



Metro Moving Ahead with Bus Expansion

By Damien Newton | Mar 16, 2009 | 10 COMMENTS

3_16_09_metro.jpg *Photo: [Scott Page via Metro Library/Flickr](#)*

Despite the elimination of transit subsidies from our Greenhouse-Gas-Battling Governor and the Democratically controlled state legislature, Metro is pushing forward with plans to expand and improve bus service thanks to increased funding from Measure R. A report to the Metro Board's Measure R committee shows that just because the state has bowed out of the transit funding game, all is not lost for those who supported Measure R because they wanted better bus service.

While specific plans aren't yet available, you can get an idea from both the [report](#) and the [handout](#) to the committee what Metro's priorities are. For example, they aren't saying, "increasing number of buses at rush hour for the 704 line" but are saying, "Wilshire Blvd. to address existing crowding." Metro is expressing these priorities for the 20% of Measure R that is going towards bus service:

- Clean Fuel Bus Purchases
- Added Fare Freezes or Reductions
- Added Bus Lines
- More Frequent Service
- Longer Hours of Operation
- Restructured Bus Lines

Not sure how Metro is going to both freeze or reduce fares and meet the stated goal of their draft Long Range Plan to have their farebox recovery ratio rise to 33% by 2010, but other than that these look like the kind of changes people expected when they voted for Measure R.



Meanwhile, the picture is less rosy for other municipal operators. Thirteen of the sixteen local transit operators are going to use all or part of their Measure R subsidy to "replace lost funding" including Santa Monica's Big Blue Bus and the City of Los Angeles' DASH service.



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David Galvan • 14 years ago

@mechazawa:

I will happily support the idea to get MTA more money from other sources like vehicle registration fees, highway tolls, etc. Feel free to keep advocating for that. But the fact is none of that has been successful (as far as I know) for decades. If you get it on the ballot or through a committee vote, more power to you. But I predict that won't happen, and point to the fact that it hasn't for decades as evidence.

So, in the end, you have things like Measure R: a possible source for more funding that will enable expansion and better services for mass transit. OR, you could not bring in that extra funding, and watch your transit system suffer as a result, and somehow claim victory for bus riders.

The emperor has no clothes. You want better service and expansion? Put up the funding or shut up. We need to be thinking about the big picture, and stop shooting down ideas that would improve the system just because you'd prefer an unrealistic alternative that has no chance of passing.

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LAofAnaheim • 14 years ago

Mechazawa: "...this is a regressive tax, it taxes everybody the same everybody does not make the same amount so why do we all get taxed the same, its far from equal".

No, everybody does not make the same amount. We're not the USSR, there is no government giving us the same \$x. This is a country where you succeed with your hard work. Yes, doctors, lawyers, politicians, et al do work hard; just like people who work at the lower pay jobs. That's the truth. So, I don't buy this regressive tax bs. .25% increase for somebody making \$100K plus, will have the same linear effect as somebody taxed at .25% of their \$5K salary.

Mechazawa: "And another thing this does not say is that it will improve for wealthier areas that don't need it as opposed to the service cuts they are planning "somewhere".

Is the Crenshaw Corridor, Green Line extensions to LAX, Eastside Gold Line extension to Whittier, etc.. all "wealthier areas"? Where is most of the rail located right now? Is it unfair that people who pay the higher taxes (West LA) have NO RAIL? Is that fair? Are you telling me that somebody in East LA will have no use for the Purple Line extension to Westwood, Century City,



West LA? Are you serious? Then, you're being racist yourself if you don't think people in the 'poorer' neighborhoods would rather live in a 'poorer' neighborhood than a 'wealthier' neighborhood.

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By Damien Newton | Dec 4, 2008

Anyone worried that the Metro Board of Directors, with an estimated \$40 billion in hand to spend over the next 30 years, was going to break the bank right out of the bank can breathe a sigh of relief. Concerns over federal and state funding measures, and how it impacts our plans for Measure R [...] No Purple Line "simulator" rapid service proposed? All I want is to be able to take 1 bus from Wilshire/Western to Century City... like how the subway will run in the future."

What Metro and Its Riders Will Lose in State Budget "Deal"

By Damien Newton | Feb 17, 2009

Two articles written over the weekend highlight just how grim the new state budget is to transit riders, especially those in Los Angeles County. For those of you that took off early on Friday, the Governor and legislature's compromise budget, the one that would strip all state funding from public transit, would completely eliminate the state's [...] I agree with a Purple Line simulator bus line. I send in a suggestion to the MTA that the 920 Rapid in Los Angeles County, for coverage of you that took off early on Friday, the Governor and legislature's compromise budget, the one that would strip all state funding from public transit, would completely eliminate the state's [...]

Momentum Building Against Metro Fare Hikes Scheduled for July 1

By Damien Newton | Apr 21, 2010

Mechazawa, if you and the BRU's misguided attempt to defeat Measure R has succeeded, you would be seeing real deep cuts to bus service. Photo via the Bus Riders Union Yesterday, the Bus Riders Union rallied in front of City Hall with representatives from CalPERS, the Los Angeles County Bicycle Coalition, the National Resilience Defense Council, the Clean Air Coalition and Transportation for America Campaign as part of a day of activism against fare increases and service cuts for [...] The BRU to have opposed Measure R. But then the BRU gave up reason years ago.

Measuring the Odds for Measure R+

By Damien Newton | Jun 25, 2012

Enjoy the bus service today that Measure R saved. The issue of whether or not Measure R+, our temporary name for a proposed ballot initiative to extend the 2008 transportation sales tax, will be on the fall ballot will be much clearer in a couple of days. The Metro Board of Directors will vote on whether or not to place the initiative on the [...] mechazawa • 14 years ago

Bus Riders Union: Transit Justice, Not Corporate Welfare – No on Measure J

By Eric Romo and Susan Yung | Oct 30, 2012

(This is the second of four) Measure will not alleviate the problem of horrible spending yesterday, Gloria Ohland of Move L.A. made the case for Measure J. – DN) Framing the public debate on Measure J as that it will improve for wealthier areas that don't need it as opposed to the service cuts they are planning "somewhere". You may say that i don't know that but really that is how it plays out. conservatism conveniently obscures several [...] mechazawa • 14 years ago

Metro in 2010: More Rail, BRT and Highways. Less Bus Service

By Damien Newton | May 20, 2009

No Purple Line "simulator" rapid service proposed? All I want is to be able to take 1 bus from Wilshire/Western to Century City... like how the subway will run in the future. Photo: Martin Sigurdson Flickr. Even with Measure R, not even Metro is immune to bus service cuts. At 2:30 this afternoon Metro will hold its public hearing on the staff-proposed 2010 budget. The budget [...] mechazawa • 14 years ago

Joe • 14 years ago



will also be heard at next week's Full Board Meeting before being voted on. The budget doesn't contain a lot of surprises, [...]

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Dan Wentzel • 14 years ago

Good thing Measure R passed.

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David Galvan • 14 years ago

Good thing Measure R passed. FOLLOW US: f t

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Guest • 14 years ago

It's great to hear about their fare box recovery rate, something I'm sure the MTA obsesses over, but what about their miles-driven recovery rate?

You know, the miles every driver gets out of the moderate investment they make to the highways? Are we ever going to shoot for breaking even on that one? For all the air quality trouble that car transportation causes, you'd think that making it pay for itself in transportation fees would be a no-brainer.

Maybe I'm wrong, or maybe the people in charge of the fare boxes are putting them in the wrong places (i.e. at freeway onramps and not at train stations).

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