


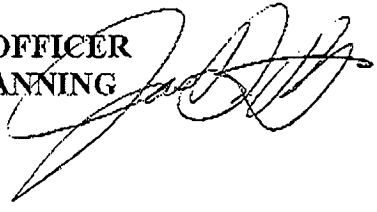


March 31, 2000

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

TO: BOARD OF DIRECTORS

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



SUBJECT: LOAD FACTOR REDUCTION PLAN

ISSUE

This report is to inform you of the availability of the Load Factor Reduction Plan required annually by Section II.A. of the Consent Decree that resulted from the bus riders' litigation.

BACKGROUND

The Consent Decree requires that a Load Factor Reduction Plan be prepared and made available for public inspection annually at least 90 days prior to the start of each fiscal year. The attached document was made available for public inspection through the Records Management Unit of the MTA on March 31, 2000. Copies are also available in the MTA Library. With the exception of the Fleet Plan which is near completion, all other documents referenced have been made available to the Board.

The Load Factor Reduction Plan identifies the Authority's plan to meet the Load Factor Reduction targets specified in Section II.A.1. of the Consent Decree. The first such target load factor was a maximum average of 1.35 passengers per seat to be achieved by December 31, 1997. Successive target load factors are 1.25 by June 30, 2000, and 1.20 by June 30, 2002.

Prepared by: Dana Woodbury, Deputy Executive Officer Service Planning and Scheduling

Attachment

**LOAD FACTOR REDUCTION PLAN
April 1, 2000 Update**

PURPOSE OF PLAN

This plan update has been prepared in accordance with the terms of a Consent Decree issued by the United States District Court for the Central District of California (Western Division) resulting from Case No. CV 94-5936 TJH (Mex.) This update establishes the Los Angeles County Metropolitan Transportation Authority (LACMTA or the Authority) current intended actions to achieve Reduced Load Factor Targets specified in Section II.A. of the Consent Decree. The LACMTA is annually required to update this plan and make it available for public inspection at least 90 days prior to the start of its fiscal year (fiscal years span July 1 through June 30).

Comments and questions may be directed in writing to the Deputy Executive

LOAD FACTOR TARGET COMPLIANCE

A discussion on the level of compliance to the load factor target is contained in Section III of the December 31, 1999 Consent Decree Quarterly Report.

LOAD FACTOR QUARTERLY REPORT

On a quarterly basis, the MTA submits a quarterly report tracking actions determined by the Special Master in his Memorandum Decision and Order dated March 6, 1999, to be necessary for compliance with the Consent Decree. In the area of load factor compliance, the MTA is required to provide point check data matched to schedule times and bus runs with analysis of each violation and, a mapping of load factor violations for each line over time.

The MTA has prepared and submitted two quarterly reports (October 10, 1999 and February 10, 2000) reporting on actions and compliance with load factor targets for the period between June 1, 1999, and December 31, 1999. The next quarterly report will be submitted on May 10, 2000.

In addition to reporting on load factor compliance, each quarterly report summarizes progress toward other actions identified in the MTA's December 1998 Load Factor Remediation Plan which, pending resolution of an appeal before the U.S. Ninth Circuit Court of Appeal, has served as the basis for MTA's overall load factor compliance efforts.

SERVICE REQUIREMENTS

The projected peak bus requirements to attain mandated Reduced Load Factor targets were previously presented in last year's Load Factor Reduction Plan update. At that time, the primary objective was to increase scheduled service to meet the 1.35 load factor target. Provisions to accomplish this milestone were made through the budget process with the authorization to add up to 30 peak buses over the course of Fiscal Year 2000 to ensure compliance with the load factor target.

In an effort to determine the additional scheduled service requirements to achieve the 1.25 load factor target, the MTA conducted a line-by-line analysis of historical point check data using 20-minute (peak) and hourly (off-peak) time windows.

Service requirements to meet the 1.25 target were identified as 130 AM Peak buses in the December 1998 Load Factor Remediation Plan. The AM Peak bus total represented the time of day with the highest overall service requirement. The projected additional revenue service hours were estimated to be 302,000 annually. The service was implemented in two phases in June 1999 and

December 1999. This approach affords an opportunity to monitor and adjust service for six months prior to the effective date by which the 1.25 Load Factor Reduction Target must be achieved (June 30, 2000).

The plan was implemented as follows:

<u>Date</u>	<u># of AM Peak Buses</u>	<u>Added Annual Revenue Hours</u>
June 1999	66	165,000
December 1999	64	137,000

In December 1999, the MTA completed its planned addition of 64 buses according to its Remediation Plan schedule. With these additional buses, the peak fleet has grown to over 2,040 buses (including special event buses) and revenue service is at an annual level exceeding 7 million hours. The MTA has added approximately 360 peak buses into service and 600,000 revenue service hours since entering into the Consent Decree, increases of 21.5 percent and 9.5 percent, respectively.

MONITORING OF 1.25 LOAD FACTOR TARGET COMPLIANCE

At this time, approximately 10 weeks of monitoring data has been evaluated since the December 1999 service investment. An evaluation of the causes of each potential target violation is presently being conducted and will be summarized in the next Load Factor Quarterly Report. Until that analysis is completed, no specific conclusions can be made regarding any additional remedial actions which may be required for compliance on individual bus lines.