



Metro

REVISED

**OPERATIONS COMMITTEE
APRIL 17, 2008**

SUBJECT: PROPOSED CHANGES TO BUS SERVICE

ACTION: APPROVE PROPOSED CHANGES TO TIER 1 BUS SERVICE

RECOMMENDATION

Approve service changes to Tier 1 bus lines scheduled to be implemented in June 2008 as described in Attachment A.

ISSUE

The existing Service Sector Governance Council Policy states that service changes to Tier 1 bus lines must be reviewed and approved by the Board of Directors prior to implementation. The Sector Governance Councils have reviewed and approved proposed service changes for June 2008 (Attachment A), and staff is seeking board approval so the changes may be implemented as scheduled.

POLICY IMPLICATIONS

The review process was conducted in accordance with the Service Sector Governance Council Policy, and ensures that the proposed service changes are consistent with our operating budget, agency plans, agency policy and federal requirements.

OPTIONS

The Board may decide to approve a subset of the recommended changes or not to approve the recommended service changes. However, this is not recommended as the proposals have been reviewed and approved by the Sector Governance Councils, and lack of approval would have a negative impact on the FY09 Operating Budget.

FINANCIAL IMPACT

The proposed changes have been included in the FY09 proposed budget and are consistent with the FY08 Ten-Year Forecast. If not implemented as presented, there would be an increase in annual operating costs or an offsetting reduction would be required elsewhere to mitigate the budget impact. The impact would vary according to the specific proposals that were not approved.

DISCUSSION

In preparation for the June 2008 Service Change, the Service Sectors have developed proposed modifications to bus lines operating within their service area. The goal of the program is to complete the Metro Rapid Implementation and achieve "Peak Seat" requirements as required by the New Service Plan while staying consistent with the Ten Year Financial Forecast. The changes being proposed for June 2008 include modification to 27 of our Tier 1 bus routes, as summarized below:

- Implement six new Metro Rapid lines (730: Downtown LA-Pico/Rimpau, 715: Manchester-Firestone, 762: Pasadena-Artesia Blue Line Station, 753: Central Ave, 724: Sylmar-N. Hollywood Station via San Fernando Rd., 794: San Fernando Rd)
- Restructure, reduce or discontinue service due to low ridership and/or service duplication on eight routes (711: Florence Metro Rapid, 940: Hawthorne Rapid Express, 26/51: Hollywood-Compton-Artesia Transit Center, 53: Downtown LA-CSU Dominguez Hills, 105: W. Hollywood-Vernon, 94: Downtown LA-Sun Valley, 163: W. Hills-Hollywood via Sherman Way, 224: Sylmar-Universal City Station.)
- Discontinue service on five Limited Local Lines and reallocate the trips to the new Metro Rapid Lines (115/315: Playa del Rey-Norwalk, 330: Pico/Rimpau, 361: Pasadena-Artesia Bus Line Station, 350: South Central Ave Limited, 394: Downtown LA-Sylmar via San Fernando Rd)
- Improve frequency and span of service on three Metro Rapid Lines for compliance with the requirements of the New Service Plan (714: Downtown LA-Beverly Hills 770: El Monte-Downtown LA via Garvey & Chavez, 705: W. Hollywood-Vernon)
- Discontinue late night and Owl Service on five lines (10: Downtown LA-W. Hollywood, 14: Downtown LA-Beverly Hills, 37: Downtown LA-Fairfax-Washington via Adams, 38: Downtown LA-Fairfax/Washington via Jefferson, 60: Downtown LA-Artesia Station)

Consistent with Federal requirements and agency policy, the proposals have been reviewed by the public during hearings held in February 2008 and have subsequently been approved by their respective Governance Councils. The following, however, were not supported by the sector Governance Councils:

- The San Fernando Valley Governance Council does not support the implementation of Metro Rapid Line 724 (Sylmar-N. Hollywood via San Fernando), and Metro Rapid Line 794 (San Fernando Rd. South). The Governance Council disagrees with the alignments of the proposed routes and is opposed to the reduction of the underlining local services to implement the new service on these Metro Rapid Lines. However, the court-ordered New Service Plan requires us to implement these services.
- The Westside Central Governance Council rejected staff's recommendation of eliminating the night owl service on Line 14 (Downtown LA-Beverly Hills). The Sector Governance Council wanted it noted to the Board, that our Transit Service Policy lacks specific performance standards for Owl Service and cited topographical issues and the distances between remaining Owl Services. Staff has committed to addressing this request in the next update of the Transit Service Policy. Despite the action by the Governance Council, staff recommends that the Board approve this

proposal based on the low productivity of the Owl Service at 10 passengers per hour and at a cost of \$7.15 per passenger. While the service carries 48 passengers during the Owl period, 10 of those passengers board and alight within downtown Los Angeles and would have options to take any of 16 other Owl Services. Therefore, only about 12 passengers per hour are significantly impacted at a subsidy of about \$6.00 per passenger. No other municipal operator was contacted for interest in providing this service as no other operator provides Owl Service other than us.

- The Gateway Cities Governance Council did not support the cancelation of the Owl Service on Line 60 (Downtown LA-Artesia Station via Long Beach) between Artesia Blvd. and Long Beach Transit Mall. The Governance Council opposed the cancelation of the Owl Service citing no alternative service, unfair impacts to the transit dependent and broken owl connections with OCTA in Long Beach. Given the comments received, Gateway Cities Sector staff is no longer recommending this cancellation. The sector target savings will be achieved through other means of service adjustments which are minor in nature and less impacting to the riders when compared to the cancelation of Line 60.

A more detailed description of the changes is presented in Attachment A.

NEXT STEPS

With Board approval, the service changes will be effective June 29, 2008. Staff will notify customers with on-board brochures describing service changes. Also, new timetables with schedule and route modifications will be available on our buses in early June.

ATTACHMENTS

A. Tier 1 Bus Service Changes Proposed for June 2008

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