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**EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 19, 2012
SYSTEM SAFETY AND OPERATIONS COMMITTEE
SEPTEMBER 20, 2012**

**SUBJECT: COORDINATION OF TRANSIT AGENCIES' SCHEDULE
DEVELOPMENT AND TRANSFERS**

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this report providing a status update on efforts made to address the Board motion regarding coordination of transit agencies' schedule development and transfers.

ISSUE

The Board approved a motion in July 2012 that adopted a policy goal of coordination and synchronization among Los Angeles County transit agencies of service change schedules and transfer points to provide maximum efficiency and effectiveness of transfers between transit services to improve the regional transportation system.

DISCUSSION

The motion instructed the Chief Executive Officer to take the following actions by September 15, 2012 to meet the adopted goal. Each task is listed below followed by a status of actions taken by staff:

- 1) **Convene the transit agencies that serve Los Angeles County to discuss implementing this goal.**
 - Service Planning staff regularly conducts Quarterly Provider Meetings to discuss issues specific to Metro, their service area and transit agency. The Board Motion was introduced at the five meetings held in August, and Service Council members were also invited to attend.
 - An inventory list was also developed to determine when schedule changes occur at each agency (Attachment A). This process identified a need for more in-depth review with each agency to determine the reasons for variations in service change dates.

2) Inventory all Metrolink Stations and the existing bus connections as currently scheduled.

- Staff recently conducted a review of Metro bus connections with Metrolink trips at stations within the San Fernando Valley. As shown on Attachment B, the inventory of the four San Fernando Valley stations revealed that 69% to 75% of all train trips are met. This effort will be conducted for the remaining Metrolink stations within the Metro service area.
- The effort to connect buses with trains is difficult when bus and train headways are less frequent, such as during mid-day. Staff will work closely with Metrolink to gather ridership data at each station to help develop a priority list of bus lines and Metrolink trips at each station for improved connections.

3) Develop an implementation plan to complete the goal of this motion by December 31, 2012. In addition to the actions listed above, the following are additional efforts proposed by staff to address the issue raised in the motion:

a. Identify all transit centers, hubs, and transfer points (including at Metrolink Stations) where bus-to-bus or-bus-to-rail (including non-Metrolink Stations) transfers occur.

- Staff has begun compiling a list of the transit centers served by multiple transit operators that require better schedule coordination amongst operators. For example, on 183rd Street at Cerritos Mall, a total of six bus lines serve the Mall and are operated by OCTA, Metro, Norwalk, Long Beach and Cerritos. All lines are infrequent and warrant further evaluation for improving connections without jeopardizing connections in other places, especially late at night.

b. Review all Metro Rail schedules during times of change to ensure late night connections are not affected.

- Metro Rail lines have increasingly become the backbone of late night regional travel. The existing Metro Bus Owl network is equally important. Staff have already begun a study to improve the Owl Lineup connections and location in downtown Los Angeles, and will incorporate this into the goals of the approved motion.

c. Assist in coordinating special projects with the various effected transit agencies.

- Staff is currently coordinating services with operators serving the future ExpressLanes (El Monte Busway and Harbor Transitway). This has involved Torrance Transit, Gardena Transit, LADOT Commuter Express, and Foothill Transit. One of the products of this process is the "Silver to Silver" program allowing Metro and Foothill Transit pass holders to access either Metro's Silver Line or Foothill Transit's Silver Streak, that will be implemented when the new El Monte Station opens next month. Staff will continue to work with other operators (such as along the I-405 corridor) to improve services and connections.

4) **Develop an MOU or similar agreement to coordinate when transit agencies schedule their service changes.**

- An agreement will be drafted regarding service change coordination based on the efforts listed above.

DETERMINATION OF SAFETY IMPACT

If approved by the Board, the details outlined in this report are expected to have a positive impact on safety through improvements to service levels and quality for passengers.

NEXT STEPS

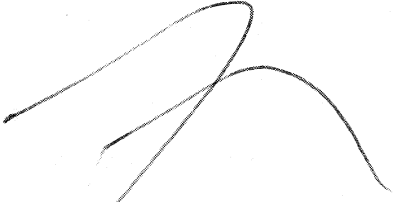
As directed by the motion, Staff will continue to develop and refine an implementation plan that meets the adopted goals established by the Board.

ATTACHMENTS

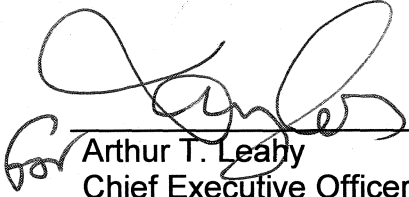
- A. Service Change Schedule
- B. Metrolink Connections in San Fernando Valley

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ATTACHMENT A
SERVICE CHANGE SCHEDULE: INCLUDED OPERATORS *

INCLUDED OPERATORS	NORMAL SYSTEM SHAKEUP SCHEDULE												Total
	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	
Antelope Valley Transit													2
Commerce Bus Lines	#	#	#	#	#	#	#	#	#	#	#	#	#
Culver City Bus													3
Foothill Transit													2
Gardena Bus Lines													4
LADOT	#	#	#	#	#	#	#	#	#	#	#	#	#
Long Beach Transit													3
METRO													2
Montebello Bus Lines													3
Norwalk Transit													3
Redondo Beach Cities Transit	#	#	#	#	#	#	#	#	#	#	#	#	#
Santa Clarita Transit													2
Santa Monica's Big Blue Bus													3
Torrance Transit	#		#	#	#		#	#	#		#	#	3
Total	5	4	1	1	2	5	1	3	4	2	0	2	

Note:

Asterisk denotes fixed route operators only and excludes paratransit providers
 Shaded areas denote usual or approximate shakeup months for affected operators
 # Denotes operators have no set shakeup schedule: as needed only and not included in total
 OCTA will be an ad hoc member

Summary

Fourteen Included Municipal Operators serve Los Angeles County. Most have an established schedule to make service changes; generally either twice or three times each year. One operator makes changes four times per year while three others make adjustments only when necessary. A review of the most common practices indicates that the January, June and September timeframes are the preferred months when most operators adjust service.

ATTACHMENT B

METROLINK CONNECTIONS IN SAN FERNANDO VALLEY

Chatsworth Station

Lines	Trips with Connection	Trips w/o Connection	Current Metrolink Train Trips	Percent of Trips with Connection
158	14	8	22	63.6%
166	20	2	22	90.9%
167	9	13	22	40.9%
244	12	10	22	54.5%
245	14	8	22	63.6%
901	22	0	22	100.0%
Sub-totals	91	41	132	68.9%
Percentage per Station				68.9%

Sylmar Station

Lines	Trips with Connection	Trips w/o Connection	Current Metrolink Train Trips	Percent of Trips with Connection
230	20	8	28	71.4%
236	13	15	28	46.4%
239	11	17	28	39.3%
292	20	8	28	71.4%
734	20	8	28	71.4%
794	22	6	28	78.6%
Sub-totals	106	62	168	63.1%
Percentage per Station				63.1%

Burbank Station

Lines	Trips with Connection	Trips w/o Connection	Current Metrolink Train Trips	Trips with Connection
92	39	13	52	75.0%
96	39	13	52	75.0%
155	38	14	52	73.1%
164	45	7	52	86.5%
165	36	16	52	69.2%
292	37	15	52	71.2%
Sub-totals	234	78	312	75.0%
Percentage per Station				75.0%

Sun Valley Station

Lines	Trips with Connection	Trips w/o Connection	Current Metrolink Train Trips	Percent of Trips with Connection
94	23	5	28	82.1%
794	25	3	28	89.3%
Sub-totals	48	8	56	85.7%
Percentage per Station				85.7%
San Fernando Valley System Total				71.6%

Note: Lines with peak headways greater than 20 mins. and non-peak headways greater than 30 mins. Both train and bus headways are less frequent during non-peak periods which results in a lower percentage of trips with connections.

Note: Trips with connections are scheduled to arrive at the train station within 15 mins to a schedule train departure time or within 15 minutes after a scheduled train arrival time.