



**Board Report**

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**MEASURE M INDEPENDENT TAXPAYERS OVERSIGHT COMMITTEE  
JUNE 1, 2022**

**SUBJECT: ORAL REPORT ON BUDGET - SERVICE LEVELS**

**ACTION: ORAL REPORT**

**RECOMMENDATION**

RECEIVE Oral Report on Budget - Service levels.

**Summary COVID-19 Impacts:  
Countywide Bus Transit Service Levels  
and  
Ridership  
Through June 2021**

Measure M Independent Taxpayer Oversight Committee  
June 2022

# COVID-19 Impacts on Service Provided

- Over the 2-year period, FY's 20 and 21, Service provided by Metro and the Municipal Operators, as measured by Vehicle Service Miles, declined just over 20% for an aggregate reduction of 23.4 million service miles.
- Service reductions were not however implemented proportionately across the region.
  - Operator implemented service changes ranged from:
    - (0.2%) and (1.8%), LADOT and Foothill Transit respectively to
    - (71%) for Claremont
  - The majority of operator reductions ranged from (20%) to (40%)

# COVID-19 Impacts on Service Provided

Operators	Vehicle Service Miles			COVID-19 Period Impacts	
	FY19	FY20	FY21	Change in Service Miles	% Change
Antelope Valley	3,233,545	2,997,783	2,612,827	(620,718)	-19.2%
Arcadia	254,164	238,712	199,285	(54,879)	-21.6%
Claremont	43,100	25,000	12,460	(30,640)	-71.1%
Commerce	417,646	345,645	265,067	(152,579)	-36.5%
Culver City	1,550,357	1,443,712	1,343,654	(206,703)	-13.3%
Foothill	11,270,832	11,006,341	11,067,664	(203,168)	-1.8%
Gardena	1,576,361	1,356,446	898,337	(678,024)	-43.0%
LADOT Local/Express	3,281,706	3,122,438	3,276,423	(5,283)	-0.2%
La Mirada	65,827	49,022	34,431	(31,396)	-47.7%
Long Beach	7,055,099	6,062,758	4,812,562	(2,242,537)	-31.8%
Montebello	2,228,298	1,826,776	1,524,218	(704,080)	-31.6%
Norwalk	998,195	996,249	776,472	(221,723)	-22.2%
Redondo Beach DR/MB	426,000	393,758	350,251	(75,749)	-17.8%
Santa Clarita	2,874,288	2,616,257	2,050,130	(824,158)	-28.7%
Santa Monica	4,928,000	4,352,000	3,655,755	(1,272,245)	-25.8%
Torrance	1,696,600	1,497,900	1,446,281	(250,319)	-14.8%
Metro Bus Ops.	72,792,000	66,279,000	56,982,000	(15,810,000)	-21.7%
<b>Total</b>	<b>114,692,018</b>	<b>104,609,797</b>	<b>91,307,817</b>	<b>(23,384,201)</b>	<b>-20.4%</b>



# COVID-19 Impacts on Service Consumed

- Over the 2-year period, FY's 20 and 21, Service consumed and provided by Metro and the Municipal Operators, as measured by Unlinked Passenger Trips (UPT), declined just over (46%) for an aggregate reduction of (167.3) million passenger trips.
- 12 operators in the region experienced declines in excess of (50% )with the smallest relative loss being Long Beach Transit at (39.3%)

# COVID-19 Impacts on Service Consumed

Operators	Unlinked Passenger Trips			COVID-19 Period Impacts	
	FY19	FY20	FY21	Change in UPTs	% Change
Antelope Valley	2,301,868	1,947,026	914,281	(1,387,587)	-60.3%
Arcadia	77,743	60,035	17,809	(59,934)	-77.1%
Claremont	26,500	20,000	7,114	(19,386)	-73.2%
Commerce	455,961	323,415	114,472	(341,489)	-74.9%
Culver City	4,600,876	3,388,031	1,692,993	(2,907,883)	-63.2%
Foothill	12,053,307	9,862,939	6,099,989	(5,953,318)	-49.4%
Gardena	2,920,856	2,389,962	1,197,912	(1,722,944)	-59.0%
LADOT Local/Express	17,690,763	13,209,941	8,561,969	(9,128,794)	-51.6%
La Mirada	43,686	32,326	11,555	(32,131)	-73.5%
Long Beach	23,248,158	18,388,096	14,113,352	(9,134,806)	-39.3%
Montebello	5,328,407	3,920,619	1,962,879	(3,365,528)	-63.2%
Norwalk	1,427,804	1,168,297	700,892	(726,912)	-50.9%
Redondo Beach DR/MB	366,810	288,912	166,176	(200,634)	-54.7%
Santa Clarita	2,565,484	2,030,892	1,474,984	(1,090,500)	-42.5%
Santa Monica	12,536,000	10,286,000	5,027,105	(7,508,895)	-59.9%
Torrance	3,620,000	3,131,000	1,873,197	(1,746,803)	-48.3%
Metro Bus Ops	273,747,410	227,571,987	151,791,838	(121,955,572)	-44.6%
<b>Total</b>	<b>363,011,633</b>	<b>298,019,478</b>	<b>195,728,517</b>	<b>(167,283,116)</b>	<b>-46.1%</b>

# Issues/Questions on COVID-19 Impacts

- FY 21 appears to be the “bottoming” of service reductions and is used as the baseline for FY23 Local and State revenue allocations
- Over what period length will ridership return to pre-pandemic levels?
- Has there been a fundamental shift in commuting requirements with the advent of Work-From-Home opportunities?
- What role will the discretionary/intermittent rider play in future service growth and transit planning?