



MARCH 21, 2003

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
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TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE
CHIEF EXECUTIVE OFFICER

FROM: JOHN B. CATOE, JR.
DEPUTY CHIEF EXECUTIVE OFFICER

SUBJECT: NOTIFICATION OF PUBLIC HEARING

ISSUE

The MTA holds a public hearing when major changes to bus service are considered, in conformance with federal public hearing requirements in Title 49, United States Code (USC) and public hearing guidelines adopted by the Board, as amended in 1997.

Some changes in bus service are being considered in the Westside/Central Sector as part of the June 2003 Service Changes. Most of the changes will expand service within the Sector area, and two lines will be proposed for cancellation.

Staff has determined that action by the MTA Board of Directors is not required to set public hearings, although this has previously been our practice. Board action is required to approve the results of a public hearing and to adopt service changes. Under the new structure, Governance Councils are responsible for conducting public hearings for bus lines within their area, excluding Tier 1 lines operating through and beyond Sector boundaries. Since the Westside/Central Governance Council is not in place, Sector staff will conduct the hearing effecting (including a Tier 1 service on Line 720) on Tuesday, April 1, 2003 and return to the MTA Operations Committee and Board of Directors in April with the results along with recommendations for FY 2004 service changes.

Staff has initiated the publication of the legal notice to conduct the upcoming public hearing. Take-one notices advertising the hearing will also be placed on the buses two weeks prior to the hearing date.

BACKGROUND

Metro Westside/Central is proposing to implement a number of service changes and improvements, along with the cancellation of two non-productive lines,

effective with the June 2003 shakeup. The primary focus of the service changes is to expand the areas limited stop services, implement Consent Decree trip improvements, and route one major service to Union Station to provide service associated with the opening of the Metro Gold Line. The following proposals are under consideration:

Line 2, Route 3 (Sunset Boulevard) – It is proposed to eliminate the Route 3 portion of Line 2 due to low productivity. Duplicative service is provided over a portion of the route in the Beverly Hills area via MTA Line 14. The Line 2 route is proposed to have a minor route change in Downtown Los Angeles to better service the Music Center and the new Cathedral.

Line 4/304 (Santa Monica Boulevard) – Increase service to provide all day limited stop service, Monday through Sunday from approximately 6:00 am to 8:00 pm. Limited stop Line 304 will be rerouted to Union Station via Cesar Chavez to provide link between the Echo/Park and Silver Lake areas to the Metro Gold and Red Lines. The Line 4 route is proposed to have a minor route change in Downtown Los Angeles to better service the Music Center and the new Cathedral. Savings from these proposals will be used to provide improved peak and late night frequencies.

Line 22 (Century City - Brentwood Shuttle) – This shuttle is proposed for cancellation due to route duplication by the Santa Monica Big Blue Bus Line 4.

Line 33/333 (Venice Boulevard) – Increase service to provide all day limited stop service, Monday through Sunday from approximately 6:00 am to 8:00 pm. Limited stop Line 333 will terminate in Downtown Los Angeles at Main and Seventh Streets, while the local stop Line 33 route will remain unchanged to the Gateway Transit Plaza. Savings from these proposals will be used to provide improved frequencies for peak, mid-day, weekend, and late night services.

Line 220 (Robertson Boulevard - Culver Boulevard – LAX) – This line is proposed for cancellation due to low productivity.

Line 720 (Metro Rapid Whittier – Wilshire Boulevards) – Currently all buses travel straight through to and from Santa Monica and Montebello. Staff proposes implementing a “short line” in Downtown Los Angeles for buses traveling eastbound to better equalize service based on demand. All stops in Downtown Los Angeles will be served. Service east of Downtown will be provided on a two to four minute headway in the peak periods, and every ten minutes in the base period. This change will allow for the addition of up to 16 new trips in the peak periods between Westwood and Downtown Los Angeles. Additionally, improvements in bus cycling will result in better on-time performance.

Line 561 (Van Nuys Boulevard – LAX) - Line 561 is technically run out of the San Fernando Valley Sector yet travels to and through Metro Westside/Central. Due to the implementation of the new Metro Rapid Bus Line 761 on June 22, the San Fernando Valley Sector has proposed eliminating a portion of the Line 561 route, which operates from Westwood to LAX via the San Diego –405- Freeway. It is proposed that patrons needing service to LAX may transfer to Culver CityBus Line 6 (Sepulveda Boulevard) to complete their trip to LAX. We will also accept comments regarding the changes proposed for Line 561 at the April 1st public hearing.

NEXT STEPS

Following the public hearing, a staff will report to the MTA Operations Committee with a summary of the findings of the hearing along with specific staff recommendations. Those changes approved by the Board of Directors will be implemented with the June 2003 service changes.

Prepared by: Tracy Daly, Westside/Central General Manager