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TO: BOARD OF DIRECTORS

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SUBJECT: SPAN OF SERVICE ON METRO RAIL AND BUS SYSTEM

ISSUE

With the extension of Red Line service, the Staples Center opening, and the upcoming Democratic National Convention, public awareness has been raised regarding transit's role in serving major venues and events. There is interest in having the MTA expand Metro Bus and Metro Rail hours of operation. Staff is in the process of developing proposals to increase the span of service for consideration as part of the FY 2000-2001 Budget process. In the interim, a contingency plan has been prepared to expand bus and rail service during the period from mid-October 1999 through June 2000. However, there is presently no funding available to implement any contingency plan which increases service or extends hours of operation.

DISCUSSION

Currently, MTA Metro Rail service on the Red, Blue and Green Lines operates about every 20 minutes after 8:00 pm, with late evening service coordinated to minimize the transfer time between lines. Red Line service from Hollywood ends at 11:25 pm and the last trip to Hollywood from Union Station is at 10:57 pm. Blue Line service from the Pico Station near Staples Center ends about 11:28 pm.

MTA Metro Bus Service operates about once an hour after 9:00 pm. Many of the bus lines that do provide service in the evening do not operate south of 7th Street in downtown Los Angeles. Late night bus service is coordinated at 7th Street to minimize transfer time between lines.

Because of its proximity to bus and rail transit, there is an expectation that attendees at Staples Center events would use transit if special service were provided. There is also a concern that if additional service is not provided, Staples' patrons and staff will crowd onto existing service.

Survey Of Other Properties

In a survey conducted by MTA staff (see Attachment 1), it was found that most transit properties serving large downtown venues provide rail and bus service until at least midnight or later; and most agencies maintain a similar span of service for daily, Saturday, Sunday and holidays. For example, RTA (Cleveland) operates later rail service on Friday and Saturday nights; CTA (Chicago) operates some of its rail service until 2:00 am on Saturday and Sunday nights; and some properties operate later rail service for special events, or operate bus service over the alignment of the rail line (MUNI in San Francisco, SEPTA in Philadelphia). Finally, a few properties operate 24 hour rail service (CTA's Red Line, MTA New York's subway system and VTA's light rail in San Jose).

Longer Term MTA Service Planning

In preparing for the FY 2001 Budget process, staff is developing proposals for improving the service span of MTA bus and rail operations. The proposals focus generally on venues with capacity of 5,000 or more people located in Downtown Los Angeles, Hollywood and Highland (Trizec-Hahn), and Universal City. Service coverage in transit oriented communities, as identified in the Regional Transit Alternatives Analysis, is also being reviewed. Finally, staff is coordinating its planning efforts with Staples Center, the Los Angeles Convention Center, the City of Los Angeles, the Central City Association and other stakeholder groups.

MTA's Special Event Policy

The MTA's transportation role is to operate regularly scheduled bus and rail service to meet the needs of the general public. In those instances where regularly scheduled MTA bus or rail lines are proximate to a special event venue, such as the Fiesta on Broadway or the LA Marathon, MTA has augmented its service to minimize delays or overcrowding on existing lines during these events. The cost of the service augmentation is treated like a regular cost of doing business.

It has been the MTA's policy to serve as the operator of last resort when it comes to providing exclusive bus service to special events, such as the Hollywood Bowl or the Women's World Soccer Match that was recently held at the Rose Bowl. These services are typically funded by the event sponsor and the operator is selected through a competitive bid process. The only special event service currently provided by the MTA is the Hollywood Bowl service.

Staples Center Issues

The Staples Center environmental documents assume a ten-percent mode split for non-automobile trips generated by arena events. This estimate is based on the arena's downtown location and its orientation to adjacent streets which makes it accessible to the transit network and within walking distance from downtown employment centers. Other sports arenas recently developed within urban settings in other cities have experienced significant transit and pedestrian mode splits in excess of twenty-percent. This is due, in part, because they are accessible to both bus and rail transit and the operating hours of the transit service accommodate arena events.

No funding is currently available to expand service to the Staples Center/Convention Center area. However, as a contingency, staff has developed a modest service enhancement plan to protect existing riders of MTA service from being displaced, to ensure their safety when there are major events, and to be in position, should funding become available, to provide later departures for those events not covered adequately by the existing service schedule.

The focal point of the plan would be Staples Center due to the scale of the events being held at this location and its proximity to the Metro Blue Line and bus service. Staples Center is located within a quarter mile of the Pico and Flower Blue Line Station. Bus service connecting with the Downtown late evening bus transfer location at 7th Street and Broadway also operates nearby on Pico Boulevard.

Because of the large attendance likely at many of the events, it is anticipated that safety issues may require special attention over and above normal day-to-day practices. Past experience at light rail stations has demonstrated that crowd control is difficult to manage even with additional security and supervision. Close coordination with the City's traffic control and safety plan is necessary.

The service contingency plan is designed to serve approximately 1,500 people per event. It would allow for additional trains on the Blue Line, later trips on the Red and Green Lines, and a few additional bus trips to be operated to protect existing owl bus service. It will also allow additional supervisory staffing to be called in to help control passenger loading, detour buses during street closures and assist with fare collection and public information. The cost of the plan is estimated at \$14,000 to \$19,000 per event, including additional hours of security. There are approximately 250 events annually. Of these, 57 are scheduled from October 16 through December 1999, and another 77 are scheduled between January 2000 and the end of this fiscal year.

Funding

There are no operating funds currently budgeted for this rail service expansion and it would be very difficult to identify MTA funding given the current and projected deficit and the need to identify funds to further improve bus service under the Consent Decree. At this time, neither the City nor Staples has offered to help fund additional service.

NEXT STEPS

The MTA currently operates rail service which can be utilized by persons attending most events at the Staples Center. The service ends at approximately 11:00pm - 11:30pm. To ensure that customers understand the level of existing service available, MTA will provide customer information to clearly communicate the existing service schedule. We will also monitor the demand for service to ensure safety on the system.

Between now and the end of the calendar year, staff will be finalizing its service span improvement proposals and closely monitoring bus and rail service demand during the evening hours. Staff will return to the Board with a more definitive plan in February 2000.

Transit Property Span of Service Evaluation

Summary Table

7 Properties evaluated via Internet and by telephone

	Service Ends before Midnight	Service Until Midnight	Service After Midnight	Subsidized funding for Special/Extra Service
Heavy Rail		4	2	
Light Rail		4	3	2
Bus		6	4	2

As indicated in the summary table, most transit properties provide service on rail lines until at least midnight. Most agencies maintain similar spans of service daily, Saturday, Sunday and holidays; the daily schedule often runs 30 minutes later. RTA (Cleveland) operates service until 2:00am on Friday and Saturday nights, CTA (Chicago) operates some of its rail service until 2:00am on Saturday and Sunday nights. Some properties operate later rail service for special events, or operate bus service over the alignment of the rail line (MUNI in San Francisco, SEPTA in Philadelphia) Only a few properties operated 24 hour rail service: CTA's Red Line in Chicago, MTA's New York subway system and VTA's light rail in San Jose).

Individual Properties

City/ Venue Served	Transit Property	Mode	System Service Span	Additional Service	Operating Subsidies
Cleveland, OH • Gund Arena	RTA	Light Rail	Blue & Green Lines operate till Midnight Su-Th; Red Line till 9pm; all rail till 2am Fri & Sa	<ul style="list-style-type: none"> • Light rail extended service hours during summer on weekends. • Additional trains provided after end of major events. 	None
		Bus	System operates Owl Service	<ul style="list-style-type: none"> • Seasonal service provided to sports venues 	None
Chicago, IL • United Center	CTA	Heavy Rail	Red Line-24 hours daily Blue Line -2 branches 24 hours daily; 1 branch till 1am DX, no Sa/Su service Purple Line-till 1am DX, till 2am Sa & Su Green Line-till 1am daily Orange Line-till 11pm	None	None
		Bus	System operates Owl Service	<ul style="list-style-type: none"> • Additional bus service and routes to sports venues. 	None
New York, NY • Madison Square Garden	MTA	Heavy Rail	24 hour service	<ul style="list-style-type: none"> • None, Nation's largest system 	None
		Bus	24 hour service	<ul style="list-style-type: none"> • None 	None

City / Venue Served	Transit Property	Mode	System Service Span	Additional Service	Operating Subsidies
Philadelphia, PA <ul style="list-style-type: none"> First Union Center 	SEPTA	Heavy Rail	5:00am-Midnight	<ul style="list-style-type: none"> Special "Sports Express" trains; after Midnight service provided by bus 	None
		Bus Bus- "Phlash" Visitors Shuttle	10:00am-6:00pm winter; 10:00am-Midnight summer, Daily, 10" headways	<ul style="list-style-type: none"> Bus shuttles operate between arena and off-site parking garages. 	None
Portland, OR <ul style="list-style-type: none"> Rose Garden 	Tri-Met	Light Rail	Until 2:00am	<ul style="list-style-type: none"> Additional trains provided for extra capacity after end of arena events. 	Portland Trail Blazers subsidize a portion of additional service.
		Bus	Various	<ul style="list-style-type: none"> Shuttles provided between arena and off-site parking. 	
St. Louis, MO <ul style="list-style-type: none"> Kiel Center 	TSDC	Light Rail	5:00am to 12:00 midnight	<ul style="list-style-type: none"> Additional trains provided for extra capacity after end of arena events. 	St Louis downtown Business Improvement District subsidizes a portion of additional service.

City/ Venue Served	Transit Property	Mode	System Service Span	Additional Service	Operating Subsidies
San Jose, CA • San Jose Arena	VTA	Light Rail	24 hour service	<ul style="list-style-type: none"> Additional trains provided for extra capacity after end of arena events. VTA operates downtown circulator between light rail stations and arena for large events. 	None
		Bus	System operates Owl Service	<ul style="list-style-type: none"> Last train departs at 10:30 or 20-minutes after end of event, whichever is later. 	<ul style="list-style-type: none"> VTA funds circulator with a State Clean Air Grant. San Jose Sharks provide free tickets to shuttle operators.
Washington, DC • MCI Center	Caltrain	Commuter Rail	5:00 am-10:30 pm	<ul style="list-style-type: none"> Additional trains provided for added capacity after arena events. Not all rail stations served until midnight. 	None
	Metro	Heavy Rail	5:30am-Midnight		
		Bus	Late Evening service operated		None

**STAPLES CENTER SPECIAL EVENT SERVICE CONTINGENCY PLAN
OVERVIEW**

Description

Special funding would be needed to implement the following plan. The plan is designed to augment and protect regular MTA service during Staples Center events. There are about 250 annual scheduled events at the center and each event is estimated to have an average attendance of 15,000 people based on the Staples EIR. An average of approximately 1,500 people are expected to use public transit to each event. This contingency plan would extend the hours of operation of service on all Metro Rail Lines and also allow for the deployment of up to four additional two-car trains. On the bus side, two additional buses would be deployed for a period of approximately 3 hours to allow service on MTA bus Lines 30 (Pico Boulevard) and 81 (Figueroa) to augment the regular service. This plan would also provide a security element for crowd control and passenger safety at the Pico Station and surrounding bus stops, as well as deployment throughout the rail system for the extended hours. It may be possible to reduce costs by re-deploying existing security resources over the expanded service hours.

Cost Per Event

The total cost of the plan is estimated at approximately \$14,000 - \$19,000 per event, as summarized below:

■ Bus Service	\$ 700 - \$ 700
■ Rail Service	\$ 8,000 - \$ 9,200
■ Security	\$ 4,700 - \$ 9,300
TOTAL COST PER EVENT	\$13,400 - \$19,200

Projected Ridership and Revenue Per Event

Rail Ridership: 1,200 one way trips

Bus Ridership: 300 one way trips

Revenue per Passenger: \$.60

TOTAL PASSENGER REVENUE PER EVENT \$ 900

Cost of Implementing Plan

The following information assumes the plan is fully implemented for every scheduled event.

■ October to end of Calendar Year	\$ 775,000 - \$1,098,000
■ January through end of the Fiscal Year	\$ 1,046,000 - \$1,482,250
■ Full Year	\$ 3,398,000 - \$4,183,000