

MOTION

By Director Parks and Mayor Villaraigosa

September 18, 2008

Convenient regular nighttime rail service is a key component in making Los Angeles a transit-oriented city. The Metro Red Line currently ends evening service before 1:00 a.m., despite nightlife and cultural opportunities along the route that continue much later. Residents who have chosen to live near transit are experiencing challenges because the Red Line does not provide late night service. Similarly, employees of these venues cannot use the Metro Red Line to and from work because service is not available when they finish late shifts customary in the service and entertainment industries. Extending Red Line hours would improve business conditions, increase employment opportunities and would complement existing night owl service, thus enhancing connectivity and increasing transit ridership. The upcoming holiday season would be an ideal time to implement a temporary evening service expansion since this is a time when people make additional trips to shop, celebrate and socialize and businesses extend their normal hours of operation.

According to Metro staff, expanding Red Line service an additional two hours would cost \$4,500 per night. On September 17, 2008, the Los Angeles City Council supported the concept of a Metro Red Line pilot program that would extend the Metro Red Line nighttime service hours between North Hollywood and Union Station to 3:00 a.m. on Fridays and Saturdays between November 1, 2008 and January 3, 2009. Numerous private entities voiced their support for the pilot program and it appears that a majority of the necessary \$85,500 has been identified.

I THEREFORE MOVE that the MTA Board of Directors direct the CEO to implement a pilot for expanded Metro Red Line nighttime service hours (two-car trains with 20-minute service) between North Hollywood and Union Station to 3:00 a.m. on Fridays and Saturdays between November 1, 2008 and January 3, 2009, conditioned upon securing legally binding commitment(s) to fund the marginal operating costs through private donations or other non-MTA sources of funds by October 17, 2008.

I FURTHER MOVE that the MTA Board of Directors direct the CEO to report back during the January 2009 Board cycle with ridership and farebox recovery figures.