



Metro

METRO SERVICE COUNCILS
December 2, 2013

SUBJECT: JUNE 2014 SERVICE CHANGE PROGRAM PUBLIC HEARING

**ACTIONS: APPROVE A PUBLIC HEARING FOR PROPOSED JUNE 2014
SERVICE CHANGES AND AUTHORIZE PUBLICATION OF THE
NOTICE OF PUBLIC HEARING**

RECOMMENDATIONS

- A. Approve a Public Hearing to be held during the month of February 2014 at each scheduled Service Council meeting to receive public comment on proposed service changes to be implemented in June 2014, or later in the year.
- B. Authorize publication of the Notice of Public Hearing, **Attachment A**, to be advertised beginning Sunday, December 27, 2013.

BACKGROUND

In compliance with federal public hearing requirements and MTA's administrative code, each Service Council is required to conduct a public hearing and consider public testimony before approving significant modifications to the bus system. As part of this process, each Service Council is also required to consider potential impacts these changes may have on the community.

Each year Metro service development staff reviews the performance of all routes to identify opportunities to improve productivity, cost effectiveness, capacity utilization, and service quality. During this round of public hearings, route modifications are proposed to service the new Bob Hope Airport Transportation Center, and Metro Rapid modifications in the San Fernando Valley to be modified in conjunction with a proposed new express line. In an effort to move forward with projects that will improve service quality and increase operating efficiencies, staff proposes to initiate the service changes contained in the public hearing program in June 2014, or later.

The draft Notice of Public Hearing (**Attachment A**) gives the proposed time, date, and location of each public hearing to be held during the month of February at each regularly scheduled Service Council meeting. A brief summary of the changes under consideration is also included. The official notice of public hearing will be finalized after the December meetings and will be published in local newspapers on Sunday, December 27, 2013.

SUMMARY OF STAFF PROPOSALS

The proposed June 2014 service plan focuses on the following service modifications:

- Restructure two Metro Express routes to improve service connections;
- Consider implementation of a new Express line from the Van Nuys BI corridor to Westwood via the I-405 Freeway; Metro Rapid route modifications which could be implemented with or without the implementation of the new Express service;
- Coordinate services to reduce route duplication.

Maps of the proposed changes are provided in **Attachment B**. The following describes the individual proposals contained in each service category:

Restructure Two Metro Express Routes to Improve Service Connections

The following two Metro Express lines are being proposed for a service modification:

- Line 534 (Malibu - Washington/Fairfax via Pacific Coast Hwy): Modify schedule to reduce service between Downtown Santa Monica Expo Rail terminus and the Washington/Fairfax Transit Hub.

With the opening of the Metro Expo Rail Phase II segment to Downtown Santa Monica, it is proposed that the Line 534 schedule be modified to reduce service between the Expo terminus and the Washington/Fairfax Transit Hub. Currently, 3,119 patrons use Line 534, of which 1,724 board between the transit hub and downtown Santa Monica, 55% of the total line boardings. However, 742 of those boardings are currently taking place at the Culver City Expo Station (located at Venice and Robertson BIs). It is assumed these patrons will stay on Expo and board Line 534 in Santa Monica. Because a number of Line 534 patrons have other destinations in West Los Angeles (approximately 32% of the total line patronage continue east of Culver City), it is proposed that service be reduced by 50% between Santa Monica and the transit hub.

- Line 577 (El Monte Station – VA Hospital via I-605 Fwy): Modify route to serve Rio Hondo College.

Rio Hondo College (located in incorporated Los Angeles County near Pico Rivera and City of Industry) is served by Line 270 (Monrovia – Norwalk Station via Workman Mill Rd & Peck Rd). Ridership on Line 270 to the college has increased substantially in recent years, caused by the cancellation of Norwalk Transit service to the college. Students coming from the Norwalk Metro Green Line and/or El Monte Stations utilizing Line 270 endure a longer ride on surface streets. In order to improve service to the college, it is proposed to modify the route of Express Line 577 to serve the college. Patrons bound for the college with a Metro Student ID Tap Card may utilize the new service at no additional cost. And, the route extension to the college can be implemented at no additional cost.

Restructure Lines to Serve New Burbank Airport Regional Transit Center (RITC)

Bob Hope Airport, serving the Burbank/Glendale/Pasadena areas, will complete the construction of a new transit center sometime in late summer, 2014. Service Planning staff proposes the following two route modifications to best serve the new transit center with no additional revenue service hours required. Note that these two proposals have been previously approved by the SFV Service Council by a motion presented by ex-Chairperson Ms. Richards at the March 6, 2013 meeting. It was decided by staff to delay the implementation until the transit center was completed.

- Line 169 (West Hills – Sunland via Saticoy St – Sunland BI): Modify route to serve and terminate/layover at the RITC.

Currently, Line 169 operates only Monday through Friday from West Hills to Sunland. On weekends, the service only operates from Sunland to Ontario/Empire (adjacent to Bob Hope Airport) via an extension of Line 91 trips. It is proposed weekday trips be modified to operate from West Hills to and terminate at the RITC, providing a convenient one seat ride to the airport. Line 222 will then be extended north along the route of Line 169, providing a one seat ride from Sunland to Hollywood. This proposed route will have no negative impact on Line 222 patronage, revenue service hours, and will reduce transfers. It will also provide a one-seat ride from Hollywood to Sunland, and will also serve the new RITC. It should also be noted that the headways of the two lines are closely matched (Line 169 is 60 min. all day; Line 222 is 30 min. peak and 60 min. all day), therefore no additional revenue service hours are needed. Of the total daily boardings (2,760), only 390 (14%) would be required to transfer at San Fernando Rd and Strathern St.

- Line 222 (Sun Valley – Hollywood via Hollywood Way – Cahuenga BI): Extend route from current northern terminus at San Fernando Rd and Strathern St to Sunland BI via route of Line 169.

On weekends, Line 91, a branch of Line 90, operates from Sunland to Burbank Airport (over a small portion of Line 169) only to provide a transit link from Sunland to the Valley, as Line 169 doesn't operate on weekends. This service would be discontinued and replaced by the Line 222 extension from the RITC Sunland. This change will provide a one seat ride from Sunland to Hollywood, providing improved access to the airport and many more destinations in the Valley.

- Line 91 (Downtown LA – Sylmar via Glendale Av – Foothill BI): Discontinue weekend service over Line 169 route from Sunland to Burbank Airport, which will be replaced by an extension of Line 222 from the RITC to Sunland.

Proposed New Express Line from Van Nuys to Westwood – Associated Modifications to Three Valley Metro Rapid Corridors

A proposed new express service would operate from Van Nuys to Westwood via the I-405 Fwy, utilizing carpool lanes currently under construction. The I-405 construction project should be completed in late summer 2014; however some or all of the proposals listed below could be implemented June 2014 even if the carpool lanes are not completed and open. For the proposed Line 588, resources would need to be identified prior to implementation.

- Line 588 (North Hills - Westwood via Van Nuys/I-405 Fwy): Create new express line to operate along Van Nuys Bl from Nordhoff St to the Metro Orange Line, continuing along Oxnard St to Sepulveda Bl, Victory Bl to the I-405 south on-ramp on Haskell Av, then via the I-405 Fwy to Wilshire Bl and Westwood Av. Outside of the Orange Line and Van Nuys Bl stop, Nordhoff St is the second busiest stop on the Van Nuys Bl corridor.

No funding is available to operate Line 588, but should it become available, it is proposed to operate the service in the AM and PM peak periods, expanding to all-day and weekend service should demand and funding materialize.

Proposed Metro Rapid Service Modifications

The following are proposals to modify three Metro Rapid services in the valley. It is recommended that these proposals be implemented in June 2014 with or without the implementation of Line 588. The implementation of these proposals also produces a combined revenue service hour savings of approximately 33 daily revenue service hours (however does not cover the cost of operating Line 588), improves service frequencies on Reseda and Sepulveda Bls and greatly improves connectivity between Reseda, Sepulveda, Van Nuys, and Ventura Bls.

The “Valley U” Proposal

Based on ridership trends, the busiest portion of Ventura Bl is between Reseda and Van Nuys Bls. To show this visually, the map below indicates the boardings and alightings per route mile are highest between Reseda and Van Nuys Bls.



The color lines in the map indicate where in the Valley the highest number of boardings and alightings occur. The red segment, from Van Nuys BI to Reseda BI segment (5.2 miles long) has 1,249 ons and 1,355 offs, per route mile. Compared to the next best segment, from Van Nuys BI to Universal Station (5 miles - Universal Station ons and offs are not included), there are only 444 ons and 510 offs per route mile. And the least traveled segment is from Reseda BI to Warner Center.

A new service is proposed that will enhance an improved Metro Rapid system, creating a “Valley U” shaped line by combining Lines 741 and 761 in Sherman Oaks. The proposed route modifications evolved out of internal and external meetings that combined the following findings: Line 741 today is too short to be productive or useful; CSUN students who need to access UCLA have to take three buses on average to reach Westwood; the headway on Line 741 (16 minute peak, 30 minute base) is not frequent enough to benefit the Reseda BI patron; and the Reseda and Sepulveda Ventura BIs terminus’ cause un-necessary transfer.

The “Valley U” will improve connections to destinations along Ventura Bl without a transfer, and reduces layovers by hooking the two lines (Lines 741 and 761) together. This process in-turn saves resources. It is proposed that the “Valley U” operate seven days a week.

- Line 741 - (Northridge – Tarzana – CSUN via Reseda Bl): Extend Line 741 east from Reseda and Ventura Bls to Sepulveda Bl, and combine with Line 761 continuing east to Van Nuys Bl, and north to Glen Oaks Bl (the current terminus of Line 761).
- Line 761- (Pacoima – Westwood via Van Nuys Bl – Sepulveda Bl): Combine Line 761 with the proposed extension of Line 741 in Sherman Oaks. Service to Westwood would be replaced by an extension of Line 734 (as described below).

A True “Sepulveda Rapid”

The proposed “Valley U” will bring patrons from two Rapid corridors directly to Sherman Oaks. Line 734 is proposed to be the “true” Sepulveda Bl Rapid service, operating from Sylmar Metrolink Station through Sherman Oaks to Westwood.

- Line 734 (Sylmar Sta – Sherman Oaks via Sepulveda Bl): Extend Line 734 to Westwood via route of Line 761, thereby creating a direct Metro Rapid service on Sepulveda Bl to Westwood.

As noted in a previous presentation, only 22% of Line 761 patrons continued past the intersection of Sepulveda and Ventura Bls continuing to Westwood. Currently, Line 734 terminates at Sepulveda and Ventura Bls. The service today operates every 20 minutes in the peak periods, and every 36 minutes in the base period. It is proposed to improve the headway to every 15 minutes in the peak periods, and every 20 minutes in the base period. Service would operate a similar span of service as Line 761, and serve the same stops and route from Sepulveda Bl to Westwood.

Modify Late Night Service on Sepulveda Bl to Westwood

Currently, in the late evening hours, Line 233 is extended from Ventura and Van Nuys Bls to Westwood, following the route of Line 761. A similar type operation is proposed for Line 234, if needed.

- Line 234 – (Sylmar – Sherman Oaks via Sepulveda Bl) Extend to Westwood in the late evening after Line 734 has ended service (this is similar to today’s operation with Lines 761 and 233).

The combination of changes above, as shown in **Attachment C**, will produce an approximate revenue service hour savings and improve service frequencies on Reseda and Sepulveda Bls. It is proposed that these changes be implemented once the I-405 construction is completed.

Ridership impacts for each line are provided in **Attachment D**.

Title VI Analysis of Proposed Changes

Title VI analysis of proposed changes will be prepared and presented prior to the beginning of each Public Hearing, the first scheduled to be held on February 5, 2014.

NEXT STEPS

Following the public hearing, staff will return to each Service Council with a report summarizing all public comments received along with specific staff recommendations.

Attachment A: Draft Notice of Public Hearing

Attachment B: Maps of Proposed Changes

Attachment C: Revenue Service Hour Evaluation of Proposed Valley Rapid Changes

Attachment D: Ridership Impacts of Proposed Changes



NOTICE OF PUBLIC HEARING
Los Angeles County Metropolitan Transportation Authority

The Los Angeles County Metropolitan Transportation Authority will hold public hearings in February 2014 to receive community input on proposed modifications to Metro’s bus service. Approved changes will become effective June 29, 2014 or later. Details of the hearing dates, times, and locations 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 (d) 1 of Title 49 U.S.C., and public hearing guidelines adopted by Metro’s Board of Directors in 1993, as amended.

Listed below are the service proposals to be considered at the hearings, and the respective Service Councils that will host the public hearings. 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 attend any of these hearings and comment on proposals of interest to them.

METRO WESTSIDE/CENTRAL

LINE	LINE NAME	<u>PROPOSED SERVICE CHANGE</u>
234	Sylmar – Sherman Oaks via Sepulveda BI	Extend Line 234 to Westwood in the late night evening over route of proposed Line 734 extension to Westwood
534	Malibu - Washington/Fairfax via Pacific Coast Hwy	Modify schedule to reduce service between Downtown Santa Monica to the Washington/Fairfax Transit Hub when Expo opens.
588	Proposed Van Nuys – Westwood Express via I-405 Fwy	Proposed new express line to operate along Van Nuys BI from Nordhoff St to the Metro Orange Line, continuing along Oxnard St to Sepulveda BI, Victory BI to the I-405 south on-ramp on Haskell Av, then via the I-405 Fwy to Wilshire BI and Westwood Av.
734	Sylmar Sta – Sherman Oaks via Sepulveda BI Metro Rapid	Extend Line 734 to Westwood via route of Line 761, thereby creating a direct Metro Rapid service from the North Valley to Westwood utilizing Sepulveda BI.
761	Pacoima – Westwood via Van Nuys BI – Sepulveda BI	Discontinue service to Westwood. Combine Line 761 with the proposed extension of Line 741 in Sherman Oaks, creating a “Valley U” line and providing more direct and faster service between Ventura BI, Reseda BI, and Van Nuys BI in the Sherman Oaks corridor.

METRO SAN FERNANDO VALLEY

LINE	LINE NAME	<u>PROPOSED SERVICE CHANGE</u>
91	Downtown LA – Sylmar via Glendale Av – Foothill BI	Discontinue weekend service over Line 169 route from Sunland to Bob Hope Airport, which will be replaced by an extension of Line 222 from Airport to Sunland.
169	West Hills – Sunland via Saticoy St – Sunland BI	Modify route to serve and terminate/layover at the Bob Hope Airport Transit Center.
222	Sun Valley – Hollywood via Hollywood Way – Cahuenga BI	Extend route from current northern terminus at San Fernando Rd to Sunland BI via route of Line 169. This will also provide a one-seat ride from Hollywood to Sunland, and will serve the new Bob Hope Airport Transit Center.
234	Sylmar – Sherman Oaks via Sepulveda BI	Extend Line 234 to Westwood in the late night evening over route of proposed Line 734 extension to Westwood
588	Proposed Van Nuys – Westwood Express via I-405 Fwy	Proposed new express line to operate along Van Nuys BI from Nordhoff St to the Metro Orange Line, continuing along Oxnard St to Sepulveda BI, Victory BI to the I-405 south on-ramp on Haskell Av, then via the I-405 Fwy to Wilshire BI and Westwood Av.
734	Sylmar Sta – Sherman Oaks via Sepulveda BI Metro Rapid	Extend Line 734 to Westwood via route of Line 761, thereby creating a direct Metro Rapid service from the North Valley to Westwood utilizing Sepulveda BI.
741	Northridge – Tarzana – CSUN via Reseda BI	Combine Line 741 with the proposed extension of Line 761 in Sherman Oaks, creating a “Valley U” line and providing more direct and faster service between Ventura BI, Reseda BI, and Van Nuys BI in the Sherman Oaks corridor.
761	Pacoima – Westwood via Van Nuys BI – Sepulveda BI	Combine Line 761 with the proposed extension of Line 741 in Sherman Oaks, creating a “Valley U” line and providing more direct and faster service between Ventura BI, Reseda BI, and Van Nuys BI in the Sherman Oaks corridor.

METRO GATEWAY CITIES

LINE	LINE NAME	<u>PROPOSED SERVICE CHANGE</u>
577	El Monte Station – VA Hospital via I-605 Fwy)	Make permanent current route modification demonstration serving Rio Hondo College.

METRO SAN GABRIEL VALLEY

LINE	LINE NAME	<u>PROPOSED SERVICE CHANGE</u>
577	El Monte Station – VA Hospital via I-605 Fwy	Make permanent current route modification demonstration serving Rio Hondo College.

METRO SOUTH BAY

LINE	LINE NAME	<u>PROPOSED SERVICE CHANGE</u>
		No service changes are proposed for the Metro South Bay Service Area

PUBLIC HEARING SCHEDULE

SAN FERNANDO VALLEY

February 5, 2014, 6:30 pm
Marvin Braude Constituent Center
6262 Van Nuys Bl
Van Nuys, CA 91401

SAN GABRIEL VALLEY

February 10, 2014, 6:00 pm
Division 9 Building
3rd Floor Conference Room
3449 Santa Anita Av
El Monte, CA 91731

REGIONAL LOCATION

February 8, 2014, 9:00 am
Metro Headquarters Building
1 Gateway Plaza, Board Room
Los Angeles, CA 90012

WESTSIDE/CENTRAL

February 12, 2014, 5:00 pm
La Cienega Tennis Center
325 South La Cienega Bl
Beverly Hills, CA 90211

GATEWAY CITIES

February 13, 2014, 2:00 pm
Salt Lake Recreation Center
3401 E. Florence Av
Huntington Park, CA 90255

Additional details about these proposals will be available for public review after January 1, 2014. To obtain this information, contact the address listed below or visit your nearest Metro Customer Relations Center. Information can also be accessed at: www.metro.net

Note: These proposals may be approved in whole or in part at a date following the public hearings. Approved changes may also include other alternatives derived from public comment. Interested members of the public are encouraged to attend the upcoming hearings and provide testimony on any service proposal under consideration (public comment will not be restricted to only bus routes operating in one geographical area). All public comment received will be forwarded to the responsible Sector Service Council, and considered prior to taking action on the service proposals. Persons unable to attend the hearings may submit written testimony postmarked through mid-night February 14, 2014, the close of the public record.

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

Metro Customer Relations
Attn: June 2014 Service Changes
One Gateway Plaza, 99-PL-4
Los Angeles, CA 90012-2932

Comments via e-mail should be addressed to:

servicechanges@metro.net
Attn: "June 2014 Service Changes"

Facsimiles should be addressed as above and sent to: 213-922-6988.

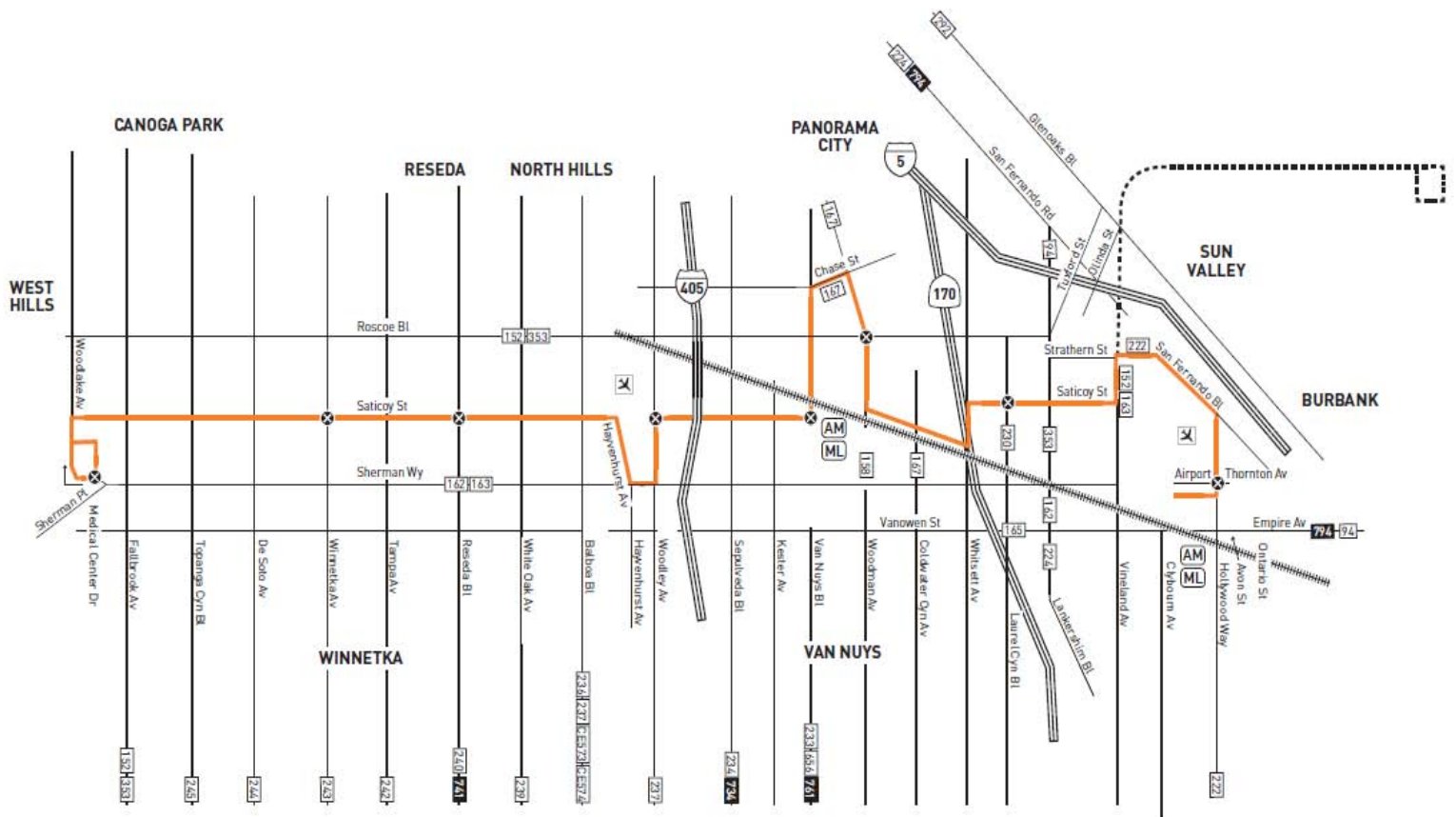
ADA REQUIREMENTS: Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA sponsored meetings and events.

LIMITED ENGLISH PROFICIENCY: Upon request, interpreters are available to the public for MTA 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.

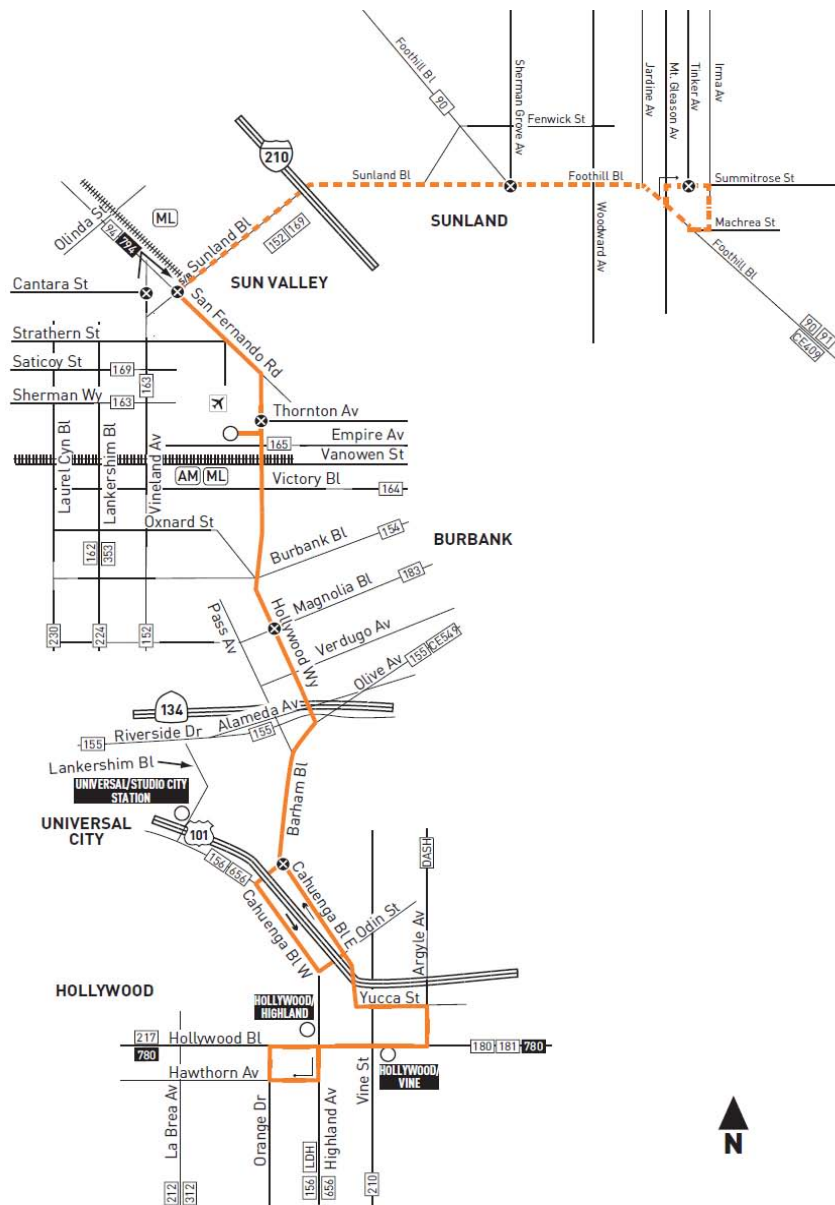
Attachment B – Maps of Proposed Changes

Line 169 Extension to New Burbank Airport RITC All Days



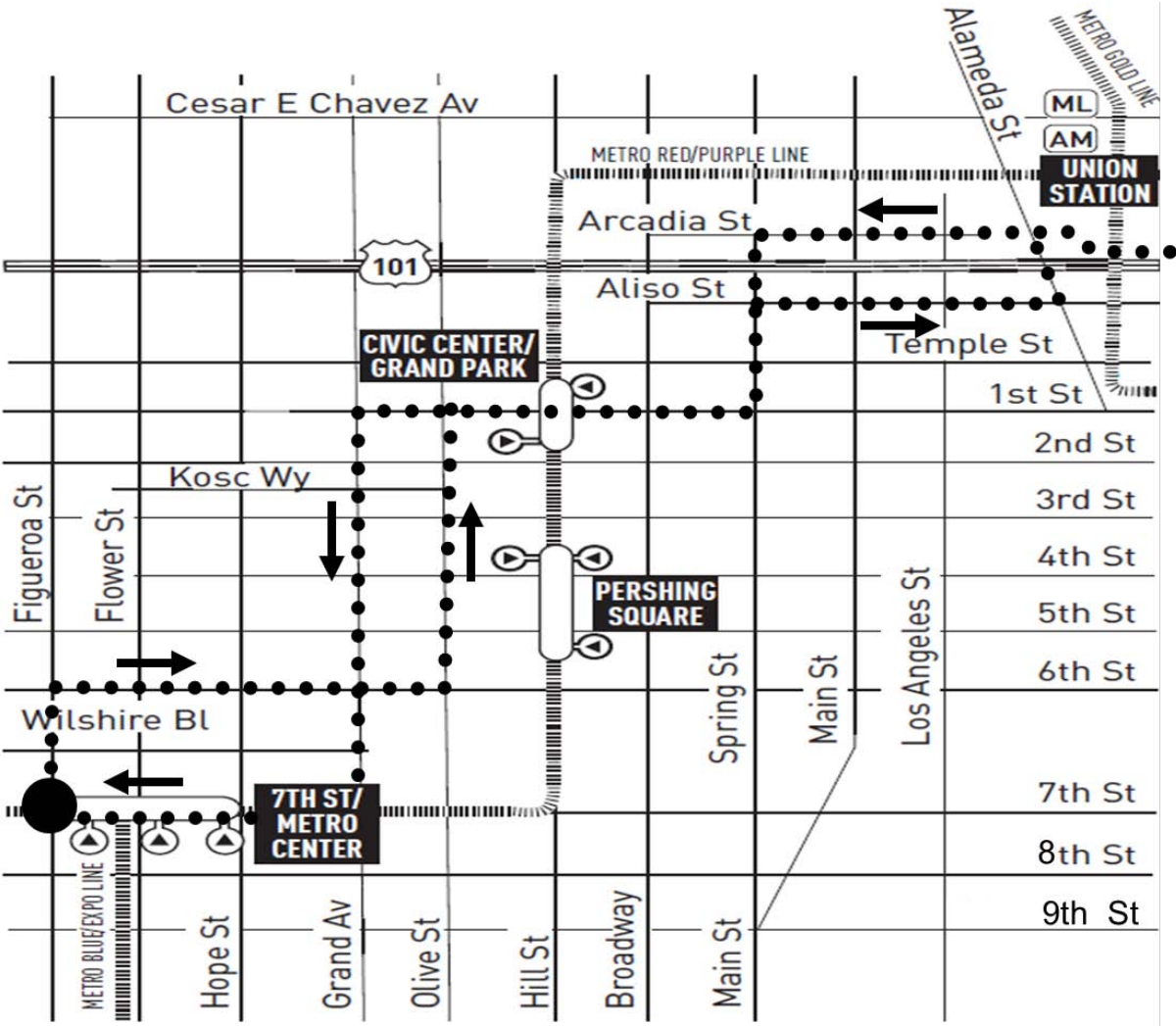
- Line 169 Proposed Route
- - - - - Line 169 Route Segment to be operated by Line 222 Route Extension

Line 222 Proposed Service to New Bob Hope Airport RITC and Extension to Sunland via Line 169

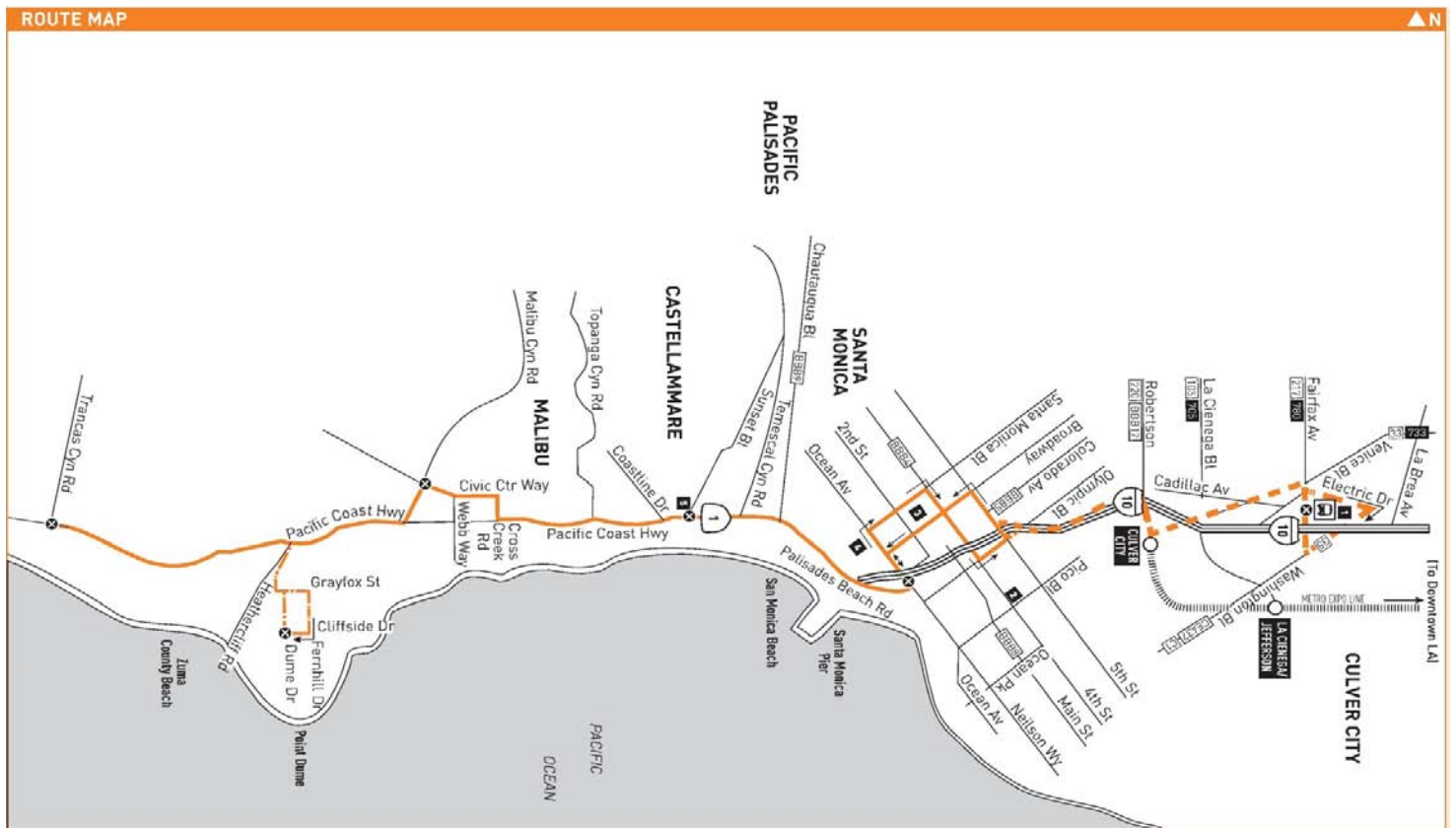


- Existing Line 222
- - - Line 169 Route Segment

Line 485 – Extend Service from Union Station to 7th/Metro



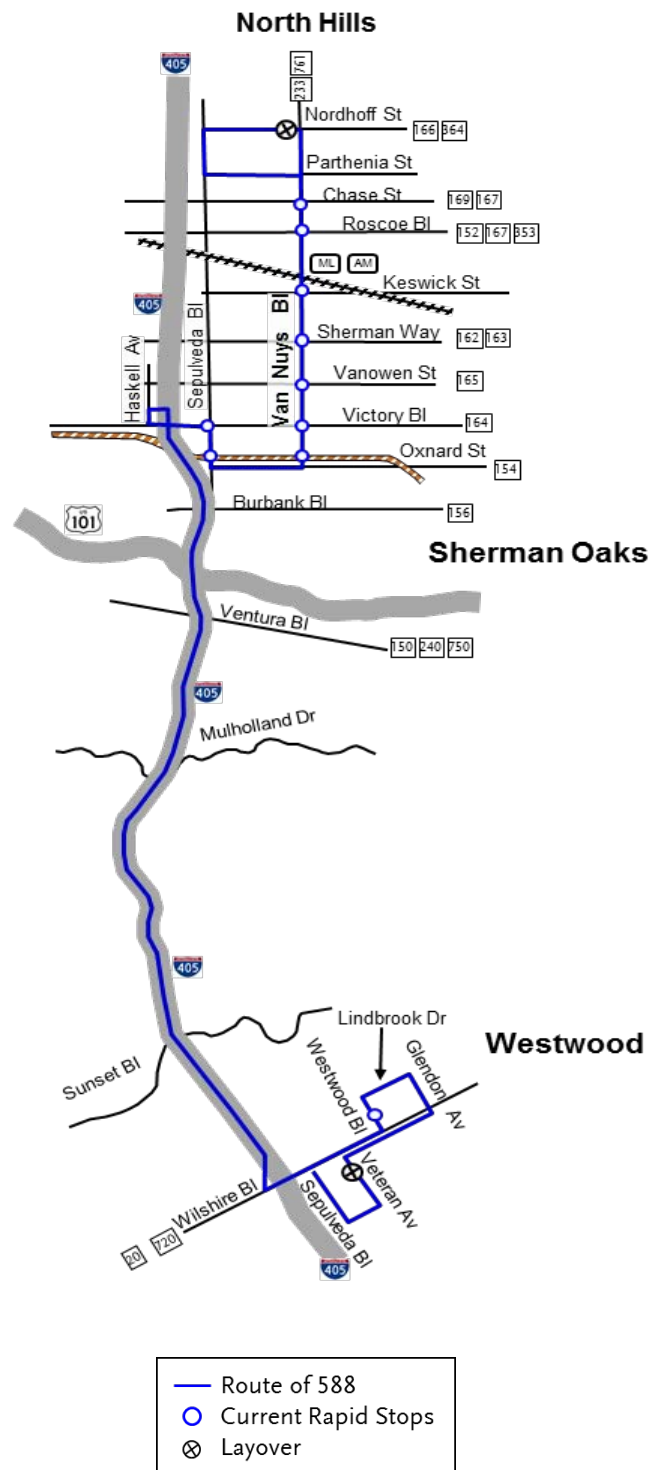
Line 534 – Discontinue Route from Santa Monica Expo Station to Washington-Fairfax Transit Hub



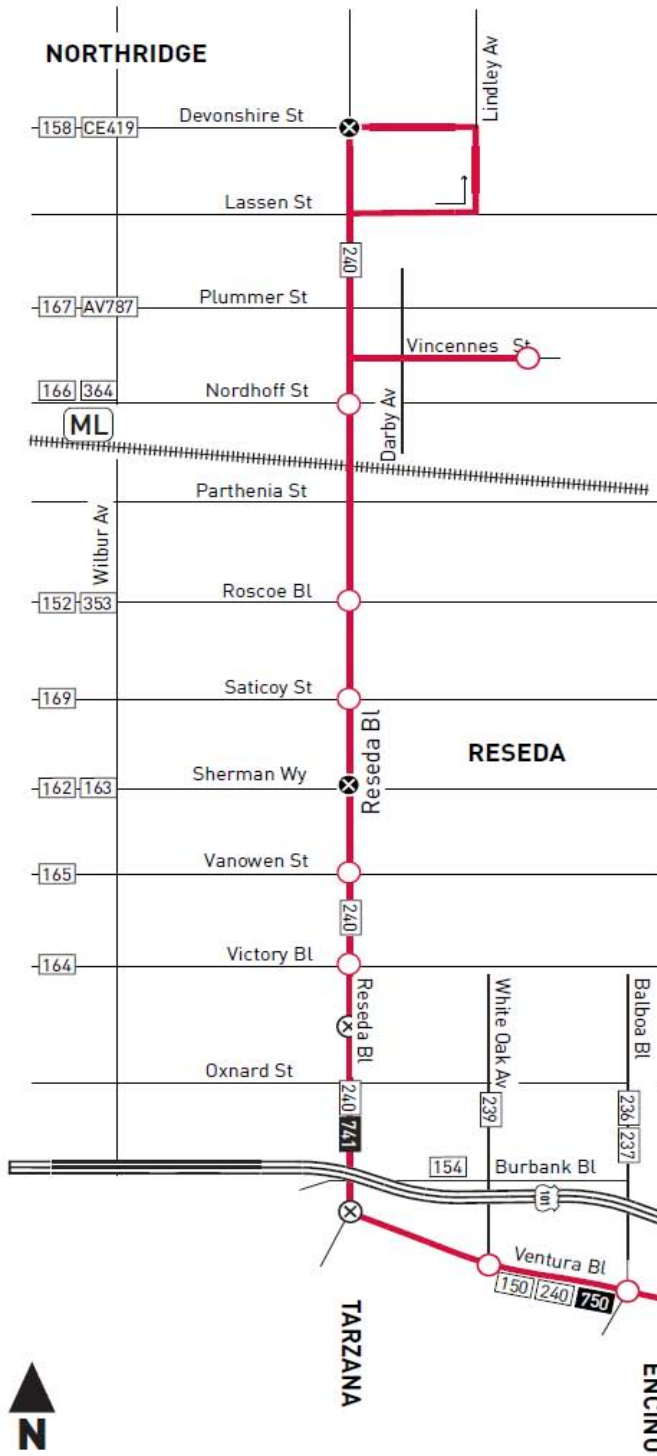
Route of Line 534 ———
 Discontinued Segment
 Legend

Proposed Express Line 588

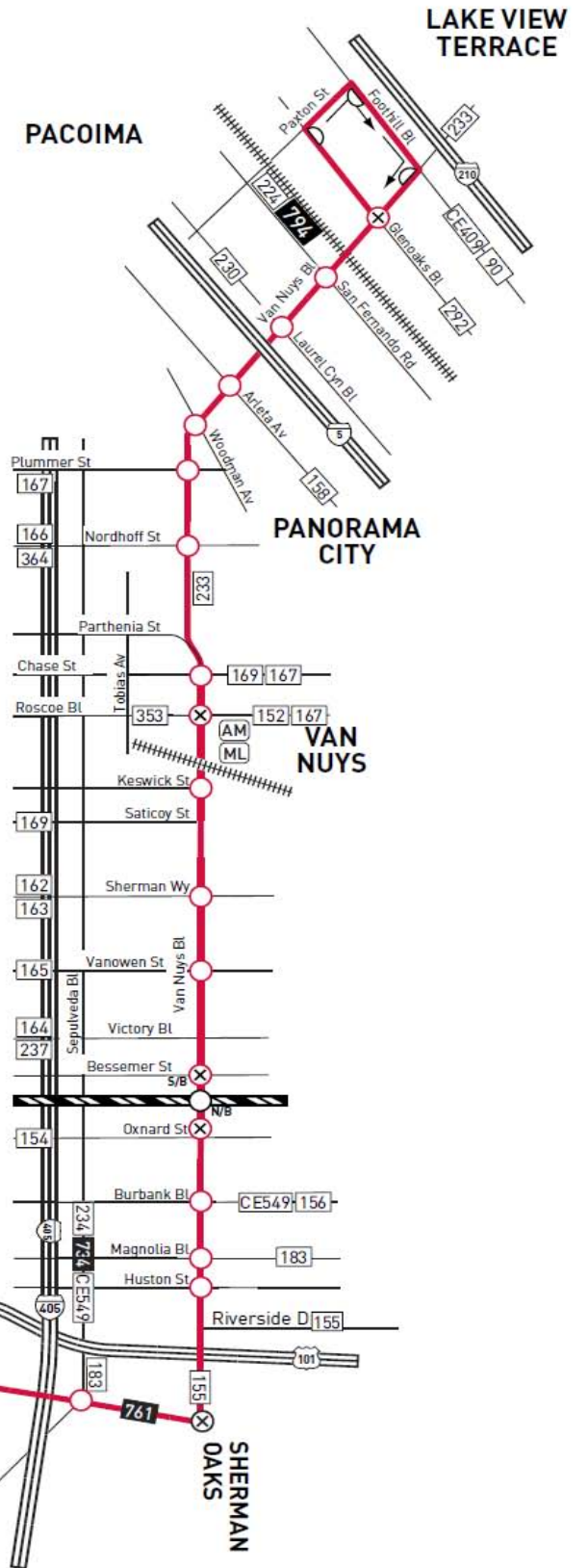
- Operate Line 588 weekdays only.
- Service provided during peak periods.
- Service could begin once Freeway construction is completed.



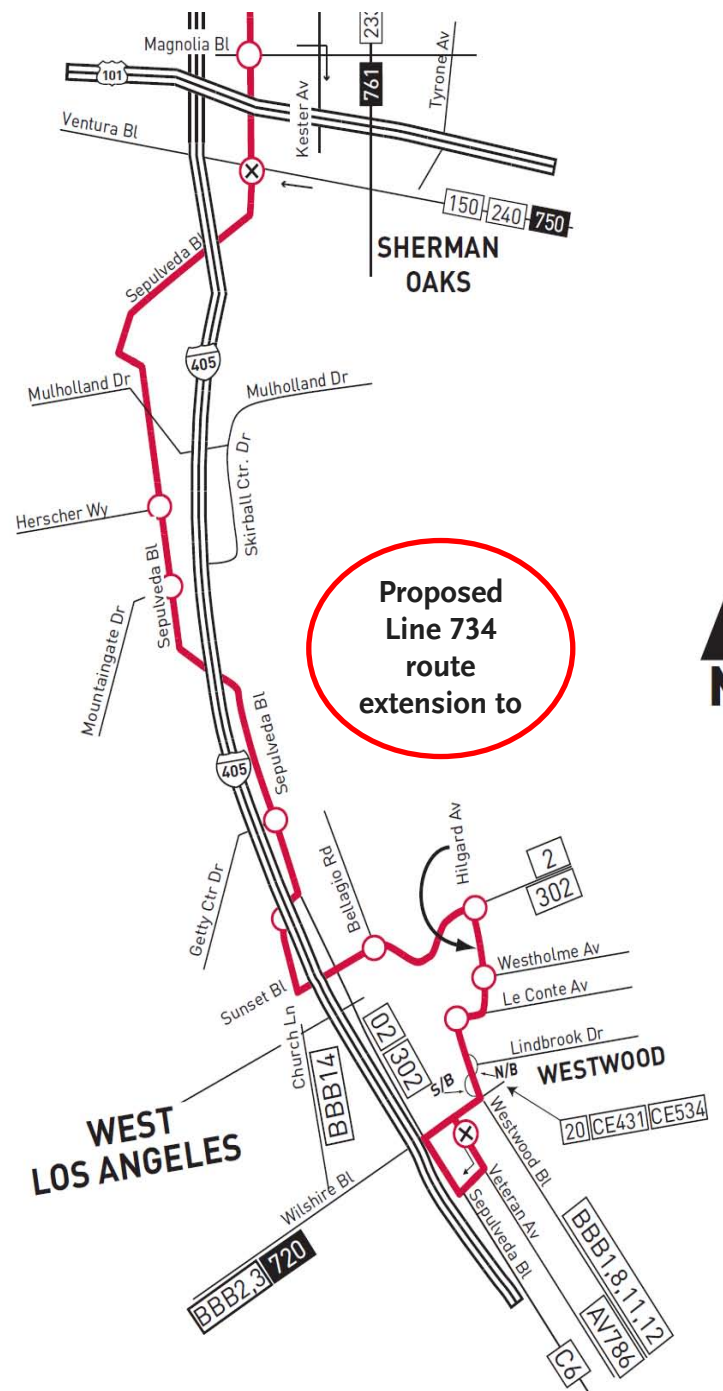
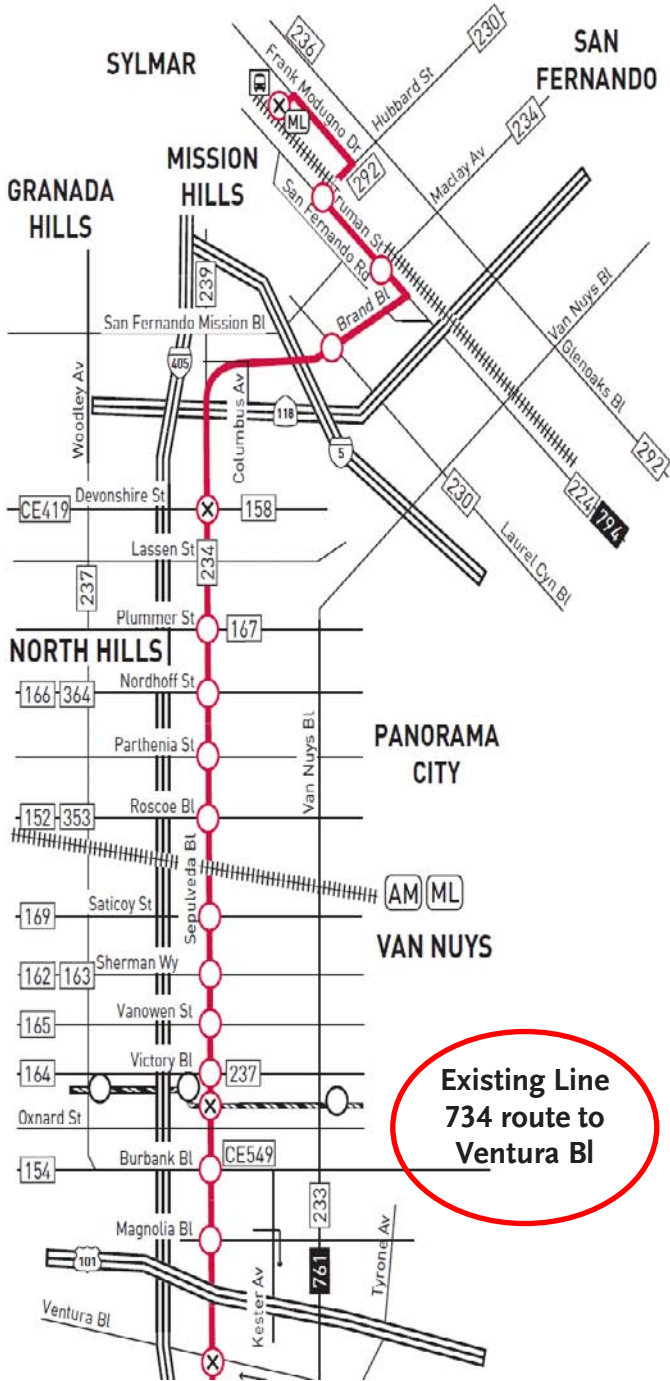
Proposed Valley U Service



Extend Line 741 to Sherman Oaks and combine with Line 761



Line 734 - Extend Route from Sherman Oaks to Westwood via Sepulveda Bl



Attachment C – Revenue Service Hour Evaluation of Proposed Valley Rapid Changes

	Existing Headways		Existing Service Hours		Proposed Headways		Proposed Service Hours	
	Peak	Base	Revenue	Total	Peak	Base	Revenue	Total
Line 233	12	15	190.9	198.2	15	15	185	190
Line 734	20	36	70.9	79.0	15	20	141.2	162.5
Line 741	16	30	58.9	64.2	Valley U		Valley U	
Line 750	14	27	136.4	162.0	15	30	136.4	162.0
Line 761	14	20	207.9	228.1	Valley U		Valley U	
Valley U					15	20	170.2	179.1
Line 588					15	None	109.8	122.0
Total Revenue Service Hours								
	Valley Before Changes		665.0					
	Added Line 588 Hours		109.8					
	Total		774.8					
	Valley After Changes		632.8					
	Added Line 588 Hours		109.8					
	Total		742.6					
					-Line 734 Sepulveda Rapid service will be improved from every 20/36 minutes to every 15/20 minutes			
					-Line 741 Reseda Rapid service will be improved from every 16/30 minutes to every 15/20 minutes (Valley U)			

The data shown above indicates that the proposed changes (excluding Line 588) would save approximately 33 daily revenue service hours, yet improves headways on both Line 734 and 741. Operating the proposed Line 588 in the peak periods only would cost approximately 110 daily revenue service hours. Combined with the potential savings of the proposed Valley changes, an additional 77 hours would be required to operate Line 588. This would amount to approximately \$30,000 a day fully allocated cost, or \$7.8M annualized cost.

Attachment D – Ridership Impacts

Route	Proposal	Daily Line Level Boardings Change
169	Discontinue service to Sunland, replaced by Line 222 extension	(309)
222	Extend service to Sunland via route of Line 169	944
534	Reduce service to Washington/Fairfax Transit Hub when Expo opens	(982)
588	New express service to Westwood	N/A
734	Extend service to Westwood over route of Line 761	2,739
741	Combine with Line 761 in Sherman Oaks	N/A
761	Discontinue service to Westwood and combine with Line 741 in Sherman Oaks.	(2,739)