community has not responded and it may be perceived as an issue of low impact to the community. It is not. We'd like to know what can be done to preserve more of our east/west lines, to reinstate the original schedule to the 218, and to reinstate the 237 running between VVL and Universal. Respectfully, Sandy Hubbard Valley Village Homeowners Association *Boardmember*	7/27/2020	email
Sandy Hubbard	The Valley Village Homeowners Association has already gone on record opposing the proposed changes to lines 154/153, 183/155, 237. We'd like to know what can be done to preserve more of our east/west lines, to reinstate the original schedule to the 218, and to reinstate the 237 running between VVL and Universal. We're also very much opposed to the current suggestion of changing the 167 bus line without a corresponding solution for the Veterans where they don't have to navigate their wheelchairs up a steep incline in order to take the bus.	8/18/2020	SFV PH
Sarah Solis	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
saul roe	It appears that San Marino will have no bus service. While the City Council likes the idea, there are people who work and live here who rely on the bus. I use it myself. The best service for San Marino would be for feeders to the Gold Line instead of the current bus routes. smaller vehicles connected San Marino to the Gold line would give regional access.	8/22/2020	SGV PH
Selena Inouye	Dear Metro Service Planning & Development: As a Board member of the Mar Vista Community Council (MVCC) who has been active with the MVCC Transportation and Infrastructure Committee as well as the Venice Neighborhood Council (VNC) Parking and Transportation Committee, I am aware of the concerns of Mar Vista and Venice stakeholders who use Metro buses on the Westside. I first want to say that the opinions expressed below are my own and do not reflect the official positions of either the MVCC or the VNC. However, I do want to take the opportunity to direct you to a motion recently passed by the MVCC on August 11, 2020 regarding certain aspects of the NextGen Bus Plan which you can access on the MVCC website here: (save attachment) Another more recent safety concern is in regard to the COVID-19 pandemic. I feel strongly that your NextGen plan must address this concern, even if this results in a delay in approving this plan. This pandemic has already been shown to disproportionally affect vulnerable populations: people of color, people of lower socio-economic status, people with disabilities and preexisting health risks and conditions. Taking public transit cannot be a risk factor for contracting COVID-19, because if it is, people will do whatever they can to find other modes of transportation that will safeguard their health. As a person with disabilities, I have to say that taking several busses from my home in Mar Vista to my doctors' appointments isn't a feasible option for me. Bus stops don't offer a comfortable place to sit or shelter from the elements. As a person with invisible illnesses, I never want to be in a position where I have to fight for a seat because standing for more than a few minutes is not an option for me. And when I need to use assistive devices - a cane, rolling walker, or mobility scooter - I don't want the hassle of having to make sure they can be accommodated. I am fortunate that I can pay to use services like Uber and Lyft, but I also acknowledge that other people with disabilities are not able to do so. In the past, I have qualified for Access Services. But like many other people	8/27/2020	email

Name	Comment	Date	Event/ Source
	with disabilities, I found this service to be extremely lacking in terms of service and time delays. Even the qualification process, which I engaged in during the month of July in an extremely hot warehouse east of downtown Los Angeles, resulted in me being transported to a local ER for treatment of a heat-related illness. All that said, I would be interested to see if the proposed Metro MicroTransit service could meet my needs as a person with disabilities. I hope Metro keeps in mind the regional nature of transportation when it comes to the proposed MicroTransit services and the need for people to traverse several different neighborhoods/areas to get to their final destination. I also need to comment on the Metro Bike program, which is touted as a first-mile, last-mile solution for public transit. I have stated in many public meetings that I feel without tricycles or other more disabled-friendly options, these micro-mobility options are ableist. This needs to be rectified immediately. I also think Metro should keep in mind the 2018 UCLA ITS report that showed having access to a car and a low-cost or free place to park it near transit was the highest predictor for certain segments of the population to actually use transit as a part of their commute to work. As an example, my mother used the Park and Ride in the Sepulveda Pass to get from her home in the San Fernando Valley to her employment at UCLA for many years. (see site) I believe that Metro will have more success in attracting new ridership if you accept the fact that cars continue to be a major part of the Southern California transportation landscape and work with this mode of transport, not against it. Lastly, I am+E297 concerned that actions by the City of Los Angeles, in particular LADOT, are having a negative impact on Metro busses on Venice Blvd on the Westside (current routes 33 and 733). The road diet on Venice Blvd between Beethoven St and Inglewood Blvd has had the effect of slowing down busses through this corridor during peak commuting hours. I have heard a lot of feedback from stakeholders and Metro bus drivers about this very concern. The people being most impacted by these delays are workers who travel to Mar Vista or through Mar Vista to reach their place of employment. I know that LA City's Mobility Plan 2035 calls for some kind of bus rapid transit lane (BRT) on Venice Blvd. The City to date has not been forthcoming about the details. These changes are slated for the entirety of Venice Blvd, from the Pacific Ocean to the 10 Freeway overpass at La Cienega Ave. My concern is that if an additional lane of traffic or parking is taken away to accommodate the BRT lane on this stretch of Venice Blvd, motorists will disregard this lane as I have seen them do on a corresponding stretch of Wilshire Blvd in West Los Angeles. Motorists use the BRT lane during peak hours because of the traffic backups. I am also very concerned about the businesses along Venice Blvd. In Mar Vista, businesses have either lost customers due to the road diet or have gone out of business altogether. Parking is their number one concern when it comes to attracting customers to their businesses and increased local traffic is the number one reason customers have stop coming to their businesses during peak commuting hours. And to date, I have not seen any data that shows that BRT lanes increase transit ridership or benefit local commercial corridors. I would very much like to see a thoughtful and balanced approach to implementing a BRT along Venice Blvd., with robust public outreach and engagement, as well as the incorporation of the community's feedback into all phases of such a project, including the evaluation of the project's success. Thank you for the opportunity to submit my comments on the Metro NextGen Bus Plan. I hope my comments are useful and will be incorporated into the final plan. Kind regards, ***Motion attached**		

Name	Comment	Date	Event/ Source
Selene Inouye	I am a member of the Mar Vista Community Council. I'm here to provide comments -- we are representing just myself, however, I would like the board to know that the Mar Vista Community Council recently discussed the issue of Metro and passed a motion asking that Metro lower its COVID-19 max load limits for 60-foot buses from 30 to 20 in order to enable safer social distancing and also asked to increase frequency of the affected routes to make up19 for the resumption in seating capacities. We've all -- the Mar Vista Community Council also discussed wanting to postpone the adoption of NextGen and the long range transportation plans for at least a year so that the experience of COVID-19 could be reflected in the data. They felt it would make more sense to have a better understanding of how the pandemic is going to reshape work and commuting behavior before adopting a plan for the next ten-plus years of transit policy. The Mar Vista Community Council also supported keeping Line 218, connecting the San Fernando Valley and the west side and requested that Line 234, 734 should connect to Westwood and the Expo Sepulveda Station from the San Fernando Valley. Finally, my last comment has to do with Venice Boulevard. The City of Los Angeles has made changes in Venice Boulevard in Mar Vista, reducing travel lanes to add a protected bike lane. The Palms neighborhood council has recently started discussing making changes along Venice Boulevard in Palms as well. The concern with these changes is how it will affect the 33/733 bus lines going down the street. We already know from our experience" –	8/26/2020	WSC PH
Silvie breber	Sierra Madre needs bus 487 to continue. It is vital for students and the elderly. It's our only public transportation. How else can we get to the Gold line.	8/9/2020	SGV PH
Spanish line caller, no name	I'm against 19 the Line 90, 91, 92 and 296. They don't run in all the 20 routes on L.A., and if you're going to eliminate 90, 91, 21 and then you should talk about -- so that -- they can be 22 in the 400 because they run on peak hours, and from 23 Downtown to L.A. on peak hours, I am -- and I guess 24 that -- that proposal, the 90, 91, 96, and I am in favor 25 of Line 501, and the excellent change in Line 501 I'm in 1 favor of that. Thank you very much for that.	8/29/2020	SFV PH
Stephanie Johnson	Metro Service Planning & Development: I have reviewed the NextGen Bus Plan proposed service changes for lines operating in the San Marino area and support the July 2020 plans. * The elimination of lines 78, 79 and 378 on Huntington Drive, replacing it with new Line 179. * The elimination of the Oak Knoll Avenue portion of line 258. We look forward to the implementation of the NextGen improvements. Thank you for the opportunity to comment. Best regards. Stephanie Johnson	8/25/2020	email
Stephanie Rivera	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Stephen Pink	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Steve Mayer	I wish to comment upon three lines -- 16, 14 and 16 -- all of which are being changed for underutilization. Specifically, on Line 16, it was decided that the segment from Cedars Sinai to Century City is underutilized will be removed. During afternoons, I'm going to work Downtown. The buses are so full that I need to disembark at La Cienega and take a later bus due to social distancing. It should be noted that in 2017 and '18 during the study times, there was construction of both Century City for both the subway and the express construction, that Line 14 during 2018 there was substantial construction for not only the North Santa Monica Boulevard reconstruction but also Metro Rodeo Station. Sometimes there were three different routes during the day, and it took more than a year before a stop was created in the triangle. So that was the reason for the underutilization, and it continues today. It should be noted that the Beverly Doheny stops in West Hollywood have over a hundred daily passengers. They will be adding 15 to 30 minutes to their commutes each way. Lastly, the premise that NextGen must proceed now to properly be positioned after the pandemic makes no sense. NextGen does not address the most important issues of masking and social distancing until those two issues can be properly addressed along with restoring the full schedule. This plan does not -- should not be going forward. If you wish to try a pilot program on Venice Boulevard with Lines 33 and 73, that would make much more sense.	8/26/2020	WSC PH
Steven Silva	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Susan Gray	Many people use 487 to get to downtown LA, particularly during weekdays.	8/24/2020	SGV PH
The Horn Family	To whom it may concern, I opposed the elimination of bus stops from the route of the 577 bus. There are too few alternatives connecting options provided by LACMTA to reach OCTA, the Norwalk C Green Line Station, and the Long Beach bus system. Do not remove these stops.	8/27/2020	mailed
Thomas Rees	Please do not eliminate these lines my family and I use these lines constantly and it would really affect our transportation for both work and school	8/24/2020	SGV PH
Tom	Why is the Valley/Garfield stop on Route 76 proposed to be removed? Valley and Garfield is a major intersection and this stop provides connections to a north-south bus route (Montebello Route 30). If this stop is removed, transferring passengers will have to walk 3 blocks (1000 ft. or 5 minutes) to the next bus stop. Major intersections like Valley and Garfield is very important as the bus system is in a grid form in the SGV. This proposal will make this already difficult transfer even more challenging.	7/24/2020	Virtual Workshop
Tony Braswell	***See attached letter from NCVV**	8/27/2020	email
Velena Tumussn	Hello, I reviewed your changes and I have to disagree with some routes. First of all, you cut off the 222 and the 237 lines, so now there is NO BUS SERVICE along Cahuenga Blvd and Universal Studios. I strongly disagree with this! If anything, I think you need a more frequent shuttle that runs between Hollywood and Vine, Hollywood and Highland, and Universal along Cahuenga. There are a LOT of businesses in the area that have almost no parking, and bus is the best way to go. Please provide public bus service to help connect Hollywood to the Valley. SECOND, I STRONGLY DISAGREE with removing the "off peak" bus for the Western Ave 757 bus line. I know you're adding more 207 busses, but Western Ave is soooo very long. And I have indeed taken it from Hollywood Blvd to the Green Line Station, and that bus ride on the express bus only took 1 hr whereas on the local bus would have taken almost 3 hours. So I still think you need ALL DAY express bus service. It's one of the main NORTH-SOUTH thoroughfares for bus riders in Los Angeles (along with LaBrea, and Vermont). So Please have all day express bus service for Western Ave. Thank you. - Lena, Hollywood CA	8/3/2020	email
Wally Shidler	I'd like to comment on Line 130. Maintain Line 130 under Metro. If Line 130 is transferred to Torrance and Long Beach Transit, the customer that rides 130 through the Artesia station will incur an increase in fare from transferring from a Metro line. On an average weekday, 56 percent of Line 130 eastbound customers and 45 percent of westbound customers rides through the Artesia station. As an example, a customer starting their trip on Metro using a Tap card now pays the Metro base fare of $1.75 that includes a free transfer to Line 130. Total fare, 1.75. If Line 130 is transferred to Long Beach or 13 Torrance Transit, a customer using a Tap card on Metro transferring to Long Beach and Torrance Transit riding through the Artesia station would pay the Metro base fare of $1.75 plus 50 cents for interagency transfer to Long 17 Beach Transit. The customer would then pay the Torrance Transit base fare of $1.00 at the Artesia station transfer point. Total fare, $3.25. This is an 86 percent fare increase, and there would be no guarantee of a time transfer at the transfer point. Approximately 50 percent of patrons ride through the Artesia station. Did Metro perform a Title VI equity analysis of the possible increase in fares when Metro lines are transferred to municipal operators. Keep in mind that Line 130 transfers through a number of disadvantaged communities where the median household income is 80 percent below the state average. Thank you very much. Have a nice evening, everybody	8/20/2020	SBC PH

Name	Comment	Date	Event/ Source
Wally Shidler	Thank you for delivering the July 2010 updated NextGen Bu Plan and the Bus Consolidation Maps. I have reviewed all the lines in the Gateway Cities Service Sector and adjoining Service Sectors that partially operate in our sector and am furnishing my remarks on each line. Generally, the program is right on track. I would support the majority of the changes if my colleagues agree. However, five members of the Gateway Cities Service Sector are Elected Officials and do not use public transportation on a regular basis, if at all. I do not believe they have done or will do an in-depth study of each proposal. At our September meeting, when it comes time to vote, I hope we may have a short discussing of the proposal for each line. As indicated in my review, I am particularly interested in my proposals for Lines 102-105-611, 130 and 460. I would like your input on these three proposals. After reviewing the July 2010 updated NextGen Bus Plan, and the interactive maps and other ridership date, I am submitting my comments and questions regarding the bus lines in the GATEWAY CITIES SEVICE SECTOR. I have compared the exiting service with the proposed changes: I am submitting a Line by Line summary of the proposals for each line. I would like to receive your comments on my proposal prior to the Public Hearings. I am particularly interested in my proposals for Lines 130, 102-105-611 and Line 460. LINES: 55-355 GWC/WC D2-13: Discontinuing service to the Compton Civic Center and LA County Courthouse at Compton and Willowbrook. 60 GWC/WC D-2: NO CHANGE 66-262- GWC/WC D-1: Need TIMED TRANSER at Olympic and Garfield between Line 66 and 262 for customer traveling to the Citadel Shopping Center and Commerce Casino. 108-358 WSC/GWC D-5: NO CHANGE. How many Short Line trips to Slauson & Garfield? 110 GWC/SBC D-5: NO CHANGE. 111 SBC/GWC D-18: NO CHANGE. How many Short Line trips to Florence and Garfield? Eliminate Bus Stops at Florence and Rugby, east & Malabar west. Stops are one short block from Florence & Pacific stops. 115SBC/GWC D-18: NO CHANGE. 117 GWC/SBC D-18: NO CHANGE 120-621 GWC/SBC D-18: Need TIMED TRANSFER at Norwalk Station between Lines 120 & 621. 125 SBC/GWC CONTRACT D-97: NO CHANGE 127 GWC/SBC D-18: NO CHANGE 128 GWC CONTACT D-97: NO CHANGE. Except COW is unreliable. 202 GWC/SBC D-18: NO CHANGE 205 SBC/GWC D-97: NO CHANGE. 232 SBC/GWC CONTRACT D-97: NO CHANGE. 251-751 WC/GWC D-3: NO CHANGE. How many short line trips to Palm & Seville Loop? 252 WC/GWC D-3: NO CHANGE. 254 GWC CONTRACT D-95 : NO CHANGE. Note that this line services Walnut Park Middle School on Santa Fe Ave. between Nadeau and Florence Ave. (Was the Principal notified?) 256 SGV/GWC/WC CONTRACT D-95: NO CAHNGE. I hope this does not cause too many transfers for our customers. 258 SGC/GWC D-3: NO CHANGE. 260-762-261 SGV/GWC D-9: NO CHANGE. Need TIMED TRANSFER between 260 & 261 at Imperial Highway. 265 GWC D-9: NO CHANGE. 266 SGV/GWC CONTRACT D-95: NO CHANGE. 460 GWC D-1: Discontinue segment between Los Angeles and Norwalk Green Line station. Liner 460 is duplicated by GREEN, BLUE and SILVER Lines. As an alternative, operate PEAK hours only. METRO has constructed two rail lines and the Silver Line that duplicates 460 service. Metro's own comprehensive operations analysis of Line 460 stated that rail travel times are actually faster during peak periods. Metro Center Station to Norwalk Station takes 52 minutes by bus, 40 minutes by rail including wait time for the transfer between lines. (Substantial savings in RSH) 577 GWC/SGV CONTRACT D-95: NO CHANGE 612 GWC/SBC D-2: NO CHANGE. May have multiple transfers for some customers 102 GWC/SBC D-5 / 105 WSC/GWC D-2 / 611 GWC D-2: 102- Extend Line 102 from 41st & Central Ave., via 41st St., Hooper Ave., Florence Ave., Seville Ave., Santa Ana St., to Atlantic Blvd. or Wilcox Ave. (This would eliminate Line 611 and continue a one-seat ride to the Florence Blue Line Station and U.S.C). 105- Extend Line 105 from Vernon/Santa Fe/Pacific, (Vernon Yard) along Pacific Blvd., Leonis Blvd., District Blvd., Atlantic Blvd., to Slauson Ave. (This would eliminate Line 102 between Vernon Yard and Atlantic) On account of the uneven headways between the 3 lines:: 102: 40 min. Short Line select trips at the Blue Line (A) Florence station to maintain a 60 min. headway between the Blue Line (A) and Santa Ana and Atlantic. 105: 10-15 min. Short Line select trips at Vernon Yard to maintain a 40 min. headway to Atlantic and Slauson. 611: 60 min. Discontinue service. 130 SBC/GWC CONTRACT D-97: Consider continuing contract line 130 under Metro. The transfer of this line to Long Beach Transit and Torrance Transit would not be in the best interest to our customers. Every time we transfer a line in the Gateway Sector, our customer are inconvenienced. EXAMPLE: Suppose a customer living in the City of Bell (a disadvantage community) boards Line 260	8/16/2020	mailed

Name	Comment	Date	Event/ Source
	on Atlantic Blvd. traveling to their employment in Gardena, transferring to Line 130 westbound at Atlantic and Artesia. The customer using a TAP Card now pays the Metro Base Faire of $1.75 that includes a FREE transfer to Line 130. Total Fare $1.75. If the Line 130 is transferred to Long Beach Transit and Torrance Transit, the customer using a TAP Card would pay the Metro Base Fare of $1.75 plus .50 for an interagency transfer to Long Beach Transit. The customer would then pay the Base Fare of $1.00 to Torrance Transit at the Artesia Station transfer point. TOTAL FARE $3.25. THIS IS AN 86% FARE INCREASE. There is no guarantee of a Timed Transfer at the two transfer points. DID METRO PERFORM A TITLE VI EQUITY ANALYSIS ON FARES WHEN OUR LINES ARE TURNED OVER TO MUNICIPAL OPERATORS?		
Wayne Wright	This is my comments for the proposed NextGen service changes lines 2/200 will accept changes, but ask that if Owl service is offered that Owl run between Vermont/sunset, via Vermont, Hollywood Bl, (to connect w/180 Owl at Vermont/prospect) & loop Figueroa, King Bl., Broadway to Vernon, to connect with proposed 81 Owl & 105 Owl, since 40 Owl would be eliminated. Line 10 since Owl service is being eliminated, request that Line 10 late night run until 1am between west Hollywood & downtown LA Line 16 establish Owl service on 16 line after being cut 36 years ago, night ridership on 16 is a joke! Busses are overloaded, mainly e/b, run 24 hour service on Line 16. As for proposed 617 shuttle, would welcome it & weekend/holiday service between Culver City Station & Beverly Center, weekend service is needed on Roberson since B.B.B. #5 pulled out on Roberson in 2016. Line 28 establish agreement with B.B.B. to run certain trips on Olympic Bl to Sepulveda Expo w/of Century City since its #5 bus no longer runs on weekends/holidays, run 28 trips after 8pm & all day weekends & holidays, west of Century City. Line 30 the proposal for Line 30 is a joke, would leave no service w/of Pico/Rimpau station, no service e/of Little Tokyo Station & Owl service would be eliminated. Would ask the following... Work with LADOT to run DASH line w/of Pico/Rimpau station. Continue to extend Line 30 on e. 1st St.to connect with Line 106 at 1st & state in Boyle Heights & continue to County USC Hospital to continue a direct connection from downtown LA to hospital, also passengers would have to transfer twice between the 30 & 106, via the Gold Line, it would be excessive transferring & Line 78 would not go directly to hospital. Line 33 run 2 way Owl service to every 30 minutes on line, like lines 4, 20 & 204. Welcome rerouting to Pico A & E Line Station, Venice Bl between Figueroa & Main is to narrow, w/b 33 route had to be changed around 15 years ago to run via 17th st, to Hill or Broadway back to Venice with Lines 33 & 733 rapid. Line 40 Owl service would be lost on King Bl, also request that certain 40 trips that will operate s/o Stocker St. Run on West bl. To serve Fairview Heights Station since Line 110 will not serve station & Line 607 is going away, there were complaints that Fairview Heights Station would not be directly served, passengers would have to walk up from Florence to catch, or walk from train. Also... Continue 40 service to serve La Brea, via Kaiser Hospital & Inglewood Civic Center & layover where 212 shortline lays over at Manchester/Hillcrest. Line 45 run 45 Owl service to Lincoln heights & continue to San Pedro/Rosecrans layover after 11pm, consider certain 45 trips to Rose Hills area as proposed a few years ago 7 days a week. & again... That 45 Owl run on n. Broadway in Lincoln Heights to replace 83 Owl that's going away. Line 48 the following changes & request... Run all service to Avalon C Line Station after 8pm. Eliminate busses on Gage Ave due to turning issues on Gage between San Pedro & Main, continue on Main to Florence 7 then to San Pedro, possibly work a deal with LADOT DASH to do a possible route swap in the targeted area with its Vermont/main DASH route. Improve headways 7 days a week. Lines 51/52/351 support line change & extension of 51 to C.S.U.D.H. would ask that 24 hour Owl service operate on Avalon between downtown LA & Avalon/Del Amo since Line 246 Owl is going away. Line 53 would ask that Line 53 be broken up & service s/o imperial or 120th St. be spun off to Line 253 to operate to CSUDH & operate further to serve proposed outlet mall in city of Carson & also possibly serve Harbor Gateway Transit Center in the middle if possible. If 53 rerouting is accepted it have 53 passengers go all the way to Rosa parks Station for nothing & would put a hurt on riders s/o 120th St.in Willowbrook/Compton & Carson area, request that southern portion of 53 be spun off to new line. Line 55 request the following... That certain Line 55 busses replace Line 202 to Artesia A Line station. Since 202 is proposed to be shorten & operate between Rosa parks Station & Artesia A Line station, it makes more sense to continue to have the 55 to replace the 202 s/o Rosa Parks station. Mixed	8/25/2020	email

Name	Comment	Date	Event/ Source
	on Owl service going away on the 55. Line 60 would request that Owl service be broken up & focus 60 Owl between Artesia A Line to downtown LA to make hourly line up, in which current 60 Owl doesn't this is the request for the southern portion for 60 Owl between downtown LB to Artesia station. Continue 60 from downtown LB via LB Bl to Artesia Bl (via Artesia a line) & west on 91 freeway to Vermont to 182nd, to Harbor Gateway Transit Center, to connect with Silver Line Owl. Current situation with 60 Owl is a joke & operator miss major line up in downtown LA also due to detouring to Compton A Line station. Line 62 have no issues with 262 proposal, but ask that service s/o Cerritos mall to Hawaiian Gardens be kicked over to LBT later this decade, or if & when southeast rail line is built & opened in future? Line 66 two issues... Continue all service after 6:30 pm to Wilshire/western d Line station, currently 66 busses at night continue to layover at 8th & western. Run 20/30 minute night service on line 7 days a week, current 60 minute service at night is poor. Lines 78/79/378 support 79 replacement, the 179, request that all night service e/b go to Arcadia Gold Line Station & its night service still connects with 78 busses on Alhambra/LA city line & that the 78 have better night service & either go to Gold Line Station or Westfield Santa Anita mall. Line 81 branch into 81/82 81 would still run on proposed Yosemite, replacing the 181, proposed 82 would shortline at Figueroa/Colorado & would make it easier for passenger to transfer between lines 81 & 180 & half of 81 busses would be empty by the time the 81 would arrive to Figueroa/Yosemite going to Eagle Rock Plaza. Also run Owl service all the way to Harbor C Line Station if possible. Lines 90/91 cannot accept proposed routing, its flawed & leaves a gap on foothill Bl between Sunland & Lakeview Terrace. Not acceptable! Line 92 since Owl service is going away, have last bus from downtown LA leave at midnight. Line 94 support line change & proposed Owl service, it's a must on the proposed revamping of the 94. Line 96 I was hoping the Riverside dr portion of the 96 would go to LADOT DASH since they are proposing to run service on Riverside Dr. Line 102 would accept truncating 102 to Manchester & Sepulveda, transfers to airport would be made by existing BBB 3 & culver city busses 6 & rapid 6. Would suggest that if micro transit bus does not come to Westchester/Playa Del Rey area, continue Line 102 to replace 115 service to Playa Del Rey. Also retain late night service on 102 till midnight. Line 105 expand Owl service to either w.LA transit center or to Cadillac/LA Cienega, where Kaiser hospital is located, to connect with proposed Line 180. Line 108 request following changes... Run Owl service between Atlantic & La Brea on Slauson, run last e/b bus till 11pm, or midnight, w/b till midnight, to connect with late night Line 212 & c.c # 6 improve night service on Slauson to 20 to 30 minutes, instead of 60 minutes, service gets poor & overcrowded, mainly e/b after 7pm & is a problem. Line 110 run 7 day a week service to Playa vista, reroute hook shape route, via Playa Vista, Bluff Creek, to Jefferson, to regular 110 layover so 110 busses can directly connect to BBB #3 & proposed extension of BBB #16. Line 115 improve late night service if Owl service won't be offered, run late night service till 1am. Run night service headways 20 to 30 minutes. If service west of Sepulveda to Playa Del Rey is being eliminated, reroute Line 102 to replace service w/of Sepulveda. Line 117 define where Owl service will run from what point, to what point? Line 120 would ask that Line 120 truncate at Rosa parks Station & replace it with 121, instead of 621 shuttle, 621 shuttle would be a problem for Metro & the cost of running line to & from division 18 to Whittier, or Norwalk Station would be costly, its recommended that proposed 121 replace the proposed 621 shuttle/ Line 125 would ask that service headways on 125 be greatly improved, 7 days a week & night service until midnight, current headways are a joke! Line 127 cannot not accept staff proposal to have 127 run 30/60 headways, would ask the following... Run mon-fri headways 20-30 & night service till 11pm weekends: run 30-60 headways & night service after 7pm to 40 to 60 minutes & night service till 11pm. Have weekend 127 busses truncate at Firestone/Lakewood, instead of going to Downey depot. Line 128 can't support line if it would no longer travel to Cerritos town center, also consider to transfer line to LBT in near future, since it runs in their northern territory. Line 152 cannot support any changes on line, cause it would leave gaps & would leave a gap on Fallbrook between Sherman way & on roscoe w/of Topanga canyon & no service e/o Lankershim. Cannot support this proposal. Lines 162/163 cannot support line proposal Line 166 would support proposal if 166 was expanded to replace a left out portion on foothill Bl to Sunland if certain trips were to continue to Chatsworth transit center, to connect w/proposed changes with lines 150, 158, 167 & 244. Otherwise can’t support this proposal. Line 169 cannot support proposal if 169 can't operate to Burbank airport &		

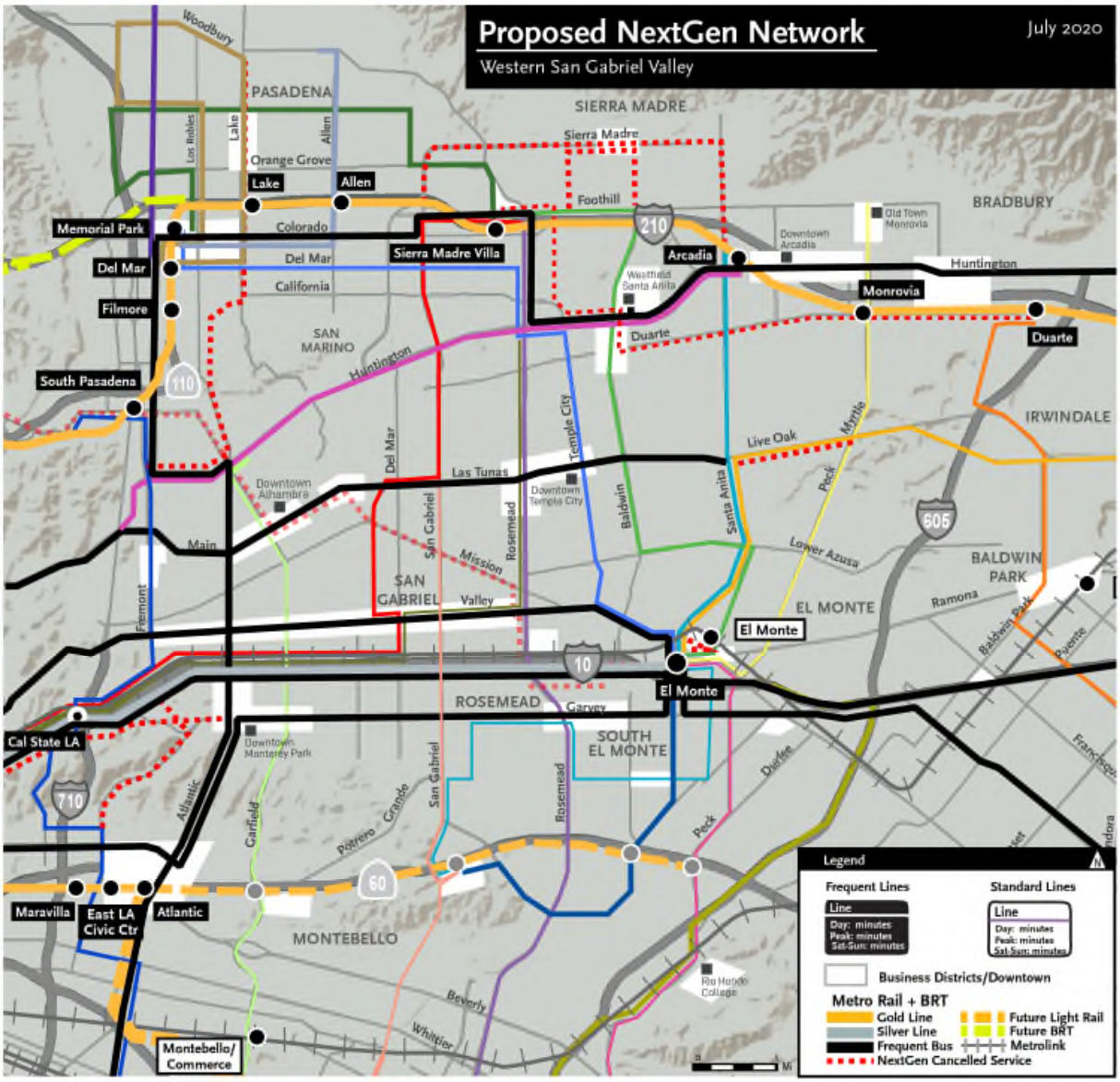
Name	Comment	Date	Event/ Source
	maybe tie in with Line 222. Line 181 have concerns with foothill transit & may not want to reroute the 187 east of San Gabriel Bl & foothill bl. Line 204 expand 204 Owl to serve Harbor C Line station, run 204 busses in two routes... 204 bus (example) would run via 120th st, Figueroa, to transit station. 204 b Line would run via imperial highway, to Figueroa, to transit station & after layover would continue south on Figueroa to 120th, back to Vermont. Line 205 would support line changes, but concerned about loss of service in San Pedro & DASH may not fill in all the blanks. Also... Better headways on weekend/holidays for the 205. Line 209 have 209 busses use Jefferson/10th ave layover, via Obama, Crenshaw, rail stations & Jefferson to 10th ave layover. Line 210 support breakup of 210 in Hancock park area & focus line between Wilshire/western d Line Station & south bay galleria. Run Owl service as far south as Crenshaw C Line Station (120th st), or to Crenshaw/Rosecrans. With 610 proposal, have certain trips replace Line 222, via Yucca, Cahuenga, Odim to Hollywood Bowl. Line 211 run a 20/30 headway on prairie 7 days a week, instead of 60 minute headways, so-fi stadium will be the problem & better service is needed on that section of prairie, also do not reroute to Hawthorne C Line Station due to n/b Line 211 busses cannot have a stop at n/w corner or imperial highway & prairie, continue direct on prairie. Line 212 will support extending to South Bay Galleria, replacing Line 40, but the following is asked... If Owl service is to be provided, run Owl from Hawthorne Station, (loop Lennox, Prairie, Imperial to Hawthorne Bl layover), or Hawthorne/el Segundo Bl, n/b to either the following... A) to wla transit center, via Jefferson Bl, La Cienega, Fairfax. B) to regular route to Hollywood, to Hollywood/highland. Also consider using articulated busses due to a spike in ridership on extended 212. Line 215 have 215 busses serve Redondo Beach C Line station, bypass Hawthorne C Line Station due to turning issues at intersection on Inglewood & Lennox Bl. Line 217 have Owl service busses serve La Cienega E Line Station between 1am & 5am. Improve night service headways on proposed 180 line, overloads on line at night. Line 218 since line is to truncate at Santa Monica/Fairfax, loop via Fountain, Fairfax, to Santa Monica Bl & layover at location. Line 222 recommend that 222 be expended & tie in with Line 169, cannot support current proposal. Line 224 will proposed Owl still be proposed? Line 232 improve headways 7 days a week, also expand late night service until 11 or midnight from downtown l.b Line 233 no issues with changes, if Owl service is to be provided to Sepulveda expo station. Lines 234/rapid 734 would like to see 234 branched out in two lines... Lines 234 & 235 s-235 would stay on Sepulveda n/of brand Bl in mission hills & continue on Sepulveda to Rinaldi, via Holy Cross Hospital & also serve San Fernando/Sylmar Metrolink station, Line 236 consider rerouting 236 to serve holy cross hospital, if the 235 deal can't be done. Line 242 can't support proposal if line will no longer serve Porter Ranch Shopping Center. Line 246 since Owl service is to be eliminated, would ask that last bus leaving Harbor Gateway Transit Center at least 1am & from San Pedro, also at 1am. Also look at expanding 51 Owl to Avalon & Del Amo in Carson 24 hours. Improve headways to 30 minutes, all day! Lines 254/665 since 254 is going away, consider expanding Line 665 as far as Huntington Park, to replace part of the 254. Line 258 consider the following... 1.) Truncate Line 258 as far as Firestone Bl & let Montebello Line #30 take over s/of Firestone, to be true bus route on Garfield & for the 1st time they could connect with LBT service. 2.)Truncate Line 258 at Imperial Highway & let Long Beach Transit expand their 21 route to Imperial. The 258 is still too long! Line 260 didn't state where Owl service on the 260 would operate? Line 265 improve weekend/ holidays to a 35/40 minute headway, bus is crowded on certain trips on weekends, also expand night service until 10 or 11pm. Line 266 improve headways 7 days a week, to 20/30 minute headways. Expand night service until 11pm 7 days a week! Line 344 expand night service until 10 or 11pm 7 days a week! Line 487 cannot support current proposal, also with Line 287 truncating in arcadia at Gold Line station. Line 489 Line needs to be expanded farther to at least around Westfield Santa Anita mall in Arcadia. Line 534 Metro staff needs to look at transferring this line to BBB in near future due to cost & time for operators to drive all the way to Malibu to originate line. Line 550 expand line to truncate & originate at C.S.U.D.H. instead of Harbor Gateway Transit Center. Line 577 would be a mistake to eliminate Cerritos mall stop on 577, run weekend/holiday service on 577 & possibly expand to serve Monrovia, or Duarte l Line station. Line 601 would like to see 601 operate to Ventura Bl at all times, also operate 601 until 1am since Owl service is going away. Line 605 continue line to Mission Road to connect with Line 78. Line 607 look at LA county & LA DASH to take over parts of Line 607, in Windsor Hills/View Park & on west		

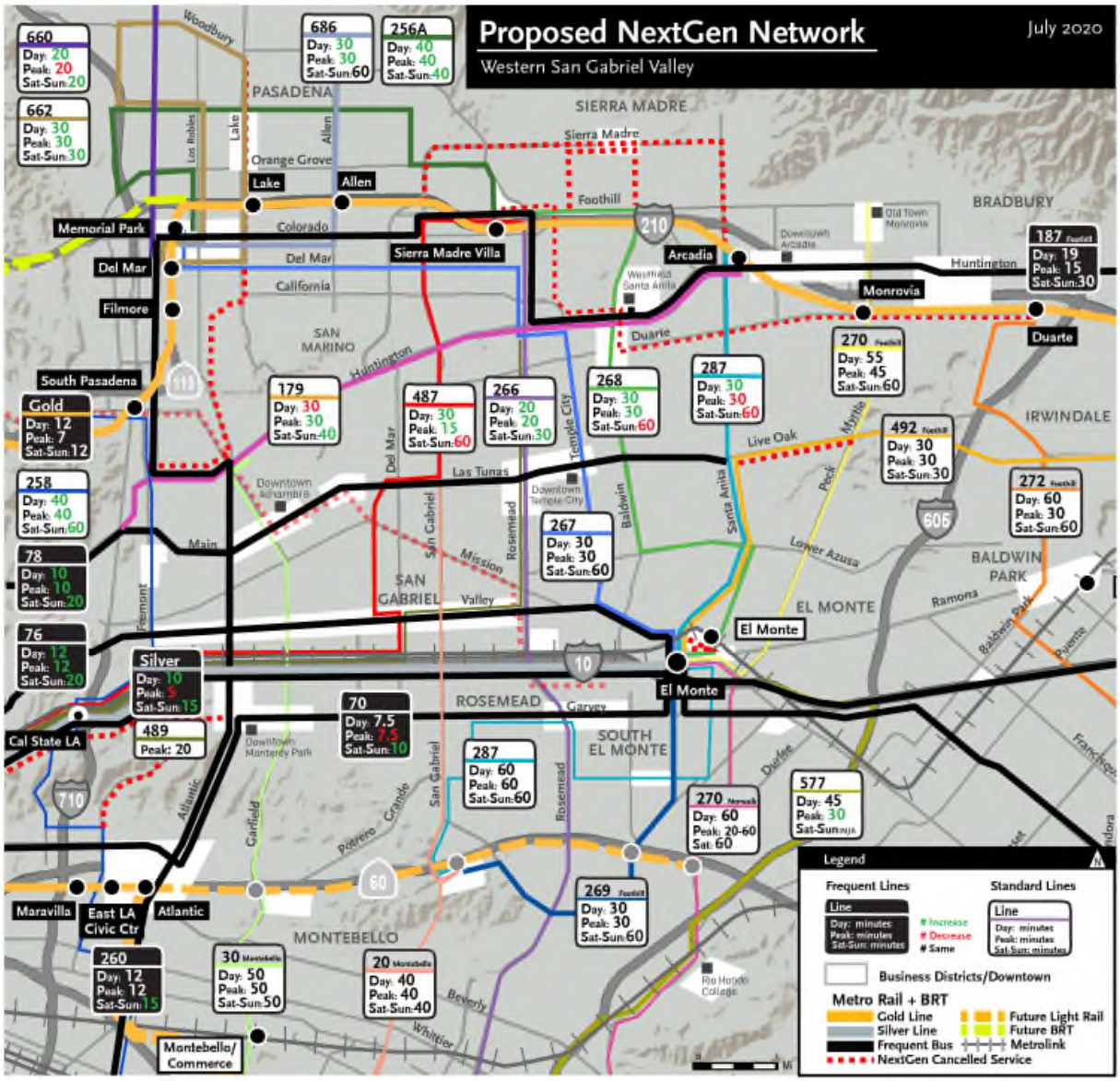
Name	Comment	Date	Event/ Source
	Blvd., since line is going away. Line 611 expand line s/o Santa Ana to serve shopping center at Atlantic & Firestone, layover s/e of Firestone & Atlantic where Line 115 shortline used to layover at. W/b service would run as far on Florence to Hooper to Gage to Central & layover by the post office on Central & would still serve the Florence A Line station. Also look on expanding 611 w/o Atlantic on Firestone to replace Otis St. portion s/o Firestone to Abbott & MLK in Lynwood from Line 612. Line 656 Owl bus can't understand why 656 has to go to Santa Monica & Normandie? Would ask that Owl line be modified to connect with Owl 4, 217/180, 204 & possibly line 200 this proposal I may not support. Line s-450 would support proposal if board would eliminate zone fare s/o Harbor Gateway Station & charge n/o station when it operates to downtown LA also... Expand night service until 10 or 11pm. Line 456 this line was not on the NextGen proposals, because it was a latecomer since this line was started in November of last year, my request is to take busses of Atlantic, no stops on Atlantic, between 6th & Ocean & Ocean between Atlantic & LB Blvd. in long beach, run line on LB Blvd. between 6th & Ocean. Would like to support this line, but that change has to be made on the 456. & this concludes my comments... Thank you... Wayne Wright		
Wendy Camacho	Dear Metro: LA County needs Transit to Parks. You have the plan. Please get moving! *As a person who has lived in Los Ángeles her whole life I understand how hard it is to get access to green spaces here. It is time we prioritize the need of the people such as green space!	8/27/2020	email
Wendy Spears	It is critical that busses run on time and with the frequency that is planned into the schedule of each line. There have been far too many times over the past 3 years when a bus has arrived late at my scheduled stop or hasn't come at all. I look forward to the new and improved system.	8/21/2020	All-Region PH
Wendy Witherspoon	I am writing to express my concern about the proposed discontinuation of Metro Line 218 under the NextGen Bus Plan. The line runs along Laurel Canyon Boulevard, directly connecting Studio City and the San Fernando Valley to Hollywood in a way that no other line does. There is simply no proposed substitution for this line, and its discontinuation will force riders to either double their travel time or abandon Metro bus service altogether. My family and community relies heavily on the Metro Line 218, and its discontinuation would cause an extreme hardship, stranding many in our community. Please keep Metro Line 218!	8/25/2020	WSC PH
William Jones	To Whom It May Concern: I appreciate all the hard work that has gone into the NextGen study and plans, however, I feel these plans are severely flawed in that some communities are left without services completely. The 487 and 268 bus lines are critical to residents of North and Northeast Pasadena, Sierra Madre, Arcadia and Monrovia to reaching schools, doctor offices, train stations, grocery stores and so much more. I and many residents I have spoken to ask that Metro reconsider the cancellation or alteration of these lines. For students and elderly like me who have disabilities that prevent driving all the time, these services are critical to get from train station to homes and schools.	8/24/2020	SGV PH
Yesenia Vencebi	I am writing to you because I read in the "NextGen Bus Plan Proposed Service Changes" brochure that Metro is planning on discontinuing Line 612 in the South Gate and Huntington Park areas. Just yesterday I boarded the bus at the same time than an elderly woman in a wheelchair did, and, as usual, there were also other people on the bus. I don't know how anyone could consider it an underutilized bus route, because although there are hours when there may be less passengers than at other times, it is a highly utilized bus. Sincerely,	8/24/2020	mailed
Yeun-Bin Lee	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

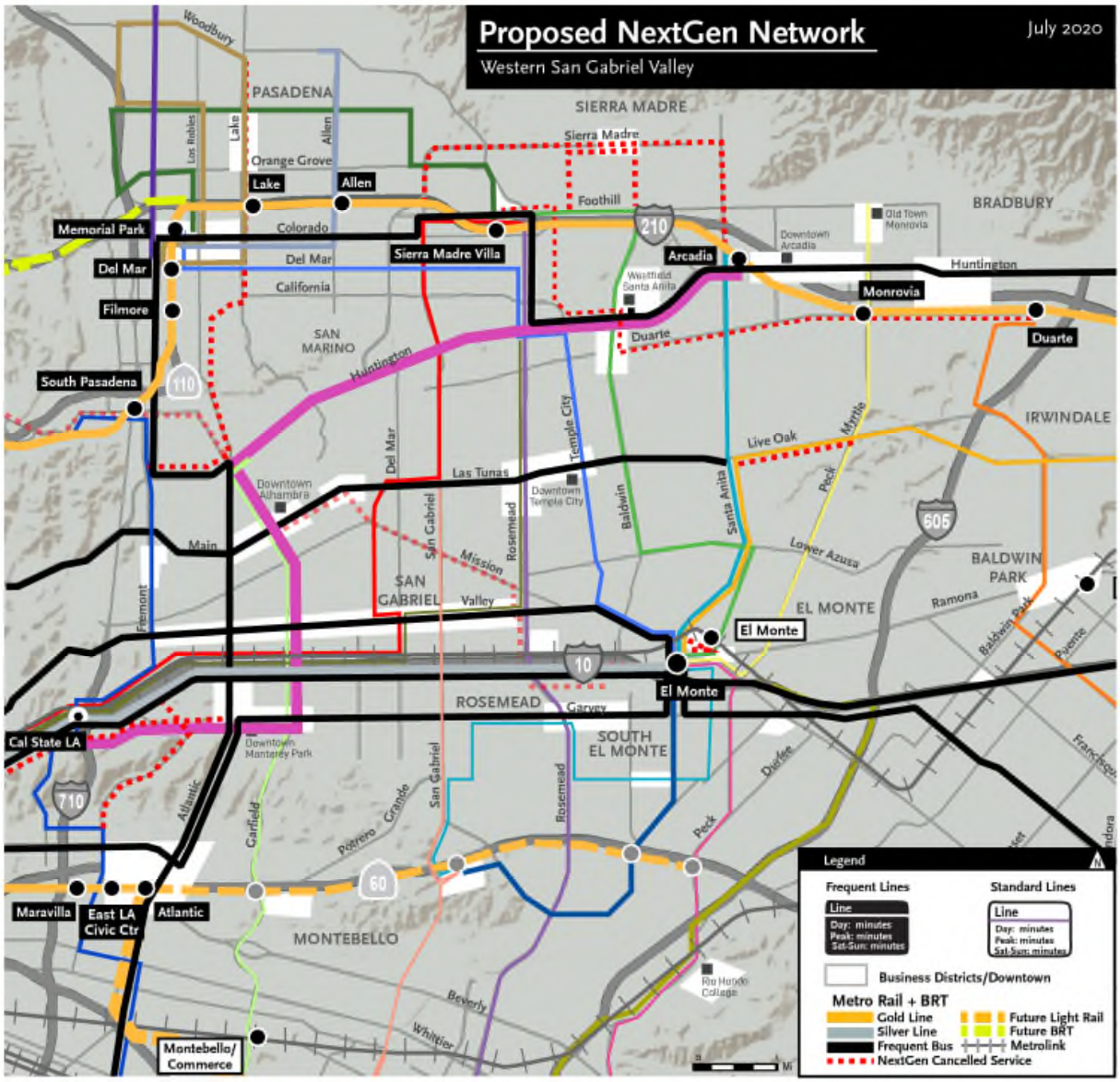
Name	Comment	Date	Event/ Source
Yifang Nie	I support this measure, but don't think it goes far enough to ensure that people take advantage of buses. Based on the proposal documents, it looks like the plan is to allow buses to arrive more frequently, but it does not help anyone if 2 buses arrive within 5 min of each other and then it's 15 min until the next. We need to ensure that bus arrivals are spaced out evenly, so that it's always convenient to wait for the next one. If I had to wait 15 min bc I missed the bus, I would probably just call a Lyft. Also, we need dedicated bus lanes! There is no point spacing out bus arrivals if they're all going to get snarled in traffic and 5 buses arrive at the next stop at once.	8/26/2020	WSC PH
Zachary Molley	I'm a San Pedro resident. My commute is to U.S.C. So I've written comments to Scott Greene and Joe as well about this 450 amendment. What I'm concerned about is the loss of off peak one seat ride service between San Pedro and U.S.C. 11 I'm a choice rider so those types of factors impact my decision to use transit heavily. I have suggested to staff via e-mail that they look at doing what is called a combined headway along the lanes of the Silver Line. In my judgment using the Silver Line, it's basically two way built together between Downtown and South L.A. or the Harbor Gateway Transit Center and a way between Downtown and El Monte. It's -- they were to coordinate the Silver 910 with the 450 and have them both run every 30 minutes. For example, you would have a combined headway of every 15 minutes along the I-110 transit way while the combined headway between the 910 and the Foothill Transit -- the Silver Streak would provide whatever headway is along the I-10 corridor. I would strongly encourage that you consider that. My only other comment is probably tangential to this, but moving from the Bay Area down here, there seems to be an obsession with local control here in Los Angeles, and I'm aware -- you know, Torrance, Carson and Culver City, all of these operators operate on their own, but as one of the commenters, Mr. Martin mentioned earlier, local travel transcends train to 10 having some local control operators makes using transit 11 even for local trips very difficult. I encourage L.A. to 12 relook at that broadly.	8/20/2020	SBC PH

Name	Comment	Date	Event/ Source
Zakhary Mallett	Hi, Joe and Scott, In part just to put more thorough comments in writing, I wanted to briefly follow-up on the comments I submitted for today's South Bay Cities Service Council meeting. I am sure I will reassert when the public outreach occurs in a few weeks ;). To reiterate, I saw on the proposed service plan update (, which shows that the 450 route will only provide one-seat ride service between San Pedro and the I-110 transitway and Downtown Los Angeles during peak hours; during off-peak hours, including all day on weekends, service will be restricted to between San Pedro and the Harbor Gateway Transit Center (HGTC) only. Riders seeking to connect to/from areas north will experience a forced transfer to the Silver (J) Line at HGTC. As an occasional rider and observer, I do not support this for reasons that are likely obvious. Proposal I believe it would be a productive to consider coordinating multiple routes along the I-110 transitway so that scarce resources are broadly allocated, but shared along this corridor so that there is a minimum combined headway. As an example, if the 450 and Silver (J) Line each operated every twenty, twenty-four, or thirty minutes during off-peak periods, there would be a combined headway of one bus every ten, twelve, or fifteen minutes, respectively. [If Long Beach Transit financed your operation of my Long Beach connection proposal (unlikely, I know), the three routes could each operate every thirty minutes for a ten-minute combined headway, and you would have the flexibility to interline the 450 and this conceptual Long Beach connection.] In any case, this proposal rests on an assumption that the Silver (J) Line is effectively two consolidated routes – a leg that connects El Monte to Downtown Los Angeles and a leg that connects the Harbor Gateway Transit Center to Downtown Los Angeles – and that there is limited ridership that traverses between these legs of the route. If this assumption is accurate, then what is most important from a service operations standpoint is the combined headways on each leg of service, independent of the other. With Foothill Transit's Silver Streak providing parallel and same-price service on the El Monte leg, that would be the service that the Silver (J) Line provides combined headway with there, while it coordinates with the 450 on the HGTC leg under this proposal. Question Do you have a way to check this hypothesis about Silver (J) Line ridership patterns? With automated passenger counters, you cannot account for origin-destination pairs; only total ridership by stip. However, perhaps you have TAP data that provides the unique locations where people tap on (?). If the same unique account taps on at one location in the morning and another location in the afternoon, that would indicate that, that unique traveler's round-trip ride is between those two locations. At the end of the day, this is just an idea from a rider, and I do not expect special treatment in your review. That said, your review of this idea or explanation for why it is prima facie infeasible would be greatly appreciated. Thanks for your consideration! Sincerely, Zakhary Mallett, MCP	8/14/2020	email
Zennon UlyateCrow	Please consider rerouting the 602 from Sunset down to Bundy to San Vincente to Wilshire to Westwood Blvd, rather than its current route continuing down Sunset to Montana and Gayley. This way the travel time from Westwood to the rest of the route would be faster, as the 602 would now skip the nightmare stretch of Sunset between Bundy and the 405, saving up to an hour of travel times. Furthermore, the Palisades and neighborhoods along the western end of Sunset will finally be able to connect themselves to the greater Westside without routing through Westwood, allowing for speedy transfers from this new route to other routes linking to destinations like Sawtelle and Santa Monica Blvd.	8/14/2020	WSC PH
Zennon Ulyate-Crow	For the 602 Bus Line, it should pivot down Bundy Dr. and take San Vincente/Wilshire/Westwood and end at Westwood Plaza at UCLA. By doing this you would skip the traffic situation that can result in up to an hour of delays between Bundy and the 405, increasing the overall speed of the route dramatically. Furthermore, the three major destinations for people in Pacific Palisades are Brentwood, Sawtelle, and Westwood. Currently, no bus line connects Pacific Palisades and Sawtelle/Brentwood, but this line would allow for service directly through Brentwood and for easy, efficient, transfers to Sawtelle, while simultaneously reducing travel times to Westwood. The portion of the current route that travels on Sunset/Sepulveda/Montana/Gayley that would no longer exists travels through single family residences and serves very few riders, with the only bus connection being at Sepulveda Blvd, something that is solved with the new 761 route as it connects with this potential 602 route on Westwood.	8/6/2020	Virtual Workshop

Austin Phung – Comment Attachments




Proposed NextGen Network
Western San Gabriel Valley
July 2020
660 Day: 20 Peak: 20 Sat-Sun:20
662 Day: 30 Peak: 30 Sat-Sun:30
686 Day: 30 Peak: 30 Sat-Sun:60
256A Day: 40 Peak: 40 Sat-Sun:40
PASADENA
SIERRA MADRE
Sierra Madre
Foothill
BRADBURY
Old Town Monrovia
Downtown Arcadia
187 Day: 19 Peak: 15 Sat-Sun:30
Huntington
Monrovia
Duarte
Arcadia
Westfield Santa Anita
Memorial Park
Del Mar
Filmore
Colorado
California
Sierra Madre Villa
SAN MARINO
Huntington
Duarte
270 Day: 55 Peak: 45 Sat-Sun:60
287 Day: 30 Peak: 30 Sat-Sun:60
268 Day: 30 Peak: 30 Sat-Sun:60
South Pasadena
Gold Day: 12 Peak: 7 Sat-Sun:12
179 Day: 30 Peak: 30 Sat-Sun:40
487 Day: 30 Peak: 15 Sat-Sun:60
266 Day: 20 Peak: 20 Sat-Sun:30
Temple City
Del Mar
Live Oak
Myrtle
492 Day: 30 Peak: 30 Sat-Sun:30
IRWINDALE
258 Day: 40 Peak: 40 Sat-Sun:60
Las Tunas
Downtown Temple City
Downtown Alhambra
Baldwin
Santa Anita
Peck
272 Day: 60 Peak: 30 Sat-Sun:60
605
78 Day: 10 Peak: 10 Sat-Sun:20
Main
San Gabriel
Rosemead
267 Day: 30 Peak: 30 Sat-Sun:60
Mission
Lower Azusa
BALDWIN PARK
SAN GABRIEL
Valley
EL MONTE
Ramona
Fremont
76 Day: 12 Peak: 12 Sat-Sun:20
El Monte
Silver Day: 10 Peak: 5 Sat-Sun:15
10
El Monte
70 Day: 7.5 Peak: 7.5 Sat-Sun:10
ROSEMEAD
Garvey
SOUTH EL MONTE
489 Peak: 20
Cal State LA
Downtown Monterey Park
287 Day: 60 Peak: 60 Sat-Sun:60
Durfee
270 Day: 60 Peak: 20-60 Sat: 60
577 Day: 45 Peak: 30 Sat-Sun:n/a
710
Atlantic
Garfield
Potrero Grande
San Gabriel
Rosemead
60
269 Day: 30 Peak: 30 Sat-Sun:60
Maravilla
East LA Civic Ctr
Atlantic
MONTEBELLO
260 Day: 12 Peak: 12 Sat-Sun:15
30 Day: 50 Peak: 50 Sat-Sun:50
20 Day: 40 Peak: 40 Sat-Sun:40
Beverly
Rio Hondo College
Whittier
Montebello/ Commerce
Legend
Frequent Lines
Line
Day: minutes
Peak: minutes
Sat-Sun: minutes
Increase
Decrease
Same
Standard Lines
Line
Day: minutes
Peak: minutes
Sat-Sun: minutes
Business Districts/Downtown
Metro Rail + BRT
Gold Line
Silver Line
Frequent Bus
NextGen Cancelled Service
Future Light Rail
Future BRT
Metrolink


Proposed NextGen Network
Western San Gabriel Valley
July 2020
PASADENA
SIERRA MADRE
BRADBURY
SAN MARINO
IRWINDALE
SAN GABRIEL
EL MONTE
BALDWIN PARK
ROSEMEAD
SOUTH EL MONTE
MONTEBELLO
Memorial Park
Del Mar
Filmore
South Pasadena
Lake
Allen
Sierra Madre Villa
Arcadia
Monrovia
Duarte
El Monte
Cal State LA
Maravilla
East LA Civic Ctr
Atlantic
Montebello/ Commerce
Legend
Frequent Lines
Standard Lines
Line
Day: minutes
Peak: minutes
Sat-Sun: minutes
Business Districts/Downtown
Metro Rail + BRT
Gold Line
Silver Line
Frequent Bus
NextGen Cancelled Service
Future Light Rail
Future BRT
Metrolink

14.3 LETTER TO THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

[POLICY][T&I] Letter to the Los Angeles County Metropolitan Transportation Authority - Discussion and possible action regarding a letter to be sent to Metro (Los Angeles County Metropolitan Transportation Authority) regarding a) Metro's COVID-19 Max Load limit, b) a request to postpone the adoption of the Long Range Transportation Plan for at least a year, and c) the NextGen Bus Service Proposal.

MOTION: The MVCC supports sending a letter to the Metro (Los Angeles County Metropolitan Transportation Authority) regarding a) Metro's COVID-19 Max Load limit, b) a request to postpone the adoption of the Long Range Transportation Plan for at least a year, and c) the NextGen Bus Service Proposal. (wording below)

Background: *(from the Westside Regional Alliance of Councils Neighborhood Council's Land Use and Planning Committee)*

Local Neighborhood Councils are being asked to follow the lead of the Westside Neighborhood Council (WNC) in making the following requests of the Metro (Los Angeles County Metropolitan Transportation Authority) Board of Directors regarding the issues below:

1) To lower Metro's COVID-19 Max Load limit for 60' busses from 30 to 20 in order to enable safer Social Distancing and increasing frequency of affected routes to make up for the reduced seating capacity.
(page 10: https://metro.legistar.com/View.ashx?M=F&ID=8440603&GUID=9EF26710-8673-4084-9E00-857DF87460E5)

2) To postpone the adoption of the LRTP (Long Range Transportation Plan) for at least a year. The LRTP in its current form is based entirely on pre-COVID-19 data. It would make more sense to wait until we have a better understanding of how the COVID-19 crisis reshapes working and commuting behavior before adopting a plan for the next 10+ years of transit policy.

3) To oppose the NextGen Bus Service Proposal which eliminates the 218 line connecting the San Fernando Valley and the Westside. Additionally, to request that the 234/734 line should connect to Westwood and Expo/Sepulveda Station from the San Fernando Valley.

Tony Braswell, President
Ginny Hatfield, Vice President
Dorothy Apple, Treasurer
Marc Woersching, Secretary
Daryl Baskin
Glenn Block
Desmond Faison
Alice Hart
Suzanne Lewis
Lisa Miller
Paulette Stokes
Erin Stover
John Thyne
Maribel Ulloa-Garcia
Jeff Walker

CITY OF LOS ANGELES
CALIFORNIA

NEIGHBORHOOD COUNCIL VALLEY VILLAGE

P.O. Box 4703
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August 26, 2020

Email to: servicechanges@metro.net
cc: The Honorable Paul Krekorian
cc: The Honorable Sheila Kuehl
cc: The Honorable Eric Garcetti

From: Neighborhood Council Valley Village Board of Directors

Subject: NextGen Bus Plan Proposed Service Changes

On behalf of the Board of Neighborhood Council Valley Village, we respectfully submit the following comments to you for consideration and we hope - action. These comments are based on input we have received from Valley Village stakeholders and residents who utilize the Metro Bus Line Service. We also wish to express our concern for some of our vulnerable populations including elderly residents, those whose livelihoods depend on Metro bus service to their employment, and Veterans who services for social and health needs.

We applaud your efforts to implement a new bus network that is more relevant, reflective of and attractive to the residents of LA County. Metro's Vision 2028 to build a comprehensive World Class Transportation System can only help Los Angeles improve its services to our residents. We support your overarching goals.

However, we must prioritize the needs of our families, neighbors and stakeholders related to the Final Bus Service Plan due to be presented to the Metro Board in September. As such we offer the following comments and suggestions related to the changes.

Prior to specific suggestions we would like to point out that the maps that were provided through the website were complex and difficult to study related to the proposed changes. For instance, the descriptions of the original routes were not clear and the new routes lacked directional arrows. There was no mention of layover corners or span of service. These are important issues for the bus riders.

Our suggestions include:

Route 237 – We implore you not to change this route. The changes extend the timetable, break the route into multiple lines which interrupts a direct path of tourism to Universal via the bus system. The changes will also drop the customer outside of the Universal station without progressing over the hill to the Glendale area. This can create hardships for elderly riders and parents with small children and/or babies.

Route 154/153 – while the maps made it difficult to study – it appears that changes to those lines will interrupt access to Medical facilities & Providence Tarzana Hospital on Ventura west of the 405 – without transfers.

Route 218 - the changes on Route 218 are *most critical* to many of our stakeholders. Please review these changes with an eye toward providing service to those in need of medical attention or healthcare workers/front line medical staff. The change lengthens the access point for Valley Village riders by moving the origin to Ventura Boulevard. The most serious change is that this bus service line will no longer take riders directly to Cedars Sinai Health System/Hospital and will now require multiple transfers for people whose health risks may be heightened due to double and sometimes triple transit times. Please review this route and consider these issues.

Route 155 - the proposed changes to the 155 line are very difficult to study as the new Burbank bus was not shown. The western portion of the proposed line is poorly planned for riders wishing to go to Universal City. There should be a loop similar to the 154/153.

Route 158 – the proposed changes will have a dramatic negative impact on our Veterans. This line should not be modified without a solution already in place to transport the VA/North Hills customers to their new bus line. Additionally these Veteran riders need to be provided with assistance to bring them up the hill to the VA/Westwood facility. Providing a "Dash" type service may be one of the potential solutions.

Overall, there appears to be an effort to reduce the number of Valley Village East/West lines. The 155 along Riverside will combine the 183 along Magnolia; the 154 on Oxnard will combine with a new line on Burbank and Chandler would be removed altogether. Effectively, these combined changes reduce the East/West bus line access in Valley Village by more than 50%. Some of our elderly and physically challenged stakeholders are concerned that additional walking, especially with bags of groceries or other personal items, will be a hardship for them. Please review these changes to the East/West lines and consider preserving more of them in the overall final plans.

We would also ask that you also continue to be sensitive to the amount of traffic on 2-lane sections of Magnolia Boulevard in the southeast San Fernando Valley. Most of these 2-lane segments are in Valley Village and traffic congestion is an increasing burden on our stakeholders. Please continue to consider alternatives to increasing bus traffic on Magnolia Boulevard. Consideration of preserving East/West bus service will help alleviate these concerns.

Thank you for the opportunity to provide these comments on behalf of Valley Village stakeholders and your riders.

Sincerely,

Anthony J. Braswell
President

cc: Sahag Yedalian
Karo Torossian

NEXTGEN Bus Plan

Attachment D
Final Service Proposals

Metro

October, 2020

Existing Line 2 1
Existing Line 4 2
Existing Line 10 3
Existing Line 14 4
Existing Line 16 5
Existing Line 17 6
Existing Line 18 7
Existing Line 20 8
Existing Line 28 9
Existing Line 30 10
Existing Line 33 11
Existing Line 35 12
Existing Line 37 13
Existing Line 38 14
Existing Line 40 15
Existing Line 45 16
Existing Line 48 17
Existing Line 51 18
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Existing Line 687 159
New Line 690 160
Existing Line 704 161
Existing Line 705 162
Existing Line 710 163
Existing Line 720 164
Existing Line 728 165
Existing Line 733 166
Existing Line 734 167
Existing Line 740 168
Existing Line 744 169
Existing Line 745 170
Existing Line 750 171
Existing Line 751 172
Existing Line 754 173
Existing Line 757 174
Existing Line 760 175
New Line 761 176
Existing Line 762 177
Existing Line 770 178
Existing Line 780 179
Existing Line 788 180
Existing Line 794 181
Existing Line 901 182
Existing Line 910 183
Existing Line 950 184

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 2
Sunset Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 2	**Weekday**	7.5 min	10 min	15 min	60 min
	Saturday	12 min	12 min	15 min	60 min
	Sunday	12 min	12 min	15 min	60 min
Existing Line 2	**Weekday**	11 min	15 min	27 min	30-60 min
	Saturday	18 min	16 min	27 min	30-60 min
	Sunday	22 min	20 min	30 min	30-60 min

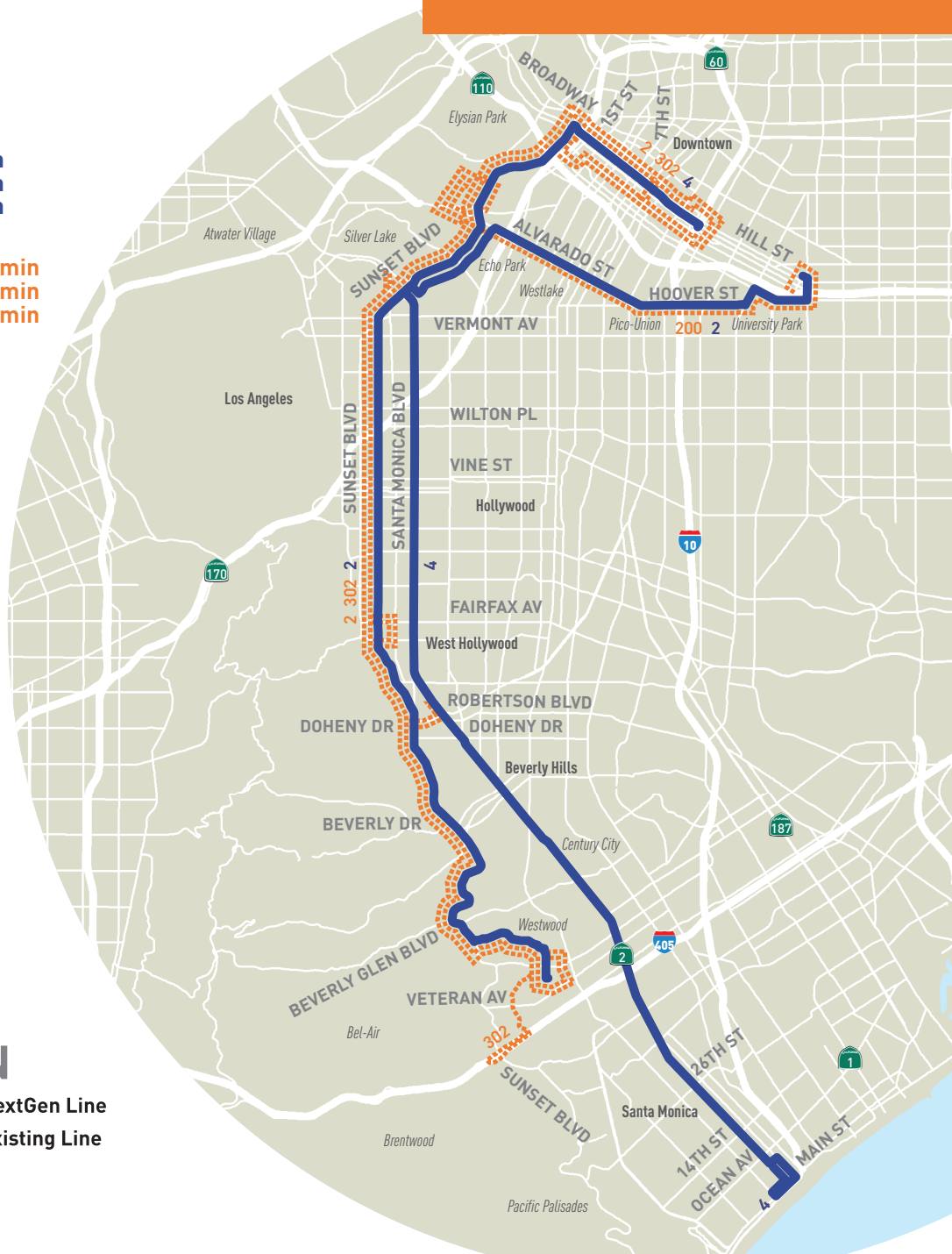
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Links

New Line 2: Merge Lines 2 and 302 on Sunset Bl with Line 200 (Alvarado/Hoover):

- New Line 2 would follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merging with existing Line 200 at Sunset & Alvarado to Exposition Park/ USC via Alvarado, Hoover, Figueroa and MLK Jr
- New Line 2 would provide direct route between USC/ Exposition Park and Hollywood and high frequency service for all bus stops on Sunset Bl and Alvarado St
- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility
- Line 4 would remain serving Sunset Bl east of Alvarado St through Downtown LA



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 4
Santa Monica Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 4	Weekday	6 min	7.5 min	10 min	30 min
	Saturday	7.5 min	10 min	10 min	30 min
	Sunday	7.5 min	10 min	10 min	30 min
Existing Line 4	Weekday	14 min	15 min	21 min	30 min
	Saturday	16 min	15 min	23 min	30 min
	Sunday	20 min	17 min	24 min	30 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 4: Merge Lines 4 and 704 on Santa Monica Bl:

- New Line 4 would follow the existing Line 4 & 704 routes between Downtown Santa Monica and Downtown LA via Santa Monica Bl and Sunset Bl
- Bus stops between Westwood and Downtown LA would be adjusted through consolidation of underutilized stops to balance speed, reliability, and accessibility, with only bus stops for existing Line 704 retained between Westwood and Downtown Santa Monica.
- Except during overnight OWL periods when all bus stops would be served in Santa Monica.
- The highest frequency of service shown above would be available at all bus stops between Westwood and downtown LA



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 10
Melrose Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 10	Weekday	10 min	15 min	15 min	--
	Saturday	20 min	20 min	20 min	--
	Sunday	20 min	20 min	20 min	--
Existing Line 10	Weekday	12 min	19 min	45 min	60 min
	Saturday	22 min	20 min	50 min	60 min
	Sunday	28 min	20 min	57 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency

Line 10 has no route changes

- Line 10 would continue to operate in partnership with Line 48. Buses continuing to change between these two lines at Temple/Figueroa in Downtown LA
- Line 10 would have more frequency during midday and evening hours on weekdays
- Line 10 late-night OWL service would be discontinued due to low utilization. OWL service would be available on Line 4 on Santa Monica Bl.



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 14
Beverly Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 14	Weekday	10 min	15 min	15 min	60 min
	Saturday	20 min	20 min	20 min	60 min
	Sunday	20 min	20 min	20 min	60 min
Existing Line 14	Weekday	8 min	13 min	48 min	60 min
	Saturday	22 min	19 min	58 min	60 min
	Sunday	27 min	19 min	58 min	60 min

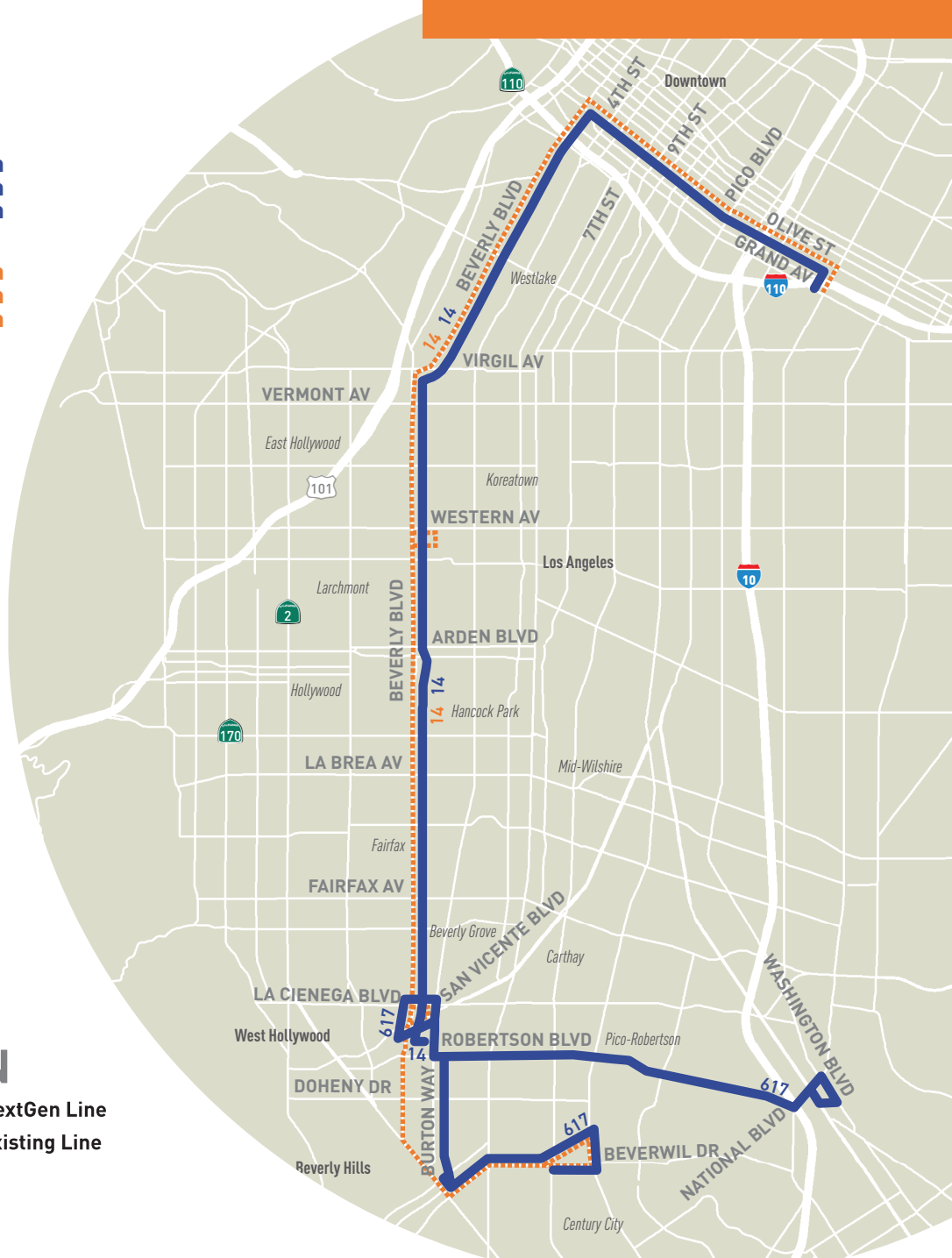
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 14 would continue between Downtown Los Angeles to Beverly/ San Vicente via Beverly Bl

- Line 14 would have more frequency during midday and evening hours on weekdays
- Line 14 service west of Beverly/San Vicente to Pico Bl would be replaced by new Line 617 operating on Burton Wy and Beverly Dr
- Line 14 would continue to operate in partnership with Line 37, with buses still changing to Line 37 at 1st/Beaudry in Downtown LA



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 16
3rd St

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 16	**Weekday**	6 min	7.5 min	10 min	60 min
	Saturday	7.5 min	7.5 min	10 min	60 min
	Sunday	7.5 min	7.5 min	10 min	60 min
Existing Line 16	**Weekday**	5 min	7.5 min	18 min	60 min
	Saturday	9 min	8 min	24 min	60 min
	Sunday	13 min	11 min	27 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 16: Merge Lines 16, 17, and 316. New Line 16 will operate between Downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl to connect with Line 4 with more frequency during midday and evening hours on weekdays.

- Lines 4 (Santa Monica Bl) or Line 28 (Olympic Bl) would be available service at Century City
- New Line 617 would operate between E Line (Expo) Culver City Station to Ce dars-Sinai Medical Center/Beverly Center via Robertson Bl then travel west via Burton Wy and south on Beverly Dr to Pico Bl, replacing lines 14 and 16 on these streets.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 17
Robertson Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 617	Weekday	45 min	45 min	45 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 17	Weekday	30 min	60 min	60 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 16: Merge Lines 16, 17, and 316. New Line 16 will operate between Downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl to connect with Line 4 with more frequency during midday and evening hours on weekdays.

- Lines 4 (Santa Monica Bl) or Line 28 (Olympic Bl) would be available service at Century City
- New Line 617 would operate between E Line (Expo) Culver City Station to Ce dars-Sinai Medical Center/Beverly Center via Robertson Bl then travel west via Burton Wy and south on Beverly Dr to Pico Bl, replacing lines 14 and 16 on these streets.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 18
Whittier Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 18	Weekday	6 min	7.5 min	10 min	60 min
	Saturday	7.5 min	7.5 min	10 min	60 min
	Sunday	7.5 min	7.5 min	10 min	60 min
Existing Line 18	Weekday	9 min	9 min	28 min	60 min
	Saturday	13 min	12 min	29 min	60 min
	Sunday	17 min	15 min	32 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 18: Merge Line 18 and Line 720. New Line 18 would operate between Metrolink Montebello-Commerce Station and Downtown LA:

- More frequency for all new Line 18 bus stops between East LA and Downtown LA
- New Line 18 service would continue between Downtown LA and Wilshire/Western via 6th St
- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 20
Wilshire Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 20	Weekday	5 min	5 min	7.5 min	30 min
	Saturday	6 min	6 min	7.5 min	30 min
	Sunday	6 min	6 min	7.5 min	30 min
Existing Line 20	Weekday	15 min	12 min	28 min	30 min
	Saturday	20 min	16 min	31 min	30 min
	Sunday	23 min	20 min	29 min	30 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 20: Merge Line 20 and Line 720 between Downtown Santa Monica and Downtown LA via Wilshire Bl., following the existing Line 20/720 route:

- The highest frequency of service shown above would be available at all bus stops between Westwood and downtown LA
- Underutilized Line 20 bus stops between Westwood and Downtown LA would be consolidated to balance speed, reliability, and accessibility, with Line 20 moving from 7th to 5th and 6th St in Downtown LA.
- New Line 20 would serve existing Line 720 stops west of Sepulveda Bl to Santa Monica
- Except during overnight OWL periods when all bus stops would be served in Santa Monica.
- New Line 720 would operate peak periods weekdays serving only existing Line 720 stops between Downtown LA and Westwood



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 28
Olympic Blvd & Eagle Rock Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 28	Weekday	7.5 min	10 min	15 min	--
	Saturday	15 min	15 min	15 min	--
	Sunday	15 min	15 min	15 min	--
Existing Line 28	Weekday	18 min	27 min	36 min	60 min
	Saturday	15 min	14 min	33 min	60 min
	Sunday	20 min	18 min	31 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 28: Merge Line 28 & Line 728. New Line 28 would operate between Century City and Downtown LA via Olympic Bl. New Line 684 will link L Line (Gold) Lincoln/Cypress Station and Eagle Rock:

- More frequency during weekdays and weekends at all bus stops between Century City and Downtown LA with the highest frequency of service weekday peak and midday shown above available at all bus stops between Olympic Bl/Fairfax Av and downtown LA
- Underutilized stops between Century City and Downtown LA on Olympic Bl would be consolidated to balance speed, reliability, and accessibility
- New Line 684 would link L Line (Gold) Lincoln/Cypress Station and Eagle Rock via existing Line 28, with 30 minute weekday and weekend daytime service and 30 min weekday evening and 60 min weekend evening service.
- Line 45 would serve the section of Line 28 on Broadway between Downtown LA and Av 26
- Line 28 late-night OWL service would be discontinued due to low utilization. OWL service would be available on Line 20 on Wilshire Bl, Line 33 on Venice Bl, and Line 45 on Broadway.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 30
Pico Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 30	Weekday	10 min	10 min	15 min	--
	Saturday	15 min	15 min	15 min	--
	Sunday	15 min	15 min	15 min	--
Existing Line 30	Weekday	8 min	12 min	30 min	60 min
	Saturday	12 min	12 min	30 min	60 min
	Sunday	16 min	13 min	30 min	60 min

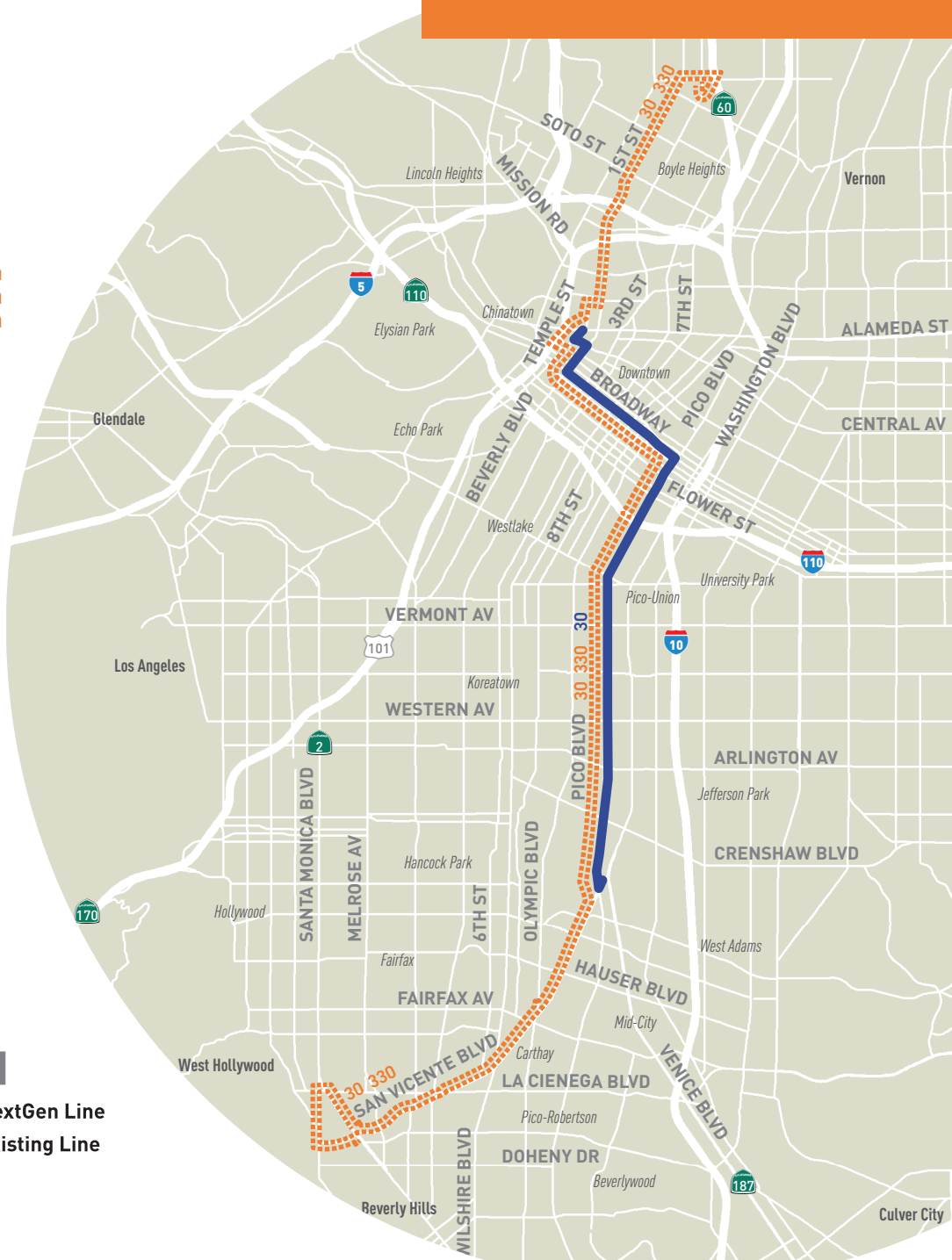
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Frequent Line 30: Merge Lines 30 & 330 between West Hollywood and L Line (Gold) Indiana Station via San Vicente Bl, Pico Bl, and 1St St, via existing Lines 30/330 between Pico Rimpau Transit Center and L Line (Gold) Little Tokyo/Arts District Station:

- Existing Line 30/330 service on San Vicente Bl would be discontinued, with alternative bus service available on Olympic Bl (Line 28), Wilshire Bl (Lines 20, 720), 3rd St (Line 16), Beverly Bl (Line 14), Santa Monica Bl (Line 4)
- Existing Line 30 service between Little Tokyo and Indiana L Line (Gold) stations would be eliminated, with alternative service available on the L Line (Gold)
- Underutilized bus stops will be consolidated on Pico Bl to balance speed, reliability, and accessibility,
- Line 30 underutilized late-night Owl service would be discontinued.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 33
Venice Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 33	Weekday	7.5 min	10 min	10 min	60 min
	Saturday	10 min	10 min	10 min	60 min
	Sunday	10 min	10 min	10 min	60 min
Existing Line 33	Weekday	17 min	18 min	30 min	60 min
	Saturday	23 min	20 min	27 min	60 min
	Sunday	28 min	23 min	28 min	60 min

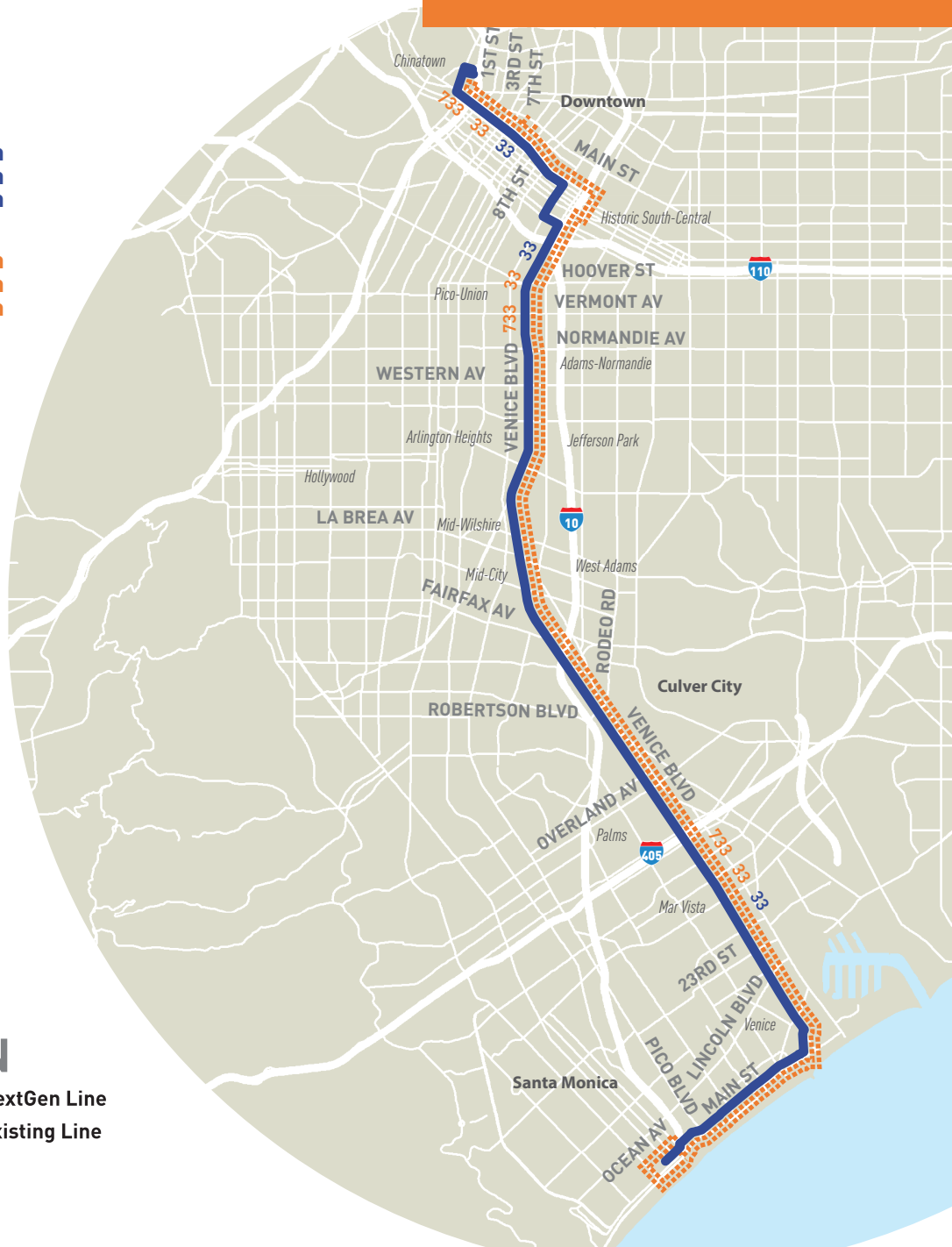
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 33: Merge Lines 33 & 733 on Venice Bl, following existing Line 33/733 alignment between Downtown Santa Monica and Downtown LA via Venice Bl:

- New Line 33 route would be modified to serve Pico Station in Downtown LA
- Increased service frequency for all new Line 33 bus stops between Santa Monica and Downtown LA
- Underutilized stops between Santa Monica and Downtown LA would be consolidated to balance speed, reliability, and accessibility
- Line 733 stops will be served in Santa Monica except during overnight OWL periods when all bus stops would be served.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 35
Washington Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 35	Weekday	12 min	12 min	15 min	--
	Saturday	15-20 min	15 min	20 min	--
	Sunday	15-20 min	15 min	20 min	--
Existing Line 35	Weekday	8 min	9 min	16 min	--
	Saturday	11 min	10 min	21 min	--
	Sunday	16 min	14 min	21 min	--

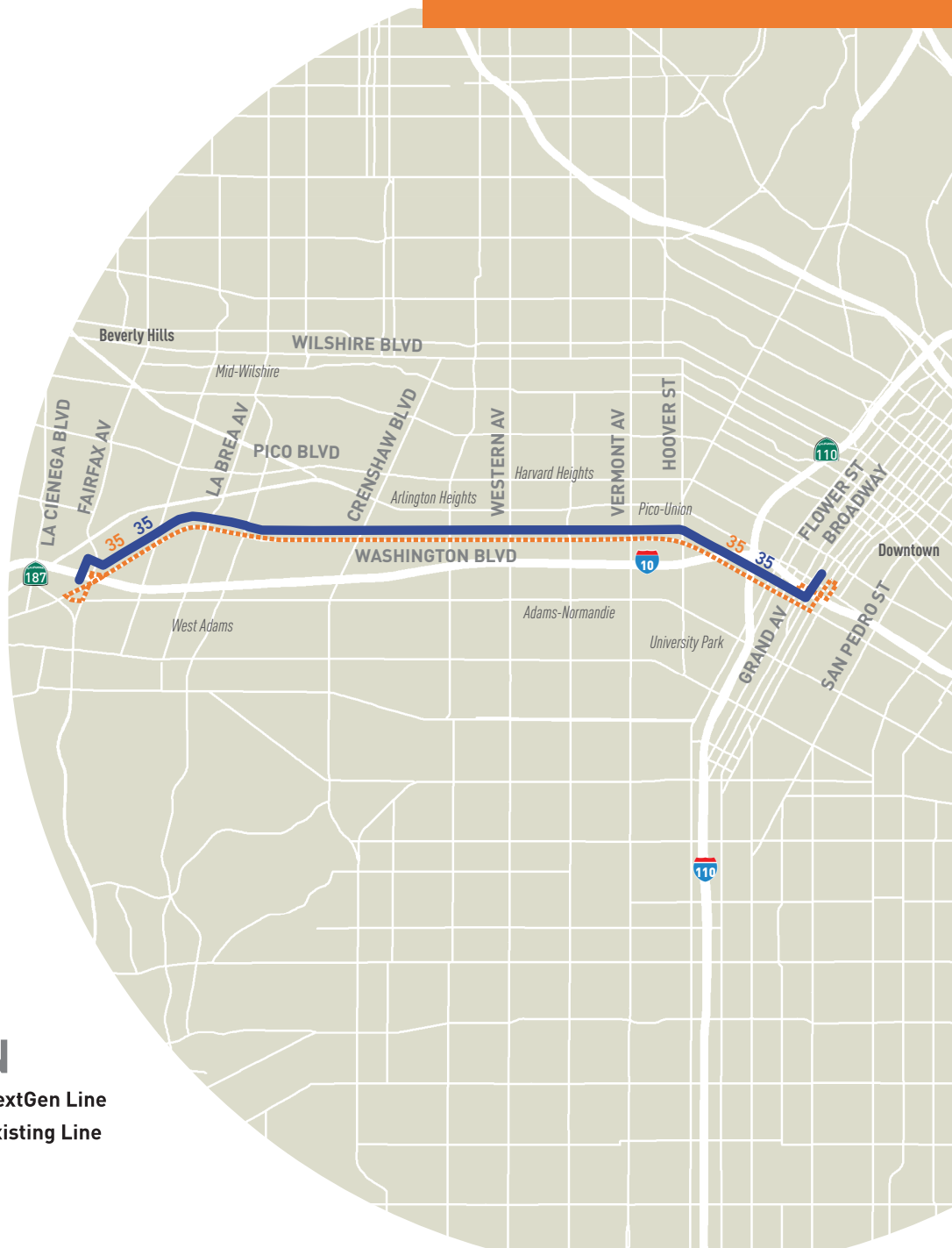
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency

Line 35 has no route changes.

- Line 35 would continue to operate in partnership with Line 38, with buses still changing to Line 38 at Broadway/Venice



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 37
Adams Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 37	Weekday	10 min	15 min	15 min	60 min
	Saturday	20 min	20 min	20 min	60 min
	Sunday	20 min	20 min	20 min	60 min
Existing Line 37	Weekday	8 min	13 min	48 min	60 min
	Saturday	22 min	19 min	58 min	60 min
	Sunday	27 min	19 min	58 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency

Line 37 has no proposed route changes:

- More frequent service during evening hours
- Line 37 would operate in partnership with Line 14, with buses changing to Line 14 at Hill/Adams in Downtown LA



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 38
W. Jefferson Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 38	Weekday	12 min	12 min	15 min	--
	Saturday	15-20 min	15 min	20 min	--
	Sunday	15-20 min	15 min	20 min	--
Existing Line 38	Weekday	8 min	9 min	16 min	--
	Saturday	11 min	10 min	21 min	--
	Sunday	16 min	14 min	53 min	--

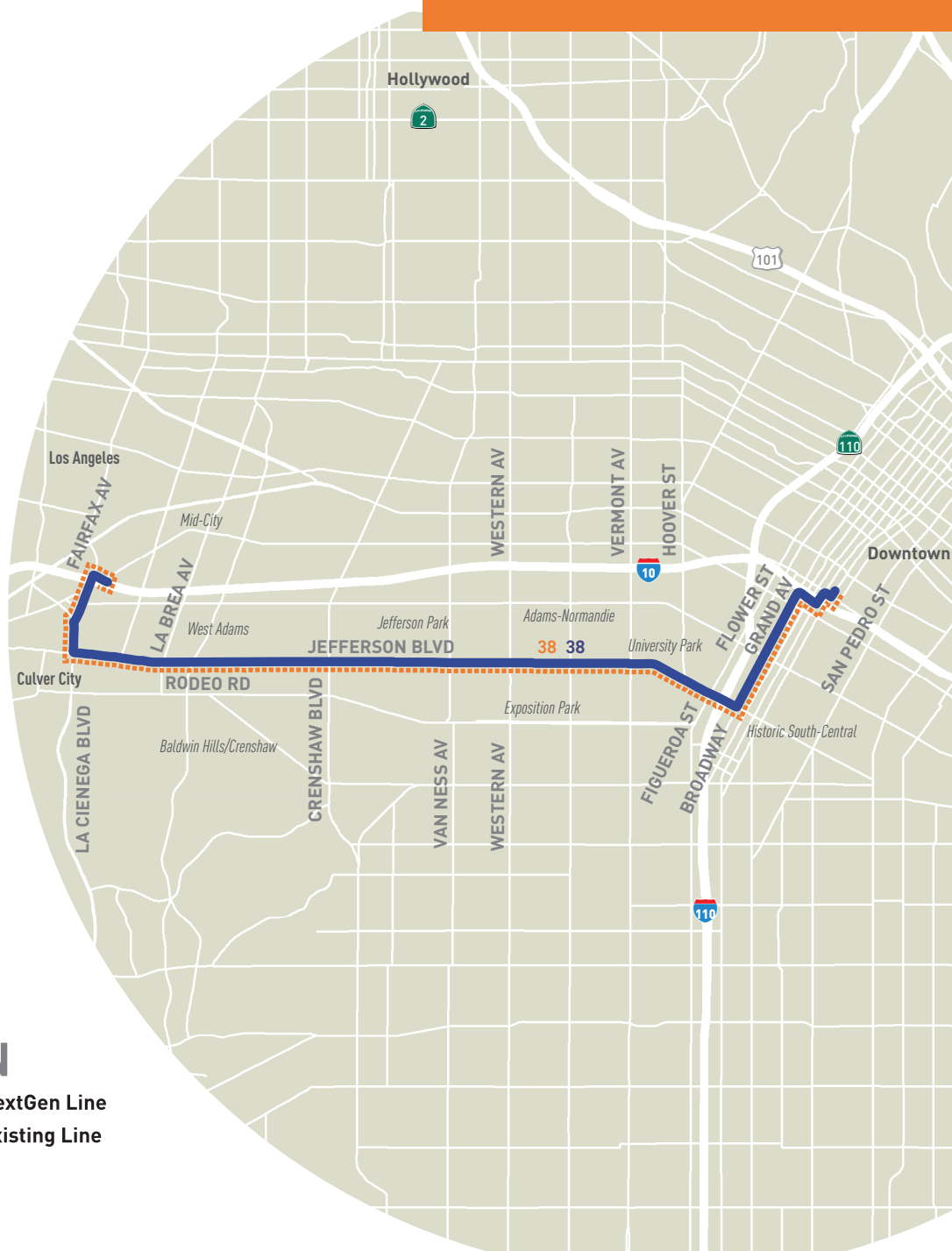
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency

Line 38 has no route changes:

- Line 38 would continue to operate in partnership with Line 35, with buses still changing to Line 35 at Broadway/Venice



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 40
M L King – Crenshaw – Hawthorne Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 40	Weekday	10 min	10 min	15-30 min	--
	Saturday	15 min	15 min	15-30 min	--
	Sunday	15 min	15 min	15-30 min	--
Existing Line 40	Weekday	15 min	19 min	31 min	60 min
	Saturday	20 min	20 min	34 min	60 min
	Sunday	21 min	20 min	34 min	60 min

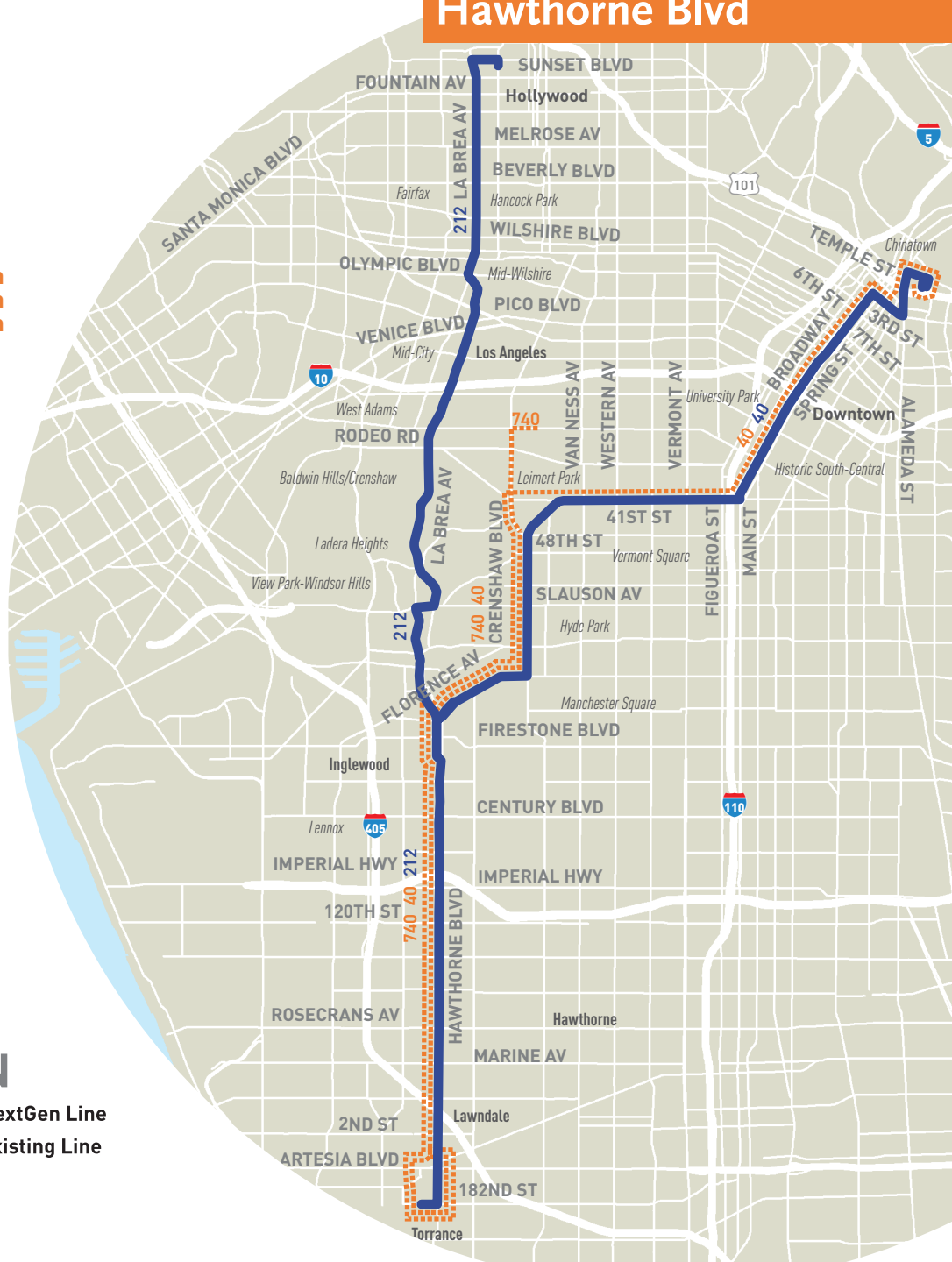
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High-Frequency Line 40: Merge Lines 40 & 740. This new line 40 would operate between LA Union Station and Downtown Inglewood Station via Broadway, ML King Jr Bl, Crenshaw Bl, Florence Av:

- More frequency for all bus stops on Broadway, ML King Jr Bl, Crenshaw Bl, and Florence Av
- Underutilized bus stops will be consolidated on Broadway, ML King Jr Bl, Crenshaw Bl, and Florence Av to balance speed, reliability, and accessibility
- Line 40 Owl service between LAX and Downtown LA would be discontinued, with alternative Owl service available on Lines 45 and 111
- New Line 212 would serve La Brea Av, Hawthorne Bl south of Downtown Inglewood Station ending at South Bay Galleria



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 45
Broadway

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 45	Weekday	5 min	7.5 min	10-30 min	60 min
	Saturday	7.5 min	7.5 min	15-30 min	60 min
	Sunday	7.5 min	7.5 min	15-30 min	60 min
Existing Line 45	Weekday	11 min	17 min	51 min	60 min
	Saturday	15 min	11 min	46 min	60 min
	Sunday	23 min	14 min	53 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 45: Merge Lines 45 & 745 on Broadway St:

- New Line 45 would follow existing route between Harbor Freeway Station, Downtown LA, and Lincoln Heights via Broadway St
- More frequency for all new Line 45 bus stops
- Underutilized bus stops on Broadway St would be consolidated to balance speed, reliability, and accessibility
- Line 127 will replace the segment of Line 45 south of Harbor Freeway Station on 117th St, Broadway St, El Segundo Bl, and Main St to San Pedro & Rosecrans (see Line 127 information sheet)



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 48
Main – San Pedro Sts

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 48	Weekday	10 min	15 min	15 min	--
	Saturday	20 min	20 min	20 min	--
	Sunday	20 min	20 min	20 min	--
Existing Line 48	Weekday	12 min	19 min	45 min	--
	Saturday	22 min	20 min	50 min	--
	Sunday	28 min	20 min	57 min	--

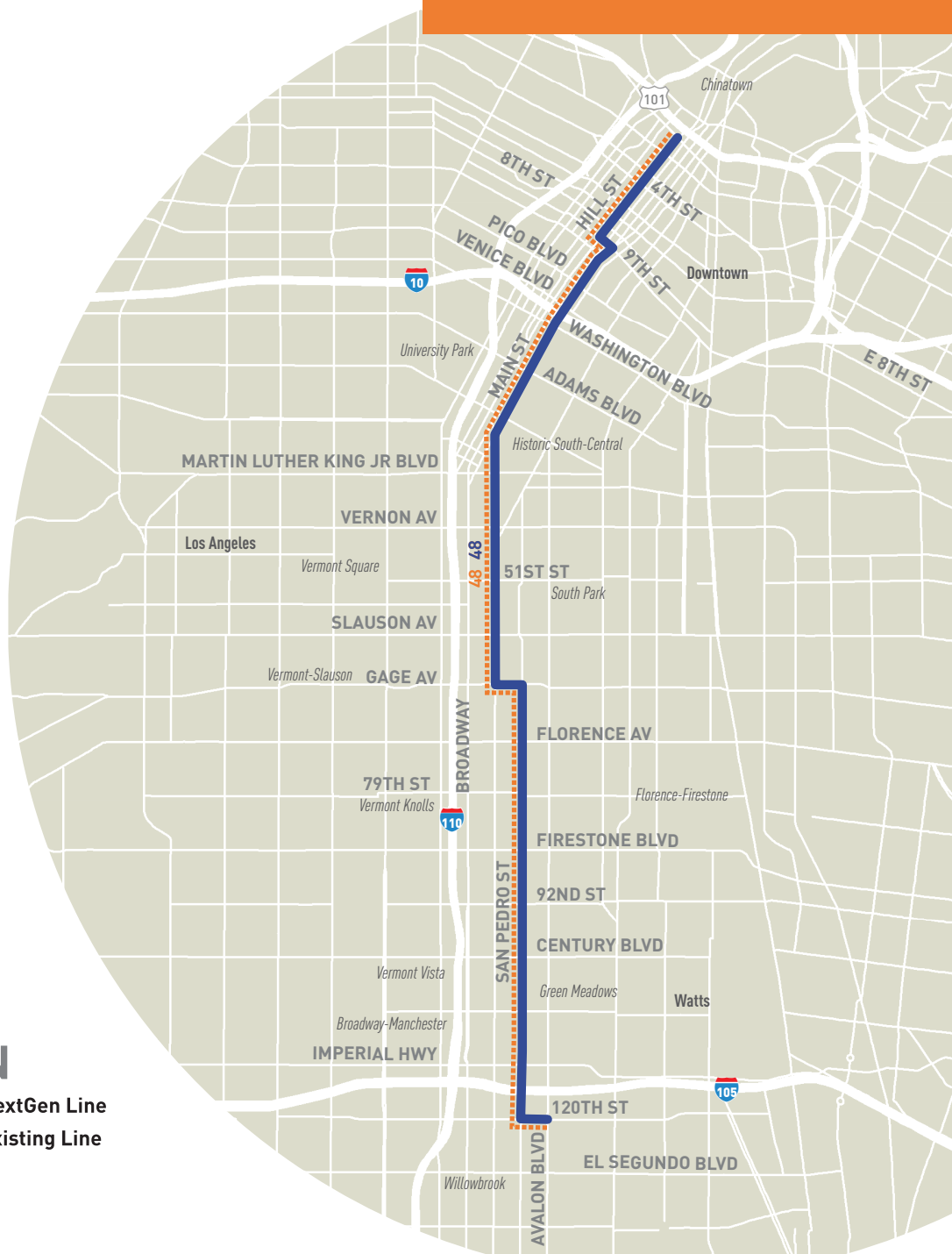
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency

Line 48 has no route changes

- Line 48 will operate in partnership with Line 10, with buses changing between these two lines at Main & Venice in Downtown LA
- Improved frequency during the midday and evening hours on weekdays



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 51
Avalon Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 51	**Weekday**	7.5 min	7.5 min	20-30 min	60 min
	Saturday	10 min	10 min	20-30 min	60 min
	Sunday	10 min	10 min	20-30 min	60 min
Existing Line 51	**Weekday**	7 min	12 min	36 min	60 min
	Saturday	9 min	10 min	32 min	60 min
	Sunday	15 min	12 min	38 min	60 min

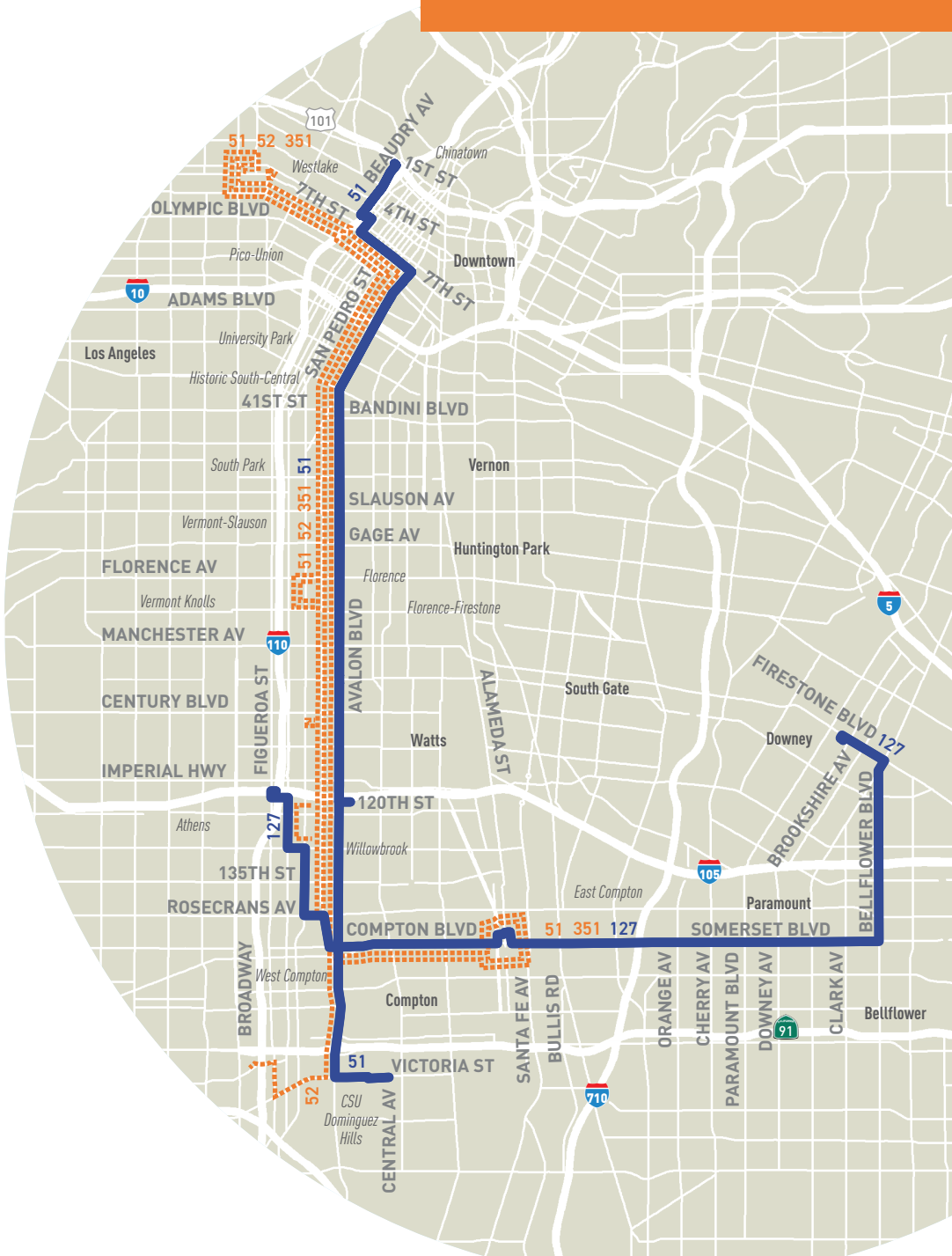
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 51: Merge Lines 51, 52, 351 on San Pedro St and Avalon Bl. New Line would follow existing routes between Downtown LA, San Pedro St, and direct via Avalon Bl (no longer serving Main St) and Victoria St to a new southern terminus at Cal State Dominguez Hills

- Lines 51/52/351 would not operate between Downtown LA and Wilshire/Vermont, with alternative service available on Wilshire Bl (Line 20) and 8th St (Line 66)
- Line 127 would replace Lines 51/351 on Compton Bl.
- More frequency would be provided for all bus stops on San Pedro St and Avalon Bl, with highest frequency provided north of the C Line (Green) Avalon Station
- Underutilized bus stops would consolidated to balance speed, reliability, and accessibility.
- LADOT DASH E service would be introduced on 7th St between downtown LA and Wilshire/Alvarado



NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 52
Avalon Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 51	Weekday	7.5 min	7.5 min	15-30 min	60 min
	Saturday	10 min	10 min	20-30 min	60 min
	Sunday	10 min	10 min	20-30 min	60 min
Existing Line 52	Weekday	7 min	12 min	36 min	60 min
	Saturday	9 min	10 min	32 min	60 min
	Sunday	15 min	12 min	38 min	60 min

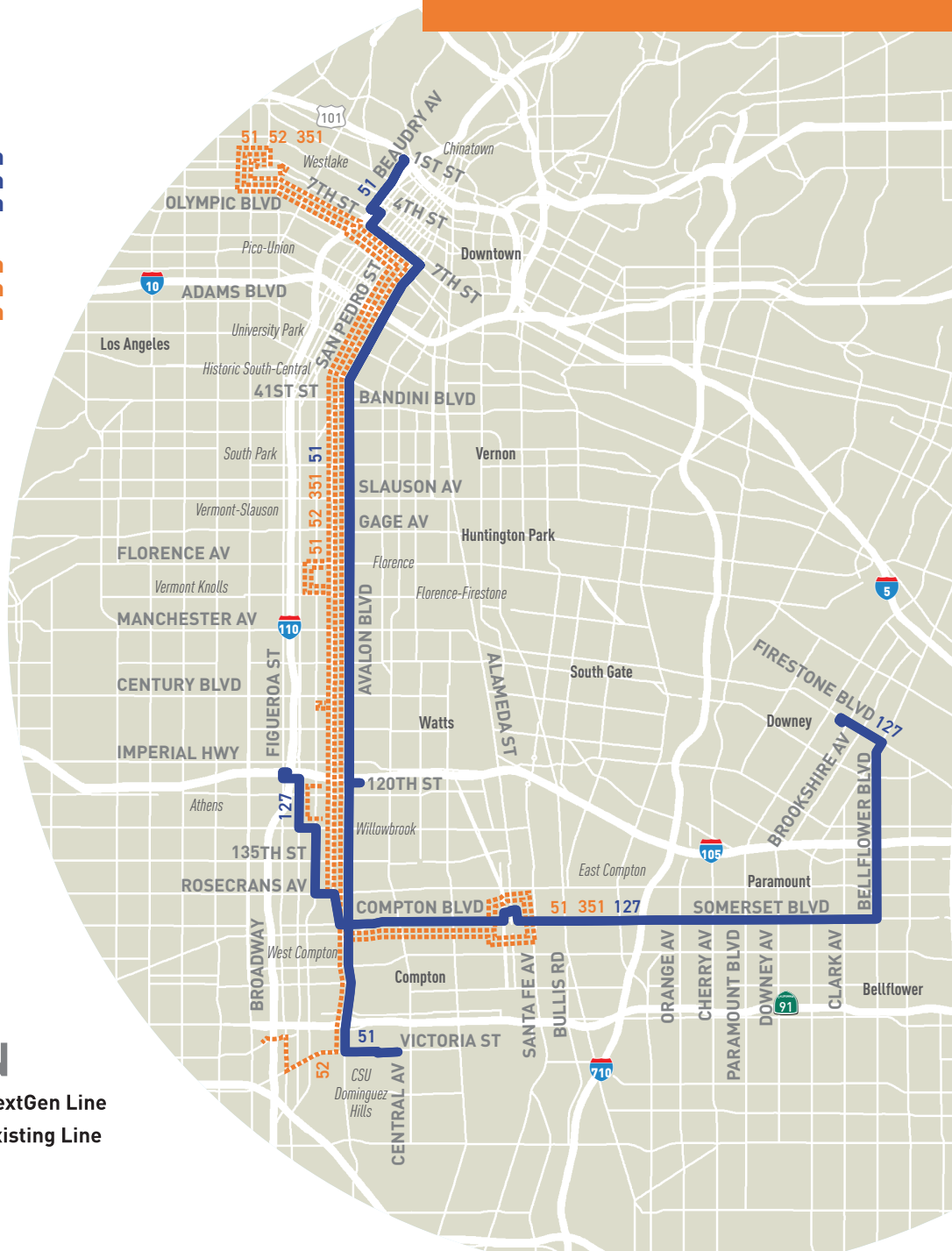
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 51: Merge Lines 51, 52, 351 on San Pedro St and Avalon Bl. New Line would follow existing routes between Downtown LA, San Pedro St, and direct via Avalon Bl (no longer serving Main St) and Victoria St to a new southern terminus at Cal State Dominguez Hills

- Lines 51/52/351 would not operate between Downtown LA and Wilshire/Vermont, with alternative service available on Wilshire Bl (Line 20) and 8th St (Line 66)
- Line 127 would replace Lines 51/351 on Compton Bl.
- More frequency would be provided for all bus stops on San Pedro St and Avalon Bl, with highest frequency provided north of the C Line (Green) Avalon Station
- Underutilized bus stops would consolidated to balance speed, reliability, and accessibility.
- LADOT DASH E service would be introduced on 7th St between downtown LA and Wilshire/Alvarado



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 53
Central Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 53	Weekday	10 min	10 min	20-30 min	--
	Saturday	20 min	20 min	20-30 min	--
	Sunday	20 min	20 min	20-30 min	--
Existing Line 53	Weekday	8 min	15 min	30 min	--
	Saturday	12-15 min	15 min	20 min	--
	Sunday	20-30 min	20 min	30 min	--

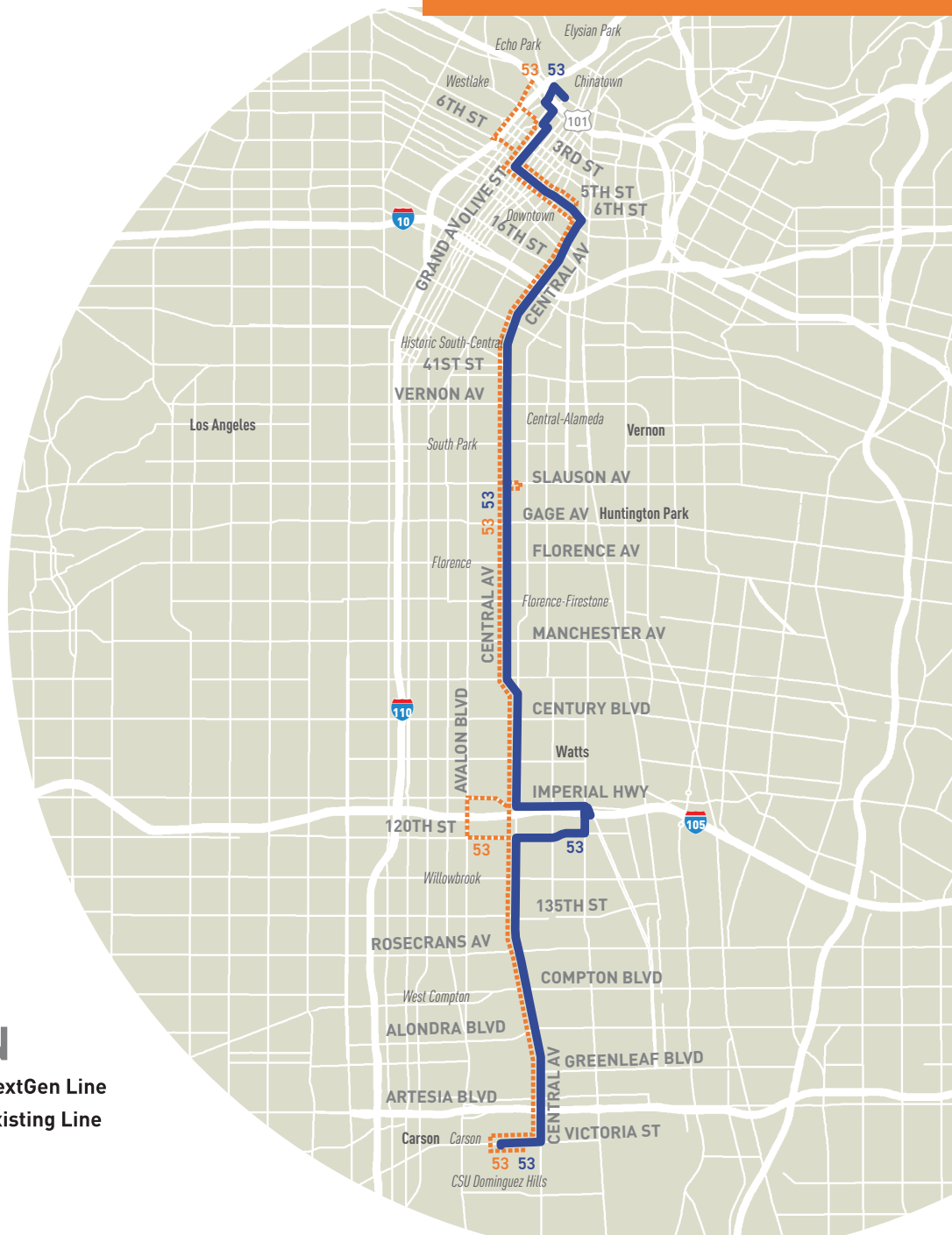
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency

Line 53 between Downtown LA and Cal State Dominguez Hills via Central Av would be changed as follows:

- More frequency during the midday and evening hours on weekdays with the highest frequency of service weekday peak and midday shown above available at all bus stops between Willowbrook/Rosa Parks Station and downtown LA
- Reroute Line 53 to serve the A Line (Blue) Willowbrook/Rosa Parks Station (instead of C Line (Green) Avalon Station) to connect with both the A Line (Blue) and C Line (Green)
- Selected Line 53 trips will continue south of the A Line (Blue) Willowbrook/Rosa Parks Station to Cal State Dominguez Hills
- Reroute Line 53 in Downtown LA from Beaudry Av to Olive St to serve more destinations and a new connection to Line 4 (Line 55 will replace Line 53 on Beaudry Av)



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 55
Compton Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 55	Weekday	12 min	12 min	20-30 min	60 min
	Saturday	20 min	20 min	20-30 min	60 min
	Sunday	20 min	20 min	20.-30 min	60 min
Existing Line 55	Weekday	15 min	20 min	60 min	60 min
	Saturday	12-15 min	15 min	30 min	60 min
	Sunday	23-30 min	23 min	60 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 55: Merge Lines 55 & 355 between Downtown LA and Willowbrook/Rosa Parks Station via Adams Bl and Compton Av:

- New Line 55 would follow existing Line 55/355 route with all trips ending at Willowbrook/Rosa Parks Station
- More frequency for all bus stops on Adams Bl and Compton Av
- Underutilized stops would be consolidated to balance speed, reliability, and accessibility
- The deviation via Firestone A Line (Blue) Station would be discontinued due to underutilization and in order to keep the route as direct as possible



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 60
Long Beach Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 60	Weekday	5 min	10 min	15-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
Existing Line 60	Weekday	10 min	18 min	33 min	60 min
	Saturday	15 min	13 min	35 min	60 min
	Sunday	22 min	14 min	35 min	60 min

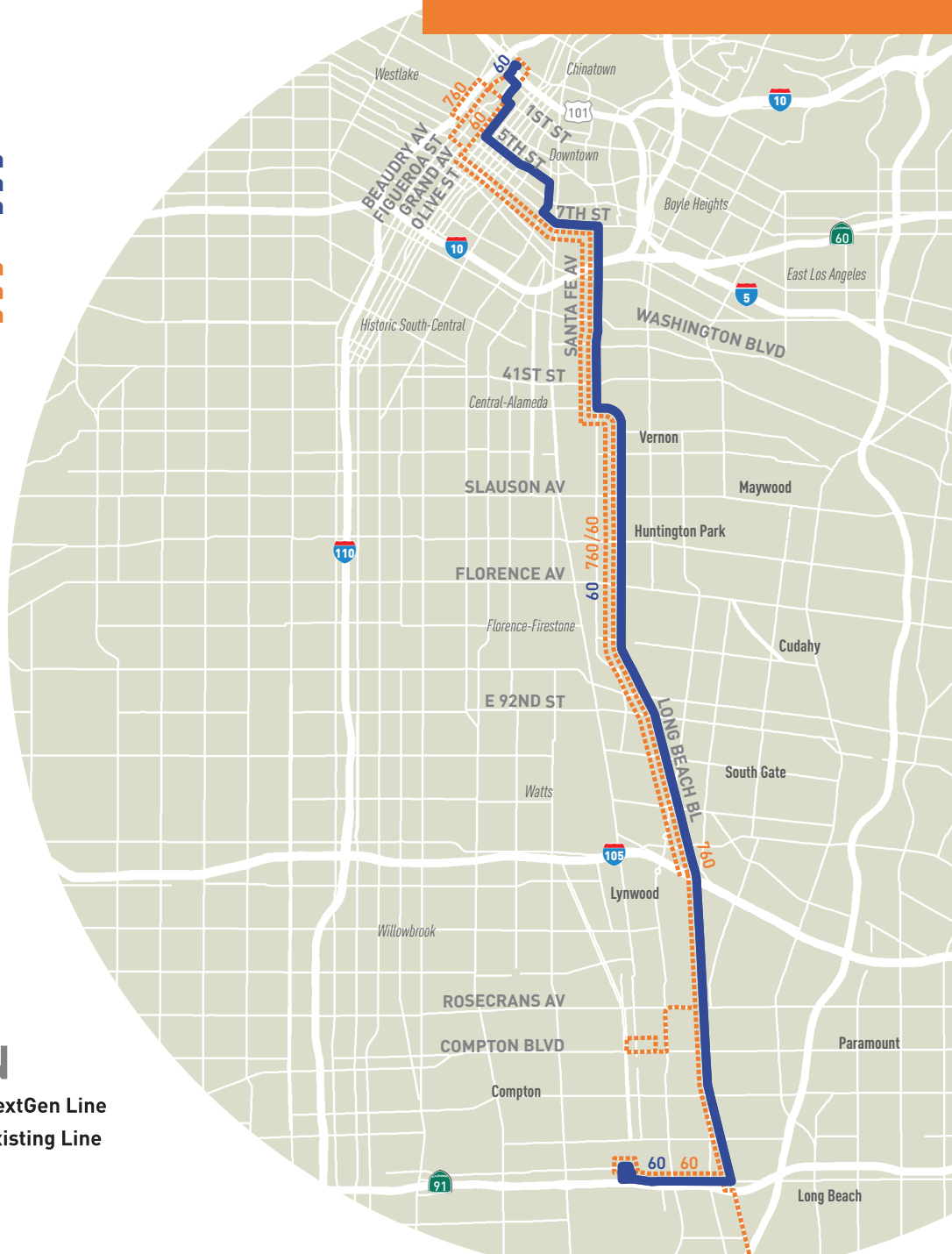
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 60: Merge Lines 60 & 760 on Long Beach Bl between Downtown LA, C Line (Green) Long Beach Bl and A Line (Blue) Artesia Stations:

- New Line 60 would follow the existing Line 60 route between Downtown LA and A Line (Blue) Artesia Station and would include a reroute in Downtown LA from 7th and Figueroa St to 7th St, Central, 5th, and Grand/Olive
- High frequency service would be provided for all new Line 60 bus stops
- More high frequency would be available north of C Line (Green) Long Beach Bl Station and Owl service would continue to be provided south to Downtown Long Beach
- Underutilized bus stops on Santa Fe Av and Long Beach Bl would be consolidated to balance speed, reliability and accessibility, omitting the low utilization OWL deviation to Compton Station.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 62
Telegraph Rd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 262	Weekday	20-40 min	20-40 min	30-60 min	--
	Saturday	30-60 min	30-60 min	60 min	--
	Sunday	30-60 min	30-60 min	60 min	--
Existing Line 62	Weekday	27 min	32 min	58 min	--
	Saturday	56 min	40 min	59 min	--
	Sunday	57 min	52 min	58 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network
New Links

New Line 262 will operate between East LA College, L Line (Gold) Atlantic Station, and Hawaiian Gardens, via Atlantic Av, Telegraph Rd, Pioneer Bl, replacing existing Line 62:

- Line 62 wil be discontinued between Downtown LA and Atlantic Bl/Telegraph Rd with Line 66 serving that segment.
- New connection to East LA College will be created
- Discontinue existing Line 62 on Imperial Hwy/Bloomfield Av at Norwalk, reducing overlap of Norwalk Transit service, providing better service on Pioneer Bl.
- The highest frequency of service would operate north of Los Cerritos Center.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 66
8th St – Olympic Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 66	Weekday	10 min	10 min	15-30 min	--
	Saturday	15 min	15 min	15-30 min	--
	Sunday	15 min	15 min	15-30 min	--
Existing Line 66	Weekday	14 min	18 min	48 min	60 min
	Saturday	16 min	15 min	55 min	60 min
	Sunday	29 min	21 min	58 min	60 min

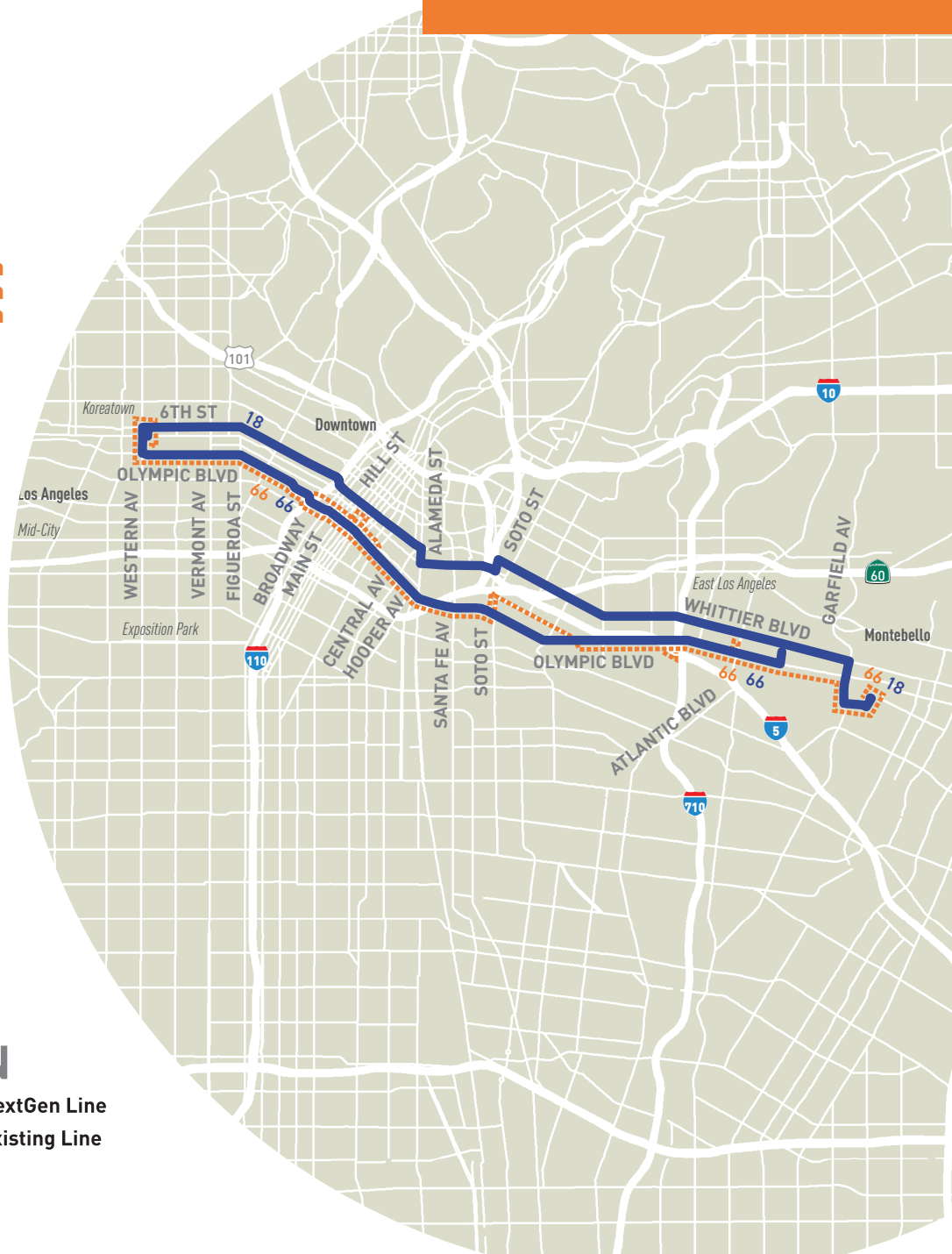
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

Line 66 between D Line (Purple) Wilshire/Western Station and Metrolink Montebello Station via Western Av, 8th St, and Olympic Bl will change as follows:

- Replace the deviation along 8th St in East LA with Line 66 traveling direct on Olympic Bl, replacing Line 62 and providing faster more direct service.
- Line 605 would still be available on 8th St.
- Discontinue service between Olympic & Gerhart and Metrolink Montebello Station due to underutilized service and to reduce overlap of lines, with Line 66 ending at Commerce Center.
- Line 18 would provide alternative service to Metrolink Montebello Station
- Line 66 late-night OWL service would be discontinued due to low utilization. OWL service would be available on Line 18 on Whittier Bl and Line 20 on Wilshire Bl.



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 68
Cesar E. Chavez Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 70	Weekday	7.5 min	7.5 min	10-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
Existing Line 68	Weekday	15 min	20 min	24 min	--
	Saturday	21 min	22 min	24 min	--
	Sunday	20 min	20 min	24 min	--

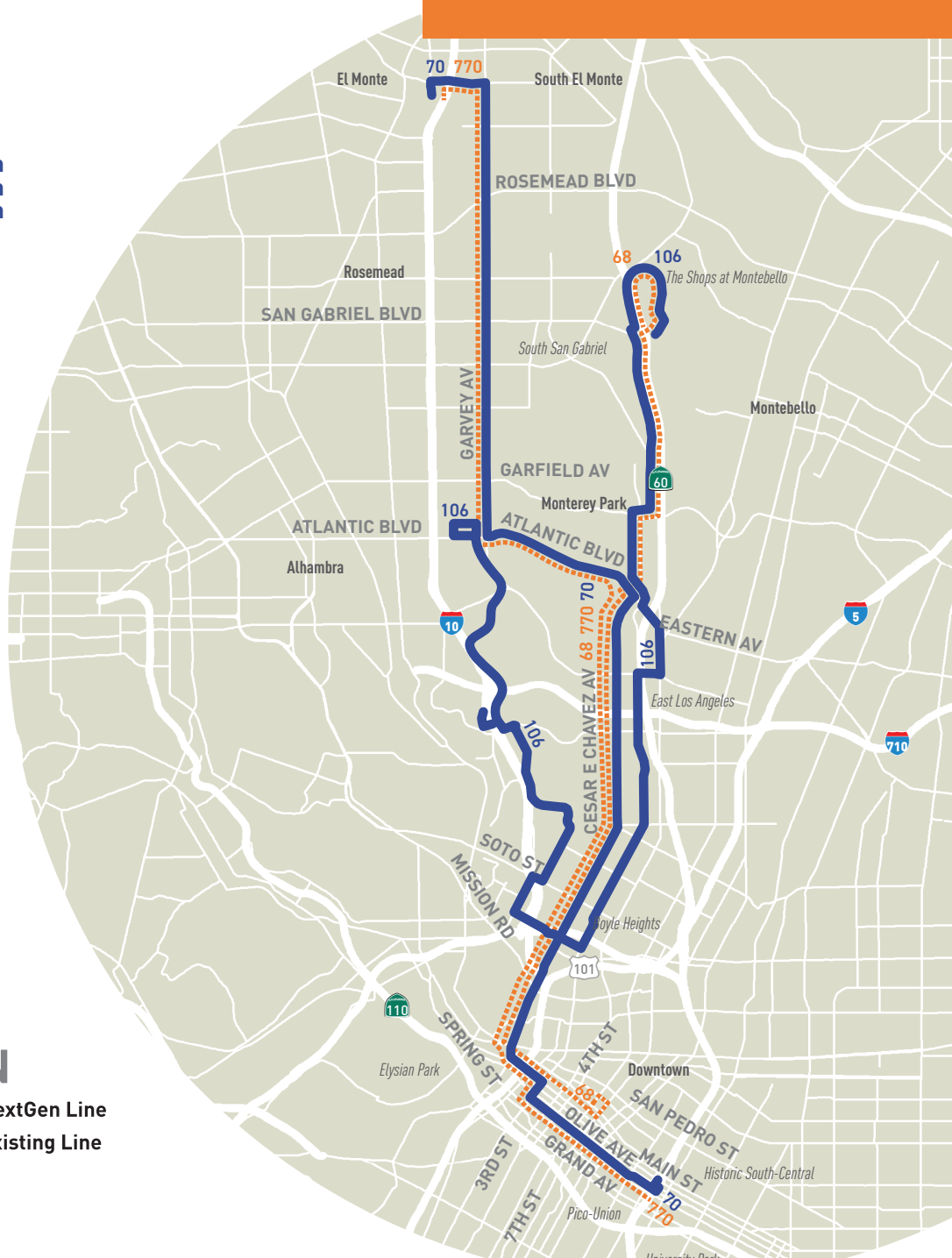
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Frequent Line 70 replaces Line 68 between Downtown LA and East LA College via Cesar E Chavez Av (see Line 70 information sheet):

- Line 68 east of Atlantic Bl to The Shops at Montebello will be replaced by Line 106. See Line 106 page for more details.
- New Owl service would be provided by new Line 70 on Cesar Chavez Av



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 70
Garvey Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 70	Weekday	7.5 min	7.5 min	10-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
Existing Line 70	Weekday	15 min	16 min	24 min	60 min
	Saturday	18 min	20 min	24 min	60 min
	Sunday	18 min	16 min	30 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Owl Service

New Higher Frequency Line 70: Merge Lines 70 and 770; new Line 70 would operate between Downtown LA and El Monte Station via Garvey Av.

- Alternative New Line 106 would Replace Line 70 service on Ramona Bl and Marengo St.
- Underutilized bus stops on Garvey Av, Atlantic Bl, and Cesar Chavez Av would be consolidated to balance speed, reliability and accessibility,
- New Owl service on Cesar Chavez Av



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 71
Downtown LA - LAC & USC Medical Center, Cal State LA

How often will my bus run?

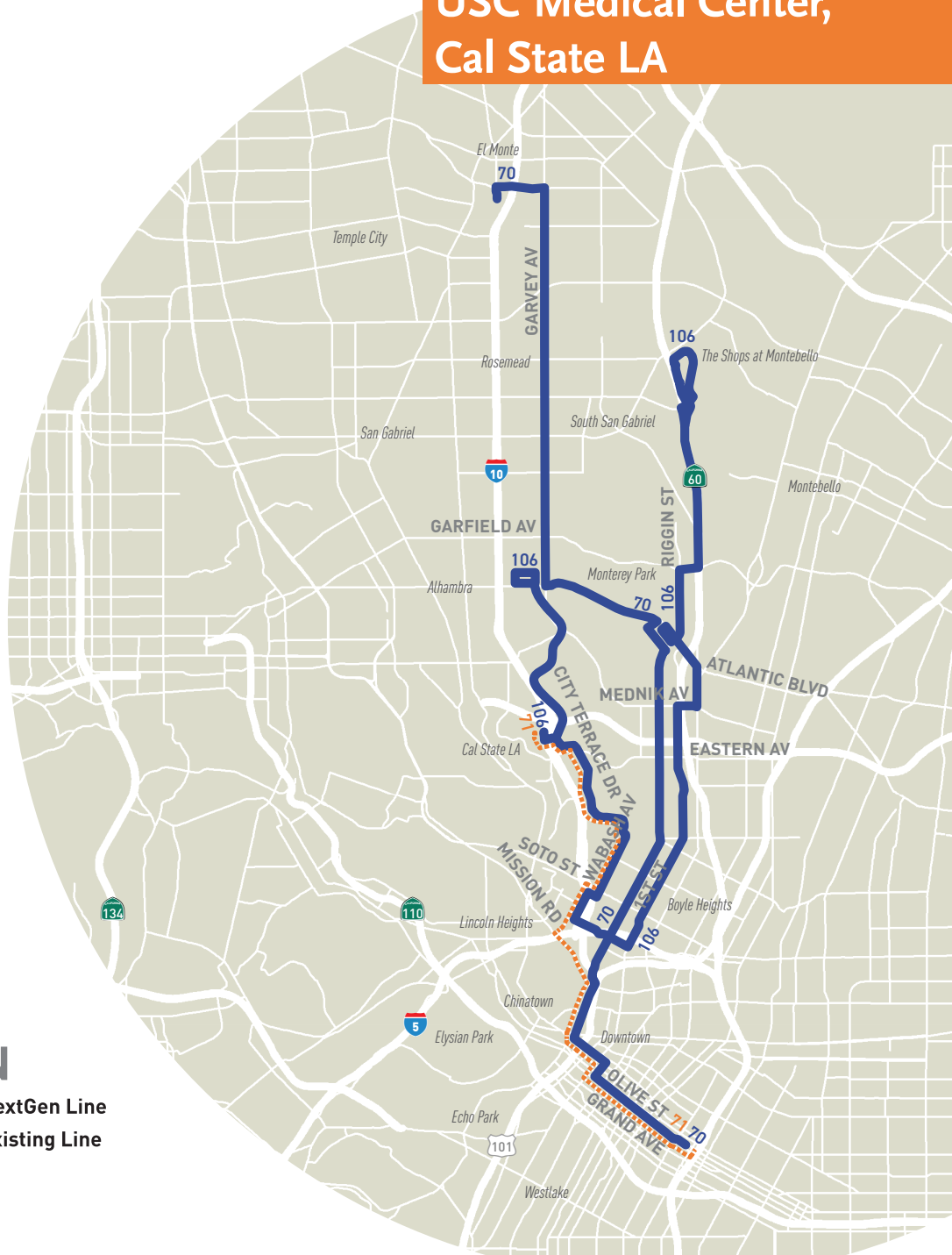
		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 106	Weekday	15-30 min	15-30 min	15-30 min	--
	Saturday	20-40 min	20-40 min	20-40 min	--
	Sunday	20-40 min	20-40 min	20-40 min	--
Existing Line 71	Weekday	17 min	34 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 71 will be replaced by new Line 106 between Cal State University Los Angeles and State Street via City Terrace Dr and Wabash Av, and Marengo St, connecting with Line 70 to Downtown LA at Cesar Chavez Ave/State St



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 76
Valley Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 76	Weekday	12 Min	12 min	15-30 min	60 min
	Saturday	20 min	20 min	30 min	60 min
	Sunday	20 min	20 min	30 min	60 min
Existing Line 76	Weekday	17 min	17 min	40 min	60 min
	Saturday	21 min	21 min	40 min	60 min
	Sunday	36 min	22 min	40 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 76 between Downtown LA and El Monte Bus Station via Main St and Valley Bl would continue to follow the majority of the existing alignment operating more frequent midday and evening service during the weekdays:

- Line 76 would no longer travel to the Metrolink El Monte Station due to underutilized service and will instead operate on Santa Anita Av. The Metrolink El Monte Station would be served by City of El Monte's shuttle & trolley services
- Line 76 in Downtown LA would continue operating on Alameda St. to 1st St. then existing route to 7th St./Maple St.



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 78
Las Tunas Dr

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 78	Weekday	10 min	10 min	20-30 min	--
	Saturday	20 min	20 min	30 min	--
	Sunday	20 min	20 min	30 min	--
Existing Line 78	Weekday	12 min	40 min	30 min	--
	Saturday	36 min	45 min	60 min	--
	Sunday	45 min	36 min	60 min	--

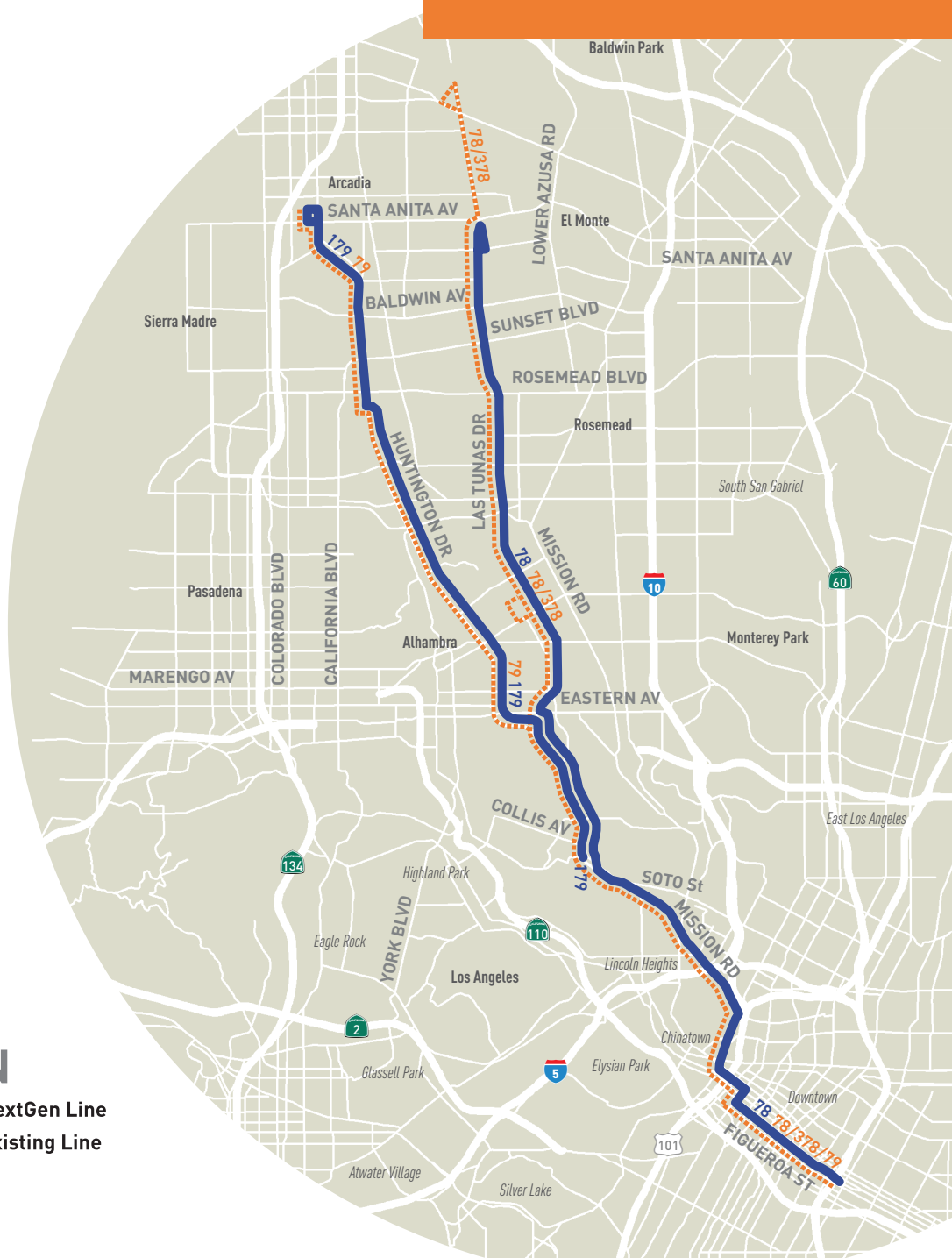
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Frequent Line 78: Merge Lines 78, 79, and 378 between Downtown LA and Arcadia (Live Oak Av/Santa Anita Bl). Route would follow Mission Rd, Huntington Dr then continue along Main St/Las Tunas Dr, Arcadia Station.

- Discontinue Line 78 service on Live Oak Av east of Santa Anita Av which is served by Foothill Transit Line 492
- Replace Line 79 service on Huntington Dr east of Maycrest Av to the Arcadia L Line (Gold) Station with new Line 179 which would connect with Line 78 at Huntington Dr/Rose Hill Transit Center
- Underutilized bus stops would be consolidated to balance speed, reliability, accessibility.
- The highest frequency of Line 78 service weekday peak and midday shown above would be available at all bus stops between Main/ Garfield and downtown LA



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 79
Huntington Dr

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 179	Weekday	30 min	30 min	30 min	--
	Saturday	40 min	40 min	40 min	--
	Sunday	40 min	40 min	40 min	--
Existing Line 79	Weekday	20 min	36 min	40 min	--
	Saturday	45 min	45 min	40 min	--
	Sunday	45 min	36 min	40 min	--

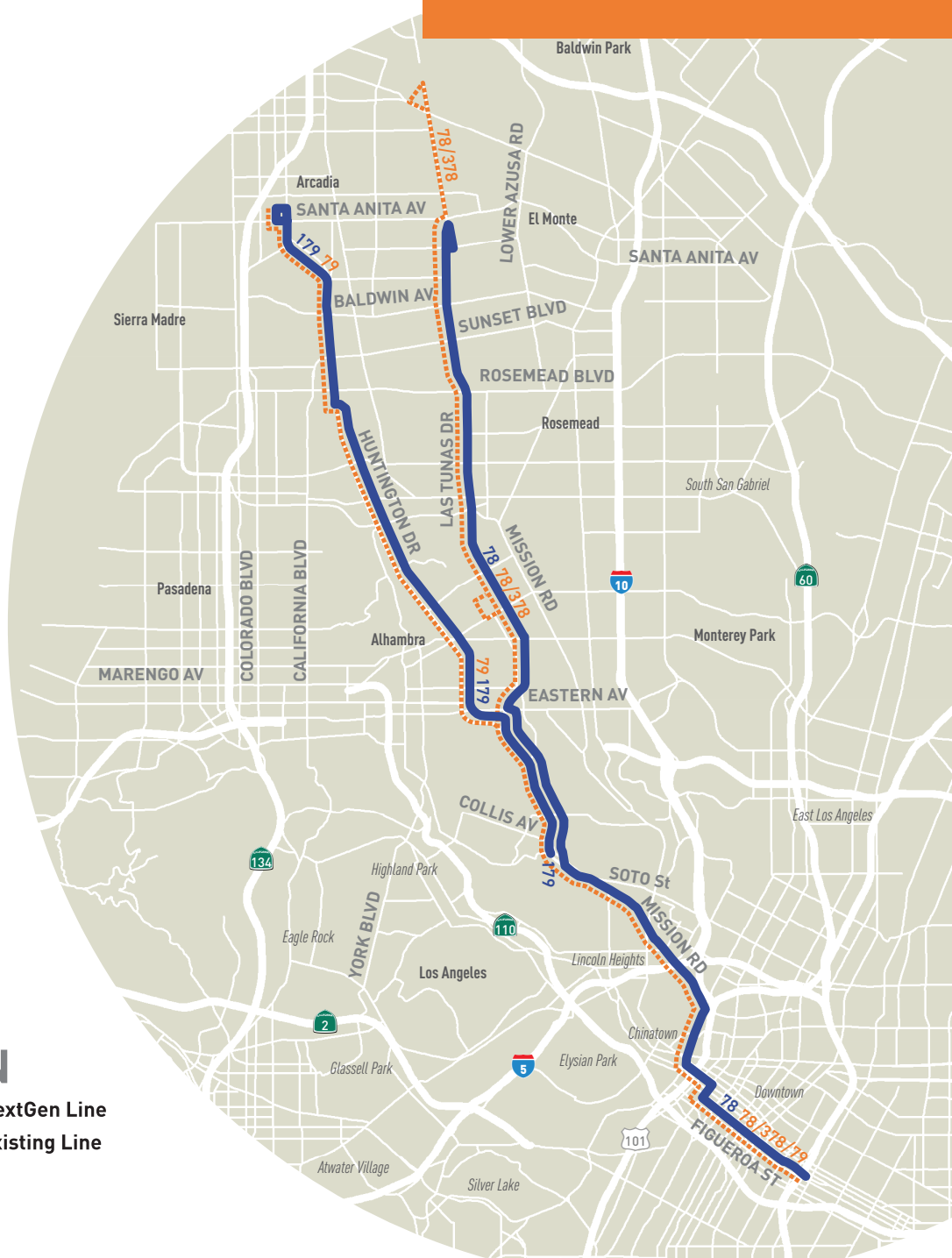
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Frequent Line 78: Merge Lines 78, 79, and 378 between Downtown LA and Arcadia (Live Oak Av/Santa Anita Bl). Route would follow Mission Rd, Huntington Dr then continue along Main St/Las Tunas Dr, Arcadia Station.

- Discontinue Line 78 service on Live Oak Av east of Santa Anita Av which is served by Foothill Transit Line 492
- Replace Line 79 service on Huntington Dr east of Maycrest Av to the Arcadia L Line (Gold) Station with new Line 179 which would connect with Line 78 at Huntington Dr/Rose Hill Transit Center
- Underutilized bus stops would be consolidated to balance speed, reliability, accessibility.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 81
Figueroa St

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 81	Weekday	10 min	12 min	15-20 min	60 min
	Saturday	20 min	20 min	20 min	60 min
	Sunday	20 min	20 min	20 min	60 min
Existing Line 81	Weekday	9 min	14 min	40 min	--
	Saturday	20 min	20 min	40 min	--
	Sunday	26 min	24 min	40 min	--

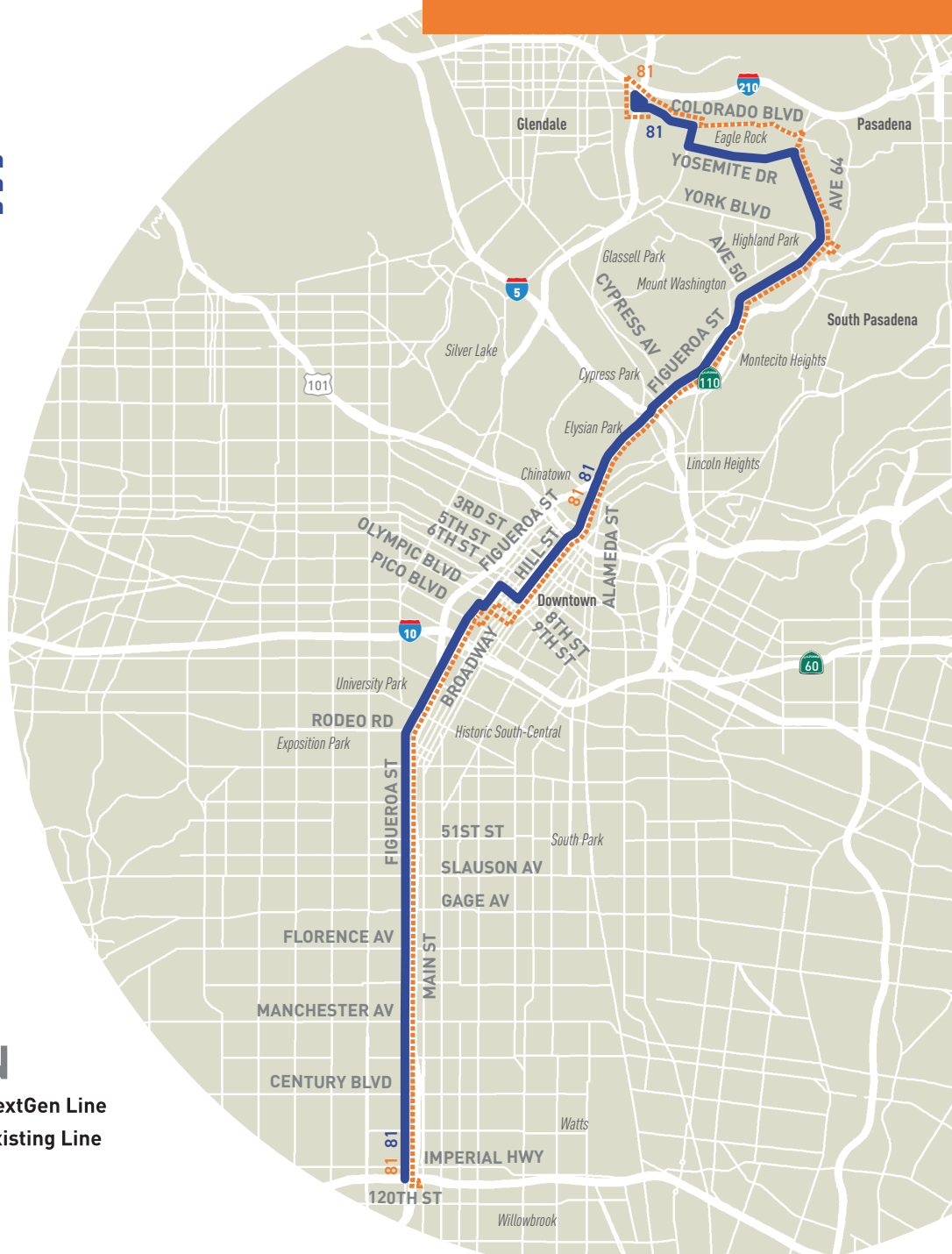
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Owl Service

Line 81 route would remain same south of Figueroa St and Yosemite Dr between Harbor Freeway Station, Downtown LA, and Eagle Rock. Line 81 will replace Line 181 and will be rerouted via Yosemite St to provide service to Colorado Bl/Eagledale.

- More frequency during midday and evening hours
- Selected trips would continue to end at Figueroa/Colorado
- Line 180 would continue to serve Colorado Bl.
- New Owl Service (in place of Line 83) to Figueroa/Colorado, connecting with Line 180 Owl service



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 83
Broadway – York & Silver Lake – Hollywood

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 182	Weekday	30 min	30 min	30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
Existing Line 83	Weekday	24 min	35 min	40 min	60 min
	Saturday	37 min	40 min	40 min	60 min
	Sunday	36 min	38 min	40 min	60 min

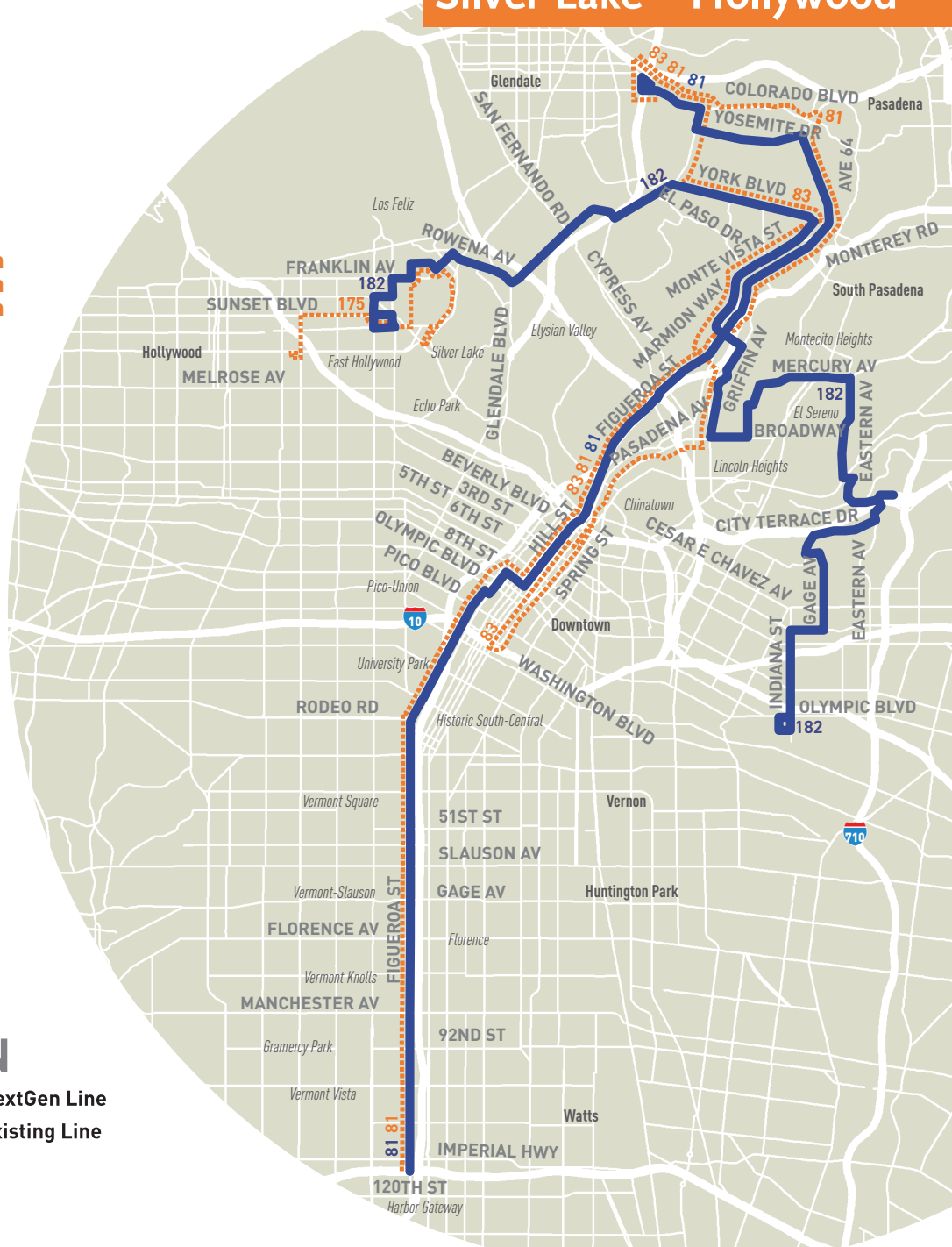
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network
New Links

Lines 83, 175 and 665 as well as Line 256 between Cal State LA and Highland Park would be replaced by New Line 182 between Indiana/ Olympic, Cal State LA, Broadway/Thomas, Highland Park, and East Hollywood

- New Line 182 provides a more direct east-west connection between Northeast LA and Hollywood while maintaining service to John Marshall High School, and replacing Lines 83 and 175
- New Line 182 would replace Line 665 between Indiana/Olympic and Cal State LA, would replace Line 256 between Cal State LA and Huntington Dr, and replace Line 252 via Mercury Dr and Griffin Ave, Avenue 43, and Figueroa St rather than Marmion Wy and Monte Vista St
- Frequent alternative service to/from Downtown LA is available on Figueroa St (Line 81) and the L Line (Gold) Heritage Square Station
- New Line 81 Owl Service will replace Line 83 Owl Service.



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 90
Foothill Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 90	Weekday	20 min	20 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
Existing Line 90	Weekday	18 min	25 min	45 min	--
	Saturday	35 min	30 min	60 min	--
	Sunday	46 min	34 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network
More Reliable Service

Merge Lines 90 & 91 on Foothill Bl:

- New Line 90 (replacing existing Lines 90 and 91) would commence from Temple St & Baudry Av in downtown LA and follow the existing Line 90 to Sunland
- On the north end, new Line 90 would be routed on Vineland Av from Sunland to North Hollywood Station, for better connections to bus and rail service (replaces Lines 222).
- Line 90 north of Sunland Bl would be discontinued with new Line 690 operating on a segment of Foothill Bl between Sunland and Sylmar



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 91
Foothill Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 90	Weekday	20 min	20 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
Existing Line 91	Weekday	18 min	25 min	45 min	--
	Saturday	35 min	30 min	60 min	--
	Sunday	46 min	34 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network
More Reliable Service

Merge Lines 90 & 91 on Foothill Bl:

- New Line 90 (replacing existing Lines 90 and 91) would commence from Temple St & Beaudry Av in downtown LA and follow the existing Line 90 to Sunland.
- On the north end, new Line 90 would be routed on Vineland Av from Sunland to North Hollywood Station, for better connections to bus and rail service (replaces Line 222)
- Line 90 north of Sunland Bl would be discontinued with new Line 690 operating on a segment of Foothill Bl between Sunland and Sylmar



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 92
Glenoaks Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 92	Weekday	20 min	20 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
Existing Line 92	Weekday	27 min	26 min	44min	60 min
	Saturday	34 min	30 min	47 min	60 min
	Sunday	43 min	42 min	47 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Links

Line 92 will be extended south to Venice & Broadway in Downtown LA and operate more frequency. Owl service will be provided by the B Line (Red) and Line 224.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 94
San Fernando Rd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 94	**Weekday**	15 min	15 min	30-60 min	60 min
	Saturday	30 min	30 min	30-60 min	60 min
	Sunday	30 min	30 min	30-60 min	60 min
Existing Line 94	**Weekday**	25 min	30 min	52 min	--
	Saturday	24 min	23 min	60 min	--
	Sunday	28 min	22 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
More Reliable Service

New Line 94: Merge Lines 94 and 794 on San Fernando Rd:

- New Line 94 would operate mostly via the existing Line 94 route between Downtown LA and Burbank but include a routing via Brand Bl and Broadway in Downtown Glendale. From Downtown Burbank, new Line 94 would extend west on Magnolia Bl to end at the B Line (Red) North Hollywood Station. This new route would provide more service between Glendale, Burbank and North Hollywood.
- A new Line 294 would operate along San Fernando Rd between Sylmar and Downtown Burbank.
- Underutilized bus stops on new Line 94 would be consolidated between North Hollywood and Downtown LA to balance speed, reliability, and accessibility, and frequent service would be available at the new Line 94 bus stops



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 96
Riverside Dr

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 296	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 96	Weekday	33 min	39 min	51 min	--
	Saturday	52 min	54 min	52 min	--
	Sunday	61 min	60 min	--	--

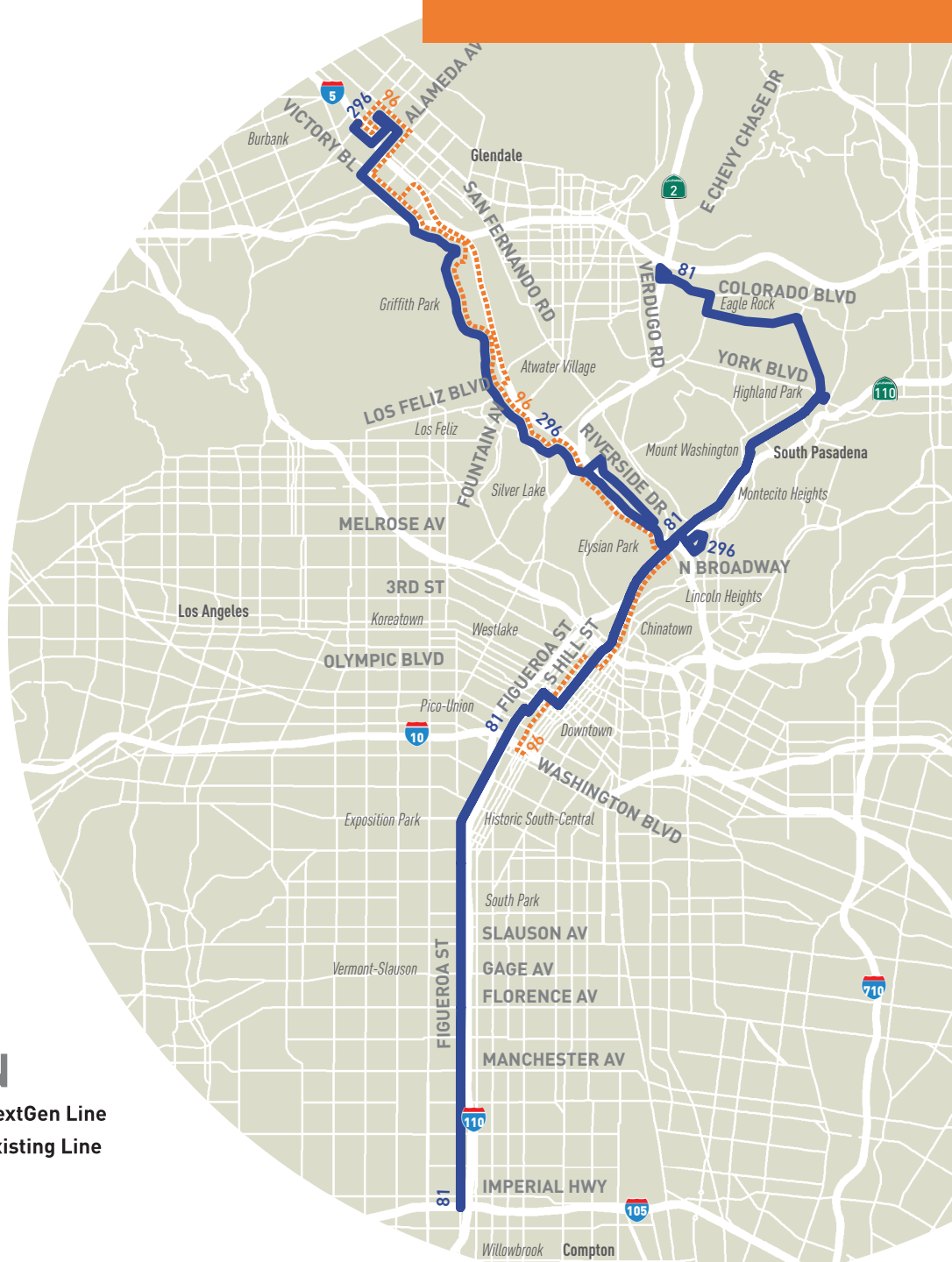
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

Line 96 will be replaced by the following service:

- New Line 296 will operate via existing Line 96 between Downtown Burbank and Riverside Dr then via Figueroa St to the L Line (Gold) Lincoln/Cypress Park Station for connections with the L Line (Gold) or bus Lines 81, 92, and 94 to Downtown LA



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 102
La Tijera – Exposition Blvds

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 102	Weekday	45 min	45 min	45-60 min	--
	Saturday	45 min	45 min	45-60 min	--
	Sunday	45 min	45 min	45-60 min	--
Existing Line 102	Weekday	39 min	52 min	57 min	--
	Saturday	34 min	55 min	60 min	--
	Sunday	33 min	58 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network
New Links

Line 102 would operate from LAX City Bus Center to Florence A Line (Blue Station)

- Line 102 east of Central Av/41st St would be altered to travel via Central Av, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, Slauson Av, Alamo Av, Wilcox Av, Santa Ana St, Seville Av and Florence Av to the Florence A Line (Blue) Station, replacing Line 611.
- Line 102 to South Gate via Hooper Av, Gage Av, Central Av, Florence Av, Seville Av would be discontinued due to underutilized service.Alternative service available on Lines 53, 55, 111, 251



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 105
Vernon Ave – La Cienega Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 105	Weekday	10 min	10 min	15-30 min	60 min
	Saturday	15 min	15 min	30 min	60 min
	Sunday	15 min	15 min	30 min	60 min
Existing Line 105	Weekday	18 min	20 min	45 min	60 min
	Saturday	18 min	16 min	45 min	60 min
	Sunday	27 min	19 min	48 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 105: Merge Lines 105 & 705 on Vernon Av, Martin Luther King, Jr. Bl, and La Cienega Bl between Vernon and West Hollywood:

- All New Line 105 trips would continue to serve Santa Rosalia Dr between Hillcrest Dr and Marlton Av
- Discontinue Line 705 segment on Martin Luther King Jr. Bl between Hillcrest Dr and Marlton Av
- High frequency service would be provided for all new Line 105 stops
- Underutilized bus stops would be consolidated to balance speed, reliability and accessibility.



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 106
East LA College – LAC & USC Medical Center

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 106	Weekday	20-40 min	20-40 min	20-40 min	--
	Saturday	20-40 min	20-40 min	20-40 min	--
	Sunday	20-40 min	20-40 min	20-40 min	--
Existing Line 106	Weekday	50 min	50 min	50 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

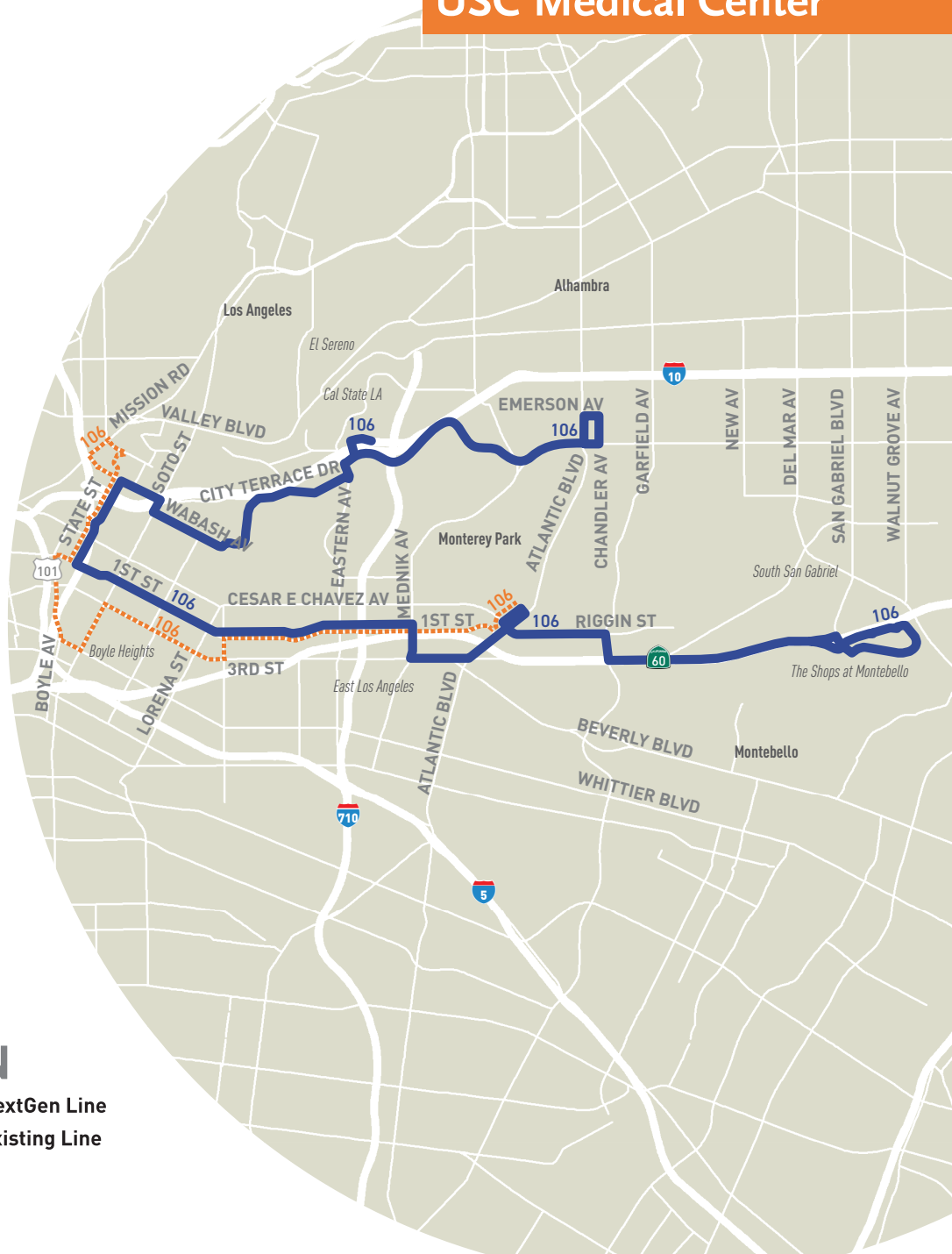
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Weekend Service

Line 106 between East LA College and LA County USC Medical Center via East LA and Boyle Heights is significantly upgraded:

- New Line 106 would extend south via Atlantic Bl to L Line (Gold) Atlantic Station and replace Line 68 from Atlantic Bl to The Shops at Montebello and would replace Line 71 and extend east via Marengo St, Wabash Av, City Terrace Dr to Cal State University LA.
- New Line 106 would travel direct via 1St St instead of deviating via Indiana St, 3rd St, 4th St (Line 605 and Montebello Bus Lines 40), Soto St (Line 251), Whittier Bl (line 18) and Boyle Av
- New Line 106 would operate very frequent service and include new weekday and weekend service with 30 min service to The Shops at Montebello
- New Line 106 underutilized bus stops would be consolidated to balance speed, reliability and accessibility



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 108
Slauson Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 108	Weekday	7.5 min	7.5 min	15-30 min	60 min
	Saturday	15 min	15 min	30-60 min	60 min
	Sunday	15 min	15 min	30-60 min	60 min
Existing Line 108	Weekday	10 min	15 min	58 min	--
	Saturday	19 min	16 min	54 min	--
	Sunday	32 min	23 min	59 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Owl Service

New Line 108: Merge Lines 108 & 358 via Slauson Av between Culver City Transit Center and Pico Rivera:

- Discontinue Lines 108 & 358 due to underutilization west of Sepulveda Bl to Marina Del Rey via Jefferson Bl, Centinela Av, Admiralty Way, Via Marina, Pacific Av as well as the deviation into Fox Hills Business Park. Alternative bus service will be available on Culver City Lines 2, 4, 7 and proposed extension to Marina del Rey of Big Blue Bus Line 18
- New Line 108 would extend east to Slauson/Rosemead to connect with Line 266.
- More frequency at all bus stops on Slauson Av and provide Owl service with the highest frequency of Line 108 service weekday peak and midday shown above available at all bus stops between Culver City Transit Center and Slauson/Eastern
- Underutilized bus stops on Slauson Av would be consolidated to balance speed, reliability, and accessibility



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 110
Jefferson Blvd – Gage Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 110	Weekday	15 min	15 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
Existing Line 110	Weekday	17 min	24 min	55 min	--
	Saturday	29 min	24 min	53 min	--
	Sunday	41 min	36 min	54 min	--

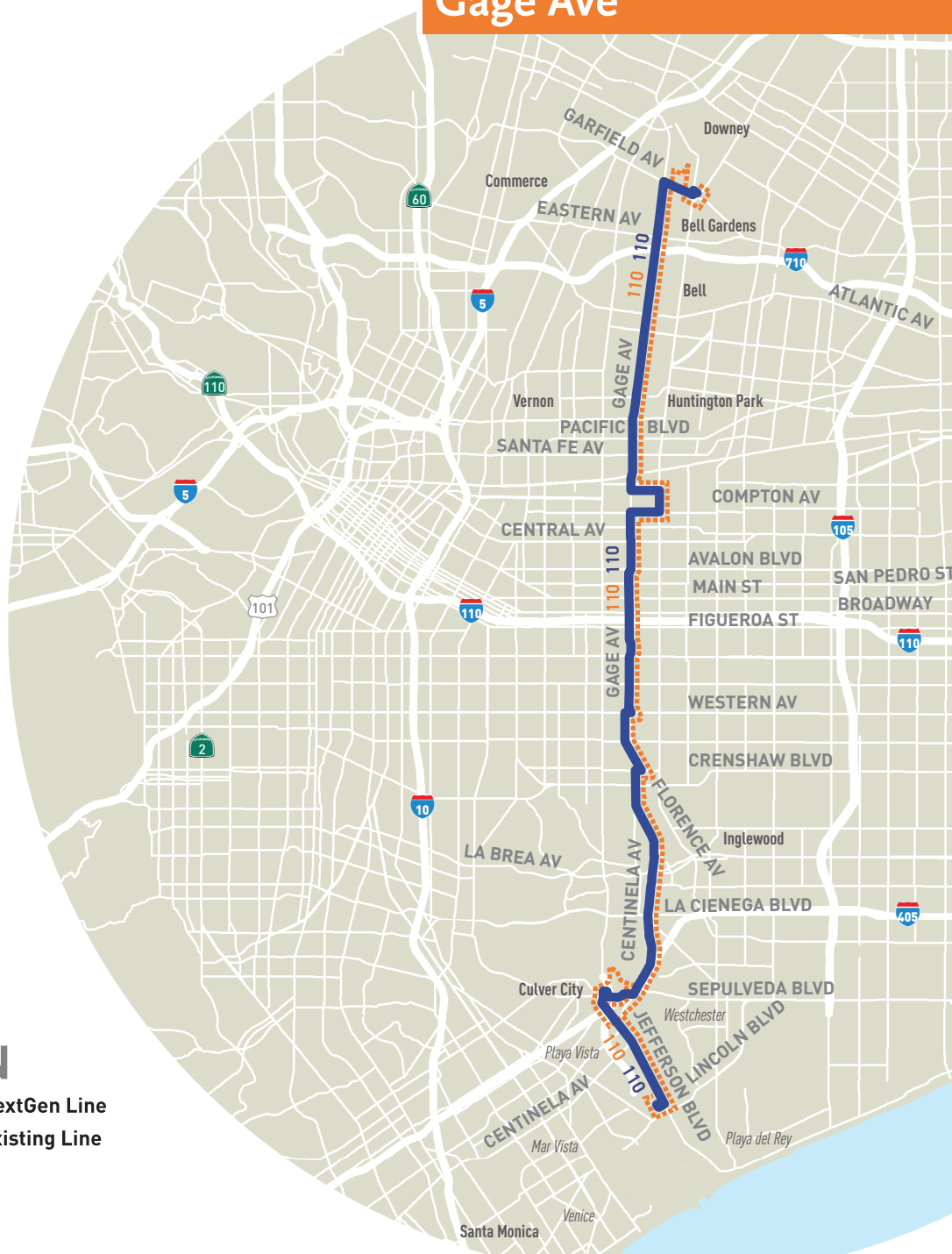
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 110 will continue to serve the existing route from Playa Vista to Bell Gardens.

- At the eastern end at Gage/Garfield, buses would stay on Garfield Av and not serve Foster Bridge Bl, Scout Av, and Florence Pl due to underutilized service.
- More frequency during the midday and evening hours on weekdays.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 111
Florence Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 111	Weekday	7.5 min	10 min	15-30 min	60 min
	Saturday	15 min	15 min	30-60 min	60 min
	Sunday	15 min	15 min	30-60 min	60 min
Existing Line 111	Weekday	13 min	15 min	42 min	--
	Saturday	19 min	15 min	42 min	--
	Sunday	20 min	15 min	42 min	--

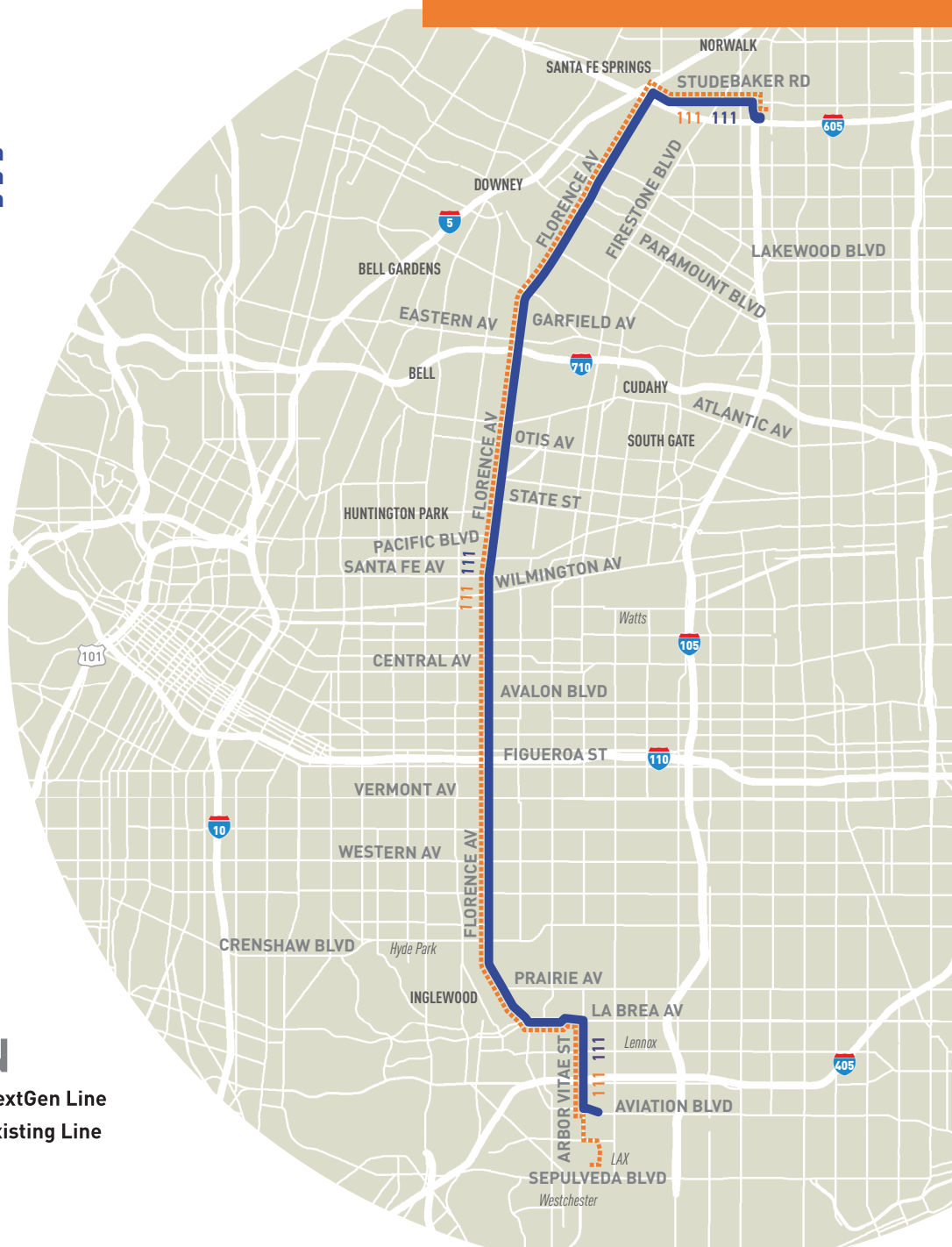
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Owl Service

Line 111 will remain unchanged. New Owl service to serve the full route between C Line (Green) Norwalk Station and LAX City Bus Center.

- Line 111 will operate more frequent weekday midday and evening service with the highest frequency of Line 111 service weekday peak and midday shown above available at all bus stops between Downtown Inglewood Transit Center and Florence and Garfield
- Line 111 map shows a new western terminus at the new LAX people mover (opening 2023). Until that time this service will continue to terminate at LAX City Bus Center



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 115
Manchester Ave and Firestone Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 115	Weekday	12 min	12 min	15-30 min	60 min
	Saturday	20 min	20 min	30-60 min	60 min
	Sunday	20 min	20 min	30-60 min	60 min
Existing Line 115	Weekday	14 min	14 min	39 min	--
	Saturday	25 min	20 min	49 min	--
	Sunday	32 min	23 min	52 min	--

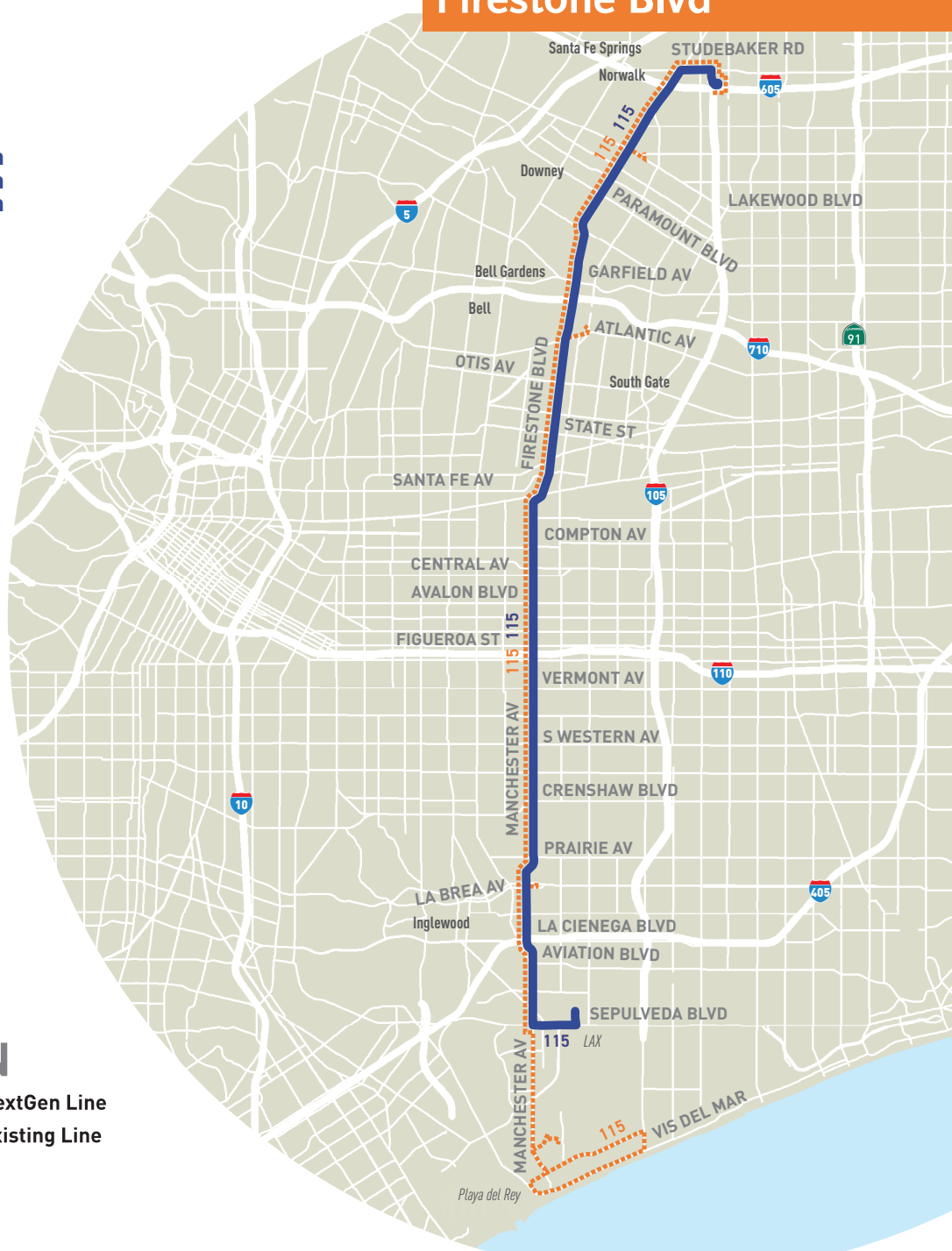
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network
New Owl Service

New Line 115 would provide service from Westchester to Norwalk Station via Manchester Av and Firestone Bl.

- Line 115 will operate more frequent evening service.
- New Line 115 would provide new Owl Service.
- Service to Playa del Rey would be discontinued west of Manchester/Sepulveda except selected school term trips, due to underutilized service. Big Blue Bus Line 16 is also proposed to extend to Playa Del Rey



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 117
Century Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 117	**Weekday**	15 min	15 min	30-60 min	60 min
	Saturday	30 min	30 min	30-60 min	60 min
	Sunday	30 min	30 min	30-60 min	60 min
Existing Line 117	**Weekday**	19 min	19 min	57 min	--
	Saturday	31 min	25 min	59 min	--
	Sunday	35 min	31 min	58 min	--

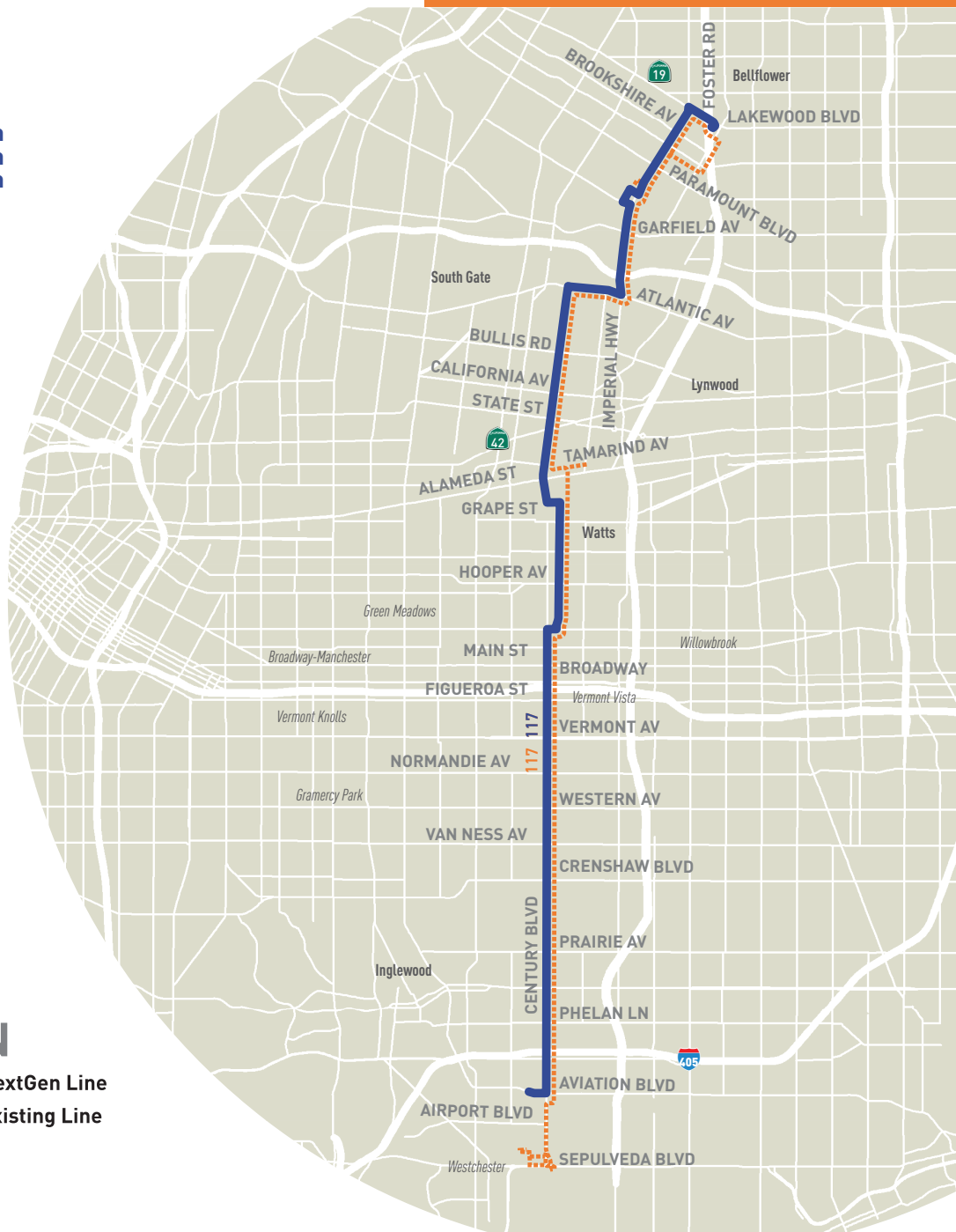
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network
New Owl Service

Line 117 from LAX City Bus Center to Lakewood Bl C Line (Green) Station would continue to travel via Century Bl, Tweedy Bl, and Imperial Hwy.

- Near Jordan Downs Housing Complex, Line 117 would be rerouted more directly from 103rd St to Century Bl between Alameda St and Grape St.
- Line 117 would offer more frequent evening service and new Owl service. Until that time this service will continue to terminate at LAX City Bus Center
- Line 117 map shows a new western terminus at the new LAX people mover (opening 2023).



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 120
Imperial Hwy

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 120	Weekday	30 min	30 min	30-60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 120	Weekday	41 min	31 min	61 min	--
	Saturday	61 min	61 min	61 min	--
	Sunday	61 min	61 min	61 min	--

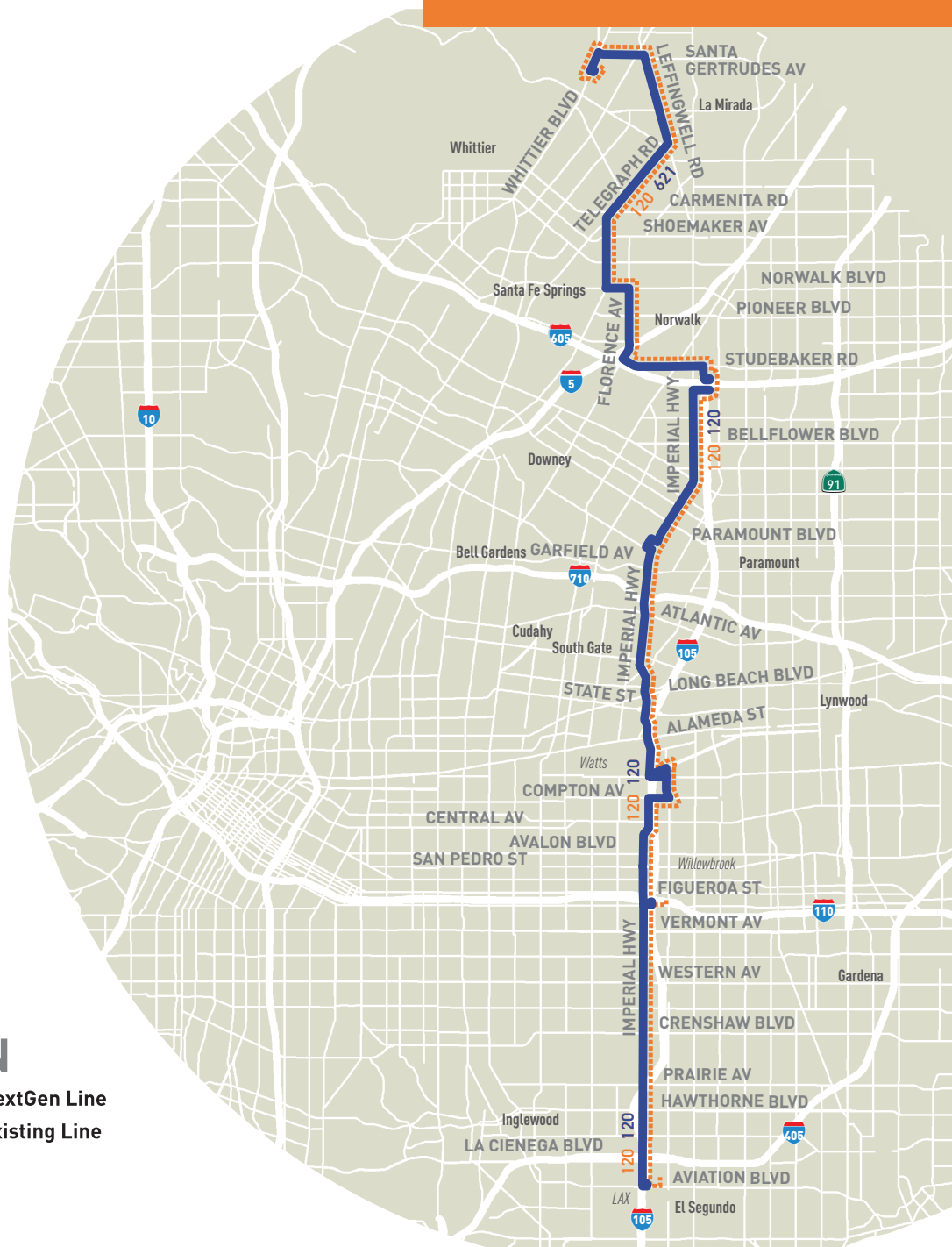
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network
More Reliable Service

New Line 120 would provide service from Aviation/LAX C Line (Green) Station to C Line (Green) Norwalk Station via Imperial Hwy. Shortening Line 120 would allow it to operate more reliably.

- New Line 621 would replace Line 120 east from Norwalk C Line (Green) Station to Whittwood Mall, operating 60 minute service weekdays and weekends.
- In Downey, new Line 120 would remain on Imperial Hwy and not deviate into the Leeds St parking lot at the Rancho Los Amigos National Rehabilitation Center, this will provide faster more direct service.
- Alternative bus service to the Leeds St parking lot remains available via Line 117 and Access Services.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 125
Rosecrans Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 125	Weekday	20 min	20 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
Existing Line 125	Weekday	27 min	33 min	54 min	--
	Saturday	43 min	31 min	56 min	--
	Sunday	57 min	39 min	--	--

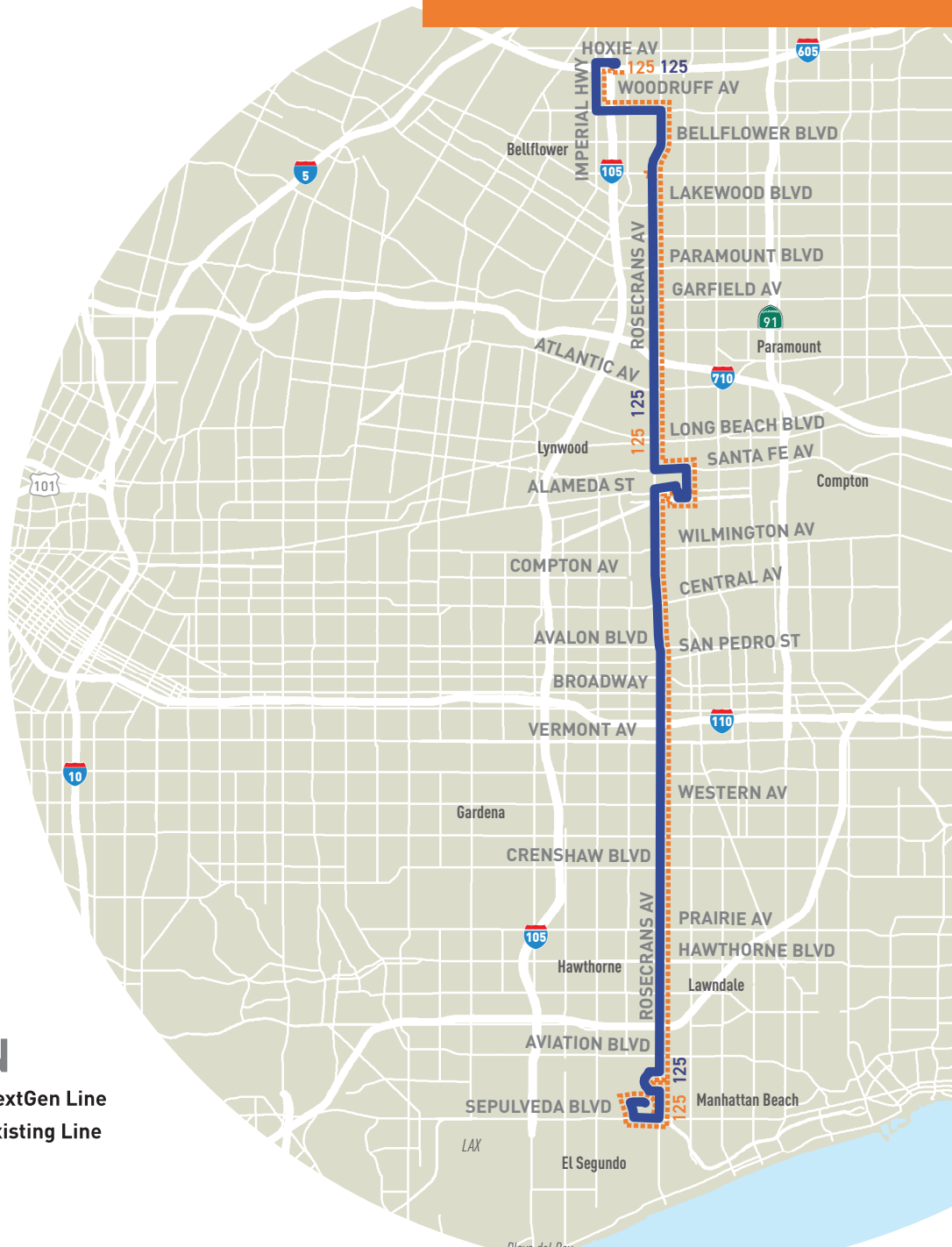
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

New Owl Service

Line 125 would continue to operate between Norwalk C Line (Green) Station and El Segundo via Rosecrans Av.

- Line 125 would operate more frequent weekday midday and evening service



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 126
Manhattan Beach Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 126	Weekday	57 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

Line 126 would be discontinued due to underutilized service. Nearest alternative services would be available as follows:

- Torrance Transit Line 8 (Aviation Bl) and G-Trans Line 5 (El Segundo Bl)
- Beach Cities Transit Line 109
- LADOT Commuter Express 438 (Highland Av)
- Metro Lines 125 (Rosecrans Av), 210 (Crenshaw Bl), 212 (Hawthorne Bl), 232 (Sepulveda Bl)



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 127 Compton & Somerset Blvds

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 127	Weekday	15-30 min	15-30 min	30-60 min	--
	Saturday	30-60 min	30-60 min	60 min	--
	Sunday	30-60 min	30-60 min	60 min	--
Existing Line 127	Weekday	57 min	58 min	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

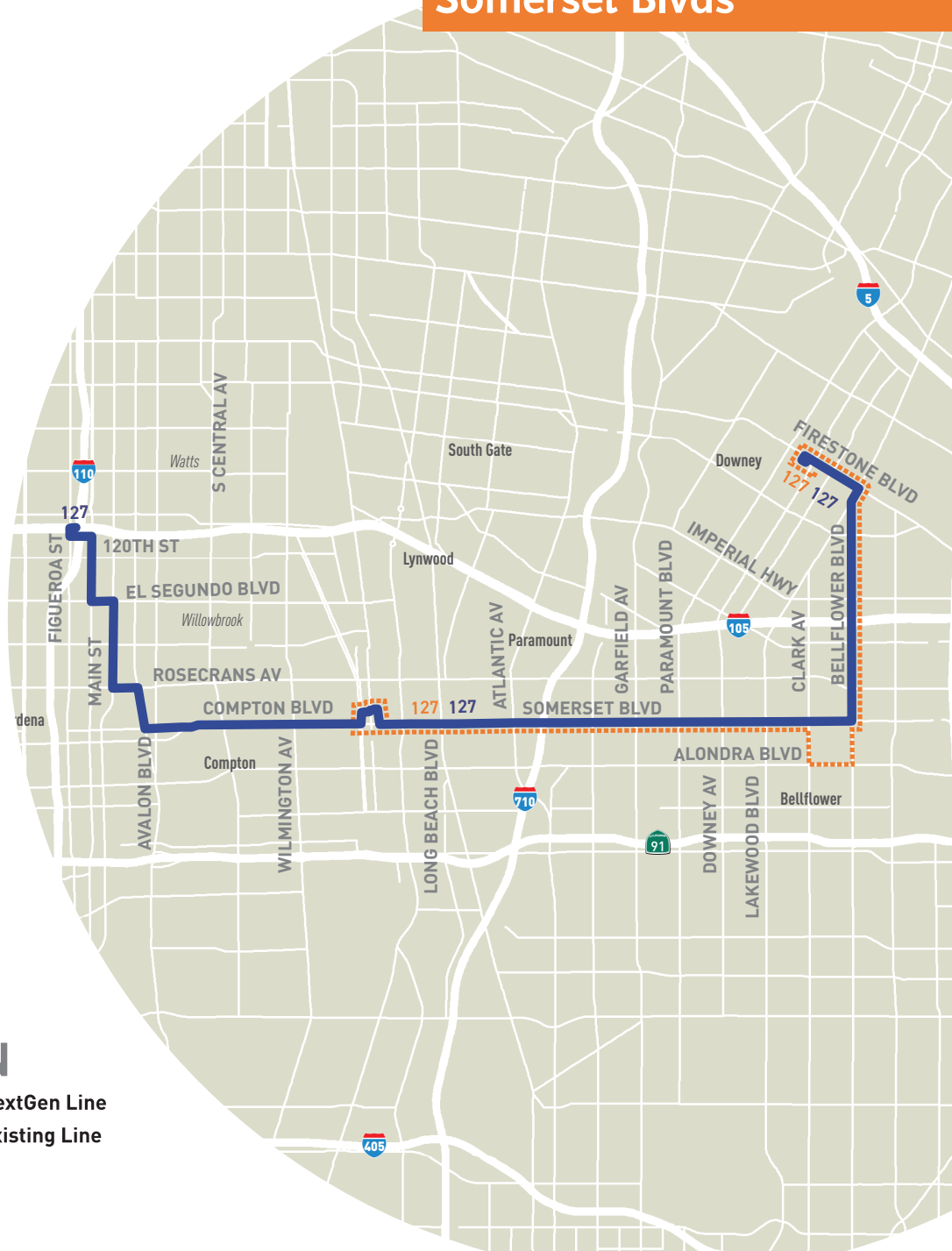
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network
More Frequent Weekday/New Weekend Service

New Line 127 would follow the existing Line 127 route between A Line (Blue) Compton Station and Downey Depot, except for remaining on Somerset Bl between Clark Av and Bellflower Bl.

- Service will be discontinued on Alondra Bl due to underutilized service in that segment and to make the route more direct.
- New Line 127 would be extended west of the A Line (Blue) Compton Station to the Harbor Freeway Station via Compton Bl, Main St, El Segundo Bl, and Broadway to Figueroa/117th St, replacing segments of existing Lines 45 and 51.
- New weekend service and more frequent weekday service would be provided. The highest frequency of 15 minutes weekday and 30 minutes weekend would operate west of the A Line (Blue) Station to the Harbor Freeway Station.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 128
Alondra Blvd – Carmenita Rd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 128	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 128	Weekday	49 min	54 min	58 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

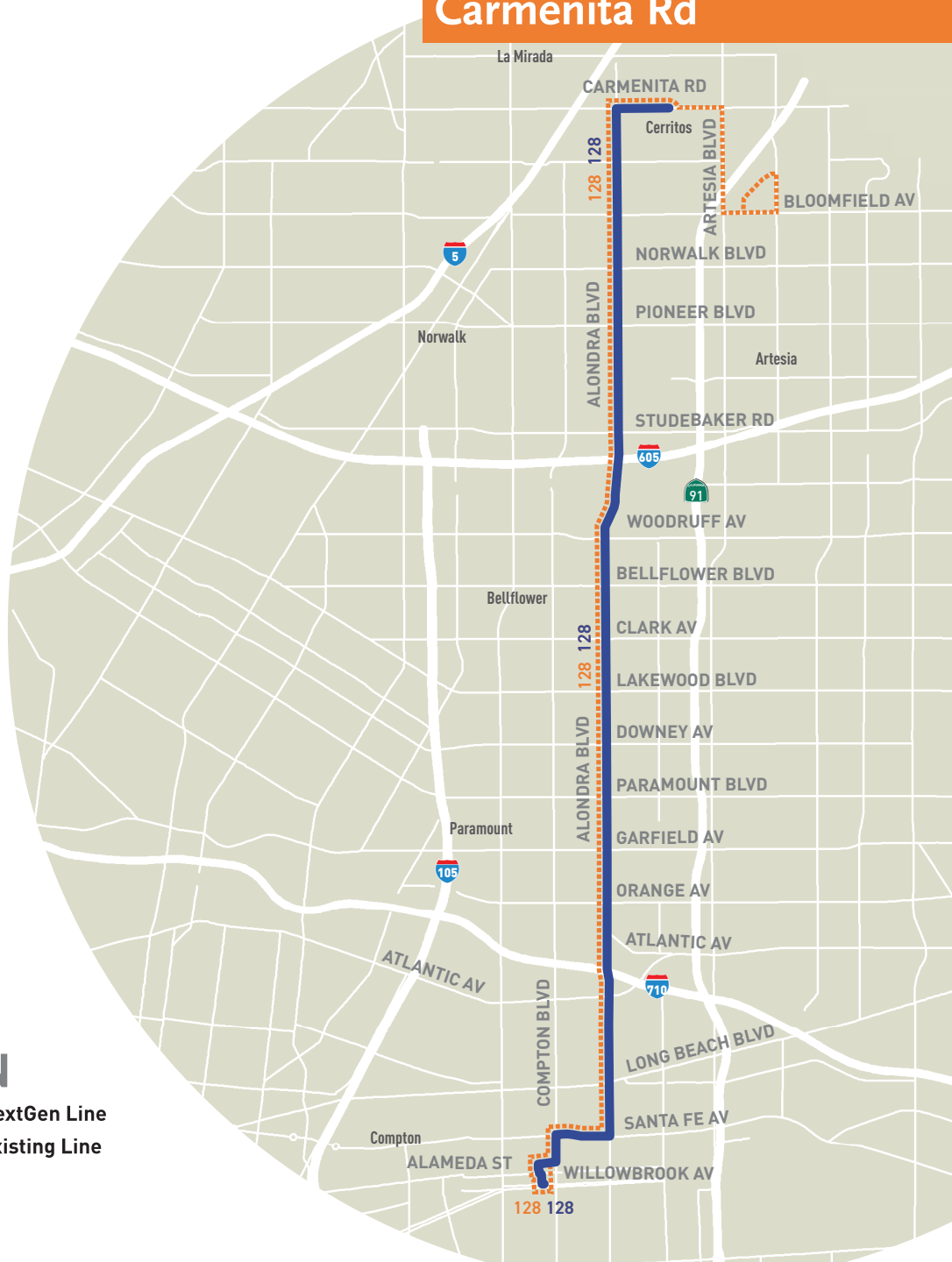
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

Line 128 between A Line (Blue) Compton Station and Cerritos Towne Center via Alondra Bl will change as follows:

- Existing Line 128 segment south of Alondra Bl & Carmenita Rd will be discontinued due to underutilized service.
- Alternative service to Cerritos Towne Center available via Cerritos On Wheels (COW) Route 1-A
- Line 128 will include new weekend service



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 130
Artesia Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 130	Weekday	30 min	30 min	30-60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 130	Weekday	35 min	48 min	59 min	--
	Saturday	62 min	61 min	60 min	--
	Sunday	62 min	61 min	59 min	--

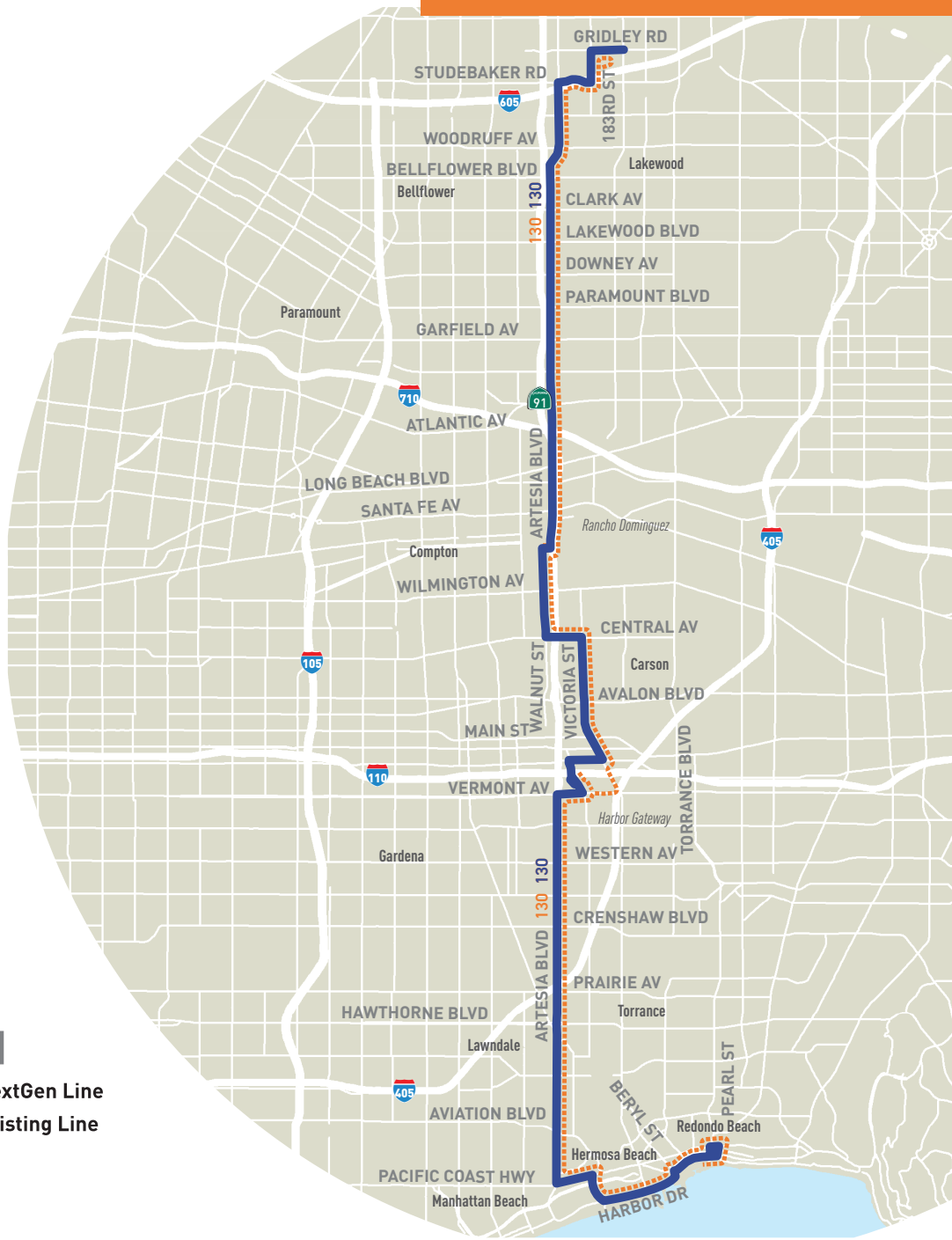
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

Line 130 would continue to operate on Artesia Bl between the A Line (Blue) Artesia Station and Cerritos and this segment of existing Line 130 would be operated initially by Metro and later transitioned to be operated by Long Beach Transit.

- Line 130 west of the Artesia A Line (Blue) Station would transition to be operated by Torrance Transit as their new Line 13, following its existing route via Artesia Bl to Redondo Beach.
- Line 130 will operate more frequent weekday midday and evening service.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

New Line 134
Santa Monica - Malibu via Pacific Coast Hwy

How often will my bus run?

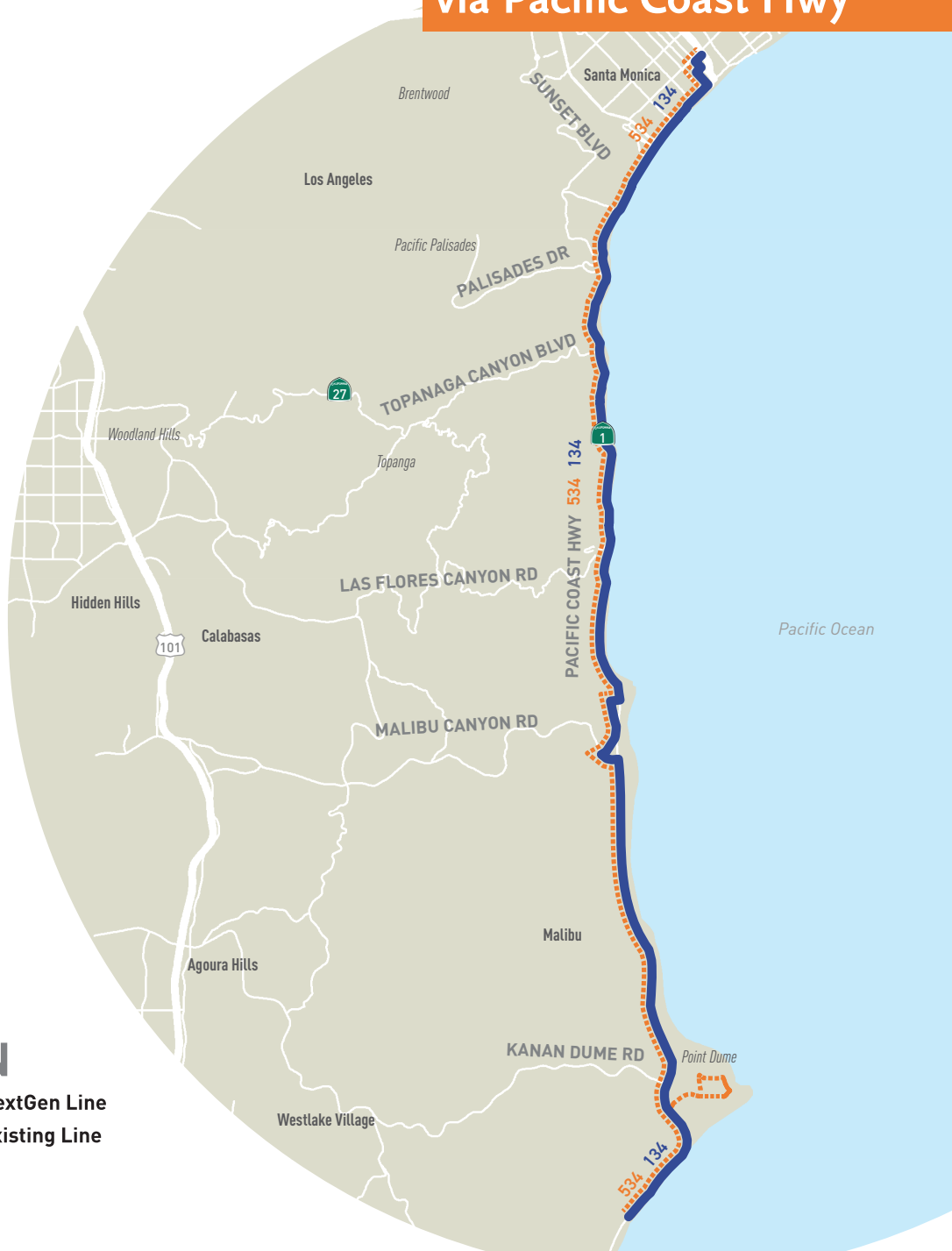
		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 134	Weekday	45 min	45 min	45 min	--
	Saturday	45 min	45 min	45 min	--
	Sunday	45 min	45 min	45 min	--
Existing Line 534	Weekday	26 min	43 min	55 min	--
	Saturday	37 min	46 min	55 min	--
	Sunday	57 min	60 min	55 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

New Line 134: Line 534 would be renumbered to 134. There are no route changes for New Line 134 between Malibu and Santa Monica. Service to Cliffside & Dume would be discontinued due to underutilized service.



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 150
Ventura Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 150	Weekday	20 min	20 min	30-60 min	60 min
	Saturday	30 min	30 min	30-60 min	60 min
	Sunday	30 min	30 min	30-60 min	60 min
Existing Line 150	Weekday	16 min	21 min	21 min	60 min
	Saturday	18 min	16 min	21 min	60 min
	Sunday	19 min	19 min	21 min	60 min

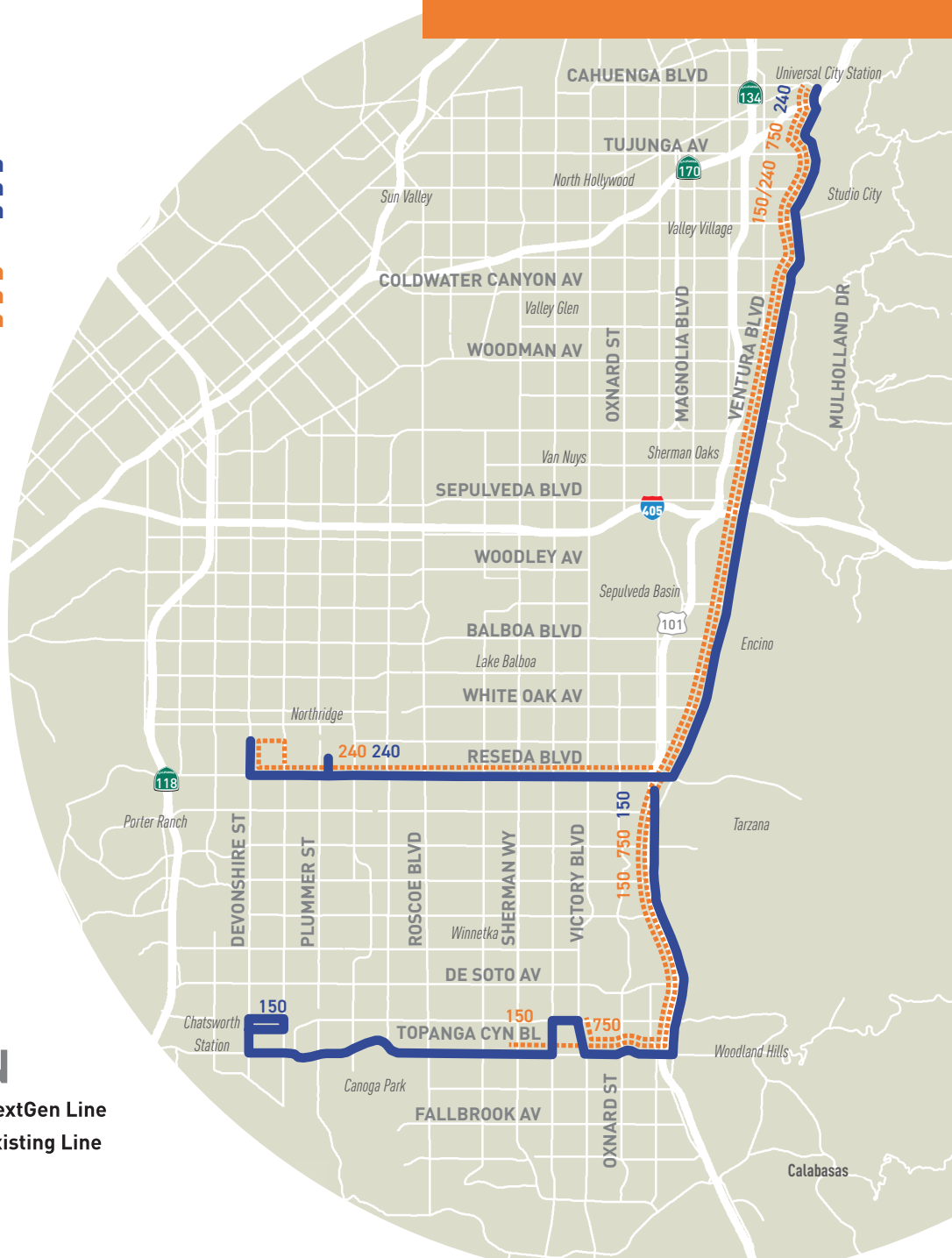
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Lines 150 and 240: Merge Lines 150, 240 and 750:

- New Line 150 would operate frequent service from Ventura/ Reseda west to Chatsworth Station along Ventura Bl and Topanga Canyon Bl (replacing Line 245 segment)
- New Line 240 would operate frequent service on the existing alignment between Northridge and Universal City/Studio City Station on Ventura Bl and Reseda Bl
- More frequent service would be provided at all new Line 150 and 240 bus stops
- Underutilized bus stops would be consolidated on new Line 150 and 240 to balance speed, reliability, and accessibility.
- Line 150 will include Owl service between Ventura/Reseda and Canoga Station. Line 240 on Ventura Bl and Reseda Bl will continue to have owl service.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 152
Roscoe Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 152	Weekday	15 min	15 min	30-60 min	60 min
	Saturday	20-30 min	20 min	30-60 min	60 min
	Sunday	20-30 min	30 min	30-60 min	60 min
Existing Line 152	Weekday	15 min	24 min	53 min	--
	Saturday	32 min	26 min	63 min	--
	Sunday	38 min	30 min	63 min	--

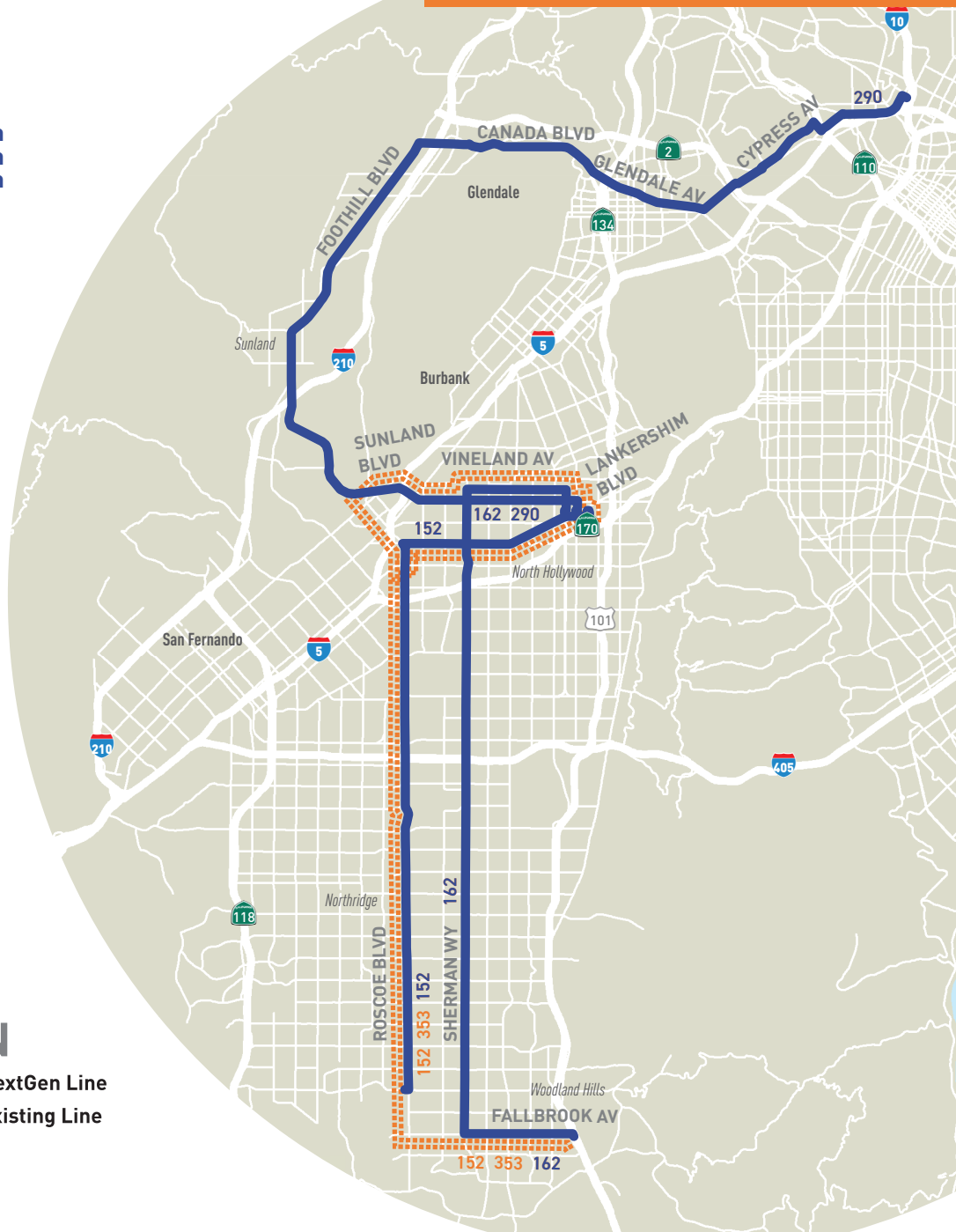
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 152: Merge Lines 152 & 353:

- New Line 152 would continue to serve Roscoe Bl with proposed frequency improvements midday weekdays
- On the east end, new Line 152 is proposed to travel via Lankershim Bl to provide a more direct connection to the B Line (Red) North Hollywood Station.
- Service on Vineland Av would be provided by modified Lines 162 and new Line 290 (please see Line 162 and Line 90 information sheets)
- The route is proposed to terminate at Topanga Canyon Bl in the west end. A modified Line 162 would provide service on Fallbrook Av



Metro

NEXTGEN

Updated Draft Proposals: September 2020

New Line 153
Burbank Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 153	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 154	Weekday	66 min	66 min	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 154 would operate between North Hollywood Station and Sepulveda Bl, via Oxnard St and Burbank Bl as a two-way direction circulator:

- Discontinue service west of Sepulveda Bl due to underutilized service
- New Line 153 would operate between North Hollywood Station and Downtown Burbank via Burbank Bl, as well as an existing segment of Burbank Bl east of North Hollywood Station.



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 154
North Hollywood Station – Burbank via Burbank Bl

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 154	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 154	Weekday	66 min	66 min	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

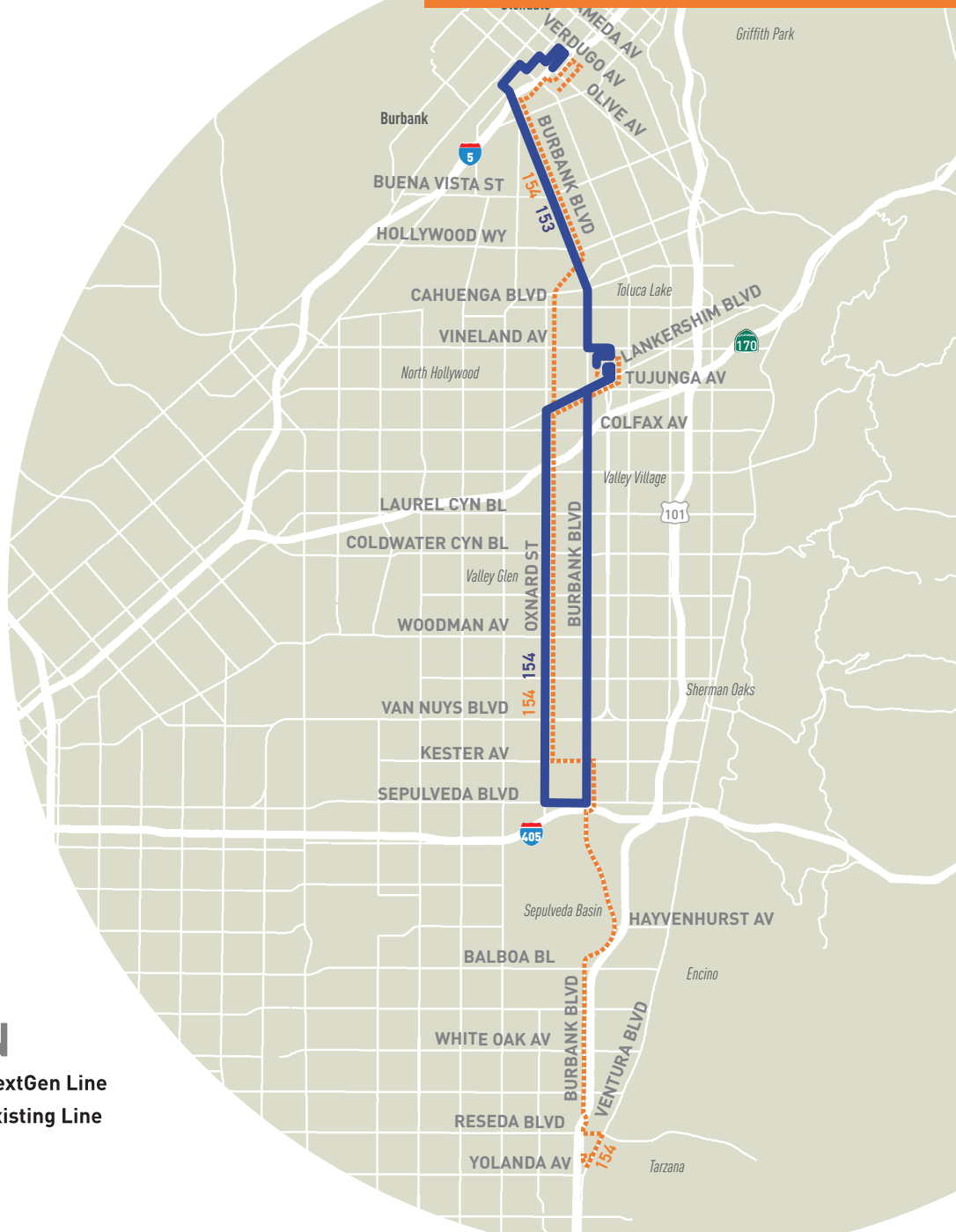
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 154 would operate between North Hollywood Station and Sepulveda Bl, via Oxnard St and Burbank Bl as a two-way direction circulator:

- Discontinue service west of Sepulveda Bl due to underutilized service
- New Line 153 would operate between North Hollywood Station and Downtown Burbank via Burbank Bl, as well as an existing segment of Burbank Bl east of North Hollywood Station.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 155
Riverside Dr

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 155	Weekday	40 min	40 min	40-60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 155	Weekday	47 min	45 min	55 min	--
	Saturday	52 min	50 min	50 min	--
	Sunday	66 min	65 min	65 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 155 will merge existing Line 155 with a segment of Line 183:

- New Line 155 would operate via Riverside Dr, Sepulveda Bl, and Magnolia Bl between the B Line (Red) North Hollywood Station and B Line (Red) Universal City/Studio City Station
- Segment of Line 155 east of Universal City/Studio City Station via Olive Av would continue to be served by Burbank Bus newly improved Pink Route
- New Line 155 will operate more frequent weekday service



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 158
Plummer St - Woodman Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 158	Weekday	30-60 min	30-60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 158	Weekday	50 min	57 min	55 min	--
	Saturday	60 min	60 min	--	--
	Sunday	60 min	60 min	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network
New Links

New Line 158 would follow the existing Line 158 via Woodman Av, then travel via Plummer St to Chatsworth Station, while new Line 167 would serve the current Line 158 segment on Devonshire St.

- This swap of east-west alignments between Lines 158 and 167 is intended to create simpler, easier to use Lines 158 and 167
- Line 158 would serve inside the VA Medical Center
- New Line 158 will include new weekend evening service.
- Line 158 will include 30 min. weekday peak and midday service on Woodman Av



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 161
Canoga Station – Thousand Oaks

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 161	Weekday	30-60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 161	Weekday	45 min	60 min	54 min	--
	Saturday	57 min	60 min	--	--
	Sunday	67 min	65 min	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Faster Service

Line 161 would operate on the existing route between G Line (Orange) Canoga Station and City of Thousand Oaks:

- Line 161 will include new weekend evening service.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 162
Sherman Way

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 162	Weekday	15-30 min	15-30 min	20-30 min	60 min
	Saturday	30 min	30 min	30 min	60 min
	Sunday	30 min	30 min	30-60 min	60 min
Existing Line 162	Weekday	15 min	20 min	30 min	--
	Saturday	32 min	30 min	60 min	--
	Sunday	36 min	35 min	61 min	--

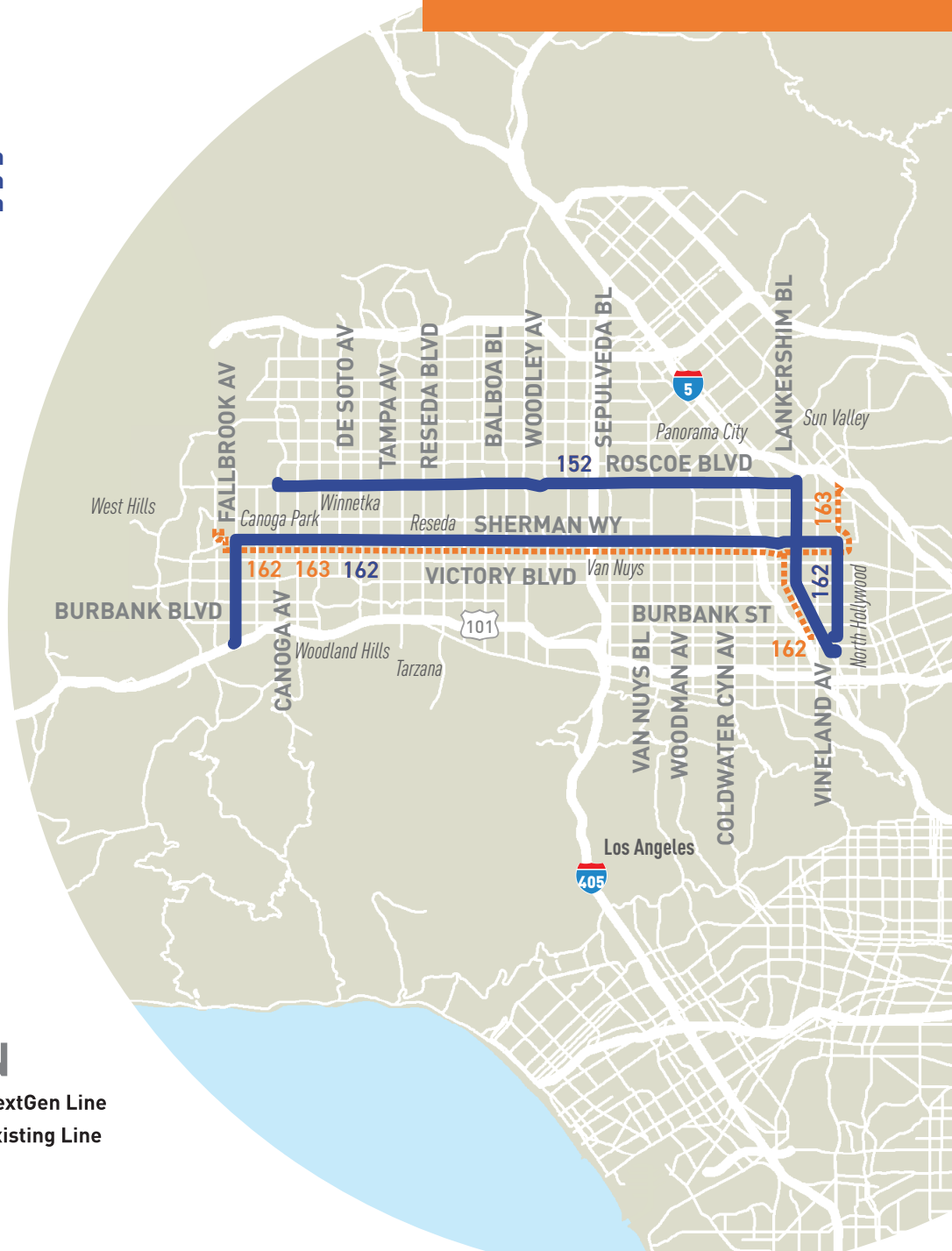
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 162: Merge Line 162 & Line 163:

- More frequency during the midday on weekdays on Sherman Way and new owl service.
- On the east end, new Line 162 would be routed via Vineland Av to provide more service along that corridor while still connecting to B Line (Red) North Hollywood Station
- Line 152 would serve Lankershim Bl.
- New Line 162 would be extended to serve Fallbrook Av in the west end while Line 169 would continue to directly serve West Hills Medical Center
- The highest frequency of service weekday peak and midday above would be between North Hollywood Station and Sherman/Fallbrook



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 163
Sherman Way

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 162	Weekday	15-30 min	15-30 min	20-30 min	60 min
	Saturday	30 min	30 min	30 min	60 min
	Sunday	30 min	30 min	30-60 min	60 min
Existing Line 163	Weekday	15 min	20 min	30 min	--
	Saturday	32 min	30 min	60 min	--
	Sunday	36 min	35 min	61 min	--

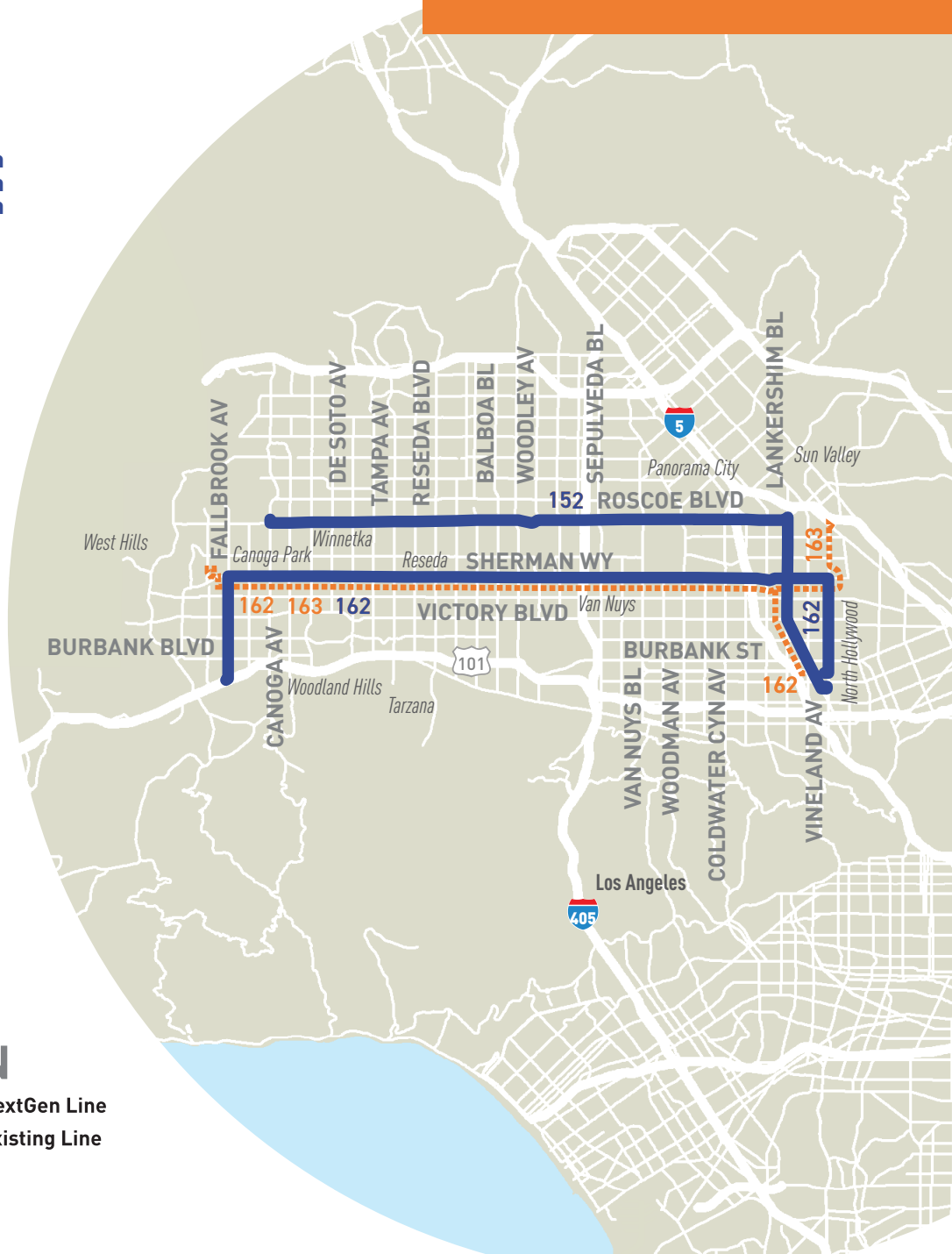
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 162: Merge Line 162 & Line 163:

- More frequency during the midday on weekdays on Sherman Way
- On the east end, new Line 162 would be routed via Vineland Av to provide more service along that corridor while still connecting to B Line (Red) North Hollywood Station
- Line 152 would serve Lankershim Bl.
- New Line 162 would be extended to serve Fallbrook Av in the west end while Line 169 would continue to directly serve West Hills Medical Center
- The highest frequency of service weekday peak and midday above would be between North Hollywood Station and Sherman/Fallbrook



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 164
Victory Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 164	Weekday	15 min	15 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
Existing Line 164	Weekday	18 min	30 min	55 min	--
	Saturday	33 min	31 min	60 min	--
	Sunday	38 min	35 min	58 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 164 would operate in partnership with Line 165, with buses changing between each Line at Platt Av/Victory Bl (to eliminate a long turn-around loop).

- Line 164 would operate more frequency during the midday hours on weekdays.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 165
Vanowen St

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 165	Weekday	15 min	15 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
Existing Line 165	Weekday	15 min	30 min	60 min	--
	Saturday	41 min	36 min	62 min	--
	Sunday	41 min	41 min	55 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 165 would operate in partnership with Line 164, with buses changing between each Line at Platt Av/Victory Bl (to eliminate a long turn-around loop).

- Line 165 would operate more frequency during the midday hours on weekdays.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 166
Nordhoff St

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 166	Weekday	15 min	15 min	30-60 min	60 min
	Saturday	30 min	30 min	30-60 min	60 min
	Sunday	30 min	30 min	30-60 min	60 min
Existing Line 166	Weekday	16 min	23 min	58 min	--
	Saturday	39 min	35 min	61 min	--
	Sunday	44 min	43 min	50 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 166: Merge Lines 166 & 364:

- Would continue to serve Nordhoff St and Osborne St, with more frequent midday weekday service
- On the west end, New Line 166 is proposed to end at Nordhoff St/Canoga Av, with access to Chatsworth Station via the G Line (Orange) service
- New Line 166 would extend east via Osborne St and Foothill Bl to Hansen Dam and Discovery Cube, making connections with New Line 690 on Foothill Bl
- A short segment of Glenoaks Bl would then be served by Line 92 and a segment on Topanga Canyon Bl would continue to be served by new Line 150



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 167
Coldwater Cyn Av – Devonshire St

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 167	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 167	Weekday	48 min	50 min	62 min	--
	Saturday	55 min	52 min	62 min	--
	Sunday	55 min	51 min	62 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network
New Links

New Line 158 would follow the existing Line 158 via Woodman Av, then travel via Plummer St to Chatsworth Station, while new Line 167 would serve the current Line 158 segment on Devonshire St.

- This swap of east-west alignments between Lines 158 and 167 is intended to create simpler, easier to use Lines 158 and 167
- Line 158 would serve inside the VA Medical Center
- Line 158 wil include 30 min. weekday peak and midday service on Woodman Av



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 169
Saticoy St

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 169	Weekday	30 min	30 min	30-60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 169	Weekday	51 min	61 min	61 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

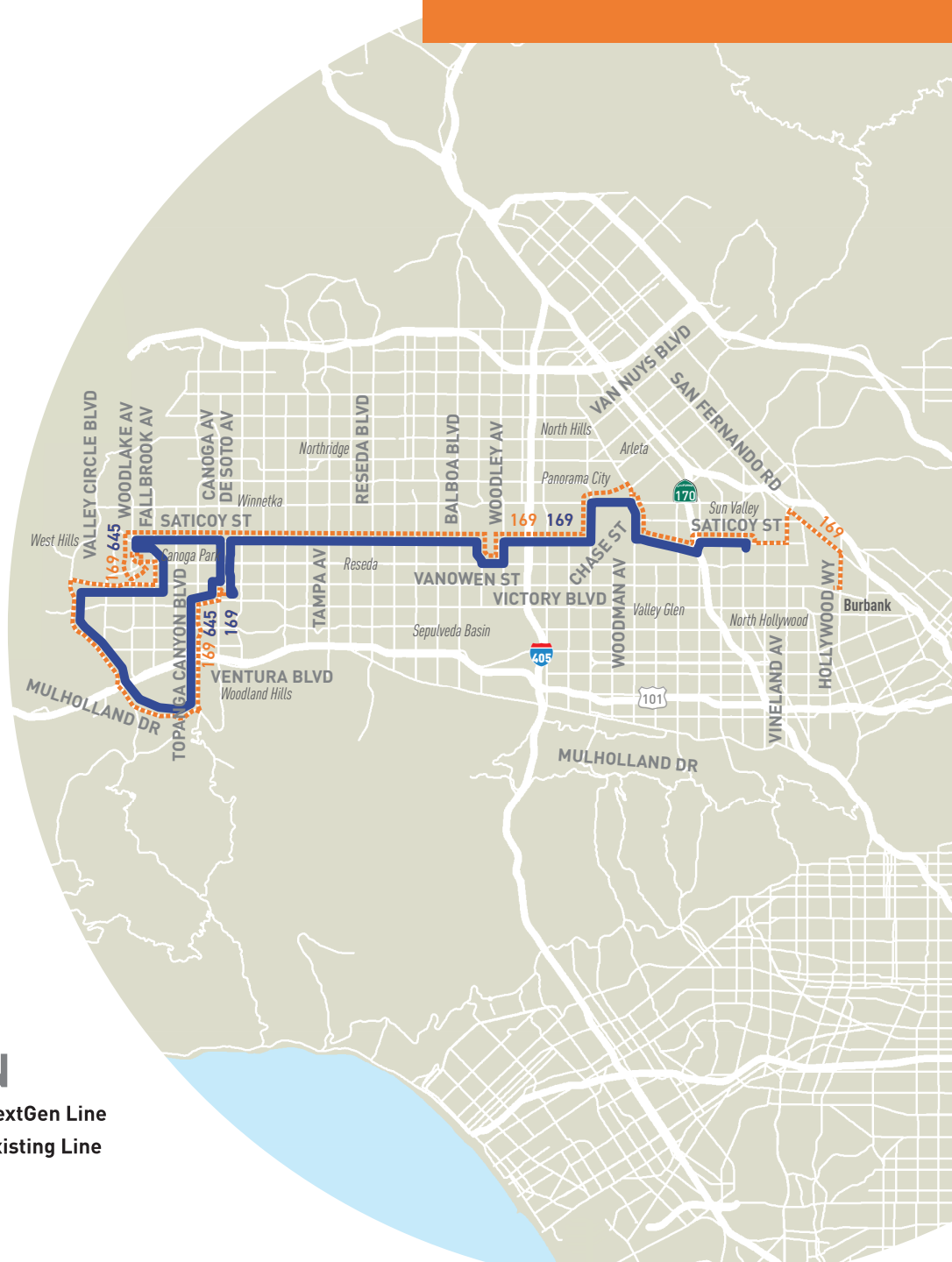
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Weekend Service

New Line 169 would operate on Saticoy St and Canoga Av between Lankershim Bl and Canoga G Line (Orange) Station:

- The east end of new Line 169 would end at Saticoy St/ Lankershim Bl due to underutilized service east of Lankershim Bl
- A new line 645 bi-directional loop would link Canoga Station with Topanga Canyon Bl, Mulholland Dr, Valley Circle and West Hills Medical Center
- Additional trips serving El Camino High School would be maintained
- New Line 169 will include more weekday frequency and new weekend service.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 175
Broadway - York – Silver Lake - Hollywood

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 182	Weekday	30 min	30 min	30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
Existing Line 175	Weekday	54 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network
New Links

Lines 83, 175 and 665 as well as Line 256 between Cal State LA and Highland Park would be replaced by New Line 182 between Indiana/Olympic, Cal State LA, Broadway/Thomas, Highland Park, and East Hollywood

- New Line 182 provides a more direct east-west connection between Northeast LA and Hollywood while maintaining service to John Marshall High School, and replacing Lines 83 and 175
- New Line 182 would replace Line 665 between Indiana/Olympic and Cal State LA, would replace Line 256 between Cal State LA and Huntington Dr, and replace Line 252 via Mercury Dr and Griffin Ave, Avenue 43, and Figueroa St rather than Marmion Wy and Monte Vista St



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 176
Mission Dr

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 287	Weekday	60 min	60 min	60 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 176	Weekday	48 min	50 min	40 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

Discontinue Line 176 weekday service between Highland Park and El Monte Bus Station due to underutilized service and overlap of Metro Lines 78, 258, 260, 266 and 267, Montebello Bus Lines 20 and 30.

- New Line 287 would be extended from El Monte Bus Station to The Shops at Montebello weekdays.
- Line 258 would serve Mission St, Pasadena Av and York Bl east of Fair Oaks Av in place of Line 176



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 177
JPL - Pasadena

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 177	Weekday	30 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 177	Weekday	30 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

New Links

Line 177 would continue to link Pasadena and Jet Propulsion Laboratory weekday peak periods

- A minor reroute is proposed using Mountain St instead of Walnut St to serve more of Pasadena
- Metro in partnership with City of Pasadena is exploring the option of Pasadena Transit operating this service



Metro

NEXTGEN

Updated Draft Proposals: September 2020

New Line 179
Huntington Dr

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 179	Weekday	30 min	30 min	30 min	--
	Saturday	40 min	40 min	40 min	--
	Sunday	40 min	40 min	40 min	--
Existing Line 79	Weekday	20 min	36 min	40 min	--
	Saturday	45 min	45 min	40 min	--
	Sunday	45 min	36 min	40 min	--

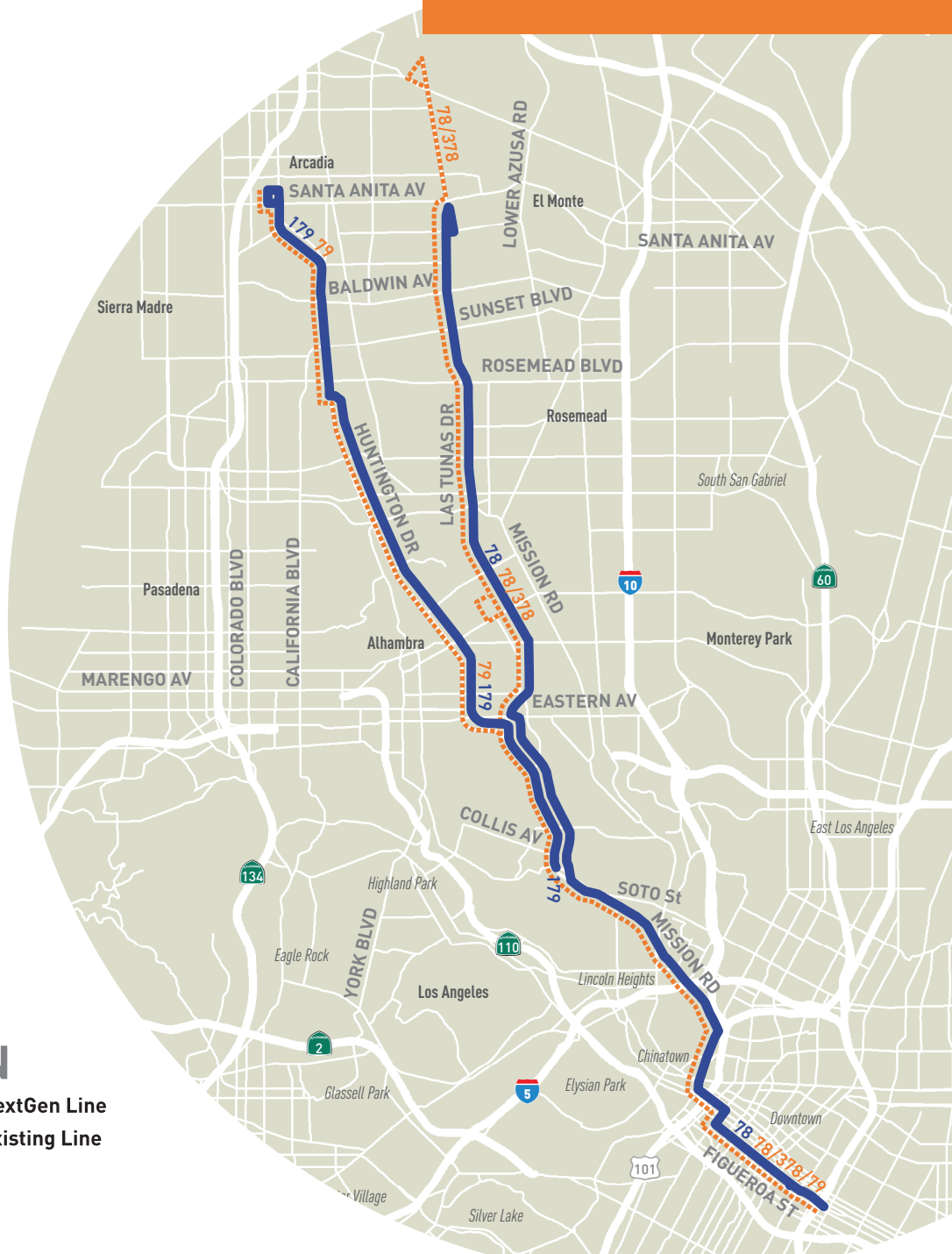
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Frequent Line 78: Merge Lines 78, 79, and 378 between Downtown LA and Arcadia (Live Oak Av/Santa Anita Bl). Route would follow Mission Rd, Huntington Dr then continue along Main St/Las Tunas Dr, Arcadia Station.

- Discontinue Line 78 service on Live Oak Av east of Santa Anita Av which is served by Foothill Transit Line 492
- Replace Line 79 service on Huntington Dr east of Maycrest Av to the Arcadia L Line (Gold) Station with new Line 179 which would connect with Line 78 at Huntington Dr/Rose Hill Transit Center
- Underutilized bus stops would be consolidated to balance speed, reliability, accessibility.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 180
Hollywood - Colorado

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 180	Weekday	7.5 min	7.5 min	10 min	30-60 min
	Saturday	15 min	15 min	15 min	60 min
	Sunday	15 min	15 min	15 min	60 min
Existing Line 180	Weekday	16 min	24 min	30 min	60 min
	Saturday	13 min	13 min	30 min	60 min
	Sunday	24 min	13 min	30 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Frequent Line 180: Merge Lines 180, 181, 217, 780. New Line 180 would operate between Pasadena, Glendale, Hollywood via Colorado Bl, Broadway, Los Feliz Bl, Hollywood Bl, Fairfax Av, following existing Lines 217, 180, 181 between La Cienega/Jefferson E Line (Expo) Station and Pasadena City College:

- Underutilized bus stops on new Line 180 would be consolidated to balance speed, reliability, and accessibility
- Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service
- Line 81 would replace Line 181 on Yosemite Dr
- Pasadena Transit Line 20 and New Line 662 would replace Line 180 on Lake Av while Foothill Transit Line 187 would replace Line 181 service on Colorado Bl east of Pasadena City College



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 181
Hollywood - Colorado

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 180	Weekday	7.5 min	7.5 min	10 min	30-60 min
	Saturday	15 min	15 min	15 min	60 min
	Sunday	15 min	15 min	15 min	60 min
Existing Line 181	Weekday	16 min	24 min	30 min	60 min
	Saturday	13 min	13 min	30 min	60 min
	Sunday	24 min	13 min	30 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Frequent Line 180: Merge Lines 180, 181, 217, 780. New Line 180 would operate between Pasadena, Glendale, Hollywood via Colorado Bl, Broadway, Los Feliz Bl, Hollywood Bl, Fairfax Av, following existing Lines 217, 180, 181 between La Cienega/Jefferson E Line (Expo) Station and Pasadena City College:

- Underutilized bus stops on new Line 180 would be consolidated to balance speed, reliability, and accessibility
- Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service
- Line 81 would replace Line 181 on Yosemite Dr
- Pasadena Transit Line 20 and New Line 662 would replace Line 180 on Lake Av while Foothill Transit Line 187 would replace Line 181 service on Colorado Bl east of Pasadena City College



Metro

NEXTGEN

Updated Draft Proposals: September 2020

New Line 182
Lincoln/Cypress Sation – Vermont/Sunset Station

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 182	Weekday	30 min	30 min	30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
Existing Line 83	Weekday	24 min	35 min	40 min	60 min
	Saturday	37 min	40 min	40 min	60 min
	Sunday	36 min	38 min	40 min	60 min

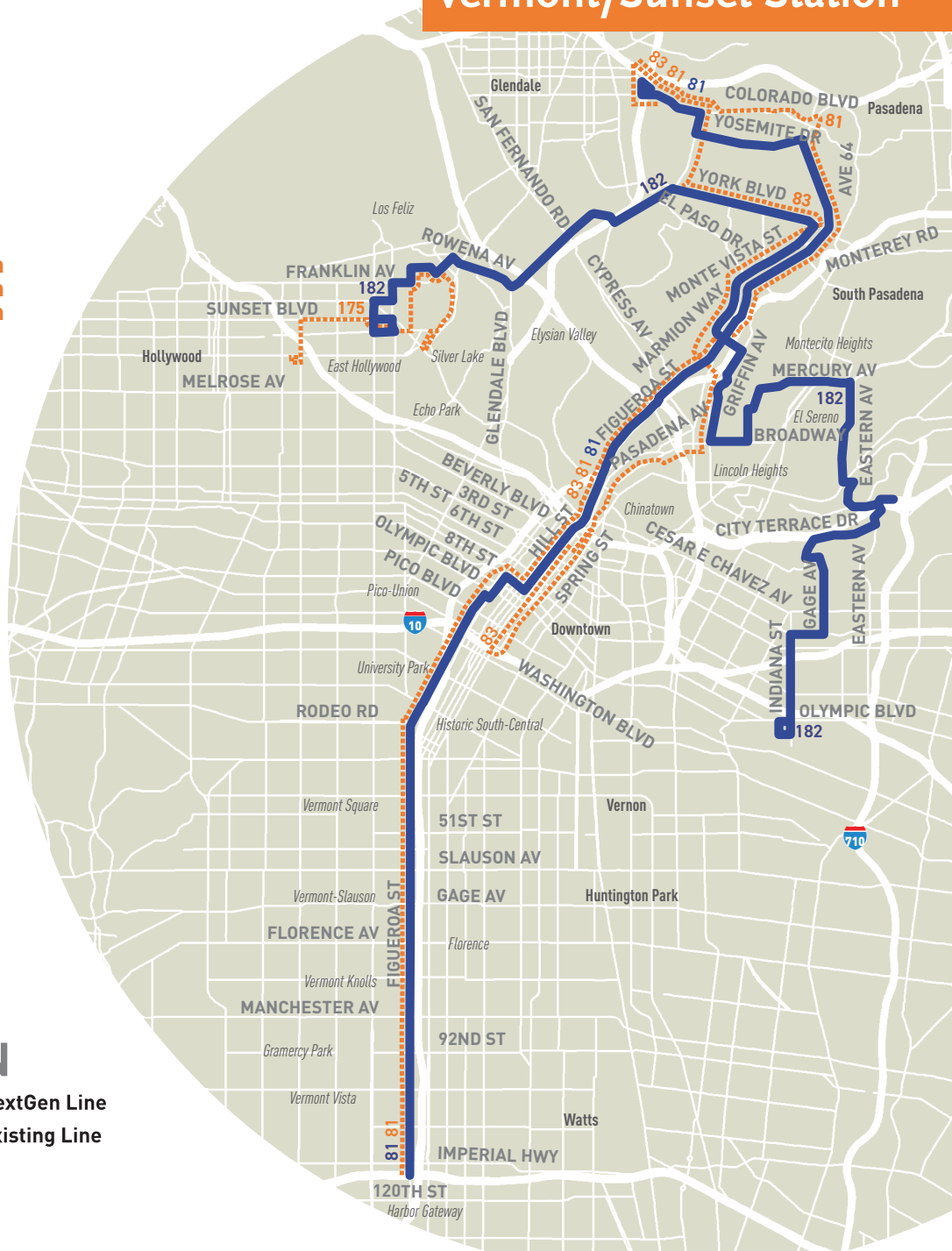
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network
New Links

Lines 83, 175 and 665 as well as Line 256 between Cal State LA and Highland Park would be replaced by New Line 182 between Indiana/Olympic, Cal State LA, Broadway/Thomas, Highland Park, and East Hollywood

- New Line 182 provides a more direct east-west connection between Northeast LA and Hollywood while maintaining service to John Marshall High School, and replacing Lines 83 and 175
- New Line 182 would replace Line 665 between Indiana/ Olympic and Cal State LA, would replace Line 256 between Cal State LA and Huntington Dr, and replace Line 252 via Mercury Dr and Griffin Ave, Avenue 43, and Figueroa St rather than Marmion Wy and Monte Vista St
- Frequent alternative service to/from Downtown LA is available on Figueroa St (Line 81) and the L Line (Gold) Heritage Square Station
- New Line 81 Owl Service will replace Line 83 Owl Service.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 183
Magnolia Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 155	Weekday	40 min	40 min	40-60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 183	Weekday	54 min	64 min	61 min	--
	Saturday	66 min	65 min	64 min	--
	Sunday	66 min	65 min	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 155: Merge Line 183 with a segment of Line 155:

- New Line 155 would operate via Riverside Dr, Sepulveda Bl, and Magnolia Bl between North Hollywood Station and Universal City/Studio City Station, with more frequent weekday service
- New Line 94 would provide more frequency on the segment of existing Line 183 east of B Line (Red) North Hollywood Station along Magnolia Bl
- New Metro MicroTransit service wil be available in Chevy Chase, Acacia, Verdugo Rd areas of Glendale in place of Line 183



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 200
Alvarado & Hoover Sts

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 2	**Weekday**	7.5 min	10 min	15 min	60 min
	Saturday	10 min	15 min	15 min	60 min
	Sunday	10 min	15 min	15 min	60 min
Existing Line 200	**Weekday**	11 min	12 min	35 min	--
	Saturday	14 min	12 min	35 min	--
	Sunday	18 min	14 min	34 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Links

New Line 2: Merge Lines 2 and 302 on Sunset Bl with Line 200 (Alvarado/Hoover):

- New Line 2 would follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merging with existing Line 200 at Sunset & Alvarado to Exposition Park/ USC via Alvarado, Hoover, Figueroa and MLK Jr
- New Line 2 would provide direct route between USC/ Exposition Park and Hollywood and high frequency service for all bus stops on Sunset Bl and Alvarado St
- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility
- Line 4 would remain serving Sunset Bl east of Alvarado St through Downtown LA



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 201
Silver Lake Dr

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 182	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 201	Weekday	60 min	60 min	60 min	--
	Saturday	65 min	65 min	65 min	--
	Sunday	65 min	65 min	65 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

Discontinue Line 201 due to underutilized service.

- Replace Line 201 weekday service with frequent service on Fletcher Dr, Rowena Av, and Franklin St (New Line 182), Glendale Bl (Line 92), Glendale Bl (Line 603) and Sunset Av (New Lines 2 and 4).
- New Metro MicroTransit service will be available in Chevy Chase are of Glendale in place of Line 201



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 202
Alameda St

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 202	Weekday	60 min	60 min	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 202	Weekday	90 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

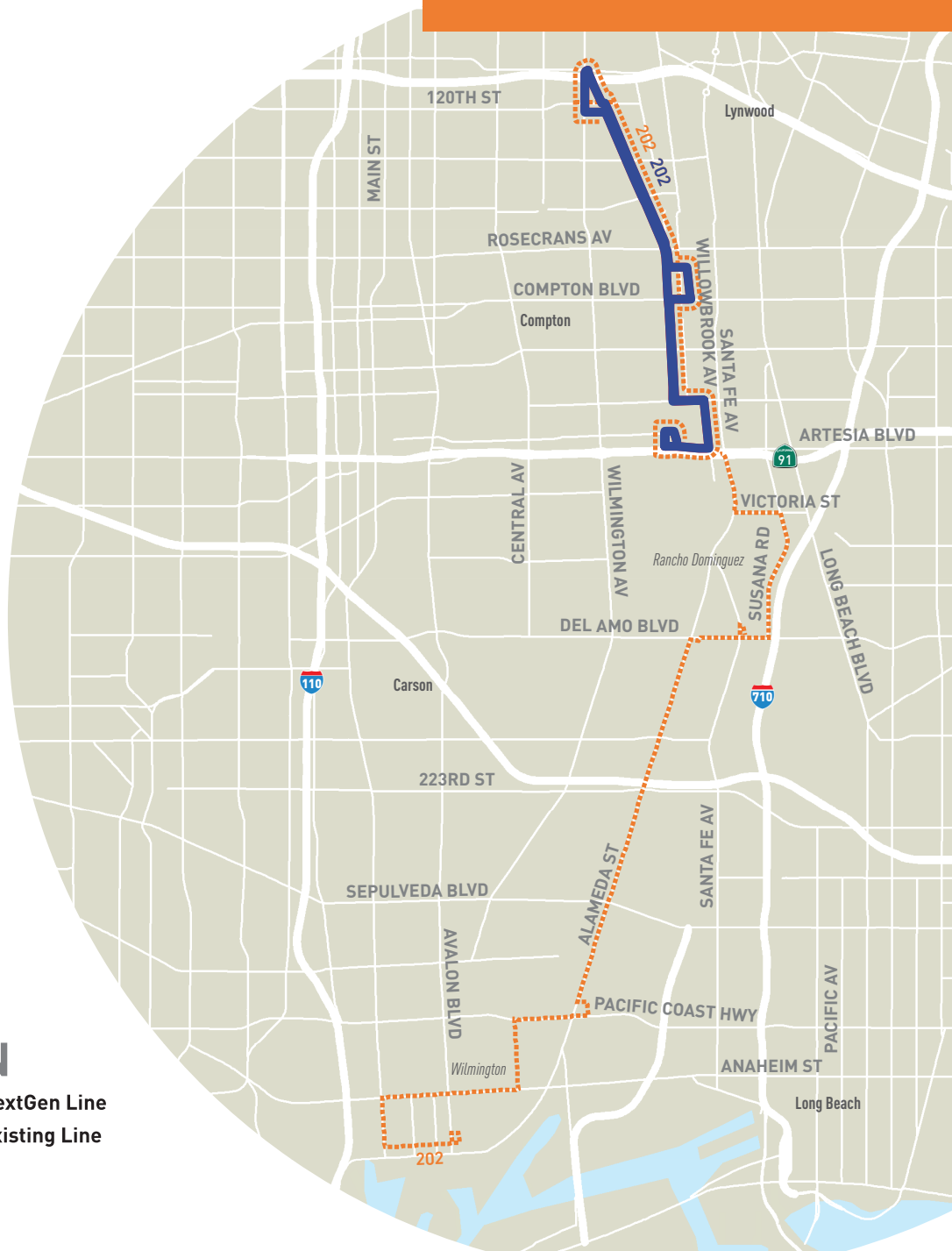
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 202 would operate weekday daytime via the existing Line 202 route between A (Blue) / C Line (Green) Willowbrook/Rosa Parks Station and the A Line (Blue) Artesia Station.

- Discontinue service south of A Line (Blue) Artesia Station to Wilmington via Santa Fe Av, Victoria St, Susana Rd, Del Amo Bl and Alameda St due to underutilized service.
- Nearest alternative Metro service would be Line 205 (Wilmington Av), Line 232 (Anaheim St) and Line 246 (Avalon Bl).



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 204
Vermont Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 204	Weekday	5 min	5 min	10-15 min	30 min
	Saturday	7.5 min	7.5 min	10-15 min	30 min
	Sunday	7.5 min	7.5 min	10-15 min	30 min
Existing Line 204	Weekday	13 min	15 min	24 min	60 min
	Saturday	20 min	21 min	25 min	60 min
	Sunday	22 min	20 min	25 min	60 min

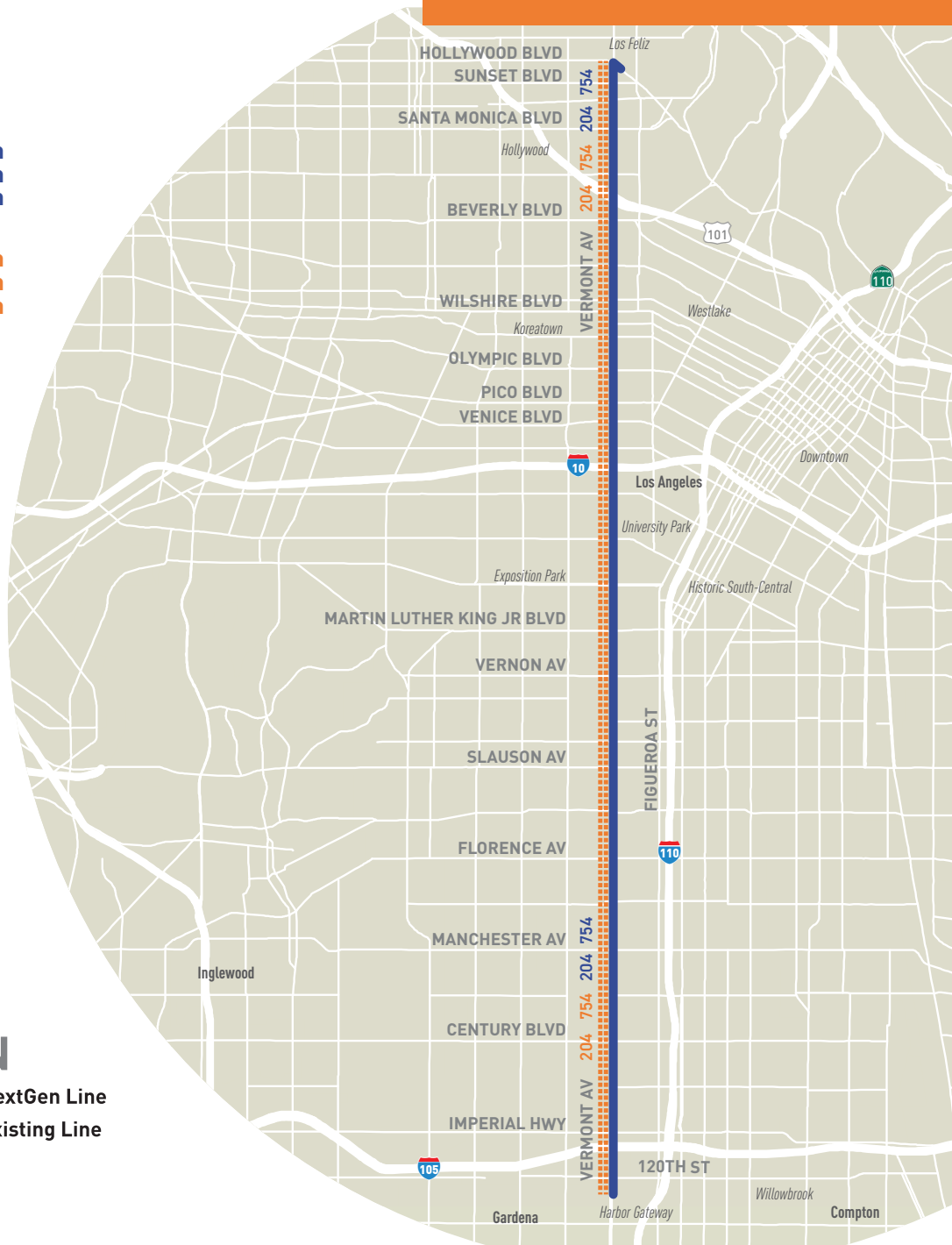
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Lines 204 and 754 would follow the existing route between Hollywood and the C Line (Green) Vermont/Athens Station via Vermont Av:

- More frequency would be provided for all New Line 204 bus stops on Vermont Av
- New Line 754 would operate weekday peak service serving existing Line 754 stops
- Underutilized existing Line 204 bus stops would be consolidated to balance speed, reliability, and accessibility



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 205
Wilmington – Western Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 205	Weekday	30 min	30 min	30-60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 205	Weekday	37 min	34 min	56 min	--
	Saturday	56 min	55 min	63 min	--
	Sunday	60 min	63 min	55 min	--

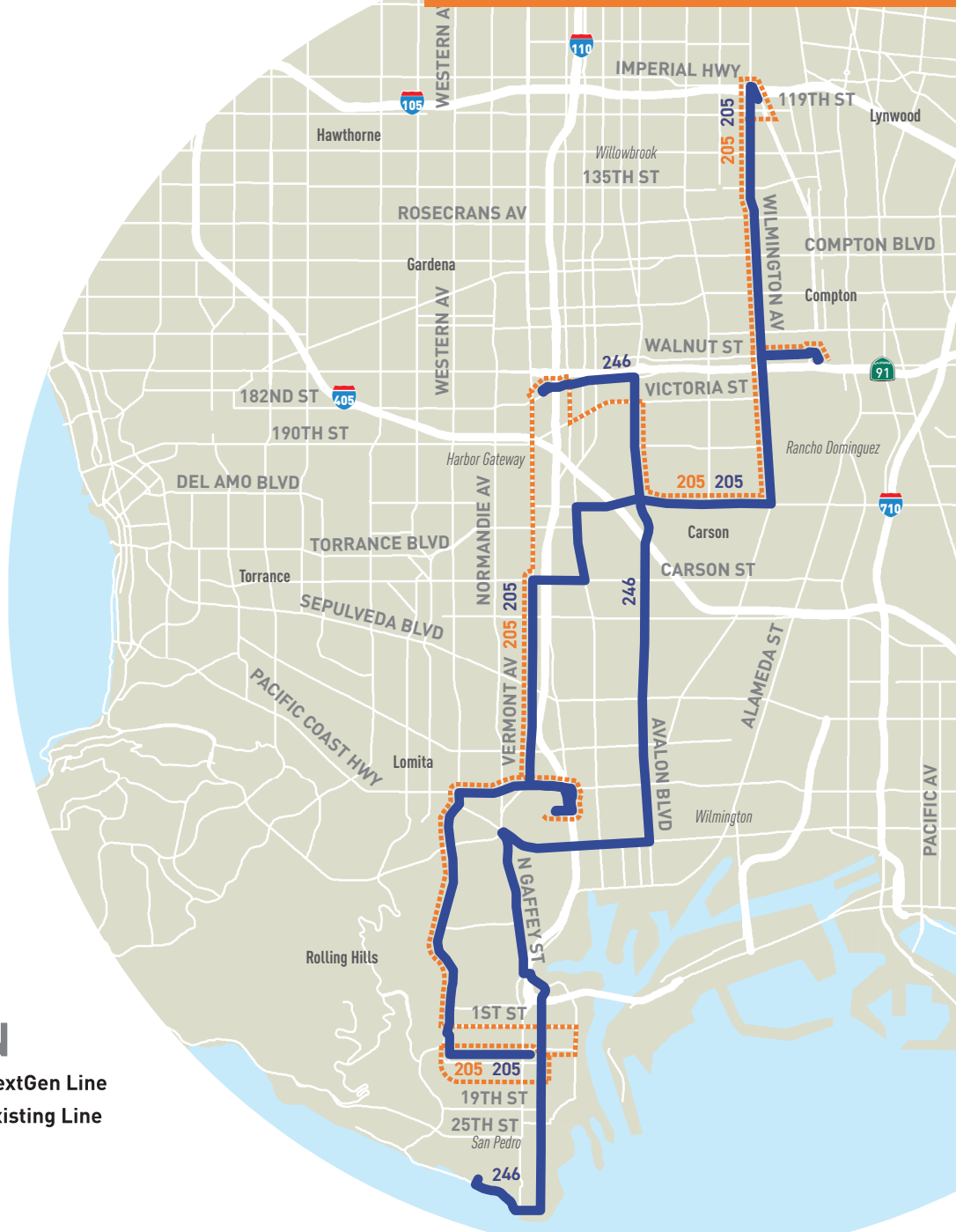
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

New Line 205 would provide faster service on a simpler route via Del Amo Bl between Wilmington Bl and Main St, serving new development and connecting with J Line (Silver) service at Carson Transitway Station.

- This will eliminate out-of-direction service overlapping Line 246 on Avalon Bl to Harbor Gateway Transit Center
- Avoids service duplication of Torrance Transit Line 6 on Victoria St and Torrance Transit Line 1 on Vermont Av north of Carson St
- In San Pedro, new Line 205 would be simpler, serving 7th Street in both directions between Harbor Bl and Weymouth Av, and alternative service on 1st St and 13th St would be provided by DASH San Pedro



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 206
Normandie Ave

How often will my bus run?

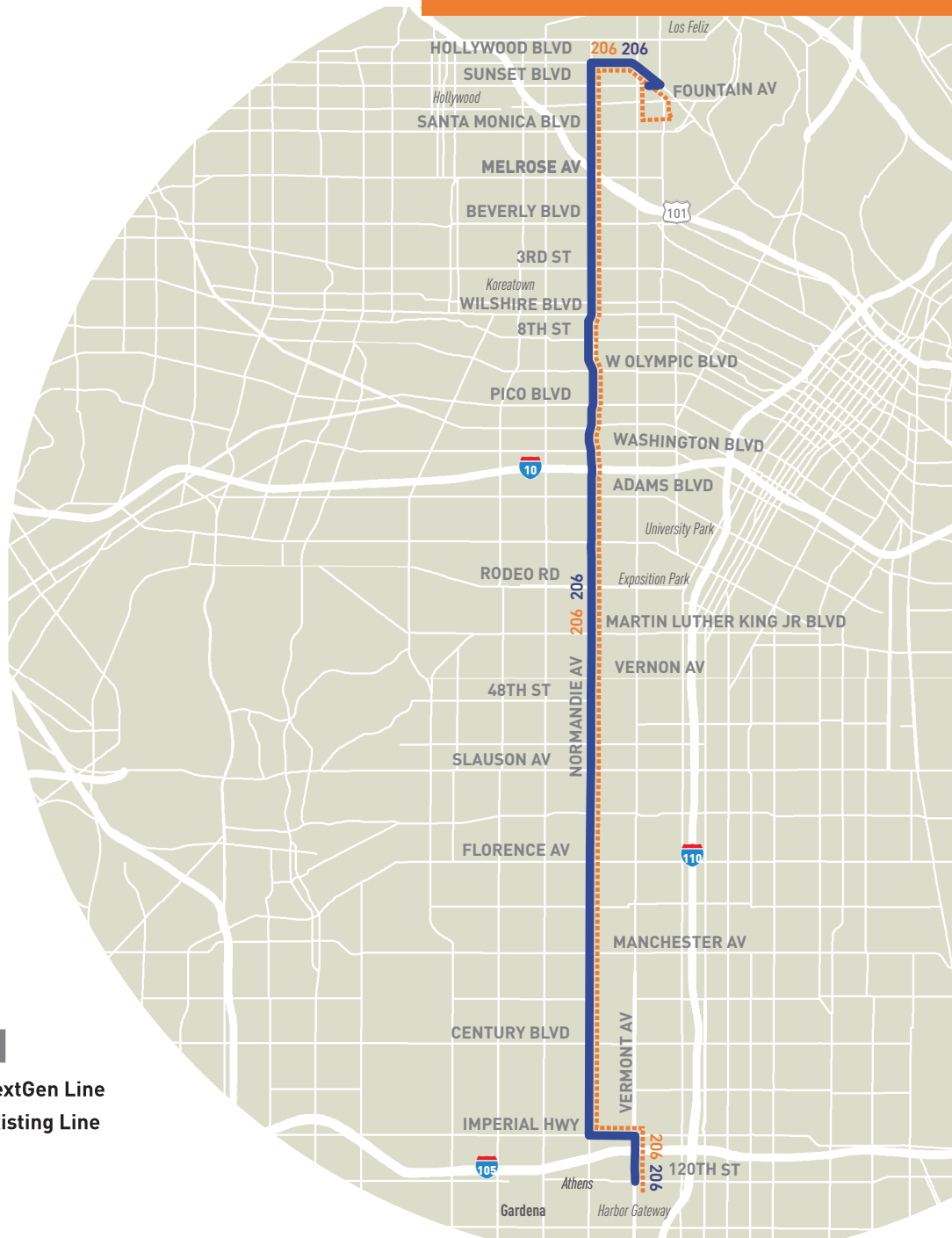
		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 206	Weekday	10 min	15 min	15-30 min	--
	Saturday	20 min	20 min	20-30 min	--
	Sunday	20 min	20 min	20-30 min	--
Existing Line 206	Weekday	14 min	20 min	49 min	--
	Saturday	23 min	22 min	49 min	--
	Sunday	26 min	22 min	51 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency

Line 206 will continue to serve Normandie Av between B Line (Red) Vermont/Sunset Station and C Line (Green) Vermont/Athens Station, with no proposed route changes, and more frequency during the midday weekday and evenings.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 207
Western Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 207	Weekday	6 min	7.5 min	12-15 min	30 min
	Saturday	12 min	12 min	15 min	30 min
	Sunday	12 min	12 min	15 min	30 min
Existing Line 207	Weekday	15 min	18 min	25 min	60 min
	Saturday	14 min	15 min	24 min	60 min
	Sunday	17 min	16 min	25 min	60 min

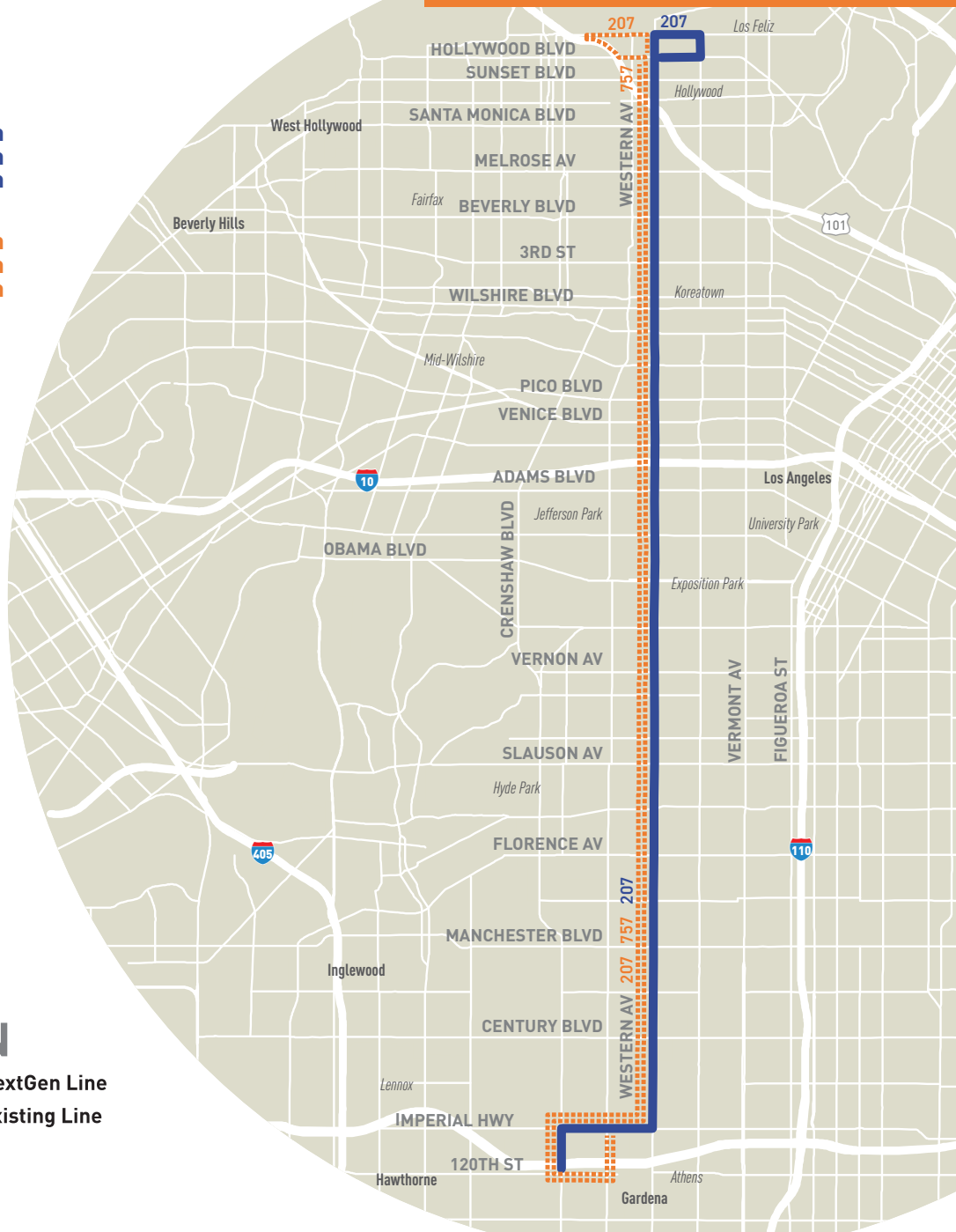
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 207: Merge Lines 207 and 757. New Line 207 would operate between Hollywood and the C Line (Green) Crenshaw Station:

- More frequency for all new Line 207 bus stops on Western Av
- Underutilized bus stops would be consolidated on Western Av to balance speed, reliability, and accessibility



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 209
Van Ness – Arlington Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 209	Weekday	60 min	60 min	60 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 209	Weekday	56 min	56 min	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

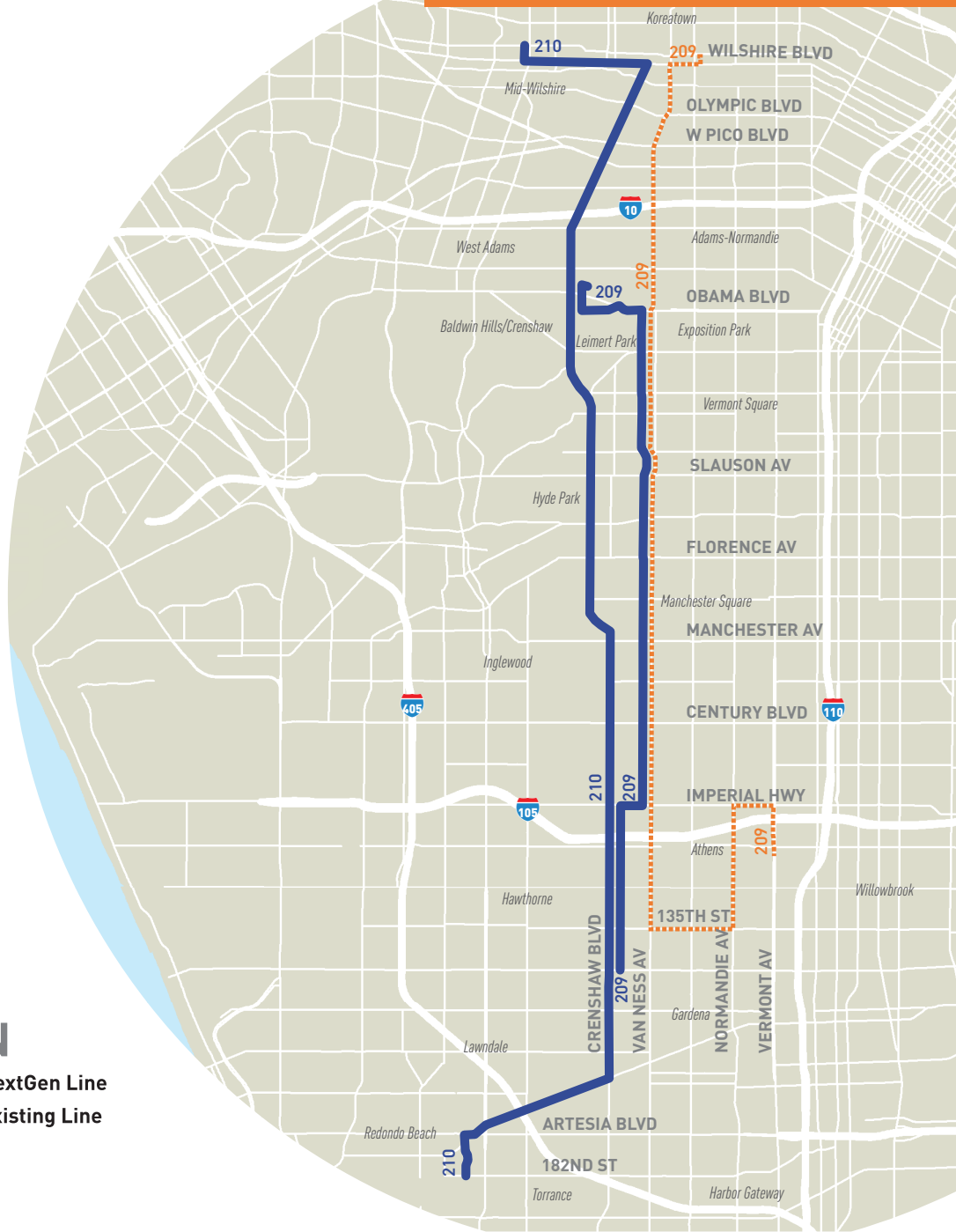
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

Line 209 would be altered to operate between Crenshaw C Line (Green) Station (instead of the Vermont/Athens Station) and the Expo/Crenshaw E Line (Expo) Station via Van Ness Av and Arlington Av

- Line 210 would link Expo/Crenshaw E Line (Expo) Station with Wilshire Bl in place of Line 209



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 210
Crenshaw Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 210	Weekday	10 min	10 min	15-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
Existing Line 210	Weekday	21 min	20 min	42 min	--
	Saturday	24 min	20 min	42 min	--
	Sunday	23 min	19 min	41 min	--

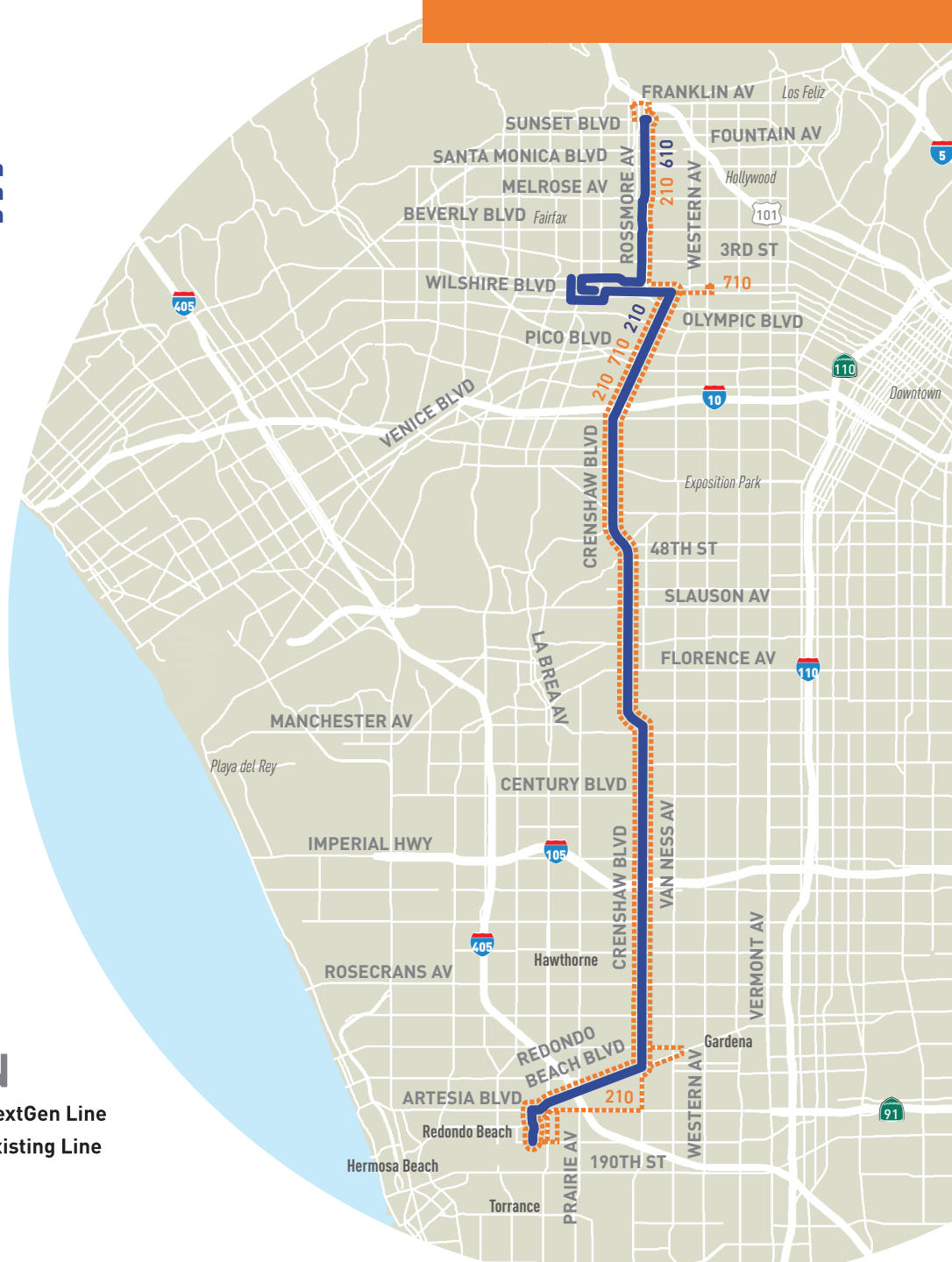
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network
More Reliable Service

New High Frequency Line 210: Merge Lines 210 & 710. New Line 210 would operate via Crenshaw Bl between Crenshaw/Wilshire and Crenshaw/ Redondo Beach and via Redondo Beach Bl to South Bay Galleria:

- More frequency would be provided for all bus stops on Crenshaw Bl and Line 210 would provide new Owl service
- Underutilized bus stops on Crenshaw Bl would be consolidated to balance speed, reliability, and accessibility
- Torrance Transit Line 2 would replace the existing Line 210 segment on Crenshaw Bl and Artesia Bl south of El Camino College
- New Metro Line 610 would replace existing Line 210 north of Wilshire Bl via Rossmore Av and Vine St to B Line (Red) Hollywood/ Vine Station with 15 minute daytime and 30 minute evening service weekdays and weekends



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 211
Prairie Ave – Inglewood Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 211	Weekday	40 min	40 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 211	Weekday	38 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

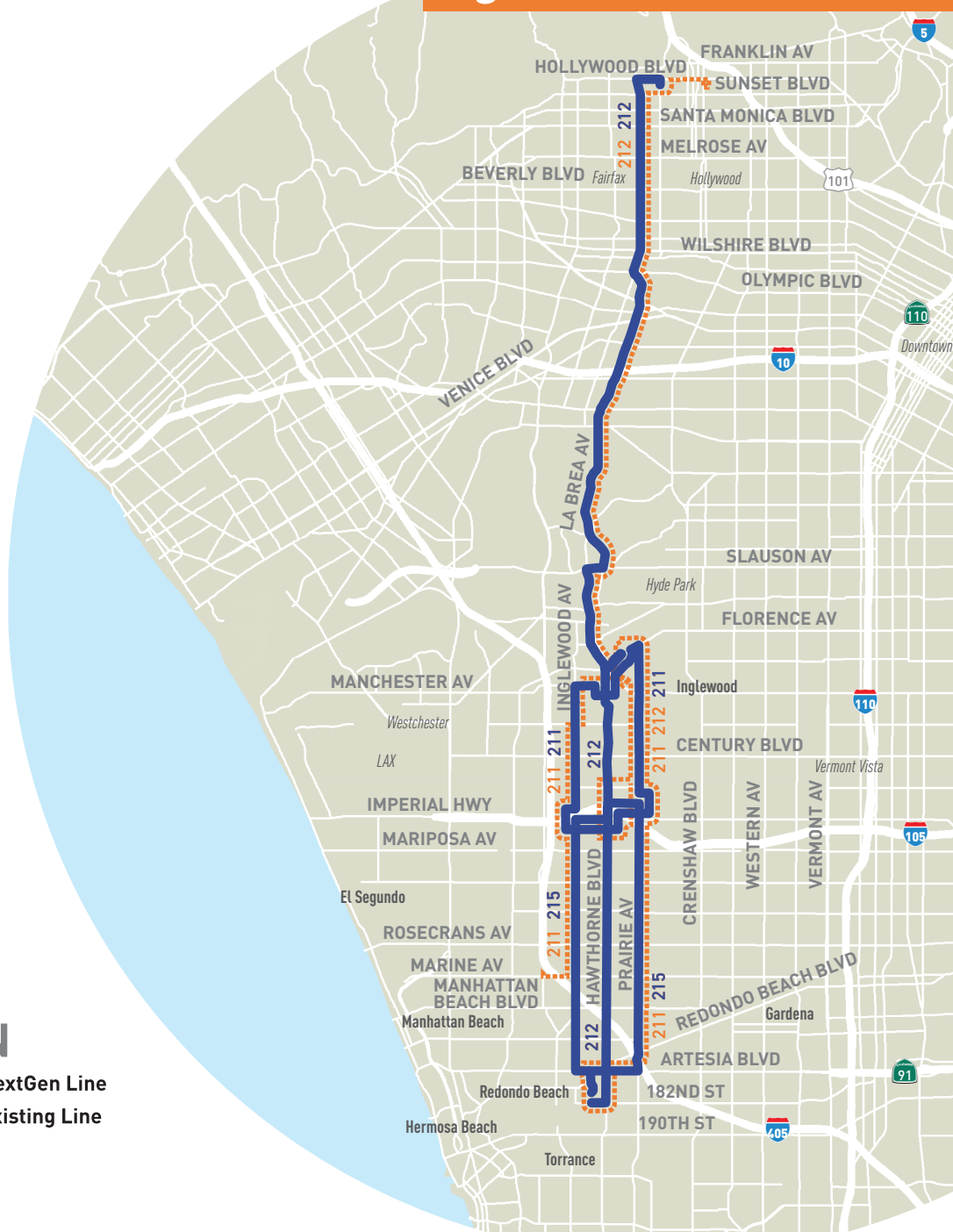
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Improved Frequency
Simpler Network
All Day, All Week Service

New Lines 211 and 215 would operate as separate two-directional routes serving north and south of the C Line (Green) Hawthorne/ Lennox Station. Service would provide new midday weekday, evening and weekend service on both lines:

- New Line 211 loop would replace Line 212/312 on Prairie Av (Line 212 would instead serve Hawthorne Bl) and New Line 211 would also replace Line 215 service on Manchester Av and Inglewood Av north of the C Line (Green)
- New Line 215 loop would replace existing Lines 211 and 215 south of the C Line (Green) on Prairie Av, and Inglewood Av



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 212
La Brea Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 212	Weekday	7.5 min	10 min	15-30 min	60 min
	Saturday	15 min	15 min	15-30 min	60 min
	Sunday	15 min	15 min	15-30 min	60 min
Existing Line 212	Weekday	13 min	14 min	34 min	--
	Saturday	22 min	18 min	34 min	--
	Sunday	33 min	23 min	36 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 212: Merge Existing Lines 212 and 312. Line 212 would operate via La Brea Av between Hollywood/Highland and Inglewood, extending south via La Brea Av and Hawthorne Bl to South Bay Galleria in place of Lines 40 & 740:

- More frequency at all bus stops on La Brea Av and Hawthorne Bl
- Underutilized bus stops on La Brea Av and Hawthorne Bl would be consolidated to balance speed, reliability, and accessibility
- New Lines 211 and 215 would replace existing Line 212 on Prairie Av



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 215
Prairie Ave – Inglewood Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 215	Weekday	40 min	40 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 215	Weekday	38 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

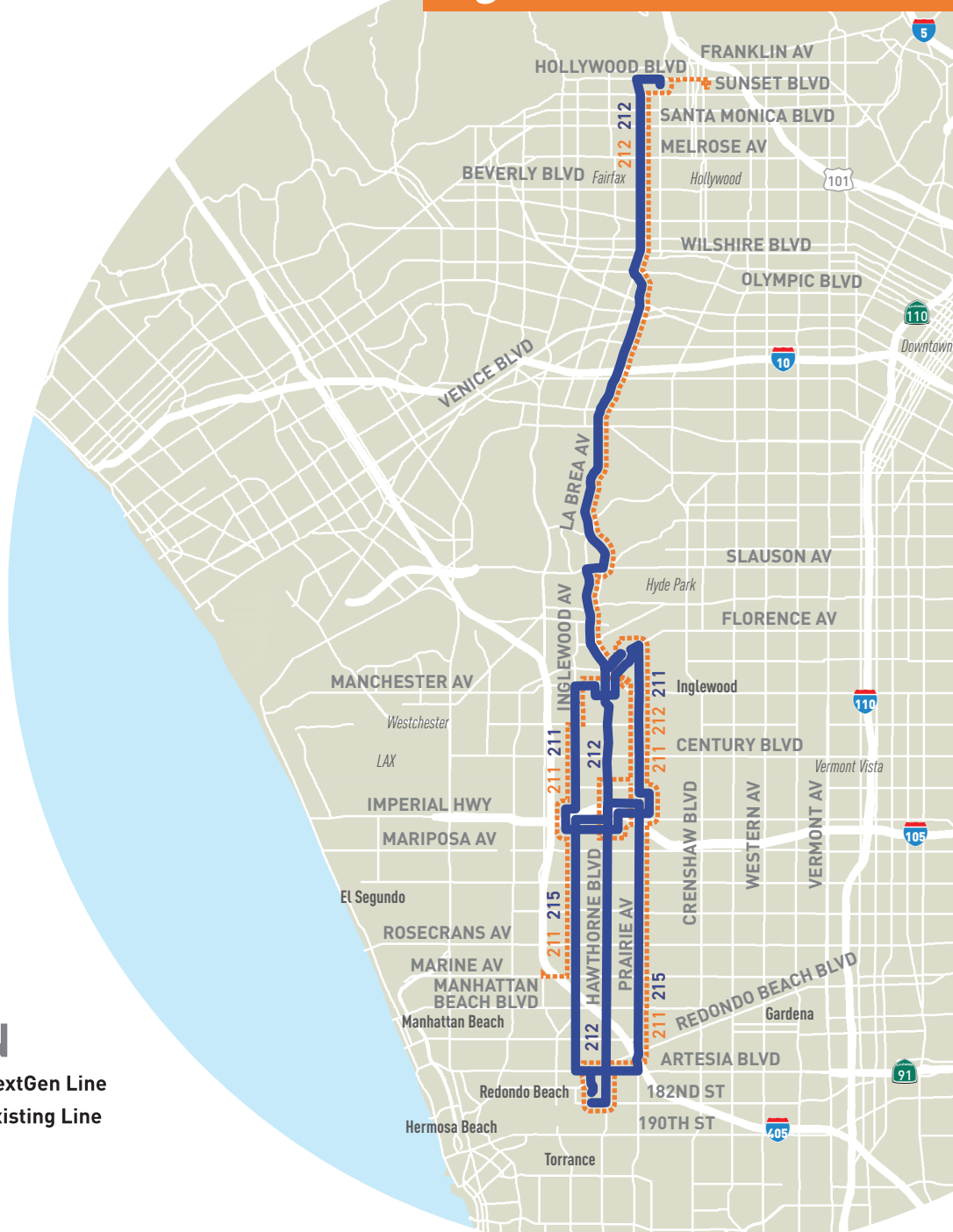
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Improved Frequency
Simpler Network
All Day, All Week Service

New Lines 211 and 215 would operate as separate two-directional loop routes serving north (new Line 211) and south (new Line 215) of the C Line (Green) Hawthorne/Lennox Station. Service would provide new midday weekday, evening and weekend service on both lines:

- New Line 211 loop would replace Line 212/312 on Prairie Av (Line 212 would instead serve Hawthorne Bl) and New Line 211 would also replace Line 215 service on Manchester Av and Inglewood Av north of the C Line (Green)
- New Line 215 loop would replace existing Lines 211 and 215 south of the C Line (Green) on Prairie Av, and Inglewood Av



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 217
Fairfax – Hollywood

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 180	Weekday	7.5 min	7.5 min	10 min	30-60 min
	Saturday	15 min	15 min	15 min	60 min
	Sunday	15 min	15 min	15 min	60 min
Existing Line 217	Weekday	13 min	15 min	26 min	60 min
	Saturday	20 min	14 min	23 min	60 min
	Sunday	23 min	19 min	26 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Frequent Line 180: Merge Lines 180, 181, 217, 780. New Line 180 would operate between Pasadena, Glendale, Hollywood via Colorado Bl, Broadway, Los Feliz Bl, Hollywood Bl, Fairfax Av, following existing Lines 217, 180, 181 between La Cienega/Jefferson E Line (Expo) Station and Pasadena City College:

- Underutilized bus stops on new Line 180 would be consolidated to balance speed, reliability, and accessibility
- Discontinue Line 217 south of La Cienega/Jefferson Station to Howard Hughes Center due to underutilized service



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 218
Studio City – Beverly Hills

How often will my bus run?

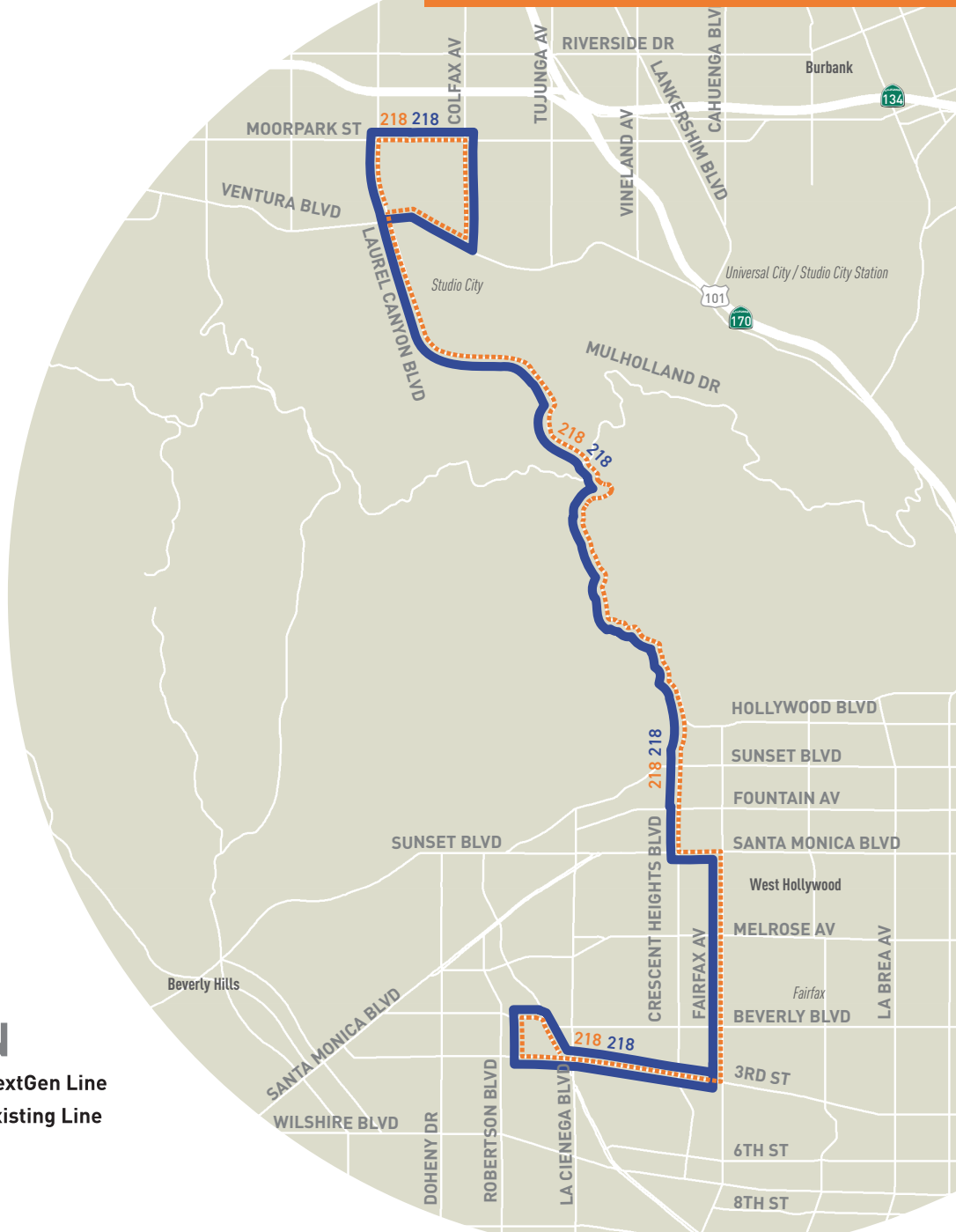
		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 218	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 218	Weekday	20-30 min	30 min	35 min	--
	Saturday	35-40 min	35 min	40 min	--
	Sunday	40-50 min	50 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

Line 218 would continue to operate between Ventura Bl, Laurel Canyon, Crescent Heights and Cedars Sinai Medical Center



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 222
Hollywood Way

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 222	Weekday	30-60 min	30-60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 222	Weekday	55 min	61 min	62 min	--
	Saturday	62 min	60 min	61 min	--
	Sunday	62 min	60 min	61 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network
New Links

Line 222 would operate on Hollywood Way and Riverside Dr between Hollywood Burbank Airport and Universal City/Studio City Station:

- New Line 90 would provide service to Sunland and would offer direct connections to North Hollywood Station
- Line 222 would also serve Cahuenga Bl between Universal City/ Studio City and Hollywood every 60 min. weekdays and weekends
- Direct connections would be introduced between Hollywood Burbank Airport and Universal City/Studio City



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 224
Lankershim Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 224	Weekday	15 min	15 min	30 min	60 min
	Saturday	30 min	30 min	30 min	60 min
	Sunday	30 min	30 min	30 min	60 min
Existing Line 224	Weekday	13 min	19 min	38 min	--
	Saturday	24 min	24 min	38 min	--
	Sunday	35 min	32 min	52 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 224 would operate similar to existing Line 224 along Lankershim Bl and San Fernando Rd, terminating at Sylmar/San Fernando Station:

- More frequency during midday hours on weekdays on San Fernando Rd
- New Line 690 would provide service north of Sylmar/San Fernando Station by operating along San Fernando Rd, Roxford St, Olive View Dr, and Foothill Bl



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 230
Laurel Canyon Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 230	Weekday	20 min	20 min	30-60 min	--
	Saturday	30 min	30 min	60 min	--
	Sunday	30 min	30 min	60 min	--
Existing Line 230	Weekday	26 min	39 min	60 min	--
	Saturday	38 min	35 min	60 min	--
	Sunday	38 min	35 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency

New Line 230 would operate a similar alignment to existing Line 230 between Sylmar and Studio City via Laurel Canyon Bl and Hubbard St, but will end at Sylmar/San Fernando Station:

- LADOT DASH would provide service north of Sylmar/San Fernando Station by operating more frequent service between LA Mission College and Sylmar/San Fernando Station on Hubbard St.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 232
Sepulveda Blvd – Pacific Coast Hwy

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 232	Weekday	15 min	30 min	15-30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
Existing Line 232	Weekday	22 min	28 min	61 min	--
	Saturday	35 min	30 min	63 min	--
	Sunday	38 min	32 min	62 min	--

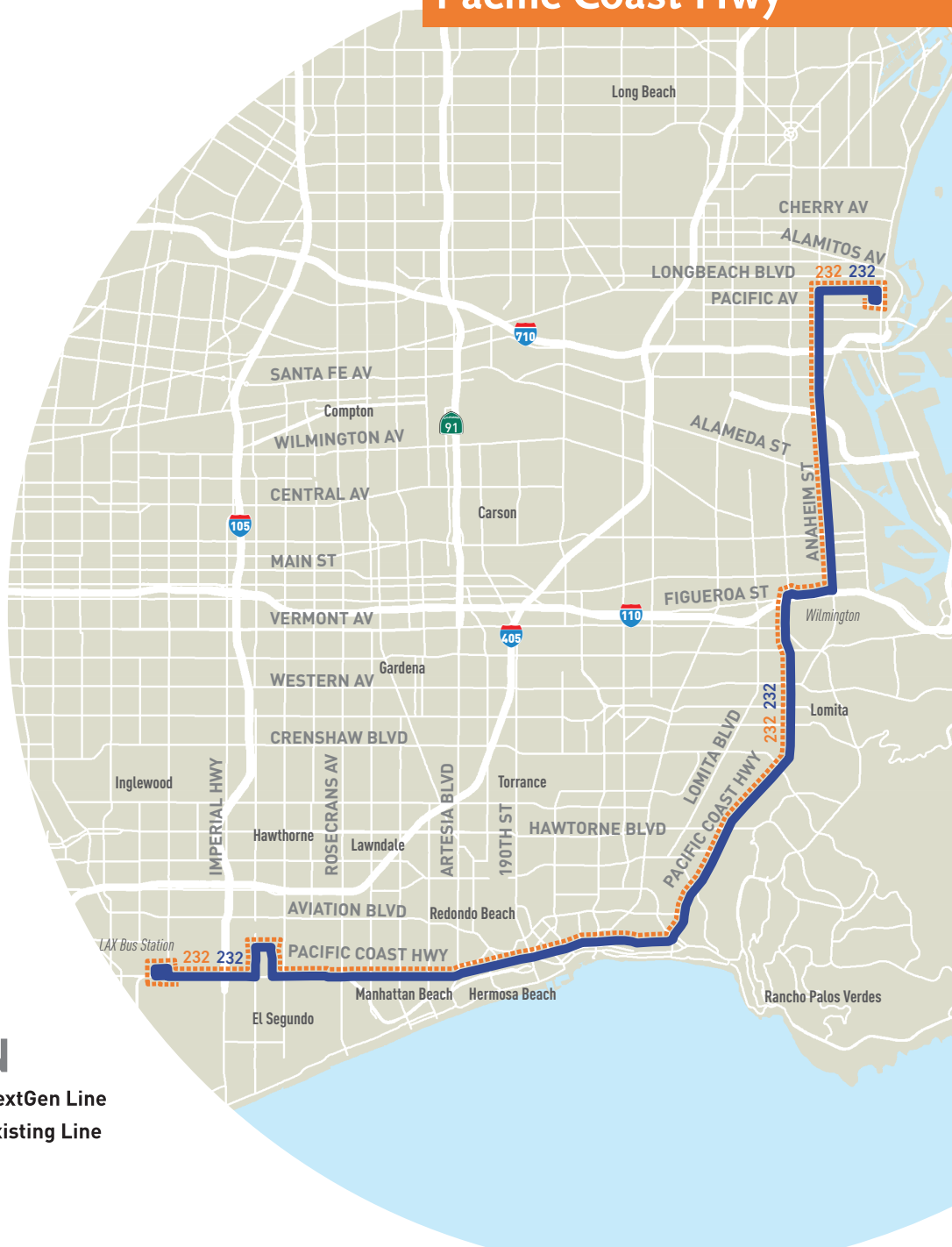
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency

Line 232 would continue to serve the existing route from LAX City Bus Center to Downtown Long Beach via Sepulveda Bl, Pacific Coast Hwy, Anaheim St and Long Beach Bl.

- Line 232 would operate more frequent evening service



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 233
Van Nuys Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 233	Weekday	10 min	10 min	10-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
Existing Line 233	Weekday	15 min	14 min	37 min	60 min
	Saturday	20 min	16 min	37 min	60 min
	Sunday	22 min	20 min	37 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 233 would operate on Van Nuys Bl between Foothill Bl in Pacoima and Ventura Bl in Sherman Oaks, similar to existing Line 233. Line 761 would replace existing Line 744 by operating between Sylmar/San Fernando Station and Expo/Sepulveda Station via Van Nuys Bl and Sepulveda Bl:

- Every second trip daytime will serve Lakeview Terrace with other trips ending at Van Nuys Bl/Foothill Bl
- Line 744 would no longer continue along Ventura Bl and Reseda Bl. This segment would be served by new Line 240
- Underutilized new Line 233 bus stops between Pacoima and Sherman Oaks would be consolidated to balance speed, reliability and accessibility
- Owl service between Van Nuys Bl, Sepulveda Bl and Westside would be provided by Line 233.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 234
Sepulveda Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 234	Weekday	7.5 min	7.5 min	7.5-30 min	60 min
	Saturday	10 min	10 min	20-30 min	60 min
	Sunday	10 min	10 min	20-30 min	60 min
Existing Line 234	Weekday	21 min	33 min	36 min	
	Saturday	27 min	30 min	40 min	
	Sunday	32 min	30 min	41 min	

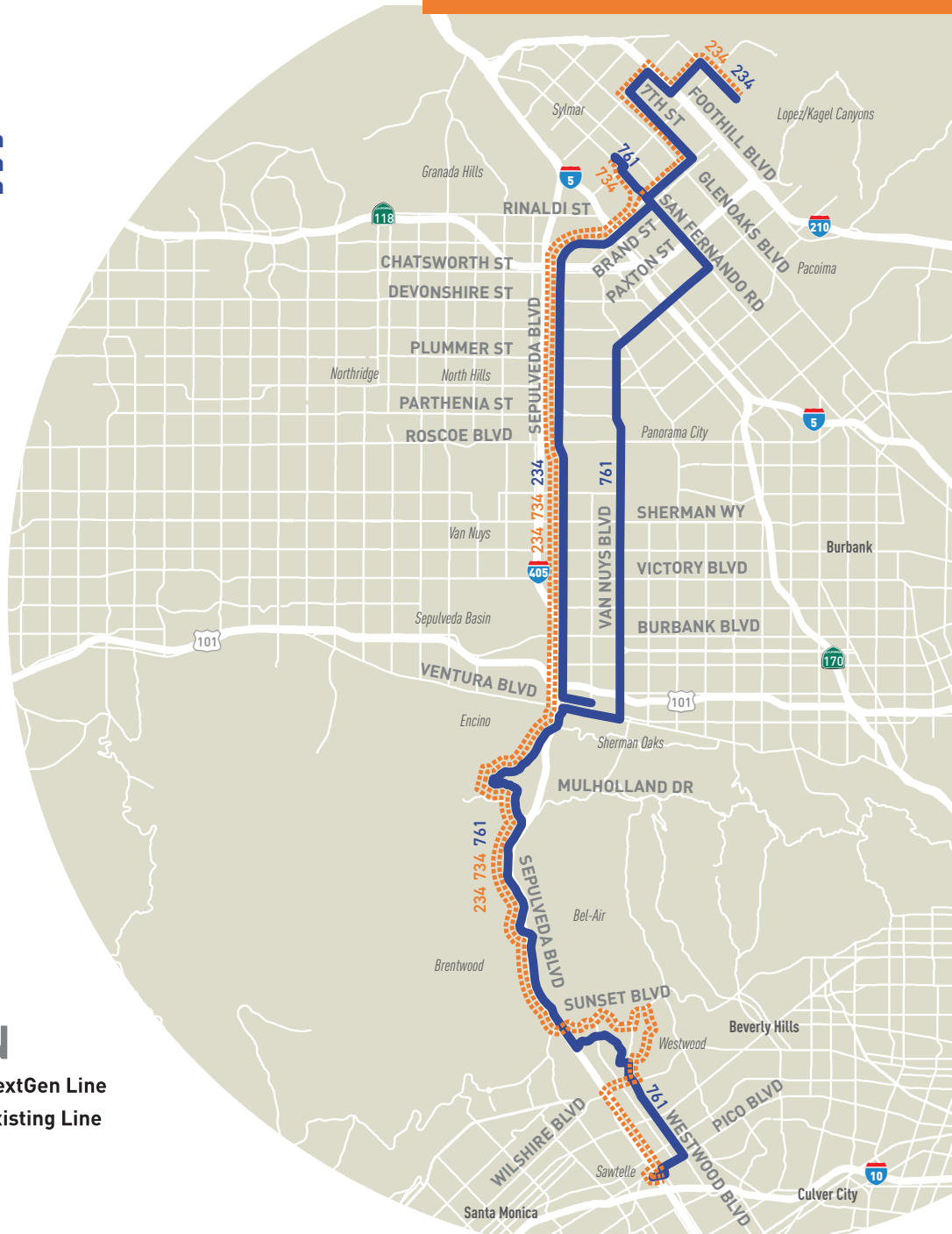
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 234: Merge Lines 234 and 734 on Sepulveda Bl:

- New Line 234 would end at Sherman Oaks Galleria (Ventura/ Sepulveda), following the same alignment as existing Lines 234 & 734 north to Sylmar and LA Mission College
- New Line 761 would provide service south of Ventura Bl to the Westside on Sepulveda Bl and Line 233 would provide Owl service
- New Line 234 provides high frequency service at all bus stops with the highest frequency of Line 234 service weekday and weekend peak and midday shown above available at all bus stops between Ventura Bl and Sylmar/San Fernando Station
- Underutilized existing Line 234 bus stops between Sylmar and Sherman Oaks would be consolidated to balance speed, reliability, and accessibility.
- New overnight Owl service would be added to Line 234.



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 236
Balboa Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 236	Weekday	30 min	30 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 236	Weekday	41 min	58 min	--	--
	Saturday	66 min	70 min	--	--
	Sunday	68 min	71 min	--	--

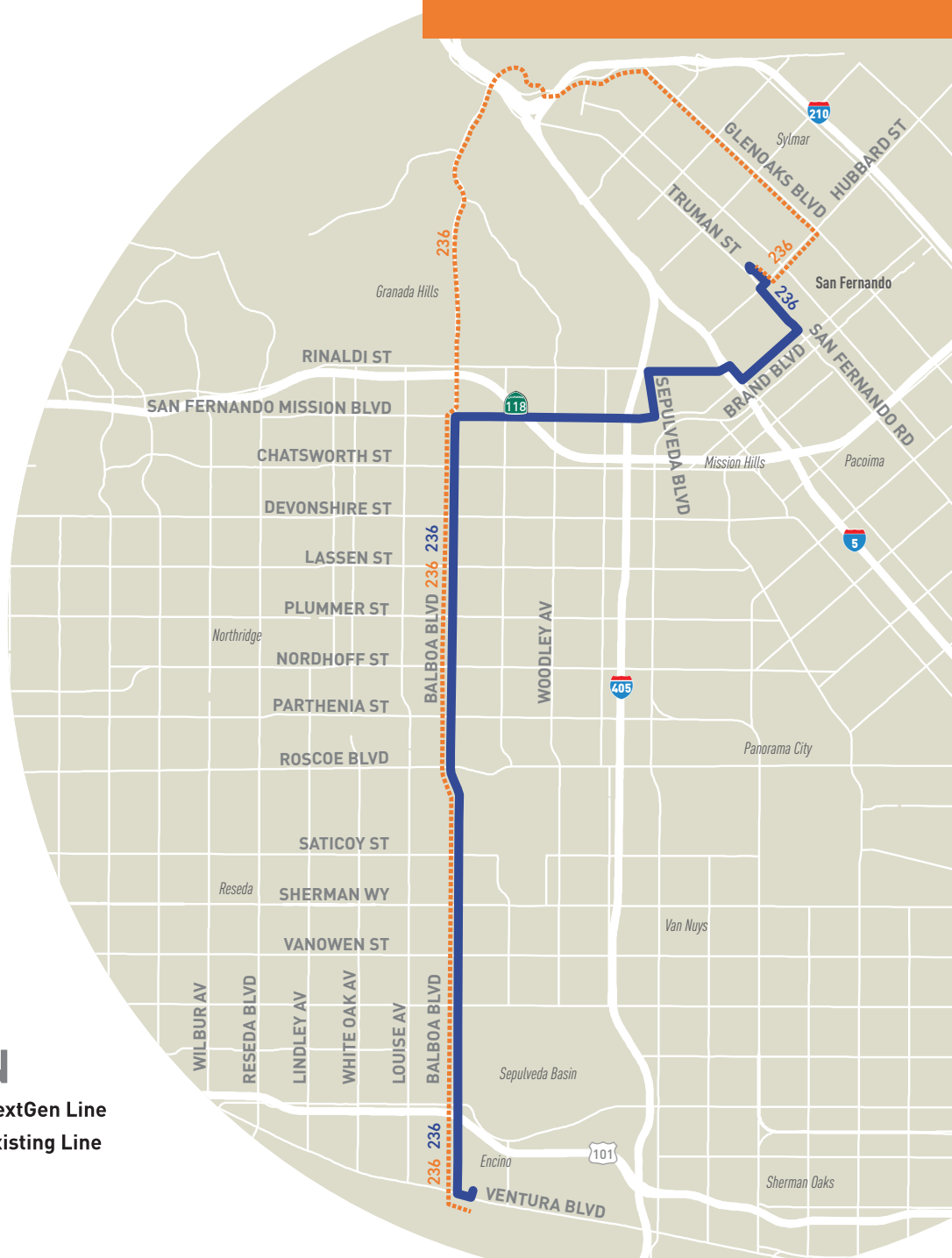
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 236 would operate similar to existing Line 236 via Balboa Bl between San Fernando Mission Bl and Ventura Bl and a modified route to Sylmar/San Fernando Station would operate as follows:

- New Line 236 would operate via San Fernando Mission Bl, Sepulveda Bl, Rinaldi St, Laurel Canyon Bl, Brand Bl, and Truman St to Sylmar/San Fernando Station, due to underutilized service on the north end of existing Line 236
- New Line 236 would provide more frequent weekday, midday service and new evening service
- Line 236 would provide limited supplementary trips at school times including the section of Balboa Bl north of San Fernando Mission at Granada Hills



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 237
Woodley Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 237	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 237	Weekday	50 min	51 min	62 min	--
	Saturday	50 min	50 min	61 min	--
	Sunday	50 min	50 min	61 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

New Line 237 route would follow existing Line 237 route from Sepulveda Bl/Victory Bl, G Line (Orange) Woodley Station (Woodley/Victory) via Woodley Av, Rinaldi St, then existing Line 239 route via Zelzah Av, Lindley Av, Roscoe Bl, White Oak Av to Encino (Zelzah & Ventura).

- Line 236 would replace existing Line 239 service to Sylmar/ San Fernando Station
- G Line (Orange) and B Line (Red) service would replace existing Line 237 service east of G Line (Orange) Woodley Station to North Hollywood and Hollywood.
- Line 222 would serve Cahuenga Bl between Universal City/Studio City Station and Hollywood



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 239
White Oak Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 239	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 239	Weekday	62 min	62 min	65 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

New Line 237 route would follow existing Line 237 route from Sepulveda Bl/Victory Bl, G Line (Orange) Woodley Station (Woodley/Victory) via Woodley Av, Rinaldi St, then existing Line 239 route via Zelzah Av, Lindley Av, Roscoe Bl, White Oak Av to Encino (Zelzah & Ventura).

- Line 236 would replace existing Line 239 service to Sylmar/ San Fernando Station
- New Line 239 would include new weekend service for White Oak.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 240
Reseda Blvd – Ventura Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 240	Weekday	10 min	10 min	15-30 min	60 min
	Saturday	15 min	15 min	15-30 min	60 min
	Sunday	15 min	15 min	15-30 min	60 min
Existing Line 240	Weekday	16 min	21 min	21 min	60 min
	Saturday	18 min	16 min	21 min	60 min
	Sunday	19 min	19 min	21 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Lines 150 and 240: Merge Lines 150, 240 and 750:

- New Line 150 would operate frequent service from Ventura/ Reseda west to Chatsworth Station along Ventura Bl and Topanga Canyon Bl (replacing Line 245 segment)
- New Line 240 would operate frequent service on the existing alignment between Northridge and Universal City/Studio City Station on Ventura Bl and Reseda Bl
- More frequent service at all new Line 150 and 240 bus stops
- Underutilized bus stops would be consolidated on new Line 150 and 240 to balance speed, reliability, and accessibility.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 242
Tampa Ave – Winnetka Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 243	Weekday	30 min	30 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 242	Weekday	48 min	60 min	--	--
	Saturday	61 min	60 min	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Lines 242 & Line 243 would operate a new Line 243 on Tampa Av and Winnetka Av between Ventura Bl and Devonshire St:

- New Metro MicroTransit service would link the Porter Ranch community with Line 243
- New Line 243 would operate more frequent service during midday hours on weekdays as well as new evening and Sunday service



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 243
Tampa Ave – Winnetka Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 243	Weekday	30 min	30 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 243	Weekday	48 min	60 min	--	--
	Saturday	61 min	60 min	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Lines 242 & Line 243 would operate a new Line 243 on Tampa Av and Winnetka Av between Ventura Bl and Devonshire St:

- New Metro MicroTransit service would link the Porter Ranch community with Line 243
- New Line 243 would operate more frequent service during midday hours on weekdays as well as new evening and Sunday service



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 244
De Soto Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 244	Weekday	20 min	30 min	30 min	--
	Saturday	40 min	40 min	40 min	--
	Sunday	40 min	40 min	40 min	--
Existing Line 244	Weekday	30 min	49 min	60 min	--
	Saturday	53 min	50 min	--	--
	Sunday	66 min	65 min	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 244 would operate as a separate line. New Line 150 would replace Line 245:

- Line 244 would operate on the current route via De Soto Av between Chatsworth Station and Ventura Bl/Paralta Av
- New Line 150 would replace existing Line 244 & 245 service on Ventura Bl and Topanga Canyon Bl with more frequency.
- New Line 150 would be extended to Ventura and Reseda Bls to connect with Line 240 (see Line 150 information sheet)
- Line 244 would include more frequent weekday service and new weekend evening service



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 245
Topanga Canyon Bl

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 150	Weekday	20 min	20 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
Existing Line 245	Weekday	30 min	49 min	60 min	--
	Saturday	53 min	50 min	--	--
	Sunday	66 min	65 min	--	--

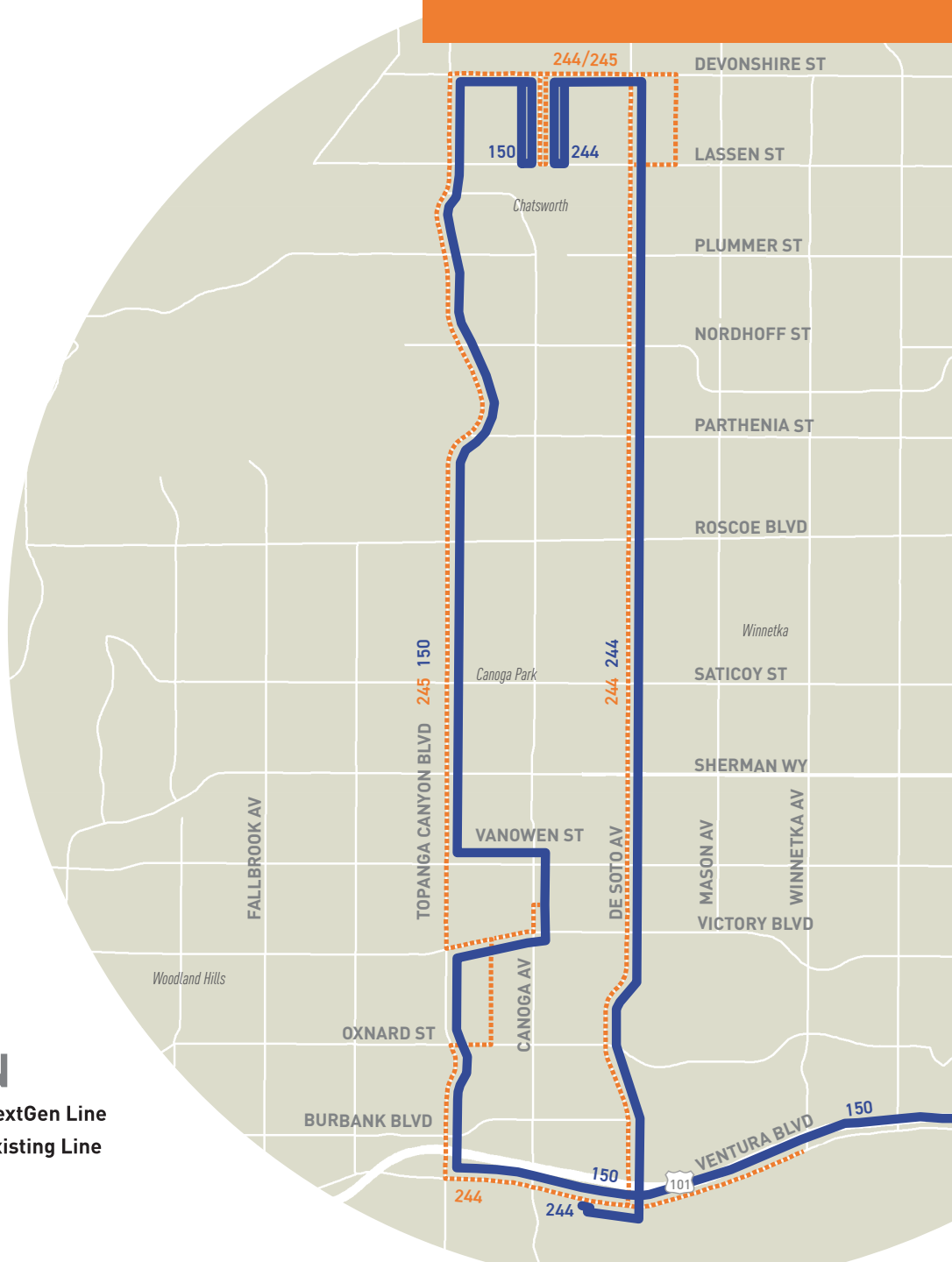
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 244 would operate as a separate line. New Line 150 would replace Line 245:

- Line 244 would operate on the current route via De Soto Av between Chatsworth Station and Ventura Bl/Paralta Av
- New Line 150 would replace existing Line 244 & 245 service on Ventura Bl and Topanga Canyon Bl with more frequency.
- New Line 150 would be extended to Ventura and Reseda Bls to connect with Line 240 (see Line 150 information sheet)
- Line 244 would include more frequent weekday service and new weekend evening service



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 246
Avalon Blvd – San Pedro
Harbor Gateway

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 246	Weekday	30 min	30 min	30-60 min	--
	Saturday	30 min	30 min	60 min	--
	Sunday	30 min	30 min	60 min	--
Existing Line 246	Weekday	34 min	55 min	42 min	60 min
	Saturday	40 min	40 min	43 min	60 min
	Sunday	60 min	60 min	41 min	60 min

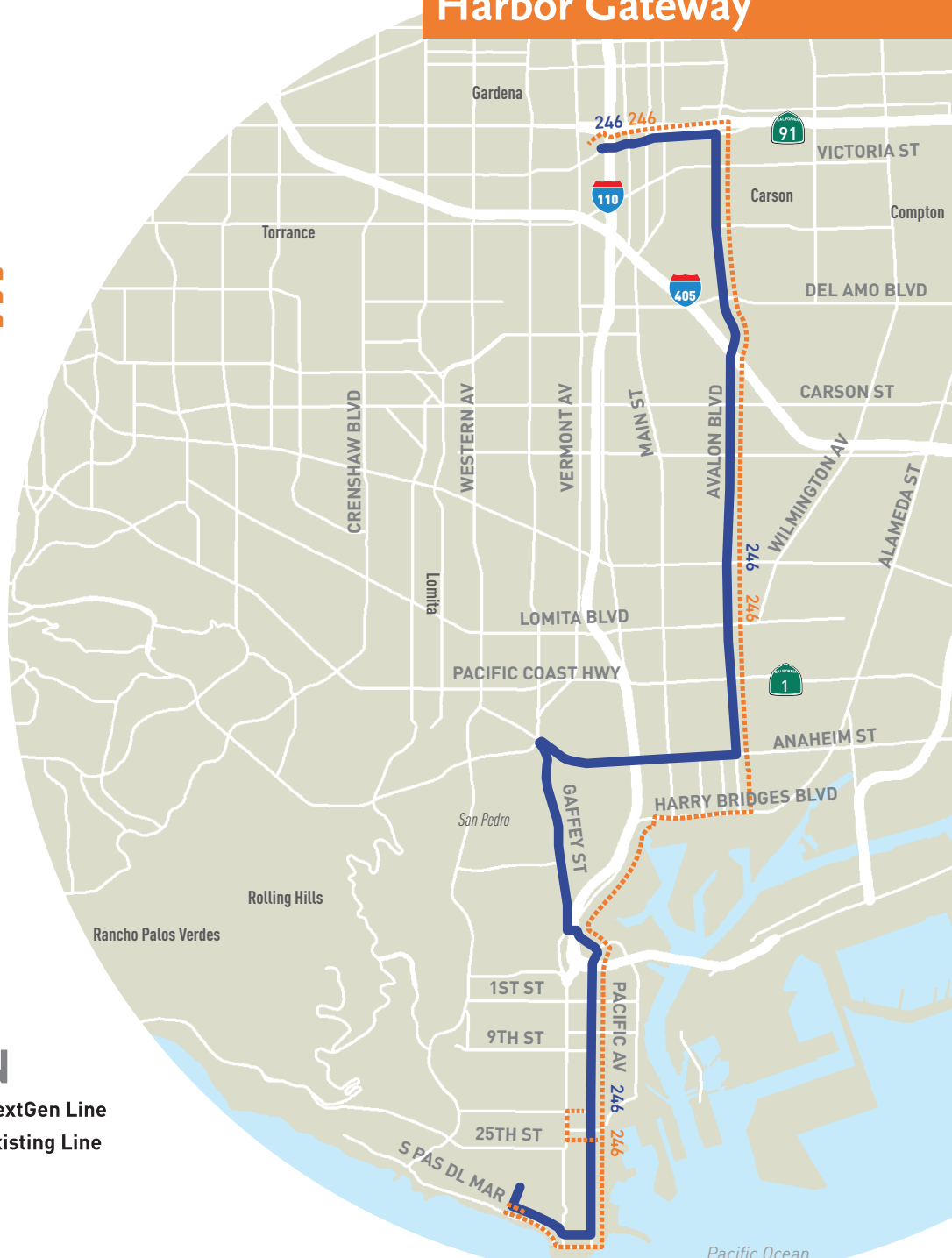
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 246 would continue to operate from Harbor Gateway Transit Center to Carson, Wilmington, and San Pedro via Avalon Bl, Anaheim St, Gaffey St, Channel St, Pacific Av and Pt. Fermin.

- Line 246 would operate more frequent weekday and weekend service
- Discontinue Line 246 Owl service due to underutilized service.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 251
Soto St

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 251	Weekday	10 min	10 min	15 min	30-60 min
	Saturday	15 min	15 min	20-30 min	30-60 min
	Sunday	15 min	15 min	20-30 min	30-60 min
Existing Line 251	Weekday	22 min	23 min	40 min	60 min
	Saturday	14 min	15 min	40 min	60 min
	Sunday	23 min	17 min	40 min	60 min

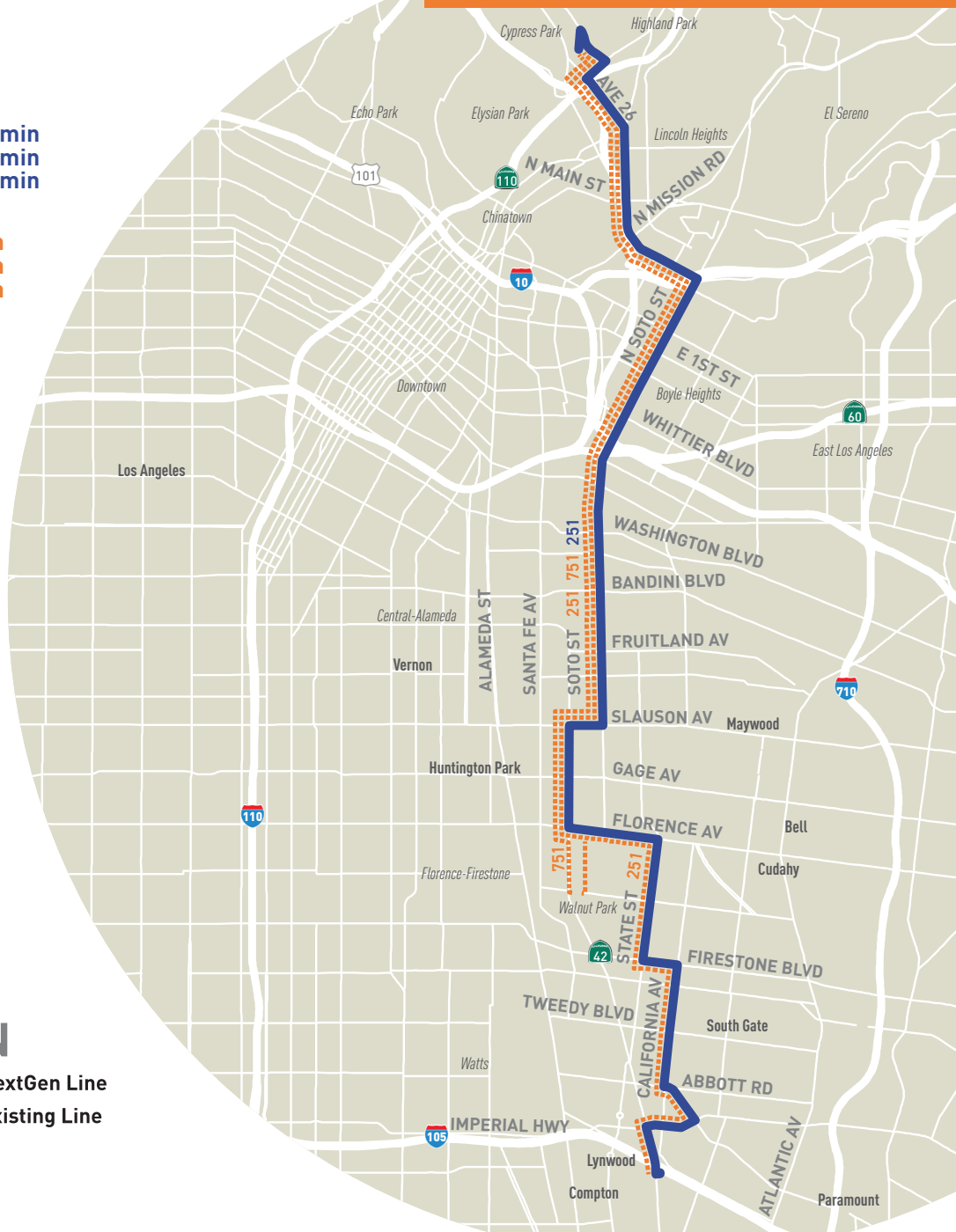
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 251: Merge Lines 251 & 751; New Line 251 would operate between Cypress Park (Av 28 & Idell), Huntington Park (Palm/ Seville), and south to C Line (Green) Long Beach Bl Station via existing Line 251 on Av 26, Daly St, Soto St, Pacific Bl, Florence Av, State St and California Av:

- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility
- New Line 251 would operate more frequent service weekdays



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 252
Cypress Park – Lynwood via Soto St

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 252	Weekday	30 min	40 min	48 min	--
	Saturday	44 min	40 min	56 min	--
	Sunday	44 min	40 min	56 min	--

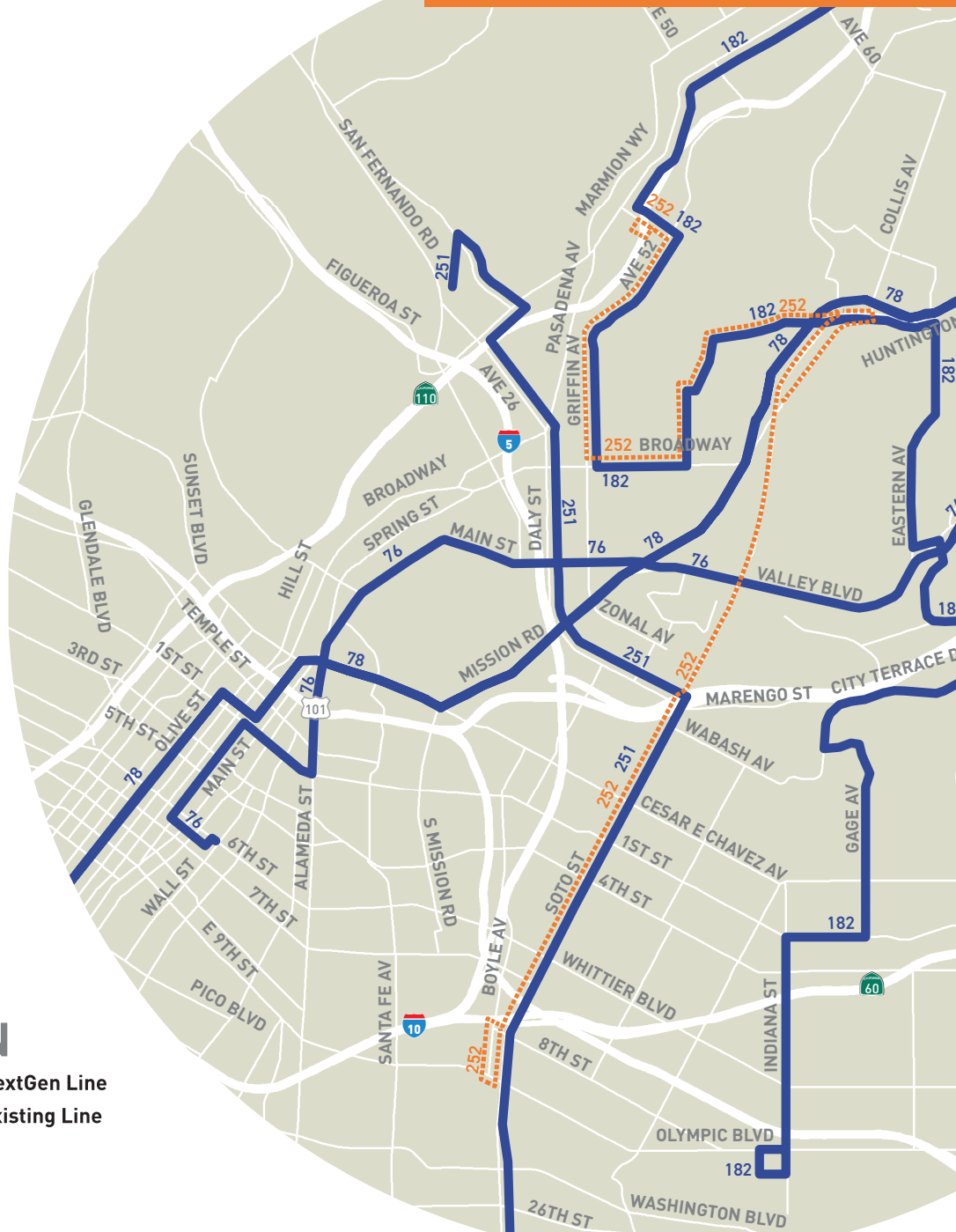
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

Line 252 would be discontinued between Montecito Heights, Lincoln Heights and Boyle Heights via Soto St due underutilized service and duplication of service from other lines.

- The following alternative bus services would be available: Figueroa St (Line 81), Broadway (Line 45), Huntington Dr (Line 78), Valley Bl (Line 76), and Soto St (Line 251)
- Line 252 segment between Huntington Dr and Figueroa St via Mercury Dr and Griffin Av/Ave 43 would be replaced by new Line 182.
- New Metro MicroTransit service would also be available in the Lincoln Heights/Highland Park area



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 254
Boyle Av

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 254	Weekday	60 min	73 min	55 min	--
	Saturday	66 min	70 min	68 min	--
	Sunday	--	--	--	--

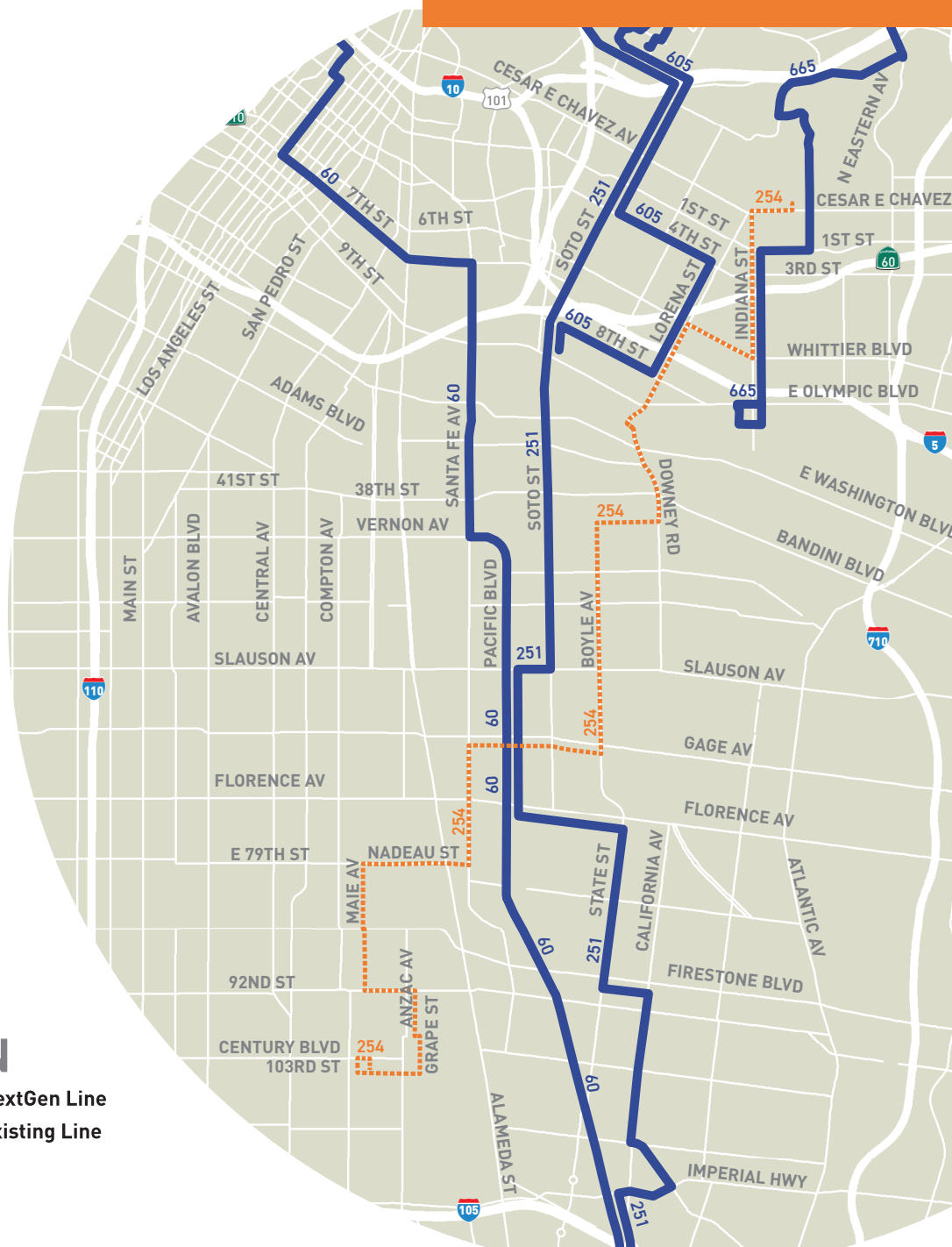
***Peak:** 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening:** 7pm-12am, **Owl:** 12-4am

How is my bus changing?

Simpler Network

Line 254 would be discontinued between East LA and Watts via Boyle Av and Lorena St due to underutilized service and duplication of service from other lines.

- The following alternative bus services would be available: 103rd St (Line 117), Compton Av (Line 55); Firestone Bl (Line 115); Florence Av (Line 111); Pacific Bl (Lines 60, 251); Gage Av (Line 110); Soto St (Line 51); Lorena Av (Line 605); Indiana St (Line 665).
- New Metro MicroTransit service would also be available in the Watts area



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 256
Eastern Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 256	Weekday	40 min	40 min	40 min	--
	Saturday	40 min	40 min	40 min	--
	Sunday	40 min	40 min	40 min	--
Existing Line 256	Weekday	50 min	50 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 256 between Commerce and Altadena via El Sereno, Highland Park, and Pasadena would be subdivided into three separate bus lines with more frequent service:

- Metro in partnership City of Commerce is examining the option of City of Commerce Municipal Bus Lines operating the existing segment between Commerce and Cal State LA Station, with no proposed changes to alignment
- Line 256 between Cal State LA and Highland Park would become part of new Line 182, travelling the usual 256 route to Huntington Dr but then travel via Mercury Dr to Broadway (replacing Line 252) then Griffin Av, Ave 43 and Figueroa St to Highland Park L Line Gold Station and beyond to East Hollywood.
- Metro in partnership with City of Pasadena is examining the option of Pasadena Transit operating a simpler route between Highland Park and Pasadena, via Colorado Bl, L Line (Gold) Memorial Park Station, Lincoln Av, Washington Bl, Altadena Dr and Foothill Bl to Sierra Madre Villa Station
- New Line 662 would serve Lake Av between Pasadena and Altadena, with Metro Lines 180, 686 and Foothill Transit 187 serving Colorado Bl in Pasadena



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 258
Altadena - Paramount

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 258	Weekday	40 min	40 min	40 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 258	Weekday	45 min	45 min	50 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

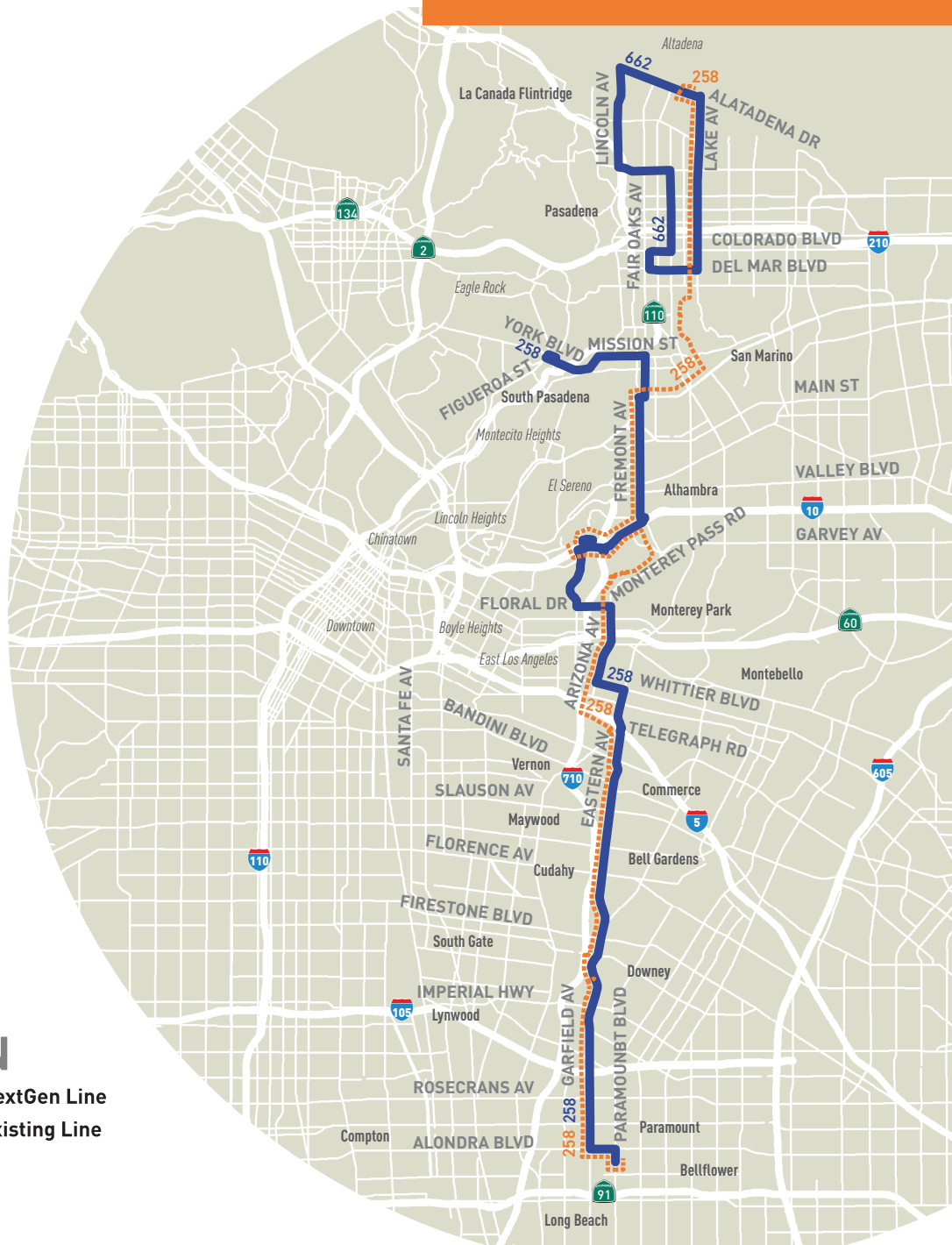
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler More Reliable Network
New Weekend Service

Line 258 would follow the current route from Paramount via South Gate, Bell Gardens, Commerce, East LA, and Monterey Park, with changes of routing to travel via Whittier Bl in place of Telegraph Rd between Eastern Av and Arizona Av and to travel via Floral Dr and Eastern Av between Mednik St and Cal State LA, in place of Monterey Pass Rd. North of Alhambra, Line 258 would also be rerouted to travel via Freemont Av, Fair Oaks Av, Mission St, Pasadena Av, and York Bl to serve the South Pasadena L Line Gold Station and terminate at York/ Figueroa, connecting with Lines 81 and 182.

- Service would be discontinued on Huntington Dr/Oak Knoll Av-Cir in San Marino due to underutilized Line 258 service
- New Metro Line 662 would operate two-directional service on Lake Av, Altadena Dr, Lincoln Av, Washington Bl, and Los Robles Av between Pasadena (L Line (Gold) Del Mar and Lake Stations) and Altadena
- New Lines 258 and 662 would both provide new weekend service



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 260
Atlantic Blvd – Fair Oaks Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 260	Weekday	12 min	12 min	15 min	30-60 min
	Saturday	20 min	20 min	30 min	30-60 min
	Sunday	20 min	20 min	30 min	30-60 min
Existing Line 260	Weekday	17 min	21 min	40 min	--
	Saturday	22 min	21 min	40 min	--
	Sunday	29 min	22 min	40 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 260: Merge Lines 260 & 762 between Altadena, Pasadena, Alhambra, East LA, Lynwood and Compton via Fair Oaks Av and Atlantic Bl; would provide more frequent and more reliable service following the existing Line 260/762 route between L Line (Gold) Memorial Park Station and Imperial Highway then travel west to Willowbrook/Rosa Parks A Line (Blue) & C Line (Green) Station:

- A new frequent Line 261 would link C Line (Green) Long Beach Bl Station and A Line (Blue) Artesia Station via Imperial Hwy, Atlantic Bl, and Artesia Bl
- A new frequent Line 660 would operate between L Line (Gold) Memorial Park Station and Altadena via Fair Oaks Av



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

New Line 261
Artesia – Long Beach
C Line (Green)

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 261	Weekday	20 min	20 min	20-30 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
Existing Line 260	Weekday	17 min	21 min	40 min	--
	Saturday	22 min	21 min	40 min	--
	Sunday	29 min	22 min	40 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 260: Merge Lines 260 & 762 between Altadena, Pasadena, Alhambra, East LA, Lynwood and Compton via Fair Oaks Av and Atlantic Bl; would provide more frequent and more reliable service following the existing Line 260/762 route between L Line (Gold) Memorial Park Station and Imperial Highway then travel west to Willowbrook/Rosa Parks A Line (Blue) & C Line (Green) Station:

- A new frequent Line 261 would link C Line (Green) Long Beach Bl Station and A Line (Blue) Artesia Station via Imperial Hwy, Atlantic Bl, and Artesia Bl
- A new frequent Line 660 would operate between L Line (Gold) Memorial Park Station and Altadena via Fair Oaks Av



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

New Line 262
East LA College – Los Cerritos Center

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 262	Weekday	20-40 min	20-40 min	30-60 min	--
	Saturday	30-60 min	30-60 min	60 min	--
	Sunday	30-60 min	30-60 min	60 min	--
Existing Line 62	Weekday	27 min	32 min	58 min	--
	Saturday	56 min	40 min	59 min	--
	Sunday	57 min	52 min	58 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network
New Links

New Line 262 will operate between East LA College, L Line (Gold), relacing existing Line 62. Atlantic Station, and Hawaiian Gardens, via Atlantic Av, Telegraph Rd, Pioneer Bl:

- Line 62 will be discontinued between Downtown LA and Atlantic Bl/Telegraph Rd with Line 66 serving that segment.
- New connection to East LA College will be created
- Discontinue existing Line 62 on Imperial Hwy/Bloomfield Av at Norwalk, reducing overlap of Norwalk Transit service, providing better service on Pioneer Bl.
- The highest frequency of service would operate north of Los Cerritos Center.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 264
City of Hope - Altadena

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 264	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

Line 264 would be discontinued between Duarte, Monrovia, Arcadia, Pasadena, Altadena via Duarte Rd, Michillinda Av, Foothill Bl, Altadena Dr due to underutilized service and duplication of service of other bus lines:

- New Line 256 (Pasadena Transit) would serve Altadena Dr (south of Washington Bl) and Foothill Bl, with new Line 662 serving Altadena Dr at Lake Av
- Nearest alternative service in Duarte and Monrovia would be Metro L Line (Gold), Foothill Transit on Buena Vista St (Line 272) and Myrtle Av (Line 170), and Duarte Transit
- Nearest alternative service to Arcadia-Sierra Madre Villa would be on Temple City Bl, Huntington Dr, Rosemead Bl, Michillinda Av (Metro Lines 266, 267, 268 and Foothill Transit Line 187) and on Baldwin Av (Metro Lines 268)
- New Metro MicroTransit service would also be available in the Altadena, Pasadena, Sierra Madre area as well as City of Monrovia GoMonrovia MicroTransit service



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 265
Paramount Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 265	Weekday	40 min	40 min	40 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 265	Weekday	40-60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--

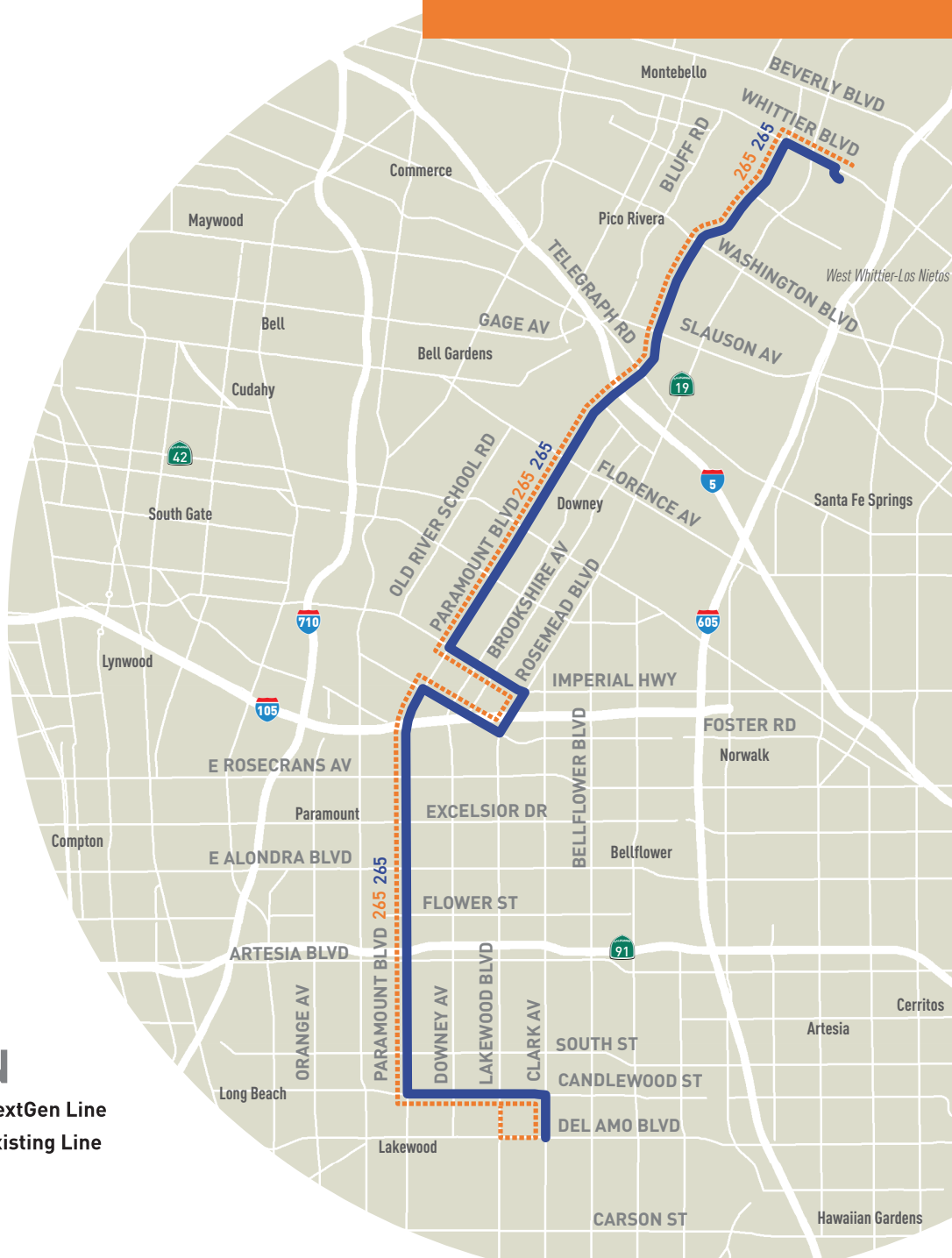
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency

Line 265 routing would not change

- More frequent service would be provided during daytime hours on weekdays.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 266
Rosemead

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 266	Weekday	20 min	20 min	30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
Existing Line 266	Weekday	24 min	33 min	60 min	--
	Saturday	43 min	44 min	60 min	--
	Sunday	48 min	48 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 266 has no significant changes between Lakewood, Bellflower, Downey, Pico Rivera, South El Monte, Arcadia and Pasadena via Lakewood Bl and Rosemead Bl:

- Line 266 would end on northbound Lakewood Bl adjacent to Lakewood Center Mall for improved connections with the mall and Line 265
- Line 266 would provide more frequent service weekdays and weekends



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 267
El Monte – Pasadena – Altadena

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 267	Weekday	30 min	30 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 267	Weekday	30 min	30 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler More Reliable Network

Line 267 would be shortened between El Monte, Arcadia, Pasadena, and Altadena via Temple City Bl, Rosemead Bl, Del Mar Bl, Lincoln Av, and Altadena Dr to end at the L Line (Gold) Del Mar Station in Pasadena. This would improve reliability and avoid service duplication with other bus lines:

- Pasadena Transit would operate new Line 256 on southern end of Lincoln Av with new Metro Line 662 serving the north end of Lincoln Av and Altadena Dr every 30 min weekdays and 60 min weekends
- New Metro MicroTransit service would also be available in the Altadena, Pasadena area



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 268
El Monte - Altadena - JPL

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 268	Weekday	30 min	30 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 268	Weekday	33 min	55 min	40 min	--
	Saturday	54 min	56 min	60 min	--
	Sunday	58 min	56 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler More Reliable Network

Line 268 route would be shortened between El Monte, Arcadia, Sierra Madre, Pasadena, La Canada Flintridge (Jet Propulsion Lab), and Altadena via Baldwin Av, Sierra Madre Bl, Orange Grove Bl, and Washington Bl to end at the L Line (Gold) Sierra Madre Villa Station to improve reliability and avoid service duplication of other bus lines:

- Pasadena Transit would operate new Line 256 on southern end of Lincoln Av, Washington Bl, Altadena Dr, Foothill Bl to Sierra Madre Villa Station
- New Metro Line 662 would serve the northern end of Lincoln Av and Washington Bl west of Los Robles Av every 30 min weekdays and 60 minutes weekends
- New Metro MicroTransit service would also be available in the Altadena, Pasadena, Sierra Madre area
- Line 268 would provide more frequent service during midday hours on weekdays



Metro

NEXTGEN

Updated Draft Proposals: July 2020

New Line 287
El Monte Station – Arcadia

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 287	Weekday	30-60 min	30-60 min	30-60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 487	Weekday	25 min	45 min	23 min	--
	Saturday	55 min	57 min	50 min	--
	Sunday	54 min	53 min	50 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler More Reliable Network

New Line 487 frequent service would link the L Line (Gold) Sierra Madre Villa Station and LA Union Station via San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10 Express-Lanes:

- Line 487 would extend beyond Union Station through downtown LA to 7th/Flower & Figueroa during peak periods weekdays
- New Line 287 would be introduced, serving existing Line 487 segment between El Monte Station and L Line (Gold) Arcadia Station via Santa Anita Av seven days a week as well as an extension south from El Monte Bus Station to The Shops at Montebello in place of existing Line 176 every 60 min. weekdays
- Existing Line 487 north and west of L Line (Gold) Arcadia Station to L Line (Gold) Sierra Madre Villa Station via Santa Anita Av, Sierra Madre Av, San Gabriel Av would be discontinued due to underutilized service, with alternative Metro Line 268 service available on Baldwin Av, Sierra Madre Bl and Michillinda. New Metro MicroTransit service would also be available in the Altadena, Pasadena, Sierra Madre area



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

New Line 294
Burbank – Sylmar via San Fernando Rd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 294	Weekday	30 min	30 min	60 min	--
	Saturday	30 min	30 min	60 min	--
	Sunday	30 min	30 min	60 min	--
Existing Line 94	Weekday	25 min	30 min	52 min	--
	Saturday	24 min	23 min	60 min	--
	Sunday	28 min	22 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
More Reliable Service

New Line 94: Merge Lines 94 and 794 on San Fernando Rd:

- New Line 94 would operate mostly via the existing Line 94 route between Downtown LA and Burbank but include a routing via Brand Bl and Broadway in Downtown Glendale. From Downtown Burbank, new Line 94 would extend west on Magnolia Bl to end at the B Line (Red) North Hollywood Station. This new route would provide more service between Glendale, Burbank and North Hollywood.
- A new Line 294 would operate along San Fernando Rd between Sylmar and Downtown Burbank.
- Underutilized bus stops on new Line 94 would be consolidated between North Hollywood and Downtown LA to balance speed, reliability, and accessibility, and frequent service would be available at the new Line 94 bus stops



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 296
Riverside Dr

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 296	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 96	Weekday	33 min	39 min	51 min	--
	Saturday	52 min	54 min	52 min	--
	Sunday	61 min	60 min	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

Line 96 will be replaced by the following service:

- New Line 296 will operate via existing Line 96 between Downtown Burbank and Riverside Dr then via Figueroa St to the L Line (Gold) Lincoln/Cypress Park Station for connections with the L Line (Gold) or bus Lines 81, 92, and 94 to Downtown LA



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 302
Sunset Blvd Limited

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 2	Weekday	7.5 min	10 min	15 min	60 min
	Saturday	10 min	15 min	15 min	60 min
	Sunday	10 min	15 min	15 min	60 min
Existing Line 302	Weekday	8-15 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Links

New Line 2: Merge Lines 2 and 302 on Sunset Bl with Line 200 (Alvarado/Hoover):

- New Line 2 would follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merging with existing Line 200 at Sunset & Alvarado to Exposition Park/ USC via Alvarado, Hoover, Figueroa and MLK Jr
- New Line 2 would provide direct route between USC/ Exposition Park and Hollywood and high frequency service for all bus stops on Sunset Bl and Alvarado St
- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility
- Line 4 would remain serving Sunset Bl east of Alvarado St through Downtown LA



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 312
La Brea Ave Limited

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 212	Weekday	7.5 min	10 min	15 min	60 min
	Saturday	15 min	15 min	15 min	60 min
	Sunday	15 min	15 min	15 min	60 min
Existing Line 312	Weekday	10-12 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 212: Merge Existing Lines 212 and 312. Line 212 would operate via La Brea Av between Hollywood/Highland and Inglewood, extending south via La Brea Av and Hawthorne Bl to South Bay Galleria in place of Lines 40 & 740:

- More frequency at all bus stops on La Brea Av and Hawthorne Bl
- Underutilized bus stops on La Brea Av and Hawthorne Bl would be consolidated to balance speed, reliability, and accessibility
- New Lines 211 and 215 would replace existing Line 212 on Prairie Av



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 316
3rd St Limited

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 16	Weekday	6 min	7.5 min	10 min	60 min
	Saturday	7.5 min	7.5 min	10 min	60 min
	Sunday	7.5 min	7.5 min	10 min	60 min
Existing Line 316	Weekday	5 - 12 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 16: Merge Lines 16, 17, and 316. New Line 16 will operate between Downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl to connect with Line 4 with more frequency during midday and evening hours on weekdays.

- Lines 4 (Santa Monica Bl) or Line 28 (Olympic Bl) would be available service at Century City
- New Line 617 would operate between E Line (Expo) Culver City Station to Cedars-Sinai Medical Center/Beverly Center via Robertson Bl then travel west via Burton Wy and south on Beverly Dr to Pico Bl, replacing lines 14 and 16 on these streets.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 330
Pico Blvd Limited

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 30	Weekday	10 min	10 min	15 min	--
	Saturday	15 min	15 min	15 min	--
	Sunday	15 min	15 min	15 min	--
Existing Line 330	Weekday	8 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

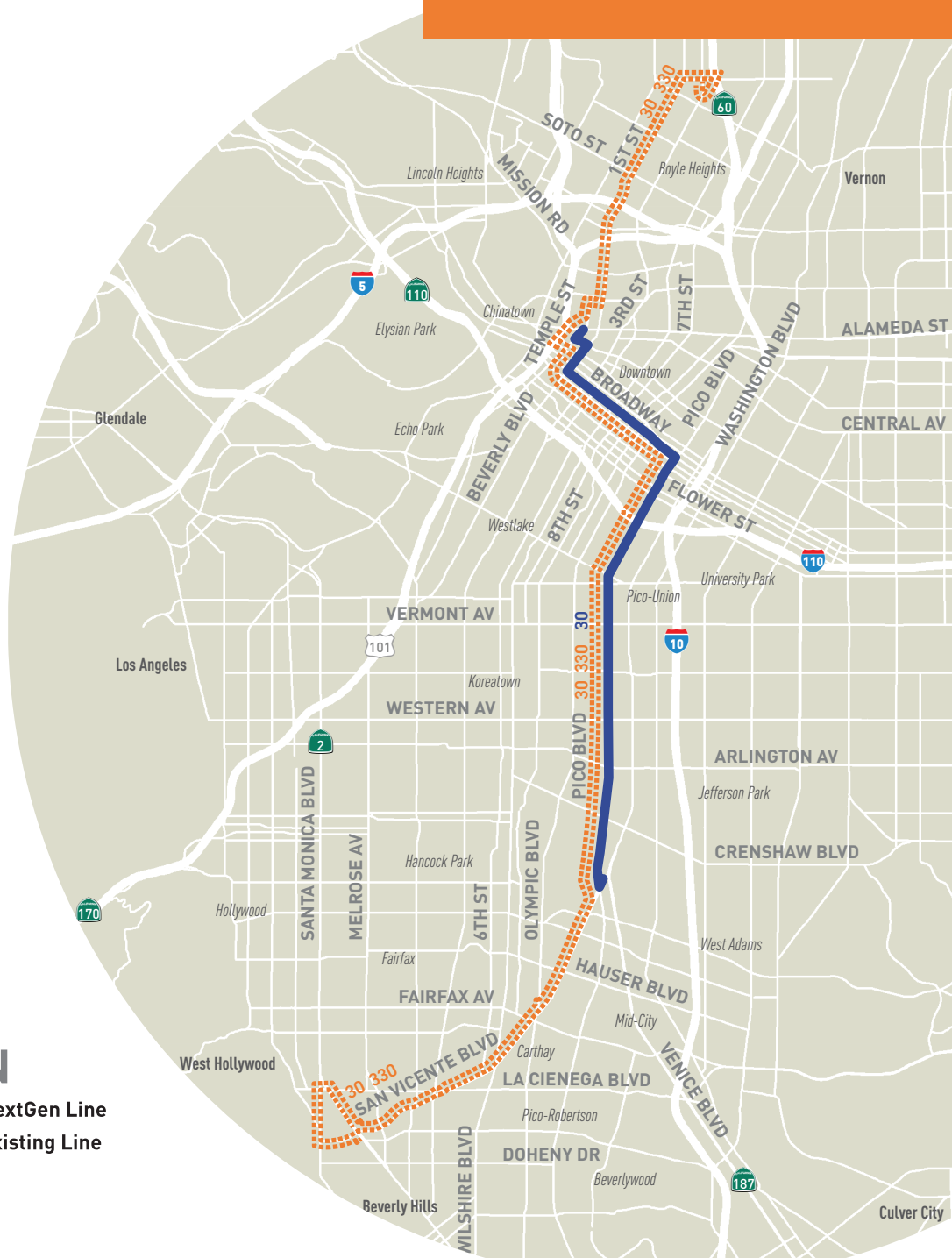
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Frequent Line 30: Merge Lines 30 & 330 between West Hollywood and L Line (Gold) Indiana Station via San Vicente Bl, Pico Bl, and 1St St, via existing Lines 30/330 between Pico Rimpau Transit Center and L Line (Gold) Little Tokyo/Arts District Station:

- Existing Line 30/330 service on San Vicente Bl would be discontinued, with alternative bus service available on Olympic Bl (Line 28), Wilshire Bl (Lines 20, 720), 3rd St (Line 16), Beverly Bl (Line 14), Santa Monica Bl (Line 4)
- Existing Line 30 service between Little Tokyo and Indiana L Line (Gold) stations would be eliminated, with alternative service available on the L Line (Gold)
- Underutilized bus stops will be consolidated on Pico Bl to balance speed, reliability, and accessibility,



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 344
Hawthorne Blvd – Palos Verdes Harbor Gateway

How often will my bus run?

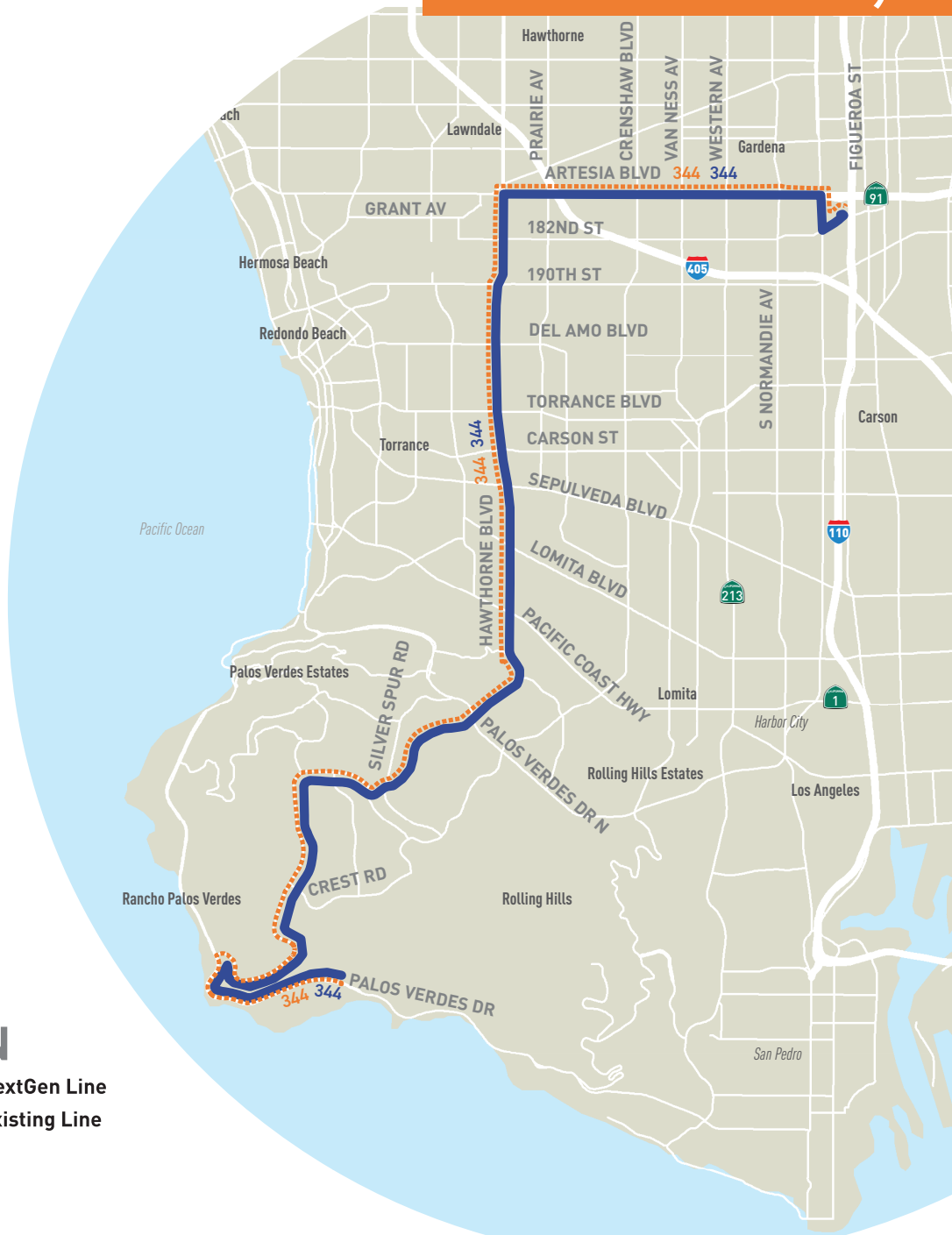
		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 344	Weekday	30 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 344	Weekday	33 min	54 min	31 min	--
	Saturday	43 min	41 min	31 min	--
	Sunday	60 min	61 min	54 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 344 would operate via the existing route and stops via Artesia Bl and Hawthorne Bl to Rancho Palos Verdes.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 351
Avalon Blvd Limited

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 51	Weekday	7.5 min	7.5 min	20-30 min	60 min
	Saturday	10 min	10 min	20-30 min	60 min
	Sunday	10 min	10 min	20-30 min	60 min
Existing Line 351	Weekday	20 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

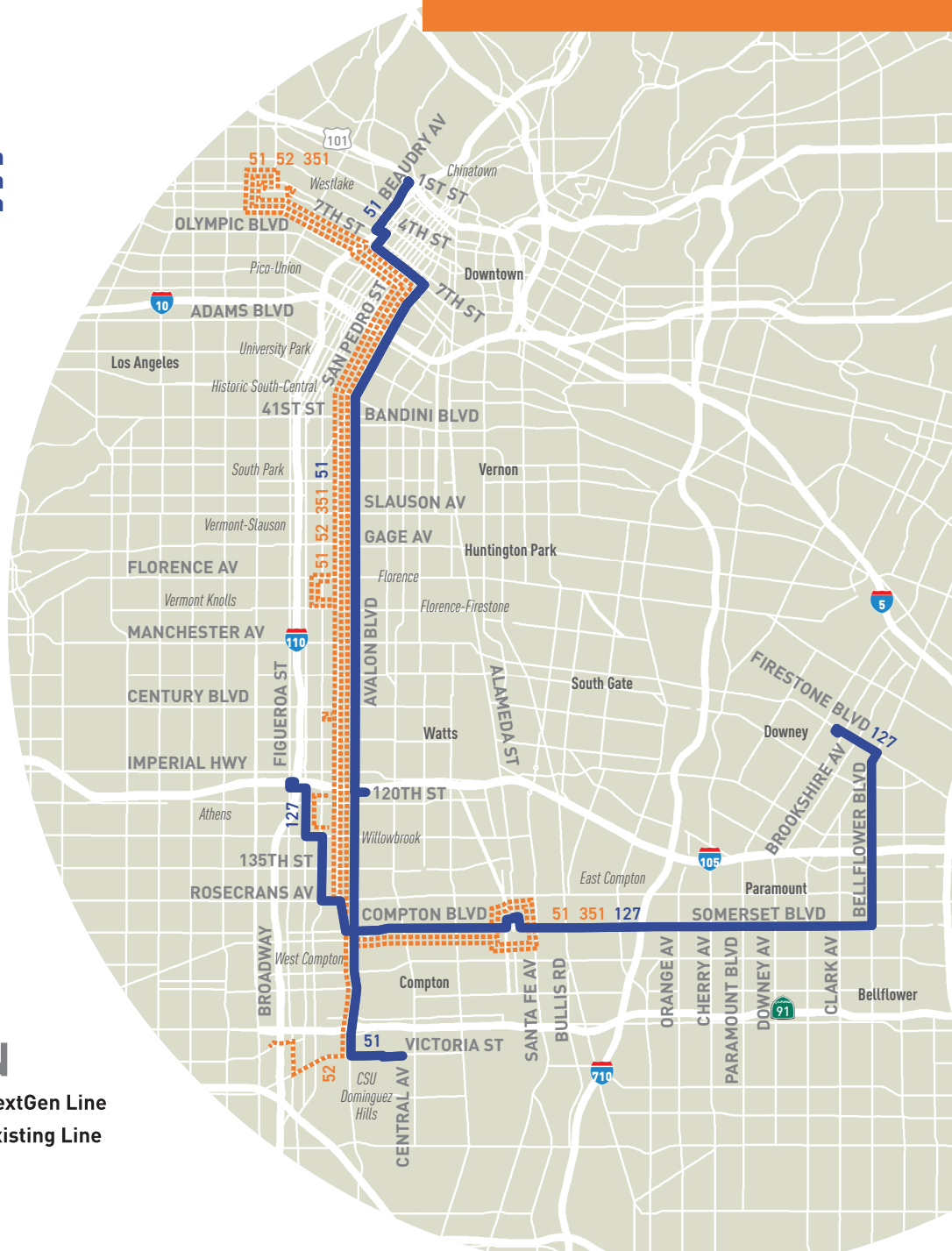
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 51: Merge Lines 51, 52, 351 on San Pedro St and Avalon Bl. New Line would follow existing routes between Downtown LA, San Pedro St, and direct via Avalon Bl (no longer serving Main St) and Victoria St to a new southern terminus at Cal State Dominguez Hills

- Lines 51/52/351 would not operate between Downtown LA and Wilshire/Vermont, with alternative service available on Wilshire Bl (Line 20) and 8th St (Line 66)
- Line 127 would replace Lines 51/351 on Compton Bl.
- More frequency would be provided for all stops on San Pedro St and Avalon Bl, with highest frequency provided north of the C Line (Green) Avalon Station
- Underutilized stops would be consolidated to balance speed, reliability, and accessibility.
- LADOT DASH E service would be introduced on 7th St between downtown LA and Wilshire/Alvarado



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 353
Roscoe Blvd Limited

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 152	Weekday	15 min	15 min	30-60 min	60 min
	Saturday	20-30 min	20 min	30-60 min	60 min
	Sunday	20-30 min	30 min	30-60 min	60 min
Existing Line 353	Weekday	15 min	24 min	53 min	--
	Saturday	32 min	26 min	63 min	--
	Sunday	38 min	30 min	63 min	--

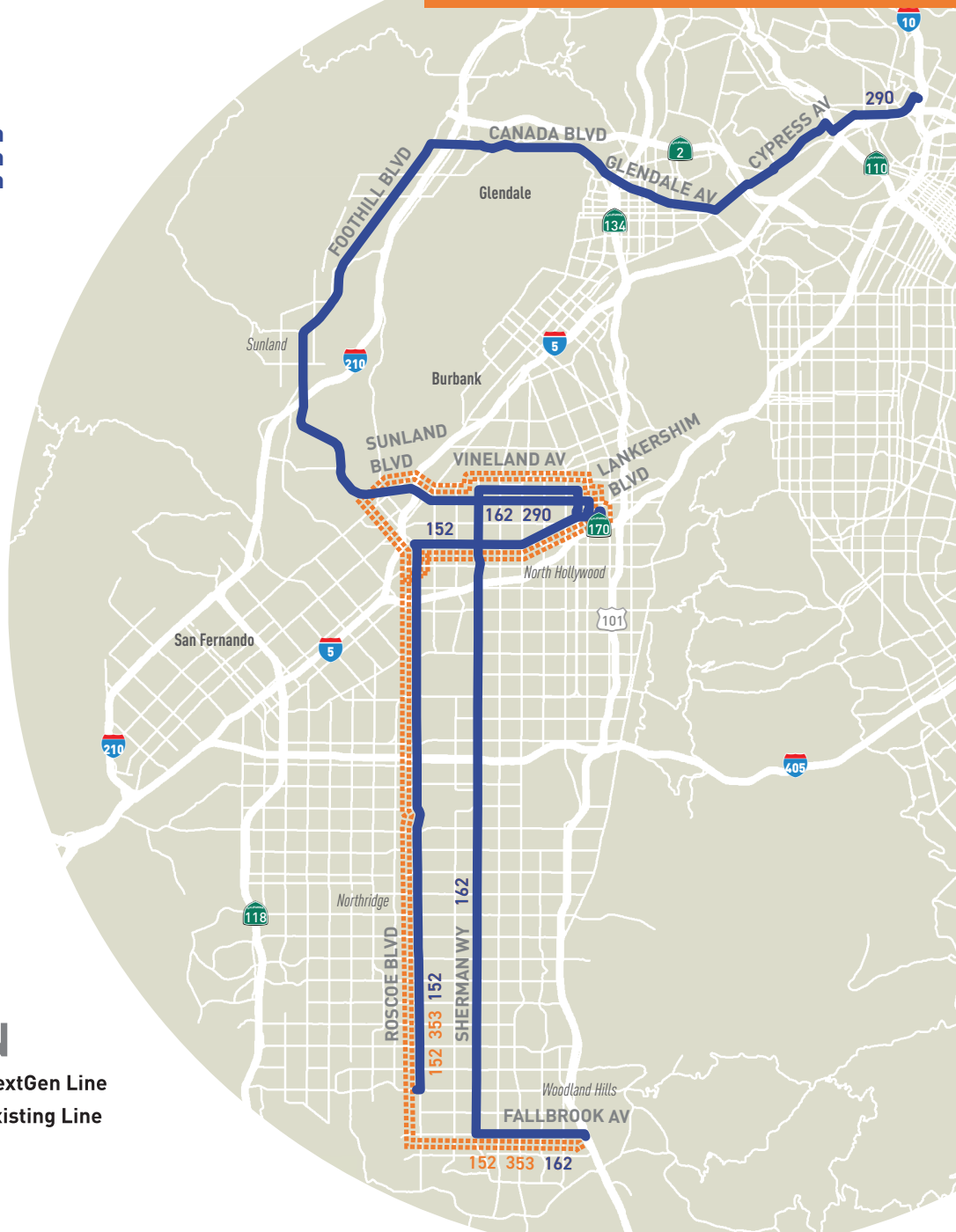
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 152: Merge Lines 152 & 353:

- New Line 152 would continue to serve Roscoe Bl with proposed frequency improvements midday weekdays
- On the east end, new Line 152 is proposed to travel via Lankershim Bl to provide a more direct connection to the B Line (Red) North Hollywood Station.
- Service on Vineland Av would be provided by modified Lines 162 and new Line 290 (please see Line 162 and Line 90 information sheets)
- The route is proposed to terminate at Topanga Canyon Bl in the west end. A modified Line 162 would provide service on Fallbrook Av



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 355
Compton Ave Limited

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 55	Weekday	12 min	12 min	15-30 min	60 min
	Saturday	20 min	20 min	20-30 min	60 min
	Sunday	20 min	20 min	20-30 min	60 min
Existing Line 355	Weekday	20 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

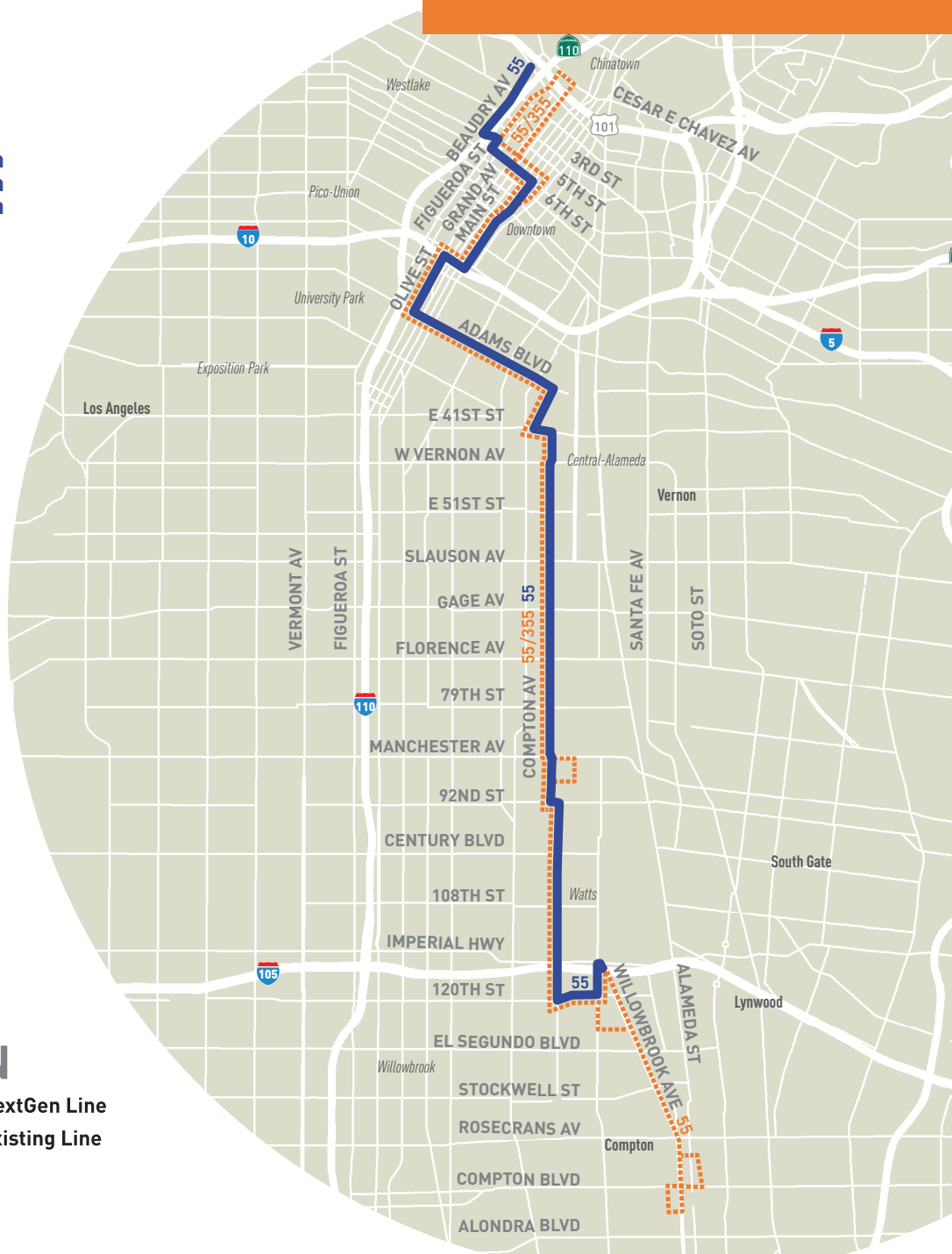
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 55: Merge Lines 55 & 355 between Downtown LA and Willowbrook/Rosa Parks Station via Adams Bl and Compton Av:

- New Line 55 would follow existing Line 55/355 route with all trips ending at Willowbrook/Rosa Parks Station
- More frequency for all bus stops on Adams Bl and Compton Av
- Underutilized stops would be consolidated to balance speed, reliability, and accessibility



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 358
Slauson Ave Limited

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 108	Weekday	7.5 min	7.5 min	15-30 min	60 min
	Saturday	15 min	15 min	15-30 min	60 min
	Sunday	15 min	15 min	15-30 min	60 min
Existing Line 358	Weekday	15 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

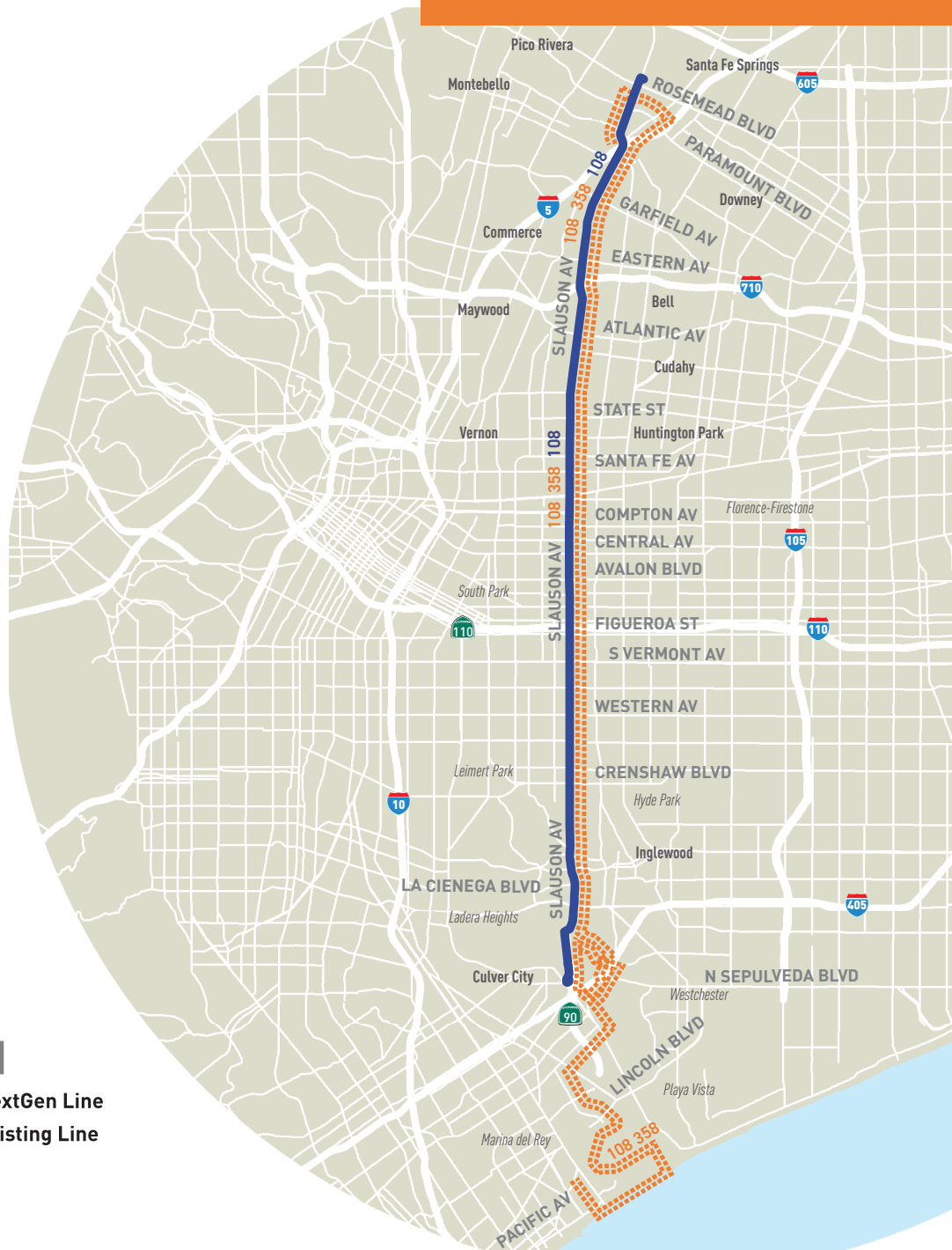
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Owl Service

New Line 108: Merge Lines 108 & 358 via Slauson Av between Culver City Transit Center and Pico Rivera:

- Discontinue Lines 108 & 358 due to underutilization west of Sepulveda Bl to Marina Del Rey via Jefferson Bl, Centinela Av, Admiralty Way, Via Marina, Pacific Av as well as the deviation into Fox Hills Business Park. Alternative bus service will be available on Culver City Lines 2, 4, 7 and proposed extension to Marina Del Rey of Big Blue Bus Line 18
- New Line 108 would extend east to Slauson/Rosemead to connect with Line 256
- More frequency at all bus stops on Slauson Av and provide Owl service with the highest frequency of Line 108 service weekday peak and midday shown above available at all bus stops between Culver City Transit Center and Slauson/Eastern
- Underutilized bus stops on Slauson Av would be consolidated to balance speed, reliability, and accessibility



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 364
Nordhoff St Limited

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 166	Weekday	15 min	15 min	30-60 min	60 min
	Saturday	30 min	30 min	30-60 min	60 min
	Sunday	30 min	30 min	30-60 min	60 min
Existing Line 364	Weekday	16 min	23 min	58 min	--
	Saturday	39 min	35 min	61 min	--
	Sunday	44 min	43 min	50 min	--

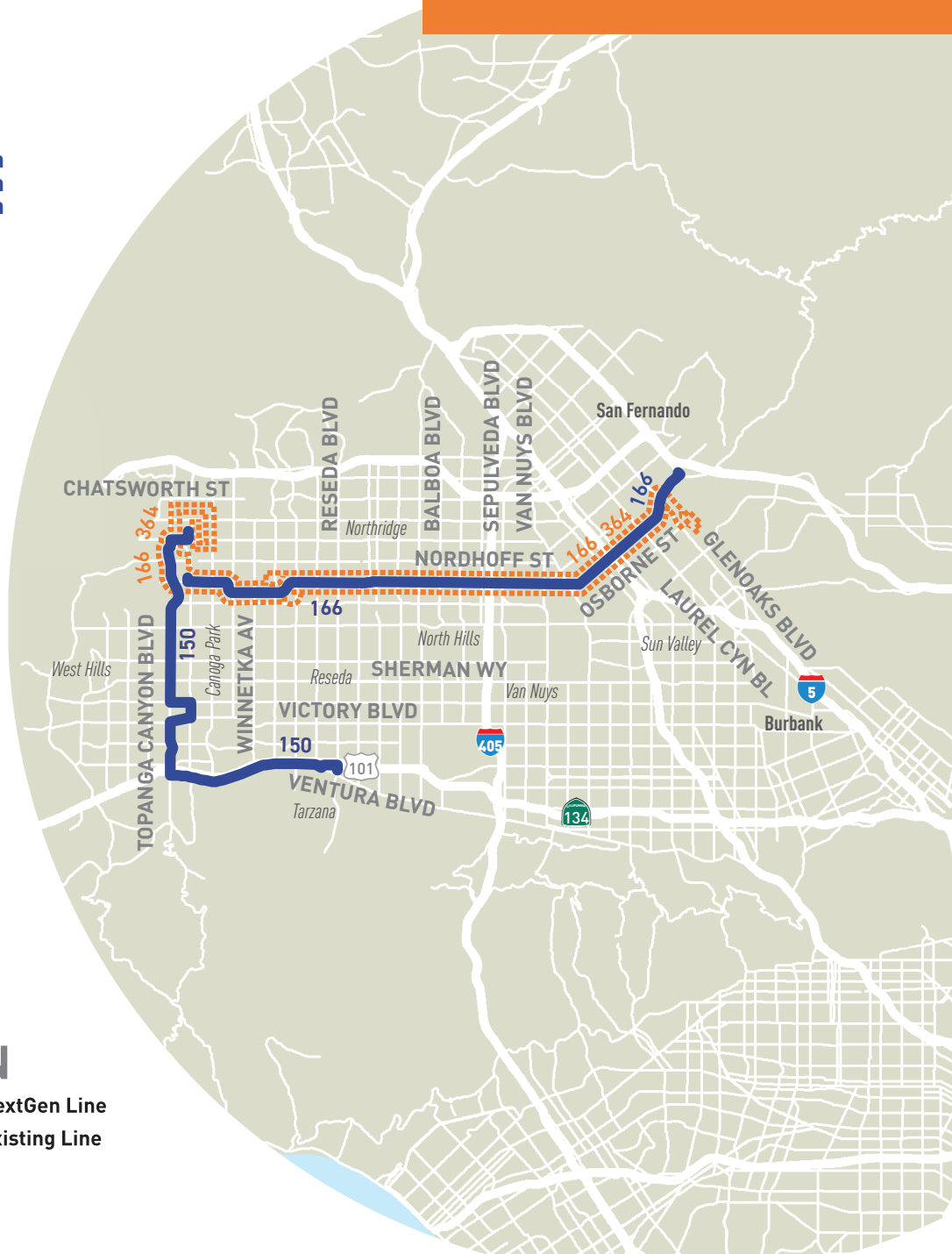
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 166: Merge Lines 166 & 364:

- Would continue to serve Nordhoff St and Osborne St, with more frequent midday weekday service
- On the west end, New Line 166 is proposed to end at Nordhoff St/Canoga Av, with access to Chatsworth Station via the Metro G Line (Orange)
- New Line 166 would extend east via Osborne St and Foothill Bl to Hansen Dam and Discovery Cube, making connections with New Line 690 on Foothill Bl
- A short segment of Glenoaks Bl would then be served by Line 92 and a segment on Topanga Canyon Bl would continue to be served by new Line 150



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 378
Las Tunas Dr Limited

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 78	Weekday	10 min	10 min	20-30 min	--
	Saturday	20 min	20 min	30 min	--
	Sunday	20 min	20 min	30 min	--
Existing Line 378	Weekday	20 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

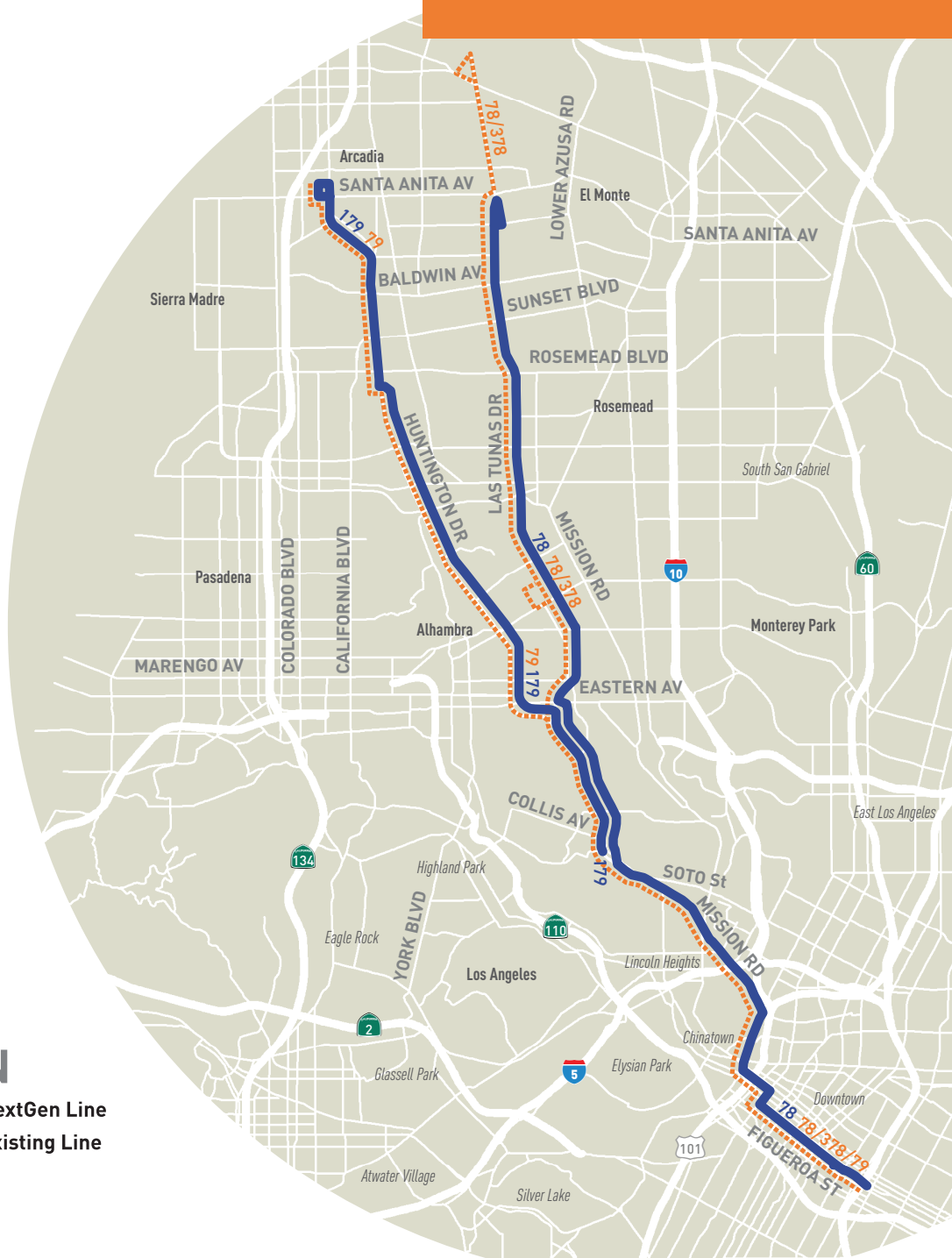
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Frequent Line 78: Merge Lines 78, 79, and 378 between Downtown LA and Arcadia (Live Oak Av/Santa Anita Bl). Route would follow Mission Rd, Huntington Dr then continue along Main St/Las Tunas Dr, Arcadia Station.

- Discontinue Line 78 service on Live Oak Av east of Santa Anita Av which is served by Foothill Transit Line 492
- Replace Line 79 service on Huntington Dr east of Maycrest Av to the Arcadia L Line (Gold) Station with new Line 179 which would connect with Line 78 at Huntington Dr/Rose Hill Transit Center
- Underutilized bus stops would be consolidated to balance speed, reliability, accessibility.
- The highest frequency of Line 78 service weekday peak and midday shown above would be available at all bus stops between Main/ Garfield and downtown LA



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 442
Manchester Ave Express

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 442	Weekday	23 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

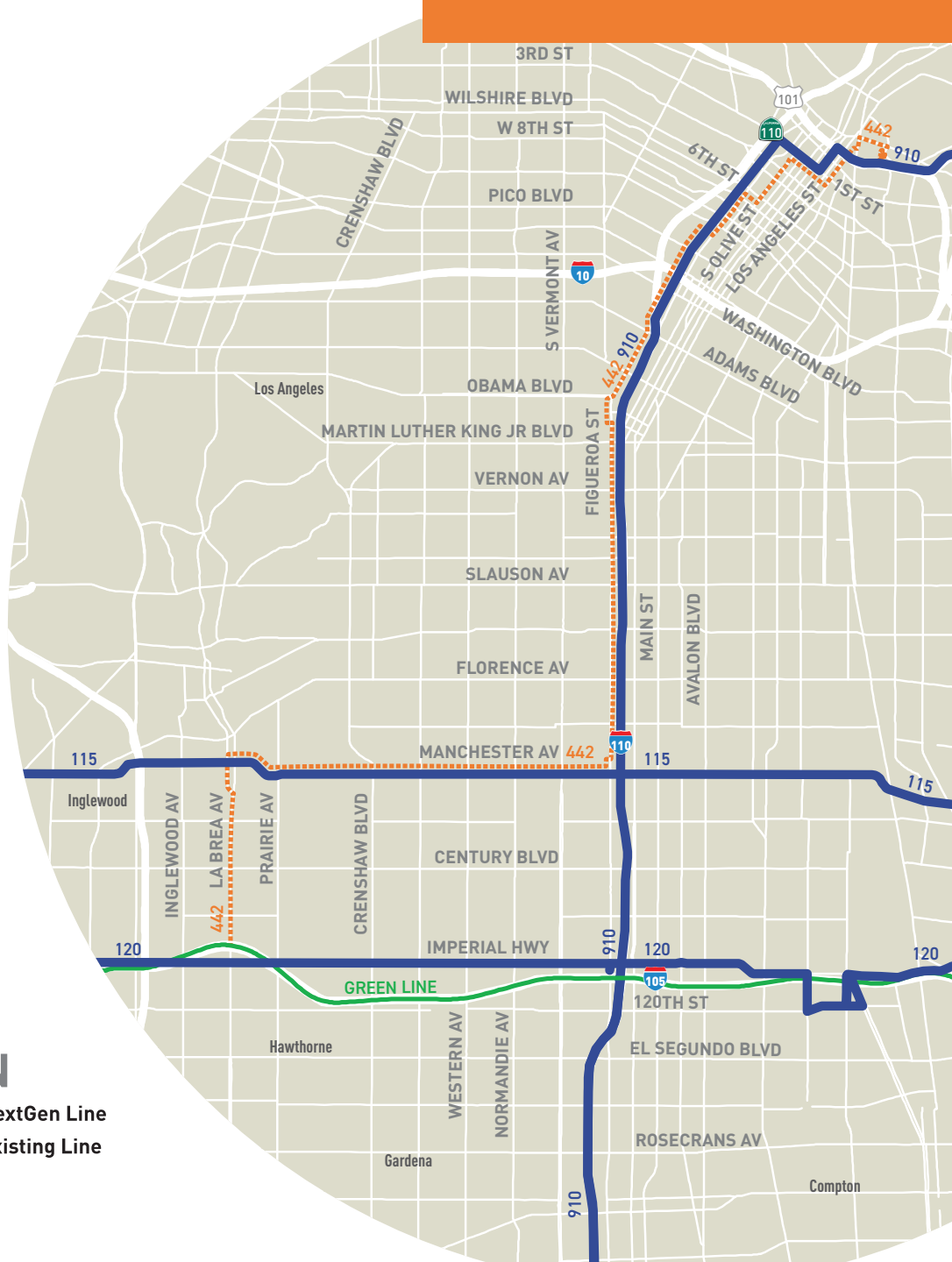
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

Express Line 442 would be discontinued due to underutilized service and service duplication with other bus lines.

- Alternative bus service would be available on Metro J Line (Silver) to Manchester Station (connection with Line 115 on Manchester Bl) or Harbor Freeway Station (connection with Line 120 on Imperial Hwy or C Line (Green) service).



Metro

NEXTGEN

Updated Draft Proposals: July 2020

New Line 450

San Pedro – Harbor Gateway Transit Ctr

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 450	Weekday	20 min	30 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
Existing Line 950	Weekday	12 min	30 min	40 min	--
	Saturday	30 min	30 min	40 min	--
	Sunday	30 min	30 min	40 min	--

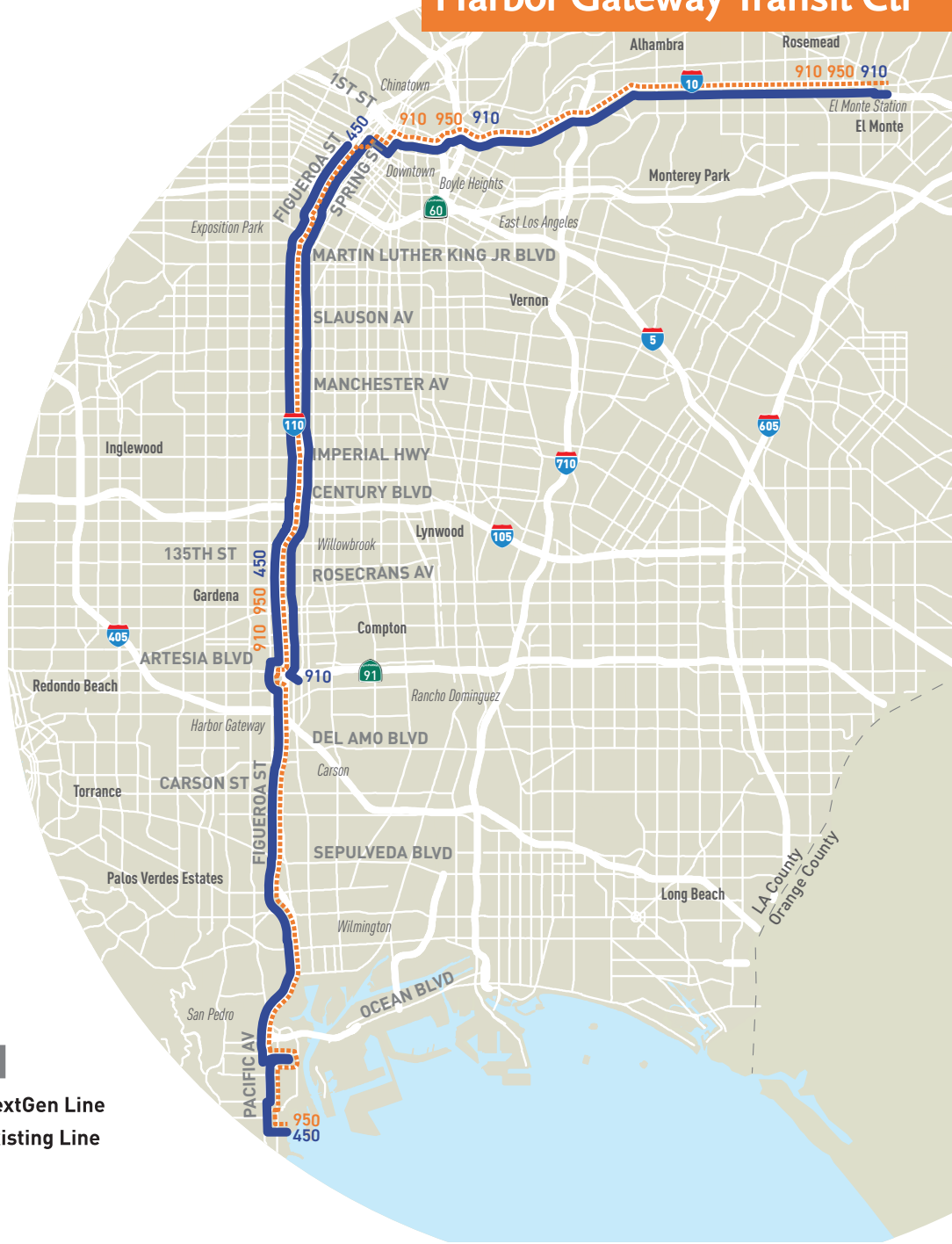
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Additional J Line (Silver) 910 trips would operate in place of Line 950 between El Monte and Harbor Gateway Transit Center. This change would improve J Line (Silver) 910 reliability and allow for the transition to operating new Zero Emission Buses on the J Line (Silver).

- New Line 450 would replace Line 950 and operate between Harbor Freeway Station and San Pedro via the I-110 Freeway.
- The J Line (Silver) 910 will continue operating as usual between El Monte, Downtown LA and Harbor Gateway Transit Center. During weekday peak periods Line 450 would extend to serve the Harbor Transitway to downtown LA (7th/Flower & Figueroa).



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 460
Downtown LA – Disneyland

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 460	Weekday	30 min	30 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
Existing Line 460	Weekday	25 min	26 min	42 min	--
	Saturday	32 min	27 min	44 min	--
	Sunday	35 min	31 min	44 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

Line 460 will continue to link downtown LA with Norwalk C Line (Green) Station and Disneyland via the existing Line 460 alignment:



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 487
El Monte - Sierra Madre - Downtown LA

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 487	Weekday	15 min	30 min	30 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 487	Weekday	25 min	45 min	23 min	--
	Saturday	55 min	57 min	50 min	--
	Sunday	54 min	53 min	50 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler More Reliable Network

New Line 487 frequent service would link the L Line (Gold) Sierra Madre Villa Station and LA Union Station via San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10 Express-Lanes:

- Line 487 would extend beyond Union Station through downtown LA to 7th/Flower & Figueroa during peak periods weekdays
- New Line 287 would be introduced, serving existing Line 487 segment between El Monte Station and L Line (Gold) Arcadia Station via Santa Anita Av seven days a week as well as an extension south from El Monte Bus Station to The Shops at Montebello in place of existing Line 176 every 60 min. weekdays
- Existing Line 487 north and west of L Line (Gold) Arcadia Station to L Line (Gold) Sierra Madre Villa Station via Santa Anita Av, Sierra Madre Av, San Gabriel Av would be discontinued due to underutilized service, with alternative Metro Line 268 service available on Baldwin Av, Sierra Madre Bl and Michillinda Av. New Metro MicroTransit service would also be available in the Altadena, Pasadena, Sierra Madre area



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 489
San Marino - Downtown LA

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 489	Weekday	20 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 489	Weekday	23 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler More Reliable Network

Proposed Line 489 would link Arcadia and downtown LA during peak hours on weekdays via Rosemead Bl, Valley Bl, Del Mar Av, I-10 Express Lanes:

- Frequent Metro B Line (Red)/D Line (Purple) services would link Downtown LA and Westlake/MacArthur Park in place of Line 489 west of 7th/Flower & Figueroa



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 501
SR-134 Freeway

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 501	Weekday	20 min	30 min	30 min	--
	Saturday	40 min	40 min	40 min	--
	Sunday	40 min	40 min	40 min	--
Existing Line 501	Weekday	16 min	30 min	27 min	--
	Saturday	45 min	45 min	45 min	--
	Sunday	45 min	45 min	45 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

New Links

Line 501 would continue to link North Hollywood, Burbank, Glendale, and Pasadena, with the following changes:

- A new route for Line 501 would operate in Downtown Glendale via Brand Bl and Broadway with a new Line 501 stop to serve the Americana at Brand and Glendale Galleria
- On weekends a new route and stop for Line 501 would serve the LA Zoo and Griffith Park



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 534
Santa Monica - Malibu via Pacific Coast Hwy

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 134	Weekday	45 min	45 min	45 min	--
	Saturday	45 min	45 min	45 min	--
	Sunday	45 min	45 min	45 min	--
Existing Line 534	Weekday	26 min	43 min	55 min	--
	Saturday	37 min	46 min	55 min	--
	Sunday	57 min	60 min	55 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

New Line 134: Line 534 would be renumbered to 134. There are no route changes for New Line 134 between Malibu and Santa Monica. Service to Cliffside & Dume would be discontinued due to underutilized service.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 550
Exposition Park - San Pedro via Harbor Transitway

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 550	Weekday	30 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 550	Weekday	36 min	54 min	60 min	--
	Saturday	61 min	60 min	61 min	--
	Sunday	61 min	60 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

Line 550 would be altered to operate weekday peak periods between Harbor Gateway Transit Center and USC via the Harbor Transitway

- Connecting service between San Pedro and Harbor Gateway Transit Center would be available on Lines 450 and 246
- Line 205 would serve Vermont Av in place of Line 550
- Line 246 would be altered to travel via Channel St, Gaffey St, Anaheim St to serve the north section of Gaffey St in San Pedro



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 577
El Monte Station – Long Beach VA Med Center

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 577	Weekday	30 min	45 min	60 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 577	Weekday	48 min	46 min	42 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

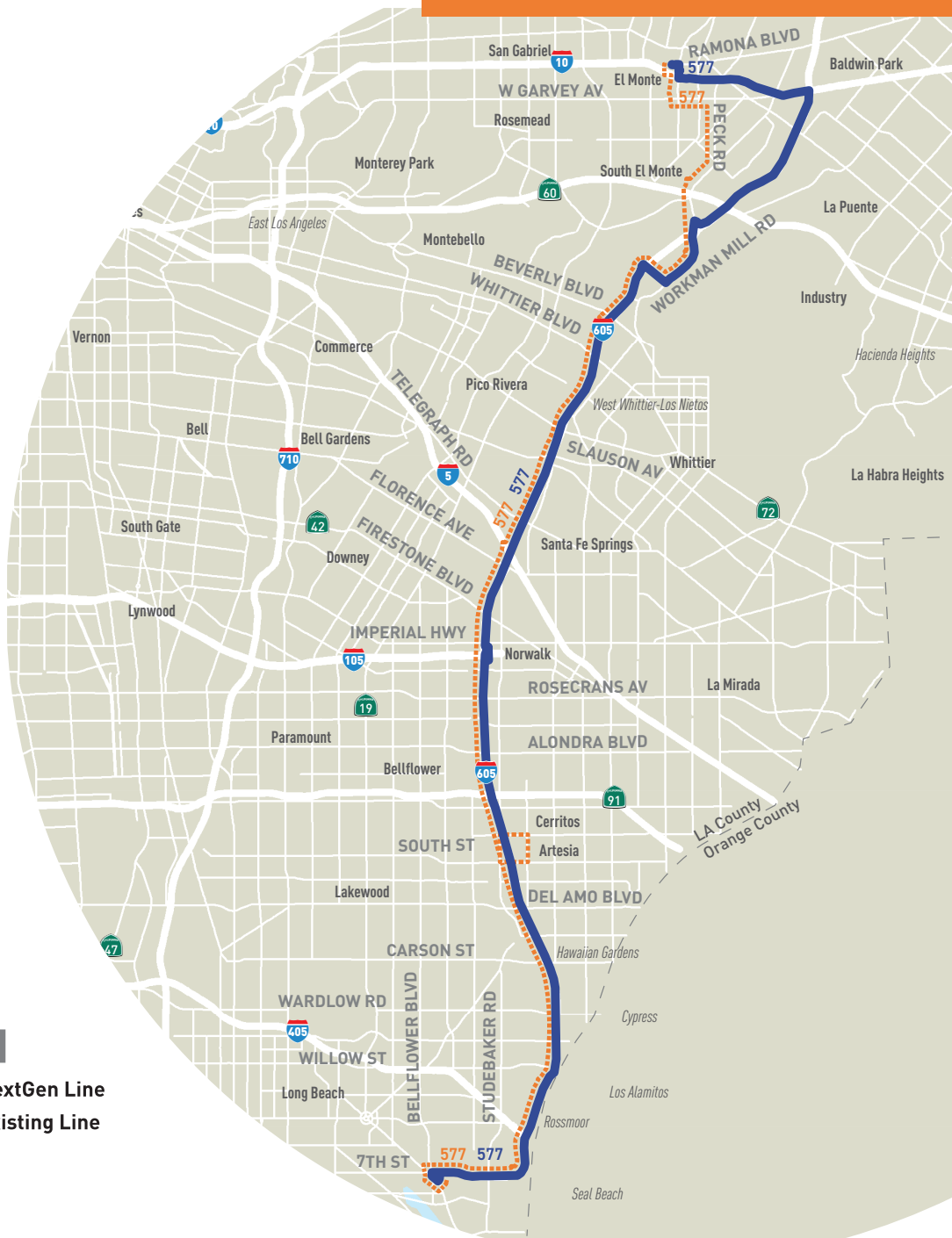
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler, Faster, More Reliable Service

Line 577 between El Monte Station and Cal State Long Beach via I-605 would change as follows:

- Reroute service between El Monte Station and Rio Hondo College via the I-10 and I-605 freeways instead of Santa Anita Av and Peck Rd, providing faster and more direct service
- Discontinue the deviation to Los Cerritos Center due to underutilized service, providing faster and more direct service to/from Cal State Long Beach and VA



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 601
Warner Center

How often will my bus run?

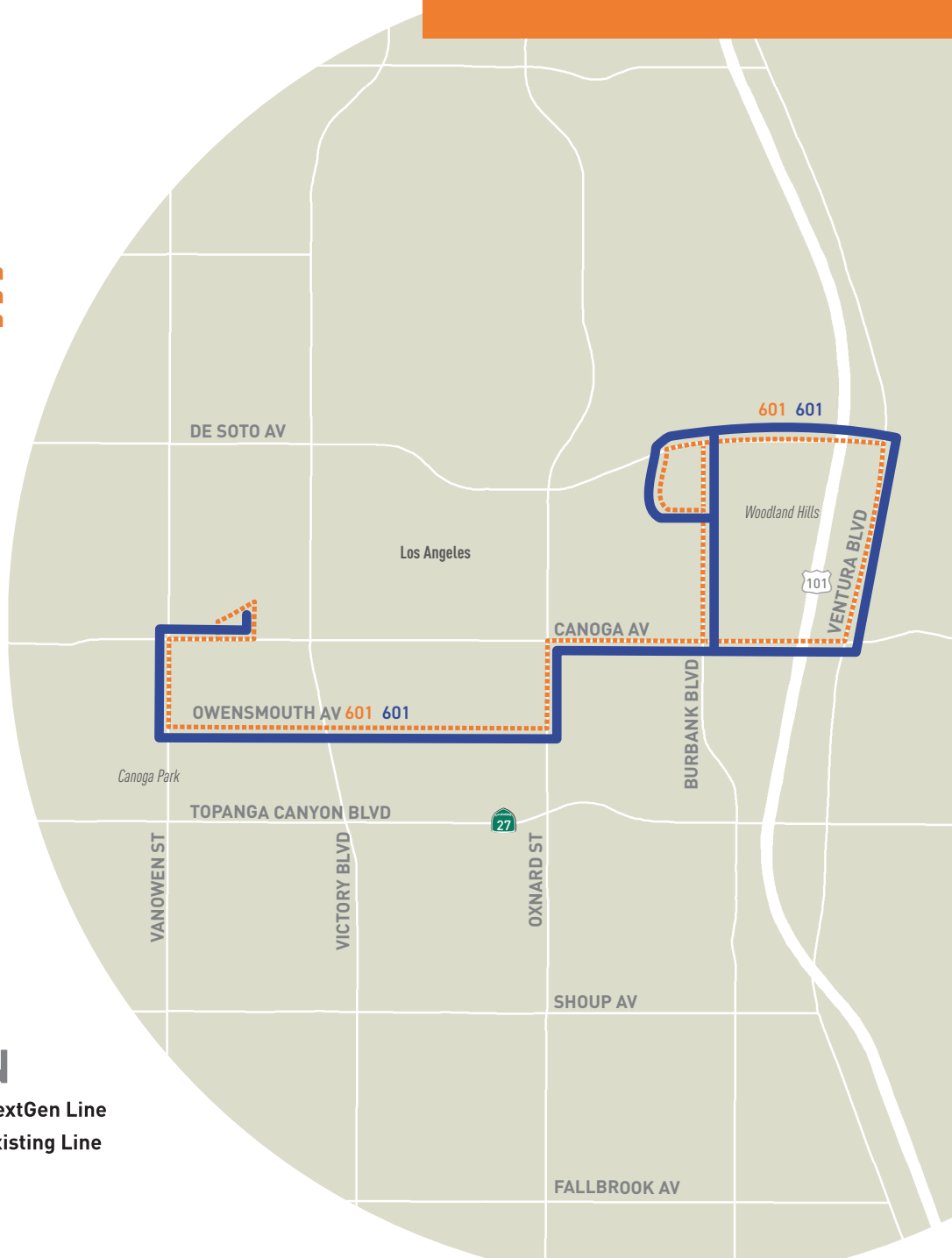
		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 601	Weekday	15 min	15 min	20 min	--
	Saturday	15 min	15 min	20 min	--
	Sunday	15 min	15 min	20 min	--
Existing Line 601	Weekday	10 min	10 min	15 min	20 min
	Saturday	12 min	10 min	18 min	20 min
	Sunday	12 min	10 min	18 min	20 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

There would be no change to the alignment of Line 601 but service frequency would be adjusted and overnight OWL service discontinued due to underutilized service



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 602
UCLA – Pacific Palisades via Sunset Blvd

How often will my bus run?

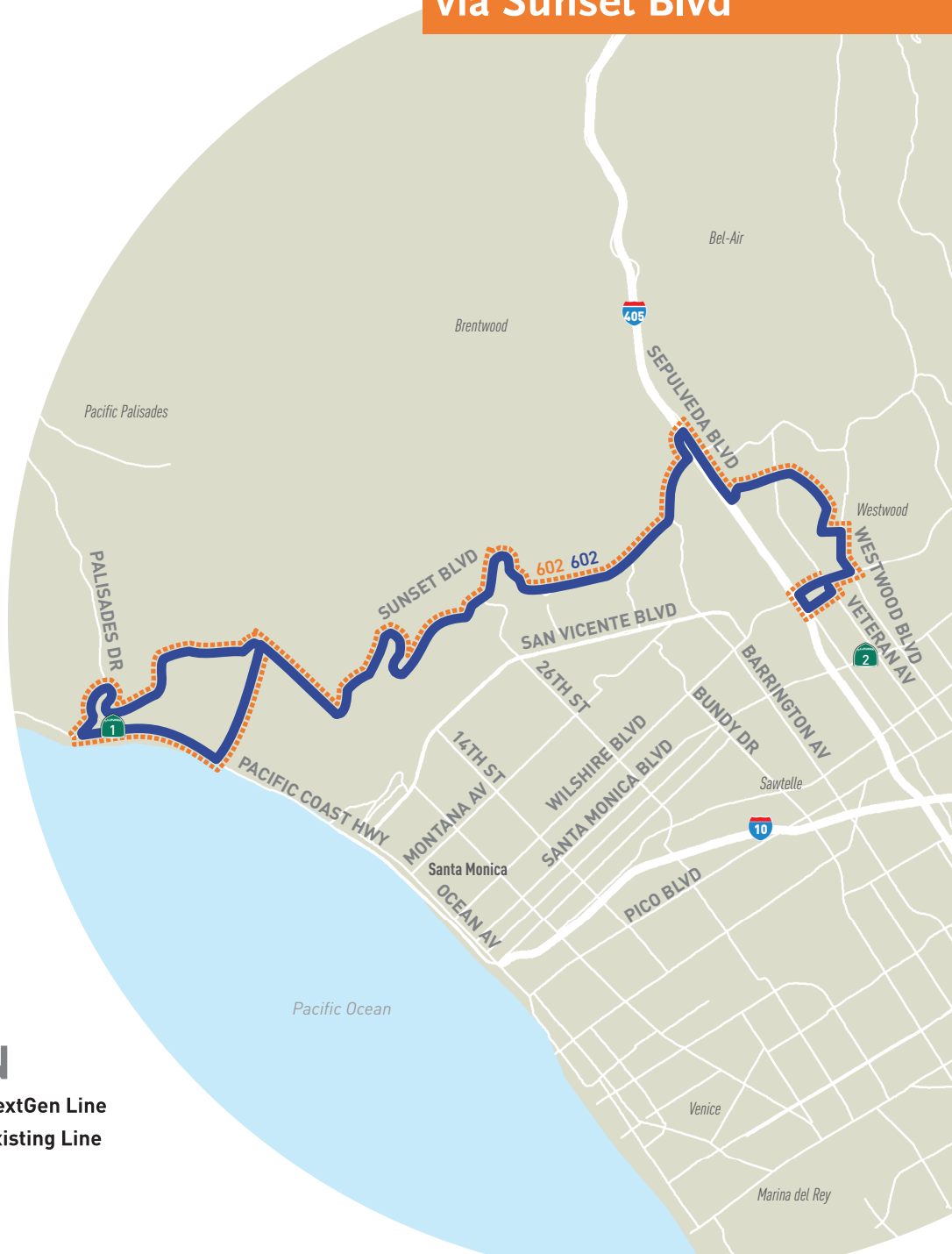
		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 602	Weekday	30 min	30 min	30 min	--
	Saturday	45 min	45 min	45 min	--
	Sunday	45 min	45 min	45 min	--
Existing Line 602	Weekday	29 min	43 min	46 min	--
	Saturday	45 min	45 min	45 min	--
	Sunday	55 min	60 min	46 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency

More frequent service would be provided midday weekday, evenings and weekends.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 603
Hoover St

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 603	Weekday	12 min	12 min	15-30 min	--
	Saturday	20 min	20 min	20-30 min	--
	Sunday	20 min	20 min	20-30 min	--
Existing Line 603	Weekday	15 min	20 min	38 min	--
	Saturday	20 min	18 min	34 min	--
	Sunday	25 min	18 min	36 min	--

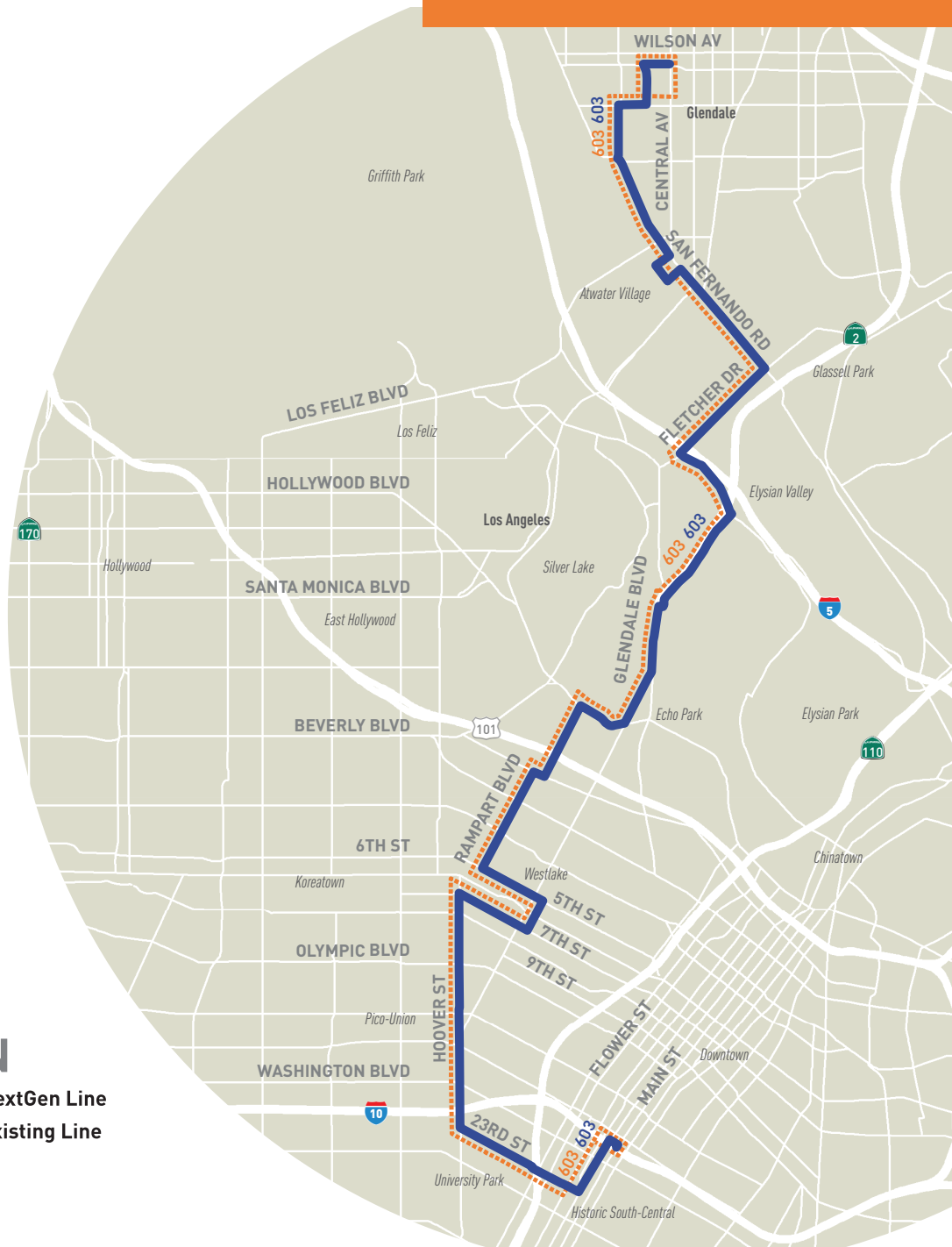
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
New Links

Line 603 would continue on the current route between Glendale Galleria and Downtown LA, with more frequent service during the midday hours on weekdays:

- Line 603 would be rerouted via Glendale Station, providing direct connections with Metrolink and Amtrak.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 605
LAC+USC MED CTR Shuttle

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 605	Weekday	15 min	15 min	30 min	--
	Saturday	20 min	20 min	30 min	--
	Sunday	20 min	20 min	30 min	--
Existing Line 605	Weekday	15 min	23 min	30 min	--
	Saturday	32 min	35 min	30 min	--
	Sunday	33 min	35 min	30 min	--

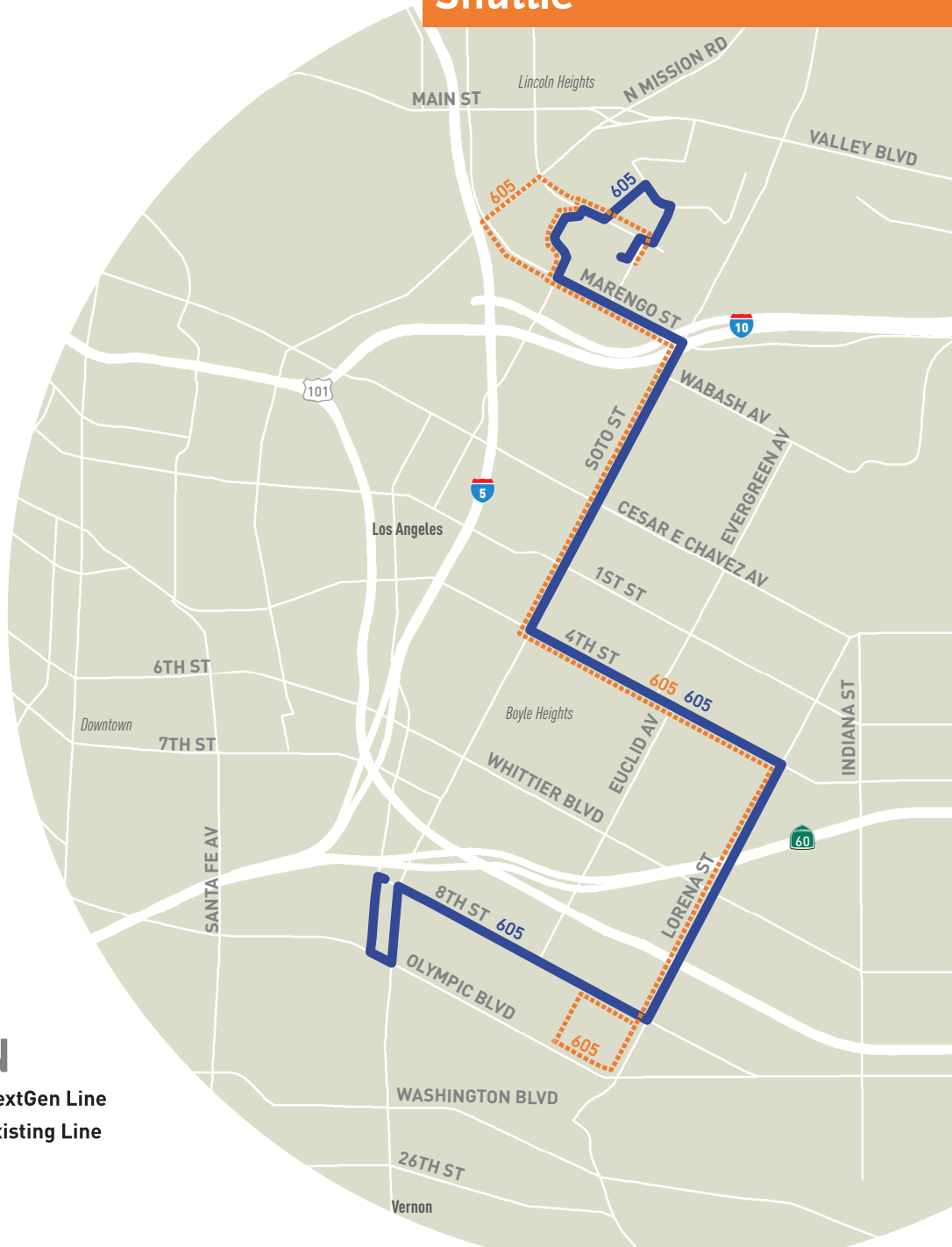
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network
Improved Connections

Line 605 would operate between LA County USC Medical Center and Olympic Bl/Grande Vista Av and be extended west on 8th St to end at Olympic Bl/Soto St, improving connections with Lines 66, 251, and 665.

- Line 605 would provide more frequency during midday hours on weekdays and weekends.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 607
Windsor Hills – Inglewood

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 607	Weekday	58 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

Line 607 would be discontinued due to underutilized service.

- Nearest alternative bus service would be on La Tijera Bl (Line 102) on Slauson Av (Line 108), Hyde Park Bl (Line 110), Manchester Av (Line 115), Crenshaw Bl (Line 210), and La Brea Av (Line 212).



Metro

NEXTGEN

Updated Draft Proposals: July 2020

New Line 610
Hollywood
Rossmore Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 610	Weekday	15 min	15 min	30 min	--
	Saturday	15 min	15 min	30 min	--
	Sunday	15 min	15 min	30 min	--
Existing Line 210	Weekday	21 min	20 min	42 min	--
	Saturday	24 min	20 min	42 min	--
	Sunday	23 min	19 min	41 min	--

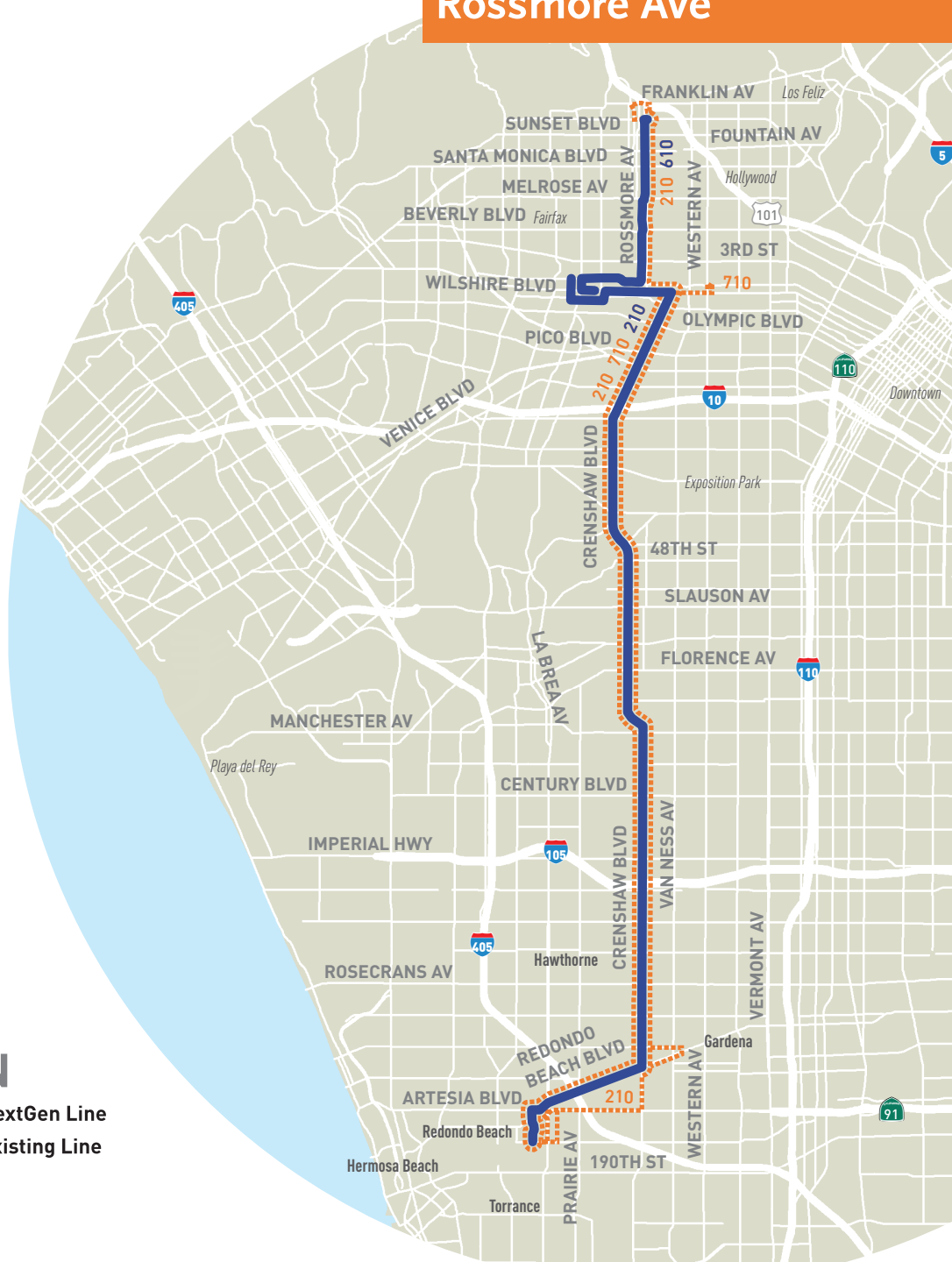
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network
More Reliable Service

New High Frequency Line 210: Merge Lines 210 & 710. New Line 210 would operate via Crenshaw Bl between Crenshaw/Wilshire and Crenshaw/ Redondo Beach and via Redondo Beach Bl to South Bay Galleria:

- More frequency would be provided for all bus stops on Crenshaw Bl and Line 210 would provide new Owl service
- Underutilized bus stops on Crenshaw Bl would be consolidated to balance speed, reliability, and accessibility
- Torrance Transit Line 2 would replace the existing Line 210 segment on Crenshaw Bl and Artesia Bl south of El Camino College
- New Metro Line 610 would replace existing Line 210 north of Wilshire Bl via Rossmore Av and Vine St to B Line (Red) Hollywood/Vine Station with 15 minute daytime and 30 minute evening service weekdays and weekends



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 611
Huntington Park Shuttle

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 102	Weekday	45 min	45 min	45-60 min	--
	Saturday	45 min	45 min	45-60 min	--
	Sunday	45 min	45 min	45-60 min	--
Existing Line 611	Weekday	38 min	44 min	41 min	--
	Saturday	42 min	45 min	40 min	--
	Sunday	42 min	45 min	40 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

Line 611 Huntington Park Shuttle would be replaced by and extension of Line 102 serving much of the existing Line 611 alignment via Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, Slauson Av, Alamo Av, Wilcox Av, Santa Ana St, Seville Av and Florence Av to the Florence A Line (Blue) Station.

- Alternative service on other segments of existing Line 611 would be available on Florence Av (Line 111), Compton Av (Line 55), Vernon Av (Line 105), Atlantic Bl (Line 260), and Pacific Bl (Line 60)



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 612
South Gate Shuttle

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 612	Weekday	62 min	62 min	60 min	--
	Saturday	62 min	61 min	60 min	--
	Sunday	62 min	61 min	60 min	--

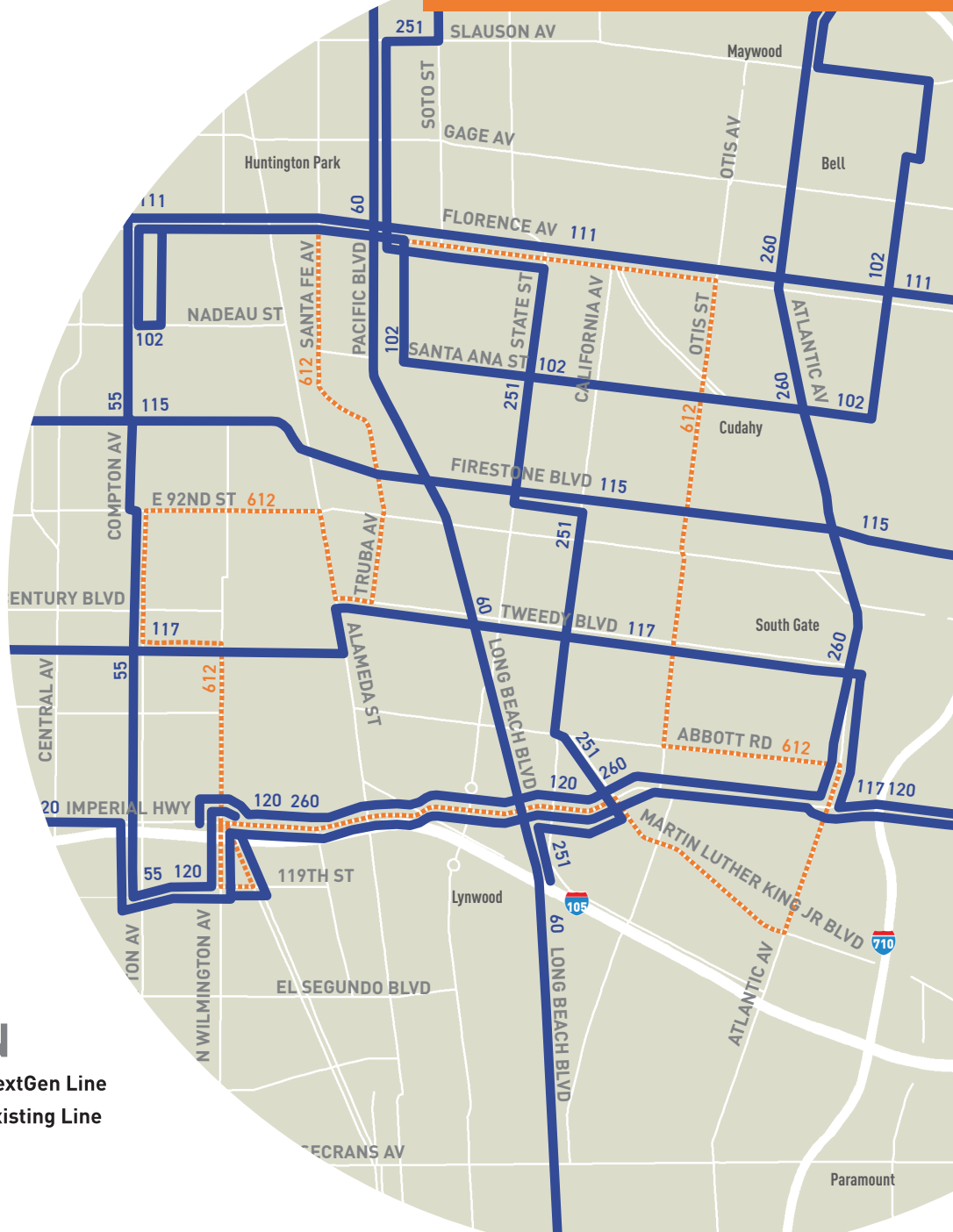
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

Line 612 South Gate Shuttle would be discontinued due to underutilized service and service duplication of other bus lines. This line is currently operating on Wilmington Av, Compton Av, 92nd St, Santa Fe Av, Florence Av, Otis St, Abbott Rd, Atlantic Av, Martin Luther King Jr. Bl, and Imperial Hwy:

- Alternative bus services would be available on 103rd St (Line 117), Compton Av (Line 55), Long Beach Bl and Pacific Bl (Line 60), Florence Av (Line 111), Atlantic Av (Line 260), Martin Luther King Jr. Bl (see Line 261 information sheet), Imperial Hwy (Line 120) and Santa Ana St (Line 102)
- New Metro MicroTransit service would also be available in the Watts area and part of South Gate



Metro

NEXTGEN

Updated Draft Proposals: September 2020

New Line 617
Robertson Blvd.

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 617	Weekday	45 min	45 min	45 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 17	Weekday	30 min	60 min	60 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 16: Merge Lines 16, 17, and 316. New Line 16 will operate between Downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl to connect with Line 4 with more frequency during midday and evening hours on weekdays.

- Lines 4 (Santa Monica Bl) or Line 28 (Olympic Bl) would be available service at Century City
- New Line 617 would operate between E Line (Expo) Culver City Station to Ce dars-Sinai Medical Center/Beverly Center via Robertson Bl then travel west via Burton Wy and south on Beverly Dr to Pico Bl, replacing lines 14 and 16 on these streets.
- New Line 617 will have more frequency during midday and evening hours on weekdays, as well as new Saturday and Sunday service



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

New Line 621
Norwalk Station – Whittwood Mall

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 621	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 120	Weekday	41 min	31 min	61 min	--
	Saturday	61 min	61 min	61 min	--
	Sunday	61 min	61 min	61 min	--

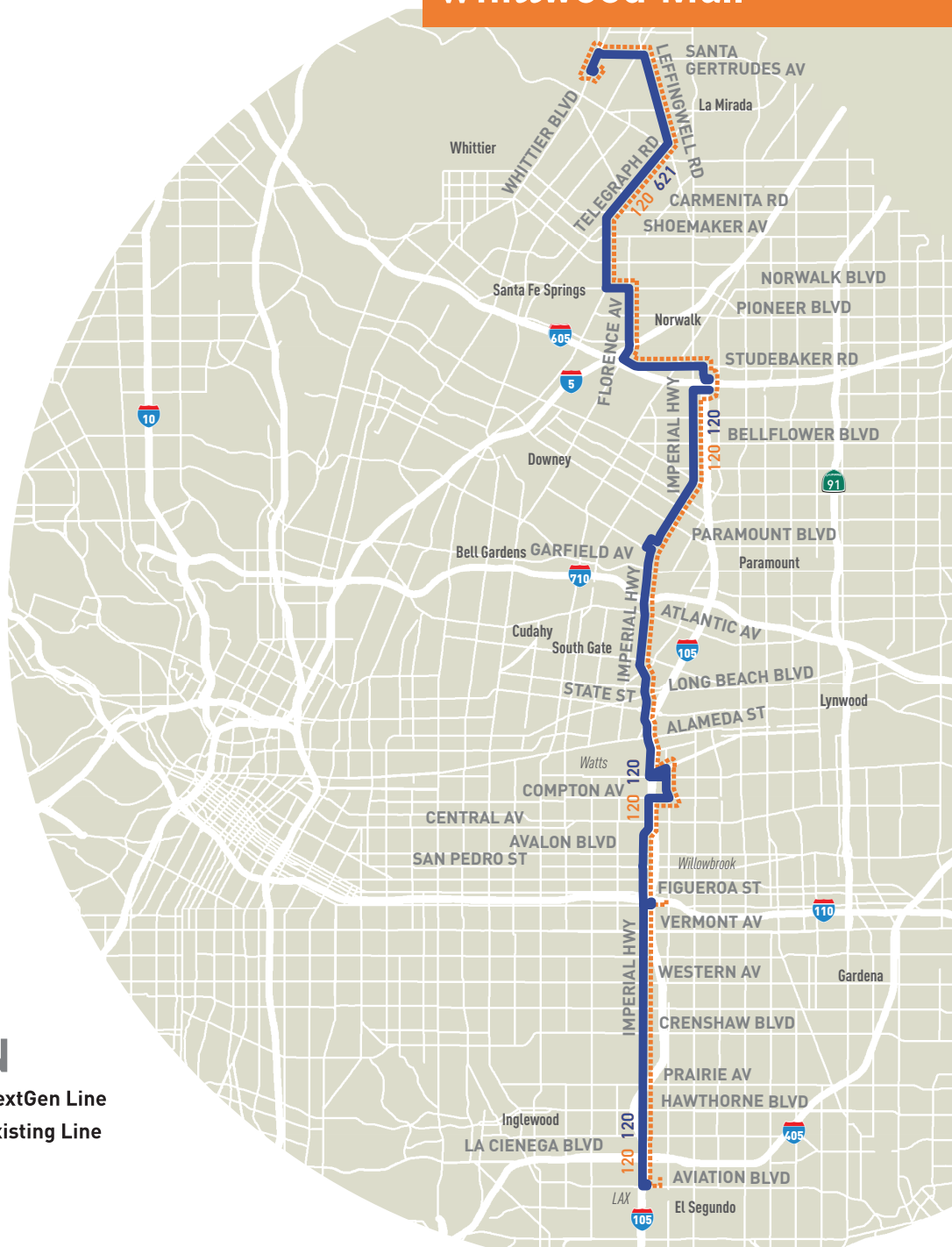
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network
More Reliable Service

New Line 120 would provide service from Aviation/LAX C Line (Green) Station to C Line (Green) Norwalk Station via Imperial Hwy. Shortening Line 120 would allow it to operate more reliably.

- New Line 621 would replace Line 120 east from Norwalk C Line (Green) Station to Whittwood Mall, operating 60 minute service weekdays and weekends.
- In Downey, new Line 120 would remain on Imperial Hwy and not deviate into the Leeds St parking lot at the Rancho Los Amigos National Rehabilitation Center, this will provide faster more direct service.
- Alternative bus service to the Leeds St parking lot remains available via Line 117 and Access Services.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 625
LAX C Line (Green) Shuttle

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 625	Weekday	26 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

Line 625 would be discontinued due to underutilized service.

- Alternative bus service would be Metro Line 232 on Sepulveda Bl and Beach Cities Transit Line 109 on Imperial Hwy.
- New Metro MicroTransit service would also be available in the LAX area



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

New Line 645
Valley Circle

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 645	Weekday	60 min	60 min	60 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 169	Weekday	51 min	61 min	61 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

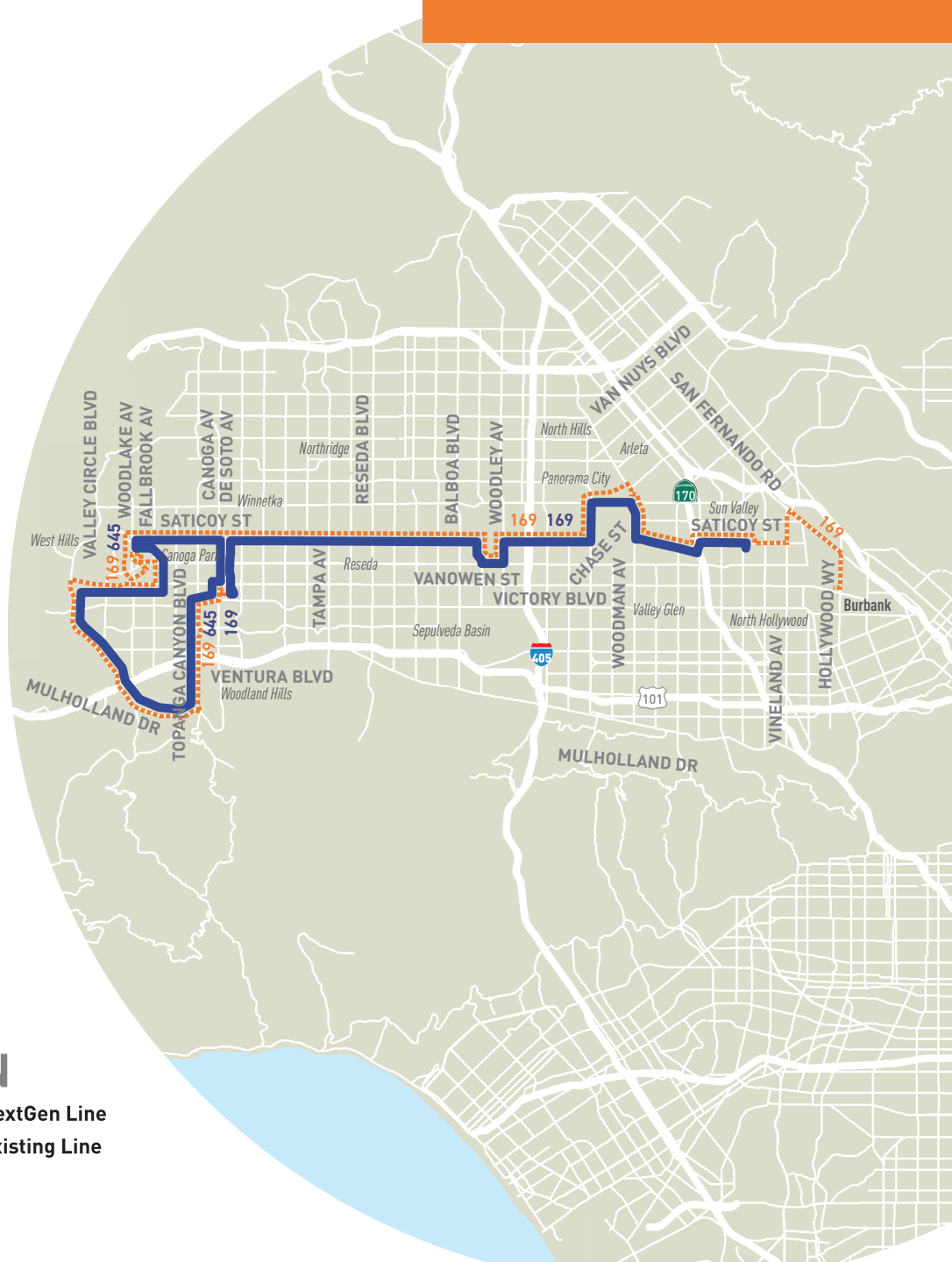
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Weekend Service

New Line 169 would operate on Saticoy St and Canoga Av between Lankershim Bl and Canoga G Line (Orange) Station:

- The east end of new Line 169 would end at Saticoy St/ Lankershim Bl due to underutilized service east of Lankershim Bl
- A new line 645 bi-directional loop would link Canoga Station with Topanga Canyon Bl, Mulholland Dr, Valley Circle and West Hills Medical Center
- Additional trips serving El Camino High School would be maintained
- New Line 169 will include more weekday frequency and new weekend service.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 656
Cahuenga Blvd

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 656	Weekday	--	--	--	60 min
	Saturday	--	--	--	60 min
	Sunday	--	--	--	60 min
Existing Line 656	Weekday	--	--	--	60 min
	Saturday	--	--	--	60 min
	Sunday	--	--	--	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

Line 656 Late Night Owl service would operate a modified route from Normandie Av/Santa Monica Bl to North Hollywood Station via Hollywood, Cahuenga and Lankershim Boulevards.

- Alternative Owl service for other areas currently served by Line 656 would be Lines 162, 233, 234, 240, and 901



Metro

NEXTGEN

Updated Draft Proposals: July 2020

New Line 660
Pasadena – Altadena via Fair Oaks Ave

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 660	Weekday	20 min	20 min	20 min	--
	Saturday	20 min	20 min	20 min	--
	Sunday	20 min	20 min	20 min	--
Existing Line 260	Weekday	17 min	21 min	40 min	--
	Saturday	22 min	21 min	40 min	--
	Sunday	29 min	22 min	40 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 260: Merge Lines 260 & 762 between Altadena, Pasadena, Alhambra, East LA, Lynwood and Compton via Fair Oaks Av and Atlantic Bl; would provide more frequent and more reliable service following the existing Line 260/762 route between L Line (Gold) Memorial Park Station and Imperial Highway then travel west to Willowbrook/Rosa Parks A (Blue) & C Line (Green) Station:

- A new frequent Line 261 would link C Line (Green) Long Beach Bl Station and A Line (Blue) Artesia Station via Imperial Hwy, Atlantic Bl, and Artesia Bl
- A new frequent Line 660 would operate between L Line (Gold) Memorial Park Station and Altadena via Fair Oaks Av



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

New Line 662
Pasadena – Altadena via Lake Ave.

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 662	Weekday	30 min	30 min	60 min	--
	Saturday	30 min	30 min	60 min	--
	Sunday	30 min	30 min	60 min	--
Existing Line 687	Weekday	40 min	40 min	60 min	--
	Saturday	45 min	60 min	60 min	--
	Sunday	45 min	60 min	60 min	--

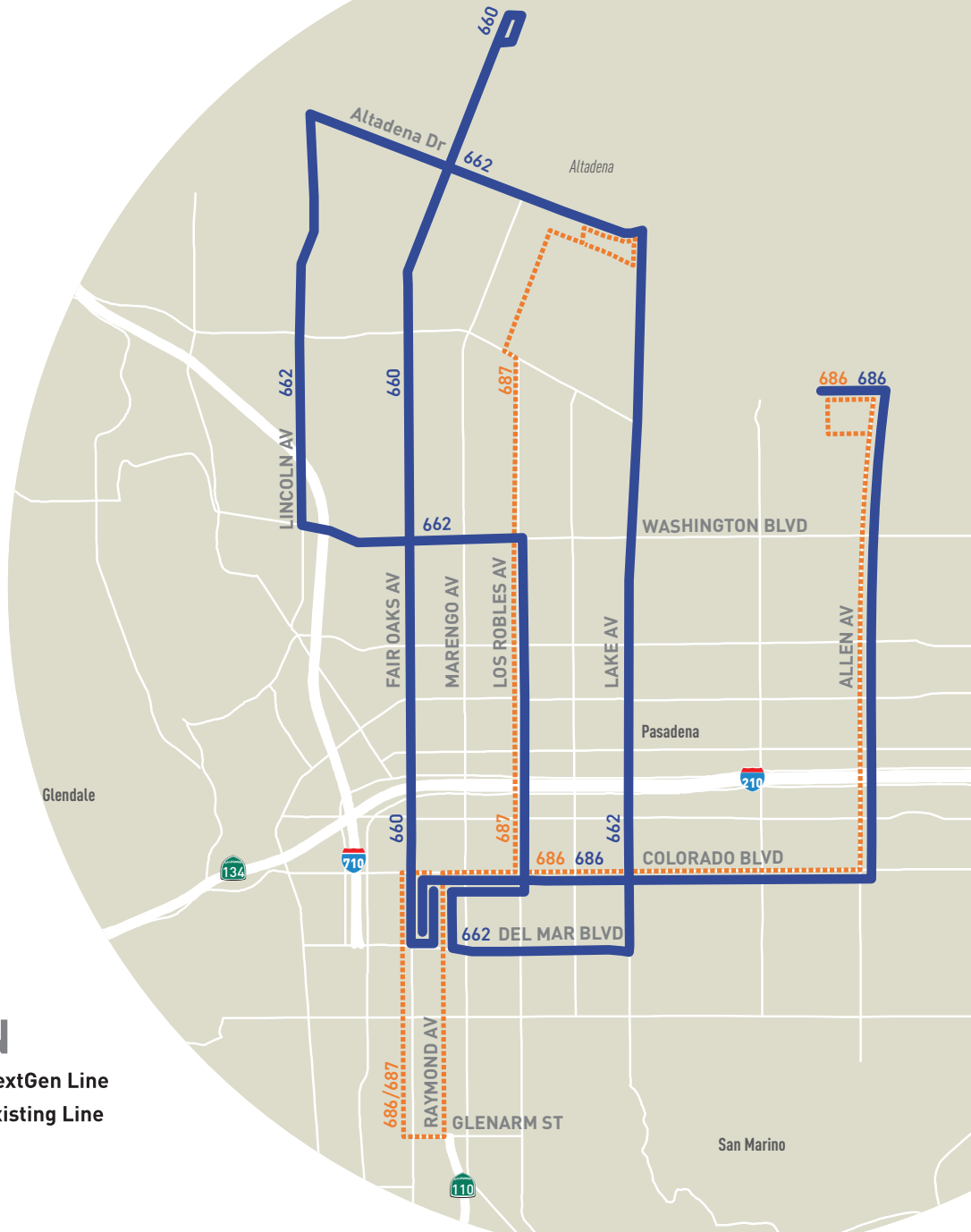
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

Line 687 would be discontinued due to underutilized service and duplication of bus service or proximity to other bus routes. This line currently operates between Altadena and L Line (Gold) Del Mar and Fillmore Stations in Pasadena via Los Robles Av, Colorado Bl, and Fair Oaks Av/Raymond Av. Alternative bus service would be available as follows:

- Frequent New Line 660 will be available on Fair Oaks Av
- Frequent New Line 662 will be available on Washington Bl, Los Robles Av, and Lake Av
- Pasadena Transit will be available in the area



Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 665
CSULA - City Terrace Shuttle

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 182	Weekday	30 min	30 min	30 min	--
	Saturday	30-60 min	30-60 min	40 min	--
	Sunday	30-60 min	30-60 min	40 min	--
Existing Line 665	Weekday	39 min	47 min	40 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network
Improved Connections

Line 665 between Indiana/Olympic and Cal State University LA would become part of Line 182 with more frequent weekday service.

- Frequent Line 66 service would be available on Olympic Bl between Indiana St and Soto St in place of Line 665



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

New Line 684
Lincoln/Cypress Station – Eagle Rock

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 684	Weekday	30 min	30 min	30 min	--
	Saturday	30 min	30 min	60 min	--
	Sunday	30 min	30 min	60 min	--
Existing Line 28	Weekday	18 min	27 min	36 min	60 min
	Saturday	15 min	14 min	33 min	60 min
	Sunday	20 min	18 min	31 min	60 min

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 28: Merge Line 28 & Line 728. New Line 28 would operate between Century City, Downtown LA and Eagle Rock via Olympic Bl between Century City and Downtown LA. New Line 684 will link L Line (Gold) Lincoln/Cypress Station and Eagle Rock:

- More frequency during weekdays and weekends at all bus stops between Century City and Downtown LA with the highest frequency of service weekday peak and midday shown above available at all bus stops between Olympic Bl/Fairfax Av and downtown LA
- Underutilized stops between Century City and Downtown LA on Olympic Bl would be consolidated to balance speed, reliability, and accessibility,
- New Line 684 would link L Line (Gold) Lincoln/Cypress Station and Eagle Rock via existing Line 28.
- Line 45 would serve the section of Line 28 on Broadway between Downtown LA and Av 26



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 685
Glendale College - Glassell Park

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 685	Weekday	30 min	30 min	30 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

Line 685 would be discontinued due to underutilized service. This line currently operates between Glassell Park and Glendale City College via Eagle Rock Bl and Verdugo Rd:

- Line 28 will continue to serve Eagle Rock Bl
- Line 290 will link L Line (Gold) Lincoln/Cypress Station to Glendale City College
- New Metro MicroTransit service would also be available in the Verdugo Rd area of Glendale



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 686
Allen - Colorado - Del Mar Station

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 686	Weekday	30 min	30 min	30 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
Existing Line 686	Weekday	36 min	40 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Line 686 would operate between Altadena (New York Dr/Allen Av) and L Line (Gold) Del Mar Station in Pasadena and would no longer continue to Fillmore Station, avoiding overlap with new Line 260 and providing improved frequency weekdays.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 687
Los Roble - Colorado - Del Mar Station

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 662	Weekday	30 min	30 min	30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
Existing Line 687	Weekday	40 min	40 min	60 min	--
	Saturday	45 min	60 min	60 min	--
	Sunday	45 min	60 min	60 min	--

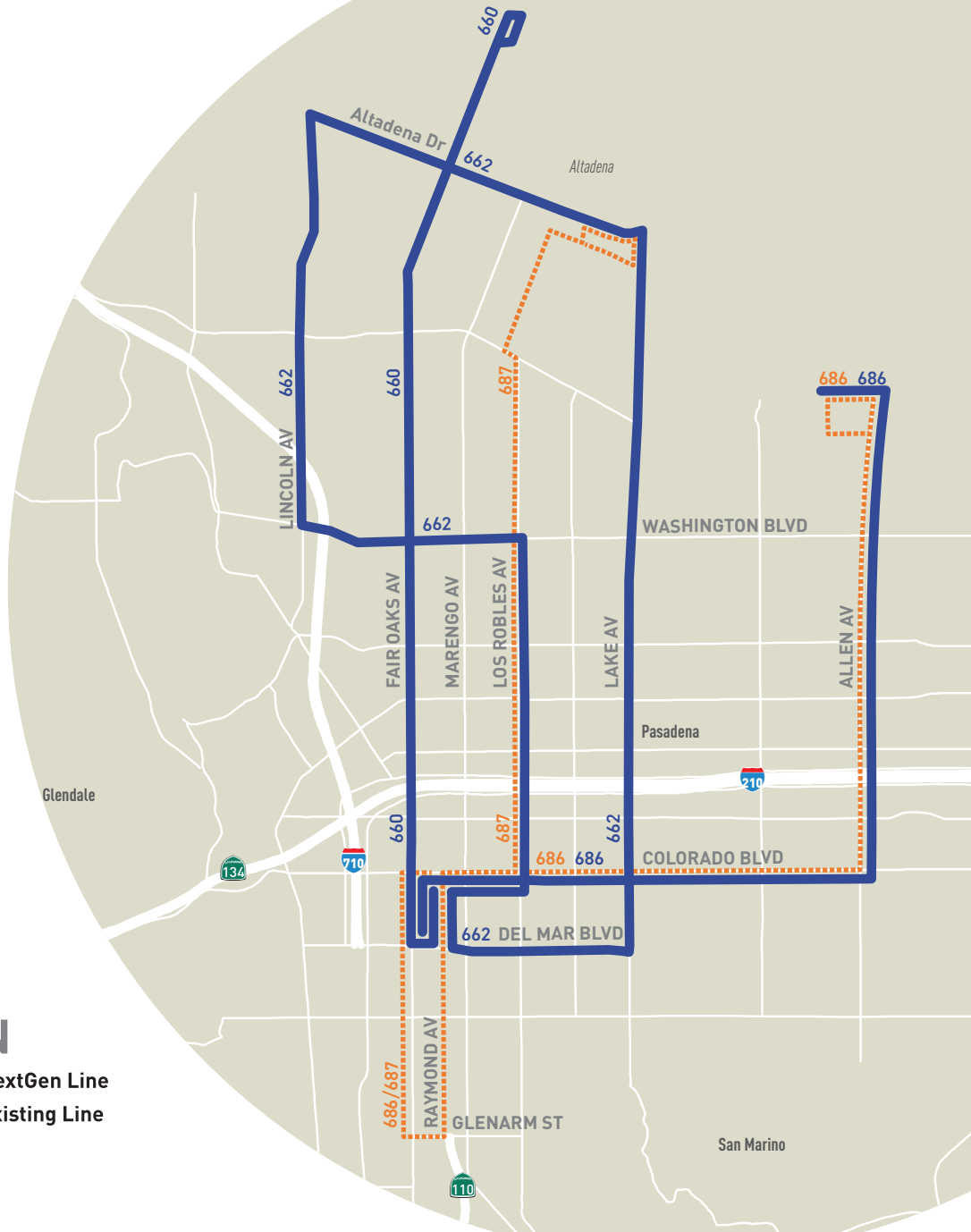
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network

Line 687 would be discontinued due to underutilized service and duplication of bus service or proximity to other bus routes. This line currently operates between Altadena and L Line (Gold) Del Mar and Fillmore Stations in Pasadena via Los Robles Av, Colorado Bl, and Fair Oaks Av/Raymond Av. Alternative bus service would be available as follows:

- Frequent New Line 660 will be available on Fair Oaks Av
- Frequent New Line 662 will be available on Washington Bl, Los Robles Av, and Lake Av
- Pasadena Transit will be available in the area



Metro

NEXTGEN

Updated Draft Proposals: September 2020

New Line 690
Lakeview Terrace – Sylmar via Foothill Blvd.

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 690	Weekday	30 min	30 min	30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
Existing Line 90	Weekday	18 min	25 min	45 min	--
	Saturday	35 min	30 min	60 min	--
	Sunday	46 min	34 min	60 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

Simpler Network
More Reliable Service

Merge Lines 90 & 91 on Foothill Bl:

- New Line 90 (replacing existing Lines 90 and 91) would commence from Temple St & Baudry Av in downtown LA and follow the existing Line 90 to Sunland
- On the north end, new Line 90 would be routed on Vineland Av from Sunland to North Hollywood Station, for better connections to bus and rail service (replaces Lines 222).
- Line 90 north of Sunland Bl would be discontinued with new Line 690 operating on a segment of Foothill Bl between Sunland and Sylmar



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 704
Santa Monica Blvd Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 4	Weekday	6 min	7.5 min	10 min	30 min
	Saturday	7.5 min	10 min	10 min	30 min
	Sunday	7.5 min	10 min	10 min	30 min
Existing Line 704	Weekday	15 min	15 min	15 min	--
	Saturday	24 min	23 min	25 min	--
	Sunday	28 min	23 min	28 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 4: Merge Lines 4 and 704 on Santa Monica Bl:

- New Line 4 would follow the existing Line 4 & 704 routes between Downtown Santa Monica and Downtown LA via Santa Monica Bl and Sunset Bl
- Bus stops between Westwood and Downtown LA would be adjusted through consolidation of underutilized stops to balance speed, reliability, and accessibility, with only bus stops for existing Line 704 retained between Westwood and Downtown Santa Monica.
- Except during overnight OWL periods when all bus stops would be served in Santa Monica.
- The highest frequency of service shown above would be available at all bus stops between Westwood and downtown LA.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 705
Vernon Ave – La Cienega Blvd Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 105	Weekday	10 min	10 min	15-30 min	60 min
	Saturday	15 min	15 min	30 min	60 min
	Sunday	15 min	15 min	30 min	60 min
Existing Line 705	Weekday	18 min	29 min	40 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

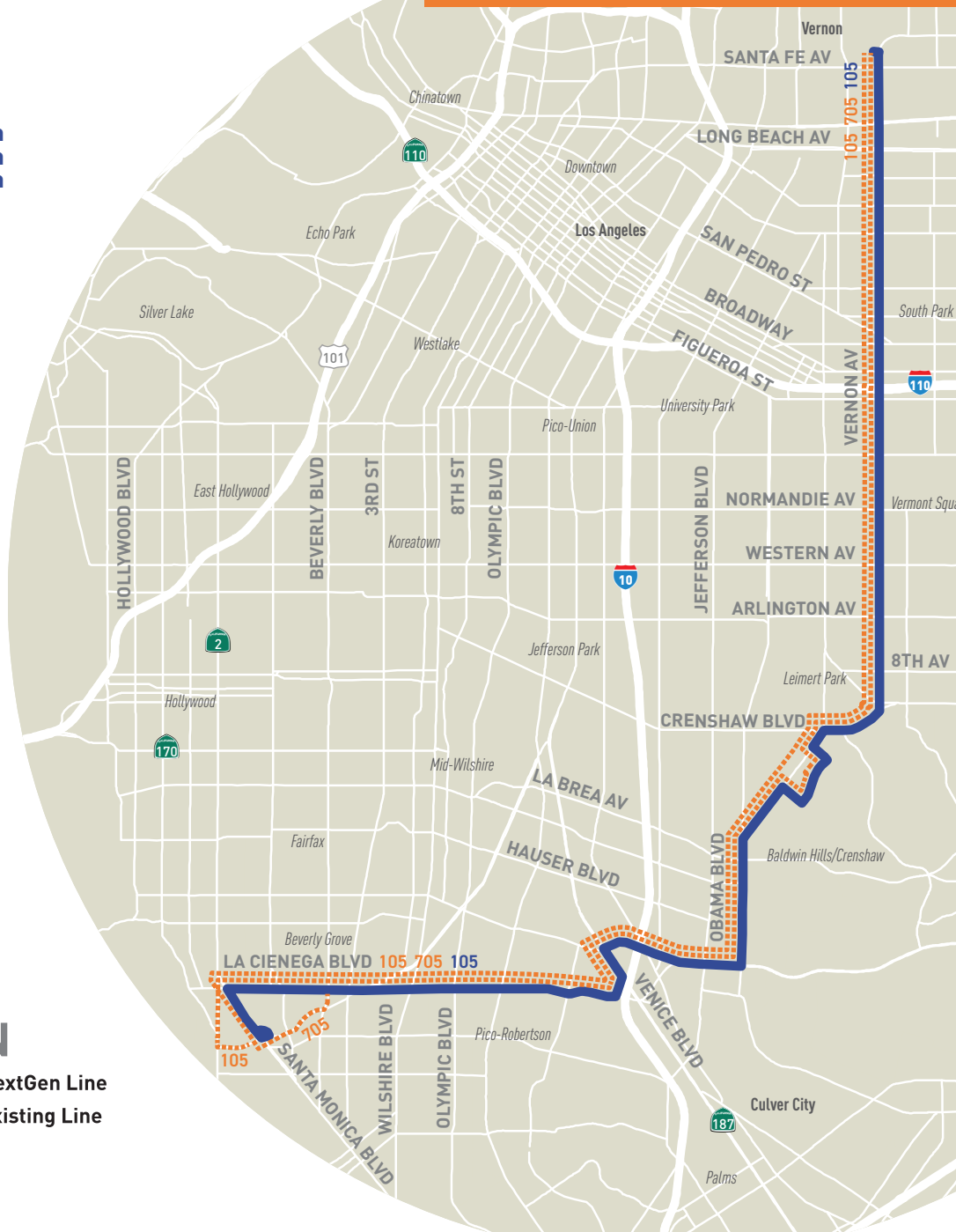
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Owl Service

New High Frequency Line 105: Merge Lines 105 & 705 on Vernon Av, Martin Luther King, Jr. Bl, and La Cienega Bl between Vernon and West Hollywood:

- All New Line 105 trips would continue to serve Santa Rosalia Dr between Hillcrest Dr and Marlton Av
- Discontinue Line 705 segment on Martin Luther King Jr. Bl between Hillcrest Dr and Marlton Av
- High frequency service would be provided for all new Line 105 stops
- Underutilized bus stops would be consolidated to balance speed, reliability and accessibility.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 710
Crenshaw Blvd Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 210	Weekday	10 min	10 min	15 min	60 min
	Saturday	10 min	10 min	15 min	60 min
	Sunday	10 min	10 min	15 min	60 min
Existing Line 710	Weekday	17 min	19 min	32 min	--
	Saturday	22 min	20 min	--	--
	Sunday	--	--	--	--

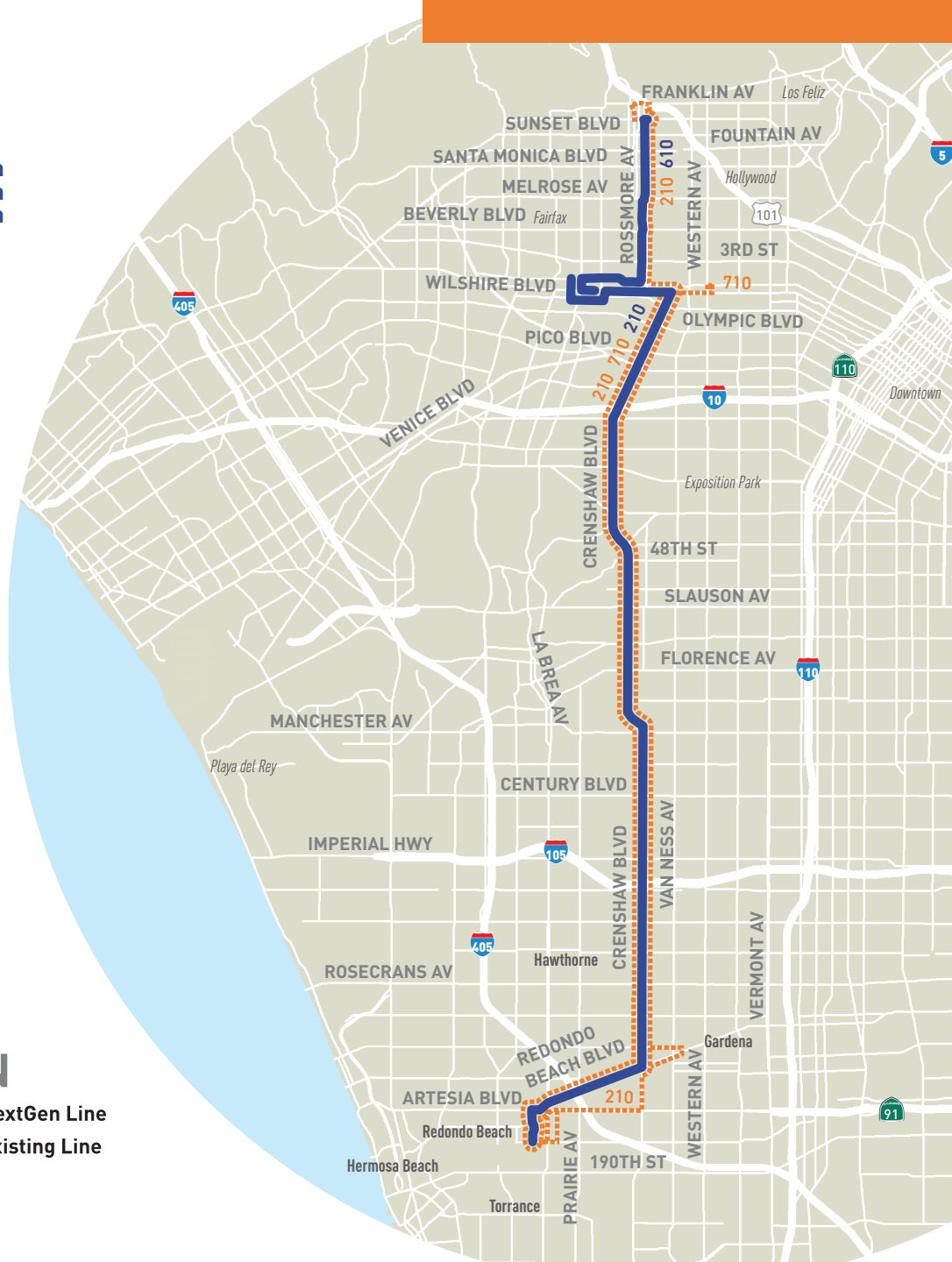
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network
More Reliable Service
New Owl Service

New High Frequency Line 210: Merge Lines 210 & 710. New Line 210 would operate via Crenshaw Bl between Crenshaw/Wilshire and Crenshaw/ Redondo Beach and via Redondo Beach Bl to South Bay Galleria:

- More frequency would be provided for all bus stops on Crenshaw Bl and Line 210 would provide new Owl service
- Underutilized bus stops on Crenshaw Bl would be consolidated to balance speed, reliability, and accessibility
- Torrance Transit Line 2 would replace the existing Line 210 segment on Crenshaw Bl and Artesia Bl south of El Camino College
- New Metro Line 610 would replace existing Line 210 north of Wilshire Bl via Rossmore Av and Vine St to B Line (Red) Hollywood/Vine Station with 15 minute daytime and 30 minute evening service weekdays and weekends



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 720
Wilshire Blvd Rapid

How often will my bus run?

		Frequency* Peak	Midday	Evening	Owl
NextGen Line 720	Weekday	10 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 720	Weekday	8 min	11 min	16 min	--
	Saturday	11 min	11 min	16 min	--
	Sunday	14 min	12 min	17 min	--

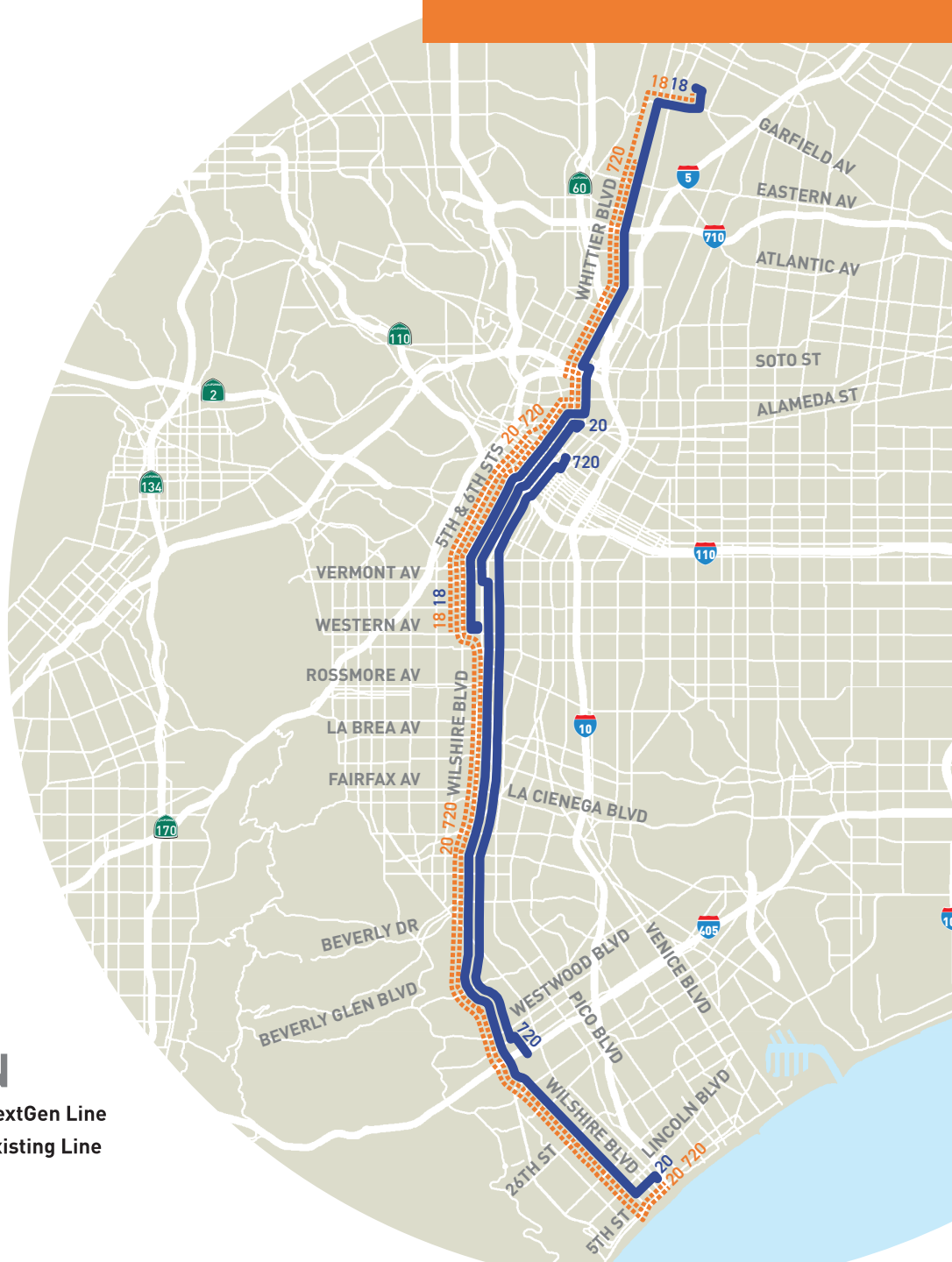
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 20: Merge Line 20 and Line 720 between Downtown Santa Monica and Downtown LA via Wilshire Bl., following the existing Line 20/720 route:

- The highest frequency of service shown above would be available at all bus stops between Westwood and downtown LA
- Underutilized Line 20 bus stops between Westwood and Downtown LA would be consolidated to balance speed, reliability, and accessibility, with Line 20 moving from 7th to 5th and 6th Sts in Downtown LA.
- New Line 20 would serve existing Line 720 stops west of Sepulveda Bl to Santa Monica
- Except during overnight OWL periods when all bus stops would be served in Santa Monica.
- New Line 720 would operate peak periods weekdays serving only existing Line 720 stops between Downtown LA and Westwood



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 728
Olympic Blvd Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 28	Weekday	7.5 min	10 min	15 min	--
	Saturday	15 min	15 min	15 min	--
	Sunday	15 min	15 min	15 min	--
Existing Line 728	Weekday	16 min	19 min	30 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 28: Merge Line 28 & Line 728. New Line 28 would operate between Century City, Downtown LA and Eagle Rock via Olympic Bl between Century City and Downtown LA. New Line 684 will link L Line (Gold) Lincoln/Cypress Station and Eagle Rock:

- More frequency during weekdays and weekends at all bus stops between Century City and Downtown LA with the highest frequency of service weekday peak and middayt shown above available at all bus stops between Olympic Bl/Fairfax Av and downtown LA
- Underutilized stops between Century City and Downtown LA on Olympic Bl would be consolidated to balance speed, reliability, and accessibility
- New Line 684 would link L Line (Gold) Lincoln/Cypress Station and Eagle Rock via existing Line 28.
- Line 45 would serve the section of Line 28 on Broadway between Downtown LA and Av 26



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 733
Venice Blvd Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 33	Weekday	7.5 min	10 min	10 min	60 min
	Saturday	10 min	10 min	10 min	60 min
	Sunday	10 min	10 min	10 min	60 min
Existing Line 733	Weekday	19 min	20 min	31 min	--
	Saturday	23 min	21 min	31 min	--
	Sunday	23 min	21 min	28 min	--

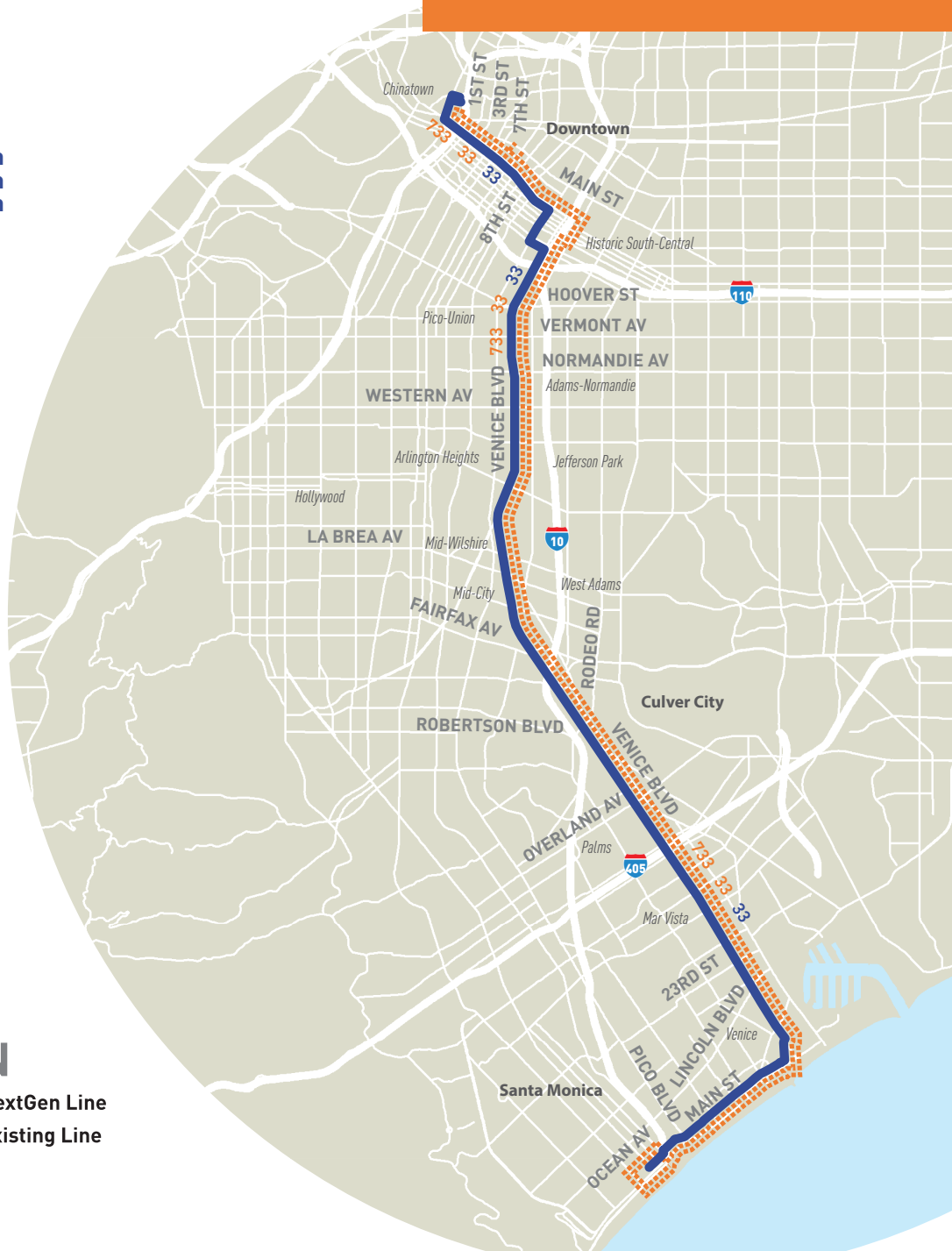
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Owl Service

New Line 33: Merge Lines 33 & 733 on Venice Bl, following existing Line 33/733 alignment between Downtown Santa Monica and Downtown LA via Venice Bl:

- New Line 33 route would be modified to serve Pico Station in Downtown LA
- Increased service frequency for all new Line 33 bus stops between Santa Monica and Downtown LA
- Underutilized stops between Santa Monica and Downtown LA would be consolidated to balance speed, reliability, and accessibility
- Line 733 stops will be served in Santa Monica except during overnight OWL periods when all bus stops would be served.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 734
Sepulveda Blvd Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 761	Weekday	15 min	15 min	30-60 min	60 min
	Saturday	30 min	30 min	30 min	60 min
	Sunday	30 min	30 min	30 min	60 min
Existing Line 734	Weekday	20 min	20 min	25 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

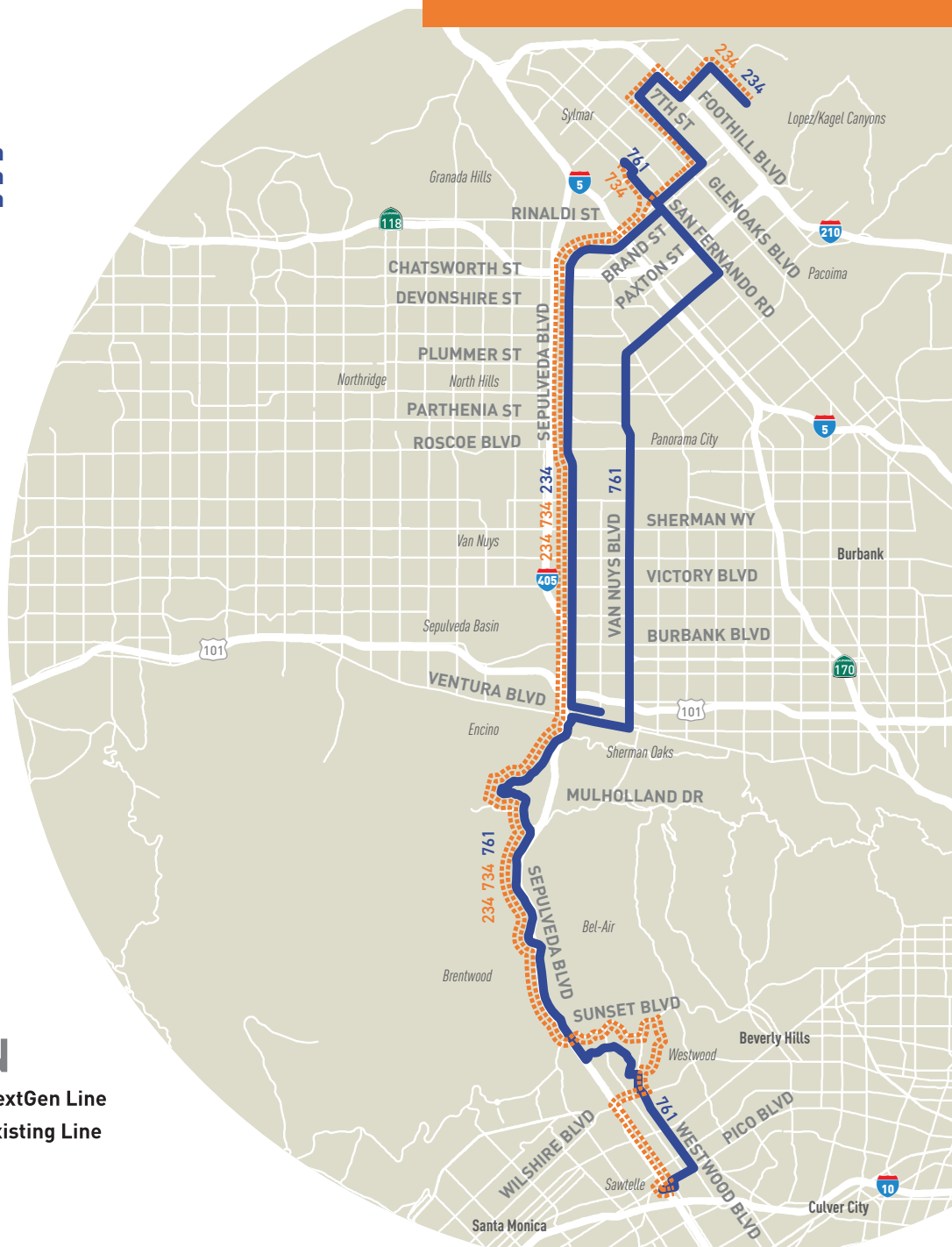
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Owl Service

New Line 234: Merge Lines 234 and 734 on Sepulveda Bl:

- New Line 234 would end at Sherman Oaks Galleria (Ventura/ Sepulveda), following the same alignment as existing Lines 234 & 734 north to Sylmar and LA Mission College
- New Line 761 would provide service south of Ventura Bl to the Westside on Van Nuys Bl and Line 233 would provide overnight Owl service
- New Line 234 provides high frequency service at all bus stops with the highest frequency of Line 234 service weekday and weekend peak and midday shown above available at all bus stops between Ventura Bl and Sylmar/San Fernando Station
- Underutilized existing Line 234 bus stops between Sylmar and Sherman Oaks would be consolidated to balance speed, reliability, and accessibility.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 740
M L King – Crenshaw & Hawthorne Blvd Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 40	Weekday	10 min	10 min	15 min	--
	Saturday	15 min	15 min	15 min	--
	Sunday	15 min	15 min	15 min	--
Existing Line 740	Weekday	23 min	30 min	21 min	--
	Saturday	27 min	35 min	35 min	--
	Sunday	--	--	--	--

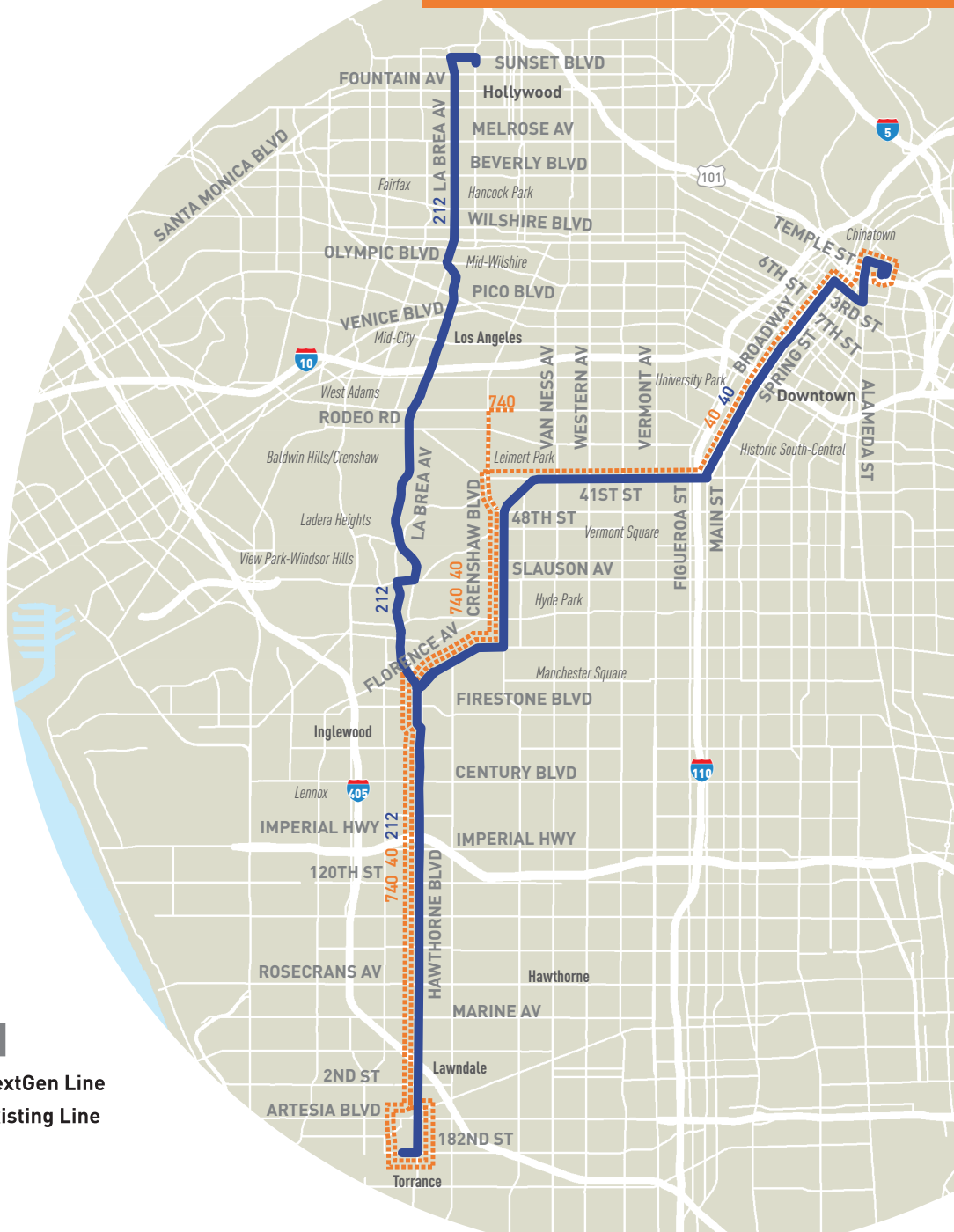
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High-Frequency Line 40: Merge Lines 40 & 740. This new line 40 would operate between LA Union Station and Downtown Inglewood Station via Broadway, ML King Jr Bl, Crenshaw Bl, Florence Av:

- More frequency for all bus stops on Broadway, ML King Jr Bl, Crenshaw Bl, and Florence Av
- Underutilized bus stops will be consolidated on Broadway, ML King Jr Bl, Crenshaw Bl, and Florence Av to balance speed, reliability, and accessibility
- Line 40 Owl service between LAX and Downtown LA would be discontinued, with alternative Owl service available on Lines 45 and 111
- New Line 212 would serve La Brea Av, Hawthorne Bl south of Downtown Inglewood Station ending at South Bay Galleria



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 744
Van Nuys Blvd Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 233	Weekday	10 min	10 min	10-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
Existing Line 744	Weekday	22 min	20 min	27 min	--
	Saturday	31 min	30 min	30 min	--
	Sunday	31 min	30 min	30 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

New High Frequency Line 233 would operate on Van Nuys Bl between Foothill Bl in Pacoima and Ventura Bl in Sherman Oaks, similar to existing Line 233. Line 761 would replace existing Line 744 by operating between Sylmar/San Fernando Station and Expo/Sepulveda Station via Van Nuys Bl and Sepulveda Bl:

- Every second trip daytime will serve Lakeview Terrace with other trips ending at Van Nuys Bl/Foothill Bl
- Line 744 would no longer continue along Ventura Bl and Reseda Bl. This segment would be served by new Line 240
- Underutilized new Line 233 bus stops between Pacoima and Sherman Oaks would be consolidated to balance speed, reliability and accessibility
- Owl service between Van Nuys Bl, Sepulveda Bl and Westside/E Line (Expo) would be provided by Line 233.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 745
Broadway Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 45	Weekday	5 min	7.5 min	10-30 min	60 min
	Saturday	7.5 min	7.5 min	15-30 min	60 min
	Sunday	7.5 min	7.5 min	15-30 min	60 min
Existing Line 745	Weekday	12 min	14 min	29 min	--
	Saturday	20 min	20 min	--	--
	Sunday	31 min	30 min	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 45: Merge Lines 45 & 745 on Broadway St:

- New Line 45 would follow existing route between Harbor Freeway Station, Downtown LA, and Lincoln Heights via Broadway St
- More frequency for all new Line 45 bus stops
- Underutilized bus stops on Broadway St would be consolidated to balance speed, reliability, and accessibility
- Line 127 will replace the segment of Line 45 south of Harbor Freeway Station on 117th St, Broadway St, El Segundo Bl, and Main St to San Pedro & Rosecrans (see Line 127 information sheet)



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 750
Ventura Blvd Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 240	Weekday	10 min	10 min	15-30 min	60 min
	Saturday	15 min	15 min	15-30 min	60 min
	Sunday	15 min	15 min	15-30 min	60 min
Existing Line 750	Weekday	23 min	28 min	35 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Lines 150 and 240: Merge Lines 150, 240 and 750:

- New Line 150 would operate frequent service from Ventura/ Reseda west to Chatsworth Station along Ventura Bl and Topanga Canyon Bl (replacing Line 245 segment)
- New Line 240 would operate frequent service on the existing alignment between Northridge and Universal City/Studio City Station on Ventura Bl and Reseda Bl
- More frequent service would be provided at all new Line 150 and 240 bus stops
- Underutilized bus stops would be consolidated on new Line 150 and 240 to balance speed, reliability, and accessibility.



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 751
Soto St Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 251	Weekday	10 min	10 min	15 min	30-60 min
	Saturday	15 min	15 min	20-30 min	30-60 min
	Sunday	15 min	15 min	20-30 min	30-60 min
Existing Line 751	Weekday	18 min	20 min	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

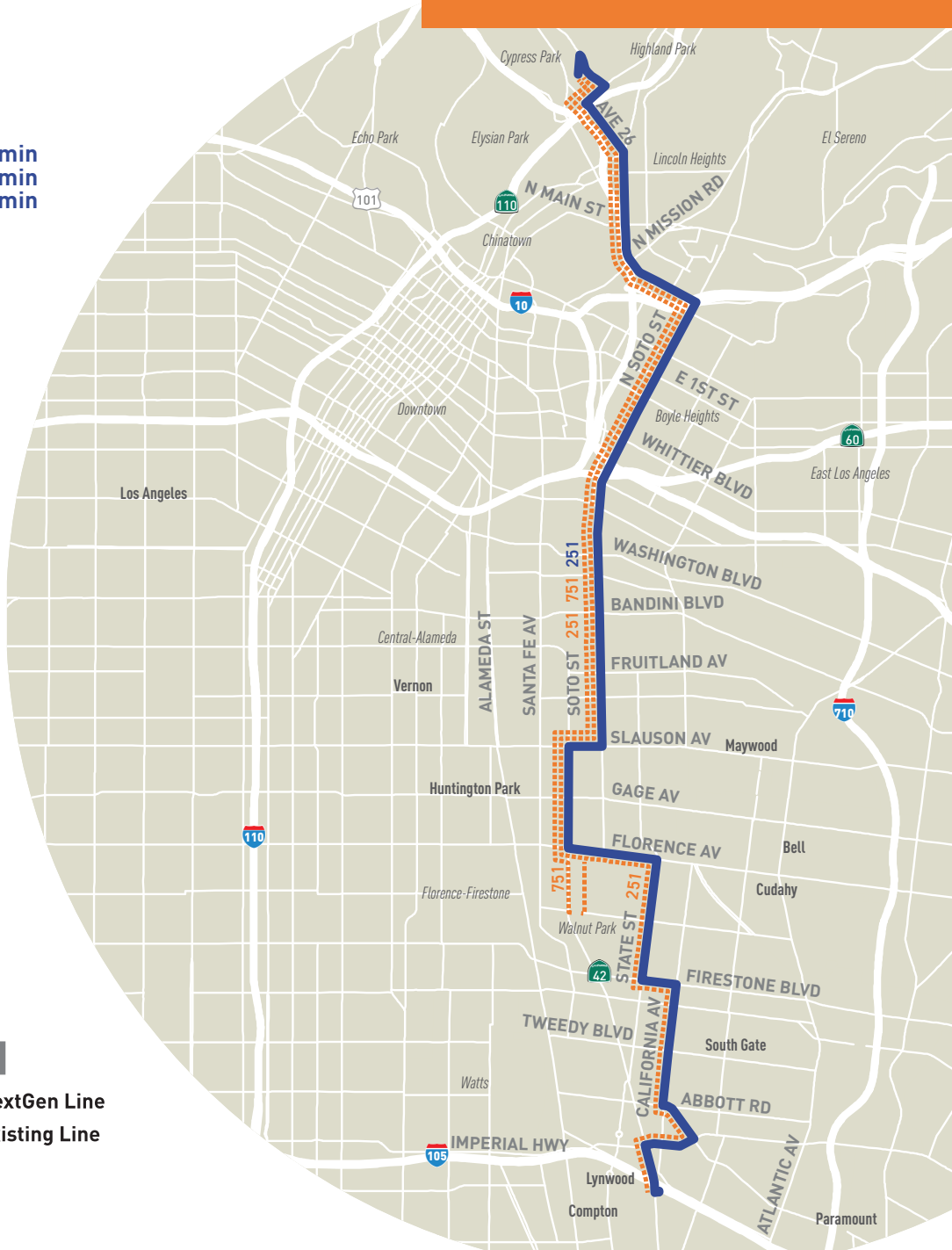
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 251: Merge Lines 251 & 751; New Line 251 would operate between Cypress Park (Av 28 & Idell), Huntington Park (Palm/ Seville), and south to C Line (Green) Long Beach Bl Station via existing Line 251 on Av 26, Daly St, Soto St, Pacific Bl, Florence Av, State St and California Av:

- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility
- New Line 251 would operate more frequent service weekdays



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 754
Vermont Ave Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 754	Weekday	10 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 754	Weekday	9 min	15 min	22 min	--
	Saturday	15 min	13 min	20 min	--
	Sunday	24 min	18 min	15 min	--

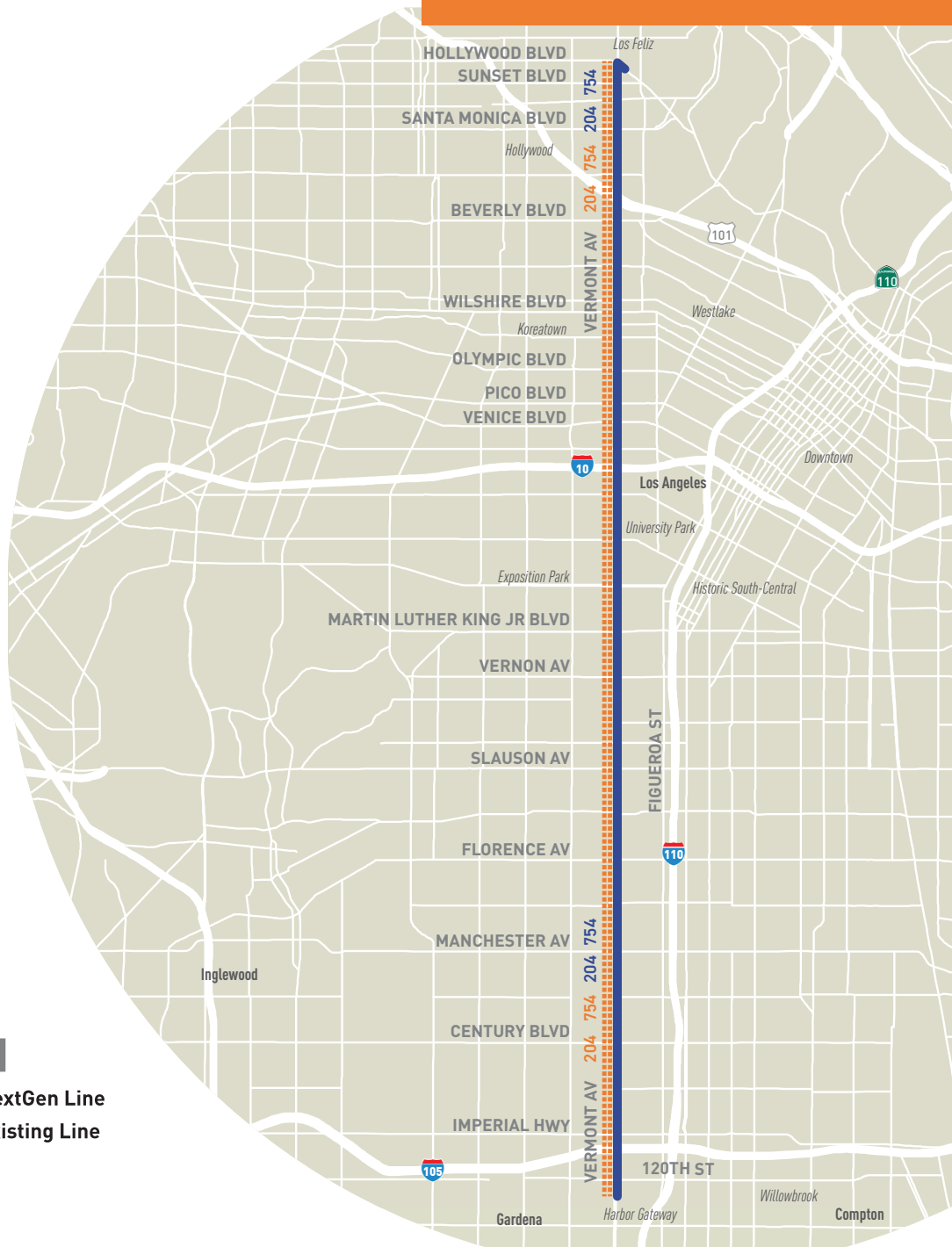
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Lines 204 and 754 would follow the existing route between Hollywood and the C Line (Green) Vermont/Athens Station via Vermont Av:

- More frequency would be provided for all New Line 204 bus stops on Vermont Av
- New Line 754 would operate weekday peak service serving existing Line 754 stops
- Underutilized existing Line 204 bus stops would be consolidated to balance speed, reliability, and accessibility



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 757
Western Ave Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 207	Weekday	6 min	7.5 min	12 min	30 min
	Saturday	12 min	12 min	15 min	30 min
	Sunday	12 min	12 min	15 min	30 min
Existing Line 757	Weekday	11 min	14 min	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

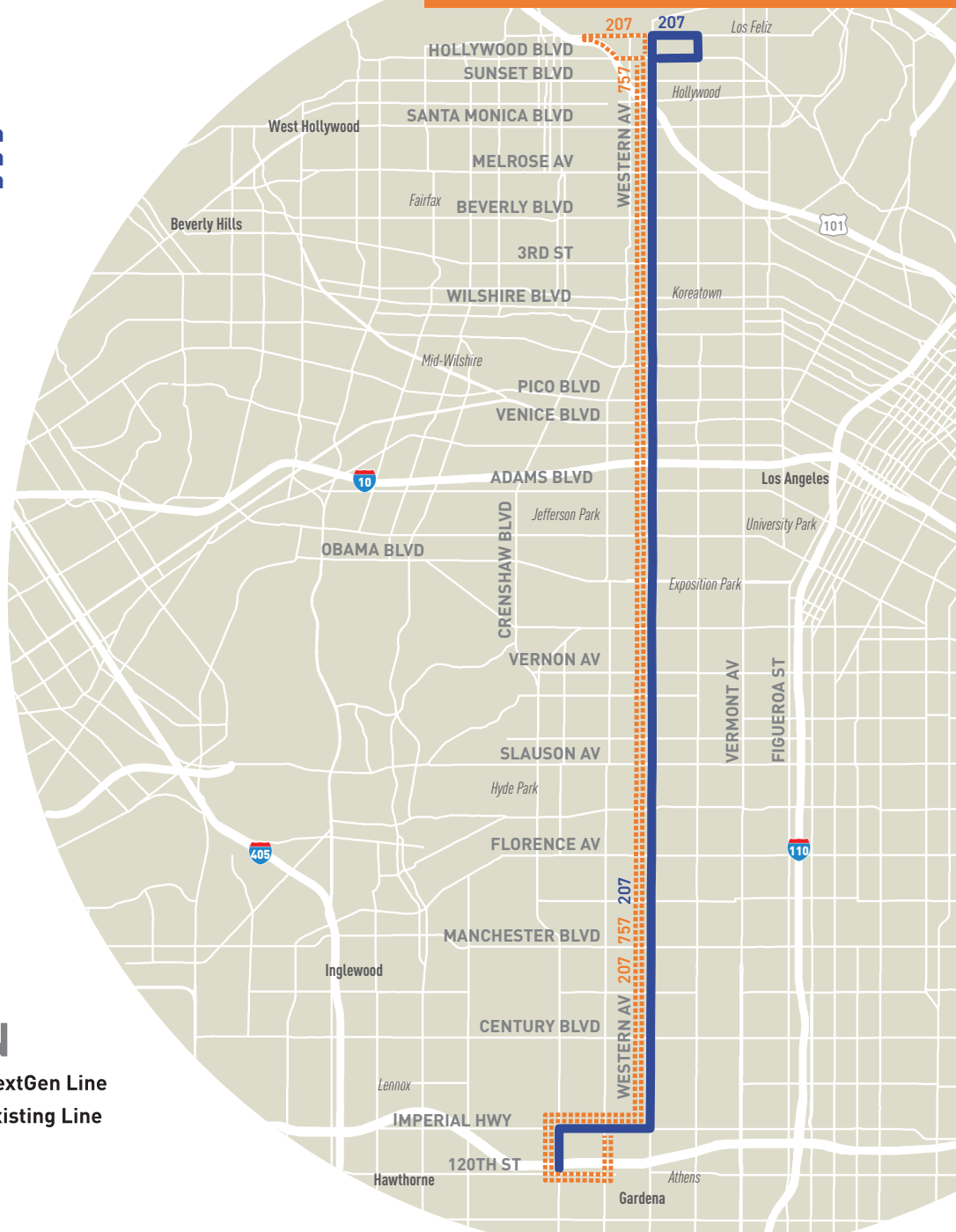
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 207: Merge Lines 207 and 757. New Line 207 would operate between Hollywood and the C Line (Green) Crenshaw Station:

- More frequency for all new Line 207 bus stops on Western Av
- Underutilized bus stops would be consolidated on Western Av to balance speed, reliability, and accessibility



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 760
Long Beach Blvd Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 60	Weekday	5 min	10 min	15-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
Existing Line 760	Weekday	18 min	20 min	32 min	--
	Saturday	28 min	31 min	37 min	--
	Sunday	--	--	--	--

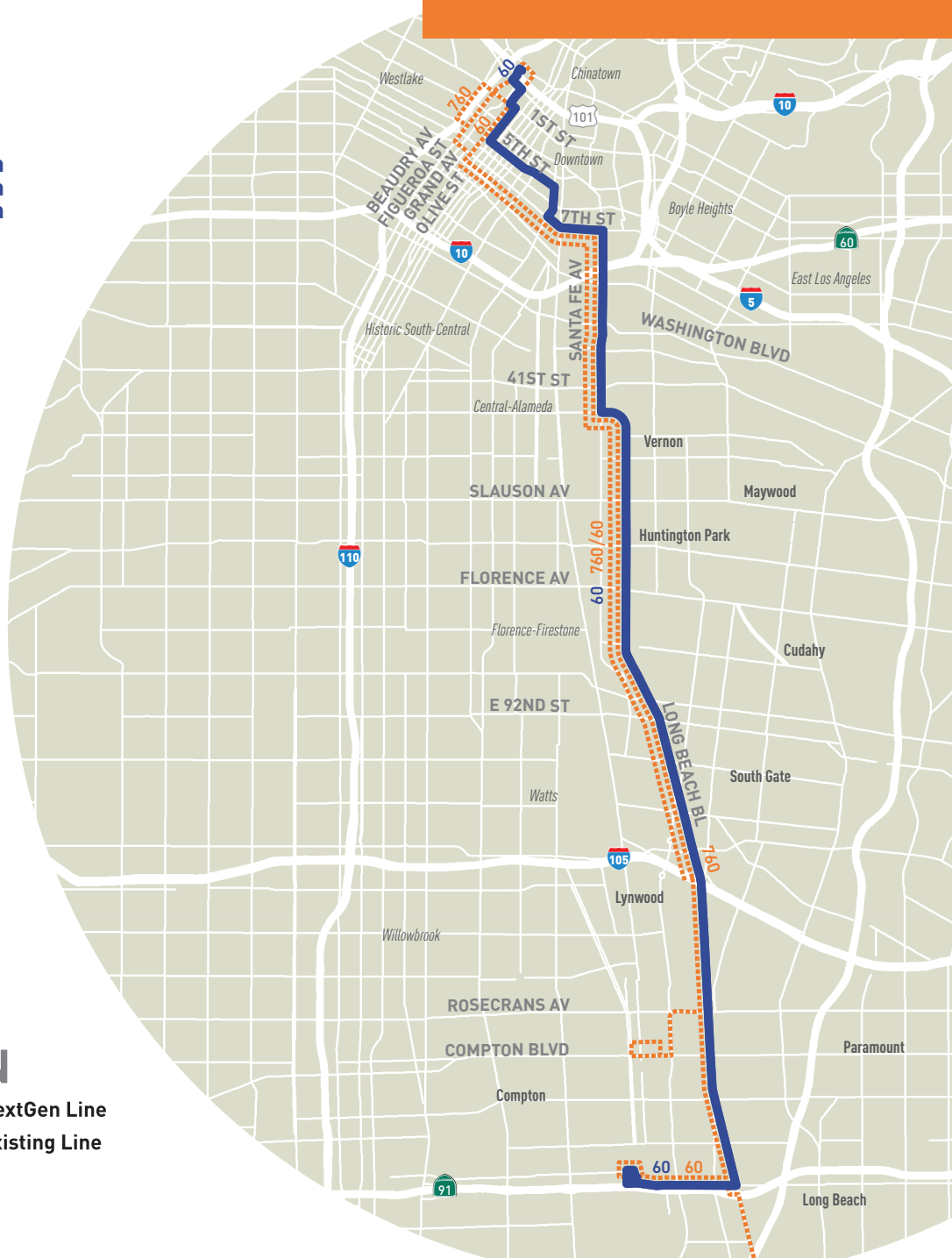
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New High Frequency Line 60: Merge Lines 60 & 760 on Long Beach Bl between Downtown LA, C Line (Green) Long Beach Bl and A Line (Blue) Artesia Stations:

- New Line 60 would follow the existing Line 60 route between Downtown LA and A Line (Blue) Artesia Station and would include a reroute in Downtown LA from 7th and Figueroa St to 7th St, Central, 5th, and Grand/Olive
- High frequency service would be provided for all new Line 60 bus stops
- More high frequency would be available north of C Line (Green) Long Beach Bl Station and Owl service would continue to be provided south to Downtown Long Beach
- Underutilized bus stops on Santa Fe Av and Long Beach Bl would be consolidated to balance speed, reliability and accessibility, omitting the low utilization OWL deviation to Compton Station.



Metro

NEXTGEN

Updated Draft Proposals: September 2020

New Line 761
Van Nuys Blvd.
Sepulveda Pass Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 761	Weekday	10-15 min	15 min	30-60 min	60 min
	Saturday	30 min	30 min	30 min	60 min
	Sunday	30 min	30 min	30 min	60 min
Existing Line 788	Weekday	20 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

New Line 761 would replace existing Line 788, serving high travel demand between San Fernando Valley and the Westside:

- New Line 761 would feature similar service to former peak hour only Line 788 but would now operate frequent service all day on weekdays and provide weekend service
- Service through the Sepulveda Pass will operate along Sepulveda Bl instead of I-405 Freeway for improved access to the Getty Center, Skirball Center and adjacent neighborhoods
- Owl service between Discovery Cube, Van Nuys Bl, Sepulveda Bl and Westside/E Line (Expo) would be provided by Line 233.
- Peak frequency will be 10 min. southbound AM Peak/northbound PM Peak with 15 min. in the opposite peak direction.



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 762
Atlantic Blvd – Fair Oaks Ave Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 260	Weekday	12 min	12 min	15 min	30-60 min
	Saturday	20 min	20 min	30 min	30-60 min
	Sunday	20 min	20 min	30 min	30-60 min
Existing Line 762	Weekday	29 min	32 min	60 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Line 260: Merge Lines 260 & 762 between Altadena, Pasadena, Alhambra, East LA, Lynwood and Compton via Fair Oaks Av and Atlantic Bl; would provide more frequent and more reliable service following the existing Line 260/762 route between L Line (Gold) Memorial Park Station and Imperial Highway then travel west to Willowbrook/Rosa Parks A Line (Blue) & C Line (Green) Station:

- A new frequent Line 261 would link A Line (Blue) & C Line (Green) Willowbrook/Rosa Parks Station and A Line (Blue) Artesia Station via Imperial Hwy, Atlantic Bl, and Artesia Bl
- A new frequent Line 660 would operate between L Line (Gold) Memorial Park Station and Altadena via Fair Oaks Av



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 770
Garvey Ave – Cesar E. Chavez Ave Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 70	Weekday	7.5 min	7.5 min	10-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
Existing Line 770	Weekday	16 min	18 min	20 min	--
	Saturday	21 min	23 min	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network
New Owl Service

New Higher Frequency Line 70: Merge Lines 70 and 770; new Line 70 would operate between Downtown LA and El Monte Station via Garvey Av.

- Alternative New Line 106 would Replace Line 70 service on Ramona Bl and Marengo St.
- Underutilized bus stops on Garvey Av, Atlantic Bl, and Cesar Chavez Av would be consolidated to balance speed, reliability and accessibility,
- New Owl service on Cesar Chavez Av



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 780
Fairfax - Hollywood - Colorado Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 180	Weekday	7.5 min	7.5 min	10 min	30-60 min
	Saturday	15 min	15 min	15 min	60 min
	Sunday	15 min	15 min	15 min	60 min
Existing Line 780	Weekday	16 min	24 min	30 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

New Frequent Line 180: Merge Lines 180, 181, 217, 780. New Line 180 would operate between Pasadena, Glendale, Hollywood via Colorado Bl, Broadway, Los Feliz Bl, Hollywood Bl, Fairfax Av, following existing Lines 217, 180, 181 between La Cienega/Jefferson E Line (Expo) Station and Pasadena City College:

- Underutilized bus stops on new Line 180 would be consolidated to balance speed, reliability, and accessibility
- Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service
- Line 81 would replace Line 181 on Yosemite Dr
- Pasadena Transit Line 20 and New Line 662 would replace Line 180 on Lake Av while Foothill Transit Line 187 would replace Line 181 service on Colorado Bl east of Pasadena City College



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: September 2020

Existing Line 788
Sepulveda Pass Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 761	Weekday	10-15 min	15 min	30-60 min	60 min
	Saturday	30 min	30 min	30 min	60 min
	Sunday	30 min	30 min	30 min	60 min
Existing Line 788	Weekday	20 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

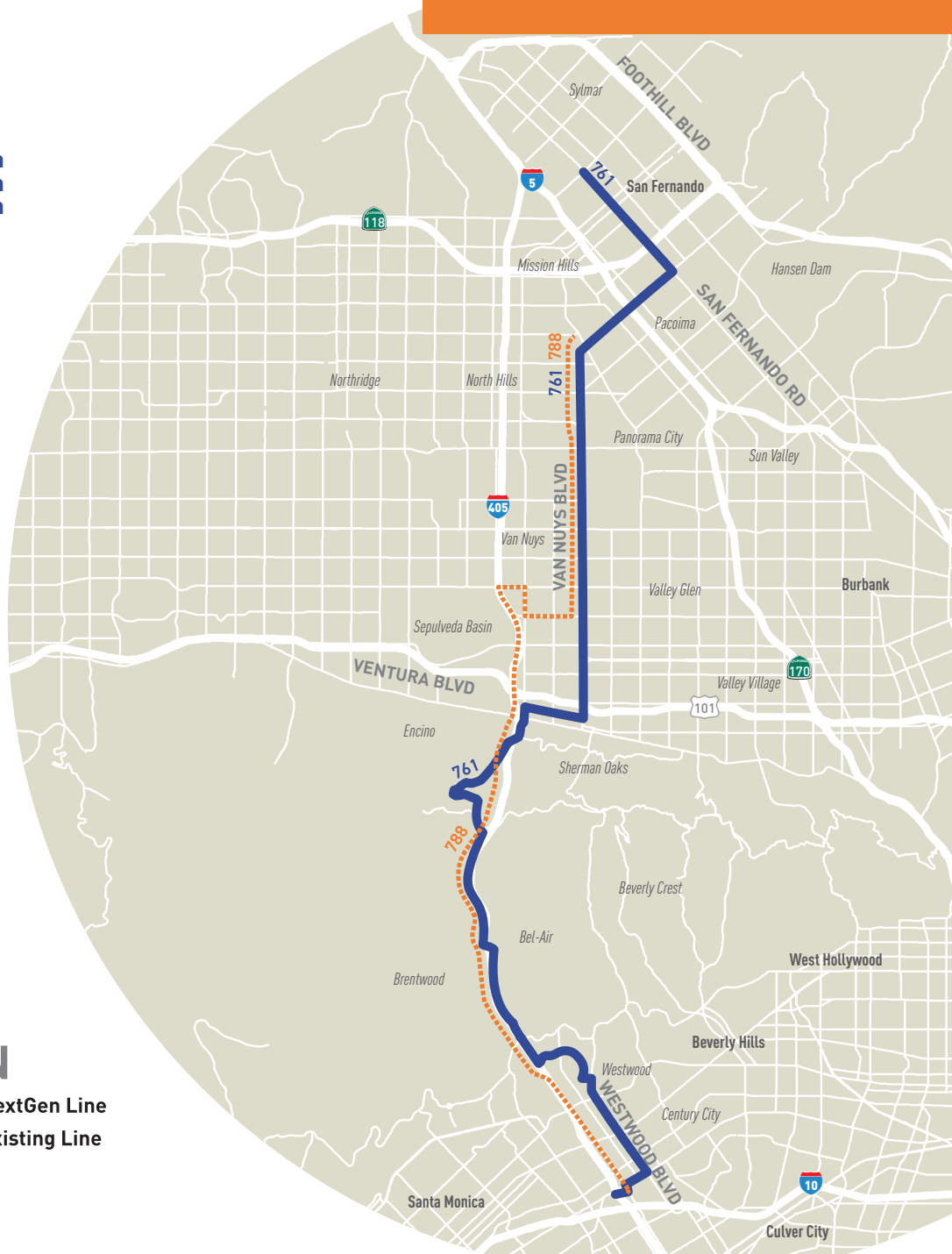
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

Simpler Network

New Line 761 would replace existing Line 788, serving high travel demand between San Fernando Valley and the Westside:

- New Line 761 would feature similar service to former peak hour only Line 788 but would now operate frequent service all day on weekdays and provide weekend service
- Service through the Sepulveda Pass will operate along Sepulveda Bl instead of I-405 Freeway for improved access to the Getty Center, Skirball Center and adjacent neighborhoods
- Owl service between Discovery Cube, Van Nuys Bl, Sepulveda Bl and Westside/E Line (Expo) would be provided by Line 233.
- Peak frequency will be 10 min. southbound AM Peak/northbound PM Peak with 15 min. in the opposite peak direction



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 794
San Fernando Rd Rapid

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 94	Weekday	15 min	15 min	30-60 min	60 min
	Saturday	30 min	30 min	30-60 min	60 min
	Sunday	30 min	30 min	30-60 min	60 min
Existing Line 794	Weekday	29 min	31 min	53 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
More Reliable Service

New Line 94: Merge Lines 94 and 794 on San Fernando Rd:

- New Line 94 would operate mostly via the existing Line 94 route between Downtown LA and Burbank but include a routing via Brand Bl and Broadway in Downtown Glendale. From Downtown Burbank, new Line 94 would extend west on Magnolia Bl to end at the B Line (Red) North Hollywood Station. This new route would provide more service between Glendale, Burbank and North Hollywood.
- A new Line 294 would operate along San Fernando Rd between Sylmar and Downtown Burbank.
- Underutilized bus stops on new Line 94 would be consolidated between North Hollywood and Downtown LA to balance speed, reliability, and accessibility, and frequent service would be available at the new Line 94 bus stops



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 901
G Line (Orange)

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 901	Weekday	5 min	10 min	10-15 min	30 min
	Saturday	10 min	10 min	10-15 min	30 min
	Sunday	10 min	10 min	10-15 min	30 min
Existing Line 901	Weekday	5 min	9 min	20 min	35 min
	Saturday	12 min	10 min	20 min	35 min
	Sunday	12 min	10 min	20 min	35 min

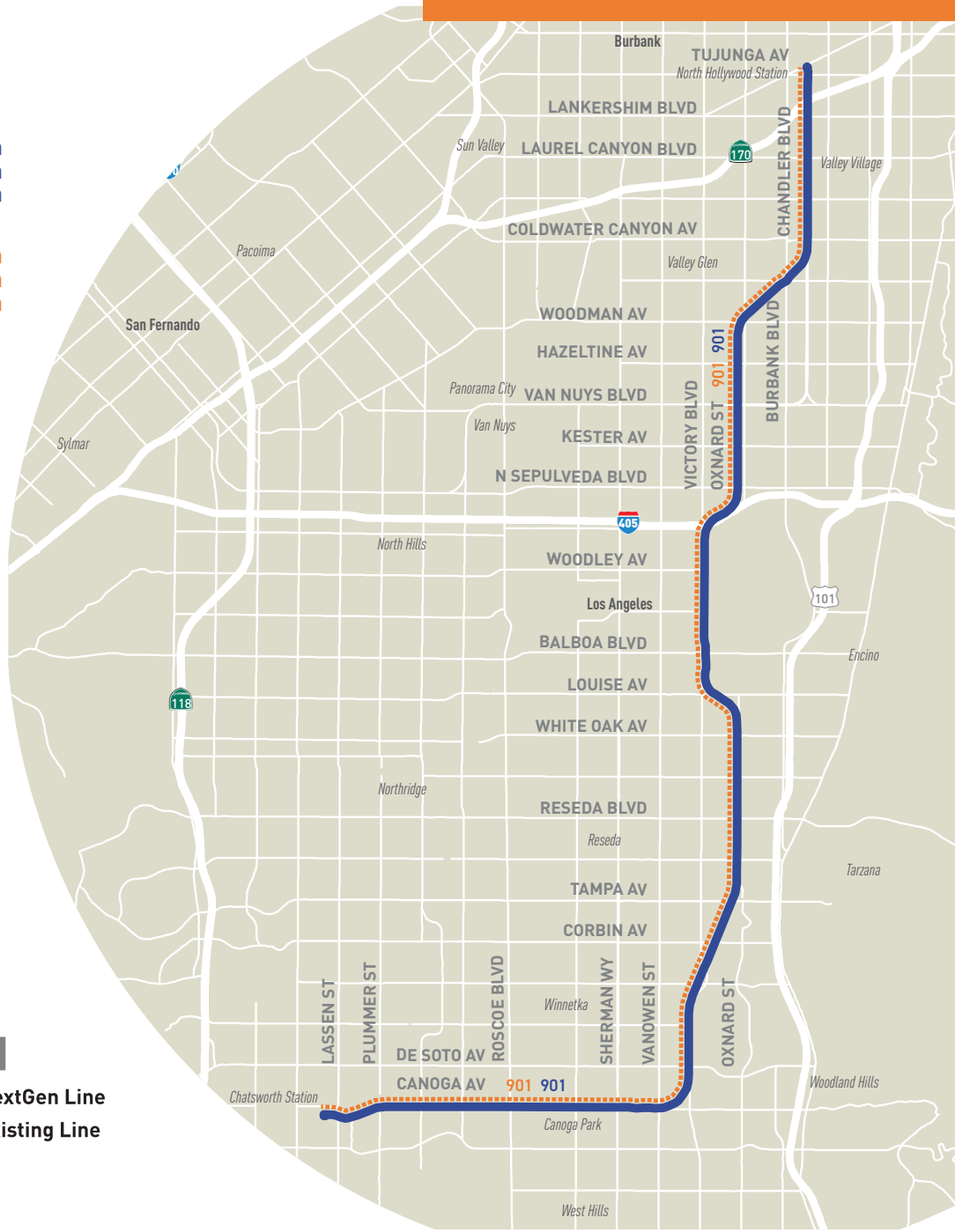
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency

The G Line (Orange) will continue to serve as a critical arterial service linking destinations across the San Fernando Valley.

- The highest frequency of G Line (Orange) service shown would be available at all stations between Canoga and North Hollywood Stations



N

NextGen Line

Existing Line

Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 910
Harbor Transitway - El Monte

How often will my bus run?

		Frequency*			
		Peak	**Midday**	**Evening**	**Owl**
NextGen Line 910	**Weekday**	5 min	10 min	10 min	15-30 min
	Saturday	15 min	15 min	20 min	30-60 min
	Sunday	15 min	15 min	20 min	30-60 min
Existing Line 910	**Weekday**	6 min	12 min	25 min	60 min
	Saturday	19 min	15 min	25 min	60 min
	Sunday	19 min	15 min	25 min	60 min

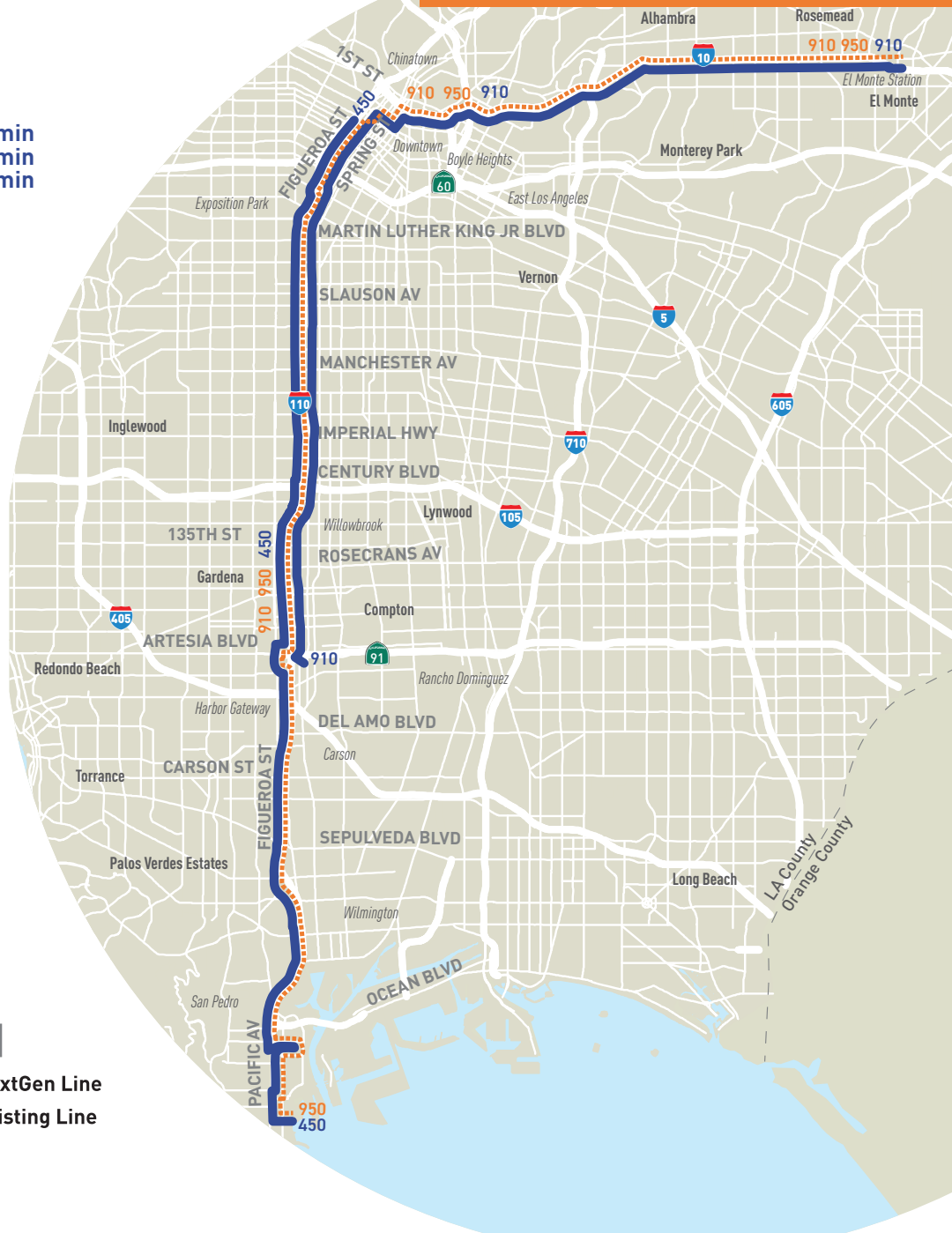
***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **Owl**: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Additional J Line (Silver) 910 trips would operate in place of Line 950 between El Monte and Harbor Gateway Transit Center. This change would improve J Line (Silver) 910 reliability and allow for the transition to operating new Zero Emission Buses on the J Line (Silver).

- New Line 450 would replace Line 950 and operate between Harbor Freeway Station and San Pedro via the I-110 Freeway.
- The J Line (Silver) 910 will continue operating as usual between El Monte, Downtown LA and Harbor Gateway Transit Center. During weekday peak periods Line 450 would extend to serve the Harbor Transitway to downtown LA (7th/Flower & Figueroa).



Metro

NEXTGEN

Updated Draft Proposals: July 2020

Existing Line 950
San Pedro - Harbor Transitway - El Monte

How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line 450	Weekday	20 min	30 min	30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
Existing Line 950	Weekday	12 min	30 min	40 min	--
	Saturday	30 min	30 min	40 min	--
	Sunday	30 min	30 min	40 min	--

***Peak**: 6-9am/3-7pm, **Midday:** 9am-3pm, **Evening**: 7pm-12am, **O**wl: 12-4am

How is my bus changing?

More Frequency
Simpler Network

Additional J Line (Silver) 910 trips would operate in place of Line 950 between El Monte and Harbor Gateway Transit Center. This change would improve J Line (Silver) 910 reliability and allow for the transition to operating new Zero Emission Buses on the J Line (Silver).

- New Line 450 would replace Line 950 and operate between Harbor Freeway Station and San Pedro via the I-110 Freeway.
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Metro

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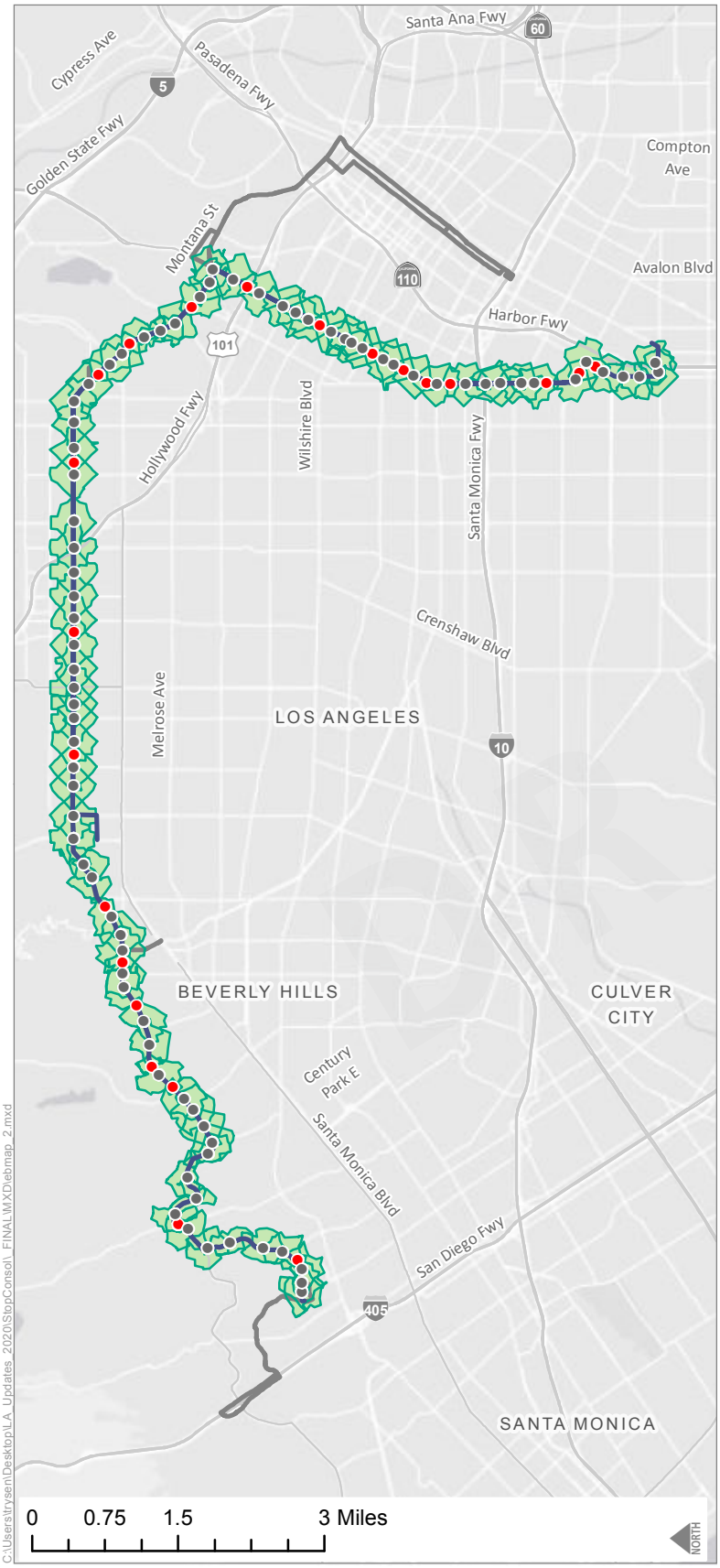
Quarter Mile Walksheds - Eastbound



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Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
HILGARD / LE CONTE	19	0
SUNSET / BEVERLY GLEN	0	1
SUNSET / REXFORD	7	6
SUNSET / FOOTHILL	14	4
SUNSET / ALTA	5	3
SUNSET / HAMMOND	36	8
SUNSET / ALTA LOMA	14	1
SUNSET / MARTEL	52	35
SUNSET / IVAR	99	71
SUNSET / ALEXANDRIA	88	89
SUNSET / BATES	9	15
SUNSET / MALTMAN	49	55
SUNSET / BENTON	26	47
ALVARADO / HOLLYWOOD FWY	8	6
ALVARADO / MARYLAND	72	75
ALVARADO / JAMES M WOOD	123	138
ALVARADO / 12TH	44	101
ALVARADO / HOOVER	49	106
HOOVER / 18TH	12	48
HOOVER / 30TH	N/A	N/A
JEFFERSON / ROYAL	3	14
FIGUEROA / USC MCCARTHY 1 13	1	13

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
92%	0.19	0.24

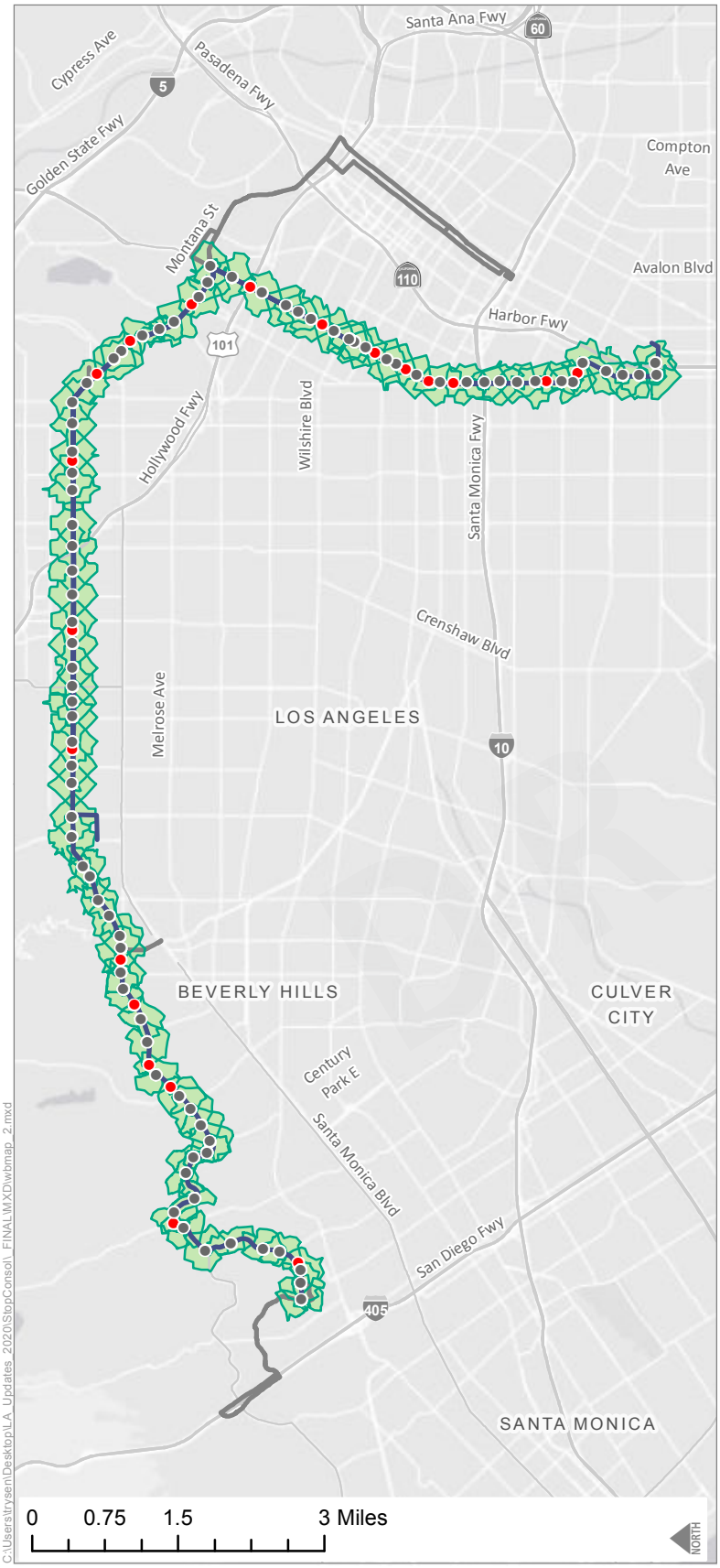
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 2 - SUNSET/ALVARADO

Metro TMD

Quarter Mile Walksheds - Westbound



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Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
JEFFERSON / ROYAL	14	9
HOOVER / 30TH	13	1
HOOVER / 18TH	28	8
ALVARADO \ ALVARADO TERRACE	55	48
ALVARADO / 12TH	112	38
ALVARADO / JAMES M WOOD	126	129
ALVARADO / MARYLAND	73	155
ALVARADO \ HOLLYWOOD FWY	6	20
SUNSET / BENTON	44	31
SUNSET / MALTMAN	50	53
SUNSET / BATES	33	54
SUNSET / ALEXANDRIA	75	94
SUNSET / IVAR	52	90
SUNSET / MARTEL	14	28
SUNSET / HAMMOND	3	38
SUNSET / ALTA	0	4
SUNSET / FOOTHILL	9	23
SUNSET / REXFORD	6	13
SUNSET / BEVERLY GLEN	2	5
LE CONTE / HILGARD	2	23

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
93%	0.18	0.23

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

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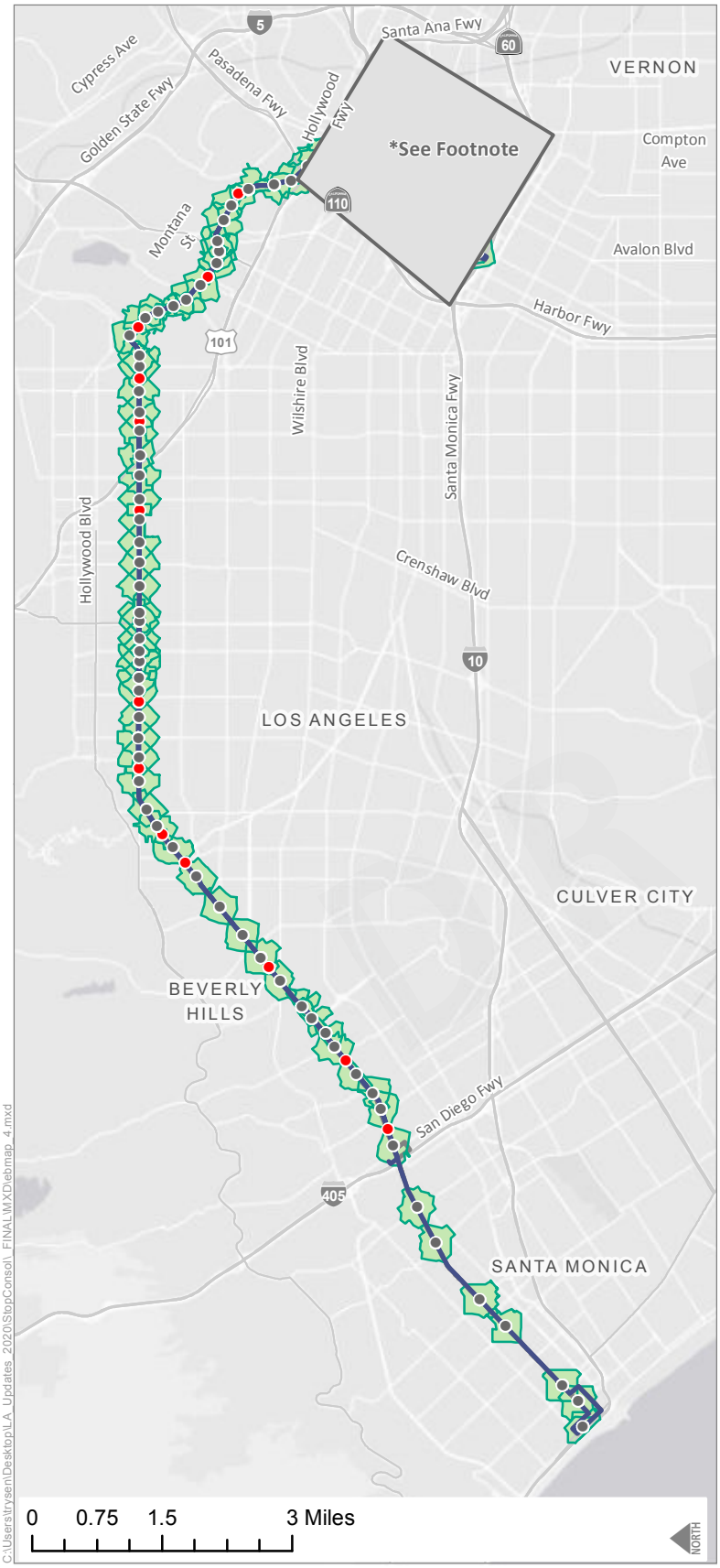
LINE 2 - SUNSET/ALVARADO

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SANTA MONICA / VETERAN	44	2
SANTA MONICA / THAYER	15	27
SANTA MONICA / ROXBURY	26	30
SANTA MONICA / LA PEER	42	12
SANTA MONICA / HANCOCK	28	25
SANTA MONICA \ LA JOLLA	54	31
SANTA MONICA / SIERRA BONITA	53	42
SANTA MONICA / VAN NESS	123	90
SANTA MONICA / ALEXANDRIA	40	54
SANTA MONICA / MADISON	43	62
SUNSET / LUCILE	65	48
SUNSET / CORONADO	65	57
SUNSET / DOUGLAS	32	39

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.23	0.30

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

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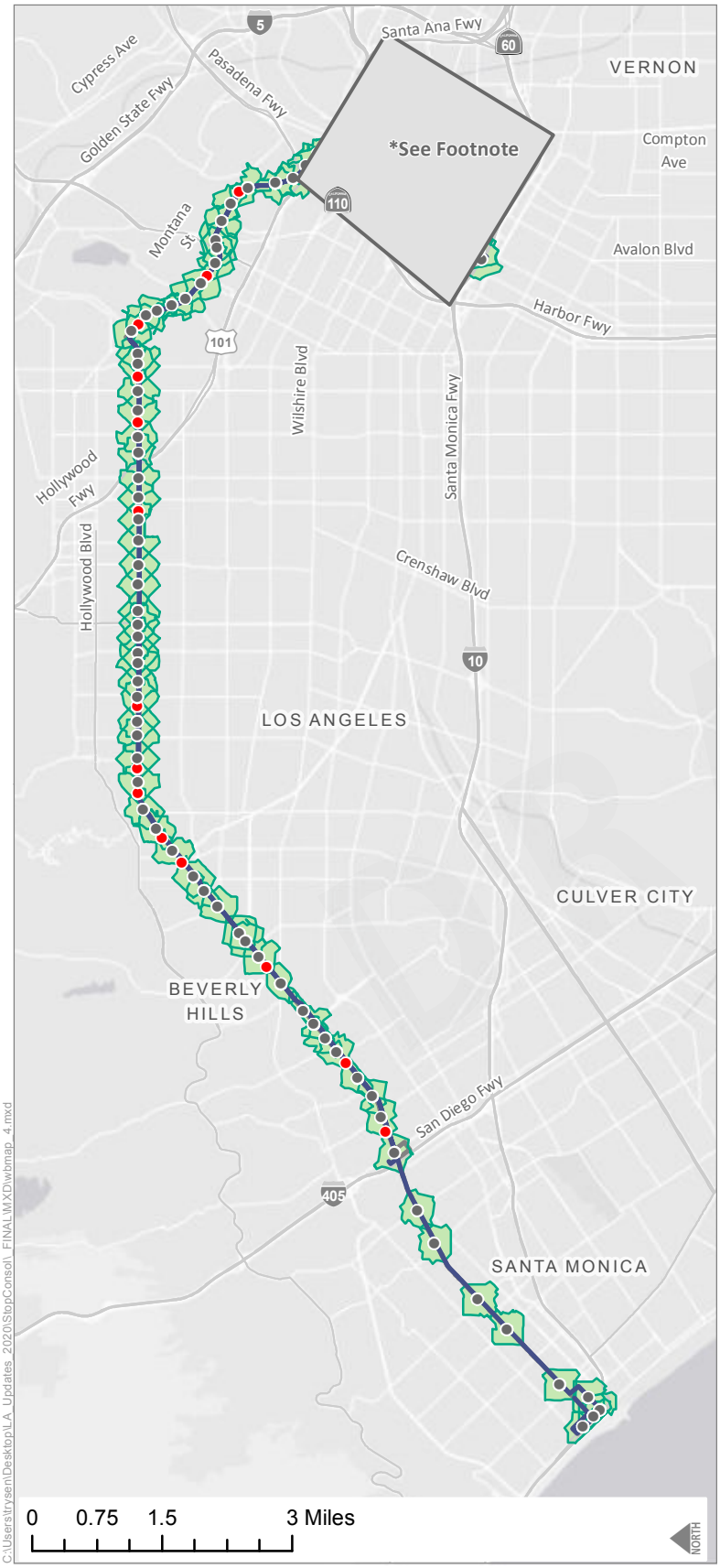
LINE 4 - SANTA MONICA

Metro TMD

Quarter Mile Walksheds - Westbound



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Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SUNSET / DOUGLAS	29	47
SUNSET / CORONADO	52	46
SUNSET / LUCILE	27	30
SANTA MONICA / MADISON	67	45
SANTA MONICA \ ALEXANDRIA	56	84
SANTA MONICA / VAN NESS	62	91
SANTA MONICA / CURSON	43	58
SANTA MONICA / LA JOLLA	13	57
SANTA MONICA / KINGS	10	31
SANTA MONICA / HANCOCK	12	42
SANTA MONICA / LA PEER	30	56
SANTA MONICA / ROXBURY	1	4
SANTA MONICA / THAYER	8	21
SANTA MONICA / VETERAN	5	37

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.18	0.27

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

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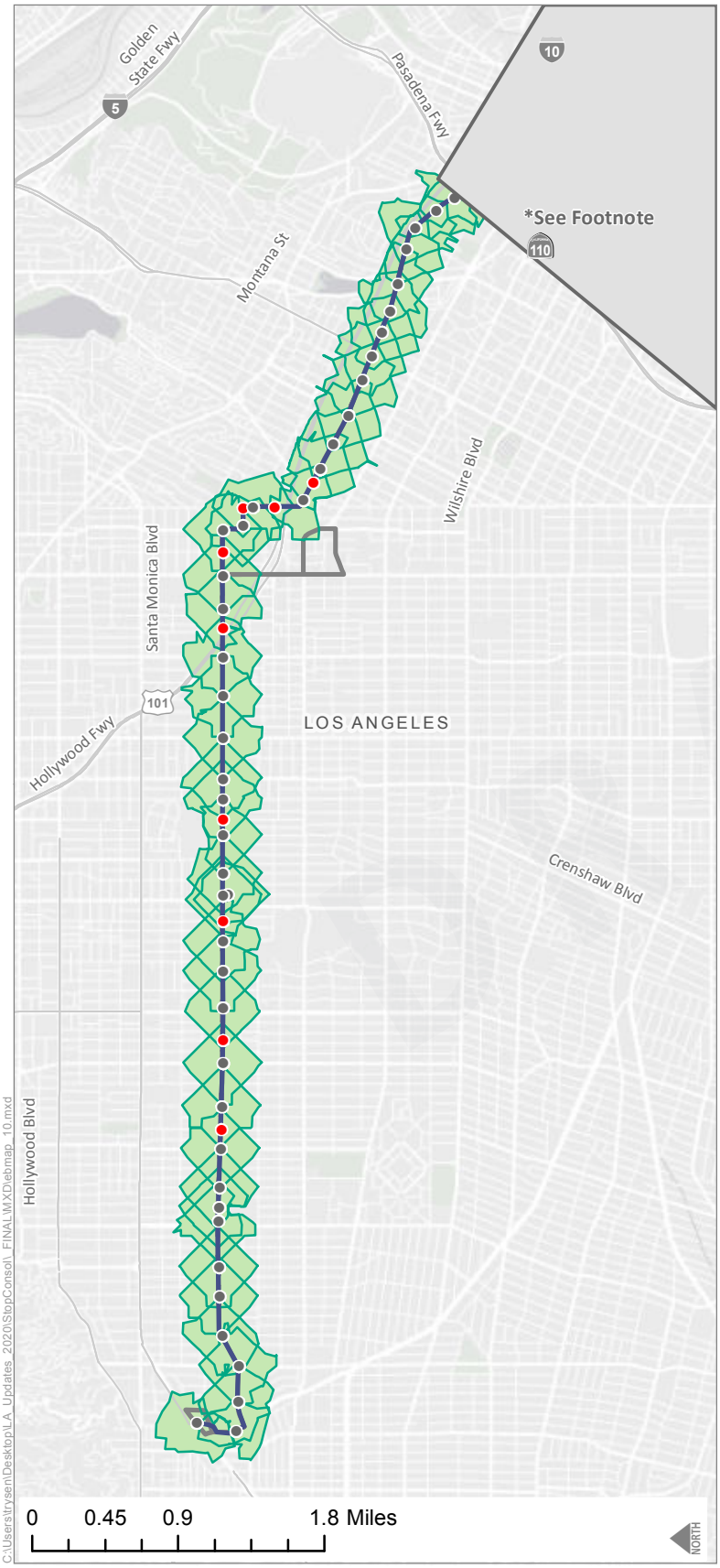
LINE 4 - SANTA MONICA

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
MELROSE / MARTEL	22	8
MELROSE / ORANGE	9	1
MELROSE / CAHUENGA	13	5
MELROSE / BRONSON	8	6
MELROSE / ALEXANDRIA	27	17
MELROSE / MADISON	19	14
CLINTON / HOOVER	18	3
HOOVER / PLATA	23	24
TEMPLE / ROBINSON	32	12

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.17	0.21

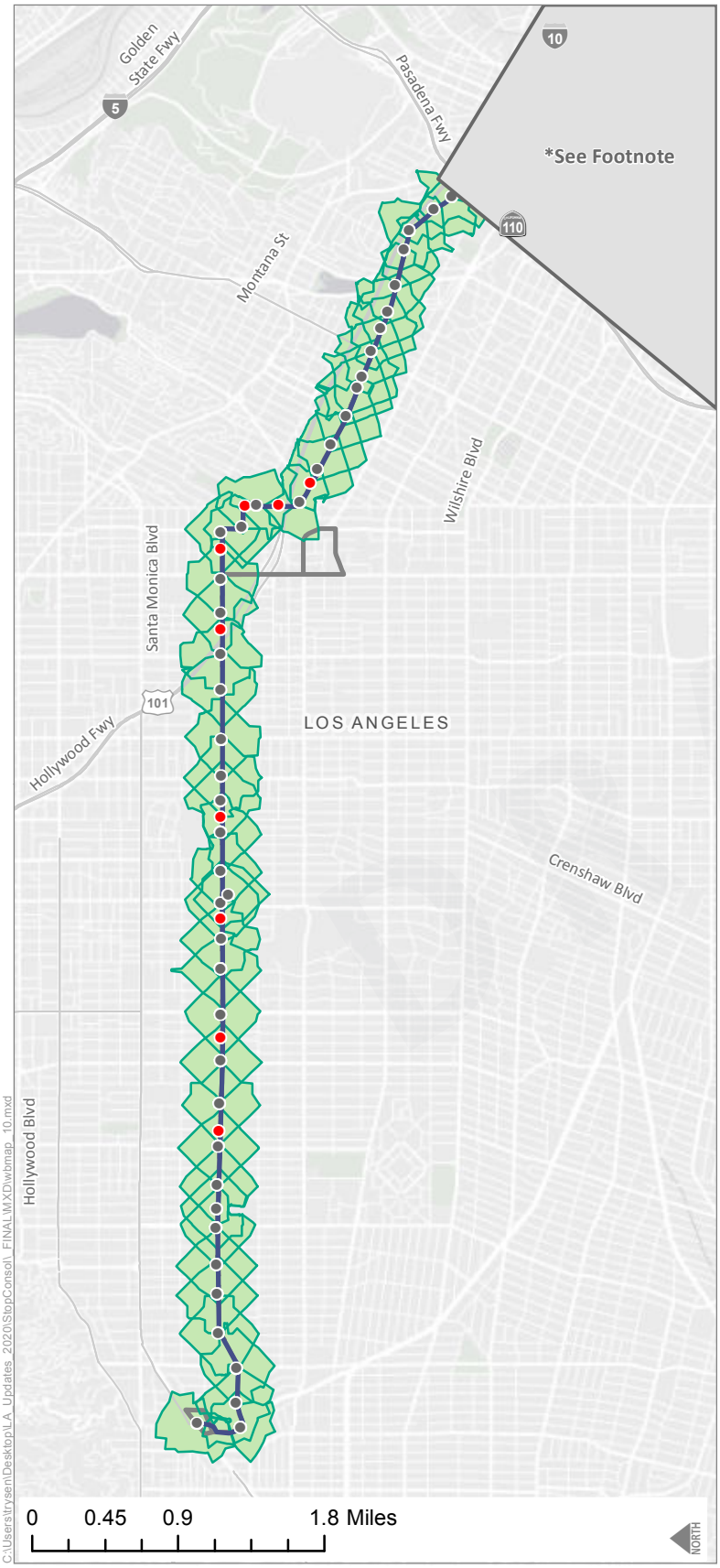
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 10 - MELROSE

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
TEMPLE / ROBINSON	8	21
HOOVER / PLATA	25	26
HOOVER / CLINTON	13	6
MELROSE / MADISON	24	22
MELROSE / ALEXANDRIA	13	27
MELROSE / BRONSON	6	13
MELROSE / CAHUENGA	2	17
MELROSE / ORANGE	2	13
MELROSE / MARTEL	7	23

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.17	0.19

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

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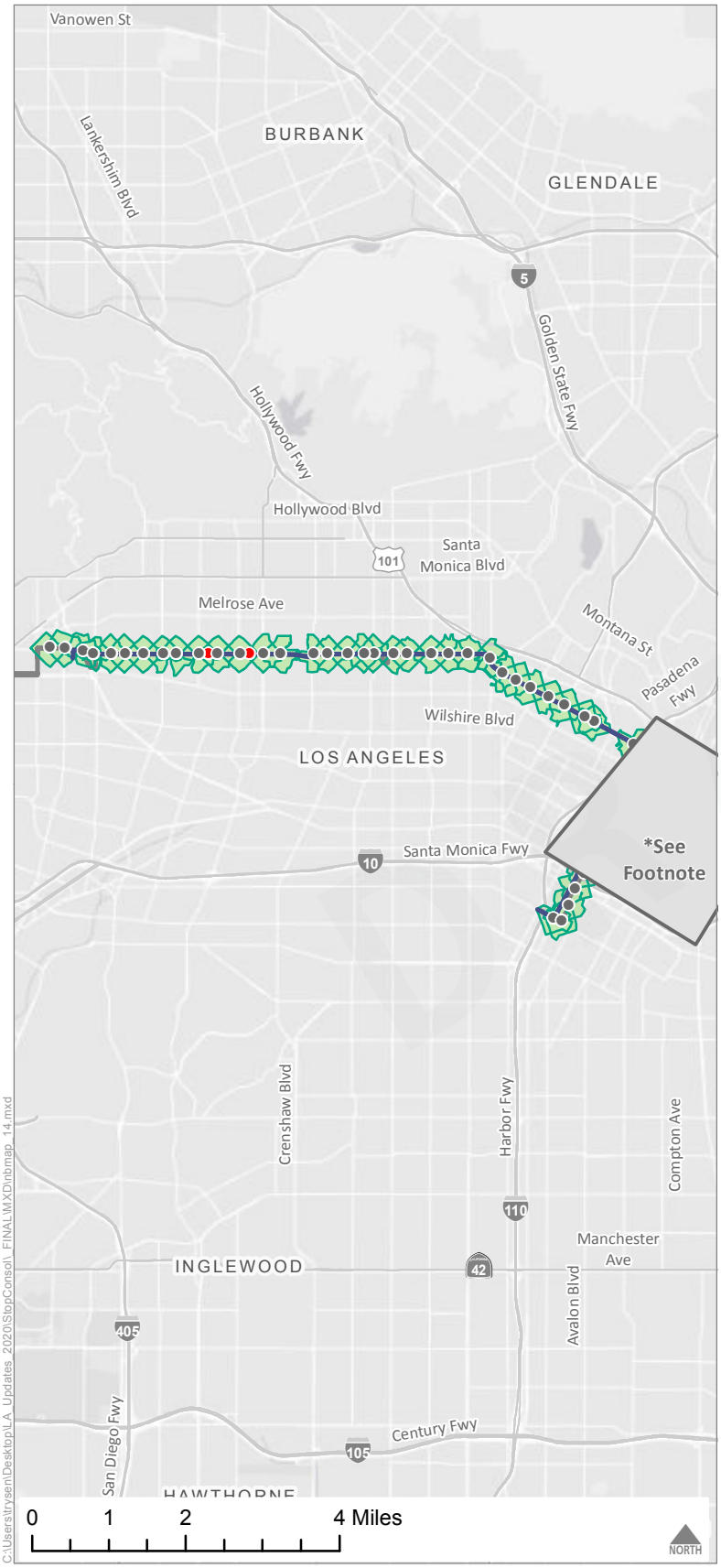
LINE 10 - MELROSE

Metro TMD

Quarter Mile Walksheds - Northbound



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Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
BEVERLY \ ORANGE	5	16
BEVERLY \ MARTEL	7	26

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.23	0.24

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

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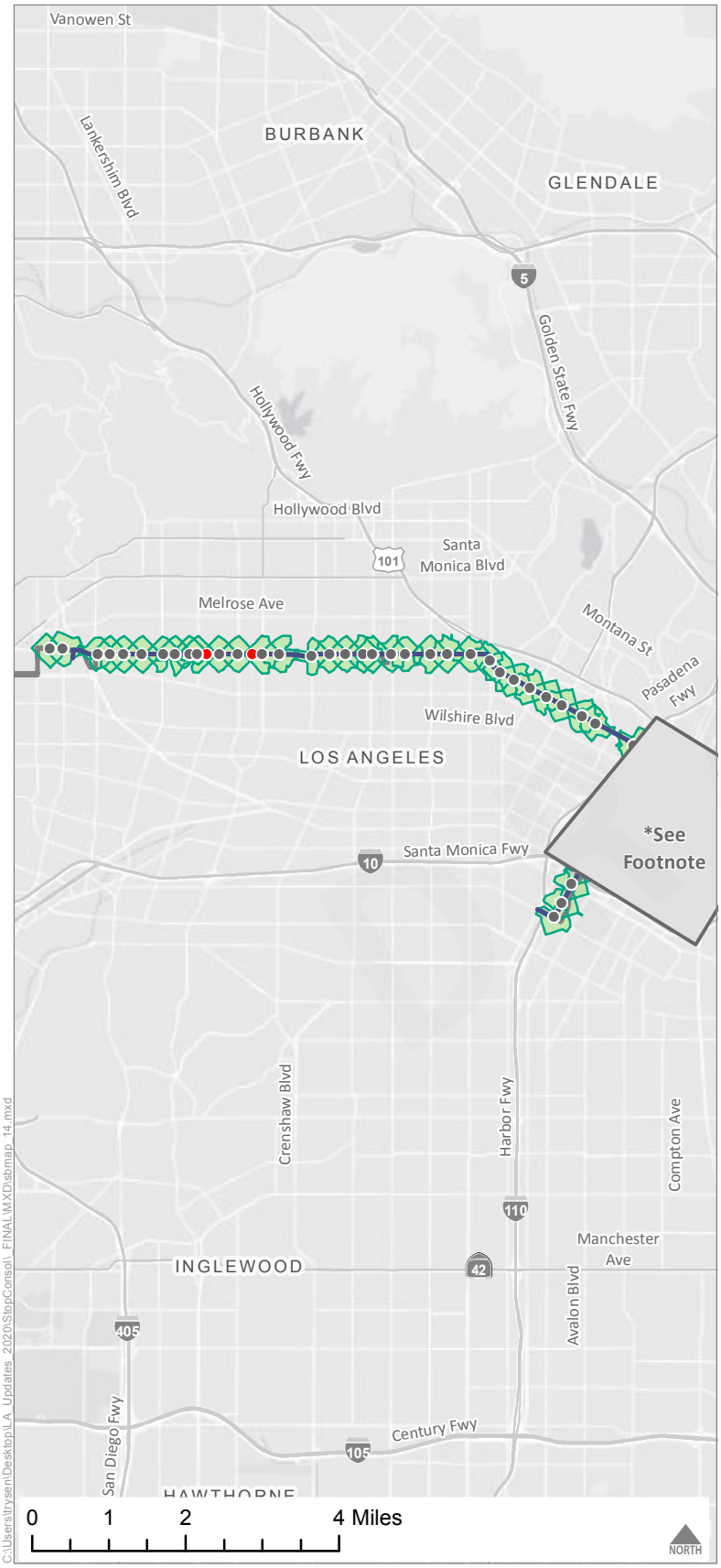
LINE 14 - BEVERLY

Metro TMD

Quarter Mile Walksheds - Southbound



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Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
BEVERLY / MARTEL	30	6
BEVERLY / MANSFIELD	17	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.21	0.23

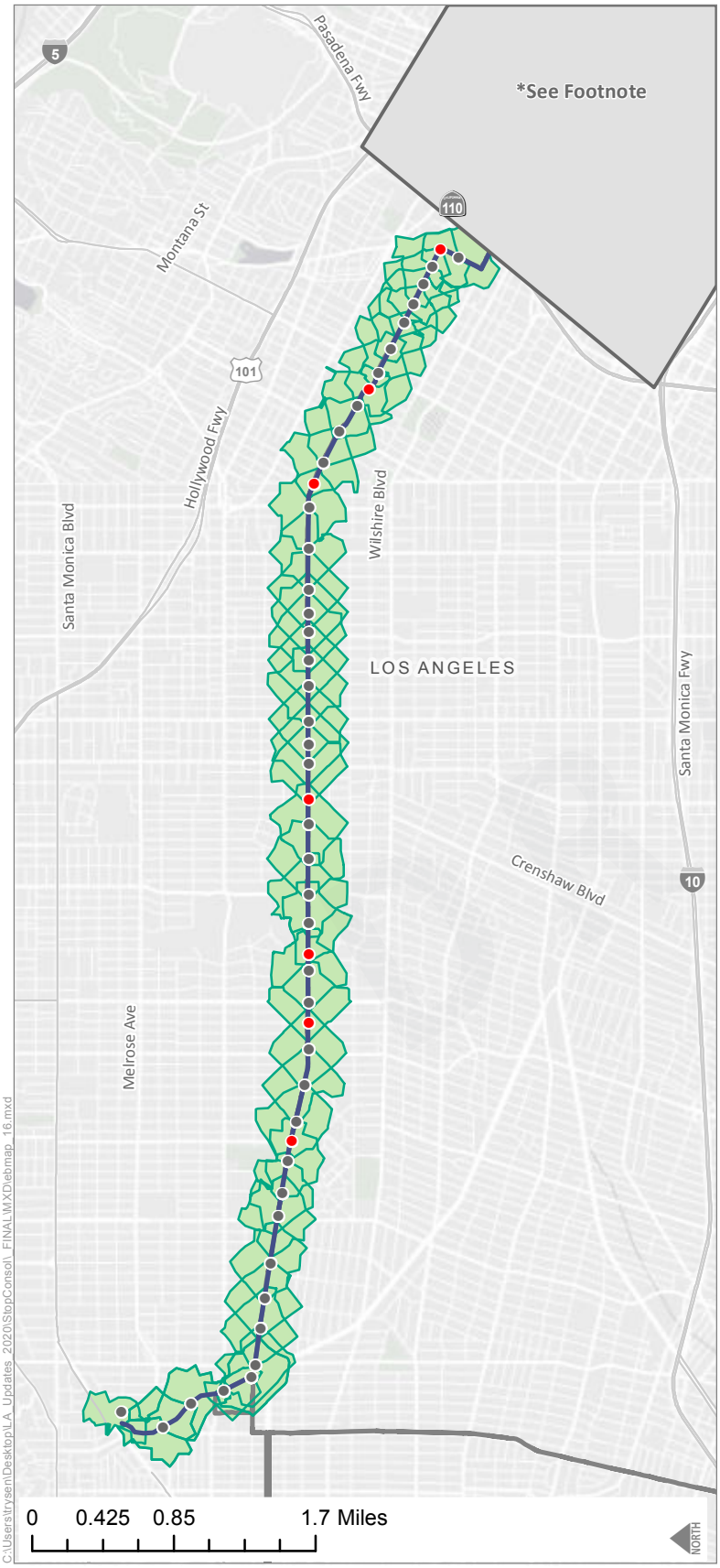
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 14 - BEVERLY

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
3RD / GARDNER	51	20
3RD / MANSFIELD	20	2
3RD / HUDSON	5	0
3RD / NORTON	13	13
3RD / HOOVER	79	100
3RD / GRAND VIEW	7	50
3RD / BIXEL	37	90

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.17	0.20

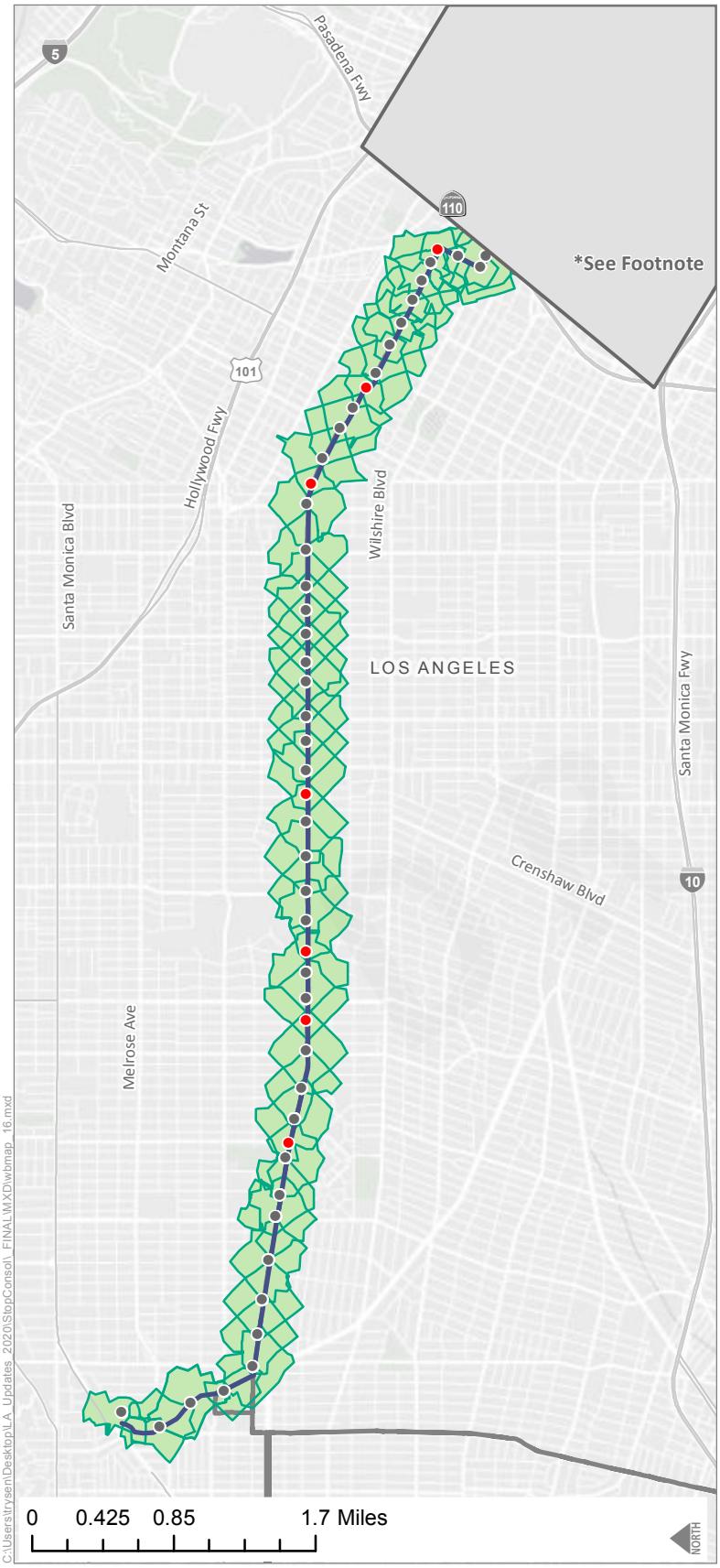
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 16 - 3RD

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
3RD / BIXEL	165	29
3RD / GRAND VIEW	21	13
3RD \ HOOVER	68	64
3RD / NORTON	10	14
3RD / HUDSON	4	8
3RD / MANSFIELD	0	4
3RD / GARDNER	12	71

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.16	0.20

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

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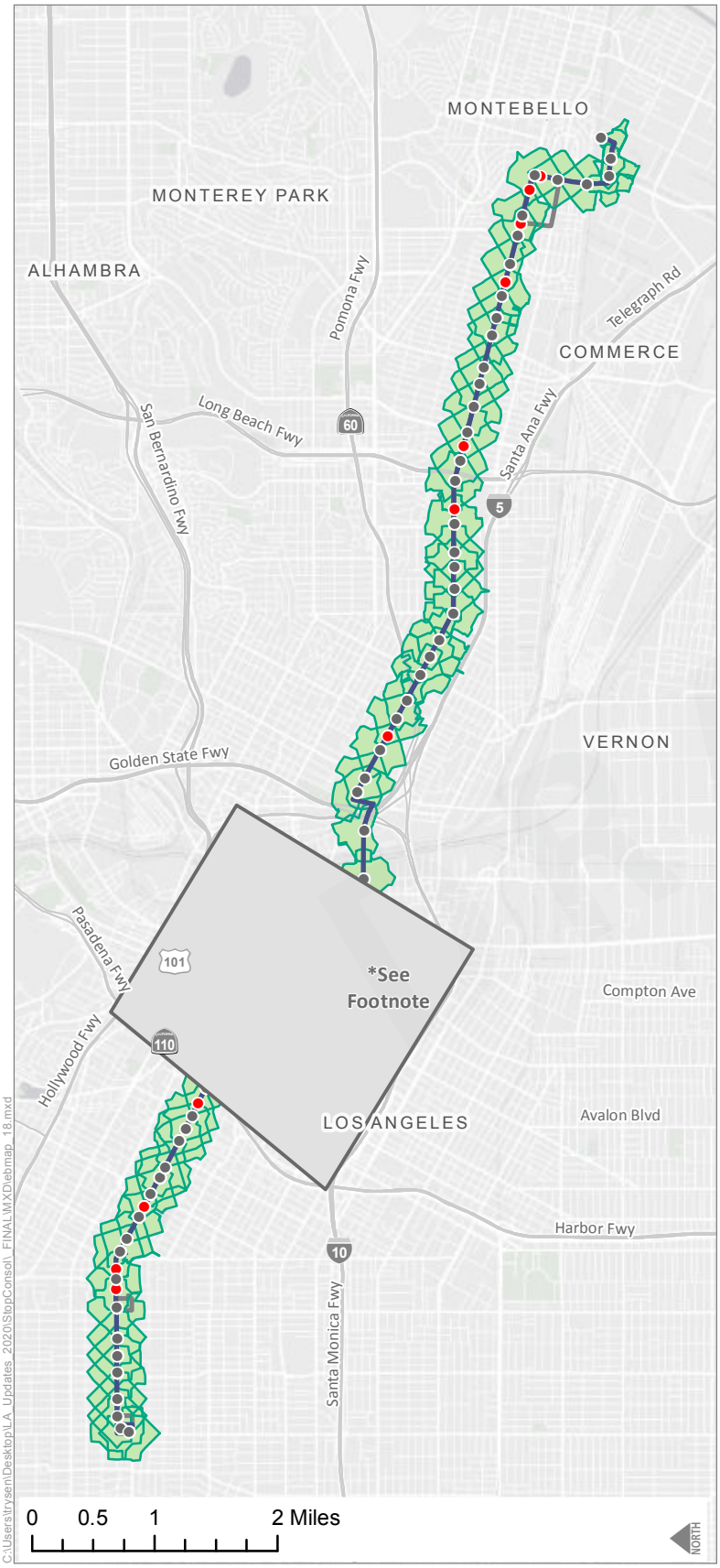
LINE 16 - 3RD

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
6TH / WESTMORELAND	100	17
6TH / COMMONWEALTH	18	26
6TH / GRAND VIEW	87	57
6TH / BIXEL	N/A	N/A
WHITTIER / CAMULOS	66	70
WHITTIER / BRANNICK	10	12
WHITTIER / MCBRIDE	43	64
WHITTIER / KEENAN	8	27
WHITTIER / WESTSIDE	2	15
WHITTIER / VIA DEL ORO	1	21
GARFIELD / ALLSTON	0	1

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.16	0.20

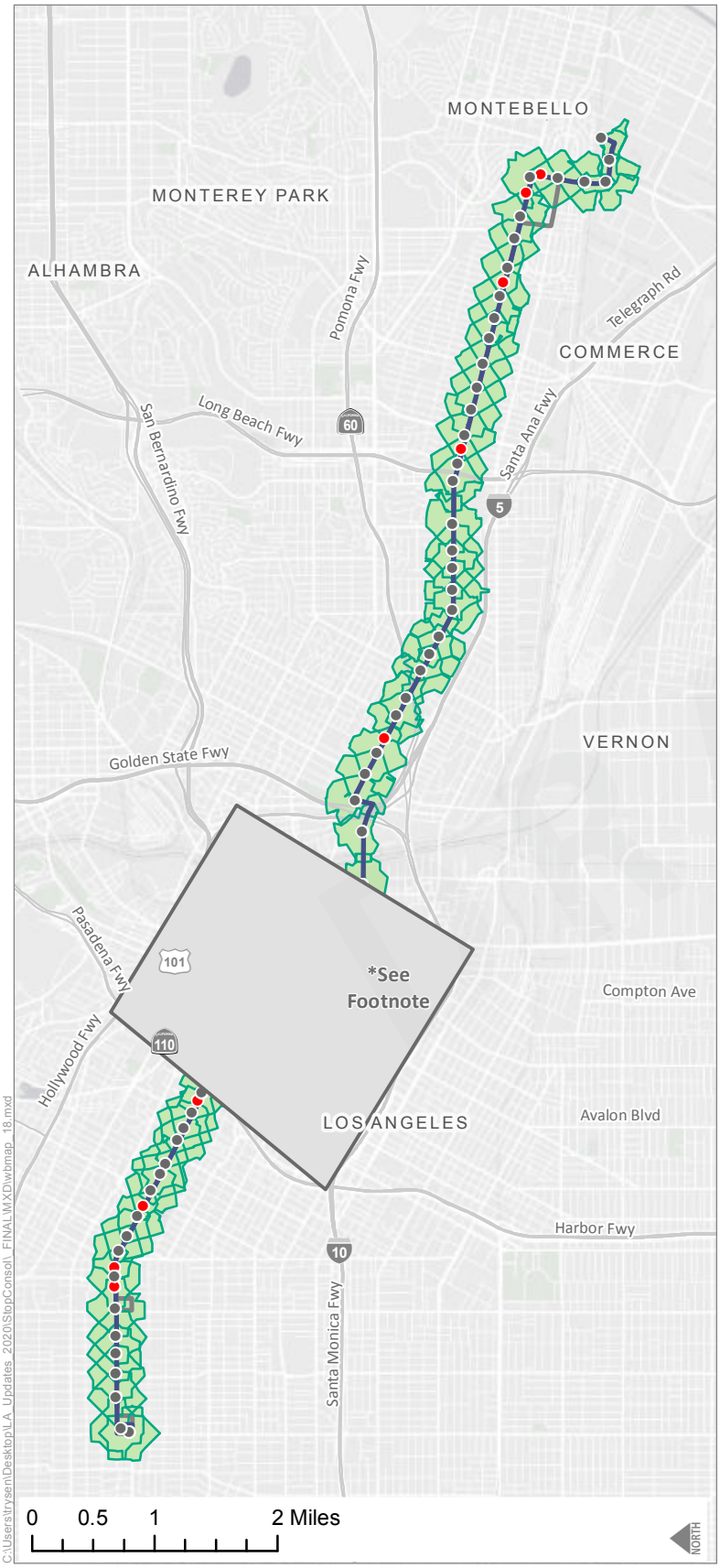
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 18 - WHITTIER

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
GARFIELD / ALLSTON	2	1
WHITTIER / VIA DEL ORO	32	3
WHITTIER / KEENAN	38	2
WHITTIER / MCBRIDE	73	73
WHITTIER / CAMULOS	53	60
6TH / BIXEL	38	46
6TH / GRAND VIEW	53	57
6TH / COMMONWEALTH	28	42
6TH / WESTMORELAND	17	73

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.18	0.20

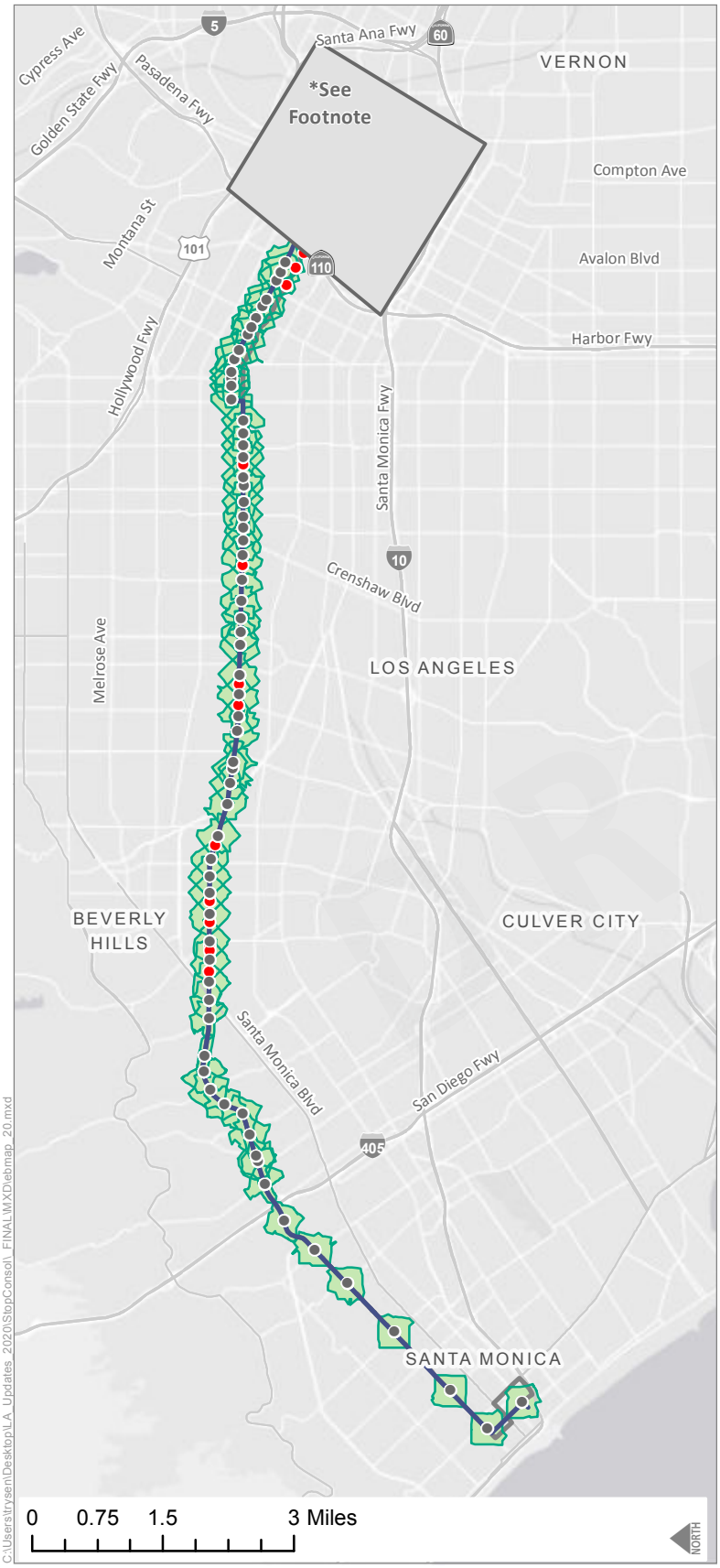
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 18 - WHITTIER

Metro TMD

Quarter Mile Walksheds - Eastbound



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Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
WILSHIRE / ROXBURY	45	13
WILSHIRE / RODEO	N/A	N/A
WILSHIRE / EL CAMINO	34	17
WILSHIRE / CRESCENT	52	16
WILSHIRE / PALM	26	12
WILSHIRE / WILLAMAN	23	18
WILSHIRE / MASSELIN	119	39
WILSHIRE / DUNSMUIR	52	30
WILSHIRE / LUCERNE	18	8
WILSHIRE / HARVARD	52	59
WILSHIRE / VALENCIA	22	51
WILSHIRE / LUCAS	40	136
WILSHIRE / SAINT PAUL	21	36

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.21	0.26

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

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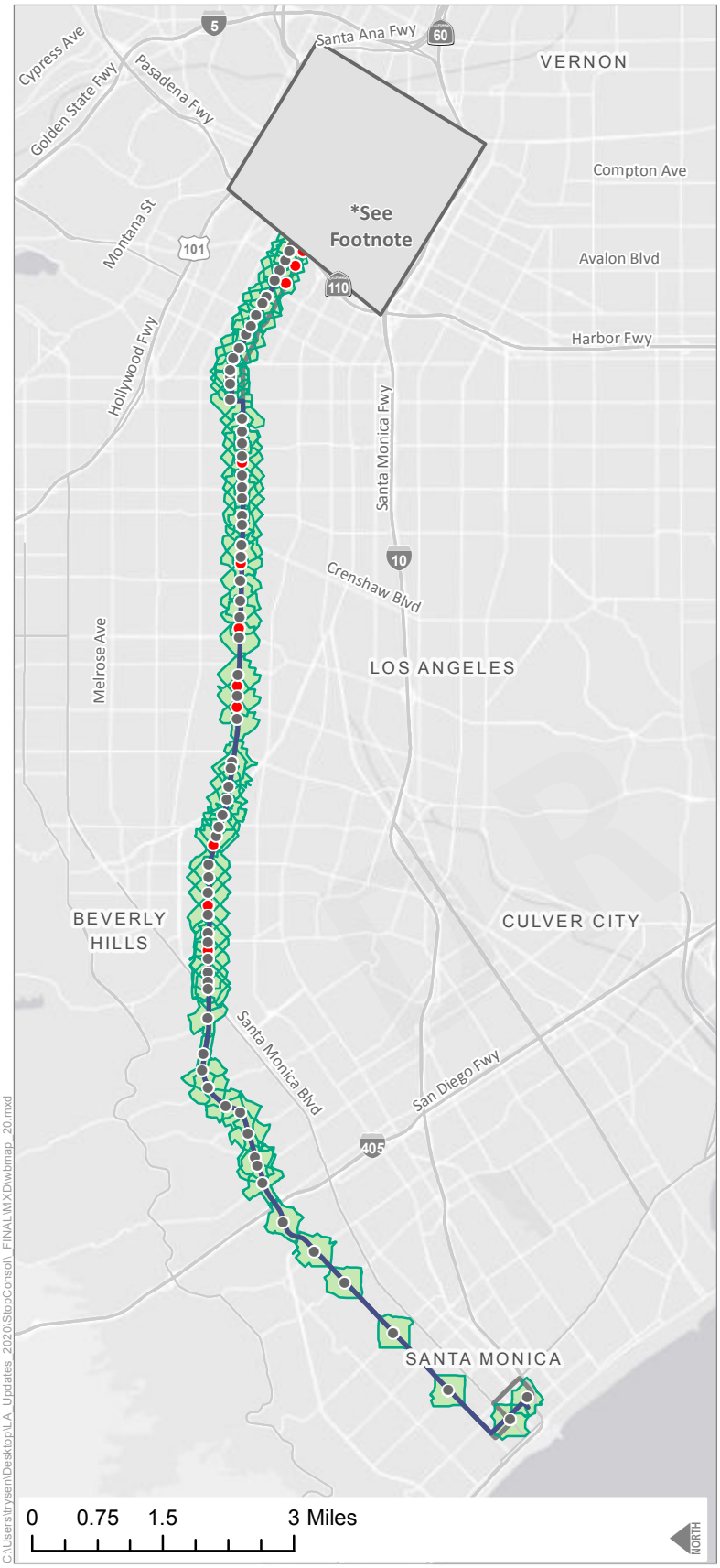
LINE 20 - WILSHIRE/WHITTIER

Metro TMD

Quarter Mile Walksheds - Westbound



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Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
WILSHIRE / SAINT PAUL	38	28
WILSHIRE / LUCAS	69	36
WILSHIRE / VALENCIA	20	10
WILSHIRE / HARVARD	32	41
WILSHIRE / LUCERNE	5	18
WILSHIRE / MC CADDEN	9	170
WILSHIRE / DUNSMUIR	47	66
WILSHIRE / MASSELIN	39	129
WILSHIRE / WILLAMAN	13	9
WILSHIRE / PALM	6	26
WILSHIRE / RODEO	6	25

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.20	0.24

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

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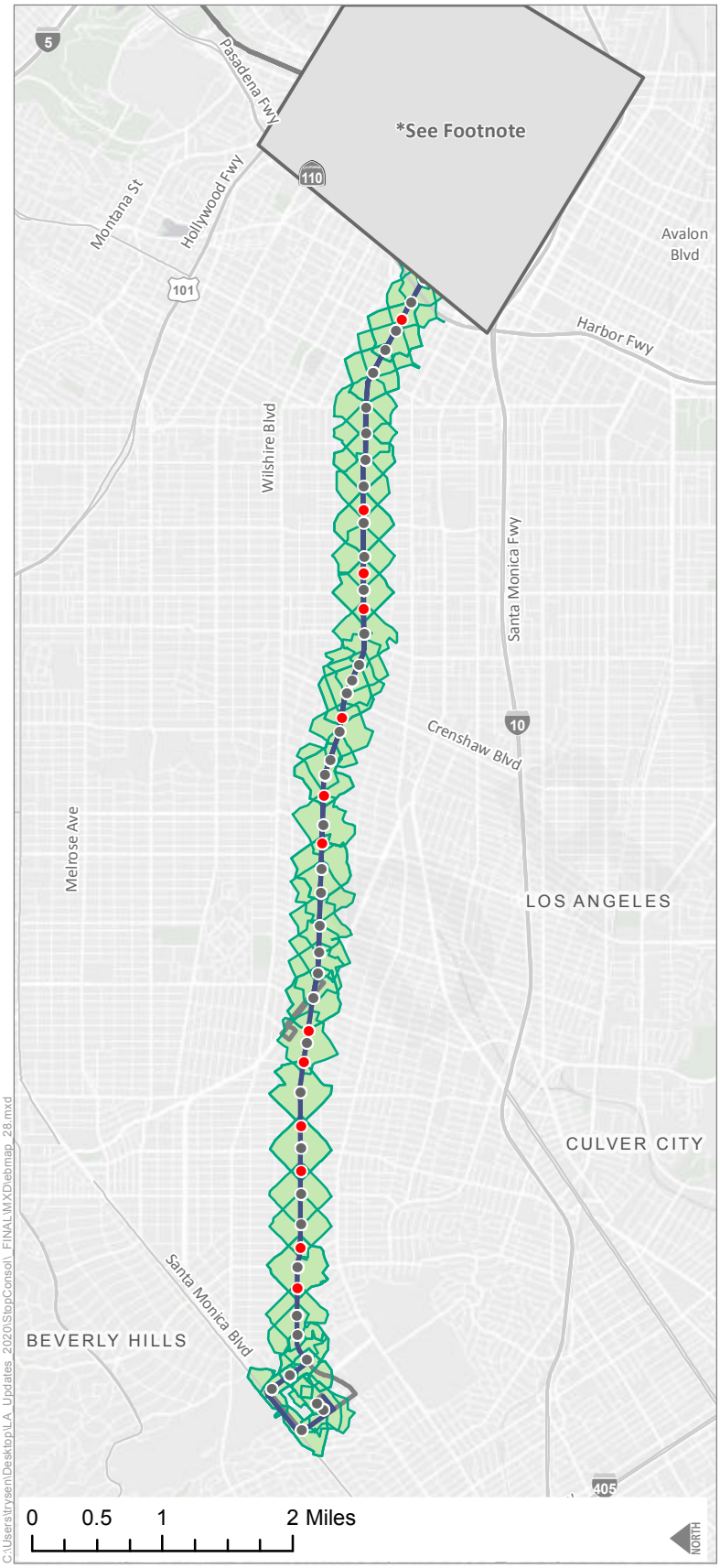
LINE 20 - WILSHIRE/WHITTIER

Metro TMD

Quarter Mile Walksheds - Eastbound



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Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
OLYMPIC / CAMDEN	9	1
OLYMPIC / CANON	7	1
OLYMPIC / LA PEER	12	3
OLYMPIC / BEDFORD	9	5
OLYMPIC / LA JOLLA	0	1
OLYMPIC / STEARNS	1	1
OLYMPIC / MANSFIELD	0	1
OLYMPIC / KENISTON	8	2
OLYMPIC / WINDSOR	4	0
OLYMPIC / SAINT ANDREWS	12	17
OLYMPIC / SERRANO	11	7
OLYMPIC / FEDORA	22	23
OLYMPIC / VALENCIA	22	27

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.19	0.25

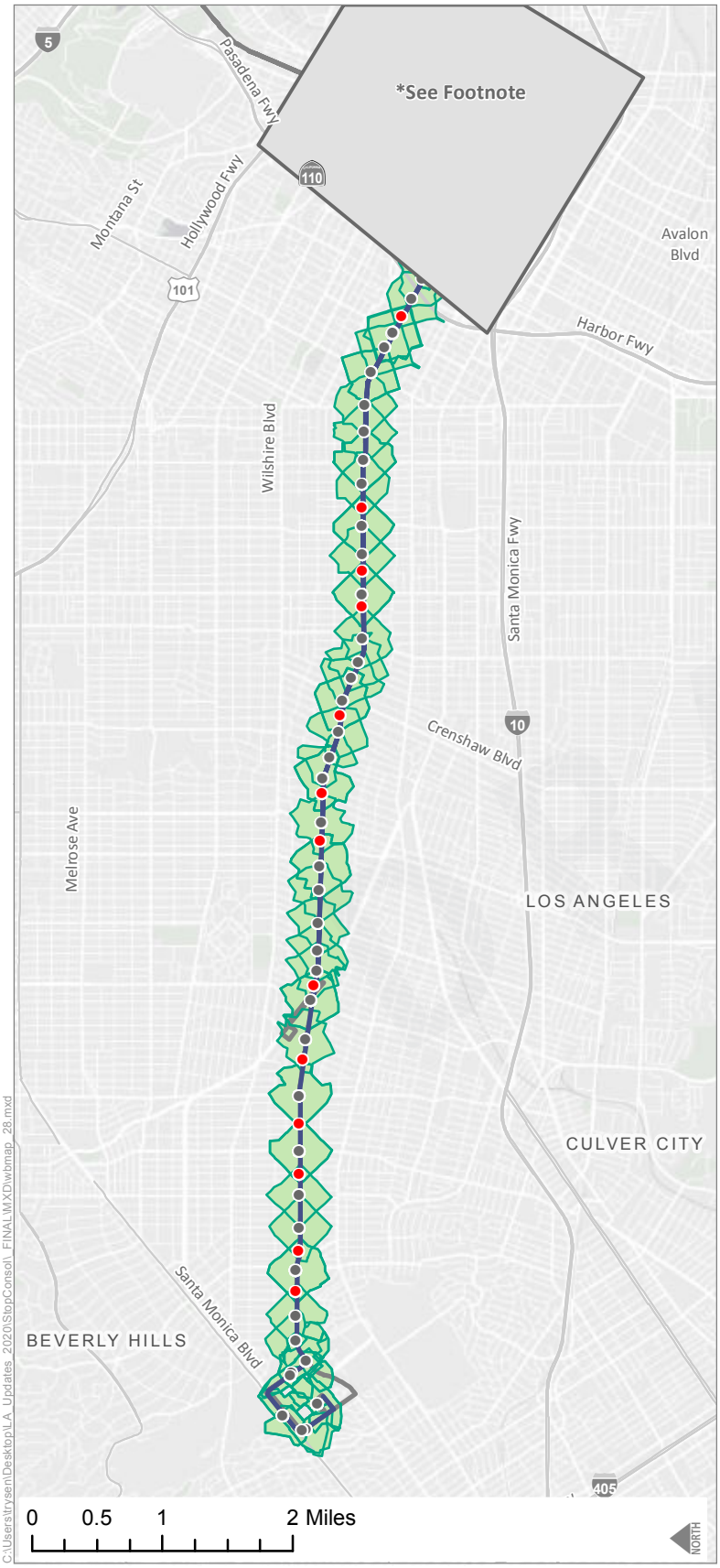
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 28 - OLYMPIC

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
OLYMPIC / VALENCIA	32	42
OLYMPIC / FEDORA	34	56
OLYMPIC / SERRANO	10	55
OLYMPIC / SAINT ANDREWS	2	4
OLYMPIC / WINDSOR	0	3
OLYMPIC / KENISTON	3	3
OLYMPIC / MANSFIELD	0	3
OLYMPIC / OGDEN	1	22
OLYMPIC / LA JOLLA	0	2
OLYMPIC / BEDFORD	1	16
OLYMPIC / LA PEER	4	14
OLYMPIC / CANON	1	9
OLYMPIC / CAMDEN	4	12

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.19	0.25

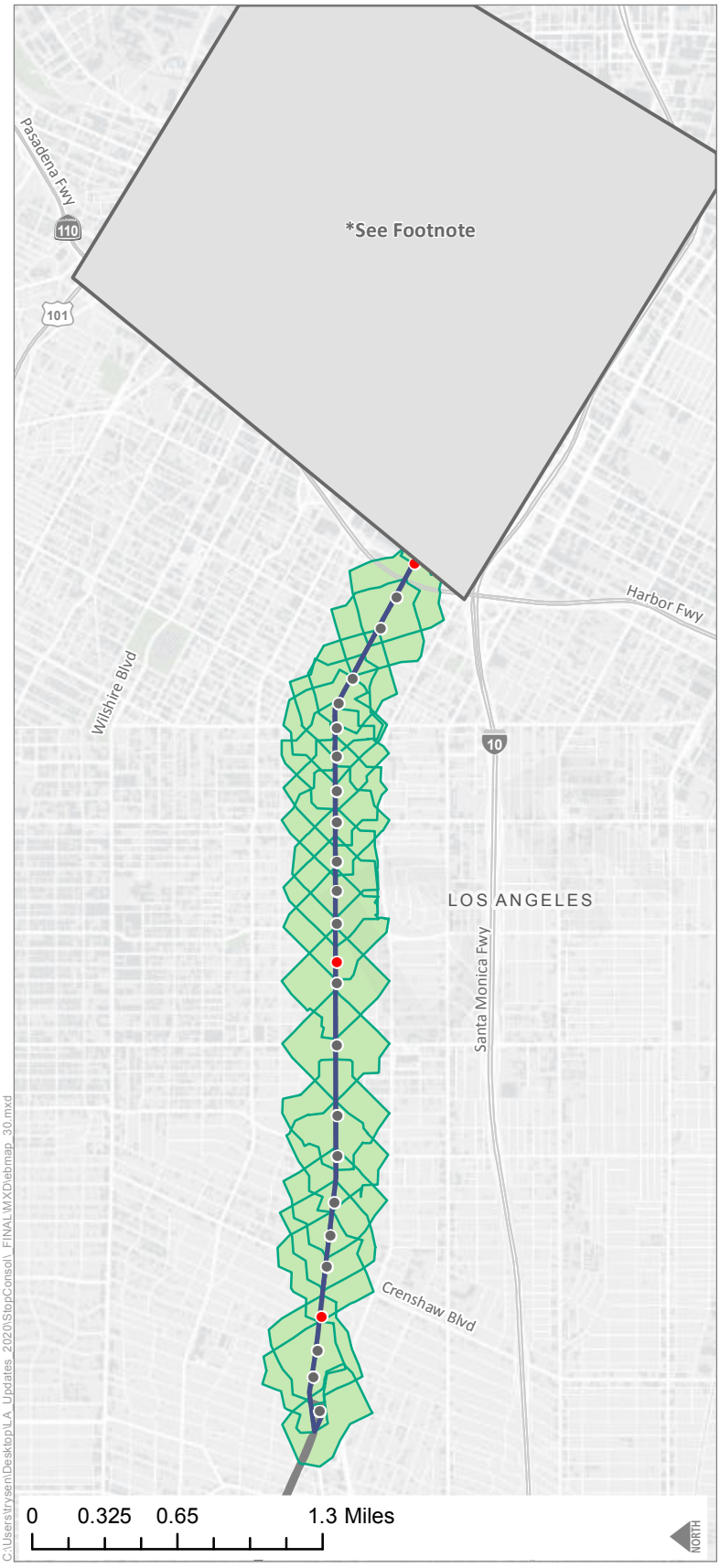
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 28 - OLYMPIC

Metro TMD

Quarter Mile Walksheds - Eastbound



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Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
PICO / WINDSOR	32	7
PICO / ARDMORE	59	24
PICO / L.A. LIVE	9	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.18	0.19

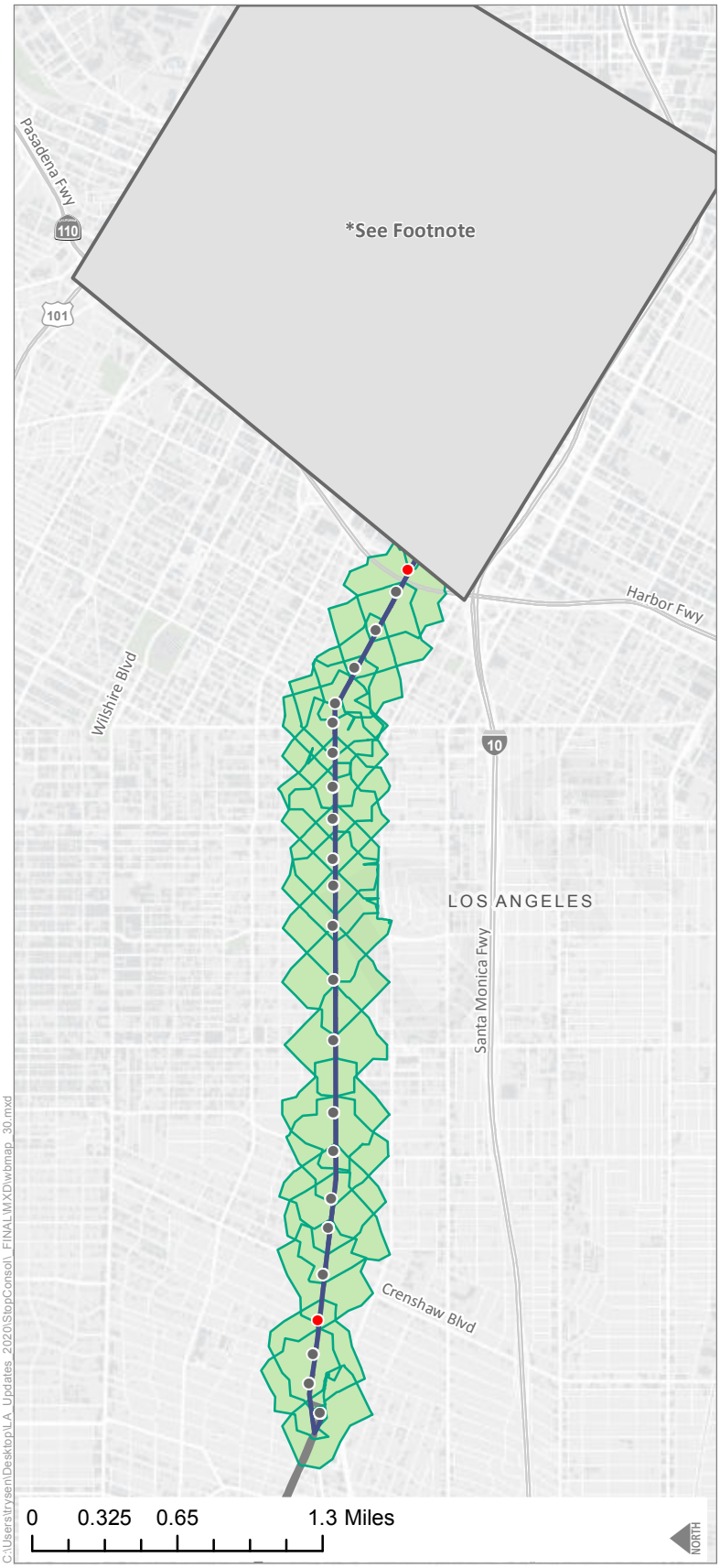
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 30 - PICO

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
PICO / L.A. LIVE	9	3
PICO / PLYMOUTH	5	46

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.18	0.20

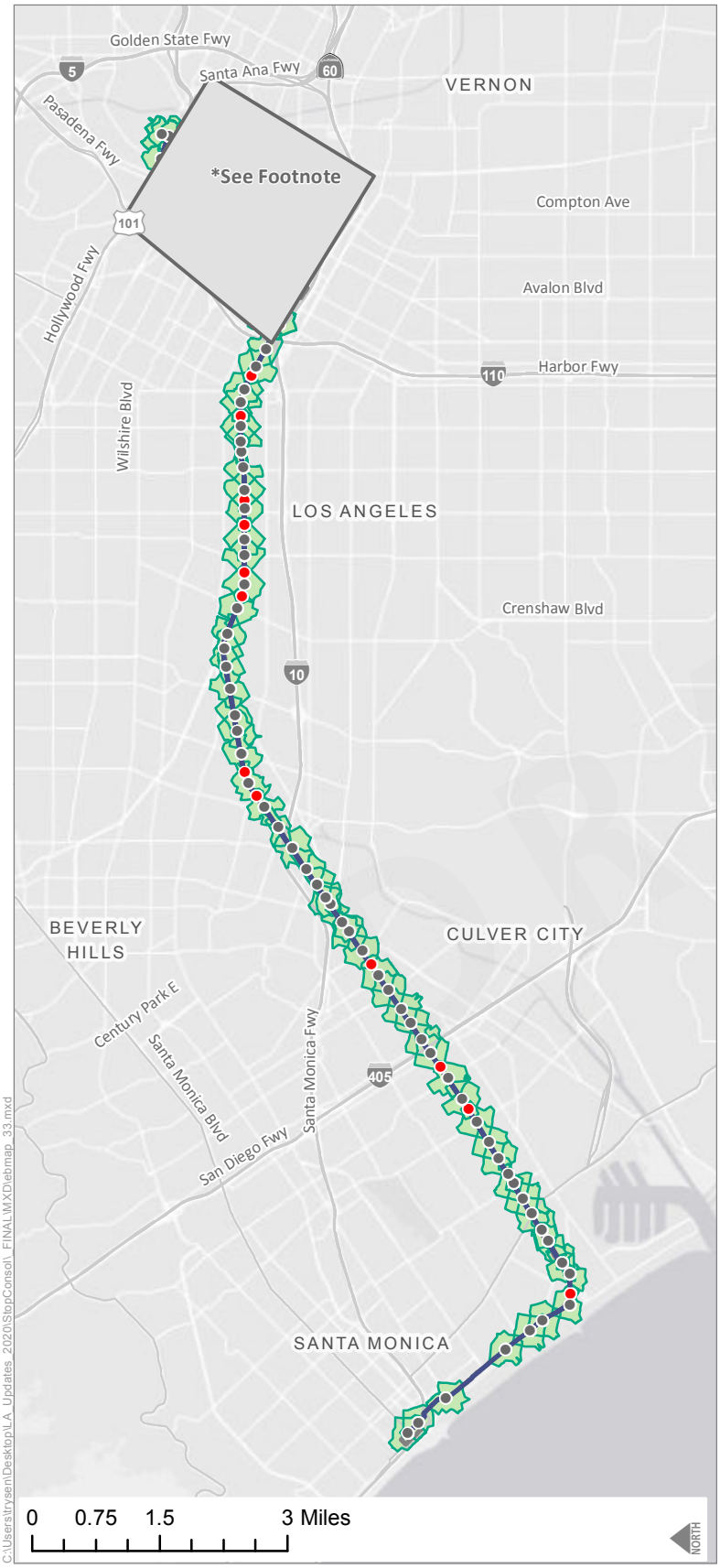
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 30 - PICO

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
VENICE WAY / RIVIERA	9	0
VENICE / GRAND VIEW	43	19
VENICE / MINERVA	9	6
VENICE / JASMINE	22	22
VENICE / GENESEE	2	1
VENICE / CURSON	13	15
VENICE / 12TH	34	44
VENICE / 4TH	40	53
VENICE / SAINT ANDREWS	29	49
VENICE / WESTMORELAND	6	9
VENICE / WESTMORELAND	21	32
VENICE / BURLINGTON	37	38

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.22	0.25

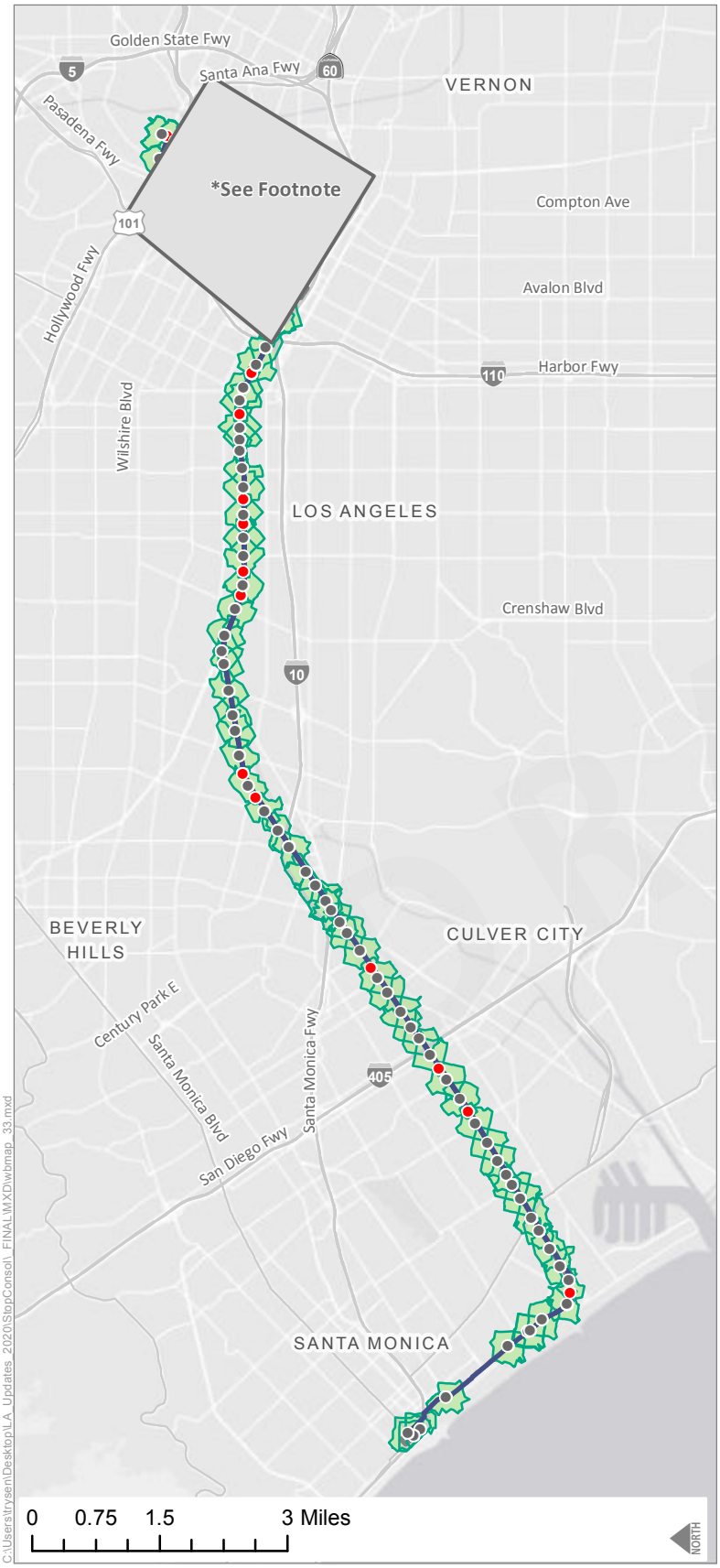
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 33 - VENICE

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
CESAR E CHAVEZ / VIGNES	6	0
VENICE / BURLINGTON	43	49
VENICE / WESTMORELAND	23	40
VENICE / WESTMORELAND	16	18
VENICE / SAINT ANDREWS	23	27
VENICE / 4TH	46	37
VENICE / 12TH	38	39
VENICE / ELLSMERE	5	16
VENICE / OGDEN	5	4
VENICE / JASMINE	14	59
VENICE / BUTLER	18	18
VENICE / GRAND VIEW	12	77
VENICE WAY / RIVIERA	1	10

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.22	0.25

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

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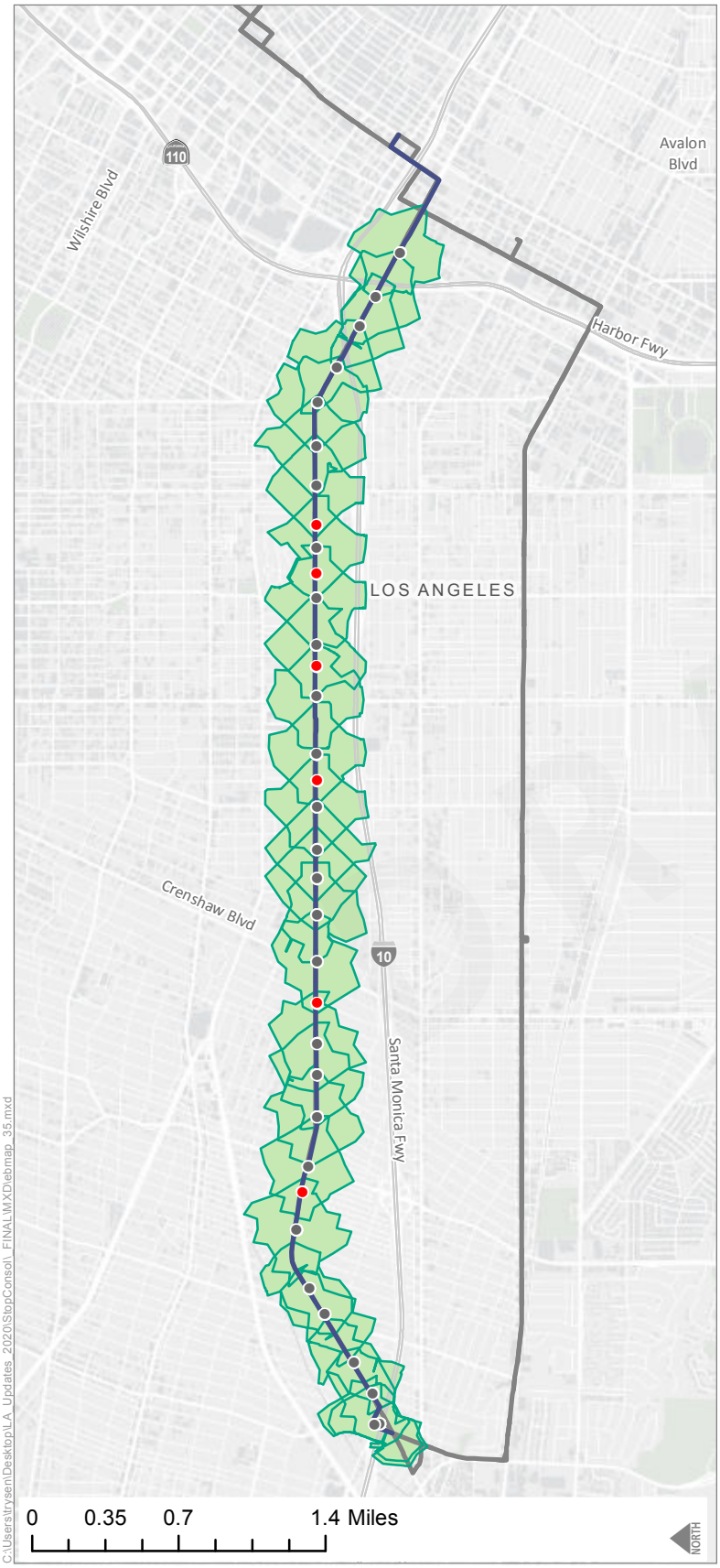
LINE 33 - VENICE

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
WASHINGTON / ORANGE	18	6
WASHINGTON / WELLINGTON	6	9
WASHINGTON / CIMARRON	11	8
WASHINGTON / WESTMORELAND	20	5
WASHINGTON / MARIPOSA	43	11
WASHINGTON / CATALINA	0	3

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.18	0.23

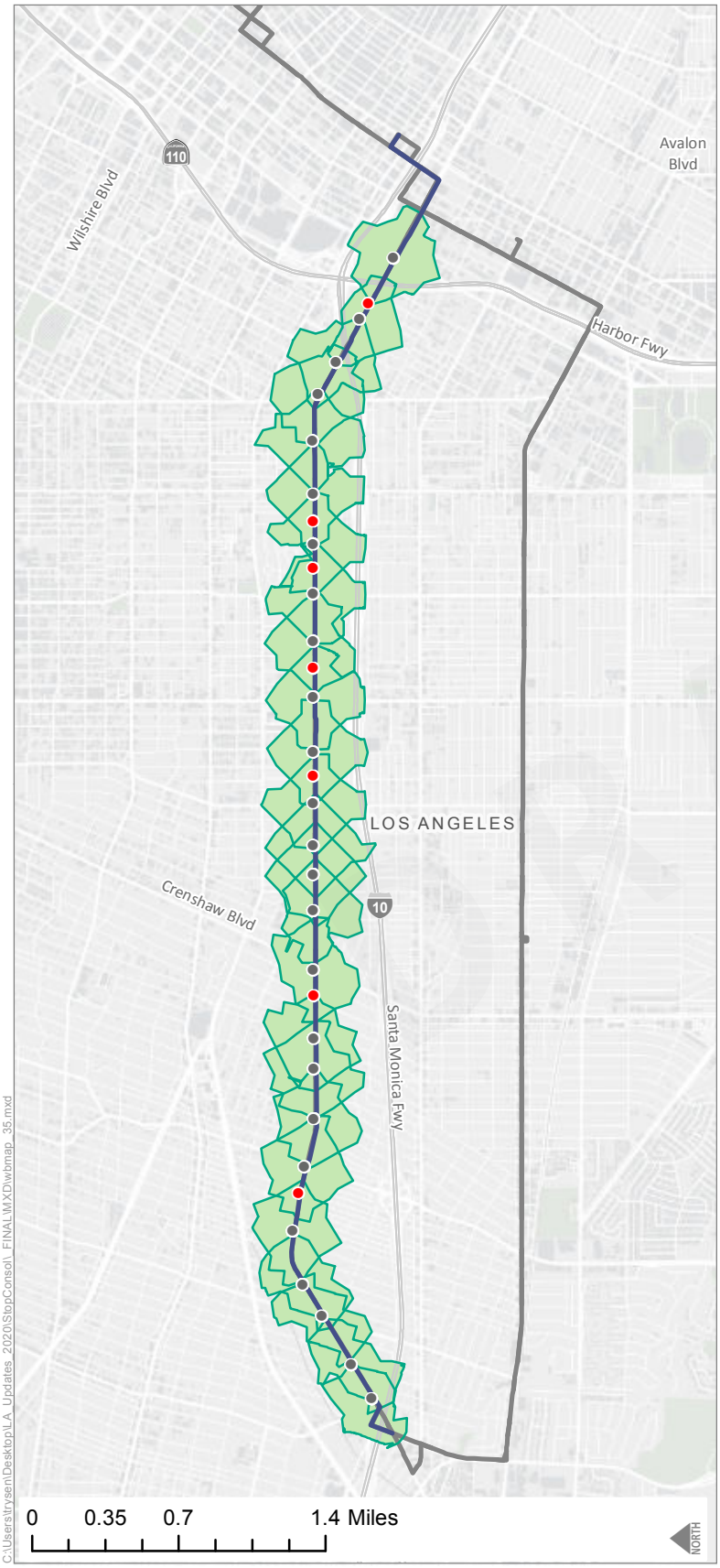
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 35 - WASHINGTON

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
WASHINGTON / CHERRY	25	18
WASHINGTON / CATALINA	7	2
WASHINGTON \ MARIPOSA	0	11
WASHINGTON / WESTMORELAND	4	15
WASHINGTON / CIMARRON	7	11
WASHINGTON / WELLINGTON	1	6
WASHINGTON / ORANGE	10	34

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.18	0.24

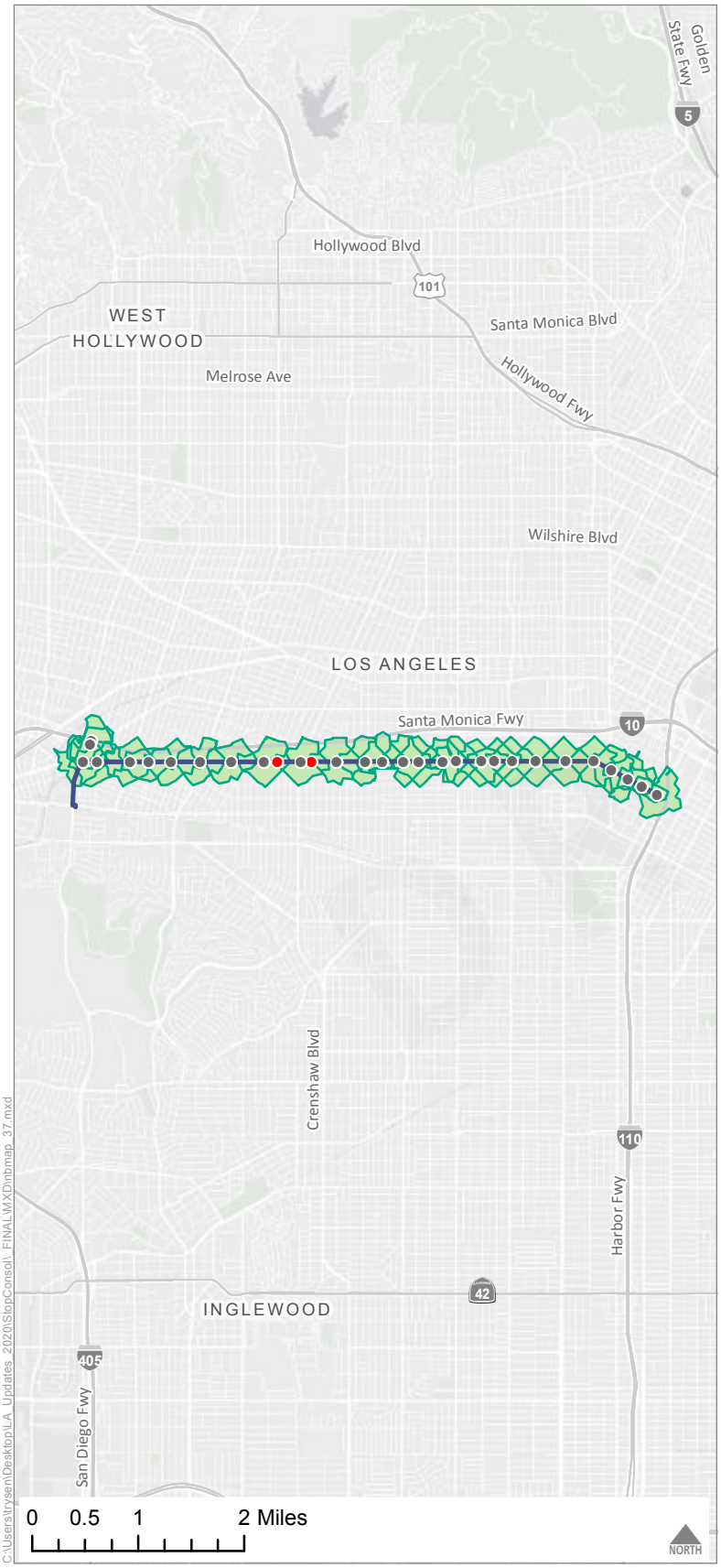
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 35 - WASHINGTON

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
ADAMS / WELLINGTON	18	8
ADAMS / MONTCLAIR	58	13

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.21	0.22

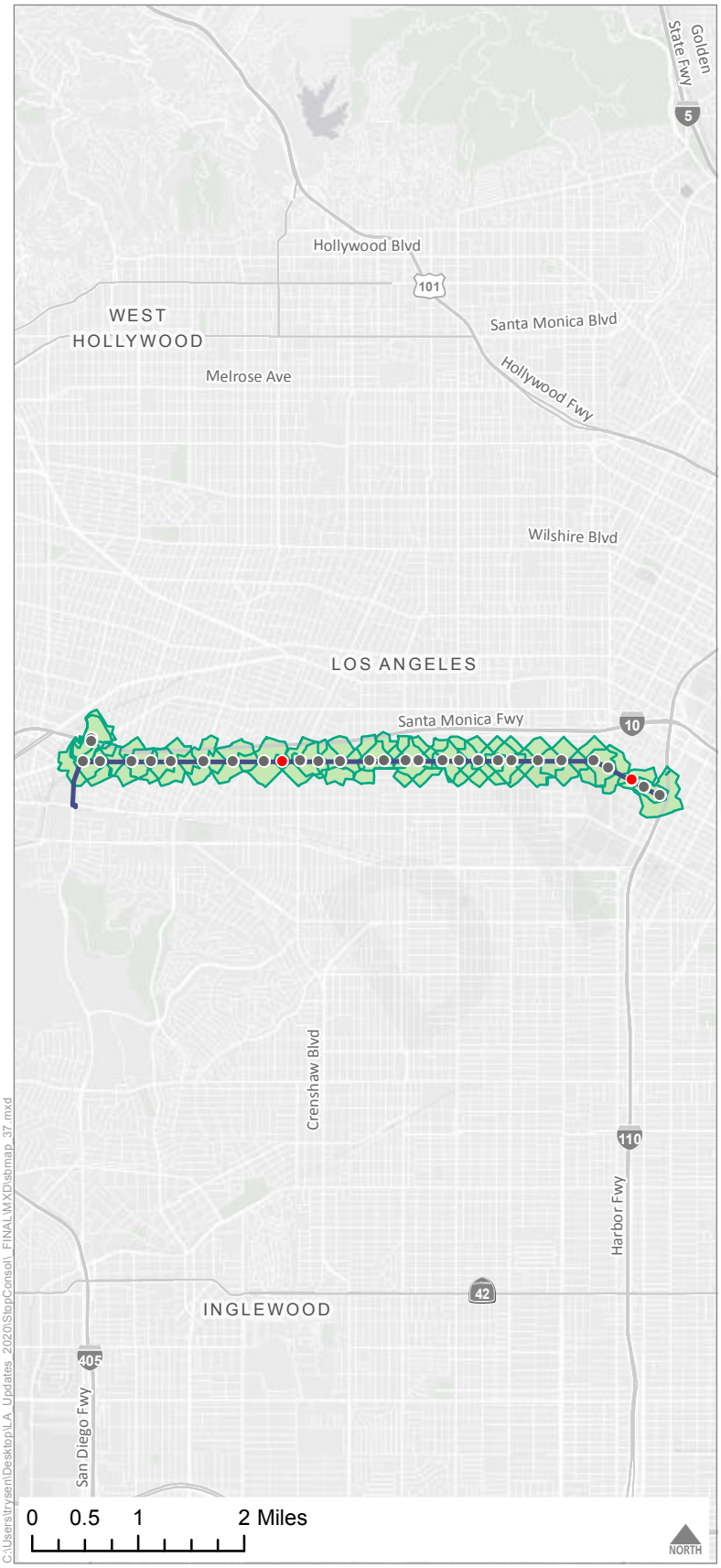
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 37 - ADAMS

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
ADAMS / SAINT JAMES	19	19
ADAMS / WELLINGTON	12	31

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.20	0.21

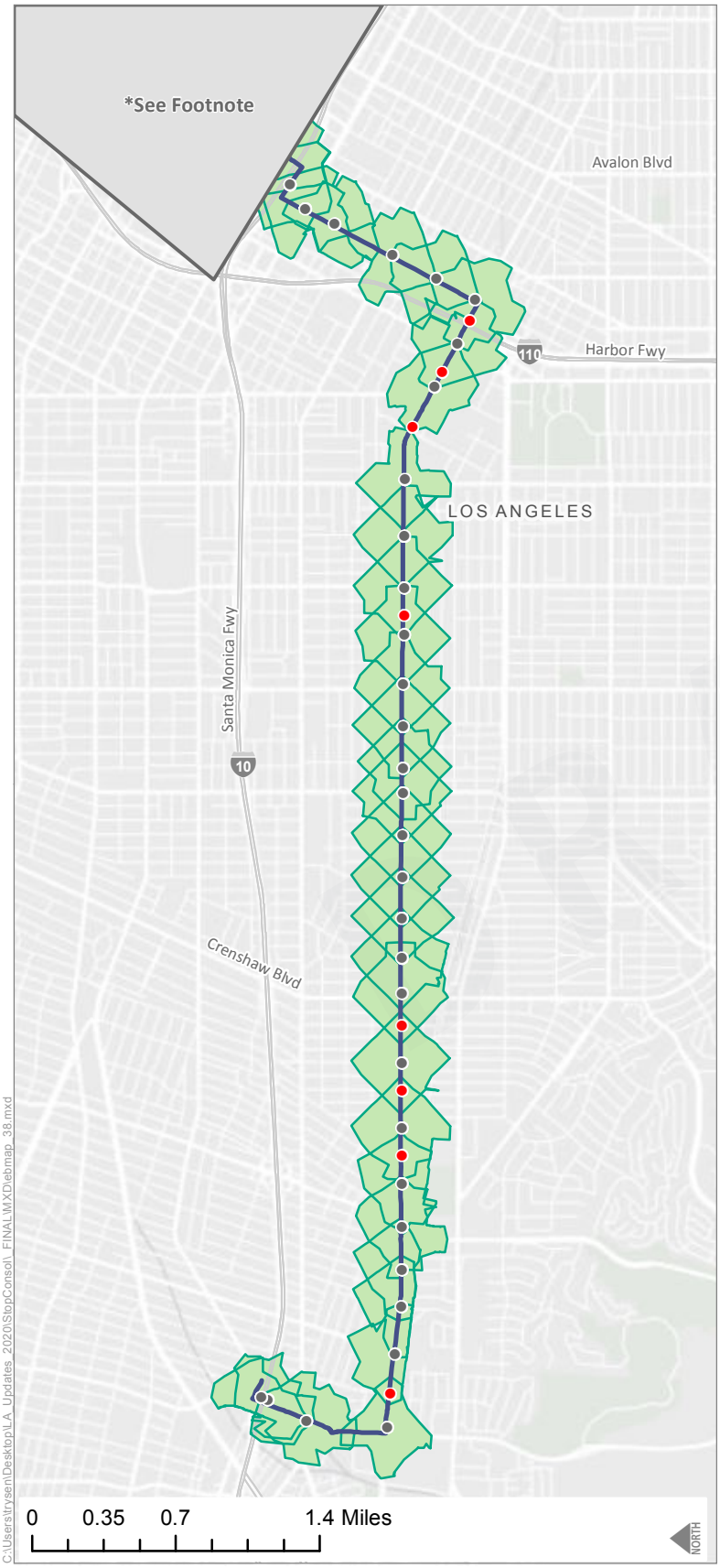
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 37 - ADAMS

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
JEFFERSON / CLYDE	1	0
JEFFERSON / VINEYARD	5	0
JEFFERSON / HILLCREST	7	7
JEFFERSON / SOMERSET	2	4
JEFFERSON / HALLDALE	4	6
JEFFERSON / MC CLINTOCK	4	22
JEFFERSON / ROYAL	0	0
JEFFERSON / HOPE	0	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.18	0.25

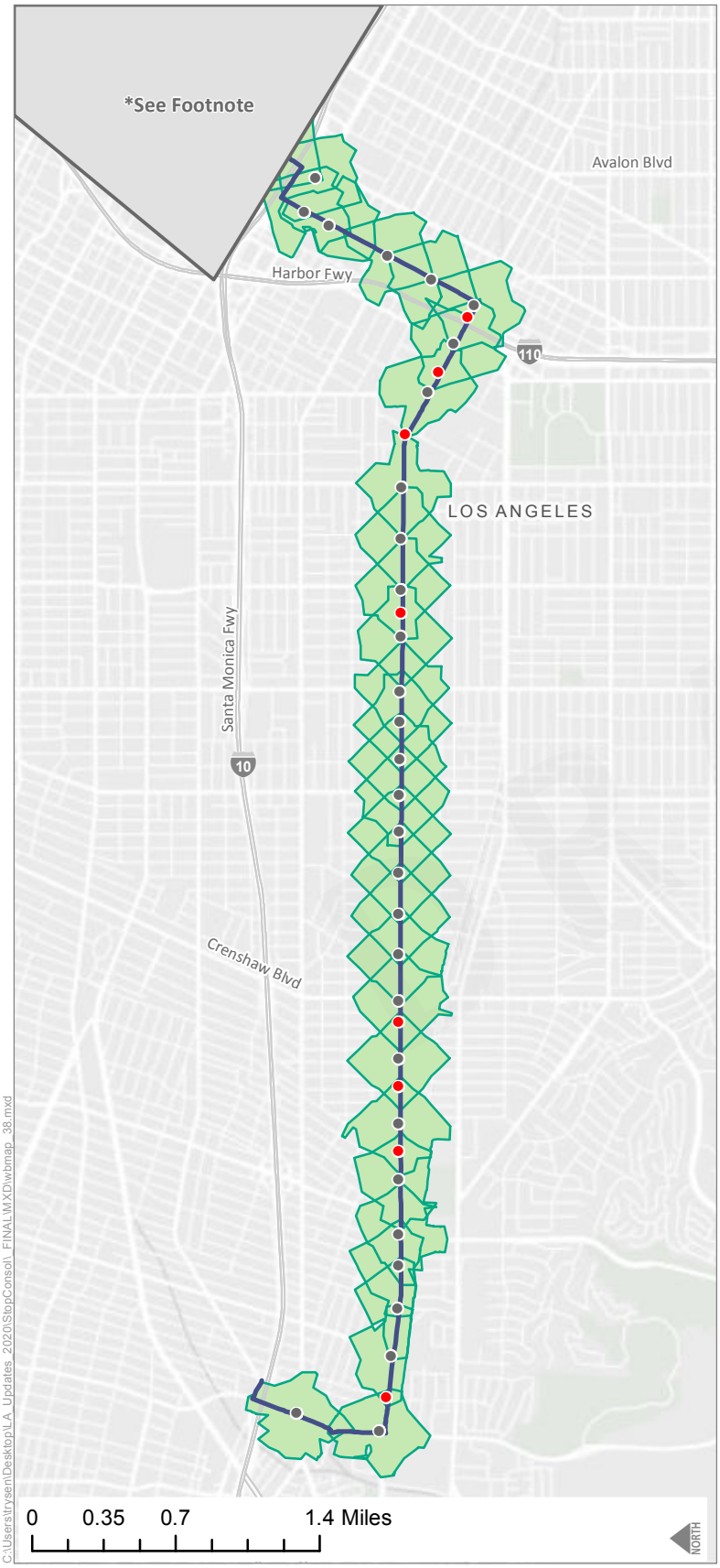
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 38 - JEFFERSON

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
JEFFERSON / HOPE	14	5
JEFFERSON / ROYAL	3	1
JEFFERSON / MC CLINTOCK	N/A	N/A
JEFFERSON / HALLDALE	14	17
JEFFERSON / SOMERSET	3	5
JEFFERSON / HILLCREST	4	11
JEFFERSON / VINEYARD	1	0
JEFFERSON / CLYDE	0	1

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.19	0.23

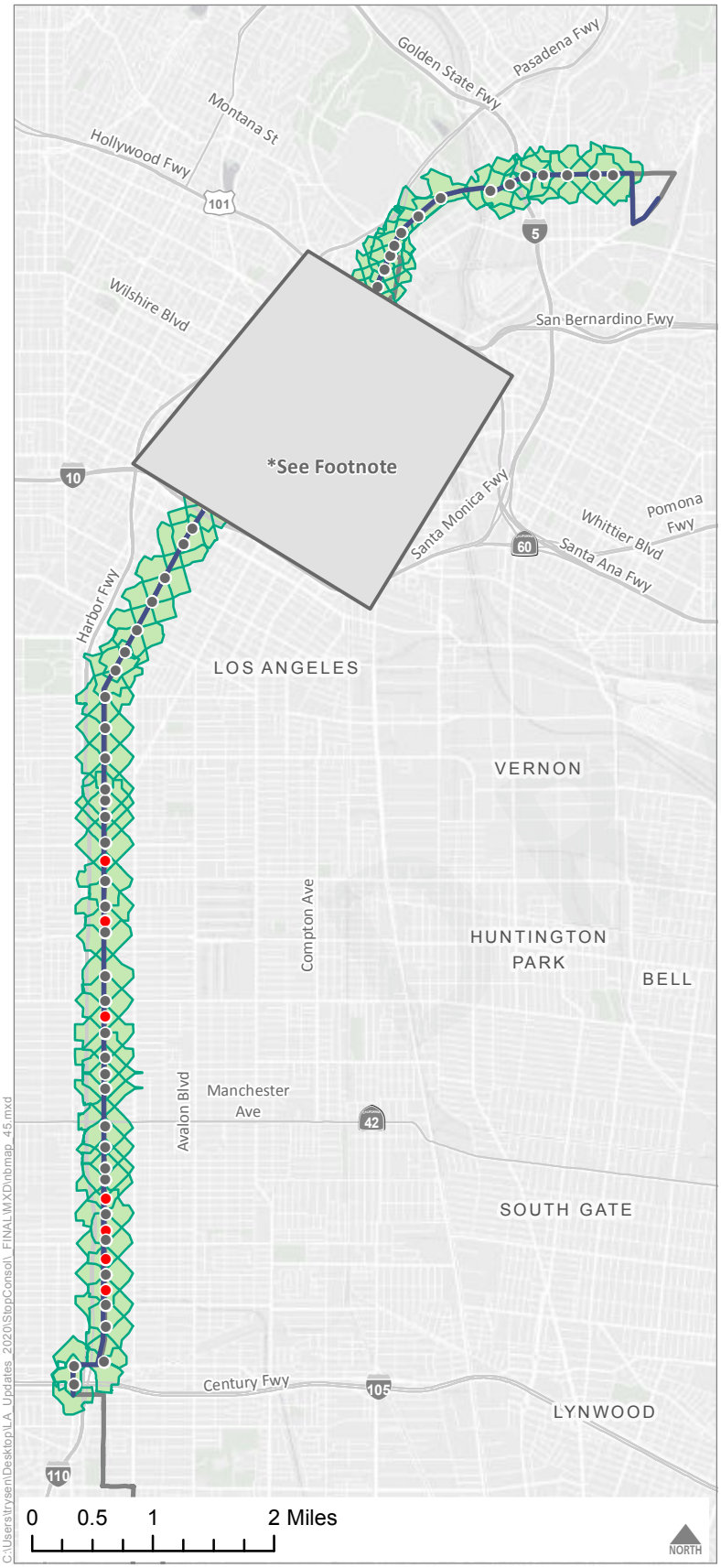
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 38 - JEFFERSON

Metro TMD

Quarter Mile Walksheds - Northbound



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Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
BROADWAY / 106TH	44	24
BROADWAY / 102ND	21	26
BROADWAY / 98TH	20	15
BROADWAY / 94TH	56	29
BROADWAY / 74TH	16	9
BROADWAY / 61ST	36	16
BROADWAY / 56TH	74	17

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.19	0.25

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 45 - BROADWAY

Metro TMD

Quarter Mile Walksheds - Southbound



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Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
BROADWAY / 56TH	14	65
BROADWAY / 61ST	19	59
BROADWAY / 74TH	4	17
BROADWAY / 94TH	25	55
BROADWAY / 98TH	10	30
BROADWAY / 102ND	19	27
BROADWAY / 106TH	15	34

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.20	0.22

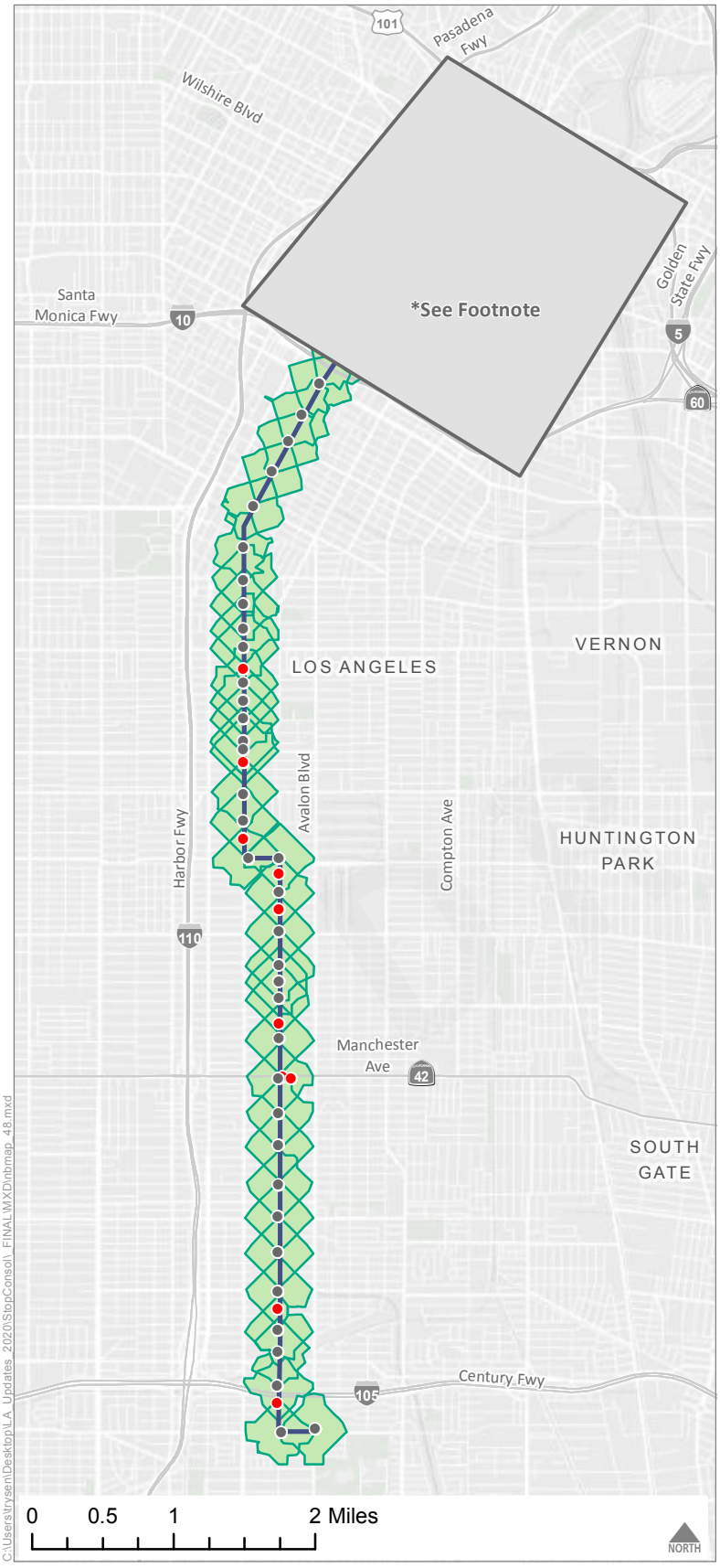
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 45 - BROADWAY

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SAN PEDRO / 118TH	4	17
SAN PEDRO / 109TH	11	38
MANCHESTER LAYOVER	0	16
MANCHESTER / SAN PEDRO	2	66
SAN PEDRO \ 82ND	20	47
SAN PEDRO / 69TH	3	21
SAN PEDRO / 65TH	9	29
MAIN / 61ST	17	45
MAIN / 55TH	12	50
MAIN / 46TH	35	50

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.17	0.21

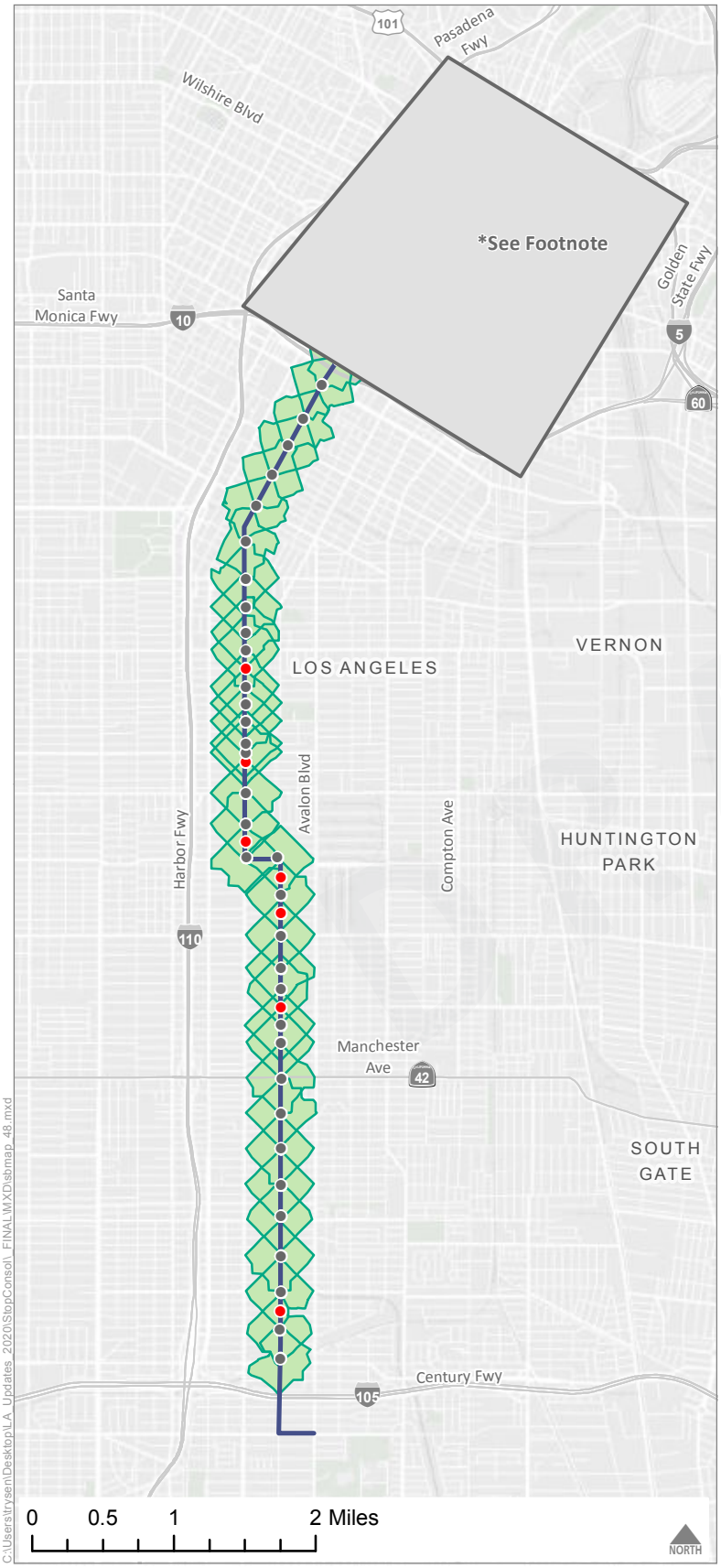
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 48 - SAN PEDRO

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
MAIN / 46TH	24	20
MAIN / 55TH	63	14
MAIN / 61ST	32	16
SAN PEDRO / 65TH	39	11
SAN PEDRO / 69TH	32	12
SAN PEDRO / 79TH	47	11
SAN PEDRO / 110TH	48	14

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.17	0.20

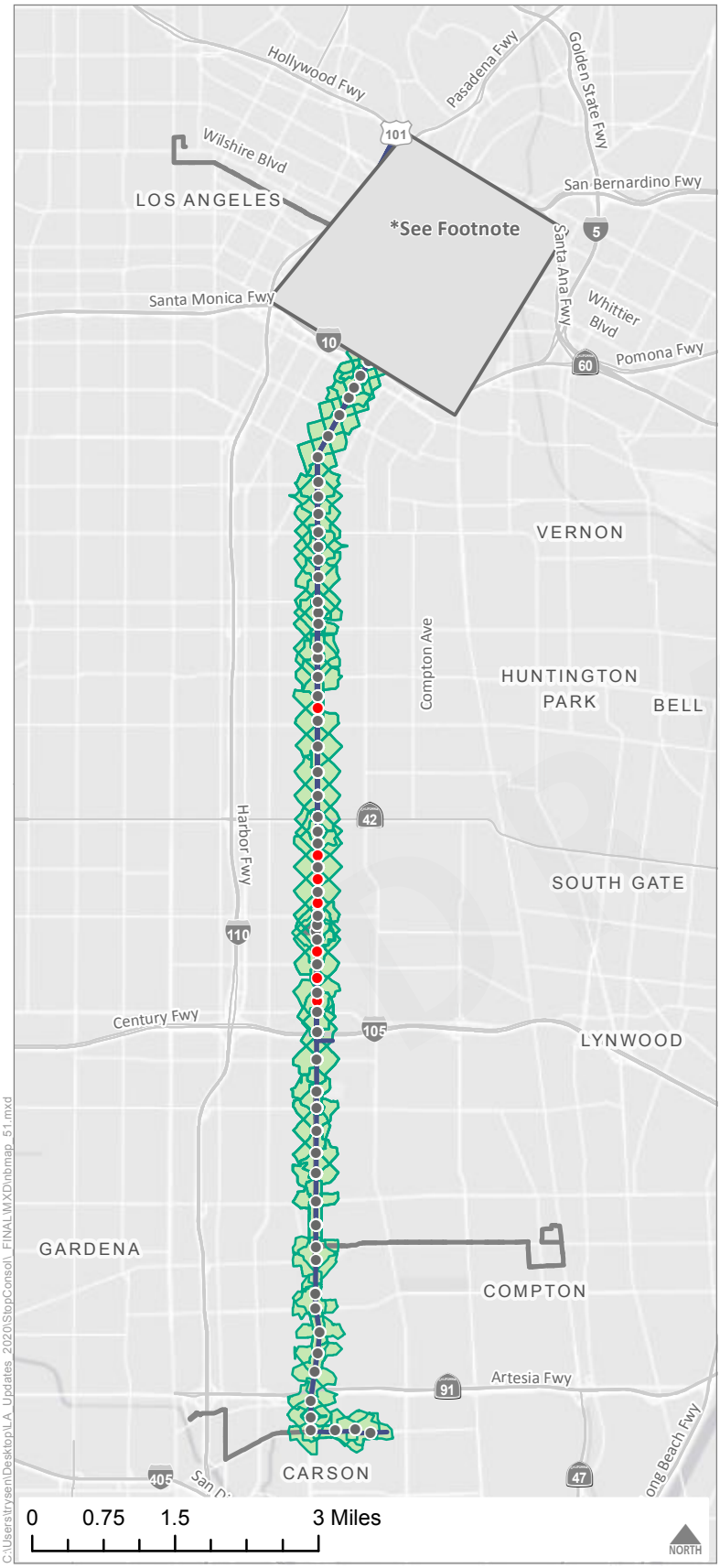
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 48 - SAN PEDRO

Metro TMD

Quarter Mile Walksheds - Northbound



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Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
AVALON / LANZIT	19	16
AVALON / 110TH	47	14
AVALON / 106TH	20	15
AVALON / 98TH	21	11
AVALON / 94TH	57	38
AVALON / 90TH	46	21
AVALON / 69TH	5	4

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.18	0.20

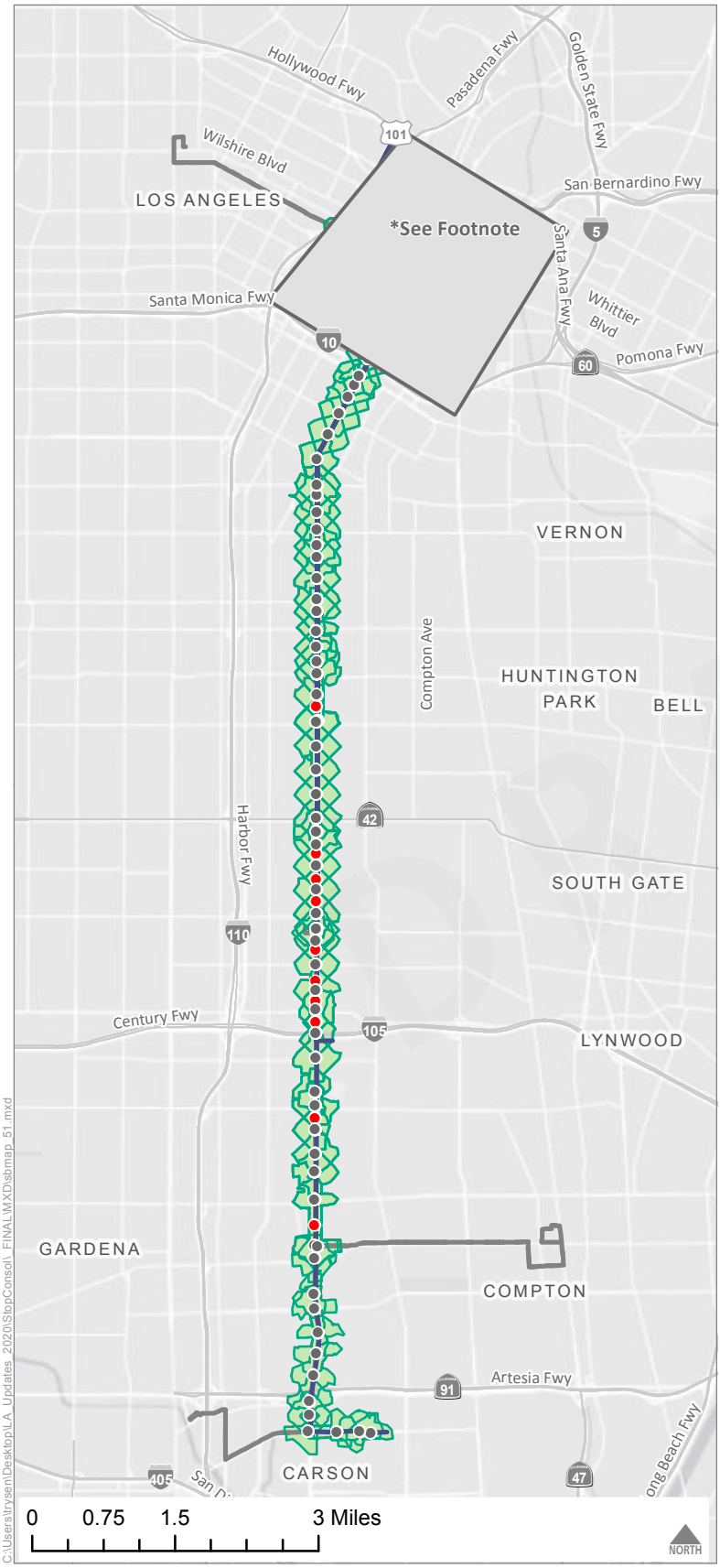
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 51 - AVALON

Metro TMD

Quarter Mile Walksheds - Southbound



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Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
AVALON / 69TH	2	12
AVALON / 90TH	32	38
AVALON / 94TH	44	52
AVALON / 98TH	10	32
AVALON / 106TH	12	19
AVALON / 110TH	18	45
AVALON / LANZIT	7	20
AVALON / 116TH	1	2
AVALON / 130TH	17	30
14715 AVALON	2	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.18	0.21

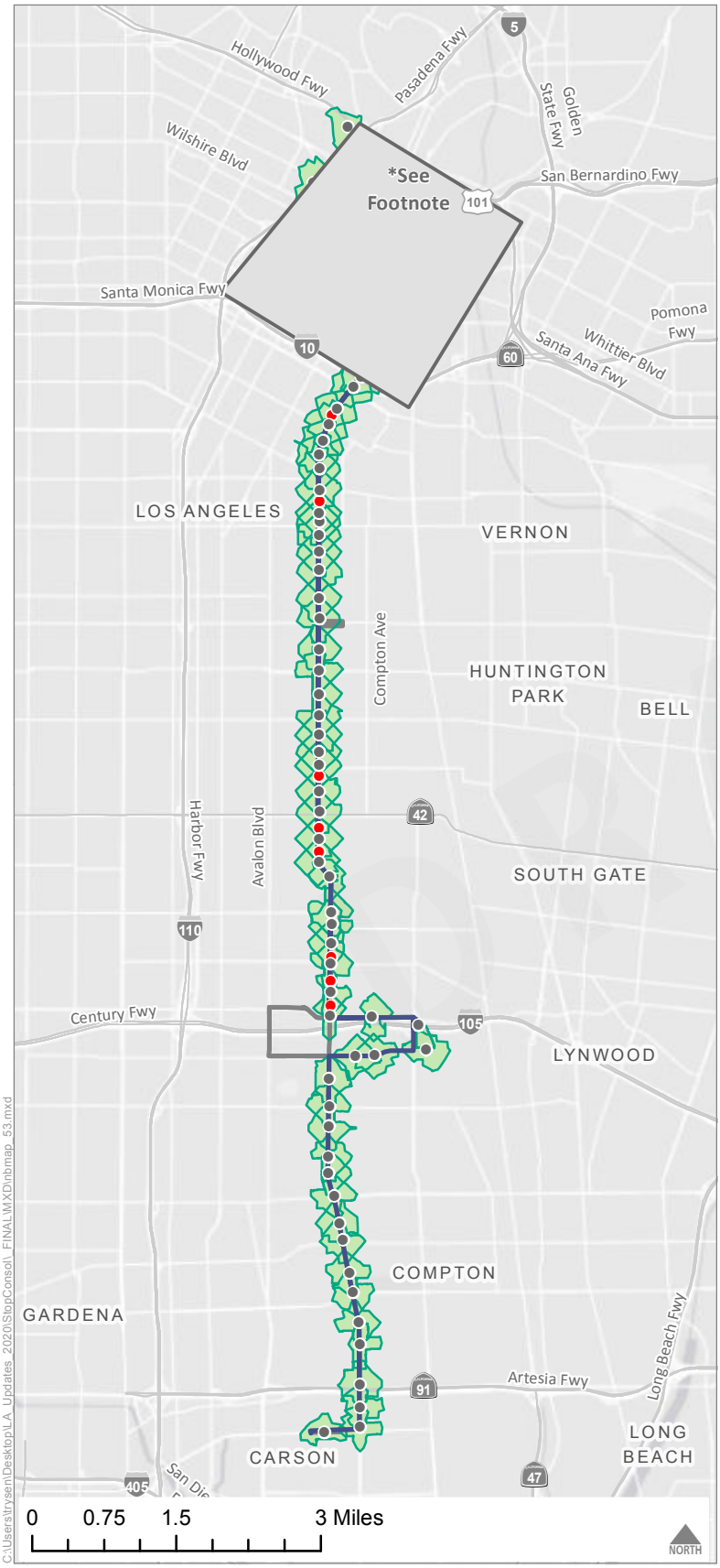
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 51 - AVALON

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
CENTRAL / 114TH	82	41
CENTRAL / LANZIT	38	7
CENTRAL / 107TH	60	16
CENTRAL / 90TH	57	33
CENTRAL / 87TH PL	32	13
CENTRAL / 81ST	36	14
CENTRAL / 42ND	51	34
CENTRAL / 24TH	53	37

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.21	0.24

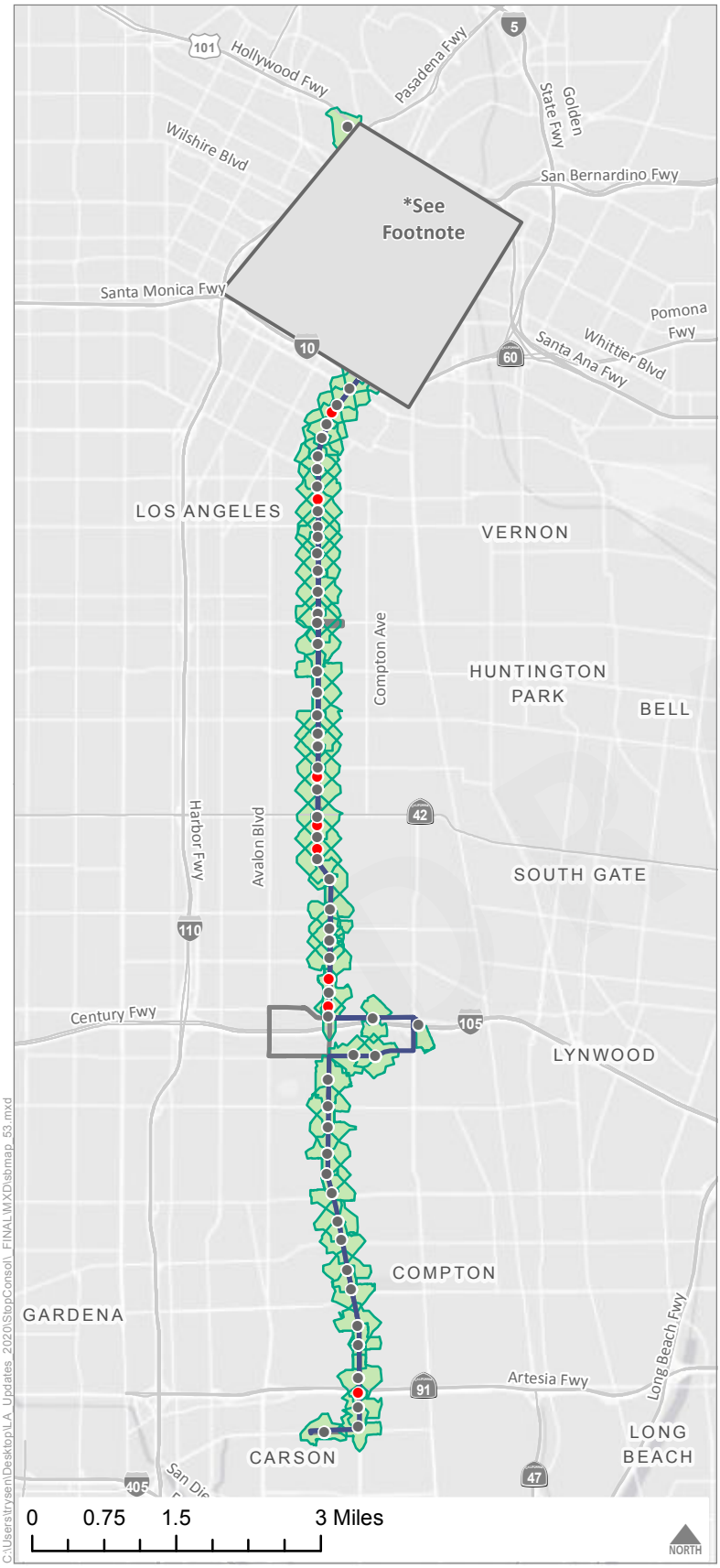
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 53 - CENTRAL AVE

Metro TMD

Quarter Mile Walksheds - Southbound



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Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
CENTRAL / 24TH	50	60
CENTRAL / 42ND	37	65
CENTRAL / 81ST	13	35
CENTRAL / 87TH	12	25
CENTRAL / 90TH	26	41
CENTRAL \ LANZIT	10	40
CENTRAL / 114TH	44	64
CENTRAL / ALBERTONI	1	19

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.21	0.23

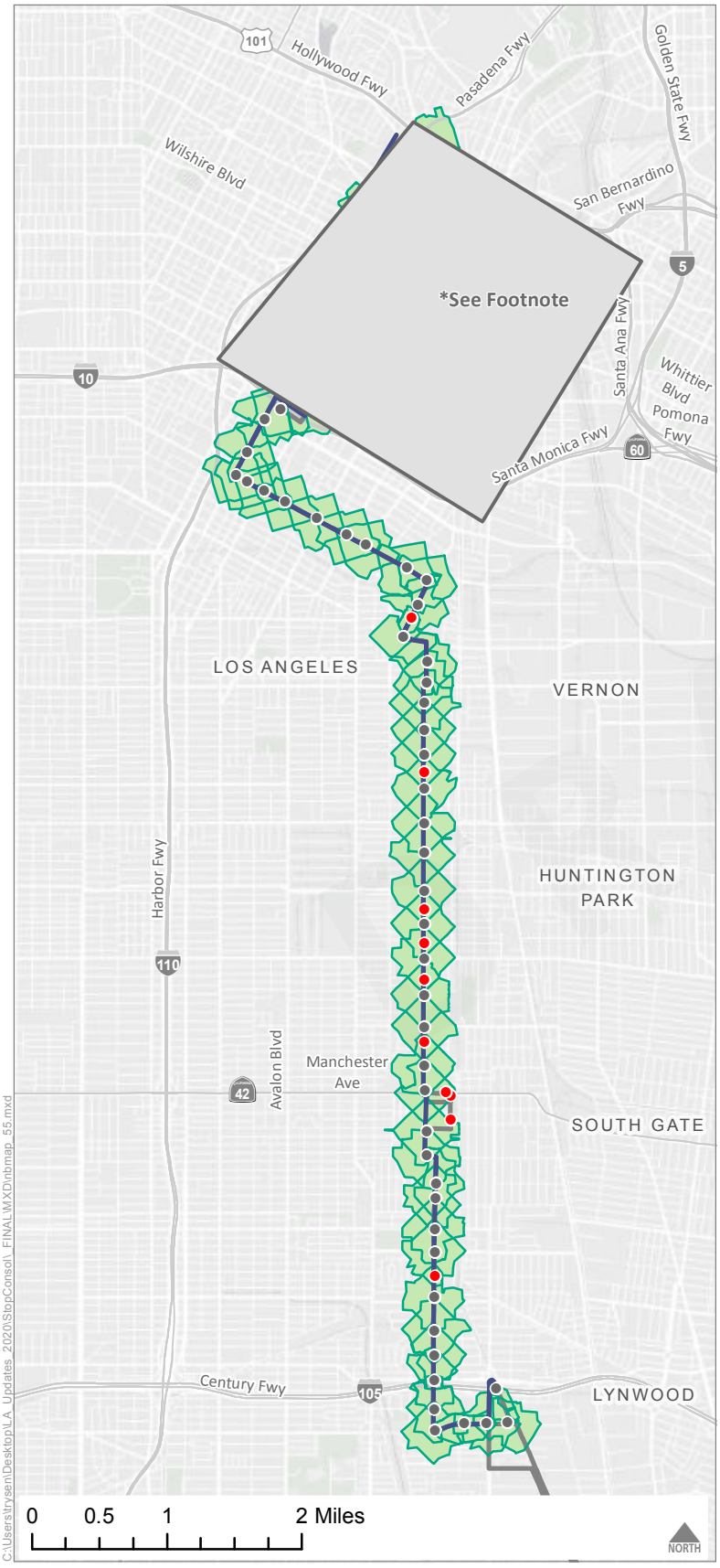
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 53 - CENTRAL AVE

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
COMPTON / 105TH	7	13
MAIE / 88TH	12	1
MAIE / FIRESTONE	115	90
FIRESTONE / MAIE	19	12
COMPTON / 81ST	20	9
COMPTON / 75TH	13	11
COMPTON / 70TH	20	10
COMPTON / 66TH	17	10
COMPTON / 53RD	54	27
COMPTON / MARTIN LUTHER KING JR	23	12

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.19	0.22

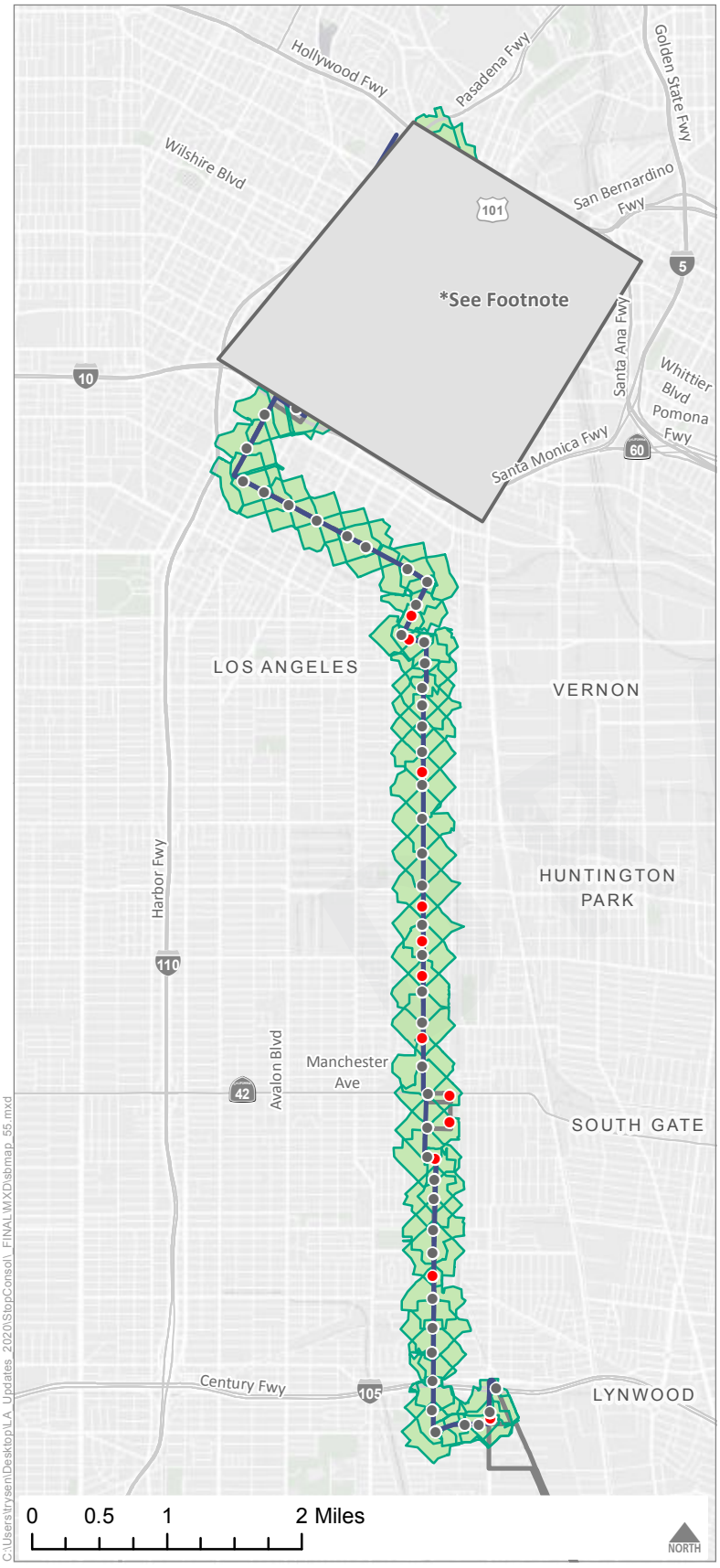
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 55 - ADAMS/COMPTON

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
COMPTON / MARTIN LUTHER KING JR	5	33
41ST / ASCOT	10	34
COMPTON / 53RD	32	48
COMPTON / 66TH	13	17
COMPTON / 70TH	6	13
COMPTON / 75TH	32	19
COMPTON / 81ST	12	16
MAIE / FIRESTONE	96	119
MAIE / 88TH	7	18
COMPTON / 92ND	11	16
COMPTON / 105TH	9	14
WILMINGTON / 119TH	1	27

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
92%	0.19	0.23

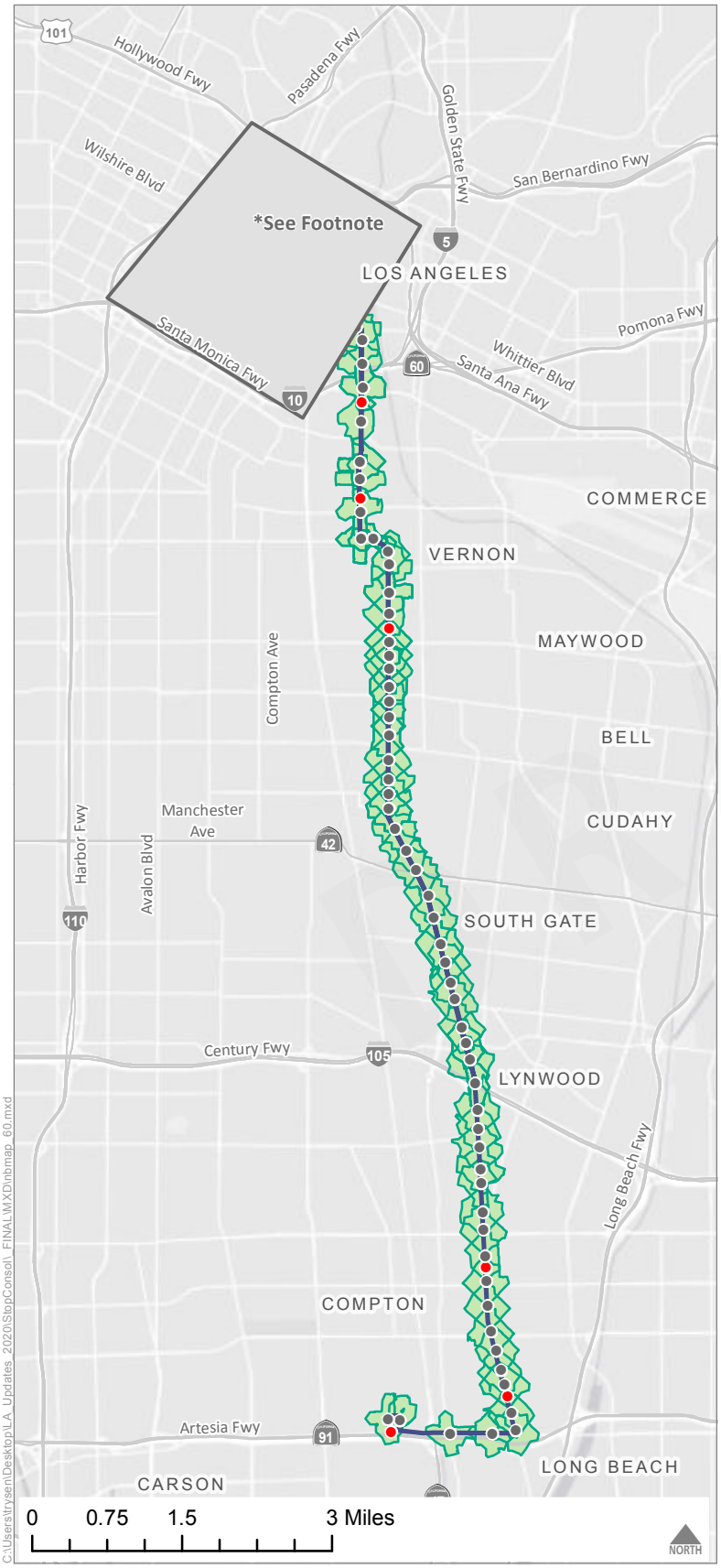
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 55 - ADAMS/COMPTON

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
ARTESIA / ACACIA	0	0
LONG BEACH / 69TH	31	13
LONG BEACH / PALMER	24	15
PACIFIC / 57TH	34	29
SANTA FE / 30TH	20	11
SANTA FE / 11TH	3	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.20	0.22

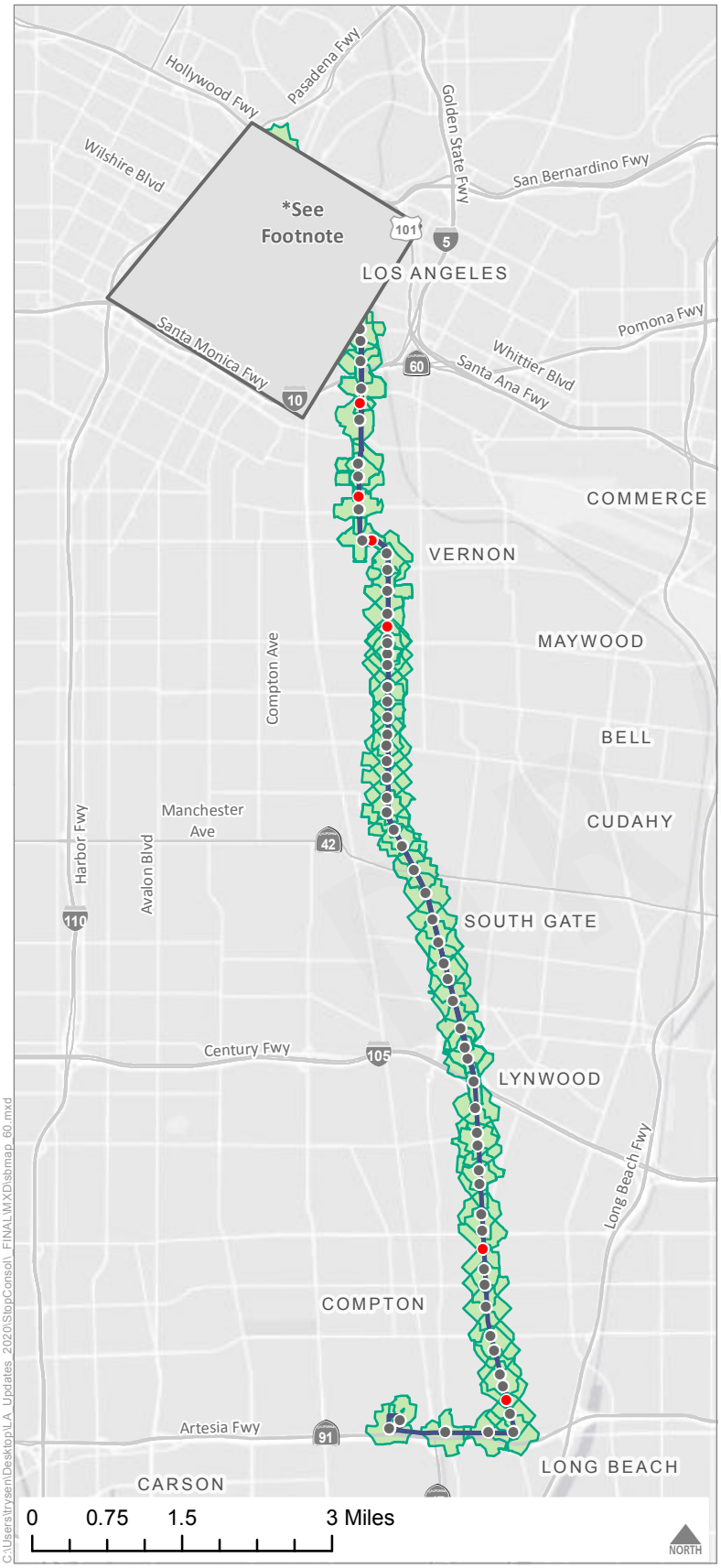
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 60 - LONG BEACH BLVD

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SANTA FE / 11TH	16	17
SANTA FE / 30TH	6	21
PACIFIC / RR XING	21	9
PACIFIC / 57TH	18	27
LONG BEACH / ELM	5	16
LONG BEACH / 69TH	4	33

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.21	0.23

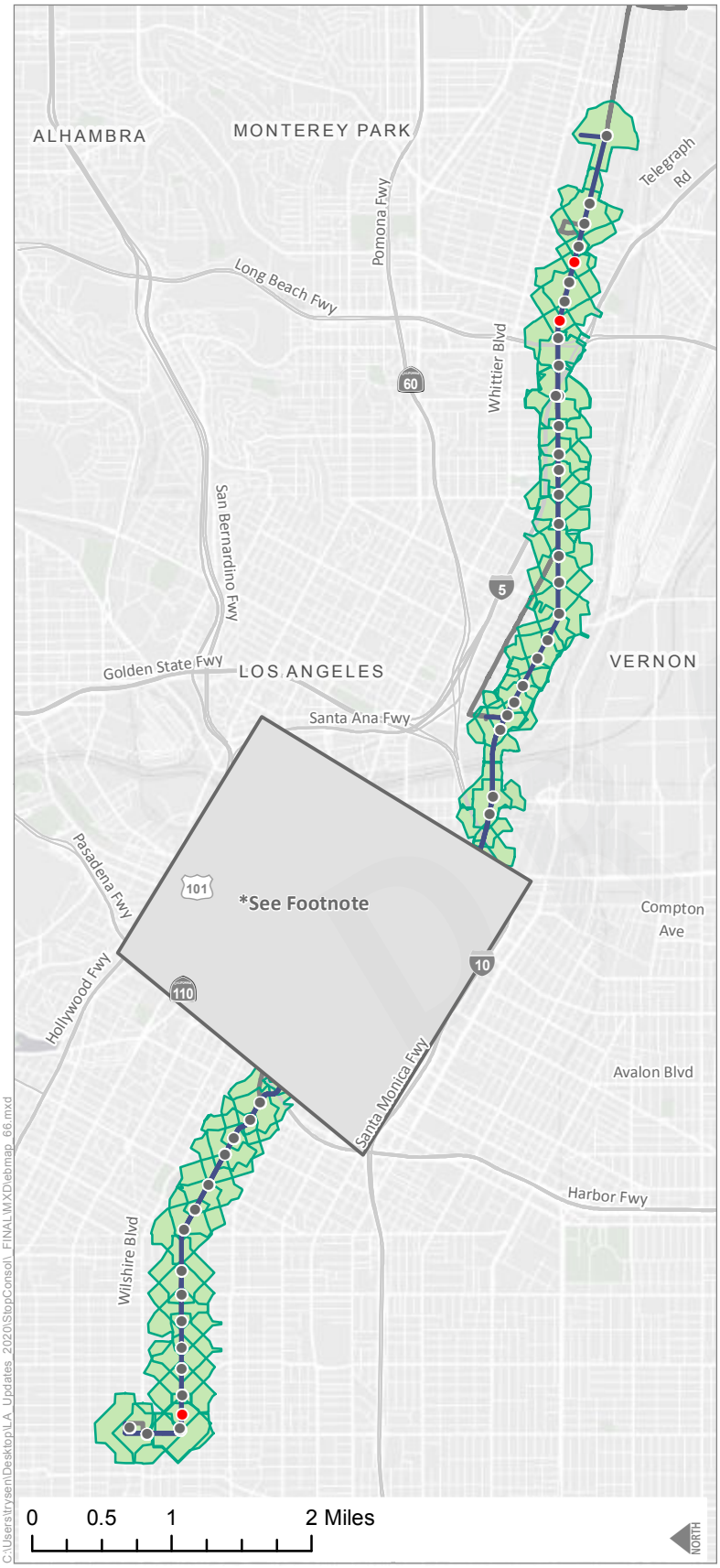
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 60 - LONG BEACH BLVD

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
8TH / SERRANO	86	8
OLYMPIC / MCBRIDE	10	19
OLYMPIC / FRASER	8	23

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.18	0.20

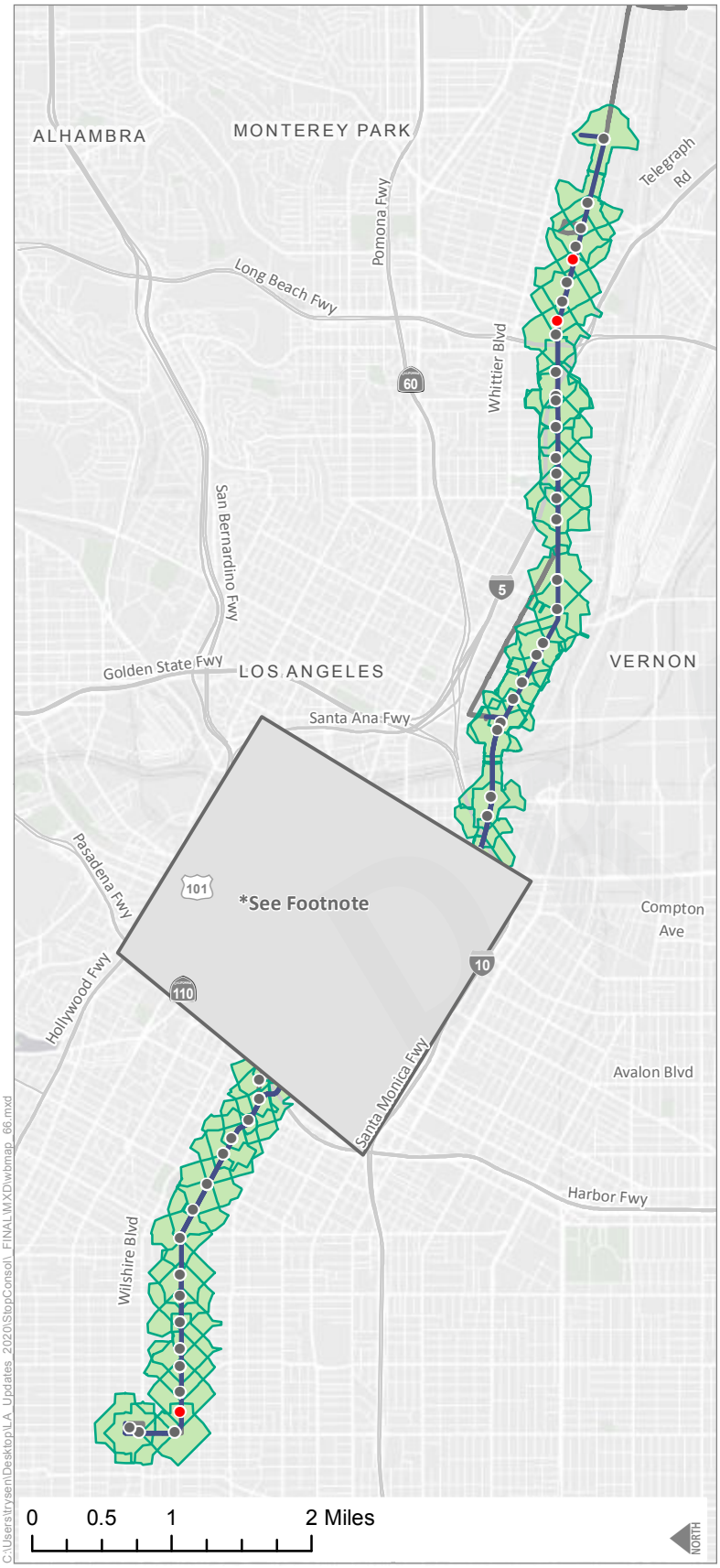
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 66 - OLYMPIC

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
OLYMPIC / FRASER	14	4
OLYMPIC / MCBRIDE	21	7
8TH / SERRANO	8	91

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.17	0.19

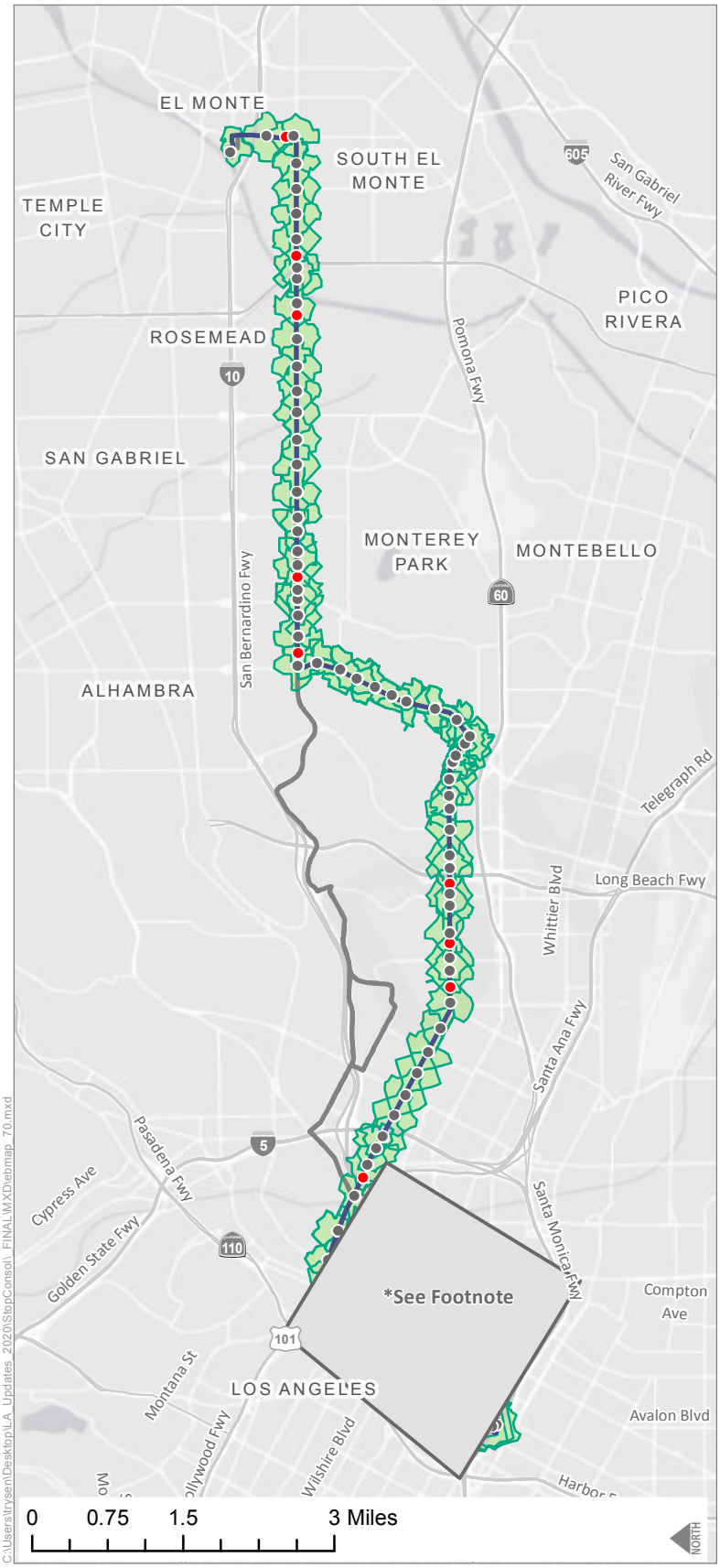
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 66 - OLYMPIC

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
CESAR E CHAVEZ / PROGRESS	10	14
CESAR E CHAVEZ / DITMAN	12	25
CESAR E CHAVEZ / RECORD	42	62
CESAR E CHAVEZ / HUMPHREYS	8	23
GARVEY / CHANDLER	67	35
GARVEY / NICHOLSON	28	51
GARVEY \ RIVER	34	69
GARVEY / LASHBROOK	24	55
SANTA ANITA / BODGER	19	27

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.20	0.22

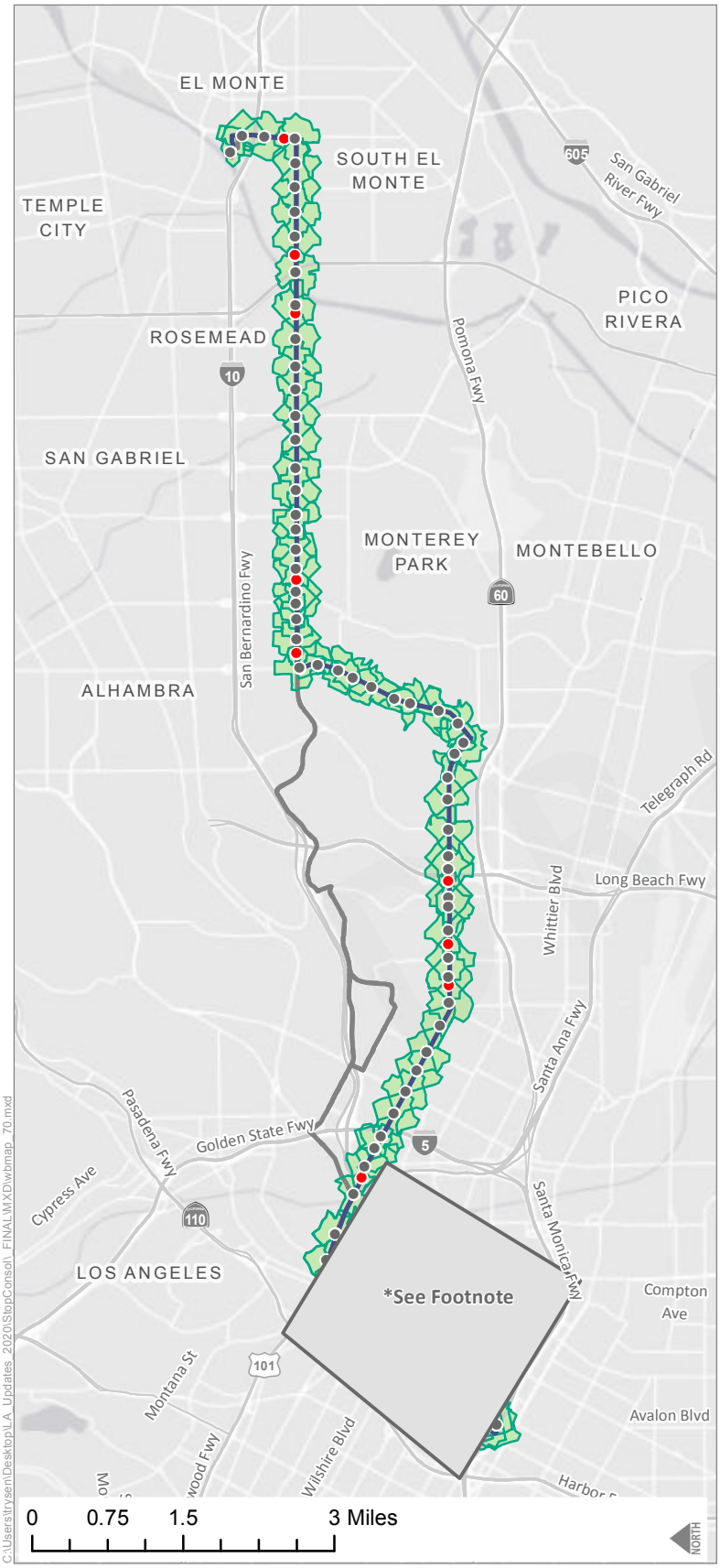
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 70 - GARVEY/CESAR CHAVEZ

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SANTA ANITA / BODGER	58	24
GARVEY / LASHBROOK	24	55
GARVEY \ ROSEMEAD PL	63	38
GARVEY / NICHOLSON	22	21
GARVEY / CHANDLER	38	184
CESAR E CHAVEZ / HUMPHREYS	18	21
CESAR E CHAVEZ / RECORD	54	36
CESAR E CHAVEZ / DITMAN	6	15
CESAR E CHAVEZ / PROGRESS	13	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.20	0.22

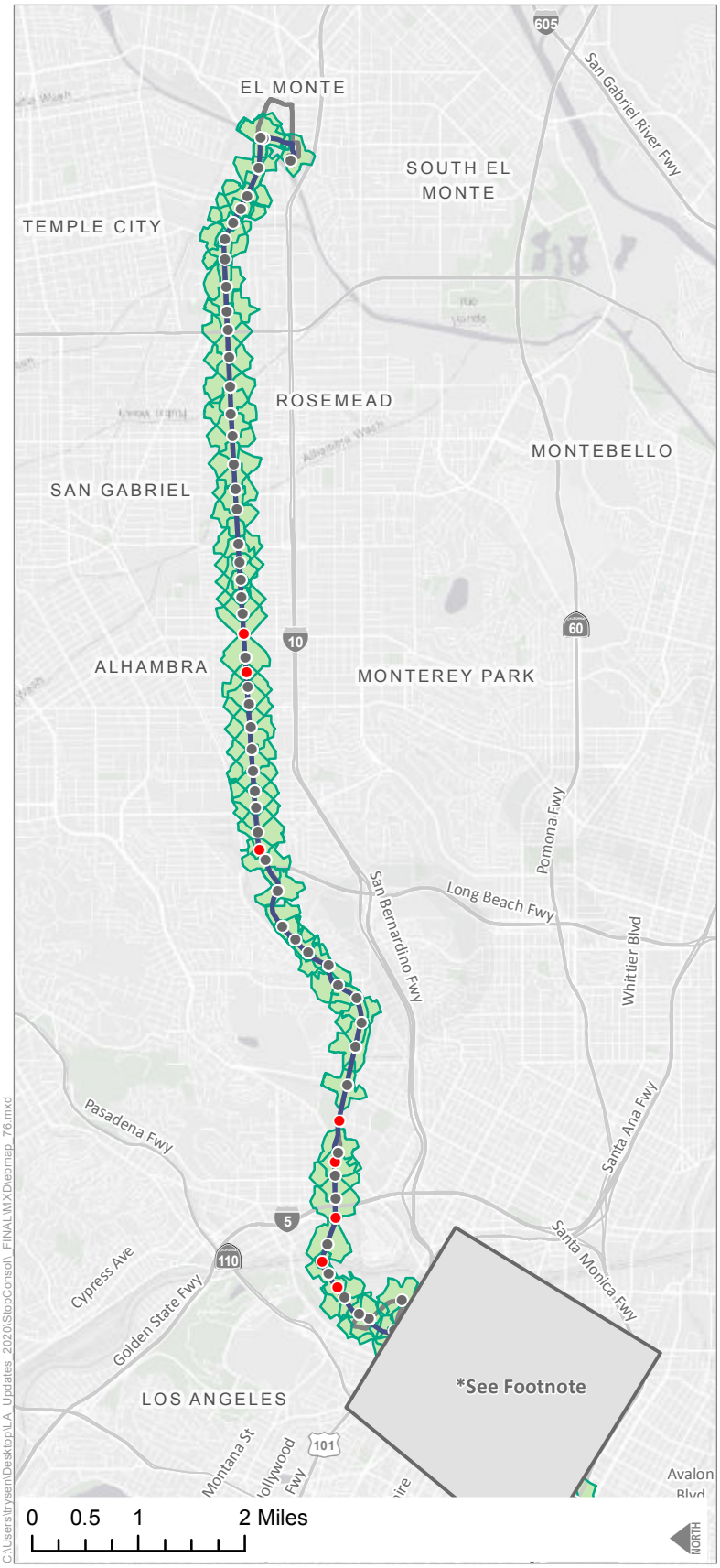
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 70 - GARVEY/CESAR CHAVEZ

Metro TMD

Quarter Mile Walksheds - Eastbound



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Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
MAIN / LEROY	25	31
MAIN / CHAVEZ	0	0
MAIN / AVENUE 20	18	36
MAIN / HANCOCK	19	17
VALLEY / SAN PABLO	50	32
VALLEY / CABRILLO	11	15
VALLEY / 6TH	39	30
VALLEY / GARFIELD	145	93

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.22	0.24

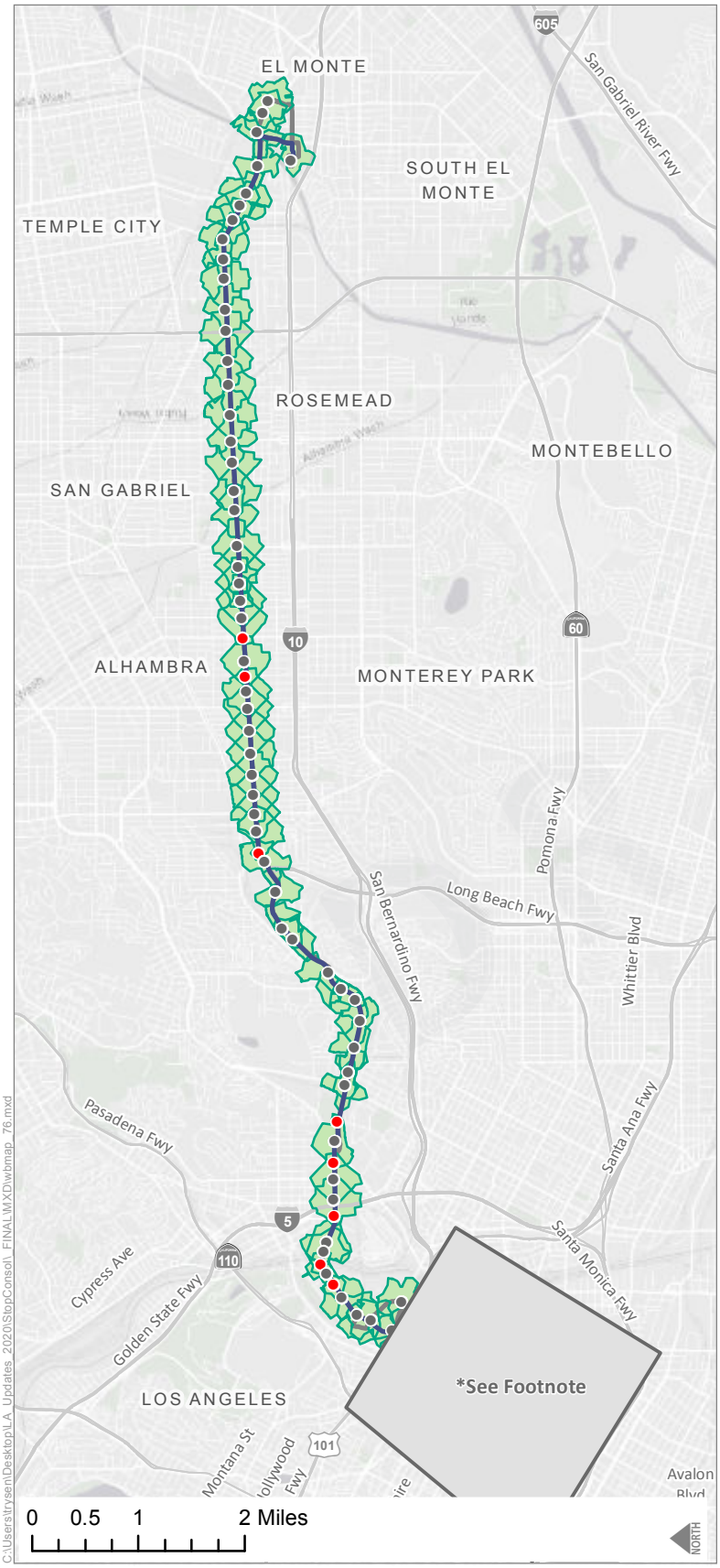
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 76 - VALLEY

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
VALLEY / GARFIELD	134	119
VALLEY / 6TH	33	42
VALLEY / WESTMINISTER	19	9
VALLEY / SAN PABLO	38	42
MAIN / HANCOCK	25	30
MAIN / AVENUE 20	42	13
MAIN / WILHARDT	8	3
MAIN / SOTELLO	18	17

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.20	0.22

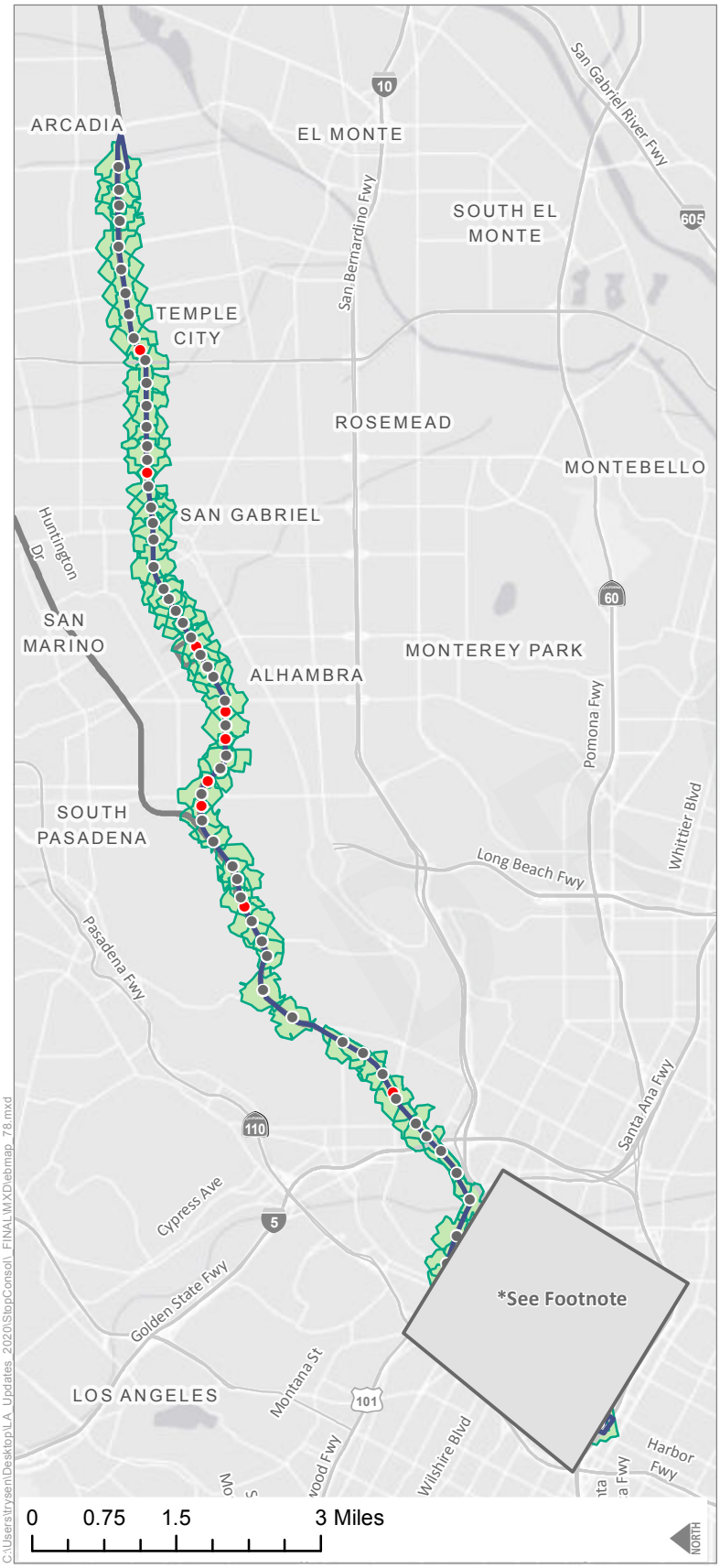
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 76 - VALLEY

Metro TMD

Quarter Mile Walksheds - Eastbound



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Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
MISSION / MAIN	41	21
HUNTINGTON / PORTOLA	22	53
MAIN / MERIDIAN	9	13
MAIN / PRIMROSE	10	19
MAIN / MARENGO	28	48
MAIN / CURTIS	6	14
MAIN / STONEMAN	21	22
LAS TUNAS / CALIFORNIA	5	4
LAS TUNAS / SULTANA	2	4

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.22	0.24

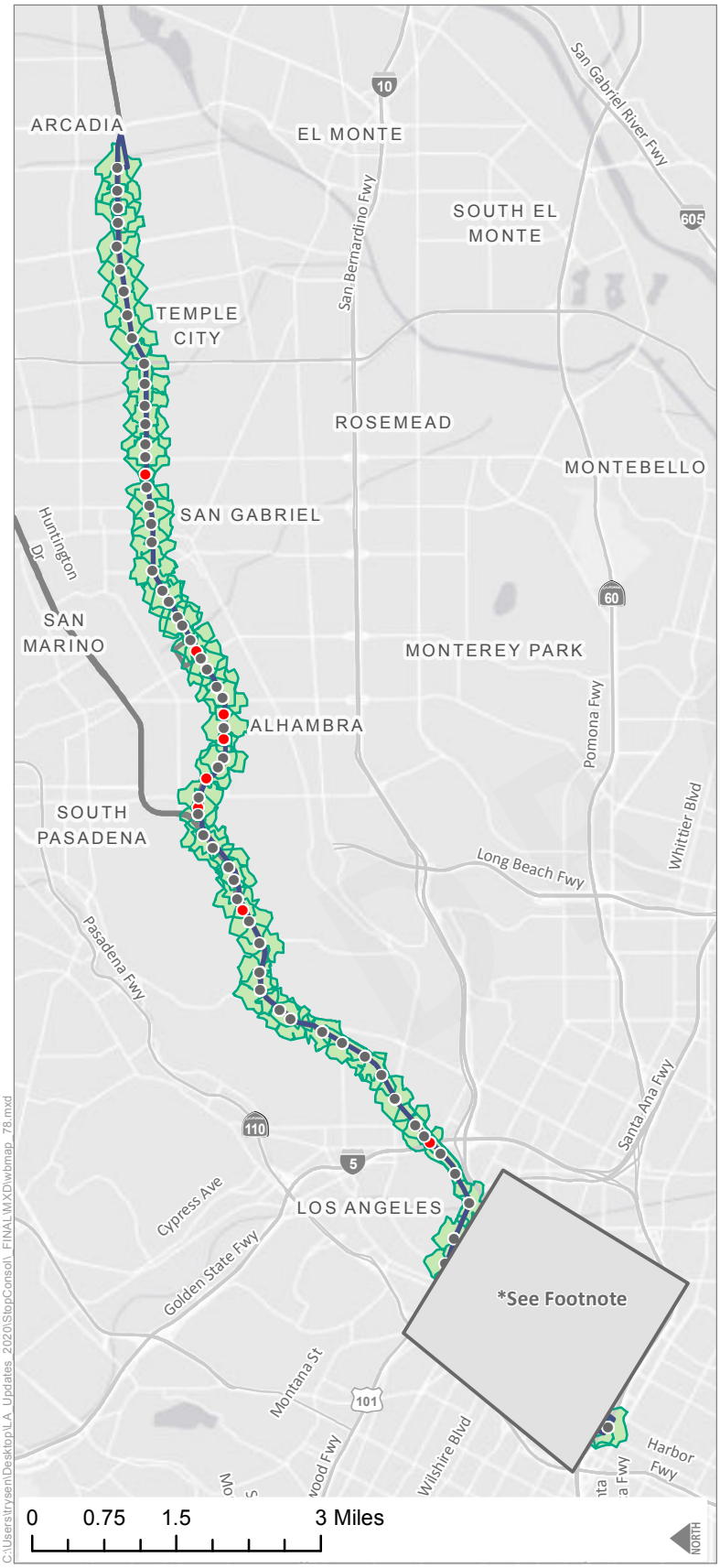
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 78 - LAS TUNAS

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
LAS TUNAS / CALIFORNIA	12	8
MAIN / STONEMAN	47	18
MAIN / CURTIS	26	10
MAIN / MARENGO	49	30
MAIN / CEDAR	19	19
MAIN \ MERIDIAN	8	10
HUNTINGTON / TAMPICO	36	19
MISSION / DALY	32	99

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
93%	0.21	0.22

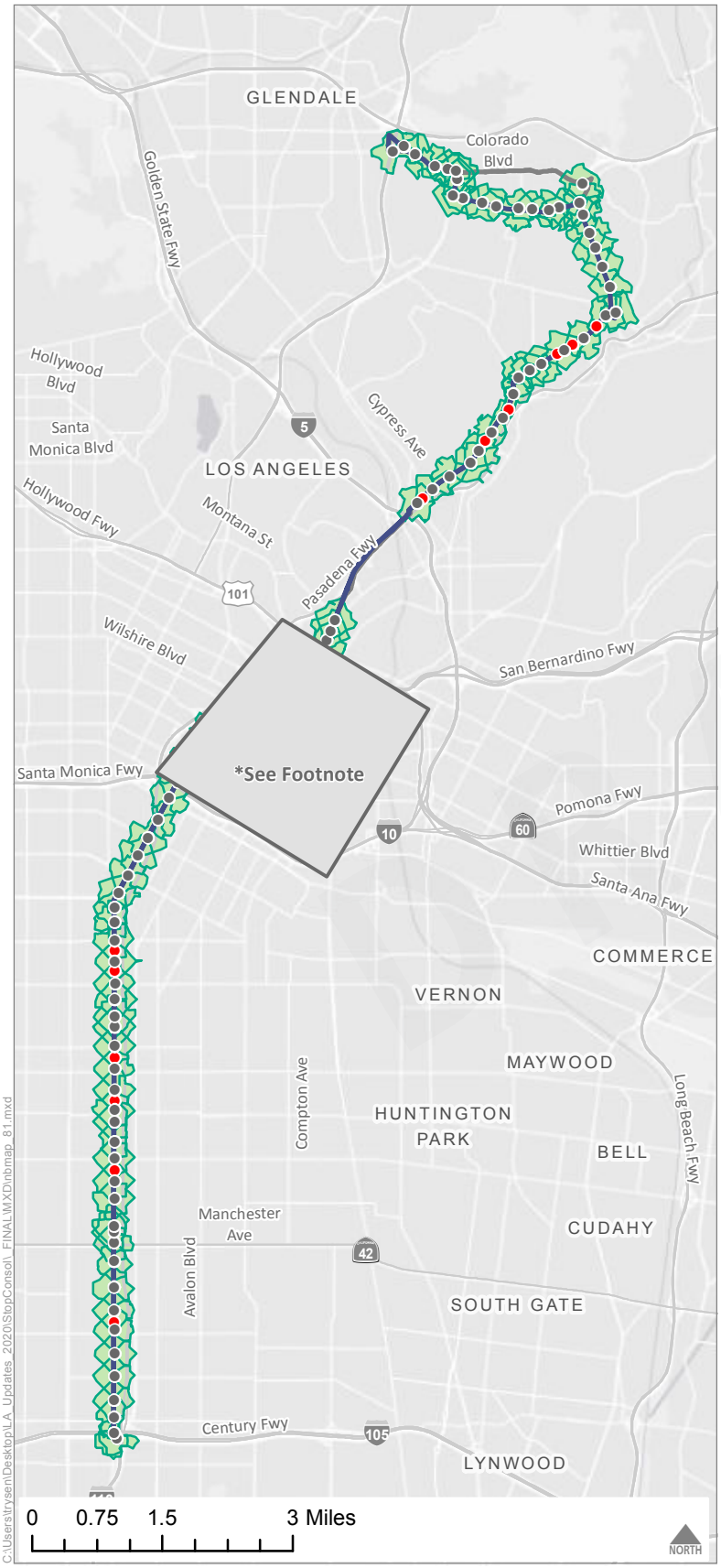
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 78 - LAS TUNAS

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
FIGUEROA / 98TH	41	23
FIGUEROA / 74TH	23	14
FIGUEROA / 61ST	44	8
FIGUEROA / 56TH	44	10
FIGUEROA / 43RD	59	25
FIGUEROA / 41ST	22	24
FIGUEROA / AVENUE 28	81	24
FIGUEROA / AVENUE 43	56	84
FIGUEROA \ SYCAMORE GROVE PARK	10	11
FIGUEROA / AVENUE 56	47	87
FIGUEROA / AVENUE 59	81	71
FIGUEROA / ARROYO GLEN	6	23

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.20	0.26

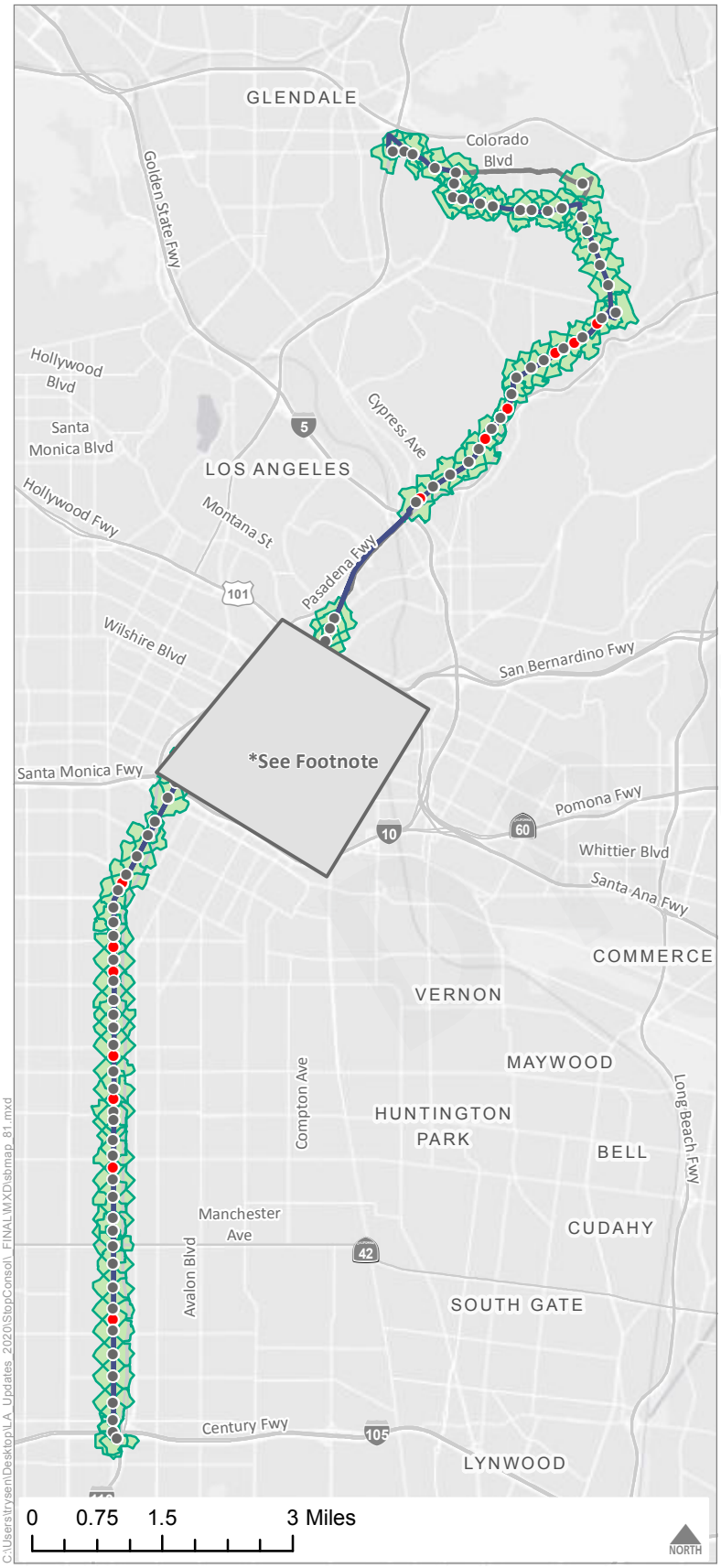
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 81 - FIGUEROA

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
FIGUEROA / PIEDMONT	28	13
FIGUEROA / AVENUE 59	63	99
FIGUEROA / AVENUE 56	92	26
FIGUEROA \ SYCAMORE GROVE PARK	13	6
FIGUEROA / AVENUE 43	83	51
FIGUEROA / AVENUE 28	64	129
FIGUEROA / USC MCCARTHY	20	21
FIGUEROA / 41ST	70	46
FIGUEROA / 43RD	25	87
FIGUEROA / 56TH	16	55
FIGUEROA / 61ST	29	56
FIGUEROA / 74TH	21	32
FIGUEROA / 98TH	7	43

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
92%	0.20	0.26

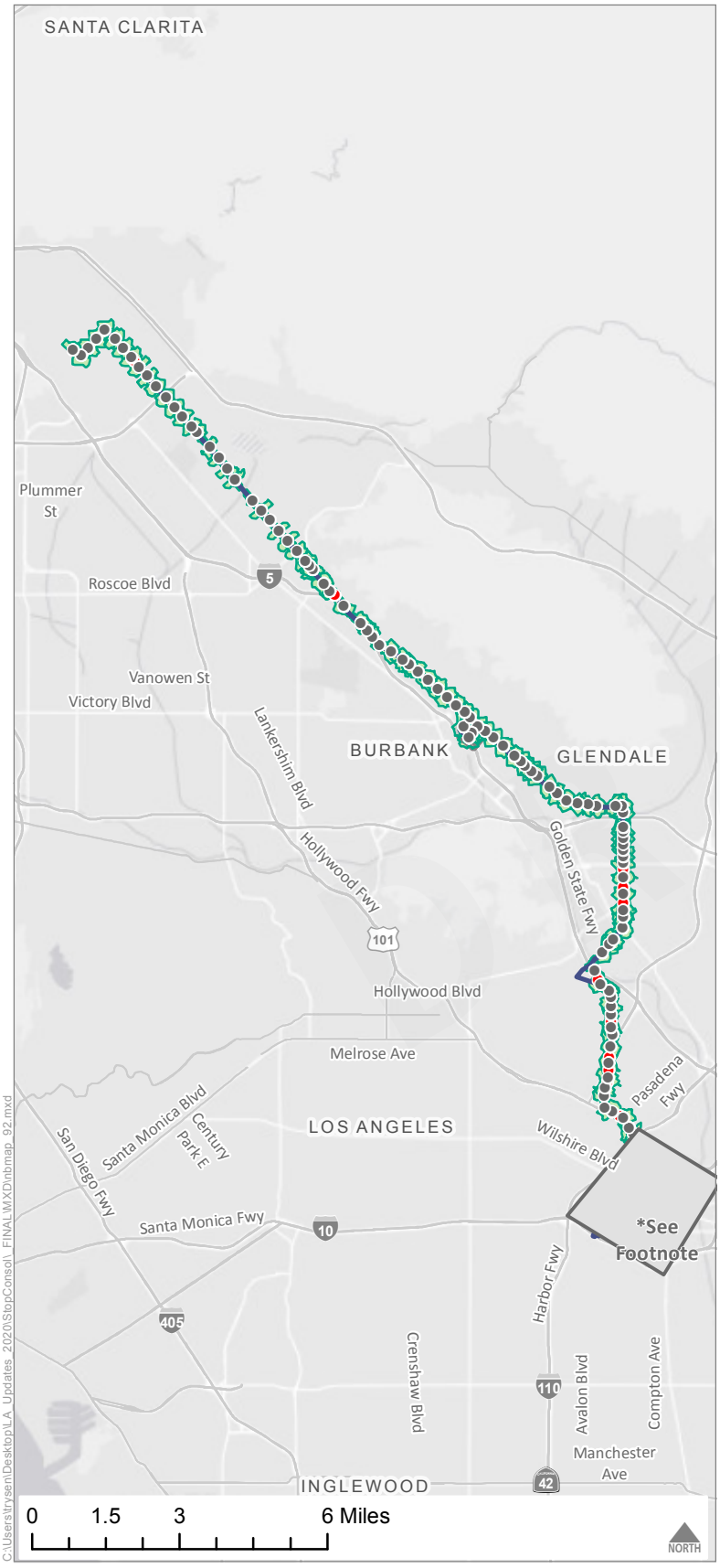
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 81 - FIGUEROA

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
BELLEVUE / DOUGLAS	4	5
GLENDALE / RESERVOIR	12	8
GLENDALE / SCOTT	13	6
GLENDALE / EFFIE	3	9
GLENDALE / EARL	1	1
GLENDALE / WAVERLY	4	4
BRAND / MAGNOLIA	6	3
BRAND / GARFIELD	18	5
BRAND / LOMITA	23	18
GLENOAKS / ROSCOE SOUTH JOG	0	5
GLENOAKS / BRAND (San Fernando)	0	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.21	0.24

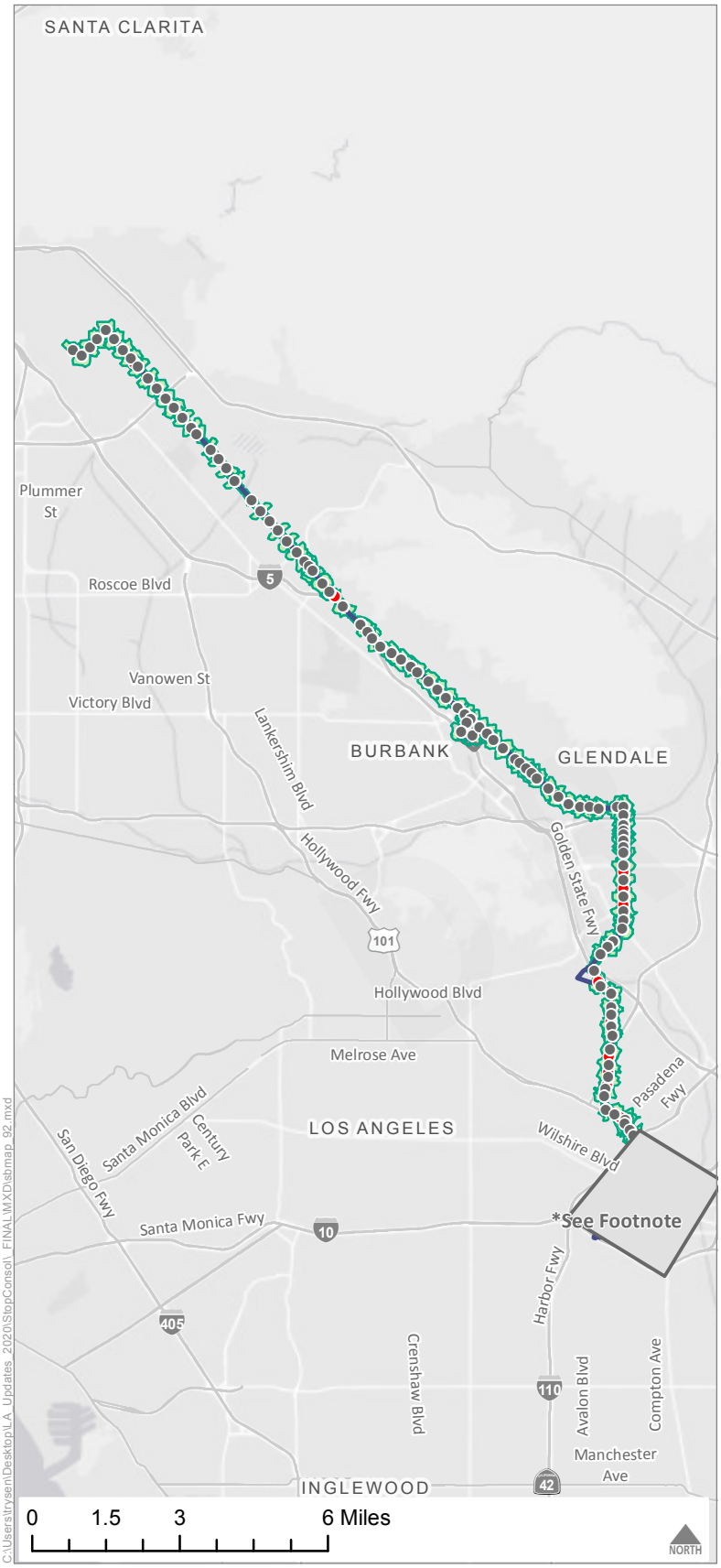
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 92 - GLENOAKS

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
GLENOAKS / BRAND (San Fernando)	0	1
GLENOAKS / ROSCOE SOUTH JOG	3	0
BRAND / LOMITA	16	26
BRAND / GARFIELD	7	23
BRAND / MAGNOLIA	3	4
GLENDALE / WAVERLY	5	11
GLENDALE / EARL	4	0
GLENDALE / EFFIE	6	3
GLENDALE / SCOTT	5	15
GLENDALE / RESERVOIR	8	31
BELLEVUE / DOUGLAS	1	4

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.21	0.23

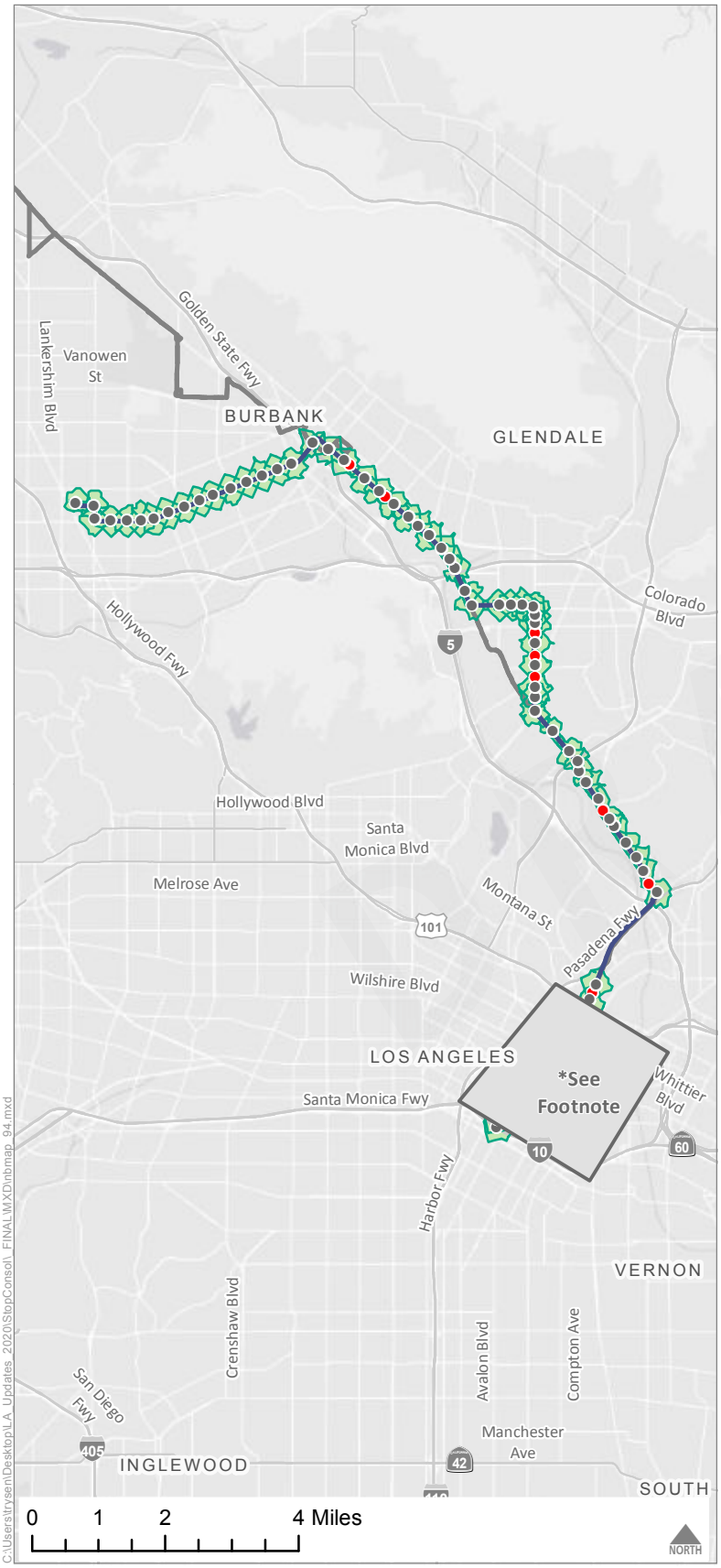
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 92 - GLENOAKS

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
HILL / ALPINE	22	28
AVENUE 26 / IDELL	9	6
SAN FERNANDO / DIVISION	20	48
BRAND / MAGNOLIA	6	3
BRAND / GARFIELD	18	5
BRAND / LOMITA	23	18
SAN FERNANDO / THOMPSON	6	13
SAN FERNANDO / PROVIDENCIA	10	23

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.24	0.26

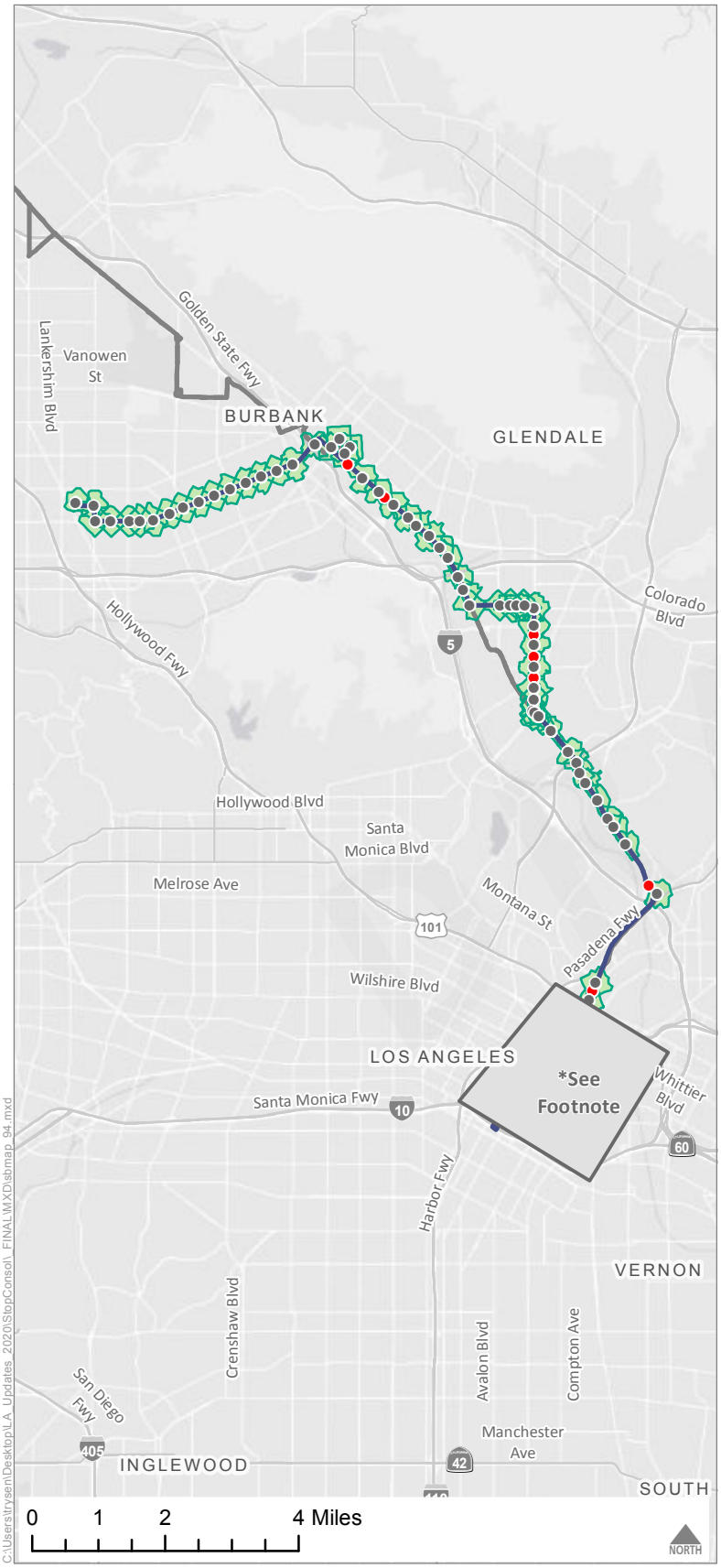
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 94 - SAN FERNANDO

Metro TMD

Quarter Mile Walksheds - Southbound



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Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SAN FERNANDO / PROVIDENCIA	26	7
SAN FERNANDO / THOMPSON	6	2
BRAND / LOMITA	16	26
BRAND / GARFIELD	7	23
BRAND / MAGNOLIA	3	4
AVENUE 26 / IDELL	6	19
HILL / ALPINE	27	21

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.25	0.27

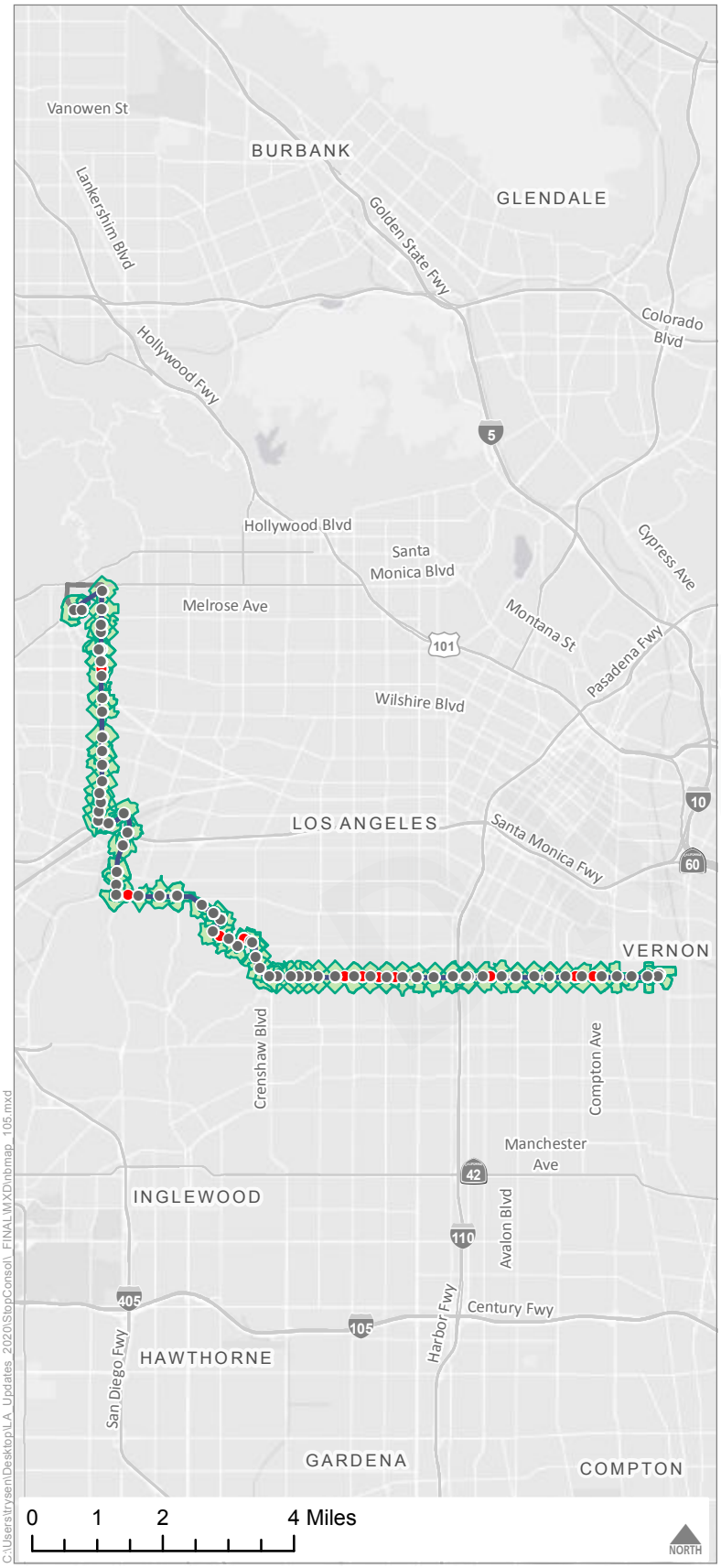
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 94 - SAN FERNANDO

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
VERNON / MORGAN	22	4
VERNON / ASCOT	42	21
VERNON \ SAN PEDRO PL	24	40
VERNON / RAYMOND	11	29
VERNON / HALLDALE	9	23
VERNON / HARVARD	4	14
VERNON / SAINT ANDREWS	14	14
MARLTON / MARTIN LUTHER KING JR	10	8
SANTA ROSALIA / WEST	36	42
OBAMA / CLYDE	2	3
LA CIENEGA / 4TH	4	13

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.20	0.23

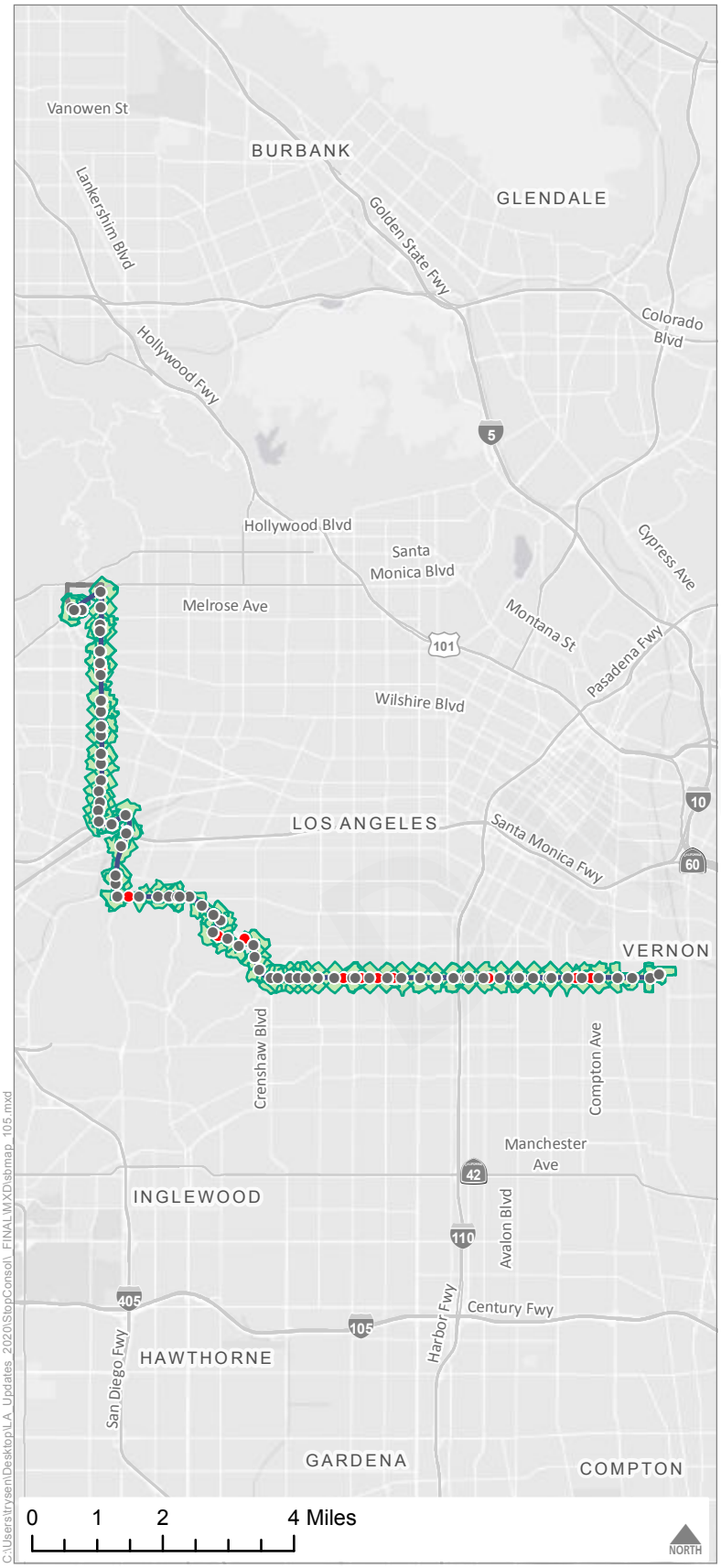
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 105 - VERNON

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
LA CIENEGA / SAN VICENTE	7	2
OBAMA / CLYDE	8	3
SANTA ROSALIA / WEST	42	28
MARLTON / MARTIN LUTHER KING JR	7	16
VERNON / SAINT ANDREWS	16	14
VERNON / HARVARD	19	9
VERNON / HALLDALE	18	19
VERNON / RAYMOND	17	28
VERNON \ SAN PEDRO PL	20	28
VERNON / ASCOT	17	29
VERNON / MORGAN	2	20

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.19	0.23

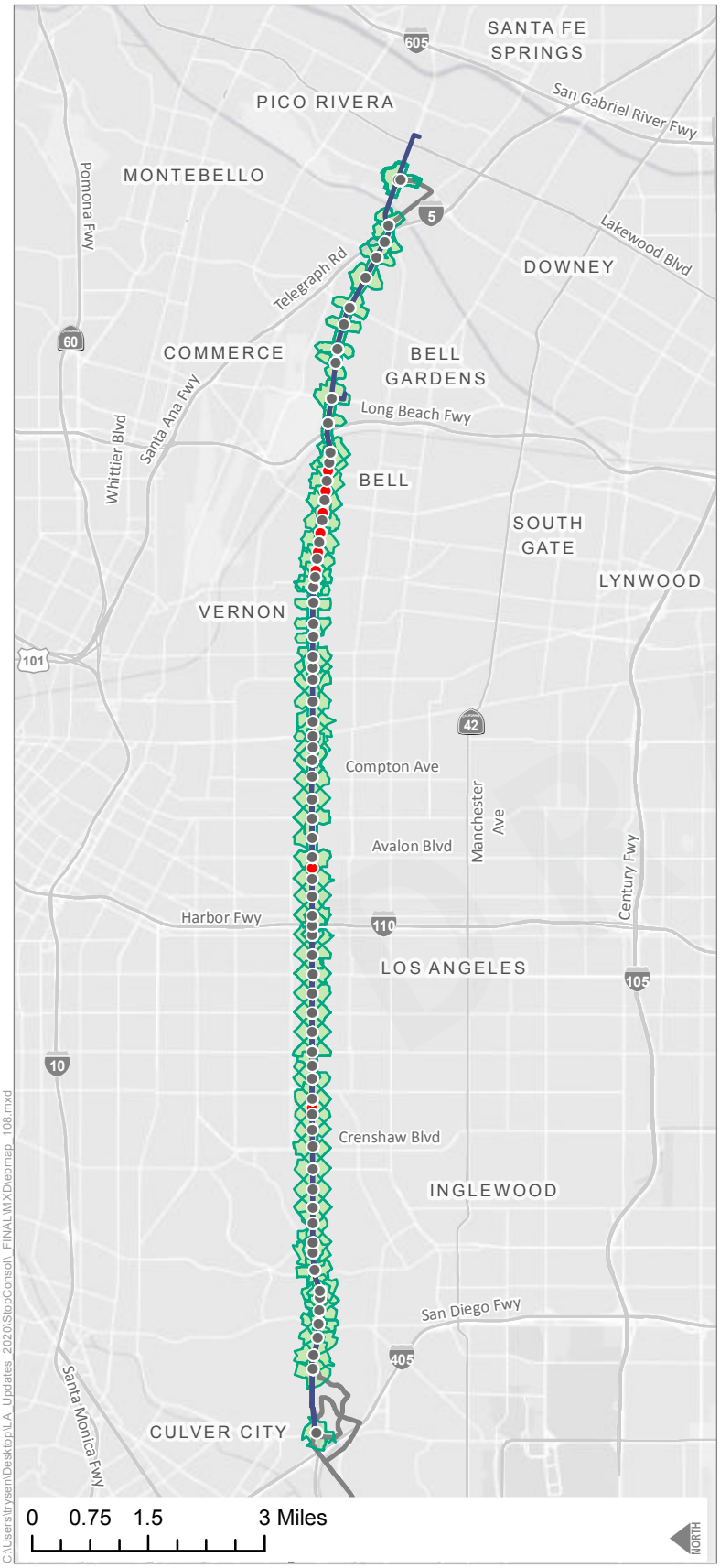
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 105 - VERNON

Metro TMD

Quarter Mile Walksheds - Eastbound



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Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SLAUSON / 4TH	97	44
SLAUSON / TOWNE	15	22
SLAUSON / EVERETT	32	40
SLAUSON / CARMELITA	52	72
SLAUSON / GIFFORD	19	51
SLAUSON / PINE	11	96
SLAUSON / KING	5	21
SLAUSON / HELIOTROPE	3	26

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.21	0.23

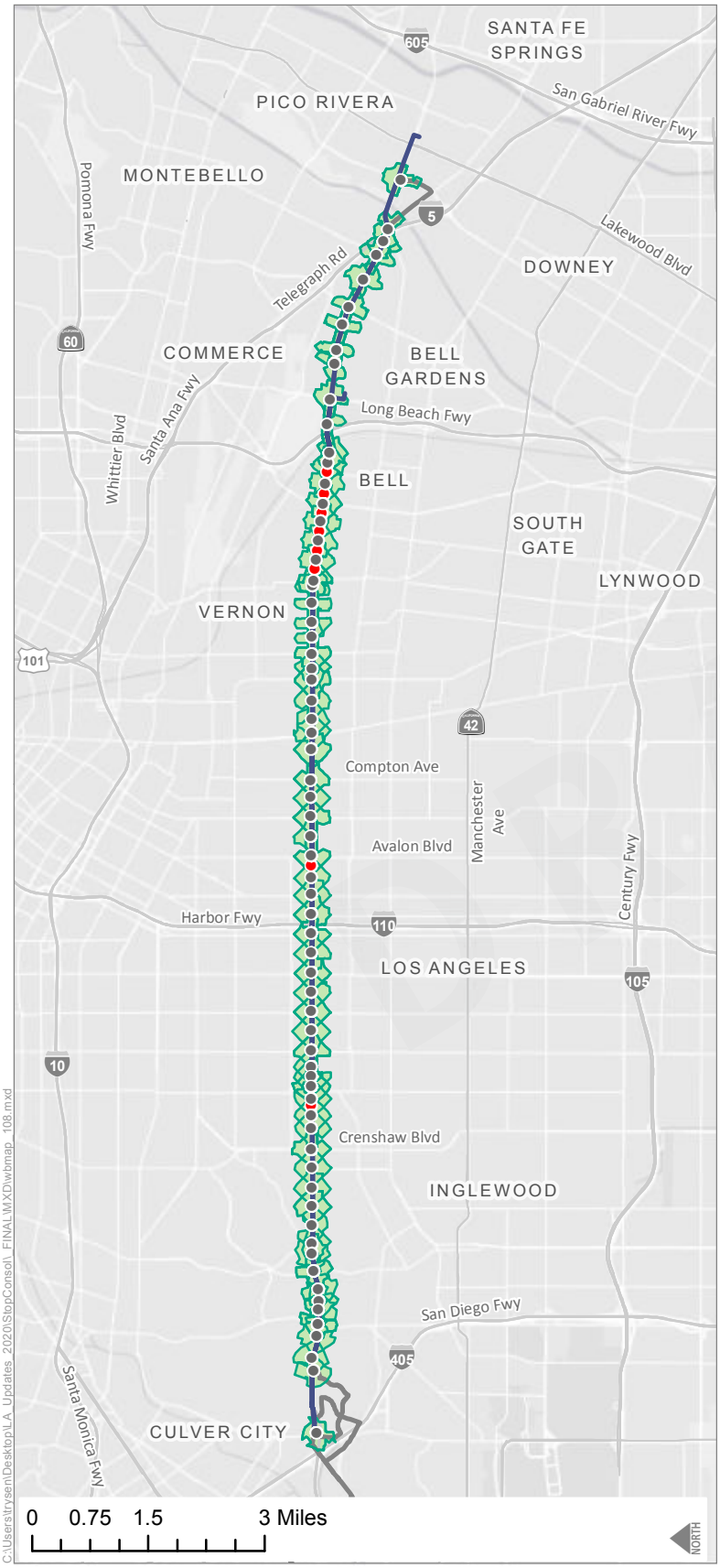
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 108 - SLAUSON

Metro TMD

Quarter Mile Walksheds - Westbound



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Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SLAUSON / HELIOTROPE	32	4
SLAUSON / KING	59	16
SLAUSON / PINE	56	5
SLAUSON / GIFFORD	75	19
SLAUSON / CARMELITA	109	49
SLAUSON / EVERETT	50	27
SLAUSON / TOWNE	6	13
SLAUSON / 4TH	33	60

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.21	0.23

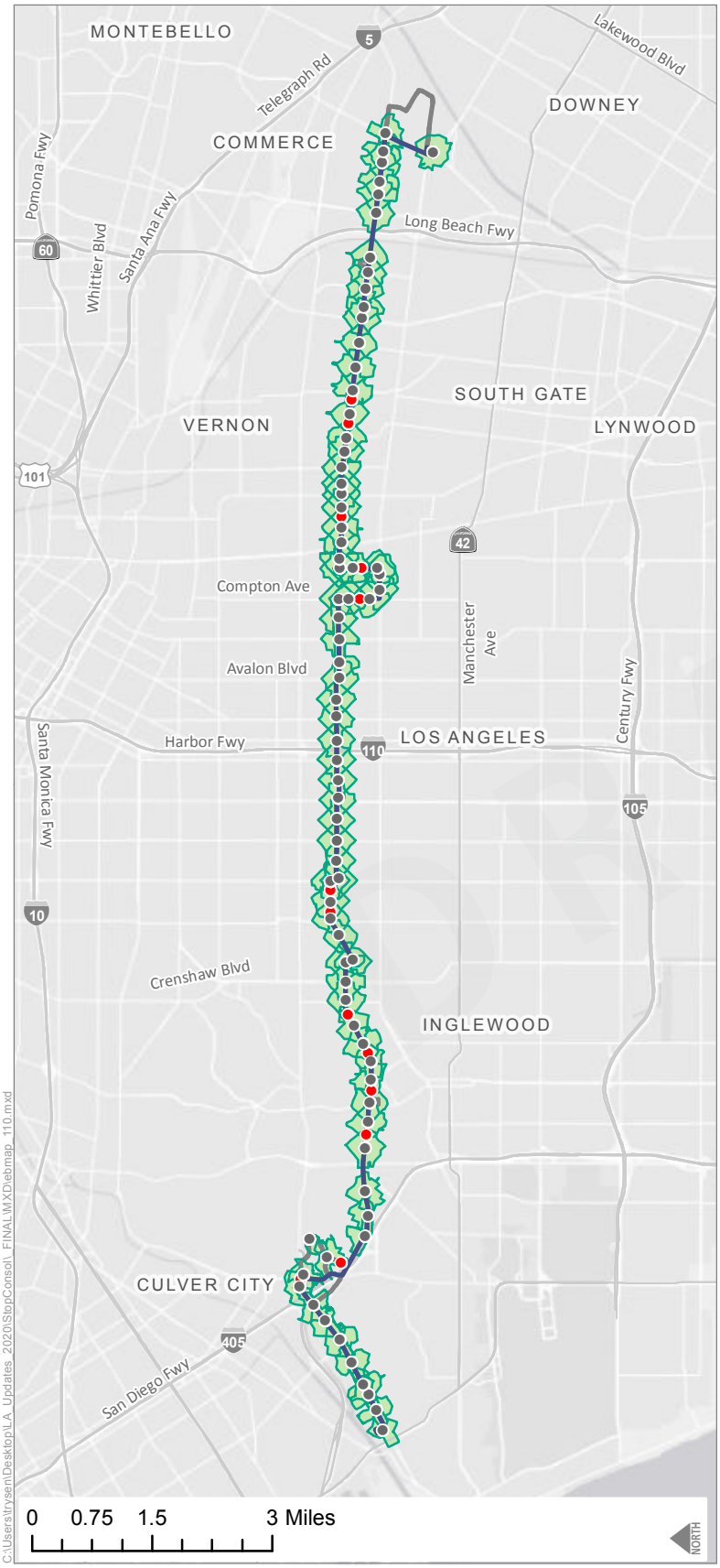
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 108 - SLAUSON

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SLAUSON / SEPULVEDA	41	13
BRISTOL PKWY / DOVERWOOD	13	1
CENTINELA / ACACIA	8	16
CENTINELA / EDGEWOOD	6	14
HYDE PARK / MARLBOROUGH	23	23
HYDE PARK / LONG	11	25
62ND / CIMARRON	7	6
62ND / SAINT ANDREWS	5	3
COMPTON / 68TH	12	3
HOLMES / 68TH	13	5
GAGE / SANTA FE	31	40
GAGE / HOOD	16	74
GAGE / SALT LAKE	5	24

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.22	0.26

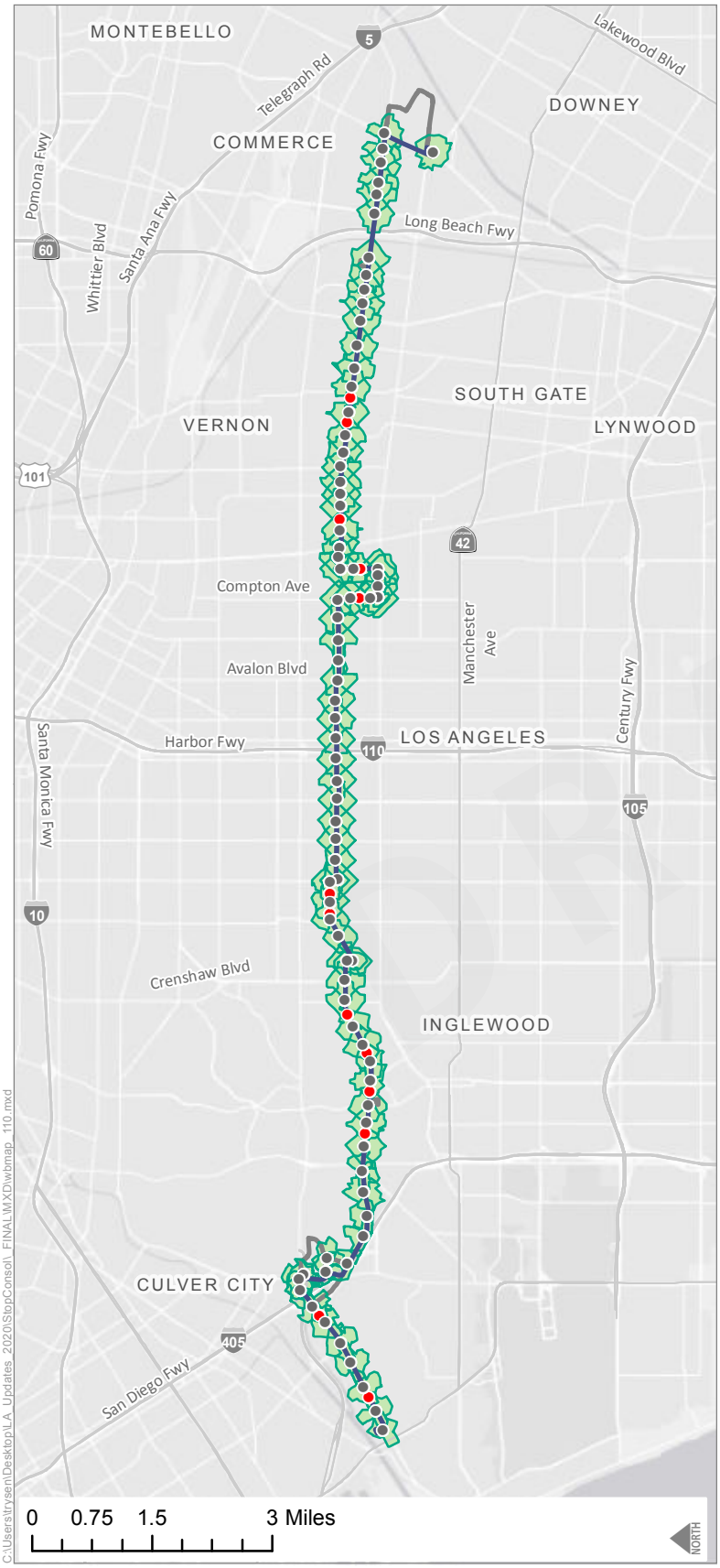
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 110 - GAGE

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
GAGE / SALT LAKE	26	13
GAGE / HOOD	66	14
GAGE / SANTA FE	51	35
HOLMES / 68TH	4	13
COMPTON / 68TH	10	19
62ND / SAINT ANDREWS	4	10
62ND / CIMARRON	1	10
HYDE PARK / LONG	33	10
HYDE PARK / MARLBOROUGH	15	26
CENTINELA / EDGEWOOD	10	6
CENTINELA / ACACIA	7	12
JEFFERSON / MARGARET	1	4
JEFFERSON / BEETHOVEN	0	12

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.21	0.26

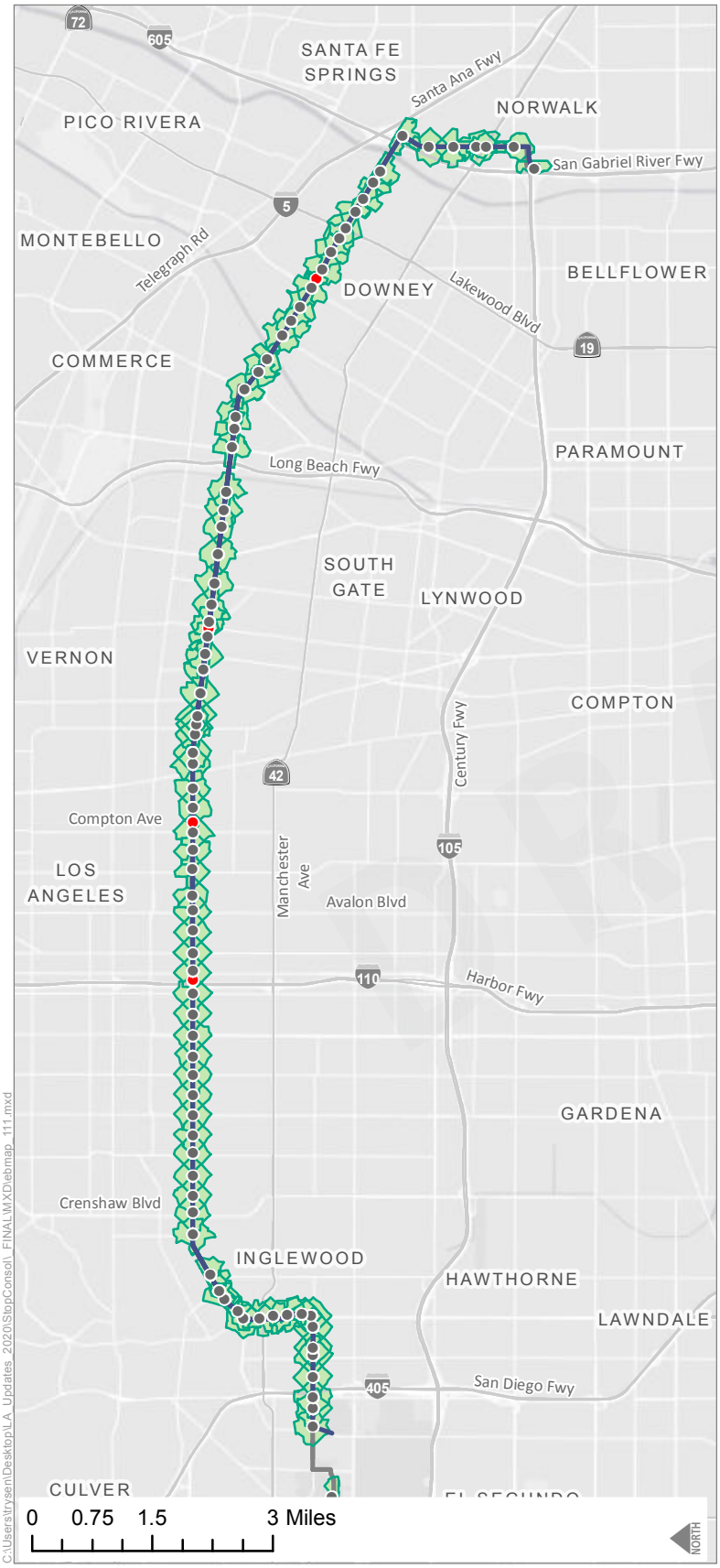
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 110 - GAGE

Metro TMD

Quarter Mile Walksheds - Eastbound



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Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
FLORENCE / GRAND	8	26
FLORENCE / MIRAMONTE	82	52
FLORENCE / CALIFORNIA	35	55
FLORENCE / WESTERN	6	14

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.24	0.25

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

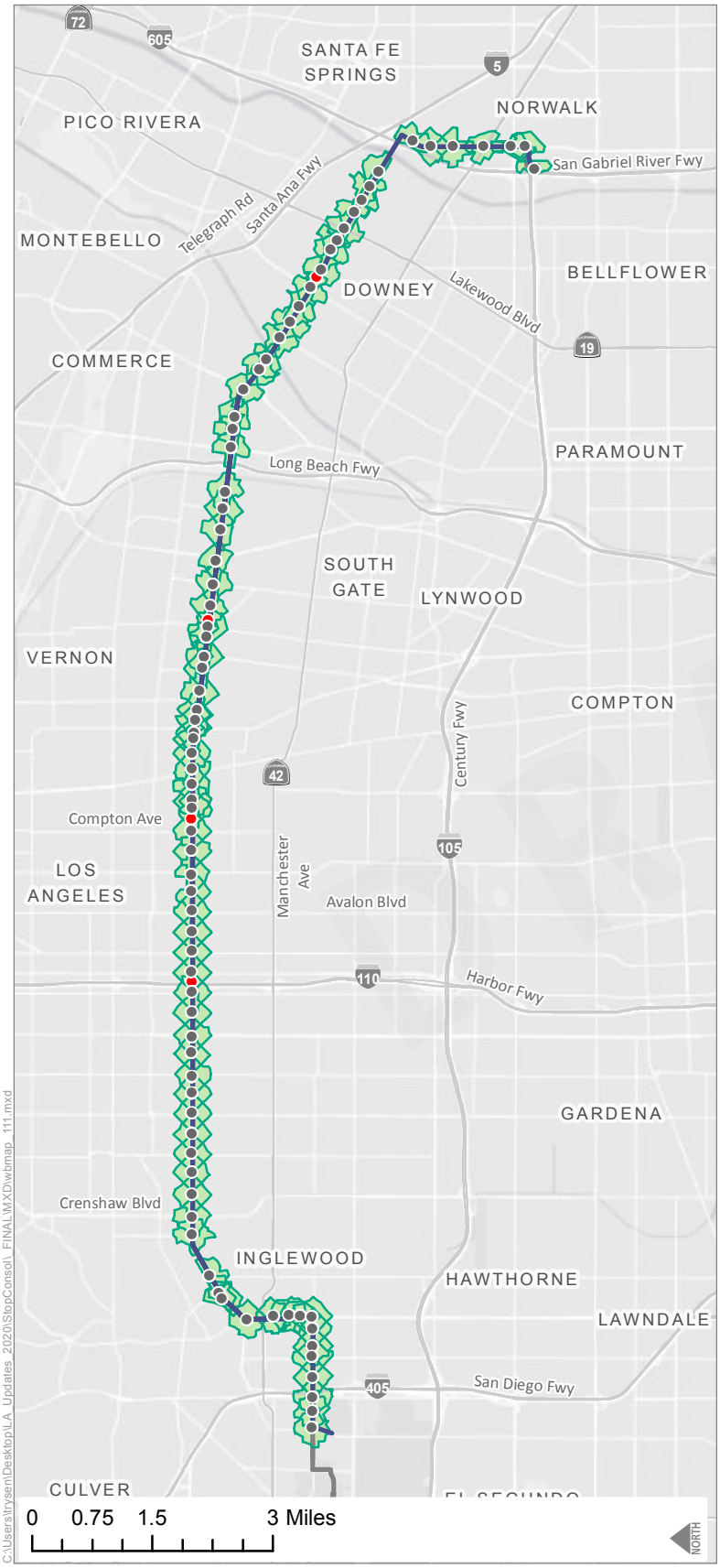
*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 111 - FLORENCE

DRAFT

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
FLORENCE / ORIZABA	9	5
FLORENCE / CALIFORNIA	39	28
FLORENCE / MIRAMONTE	47	49
FLORENCE / GRAND	7	7

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.23	0.25

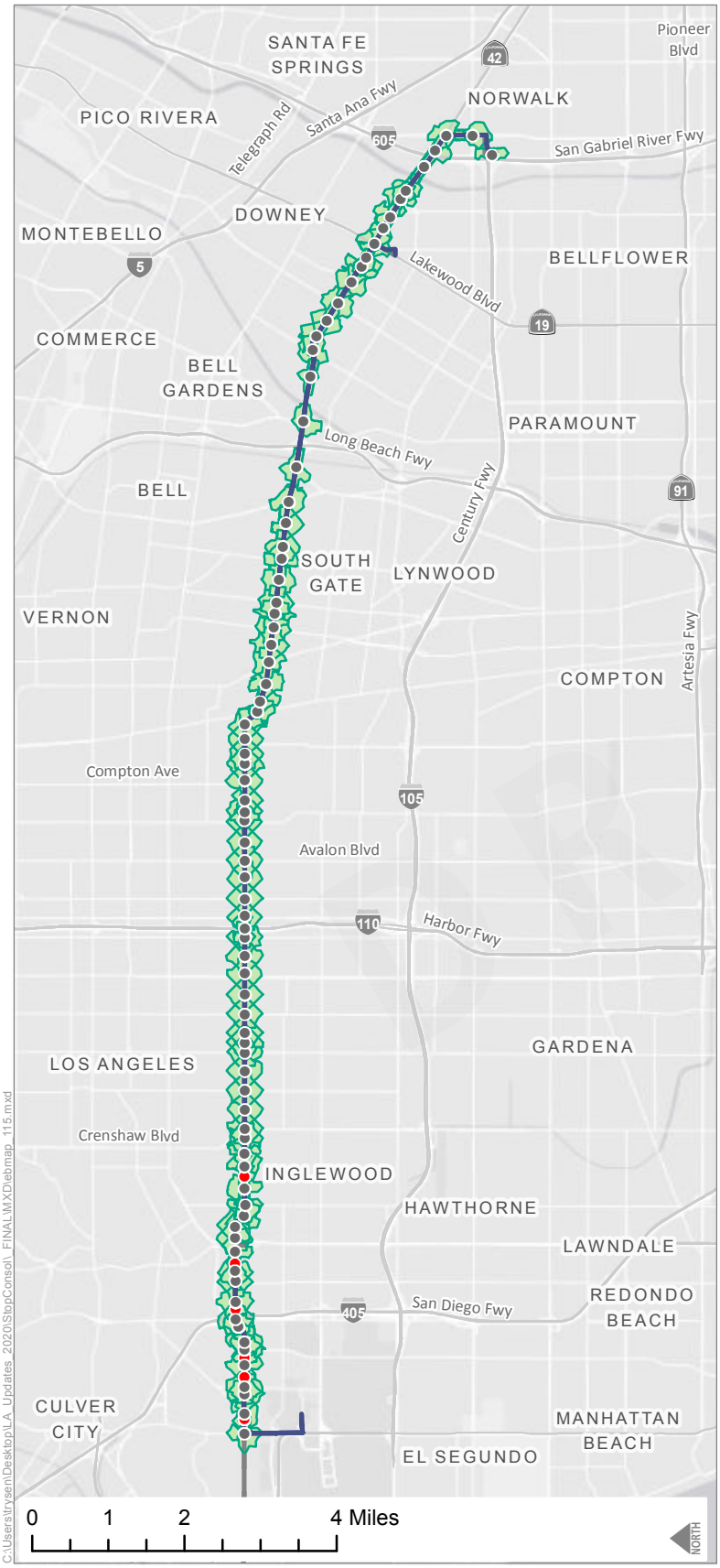
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 111 - FLORENCE

DRAFT

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
MANCHESTER / TRUXTON	31	6
MANCHESTER / BELFORD	31	26
MANCHESTER / OSAGE	9	1
MANCHESTER / ASH	26	19
MANCHESTER / FIR	10	8
MANCHESTER / CARLTON	7	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.22	0.24

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

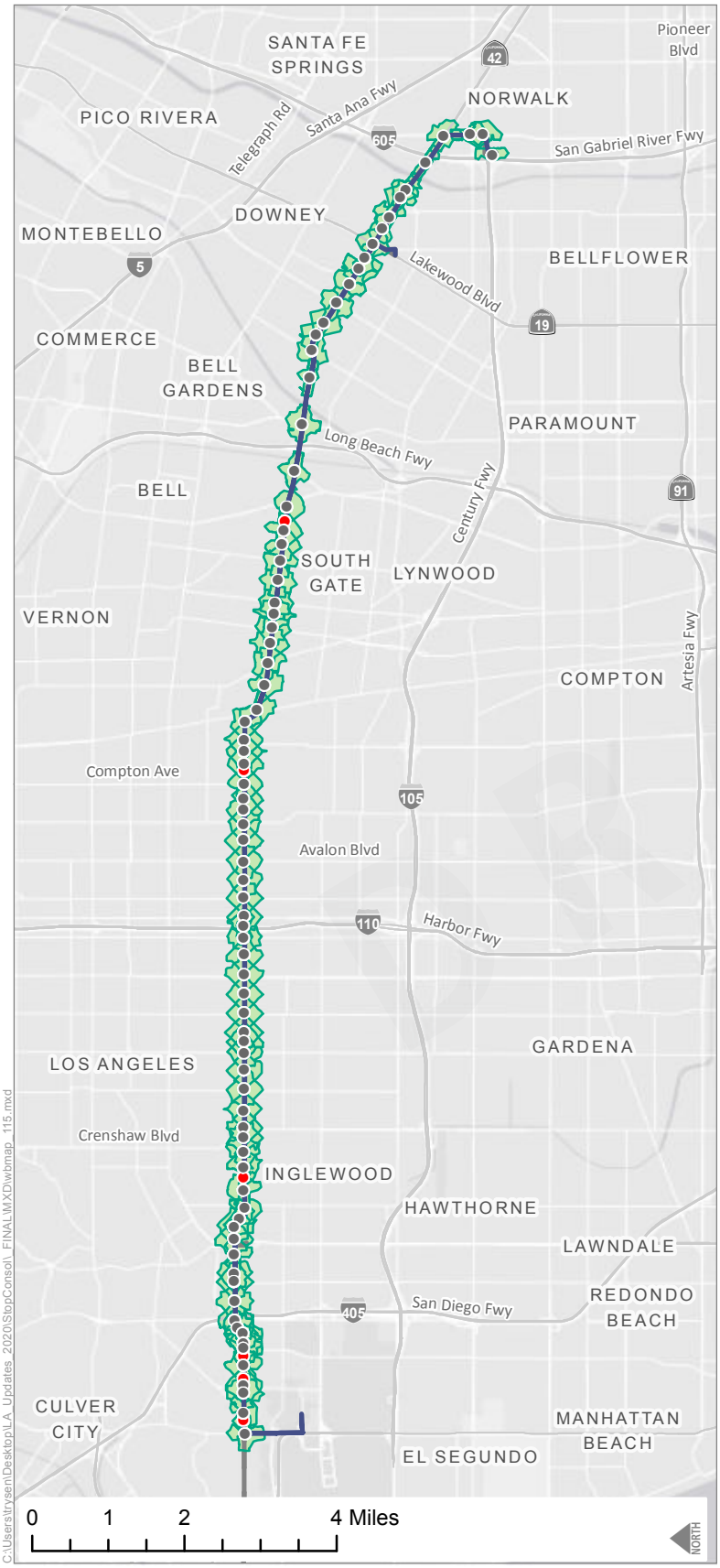
*Footnote: Downtown stop consolidation will be part of a separate effort.

DRAFT

LINE 115 - MANCHESTER

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
FIRESTONE \ ANNETTA	0	0
FIRESTONE / MAIE	70	33
MANCHESTER / CARLTON	4	8
MANCHESTER / OSAGE	9	38
MANCHESTER / BELFORD	23	30
MANCHESTER / TRUXTON	1	52

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.22	0.24

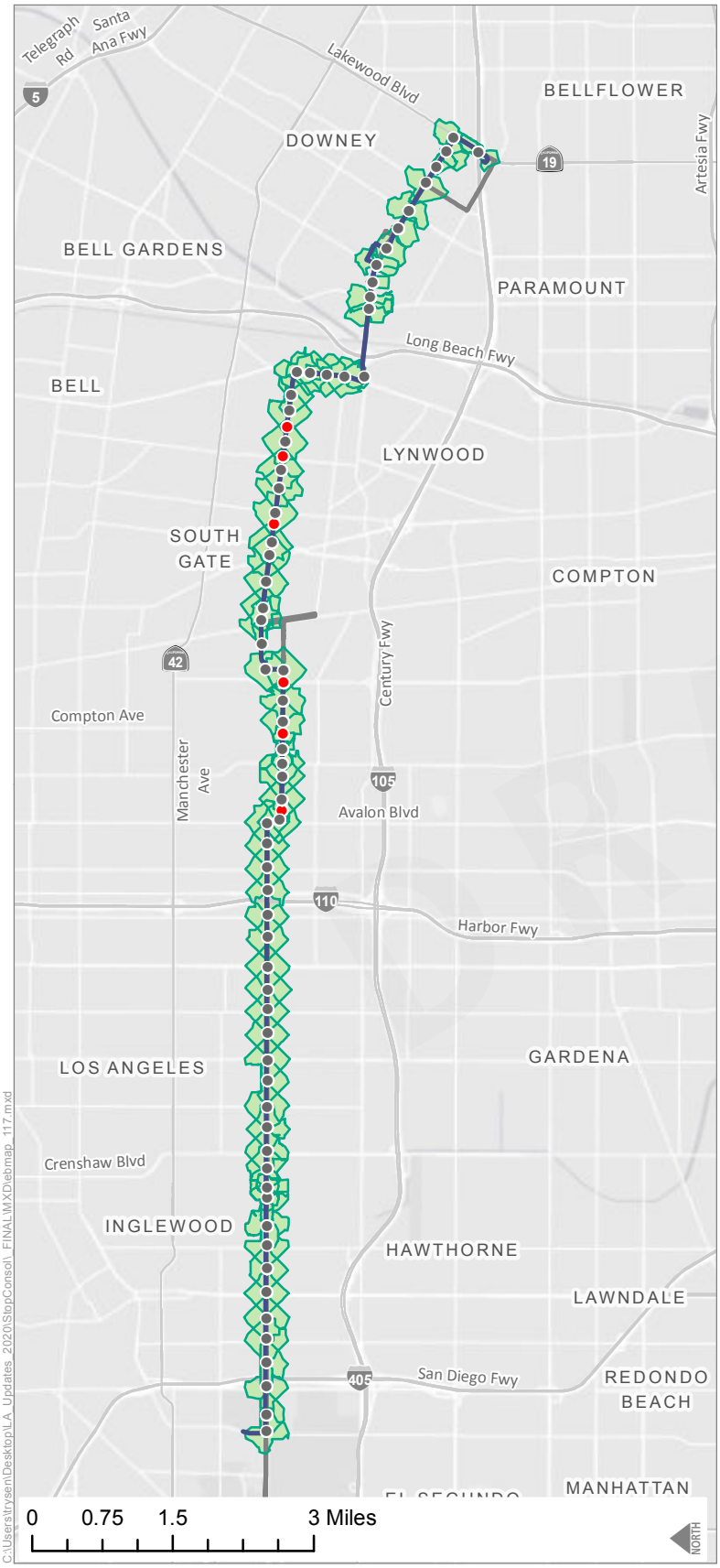
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 115 - MANCHESTER

Metro TMD

Quarter Mile Walksheds - Eastbound



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Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
103RD / STANFORD	5	4
103RD / SUCCESS	21	17
103RD / WILMINGTON	16	58
TWEEDY / ELIZABETH	26	26
TWEEDY / OTIS	29	49
TWEEDY / DOROTHY	15	20

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.22	0.27

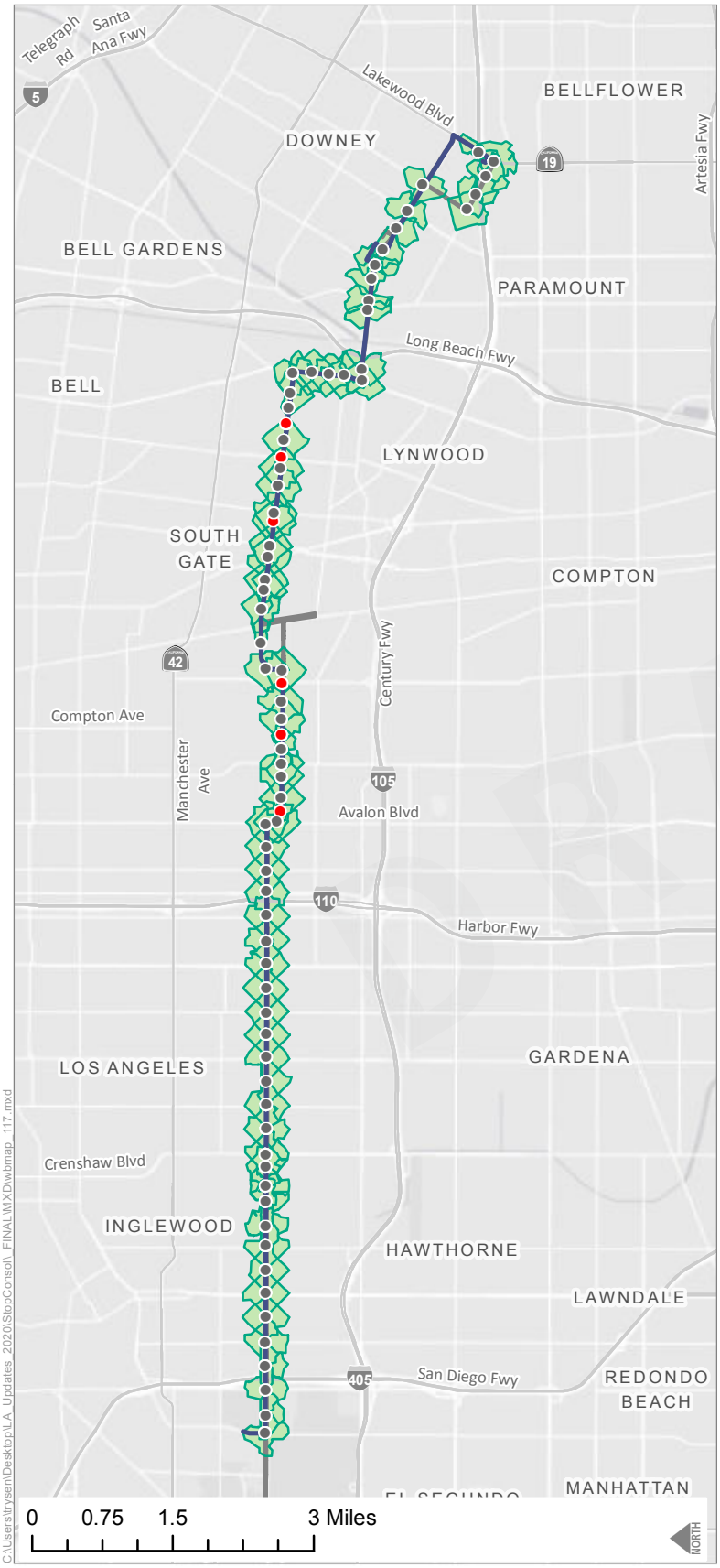
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 117 - CENTURY

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
TWEEDY / DOROTHY	15	10
TWEEDY / OTIS	41	26
TWEEDY / ELIZABETH	16	27
103RD / WILMINGTON	53	14
103RD / SUCCESS	15	15
103RD / STANFORD	1	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.21	0.24

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

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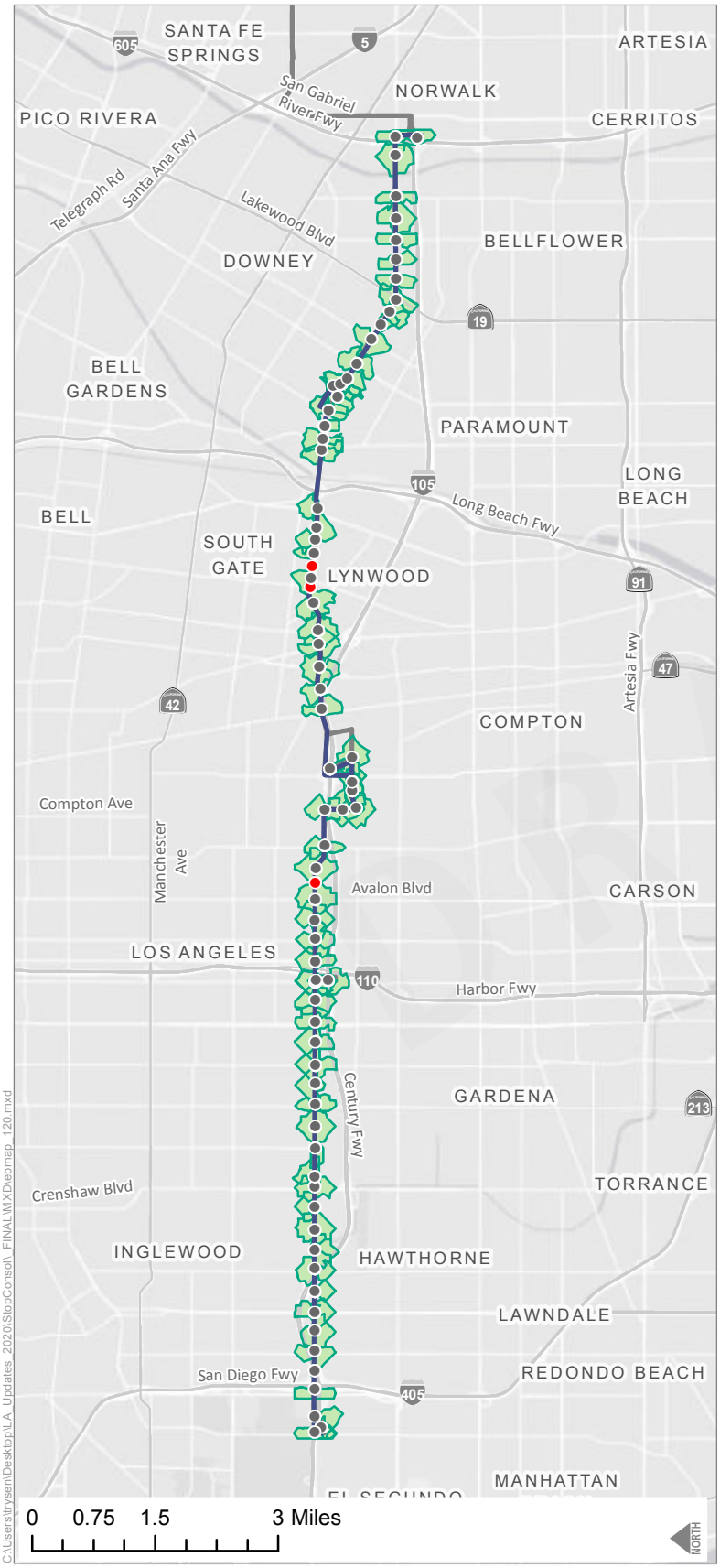
LINE 117 - CENTURY

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
IMPERIAL / STANFORD	0	0
IMPERIAL / BENWELL	4	5
IMPERIAL / LEWIS	1	3

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.26	0.27

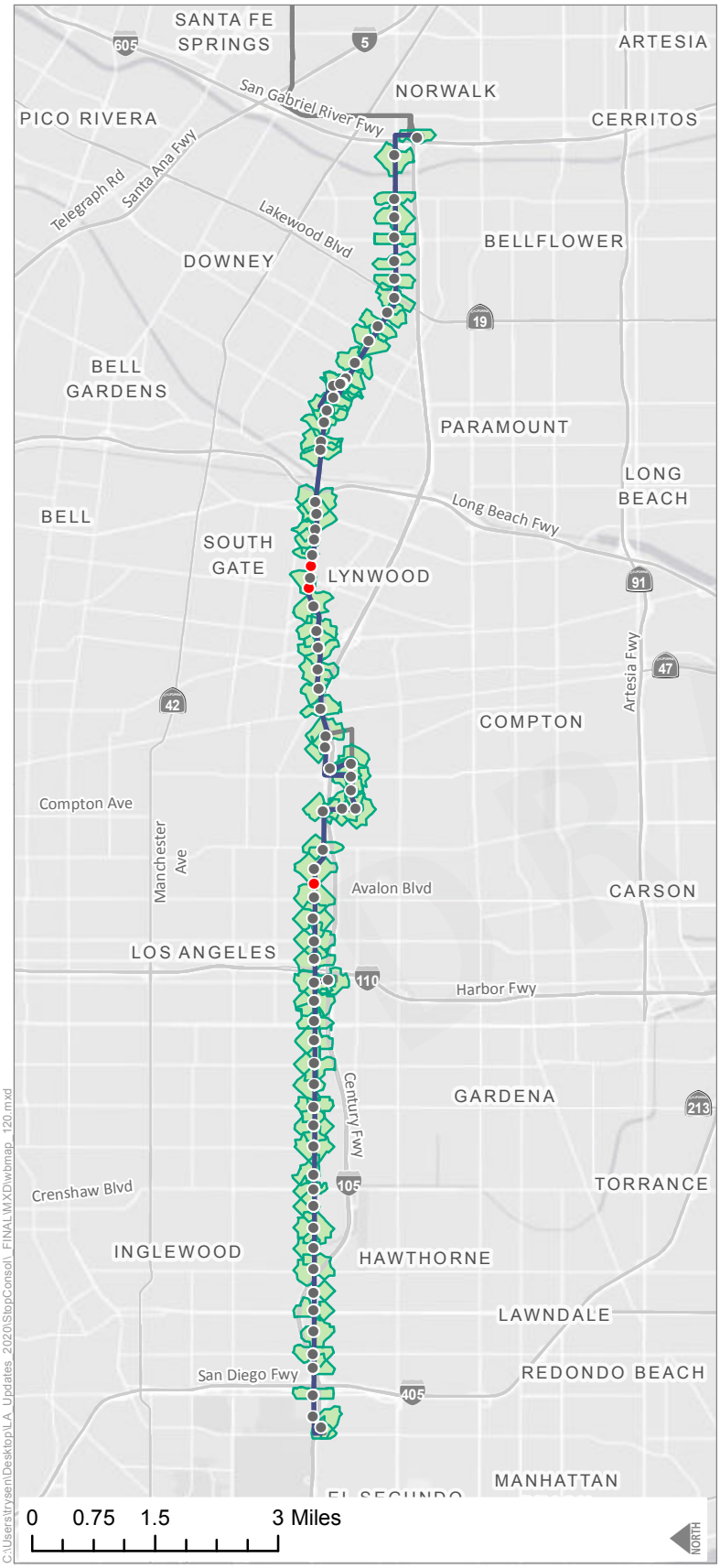
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 120 - IMPERIAL

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
IMPERIAL / LEWIS	6	2
IMPERIAL / BENWELL	4	9
IMPERIAL / STANFORD	0	0

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.26	0.27

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

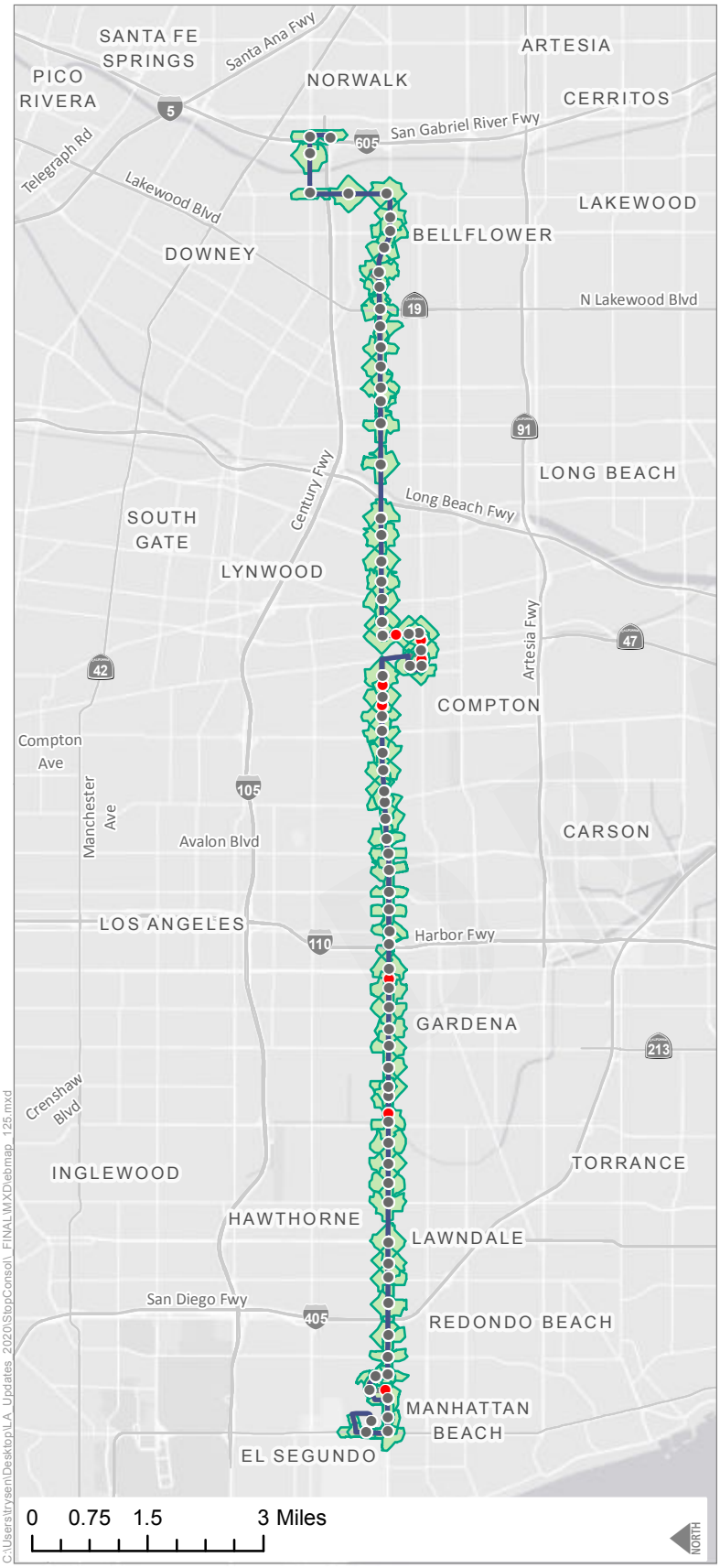
*Footnote: Downtown stop consolidation will be part of a separate effort.

DRAFT

LINE 120 - IMPERIAL

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
APOLLO / ROSECRANS	5	0
ROSECRANS / ARDATH	5	2
ROSECRANS / BERENDO	24	31
ROSECRANS / ARANBE	19	9
ROSECRANS / ACACIA	21	22
COMPTON \ DOUGLAS DOLLARHIDE	18	9
COMPTON / WILLOW	10	4
SANTA FE / ELM	5	11

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.26	0.29

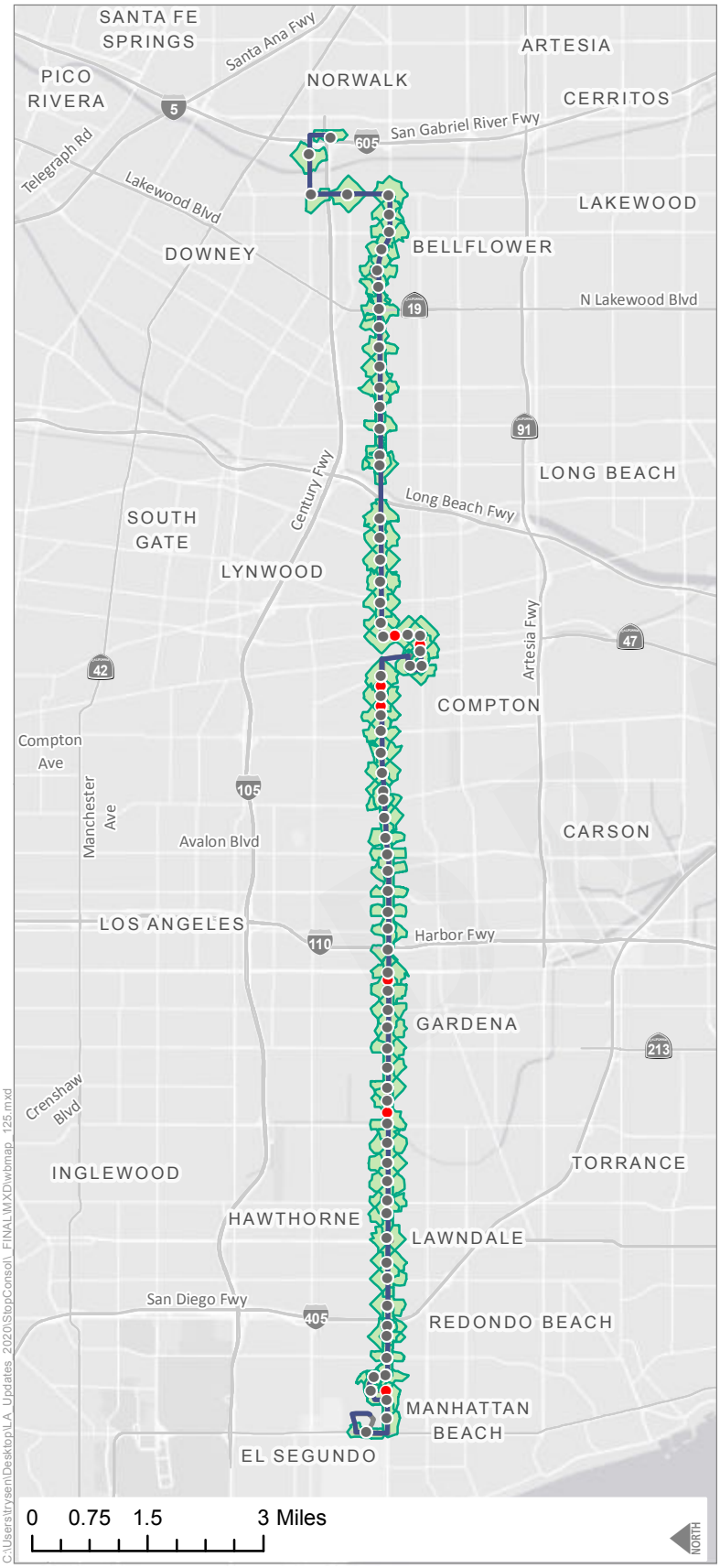
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 125 - ROSECRANS

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SANTA FE / ELM	10	5
COMPTON / SPRING	0	4
ROSECRANS / ACACIA	25	15
ROSECRANS / ARANBE	17	11
ROSECRANS / BERENDO	9	3
ROSECRANS / ARDATH	0	4
APOLLO / ROSECRANS	1	8

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.26	0.28

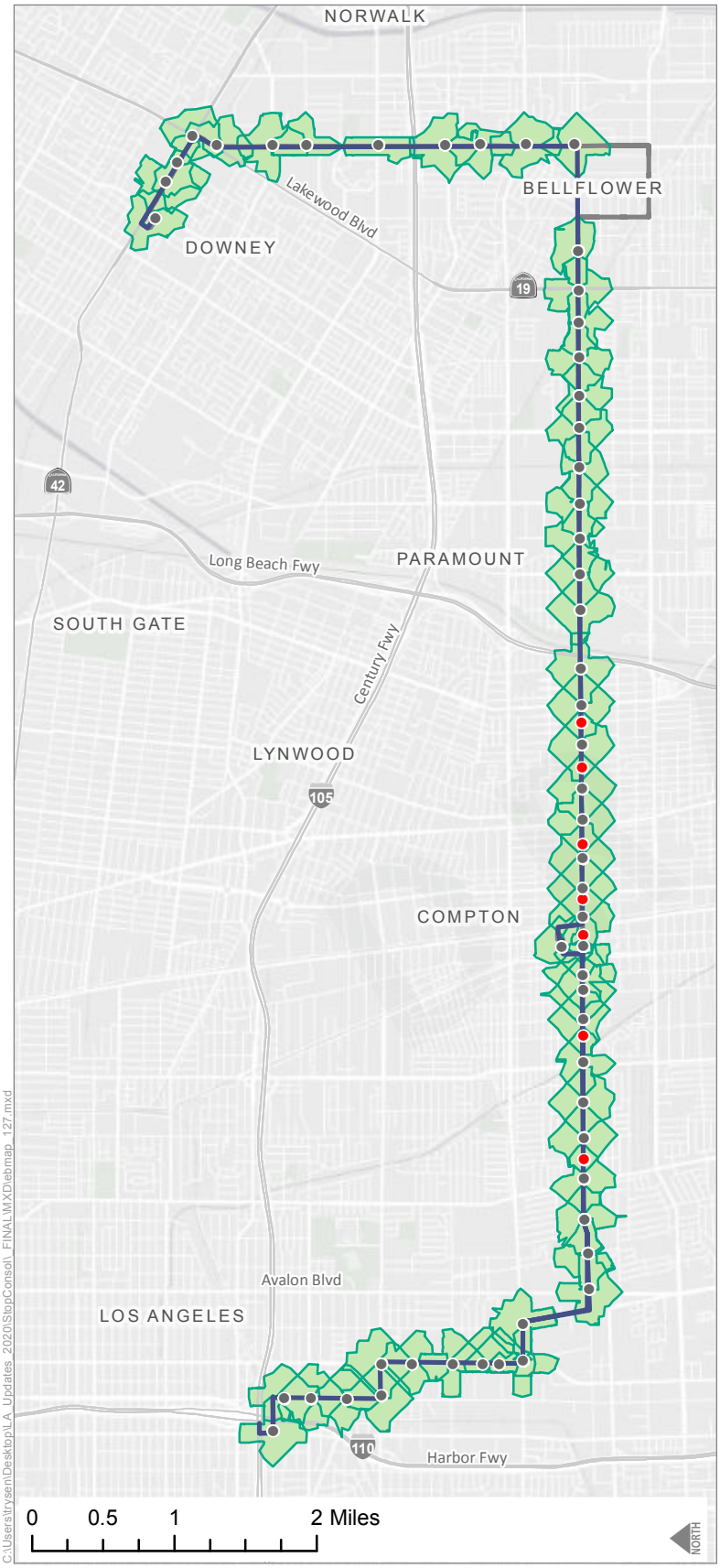
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 125 - ROSECRANS

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
COMPTON / NESTOR	7	8
COMPTON / MATTHISEN	1	7
COMPTON \ DOUGLAS DOLLARHIDE	18	1
COMPTON / WILLOW	4	1
COMPTON / SLOAN	9	2
COMPTON / HOLLY	6	8
COMPTON / WHITE	2	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.25	0.28

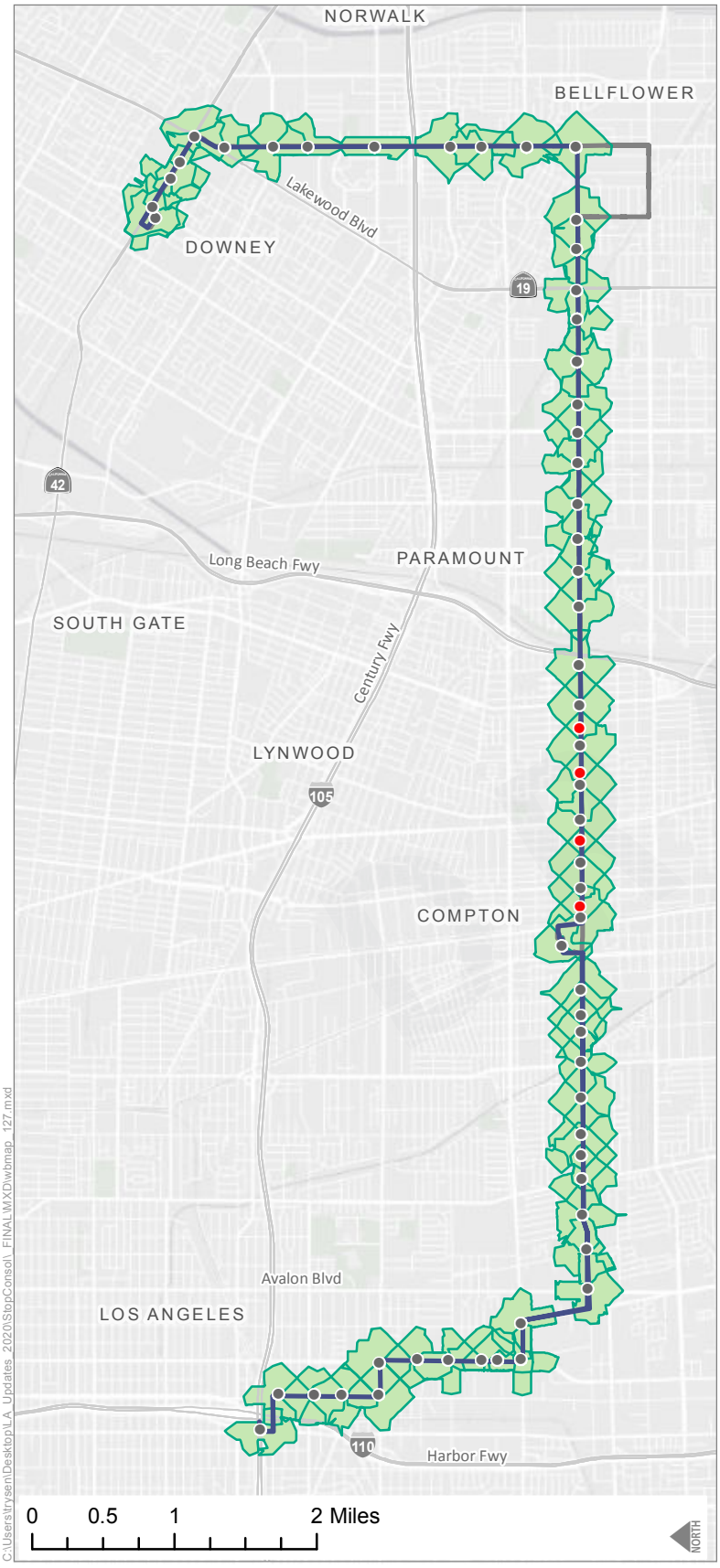
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 127 - COMPTON AVE

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
COMPTON / CASTLEGATE	3	5
COMPTON / HOLLY	4	7
COMPTON / SLOAN	4	9
COMPTON / SPRING	1	3

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.25	0.28

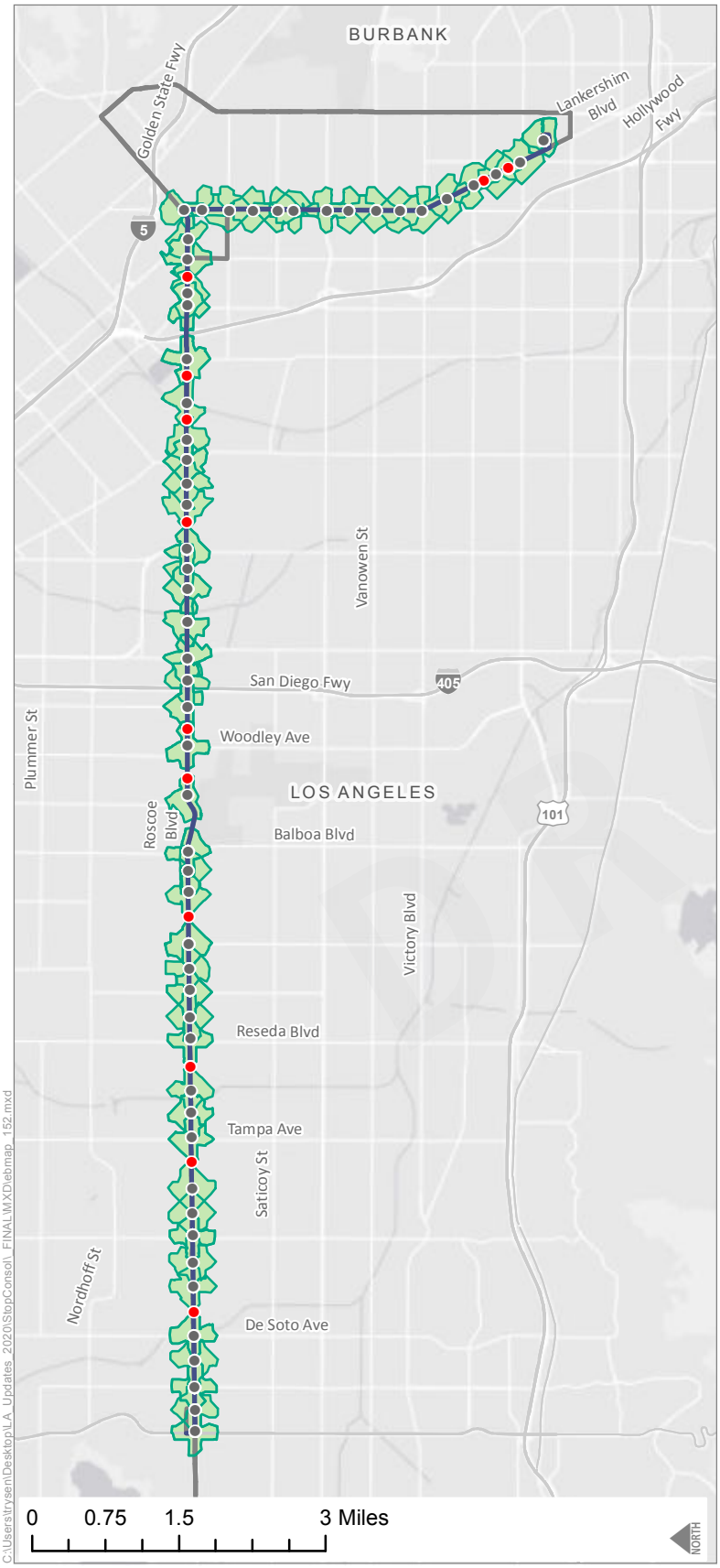
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 127 - COMPTON AVE

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
ROSCOE / IRONDALE	12	10
ROSCOE / SHIRLEY	7	5
ROSCOE / YOLANDA	11	5
ROSCOE / ENCINO	8	13
ROSCOE / GOTHIC	5	7
ROSCOE / GLORIA	0	2
ROSCOE / WAKEFIELD	14	12
ROSCOE / SPARTON	2	4
ROSCOE / CANTERBURY	4	7
ROSCOE / ST CLAIR	3	7
LANKERSHIM / CALIFA	15	8
LANKERSHIM / COLLINS	2	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.24	0.29

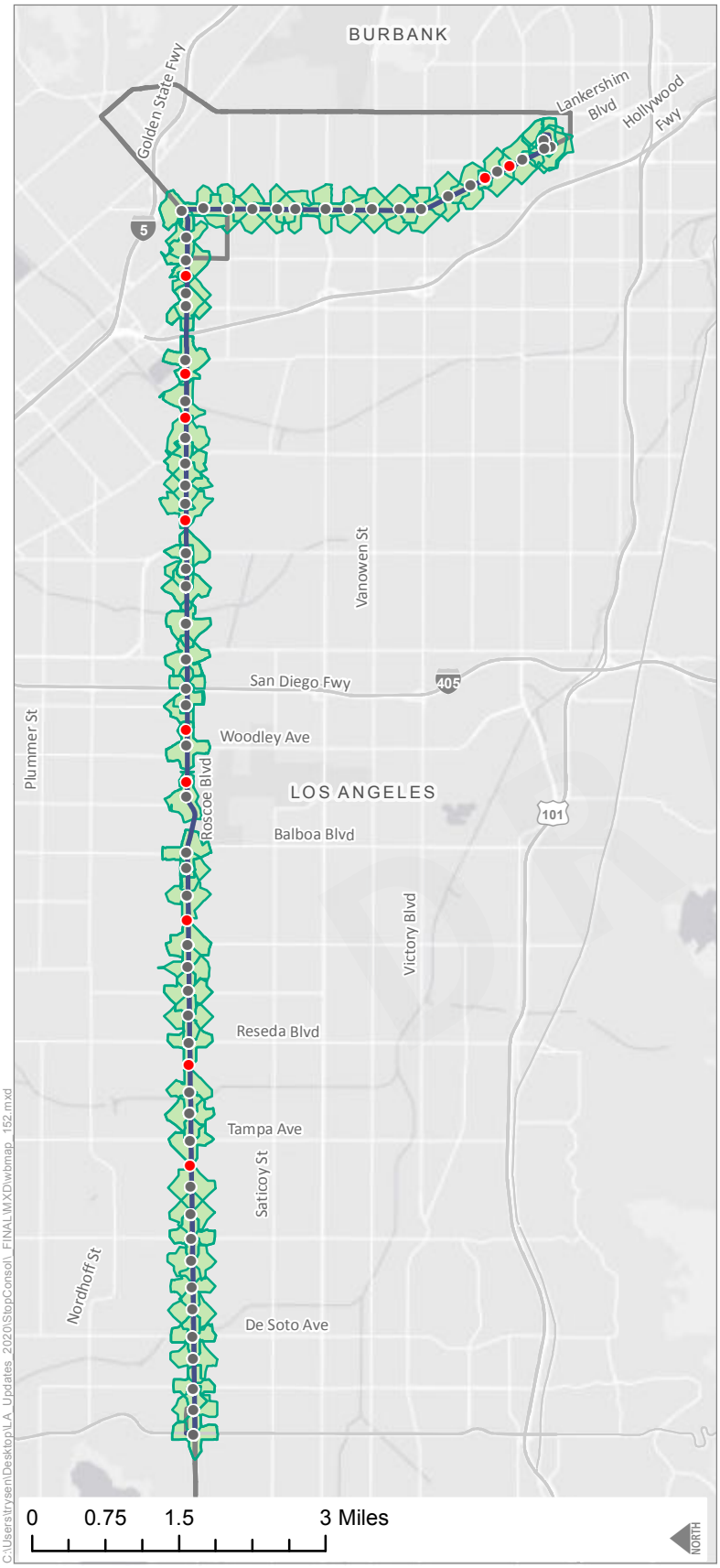
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 152 - ROSCOE

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
ROSCOE / SHARP	1	7
ROSCOE / CANTERBURY	5	5
ROSCOE / SPARTON	7	10
ROSCOE / WAKEFIELD	12	9
ROSCOE / GLORIA	0	6
ROSCOE / GOTHIC	4	6
ROSCOE / ENCINO	5	7
ROSCOE / YOLANDA	4	4
ROSCOE / SHIRLEY	2	1
LANKERSHIM / COLLINS	0	0
LANKERSHIM / CALIFA	19	36

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.19	0.31

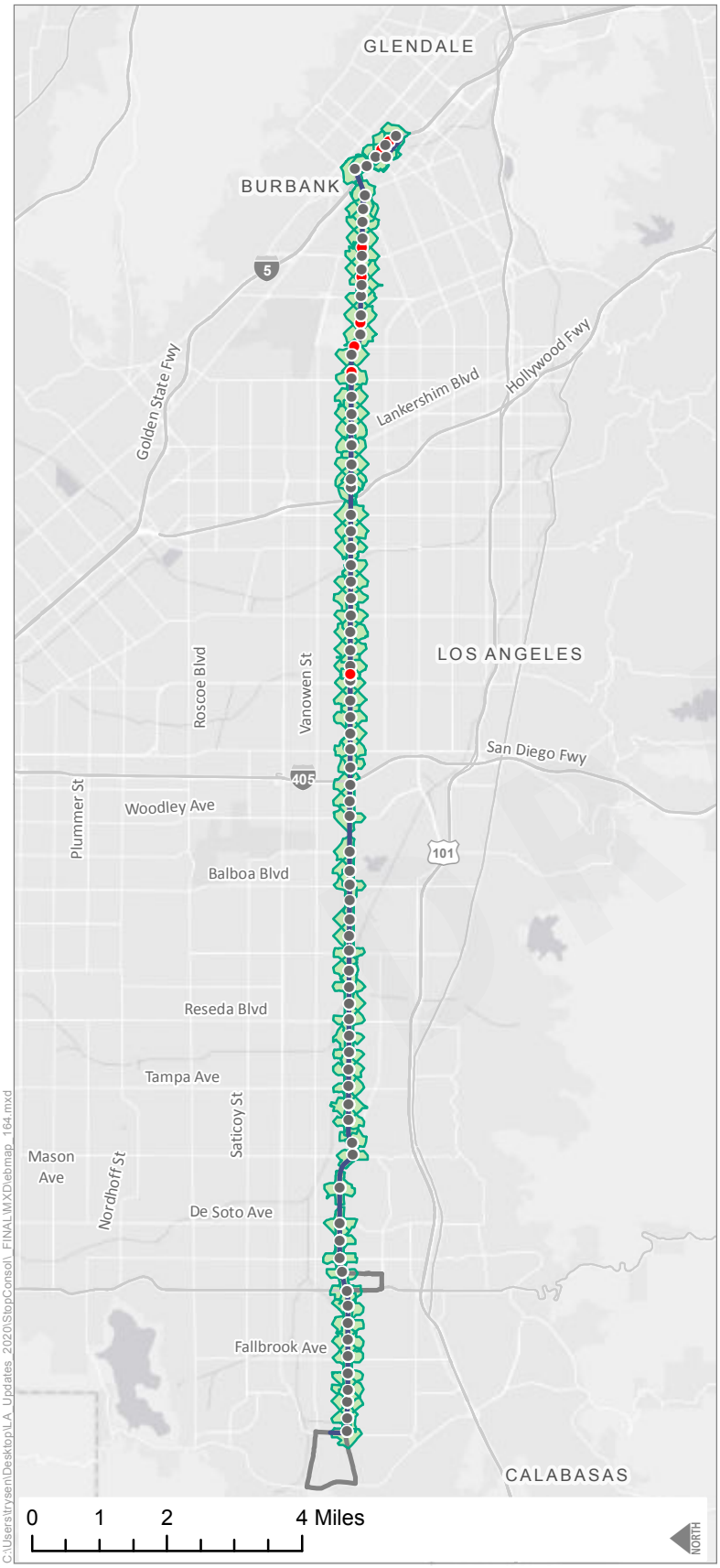
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 152 - ROSCOE

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
VICTORY / SYLMAR	37	30
VICTORY / CLEON	5	8
VICTORY / CAHUENGA	7	29
VICTORY / EVERGREEN	0	2
VICTORY / FAIRVIEW	4	7
VICTORY / LINCOLN	3	1
1ST / ORANGE GROVE	1	18
IKEA / ANGELENO	1	11

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.24	0.26

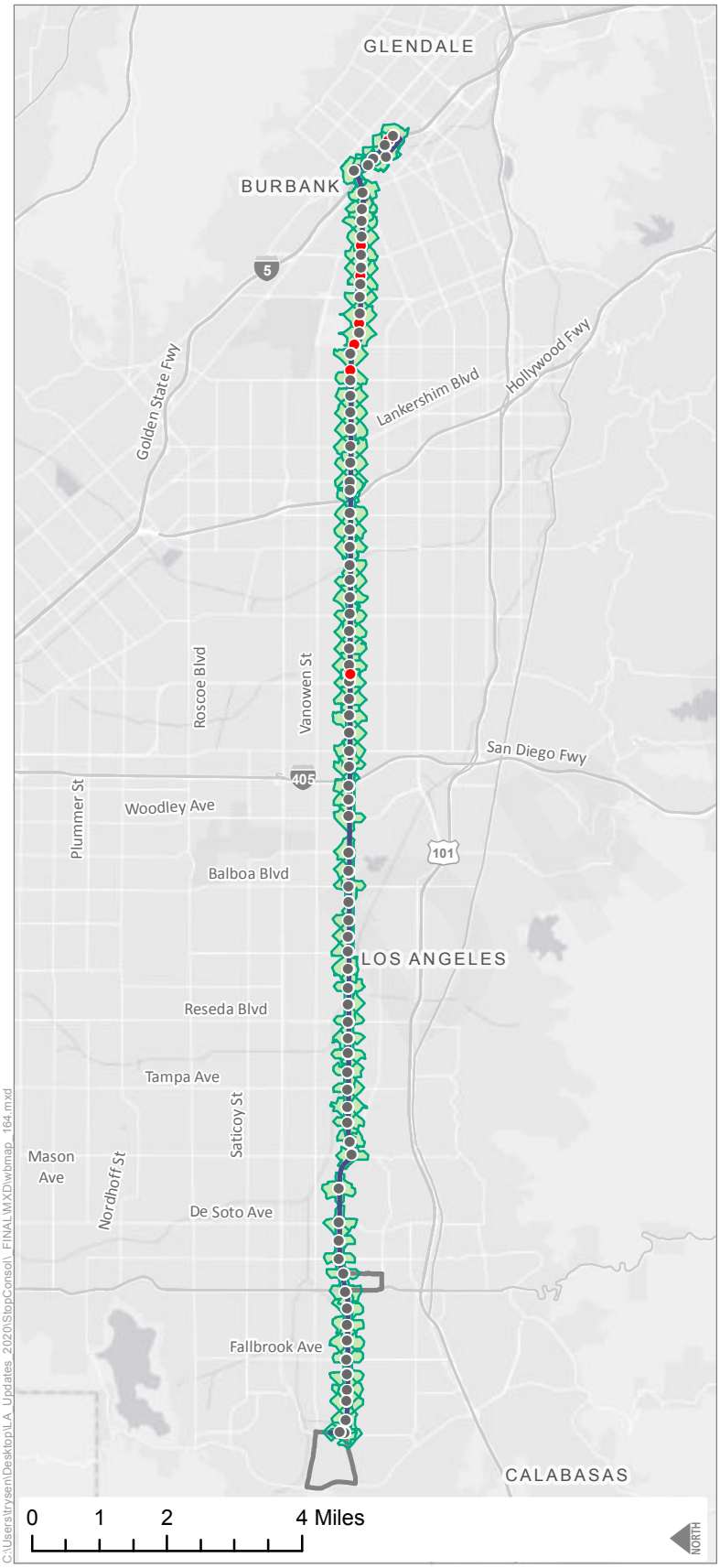
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 164 - VICTORY

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
IKEA / ANGELENO	7	0
VICTORY / LINCOLN	3	3
VICTORY / FAIRVIEW	4	6
VICTORY / EVERGREEN	2	1
VICTORY / CAHUENGA	28	14
VICTORY / CLEON	14	15
VICTORY / SYLMAR	36	50

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.24	0.26

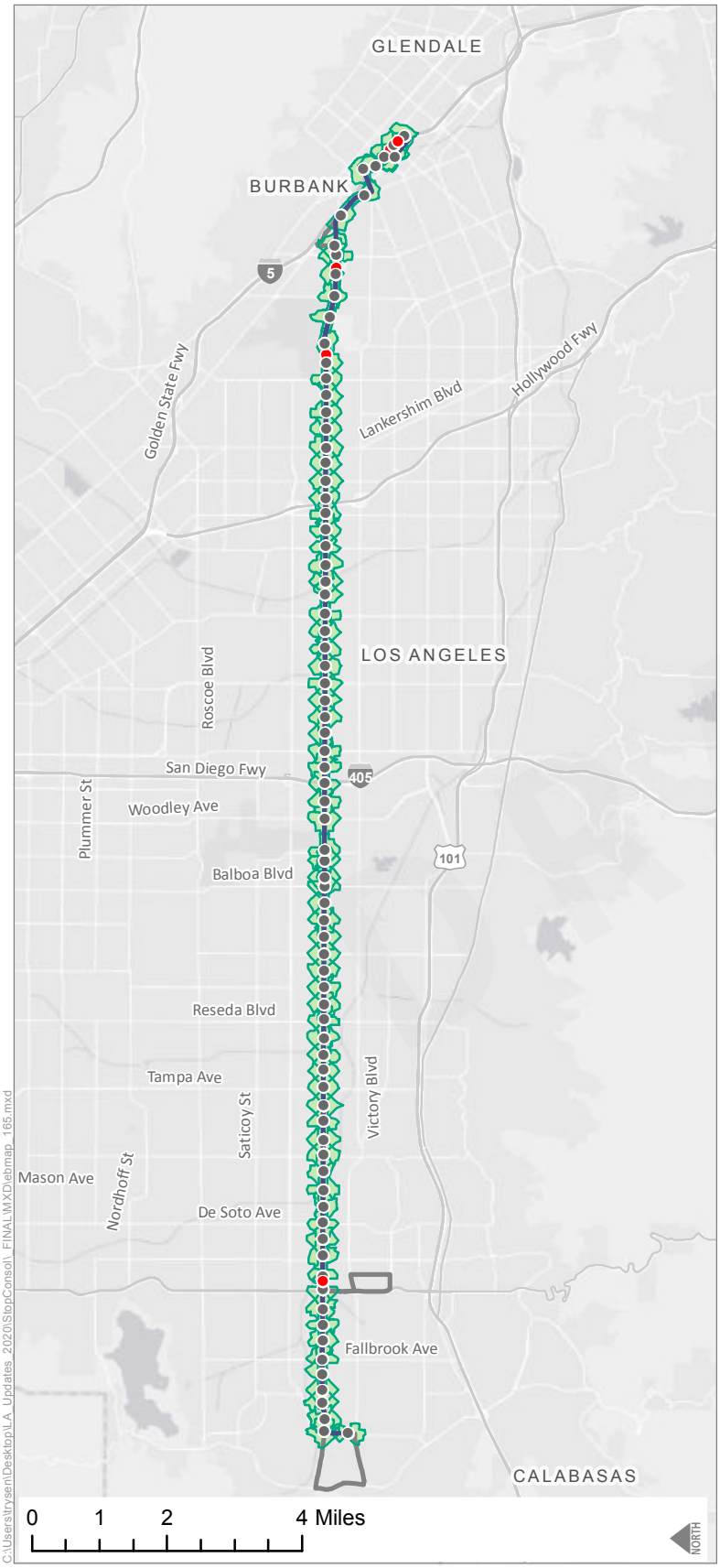
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 164 - VICTORY

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
VANOWEN \ MALL	8	2
VANOWEN / CLYBOURN	3	14
EMPIRE / CATALINA	11	11
1ST / ORANGE GROVE	0	19
IKEA / ANGELENO	0	13

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.25	0.26

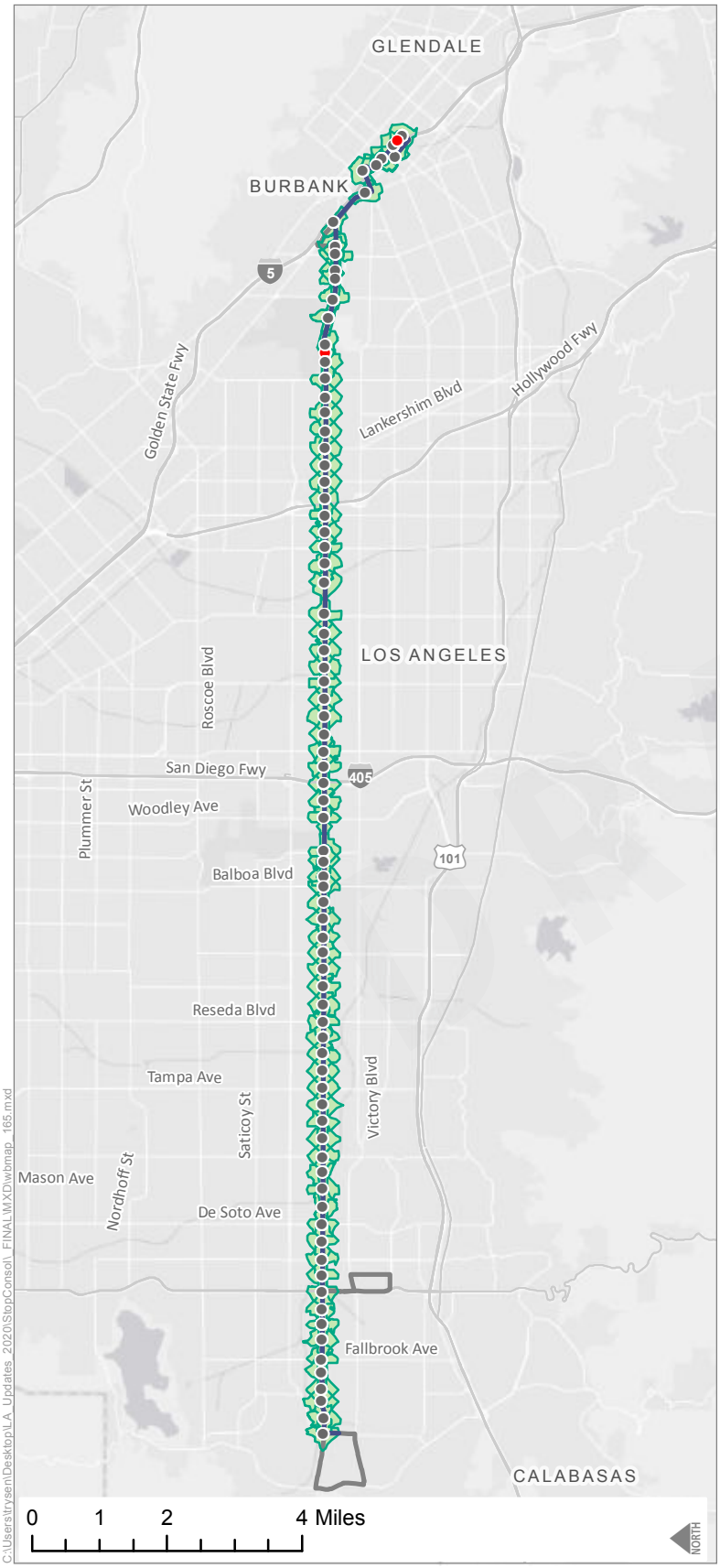
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 165 - VANOWEN

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
IKEA / ANGELENO	9	0
VANOWEN / CLYBOURN	6	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.25	0.26

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

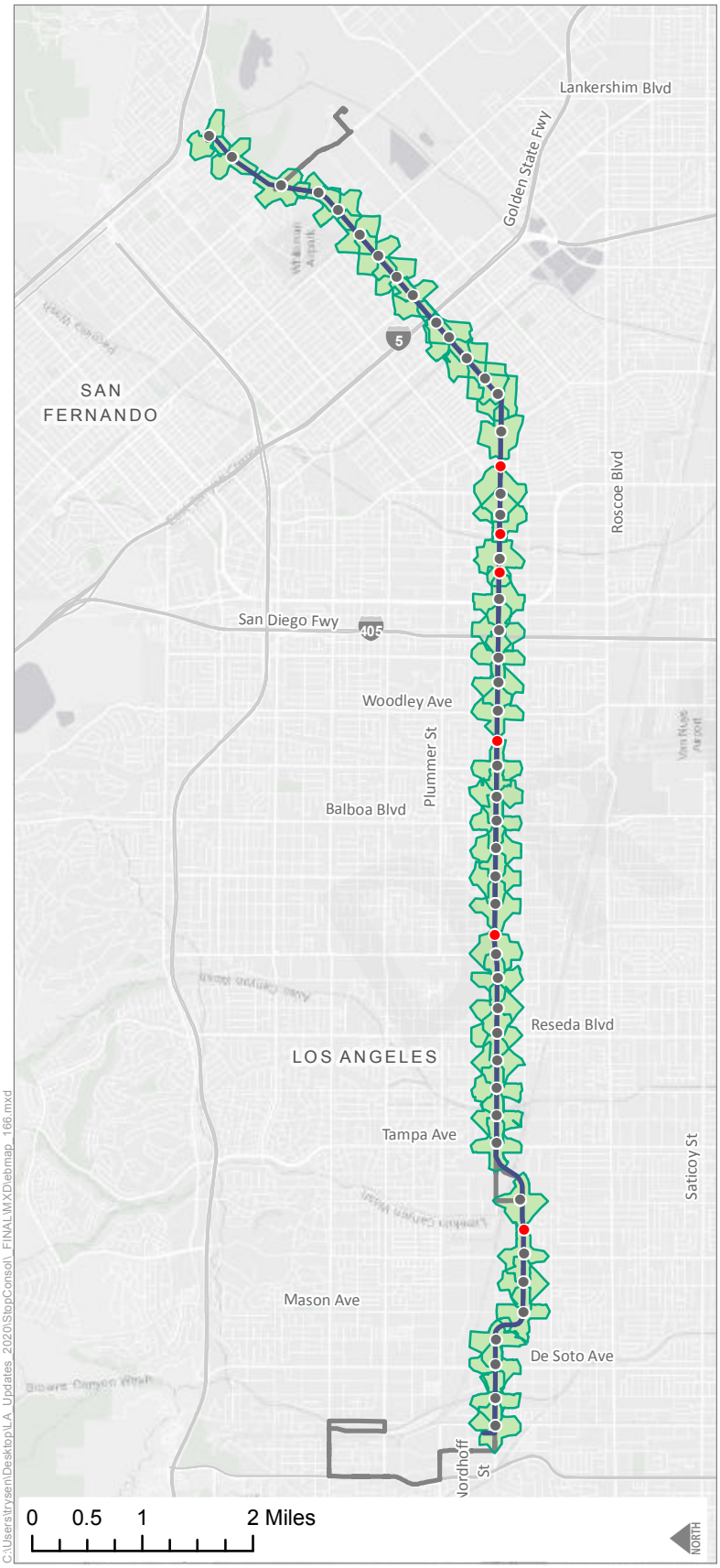
*Footnote: Downtown stop consolidation will be part of a separate effort.

DRAFT

LINE 165 - VANOWEN

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
NORDHOFF / OAKDALE	1	2
NORDHOFF / WHITE OAK	4	2
NORDHOFF / GOTHIC	5	9
NORDHOFF / BURNET	28	28
NORDHOFF / KESTER	6	42
NORDHOFF / SYLMAR	3	7

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.25	0.28

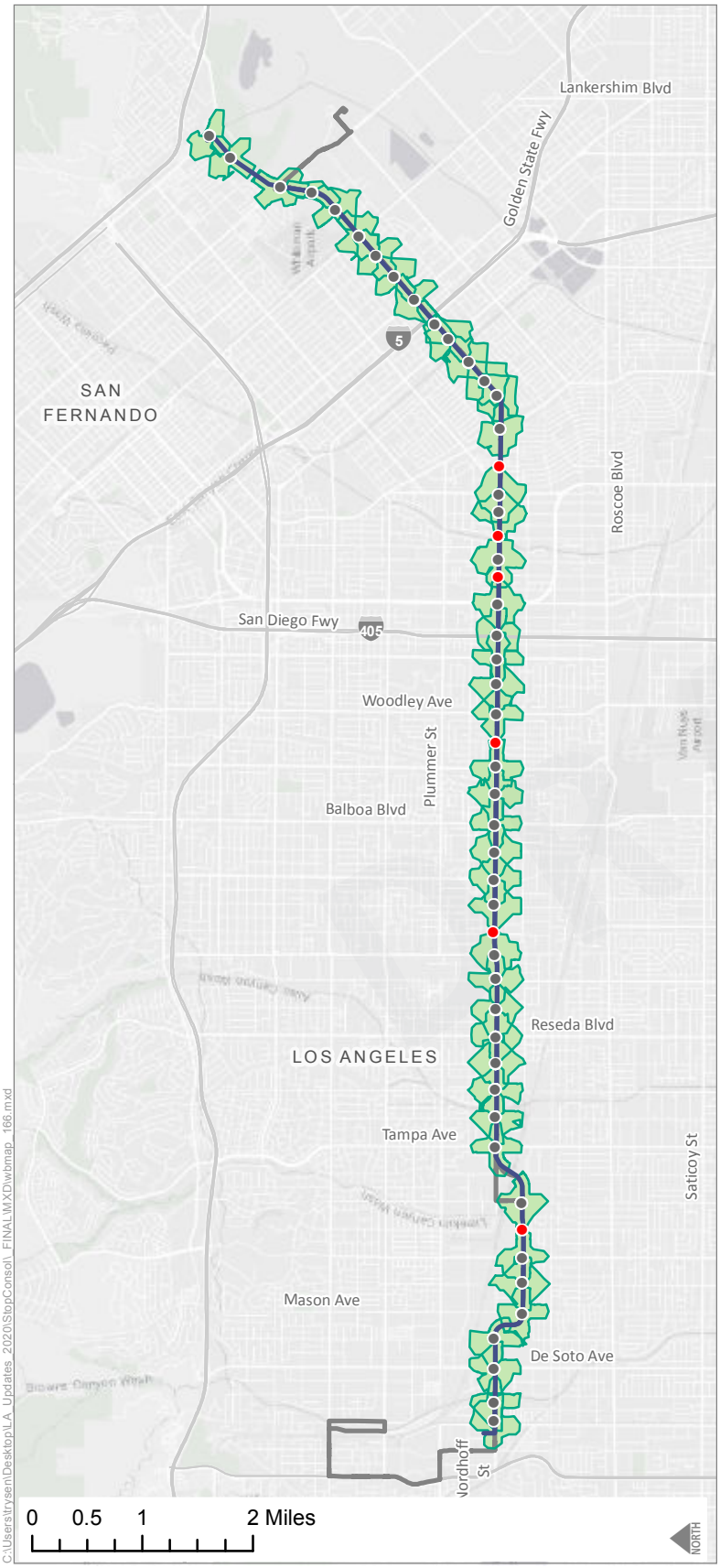
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 166 - NORDHOFF

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
NORDHOFF / SYLMAR	7	2
NORDHOFF / KESTER	17	8
NORDHOFF / BURNET	28	27
NORDHOFF / GOTHIC	6	4
NORDHOFF / WHITE OAK	1	3
NORDHOFF / OAKDALE	1	11

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.24	0.28

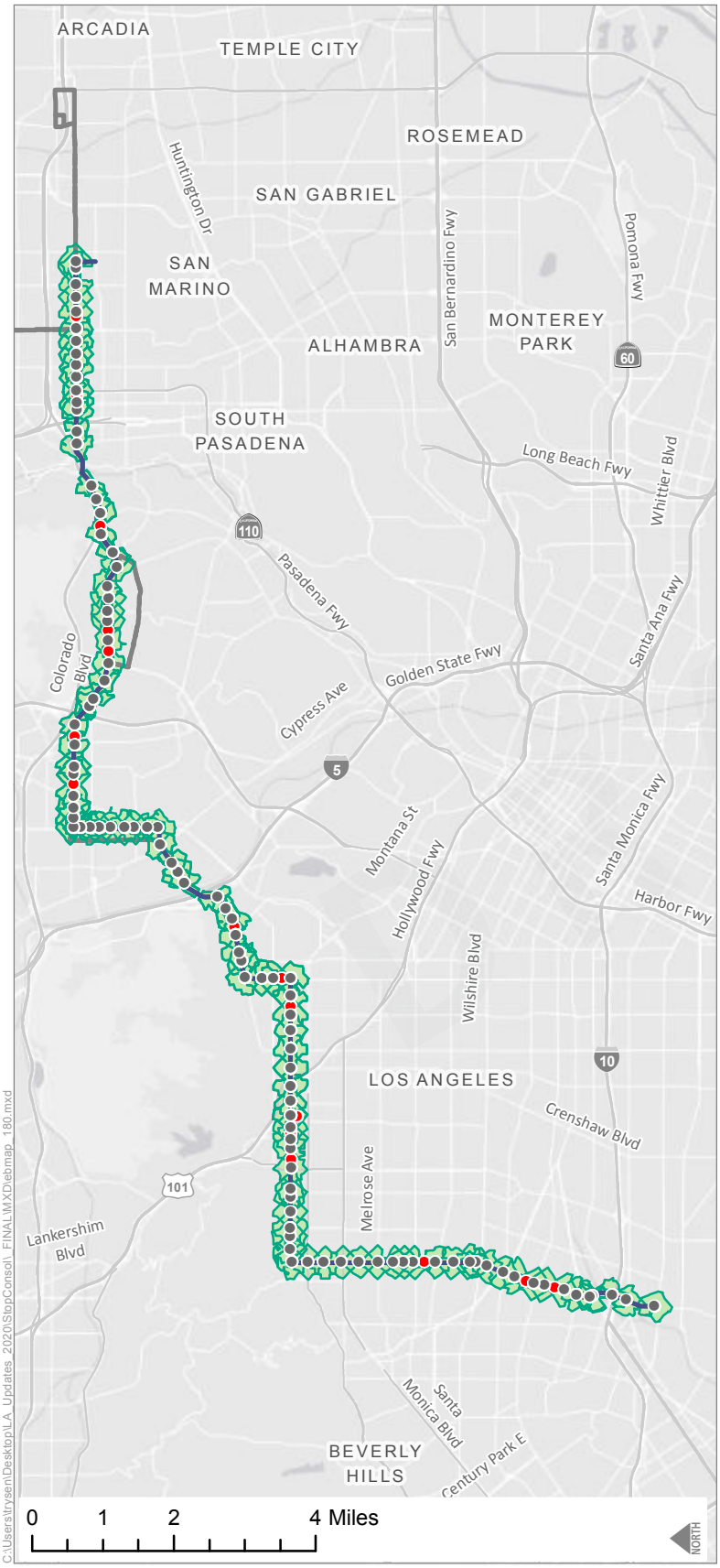
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 166 - NORDHOFF

Metro TMD

Quarter Mile Walksheds - Eastbound



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Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
FAIRFAX / PICKFORD	5	11
FAIRFAX / PACKARD	6	5
FAIRFAX / 1ST	25	12
HOLLYWOOD / LAS PALMAS	16	32
HOLLYWOOD / CAHUENGA	6	38
HOLLYWOOD / VINE STATION	117	0
HOLLYWOOD / ALEXANDRIA	35	17
VERMONT / MELBOURNE	8	15
LOS FELIZ / LOWRY	2	3
BROADWAY / CEDAR	8	27
BROADWAY / SINCLAIR	10	28
COLORADO / MAYWOOD	17	8
COLORADO / ARGUS	21	5
COLORADO / AVENUE 64	3	1
COLORADO / RAYMOND	50	36
COLORADO / CATALINA	9	8

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.19	0.22

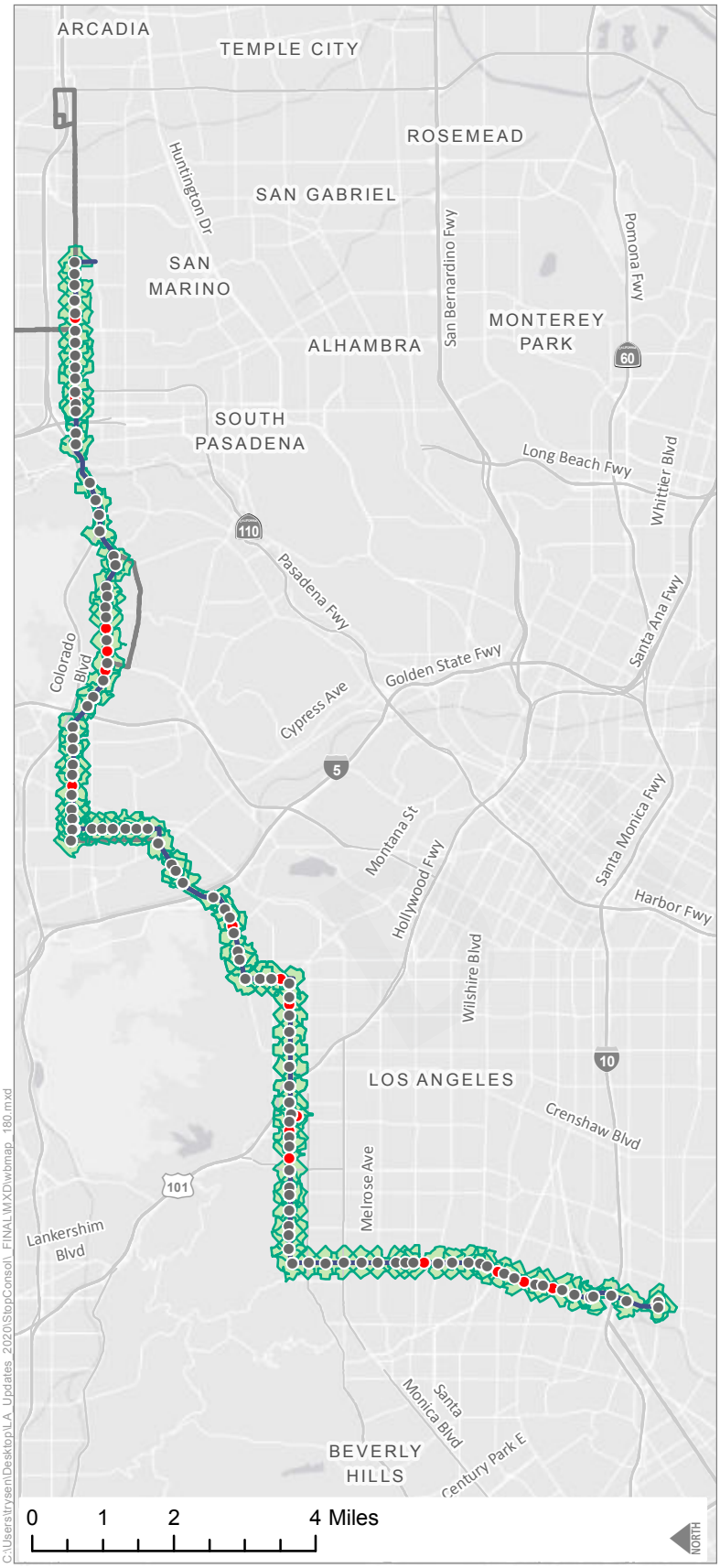
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 180 - COLORADO/FAIRFAX

Metro TMD

Quarter Mile Walksheds - Westbound



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Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
COLORADO / CATALINA	11	6
COLORADO / RAYMOND	45	25
COLORADO / ARGUS	14	4
COLORADO / MAYWOOD	4	8
COLORADO / EL RIO	5	1
BROADWAY / CEDAR	18	8
LOS FELIZ / LOWRY	16	3
VERMONT / MELBOURNE	20	33
HOLLYWOOD / ALEXANDRIA	19	34
HOLLYWOOD / VINE STATION	0	96
HOLLYWOOD / CAHUENGA	25	2
HOLLYWOOD / LAS PALMAS	31	18
FAIRFAX / 1ST	15	34
FAIRFAX / SAN VICENTE	3	26
FAIRFAX / PACKARD	10	29
FAIRFAX / PICKFORD	9	3
JEFFERSON / LA CIENEGA	6	205

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.20	0.22

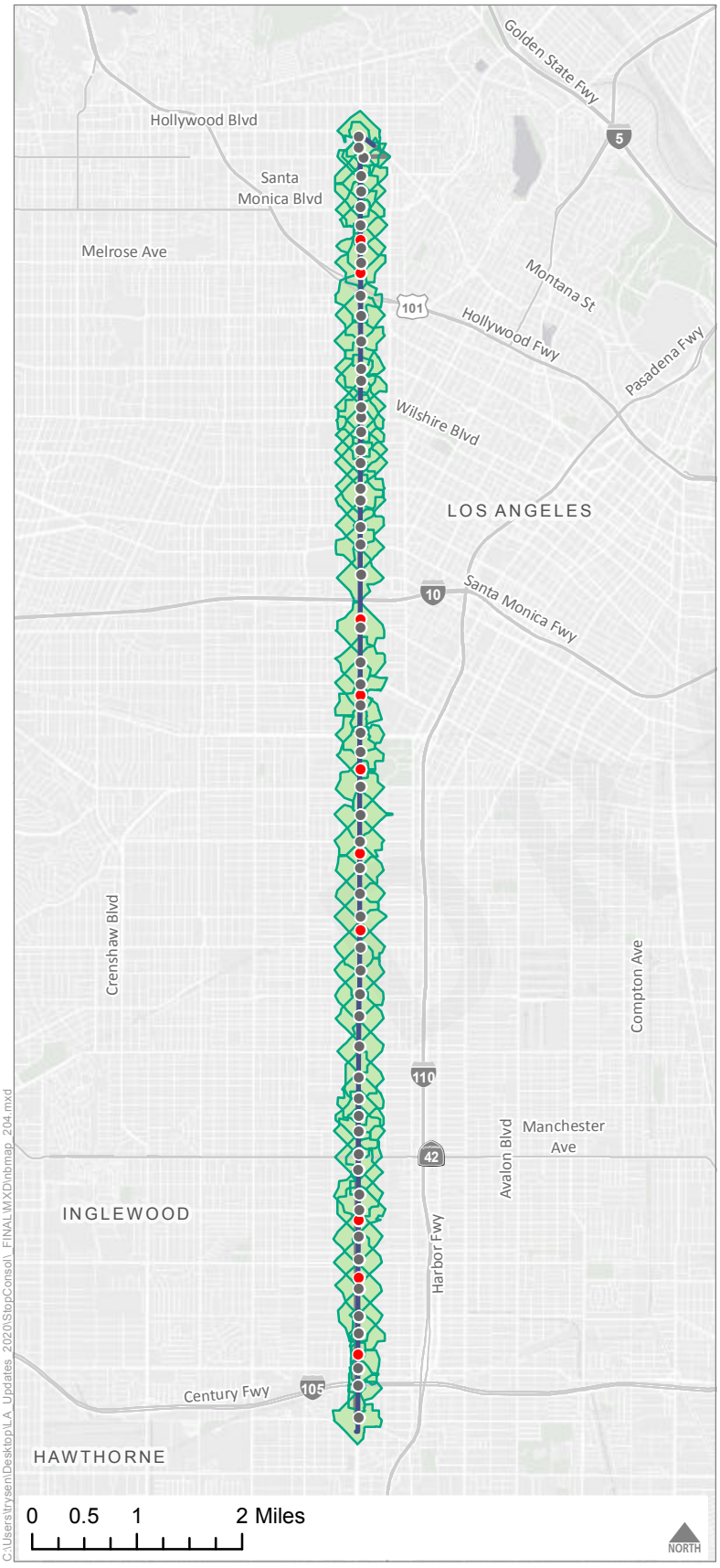
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 180 - COLORADO/FAIRFAX

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
VERMONT / 112TH	41	7
VERMONT / 103RD	13	21
VERMONT / 94TH	53	26
VERMONT / 56TH	68	31
VERMONT / 46TH	20	27
VERMONT / LEIGHTON	12	14
VERMONT / 35TH	3	15
VERMONT / 24TH	32	21
VERMONT / CLINTON	13	88
VERMONT / NORMAL	61	207

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.19	0.24

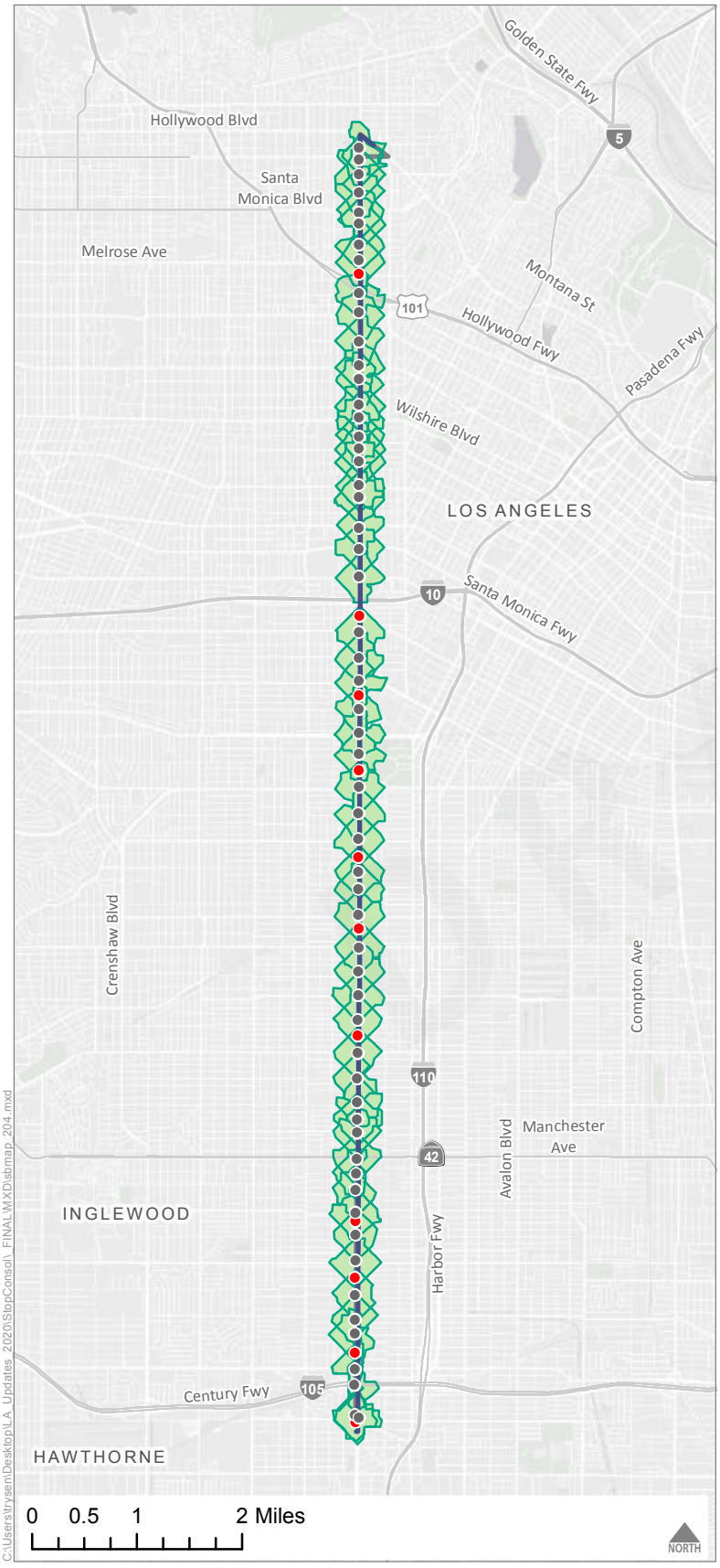
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 204 - VERMONT

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
VERMONT / CLINTON	40	44
VERMONT / 24TH	36	153
VERMONT / 35TH	19	39
VERMONT / LEIGHTON	21	28
VERMONT / 46TH	32	64
VERMONT / 56TH	19	91
VERMONT / 69TH	12	41
VERMONT / 94TH	19	32
VERMONT / 103RD	39	53
VERMONT / 112TH	9	47
VERMONT / 120TH	1	63

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.18	0.23

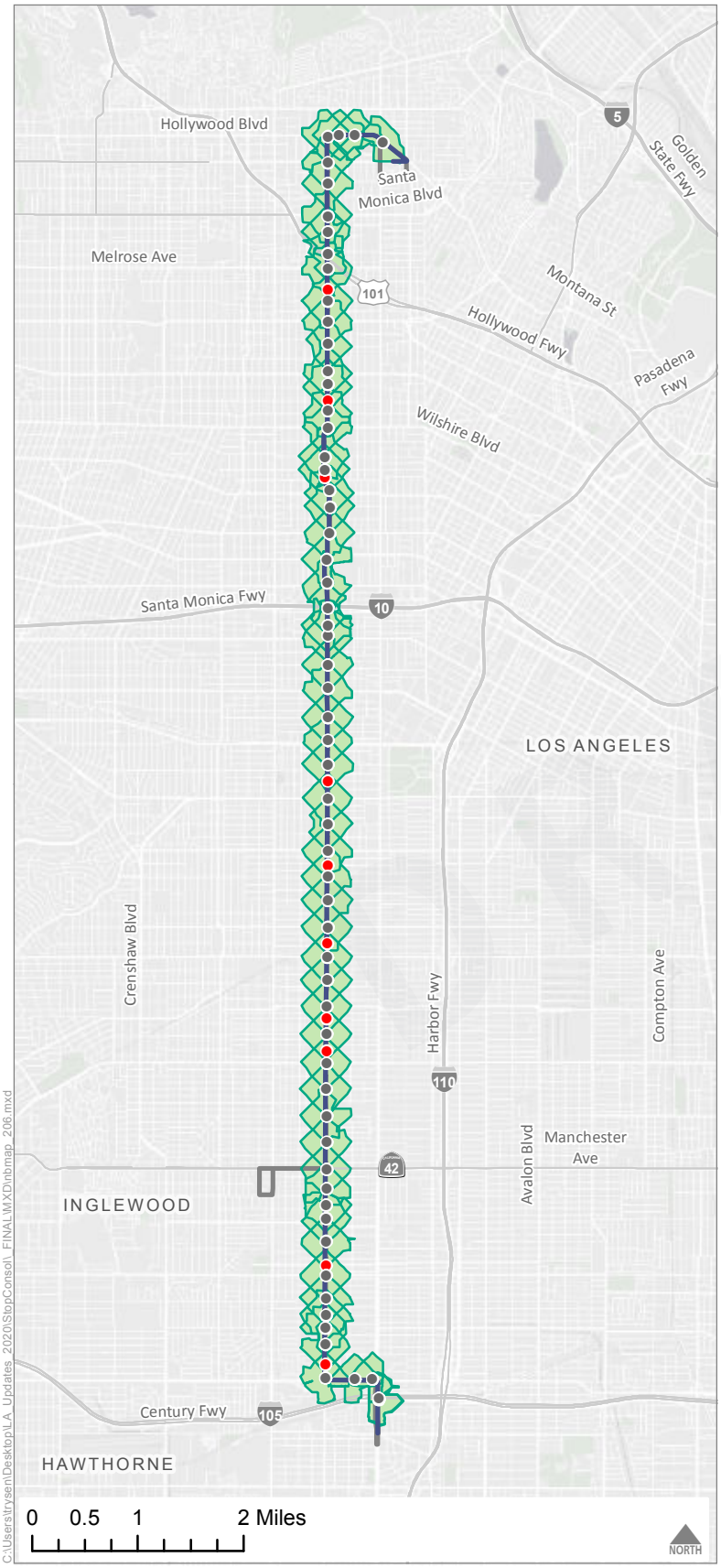
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 204 - VERMONT

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
NORMANDIE / 112TH	28	15
NORMANDIE / 98TH	24	15
NORMANDIE / 70TH	28	6
NORMANDIE / 65TH	31	23
NORMANDIE / 57TH	41	9
NORMANDIE / 46TH	8	11
NORMANDIE / LEIGHTON	25	11
IROLO / SAN MARINO	19	13
NORMANDIE / 5TH	33	32
NORMANDIE / MAPLEWOOD	10	42

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.19	0.22

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 206 - NORMANDIE

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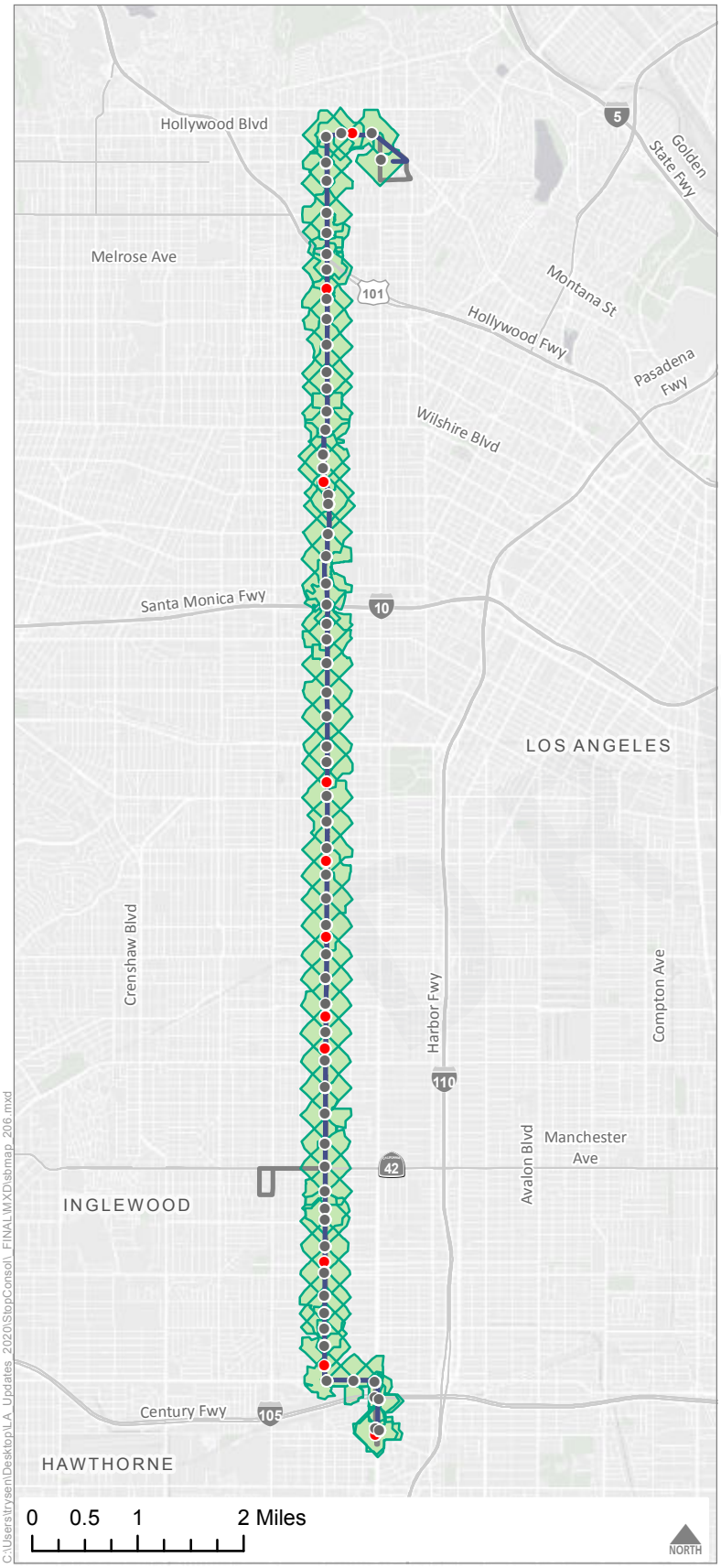
Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
HOLLYWOOD / EDGEMONT	10	9
NORMANDIE / CLINTON	10	26
IROLO / SAN MARINO	20	55
NORMANDIE / LEIGHTON	6	17
NORMANDIE / 46TH	4	22
NORMANDIE / 56TH	8	28
NORMANDIE / 65TH	26	42
NORMANDIE / 70TH	8	19
NORMANDIE / 98TH	24	41
NORMANDIE / 112TH	4	29
VERMONT / 120TH	0	18

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.19	0.23

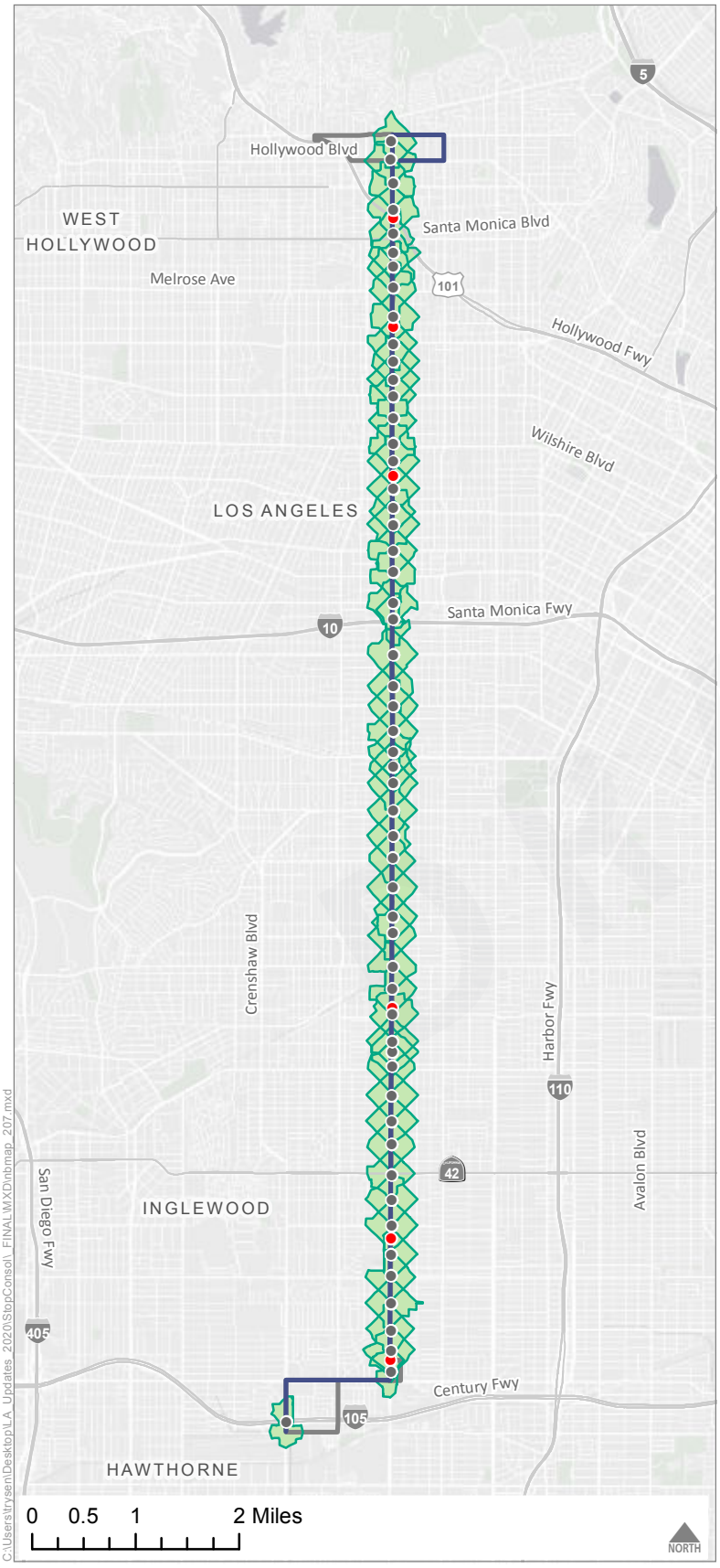
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 206 - NORMANDIE

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
WESTERN / 111TH	1	0
WESTERN / 94TH	28	5
WESTERN / 62ND	65	21
WESTERN / 8TH	82	139
WESTERN / ELMWOOD	14	30
WESTERN / LA MIRADA	11	38

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.23	0.25

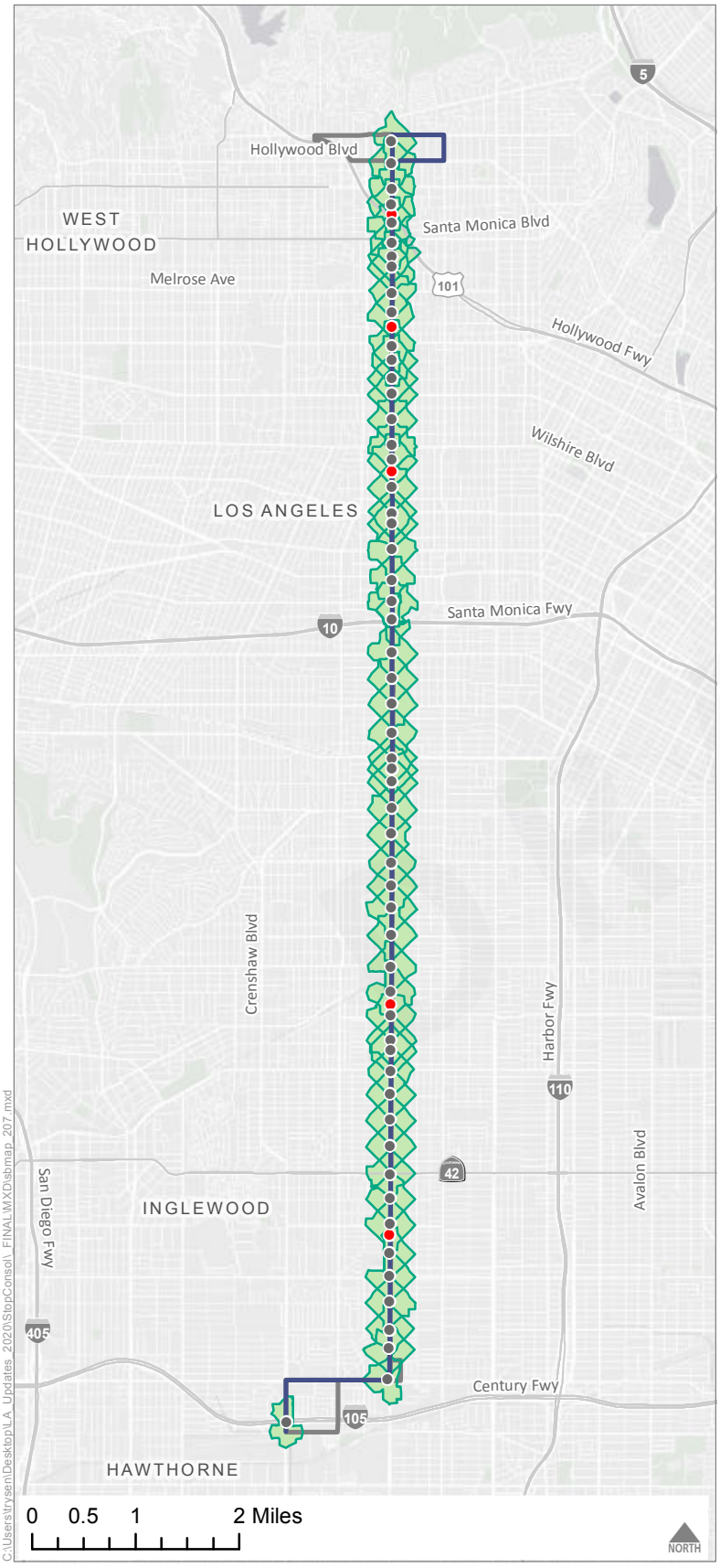
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 207 - WESTERN

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
WESTERN / LA MIRADA	33	6
WESTERN / ELMWOOD	19	35
WESTERN / 8TH	123	129
WESTERN / 62ND	45	85
WESTERN / 94TH	11	28

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.23	0.25

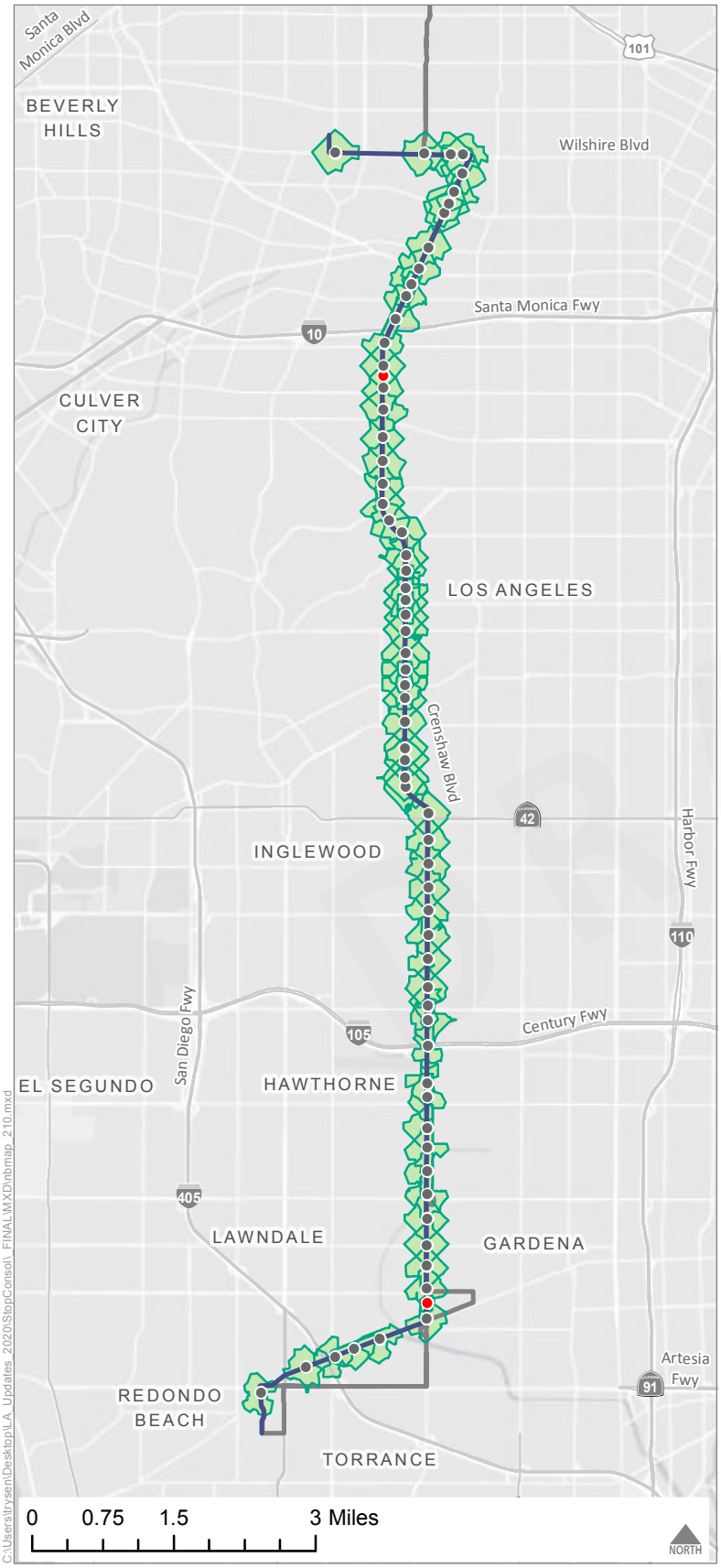
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 207 - WESTERN

Metro TMD

Quarter Mile Walksheds - Northbound



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Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
CRENSHAW \ EL CAMINO COLLEGE	30	10
CRENSHAW / 30TH	16	22

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.22	0.23

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 210 - CRENSHAW

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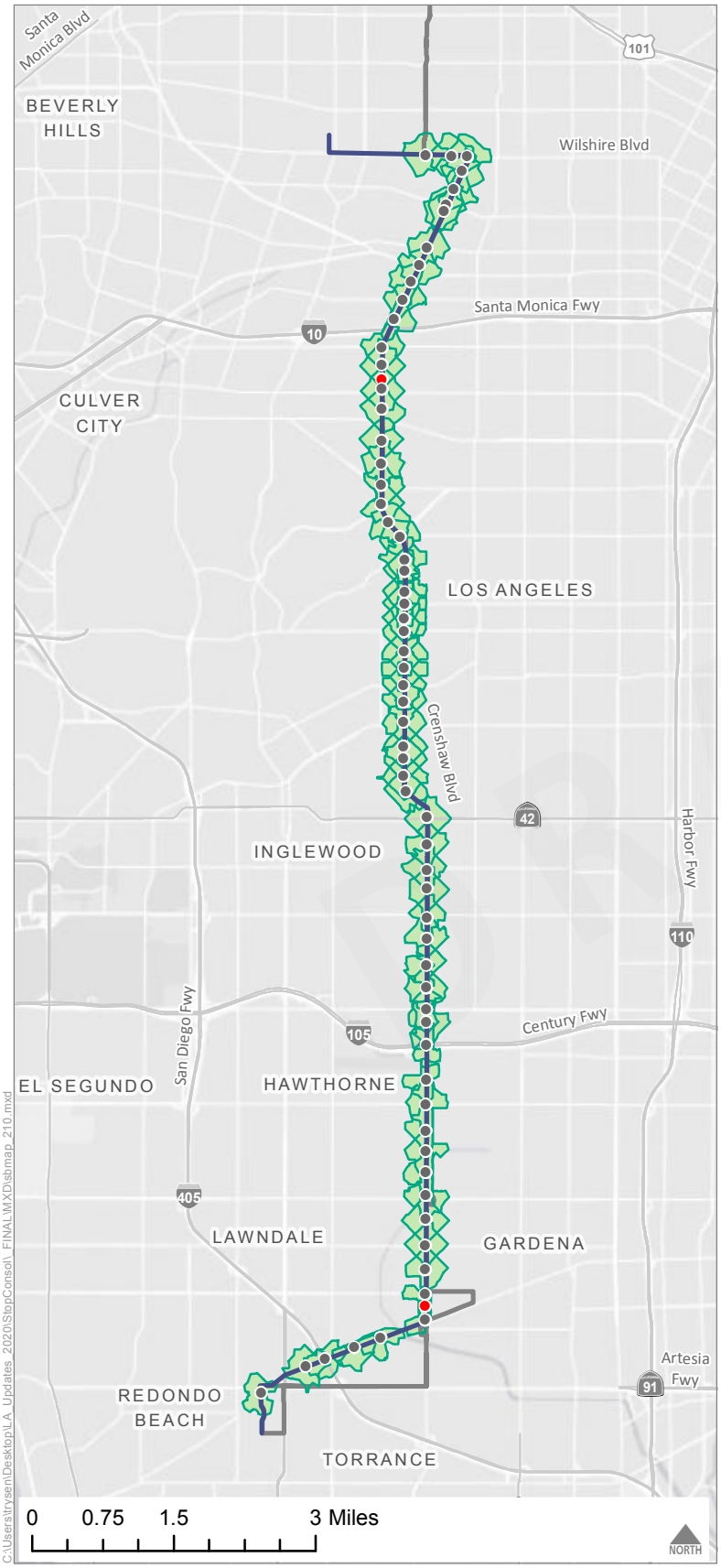
Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
CRENSHAW / 30TH	5	26
CRENSHAW \ EL CAMINO COLLEGE	10	21

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.22	0.23

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

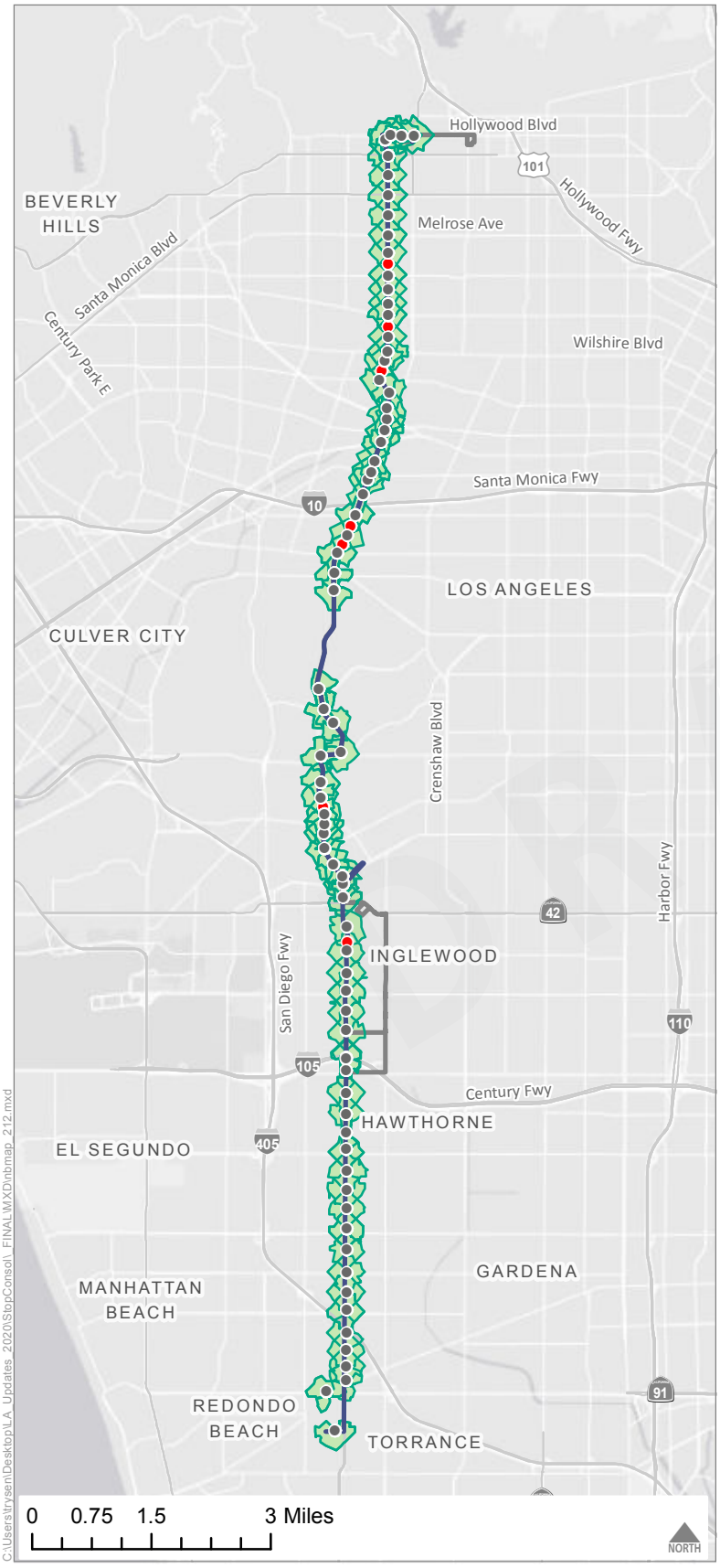
*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 210 - CRENSHAW

DRAFT

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
LA BREA / TAMARACK	23	20
LA BREA / FAIRVIEW	16	16
LA BREA / ROSELAND	20	7
LA BREA / FERNDALE	5	10
LA BREA / 9TH	10	19
LA BREA / 4TH	19	19
LA BREA / OAKWOOD	10	20

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.22	0.25

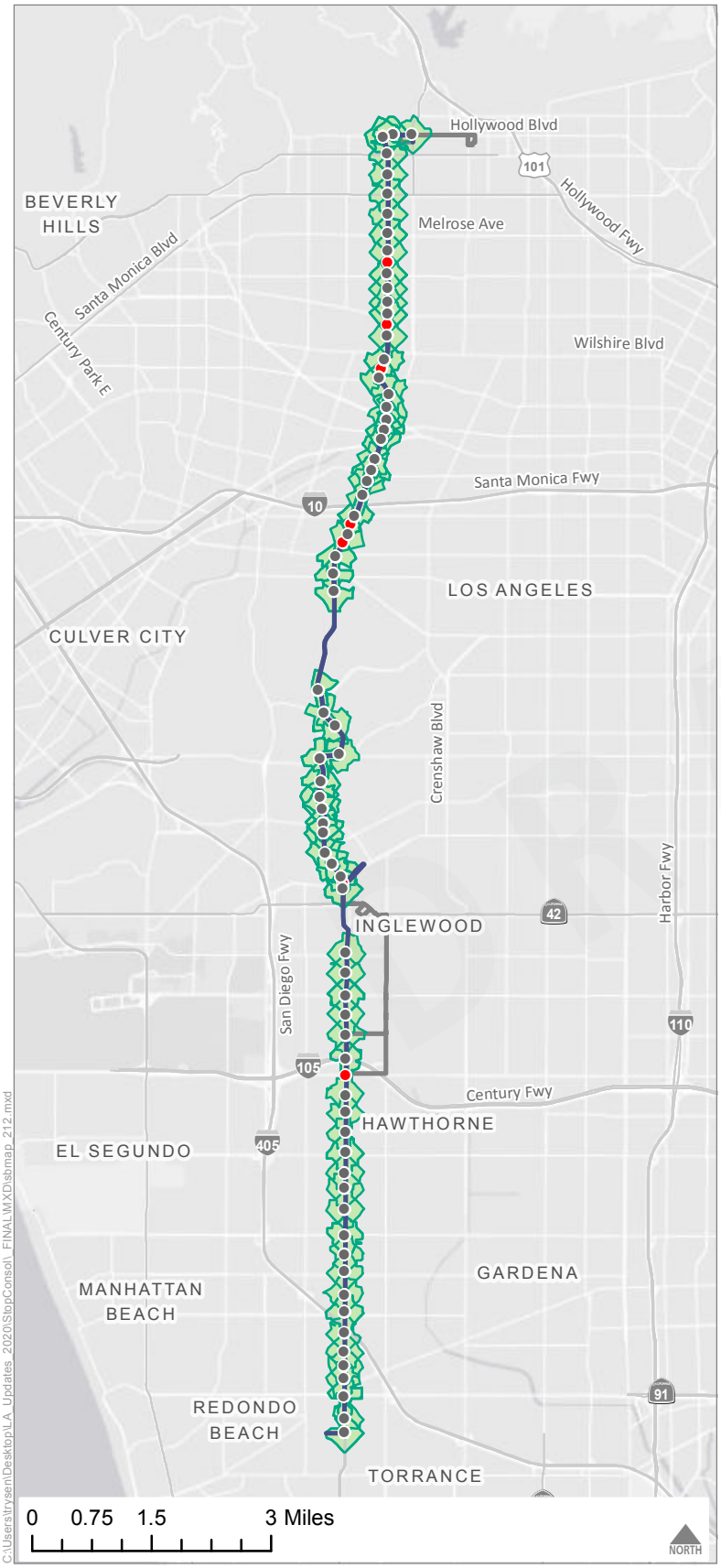
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 212 - LA BREA

Metro TMD

Quarter Mile Walksheds - Southbound



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Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
HAWTHORNE / IMPERIAL	109	70
LA BREA / OAKWOOD	14	14
LA BREA / 4TH	26	23
LA BREA / 9TH	21	10
LA BREA / FERNDALE	8	5
LA BREA / ROSELAND	4	19
LA BREA / FLORENCE	5	13

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.23	0.25

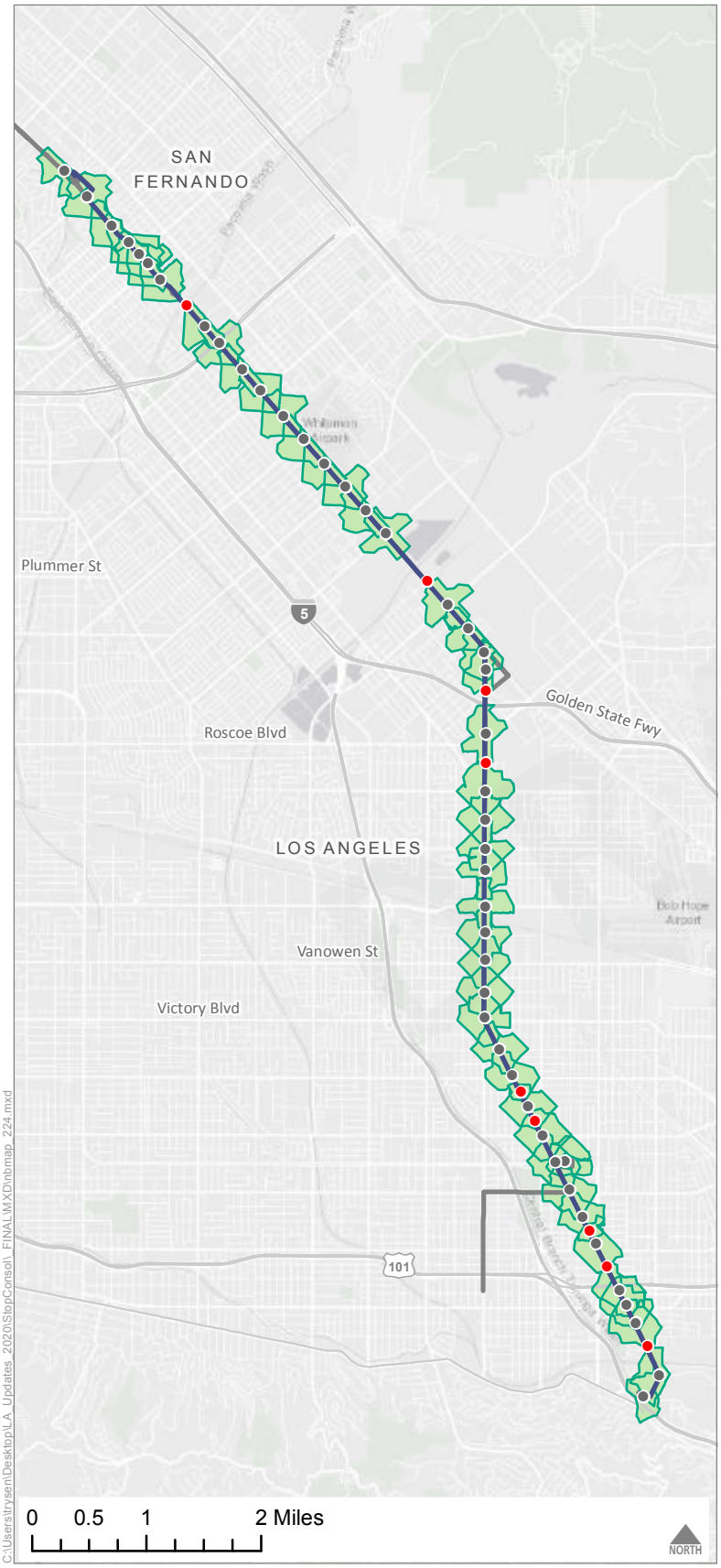
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 212 - LA BREA

Metro TMD

Quarter Mile Walksheds - Northbound



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Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
LANKERSHIM / AQUA VISTA	3	0
LANKERSHIM / KLING	22	18
LANKERSHIM / HUSTON	14	4
LANKERSHIM / COLLINS	0	0
LANKERSHIM / CALIFA	19	36
LANKERSHIM / CANTARA	6	14
LANKERSHIM \ PENDLETON	7	24
SAN FERNANDO / TRUESDALE	4	4
SAN FERNANDO / DEL SUR	0	10

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.24	0.29

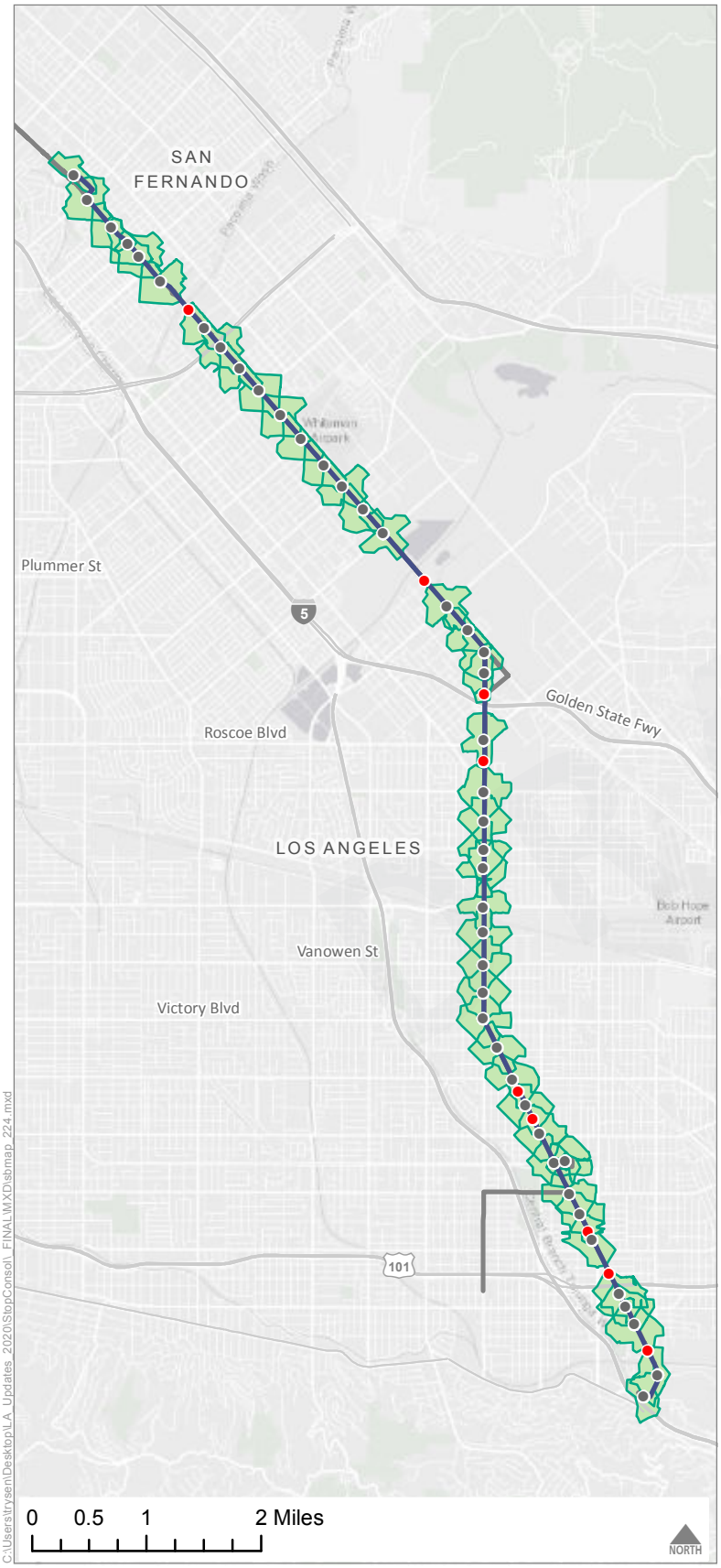
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 224 - LANKERSHIM

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SAN FERNANDO / DEL SUR	7	1
SAN FERNANDO / TRUESDALE	4	6
LANKERSHIM \ PENDLETON	13	5
LANKERSHIM / CANTARA	7	9
LANKERSHIM / CALIFA	15	8
LANKERSHIM / COLLINS	2	5
LANKERSHIM / HUSTON	7	15
LANKERSHIM / HORTENSE	13	34
LANKERSHIM / AQUA VISTA	2	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.24	0.29

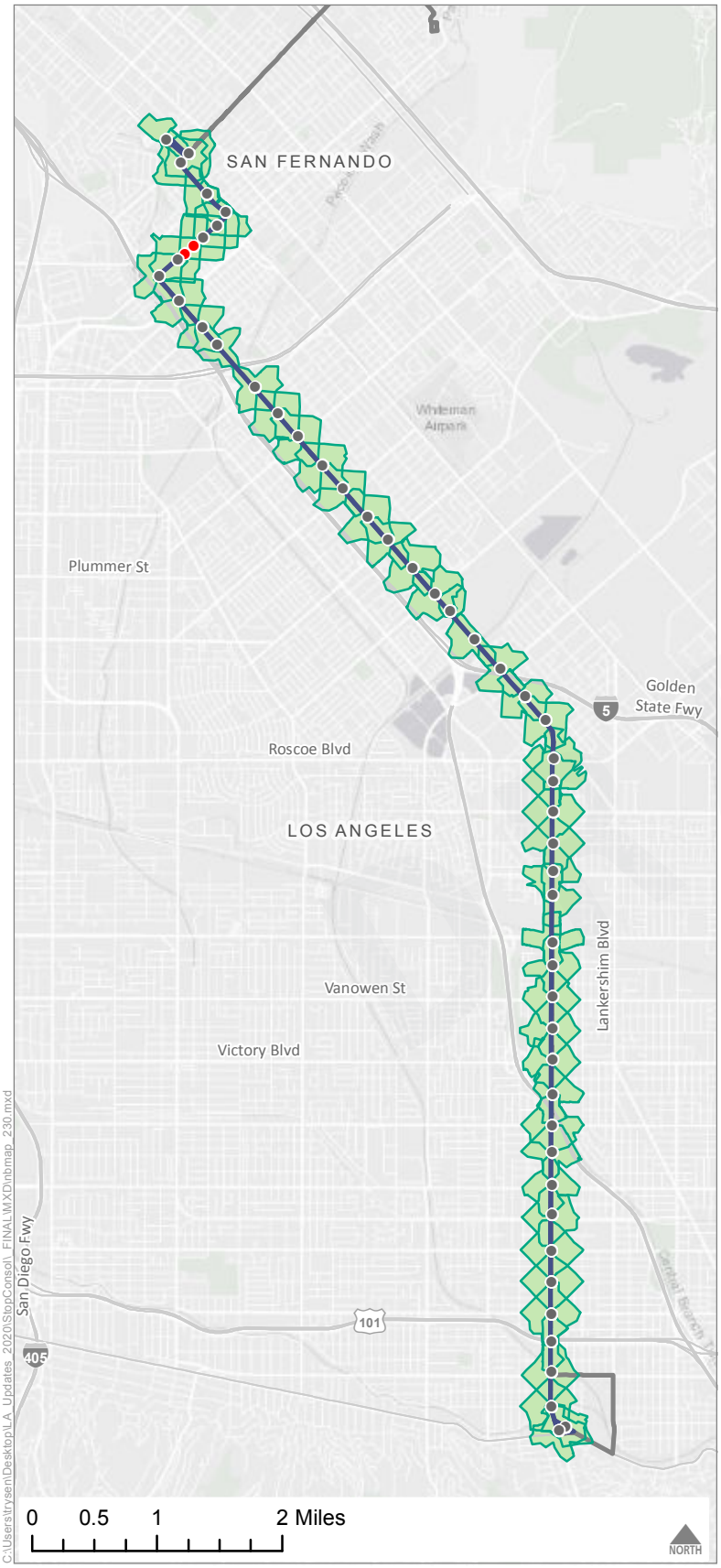
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 224 - LANKERSHIM

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SAN FERNANDO MISSION / MOTT	2	10
SAN FERNANDO MISSION / KEWEN	6	10

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.24	0.25

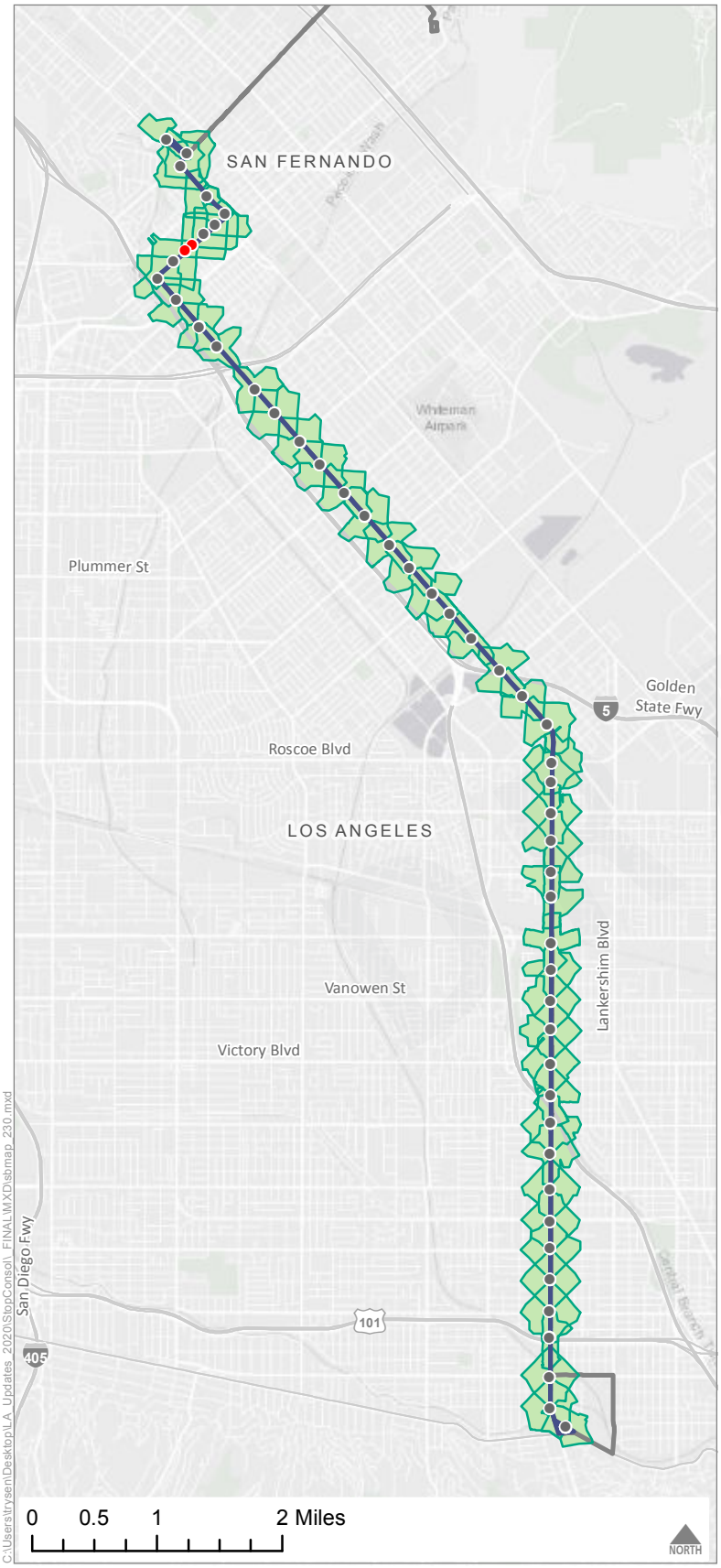
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 230 - LAUREL CANYON

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SAN FERNANDO MISSION / KEWEN	14	4
SAN FERNANDO MISSION / MOTT	6	6

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.24	0.25

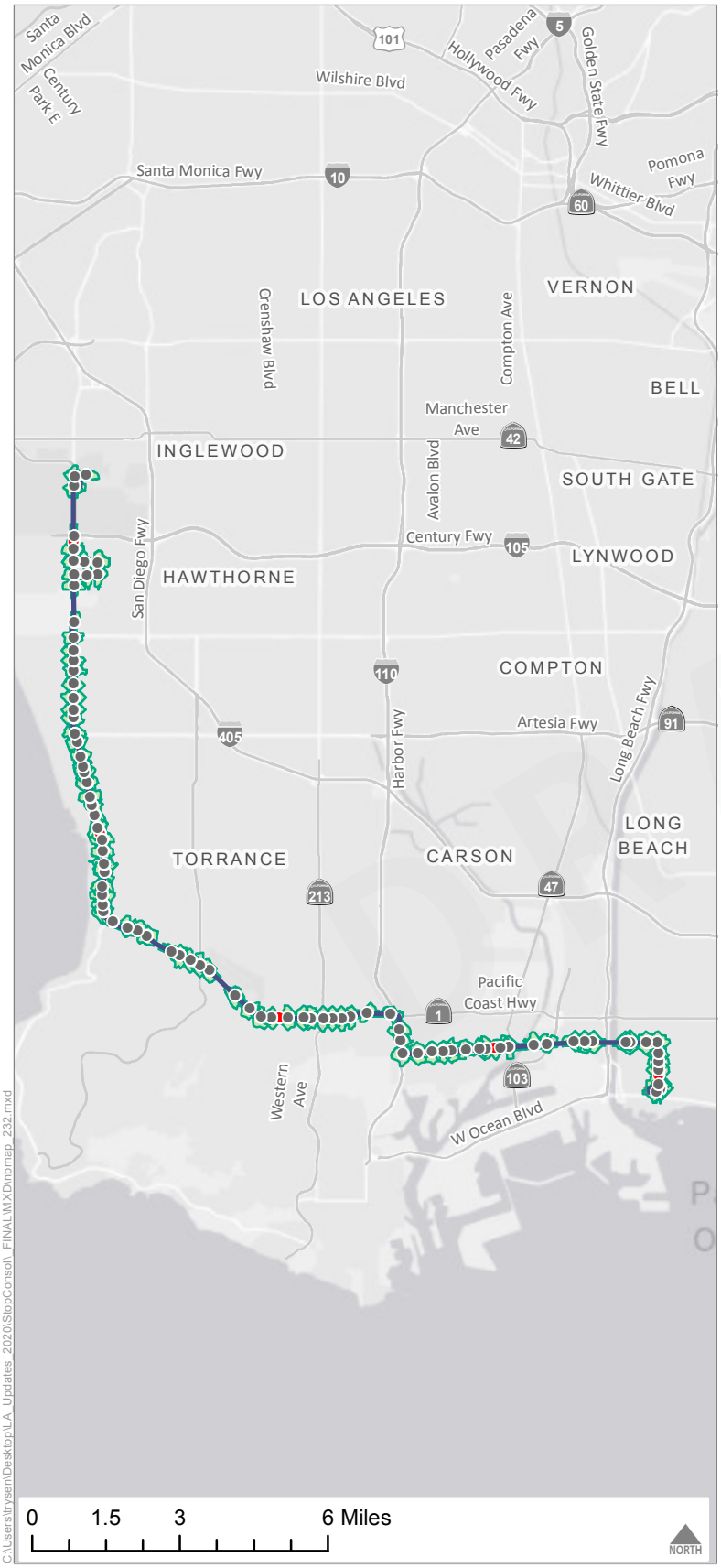
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 230 - LAUREL CANYON

Metro TMD

Quarter Mile Walksheds - Northbound



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Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
LONG BEACH / 5TH	23	1
LONG BEACH / 7TH	0	0
ANAHEIM / PINE	17	1
ANAHEIM / WATSON	9	18
PACIFIC COAST / CYPRESS	6	15
PACIFIC COAST / VINCENT	2	7
SEPULVEDA / WALNUT	6	18

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.26	0.28

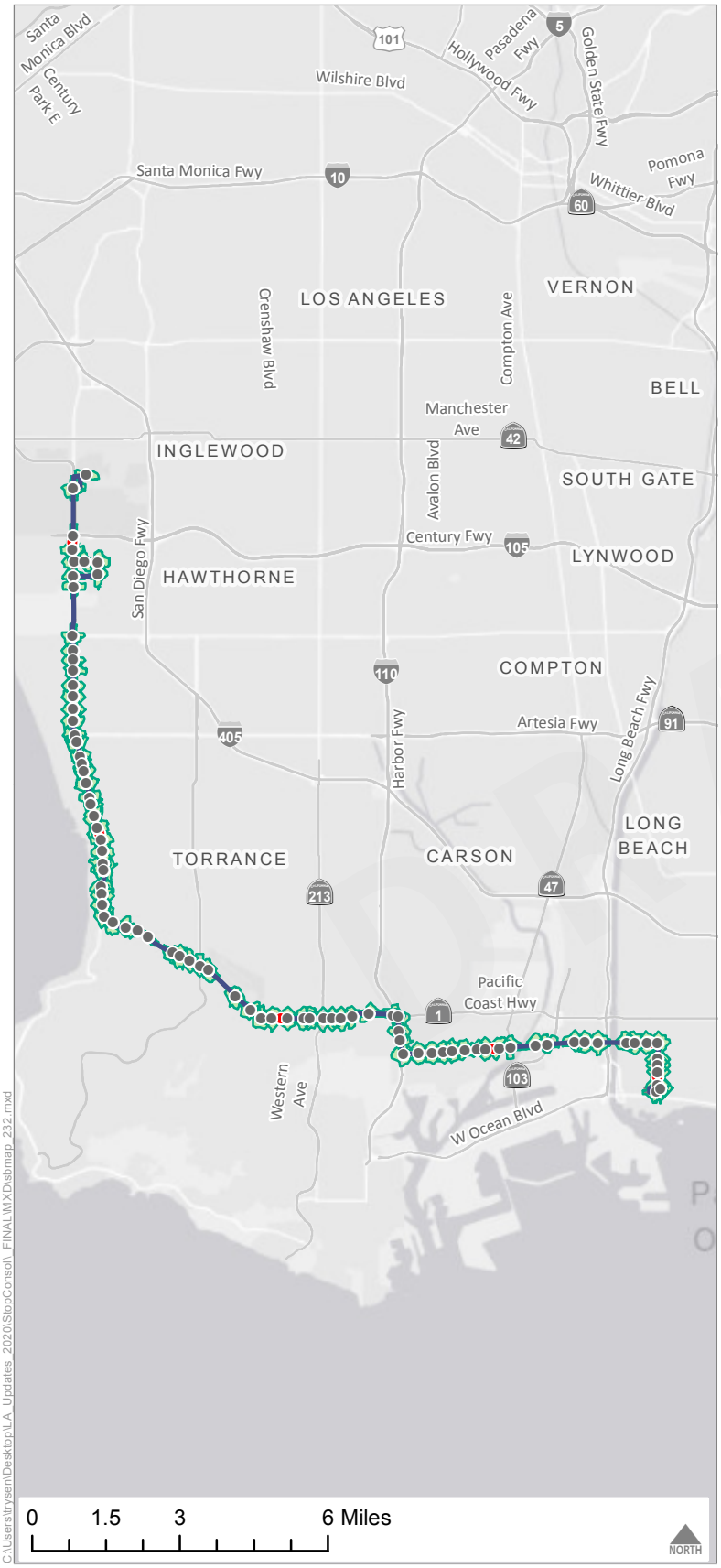
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 232 - PCH

Metro TMD

Quarter Mile Walksheds - Southbound



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Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SEPULVEDA / WALNUT	22	6
PACIFIC COAST / VINCENT	12	6
PACIFIC COAST / CYPRESS	10	12
ANAHEIM / WATSON	8	8
ANAHEIM / PINE	4	14
LONG BEACH / 5TH	0	6

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.27	0.28

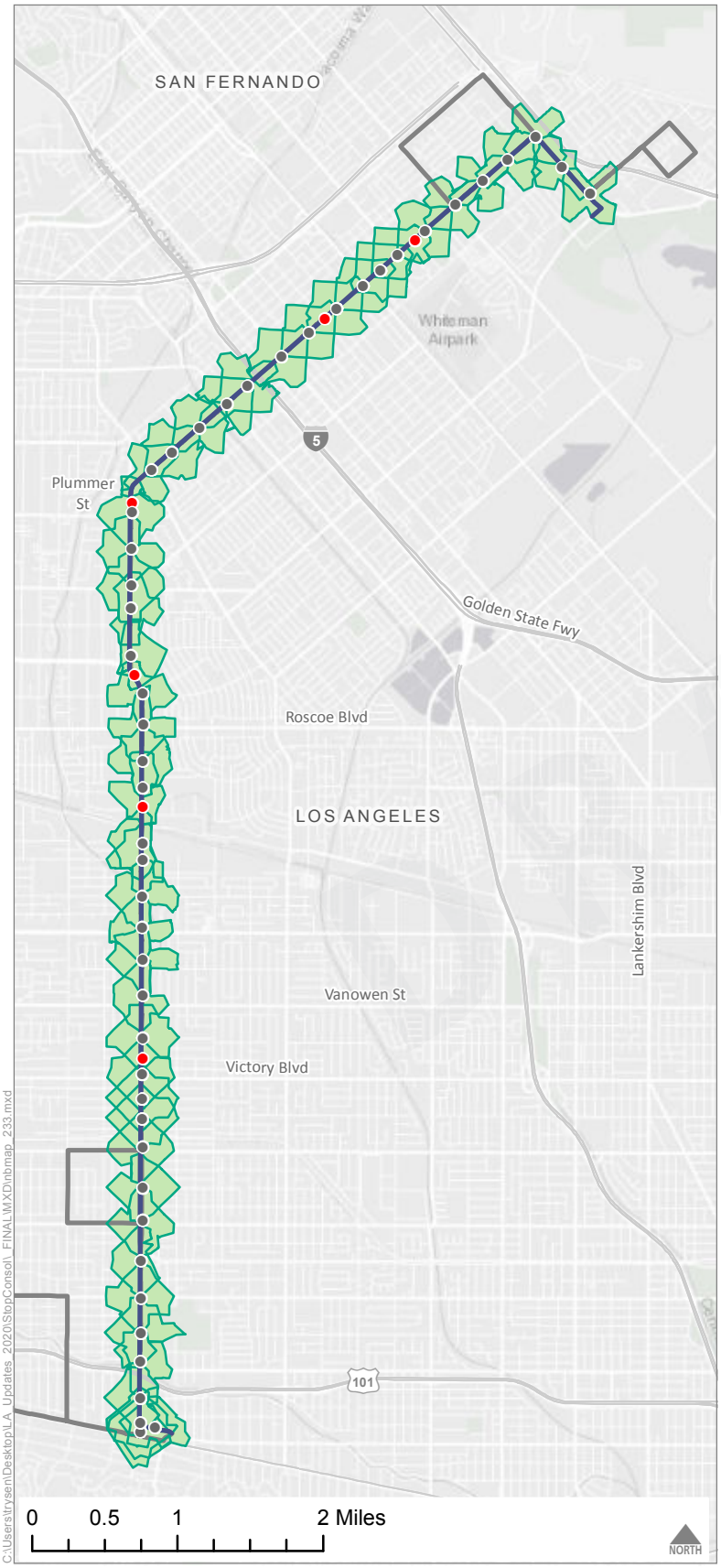
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 232 - PCH

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
VAN NUYS / HAMLIN	85	56
VAN NUYS / ARMINTA	27	97
VAN NUYS \ PARTHENIA SOUTH JOG	83	78
VAN NUYS / NOVICE	2	10
VAN NUYS / KEWEN	28	55
VAN NUYS / NORRIS	42	115

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.22	0.26

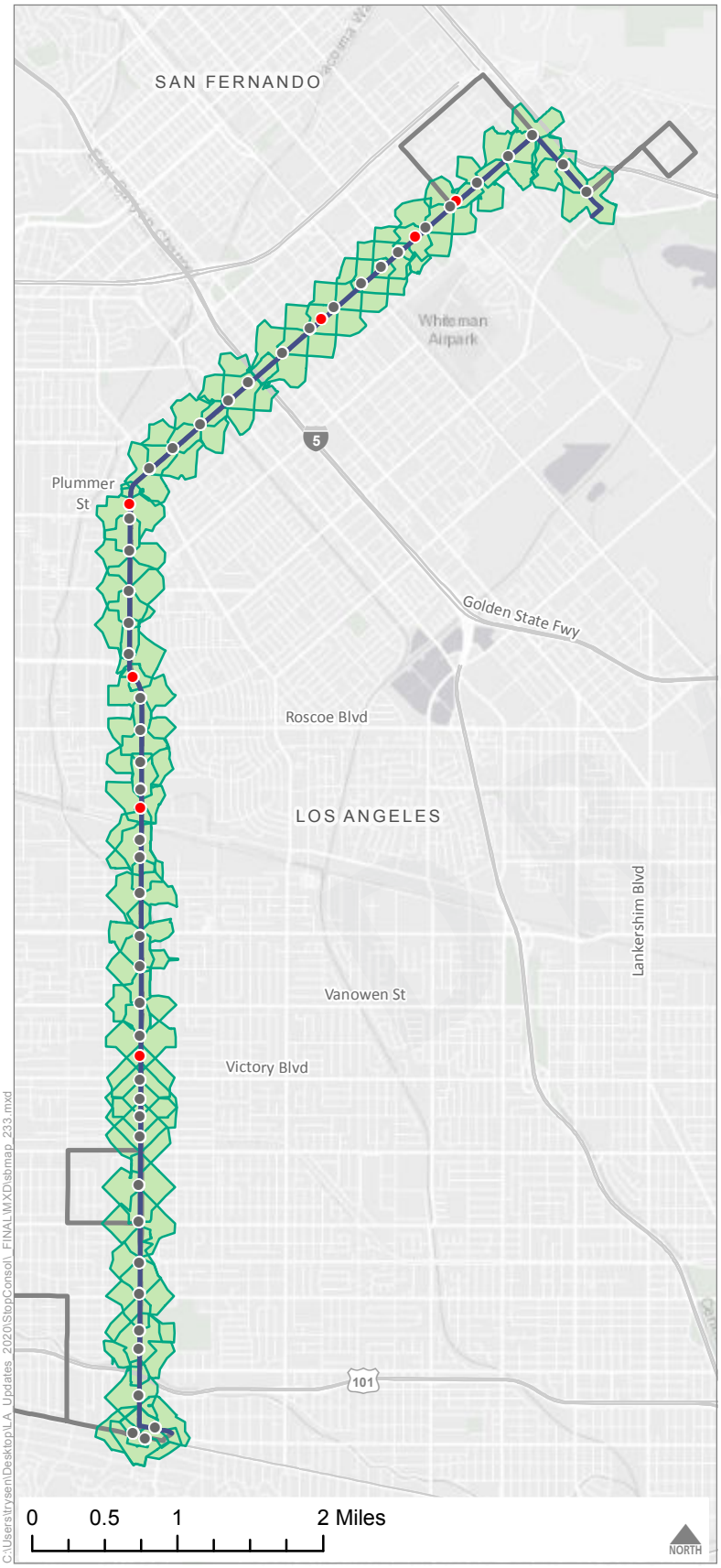
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 233 - VAN NUYS

Metro TMD

Quarter Mile Walksheds - Southbound



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Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
VAN NUYS \ GLENOAKS LAYOVER	48	0
VAN NUYS / NORRIS	118	42
VAN NUYS / KEWEN	51	26
VAN NUYS / NOVICE	14	22
VAN NUYS \ PARTHENIA SOUTH JOG	94	112
VAN NUYS / ARMINTA	27	28
VAN NUYS / HAMLIN	59	124

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.22	0.26

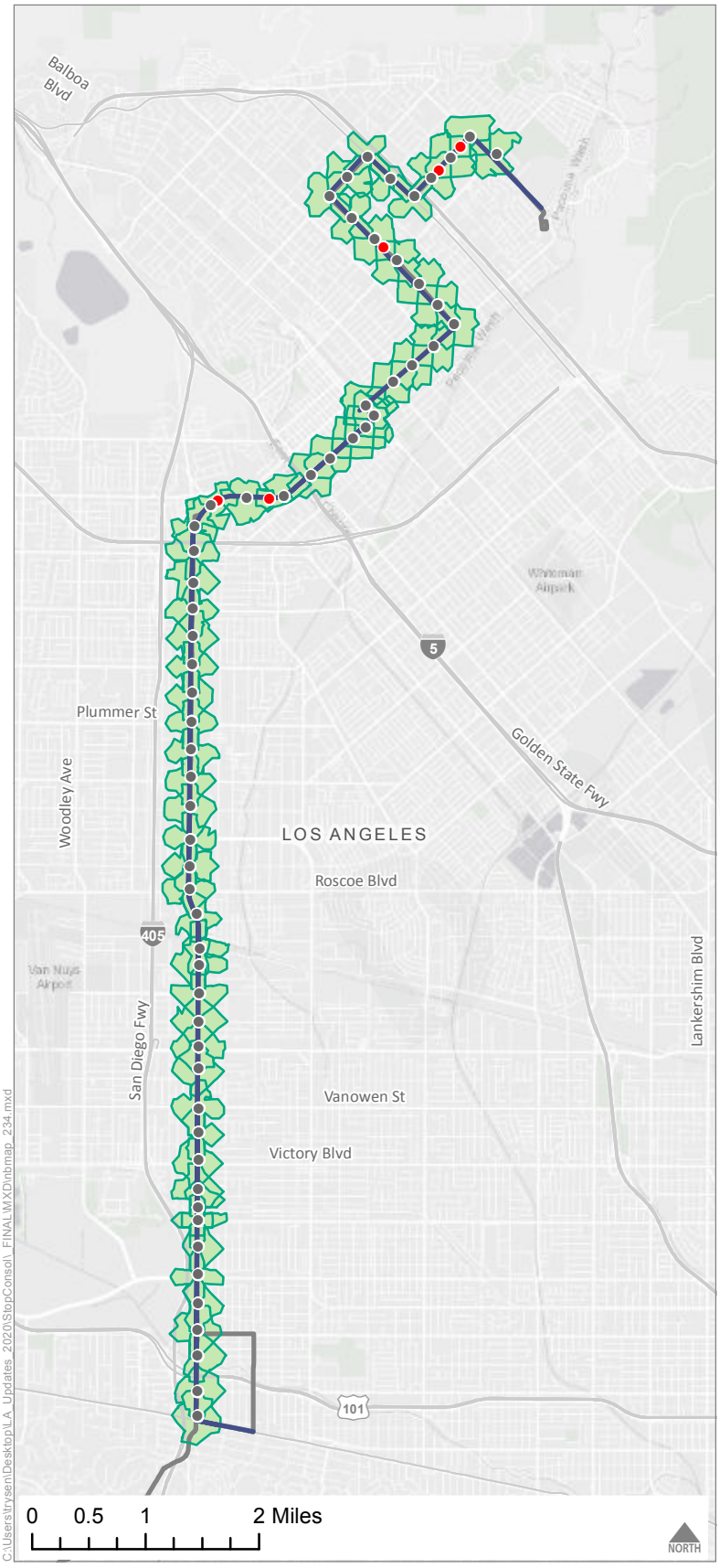
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 233 - VAN NUYS

Metro TMD

Quarter Mile Walksheds - Northbound



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Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
BRAND / COLUMBUS	8	9
BRAND / ARLETA	10	9
BORDEN / BEAVER	4	10
SAYRE / WHEELER	0	6
SAYRE / KISMET	0	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.23	0.25

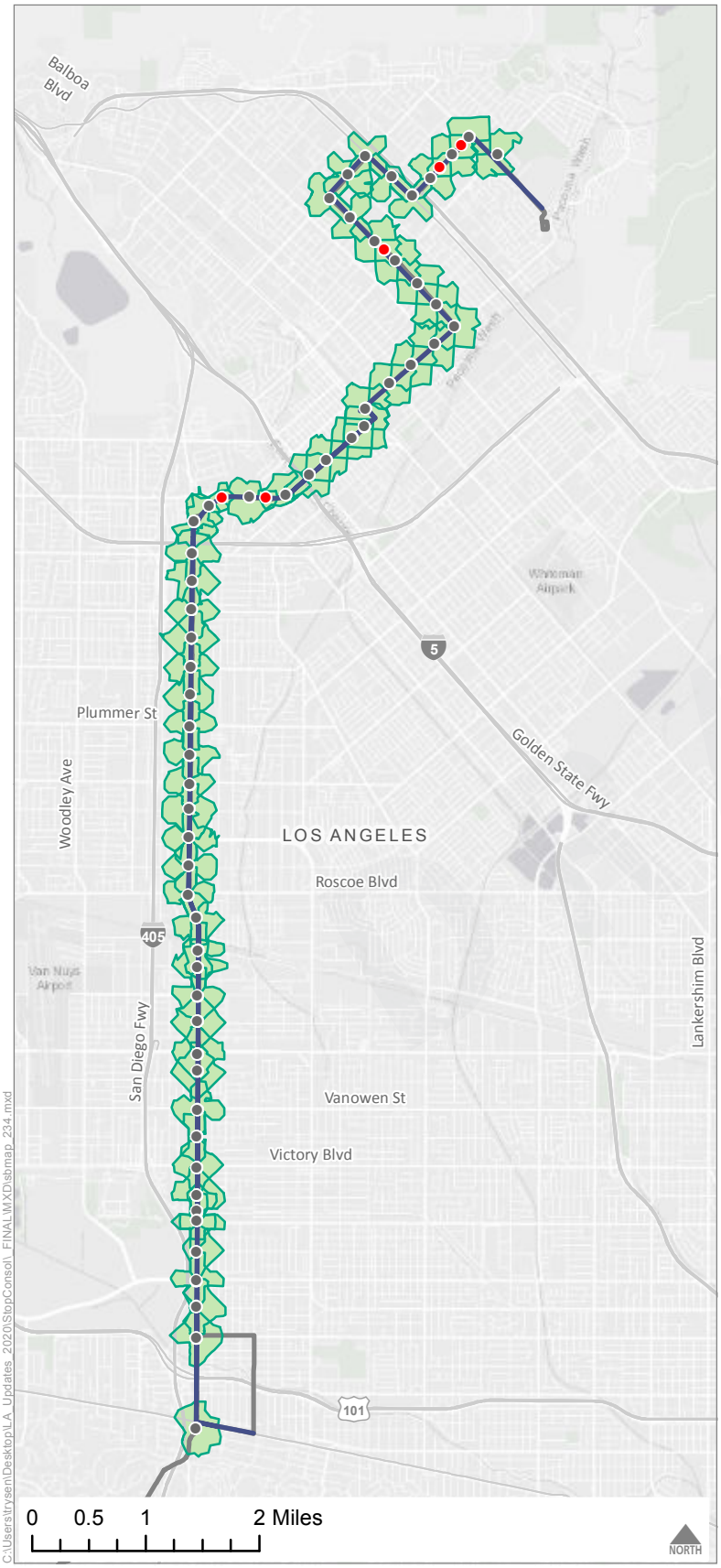
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 234 - SEPULVEDA

Metro TMD

Quarter Mile Walksheds - Southbound



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Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SAYRE / KISMET	9	0
SAYRE / WHEELER	7	0
BORDEN / BEAVER	9	2
BRAND / ARLETA	5	3
BRAND / COLUMBUS	4	14

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.25	0.27

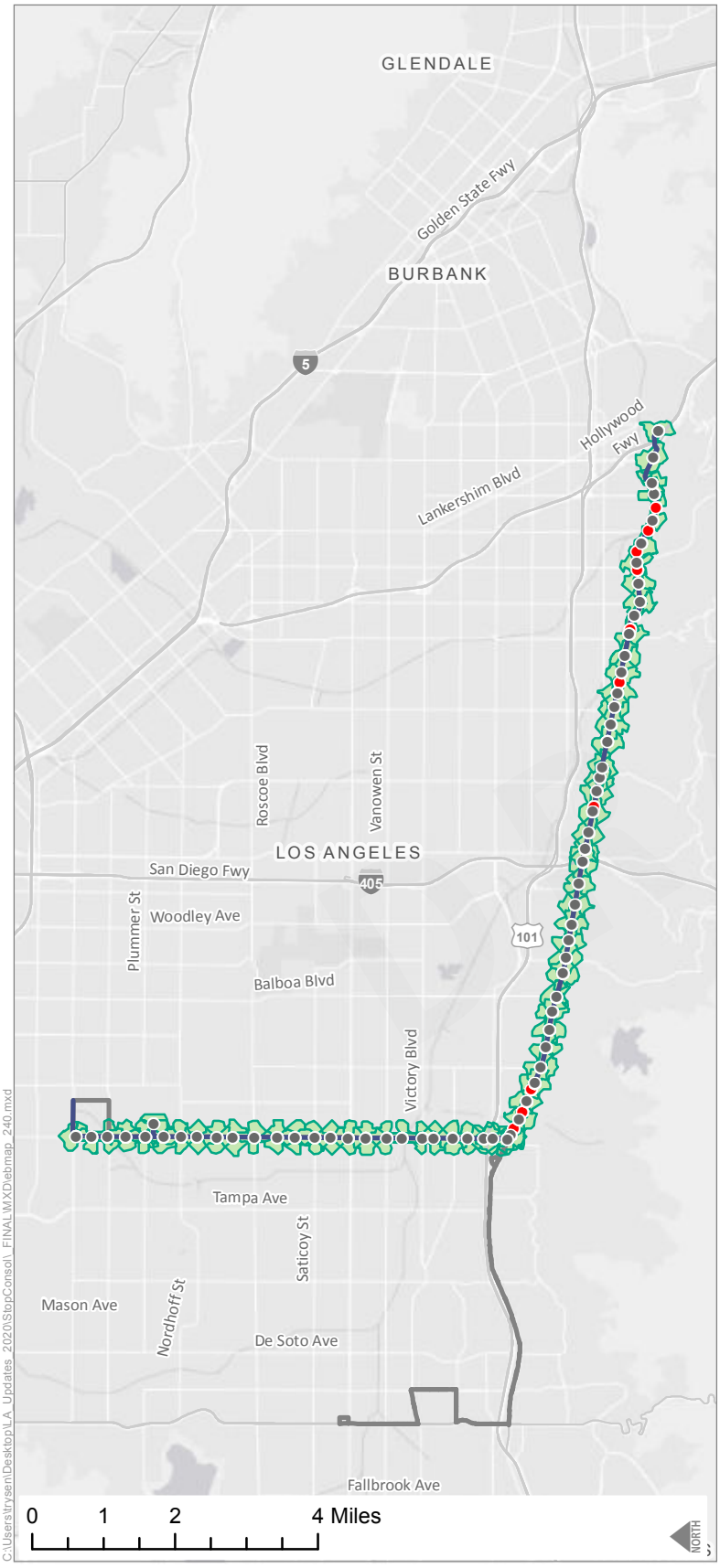
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 234 - SEPULVEDA

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
VENTURA / AVENIDA HACIENDA	2	2
VENTURA / NESTLE	2	11
VENTURA / NEWCASTLE	23	30
VENTURA / WILLIS	12	16
VENTURA / DIXIE CANYON	14	10
VENTURA / GOODLAND	4	2
VENTURA / VANTAGE	5	6
VENTURA / RADFORD	25	12
VENTURA / COLFAX	12	11
VENTURA / BERRY	14	7

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.22	0.26

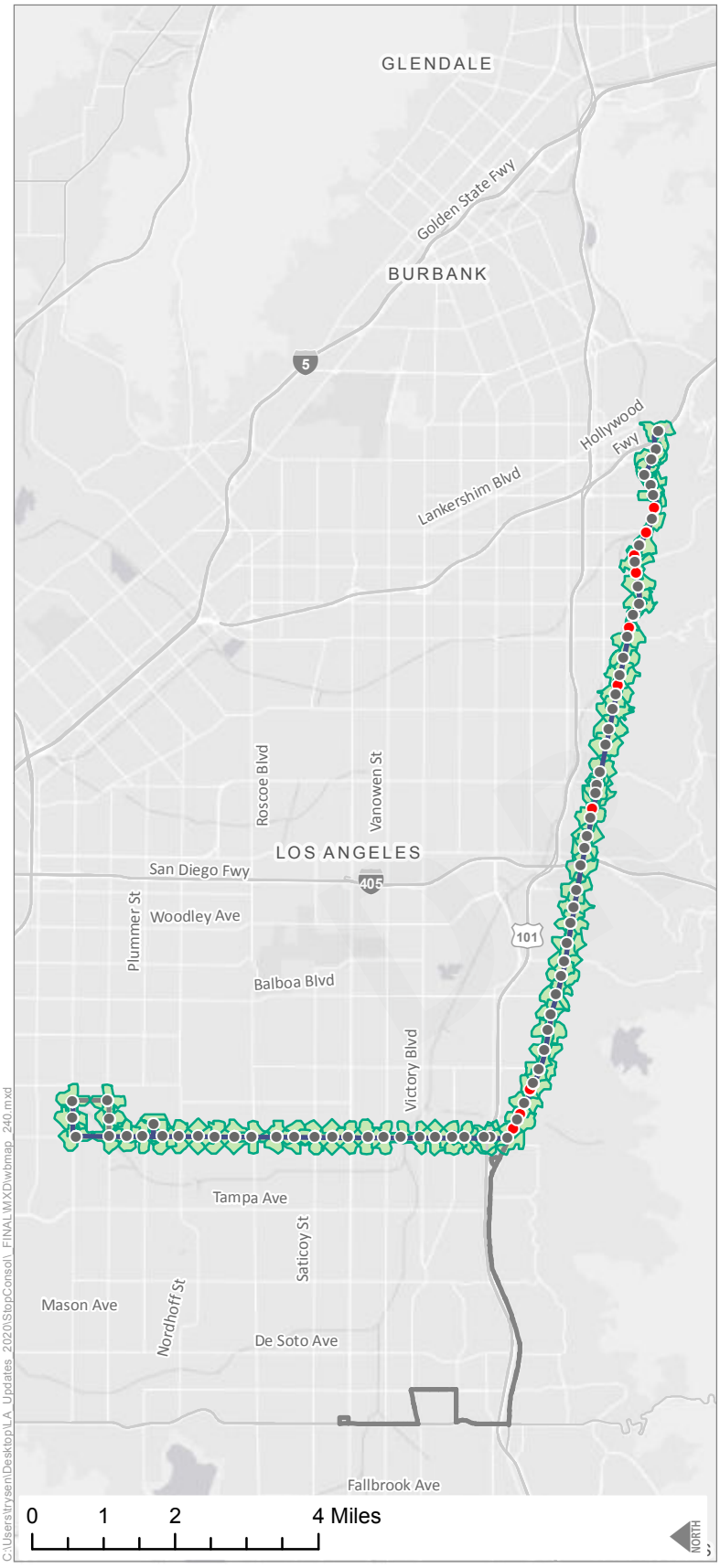
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 240 - RESEDA/VENTURA

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
VENTURA / BERRY	4	5
VENTURA / COLFAX	10	17
VENTURA \ VENTURA PL	17	28
VENTURA / VANTAGE	13	10
VENTURA / GOODLAND	0	4
VENTURA / DIXIE CANYON	13	14
VENTURA / WILLIS	18	24
VENTURA / NEWCASTLE	34	18
VENTURA / NESTLE	13	5
VENTURA / AVENIDA HACIENDA	4	8

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.23	0.26

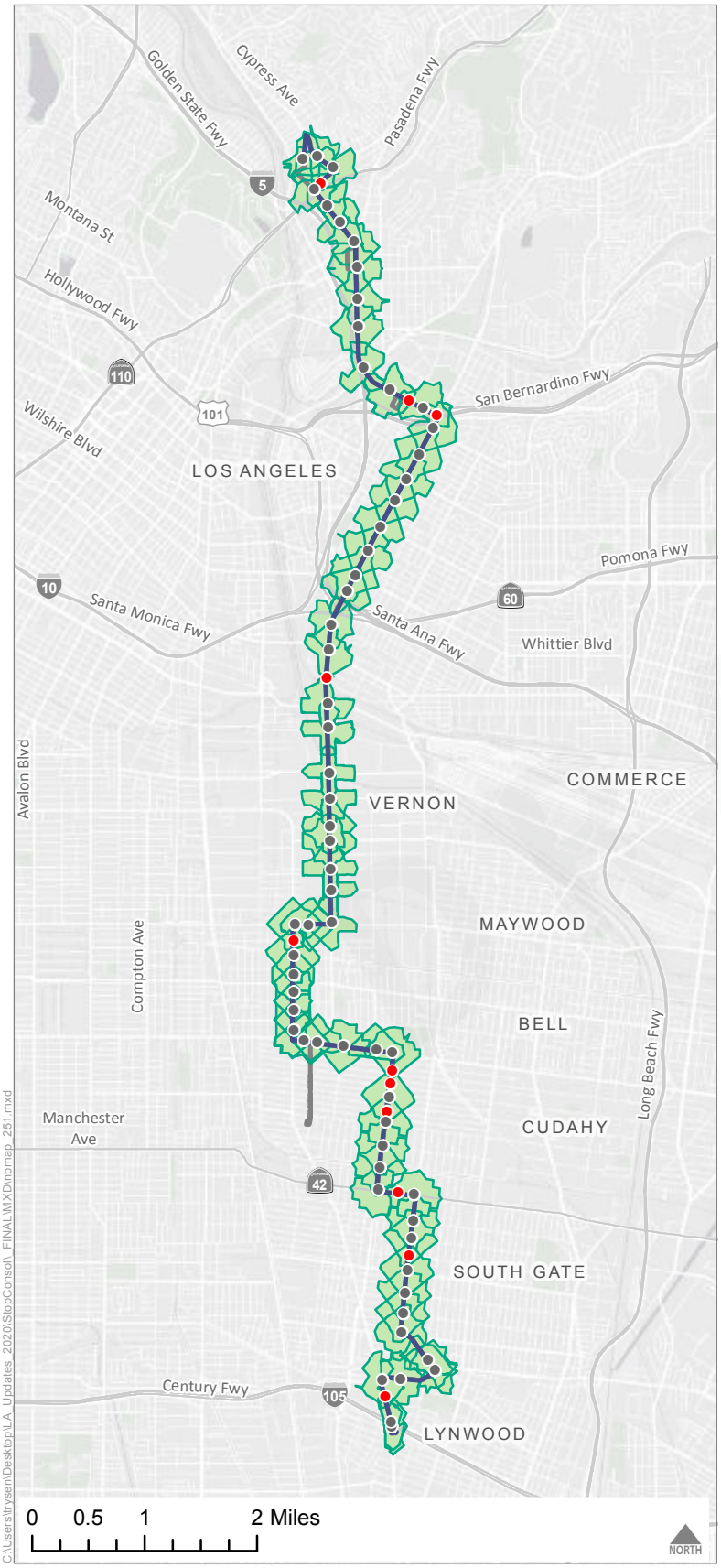
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 240 - RESEDA/VENTURA

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
LONG BEACH / SANBORN	11	1
CALIFORNIA / MISSOURI	27	8
FIRESTONE / ELIZABETH	27	19
STATE / BROADWAY	22	17
STATE / HOPE	17	6
STATE / LIVE OAK	22	20
PACIFIC / BELGRAVE	43	71
SOTO / RIO VISTA	3	17
MARENGO / SOTO	23	41
MARENGO / CUMMINGS	34	135
FIGUEROA / AVENUE 28	0	18

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.20	0.24

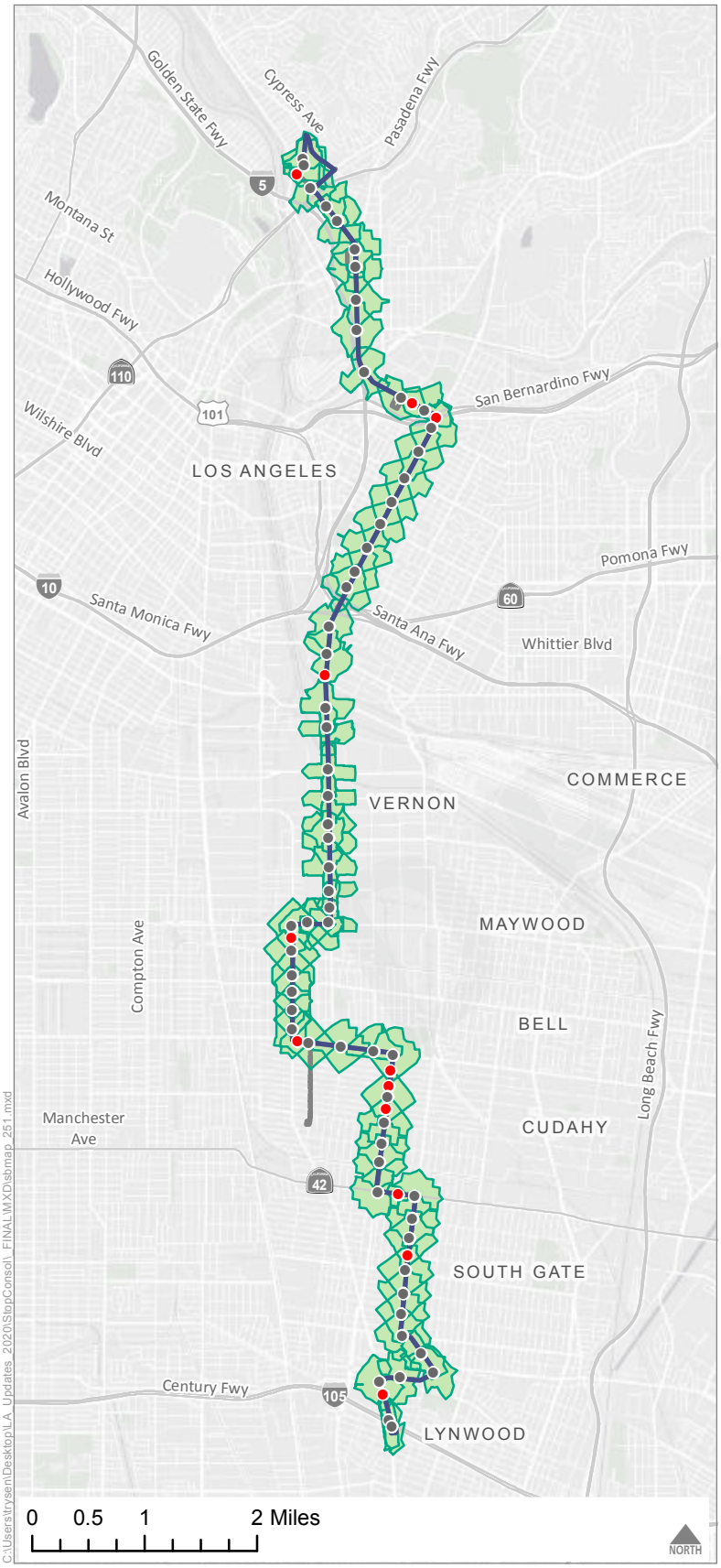
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 251 - SOTO

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
AVENUE 26 / IDELL	17	0
MARENGO / CUMMINGS	40	15
SOTO \ MARENGO	59	11
SOTO / RIO VISTA	2	0
PACIFIC / BELGRAVE	87	37
FLORENCE \ PACIFIC	177	180
STATE / LIVE OAK	10	31
STATE / HOPE	11	39
STATE / BROADWAY	17	33
FIRESTONE / ELIZABETH	18	15
CALIFORNIA / MISSOURI	6	28
LONG BEACH / SANBORN	4	10

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.20	0.24

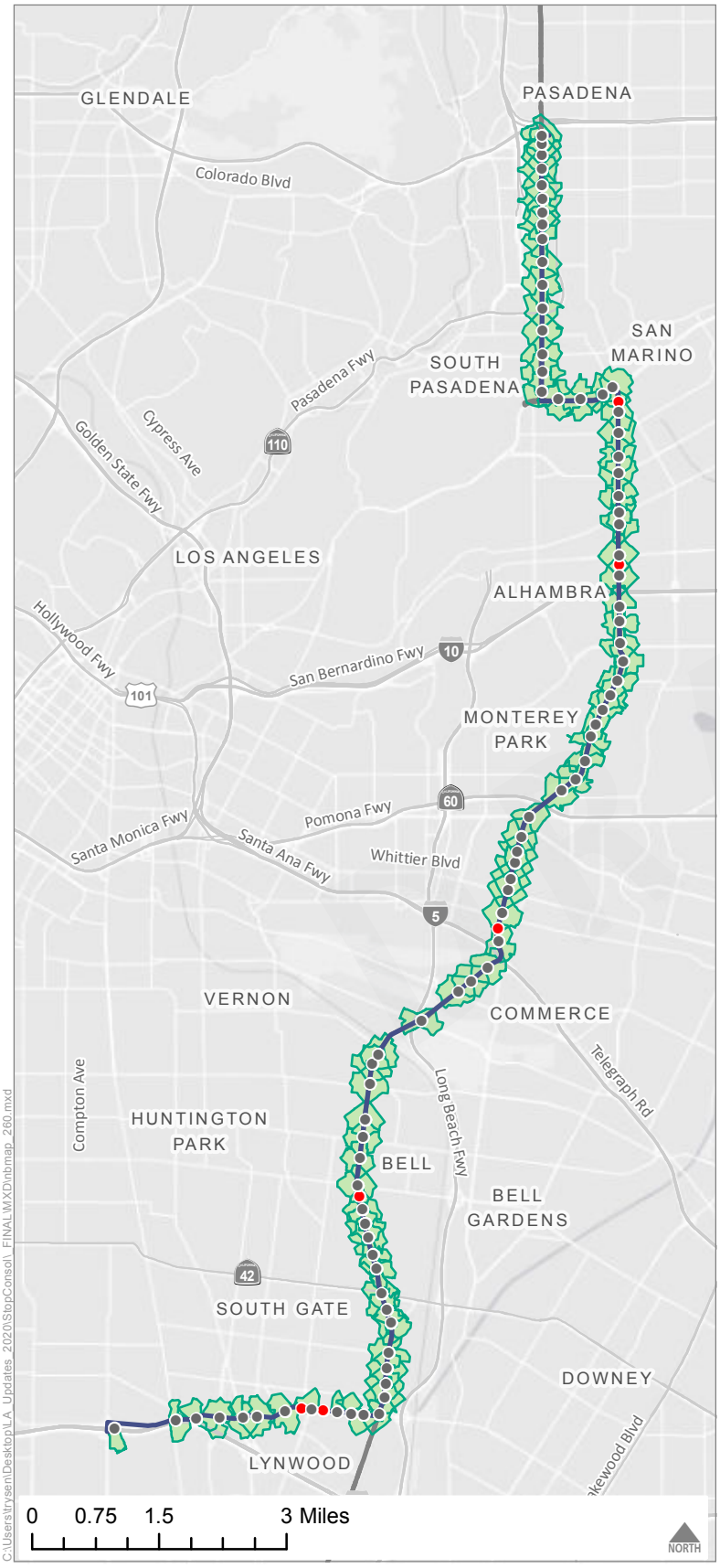
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 251 - SOTO

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
IMPERIAL / BENWELL	4	5
IMPERIAL / LEWIS	1	3
ATLANTIC / LIVE OAK	50	53
ATLANTIC / UNION PACIFIC	16	13
ATLANTIC / NORWOOD	4	4
ATLANTIC / PINE	13	41

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.23	0.25

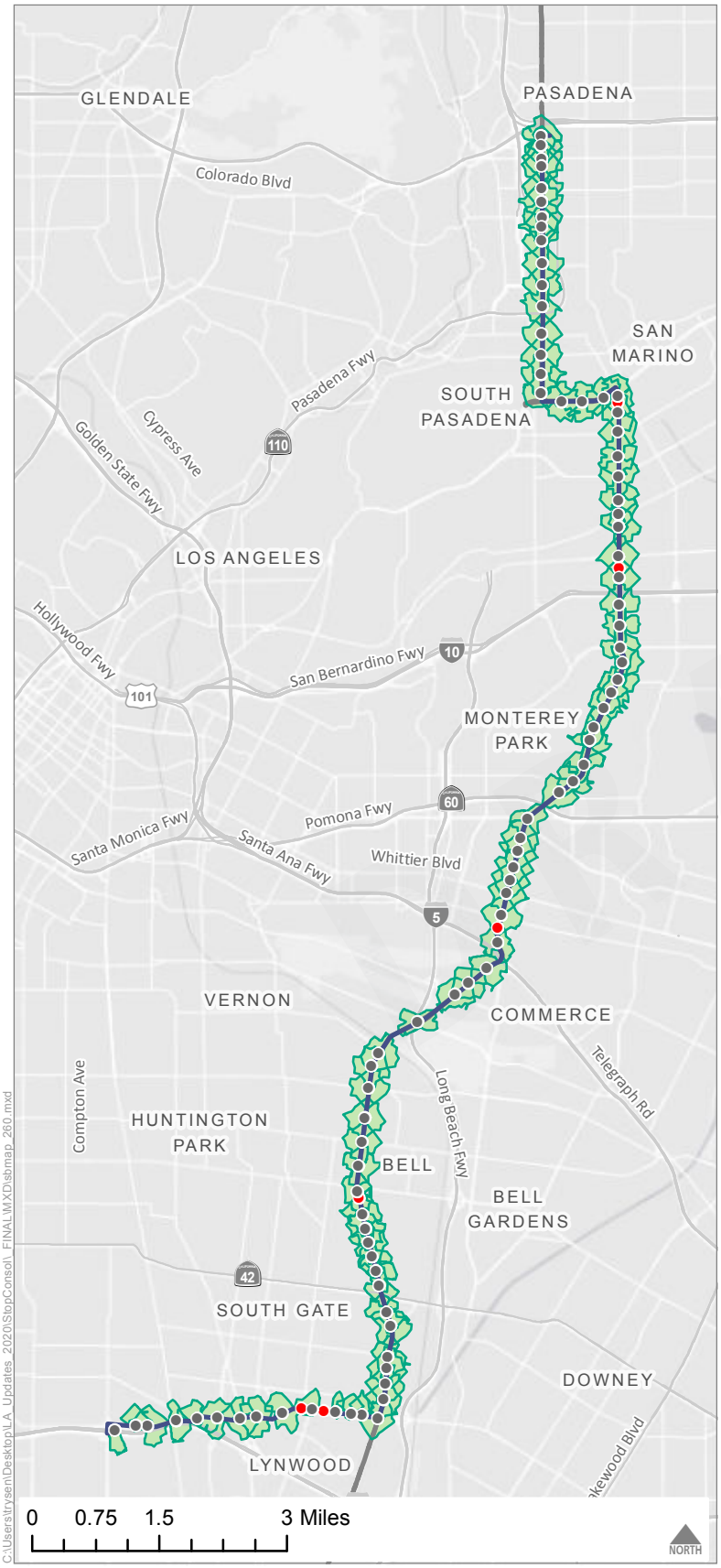
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 260 - ATLANTIC

Metro TMD

Quarter Mile Walksheds - Southbound



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Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
ATLANTIC / PINE	1	5
ATLANTIC / NORWOOD	2	1
ATLANTIC / UNION PACIFIC	21	26
ATLANTIC / LIVE OAK	36	40
IMPERIAL / LEWIS	6	2
IMPERIAL / BENWELL	4	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.23	0.25

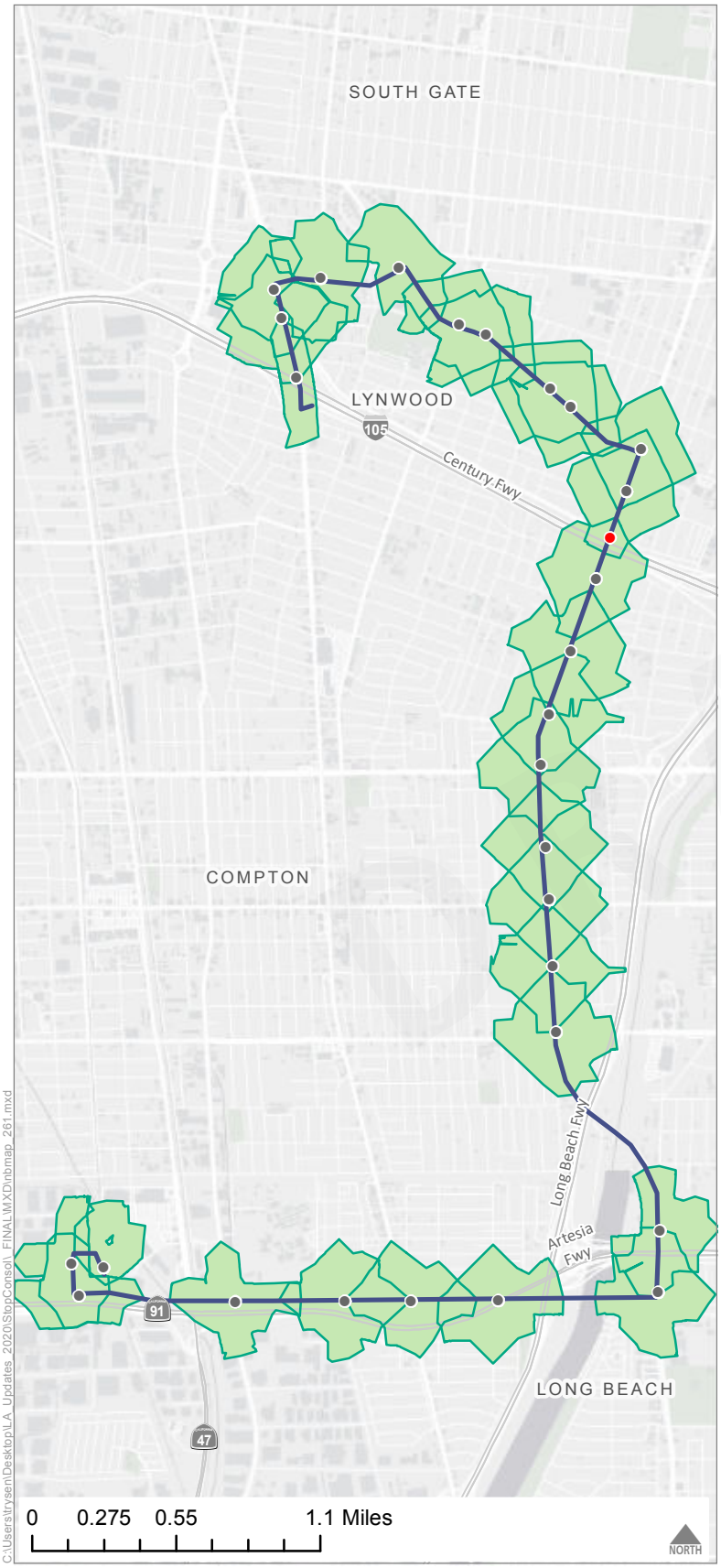
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 260 - ATLANTIC

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
ATLANTIC / FERNWOOD	8	4

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.32	0.33

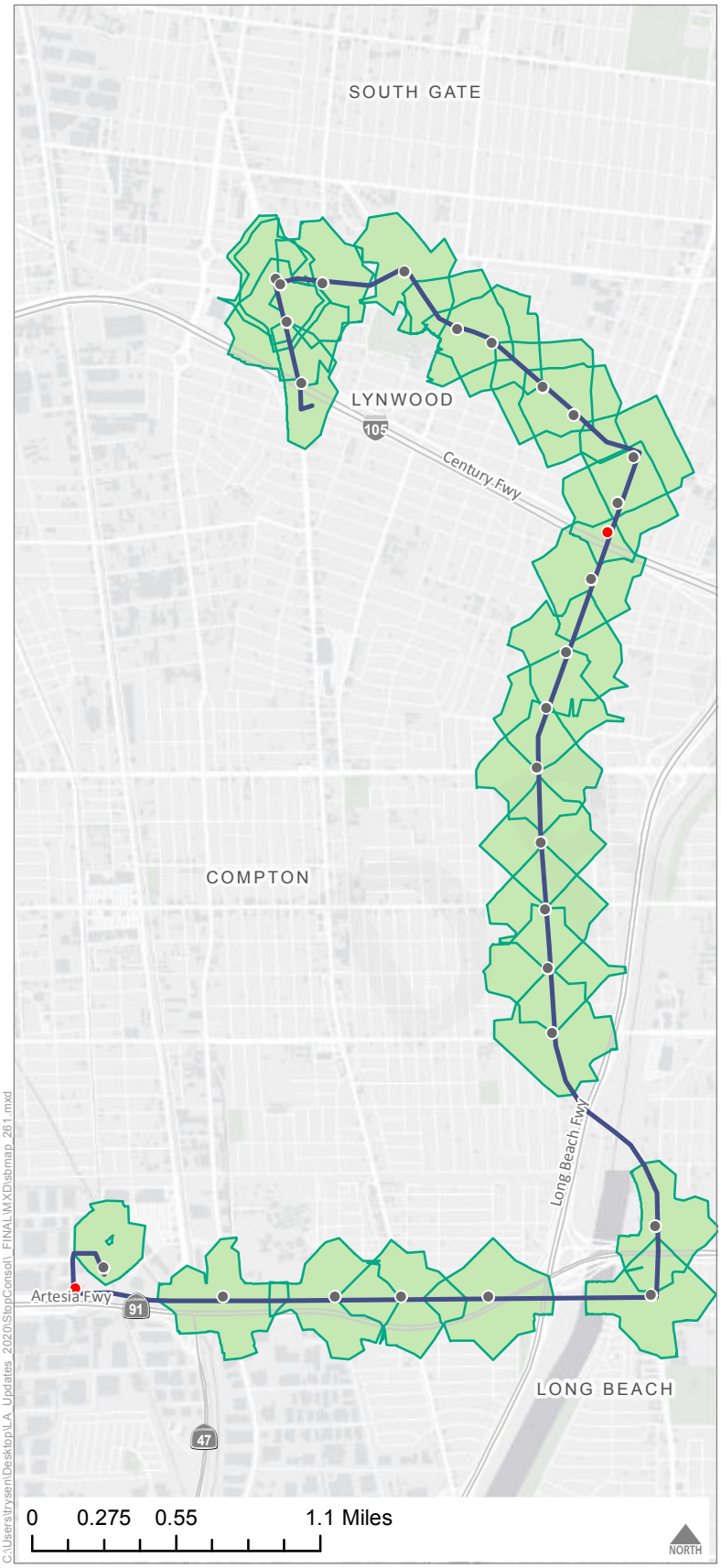
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 261 - SOUTH ATLANTIC

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
ATLANTIC / FERNWOOD	1	13
ACACIA / ARTESIA	1	7

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.32	0.36

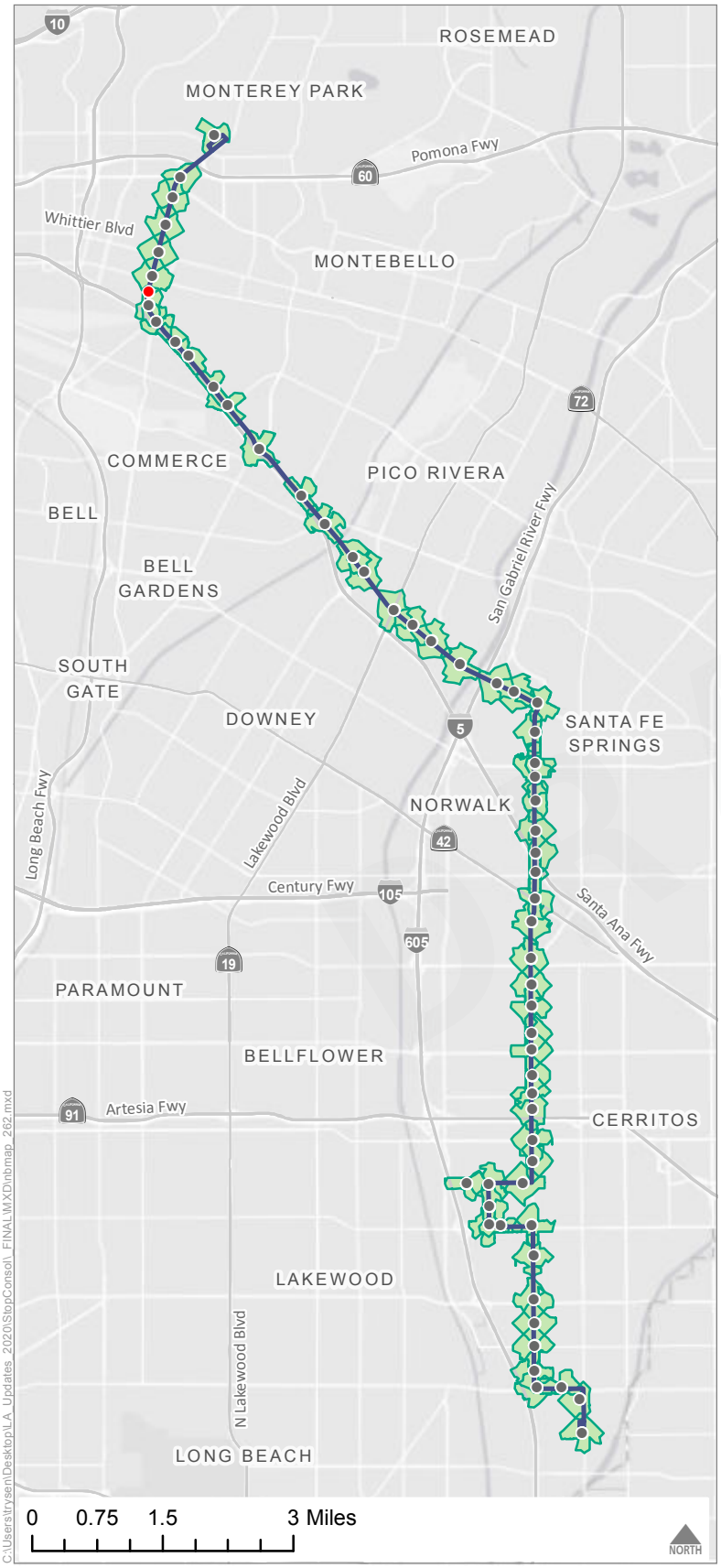
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 261 - SOUTH ATLANTIC

Metro TMD

Quarter Mile Walksheds - Northbound



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Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
ATLANTIC / UNION PACIFIC	16	13

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
100%	0.38	0.38

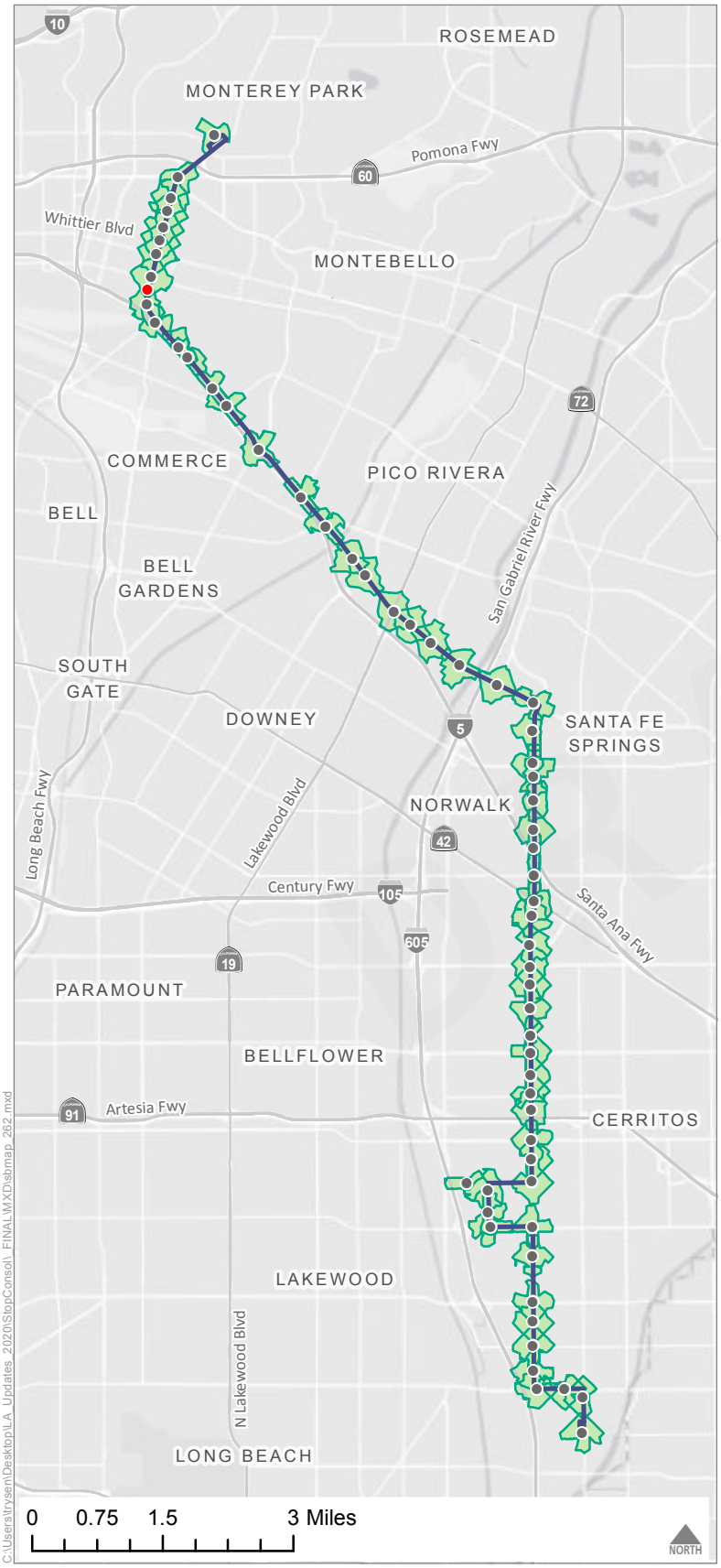
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 262 - TELEGRAPH

Metro TMD

Quarter Mile Walksheds - Southbound



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Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
ATLANTIC / UNION PACIFIC	21	26

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.34	0.35

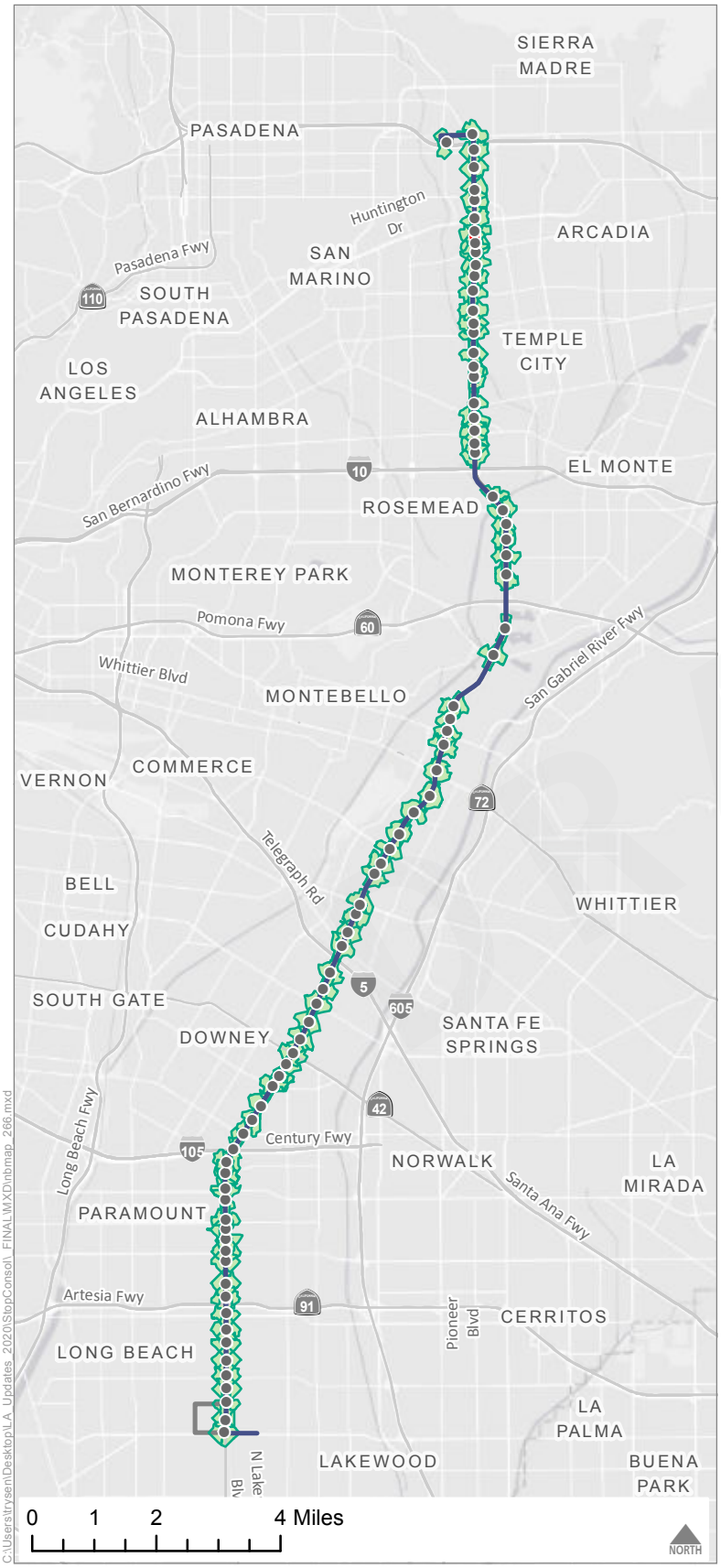
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 262 - TELEGRAPH

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
ROSEMEAD / ARCADIA	9	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.30	0.30

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 266 - ROSEMEAD

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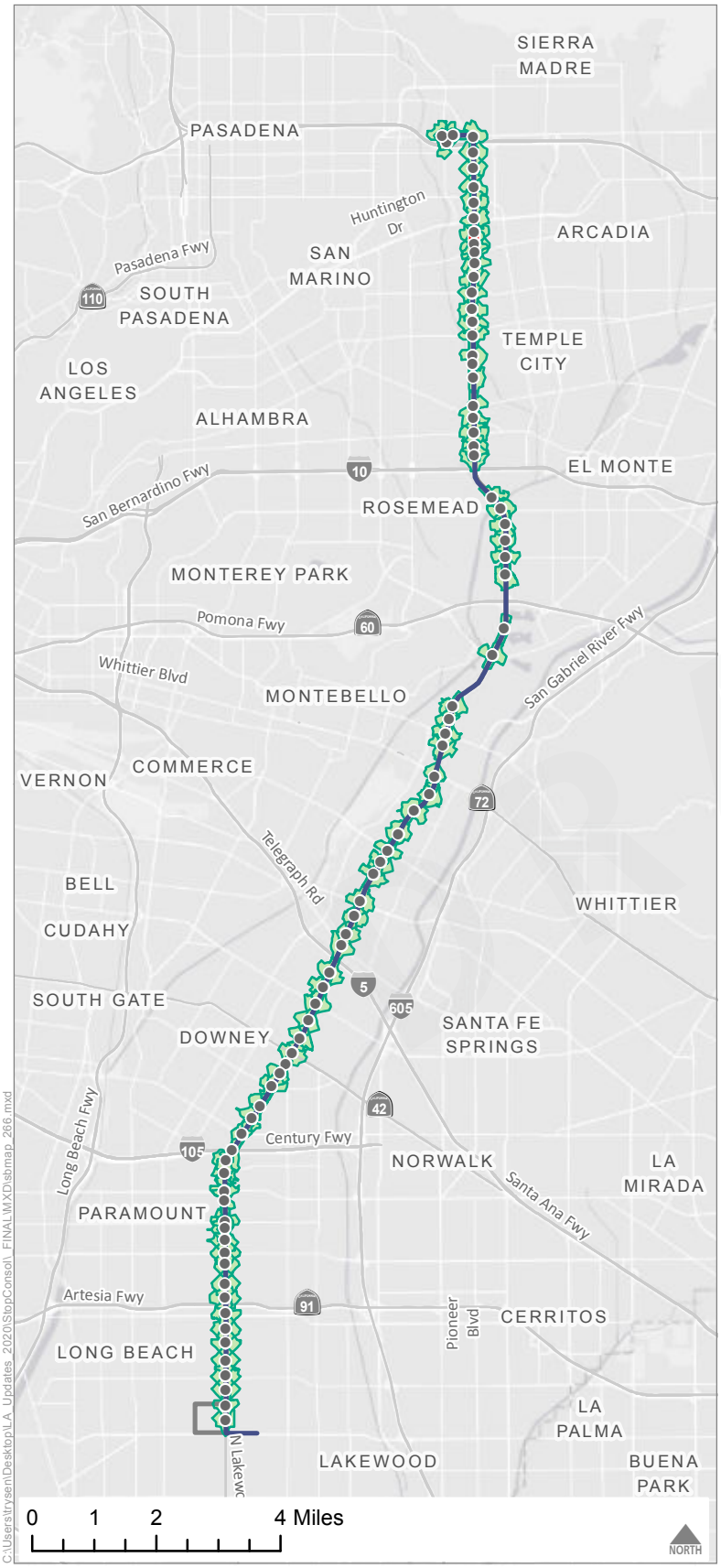
Quarter Mile Walksheds - Southbound



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Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
ROSEMEAD / ARCADIA	9	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.28	0.28

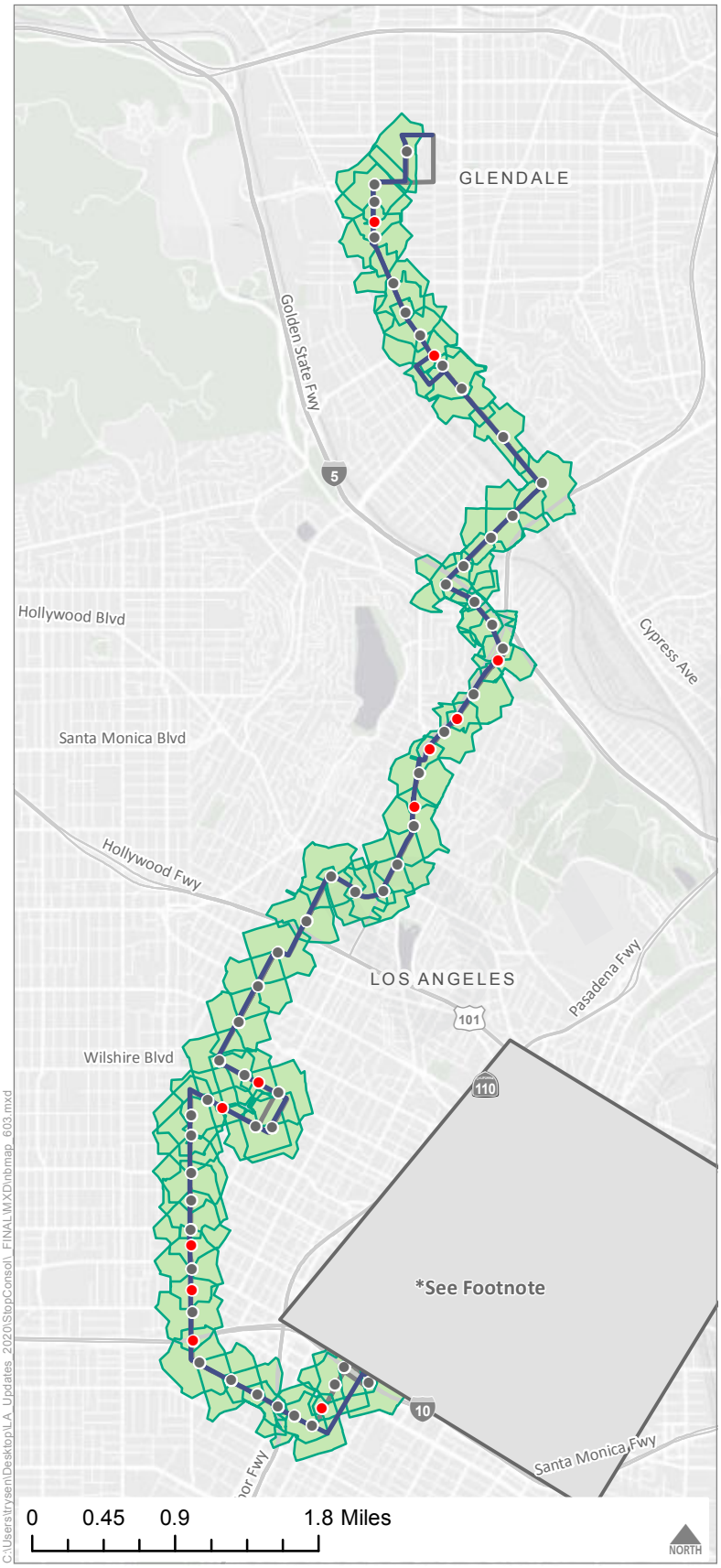
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 266 - ROSEMEAD

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
GRAND / 21ST	50	0
HOOVER \ SANTA MONICA FWY	37	10
HOOVER / 18TH	12	8
HOOVER / ALVARADO	9	26
7TH / PARK VIEW	34	24
6TH / GRAND VIEW	17	12
GLENDALE / EFFIE	7	8
ALLESANDRO / EWING	6	9
ALLESANDRO / OAK GLEN	6	13
ALLESANDRO \ SUNFLOWER	0	5
SAN FERNANDO / CENTRAL	4	28
PACIFIC / RIVERDALE	4	29

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.18	0.23

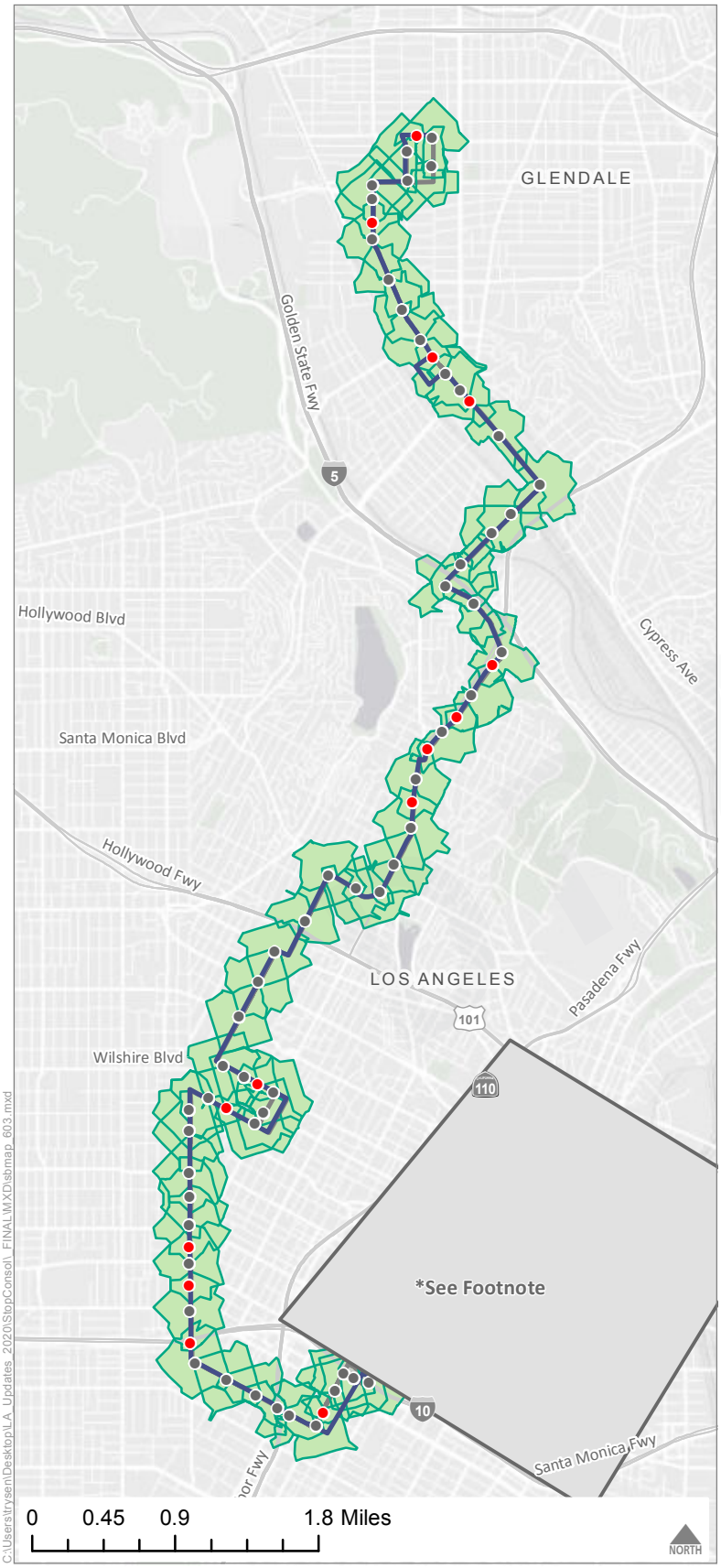
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 603 - GLENDALE

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
BROADWAY \ GALLERIA	16	0
PACIFIC / RIVERDALE	35	14
SAN FERNANDO / CENTRAL	13	5
SAN FERNANDO / GLENDALE	20	12
ALLESANDRO / ROSEBUD	0	2
ALLESANDRO / OAK GLEN	12	7
ALLESANDRO / EWING	9	8
GLENDALE / EFFIE	14	3
6TH / GRAND VIEW	17	14
7TH / PARK VIEW	18	27
HOOVER / ALVARADO	15	29
HOOVER / 18TH	5	22
HOOVER \ SANTA MONICA FWY	11	32
GRAND / 21ST	0	12

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.18	0.22

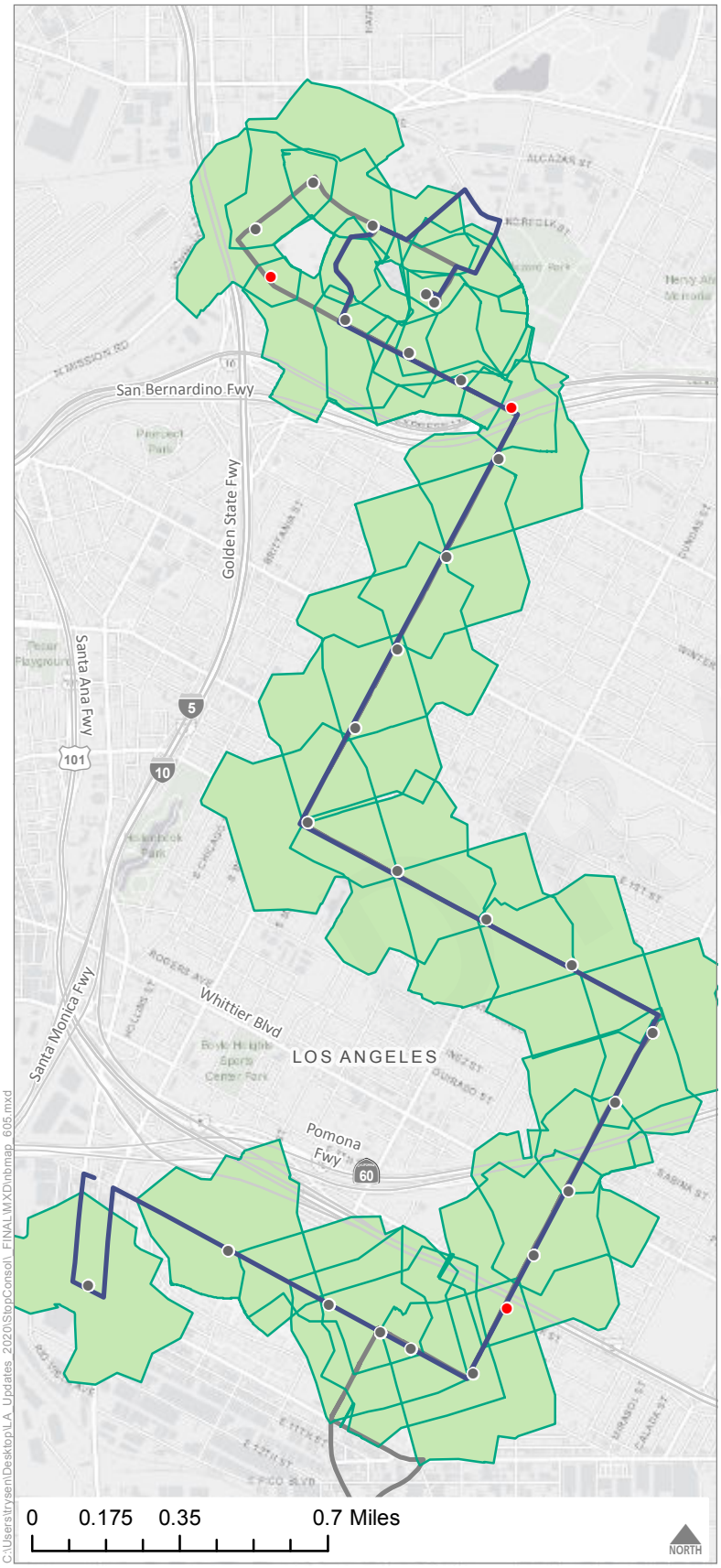
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 603 - GLENDALE

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
LORENA / BESWICK	37	0
MARENGO / SOTO	2	15
1640 MARENGO	0	0

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.20	0.22

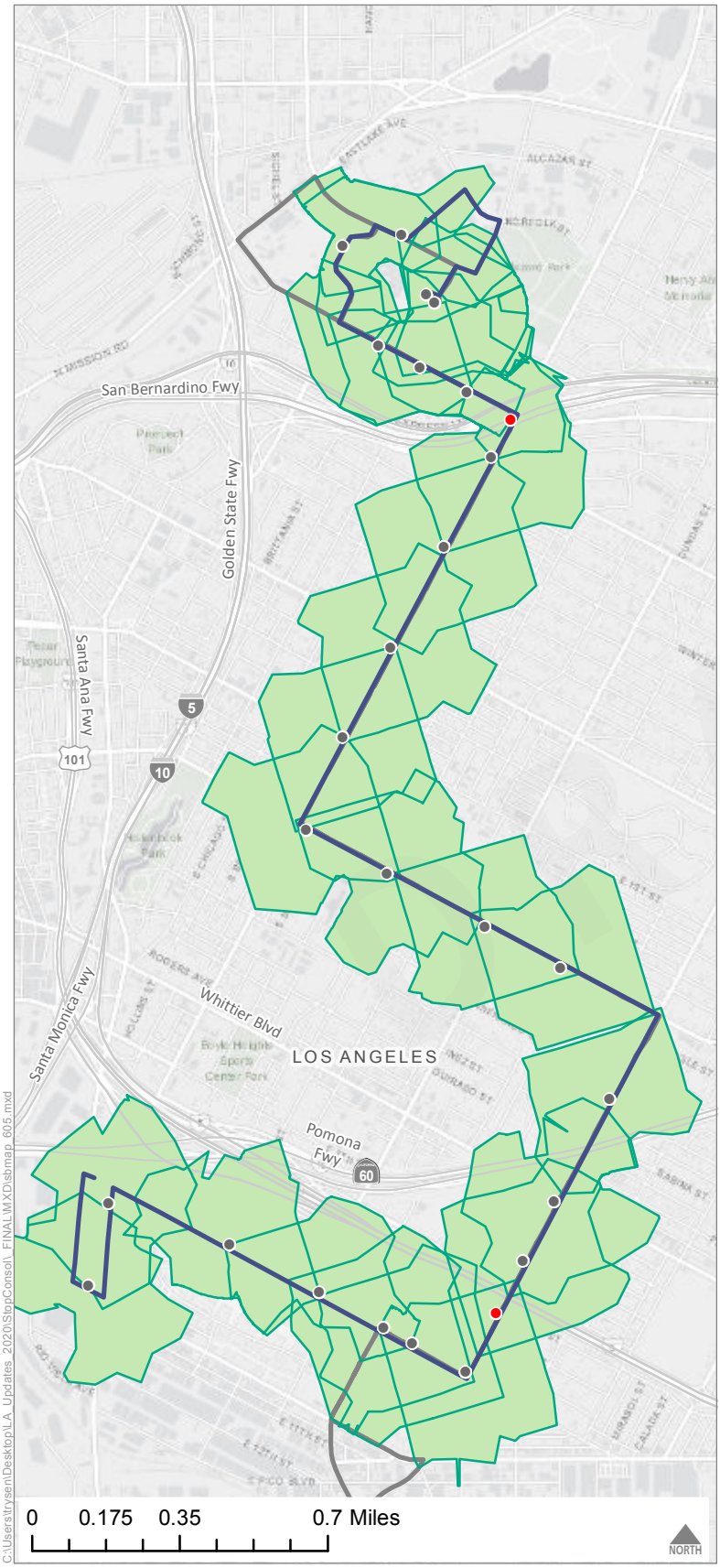
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 605 - BOYLE HEIGHTS

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
SOTO \ MARENGO	32	0
LORENA / BESWICK	3	49

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.21	0.23

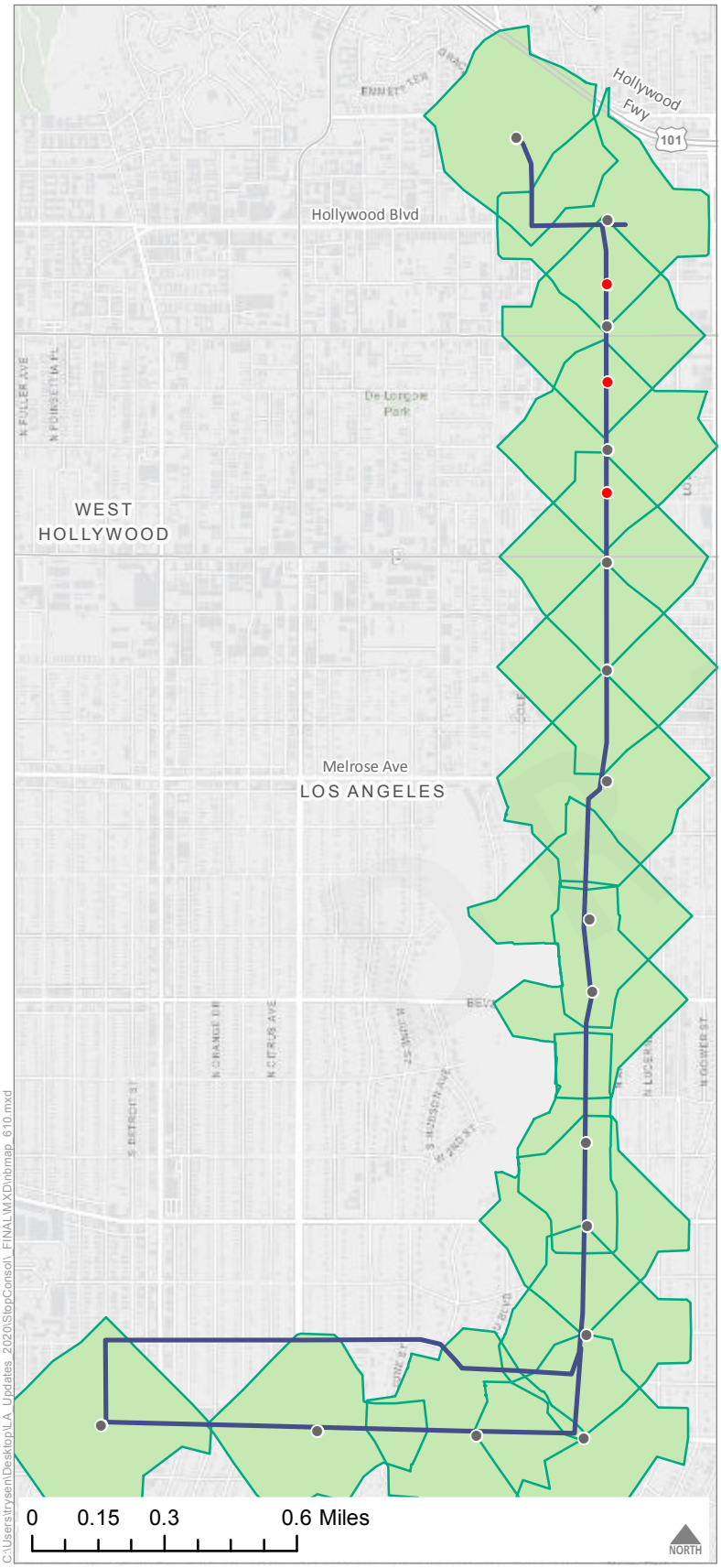
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 605 - BOYLE HEIGHTS

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
VINE / LEXINGTON	54	71
VINE / DE LONGPRE	5	51
VINE / SELMA	3	86

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
87%	0.23	0.28

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

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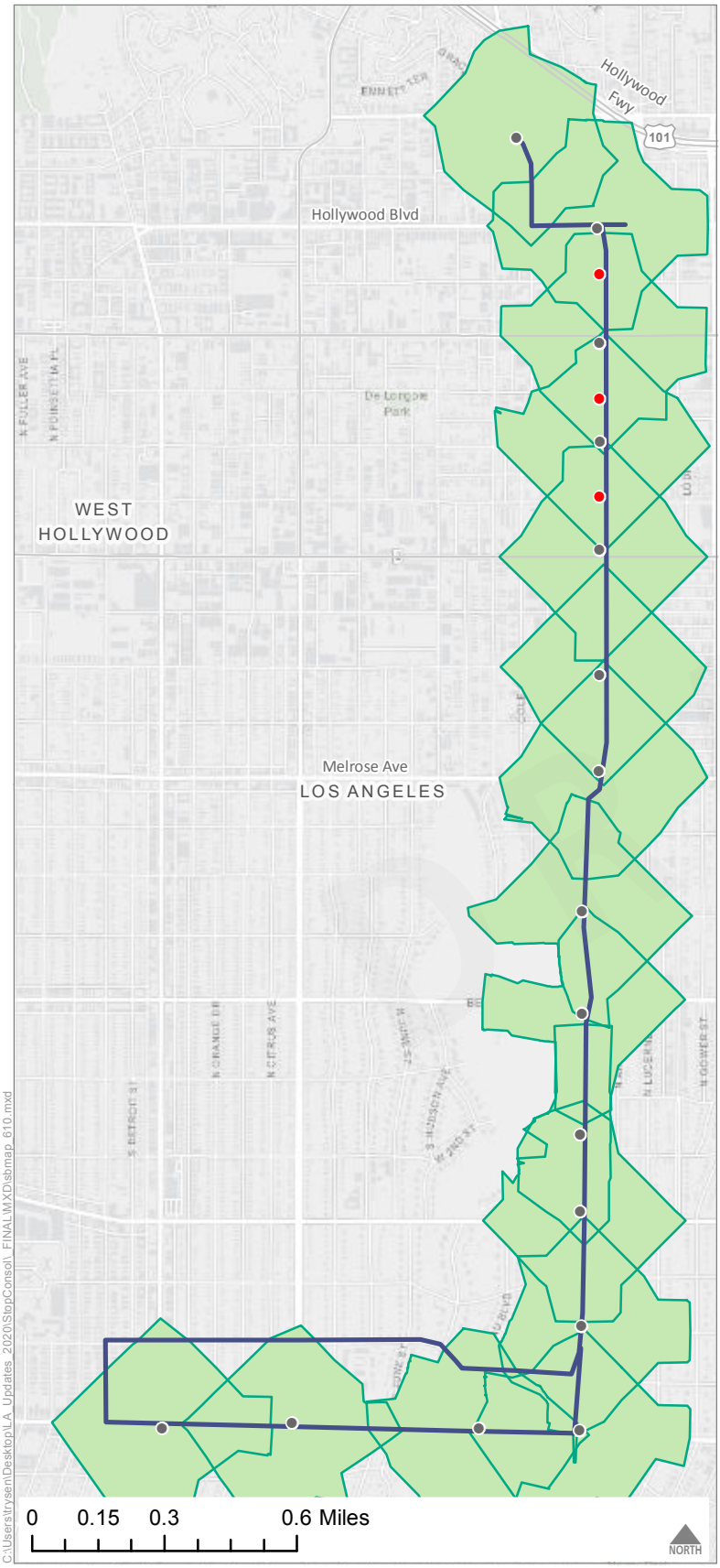
LINE 610 - ROSSMORE

Metro TMD

Quarter Mile Walksheds - Southbound



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Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
VINE / SELMA	N/A	N/A
VINE / DE LONGPRE	23	9
VINE / LEXINGTON	48	39

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.23	0.27

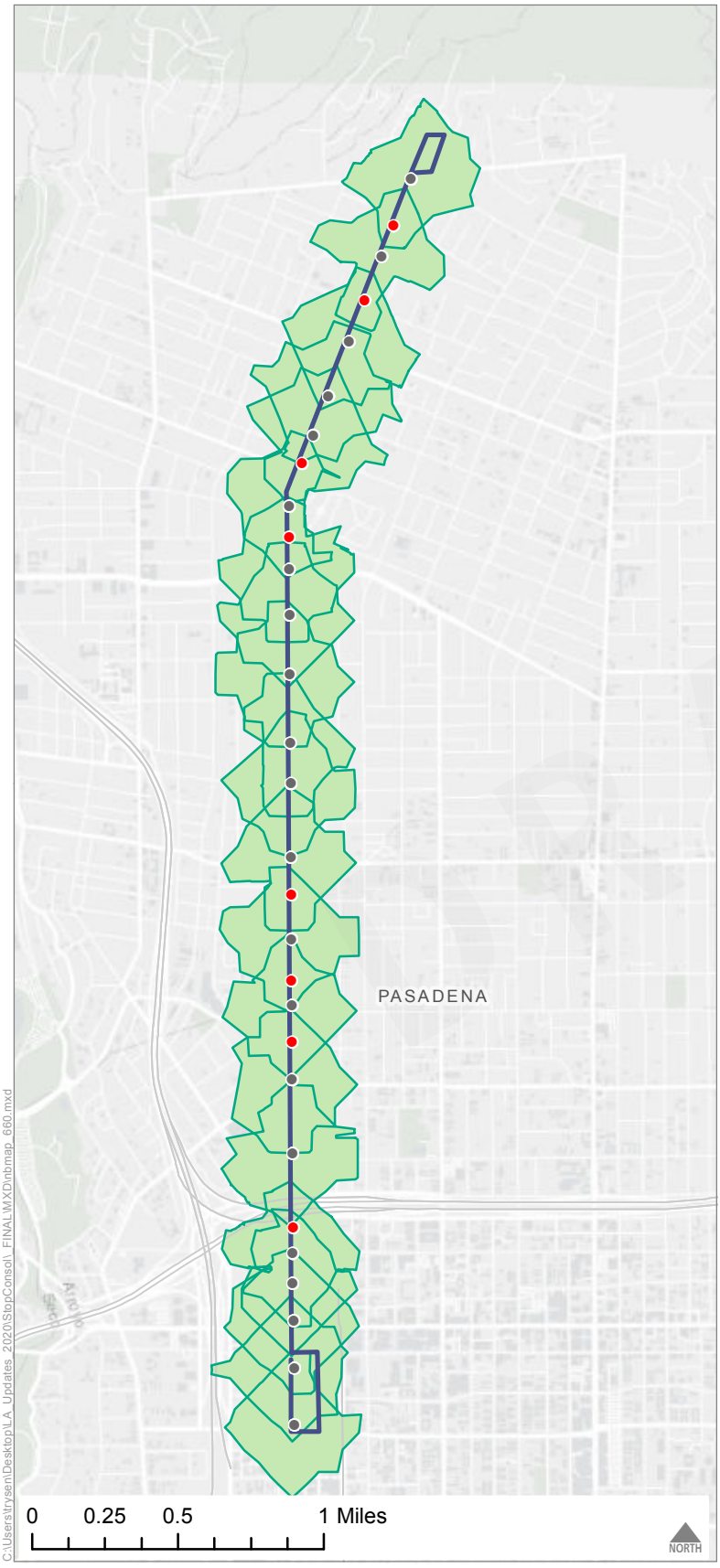
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 610 - ROSSMORE

Metro TMD

Quarter Mile Walksheds - Northbound



Northbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
FAIR OAKS / CHESTNUT	6	0
FAIR OAKS / PAINTER	9	17
FAIR OAKS \ JACKIE ROBINSON CTR	6	9
FAIR OAKS / CLAREMONT	6	20
FAIR OAKS / FIGUEROA	4	10
FAIR OAKS / LA VENEZIA	4	22
FAIR OAKS / PALM	0	19
FAIR OAKS / MARATHON	1	10

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
91%	0.15	0.22

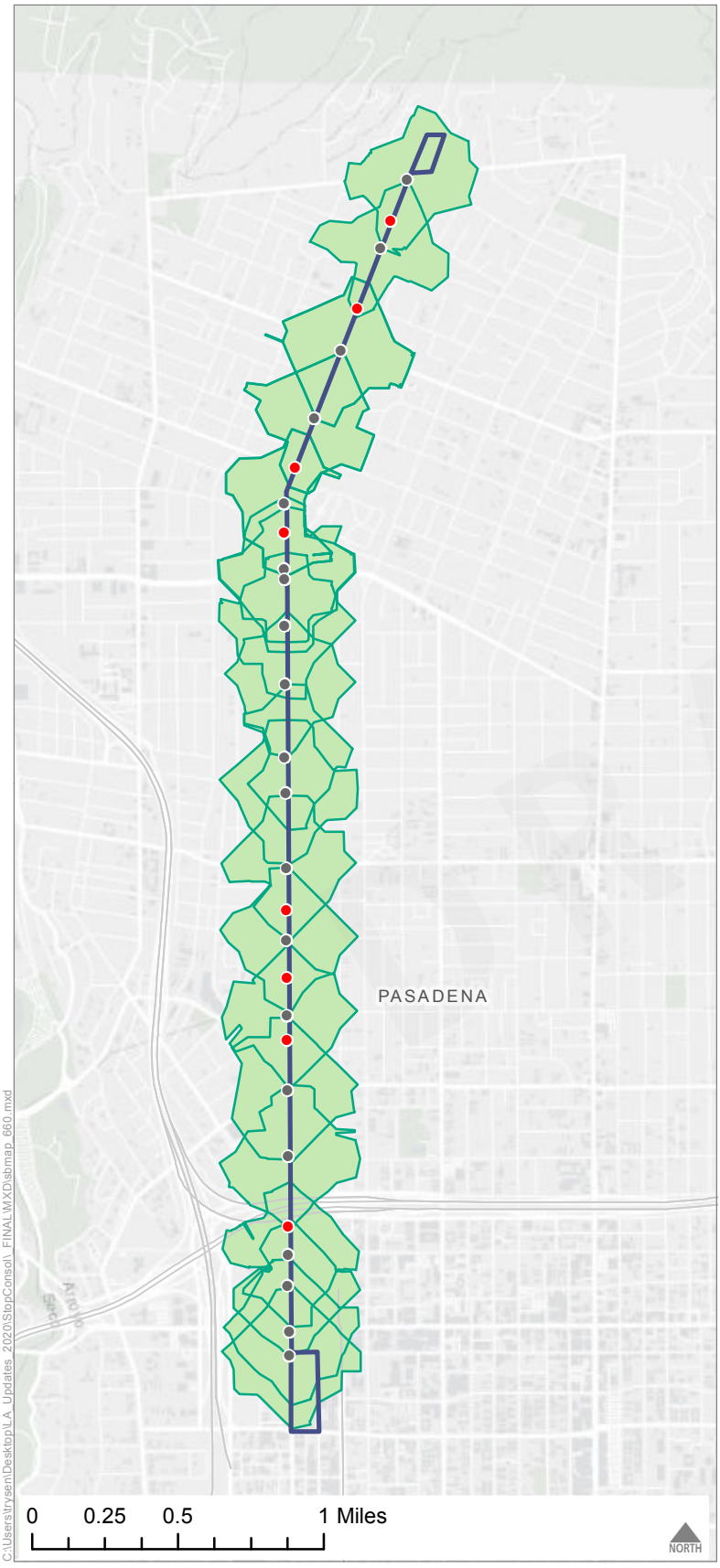
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 660 - FAIR OAKS

Metro TMD

Quarter Mile Walksheds - Southbound



Southbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
FAIR OAKS / MARATHON	5	1
FAIR OAKS / PALM	5	0
FAIR OAKS / VENTURA	2	0
FAIR OAKS / FIGUEROA	0	0
FAIR OAKS / CLAREMONT	17	4
FAIR OAKS \ JACKIE ROBINSON PARK	8	3
FAIR OAKS / YALE	13	8
FAIR OAKS / CORSON	4	7

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.15	0.21

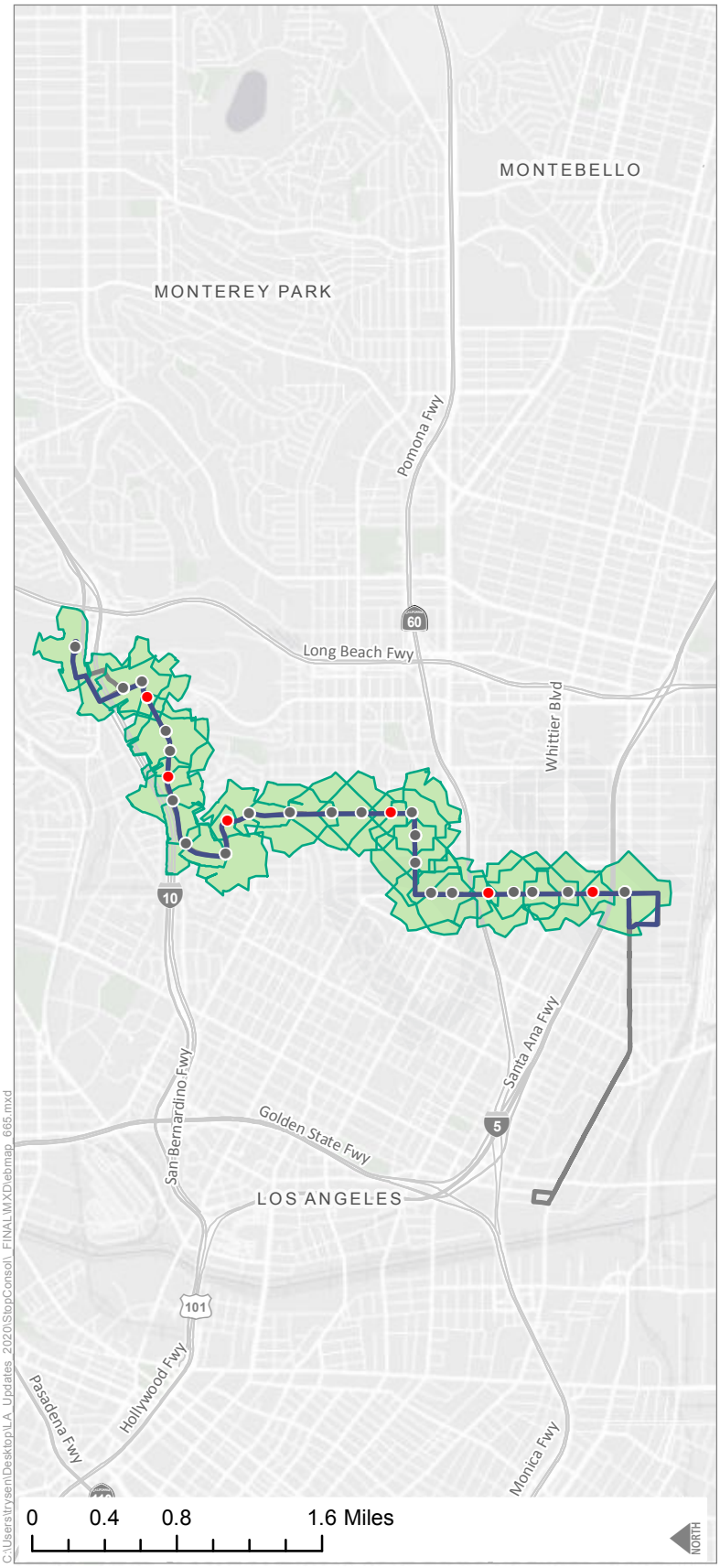
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 660 - FAIR OAKS

Metro TMD

Quarter Mile Walksheds - Eastbound



Eastbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
INDIANA / LEE	3	0
INDIANA / 5TH	7	4
GAGE / MICHIGAN	1	7
GAGE / POMEROY	3	12
CITY TERRACE \ BONNIE BEACH	0	1
CITY TERRACE / LAFLER	0	2

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.18	0.23

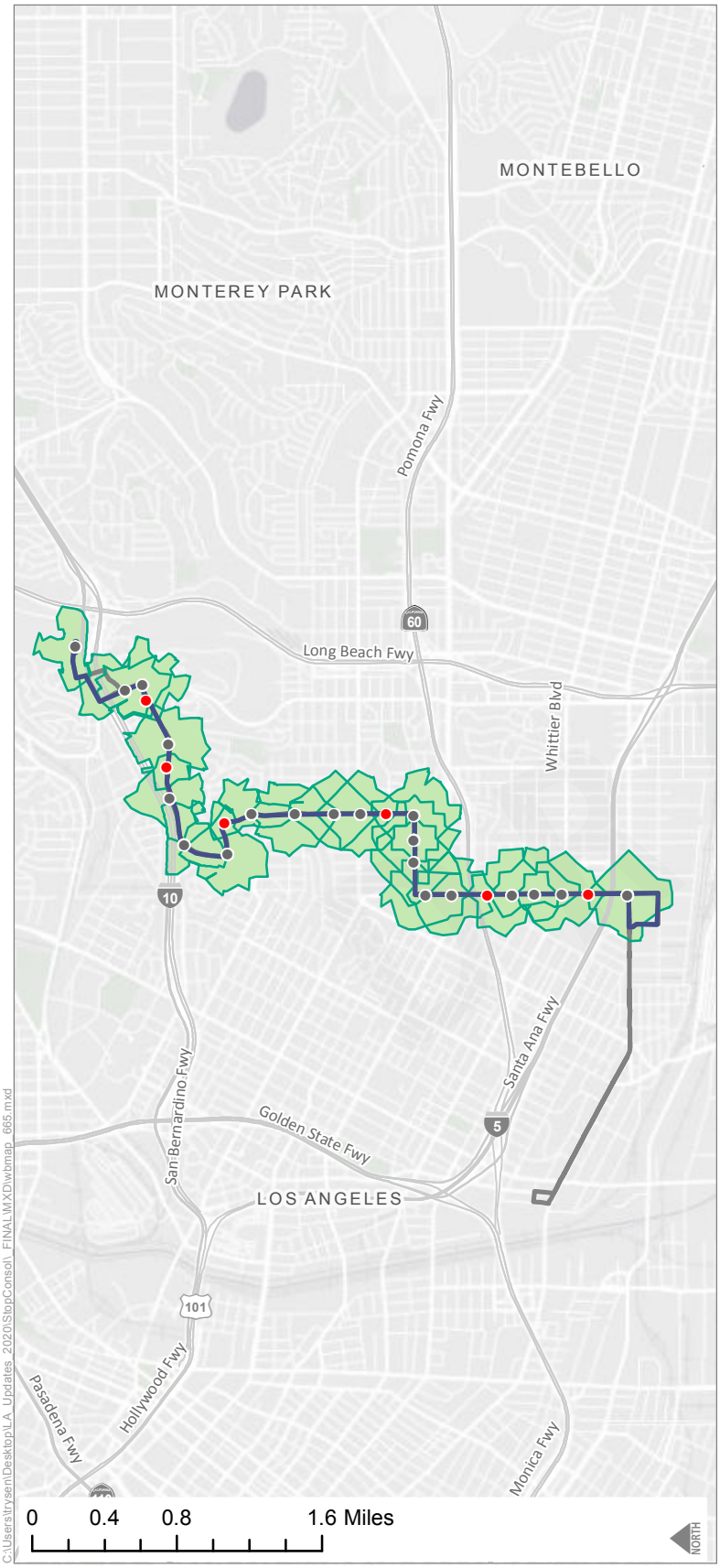
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 665 - CITY TERRACE

Metro TMD

Quarter Mile Walksheds - Westbound



Westbound Removed Stops

Stop Name	Weekday Ons	Weekday Offs
CITY TERRACE / MCGILVREY	2	0
CITY TERRACE / ROGERS	2	2
POMEROY / EASTMAN	11	4
GAGE / MICHIGAN	0	3
INDIANA / 5TH	5	4
INDIANA / LEE	2	2

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.19	0.24

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

*Footnote: Downtown stop consolidation will be part of a separate effort.

LINE 665 - CITY TERRACE

Metro TMD



Los Angeles County
Metropolitan Transportation Authority

Metro®

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Title VI Service Equity Analysis

NextGen Bus Plan
(Bus Network Design)

Fall 2020

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1. INTRODUCTION

Title VI of the Civil Rights Act of 1964 is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

Federal Transit Administration (FTA) is responsible for ensuring that recipients of Federal funds follow Federal statutory and administrative requirements. In 2012, FTA issued Circular 4702.1B, which provides recipients of FTA financial assistance with guidance and instructions necessary to carry out the United States Department of Transportation Title VI requirements.

1.1 Analysis Purpose

This report provides an equity evaluation of a proposed systemwide restructuring of Metro bus service termed NextGen. Conducted over the past two years with extensive public involvement the proposed program of changes is intended to increase the frequency of service to most riders and speed up the operation of the system. While reducing the number of bus stops will increase speeds on some services, the primary speed benefit will ultimately be achieved through a program of capital improvements designed to enhance the priority of bus service on major corridors. These will be introduced in later years of the phased implementation of the service changes.

The program is intended to begin implementation in December 2020, and will be phased in as a consequence of the impacts of the COVID-19 pandemic occurring in the spring of 2020. Ridership is expected to take some time to return to the levels of early 2020 so the restructuring program is expected to be implemented with reduced service frequencies which will be increased as ridership recovers.

2. Applicable Policy and Definitions

2.1 Metro's Title VI Major Service Change Policy

Metro's Board of Directors adopted a revised Title VI policy for major service changes in September 2019. The policy requires that "all changes in service meeting the definition of "Major Service Change" are subject to a Title VI Service Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis will be completed for all Major Service Changes and will be presented to the Board for its consideration and the results will be included in the subsequent Metro Title VI Program Update with a record of action taken by the Board.."[1]

For the 2019 FTA Title VI Program Update Major Service Change is defined as any service change meeting at least one of the following criteria:

[1] Los Angeles County Metropolitan Transportation Authority Mice Change Policy

1. A revision to an existing transit route that increases or decreases the route miles and/or the revenue miles operated by 25% or more at one time or cumulatively in any period within 36 consecutive months since the last major service change;

2. A revision to an existing transit service that increases or decreases the scheduled trips operated by at least 25% at one time or cumulatively in any period within 36 consecutive months since the last major service change;

3. An increase or decrease to the span of service of a transit line of at least 25% at any one time or cumulatively in any period within 36 consecutive months since the last major service change;

4. The implementation of a new transit route that provides at least 50% of its route miles without duplicating other routes;

5. Six months prior to the opening of any new fixed guideway project (e.g. BRT line or rail line) regardless of whether or not the amount of service being changed meets the requirements in the subsections 1 – 5 above to be inclusive of any bus/rail interface changes.

a. Experimental, demonstration or emergency service changes may be instituted for one year or less without a Title VI Equity Analysis being completed and considered by the Board of Directors. If the service is required to be operated beyond one year the Title VI Equity Analysis must be completed and considered by the Board of Directors before the end of the one year experimental, demonstration or emergency.

b. A Title VI Equity Analysis shall not be required if a Metro transit service is replaced by a different route, mode, or operator providing a service with the same headways, fare, transfer options, span of service and stops.

Policy definitions 1 through 4 were applicable to service changes in the NextGen program.

2.2 Definitions

The following terms are used in this document:

Disparate Impact: Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin and the policy lacks a substantial legitimate justification, including one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin. This policy defines the threshold Metro will utilize when analyzing the impacts to minority populations and/or minority riders. For major service changes, a disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent (5%) per Metro's Title VI Program which was updated and approved by Metro's Board in October 2019.

Disproportionate Burden: Disproportionate burden refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of disproportionate burden for major service and fare changes requires Metro to evaluate alternatives and mitigate burdens where practicable. For major service changes, a disproportionate burden will be deemed to exist if an absolute difference between the percentage of low-income adversely affected by the service change and the overall percentage of low-income persons is at least five percent (5%) per Metro's Title VI Program which was updated and approved by Metro's Board in October 2019.

3. METHODOLOGICAL APPROACH

Metro serves as transportation planner and coordinator, designer, builder and operator for one of the country's largest, most populous counties. More than 10.1 million people live and work within the 1,433-square-mile service area.[2] Collectively, Metro operates multiple rail and bus lines which consists of over 50 rail vehicles in a UZA over 200,000 in population. Metro operates its service without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, as amended.

As Metro serves the core of Los Angeles County's population, and this analysis focuses on the population falling within the borders of Los Angeles County. County data was used to evaluate Metro's Service Area for this evaluation. County data was compiled using 2017 American Community Survey (ACS) ethnicity and income demographic data.

A Service Equity Evaluation is presented herein in accordance with the requirements of Federal Transit Administration Circular 4702.1B. The evaluation assesses whether there are adverse disparate impacts on minority passengers and/or disproportionate burdens on low income riders arising from the proposed service restructuring.

Only major service change proposals as defined in Metro's Transit Service Policy are required to be evaluated for adverse impacts. Three separate analyses have been conducted: (1) a line by line analysis to identify adverse impacts caused by changes to individual bus lines or groups of related lines serving a specific corridor; (2) a review by Day Type and Service Type to determine if adverse impacts result from changes to each type of service; and (3) a review by Service Council area to determine if there are geographical adverse impacts.

For the purpose of these analyses the following demographics were used as the service area minority and low income population shares (Table 3-1). The 2017 American Consumer Survey (ACS) provided the population, minority population, and low income household counts by tract. This was the most recent available data at the time that the NetPlan tool demographic data was populated. Total households were also

[2] Los Angeles County Metropolitan Transportation Authority, Title VI Program Update, October 2019

incorporated and the low income shares of total households were assumed to represent the low income population shares.

Table 3-1 Metro Service Area Demographic Breakdown

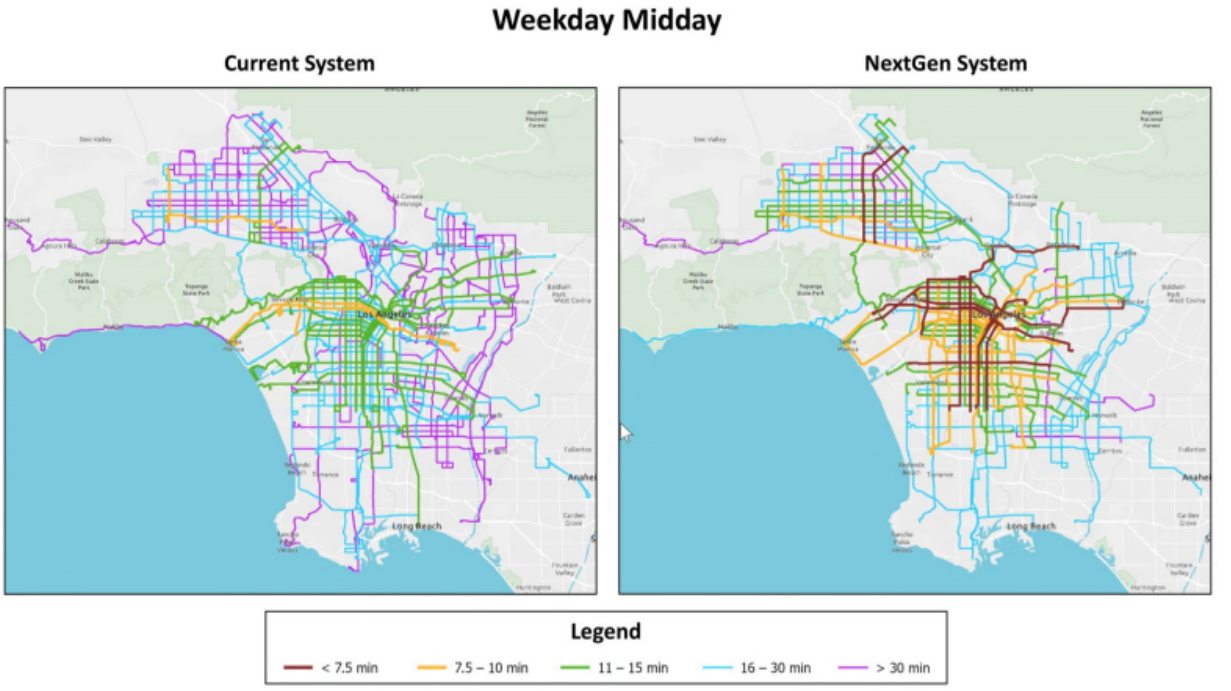
Total Population	Minority Population	Percent Minority	Low-Income Population	Percent Low-Income
10,105,722	7,428,740	73.5%	1,688,505	16.9%

Data is compiled from all tracts within one quarter mile of stops on each bus route. Service increases are considered beneficial and no adverse impact results. Service decreases, including route cancelations, are considered adverse, and if the minority share of impacted population is greater than 78.5% then a Disparate Impact is identified. For adversely impacted populations if the low income share exceeds 21.9% then a Disproportionate Burden is identified.

3.1 Existing and Proposed Service

Figure 3-1 depicts the existing fixed route bus system operated by Metro and the proposed NextGen fixed route system. Routes are color coded to indicate weekday midday service frequencies.

Figure 3-1 Before and After Fixed Route Services Maps



3.2 Methodological Tool

This analysis uses a tool (NetPlan) built into the HASTUS scheduling system. The Reference, or Baseline, descriptions of existing service by variant are defined. A variant

is a defined directional route or route segment operated by one or more trips on a bus line and includes bus stop locations served by the variant. By way of example a line might include end to end trips as well as some trips turned back at a short line terminal. Each of these would be a variant. The Planned service descriptions are also coded into NETPLAN by variant. Tract level Census data is also coded into NETPLAN consistent with the data identified in Table 3.1. Since income data is provided by Households we have used the low income share of Households in each tract as the low income population share.

A routine has been developed within NETPLAN to derive Title VI statistics from the Reference and Planned service descriptions. The statistics are computed by variant and aggregated to the line level. Each variant, both Reference and Planned, is defined by # of Trips Operated, In Service Hours Operated, In Service Miles Operated, and the Census variables Total Population, Minority Population, and Low Income Population. The demographic data associated with each variant is derived from aggregating the applicable data for all tracts touched by a one quarter mile buffer associated with each of the bus stops of the variant.

The impacted populations for each variant are represented by the difference between the Planned and Reference data. The NETPLAN routine weights these differences by the number of trips operated for the variant. Unlike traditional Title VI evaluations this approach gives greater weight to populations served by more frequent service. The results are then aggregated to the line level.

4. Line and Line Group Analysis

Tables 4-1, 4-2 and 4-3 provide the line and line group results for weekdays, Saturdays and Sunday/Holidays respectively. The columns are as follows:

Major Change – Only lines or line groups undergoing major changes have an entry in this column. The codes indicate major changes as follows:

Code	Description
Yes+	Major service increases and beneficial
New	New service and beneficial
Yes-	Major service decreases and adverse
Discontinue	Discontinued service and adverse

Line or Line Group - A line or group of related lines being evaluated.

Impacted Minority Trips % - The trip weighted minority share of the impacted population.

Impacted Low Income Trips % - The trip weighted low income share of the impacted population.

Comments - Indicates Disparate Impact if the minority share of an adverse service change exceeds 78.5%. Indicates Disproportionate Burden if the low income share of an adverse service change exceeds 21.9%.

Table 4-1

Weekday Results by Line or Line Group				
Major Change	**Line or Line Group**	**Impacted Minority Trips % [Ref: 73.5%]**	**Impacted Low income Trips % [Ref: 16.9%]**	**Comments**
Yes-	**2, 200**	**30.41%**	**71.81%**	**Disproportionate Burden**
	4, 704	**50.12%**	**45.12%**	
Yes+	10	82.92%	54.80%	
	14	64.35%	48.04%	
	16, 617	**64.26%**	**58.71%**	
	18, 20, 720	**72.65%**	**52.98%**	
	28, 684, 728	**69.32%**	**37.24%**	
	33, 733	**69.23%**	**39.27%**	
Yes+	35	89.32%	61.47%	
Yes-	**40, 740**	**88.34%**	**41.98%**	**Disparate Impact & Disproportionate Burden**
	45, 745	**99.29%**	**73.03%**	
	51	93.06%	70.03%	
Yes+	53	92.32%	61.78%	
Yes+	55	95.78%	64.61%	
	60, 760	**97.62%**	**55.53%**	
Yes+	**62, 262**	**55.54%**	**117.90%**	
Yes+	**66, 605, 665**	**91.65%**	**64.80%**	
	68, 70, 770	**112.89%**	**57.70%**	
Yes+	**71, 106**	**103.38%**	**56.39%**	
Yes+	76	84.34%	57.37%	
	78, 179	**61.73%**	**27.71%**	
	81	83.69%	58.25%	
Discontinue	83	82.83%	49.52%	Disparate Impact & Disproportionate Burden
Yes+	**90, 290, 690**	**89.65%**	**38.65%**	
	92	65.84%	43.89%	
Yes+	**94, 294, 794**	**51.86%**	**40.86%**	
Yes-	**96, 296**	**64.38%**	**49.84%**	**Disproportionate Burden**
	102	102.65%	63.31%	
	105, 705	**67.28%**	**48.66%**	
Yes+	108	110.89%	65.25%	
Yes+	110	89.42%	54.94%	

Weekday Results by Line or Line Group				
Major Change	**Line or Line Group**	**Impacted Minority Trips % [Ref: 73.5%]**	**Impacted Low income Trips % [Ref: 16.9%]**	**Comments**
Yes+	111	94.60%	52.94%	
	115	114.58%	55.64%	
	117	94.84%	49.52%	
Yes+	**120, 621**	**97.19%**	**55.70%**	
Yes+	125	88.54%	42.37%	
Discontinue	126	76.97%	39.87%	Disproportionate Burden
Yes+	127	95.99%	47.13%	
	128	82.57%	17.69%	
Yes+	**130, 130A**	**95.07%**	**50.80%**	
	134, 534	**18.53%**	**25.97%**	
	150, 240, 245, 750	**52.30%**	**45.70%**	
	152	0.67%	-6.80%	
Yes+	**153, 154**	**48.81%**	**45.79%**	
Yes-	**155, 183**	**40.61%**	**49.20%**	**Disproportionate Burden**
Yes+	**158, 167**	**-164.71%**	**94.48%**	
	161	10.03%	22.80%	
Yes+	**162, 163**	**64.69%**	**45.09%**	
Yes+	**164**	**49.38%**	**41.66%**	
	165	64.95%	45.80%	
	166	110.97%	53.08%	
Yes+	**169, 645**	**73.99%**	**47.67%**	
Discontinue	175	55.25%	49.22%	Disproportionate Burden
Yes+	**176, 287**	**78.64%**	**37.70%**	
Yes-	177	26.61%	12.59%	
Yes+	**180, 780**	**40.39%**	**42.96%**	
New	182	77.93%	45.59%	
Discontinue	201	63.08%	48.02%	Disproportionate Burden
Yes-	202	94.58%	51.74%	Disparate Impact & Disproportionate Burden
es+	**204, 754**	**92.18%**	**65.84%**	
	205	74.08%	52.68%	
Yes+	206	88.10%	60.83%	
	207, 757	**98.31%**	**47.48%**	
Yes-	209	92.66%	60.08%	Disparate Impact & Disproportionate Burden
Yes+	**210, 610, 710**	**84.72%**	**41.88%**	
Yes+	211	89.31%	48.64%	

Weekday Results by Line or Line Group				
Major Change	**Line or Line Group**	**Impacted Minority Trips % [Ref: 73.5%]**	**Impacted Low income Trips % [Ref: 16.9%]**	**Comments**
Yes+	212	80.43%	44.38%	
Discontinue	217	40.42%	40.83%	Disproportionate Burden
Yes-	218	19.26%	27.44%	Disproportionate Burden
Yes-	**222, 237, 656**	**53.02%**	**46.37%**	**Disproportionate Burden**
	224	76.53%	57.03%	
Yes+	230	68.17%	49.34%	
Yes+	232	58.13%	38.20%	
Yes+	233	80.42%	52.50%	
Yes+	**234, 734**	**86.43%**	**50.37%**	
Yes+	236	66.56%	70.84%	
Yes-	239	83.42%	35.36%	Disparate Impact & Disproportionate Burden
Yes+	243	58.06%	34.19%	
New	244	61.85%	36.06%	
	246	74.48%	38.29%	
Yes+	**251, 751**	**97.26%**	**55.11%**	
Discontinue	252	96.05%	59.17%	Disparate Impact & Disproportionate Burden
Discontinue	254	98.52%	60.22%	Disparate Impact & Disproportionate Burden
Yes+	**256, 256A, 256C**	**72.05%**	**35.65%**	
	258	292.66%	142.13%	
Yes+	**260, 261, 660, 762**	**90.62%**	**50.91%**	
Yes+	265	84.71%	36.81%	
Yes+	266	82.50%	36.52%	
Yes+	**267, 662**	**64.30%**	**44.77%**	
Yes-	268	49.35%	29.14%	Disproportionate Burden
	344	59.19%	28.25%	
Discontinue	442	86.06%	56.63%	Disparate Impact & Disproportionate Burden
New	450	81.45%	55.44%	
	460	80.09%	49.18%	
Yes+	487	79.47%	65.87%	
Yes-	501	116.38%	-42.78%	Disparate Impact
Yes-	550	74.87%	49.49%	Disproportionate Burden
Yes+	577	72.35%	-7.80%	
Yes-	601	48.68%	37.07%	Disproportionate Burden
	602	33.42%	35.99%	

Weekday Results by Line or Line Group				
Major Change	**Line or Line Group**	**Impacted Minority Trips % [Ref: 73.5%]**	**Impacted Low income Trips % [Ref: 16.9%]**	**Comments**
Yes+	603	82.70%	59.54%	
Discontinue	607	92.25%	46.89%	Disparate Impact & Disproportionate Burden
Yes-	611	97.99%	57.28%	Disparate Impact & Disproportionate Burden
Discontinue	612	97.52%	54.10%	Disparate Impact & Disproportionate Burden
Discontinue	625	34.01%	21.38%	
Discontinue	685	57.48%	43.35%	Disproportionate Burden
New	686	47.72%	28.97%	
Discontinue	687	57.45%	34.52%	Disproportionate Burden
Discontinue	744	71.61%	47.91%	Disproportionate Burden
Yes+	**761, 788**	**63.99%**	**45.11%**	
	901	59.32%	45.70%	
	910	64.15%	21.80%	

Table 4-2

Saturday Results by Line or Line Group				
Major Change	**Line or Line Group**	**Impacted Minority Trips % [Ref: 73.5%]**	**Impacted Low income Trips % [Ref: 16.9%]**	**COMMENTS**
Yes-	**2, 200**	**445.96%**	**51.05%**	**Disparate Impact & Disproportionate Burden**
	4, 704	**51.71%**	**45.50%**	
	10	78.67%	53.11%	
	14	10.70%	27.33%	
	16, 617	**69.92%**	**49.56%**	
	18, 20, 720	**79.09%**	**55.05%**	
Yes+	**28, 684, 728**	**105.41%**	**54.84%**	
Yes-	30	80.70%	55.96%	Disparate Impact & Disproportionate Burden
	33, 733	**69.85%**	**41.15%**	
Yes+	35	89.41%	61.51%	
Yes-	**40, 740**	**88.90%**	**44.83%**	**Disparate Impact & Disproportionate Burden**
	45, 745	**99.39%**	**75.54%**	
	51	93.36%	68.65%	

Saturday Results by Line or Line Group				
Major Change	**Line or Line Group**	**Impacted Minority Trips % [Ref: 73.5%]**	**Impacted Low income Trips % [Ref: 16.9%]**	**COMMENTS**
	53	92.07%	41.70%	
	55	100.14%	70.92%	
	60, 760	**4367.49%**	**-875.12%**	
Yes+	**62, 262**	**74.92%**	**65.49%**	
	66, 605, 665	**91.93%**	**68.97%**	
Yes+	**68, 70, 770**	**99.19%**	**54.36%**	
Yes+	**71, 106**	**100.35%**	**56.13%**	
	76	145.10%	-48.83%	
Yes-	**78, 179**	**79.06%**	**42.81%**	**Disparate Impact & Disproportionate Burden**
	81	75.71%	53.72%	
Discontinue	83	82.77%	49.42%	Disparate Impact & Disproportionate Burden
Yes+	**90, 290, 690**	**86.68%**	**39.99%**	
	92	78.61%	42.05%	
Yes+	**94, 294, 794**	**32.77%**	**31.02%**	
Yes-	**96, 296**	**72.30%**	**56.19%**	**Disproportionate Burden**
	102	104.99%	61.94%	
	105, 705	**63.82%**	**47.48%**	
	108	129.70%	76.39%	
	110	83.33%	56.45%	
Yes+	111	89.14%	41.55%	
	115	119.55%	60.90%	
	117	97.42%	55.84%	
Yes+	**120, 621**	**90.82%**	**44.43%**	
Yes+	125	89.01%	42.60%	
	126			
New	127	94.09%	46.39%	
New	128	89.80%	42.05%	
Yes+	**130, 130A**	**75.65%**	**38.89%**	
	134, 534	**19.38%**	**26.52%**	
	150, 240, 245, 750	**60.97%**	**50.16%**	
Yes+	152	130.50%	86.52%	
New	**153, 154**	**48.59%**	**42.98%**	
Yes-	**155, 183**	**36.58%**	**38.74%**	**Disproportionate Burden**
	158, 167	**91.22%**	**44.06%**	
	161	102.15%	36.49%	

Saturday Results by Line or Line Group				
Major Change	**Line or Line Group**	**Impacted Minority Trips % [Ref: 73.5%]**	**Impacted Low income Trips % [Ref: 16.9%]**	**COMMENTS**
Yes+	**162, 163**	**62.17%**	**43.91%**	
	164	**67.19%**	**48.30%**	
Yes+	165	66.25%	46.54%	
Yes+	166	89.89%	45.42%	
New	**169, 645**	**75.25%**	**44.59%**	
	175			
New	**176, 287**	**84.43%**	**42.95%**	
	177			
Yes+	**180, 780**	**33.01%**	**40.09%**	
New	182	77.93%	45.59%	
Discontinue	201	63.21%	48.16%	Disproportionate Burden
	202			
	204, 754	**93.00%**	**66.07%**	
Yes+	205	79.84%	44.12%	
Yes+	206	88.22%	60.79%	
Yes+	**207, 757**	**94.86%**	**57.02%**	
	209			
Yes+	**210, 610, 710**	**85.11%**	**45.42%**	
New	211	88.40%	47.64%	
Yes+	212	80.26%	42.99%	
Discontinue	217	38.93%	41.80%	Disproportionate Burden
Yes-	218	19.34%	27.23%	Disproportionate Burden
Yes-	**222, 237, 656**	**41.01%**	**45.86%**	**Disproportionate Burden**
	224	44.09%	25.11%	
	230	74.72%	42.54%	
	232	60.36%	39.03%	
Yes+	233	81.28%	52.61%	
Yes+	**234, 734**	**82.04%**	**49.48%**	
Yes+	236	66.35%	64.29%	
New	239	49.63%	38.07%	
	243	62.33%	41.31%	
New	244	61.85%	36.06%	
	246	89.34%	47.11%	
	251, 751	**97.14%**	**51.37%**	
Discontinue	252	96.80%	60.47%	Disparate Impact & Disproportionate Burden

Saturday Results by Line or Line Group				
Major Change	**Line or Line Group**	**Impacted Minority Trips % [Ref: 73.5%]**	**Impacted Low income Trips % [Ref: 16.9%]**	**COMMENTS**
Discontinue	254	98.52%	60.22%	Disparate Impact & Disproportionate Burden
Yes+	**256, 256A, 256C**	**59.38%**	**35.53%**	
New	258	89.80%	46.83%	
Yes+	**260, 261, 660, 762**	**90.37%**	**50.80%**	
Yes+	265	84.71%	36.81%	
Yes+	266	82.49%	36.50%	
Yes+	**267, 662**	**67.88%**	**42.21%**	
Yes-	268	56.15%	30.90%	Disproportionate Burden
	344	58.77%	27.96%	
	442			
New	450	79.76%	51.51%	
	460	79.82%	48.76%	
Yes-	487	77.32%	52.37%	Disproportionate Burden
	501	41.71%	48.79%	
Discontinue	550	72.43%	42.84%	Disproportionate Burden
	577			
Yes-	601	48.62%	37.04%	Disproportionate Burden
	602	1.15%	10.41%	
	603	80.90%	56.81%	
	607			
Yes-	611	97.99%	57.31%	Disparate Impact & Disproportionate Burden
Discontinue	612	97.52%	54.10%	Disparate Impact & Disproportionate Burden
	625			
	685			
New	686	47.72%	28.97%	
Discontinue	687	57.32%	34.43%	Disproportionate Burden
Discontinue	744	79.03%	50.86%	Disparate Impact & Disproportionate Burden
New	**761, 788**	**66.53%**	**46.90%**	
	901	66.30%	46.55%	
	910	77.94%	48.57%	

Table 4-3

Sunday/Holiday Results by Line or Line Group				
Major Change	**Line or Line Group**	**Impacted Minority Trips % [Ref: 73.5%]**	**Impacted Low income Trips % [Ref: 16.9%]**	**COMMENTS**
Yes-	**2, 200**	**44.14%**	**54.83%**	**Disproportionate Burden**
Yes+	**4, 704**	**52.12%**	**45.11%**	
Yes+	10	86.19%	57.20%	
	14	185.14%	97.02%	
Yes+	**16, 617**	**74.10%**	**52.64%**	
Yes+	**18, 20, 720**	**76.39%**	**54.94%**	
Yes-	**28, 684, 728**	**495.96%**	**106.91%**	**Disparate Impact & Disproportionate Burden**
Yes-	30	80.13%	55.55%	Disparate Impact & Disproportionate Burden
	33, 733	**70.72%**	**43.09%**	
Yes+	35	90.24%	60.79%	
Yes+	**40, 740**	**87.66%**	**40.17%**	
Yes+	**45, 745**	**93.30%**	**66.60%**	
	51	92.85%	72.58%	
Yes+	53	92.97%	58.67%	
Yes+	55	94.34%	64.55%	
Yes+	**60, 760**	**92.27%**	**57.80%**	
Yes-	**62, 262**	**64.03%**	**86.01%**	**Disproportionate Burden**
Yes+	**66, 605, 665**	**91.12%**	**65.89%**	
	68, 70, 770	**101.26%**	**55.43%**	
Yes+	**71, 106**	**100.35%**	**56.13%**	
	76	80.14%	64.75%	
	78, 179	**75.80%**	**40.48%**	
Yes+	81	81.64%	56.68%	
Discontinue	83	82.77%	49.43%	Disparate Impact & Disproportionate Burden
Yes+	**90, 290, 690**	**80.86%**	**41.71%**	
Yes+	92	63.40%	44.71%	
Yes+	**94, 294, 794**	**52.15%**	**38.62%**	
Yes+	**96, 296**	**100.49%**	**78.79%**	
	102	104.99%	61.94%	
Yes+	**105, 705**	**72.99%**	**51.85%**	
Yes+	108	110.03%	64.89%	
Yes+	110	85.90%	52.62%	
Yes+	111	90.31%	43.95%	
Yes+	115	107.72%	56.32%	

Sunday/Holiday Results by Line or Line Group				
Major Change	**Line or Line Group**	**Impacted Minority Trips % [Ref: 73.5%]**	**Impacted Low income Trips % [Ref: 16.9%]**	**COMMENTS**
	117	93.70%	46.43%	
Yes+	**120, 621**	**90.82%**	**44.43%**	
Yes+	125	**89.41%**	42.80%	
	126			
New	127	94.09%	46.39%	
New	128	89.80%	42.05%	
Yes+	**130, 130A**	**75.65%**	**38.89%**	
Yes+	**134, 534**	**18.59%**	**25.95%**	
Yes+	**150, 240, 245, 750**	**53.88%**	**40.53%**	
Yes+	152	92.43%	58.36%	
New	**153, 154**	**48.59%**	**42.98%**	
Yes-	**155, 183**	**41.33%**	**43.07%**	**Disproportionate Burden**
	158, 167	**100.53%**	**47.70%**	
Yes+	161	41.41%	26.83%	
Yes+	**162, 163**	**65.50%**	**45.25%**	
Yes+	**164**	**63.37%**	**45.41%**	
Yes+	165	65.59%	46.16%	
Yes+	166	85.40%	43.62%	
New	**169, 645**	**75.25%**	**44.59%**	
	175			
New	**176, 287**	**84.43%**	**42.95%**	
	177			
Yes+	**180, 780**	**34.43%**	**40.75%**	
New	182	77.93%	45.59%	
Discontinue	201	63.21%	48.16%	Disproportionate Burden
	202			
Yes+	**204, 754**	**92.11%**	**65.88%**	
	205	79.55%	44.78%	
Yes+	206	88.29%	60.83%	
Yes+	**207, 757**	**91.81%**	**56.83%**	
	209			
Yes+	**210, 610, 710**	**85.79%**	**46.16%**	
New	211	88.40%	47.64%	
Yes+	212	77.58%	44.30%	
Discontinue	217	39.03%	42.04%	Disproportionate Burden
Yes-	218	19.44%	26.84%	Disproportionate Burden

Sunday/Holiday Results by Line or Line Group				
Major Change	**Line or Line Group**	**Impacted Minority Trips % [Ref: 73.5%]**	**Impacted Low income Trips % [Ref: 16.9%]**	**COMMENTS**
Yes-	**222, 237, 656**	**41.01%**	**45.86%**	**Disproportionate Burden**
	224	56.36%	64.18%	
Yes+	230	74.62%	42.66%	
	232	59.94%	38.89%	
Yes+	233	81.50%	52.52%	
Yes+	**234, 734**	**81.34%**	**48.85%**	
Yes+	236	66.35%	64.29%	
New	239	49.63%	38.07%	
New	243	56.94%	32.03%	
New	244	61.85%	36.06%	
	246	78.12%	42.67%	
Yes+	**251, 751**	**97.14%**	**56.05%**	
Discontinue	252	96.80%	60.47%	Disparate Impact & Disproportionate Burden
	254			
Yes+	**256, 256A, 256C**	**68.42%**	**38.40%**	
New	258	89.80%	46.83%	
Yes+	**260, 261, 660, 762**	**89.98%**	**49.67%**	
Yes+	265	84.71%	36.81%	
Yes+	266	82.54%	36.53%	
Yes+	**267, 662**	**67.88%**	**42.21%**	
Yes-	268	56.15%	30.90%	Disproportionate Burden
	344	58.72%	27.92%	
	442			
New	450	79.76%	51.51%	
	460	79.72%	48.73%	
Yes-	487	77.39%	52.13%	Disproportionate Burden
	501	41.71%	48.79%	
Discontinue	550	72.43%	42.84%	Disproportionate Burden
	577			
Yes-	601	48.62%	37.04%	Disproportionate Burden
Yes+	602	27.19%	30.06%	
	603	82.29%	58.74%	
	607			
Yes-	611	97.99%	57.31%	Disparate Impact & Disproportionate Burden

Sunday/Holiday Results by Line or Line Group				
Major Change	**Line or Line Group**	**Impacted Minority Trips % [Ref: 73.5%]**	**Impacted Low income Trips % [Ref: 16.9%]**	**COMMENTS**
Discontinue	612	97.52%	54.10%	Disparate Impact & Disproportionate Burden
	625			
	685			
New	686	47.72%	28.97%	
Discontinue	687	57.32%	34.43%	Disproportionate Burden
Discontinue	744	79.03%	50.86%	Disparate Impact & Disproportionate Burden
New	**761, 788**	**66.53%**	**46.90%**	
	901	66.30%	46.55%	
	910	77.94%	48.57%	

4.1 Disparate Impacts for Line or Line Groups

The NextGen proposals impact 112 bus lines or line groups of which 17 would experience a Disparate Impact to minority riders on one or more day types (Weekdays, Saturdays, and Sunday/Holidays). Each of these changes has been proposed consistent with the objectives of the system restructuring which include more frequent local service, improved connectivity, improved cost effectiveness, and inclusion of alternative services in areas of low demand. The services experiencing Disparate Impacts are identified in Table 4-4. The table shows the day types impacted and alternative services that would be available to impacted riders.

Table 4-4

Services Experiencing Disparate Impacts		
Line/ Line Group	**Day Type**	**Alternatives**
2/200	Saturday	Lines 2 and 4
28/684/728	Sunday	New Line 684, frequent L Line Gold, Bus Line 81
30	Saturday, Sunday	Frequent network (westside)/L line Gold/Bus Line 106
40/740	Weekday, Saturday	Lines 40, 212
78/179	Saturday	Lines 78, 179 commensurate with demand
83	All	L Line Gold, Bus Lines 81 and new Line 182
202	Weekday	Line 202 (Artesia-Willowbrook + Lines 205, 232, 246 + Long Beach Transit Lines 1, 52, 191, 192
209	Weekday	Line 209 (144th/Crenshaw-Crenshaw Expo Line + Line 210
239	Weekday	Line 239 (Ventura-Rinaldi) + Line 236 San Fernando Mission
252	All	Lines 182, 251, MicroTransit (Lincoln Heights)

Services Experiencing Disparate Impacts		
Line/ Line Group	**Day Type**	**Alternatives**
254	Weekday, Saturday	Frequent network proximity (Lines 55, 60, 110, 111, 115, 117, 251, 605, 665), new MicroTransit
442	Weekday	Frequent Lines 115, C Line Green connecting to J Line (Silver)
501	Weekday	Frequency adjusted consistent with demand
607	Weekday	New MicroTransit
611	All	New Line 611, extended Line 102, overlap or proximity of Lines 55, 60, 105, 111, 260
612	All	Frequent network proximity (Lines 55, 60, 111, 115, 117, 251, 260, 261), new MicroTransit
744	Saturday, Sunday	Lines 233, 240, 761

4.2 Disproportionate Burdens for Lines or Line Groups

The NextGen proposals impact 112 bus lines or line groups of which 31 would experience a Disproportionate Burden to low income riders on one or more day types (Weekdays, Saturdays, and Sunday/Holidays). Each of these changes has been proposed consistent with the objectives of the system restructuring which include more frequent local service, improved connectivity, improved cost effectiveness, and inclusion of alternative services in areas of low demand.

With the exception of Lines 177 and 625 on weekdays, every line or line group proposed for significant service reductions would experience a Disproportionate Burden on low income riders. This is largely a consequence of the fact that much of Metro's fixed route service operates in corridors that have a larger share of low income residents than the service area as a whole. Lines experiencing both a Disparate Impact and a Disproportionate Burden are presented in Table 4-4 along with lines experiencing only Disparate Impacts. The lines and line groups experiencing only a Disproportionate Burden along with their alternative services are identified in Table 4-5.

Table 4.5

Services Experiencing Only Disproportionate Burdens		
Line/ Line Group	**Day Type**	**Alternatives**
96, 296	Weekday, Saturday	Line 96 alignment would be retained between Burbank and Riverside/Figueroa, then via Figueroa St to the Lincoln/Cypress L Line (Gold) station. Connections would also be available with Line 81 to downtown LA. Hourly service would be retained. The line would be renumbered 296 consistent with Metro line numbering convention.
126	Weekday	Line 126 would be discontinued. This service operates weekday peak periods only with very low utilization. Frequent all-day all -week Lines 125, 210, 212, 215, and 232 as well as Torrance Transit Line 8, G-Trans Line 5, Beach Cities Transit Line 109 and LADOT Commuter Express Line 438 would serve the areas served by Line 126.

Services Experiencing Only Disproportionate Burdens		
Line/ Line Group	**Day Type**	**Alternatives**
155, 183	All	Lines 155 and 183 would be combined as new Line 155 between Universal City and North Hollywood Stations maintaining existing coverage on Tujunga, Riverside, and Magnolia. Line 155 service on Olive would be replaced by frequent Burbank Bus Pink Line service which is much more frequent than Line 155. Line 183 east of North Hollywood Station would be replaced by more frequent Line 94 service. Lower usage segment of Line 183 between Burbank and Glendale would have alternative service such as Metro Lines 94 and 92 in Burbank and Lines 92, 94, 180, and 290 in Glendale on the same street or within less than 0.25 mile, excepting eastern parts of Glendale where Metro MicroTransit service would be available.
201	All	Line 201 would be discontinued. This line operates hourly and has very low ridership and productivity. Ridership is especially low in the Silver Lake area and no replacement service is proposed on Silver Lake Bl. Nearest alternative services would be new Line 2 (Sunset Bl/Alvarado St), and new Line 182 (Rowena Av). In the central Glendale area alternative services Line 92 (Brand Bl/Glendale Av), Line 94 (Broadway, Brand Bl, San Fernando Rd), Line 180 (Broadway, Central Av), and Line 603 (San Fernando Rd) either duplicate this service or are with a 0.25 mile walk. In Glendale northeast of San Fernando Rd, Metro new MicroTransit on demand service will have a zone that includes Chevy Chase and Glendale Adventist Medical Center.
217	All	Lines 180, 181, 217, and 780 would be consolidated as one high frequency Line 180 service linking West LA/Expo Line, Hollywood, Glendale, Eagle Rock, and Pasadena via the existing Line 217 and 780 alignment on Fairfax Av, Hollywood Bl, and Colorado Bl via the current Line 180/780 alignment to Glendale, Eagle Rock, and Pasadena. All bus stops on the corridor would receive high frequency service, with bus speed improvement tools such as stop rationalization, bus lanes, and transit signal priority being deployed to maintain competitive on-board travel times. The combination of the frequency, access and speed improvements would provide competitive average travel times for existing and potential future riders. In Glendale, service on Central Av would be relocated to Brand Bl and would continue to serve Broadway, while in Eagle Rock and Pasadena Line 180 would operate via the existing alignment on Colorado Bl, terminating at Pasadena City College. Line 181 service on Yosemite Dr in Eagle Rock would be replaced by Line 81 and service on Colorado Bl east of Pasadena City College would continue to be served by Foothill Transit Line 187. Line 180 service on Lake Av in Pasadena would be replaced by new Metro Line 662. Line 217 service south of the Expo Line where utilization is low would be replaced by Culver CityBus Lines 4 and 6 and Metro Line 108.
218	All	Line 218 would continue to operate its existing alignment from Ventura Bl through Laurel Canyon and Crescent Heights to Fairfax & Santa Monica. Lines 4 and 180 would be available for connections to

Services Experiencing Only Disproportionate Burdens		
Line/ Line Group	**Day Type**	**Alternatives**
		destinations west and south of this location, as well as West Hollywood CityRide for connecting service to Beverly Center/Cedars Sinai Medical Center, replacing Line 218 on Fairfax Av and 3rd St. Service frequency would be commensurate with existing utilization, with Line 240 connecting to B Line (Red) rail service to Hollywood with connections to Line 180 also being a faster alternative service for some riders.
222, 237, 656	All	Line 222 would still serve Hollywood Wy south of Vanowen St then be realigned to serve Riverside Dr and Vineland Av to Universal City Station (a more direct connection to this important hub) and Cahuenga Bl to Universal Studios Dr (replacing Line 237). The Line would have improved weekday and evening service frequency. Service between Universal City Station and Hollywood would be available on the B Line (Red) rail service while Line 222 service on Sunland Bl would be replaced by new Line 290, and Line 294 would serve Hollywood Wy area beside Burbank Airport. Service would not be retained on the low utilization segment of Line 222 on Cahuenga Bl, Barham Bl, Olive Av segment south of Riverside Dr. Line 237 would continue to operate on Woodley Av between the Metro G Line Orange BRT and Rinaldi St. Line 237 on Burbank Bl between Van Nuys Bl and Whitsett would be served by Line 154 which would continue via Burbank Bl rather than Chandler Bl that Line 237 operates on today. Line 224 would replace Line 237 on Lankershim Bl, while Line 222 would replace Line 237 on Vineland Av south of Riverside Dr and a segment of Cahuenga Bl south to Universal Studios Dr. Line 237 south of there to Hollywood would not be replaced with bus service through Cahuenga Pass though B Line (Red) rail service would be available between Universal Station and Hollywood. Line 656 overnight Owl service would be modified to operate a modified route from Normandie Av/Santa Monica Bl through Hollywood and Cahuenga Bl and Lankershim Bl to North Hollywood Station. Line 656 service north of North Hollywood Station would be replaced by new Line 162 and 234 overnight Owl services on Sherman Wy and Sepulveda Bl respectively as well as continued Line 901 G Line (Orange) and Line 233 Van Nuys Bl Owl service.
268	All	Line 268 would discontinue service north of Foothill Bl on Baldwin, Sierra Madre, & Michillinda maintaining service on Foothill Bl between El Monte Station and the L Line (Gold) Sierra Madre Villa Station. Line 268 segment from Sierra Madre Villa Station and Pasadena/Altadena/Jet Propulsion Lab would be replaced by Line 256 on Altadena Bl & Washington Bl. Service north of Washington Bl and on Lincoln Bl. would be replaced by Line 662. New Metro MicroTransit would be available to Jet Propulsion Lab from the Cities of Pasadena, Altadena, and Sierra Madre.

Services Experiencing Only Disproportionate Burdens		
Line/ Line Group	**Day Type**	**Alternatives**
487	Saturday, Sunday	Lines 487 (during peak period) and 489 would be modified to terminate at 7th/Metro area in downtown LA, discontinuing their low utilization extension to Westlake/MacArthur Park which can be reached with connecting B/D Line (Red/Purple) rail service and Line 20 or 720 (weekday peak only). Off-peak period Line 487 would terminate service at the Union Station. Line 487 would be altered to terminate at its eastern end at Sierra Madre Villa Station. Line 487 segment between Sierra Madre Villa Station and Arcadia Station, which has low utilization, would be replaced by new Metro MicroTransit on demand service. Line 487 segment between Arcadia Station and El Monte Station via Santa Anita Av would be replaced by new Line 287. Line 487 would have improved weekday frequency.
550	All	The Line 550 segment between Harbor Gateway Transit Center and USC via the Harbor Transitway would be retained peak periods weekdays, while the segment between San Pedro and Harbor Gateway Transit Center would be replaced in San Pedro by DASH on Gaffey St and 13th St, Line 205 on 7th St, and Line 246 (rerouted to serve Gaffey St between Channel St and Anaheim St). North of Pacific Coast Highway, Line 205 and Torrance Transit would serve Vermont Av in place of Line 550.
601	All	Line 601 would not change alignment but would continue to operate weekdays and weekends with still frequent 15 min. service rather than the 10 min. service daytime today, due to underutilization. The overnight Owl service on this line would also be discontinued due to very low ridership.
685	Weekday	Line 685 weekday only service would be discontinued due to low productivity as a result of low utilization. New MicroTransit serves as a replacement service and operates 7 days a week, with Line 290 also maintaining service to Glendale Community College.
687	All	Line 687 would be discontinued with replacement service available on new Line 662 on Los Robles Av south of Washington Bl to Del Mar L Line (Gold) Station. Due to low utilization, the service on Los Robles Av north of Washington Bl would be replaced new Metro MicroTransit service with connections to Pasadena, with alternative service also available on Line 260 (Fair Oaks Av) and Line 662 (Lake Av).

5. Service Type Analysis

In addition to the line and line groups analysis an analysis was performed by service type. The collective changes for all lines of each service type were evaluated to determine whether in combination they resulted in a significant service change, and if such changes were adverse.

The results of this analysis are shown in Tables 5-1, 5-2 and 5-3 for the respective day types of Weekdays, Saturdays, and Sunday/Holidays. The thresholds shown in the

tables are the values that must be exceeded for adverse impacts to be classified as Disparate Impacts or Disproportionate Burdens.

Table 5-1 Weekday Impacts by Service Type

Service Type	Major Change	Type of Change	Impacted Riders	
			Minority Percent	Low Income Percent
Local	Sig+	Increase	80.29%	53.26%
Express			76.10%	53.10%
Shuttle	Sig+	Increase	54.78%	35.68%
Rapid	Sig-	Decrease	74.18%	51.56%
BRT			56.26%	60.90%
All Bus			83.93%	53.84%
Thresholds			78.5%	21.9%

Table 5-2 Saturday Impacts by Service Type

Service Type	Major Change	Type of Change	Impacted Riders	
			Minority Percent	Low Income Percent
Local			79.65%	51.81%
Express			85.87%	45.06%
Shuttle	Sig+	Increase	43.56%	20.38%
Rapid	Sig-	Decrease	73.76%	53.16%
BRT			54.90%	44.57%
All Bus	Yes	Increase	81.74%	49.52%
Thresholds			78.5%	21.9%

Table 5-3 Sunday/Holiday Impacts by Service Type

Service Type	Major Change	Type of Change	Impacted Riders	
			Minority Percent	Low Income Percent
Local	Sig+	Increase	79.38%	52.45%
Express	Sig+	Increase	88.72%	43.06%
Shuttle	Sig+	Increase	51.20%	28.56%
Rapid	Sig-	Decrease	70.93%	52.81%
BRT			54.90%	44.57%
All Bus	Sig+	Increase	80.25%	51.79%
Thresholds			78.5%	21.9%

5.1 Disparate Impacts by Service Type

Only the Rapid Bus service type experienced significant service reductions, and none of those resulted in a Disparate Impact to minorities.

5.2 Disproportionate Burdens by Service Type

Only the Rapid Bus service type experienced significant service reductions for each day type, and all of these resulted in Disproportionate Burdens on low income populations. In every case reductions in Rapid Bus service were combined with increases in Local services so that all riders in each corridor will see increased service frequencies not just those served by Rapid bus stops.

6. Service Council Area Analysis

An additional analysis was performed by Service Council area to determine if there were adverse geographic consequences from the NextGen proposals. The collective changes for all lines within each Service Council area were evaluated to determine whether in combination they resulted in a significant service change, and if such changes were adverse.

The results of this analysis are shown in Tables 6-1, 6-2 and 6-3 for the respective day types of Weekdays, Saturdays, and Sunday/Holidays. The thresholds shown in the tables are the values that must be exceeded for adverse impacts to be classified as Disparate Impacts or Disproportionate Burdens.

Table 6-1 Weekday Impacts by Service Council Area

Service Council	Major Change	Type of Change	Impacted Riders	
			Minority Percent	Low Income Percent
Gateway			94.88%	49.52%
South Bay			89.28%	54.48%
SFV			77.77%	49.48%
SGV			61.61%	48.35%
Westside			101.66%	66.51%
All Bus			83.93%	53.84%
Thresholds			78.5%	21.9%

Table 6-2 Saturday Impacts by Service Council Area

Service Council	Major Change	Type of Change	Impacted Riders	
			Minority Percent	Low Income Percent
Gateway			86.18%	20.51%
South Bay			89.39%	44.57%
SFV			77.68%	47.83%
SGV			78.65%	49.90%
Westside			84.76%	58.72%
All Bus		Increase	81.74%	49.52%
Thresholds			78.5%	21.9%

Table 6-3 Sunday/Holiday Impacts by Service Council Area

Service Council	Major Change	Type of Change	Impacted Riders	
			Minority Percent	Low Income Percent
Gateway	Sig+	Increase	89.72%	46.94%
South Bay	Sig+	Increase	88.09%	53.27%
SFV	Sig+	Increase	72.67%	46.14%
SGV			78.90%	49.04%
Westside			79.45%	56.36%
All Bus	Sig+	Increase	80.25%	51.79%
Thresholds			78.5%	21.9%

6.1 Disparate Impacts by Service Council Area

As no Service Council area experienced a significant decline in service there are no Disparate Impacts by Service Council area.

6.2 Disproportionate Burdens by Service Council Area

As no Service Council area experienced a significant decline in service there are no Disproportionate Burdens by Service Council area.

7. Public Outreach

The NextGen Bus Study has been conducted around a firm foundation of rider, community, and stakeholder engagement since the study began in mid-2017, during initial input and data gathering, analysis, and findings phases through to the draft Bus Plan. This has included:

- 330+ partnerships with community and stakeholder groups
- 400+ stakeholder meetings, community events, and public workshops
- 64,000 webpage visits
- 25,000+ virtual workshop views
- 16,000+ constructive and positive comments received
- 8.9 million digital and print as impressions
- 12,000+ on-line survey responses

595,000+ Metro take-one brochures delivered to on transit lines, schools, libraries, community centers and city halls

Of particular significance is the 9 meetings held with the NextGen External Working Group of stakeholders formed to advise the project. This working group consists of 61 members representing a variety of stakeholder groups and community organizations throughout LA County, including groups such as Service Councils, Advisory Councils,

Business and Community Organizations, Chambers of Commerce, Educational Institutions, Government Agencies, Non-Profit, Faith-Based Institutions, Transportation Agencies, Transportation Services and Groups and Union Groups providing a diverse representation of the community.

In January 2020, the Metro Board of Directors authorized staff to release the draft NextGen Bus Plan for public review. A series of 15 public workshops were conducted in February/March prior to COVID-19 ending that in person effort (23 workshops were originally scheduled), with an ongoing active on-line presence continuing for the project since then. The workshops were held as follows:

- Feb. 1 @ 10am: Los Angeles Trade Technical College
- Feb. 4 @ 4pm: Grand Annex Wilmington
- Feb. 5 @ 4pm: Marvin Braude Constituent Center Van Nuys
- Feb. 10 @ 4pm: El Monte Station
- Feb. 12 @ 4pm: Plummer Park West Hollywood
- Feb. 13 @ 4pm: Clearwater Building Paramount
- Feb. 19 @ 4pm: East Los Angeles College
- Feb. 20 @ 4pm: Pasadena Senior Center
- Feb. 22 @ 10am: Los Angeles Metro Headquarters
- Feb. 25 @ 4pm: Bell Community Center
- Feb. 26 @ 4pm: The Foundation Center, Western Ave near Imperial Ave
- Feb. 27 @ 4pm: Rose Goldwater Community Center Canoga Park
- Mar. 5 @ 4pm: Norwalk Arts & Sports Complex
- Mar. 7 @ 10am: Providence Wellness Center
- Mar. 11 @ 4pm: Asian Youth Center San Gabriel

Total attendance at these workshops was 1,025. Staff received over 1,500 constructive comments that helped staff update the plan with 18 significant changes addressing concerns primarily with segments or lines that had been proposed for elimination.

A revised draft Bus Plan was issued to July 2020. Details were provided in an on-line booklet as well as a summary booklet distributed on board buses and trains and by staff at key transit hubs in the lead up to six public hearings. The same details contained in the summary booklet were provided for the public hearings.

Notice of intent to hold this public hearing with the required 30-days of notice was published in the following publications:

- Armenian Media Network
- Asian Journal (L.A.)
- Korea Times
- La Opinión
- Los Angeles Times
- Los Angeles Sentinel
- Panorama (Russian)

- Pasadena Star News
- Rafu Shimpo (Japanese)
- South Bay Daily Breeze
- Watts Times
- World Journal (Chinese Daily News)

Information regarding the public hearings was also shared via Facebook, Nextdoor, Twitter, and Metro's blog, The Source.

There were also a number of groups subscribing to the NextGen project that received alerts for the public hearings as follows:

- NextGen Public Workshops list of 4,978 subscribers (6 separate email alerts sent)
- NextGen City Officials list of 162 subscribers (2 separate email alerts)
- NextGen External Working Group list of 140 subscribers (5 separate emails sent)
- Service Councils public mailing list of 423 subscribers (two emails sent)

Approximately 23,000 take one leaflets were distributed aboard Metro buses and over 4,000 take ones were distributed at major transit hubs.

Information regarding the hearings was also shared by la.streetsblog.org, on the Cal State LA, City of Malibu, City of Lynwood, and City of Vernon websites, in online community papers such as Larchmont Buzz and Malibu Times, and by local neighborhood Councils including North Hills West and Los Feliz Neighborhood Councils.

Table 7-1 provides a summary attendance at the public hearings and Table 7-2 provides a summary of unduplicated comments received during the public comment period from July 1, 2020 to August 27, 2020

Table 7-1 Summary of Public Hearing Participation

Next Gen Public Hearing Participation	Listened by Phone	Viewed Livestream	Viewed Archive
San Fernando Valley 8/19	8	91	5
South Bay Cities 8/20	8	27	21
All Regions 8/22	19	64	21
San Gabriel Valley 8/24	8	107	16
Westside Central 8/26	20	102	0
Gateway Cities 8/27	13	70	5
Totals	60	461	68
		Total Participation	589

Table 7-2 Summary of Feedback Received During Public Comment Period of July 1, 2020 to August 27, 2020

Method	Number Received
Phone	27
eComments during hearings	118
Email	128
Virtual Workshop	14
USPS	5
Total Comments Received	292

These comments resulted in staff making a further seven substantive changes to the plan prior to seeking Service Council and Board approval for implementation.

8. CONCLUSIONS

The NextGen service restructuring proposals have been evaluated by line or line group, by service type, and by Service Council area. Based on the Service Equity Analysis conducted, Metro found that some lines will experience Disparate Impact and Disproportionate Burden when applying Metro's policies. However, Metro has evaluated alternatives and the current proposed changes have the least impact to the protected Title VI populations. Therefore, Metro meets the legal test outlined in FTA's Title VI Circular 4702.1B which states:

"There is a substantial legitimate justification for these changes. Metro can show that there are no alternatives to these proposals that would have a less disparate impact on minority riders, but would still accomplish Metro's legitimate program goals."

The following findings were observed:

Finding #1 – Of 112 lines or line groups evaluated there were 17 lines or line groups that would experience a Disparate Impact on minorities on one or more day types. Each of these proposals is consistent with the objectives of the service restructuring program, and alternative services have been identified in each instance that would provide service to most of the impacted riders.

Finding #2 – There are no Disparate Impacts by service type.

Finding #3 – There are no Disparate Impacts by Service Council area.

Finding #4 – Of 112 lines or line groups evaluated there were 31 lines or line groups that would experience a Disproportionate Burden on low income populations on one or more day types. Every line or line group that was

proposed for a significant service reduction, with the exception of Lines 177 and 625 on weekdays, would cause a Disproportionate Burden. This is largely a consequence of the fact that the areas within one quarter mile of all bus stops have a higher share of low income persons than the Metro service area as a whole. Every effort was made in the determination of these proposals to minimize the number of adversely impacted persons, and alternative services would be available in most identified instances.

Finding #5 – Only the Rapid Bus service type would experience a major reduction in services that would result in a Disproportionate Burden on low income populations. In all instances this adverse impact would be mitigated by an increase in service on Local services within each Rapid corridor.

Finding #6 – There are no Disproportionate Burdens by Service Council area.

Contact Us

For additional information, please use the following contact tools to access more project information, ask questions or provide comments.

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Los Angeles County
Metropolitan Transportation Authority

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Attachment G
NextGen Bus Plan Proposal
Regional Service Councils Votes

Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
2, 200, 302*	Line 2 on Sunset Bl merge with Lines 200 (Alvarado/Hoover) & 302 on Sunset Bl, follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merge with Line 200 at Sunset & Alvarado to Exposition Park/USC providing a new direct Line 2 route between USC/Exposition Park & Hollywood, high frequency service for all Sunset Bl & Alvarado St stops. Line 4 will still serve Sunset Bl east of Alvarado St through downtown LA.	WSC PASS	N/A
4, 704*	Lines 4 & 704 on Santa Monica Bl merge to create more frequent Line 4 to follow existing routes between downtown Santa Monica and downtown LA via Santa Monica Bl and Sunset Bl. More service frequency for all new Line 4 stops between Westwood and downtown LA.	WSC PASS	N/A
10, 48*	Lines 10 and 48 have no route changes, more frequency during weekday midday and evening service. Buses to continue to change between these Lines 10 & 48 at Temple/Figueroa in downtown LA.	WSC PASS	
14, 37	Line 14 to have more frequency during weekday midday and evening hours via existing alignment between downtown LA and Beverly/San Vicente via Beverly Bl. Segment west of Beverly/San Vicente to Pico Bl via Beverly Dr would be served by new Line 617. Line 37 has no route changes, will operate more frequent evening service.	WSC PASS	N/A
16, 17, 316, new Line 617*	Lines 16, 17, & 316 merge to create new Line 16 to operate with more frequency during weekday midday and evening hours via existing Line 16/17/316 alignment between downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl. Line 16 west of 3rd St/San Vicente on Burton at Beverly Hills would be replaced by Line 617 operating from E Line (Expo) Culver City Station to Cedars-Sinai Medical Center/Beverly Center via Robertson Bl, then west on Burton Wy and Beverly Dr to Pico Bl. This includes new weekend service for Robertson Bl. • ***WSC Service Council approved with modifications to address concerns with Lines 14/37 and 16/316 by extending the Line 617 route to replace the segments of service lost on Burton Way and Beverly Dr in Beverly Hills.***	WSC PASS	N/A
18, 20, 720*	Lines 18 & 720 merge to create new Line 18 to operate between Montebello-Commerce Metrolink Station and downtown LA, providing more frequency to all stops served between East LA and downtown LA. Line 18 to continue between downtown LA and Wilshire/Western via 6th St. Lines 20 & 720 merge to create higher frequency Line 20 to operate between downtown Santa Monica and downtown LA via Wilshire Bl, following existing Line 20/720 route and serving only existing Line 720 stops west of Sepulveda Bl to Santa Monica. Late night and early morning service will serve existing Line 720 & Line 20 stops west of Sepulveda Bl to Santa Monica: More frequency for all new Line 20 stops between Westwood and downtown LA. Line 720 to operate weekday peak periods only between downtown LA and Westwood.	WSC PASS (18, 20, 720)	SGV PASS (18, 720)
28, 728, 684*	Lines 28 & 728 merge to create new Line 28 between Century City and downtown LA via Olympic Bl, providing more frequency to all stops served. Line 45 to serve section of Line 28 on Broadway between downtown LA and Ave 26. New Line 684 to link L (Gold) Line Lincoln/Cypress Station and Eagle Rock via existing Line 28 alignment on Eagle Rock Bl.	WSC PASS	N/A
30, 330*	Lines 30 & 330 merge to create higher frequency Line 30 to operate via existing route between Pico Rimpau Transit Center and L Line (Gold) Little Tokyo/Arts District Station: Discontinue existing service between Hollywood and Pico Rimpau Transit Center on San Vicente Bl and between L Line Little Tokyo and Indiana Stations along 1st St. Alternative service available on Line 106 and L Line.	WSC PASS	SGV PASS

*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
33, 733*	Line 33 & Line 733 merge on Venice Bl and follow existing route between downtown Santa Monica and downtown LA via Venice Bl with a minor modification to serve Pico Station in downtown LA. Increased service frequency for all new stops between Santa Monica and downtown LA.	WSC PASS	N/A
35, 38	Lines 35 and 38 have no route changes.	WSC PASS	N/A
40, 740*, 212, 312	Lines 40 & 740 merge to create higher frequency Line 40 to operate between LA Union Station and downtown Inglewood Station via Broadway, ML King Jr Bl, Crenshaw Bl, Florence Av. New Line 212 to serve La Brea Av, Hawthorne Bl south of downtown Inglewood Station ending at South Bay Galleria. Line 740 service to Expo/Crenshaw Station replaced by new Crenshaw/LAX light rail. Discontinue Line 40 Owl service between LAX and downtown LA; alternative Owl service available on Lines 45, 105, 108, 111, & 210. Lines 212 & 312 merge to create higher-frequency new Line 212 to operate via La Brea Av between Hollywood/Highland and Inglewood, then extend south via La Brea Av and Hawthorne Bl to South Bay Galleria in place of Lines 40 & 740. Line 212 to continue to be routed via Overhill Dr. New Line 212 to provide more frequency at all stops on La Brea Av and Hawthorne Bl. Underutilized stops on La Brea Av and Hawthorne Bl to be consolidated to balance speed, reliability, and accessibility.	SBC PASS	WSC PASS
45, 745*	Lines 45 & 745 merge to create higher frequency Line 45 to follow existing route between C Line (Green) Harbor Freeway Station, downtown LA, and Lincoln Heights via Broadway. A Line 127 extension will replace Line 45 segment south of J Line (Silver)/C Line Harbor Freeway Station on 117th St, Broadway, El Segundo Bl, and Main St to San Pedro & Rosecrans.	WSC PASS	SBC PASS
51, 52, 351*	Lines 51, 52, 351 merge to create new Line 51 to operate on San Pedro St and Avalon Bl. and follow existing routes between downtown LA, San Pedro St, and Avalon Bl, extending to a new southern terminus at Cal State Dominguez Hills; highest frequency provided north of C Line (Green) Avalon Station. A Line 127 extension would replace Lines 51/351 on Compton Bl and provide a new link to the J Line (Silver)/C Line Harbor Freeway Station. New LADOT DASH service will replace Lines 51, 52, 351 on 7th St west of downtown LA.	SBC PASS	WSC PASS
53*	Line 53 between downtown LA and Cal State Dominguez Hills (CSUDH) rerouted to serve the A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station (instead of C Line Avalon Station) to connect with both lines. Select Line 53 trips continue south of the A Line/C Line Willowbrook/Rosa Parks Station to CSUDH. Line 53 to have more weekday midday and evening hours frequency. In downtown LA, Line 53 will be rerouted from Beaudry Av to Olive St to serve more destinations and provide a new connection to Line 4. Line 55 will replace Line 53 on Beaudry Ave.	SBC PASS	WSC PASS
55, 355*	Lines 55 & 355 merge to create higher frequency Line 55 to operate between downtown LA and A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Adams Bl and Compton Av. Line 55 to follow existing route with all trips ending at Willowbrook/Rosa Parks Station. Line 55 in downtown LA to be rerouted on Beaudry Av, replacing the Line 53 segment. Line 55 segment via A Line Firestone Station to be eliminated to travel direct on Compton Av. Discontinue underutilized Owl service; alternative Owl service available on Avalon Bl (Line 51).	GWC PASS	WSC PASS
60, 760*	Lines 60 & 760 merge to create more frequent Line 60 to operate on Long Beach Bl between downtown LA, C (Green) Line Long Beach Bl and A Line (Blue) Artesia Stations, providing high frequency service for all stops with highest service frequency operating north of the C Line Long Beach Bl Station. Line 60 to be rerouted in downtown LA from Figueroa St to Olive St.	GWC PASS	WSC PASS

*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
62, New Line 262*	Discontinue Line 62 and replaced by new Line 262 between East LA College, L Line (Gold) Atlantic Station, and Hawaiian Gardens via Atlantic, Telegraph Rd, Norwalk Bl, and Pioneer Bl due to underutilized service and to remove duplication with Line 66 west of Atlantic Bl/Telegraph Rd to downtown LA. Discontinue existing service on Imperial Hwy/Bloomfield Av at Norwalk, reducing overlap of Norwalk Transit service, providing better service on Pioneer Bl.	GWC PASS	WSC PASS
66, 605*	Line 66 between the B Line (Red) Wilshire/Western Station and Metrolink Montebello Station via Western Av, 8th St, and Olympic Bl to travel on Olympic Bl rather than 8th St in East LA, replace Line 62 and provider faster, more direct service. Line 66 eastern terminus to be Commerce Center. Discontinue service between Olympic & Gerhart and Metrolink Montebello Station due to underutilized service and to reduce overlap with Line 18. Line 605 to be extended to serve 8th St between Lorena and Soto Sts.	SGV PASS	WSC PASS
68, 70, 71, 106, 770*	Line 68, 70, & 770 merge to create new Line 70 to operate via current Line 770 alignment between downtown LA and El Monte Station, providing more frequency to all stops served via Garvey Av, Atlantic Bl, and Cesar E. Chavez Av. Line 68 segment east of Atlantic Bl to The Shops at Montebello to be served by an extension of Line 106 following the existing Line 68 alignment. New Owl service to be provided on Cesar E. Chavez Av. Line 71 discontinued; Line 106 to be extended to The Shops at Montebello, L Line (Gold) Atlantic Station, and Cal State LA while continuing to serve East LA College and LA County USC Medical Center with connections to new Line 70 on Cesar E. Chavez Av for access to downtown LA. Extension to Cal State LA will follow same alignment as discontinued Line 71 east of State St & Marengo St via Marengo St, Wabash Av, City Terrace Dr to Cal State LA then extend via the existing Line 70 alignment to Garvey & Atlantic. Extension to The Shops at Montebello will follow the same alignment as discontinued Line 68 east of Riggin St & Atlantic Bl. Line 106 to travel direct via 1st St instead of deviating via Indiana St, 3rd St, 4th St, Soto St, Whittier Bl, and Boyle Av to simplify the route. Line 106 to operate very frequent service and implement new weekend service.	SGV PASS	WSC PASS
76*	Line 76 between downtown LA and El Monte Bus Station via Main St and Valley Bl to continue to follow most of existing alignment, with more frequent midday and evening weekday service. Line 76 to no longer travel to the Metrolink Station due to underutilized service and instead operate on Santa Anita Av. In downtown LA, Line 76 to continue operating on Alameda St to 1st St then on existing route to 7th St./Maple St.	SGV PASS	WSC PASS
78, 79, New Line 179, 378*	Lines 78, 79, & 378 to merge creating new Line 78 operating between downtown LA and Arcadia. New Line 78 to operate on Mission Rd, Huntington Dr, Main St/Las Tunas Dr, and Live Oak Av to Santa Anita Av. New Line 179 to replace Line 79 service along Huntington Dr between Rose Hill Transit Center and L Line (Gold) Arcadia Station, connecting with Line 78. Discontinue underutilized Line 78 service on Live Oak Av east of Santa Anita Av; Foothill Transit Line 492 available in this segment.	SGV PASS	WSC PASS
81, 181*	Line 81 route remains same south of Figueroa St and Yosemite Dr to J Line (Silver)/C Line (Green) Harbor Freeway Station via downtown LA. Line 81 to replace Line 181 by reroute via Yosemite St to serve Colorado Bl/Eagledale. Line 81 to have more weekday midday and evening hours frequency; select trips to continue to end at Figueroa/Colorado. Line 81 Owl service will replace Line 83 Owl Service to Figueroa/Colorado and connect to Line 180 Owl service.	WSC PASS	SBC PASS

*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
83, 175, New Line 182*	Lines 83, 175, 256, & 665 replaced with new Line 182, an all-day 7-day a week service, from Olympic/Indiana to East Hollywood B Line (Red) Vermont/Sunset Station via Indiana St, Cal State LA, Eastern Av, Huntington Dr, Mercury Av, Griffin Av, Figueroa St, York Bl, Eagle Rock Bl, Fletcher Dr, Rowena Av, and Franklin St to provide more direct east-west connection between Northeast LA and Hollywood while maintaining service to John Marshall High School and replacing discontinued Lines 83 and 175. Frequent alternative service to/from downtown LA available on L Line (Gold) or Line 81 via Figueroa St to connect with new Line 182.	WSC PASS	SGV PASS
90, 91, New Line 290, 690*	Lines 90 & 91 merge to create new Line 90 between downtown LA and Sunland then extend via Vineland Av to B Line (Red) North Hollywood Station. Discontinue segment north of Sunland Bl. New Line 690 to operate on a segment of Foothill Bl between Lake View Terrace and Sylmar. Lines 81 and 94 continue to service Hill St in place of Lines 90 & 91.	SFV PASS	WSC PASS
92*	Line 92 extended south to Venice & Broadway in downtown LA and operate more frequently.	SFV PASS	WSC PASS
94, New Line 294, 794*	Lines 94 & 794 merge to create more frequent Line 94 to operate on San Fernando Rd via existing Line 94 route between downtown LA and downtown Burbank, with a new route through downtown Glendale then extend west on Magnolia Bl to end at B Line (Red) North Hollywood Station. New Line 294 to operate on San Fernando Rd between Sylmar and downtown Burbank in place of existing Lines 94 & 794.	SFV PASS	WSC PASS
96, New Line 296	Line 96 to operate as new Line 296 via current route between Downtown Burbank, LA Zoo, and Elysian Valley (Riverside Dr/Figueroa St) then travel to L Line (Gold) Lincoln/Cypress Station for connecting service to Downtown Los Angeles, replacing discontinued Line 96 segment between Riverside Dr/Figueroa St and Downtown LA.	SFV PASS	WSC PASS
102, 611	Line 102 to operate between Slauson/Atlantic and Manchester/Sepulveda. East of Central Av/41st St would extend to Vernon and Maywood (Slauson/Atlantic), Line 102 to be rerouted via Central Ave, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, replacing Line 611. Discontinue underutilized segment to South Gate via Hooper Av, Gage Av, Central Av, Florence Av, Seville Av; Line 611 to be altered to link A Line (Blue) Florence Station with Atlantic Bl/Cecilia St via Florence Av, Seville Av, and Santa Ana St. Line 102 to be rerouted via Central Ave, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, replacing part of Line 611. Remainder of Line 611 to be discontinued due to underutilized service and duplication with other lines. Alternative bus services: Florence Av (Line 111), Compton Av (Line 55), Vernon Av (Line 105), Atlantic Bl (Line 260), Seville Av and Pacific Bl (Lines 60, 251). Central Av (Line 53), Slauson Av (Line 108), and Gage Av (Line 110). • ***GWC approved a modified proposal for Lines 611 and 102 as follows: one service would be provided under Line 102 serving Alamo Av, Wilcox Av, Santa Ana St, Seville Av, and Florence Av to the Florence A Line (Blue) Station and an adjustment in Line 102 frequency from the originally proposed 40-minute frequency to every 45 minutes weekdays and weekends. This would replace the originally proposed Line 611.***	GWC PASS	SBC PASS
105, 705*	Lines 105 & 705 merge to create higher frequency Line 105 operating on Vernon Av, MLK Jr. Bl, and La Cienega Bl between Vernon and West Hollywood. All trips continue to serve Santa Rosalia Dr between Hillcrest Dr and Marlton Av. Discontinue underutilized Line 705 segment on MLK Jr. Bl between Hillcrest Dr and Marlton Av.	WSC PASS	GWC PASS

*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
108, 358	Lines 108 & 358 merge to create higher frequency Line 108 to operate via Slauson Av between Culver City Transit Center and Pico Rivera and extend east to Slauson/Rosemead. Owl service to be provided; underutilized stops on Slauson Av consolidated to balance speed, reliability, and accessibility. Discontinue underutilized segments west of Sepulveda Bl to Marina Del Rey via Jefferson Bl, Centinela Av, Admiralty Way, Via Marina, Pacific Av, and deviation into Fox Hills via Buckingham Pkwy and Green Valley Circle. Alternative service: Line 110, Big Blue Bus Line 14, Culver City Lines 2, 4, 7. Big Blue Bus Line 18 also proposed to be extended south to serve the Marina Del Rey peninsula.	WSC PASS	GWC PASS
110*	Line 110 continues serving existing route from Playa Vista to Bell Gardens. At the eastern end at Gage/Garfield, buses stay on Garfield Av and do not serve Foster Bridge Bl, Scout Av, and Florence Pl due to underutilized service. More frequency to be provided during weekday midday and evening hours.	GWC PASS	SBC PASS
111*	Line 111 route unchanged; new Owl service will serve the full route between C Line (Green) Norwalk Station and LAX City Bus Center.	SBC PASS	GWC PASS
115*	Line 115 to provide service from Westchester to C Line (Green) Norwalk Station via Manchester Av and Firestone Bl. Discontinue underutilized service to Playa del Rey west of Manchester/Sepulveda except selected school term trips. Big Blue Bus planning to extend their Line 16 to Playa del Rey and new Metro MicroTransit service will also be available in Playa del Rey.	SBC PASS	GWC PASS
117*	Line 117 from LAX City Bus Center to C Line (Green) Lakewood Bl Station to continue to travel via Century Blvd, Tweedy Blvd, and Imperial Hwy. Near Jordan Downs Housing Complex, Line 117 to be rerouted more directly from 103rd St to Century Bl between Alameda St and Grape St through new Jordan Downs housing development. Line 117 to offer new Owl service.	GWC PASS	SBC PASS
120, New Line 621*	Line 120 to continue to provide service from C Line (Green) Aviation/LAX Station to C Line Norwalk Station via Imperial Hwy. Line 120 to remain on Imperial Hwy and not deviate into the Leeds St parking lot at the Rancho Los Amigos National Rehabilitation Center; providing faster, more direct service. Alternative bus service to the Leeds St parking lot available via Metro Line 117, Willowbrook/Rosa Parks Shuttle and Access Services. New Line 621 to replace Line 120 east from C Line Norwalk Station to Whittwood Mall via existing Line 120 alignment.	GWC PASS	SBC PASS
125*	Line 125 to continue to operate between C Line (Green) Norwalk Station and El Segundo via Rosecrans Av with improved weekday peak and midday service frequency.	SBC PASS	GWC PASS
126	Discontinue Line 126 due to underutilized service; nearest alternative services: Lines 125 (Rosecrans Av), 210 (Crenshaw Bl), 212 (Hawthorne Bl), and 232 (Sepulveda Bl), Torrance Transit Line 8 (Aviation Bl), Beach Cities Transit Line 109, LADOT Commuter Express 438 (Highland Av), and GTrans Line 5 (El Segundo Bl). • ***SBC Service Council approved proposal with the commitment for the Council to coordinate with Metro staff and the Transit to Parks project to work to increase the level of service to parks, beaches and recreational facilities.***	SBC PASS	N/A
127*	Line 127 to follow existing route between A Line (Blue) Compton Station and Downey Depot, except for remaining on Somerset Bl between Clark Av and Bellflower Bl. Discontinue underutilized service on Alondra Bl to make route more direct. Line 127 to extend west of the A Line Compton Station to J Line (Silver)/C Line (Green) Harbor Freeway Station via Compton Bl, San Pedro St, El Segundo Bl, and Broadway to Figueroa/117th St, replacing segments of Lines 45 & 51. New weekend service and more frequent weekday service to be provided.	GWC PASS	SBC PASS

*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
128	Line 128 to operate between A Line (Blue) Compton Station and Alondra Bl & Carmenita Rd. Discontinue underutilized Line 128 segment south of Alondra Bl & Carmenita Rd; alternative service to Cerritos Towne Center via Cerritos On Wheels (COW) Route 1-A. Line 128 to include new weekend service.	GWC PASS	N/A
130*	Line 130 continues to be operated initially by Metro on Artesia Bl between A Line (Blue) Artesia Station and Cerritos and later transitioned to Long Beach Transit. Line 130 west of the Artesia A Line Station is planned to transition to Torrance Transit as their New Line 13, following existing route via Artesia Bl to Redondo Beach. • ***SBC Service Council approved portion of the proposal west of the Blue Line with the eastern portion of the route proposal to be determined by the GWC Service Council***	SBC PASS	GWC PASS
150, 240, 245, 750	Lines 150, 240 & 750 merge to create more frequent Line 150 to operate from Ventura/Reseda west to Chatsworth Station along Ventura Bl and Topanga Canyon Bl providing a connection with new frequent Line 240 operating via Reseda Bl and east along Ventura Bl between Northridge and B Line (Red) Universal City/Studio City Station. New more frequent Line 150 to replace existing Line 245 with service on Ventura Bl and Topanga Canyon Bl.	SFV PASS	N/A
152, 353	Lines 152 & 353 merge to create new Line 152 serving Roscoe Bl with midday weekday frequency improvements. On the east end, Line 152 to travel via Lankershim Bl to provide a more direct connection to the B Line (Red) North Hollywood Station. On the west end, route to terminate at Topanga Canyon Bl. Service on Vineland Ave to be provided by modified Line 162 and new Line 290. Modified Line 162 to provide service on Fallbrook Av.	SFV PASS	N/A
New Line 153, 154	New Line 153 to operate between B Line (Red) North Hollywood Station and downtown Burbank via Burbank Bl, as well as a segment of Burbank Bl east of North Hollywood Station. Line 154 to operate between B Line (Red) North Hollywood Station & Sepulveda Bl, via Oxnard St & Burbank Bl as a two-way direction circulator with more frequency. Discontinue underutilized segment west of Sepulveda Bl.	SFV PASS	N/A
155, 183	Line 155 to merge with a segment of Line 183 and operate via Riverside Dr, Sepulveda Bl, and Magnolia Bl between the B Line (Red) North Hollywood and Universal City/Studio City Stations with more frequent weekday service. Segment of Line 155 east of Universal City/Studio City Station via Olive Av to continue to be served by Burbank Bus newly improved Pink Route. Line 94 to provide more frequency on the segment of existing Line 183 east of North Hollywood Station along Magnolia Bl. New Metro MicroTransit service and existing Glendale Beeline 4 will be available in Glendale to replace the Line 183 segment on Chevy Chase/Acacia/Verdugo. • ***SFV Service Council approved proposal subject to Metro ensuring weekend service is maintained on Olive Av between Burbank Station and Universal City Station in cooperation with the City of Burbank which will provide service on that alignment weekdays.***	SFV PASS	N/A
158, 167	Line 158 to follow existing route via Woodman Av, then travel via Plummer St to Chatsworth Station. Line 167 to serve current Line 158 segment on Devonshire St and existing Coldwater Canyon Av segment. A swap of east-west alignments between Lines 158 & 167 is intended to create simpler, easier to use routes. Service to Sepulveda Ambulatory Care Center to be provided on-street at Haskell Av and Gloria Av. New weekend evening service and more frequent weekday service on Woodman Av to be added.	SFV PASS	N/A
161	Line 161 to operate primarily on existing route between the G Line (Orange) Canoga Station and City of Thousand Oaks. In Calabasas, it would operate on Calabasas Rd instead of Park Calabasas and Park Granada to improve travel time. New weekend evening service to be added. • ***SFV Service Council voted to retain existing service.***	SFV Not Approved	N/A

*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
162, 163*	Lines 162 & 163 merge to provide Line 162 with more frequency during mid-day weekdays on Sherman Way. On the east end, new Line 162 to be routed via Vineland Av to provide more service along the corridor while still connecting to the B Line (Red) North Hollywood Station, and extended to serve Fallbrook Av in the west end and continue to directly serve West Hills Medical Center. Line 152 to serve Lankershim Bl instead of Line 162.	SFV PASS	N/A
164, 165*	Lines 164 & 165 to operate in partnership, with buses changing between these lines at Platt Ave/Victory Bd to eliminate a long turn-around loop and provide more frequent service during the weekday midday hours.	SFV PASS	N/A
166, 364*	Lines 166 & 364 merge to provide Line 166 with more frequent midday weekday service. Line 166 to continue serving Nordhoff St and Osborne St, extending east via Osborne St and Foothill Bl to Hansen Dam and Discovery Cube, connecting with new Line 690 on Foothill Bl. On the west end, Line 166 to end at Nordhoff St/Canoga Av, providing access to Chatsworth Station via Metro G Line (Orange). A segment of Glenoaks Bl to be served by Line 92, and a segment on Topanga Canyon Bl to be served by new Line 150.	SFV PASS	N/A
167	Line 167 to serve the current Line 158 segment on Devonshire St while also serving the existing Coldwater Canyon Av segment. A swap of east-west alignments between Lines 158 & 167 is intended to create simpler, easier to use Lines 158 & 167.	SFV PASS	N/A
169 New Line 645	Line 169 to operate between Lankershim Bl and G Line (Orange) Canoga Station via Saticoy St and Canoga Av with more weekday frequency. New Line 645 will operate a two-way loop between West Hills Medical Center, Canoga Av, and Warner Center serving existing Line 169 alignment. Additional trips serving El Camino High School to be maintained. New weekend service to be provided on Line 169.	SFV PASS	N/A
175	Discontinue Line 175. Segment between John Marshall High School to Sunset & Vermont to be replaced by new Line 182, an all-day 7-day a week service to operate from Olympic/Indiana to East Hollywood (B Line (Red) Vermont/Sunset Station including Fletcher Dr, Rowena Av, and Franklin St.	WSC PASS	N/A
176, 258, 287	Discontinue Line 176 due to underutilized service. Service from El Monte Station to The Shops of Montebello will be provided by new Line 287 via the same alignment as discontinued Line 176. Alternative service: Lines 78, 179, 258, 260, 266, 267, and Montebello Bus Lines 20 & 30. Line 258 to be shortened from the existing alignment between Paramount and Altadena to a new alignment from Fremont & Huntington Dr to provide a much-requested connection with the L Line (Gold) South Pasadena Station via Pasadena Av, Mission St, Fair Oaks Av, and Fremont Av to Cal State University LA, then via a more direct path via Eastern Av and Whittier Bl to rejoin the current alignment at Arizona St. Fremont Av to improve reliability and avoid service duplication in Pasadena area. Discontinue underutilized service on Huntington Dr/Oak Knoll Av-Cir in San Marino. Pasadena Transit Line 20 and new Metro Line 662 to replace Line 258 on Lake Av. Line 258 will implement new weekend service. New Line 287 to replace Line 487 between El Monte and Arcadia via Santa Anita Av, with weekday and weekend service.	SGV PASS	N/A
177	Line 177 will continue to operate weekday peak period service between Pasadena and the Jet Propulsion Laboratory, with a minor reroute to use Mountain St instead of Walnut St to serve more of Pasadena. Metro in partnership with City of Pasadena is exploring the opportunity for Pasadena Transit to operate this service.	SGV PASS	N/A

*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
180, 181, 780*	Lines 180, 181, 217, 780 merge to create new Line 180 operating on same alignment as discontinued Line 780 from Pasadena City College to Washington/Fairfax Transit Hub, extending further south to E Line (Expo) La Cienega/Jefferson Station following discontinued Line 217 alignment. Line 81 rerouted via Yosemite Dr and Eagle Rock Bl to replace discontinued Line 181 segment. Pasadena Transit Line 20 and new Metro Line 662 to replace Line 180 on Lake Av. Foothill Transit Line 187 to replace discontinued Line 181 service on Colorado Bl east of Pasadena City College.	SGV PASS	WSC PASS
201	Discontinue Line 201 due to low ridership. Nearest alternative services: Lines 2, 4, 92, 603, and new Line 182. Metro MicroTransit service will also be available in the Chevy Chase area at Glendale Adventist Hospital	SFV PASS	WSC PASS
202	Line 202 to operate weekdays peak periods with new weekday off-peak service via existing route between A Line (Blue) Artesia Station and the C Line (Green)/A Line Willowbrook/Rosa Parks Station. Discontinue underutilized service south of A Line Artesia Station to Wilmington via Santa Fe Av, Victoria St, Susana Rd, Del Amo Bl and Alameda St. Alternative service: Lines 205 (Wilmington Av), 232 (Anaheim St) and 246 (Avalon Bl), Long Beach Transit Line 52 and Lines 191/192 south of A Line Del Amo Station.	GWC PASS	SBC PASS
204, 754*	Line 204 to follow existing route between Hollywood and C Line (Green) Vermont/Athens Station via Vermont Av. More frequency for all stops on Vermont Av. Line 204 to provide more frequent midday and weekend service. Line 754 will operate weekday peak hours only; new Line 204 to provide more frequent service to existing Line 754 stops.	SBC PASS	WSC PASS
205	Line 205 to provide faster service between San Pedro and Willowbrook on a simpler route via Del Amo Bl between Wilmington Bl and Main St, serving new development and connecting with J Line (Silver) service at Carson Transitway Station, eliminating out-of-direction service overlapping Line 246 on Avalon Bl to Harbor Gateway Transit Center and avoiding duplication of Torrance Transit Line 1 on Vermont Av north of Carson St. In San Pedro, the route to be simpler, serving 7th Street in both directions between Harbor Bl and Weymouth Av. Alternative service on 1st St and 13th St to be provided by DASH San Pedro.	SBC PASS	GWC PASS
206*	Line 206 continues serving Normandie Av between B Line (Red) Vermont/Sunset Station and C Line (Green) Vermont/Athens Station, with no route changes and more frequency during weekday midday and evening hours.	SBC PASS	WSC PASS
207, 757*	Lines 207 & 757 merge to create higher frequency Line 207 to operate between Hollywood and C Line (Green) Crenshaw Station with more frequency for all stops on Western Av.	SBC PASS	WSC PASS
209	Line 209 on Van Ness Av and Arlington Av to be altered to travel between Crenshaw/144th St., C Line (Green) Crenshaw Station (rather than Vermont/Athens Station) and the E Line (Expo) Expo/Crenshaw Station. Connections north from there to Wilshire Bl would be available on Line 210.	SBC PASS	WSC PASS
210, 710 New Line 610*	Lines 210 & 710 merge to create higher frequency Line 210 to operate via Crenshaw Bl between Crenshaw/Wilshire and Crenshaw/Redondo Beach, and via Redondo Beach Bl to South Bay Galleria: Line 210 to provide new Owl service and more frequency for all Crenshaw Bl stops. Torrance Transit Line 2 to replace existing Line 210 segment on Crenshaw Bl and Artesia Bl south of El Camino College. Line 210 service north of Wilshire Bl to Hollywood to be replaced by new Line 610 on Rossmore Av and Vine St	SBC PASS WSC PASS	N?A

*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
211, 215	Lines 211 & 215 to operate as separate two-directional loop routes serving north of C Line (Green) Hawthorne/Lennox Station (Line 211) and south of C Line Hawthorne/Lennox Station (Line 215), providing new midday weekday, night and weekend service. Line 211 loop to replace Line 212/312 on Prairie Av (new Line 212 to instead serve Hawthorne Bl) and replace Line 215 service on Manchester Av and Inglewood Av north of the C Line. Line 215 loop to replace existing Lines 211 & 215 south of the C Line on Prairie Av, Marine Av, and Inglewood Av. Discontinue service to C Line Redondo Beach Station to extend route to South Bay Galleria via Inglewood Av and Grant Av.	SBC PASS	N/A
217	Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service. Line 217 north of La Cienega/Jefferson Station to Hollywood via La Cienega Bl, Fairfax Av, and Hollywood Bl to become part of Line 180 (see 180, 181, 780 proposal).	WSC PASS	SBC PASS
218	Line 218 will be retained between Ventura Bl/Laurel Canyon and Fairfax Av/Santa Monica Bl. Connections will be available to Metro Lines 180 (Fairfax Av) and 4 (Santa Monica Bl) as well as free City of West Hollywood FX service to Beverly Center and Cedars Sinai Medical Center.	WSC PASS	SFV PASS
222, 656	Line 222 to operate on Hollywood Way and Riverside Dr between Hollywood Burbank Airport and B Line (Red) Universal City/Studio City Station, serving Cahuenga Bl south to Universal Studios Bl, creating more direct connections. Discontinue underutilized service south of Cahuenga Bl/Universal Studios Bl to Hollywood; alternative frequent B Line service available between Universal City/Studio City Station and Hollywood. Line 656 Owl service to operate a modified route from Normandie Ave/Santa Monica Blvd to B Line North Hollywood Station via Hollywood, Cahuenga and Lankershim Bls. Discontinue underutilized segments north and west of North Hollywood Station. Nearest alternative Owl services: G Line (Orange), Ventura Bl (Line 240), Van Nuys Bl (Line 233), and Reseda Bl (Line 234). Line 656 Owl service to operate a modified route from Normandie Ave/Santa Monica Blvd to North Hollywood B Line Station via Hollywood, Cahuenga and Lankershim Boulevards. Discontinue underutilized segments north and west of North Hollywood Station. Nearest alternative Owl services: G Line (Orange), Ventura Bl (Line 240), Van Nuys Bl (Line 233), and Reseda Bl (Line 234).	SFV PASS	WSC PASS
224*	Line 224 to operate similar to existing service along Lankershim Bl and San Fernando Rd, terminating at Sylmar/San Fernando Station, with more frequency during weekday midday hours on San Fernando Rd. New Line 690 to serve section of existing Line 224 beyond Sylmar/San Fernando Station on Foothill Bl.	SFV PASS	N/A
230*	Line 230 to operate existing alignment between Sylmar/San Fernando Station and Studio City via Laurel Canyon Bl and Hubbard St. LADOT DASH to provide service north of Sylmar/San Fernando Station by operating more frequent service between LA Mission College and Sylmar/San Fernando Station on Hubbard St.	SFV PASS	N/A
232*	Line 232 to continue to serve the existing route from LAX City Bus Center to Downtown Long Beach via Sepulveda Bl, Pacific Coast Hwy, Anaheim St and Long Beach Bl with more frequent evening service.	SBC PASS	GWC PASS
233	Line 233 to operate with higher frequency on Van Nuys Bl between Foothill Bl in Pacoima and Ventura Bl in Sherman Oaks, similar to existing Line 233 service with selected trips still serving Lakeview Terrace. Underutilized stops between Pacoima and Sherman Oaks consolidated to balance speed, reliability and accessibility. Late night and early morning service through Sepulveda Pass to operate along Sepulveda Bl instead of I-405 Freeway for improved access to the Getty Center, Skirball Center and adjacent neighborhoods. Line 233 to provide Owl service.	SFV PASS	N/A

*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
234, 734	Lines 234 & 734 merge to create higher-frequency Line 234 to operate on Sepulveda Bl and end at Sherman Oaks Galleria (Ventura/Sepulveda) following the same alignment as existing Lines 234 & 734 north to Sylmar and LA Mission College. Underutilized Line 234 stops between Sylmar and Sherman Oaks to be consolidated to balance speed, reliability, and accessibility.	SFV PASS	WSC PASS
236, 237, 239	Line 236 to operate similar to existing route via Balboa Bl between San Fernando Mission Bl and Ventura Bl; modified route to Sylmar/San Fernando Station to operate via San Fernando Mission Bl and Truman St due to underutilized service on the north end of existing Line 236. Line 236 to provide more frequency during weekday midday hours and new evening service. New Line 237 to be created by merging Lines 237 & Line 239. Line 237 to follow existing route from the G Line (Orange) Woodley Station (Woodley/Victory) via Woodley Av, Rinaldi St, then existing Line 239 route via Zelzah Av, Lindley Av, Roscoe Bl, White Oak Av to Encino (Zelzah & Ventura). G Line and B Line (Red) service to replace existing Line 237 service east of G Line Woodley Station to North Hollywood and Hollywood. Line 236 to replace service to Sylmar/San Fernando Station.	SFV PASS	N/A
242 /243	Lines 242 & 243 to operate more frequent service during weekday midday hours on Tampa Av and Winnetka Av between Ventura Bl and Devonshire St. Underutilized service north of Devonshire St to Porter Ranch to be replaced by new Metro MicroTransit service.	SFV PASS	N/A
244, 245	Line 244 to operate as a separate line on current route via De Soto Av between Chatsworth Station and Ventura Bl/Paralta Av. New Line 150 to replace existing Lines 244 & 245 with service on Ventura Bl and Topanga Canyon Bl.	SFV PASS	N/A
246	Line 246 to continue operating existing route from Harbor Gateway Transit Center to Carson, Wilmington, and San Pedro via Avalon Bl. But will travel via Anaheim St, Gaffey St, Channel St instead of Harry Bridges Bl and John S. Gibson Bl between Wilmington and San Pedro (replacing Line 550 there), with more frequent weekday and weekend service. Discontinue underutilized Owl service.	SBC PASS	N/A
251, 751*	Lines 251 & 751 to merge to create new Line 251, which will operate more frequent service between Cypress Park (Ave 28 & Idell) and C Line (Green) Long Beach Bl Station.	WSC PASS	GWC PASS
252	Discontinue Line 252 due to underutilized service. Alternative bus services: Figueroa St (Line 81); Griffin Av/Broadway/Lincoln Park/Sierra/Mercury Av (new Line 182); Broadway (Line 45); Huntington Dr (Line 78), Valley Bl (Line 76), and Soto St (Line 251) and new Metro MicroTransit service in the Lincoln Heights Mercury Av and Griffin Av Montecito Heights areas. LADOT Boyle Heights and El Sereno/City Terrace DASH services also serve Soto St.	WSC PASS	GWC PASS
254	Discontinue Line 254 due to low utilized service. Alternative services: 103rd St (Line 117), Compton Av (Line 55); Firestone Bl (Line 115); Florence Av (Line 111); Pacific Bl (Lines 60, 251); Gage Av (Line 110); Soto St (Line 51); Lorena Av (Line 605); Indiana St (Line 665) and new Metro MicroTransit service in the Watts/Willowbrook area.	GWC PASS	SGV PASS WSC PASS

*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
256, 256A, 256C, New Line 182	Line 256 between Commerce and Altadena via El Sereno, Highland Park, and Pasadena to be served by three separate bus lines with more frequent service. Metro to operate existing segment between Cal State LA Transit Center and L Line (Gold) Highland Park Station as part of new Line 182, with service rerouted via Mercury Dr and Griffin Av between Huntington Dr and Figueroa St. Metro in partnership with City of Commerce is exploring the opportunity for City of Commerce to operate existing Line 256 segment between Commerce and Cal State LA Transit Center (referenced here as Line 256C), with no proposed changes to alignment on this section; Metro in partnership with City of Pasadena is exploring the opportunity for Pasadena Transit to operate a simpler route (referenced here as Line 256A) between L Line Highland Park Station and Pasadena, via Colorado Bl, L Line Memorial Park Station, Lincoln Av, Washington Bl, Altadena Dr and Foothill Bl to L Line Sierra Madre Villa Station.	SGV PASS	GWC PASS
260, New Lines 261 & 660, 762*	Lines 260 & 762 merge to create new more frequent and reliable Line 260 to operate between Pasadena and A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Fair Oaks Av, Atlantic Bl, and Imperial Hwy. New frequent Line 261 to link the A Line Artesia Station & C Line Long Beach Station via Imperial Hwy, Martin Luther King Jr, Atlantic Bl, and Artesia Bl in place of existing Lines 260 and 762. A new frequent Line 660 to operate between L Line (Gold) Del Mar Station and Altadena via Fair Oaks Av in place of existing Line 260 alignment.	SGV PASS	GWC PASS
264, 267, 687, New Line 662	Discontinue Line 264 due to underutilized service. New Line 256 to serve Altadena Dr south of Washington Bl and Foothill Bl, with new Line 662 serving Altadena Dr at Lake Av. Nearest alternative service in Duarte and Monrovia: L Line (Gold), Foothill Transit on Buena Vista St (Line 272) and Myrtle Av (Line 170), and Duarte Transit. Nearest alternative service to Arcadia-Sierra Madre Villa on Temple City Bl, Huntington Dr, Rosemead Bl, Michillinda Av (Lines 266, 267, 268 and Foothill Transit Line 187) and on Baldwin Av/Huntington Dr (Metro Lines 78 & 268). L Line also provides service to the City of Hope Medical Center. Line 267 to be shortened to operate via existing alignment between El Monte, Arcadia, and Pasadena via Temple City Bl, Rosemead Bl, and Del Mar Bl but end at L Line Del Mar Station to improve reliability and avoid duplication of other bus lines. New Line 256 to operate on southern end of Lincoln Av with new Line 662 operating two-directional service on a loop route via Lake Av, Altadena Dr, Lincoln Av, Washington Bl, and Los Robles Av between Pasadena (L Line Del Mar and Lake Stations) and Altadena and provide new weekend service. New Metro MicroTransit service will be available in the Altadena/JPL area including linking those areas with Pasadena.	SGV PASS	N/A
265	Line 265 to continue to operate on existing alignment between Pico Rivera and Lakewood Center Mall with more frequent weekday service.	GWC PASS	N/A
266*	Line 266 has no significant alignment changes between Lakewood Center Mall and L Line (Gold) Sierra Madre Villa Station. Line 266 to end on northbound Lakewood Bl adjacent to Lakewood Center Mall to improve connections with the mall and Line 265. Line 266 to have more frequent service during weekdays and weekends.	SGV PASS	GWC PASS

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Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
268, 256A, 256	Line 268 to operate via existing alignment between El Monte, Arcadia, Sierra Madre, and Pasadena via Baldwin Av, Foothill Bl, but end at the L Line (Gold) Sierra Madre Villa Station to improve reliability, avoid duplication of other bus lines, and provide more frequent weekday service. New Line 256 (referenced here as Line 256A) to operate on southern end of Lincoln Ave, Washington Blvd, Altadena Dr, and Foothill Bl to L Line Sierra Madre Villa Station. New Line 662 to serve north end of Lincoln and Washington Bl west of Los Robles Av. Line 268 has very low utilization to JPL on weekends. Pasadena Transit Line 177 to provide alternative service between Pasadena and the JPL on weekdays during peak periods only and new Metro MicroTransit service will be available in Sierra Madre and Altadena/JPL areas, linking those areas with Pasadena.	SGV PASS	N/A
344	Line 344 to operate the existing route and stops between Harbor Gateway Transit Center and Rancho Palos Verdes	SBC PASS	N/A
442	Discontinue Line 442 due to underutilized service and duplication with other bus lines. Alternative service: J Line (Silver) to Manchester Station (connection with Line 115 on Manchester Bl) or Harbor Freeway Station (connection with Line 120 on Imperial Hwy or C Line (Green)/J Line service).	SBC PASS	WSC PASS
460	Line 460 continue to operate its usual alignment between downtown LA, C Line (Green) Norwalk Station, and Disneyland.	GWC PASS	WSC PASS
487, 489	Line 487 to begin service at L Line (Gold) Sierra Madre Villa Station operating via San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10 ExpressLanes to 7th St Metro Center in downtown LA during weekday peak hours and LA Union Station at all other times (with connections available to B Line (Red), D Line (Purple) and J Line (Silver)). Line 489 route to terminate at Metro 7th St Metro Center. Frequent Metro B Line/D Line services link 7th St Metro Center to Westlake/MacArthur Park in place of Lines 487 and 489. Discontinued Line 487 segment in Sierra Madre to be replaced with new Metro MicroTransit service serving Sierra Madre, Pasadena, and Altadena areas.	SGV PASS	WSC PASS
501	Line 501 to continue to link North Hollywood, Burbank, Glendale, and Pasadena with a new route in Burbank to simplify and expedite service through the Media District by operating on Alameda Av instead of Olive Av; a new route in downtown Glendale via Brand Bl and Broadway to have a stop serving the Americana at Brand and Glendale Galleria. A stop at LA Zoo will be included weekends. • ***SFV Service Council voted to approve with the stipulation that Metro commit to working with the City of Burbank to retain a bus stop to serve at Hollywood Wy***	SFV PASS	SGV PASS
534 New Line 134,	New Line 134: Line 534 to be renumbered to 134. No route changes for New Line 134 between Malibu (Trancas Canyon Rd) and Santa Monica; deviation to Cliffside & Dume on selected trips to be discontinued due to underutilized service.	WSC PASS	N/A
550	Express Line 550 to be retained peak periods weekdays between Harbor Gateway Transit Center and USC. Lines 246 and 450 will connect San Pedro with Harbor Gateway Transit Center. Line 246 will replace Line 550 on Gaffey St between 1st and Anaheim Sts in San Pedro.	SBC PASS	WSC PASS
577	Line 577 between El Monte Station and Cal State Long Beach via I-605 to be rerouted northbound between El Monte Station and Rio Hondo College via I-605 and I-10 freeways instead of Santa Anita Av & Peck Rd, providing faster, more direct service. Discontinue deviation to Los Cerritos Center due to low ridership compared to number of riders impacted, providing faster, more direct service to/from Cal State Long Beach and Long Beach VA Medical Center.	GWC PASS	SGV PASS

*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
601	Warner Center Shuttle frequency to be adjusted to better match ridership and will no longer include overnight Owl service.	SFV PASS	N/A
602	More frequent service provided midday weekdays, evenings, and weekends for Line 602.	WSC PASS	N/A
603*	Line 603 to continue operating current route between Glendale Galleria and downtown LA, with more frequent weekday midday service and rerouted via Glendale Station, providing direct connections with Metrolink and Amtrak.	SFV PASS	WSC PASS
607	Discontinue Line 607 due to underutilized service. Alternative bus service on Stocker St/La Tijera Bl (Line 102), Slauson Av (Line 108), Hyde Park Bl (Line 110), Manchester Av (Line 115), Crenshaw Bl (Line 210), and Overhill Dr (Line 212). • ***SBC Service Council approved amended proposal directing staff to work with the Council to develop transit options in the area, particularly on weekends.***	SBC PASS	N/A
612	Discontinue Line 612 South Gate Shuttle due to underutilized service and duplication of other bus lines. Line 202 will extend north of A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Florence A Line Station and Santa Ana St. Other alternative bus services: 103rd St (Line 117), Compton Av (Line 55), Long Beach Bl and Pacific Bl (Line 60), Florence Av (Line 111), Atlantic Av (Line 260), Martin Luther King Jr. Bl (Line 261), and Imperial Hwy (Line 120) as well as new Metro MicroTransit service in the Watts/Willowbrook area.	GWC PASS	SBC PASS
625	Discontinue Line 625 due to underutilized service. Nearest alternative bus service: Line 232 on Sepulveda Bl and Beach Cities Transit Line 109 on Imperial Hwy as well as new Metro MicroTransit service for the LAX area.	SBC PASS	N/A
665, New Line 182	Line 665 route to be shortened operating all trips between Indiana St & Olympic Bl and Cal State LA Transit Center with Line 665 becoming part of new Line 182. Service on Olympic would be provided by Line 66.	SGV PASS	N/A
685	Discontinue Line 685 due to underutilized service. Nearest alternative bus service to Glendale College provided by Line 290 (Glendale Av), as well as new Metro MicroTransit service.	WSC PASS	N/A
686, 687	Line 686 to operate between Altadena (New York Dr/Allen Av) and the L Line (Gold) Del Mar Station only discontinuing service to the L Line Fillmore Station to avoid overlap with new Line 260 and provide improved weekday frequency. Line 687 to be discontinued due to underutilized service and duplication or proximity to other bus routes. Alternative bus service: new frequent Metro Lines 660 (Fair Oaks Av) & 662 (Washington Bl, Los Robles Av, and Lake Av), Pasadena Transit 20, 31, 32 services and new Metro MicroTransit service in Altadena.	SGV PASS	N/A
744, New Lines 761, 788	Line 761 to replace existing Lines 744 and 788, operating between Sylmar/San Fernando Station and the E Line (Expo) Expo/Sepulveda Station serving high travel demand between San Fernando Valley and the Westside. Line 761 to provide service on Van Nuys Bl, Ventura Bl, and Sepulveda Bl to the Westside including frequent service all day on weekdays and weekend service.	SFV PASS	N/A
901	The G Line (Orange) will continue to serve as a critical arterial service linking destinations across the San Fernando Valley, with more frequency for midday and late evening on weekdays.	SFV PASS	N/A
910	The J Line (Silver) Line 910 service will continue operating between El Monte Station, downtown LA and Harbor Gateway Transit Center with additional trips replacing Line 950 (see also Line 450).	SGV PASS	SBC PASS

*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1st Auth Vote	2nd Auth Vote
950, New Line 450	New Line 450 to replace Line 950, operating between San Pedro via Pacific St, the I-110 Freeway, and Figueroa St to Harbor Gateway Transit Center with peak period weekday service extending north of Harbor Gateway Transit Center to downtown LA (Figueroa/Flower & 7th), serving Harbor Transitway stations. Off-peak weekday and all-day weekends, Line 450 will connect with Line 910 at Harbor Gateway Transit Center. This will improve reliability and allow for the transition to new Zero Emission Buses on J Line (Silver) 910 service. • ***SBC Service Council approved amended proposal directing staff to study removing the Express fare charge for service south of the Harbor Gateway Transit Center***	SBC PASS	SGV PASS

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NEXTGEN Bus Plan

Item #22
NextGen Bus Plan

Metro

October 2020

Key Components of Service Plan



Re-baseline Route Network

- Simplify routing that better links people to where they want to go

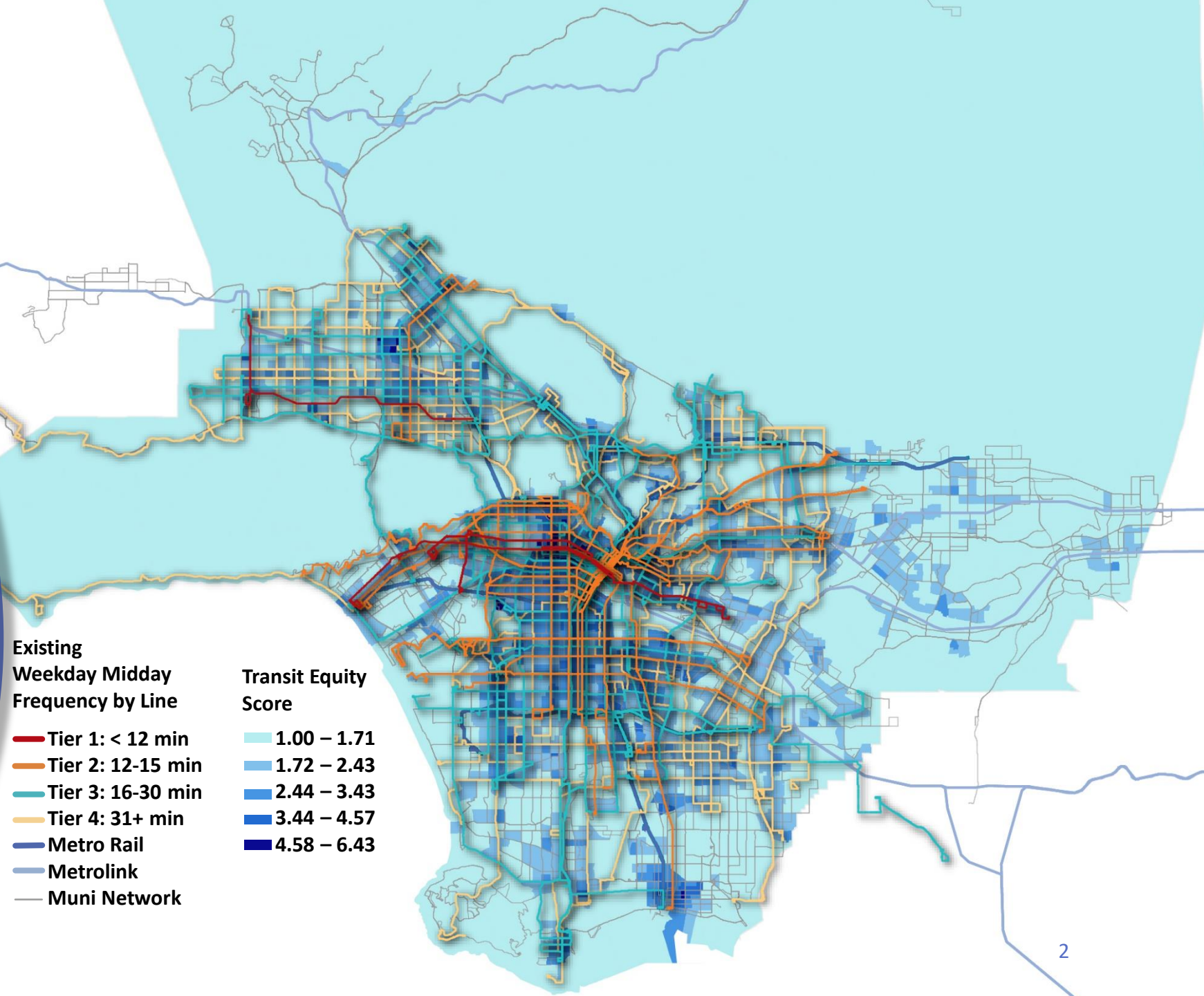
Establish Service Tiers

- Make frequencies throughout the day consistent within each service tiers

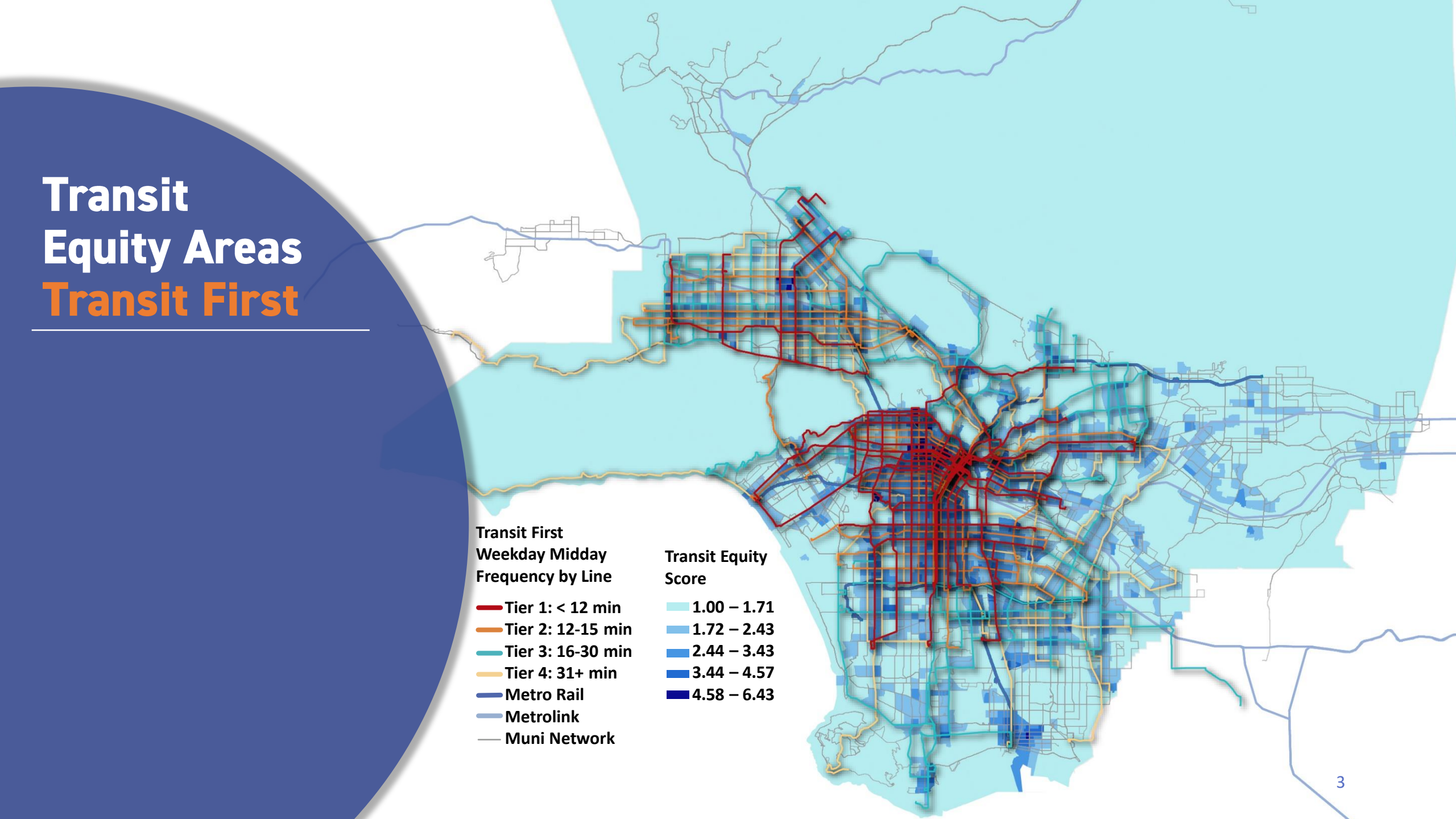
Improve total trip time

- Shorter walks, shorter waits for short distance trips
- Faster speed with transit priorities and a simplified network for long distance trips

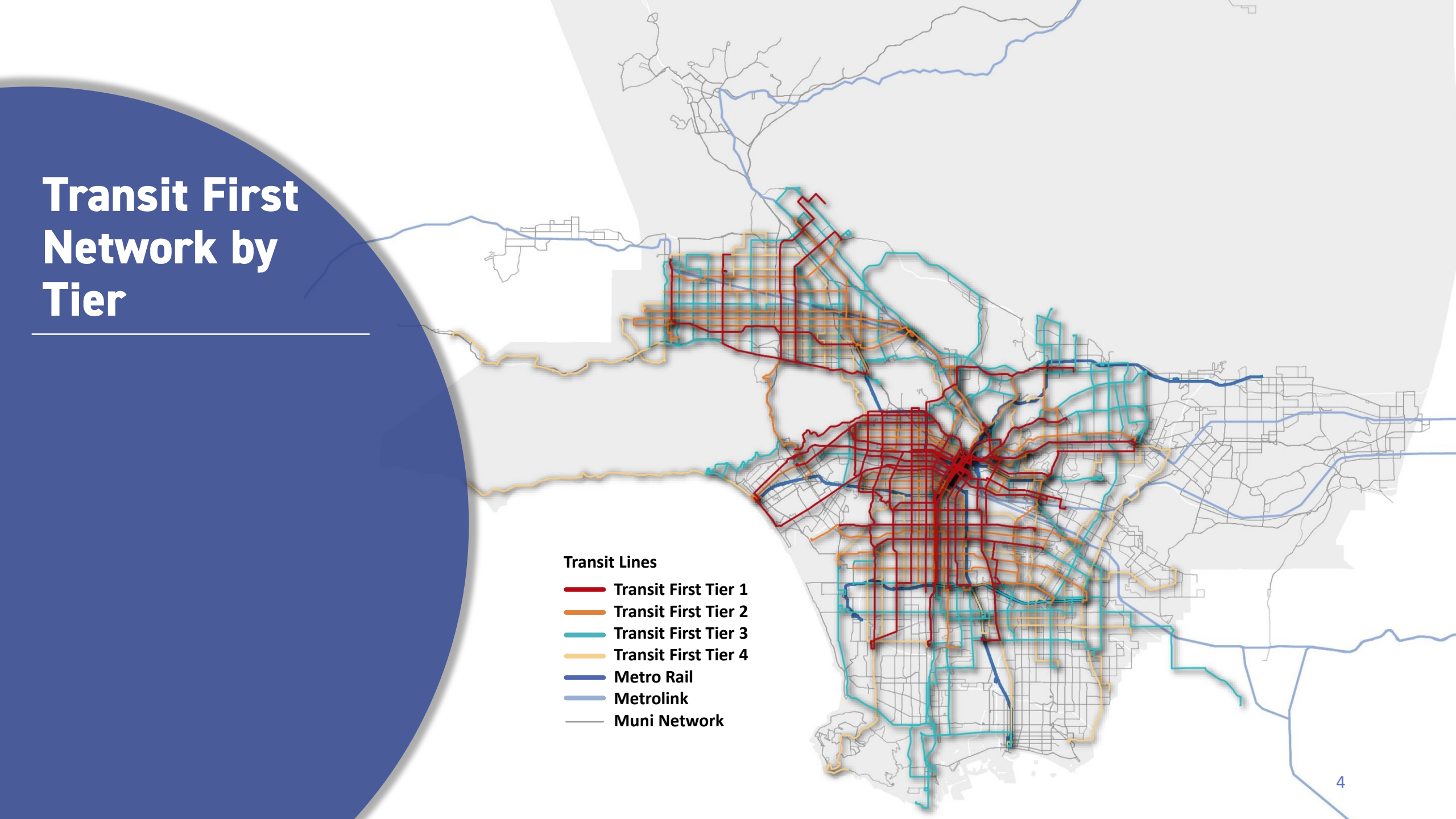
Transit Equity Areas
Existing Service



Transit Equity Areas
Transit First

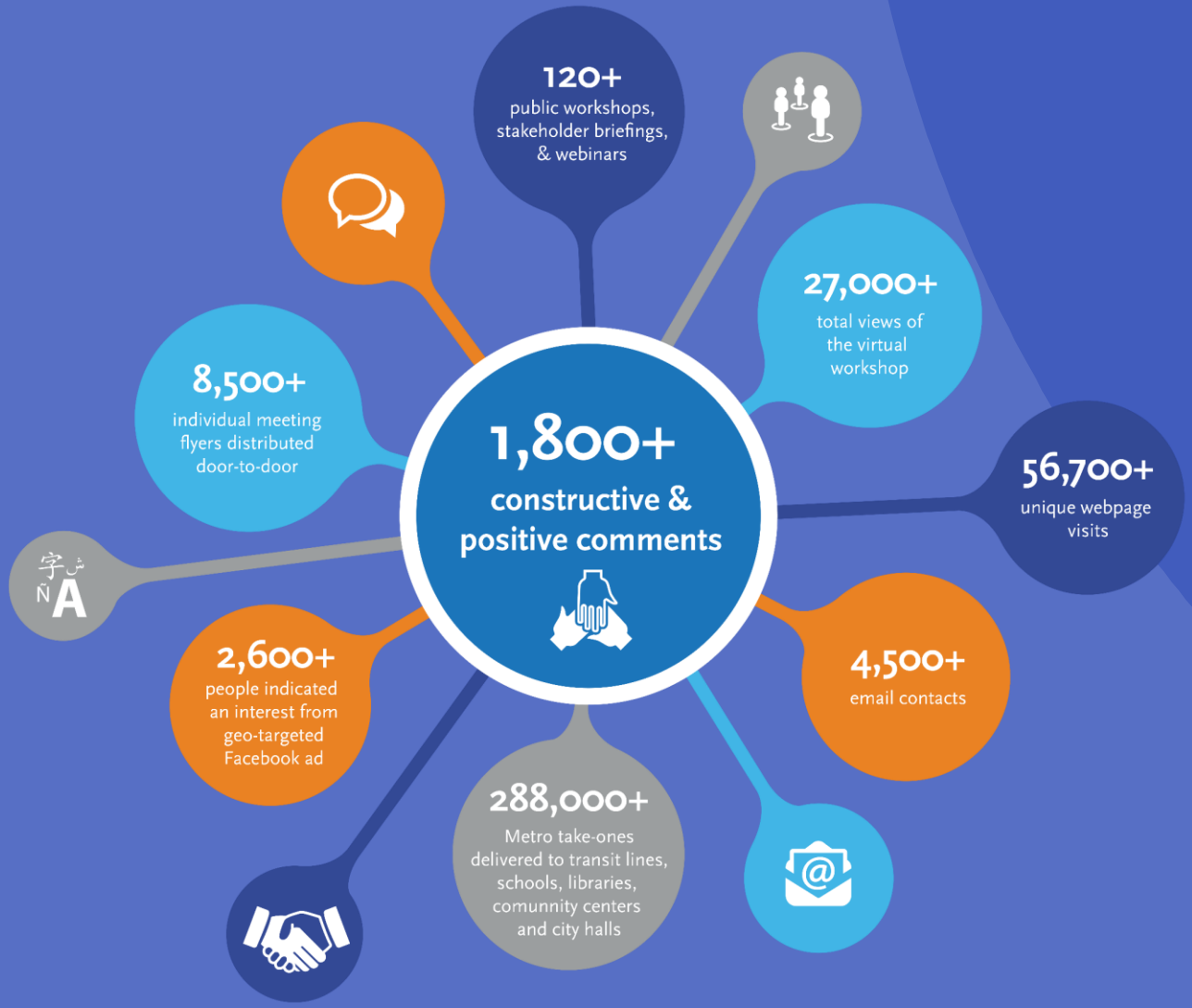


Transit First Network by Tier



Extensive Public Outreach

(January-September 2020)







General Comments–Draft Plan (01/20)

- Widespread support
  - For improved frequencies, especially off peak
  - Merging of Rapid/Local services on key corridors
  - Speed improvements
- More information needed
  - Regarding bus stop consolidation
- Some concerns
  - With lost service coverage
  - Convenience (need to transfer)

Public Hearings Participation and Input

Next Gen Public Hearing Participation	Listened by Phone	Viewed Livestream	Viewed Archive
8/19: San Fernando Valley	8	91	5
8/20: South Bay Cities	8	27	21
8/22: All Regions	19	64	21
8/24: San Gabriel Valley	8	107	16
8/26: Westside Central	20	102	0
8/27: Gateway Cities	13	70	5
Totals	60	461	68
		Total Participation	589

Next Gen Public Comment Period 7/1/2020 - 8/27/2020	
Phone	27
eComments during hearings	118
Email	128
Virtual Workshop	14
USPS	5
Total Comments Received	292

Updated Bus Plan

- 35 changes made based on Public Workshops & Hearings, On-Line Feedback Received, Service Council Input, etc.
- Changes focused on restoring coverage and some one-seat rides in areas of concern
- MicroTransit will serve some low utilization areas
- Kept core service plan intact (high frequency corridors)

Title VI Equity Analysis

- A Title VI Service Equity Analysis required to be conducted for any changes meeting the agency's definition of a major service change

- Board approved Title VI equity policies
  - Disparate Impact may occur if Impacted Minority population is 78.5% (5% or greater than Minority Population of 73.5%)
  - Disproportionate Burden may occur if Impacted Low Income population is 22.0% (5% or greater than low income population of 17.0%

- Analysis conducted for Weekday, Saturday, Sunday by
  - Line/Line Group
  - Service Type
  - Service Council Area

Impacts by Service Type for Title VI

Service Type	Weekday		Saturday		Sunday	
	Significant	Adverse Impact	Significant	Adverse Impact	Significant	Adverse Impact
Local	No	No	No	No	No	No
Express	No	No	No	No	No	No
Shuttle	No	No	No	No	No	No
Rapid	Yes	Disproportionate Burden	Yes	Disproportionate Burden	Yes	Disproportionate Burden
Transitway	No	No	No	No	No	No

Disparate Impact – When a significant adverse service change impacts a population whose minority share is more than 5% greater than the service area average

Disproportionate Burden – When a significant adverse service change impacts a population whose low income share is more than 5% greater than the service area average

Impacts by Service Council Area for Title VI

Service Council	Weekday	Saturday	Sunday
	Adverse Impact	Adverse Impact	Adverse Impact
Gateway	No	No	No
South Bay	No	No	No
San Fernando Valley	No	No	No
San Gabriel Valley	No	No	No
Westside	No	No	No

Disparate Impact – When a significant adverse service change impacts a population whose minority share is more than 5% greater than the service area average

Disproportionate Burden – When a significant adverse service change impacts a population whose low income share is more than 5% greater than the service area average

Impacts by Line/Line Group for Title VI

112 Line/Line Groups Analyzed:

- Disparate Impacts identified as follows:
  - Weekday Lines 40/740, 83, 202, 209, 239, 252, 254, 442, 501, 611, 612
  - Saturday Lines 2/200, 30, 40/740, 78/79/179, 83, 252, 254, 611, 612,, 744
  - Sunday Lines 28/684, 30, 611, 612, 252, 744

Mitigations include new frequent network on same alignment or in close proximity, Muni operator, new MicroTransit service, and key corridor consolidations, as well as adjusted service based on demand.

Line/Line Group	Day Type	Title VI Mitigation
2/200	Saturday	Lines 2 and 4
28/684	Sunday	New Line 684, frequent L Line Gold, Bus Line 81
30	Saturday, Sunday	Frequent network (west end)/L line Gold/Bus Line 106 (east end)
40/740	Weekday, Saturday	Lines 40, 212
78/79/179	Saturday	Lines 78, 179 commensurate with demand
83	Weekday, Saturday	L Line Gold, Bus Lines 81 and new Line 182
202	Weekday	Line 202 (Artesia-Willowbrook + Lines 205, 232, 246 + Long Beach Transit Lines 1, 52, 191, 192)
209	Weekday	Line 209 (144th/Crenshaw-Crenshaw Expo Line) + Line 210
239	Weekday	Line 239 (Ventura-Rinaldi) + Line 236 San Fernando Mission
252	Weekday, Saturday, Sunday	Lines 182, 251, MicroTransit (Lincoln Heights)
254	Weekday, Saturday	Frequent network proximity (Lines 55, 60, 110, 111, 115, 117, 251, 605, 665), new MicroTransit
442	Weekday	Frequent Lines 115, C Line Green connecting to J Line (Silver)
501	Weekday	Frequency adjusted consistent with demand
611	Weekday, Saturday, Sunday	New Line 611, extended Line 102, overlap or proximity of Lines 55, 60, 105, 111, 260
612	Weekday, Saturday, Sunday	Frequent network proximity (Lines 55, 60, 111, 115, 117, 251, 260, 261), new MicroTransit
744	Saturday, Sunday	Lines 233, 240, 761

NextGen Implementation

December 2020

- Begin implementing routing changes to the network
- Balance loads while building most of the Tier 1 and 2 lines to a base of 15 min or better all day service

June 2021

- Majority of NextGen routing changes
- Increase frequency on Tier 1 lines to 10-12 min or better and improve weekend service

December 2021

- Complete NextGen routing changes
- Increase frequency on Tier 1 and 2 lines to 7-10 min and 10-12 min, respectively and continue to improve weekend service

Thank You!

NEXTGEN Bus Plan

Metro®

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2020-0122, **File Type:** Plan **Agenda Number:** 23.

OPERATIONS, SAFETY & CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2020

SUBJECT: MICROTRANSIT OPERATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. APPROVE the proposed MicroTransit Fare Structure
B. APPROVE adjustments to Service Zones per the NextGen Bus Plan

ISSUE

A. Approve the proposed MicroTransit Fare Structure

Metro staff seeks approval of the proposed fare structure including introductory pricing for our new on-demand service, MicroTransit.

In May 2020, Operations assembled an internal working group to develop a recommendation on the MicroTransit Fare Structure.

Participants represented the following departments and business units:

- Office of Civil Rights
- Office of Marketing and Commute Services
- Office of Equity and Race
- Office of Management and Budget
- Transit Access Pass (TAP)
- System Security and Law Enforcement
- Women and Girls Governing Council
- MicroTransit Operations

The working group aimed to identify a fare structure that was consistent with Metro's current offerings and similar to regional operators such as our paratransit provider Access Services.

As such, Metro staff recommends the full price to be set at $2.50 per trip, aligned with the fare

structure of the Silver Line. As a new on-demand service, MicroTransit is similarly priced to Access Services rates which are $2.75 per trip for trips up to 19.9 miles and $3.50 for trips more than 20 miles. MicroTransit trips have been deemed as eligible for National Transit Database 5307 demand-responsive reporting.

In light of the impacts of COVID-19 on our communities, Metro staff recommends a discount be applied for the first six months of Revenue Service Operations for each service zone launched in calendar years 2020 and 2021. As such, the introductory cost of each MicroTransit trip will be $1.00 for all customers and will not include a transfer. MicroTransit passes will be sold at the introductory price in all MicroTransit service zones.

Operations staff will report back on a proposed timeline for the implementation of full fare 120 days following the launch of Revenue Service Operations.

B. Approve adjustments to Service Zones per the NextGen Bus Plan

MicroTransit Service Zones as approved at the February 2020 Board Meeting continue to be adjusted to support the buildout of Metro's NextGen Bus Plan.

Initial operations for MicroTransit will consist of up to a 12-hour service span, up to 7 days per week. Upon launch, hours of operation will be 7am-6pm Monday to Friday and 8am to 4pm on Saturday and Sunday in the Watts/Willowbrook service zone and 5am to 10am and 2pm to 7pm Monday to Friday in the LAX/Inglewood service zone.

MicroTransit is featured within Metro's NextGen Bus Plan recommendations and was presented as part of Metro's public hearings held in August 2020.

BACKGROUND

In light of the COVID-19 pandemic, which has resulted in new travel patterns across our fixed-route transit network, Metro staff is preparing for the roll out of MicroTransit Operations in alignment with Metro's NextGen Bus Plan.

By design, MicroTransit is a flexible transit service built in alignment and synchronization with our NextGen Bus Plan. The goals of the service are to retain and to grow ridership for Metro while improving the customer experience for current and future riders of the Metro network.

As approved in February 2020, the agency's on-demand service will allow Metro customers to order trips on the new service and to connect to our bus routes and train lines using internet browsers, mobile applications and our in-house call center. MicroTransit has been planned to address systemic ridership losses by investing and prioritizing customer experience elements such as public safety, cleanliness, and responding directly to the needs of how women and girls travel on our system. MicroTransit will make rideshare a viable mode for many communities which may not be able to afford the cost of privately operated services.

Metro staff is currently preparing to launch MicroTransit in the six unique service areas listed below:

- Watts/Willowbrook
- LAX/Inglewood

- Northwest San Fernando Valley
- Highland Park/Eagle Rock/Glendale
- Altadena/Pasadena/Sierra Madre
- UCLA/Westwood/Century City

Operations staff has closely monitored the COVID-19 pandemic and has adjusted the MicroTransit service model in order to safely operate while still serving the transportation needs of vulnerable populations and disadvantaged communities. Operations will fully comply with all safety protocols to ensure that the risk of COVID-19 is minimized for both employees and customers.

In an effort to adjust and respond to evolving State and County directives, Operations staff ran on-street testing in this new operating environment. Testing was run with virtual customers and Metro employees in partnership with technology partner RideCo and vehicle partner Access Services in the summer of 2020. Additional testing will be conducted throughout the fall.

The technology being utilized and developed in this pilot continues to be a highly effective means to adjust public transit to be responsive to an evolving operational environment, including essential trips.

Revenue Service Operations remain on track to launch in December 2020 in the Watts/Willowbrook and LAX/Inglewood service zones.

FINANCIAL IMPACT

The revenue and funding sources will be finalized during future budget processes.

NEXT STEPS

MicroTransit Operations will continue to advance at pace with our NextGen Bus Plan. As a tool of NextGen, MicroTransit will be reviewed and service zones potentially reconfigured to best support the roll out of our systemwide changes to transit operations

Metro staff will continue to pursue funding at local, state and federal levels as well as sponsorship, private financing and related methods for revenue generation.

Prepared by: Rani Narula-Woods, Sr. Director of Special Projects, (213) 922-7414

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

ITEM 23

MicroTransit Pilot

Metro

Operations, Safety & Customer Experience Committee
October 15, 2020

Overview

By design, MicroTransit is a flexible transit service built in alignment and synchronization with our NextGen Bus Plan.

The goals of the service are to:

- retain ridership
- grow ridership
- improve the customer experience for current and future riders

Per approval by the Board in February 2020, Metro staff is currently preparing to launch MicroTransit in the six unique service zones listed below:

- Watts/Willowbrook
- LAX/Inglewood
- Northwest San Fernando Valley
- Highland Park/Eagle Rock/Glendale
- Altadena/Pasadena/Sierra Madre
- UCLA/Westwood/Century City

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Fare Working Group

In May 2020, Operations assembled an internal working group to develop a recommendation on the MicroTransit Fare Structure.

The working group aimed to identify a fare structure that was consistent with Metro's current offerings and similar to regional operators such as our paratransit provider Access Services.

Participants represented the following departments and business units:

- Office of Civil Rights
- Office of Marketing and Commute Services
- Office of Equity and Race
- Office of Management and Budget
- Transit Access Pass (TAP)
- System Security and Law Enforcement
- Women and Girls Governing Council
- MicroTransit Operations

Metro

MicroTransit Fare Structure

Description	Cost
Full Fare	$2.50 per trip
Introductory Fare	$1.00 per trip

Service Zone	Introductory Fare
Watts/Willowbrook	December 2020-May 2021
LAX/Inglewood	December 2020-May 2021

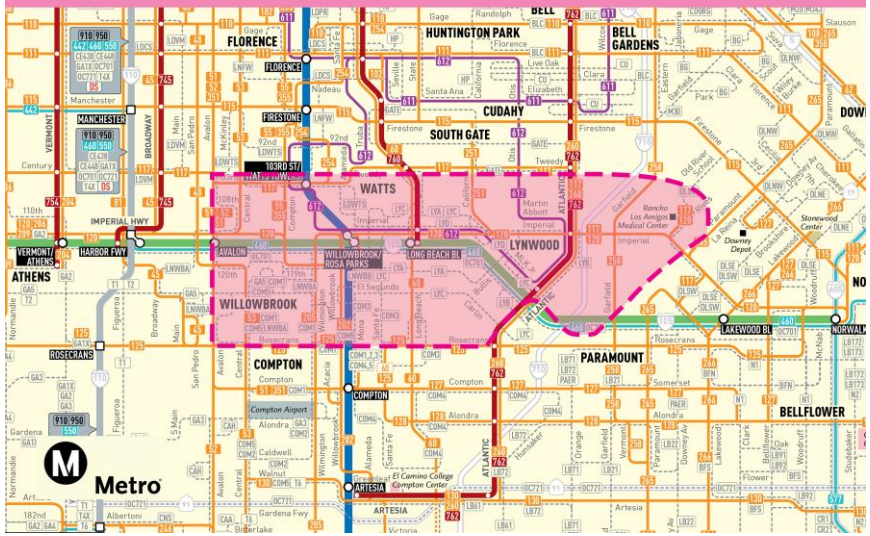
*Introductory fare to apply for first six months of operation in each service area in calendar years 2020 and 2021.

Metro

Service Zone Maps and Hours of Operation

Service Zone	Monday-Friday	Saturday and Sunday
Watts/Willowbrook	7am to 6pm	8am to 4pm
LAX/Inglewood	5am to 10am and 2pm to 7pm	

Proposed Watts/Willowbrook Metro MicroTransit Service Zone



Proposed LAX/Inglewood Metro MicroTransit Service Zone



Zone boundaries and hours of operation will be adjusted based upon customer demand and utilization of the new service

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2020-0613, **File Type:** Plan **Agenda Number:** 24.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2020

SUBJECT: REGIONAL CONNECTOR SERVICE PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE Alternative A (Long Beach - APU/Citrus College and Santa Monica - Atlantic) as the opening day service plan for Regional Connector.

ISSUE

The Regional Connector is anticipated to open in the Summer of 2022. This project will connect the A Line (Blue), E Line (Expo) and L Line (Gold) into one integrated light rail network with all trains serving three new stations through downtown LA. The service plan described in the Locally Preferred Alternative (LPA) of the 2012 Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) described trains routed through downtown LA in a North/South and East/West configuration connecting Long Beach to APU/Citrus College and beyond and Santa Monica to Atlantic and beyond. This service plan has been referenced in public outreach and engagement through the EIS/EIR stage of the project as well as during construction. The Board action recommended in this report seeks to validate and approve the LPA as the service plan for operations starting opening day of the Regional Connector.

DISCUSSION

The Regional Connector Transit Project is a 1.9 mile Light Rail Transit extension that will connect the A Line (Blue) and E Line (Expo) with the L Line (Gold) through downtown LA. By connecting the three rail lines together, the L Line (Gold) would be severed at Little Tokyo Station. However, all lines will run through downtown LA and serve three new stations at:

- Little Tokyo/Arts District Station - 1st St/Central Av
- Historic Broadway Station - 2nd St/Broadway
- Grand Av Arts/Bunker Hill Station - 2nd Pl/Hope St

In addition, Regional Connector provides the opportunity to connect the A Line (Blue) and E Line (Expo) with L Line (Gold) giving customers direct service through downtown LA. The service plan described in the LPA of the EIS/EIR would connect the A Line (Blue) with the L Line (Gold) north from

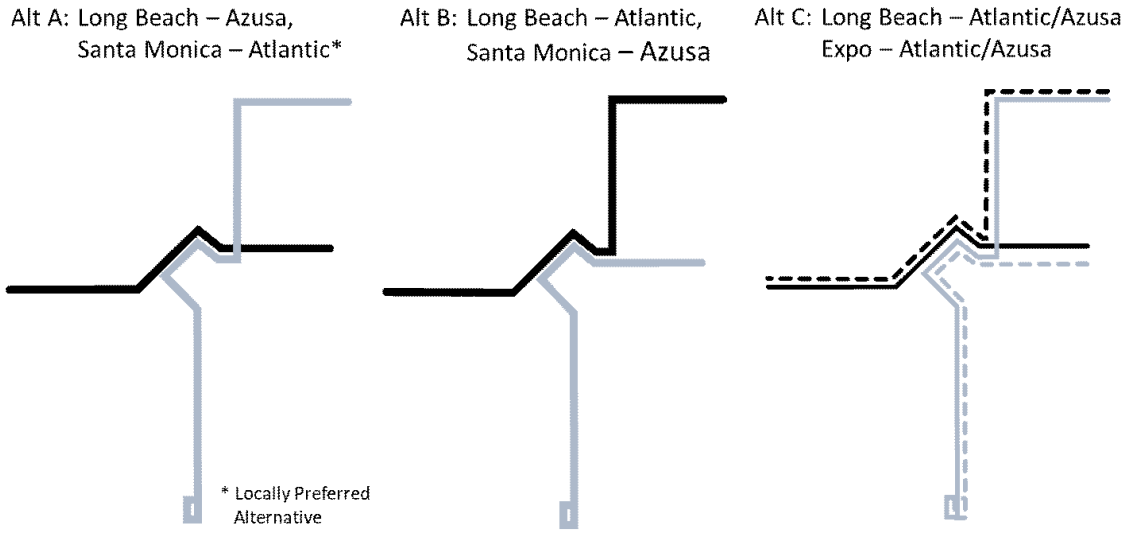
Union station to APU/Citrus College and the E Line (Expo) with the L Line (Gold) east from Pico/Aliso to Atlantic Station. The purpose of this report is to validate and seek approval for the LPA service plan based on the following criteria:

- Travel patterns to/from each segment
- Network simplicity
- Headway consistency
- On Time Performance
- Peak vehicle requirement
- Revenue vehicle hours

In addition, it is important to note that the project team has conducted a significant amount of public and stakeholder outreach and engagement referencing the LPA service plan throughout the project development. Over 100 stakeholder working group briefings were made during the EIS/EIR process as well as elected official briefings, community update meetings, and collateral materials disseminated. During the construction phase, outreach continues through additional elected official briefings, through the Community Leadership Council (CLC), monthly community meetings, pop up events, through print and digital collateral materials, and at the Little Tokyo Community Office. The service plan described in the LPA has been well received throughout the entire outreach and engagement process.

Alternative Evaluated

There are three primary alternative service plans that were evaluated, as follows:



- **Alternative A** is the LPA and connects A Line (Blue) with the L Line (Gold) north from Union station to APU/Citrus College and the E Line (Expo) with the L Line (Gold) east from Pico/Aliso

to Atlantic Station

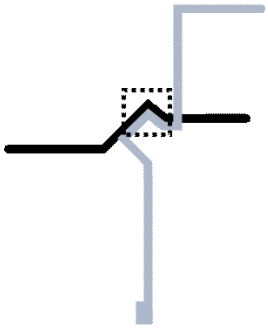
- **Alternative B** connects A Line (Blue) with the L Line (Gold) east from Pico/Aliso to Atlantic Station and the E Line (Expo) with the L Line (Gold) north from Union station to APU/Citrus College

- **Alternative C** is a branch alternative that connects both A Line (Blue) and E Line (Expo) with alternating trips to the L Line (Gold) east from Pico/Aliso to Atlantic Station and the L Line (Gold) north from Union station to APU/Citrus College

Travel Patterns

All three alternatives provide service from their respective outer terminals to downtown LA. They all also share the same alignment through downtown LA via the Regional Connector. Therefore, the only travel pattern consideration is to identify if there is a distinct bias for customers travelling from one leg of the network through downtown LA to the other leg of the network.

Figure 1
Trips Distributions for Alternative A



All Trips

	Origin (O) to Destination (D)	All Trips	Outside DTLA – Outside DTLA	Inside DTLA – Inside DTLA	Outside DTLA – Inside DTLA
East Flows	O: Expo D: Gold Line East O: Blue D: Gold Line (US – APU)	100%	12%	52%	36%
West Flows	O: Gold Line East D: Expo O: Gold Line (US – APU) D: Blue	100%	12%	53%	35%

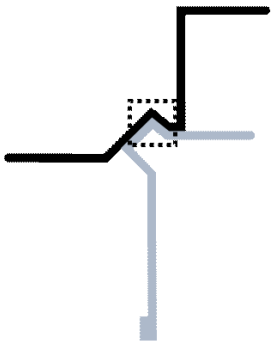
Transit Trips

	Origin (O) to Destination (D)	All Trips	Outside DTLA – Outside DTLA	Inside DTLA – Inside DTLA	Outside DTLA – Inside DTLA
East Flows	O: Expo D: Gold Line East O: Blue D: Gold Line (US – APU)	100%	12%	24%	64%
West Flows	O: Gold Line East D: Expo O: Gold Line (US – APU) D: Blue	100%	8%	25%	67%

Figure 1 shows the distribution of trips originating within a one mile buffer of each leg of the network based on the Alternative A service plan. The “All Trips” table shows all travel using cell phone location data while the “Transit Trips” shows trips made by transit based on TAP data. About 88% of all trips and transit trips made are either destined for downtown (Outside DTLA - Inside DTLA) or within downtown (Inside DTLA-Inside DTLA). Therefore, only about 12% of customers travel through downtown from the A Line (Blue) to L Line (Gold) north to APU/Citrus College and E Line (Expo) to L Line (Gold) east from Pico/Aliso to Atlantic.

Figure 2

Trips Distributions for Alternative B



All Trips

	Origin (O) to Destination (D)	All Trips	Outside DTLA – Outside DTLA	Inside DTLA – Inside DTLA	Outside DTLA – Inside DTLA
East Flows	O: Expo D: Gold Line (US – APU) O: Blue D: Gold Line East	100%	14%	51%	35%
West Flows	O: Gold Line (US – APU) D: Expo O: Gold Line East D: Blue	100%	14%	51%	34%

Transit Trips

	Origin (O) to Destination (D)	All Trips	Outside DTLA – Outside DTLA	Inside DTLA – Inside DTLA	Outside DTLA – Inside DTLA
East Flows	O: Expo D: Gold Line (US – APU) O: Blue D: Gold Line East	100%	14%	24%	62%
West Flows	O: Gold Line (US – APU) D: Expo O: Gold Line East D: Blue	100%	9%	25%	66%

Figure 2 shows a similar analysis based on the Alternative B service plan. Again, most trips are destined for Downtown LA or within downtown LA. Therefore, since neither routing shows significant advantages as only a small percentage of trips travel through downtown LA, travel pattern is not a major factor in validating the LPA.

Network Simplicity

Figure 3
Peak Hour Wait and Transfer Times (min)

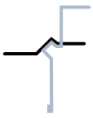
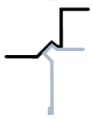
Alternative	Route	Initial Wait	Transfer	Total
A 	Santa Monica - Atlantic	3	0	3
	Santa Monica - APU/CC	3	3	6
	Long Beach - Altantic	3	3	6
	Long Beach - APU/CC	3	0	3
B 	Santa Monica - Atlantic	3	3	6
	Santa Monica - APU/CC	3	0	3
	Long Beach - Altantic	3	0	3
	Long Beach - APU/CC	3	3	6
C 	Santa Monica - Atlantic	6	0	6
	Santa Monica - APU/CC	6	0	6
	Long Beach - Altantic	6	0	6
	Long Beach - APU/CC	6	0	6

Figure 3 shows the average wait + transfer times for customers navigating the three service alternatives based on a 6 minute peak hour headway. This analysis applies to trips that travel through downtown LA.

For Alternative A, all trips would begin with a 3 minute wait time (half the headway). Since A Line (Blue) would be connected to L Line (Gold) north to APU/Citrus College and E Line (Expo) would be connected to L Line (Gold) east to Atlantic, those trips would not require a transfer. Therefore, their total wait + transfer time would be 3 minutes. Going from the A Line (Blue) to L Line (Gold) east to Atlantic or E Line (Expo) to L Line (Gold) north to APU/Citrus College would require a transfer of 3 minutes in this alternative. Therefore their total wait + transfer time would be 6 minutes.

For Alternative B, the opposite would occur with A Line (Blue) to L Line (Gold) east to Atlantic and E Line (Expo) to L Line (Gold) north to APU/Citrus College only incurring a 3 minute wait time, while the remaining two travel patterns would require a transfer.

For Alternative C, the initial wait time from any origin would be 6 minutes since every other train would directly connect to their destination outside of downtown LA. Therefore, all trip patterns would require a total of 6 minutes wait + transfer times. In addition, Alternative C would result in significant operational complexity as peak hour trains would need to pull into different satellite divisions during the middle of the day given the different route lengths and proximity to home divisions from the four different branches. This complexity results in extreme difficulty in keeping track of trains and operators during the midday and adds to the revenue hour and costs due to transferring operators and trains back to their home divisions after the PM peak period.

Headway Consistency

Figure 4
Percent of Trips within Headway Adherence Levels

Alternative	Percent of Scheduled Headway (NB/EB)						
	100%	110%	120%	130%	140%	150%	Greater
A	55%	73%	82%	87%	90%	92%	8%
B	57%	71%	78%	82%	85%	87%	13%
C	53%	67%	75%	81%	85%	88%	12%
Current	69%	81%	87%	92%	95%	97%	3%
Recovery	58%	82%	90%	94%	96%	97%	3%

Figure 4 shows the percentage of trips under each alternative that would be compliant with the headways at each adherence level. Trips at 100% adherence would be spaced exactly 6 minutes apart on a 6 minute headway. At 150%, trips would be spaced between 6 and 9 minutes (6*150%) apart. Greater than 150% would result in lost service.

Based on this analysis, Alternative A performs the best in headway consistency with 92% of trips adhering to a 6 to 9 min headway. However, the street running delays currently incurred on the A Line (Blue) and E Line (Expo) as it approaches the Washington/Flower junction spread to the L Line (Gold). As a result, none of the alternatives perform as well as the current network. Therefore, to ensure trains are properly spaced and sequenced going through the Regional Connector, faster

trains must be slowed down to meet the travel time of slower trains, or slower trains must be sped up to meet the travel times of faster trains. The former can be accomplished by adding in-line schedule recovery at stations near the junction. This would require faster trains to wait between one and two minutes at stations approaching the junction. The latter would require improvements to LADOT traffic signal systems to provide more transit signal priority for the A Line (Blue) and E Line (Expo) in the LA street running segments of the lines. Metro continues to work with LADOT on this effort.

Resource Requirements

Figure 5
Resource Requirements

Alternative	Total Peak Vehicles	With 20% Spares	Weekday Revenue C Hours	Annual Revenue C Hours	Annual Operating Co
A	208	250	2,835	961,558	$461,547,8
B	205	246	2,799	949,221	$455,626,2
C	208	250	2,936	995,820	$477,993,8

*Assume $480 per revenue car hour

Figure 5 presents the number of vehicles, revenue car hours, and estimated operating cost for each alternative. While Alternative B is the least expensive to operate, it is worth noting that spending one percent more per year for Alternative A would yield much better headway consistency, which is critical to the successful operations of the Regional Connector.

Recommendation

Based on the analysis presented above, Alternative A (A Line (Blue) to L Line (Gold) north to APU/Citrus College and E Line (Expo) to L Line (Gold) east to Atlantic) is the recommended Regional Connector service plan. Specifically:

- This is the Locally Preferred Alternative
- Significant outreach and support for Alternative A
- Simple to understand (and operate) network that minimizes wait and transfer times
- Performs best in headway regularity
- Second least costly operations

FINANCIAL IMPACT

Adoption of Alternative A would require $462 million per year to operate. However, the current A Line (Blue), E Line (Expo), and L Line (Gold) costs roughly $344 million per year to operate. Therefore, the net increase in operating cost is $118 million per year.

Impact to Budget

Operation of the Regional Connector is not included in the FY21 budget as it is currently still under construction. The staffing plan to support pre-revenue service and revenue service activities for the Regional Connector is under development. The Operations department will seek budget amendment authorization for the agency-wide FTEs needed in the upcoming months. Upon turnover to revenue service operations, labor and expenses will be include future fiscal year budgets.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan Goal 1: Provide high-quality mobility options that enable people to spend less time travelling by expanding the Metro transit network, increase mobility options, and provide new connections to key destinations.

NEXT STEPS

Should the Board approve Alternative A as the Regional Connector service plan, staff will:

1) Implement Alternative A (Long Beach - Azusa, Santa Monica - Atlantic) which is the Locally Preferred Alternative (LPA).

2) Initially implement in-line schedule recovery before the junction to improve the headway regularity of service running through the Regional Connector.

3) Continue to work with LADOT to reduce street signal delays on the Blue and Expo Lines near Downtown LA so that in-line schedule recovery can be minimized or eliminated.

Prepared by: Conan Cheung, SEO Service Development, (213) 418-3034

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

ITEM 24

Regional Connector Service Plan

October 2020



Purpose

- Purpose – Validate Locally Preferred Alternative (LPA) as continued to be supported by stakeholders and the community through the environmental and construction phases.

- Criteria for validating alternatives include:
  - Travel patterns to/from each segment
  - Network simplicity
  - Headway consistency
  - On Time Performance
  - Peak vehicle requirement
  - Revenue vehicle hours

Service Scenarios

Three primary service scenarios being evaluated:

Alt A: Long Beach – Azusa,
Santa Monica – Atlantic*



* Locally Preferred Alternative

Alt B: Long Beach – Atlantic,
Santa Monica – Azusa

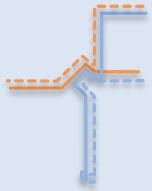


Alt C: Long Beach – Atlantic/Azusa
Expo – Atlantic/Azusa



Metro

Network Simplicity: Wait and Transfers

Alternative	Route	Initial Wait	Transfer	Total
A 	Santa Monica - Atlantic	3	0	3
	Santa Monica - APU/CC	3	3	6
	Long Beach - Altantic	3	3	6
	Long Beach - APU/CC	3	0	3
B 	Santa Monica - Atlantic	3	3	6
	Santa Monica - APU/CC	3	0	3
	Long Beach - Altantic	3	0	3
	Long Beach - APU/CC	3	3	6
C 	Santa Monica - Atlantic	6	0	6
	Santa Monica - APU/CC	6	0	6
	Long Beach - Altantic	6	0	6
	Long Beach - APU/CC	6	0	6

Headway Regularity

Alternative	Percent of Scheduled Headway (NB/EB)						
	100%	110%	120%	130%	140%	150%	Greater
A	55%	73%	82%	87%	90%	92%	8%
B	57%	71%	78%	82%	85%	87%	13%
C	53%	67%	75%	81%	85%	88%	12%
Current	69%	81%	87%	92%	95%	97%	3%

Alternative	Percent of Scheduled Headway (SB/WB)						
	100%	110%	120%	130%	140%	150%	Greater
A	60%	75%	83%	87%	90%	92%	8%
B	59%	73%	79%	83%	86%	88%	12%
C	57%	71%	79%	84%	87%	89%	11%
Current	67%	78%	85%	90%	93%	96%	4%

- Alternative A performs the best for regularity of headways
- No alternative performs as well as current because traffic signal delays on Blue and Expo will spread to Gold Line

Service Plan Recommendation

Alternative A (Long Beach – Azusa, Santa Monica – Atlantic)

- Approved as Locally Preferred Alternative
- Significant outreach and support for Alt A
- Simple to understand (and operate) network that minimizes wait and transfer times
- Performs best in headway regularity
- Second least costly operations
- Opportunities to improve upon Alternative A with train delay mitigations

Implementation Recommendation

- Implement Alternative A (Long Beach – Azusa, Santa Monica – Atlantic) which is the Locally Preferred Alternative (LPA).
- Initially implement in-line schedule recovery before the junction to improve the headway regularity of service running through the Regional Connector.
- Continue to work with LADOT to reduce street signal delays on the Blue and Expo Lines near Downtown LA so that in-line schedule recovery can be minimized or eliminated.

Questions?

Los Angeles County
Metropolitan Transportation
Authority
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3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2020-0623, **File Type:** Informational Report **Agenda Number:** 25.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2020**

SUBJECT: MOTION 22.1: NEXTGEN BUS SPEED ENGINEERING WORKING GROUP STATUS UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the status report in response to Motion 22.1 entitled NextGen Bus Speed Engineering Working Group (July 2019). This update provides details regarding a technical working group appointed by Metro and its efforts to coordinate with a complementary group from Los Angeles Department of Transportation (LADOT) to develop a work program to improve bus priority and assess the need to coordinate with other jurisdictions and municipal operators.

ISSUE

In July 2019, the Board approved Motion 22.1 entitled NextGen Bus Speed Engineering Working Group as part of the NextGen Service Concept. This motion requests the following:

A. Develop 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;
B. Form a NextGen Bus Speed Engineering Working Group co-chaired by the Metro CEO and the General Manager (GM) of the Los Angeles Department of Transportation (LADOT), or their designees, and establish a regular meeting schedule, at least monthly;
C. Assess the need for coordination with additional local jurisdictions and municipal operators where bus delay hotspots exist; and
D. Report back to the Operations, Safety and Customer Experience Committee on the above in April 2020, and quarterly thereafter.

This report provides a status update for FY21Q1 on the response to Motion 22.1.

BACKGROUND

In July 2018, the Board adopted Motion 38.1, endorsing travel speed, service frequency, and system reliability as the highest priority service design objectives for the NextGen Bus Study. These objectives have been incorporated in the Regional Service Concept, that was approved by the Board in July 2019, which provides the framework for restructuring Metro's bus routes and schedules.

Concurrent to the approval of the Regional Service Concept, the Board approved Motion 22.1: Engineering Working Group, which provides direction to staff to establish a partnership between Metro and LADOT to identify, design, fund and implement transit supportive infrastructure to speed up transit service as part of the NextGen Bus Plan.

The Metro CEO has appointed a Technical Working Group focused on identifying, planning, designing and implementing bus speed and reliability improvements. This group, consisting of Metro Service Planning will work in close partnership with LADOT's equivalent technical team, consisting of Traffic Operations, Active Transportation, Vision Zero, and Transportation Planning Groups, meeting on a regular basis (every 2-4 weeks), to ensure ongoing coordination and advancement of the program. Additional Metro departments (e.g. Communications, Planning, OMB, OEI, Program Management, Security), as well as other municipal traffic departments and transit operators, would be engaged as needed when specific projects have been defined and advanced towards design and implementation.

An External Affairs Working Group has also been established as a subcommittee of the Technical Working Group. It is comprised of staff from Metro Community Relations, LADOT External Affairs, StreetsLA, the Los Angeles Mayor's Office, Metro Board Staff and Metro Service Planning. Their work focuses on coordinating to communicate with and prepare communities for coming improvements including identifying and addressing potential impacts, as well as coordinating outreach and engagement efforts for these projects.

At major milestones and as needed, the Technical Working Group will report on progress to the Metro CEO and LADOT's GM, and/or their designees, to seek direction on goals and objectives of the Technical Working Group as well as policy guidance on balancing priorities for roadway and curb space.

DISCUSSION

Since the last update provided to the Board on May 21, 2020, the Technical Working Group met on August 12, 2020.

During this period, the Technical Working Group accomplished the following:

5th Street & 6th Street Bus Priority Lane

In partnership with LADOT and StreetsLA's ADAPT Program, the Technical Working Group has completed a westbound bus priority lane on 5th Street and an eastbound bus priority lane on 6th Street, between Flower Street and Central Avenue.

- Weekdays between 7:00 AM and 7:00 PM
- Typically, over 80 buses per hour use either 5th or 6th Streets, which equates to one bus every 45 seconds
- Benefits to bus riders from the Eastside, Westside and Southeast

While the project has been implemented, staff is deferring an evaluation of this project until traffic volumes and ridership patterns recover from COVID-19, which has brought a significant reduction in traffic volumes and relaxed parking enforcement policies by LADOT, including bus lane enforcement, through October 2020. Therefore, there are no substantive impacts to report on travel time, reliability or ridership.

Bus Signal Queue Jumper at 5th Street/Flower Street

As bus lanes are just one of the tools in the Speed & Reliability Toolkit, Metro has also identified an opportunity to employ a different tool to reduce bus delays for westbound buses at 5th Street/Flower Street. Currently, buses must serve the nearside stop at 5th Street/Flower Street with 700 daily boardings and alightings, and then slowly maneuver from the right hand side of the curb to the left side of 5th Street, which results in potentially conflicting crossover with private vehicles attempting to use the 110 Freeway On-Ramp on the right hand side of the street.

With a bus signal queue jumper, Metro and other transit buses would have a dedicated signal phase to safely and efficiently “jump the queue” of adjacent cars to merge to the left and away from freeway traffic to make their way towards Westlake and Koreatown.

Metro expects to complete engineering design and installation of this project in Spring 2021.

Aliso Street Bus Only Lane

The Technical Working Group has also implemented a critical, “missing gap” bus lane that links the existing Spring St bus only lane at Los Angeles City Hall with the I-10 ExpressLanes entrance (formerly El Monte Busway) at Alameda St. In conjunction with the soon-to-open Patsaouras Bus Plaza Busway Station at Union Station East, Metro and Foothill Transit commuters will benefit from an improved customer experience in this segment.

- Identical hours of operation with existing bus only lane on Spring Street and Left Turn Pocket at Alameda Street
- Typically, over 60 buses per hour use Aliso Street, which equates to one bus every minute
- Benefits to San Gabriel Valley riders and Busway users at Cal State LA and LAC+USC Medical Center

Because this bus only lane is always in effect, the Technical Working Group has agreed to pilot a raised curb treatment that seeks to improve bus lane compliance. This treatment will be evaluated for effectiveness and potentially expanded to other areas if successful.

Looking Ahead

The NextGen Bus Speed Engineering Working Group is continuing to discuss and analyze future corridors along key arterials for equitable opportunities and are actively collaborating with partner agencies and stakeholders. Staff plans to provide further details about these corridors in the next quarterly update in January 2021.

Additionally, Metro is working with LADOT to expand TPS to more buses and along non-TPS Tier 1

corridors under the NextGen Bus Plan. Today, only Metro Rapid (Red) buses receive TPS, which can extend green lights to prioritize certain buses. Given the NextGen Bus Plan to combine the best of Metro Rapid priority attributes with Metro Local access for all riders, Metro is exploring the viability to install TPS transponders on its entire 2,300 bus fleet and work with LADOT to increase opportunities for Metro buses to receive signal prioritization along Metro Tier 1 bus routes.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendations support strategic plans:

Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Improving the speed and reliability of the bus network will reduce transit travel times as well as improving competitiveness with other transportation options.

Goal #2: Deliver outstanding trip experiences for all users of the transportation system. These initiatives help to move more people within the same street capacity, where currently transit users suffer service delays and reliability issues because of single occupant drivers.

Goal #3: Enhance communities and lives through mobility and access to opportunity. With faster transit service and improved reliability, residents have increased access to education and employment, including Cal State LA Station, with greater confidence that they will reach their destination on time.

Goal #4: Transform Los Angeles County through regional collaboration and national leadership. Because Metro does not have jurisdiction over local streets and arterials, collaboration with other partner agencies such as LADOT, City and County of Los Angeles are necessary to ensure these speed and reliability improvements are successfully implemented.

NEXT STEPS

Metro and LADOT will continue to collaborate on implementing transit supportive infrastructure and provide quarterly progress reports to the Board.

ATTACHMENTS

Attachment A - Motion 22.1

Prepared by: Stephen Tu, Director, Service Planning, (213) 418-3005
Conan Cheung, SEO Service Development, (213) 418-3034
Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



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Chief Executive Officer

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Los Angeles, CA

Metro

Board Report

File #: 2019-0572, **File Type:** Motion / Motion Response **Agenda Number:** 22.1

REGULAR BOARD MEETING
JULY 25, 2019

Motion by:

DIRECTORS BONIN, GARCETTI, KREKORIAN, SOLIS AND GARCIA

Related to Item 22: NextGen Bus Speed Engineering Working Group

In June 2018, the Metro Board endorsed speed, frequency, and reliability as the highest priorities for Metro's bus service in the NextGen Bus Study. In recent years, the primary contributor to slow speeds and poor schedule reliability has been growing traffic congestion on city streets. This congestion directly increases Metro's operating costs and reduces the quality of the service that Metro can afford to provide. Providing high-quality transit options with competitive travel times is the single most important step Metro can take to retain and grow ridership, increase the carrying capacity of local roadways, and shift regional travel patterns toward more efficient modes. These goals are essential components of both Metro's Vision 2028 Strategic Plan and the City of Los Angeles' Mobility Plan 2035 and Sustainable City pLAn.

The phenomenon of traffic congestion impeding mass transit operations is particularly acute in Downtown Los Angeles and nearby neighborhoods -- and the experience of the recent Flower Street pilot bus lane has demonstrated the effectiveness of strategic bus-supportive infrastructure in allowing transit riders to bypass congestion. Other types of bus-supportive infrastructure may include queue jumpers, signal priority, or boarding islands. Combined with operational improvements like All Door Boarding, these types of infrastructure improvements can cut stop times and improve bus speeds by 20% or more.

Metro buses operate on streets controlled by local jurisdictions. Therefore, close coordination between Metro and local agency partners is essential to successfully implement infrastructure changes. A working group is needed to ensure close coordination between Metro's Operations Department and city transportation agencies.

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SUBJECT: NEXTGEN BUS SPEED ENGINEERING WORKING GROUP

APPROVE Motion by Directors Bonin, Garcetti, Krekorian, Solis and Garcia that the Board direct the CEO to:

A. Develop 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;

B. Form a NextGen Bus Speed Engineering Working Group co-chaired by the Metro CEO and the General Manager of the Los Angeles Department of Transportation, or their designees, and establish a regular meeting schedule, at least monthly;

C. Assess the need for coordination with additional local jurisdictions and municipal operators where bus delay hotspots exist; and

D. Report back to the Operations, Safety, and Customer Experience Committee on the above in October 2019, and quarterly thereafter.

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Los Angeles County Metropolitan Transportation Authority

ITEM 25

NextGen Bus Speed Engineering

Working Group Status Update

Metro

Operations, Safety, and Customer Experience Committee
October 2020

Background

Response to Motion 22.1 (July 2019)

- Develop a list of priority bus supportive infrastructure projects to support NextGen Bus Plan
- Form a Working Group co-chaired by the Metro CEO and GM of LADOT, or their designees, and establish a regular meeting schedule
- Assess need for coordination with additional local jurisdictions and municipal operators where bus delay hotpots exist
- Report back to Operations, Safety and Customer Experience Committee on a quarterly basis

Meeting Frequencies

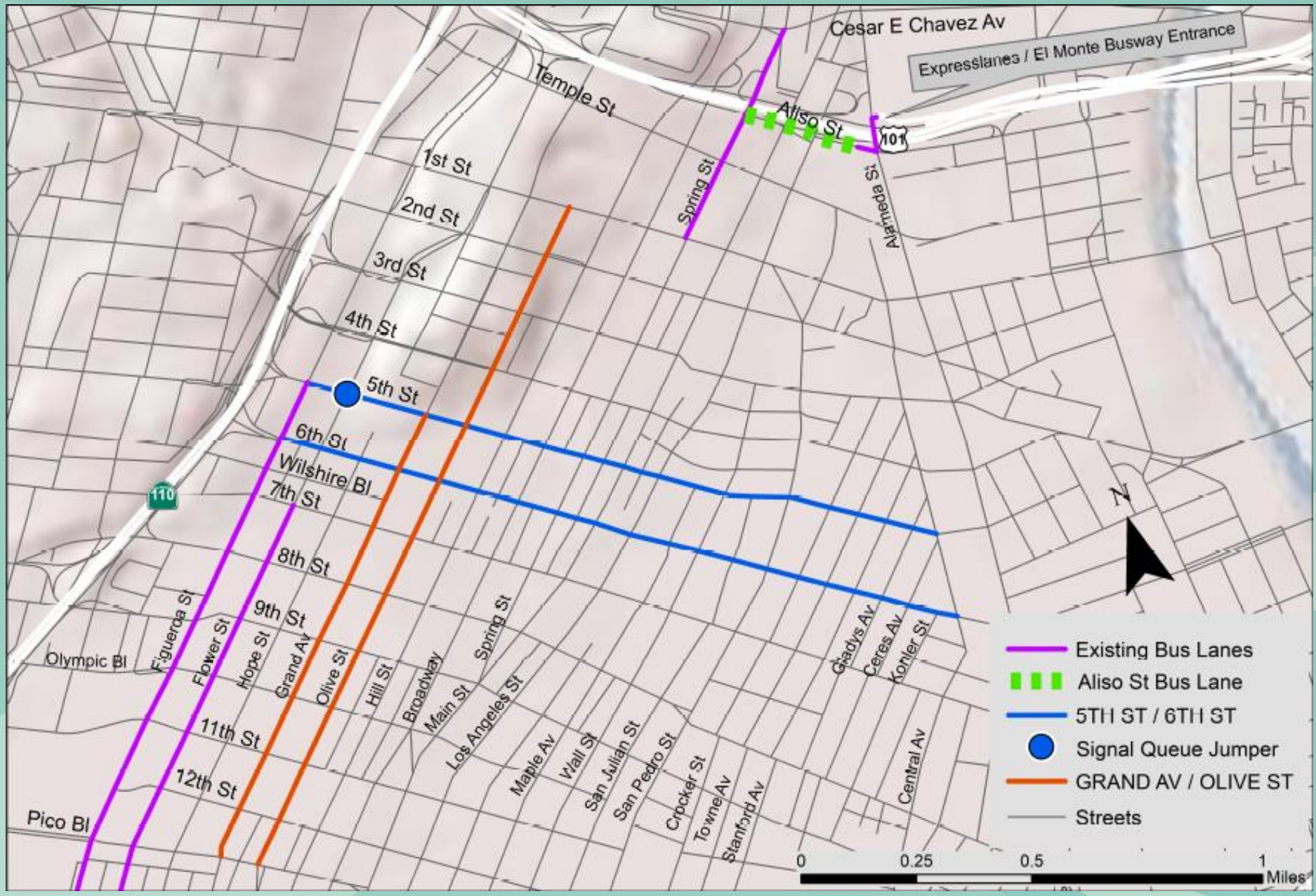
Since the last update provided to the Board in May 2020:

- **Technical Working Group** has been meeting on a monthly basis
- **External Affairs Group** has been meeting on a bi-weekly basis



Metro

Downtown LA (DTLA) Corridors

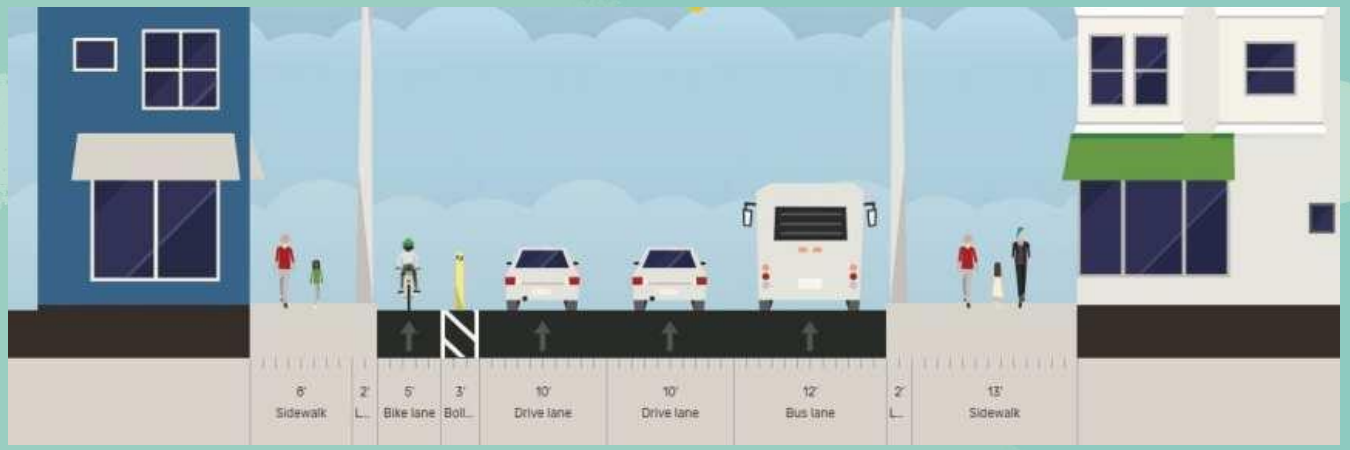


5th & 6th Street Bus Priority Lanes (DTLA)

Multi-agency partnership with Metro, LADOT and StreetsLA to reduce congestion, improve mobility and increase safety



- Newly, repaved streets for buses, bicyclists and motorists from Flower St to Central Av
- Protected bike lanes connecting to Spring & Main Forward bike network
- Bus priority lanes weekdays 7am to 7pm
- Up to 80 buses/hour funnel through 5th & 6th Streets



Metro

Aliso Street Bus Only Lane (DTLA)

Critical segment which links today's Spring St Bus Only Lane with I-10 ExpressLanes/Busway entrance for over 12 miles of continuous bus lane priority

- Same 24/7 hours of operation as Spring St and I-10 ExpressLanes/Busway
- Up to 60 buses/hour which equates to one bus every minute
- Substantial benefits to San Gabriel Valley commuters and students who ride Metro J Line (Silver), 487, 489 and Foothill Transit commuter buses towards Cal State LA, El Monte and beyond
- Piloting a rubberized, raised curb to evaluate for improved compliance





Looking Ahead (Beyond DTLA)

1. Technical Working Group is continuing to discuss future corridors outside of Downtown LA for equitable opportunities and actively collaborating with partner agencies and stakeholders

2. Metro working with LADOT to expand "Transit Priority Signaling" (TPS) to its entire fleet of buses, which can extend green lights to prioritize certain buses
   - Today, only Metro Rapid (Red) buses receive priority

3. Expanding All Door Boarding to future lines to reduce delays at bus stops and improve customer experience

4. Next quarterly report expected in January 2021

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

File #: 2020-0639, **File Type:** Oral Report / Presentation **Agenda Number:** 27.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2020

SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Transit Safety and Security Report

ISSUE

This report reflects August 2020 performance data as reported under the transit policing deployment strategy which is a combination of in-house fare compliance officers, private security for fixed assets and a multi-agency law enforcement deployment strategy by the Los Angeles Police Department (LAPD), Los Angeles County Sheriff's Department (LASD), and Long Beach Police Department (LBPD). In addition, the report highlights initiatives from the System Security and Law Enforcement department and its efforts to create a safer environment for Metro employees and a safer experience for Metro customers.

BACKGROUND

The System Security and Law Enforcement (SSLE) department entered into a multi-agency policing partnership in 2017 to increase the number of police on the Metro system to provide a greater, more visible "felt presence" of police to help deter criminal activity on Metro buses and trains.

DISCUSSION

LAW ENFORCEMENT CONTRACT COMPLIANCE

SSLE's Compliance group continues, and remains, fully committed to ensure that Metro is receiving the transit law enforcement services it is paying for and although, subsequent testing of the Mobile Phone Validator (MPV) dashboard has shown uneven to subpar results, SSLE staff is working on multiple pilot projects to validate which officers logged into the MPV application and to view real-time video footage of their locations.

- Starting September 15, 2020 use an alternative feature from the Mobile Device Manager (MDM) system and compare the data with the submitted law enforcement weekly schedules. The intent of this pilot is to validate which officers logged into the MPV application, at what time, and at which point they logged off.

- Starting October 1, 2020, utilizing the Lex-Ray service contract to view real-time video footage. The intent is to validate officer locations.

SSLE staff believes these pilot projects are worthy of contract compliance and accountability, and intents to update the Board on progress or setbacks during the November Board Report.

METRO TRANSIT SECURITY DEPARTMENT

Metro Transit Security (MTS) is in the process of revising all of its policies and procedures. This will be accomplished over the next 90 days. In addition, MTS is in the process of adding to the training cadre to expand the in-service training of the security officers and supervision. We have worked with the Chief Civil Rights Officer and staff to remodel our Implicit Bias training.

We have also partnered with LAPD on a series of supervisory training on the overall process for investigating Use of Force and personnel complaint investigations. The first training module was *Use of Force Investigations* and was conducted on September 17, 2020. The goal is to ensure MTS supervisors are conducting thorough transparent investigations.

Training

- **Implicit Bias Training** - The first 2-hour training session was completed on September 10, 2020 with positive feedback from a group of 9 Transit Security staff and Lieutenants. Plans on how to schedule the rollout to the rest of the department should be finalized by the end of September.

- **Safety for Maintenance & Engineering Teams** - Leticia Solis, DEO Wayside Systems and Ron Dickerson, DEO SSLE, approved the presentation. Dates for initial 45-minute training sessions have been set for September 22, 23, and 29, 2020. There will be 30 Wayside Traction Power Systems team members trained in these groups (10 per session). The first two trainings went very well and positive comments were received. We have received additional requests for the training and will continue to provide.

Calls for Service KPI

To increase accountability and performance, Metro Transit Security implemented key performance indicators to measure response times for calls for service. Calls for service were developed and categorized into three types:

- Routine: calls for service that are non-criminal, non-violent, non-life threatening, and non-hazardous. These services often require an officer's presence, a Metro facility location check, a welfare check, revenue key calls at divisions, writing minor crime or miscellaneous incident reports and other similar tasks completed daily by Transit Security Officers.
- Priority: calls for service that require an officer to respond without delay. Often, depending on the circumstances, a quick response could minimize the situation from escalating.
- High priority: calls for service that indicate a serious crime is in progress, or has just occurred, and the suspect(s) are still in the vicinity. Additionally, included are life-threatening and life-saving incidents, hazardous incidents and other major safety incidents.

To ensure our reporting and tracking procedures are accurate, we are in the process of reviewing

how calls for service are documented, reported, and tracked. We will have the first report of Metro Transit Security response times available for the November board report and every report after.

BUS OPERATOR ASSAULTS

In August, there were a total of (10) assaults on bus operators, with (6) assaults occurring in LASD's jurisdiction and (4) assaults occurring in LAPD's jurisdiction. Nine assaults occurred on the bus system on different lines and (1) assault occurred on the C/Green Line. Eight of the suspects were males and (1) of the suspects was a female. Three suspects were arrested, and four suspects were homeless.

LASD deploys their bus units based on trends, patterns, higher crime rates, quality of life issues and high ridership areas. LASD uses information from their crime analyst, deputy personnel, Metro personnel, and the public to determine what bus lines or areas need to be addressed by our bus deputies.

LAPD utilizes similar methods as mentioned by LASD and they deploy resources to various locations, different dates and times to address these issues as well as complaints from Bus Operations. LAPD deploys resources for OWL service as well as early morning Orange line service.

Both agencies continue to work on this extremely important issue.

REGIONAL LAW ENFORCEMENT MEETING

Metro is working with all law enforcement in the region to ensure accurate crime reporting of incidents that occur on the Metro system. on September 16, 2020, SSLE met with the Regional Law Enforcement Working Group (RLEWG). Topics covered included: SSLE Structure, Crime Reporting, Resource Sharing, Safety through Environmental Design, Homelessness, Campaign Zero, Metro Board Motions 35 and 37, and the 2022 Law Enforcement Contract.

EMERGENCY MANAGEMENT COVID-19 RESPONSE

The Emergency Management Department (EMD) has continued to support Metro's Incident Management Team in the Agency's response to COVID-19. EMD activated Metro's Emergency Operations Center (EOC) starting March 10, 2020, and began coordination of daily Command Staff meetings, intelligence briefings and communication with local government and transit partners on regional response, best practices and real-time lessons learned during this incident.

The Emergency Operations Center remains activated in a monitoring phase for COVID-19 Response and Recovery. This phase includes the continuation of the weekly Command Staff Meetings, twice weekly Public Health and Intelligence Briefs and maintaining a 24-hour duty officer to respond to employee inquiries.

In September EMD also facilitated Metro's observance of National Preparedness Month, providing resources and tools for Metro employees to better prepare for natural and human-made disasters. Metro's Employee Personal Preparedness Guide was updated with pandemic preparedness information and disseminated to all Metro employees. In collaboration with Communications weekly emails, with specific preparedness themes, were distributed to all personnel to encourage them to develop a family emergency plan, create emergency kits and prepare for various types of disaster

incidents.

BASELINE ASSESSMENT OF SECURITY ENHANCEMENT (BASE)
Metro has partnered with the Transportation Security Agency (TSA) to undergo a Baseline Assessment of Security Enhancement (BASE) in October 2020.

The BASE program is designed to establish a security standard for mass transit rail and bus, and passenger rail system security programs and assess process. The BASE program is designed to meet requirements identified in the 9/11 Commission Act's security assessment section, which directs the TSA to identify critical assets, infrastructure and systems and their vulnerabilities and assist bus and public transportation authorities to address their security programs. This voluntary review of transit agency security programs focuses on multiple categories identified by the transit community as fundamentals for a sound transit security program.

The BASE review includes a comprehensive evaluation of program elements, which include the transit agencies security plans, security awareness and emergency response training, drills/exercise programs, public outreach efforts, and background check programs.

HOMELESS OUTREACH SERVICES
Operation "Shelter the Unsheltered"
PATH Outreach Data: August 1 - August 31, 2020

- 12 individuals were permanently housed
- 298 individuals have been permanently housed since May 2017
- 39 motel rooms were secured to house 58 homeless persons

  Total Motel Expense: $70,084.31

The table below shows that costs have increased dramatically with the onset of COVID (thus PATH's budget modification at the end of fiscal year 2020). Much of the increase is related to the concerted effort to off-load individuals and connect them to services.

	Motel Assistance	
07/01/2017-06/30/2018	$	3,354.97
07/01/2018-06/30/2019	$	126,727.40
07/01/2019-06/30/2020	$	552,790.59
	$	682,872.96

There are additional costs involved placing individuals in motels (as opposed to shelters). Those costs include food support, transportation costs, staff time to continue case management (in shelters individuals are connected to case management through those on-site programs), etc. These factors lead to significantly increased costs.
SSLE is working with Federal Judge Carter on identifying 100 beds that come with services within three different Council Districts. We will be able to report of the progress of this effort for the November Board report.

The Dream Center Outreach

- July 10 - August 31, 2020: 468 contacts

L.A. DOOR Outreach

- July 8 - August 31, 2020: 348 contacts

4-DAY HOMELESS RAIL & BUS COUNT

- A practice run for the 4-day homeless count on rail and bus will be conducted the week of September 28th. We have identified 60 SSLE and law enforcement personnel to conduct the count on rail starting Oct 5, 2020. The bus count will be conducted by Bus Operations personnel and SSLE personnel during the same dates and time frames.
- The results of this count will be provided on the next Board report.

SEXUAL HARASSMENT INITIATIVES

PEACE OVER VIOLENCE PERFORMANCE AUGUST 2020 METRICS

Performance Measure	**Number Served**
Total Sexual Harassment Cases Contacting POV	5
Total Cases of Metro Located Sexual Harassment Contacting POV	1
Total Number of Metro Riders Requesting Counseling Services	1
Total Number of Police Reports Filed or Intended to File	1
Total Number of Active Cases	2

On July 1, 2020, SSLE launched its zero tolerance Sexual Harassment campaign. MTS and our law enforcement partners have been trained and are responding to sexual harassment related calls. We are also responding to, and tracking incidents involving rape, sexual battery, lewd conduct and indecent exposure.

There were 19 calls for service involving sexual harassment or assault in August 2020 which were broken down as follows.

Incident Type: August 2020 Totals					
	LAPD	**LASD**	**LBPD**	**MTS**	**DEPT. TOTAL**
Sexual Harass	0	N/A	N/A	4	4
Sexual Battery	4	N/A	N/A	3	4
Lewd Conduc	1	N/A	N/A	5	6
Indecent Expo	0	N/A	N/A	2	2
Rape	0	N/A	N/A	0	0
TOTAL	5	N/A	N/A	14	19

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NEXT STEPS

Staff will continue to monitor our law enforcement partners, private security, and Transit Security performance, monitor crime stats, and adjust deployment as necessary.

ATTACHMENTS

Attachment A - System-Wide Law Enforcement Overview August 2020
Attachment B - MTA Supporting Data August 2020
Attachment C - Transit Police Summary August 2020
Attachment D - Homeless Update August 2020
Attachment E - Monthly, Bi-Annual, Annual Comparison August 2020

Prepared by: Jimmy Abarca, Senior Administrative Analyst, System Security and Law Enforcement, (213) 922-2615

Reviewed by: Bob Green, Chief System Security and Law Enforcement Officer, (213) 922-4811



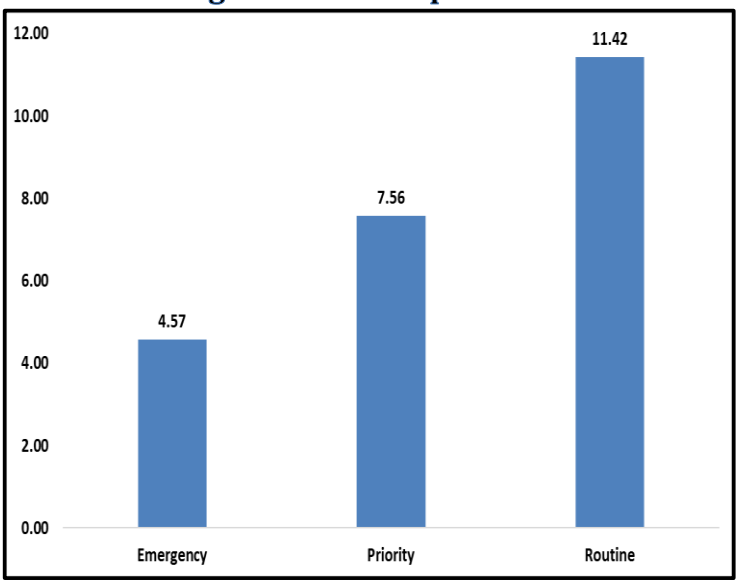
Phillip A. Washington
Chief Executive Officer

SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

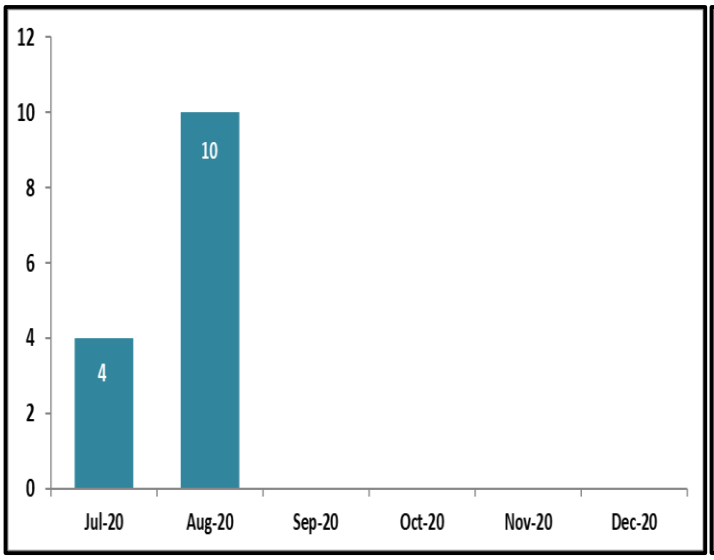
AUGUST 2020

Attachment A

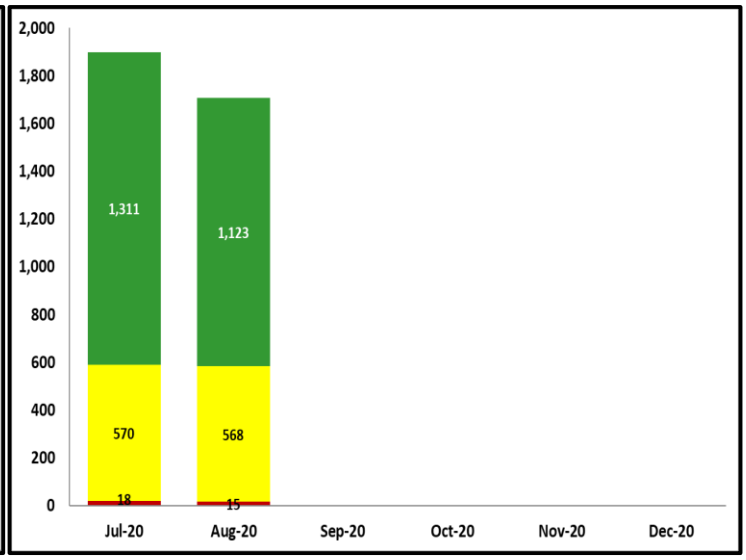
Average Incident Response Times



Bus Operator Assaults



Fare Compliance

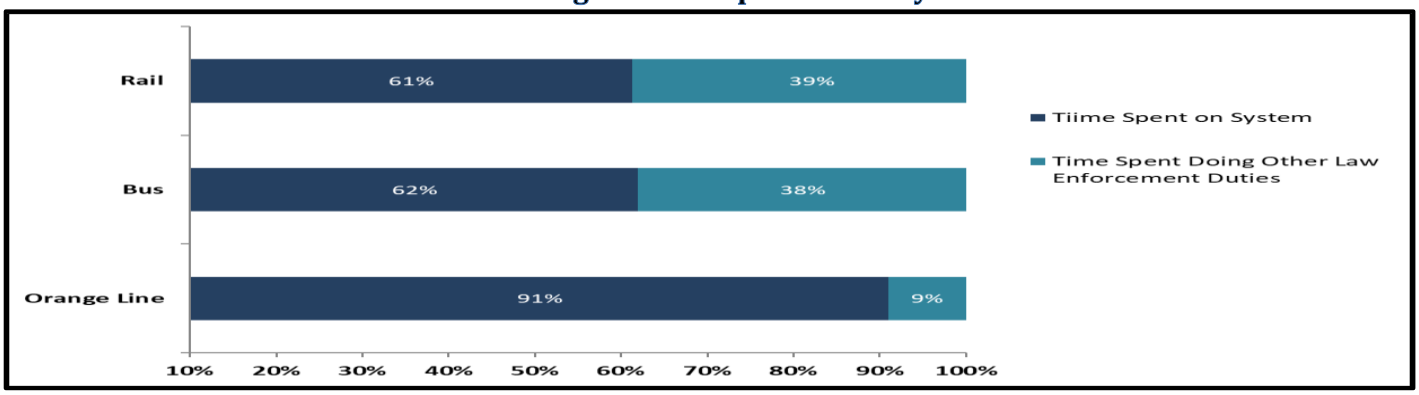


Green Checks- Occurs when a patron has valid fare

Yellow Checks- Occurs when a patron has valid fare, but did not tap at transfer station

Red Checks- Occurs when a patron has invalid fare

Percentage of Time Spent on the System

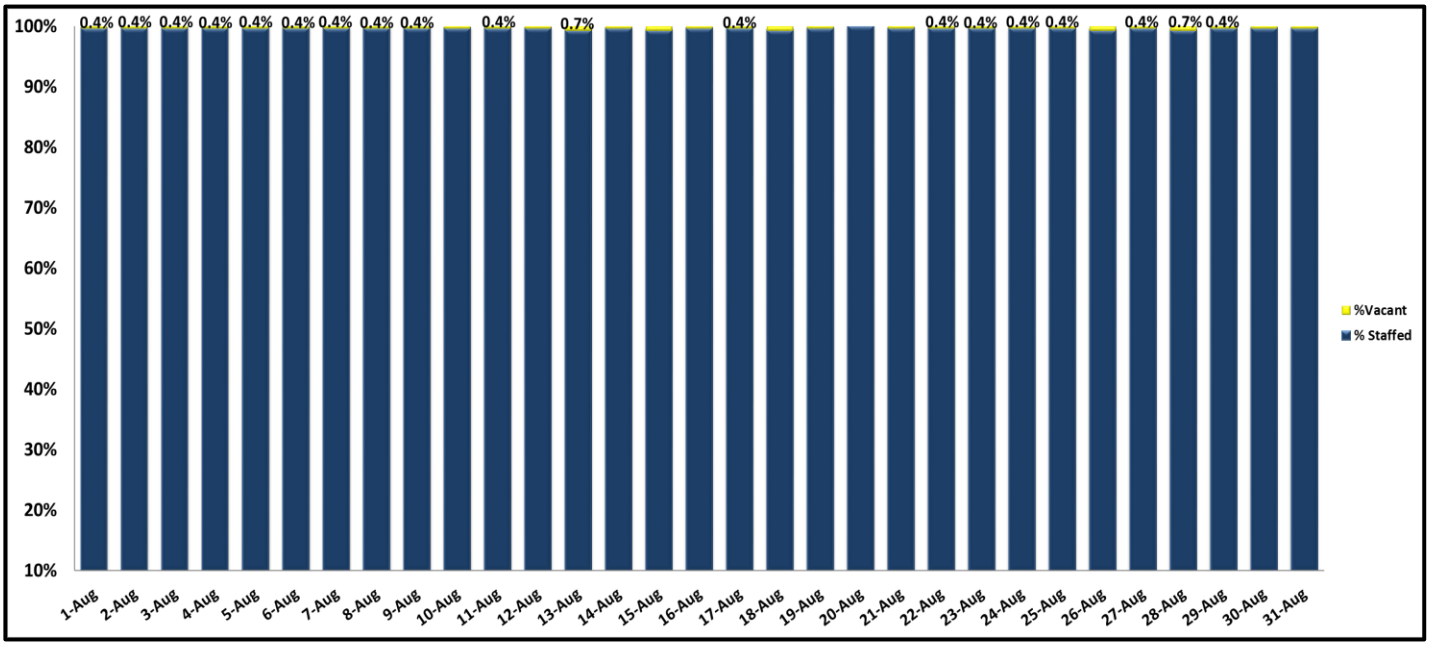


SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

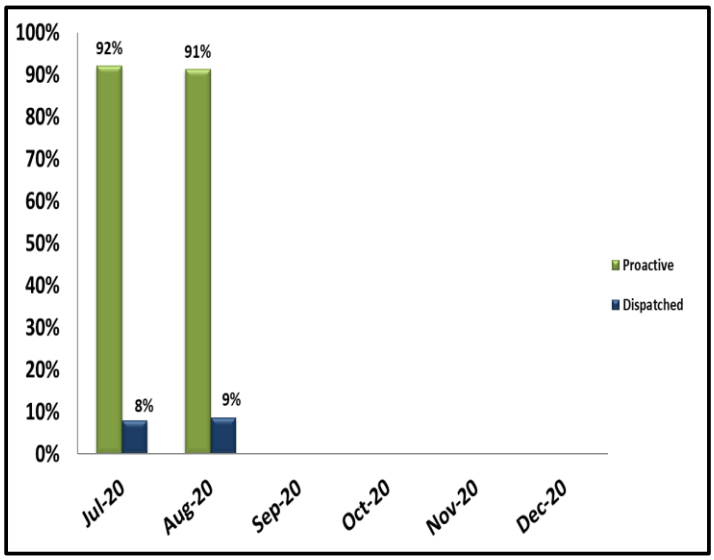
AUGUST 2020

Attachment A

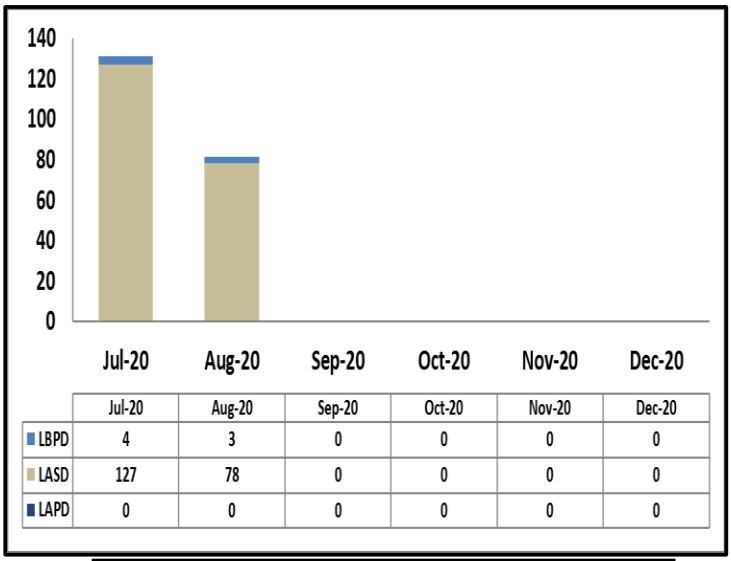
Ratio of Staffing Levels vs Vacant Assignments



Ratio of Proactive vs Dispatched Activity



Grade Crossing Operations



	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20
LBPD	4	3	0	0	0	0
LASD	127	78	0	0	0	0
LAPD	0	0	0	0	0	0

Grade Crossing Operation Locations August:

1. Blue Line Stations (38)
2. Expo Line Stations (4)
3. Gold Line Stations (39)

BLUE LINE

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - AUGUST 2020

REPORTED CRIME				
CRIMES AGAINST PERSONS	**LAPD**	**LASD**	**LBPD**	**FYTD**
Homicide	0	0	0	1
Rape	0	0	0	0
Robbery	2	5	1	12
Aggravated Assault	1	0	0	4
Aggravated Assault on Operator	0	0	0	0
Battery	2	2	1	9
Battery Rail Operator	0	0	0	0
Sex Offenses	1	0	0	1
SUB-TOTAL	**6**	**7**	**2**	**27**
CRIMES AGAINST PROPERTY	**LAPD**	**LASD**	**LBPD**	**FYTD**
Burglary	0	0	0	0
Larceny	0	4	0	4
Bike Theft	0	0	0	0
Motor Vehicle Theft	0	0	0	0
Arson	0	0	0	0
Vandalism	0	2	1	8
SUB-TOTAL	**0**	**6**	**1**	**12**
CRIMES AGAINST SOCIETY	**LAPD**	**LASD**	**LBPD**	**FYTD**
Weapons	0	1	0	1
Narcotics	0	3	0	4
Trespassing	0	0	0	0
SUB-TOTAL	**0**	**4**	**0**	**5**
TOTAL	**6**	**17**	**3**	**44**

ARRESTS				
AGENCY	**LAPD**	**LASD**	**LBPD**	**FYTD**
Felony	2	9	0	20
Misdemeanor	0	14	0	26
TOTAL	**2**	**23**	**0**	**46**

CITATIONS				
AGENCY	**LAPD**	**LASD**	**LBPD**	**FYTD**
Other Citations	1	17	2	34
Vehicle Code Citations	0	9	32	67
TOTAL	**1**	**26**	**34**	**101**

CALLS FOR SERVICE				
AGENCY	**LAPD**	**LASD**	**LBPD**	**FYTD**
Routine	11	45	3	139
Priority	28	103	35	304
Emergency	8	14	16	59
TOTAL	**47**	**162**	**54**	**502**

DISPATCHED VS. PROACTIVE			
AGENCY	**LAPD**	**LASD**	**LBPD**
Dispatched	20%	2%	3%
Proactive	80%	98%	97%
TOTAL	**100%**	**100%**	**100%**

CRIMES PER STATION				
STATION	**CRIMES AGAINST PERSONS**	**CRIMES AGAINST PROPERTY**	**CRIMES AGAINST SOCIETY**	**FYTD**
7th St/Metro Ctr	1	0	0	1
Pico	0	0	0	1
Grand/LATTC	3	0	0	4
San Pedro St	1	0	0	2
Washington	1	0	0	1
Vernon	0	0	0	0
Slauson	1	1	1	4
Florence	1	1	1	5
Firestone	1	1	1	4
103rd St/Watts Towers	0	0	0	2
Willowbrook/Rosa Parks	2	0	1	6
Compton	2	0	0	4
Artesia	0	1	0	3
Del Amo	0	2	0	2
Wardlow	2	0	0	3
Willow St	0	0	0	0
PCH	0	0	0	0
Anaheim St	0	1	0	1
5th St	0	0	0	0
1st St	0	0	0	1
Downtown Long Beach	0	0	0	0
Pacific Av	0	0	0	0
Blue Line Rail Yard	0	0	0	0
Total	**15**	**7**	**4**	**44**

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
Blue Line-LAPD	89%
Blue Line-LASD	14%
Blue Line-LBPD	70%

GRADE CROSSING OPERATIONS				
LOCATION	**LAPD**	**LASD**	**LBPD**	**FYTD**
Washington St	0	0	0	0
Flower St	0	0	0	0
103rd St	0	0	0	0
Wardlow Rd	0	0	3	7
Pacific Ave.	0	0	0	0
Willowbrook	0	11	0	11
Slauson	0	0	0	0
Firestone	0	1	0	1
Florence	0	3	0	3
Compton	0	9	0	9
Artesia	0	11	0	11
Del Amo	0	0	0	0
Long Beach Blvd	0	0	0	0
TOTAL	**0**	**35**	**3**	**42**

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department
Long Beach Police Department

GREEN LINE

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - AUGUST 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	**LAPD**	**LASD**	**FYTD**
Homicide	0	0	0
Rape	0	0	0
Robbery	0	1	1
Aggravated Assault	0	2	3
Aggravated Assault on Operator	0	0	0
Battery	1	0	2
Battery Rail Operator	0	1	1
Sex Offenses	0	0	0
SUB-TOTAL	**1**	**4**	**7**
CRIMES AGAINST PROPERTY	**LAPD**	**LASD**	**FYTD**
Burglary	0	0	0
Larceny	2	2	7
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	1	1
SUB-TOTAL	**2**	**3**	**8**
CRIMES AGAINST SOCIETY	**LAPD**	**LASD**	**FYTD**
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	1	0	1
SUB-TOTAL	**1**	**0**	**1**
TOTAL	**4**	**7**	**16**

ARRESTS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Felony	0	3	5
Misdemeanor	1	3	6
TOTAL	**1**	**6**	**11**

CITATIONS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Other Citations	0	3	4
Vehicle Code Citations	0	1	3
TOTAL	**0**	**4**	**7**

CALLS FOR SERVICE			
AGENCY	**LAPD**	**LASD**	**FYTD**
Routine	3	102	203
Priority	8	70	148
Emergency	2	10	18
TOTAL	**13**	**182**	**369**

DISPATCHED VS. PROACTIVE		
AGENCY	**LAPD**	**LASD**
Dispatched	18%	6%
Proactive	82%	94%
TOTAL	**100%**	**100%**

CRIMES PER STATION				
STATION	**CRIMES AGAINST PERSONS**	**CRIMES AGAINST PROPERTY**	**CRIMES AGAINST SOCIETY**	**FYTD**
Redondo Beach	1	1	0	2
Douglas	0	0	0	0
El Segundo	0	0	0	0
Mariposa	0	0	0	0
Aviation/LAX	1	0	0	1
Hawthorne/Lennox	0	0	0	2
Crenshaw	0	0	0	0
Vermont/Athens	0	0	0	0
Harbor Fwy	0	1	0	1
Avalon	0	1	1	2
Willowbrook/Rosa Parks	2	0	0	5
Long Beach Bl	0	1	0	1
Lakewood Bl	0	0	0	0
Norwalk	1	1	0	2
Total	**5**	**5**	**1**	**16**

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	90%
Green Line-LASD	20%

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

EXPO LINE

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - AUGUST 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	**LAPD**	**LASD**	**FYTD**
Homicide	0	0	0
Rape	0	0	0
Robbery	1	1	5
Aggravated Assault	5	1	9
Aggravated Assault on Operator	0	0	0
Battery	4	2	11
Battery Rail Operator	0	0	0
Sex Offenses	0	0	1
SUB-TOTAL	**10**	**4**	**26**
CRIMES AGAINST PROPERTY	**LAPD**	**LASD**	**FYTD**
Burglary	0	0	0
Larceny	1	0	3
Bike Theft	0	0	2
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	2	0	3
SUB-TOTAL	**3**	**0**	**8**
CRIMES AGAINST SOCIETY	**LAPD**	**LASD**	**FYTD**
Weapons	0	1	1
Narcotics	0	0	0
Trespassing	0	0	1
SUB-TOTAL	**0**	**1**	**2**
TOTAL	**13**	**5**	**36**

ARRESTS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Felony	0	2	4
Misdemeanor	0	1	5
TOTAL	**0**	**3**	**9**

CITATIONS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Other Citations	1	2	21
Vehicle Code Citations	0	0	0
TOTAL	**1**	**2**	**21**

CALLS FOR SERVICE			
AGENCY	**LAPD**	**LASD**	**FYTD**
Routine	17	72	153
Priority	44	29	139
Emergency	4	4	12
TOTAL	**65**	**105**	**304**

DISPATCHED VS. PROACTIVE		
AGENCY	**LAPD**	**LASD**
Dispatched	18%	7%
Proactive	82%	93%
TOTAL	**100%**	**100%**

CRIMES PER STATION				
STATION	**CRIMES AGAINST PERSONS**	**CRIMES AGAINST PROPERTY**	**CRIMES AGAINST SOCIETY**	**FYTD**
7th St/Metro Ctr	1	0	0	4
Pico	2	0	0	3
LATTC/Ortho Institute	0	1	0	1
Jefferson/USC	0	0	0	0
Expo Park/USC	0	0	0	1
Expo/Vermont	2	1	0	3
Expo/Western	3	0	0	4
Expo/Crenshaw	0	0	0	4
Farmdale	0	0	0	0
Expo/La Brea	1	0	0	1
La Cienega/Jefferson	1	1	0	2
Culver City	0	0	0	0
Palms	0	0	0	2
Westwood/Rancho Park	0	0	0	0
Expo/Sepulveda	0	0	0	0
Expo/Bundy	0	0	0	0
26th St/Bergamot	0	0	0	0
17th St/SMC	1	0	0	2
Downtown Santa Monica	3	0	1	9
Expo Line Rail Yard	0	0	0	0
Total	**14**	**3**	**1**	**36**

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	91%
Expo Line-LASD	9%

GRADE CROSSING OPERATIONS			
LOCATION	**LAPD**	**LASD**	**FYTD**
Exposition Blvd	0	0	0
Santa Monica	N/A	4	16
Culver City	N/A	0	0
TOTAL	**0**	**4**	**16**

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

RED LINE

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - AUGUST 2020

REPORTED CRIME		
CRIMES AGAINST PERSONS	**LAPD**	**FYTD**
Homicide	0	0
Rape	0	0
Robbery	3	5
Aggravated Assault	7	14
Aggravated Assault on Operator	0	0
Battery	18	29
Battery Rail Operator	1	1
Sex Offenses	4	5
SUB-TOTAL	**33**	**54**
CRIMES AGAINST PROPERTY	**LAPD**	**FYTD**
Burglary	0	0
Larceny	9	16
Bike Theft	0	0
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	3
SUB-TOTAL	**9**	**19**
CRIMES AGAINST SOCIETY	**LAPD**	**FYTD**
Weapons	0	0
Narcotics	0	0
Trespassing	1	2
SUB-TOTAL	**1**	**2**
TOTAL	**43**	**75**

ARRESTS		
AGENCY	**LAPD**	**FYTD**
Felony	1	7
Misdemeanor	9	11
TOTAL	**10**	**18**

CITATIONS		
AGENCY	**LAPD**	**FYTD**
Other Citations	0	0
Vehicle Code Citations	0	0
TOTAL	**0**	**0**

CALLS FOR SERVICE		
AGENCY	**LAPD**	**FYTD**
Routine	43	75
Priority	133	231
Emergency	6	16
TOTAL	**182**	**322**

DISPATCHED VS. PROACTIVE	
AGENCY	**LAPD**
Dispatched	19%
Proactive	81%
TOTAL	**100%**

CRIMES PER STATION				
STATION	**CRIMES AGAINST PERSONS**	**CRIMES AGAINST PROPERTY**	**CRIMES AGAINST SOCIETY**	**FYTD**
Union Station	8	0	0	11
Civic Center/Grand Park	1	0	0	2
Pershing Square	0	2	0	5
7th St/Metro Ctr	3	1	0	5
Westlake/MacArthur Park	3	0	0	9
Wilshire/Vermont	5	0	0	7
Wilshire/Normandie	0	0	0	1
Vermont/Beverly	4	0	0	6
Wilshire/Western	1	0	0	2
Vermont/Santa Monica	0	1	0	2
Vermont/Sunset	1	0	0	2
Hollywood/Western	2	0	0	3
Hollywood/Vine	0	1	1	3
Hollywood/Highland	0	3	0	5
Universal City/Studio City	1	1	0	4
North Hollywood	4	0	0	8
Red Line Rail Yard	0	0	0	0
Total	**33**	**9**	**1**	**75**

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Red Line- LAPD	89%

LEGEND

Los Angeles Police Department

GOLD LINE

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - AUGUST 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	**LAPD**	**LASD**	**FYTD**
Homicide	1	0	1
Rape	0	0	0
Robbery	1	1	4
Aggravated Assault	0	2	3
Aggravated Assault on Operator	0	0	0
Battery	3	3	7
Battery Rail Operator	0	0	0
Sex Offenses	0	0	1
SUB-TOTAL	**5**	**6**	**16**
CRIMES AGAINST PROPERTY	**LAPD**	**LASD**	**FYTD**
Burglary	0	0	0
Larceny	1	1	5
Bike Theft	0	1	2
Motor Vehicle Theft	0	0	0
Arson	0	0	1
Vandalism	0	1	3
SUB-TOTAL	**1**	**3**	**11**
CRIMES AGAINST SOCIETY	**LAPD**	**LASD**	**FYTD**
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	0	1
SUB-TOTAL	**0**	**0**	**1**
TOTAL	**6**	**9**	**28**

ARRESTS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Felony	1	1	4
Misdemeanor	2	5	8
TOTAL	**3**	**6**	**12**

CITATIONS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Other Citations	0	3	5
Vehicle Code Citations	0	0	1
TOTAL	**0**	**3**	**6**

CALLS FOR SERVICE			
AGENCY	**LAPD**	**LASD**	**FYTD**
Routine	11	104	255
Priority	30	92	246
Emergency	5	11	24
TOTAL	**46**	**207**	**525**

DISPATCHED VS. PROACTIVE		
AGENCY	**LAPD**	**LASD**
Dispatched	19%	5%
Proactive	81%	95%
TOTAL	**100%**	**100%**

CRIMES PER STATION				
STATION	**CRIMES AGAINST PERSONS**	**CRIMES AGAINST PROPERTY**	**CRIMES AGAINST SOCIETY**	**FYTD**
APU/Citrus College	2	0	0	2
Azusa Downtown	1	0	0	3
Irwindale	0	0	0	2
Duarte/City of Hope	0	0	0	0
Monrovia	1	1	0	2
Arcadia	1	0	0	1
Sierra Madre Villa	0	0	0	2
Allen	0	0	0	0
Lake	0	0	0	1
Memorial Park	0	0	0	0
Del Mar	0	0	0	0
Fillmore	0	0	0	0
South Pasadena	1	1	0	3
Highland Park	1	0	0	2
Southwest Museum	1	0	0	1
Heritage Square	1	0	0	1
Lincoln/Cypress	0	0	0	1
Chinatown	1	0	0	1
Union Station	0	0	0	0
Little Tokyo/Arts Dist	0	0	0	0
Pico/Aliso	0	0	0	0
Mariachi Plaza	0	1	0	1
Soto	1	0	0	1
Indiana (both LAPD & LASD)	0	0	0	2
Maravilla	0	0	0	1
East LA Civic Ctr	0	0	0	0
Atlantic	0	1	0	1
Total	**11**	**4**	**0**	**28**

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	88%
Gold Line-LASD	21%

GRADE CROSSING OPERATIONS			
LOCATION	**LAPD**	**LASD**	**FYTD**
Marmion Way	0	0	0
Arcadia Station	0	4	18
Irwindale	0	6	16
Monrovia	0	6	21
City of Pasadena	0	8	12
Magnolia Ave	0	0	0
Duarte Station	0	1	5
City Of Azusa	0	11	41
South Pasadena	0	2	6
City Of East LA	0	1	35
Figueroa St	0	0	0
TOTAL GOAL= 10	**0**	**39**	**154**

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

ORANGE LINE

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - AUGUST 2020

REPORTED CRIME		
CRIMES AGAINST PERSONS	**LAPD**	**FYTD**
Homicide	0	0
Rape	0	0
Robbery	1	1
Aggravated Assault	1	2
Aggravated Assault on Operator	0	0
Battery	2	4
Battery Bus Operator	0	0
Sex Offenses	0	0
SUB-TOTAL	**4**	**7**
CRIMES AGAINST PROPERTY	**LAPD**	**FYTD**
Burglary	0	0
Larceny	0	0
Bike Theft	0	1
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	4	5
SUB-TOTAL	**4**	**6**
CRIMES AGAINST SOCIETY	**LAPD**	**FYTD**
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
SUB-TOTAL	**0**	**0**
TOTAL	**8**	**13**

ARRESTS		
AGENCY	**LAPD**	**FYTD**
Felony	1	1
Misdemeanor	1	1
TOTAL	**2**	**2**

CITATIONS		
AGENCY	**LAPD**	**FYTD**
Other Citations	2	2
Vehicle Code Citations	0	0
TOTAL	**2**	**2**

CALLS FOR SERVICE		
AGENCY	**LAPD**	**FYTD**
Routine	2	2
Priority	11	13
Emergency	0	1
TOTAL	**13**	**16**

DISPATCHED VS. PROACTIVE	
AGENCY	**LAPD**
Dispatched	21%
Proactive	79%
TOTAL	**100%**

CRIMES PER STATION				
STATION	**CRIMES AGAINST PERSONS**	**CRIMES AGAINST PROPERTY**	**CRIMES AGAINST SOCIETY**	**FYTD**
North Hollywood	0	0	0	1
Laurel Canyon	1	1	0	2
Valley College	0	0	0	0
Woodman	1	0	0	2
Van Nuys	0	2	0	2
Sepulveda	0	0	0	0
Woodley	0	1	0	1
Balboa	0	0	0	2
Reseda	0	0	0	1
Tampa	0	0	0	0
Pierce College	0	0	0	0
De Soto	0	0	0	0
Canoga	1	0	0	1
Warner Center	0	0	0	0
Sherman Way	0	0	0	0
Roscoe	0	0	0	0
Nordhoff	0	0	0	0
Chatsworth	0	1	0	1
Total	**3**	**5**	**0**	**13**

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Orange Line- LAPD	91%

LEGEND
Los Angeles Police Department

SILVER LINE

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - AUGUST 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	**LAPD**	**LASD**	**FYTD**
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	0
Aggravated Assault	1	0	1
Aggravated Assault on Operator	0	0	0
Battery	0	0	1
Battery Bus Operator	0	0	0
Sex Offenses	0	0	0
SUB-TOTAL	**1**	**0**	**2**
CRIMES AGAINST PROPERTY	**LAPD**	**LASD**	**FYTD**
Burglary	0	0	0
Larceny	0	0	0
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	1	1
SUB-TOTAL	**0**	**1**	**1**
CRIMES AGAINST SOCIETY	**LAPD**	**LASD**	**FYTD**
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	0	0	0
SUB-TOTAL	**0**	**0**	**0**
TOTAL	**1**	**1**	**3**

ARRESTS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Felony	0	0	0
Misdemeanor	0	0	1
TOTAL	**0**	**0**	**1**

CITATIONS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Other Citations	0	0	0
Vehicle Code Citations	0	0	0
TOTAL	**0**	**0**	**0**

CALLS FOR SERVICE			
AGENCY	**LAPD**	**LASD**	**FYTD**
Routine	6	2	13
Priority	9	0	16
Emergency	1	0	1
TOTAL	**16**	**2**	**30**

DISPATCHED VS. PROACTIVE		
AGENCY	**LAPD**	**LASD**
Dispatched	0%	0%
Proactive	0%	100%
TOTAL	**0%**	**100%**

CRIMES PER STATION				
STATION	**CRIMES AGAINST PERSONS**	**CRIMES AGAINST PROPERTY**	**CRIMES AGAINST SOCIETY**	**FYTD**
El Monte	0	0	0	0
Cal State LA	0	0	0	0
LAC/USC Medical Ctr	0	0	0	0
Alameda	0	0	0	0
Downtown	1	0	0	1
37th St/USC	0	0	0	0
Slauson	0	0	0	0
Manchester	0	0	0	0
Harbor Fwy	0	0	0	1
Rosecrans	0	0	0	0
Harbor Gateway Transit Ctr	0	0	0	0
Carson	0	1	0	1
PCH	0	0	0	0
San Pedro/Beacon	0	0	0	0
Total	**1**	**1**	**0**	**3**

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Silver Line- LAPD	0%
Silver Line- LASD	1%

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

BUS PATROL

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - AUGUST 2020

REPORTED CRIME			
CRIMES AGAINST PERSONS	**LAPD**	**LASD**	**FYTD**
Homicide	0	0	0
Rape	0	0	0
Robbery	0	2	8
Aggravated Assault	4	3	18
Aggravated Assault on Operator	0	1	3
Battery	18	4	41
Battery Bus Operator	3	4	9
Sex Offenses	1	0	6
SUB-TOTAL	**26**	**14**	**85**
CRIMES AGAINST PROPERTY	**LAPD**	**LASD**	**FYTD**
Burglary	0	0	0
Larceny	3	1	13
Bike Theft	3	0	3
Motor Vehicle Theft	0	1	1
Arson	0	0	0
Vandalism	3	6	19
SUB-TOTAL	**9**	**8**	**36**
CRIMES AGAINST SOCIETY	**LAPD**	**LASD**	**FYTD**
Weapons	0	1	2
Narcotics	0	3	4
Trespassing	0	1	2
SUB-TOTAL	**0**	**5**	**8**
TOTAL	**35**	**27**	**129**

LASD's Crimes per Sector		
Sector		**FYTD**
Westside	4	7
San Fernando	0	1
San Gabriel Valley	7	15
Gateway Cities	12	25
South Bay	4	10
Total	**27**	**58**

LAPD's Crimes per Sector		
Sector		**FYTD**
Valley Bureau		
Van Nuys	1	1
West Valley	1	1
North Hollywood	0	2
Foothill	0	1
Devonshire	1	2
Mission	3	3
Topanga	1	1
Central Bureau		
Central	0	8
Rampart	4	6
Hollenbeck	1	2
Northeast	1	1
Newton	3	4
West Bureau		
Hollywood	3	4
Wilshire	1	1
West LA	4	4
Pacific	1	2
Olympic	3	9
Southwest Bureau		
Southwest	1	7
Harbor	0	2
77th Street	5	7
Southeast	1	3
Total	**35**	**71**

ARRESTS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Felony	2	3	15
Misdemeanor	5	24	45
TOTAL	**7**	**27**	**60**

CITATIONS			
AGENCY	**LAPD**	**LASD**	**FYTD**
Other Citations	2	26	47
Vehicle Code Citations	1	21	34
TOTAL	**3**	**47**	**81**

CALLS FOR SERVICE			
AGENCY	**LAPD**	**LASD**	**FYTD**
Routine	9	92	238
Priority	27	171	386
Emergency	5	18	35
TOTAL	**41**	**281**	**659**

DISPATCHED VS. PROACTIVE		
AGENCY	**LAPD**	**LASD**
Dispatched	27%	2%
Proactive	73%	98%
TOTAL	**100%**	**100%**

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	90%
LASD BUS	34%

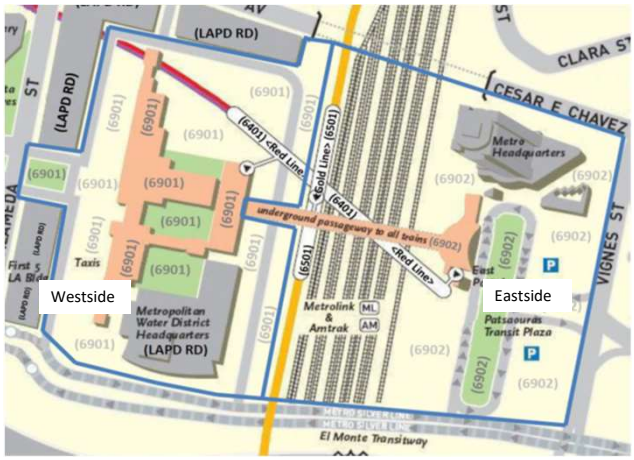
LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

UNION STATION

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - AUGUST 2020

REPORTED CRIME		
CRIMES AGAINST PERSONS	**LAPD**	**FYTD**
Homicide	0	0
Rape	0	0
Robbery	0	0
Aggravated Assault	1	1
Aggravated Assault on Operator	0	0
Battery	11	13
Battery Rail Operator	0	0
Sex Offenses	1	1
SUB-TOTAL	**13**	**15**
CRIMES AGAINST PROPERTY	**LAPD**	**FYTD**
Burglary	0	1
Larceny	6	6
Bike Theft	0	1
Motor Vehicle Theft	1	1
Arson	0	0
Vandalism	2	3
SUB-TOTAL	**9**	**12**
CRIMES AGAINST SOCIETY	**LAPD**	**FYTD**
Weapons	0	0
Narcotics	0	0
Trespassing	4	5
SUB-TOTAL	**4**	**5**
TOTAL	**26**	**32**



ARRESTS		
AGENCY	**LAPD**	**FYTD**
Felony	11	13
Misdemeanor	10	13
TOTAL	**21**	**26**

CITATIONS		
AGENCY	**LAPD**	**FYTD**
Other Citations	0	0
Vehicle Code Citations	6	6
TOTAL	**6**	**6**

CALLS FOR SERVICE		
AGENCY	**LAPD**	**FYTD**
Routine	9	9
Priority	27	43
Emergency	5	8
TOTAL	**41**	**60**

DISPATCHED VS. PROACTIVE	
AGENCY	**LAPD**
Dispatched	24%
Proactive	76%
TOTAL	**100%**

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	**LAPD**
Union Station	90%

LEGEND
Los Angeles Police Department

Transit Police

Monthly Crime Report





Attachment D

	2019	2020
	August	**August**
CRIMES AGAINST PERSONS		
Homicide	0	1
Rape	0	0
Robbery	24	19
Aggravated Assault	23	28
Aggravated Assault on Operator	0	1
Battery	73	71
Battery on Operator	2	9
Sex Offenses	6	7
SUB-TOTAL	**128**	**136**
CRIMES AGAINST PROPERTY		
Burglary	0	0
Larceny	75	30
Bike Theft	7	4
Motor Vehicle Theft	0	2
Arson	0	0
Vandalism	11	23
SUB-TOTAL	**93**	**59**
CRIMES AGAINST SOCIETY		
Weapons	7	3
Narcotics	28	6
Trespassing	11	7
SUB-TOTAL	**46**	**16**
TOTAL	**267**	**211**
ENFORCEMENT EFFORTS		
Arrests	461	46
Citations	4,522	129
Fare Checks	45,037	1,706
Calls for Service	1,265	1,457

Metro's Homeless Efforts

C3 Homeless Outreach August 1, 2020 through August 31, 2020

Performance Measure	August Number Served	Project Year 2017 To date Number Served
Number of unduplicated individuals' initiated contact (pre-engagement phase)	218	8,099
Number of Unduplicated individuals engaged (engagement phase)	199	4,040
Number of unduplicated individuals who are provided services or who successfully attained referrals*	*Unavailable	Unavailable
Number of unduplicated individuals engaged who successfully attained an interim housing resource (this includes crisis and/or bridge housing)	35	1,803
Number of unduplicated individuals engaged who are successfully linked to a permanent housing program	11	417
Number of unduplicated individuals engaged who are permanently housed	12	298

These data include cumulative totals from inception and combines the work of the Swing and Day shifts.

August Motel Report

Secured 39 motel rooms. Please see attachment containing the demographics with justification for each of the placements.

Brief Demographic Overview:

- 58 homeless persons were housed in 39 motel rooms.
  - 7 of the clients were single mothers with children
  - 1 deaf female
  - 2 couples with 3 children each
  - 1 couple without children
  - 28 clients were singularly housed.

Total Motel Expense: $70,084.31
COVID-19 Motel Expense: $36,023.48

PATH Success Story (replaced the individual's name with "client")

P.A.T.H. Team members responded to a request from Metro Security to assist a young lady who had been at Union Station for the last 24 hours or more sleeping off and on by the giant fish-tank. The team approached the 23 year old lady and assessed her situation. Initial assessments were completed; there were no overt signs of severe psychiatric issues

or substance abuse. The client reported that she came to Los Angeles to meet a gentleman with whom she had an online relationship. She stated that once she met up with the individual, he was not the person that he had presented himself to be and she began to fear for her safety. The client reported that originally, the man had promised to help her with her modeling career, however, she stated that she quickly realized that the modeling was really prostitution. Fearing for her safety and unsure how to get home, the client began riding the Metro Lines for security. The client reported that she had no way of returning home or money to secure shelter for herself. She went on to disclose that her family in Louisiana was more than likely mad at her for leaving home without their knowledge. The client was provided with food, water and hygiene products. A Program Manager at First To Serve graciously provided an emergency placement even though the shelter was at capacity. The client was transported to the shelter by Uber and completed intake. It took several conversations with the client's aunt in New Orleans, over the course of a few days, to convince her to send a bus ticket to get her niece home safely to Louisiana.

On August 15th the client was transported by the Metro Transit Outreach team to the Los Angeles Greyhound Station. The team purchased enough food to last the two and one-half day trip and waited for the client to board the bus. On August 18th, 2020, The client's arrival was confirmed by her aunt via telephone.

LAPD Success Story

On August 11, 2020 at approximately 0830 hours, TRSG HOPE Officers were conducting homeless outreach along the MTA Slauson railroad tracks near Saint Andrews Place and 60th Street when they encountered an elderly woman who was living inside her vehicle directly next to the MTA right-of-way. The woman and her husband have been residing in their vehicle for approximately one (1) year. The woman suffers from diabetes and is unable to walk under her own power. During daytime hours, the woman baby sits her 9-year-old grandson inside her vehicle as her husband works at a nearby business.

TRSG HOPE Officers were concerned that the woman was unable to properly care for herself (due to her on-going medical conditions) while her husband was at work. Additionally, TRSG HOPE Officers wanted to ensure that her grandson had access to additional resources as the location is not an ideal setting for a young boy to spend his day.

TRSG HOPE Offices contacted People Assisting the Homeless (PATH) to assist with the outreach efforts to locate emergency housing for the woman and her husband. PATH staff responded to the location to assist with the outreach efforts. Despite numerous contacts with Los Angeles Homeless Services Authority (LAHSA) outreach workers, the woman and her husband were never connected to any supportive housing providers.

Discouraged by this inaction by LAHSA, the woman was initially hesitant to work with both HOPE Officers as well as PATH. The PATH staff understood the woman's initial distrust of social workers but did not allow this potential hardship from derailing their attempt at building rapport and strong connection with the woman. Over time, the woman gained confidence in PATH and began sharing her struggles and story with PATH. Ultimately, through building meaningful relationships as well as working diligently to locate and identify viable housing options, PATH staff were able to locate an emergency room at a local motel in Los Angeles for the woman and her husband.

Through this coordinated effort with TRSG HOPE Officers, PATH was able to locate and develop an immediate housing plan for the couple. PATH was able to immediately get them off the street and provide a stable location to stay until a permanent supportive housing unit becomes available. PATH will continue to house the couple at the motel until a transitional home can be located.

TRSG HOPE Officers noticed that the grandson was wearing the same clothing over multiple days and that the clothing appeared to be worn. HOPE Officers took the grandson to the local Ross Store to purchase him new shoes, shirts, shorts and a jacket. Additionally, HOPE Officers brought him some "Hot Wheels" car toys because it appeared that he had no toys to play with during the day. Now that his grandmother has a stable location to stay in, the grandson will be able to visit and stay with his grandmother in a safe environment.

TRSG HOPE Officers commend PATH staff for all their efforts related to assisting this family. Living in her vehicle for over one (1) year was a very discouraging and lonely experience. Due to the immediate actions taken by PATH, the woman and her family were given an opportunity to live in dignity.

LAPD Intern Program

Through partnership with USC, the LAPD Transit HOPE Team created an intern program during the 2019/2020 school year to bring in a 1st year student (working on their Master's in Social Work) to conduct Advanced Applied Learning in Field Education. Working with professors from the USC Suzanne Dworak-Peck, Department of Adult Mental Health and Wellness, and with additional support from the Los Angeles County Department of Mental Health, LAPD Transit HOPE Team established a learning process using the HOPE Team's DMH Clinician as the primary field instructor, the lead Officer as well as HOPE officers as preceptors. This program has allowed for a one- of- a- kind opportunity for students to engage homeless persons in a field setting and learn how to conduct engagement and assessments of individuals with mental illness in pre-crisis situations. This has proven to be a great opportunity for LAPD HOPE to be part of the learning process for students and an opportunity to provide a first responder perspective, an opportunity for our DMH Clinician to provide real world problem solving to students entering into various types of social/mental health careers and an opportunity for students

to experience advanced exposure and networking that they could not experience anywhere else. MTA also receives the benefit of additional resources addressing the homeless on their system with an emphasis on those that are suffering from mental illness. At the conclusion of the 2019/2020 school year the feedback from USC, DMH, LAPD HOPE Officers and the intern was very positive.

There was significant interest in continuing this program. The lead HOPE TEAM Officer received several applications from 2nd year students that expressed an interest in being part of the program and was asked by USC if the Team would be open to taking on an additional 1st year student. After interviews and vetting by USC, interviews conducted by LAPD and ride-alongs, we selected (2) interns for the 2020/2021 school year. The start date for their field education was 08/31/2020.

LASD Success Story

August 2020 a male subject was found standing on a blue line bridge threatening to jump off and kill himself. Transit Services Mental Evaluation Team Deputy and Clinician who are trained in crisis negotiation responded.

After over an hour of negotiating and using a variety of tactics, MET staff was able to talk the subject away from the ledge where they could safety grab a hold of him and bring him to safety. The subject was safely transported to get the physiological medical attention he needed. Subject later said he was thankful he didn't follow through in the attempt to take his life. Subject was grateful to the MET Team for saving his life.

LASD –Transports to Services

- 16 males – hospitals/Centers/Churches
- 8 females – hospitals/Centers/Churches

LBPD Operation "Shelter the Unsheltered"

The AM shift works with PATH during morning hours. PATH handles all outreach services for morning contacts with homeless persons who are desirous of services.

LBPD Transports to Services

- 1 male – Long Beach Multi-Service Center

LBPD Success Story

On August 4th, an LBPD Qualify of Life officer contacted a male subject who was found to be residing and sleeping in the Metro parking structure located at 200 E 27th Street, by the Willow St. Platform. The subject agreed to outreach services and was taken to the Long Beach Multi-Service Center. The subject was given a meal voucher, was able to shower and provided new clothing. Due to impacted homeless housing throughout the

County, the subject was not able to be housed. Multi-Service Center staff provided the male subject with the information necessary to obtain interim or long-term housing.

Law Enforcement Homeless Outreach Metrics, August 2020

ACTION	LAPD HOPE/TSD	LASD MET	LBPD QOL
Contacts	260	424	43
Referrals	46	25	14
5150 Holds	14	10	0
Mental Illness	16	75	16
Substance Abuse	19	80	30
Veterans	3	3	0
Shelter	4	3	0
Motel Housing Plan	2	1	0
VA Housing	1	0	0
Return to Family	1	1	0
Transitional Long Term Housing	0	0	0
Detox	0	0	0
Rehab	1	0	0

Cleared Encampments Within Metro Right-of-Way

Incident Date:	Location:	Work Required:	Comments:
7/6/2020	MTA Vacant Parcel 10840 Bluffside Dr. Studio City	Clean-up Trash	Individuals left on their own accord. Trash removed August 6, 2020
7/29/2020	L Line (Gold) Marmion Way Figueroa St.	Clean-up Trash	Individuals left on their own accord. Trash removed August 5, 2020

Incident Date:	Location:	Work Required:	Comments:
10/16/2019	A Line (Blue) Watts Urban park South of 103rd St. Station	Clean-up Trash	Individuals left on their own accord. Trash removed August 20, 2020
3/25/2020	Harbor Subdivision Inactive ROW Slauson to 4th Ave.	Protocol Clean-up 72-hour notice	Clean-up completed August 13, 2020
7/21/2020	L-Line (Gold) Indiana Station	Clean-up Trash	Individuals left on their own accord. Trash removed August 31, 2020

Cleared Encampments Outside, Adjacent to Metro Right-of-Way

No activity this reporting period

Crimes

Monthly

System-Wide	Aug-19	Aug-20	% Change
Crimes Against Persons	130	136	*4.62%*
Crimes Against Property	93	59	*-36.56%*
Crimes Against Society	46	16	*-65.22%*
Total	269	211	*-21.56%*

Six Months

System-Wide	Mar-Aug 19	Mar-Aug 20	% Change
Crimes Against Persons	822	630	*-23.36%*
Crimes Against Property	514	344	*-33.07%*
Crimes Against Society	185	74	*-60.00%*
Total	1,521	1,048	*-31.10%*

Annual

System-Wide	Sep-18 - Aug-19	Sep-19 - Aug-20	% Change
Crimes Against Persons	1,599	1,391	*-13.01%*
Crimes Against Property	1,121	761	*-32.11%*
Crimes Against Society	319	286	*-10.34%*
Total	3,039	2,438	*-19.78%*

Average Emergency Response Times

Monthly

Aug-19	Aug-20	% Change
5.52	4.57	*-17.26%*

Six Months

Mar-Aug 19	Mar-Aug 20	% Change
5.18	4.42	*-14.67%*

Annual

Sep-18 - Aug-19	Sep-19 - Aug-20	% Change
5.05	4.44	*-12.09%*

Bus Operator Assaults

Monthly

Aug-19	Aug-20	% Change
2	10	*400.00%*

Six Months

Mar-Aug 19	Mar-Aug 20	% Change
45	42	-6.67%

Annual

Sep-18 - Aug-19	Sep-19 - Aug-20	% Change
96	86	*-10.42%*

Fare Compliance

Monthly

	Aug-19	Aug-20	% Change
Green Checks	27,727	1,123	*-95.95%*
Yellow Checks	10,912	568	*-94.79%*
Red Checks	6,398	15	*-99.77%*
Total	45,037	1,706	*-96.21%*

Six Months

	Mar-Aug 19	Mar-Aug 20	% Change
Green Checks	319,437	29,800	*-90.67%*
Yellow Checks	80,568	8,319	*-89.67%*
Red Checks	47,883	4,042	*-91.56%*
Total	447,888	42,161	*-90.59%*

Annual

	Sep-18 - Aug-19	Sep-19 - Aug-20	% Change
Green Checks	1,241,851	155,341	*-87.49%*
Yellow Checks	330,147	59,679	*-81.92%*
Red Checks	139,078	37,643	*-72.93%*
Total	1,711,076	252,663	*-85.23%*

Ridership

Monthly

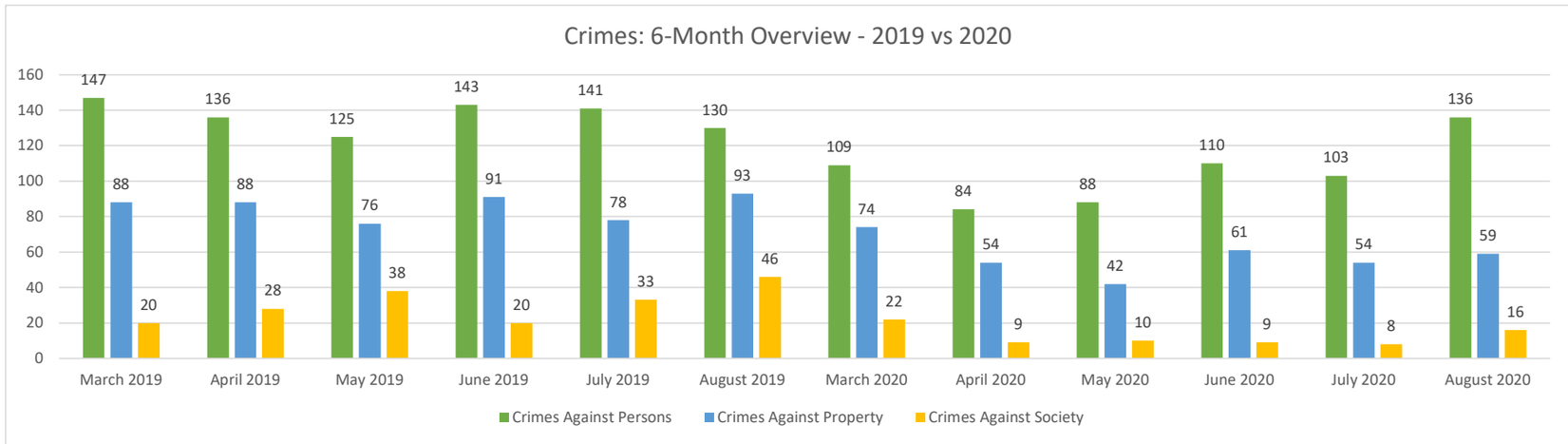
Aug-19	Aug-20	% Change
31,929,651	16,206,771	*-49.24%*

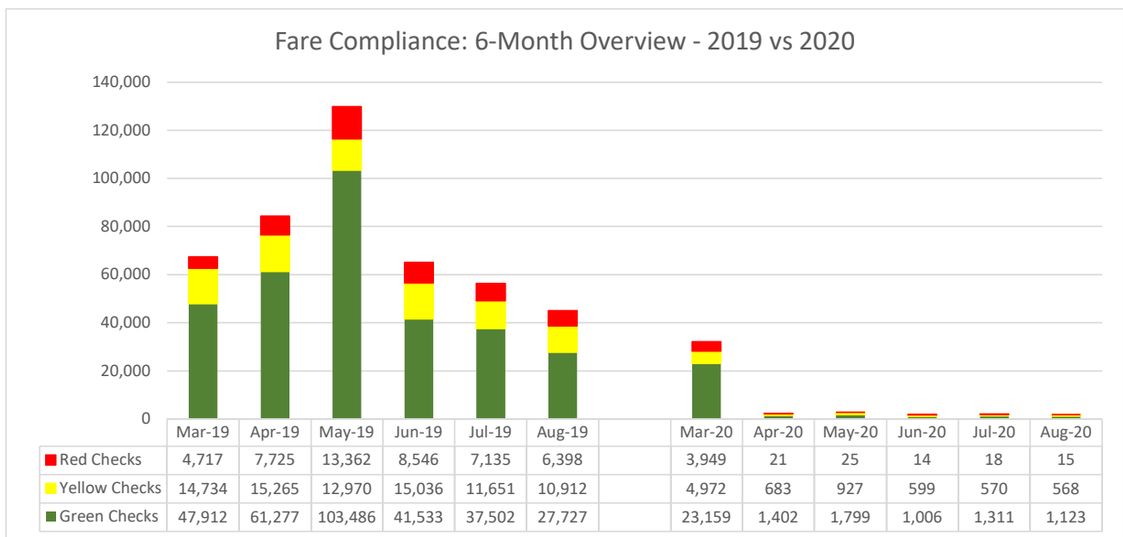
Six Months

Mar-Aug 19	Mar-Aug 20	% Change
188,429,134	89,397,882	*-52.56%*

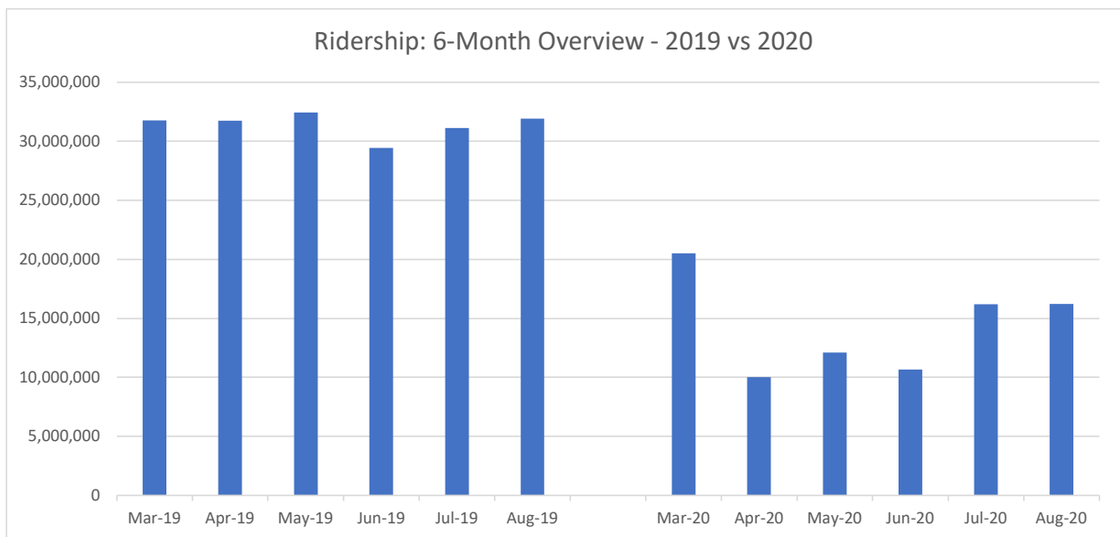
Annual

Sep-18 - Aug-19	Sep-19 - Aug-20	% Change
375,076,236	265,809,573	*-29.13%*





	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20
Red Checks	4,717	7,725	13,362	8,546	7,135	6,398	3,949	21	25	14	18	15
Yellow Checks	14,734	15,265	12,970	15,036	11,651	10,912	4,972	683	927	599	570	568
Green Checks	47,912	61,277	103,486	41,533	37,502	27,727	23,159	1,402	1,799	1,006	1,311	1,123



MONTHLY UPDATE ON TRANSIT SAFETY & SECURITY PERFORMANCE

2020-0639

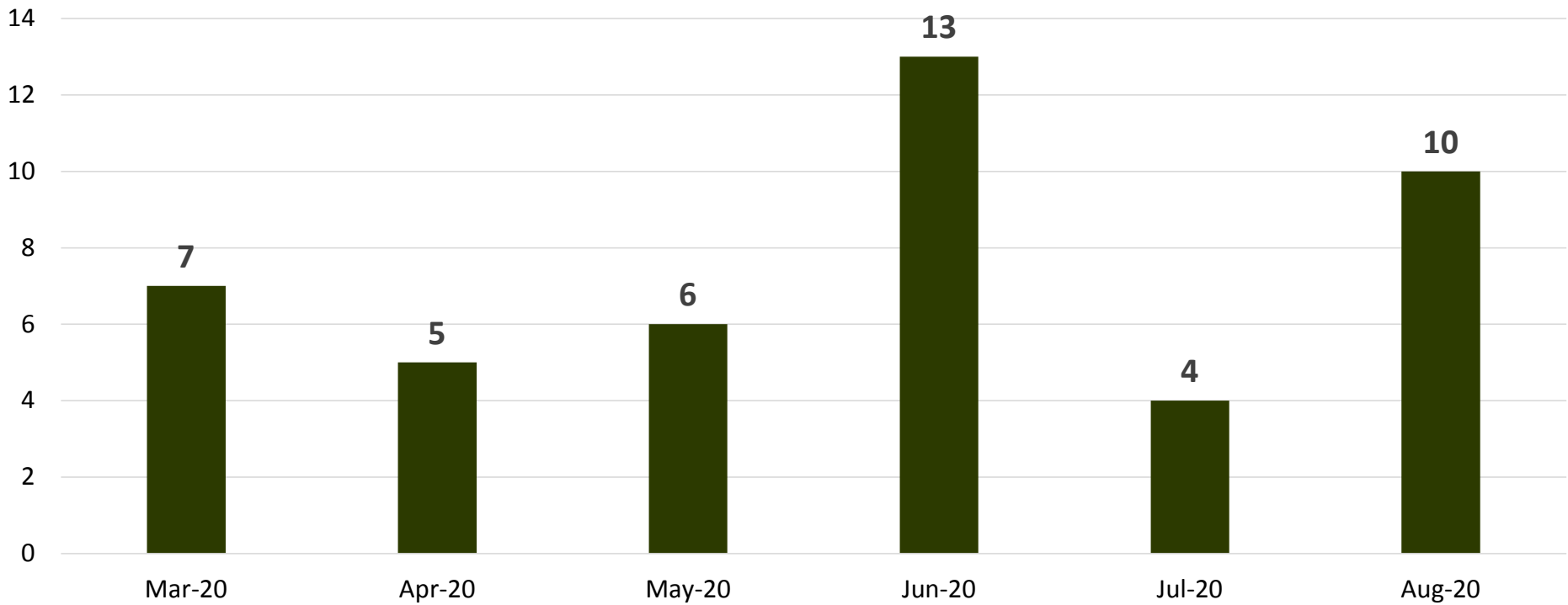
Operations, Safety, and Customer Experience Committee

Crime Overview

VIOLENT CRIMES	AUG 2020	JUL 2020	% Change	JUL 2020	JUN 2020	% Change	YTD 2020	YTD 2019	% Change	YTD 2020	YTD 2018	% Change
Homicide	1	1	0.0%	1	0	N/A	2	1	100.0%	2	0	N/A
Rape	0	0	0.0%	0	0	0.0%	5	6	-16.7%	5	10	-50.0%
Robbery	19	17	11.8%	17	23	-26.1%	153	202	-24.3%	153	213	-28.2%
Agg Assault	28	27	3.7%	27	14	92.9%	163	181	-9.9%	163	150	8.7%
TOTAL VIOLENT	**48**	**45**	**6.7%**	**45**	**37**	**21.6%**	**323**	**390**	**-17.2%**	**323**	**373**	**-13.4%**

PROPERTY CRIMES	AUG 2020	JUL 2020	% Change	JUL 2020	JUN 2020	% Change	YTD 2020	YTD 2019	% Change	YTD 2020	YTD 2018	% Change
Burglary	0	1	-100.0%	1	0	N/A	4	4	0.0%	4	9	-55.6%
Larceny	30	24	25.0%	24	36	-33.3%	290	545	-46.8%	290	533	-45.6%
Bike Theft	4	5	-20.0%	5	3	66.7%	36	51	-29.4%	36	63	-42.9%
Motor Vehicle Theft	2	0	N/A	0	0	0.0%	11	16	-31.3%	11	21	-47.6%
TOTAL PROPERTY	**36**	**30**	**20.0%**	**30**	**39**	**-23.1%**	**341**	**616**	**-44.6%**	**341**	**626**	**-45.5%**
TOTAL PART 1	**84**	**75**	**12.0%**	**75**	**76**	**-1.3%**	**664**	**1,006**	**-34.0%**	**664**	**999**	**-33.5%**

Bus Operator Assaults – 6 Month Overview



Regional Law Enforcement Working Group

- On September 16, 2020, SSLE met with the Regional Law Enforcement Working Group (RLEWG).
- Topics covered included: SSLE Structure, Crime Reporting, Resource Sharing, Safety through Environmental Design, Homelessness, Campaign Zero, Metro Board Motions 35 and 37, and the 2022 Law Enforcement Contract.
- Representation from over 40 organizations including: City Managers and Staff, Local Police Departments, Municipal Bus Operators, and Metro Police Department Contractors.

4-Day Homeless Count

In collaboration with Operations, staff launched a 4-day homeless count, a first of its kind, beginning on **October 5th** on the rail system. A plan is under development for the bus system.

>Estimated 2-day numbers: 783 on trains, 749 on platforms = 1,532 unsheltered individuals

Data will assist in improving deployment of existing resources and determining future needs.

Homeless Outreach Efforts

- Since April 2020, Metro has housed over **560** unsheltered individuals through its *Operation Shelter the Unsheltered*
- Staff is working with Judge David O. Carter on identifying 100 beds that come with social services within three different Council Districts.
- Shelter discussions underway with the following entities: Volunteers of America, Homeless Outreach Program Integrated Care System, Salvation Army, St. Joseph Center, and Helping Hands Up

File #: 2020-0584, **File Type:** Contract **Agenda Number:** 28.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 15, 2020

SUBJECT: BIOMETHANE PROVIDERS

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD three (3) Indefinite Delivery/Indefinite Quantity Contracts under Request for Proposal (RFP) No. OP59812 each for five (5) years, plus a three (3)-year option, for a combined total Not-To-Exceed amount of $66,893,882 for Renewable Natural Gas (RNG) to Clean Energy Renewables, Shell Corporation, and Trillium for Metro's Divisions 8, 9, 10,13,15 and 18. Board approval of contract awards is subject to resolution of any properly submitted protest(s) and

B. AWARD Individual Transaction Confirmations (also known as Task Orders) to the qualified Renewable Natural Gas (RNG) suppliers for up to a not-to-exceed of $5,000,000 each, not greater than the total combined Not-To-Exceed value of $66,893,882.

ISSUE

Metro's long-term strategy to support California's ambitious air quality and greenhouse gas (GHG) goals is to procure and deploy a 100% Zero Emission Buses (ZEB) bus fleet by 2030. To ensure that our agency continues to achieve its greenhouse gas emissions and criteria air pollutant goals during this transition from compressed natural gas (CNG) fleet to ZEB fleet, we are using biomethane to power Ultra-Low Nitrogen Oxide (NOx) "Near Zero" CNG engines. Biomethane is also known as renewable natural gas.

The current biomethane contract was awarded in 2017 and will expire in 2022. The number of biomethane supply sources have increased and continued to diversify in the last three years. Low Carbon Fuel Standard (LCFS) rules have also evolved during that time. A new contract is necessary to ensure that our agency could access more diverse biomethane supplies and optimize the number of environmental credits we get from the use of biomethane, while continually minimizing the cost of our natural gas use.

DISCUSSION

Biomethane is natural gas derived from renewable sources such as landfills, dairies, and wastewater treatment plants rather than being extracted or mined from the ground. Therefore, biomethane has a much lower carbon intensity (CI) when compared to traditional forms of natural gas (i.e., “fossil natural gas”). The CI of a fuel is a measure of its GHG emissions over the lifecycle of that fuel’s production, including extraction, refinement, transportation, and consumption. Alternative sourcing, such as those associated with biomethane, reduce natural gas’ carbon intensity with improved greenhouse gas emissions benefits.

In June 2013, the Board adopted the Biomethane Implementation Plan. In May 2014, the Board approved a staff recommendation to pursue Pathway 2 of the Biomethane Implementation Plan whereby Metro would contract with an energy provider as a means of achieving a transition to biomethane. In the same report, staff demonstrated that the use of biomethane in our CNG buses would not need any new fueling infrastructure or fleet retrofits.

The current contract to use biomethane for our CNG fleet was awarded in 2017. Only after August 1, 2020 was the vendor able to temporarily supply 100% of the biomethane needs of our agency. The pace of biomethane source development prevented the full supply of biomethane from being delivered immediately. While there were no impacts to our bus operations, our ability to generate carbon credits from biomethane use was not optimized.

That temporary increase to 100% is only effective until contract OP59812000 is awarded. After that, the supply available from the current contract is only good for up to 42% of our needs. The current biomethane contract expires in 2022.

Since 2017, there has been an increase in the number of biomethane sources. There were also changes in the Low Carbon Fuel Standard rules. With the current biomethane contract expiring in two years, and the new logistical and LCFS credit landscape, staff developed a new procurement. This new contract seeks to optimize supplier diversity and number of carbon credits we get while keeping the price of natural gas expenses at par or lower than what we currently pay.

The biomethane from the new contract will continue to be delivered in the same quality and grade for immediate use by our fleet at all our bus divisions. The biomethane suppliers will deliver the fuel to Metro bus divisions using existing natural gas pipelines.

The transition to 100% biomethane provides enormous GHG emissions reduction benefits for Metro’s bus emissions and overall carbon footprint. A 100% biomethane short-term strategy is an excellent example of exercising fiscal discipline in the area of energy supply until a 100% ZEB fleet is fully implemented.

According to Metro’s 2019 Energy and Resource Report, the agency spends over $22M each year on natural gas for its current CNG bus fleet. While this expense is susceptible to price volatility outside of the agency’s control, there are also measures Metro can take in order to reduce risk and

manage future costs. One of these is to tie the supply of renewable natural gas rate to a natural gas index. Tying natural gas prices to the natural gas index also provides rate transparency for Metro's natural gas procurement planning.

Finally, Metro's use of biomethane makes our agency eligible for accumulating additional carbon credits under state and federal programs. These credits are currently sold in open credit markets. Revenues from these sales are continually reinvested on LA Metro projects that are cost-saving and value creating projects.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro.

FINANCIAL IMPACT

Metro will realize two distinct financial benefits from this Board action; natural gas savings and optimized generation of environmental commodities.

Current fossil natural gas price paid for by Metro is based on the average cost of gas. Contract OP59812000 requires that biomethane prices are tied to a natural gas index. This requirement provides for additional savings and transparency for Metro's natural gas program.

Under the California Air Resources Board's (CARB) LCFS and the US EPA's Renewable Index Numbers (RINs) programs, Metro is currently generating credits through the dispensing of natural gas for bus fueling and use of electricity for light and heavy rail propulsion. Specific to natural gas, the lower carbon index value of biomethane allows us to get a greater number of carbon credits compared to those generated when we use fossil natural gas.

Based on index projections and current value of additional environmental commodities, execution of this Contract will add over $40M in cost-savings and carbon credits revenue for our agency.

Impact to Budget

Budget for these contracts are in the FY21 budget in project number 306002 - Operations Maintenance. This project is currently funded by sources such as Prop C40%, Measure R 20%, TDA 4, STA and other local sources. Allocation of these funds to this effort maximizes the intended use of these sources based on approved funding guidelines and provisions.

ALTERNATIVES CONSIDERED

If this contract is not awarded, Metro will continue to utilize its existing biomethane contract until termination date in 2022. Until then, we will not be able to continually achieve 100% of our biomethane needs. Our receipt of related LFCS and RINs credits will not be optimized.

For any reason the current and future vendors cannot supply the volume of biomethane we need to run our CNG bus fleet; we will revert back to receive fossil natural gas from The Gas Company. We do not anticipate The Gas Company to offer a biomethane service any time soon. In any case, there will be no impact to bus operations.

NEXT STEPS

Upon Board approval, staff will execute the contract and commence biomethane delivery. Staff will evaluate the performance of the contract at the end of the five-year base contract year and determine whether to exercise the three-year option.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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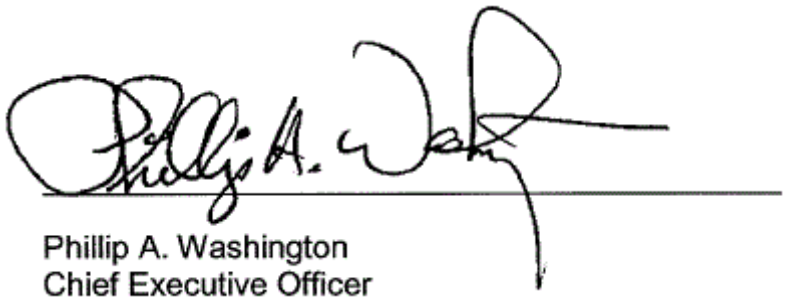

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Metro

ATTACHMENT A

PROCUREMENT SUMMARY

RENEWABLE NATURAL GAS CONTRACT NO. OP59812000

1.	Contract Number: OP59812000	
2.	Recommended Vendor(s): Clean Energy Renewable Fuels LLC, Shell Energy North America (US) LP, and Trillium	
3.	Type of Procurement (check one): ☐ IFB ☒ RFP ☐ RFP–A&E ☐ Non-Competitive ☐ Modification ☐ Task Order	
4.	Procurement Dates:	
	A. Issued:7/24/2019	
	B. Advertised/Publicized: 7/26/19, 7/27/19, 8/1/19, 8/5/19	
	C. Pre-proposal/Pre-Bid Conference: 8/7/19	
	D. Proposals/Bids Due: 10/24/19	
	E. Pre-Qualification Completed: 9/14/20	
	F. Conflict of Interest Form Submitted to Ethics: 12/6/19	
	G. Protest Period End Date: (15 Calendar Days after Notification of Intent to Award) 10/1/20	
5.	Solicitations Picked up/Downloaded: 44	Bids/Proposals Received: 7
6.	Contract Administrator: Lorretta Norris	Telephone Number: (213) 922-2632
7.	Project Manager: Craig Reiter	Telephone Number: (213) 418-3476

A. Procurement Background

This Board Action is to approve three (3) Indefinite Delivery/Indefinite Quantity (IDIQ) Contracts for the procurement of Renewable Natural Gas (RNG) in support of Metro's bus fleet for Divisions 8, 9, 10, 13, 15 and 18. Board approval of contract awards is subject to resolution of any properly submitted protest(s).

A Request for Proposal (RFP) No. OP59812 was issued on July 24, 2019, in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Delivery, Indefinite Quantity (IDIQ).

Five (5) Amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued August 2, 2019; provided pre-proposal conference call-in number;
- Amendment No. 2, issued September 06, 2019; revised proposal due date;

- Amendment No. 3, issued October 10, 2019; revised RFP Submittal Requirements;
- Amendment No. 4, issued October 14, 2019; revised RFP Supplemental Instructions to Proposers; and,
- Amendment No. 5, issued November 25, 2019; revised RFP Evaluation Criteria

A Pre-Proposal Conference was held August 7, 2019 and attended by nine (9) potential proposers.

A total of fifty (50) questions were received and responded to prior to the proposal due date.

A total of seven (7) proposals were received, October 24, 2019.

B. Evaluation of Proposals

This procurement was conducted in accordance with and complies with Metro's Acquisition Policy for a Technically Acceptable Lowest Price (TALP) competitive RFP.

A Proposal Evaluation Team (PET) consisting of staff from Metro Environmental Compliance and Sustainability, Construction Management, Office of Management and Budget, and Treasury convened and conducted a comprehensive technical evaluation of the proposals received. The seven (7) proposals were evaluated for technical competence using the pre-established evaluation criteria listed in the RFP. Four (4) proposals were deemed Not Technically Acceptable.

Proposers are listed in alphabetical order with rating received from Metro's Proposal Evaluation Team (PET) based the RFP defined evaluation criteria:

Proposers	Rating
ampRenew Offtake I LLC	Technically Not Acceptable
Archaea Holdings, LLC	Technically Not Acceptable
Clean Energy Renewable Fuels LLC	Technically Acceptable
Shell Energy North America (US) LP	Technically Acceptable
Trillium	Technically Acceptable
Trustar Energy LLC	Technically Not Acceptable
U.S. Gain a division of U.S. Venture, Inc.	Technically Not Acceptable

In accordance with the solicitation, Metro is making multiple awards to three (3) qualified RNG suppliers. The multiple RNG suppliers will provide the best solutions relative to greenhouse gas emissions, managed energy costs, and optimization of environmental commodities.

Three (3) of the above proposers were deemed fully Responsive to all Metro's RFP requirements and are found to be Responsible proposers. Four (4) of the above proposers were deemed Non-Responsive to the RFP after being found Technically Not Acceptable. That determination was based on their inability to provide RNG output(s) to meet Metro's division(s) volume delivery requirements, and not meeting other statement of work requirements.

C. Price Analysis

A price analysis was conducted comparing the lowest price per therm rates for each Division, per proposer.

Based on adequate price competition, price analysis and technical analyses performed, and the comparability to Metro's Independent Cost Estimate (ICE) of $68,126,875 – the proposed per therm price rates for Clean Energy, Trillium and Shell, incorporating defined Low Carbon Fuel Standard (LCFS) and Renewable Identification Number (RIN) credit yields – the total proposed price rates have been determined to be fair and reasonable.

D. Background on Recommended Contractor

CLEAN ENERGY

The recommended firm, CLEAN ENERGY FUELS LLC, has over eleven (11) years of experience in the natural gas industry, including production, marketing, sales, and distribution. Clean Energy is the only company that built, owns and operates natural gas production facilities and is a registered Energy Service Provider with SoCalGas. Since 2009, Clean Energy has delivered natural gas to customers at customer owned stations as well as Clean Energy owned public access stations. Some of Clean Energy's customers include Foothill Transit, City of Santa Monica (Big Blue Bus), Sacramento Municipal Utilities District, City of Sacramento, and University of California, San Diego, and Atlas Refuel. Clean Energy has been a Metro supplier of natural gas products, CNG, RNG, and commodities for over 20 years and their services to Metro have been satisfactory. Clean Energy is Metro's current RNG supplier.

SHELL ENERGY NORTH AMERICA

The recommended firm, SHELL ENERGY NORTH AMERICA (US) LP (headquartered in the Netherlands), is an international energy company with expertise in the exploration, production, refining and marketing of oil and natural gas, and the manufacturing and marketing of chemicals. Royal Dutch Shell plc, the parent company, was formed in 1907, but its history can be traced back to the first

half of the 19th century. Shell operates in over 70 countries and its strategy is to strengthen its position as a leading energy company by providing oil and gas and low-carbon energy as the world's energy system changes.

TRILLIUM

The recommended firm, TRILLIUM, acquired in 2016 by Love's Travel Stops & Country Stores (headquartered in Oklahoma City), has over two (2) decades of refueling experience and owns 65 public-access CNG facilities. Trillium is a leading developer of alternative fueling system design and provides installation and operations for innovative energy solutions. Trillium's fuels include Compressed Natural Gas (CNG), Renewable Natural Gas (RNG), Hydrogen, and Electric Vehicle (EV) Charging infrastructure. Trillium specializes in designing, building, and operating these facilities, and provides 24/7 maintenance services for various types of professional fleets.

DEOD SUMMARY

RENEWABLE NATURAL GAS CONTRACT NO. OP59812000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to the lack of DBE certified firms available to provide the required services for this procurement. A search of the DBE database revealed that there are no DBE firms certified for Natural Gas Distribution.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of $2.5 million.