



Metro

Los Angeles County
Metropolitan Transportation Authority

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METRO SERVICE COUNCILS

March 3, 2014

SUBJECT: JUNE 2014 SERVICE CHANGE PROGRAM PUBLIC HEARING RESULTS

ACTION: APPROVE FINDINGS OF PUBLIC HEARING AND ADOPT REVISED SERVICE CHANGE PROGRAM

RECOMMENDATION

- A. Approve findings of Public Hearing conducted in February, 2014 for service changes proposed to be implemented on June 29 2014, or later.
- B. Adopt staff's revised Service Change Program as outlined in this report.

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 included proposed to service the new Bob Hope Airport Regional Intermodal Transportation Center, Metro Rapid modifications in the San Fernando Valley, a new proposed express line to be implemented pending approval and funding, and other minor service changes. 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 Notice of Public Hearing (**Attachment A**) gives the time, date, and location of each public hearing 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 was finalized after the December meetings and was published in local newspapers on Sunday, December 27, 2013. Additional notices were subsequently published in other local, regional, and foreign language newspapers system-wide. Approximately 80,000 marketing take-ones were distributed on buses, trains, and at customer service outlets informing riders of the proposals under consideration. In addition, staff distributed take-ones at key locations. Rider bulletins were posted on Metro buses. The Notice of Public Hearing was also posted on Metro's main website.

ISSUE

Federal guidelines and MTA policy require that a public hearing be held when major service changes to the bus system are considered. Accordingly, the affected Service Councils conducted a series of public hearings in February 2014. Specific dates and times of the public hearings held are shown in **Attachment A**.

The purpose of the hearings was to solicit public input, written comments and verbal testimony regarding proposed service changes to four local, three express and two Metro Rapid bus lines that operate throughout the Metro region. These changes are slated for implementation in June 29, 2014 or later.

A review of public input, an analysis of impacts and staff's service change recommendations are outlined in this report. The Council is requested to consider the possible impacts from these proposals before approving them.

ALTERNATIVES CONSIDERED

Alternatives to the staff recommendation are to 1) adopt a new subset of the proposals or 2) not adopt the revised service changes. Staff's recommendations optimize efficiency of travel demand patterns but the Service Council may select other alternatives that benefit the most patrons.

IMPACT ON BUDGET

Resources for proposed Line 588 would need to be identified prior to implementation. All other proposed changes are anticipated to be cost neutral based on the current operating budget.

SUMMARY OF STAFF PROPOSALS

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

- Consider implementation of a new express line from the Van Nuys Bl corridor to Westwood via the I-405 Freeway;
- Restructure two Metro Rapid lines to improve service connections. Metro Rapid line modifications which could be implemented with or without the implementation of the new Express service;
- Service adjustments to serve the new Burbank Airport Regional Intermodal Transportation Center;
- Coordinate services to reduce route duplication.
- Service adjustments related to Expo Phase II

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

SUMMARY OF PUBLIC COMMENT

A total of 61 individuals attended the public hearings. Twenty-four of those individuals provided verbal testimony and 28 written testimonies were received via letters, facsimiles and emails by February 14, 2014, the close of the public record.

The 52 respondents provided a total of 89 comments on public hearing proposals. Approximately 39% (35 comments) supported the proposals. Nearly 23% (21 comments) opposed, and another 37% (33 comments) suggested modifications to the service change proposals. Roughly 17 of the comments received were unrelated to the Public Hearing’s proposed changes.

The breakdown of the comments by service area and bus line is as follows:
(Please note that some comments applied to more than one Metro line as shown in **Attachment B**)

Line No.	Number of Commented			Total	Line Percentage			Other
	Support	Oppose	Modify		Support	Oppose	Modify	
91	---	---	1	1				
169	3	1	3	7	42.9%	14.3%	42.9%	
222	3	0	2	5	60.0%	0.0%	40.0%	
234	0	2	1	3	0.0%	66.7%	33.3%	
588	7	0	8	15	46.7%	0.0%	53.3%	
734	5	2	6	13	38.5%	15.4%	46.2%	
741	6	4	4	14	42.9%	28.6%	28.6%	
761	7	8	6	21	33.3%	38.1%	28.6%	
Other Comments								17
SFV Total	31	17	31	79	39.2%	21.5%	39.2%	
WSC								
534	2	3	0	5	40.0%	60.0%	0.0%	
SGV								
577	2	1	2	5	40.0%	20.0%	40.0%	
Grand Total	35	21	33	89	39.3%	23.6%	37.1%	

A summary of these comments is provided in Attachment B.

REVISED METRO SAN FERNANDO VALLEY SERVICE PROGRAM

The revised service plan is summarized in line number or line name below.

Line 169 - West Hills – Sunland via Saticoy St – Sunland Bl

Original Proposal

Modify route to serve and terminate/layover at the Regional Intermodal Transportation Center (RITC). Discontinued segment on Line 169 will be taken over by Metro Line 222 as described below.

Staff Recommendation

Implement as proposed.

Currently, Line 169 operates Monday through Friday from West Hills to Sunland. It is proposed that weekday trips be split near San Fernando Rd, and the western portion of the line be extended south to the new RITC, providing a convenient one seat ride between West Hills and the Burbank Airport.

The eastern portion of Line 169 would be combined with the northern end of Line 222 to Sunland. Currently on weekends, Line 169 service only operates from Sunland to Ontario/Empire (adjacent to Bob Hope Airport) via an extension of Line 91 trips. This weekend service will also be replaced by the Line 222 extension, creating non-stop route between Sunland and Hollywood.

The new proposed route over Sunland Bl by Line 222, seven days a week, will still maintain key transfer locations at San Fernando Rd and Foothill Bl. It will provide a one-seat ride from Hollywood to Sunland, and will also serve the new RITC. It should also be noted that the headways along all segments of the two lines will be maintained. Therefore, no additional revenue service hours are needed. Of the total daily boardings (2,760) on Line 169, only 390 (14%) would be required to transfer at San Fernando Rd and Strathern St.

Line 222 - Sun Valley – Hollywood via Hollywood Way – Cahuenga Bl

Original Proposal

Extend route from current northern terminus at San Fernando Rd and Strathern St to Sunland via route of Line 169.

Staff Recommendation

Implement as proposed.

The proposed extension of Line 222 over the route segment of Line 169 from San Fernando Rd to Sunland via Sunland Bl will have no negative impact on Line 222 patronage, revenue service hours, and will reduce transfers by offering more connections to other lines. It will also provide a one-seat ride from Hollywood to Sunland, and will serve the new RITC. 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 to Sunland, providing improved access to the airport and many more destinations in the Valley.

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

Line 588 - North Hills – Westwood via Van Nuys/I-405 Fwy

Original Proposal

Create new express line from Nordhoff St to Westwood via Van Nuys Bl and I-405 Fwy. Funding would need to be identified prior to implementation.

Staff Recommendation

Implement with modifications.

The new express line is proposed 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. The proposed express line would make use of I-405 Fwy carpool lanes once completed. It would operate service on a 15 minute frequency peak-only trial basis. Based on the evaluation of the trial period, service levels could be modified. Implementation is contingent on availability of funding as no resources currently are budgeted for this service.

The following modifications are being included in the final proposal. It is proposed that the northern terminus turn-around route be modified to continue on Van Nuys Bl and use Woodman Av and Plummer St as a turn-around in the condition that a new layover zone could be obtained at Woodman Av and Van Nuys Bl. An alternative to this turn-around would be to continue from Van Nuys Bl to Nordhoff St, Woodman Av, Osborne St, and then back to Nordhoff if a new layover zone can be acquired near Nordhoff and Woodman. An additional stop would also be in place near the proposed layover locations. Both proposed turn-around routes offer a shorter distance while simultaneously expanding service.

An additional Westwood stop is proposed to be included on Le Conte Av in Westwood via a modified routing towards the southern terminus of Line 588. Possible future modifications of the line could include an extension to the Metro Rail Expo Sepulveda Station after Expo Phase II is completed and in service.

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 or later, with or without the implementation of Line 588. The implementation of these proposals improves service frequencies on Reseda and Sepulveda Bls, greatly improves connectivity between Reseda, Sepulveda, Van Nuys, and Ventura Bls, and is expected to be cost neutral.

The “Valley U”

This concept will enhance and improve the Metro Rapid system in San Fernando Valley by creating a “U” shaped line by combining Lines 741 and 761 in Sherman Oaks. The proposed route will involve the following:

Line 741 - Northridge – Tarzana – CSUN via Reseda Bl

Line 761- Pacoima – Westwood via Van Nuys Bl – Sepulveda Bl

Original Proposal

Extend Line 741 east from Reseda and Ventura Bls to Sepulveda Bl, and combine with Line 761 north of Ventura Blvd and along Van Nuys Bl to Glenoaks Bl. Service on Line 761 south of Ventura Blvd to Westwood would be replaced by an extension of Line 734. It is proposed that the “Valley U” operate seven days a week.

Staff Recommendation

Implement with modifications to weekend service.

Concepts for a “Valley U” 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 Bl patron; and the Reseda/Ventura Bls terminus causes un-necessary transfers (note, **Attachment E** shows the busiest portion of Ventura Bl is between Reseda and Van Nuys Bls).

As reported in previous presentations to the San Fernando Valley Service Council, only 22% of Line 761 patrons continue past the intersection of Sepulveda and Ventura Bls continuing to Westwood. Therefore, articulated buses are operating over a portion of the line (from Sherman Oaks to Westwood) that does not require the capacity. The “Valley U” will also improve connections to destinations along Ventura Bl without a transfer, and reduces layovers by combining Lines 741 and 761. This process in-turn saves resources.

Weekend Service along Reseda and Van Nuys Bls

It is proposed that the “Valley U” operate Weekdays only. Weekend rapid service on Line 761 along Van Nuys Bl will terminate at Ventura and Sepulveda Bls, providing a transfer to bus service on Sepulveda Bl between Westwood and Ventura Blvd. Weekend service on Reseda Bl will remain similar to existing service as there is a significantly lower demand for weekend rapid service on Reseda Bl.

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

Line 234 – Sylmar – Sherman Oaks via Sepulveda Bl

Original Proposal

Extend Line 734 to Westwood via route of Line 761, thereby creating a direct Metro Rapid service from Sylmar to Westwood via Sepulveda Bl. Extend Line 234 to Westwood in the late evening after Line 734 has ended service. This is similar to today’s operation with Lines 761 and 233.

Staff Recommendation

Implement with modifications to late night and weekend service.

As noted on the “Valley-U” section, 22% of Line 761 patrons travel south past the intersection of Sepulveda and Ventura Bls to Westwood. However, not all of these patrons are expected to incur another transfer to Line 734 to Westwood as a significant number are thought to be transferring to Line 761 via East/West service in San Fernando Valley. Therefore, these patrons will be able to directly transfer to Line 734 service to Westwood similar to the way they transfer to Line 761 today.

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 15-20 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.

On Weekends, service to Westwood will be operated by Line 234 along Sepulveda Blvd, which will continue over the same route of Line 734 to Westwood after reaching Sepulveda and Ventura Bls. A connection will be provided between Lines 761 and 234 at Sepulveda and Ventura for patrons originating or destined to van Nuys Blvd. Weekend service on Lines 234 and 761 are closely matched, therefore no additional resources would be required, and current span of service to Westwood on Line 761 will also be comparable to Line 234 on weekends.

The combination of changes above, as shown in **Attachment C**, will result in a cost neutral change and improve service frequencies on Reseda and Sepulveda Bls. Ridership impacts for each line are provided in **Attachment D**.

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 routing is proposed to be maintained for late night service between Westwood and the San Fernando Valley. Late night service will remain on Van Nuys Bl for the benefit of late night local service demand. Late night route of Lines 234 and 734 will be extended over the route of Line 233 seven days a week. This will minimize impacts to current late night patrons.

REVISED METRO WESTSIDE/CENTRAL PROGRAM

Line 534 – Washington/Fairfax Transit Hub-Malibu via Pacific Coast Hwy Express

Original Proposal

Modify schedule to reduce service between the Washington/Fairfax Transit Hub and Downtown Santa Monica when Phase II of the Metro Expo Line opens.

Staff Recommendation

Implement as proposed on weekdays only. No change in weekend service.

It is anticipated that patrons currently riding express service on Line 534 between the Culver City Station and Downtown Santa Monica will shift to the Expo Light Rail Line when it opens in early 2016. There are still a number of patrons, however, that are traveling to the Washington/Fairfax Hub and transferring to other lines at that location. As a result, staff proposes to reduce service levels instead of canceling the express portion of the route altogether. Staff proposes to shorten every other trip in Downtown Santa Monica on weekdays only. No change is recommended to weekend service.

Staff will monitor ridership on Line 534 after Expo opens to determine if the express portion of the route is still viable.

Lines 234, 588, 734, 761 – See Revised Summary for Metro San Fernando Valley Service Plan

METRO SAN GABRIEL VALLEY PROGRAM

Line 577 - El Monte Station - Long Beach VA Hospital via I-605 Fwy

Original Proposal

Modify route to serve Rio Hondo College

Staff Recommendation

Implement as proposed.

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 minimal cost.

Staff will monitor ridership on Line 577 after implementation to determine if the ridership from Rio Hondo College warrants service from this line.

Title VI Analysis of Proposed Changes

Title VI analysis of proposed changes is provided in **Attachment F**.

NEXT STEPS

With Board approval, the service changes will be effective June 29, 2014, or later. Staff will notify customers with on-board brochures describing service changes. New timetables with schedule and route modifications will be available on Metro buses prior to implementation.

ATTACHMENTS

- A. Notice of Public Hearing
- B. Summary of Public Comment
- C. Revenue Service Hour Evaluation of Proposed Valley Rapid Changes
- D. Ridership Impacts of Proposed Changes
- E. Maps of proposed changes
- F. Title VI evaluation

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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	PROPOSED SERVICE CHANGE
234	Sylmar – Sherman Oaks via Sepulveda Bl	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.
588	Proposed Van Nuys – Westwood Express via I-405 Fwy	Proposed 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.
734	Sylmar Sta – Sherman Oaks via Sepulveda Bl 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 Bl.
761	Pacoima – Westwood via Van Nuys Bl – Sepulveda Bl	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 Bl, Reseda Bl, and Van Nuys Bl in the Sherman Oaks corridor.

METRO SAN FERNANDO VALLEY

LINE	LINE NAME	PROPOSED SERVICE CHANGE
91	Downtown LA – Sylmar via Glendale Av – Foothill Bl	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 Bl	Modify route to serve and terminate/layover at the Bob Hope Airport Transit Center.
222	Sun Valley – Hollywood via Hollywood Way – Cahuenga Bl	Extend route from current northern terminus at San Fernando Rd to Sunland Bl 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 Bl	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 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.
734	Sylmar Sta – Sherman Oaks via Sepulveda Bl 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 Bl.
741	Northridge – Tarzana – CSUN via Reseda Bl	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 Bl, Reseda Bl, and Van Nuys Bl in the Sherman Oaks corridor.
761	Pacoima – Westwood via Van Nuys Bl – Sepulveda Bl	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 Bl, Reseda Bl, and Van Nuys Bl in the Sherman Oaks corridor.

METRO GATEWAY CITIES

LINE	LINE NAME	PROPOSED SERVICE CHANGE
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	PROPOSED SERVICE CHANGE
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	PROPOSED SERVICE CHANGE
	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

WESTSIDE/CENTRAL

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

SAN GABRIEL VALLEY

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

GATEWAY CITIES

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

SOUTH BAY

February 14, 2014, 9:30 am
Inglewood City Hall
Conference Room A
One Manchester Bl
Inglewood, CA 90301

REGIONAL LOCATION

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

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 – Summary of Public Comments

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	MODIFY	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
METRO SAN FERNANDO VALLEY							
91	Downtown LA – Sylmar via Glendale Av – Foothill Bl	Discontinue weekend service over Line 169 route from Sunland Bl to Bob Hope Airport which will be replaced by an extension of Line 222 from airport to Sunland Bl.	0	0	1	<p>SUPPORT:</p> <ul style="list-style-type: none"> • . <p>OPPOSE:</p> <ul style="list-style-type: none"> • <p>MODIFY</p> <ul style="list-style-type: none"> • Re-extend service to Olive View Medical Center via route of Line 90 to operate even service. 	<u>Staff Recommendation</u> Implement as proposed.
169	West Hills – Sunland via Saticoy St – Sunland Bl	Modify route to serve Bob Hope Airport Transit Center	3	1	3	<p>SUPPORT:</p> <ul style="list-style-type: none"> • Having 2 lines providing service into Sunland on weekdays from the valley would be a big help. • This is a great idea that should have been implemented many years ago. • We recommend extension to RITC. <p>OPPOSE:</p> <ul style="list-style-type: none"> • Should run to Sunland in addition to line 222. <p>MODIFY</p> <ul style="list-style-type: none"> • Extend to weekend service, and span of service. • Tie with Line 645 • Would like to see 169 on weekends. 	<u>Staff Recommendation</u> Implement as proposed.
222	Sun valley – Hollywood via Hollywood Way – Cahuenga Bl.	Extend route from current northern terminus at San Fernando Rd to Sunland Bl via route of Line 169. This will provide direct service from Hollywood to Sunland and serve Bob Hope Airport Transit Center.	3	0	2	<p>SUPPORT:</p> <ul style="list-style-type: none"> • Having 2 lines providing service into Sunland on weekdays from the valley would be a big help. • This is a great idea that should have been implemented many years ago. • Recommends line extension, enables bus riders to better connections. <p>OPPOSE:</p> <ul style="list-style-type: none"> • <p>MODIFY:</p> <ul style="list-style-type: none"> • Extend late night service to Sunland • Would need to run later and more frequent 	<u>Staff Recommendation</u> Implement as proposed.

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	MODIFY	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
234	Sylmar – Sherman Oaks via Sepulveda Bl.	Extend Line 234 to Westwood in the late night evening over route of proposed Line 743 extension to Westwood.	0	2	1	<p>SUPPORT:</p> <ul style="list-style-type: none"> • <p>OPPOSE:</p> <ul style="list-style-type: none"> • Its not nice to have people walk from Sepulveda to Van Nuys in the early morning/Late night hours. • Leave late night service on Line 233 rather than 234. <p>MODIFY:</p> <ul style="list-style-type: none"> • Serve San Fernando Metrolink Station 	<p><u>Staff Recommendation</u> Keep Late Night Service On Van Nuys</p>
588	Proposed Van Nuys – Westwood Express via I-405 Fwy	Proposed new express line service to operate via Van Nuys Bl from Nordhoff St to the Metro Orange Line, continuing via Oxnard St to Sepulveda Bl, Victory Bl to the I-405 Fwy to Wilshire Bl and Westwood Av.	7	0	8	<p>SUPPORT:</p> <ul style="list-style-type: none"> • I think with the proper support, the 588 line would actually work. • The Bel Air Crest Board supports the proposed bus route revisions. • I love the idea. • Opportunity to connect with Westside and Wilshire corridor. • I think it's a good idea, so long as these other things are going to be incorporated. • Thinks 588 sounds good • In support, but should be extended to Century City. <p>OPPOSE:</p> <ul style="list-style-type: none"> • <p>MODIFY:</p> <ul style="list-style-type: none"> • Extend the route south, so it stops at the Green Line.(LAX connection) • This line should also serve UCLA as that's where the bulk of he passengers come from. • Use Burbank on-ramp rather than Victory • Start at woodman and Plummer, and additional stop at UCLA. • Connection has to go all the way to expo line • Pick up at the OL parking lot. • Have buses pick up people on pull out routes. • Should run on weekends also. 	<p><u>Staff Recommendation</u> Implement with minor route and stop modifications.</p>

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	MODIFY	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
734	Sylmar Sta – Sherman Oaks via Sepulveda Bl.	Extend Line 734 to Westwood via route of Line 761 creating direct Metro Rapid service from the North Valley to Westwood utilizing Sepulveda Bl.	5	2	6	<p>SUPPORT:</p> <ul style="list-style-type: none"> • Like the idea but consideration will need to be made for what types of buses will be used on the 734 and 588 lines. • I am in favor of expanding the 734 all the way to Westwood, Line 761 not connecting properly with 734.. • The Bel Air Crest Board supports the proposed bus route revisions. • I Like the connection of the Sepulveda bus but agree a long walk to Sepulveda Station • We think that the ridership will be more balanced going north and south. <p>OPPOSE:</p> <ul style="list-style-type: none"> • Patrons would have to walk more to Sepulveda Station. • Would not like to walk to make OL connection <p>MODIFY</p> <ul style="list-style-type: none"> • Like to serve the Van Nuys Amtrak/Metrolink Station. • The Bel Air Crest Master Association is requesting that Metro consider the installation of bus stops near the entrance to the community. • Should pick up at the OL parking lot. • I think it should have weekend and run more often. • Accommodations at Sepulveda Station. • By having two lines go to Westwood there will less people on 761, I think it's a good idea.*** 	<p><u>Staff Recommendation</u> Implement as proposed.</p>

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	MODIFY	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
741	Northridge – Tarzana – CSUN via Reseda Bl.	Combine Line 741 with the proposed extension of Line 761 in Sherman Oaks, creating a “Valley U” line and providing direct and faster service between Ventura Bl, Reseda Bl and Van Nuys Bl in the Sherman Oaks corridor.	6	4	4	<p>SUPPORT:</p> <ul style="list-style-type: none"> • The “Valley U’ seems to be a good idea. ** • I am all for the service changes of the 734 and 761.** • I think it’s a good idea, would would require 588 to work** • Would be a blessing because of different connections on Ventura** • Recommend proposed Valley – U extension, ridership going over the hill is just a fraction of van nuys** • Will create a better connection to ventura business district...rich with jobs.** <p>OPPOSE:</p> <ul style="list-style-type: none"> • Redundant service on Ventura. ** • Not efficient for bus riders to do en entire loop on Valley U.** • The Sepulveda part on the OL is pretty much the worst part to get in the train. • Does not agree 741 and 761 changes.** <p>MODIFY</p> <ul style="list-style-type: none"> • Suggest using a totally different number for this Rapid line in order to avoid any confusion that may occur. • New stop at Hayvenhurst** • Only change if you leave 761 as is. • Send 734 and 761 to Westwood. 	<p><u>Staff Recommendation</u> Implement as proposed.</p>

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	MODIFY	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
761	Pacoima – Westwood via Van Nuys Bl – Sepulveda Bl.	Combine Line 761 with the proposed extension of Line 741 in Sherman Oaks, creating a “Valley U’ line and providing direct and faster service between Ventura Bl, Reseda Bl and Van Nuys Bl in the Sherman Oaks corridor.	7	8	6	<p>SUPPORT:</p> <ul style="list-style-type: none"> • The “Valley U’ seems to be a good idea.** • I am all for the service changes of the 734 and 761.** • The Bel Air Crest Board supports the proposed bus route revisions. • Would be a blessing because of different connections on Ventura** • I think it’s a good idea, would require 588 to work** • Recommend proposed Valley – U extension, ridership going over the hill is just a fraction of van Nuys** • Will create a better connection to Ventura business district...rich with jobs.** <p>OPPOSE:</p> <ul style="list-style-type: none"> • Redundant service on Sepulveda.** • Would be a disadvantage to her. • Not efficient for bus riders to do an entire loop on valley –u** Current populations would be affected. • Keep 761 “as is.” • Will decrease service people coming from all parts of the San Fernando Valley. • Leave as is, a lot of people depend on it. • Leave as is. • Does not agree 741 and 761 changes.** <p>MODIFY:</p> <ul style="list-style-type: none"> • Turn on magnolia and continue on Sepulveda. • New stop at Hayvenhurst** • Extend out to Sylmar Station. • Expand service to Sylmar/San Fernando Metrolink Station. • By having two lines go to Westwood there will be less people on 761, I think it’s a good idea.*** • send 734 and 761 to Westwood 	<p><u>Staff Recommendation</u> Implement as proposed.</p>

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	MODIFY	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
						METRO WESTSIDE/CENTRAL	
534	Malibu – Washington/Fairfax via Pacific Coast Hwy	Modify schedule to reduce service between Downtown Santa Monica to the Washington/Fairfax Transit Hub when Phase 2 of the Metro Expo Line opens.	2	3	0	<p>SUPPORT:</p> <ul style="list-style-type: none"> Totally agree but have Santa Monica Big Blue Bus operate the service Southern California Transit Advocates – bus is stuck on freeway and doesn't get a lot of patronage; run it further north to Oxnard <p>OPPOSE:</p> <ul style="list-style-type: none"> Transit Coalition – Expo Line will provide faster service to Santa Monica to West Los Angeles, but this line is still needed. Disagree with service reduction because the Washington/Fairfax Transit Hub is very big A lot of people don't want to take the train and would rather take the bus 	<p><u>Staff Recommendation</u> Implement as proposed when Expo Line Phase 2 opens in early 2016. Every other trip will be shortened in Downtown Santa Monica on weekdays. No change on weekend service. Monitor service after Expo opens.</p> <p>Patrons should benefit from faster more reliable service on the Expo Line. The express portion of Line 534 is subject to poor on-time performance due to congestion on the Santa Monica -10- Freeway. By reducing service levels, patrons will still be able to access the Washington/Farifax Transit Hub.</p> <p>The route extension of Line 534 further north to Oxnard is not recommended due to low ridership in Malibu and the lack of a suitable turnaround loop in the area.</p>

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	MODIFY	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
						METRO SAN GABRIEL VALLEY	
577	El Monte Station – Long Beach VA Medical Center via I-605 Fwy	Make permanent the current route modification providing service to Rio Hondo College.	2	1	2	<p>SUPPORT:</p> <ul style="list-style-type: none"> Approve of making the route permanent. Will the 2 fare zones still be the same? <p>OPPOSE:</p> <ul style="list-style-type: none"> Makes the bus slow. <p>MODIFY</p> <ul style="list-style-type: none"> Stop at Rose Hills Cemetery. Extend Demonstration period for another 6 months. 	<p><u>Staff Recommendation</u> Implement as proposed.</p>



Metro

Attachment C – Revenue Service Hour Evaluation of Proposed Rapid and Express Changes

San Fernando Valley

	Existing Headway		Existing Service Hours		Proposed Headways		Proposed Service Hours	
	Peak	Base	Revenue	Total	Peak	Base	Revenue	Total
Line 233	12	15	190.9	198.2	12	15	190.9	190
Line 734	20	36	70.9	79	15-20	20-22	144.3	165.1
Line 741	16	30	58.9	64.2	Valley U		Valley U	
Line 750	14	27	136.4	162	15	27	136.4	162
Line 761	15-20	20-22	207.9	228.1	Valley U		Valley U	
Valley U					15-20	20-22	192.7	212.6
Line 588					15	None	109.8	122
Total Revenue Service Hours								
	Valley Before Changes		665					
	Added Line 588 Hours		109.8					
	Total		774.8					
	Valley After Changes		664.3					
	Added Line 588 Hours		109.8					
	Total		774.1					

West Side / Central

	Existing Headway		Existing Service Hours		Proposed Headways		Proposed Service Hours	
	Peak	Base	Revenue	Total	Peak	Base	Revenue	Total
Line 534	20-Dec	30	122.6	153.4	30	60	104.6	135.4
Total Revenue Savings:			18					

The data shown above indicates that the proposed changes (excluding Line 588) would remain cost neutral, yet improves headways on both Line 734 and 741. Operating the proposed Line 588 in the peak periods would cost approximately 110 daily revenue service hours. Proposed modifications to Line 534 would save approximately 18 revenue service hours.



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)



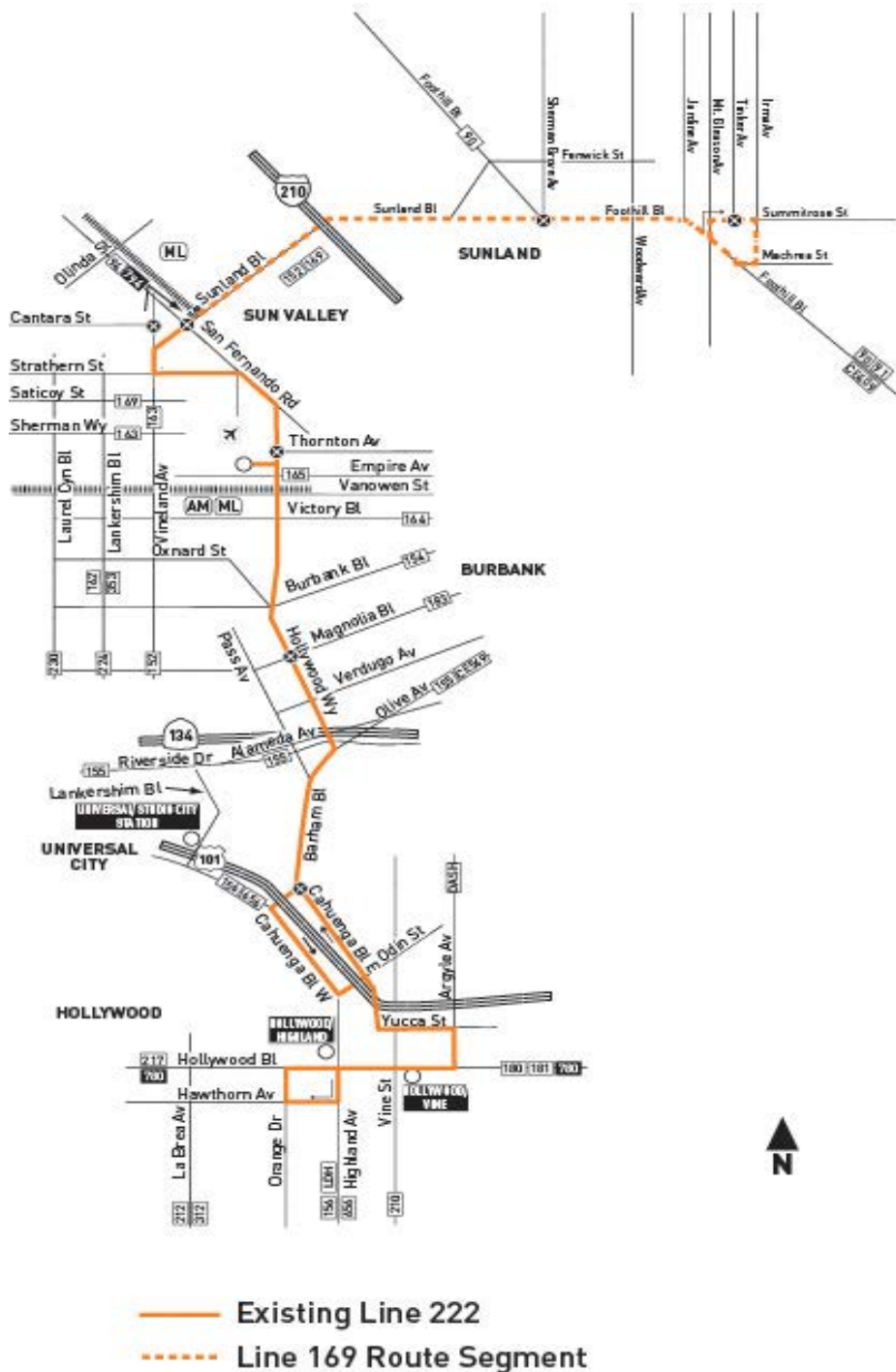
Attachment E – Maps of Proposed Changes

**Line 169 Extension to New Burbank Airport
RITC All Days**



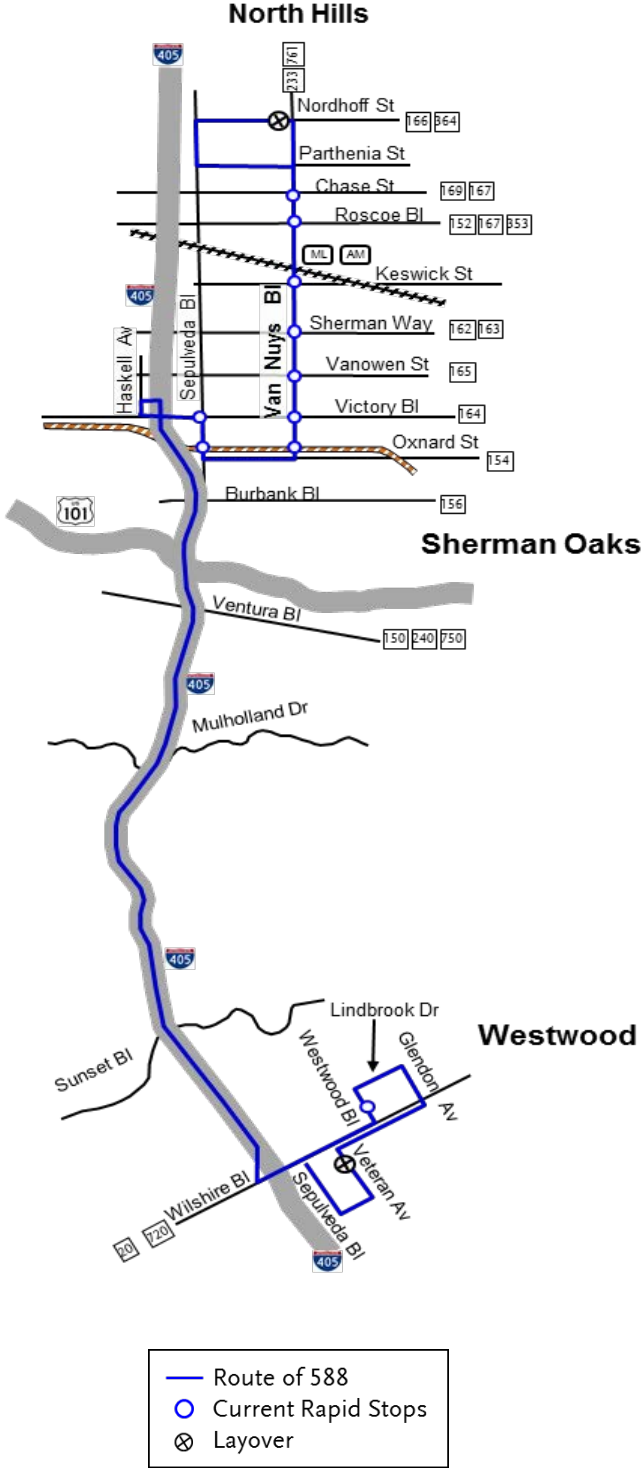
- Line 169 Proposed Route
- - - - - Line 169 Route Segment to be operated by Line 222 Route Extension

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



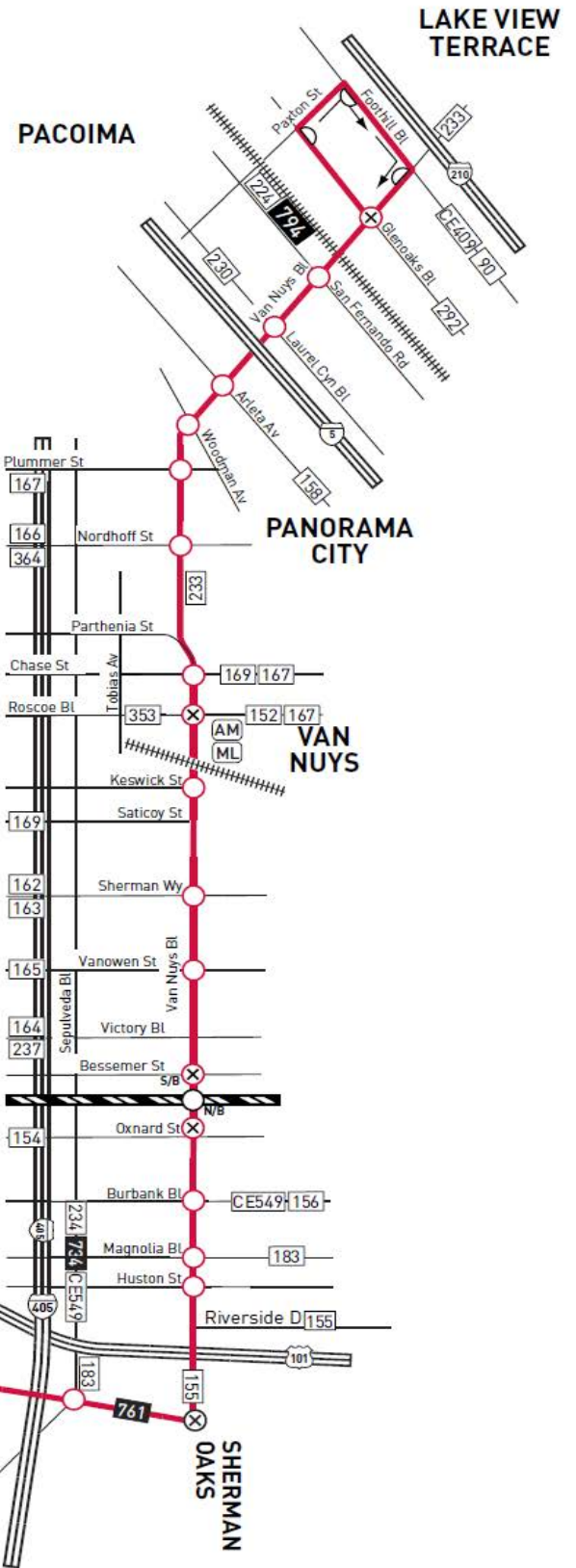
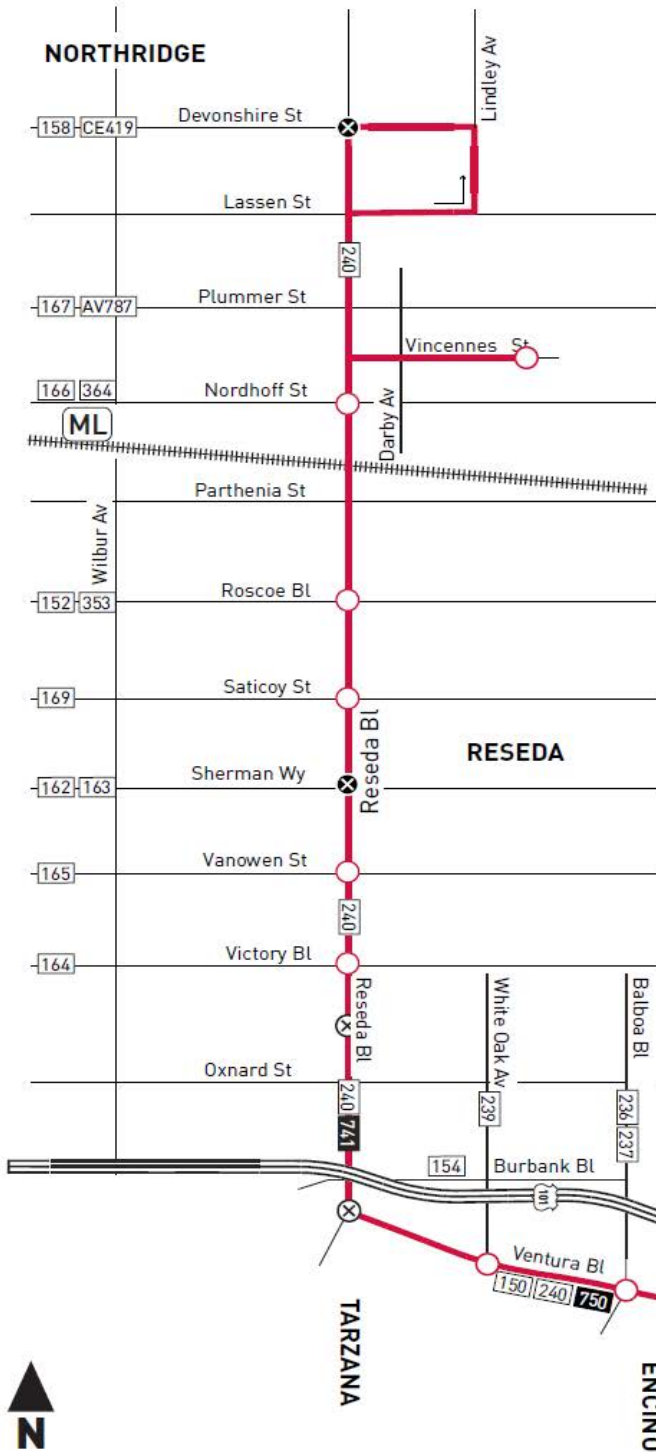
Proposed Express Line 588

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

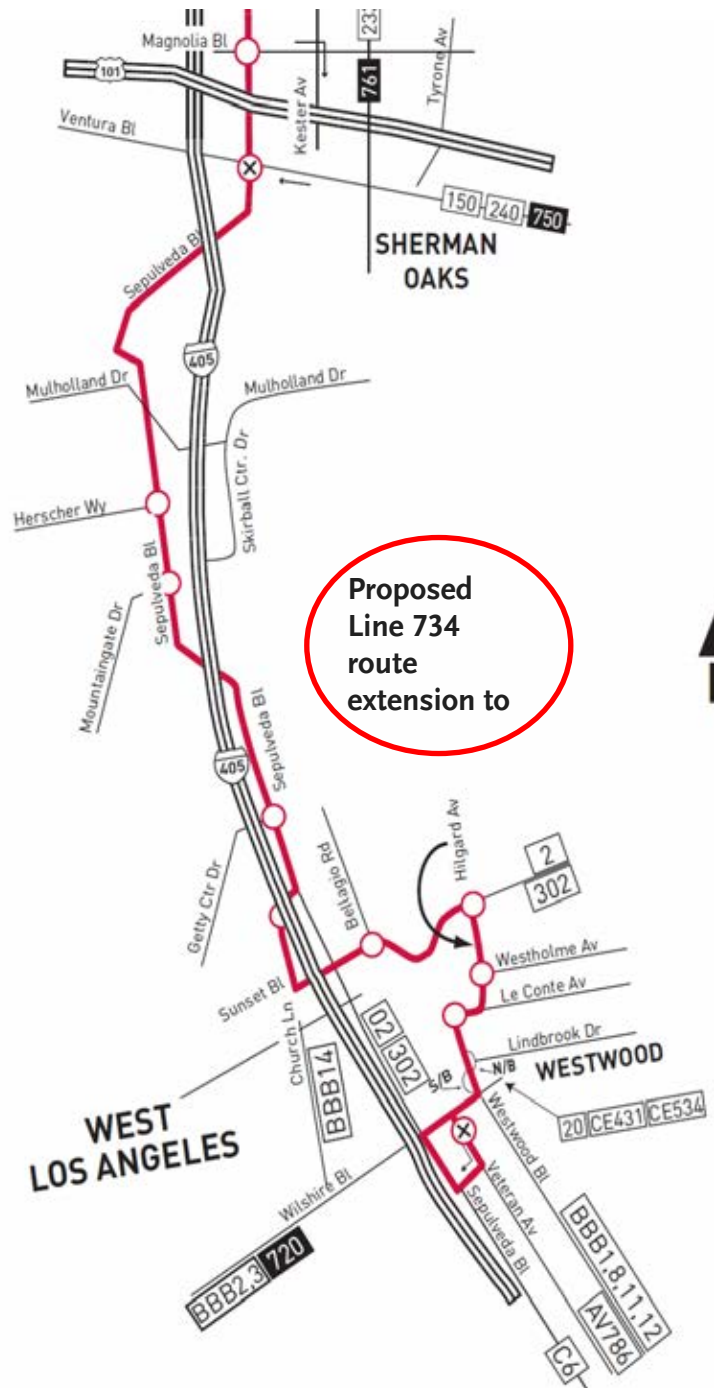
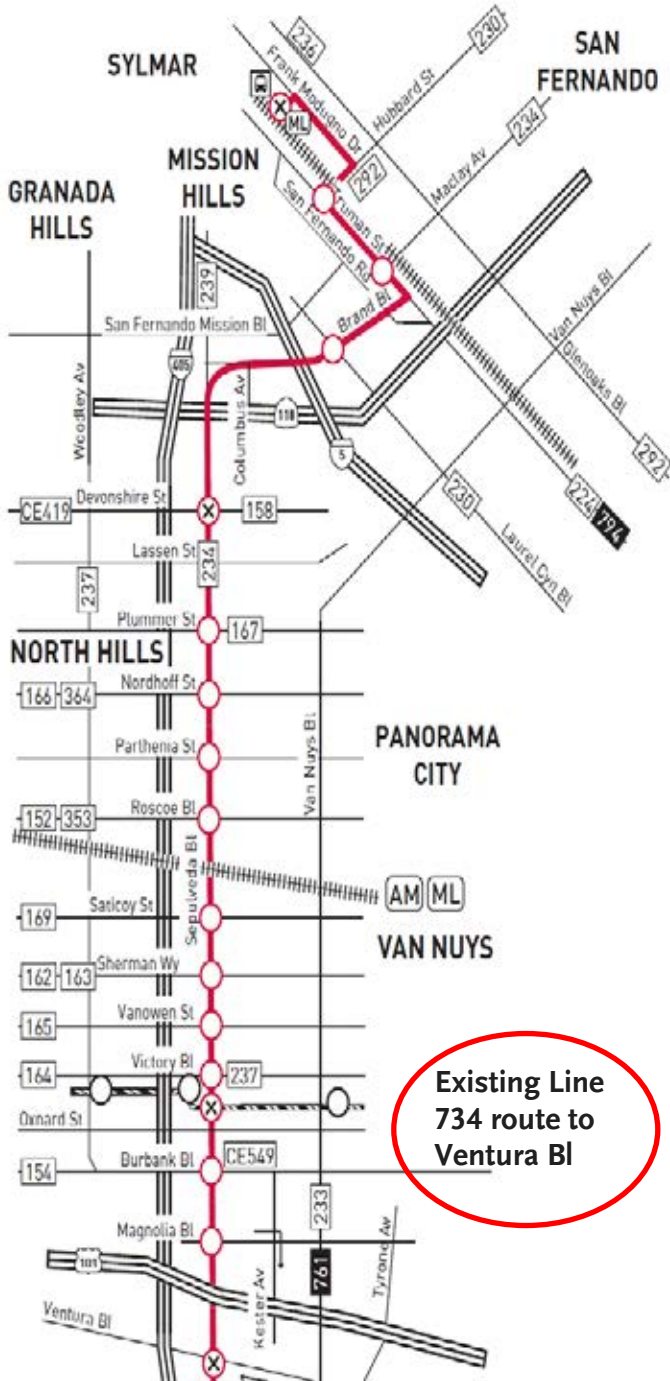


Proposed Valley U Service

Extend Line 741 to Sherman Oaks and combine with Line 761



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





**TITLE VI SERVICE CHANGE EVALUATION
For Proposed June 2014 Major Service Changes**

In accordance with LACMTA Administrative Code 2-50-010 a Title VI evaluation must be conducted for all major service changes. Procedures for performing this analysis are defined in Federal Transit Administration (FTA) Circular 4702.1B.

Proposed Major Service Changes

The LACMTA Administrative Code defines a major service change as one or more of the following:

A revision to an existing transit route that increases or decreases the route miles by 25% or the revenue service miles operated by the lesser of 25%, or by 250,000 annual revenue service miles at one time or cumulatively in any period within 36 consecutive months;

A revision to an existing transit service that increases or decreases the revenue hours operated by at least 25% or by 25,000 annual revenue service hours at one time or cumulatively in any period within 36 consecutive months;

A change of more than 25% at one time or cumulatively over any period within 36 consecutive months in the number of total revenue trips scheduled on routes serving a rail or BRT station, or an off-street bus terminal serving at least 4 bus routes;

A change of more than 20% of the total system revenue miles or revenue hours in any 12 month period;

The implementation of any new transit route that results in a net increase of more than 25,000 annual revenue hours or 250,000 annual revenue miles;

During the planning and programming stage of any new guideway project (e.g. BRT line or rail line) or an off-street transit station serving at least four routes and resulting in route adjustments.

The following changes proposed for June 2014 or later are considered major by the above definitions.

Line 741 – Reseda Bl. Rapid service operating weekdays only would be discontinued (revenue service miles and hours reduced more than 25%).

Line 761 – Van Nuys Bl. Rapid service operating seven days weekly would discontinue operation of service between Ventura/Sepulveda and Westwood (see Line 734 below) (revenue service miles and hours reduced more than 25%).

Line 761 – Weekday service would be extended from Ventura/Sepulveda via Ventura Bl. to Reseda Bl. and then operated via the route of discontinued Line 741. Service would be increased on Reseda Bl. to match existing Line 761 frequencies. On weekends Line 761 would terminate at Ventura/Sepulveda (revenue service miles and hours increased more than 25%).

Line 734 – Sepulveda Bl. Rapid service operating weekdays only would be extended from Sepulveda/Ventura to Westwood replacing the discontinued portion of Line 761. Service frequencies north of Sepulveda/Ventura would be increased to match existing Line 761 weekday frequencies to Westwood. (Weekend service to Westwood formerly operated via Line 761 would be replaced by a weekend only extension of Line 234 which is not a major change to this line) (revenue service miles and hours increased more than 25%).

The resulting major service changes resulting from the foregoing that are to be analyzed for Title Vi impacts include:

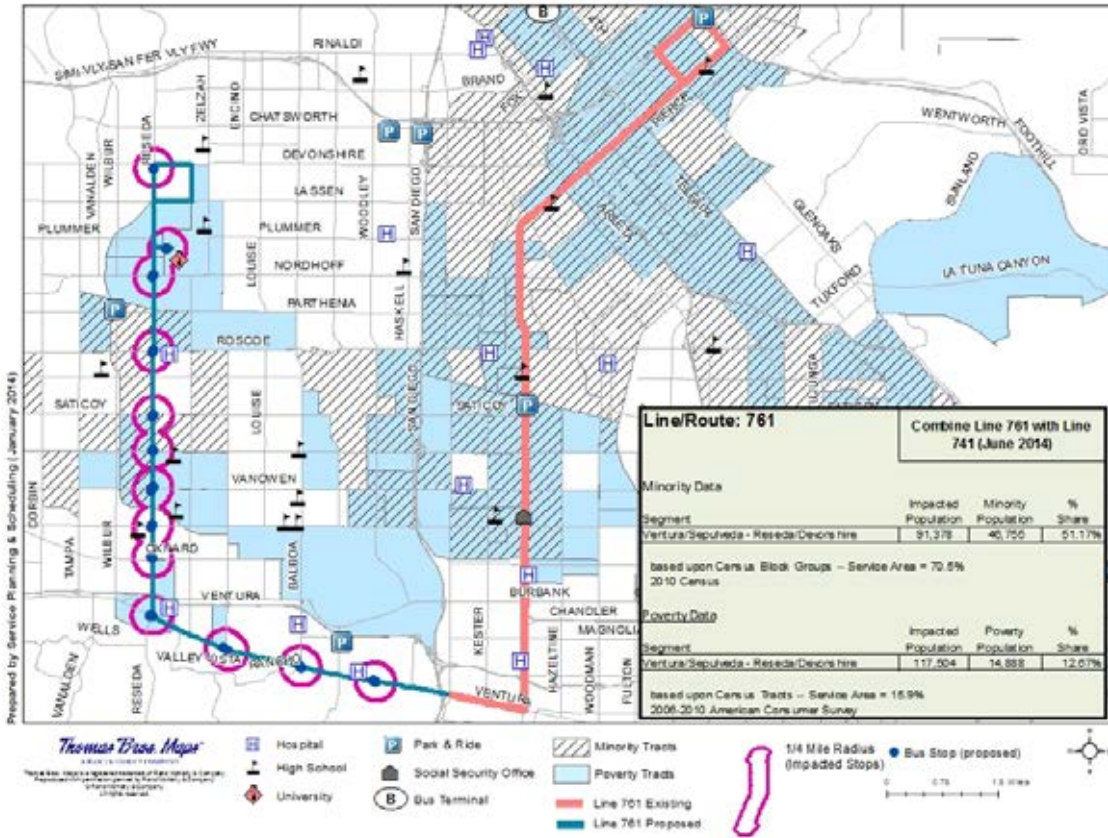
Line 761 extension via Ventura Bl. And Reseda Bl. providing increased service frequency in this corridor (Map 1).

Line 734 north of Sepulveda/Ventura providing increased service frequency in this corridor (Map 2).

In addition, a new Line 588 has been proposed for operation between Panorama City and Westwood (Map 3).

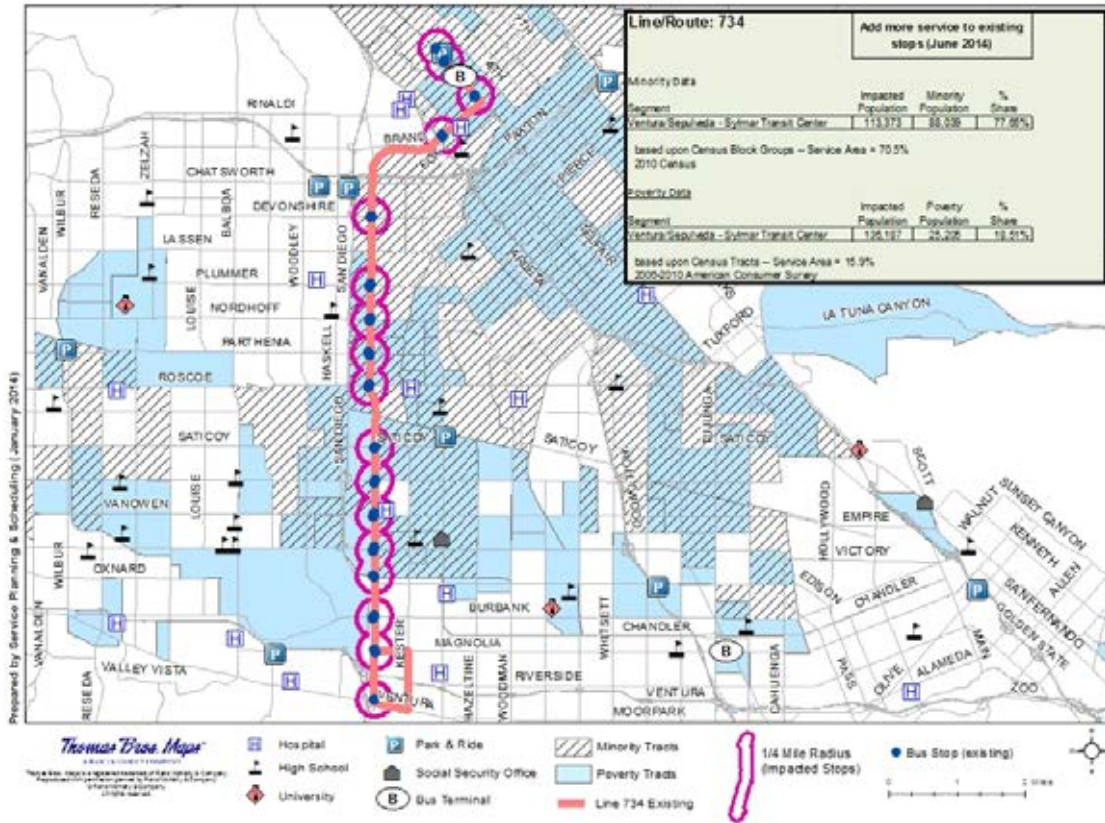
The following maps indicate the benefitting populations from these major service changes.

Line 761



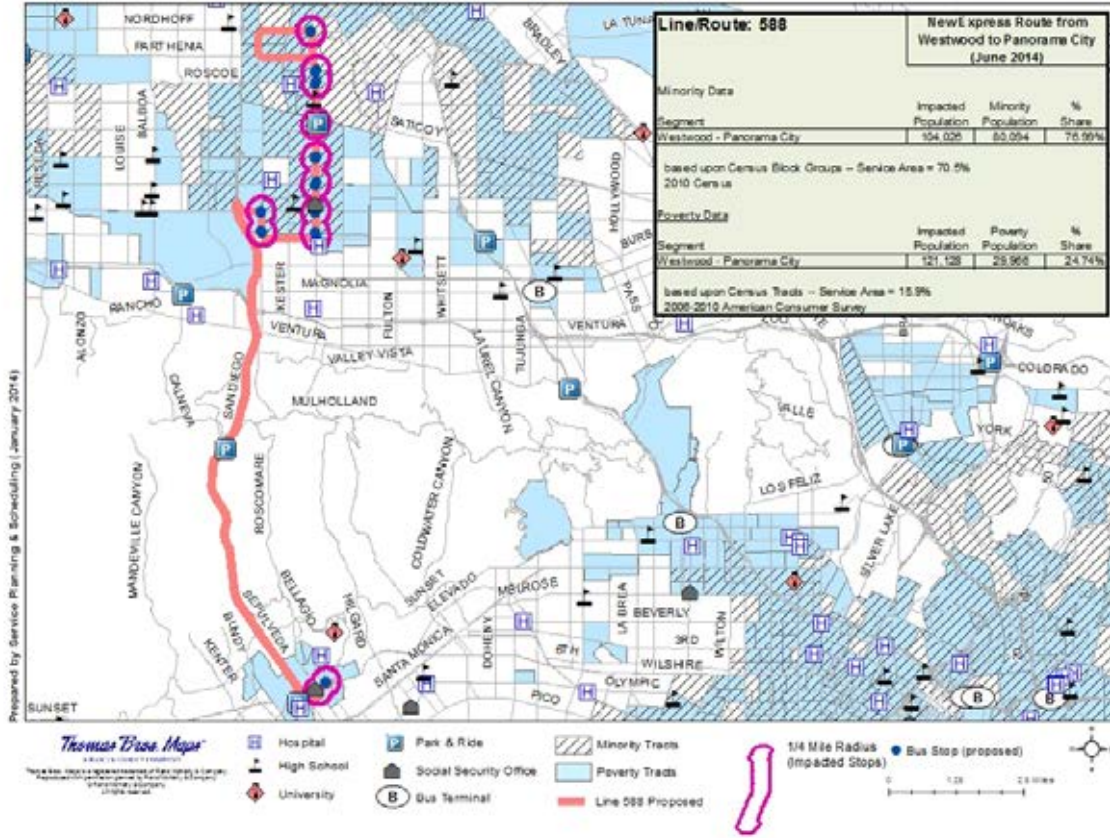
Map 1
Added Frequency from Line 761 Extension

Line 734



Map 2
Added Frequency in Line 734 Corridor

Line 588



Map 3
New Line 588

Evaluation of Proposed Major Service Changes

The FTA Title VI Circular allows either a survey-based or demographic-based analysis of major service changes. While the survey-based method is preferred, there is insufficient LACMTA data at the line level to perform a statistically significant analysis. Therefore, a demographic analysis was performed.

The analysis of impacts on minority populations uses 2010 Census data at the block group level. The analysis of impacts on Poverty populations uses the 2006-2010 American Community Survey data at the tract level. All of the major changes being evaluated are deemed beneficial so the impacted populations are additive to establish overall impacted populations. The demographic impacts are summarized in Table 1.

Line Segment	Minority			Poverty		
	Pop	Min Pop	Min %	Pop	Pov Pop	Pov %
Line 761 Extension w/Added Freq	91,378	46,755	51.2%	117,504	14,888	12.7%
Line 734 segment w/Added Freq.	113,373	88,039	77.7%	136,187	25,205	18.5%
Line 588 - New	104,026	80,094	77.0%	121,128	29,966	24.7%
Net Impacted Populations	308,777	214,888	69.6%	374,819	70,059	18.7%
w/o Line 588	204,751	134,794	65.8%	253,691	40,093	15.8%
Metro Service Area	9,503,842	6,704,180	70.5%	9,503,842	1,511,111	15.9%

Note: The 761 New contains both the portion of the existing 741 receiving more service and the portion on Ventura Bl receiving more service.

Table 1
Impacted Populations for Major Service Changes

The LACMTA Administrative Code 2-50-005 establishes thresholds for disparate impacts on minority populations, and disproportionate burdens on Poverty populationsⁱ. Since all of the major changes are deemed beneficial, then the impacted minority population share must be 65.5% or greater for there to be no disparate impact. The impacted Poverty population share must be 12.7% or greater for there to be no disproportionate burden.

Because the established thresholds for adverse impactsⁱⁱ are met, there are no disparate impacts nor disproportionate burdens imposed with or without the implementation of proposed Line 588. The demographics for Line 588 indicate no adverse impacts from its implementation either as a part of the June service change, or on an independent basis at some later time.

ⁱ For major service changes a disparate adverse impact will be deemed to have occurred if the absolute difference between the percentage of minorities adversely affected and the overall percentage of minorities is at least 5% or if there is a 20% or greater percent difference between the percentages of these two groups. A disproportionate burden will be deemed to exist if absolute difference between the percentage of low-income adversely affected by the service change and the overall percentage of low-income persons is at least 5% or if there is a 20% or greater percent difference between the percentages of these two groups

ⁱⁱ An adverse impact for a beneficial service change would occur when the benefitting population is less minority, or less Poverty, than the indicated thresholds.