



March 24, 2000

TO: BOARD OF DIRECTORS

FROM: JAMES L. de la LOZA, EXECUTIVE OFFICER
REGIONAL TRANSPORTATION PLANNING &
DEVELOPMENT

SUBJECT: STATUS OF TRANSIT RESTRUCTURING STUDIES

ISSUE

In response to a motion by Director Legaspi, the following report provides an update on the status of various transit restructuring studies impacting MTA service.

BACKGROUND

The MTA has participated in six regional transit restructuring studies over the past several years with the goal of improving service to the transit patrons at the local level. Each study was coordinated with all of the local transit operators and jurisdictions in each region.

Several of the proposals from each of the restructuring studies have been implemented to date, or are programmed for implementation as part of the June 2000 Service Change Program. Because operating funds were not available to immediately implement all recommendations at the completion of each study, initial emphasis was placed on implementing those proposals that would enhance passenger mobility without significantly impacting operating costs. Additionally, proposals that were linked to major service restructuring activities (i.e., Metro Red Line bus/rail interface) were given a priority for implementation. A summary of the progress of each restructuring study is indicated below.

San Fernando Valley Restructuring Study

The San Fernando Valley Transit Restructuring Study, completed in September 1994, was the first interagency cooperative transit restructuring study completed by the MTA, the County of Los Angeles and the City of Los Angeles Department of Transportation (LADOT). This study analyzed existing services, trip-making patterns and unmet needs in the greater San Fernando Valley, stretching from Burbank and Glendale on the east to the west end of the MTA service area, including all of the area north of the Santa Monica Mountains. Numerous productivity and efficiency recommendations were made, with all agencies tasked with varying degrees of responsibility for implementation.

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Based on the study recommendations, several MTA routes were modified by connecting north-south route segments with east-west segments, and operating hub and spoke routings in outlying areas instead of the traditional grid system. Additional route changes will be made in June 2000, concurrent with the opening of the Universal and North Hollywood Metro Red Line Stations.

Several changes that were contingent upon key infrastructure improvements are on hold pending the completion of those improvements, such as the development of a transit center at Warner Center, and completion of the Universal Metro Red Line Station. Other proposed routing changes were not recommended for implementation due to adverse impacts to displaced passengers.

Central/East/Northeast Restructuring Study

The Central/East/Northeast Los Angeles Bus Transit Restructuring Study was completed in late 1997. This study was designed to review and analyze the existing services in the region directly surrounding downtown and develop recommendations that would improve the delivery and efficiency of transit services. This study recommended several route modifications and service improvements focusing on improved access to medical care, jobs, shopping and improved transfer connections to regional services.

Included in the recommendations were several new community circulator/shuttle routes that provide improved access to neighborhoods located northeast and west of Downtown Los Angeles. Several of the route improvements and new routes suggested in this study were implemented as part of the Consent Decree Pilot Program.

Westside Bus Service Improvement Study

The Westside Study, which was completed in June 1998, recommended a number of service improvements to refine existing Westside bus service, take advantage of the Metro Red Line extension to Hollywood, implement Metro Rapid Bus, deploy high capacity vehicles and provide greater coordination between different transit operators.

Several of the study recommendations were implemented as part of the Metro Red Line bus/rail interface plan for MOS-2B, including cancellation of MTA Line 1 on Hollywood Boulevard. Recommendations to modify several express routes are to be implemented in June 2000 as part of the Metro Red Line MOS-3 bus/rail interface plan. A demonstration of the Metro Rapid Bus is scheduled to begin in June 2000.

A key study recommendation was the deployment of articulated buses on corridors with high ridership demand. These recommendations are on hold pending staff review of the operational and maintenance impacts associated with articulated buses. Also, several recommendations to modify MTA service are linked to changes to municipal operator services, including LADOT and Santa Monica Municipal Bus Lines. In some cases, study recommendations conflict with current MTA labor agreements regarding the transfer of services.

Mid-Cities Restructuring Study

The Mid-Cities Transit Restructuring Study focused on developing recommendations for service improvements that were targeted to the highly transit-dependent population of the majority of the study area. Completed in September 1998, the study recommended a number of route restructuring ideas to simplify service and to create more connection possibilities and direct service for many patrons. New limited stop services were recommended on a number of routes, with increased local service being recommended for several additional routes. Furthermore, this study focused on improving the connections to the Metro Green Line for all routes in the Mid-Cities area.

Consistent with the study recommendations, service was added on a number of routes as part of the Consent Decree Load Factor Compliance Program. Further review is required to determine whether the conversion of trips from local to limited-stop would negatively impact load factor requirements.

South Bay/Harbor Gateway Restructuring Study

The South Bay/Harbor Gateway Transit Restructuring Study was completed in April 1999. This study focused on increased utilization of major transit facilities such as the Metro Green Line, Harbor Transitway, Artesia/Harbor Transitway Center and a newly proposed San Pedro Transit Center. The study also focused on improving the coordination and connections between the MTA service and Municipal Transit systems such as Torrance Transit, LADOT and Gardena Municipal Bus Lines. Additional recommendations focused on improving municipal operator services operating east/west across the southern portion of Los Angeles County in order to provide better transfer connections at the Metro Blue Line and better access to major destinations such as the beach cities.

Capital funding was approved in the 1999 Call for Projects for development of a transit center in San Pedro. Upon completion of the transit center, several routes will be rerouted to improve area connectivity. Study recommendations designed to improve service frequency on the Harbor Transitway and to improve service to the Artesia/Harbor Transitway Center are being reviewed to mitigate impacts to displaced passengers. Torrance Transit also began implementation of study proposals, including the transfer of midday passengers destined for downtown to MTA service on the Harbor Transitway.

Southeast Cities Restructuring Study

The purpose and goals of the Southeast Cities Transit Restructuring Study is to review the existing local and regional fixed-route transit systems serving the Southeast cities and make recommendations regarding improvements in operational effectiveness, cost efficiency and service equity to meet the area's mobility needs. Work began on this study in October 1998.

Progress to-date includes:

- Development of a Tactical Subcommittee of Gateway COG member, fixed route and local system operators which will be responsible for overseeing the development of the study and refining the study goals and objectives.
- Began the public participation program
- Assembled existing transit-related studies that were previously conducted in the area
- Begun identifying the inter-nodal characteristics, market segmentation analysis, service barriers and unmet needs

This study is scheduled to be completed in July 2000. MTA staff expects to begin implementation of some of the recommended service changes in Fiscal Year 2001.

NEXT STEPS

The initial proposals implemented from the various restructuring studies were those that maximized passenger mobility with minimal impact to the operating budget. Many of the remaining study recommendations require additional operating funds that are presently unavailable, or are linked to modifications that must be implemented by other service providers.

Staff is currently updating the MTA Short Range Transit Plan for FY 2001-2005, which will outline the proposed service plan over the next five years. As part of this process, the implementation of several outstanding restructuring study proposals will be identified in the plan.

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Attachment

San Fernando Valley Transit Restructuring Study

Line	Proposal	Present Status
90	Reroute via Maclay St. to Sylmar Transit Center	Transit Center completed; recommendation no longer supported due to adverse passenger impacts
91	Eliminate service on La Crescenta & Honolulu Aves.	Recommendation no longer supported due to adverse passenger impacts
92-93	Eliminate service to Brand & Mountain	Service reduced to address residential concerns
94	Truncate route at Olive View Medical Center	Completed December 1994
94	Terminate line at Sylmar Station	Transit Center completed. Selected trips truncated at station
96	Modify route to replace canceled Line 97 segment on Riverside Dr.	Route restructured June 1995
96	Reroute from Olive Ave. to replace Alameda Ave. segment of Line 152	Minor reroute to Universal City Station in June 2000. Reroute from Olive Ave. no longer supported due to adverse passenger impacts
97	Cancel Route	Route Canceled June 1995
152	Terminate at Universal Station	Minor reroute to Universal City Station in June 2000. Recommendation no longer supported due to adverse passenger impacts
152	Relocate terminal from Fallbrook & Ventura to Warner Center.	Tied to Warner Center Hub implementation and restructuring
154	Reroute via Hayvenhurst, Ventura, Kester, Oxnard.	Minor reroute to North Hollywood Station in June 2000.
158	Reroute to Warner Center	Tied to Warner Center Hub implementation and restructuring
161	Eliminate service	Recommendation no longer supported due to adverse passenger impacts
163	Route modified to serve interim Warner Center transit hub	Completed June 1995
163	Relocate to Warner Center	Tied to Warner Center Hub implementation and restructuring
164	Route modified to serve interim Warner Center transit hub	Completed June 1995
165	Route modified to serve interim Warner Center transit hub	Completed June 1995
166	Reroute to Chatsworth Station	Completed December 1995
166	Reroute to Universal Station	To be implemented in June 2000 as part of MOS-3 bus/rail interface plan
167	Extend route via DeSoto to replace Line 243	Recommendation no longer supported due to adverse passenger impacts
168	Extend route via Winnetka to replace Line 243	Recommendation no longer supported due to adverse passenger impacts
169	Extend route to Mt. Gleason	Route extended in June 1995
169	Reevaluate weekend service operation	Tied to availability of funding
177	Modify route structure	Western segment of route to be operated by Glendale Beeline - April 2000
181	Extend route to Pasadena City College	Route modified in June 1995
183	Eliminate service. Maintain Magnolia St. leg and operate with Line 234	Minor reroute to North Hollywood Station in June 2000. Replacement service available on selected segments in northern Glendale by Beeline. Alternative service needed on other segments
201	Terminate line at Broadway & Brand	Alternative service not available
212	Truncate route in Hollywood	Completed June 1995
228	Cancel Route and replace with Lines 166 and 167	Completed December 1995
233	Replace Line 560 local service	Completed June 1995
234	Terminate at Sylmar Station	Transit Center completed; recommendation no longer supported due to adverse passenger impacts
234	Combine route with Magnolia St. leg of Line 183	See Line 183 proposal
236	Reroute eastern terminal to Sherman Oaks	Route modified in June 1995
240	Replace with new Route 522	Completed June 1995
243	Eliminate service	Recommendation no longer supported due to adverse passenger impacts
15	Eliminate service	Tied to Warner Center Hub implementation and restructuring
394	Establish new limited stop service	Completed December 1995

San Fernando Valley Transit Restructuring Study

Line	Proposal	Present Status
406	Cancel Route	Route Canceled June 1995
407	Cancel Route	Route Canceled June 1995
410	Cancel service	Recommendation no longer supported due to adverse passenger impacts
412	Cancel Route	Route Canceled June 1995
418	Extend route to Canoga Park	Route modified in June 1995
424-425	Route modified to serve interim Warner Center transit hub	Completed June 1995. Line 424 proposed to be truncated at Universal City Station in June 2000 or later
424-425	Terminate at Warner Center	Line 425 to be canceled, upgraded and integrated into Ventura Rapid Bus in June 2000
426	Reroute to Warner Center	Minor reroute to North Hollywood Station in June 2000. Recommendation no longer supported due to adverse passenger impacts
427	Route modified to serve interim Warner Center transit hub	Completed December 1996. Route proposed to be canceled June 2000
522	Replacement for Line 240	Completed June 1995
522	Reroute to serve Northridge and Universal Transit Centers	Northridge Transit Center removed from program. Service truncated at Universal City Station in June 2000 or later
560	Cancel Route	Route Canceled June 1995
561	Replace Line 560 limited stop service	Completed June 1995
630	Implement Shuttle	Funding request not supported in Call for Projects
670	Implement shuttle between Burbank Station and Universal Station via Olive Ave (replaces Line 96)	Recommendation on hold
	Bus Stop Enhancements	Currently underway

Central/East/Northeast Transit Restructuring Study

Line	Proposal	Present Status
58	Implement service on Alameda Street between Union Station and Washington Blvd.	To be implemented in Spring 2000 as part of Consent Decree New Service Program
67	Cancel route	Completed June 1998
71	Reroute terminal from Sybil Brand Institute to CSULA	Completed October 1997
83	Extend route to Glendale Galleria via Eagle Rock Bl., Verdugo Rd., Colorado Bl.	Combined with extension to Line 85. Alternative to proposal under investigation involving changes to Line 84. Requires additional operating funds to extend route
83	Extend route to Downtown Glendale	Not recommended. Extension would create exceptionally long route
85	Eliminate route	Combined with extension to Line 83. Alternative to proposal under investigation involving changes to Line 84
104	Extend to Downtown L.A.	Completed March 1998 as part of Consent Decree Pilot Program
176	Separate route into two routes in Highland Park. Extend route to Fletcher Drive	Route extended to Fletcher Drive June 1998. Separation of route pending implementation of Mt. Washington Shuttle
200	Replace segment on Echo Park Avenue with shuttle. Extend selected trips into Eagle Rock	Segment on Echo Park Avenue replaced with Echo Park Shuttle in June 1998. Service extended to Glendale via Rampart-Hoover Shuttle in February 1998 to test demand for Line 200 extension
250-253	Consolidate route with Line 620	To be reviewed in FY 2001
251	Reroute service from Daly Street to Griffin Avenue	Completed June 1998
252	Extend route to Alhambra via Huntington Drive	Requires additional operating funds to extend route
254	Terminate line at Rowan & Dozier terminal	Not recommended. Abandons direct connection between Ramona Gardens housing project and County-USC Medical Center
255	Eliminate route; replace portion with proposed Rowan Shuttle	Requires establishment of Rowan Shuttle as service replacement
256	Reroute to Commerce Center	Reroute pending establishment of transit center
258	Eliminate route	Concurrent with modifications to Line 259. Requires modifications to ACT service in Alhambra
259	Reroute via Fremont Ave., Main St., Huntington Dr. Replace Line 258 service	Concurrent with elimination of Line 258. Requires modifications to El Sereno Shuttle
318	Replace Line 470	Completed June 1998
362	Establish limited stop service on Telegraph Road.	Completed June 1998
462	Cancel express routing, operate Limited Line 362	Completed June 1998
470	Cancel route	Completed June 1998
471	Replace with extension of Foothill Transit Line 280	Not implemented due to Foothill Transit decision not to extend Line 280
620	Modify to replace Lines 250, 253	To be reviewed in FY 2001
	Implement Union-Echo Park Shuttle	Completed June 1998 as part of Consent Decree Pilot Program
	Implement El Sereno Shuttle	Completed December 1997 as part of Consent Decree Pilot Program. Operated by LADOT
	Implement Rampart-Hoover Shuttle	Completed February 1998 as part of Consent Decree Pilot Program
	Provide Capital Funding for Transit Facilities	Funding request should be submitted in Call for Projects
	Implement Rowan Shuttle	Funding request should be submitted in Call for Projects
	Implement Mt. Washington Shuttle	Funding request should be submitted in Call for Projects
	Implement Sheriff's Drive Shuttle	Funding request should be submitted in Call for Projects
	Implement Highland Park-Eagle Rock-San Pascual Shuttle	Funding request should be submitted in Call for Projects
	Bus Stop Enhancements	Funding request should be submitted in Call for Projects
	Provide Capital Funding for Commerce Center	Funding request should be submitted in Call for Projects

Westside Transit Restructuring Study

Line	Proposal	Present Status
1	Eliminate Line 1 service	Service eliminated as part of MOS-2B
2	Terminate in Westwood. Route west of Westwood operated BDOF	Issues regarding use of BDOF
3	Eliminate service	Requires alternative service
4	Operate with articulated buses	Requires decision on purchase and deployment of articulated buses
11	Consolidate route with Line 10	Not recommended. Consolidation eliminates link to Metro Red Line
14	Extend route via Beverly Dr.	Completed June 1999
16	Terminate east end of route at Maple Lot. Extend route west via Burton, Santa Monica to Century City. Operate with articulated buses	Requires decision on purchase and deployment of articulated buses
18	Operate with articulated buses	Requires decision on purchase and deployment of articulated buses
20	Terminate at proposed Westwood Transit Center.	Termination pending establishment of transit center. Transfer impacts to be studied further.
21	Eliminate service	Requires establishment of new transit center in Westwood
22	Eliminate service	Requires coordination with SMMBL
26	Terminate at Sunset & Vermont. Reroute to serve Wilshire/Vermont Red Line Station	Requires coordination with LADOT
27	Eliminate service	Impacts on passenger travel demand under review
30	Operate with articulated buses	Requires decision on purchase and deployment of articulated buses
33	Terminate in Venice at Main & Sunset. Operate with articulated buses	Fare coordination with SMMBL. Requires decision on purchase and deployment of articulated buses
34	Establish route between Malibu & Santa Monica to replace Line 434	Concurrent with modifications to Line 434 and SMMBL Line 10
66	Relocate western terminal to Wilshire/Western Red Line Station. Operate with articulated buses	Requires decision on purchase and deployment of articulated buses
68	Operate with articulated buses on weekdays	Requires decision on purchase and deployment of articulated buses
83	Interline with Line 55	Analysis to be undertaken to determine most efficient interline operation
105	Reroute via Long Beach Ave., 55th St. and Alameda St	Requires additional operating funds to extend length of route
108	Terminate in Culver City at Fox Hills Mall. Replace with Culver City Line 4	Need to reconcile recommendation with Mid-Cities Study
110	Extend via Jefferson Bl. Peak hour shortline at Fox Hills Mall	Proposal to extend segment conflicts with Line 110 proposal from Mid-Cities Study
175	Replace with Los Feliz DASH	Requires coordination with LADOT
201	Discontinue service east of Glendale Galleria. Eliminate Fletcher Dr., Atwater service	Requires coordination with Glendale Beeline service
204	Operate with articulated buses	Requires decision on purchase and deployment of articulated buses
206	Extend route to Sunset/Vermont Station	Completed December 1999 as part of MOS-2B Bus/Rail Interface
207	Operate with articulated buses	Requires decision on purchase and deployment of articulated buses
210	Reroute local service to Wilshire/Western Station. Operate articulated buses on weekdays	Requires decision on purchase and deployment of articulated buses
217	Operate with articulated buses	Requires decision on purchase and deployment of articulated buses
220	Eliminate service	Requires alternative service
302	Eliminate service	Issues regarding use of BDOF
303	Establish route via Hollywood, Sunset, Santa Monica to Westwood	Requires additional operating funds to establish route
304	Operate with articulated buses	Requires decision on purchase and deployment of articulated buses
316	Eliminate service. Replace with extension of Line 16 and Line 328	Pending further evaluation of limited stop operation on passenger travel patterns
320	Replace with Rapid Bus. Operate with articulated buses	Rapid Bus to begin service June 2000. Requires decision on purchase and deployment of articulated buses

Westside Transit Restructuring Study

Line	Proposal	Present Status
322	Eliminate service	Requires coordination with SMMBL
33	Limited stop operation over entire length of route. Operate with articulated buses	Requires decision on purchase and deployment of articulated buses
420	Terminate service at North Hollywood Red Line Station. Establish local Line 150 to operate between North Hollywood and Hollywood	To be implemented in June 2000 as part of MOS-3 bus/rail interface proposal
424-425	Terminate service at Universal Station. Operate articulated buses on weekdays	To be implemented in June 2000 as part of MOS-3 bus/rail interface proposal. Requires decision on purchase and deployment of articulated bus
426	Terminate service at North Hollywood Red Line Station	To be implemented in June 2000 as part of MOS-3 bus/rail interface proposal
427	Restructure with LADOT Line 549 and terminate at North Hollywood Station	Line 427 to be canceled in June 2000 as part of MOS-3 bus/rail interface proposal
429	Eliminate service	To be implemented in June 2000 as part of MOS-3 bus/rail interface proposal
434	Terminate segment west of Santa Monica	Requires coordination with SMMBL
436	Eliminate service and replace with Line 333 and Santa Monica Line 10	Concurrent with modifications to Line 434 and SMMBL Line 10
522	Terminate service at Universal Station	To be implemented in June 2000 as part of MOS-3 bus/rail interface proposal
561	Terminate at proposed Westwood Transit Center	Point of route termination conflicts with Line 561 proposal from Mid-Cities Study
576	Eliminate service	Proposal to eliminate route conflicts with Line 576 proposal from Mid-Cities Study

Mid-Cities Transit Restructuring Study

Line	Proposal	Present Status
37	Establish limited stop service. Extend owl service to WLATC	Under review. Conversion of local trips to limited may impact Consent Decree Load Standards. Requires additional operating funds to extend route
38	Eliminate owl service. Add local service	Owl service canceled December 1999. Local service added as part of Consent Decree Load Factor Compliance Program
40	Establish limited stop service	Under review. Conversion of local trips to limited may impact Consent Decree Load Standards
42	Reroute via Exposition Blvd.	Reroute combined with Line 40, 442 restructuring proposal
45	Add local service	Local service added as part of Consent Decree Load Factor Compliance Program
48	Add local service	Local service added as part of Consent Decree Load Factor Compliance Program
51	Establish limited stop service	Under review. Conversion of local trips to limited may impact Consent Decree Load Standards
53	Establish limited stop service	Under review. Conversion of local trips to limited may impact Consent Decree Load Standards
55	Establish limited stop service	Under review. Conversion of local trips to limited may impact Consent Decree Load Standards
56	Eliminate route segment south of Firestone Station. Reroute via Pacific Blvd., Nadeau St., Fir Ave. Combine with Route 254	Need to coordinate with Line 254 changes
81	Establish limited stop service between So. L.A. and downtown L.A.	Under review. Conversion of local trips to limited may impact Consent Decree Load Standards
102	Eliminate route segment west of Figueroa St.	Concurrent with Line 42 reroute. Additional operating funds requires for route restructuring.
105	Establish limited stop service	Under review. Conversion of local trips to limited may impact Consent Decree Load Standards
107	Eliminate route	Concurrent with modifications to DASH Southeast, DASH Leimert-Slauson and Line 607
108	Establish limited stop service. Eliminate route segment west of Fox Hills Mall	Concurrent with establishment of Line 608A shuttle. Need to reconcile with recommendation in Westside Study
110	Add local service. Eliminate route segment west of Fox Hills Mall	Local service added as part of Consent Decree Load Factor Compliance Program. Proposal to eliminate segment conflicts with Line 110 proposal from Westside Study
111-311	Supplement limited stop service	Under review. Conversion of local trips to limited may impact Consent Decree Load Standards
115-315	Branch route west of Sepulveda to LAX and Pershing Dr.	Requires additional operating funds to implement branch route
117	Extend owl service to LAXTC. Add local service	Effective December 1999, new Line 40 owl service to LAXTC provides service on segment of Century Blvd.
119	Eliminate route segments north of Hawthorne Station and west of 103rd St. Station	Concurrent with establishment of Line 609 shuttle
204	Add local service	Local service added as part of Consent Decree Load Factor Compliance Program
206	Add local service	Local service added as part of Consent Decree Load Factor Compliance Program
207	Extend owl service to Imperial/Wilmington Station. Add local service	Requires additional operating funds to extend route. Local service added as part of Consent Decree Load Factor Compliance Program
209	Reroute to serve Crenshaw Station instead of Vermont Station. Add local service	Concurrent with establishment of Line 609 shuttle
210	Add local service	Local service added as part of Consent Decree Load Factor Compliance Program
211	Eliminate route segment north of Hawthorne Station	Concurrent with modifications to Line 213
212	Extend route south to Hawthorne Station. Add local service	Route to be extended in June 2000. Local service added as part of Consent Decree Load Factor Compliance Program
213	Extend route to 106th St., Prairie Ave., Inglewood Ave.	Impacts of route extension presently under review

Mid-Cities Transit Restructuring Study

<u>Line</u>	<u>Proposal</u>	<u>Present Status</u>
215	Eliminate route segment north of Hawthorne Station	Concurrent with modifications to Line 213
20	Eliminate route south of Marina Del Rey	Tied to Line 625 proposal
254	Restructure route south of Vernon Ave.	Need to coordinate with Line 56 changes
439	Reroute via Jefferson Blvd.	Impacts to existing patronage presently under review
442	Eliminate route	Proposal tied to modifications to Lines 40, 42 and 102.
561	Eliminate route segment south of Fox Hills Mall	Point of route termination conflicts with Line 561 proposal from Westside Study
576	Reroute from Western Ave. to Crenshaw Blvd.	Under review. Proposal to modify route conflicts with Line 576 proposal from Westside Study
607	Establish 30 min. circulator in downtown Inglewood	Funding request should be submitted in Call for Projects
609	Establish route to replace Lines 119 & 209 connections to Green Line	Funding request should be submitted in Call for Projects
625	Extend to Manchester Blvd. Add local service	Requires additional operating funds to extend route
608 A	Establish route to replace Lines 110 & 108 west of Fox Hills Mall	Funding request should be submitted in Call for Projects

South Bay/Gateway Transit Restructuring Study

Line	Proposal	Present Status
45	Extend selected trips to Artesia Transitway Center	Under review for December 2000 implementation
51	Add branch to Artesia Transitway Center via Avalon Bl.	Under review for December 2000 implementation
60	Terminate route at 5th & Beaudry	Increased number of trips shortlined at 5th & Beaudry, with some to continuing to serve Patsaouras Plaza, based on demand levels
120	Terminate at Aviation Green Line Station	Requires modifications to Aviation Station to accommodate services.
124	Terminate route at Imperial Station	Requires alternative service on deleted segment
126	Eliminate service	Requires alternative service on deleted segment
127	Terminate service at Compton Transit Center	Requires alternative service on deleted segment
130	Improve midday headways; terminate service in Hermosa Beach	Requires identification of suitable layover terminal
202	Reroute to terminate at PCH & Normandie	Requires additional operating funds to extend route
205	Reroute via 7th St. to San Pedro Transit Center	Requires establishment of new transit center
209	Terminate at Crenshaw Green Line Station	Requires implementation of Line 609 shuttle
210	Extend route to PCH via Crenshaw	Requires coordination with Torrance Transit
211-215	Terminate at Hawthorne Station	Remaining route possibly operated by small bus shuttle
225	Reroute via 1st St. to San Pedro Transit Center; eliminate school trips	Requires establishment of new transit center. Requires alternate school services
226	Eliminate service	Requires alternate school services.
232	Terminate at Aviation Green Line Station	Requires modifications to Aviation Station to accommodate services
439	Split route at Aviation Green Line Station; southern half of route to operate as peak-hour express to L.A.	Proposal requires coordination with LADOT Line 438
442	Eliminate route	Proposal tied to modifications to Lines 40, 42 and 102 in Mid-Cities Restructuring Study
444	Reroute via Hawthorne Bl. and 105 Fwy.	Impact to Harbor Transitway service to be reviewed.
445	Provide all-day service; reroute via 13th St. to San Pedro Transit Center	Under review for June 2000 implementation. Reroute requires establishment of new transit center
446	Reroute to 110 Fwy in San Pedro	Under review for December 2000 implementation. Modified proposal would reroute service to 110 Fwy in Carson
447	Reroute to serve Artesia Transit Center	Under review for December 2000 implementation
550	Reroute via 7th St. to San Pedro Transit Center	Requires establishment of new transit center
	Provide Capital Funding for San Pedro Transit Center	Funding provided in 1999 Call for Projects
	Provide Capital Funding for Expanded Aviation Green Line Station (New LAX Transit Center)	Funding request should be submitted in Call for Projects