



PLANNING & PROGRAMMING COMMITTEE
April 22, 1999

Los Angeles County
 Metropolitan
 Transportation
 Authority

**SUBJECT: METRO RED LINE SEGMENT 2B BUS/RAIL
 INTERFACE PLAN**

**ACTION: APPROVE FINDINGS OF PUBLIC HEARING AND
 ADOPT REVISED INTERFACE PLAN**

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RECOMMENDATION

- A. Approve the findings of the March 6, 1999 Public Hearing shown in Appendix 1 concerning the MTA's draft Bus/Rail Interface Plan for Metro Red Line Segment 2B, Hollywood extension;
- B. Adopt the Final Revised Metro Red Line Segment 2B Bus/Rail Interface Plan, as outlined in Appendix 2, and illustrated in Appendix 3;
- C. Adopt the official revised pages to the Official Route Descriptions in Appendix 4; and
- D. Approve a free fare on the Metro Red Line for the opening weekend of the Segment 2B Hollywood Extension.

ISSUE

In June 1999, Metro Red Line service will be extended from Wilshire Boulevard and Vermont Avenue to Hollywood. The Metro Red Line extension will substantially increase transit system capacity in the Hollywood corridor and will add more than 275,000 seat-miles of transit service (or the rough equivalent of 600 bus trips). Bus service is proposed to be restructured to reduce bus/rail service duplication and to provide effective modal interfaces at station locations. The revised plan responds to the feedback from the public hearing, requesting a more balanced option that provides riders with modal choices. The revised plan retains an express bus option, while removing 41,000 annual revenue hours of bus service. This plan contributes to operating efficiencies identified in the Restructuring Plan submitted to the Federal Transit Administration (FTA).

OPTIONS

The options to the staff recommendation are to either: 1) adopt all proposals considered at the public hearing; or 2) adopt any subset of the proposals.

FINANCIAL IMPACT

Revised Bus/Rail Interface Plan

The Restructuring Plan submitted to the FTA last year included a savings of up to 68,000 bus revenue hours annually based on a preliminary bus/rail interface plan that was reviewed at a Public Hearing held on March 6. Based on customer feedback during the public hearing process and Board direction, staff is recommending a program designed to yield a savings of approximately 41,000 revenue bus hours annually. Using a fully allocated cost basis this would represent a savings of approximately \$3.8 million annually (see appendix 5).

Metro Red Line Free Fare - Opening Weekend

As part of the grand opening celebration for the Metro Red Line Segment 2B extension to Hollywood, it is recommended that the MTA offer free rides on the subway for the weekend of the opening. As proposed, access to the entire Red Line system would be free of charge; all other MTA transit services, including the Metro Blue and Green Lines, would continue to collect fares as usual.

Offering free rides on the Red Line is consistent with past promotional programs which have been successful in drawing positive attention to new elements of the Metro system. The financial consequence of this program would be a minor loss of revenue from the Metro Red Line, estimated to be approximately \$75,000 to \$100,000 for the event weekend.

BACKGROUND

In mid-1999, the MTA will begin revenue service along Metro Red Line Segment 2B to Hollywood. Currently, the Red Line operates along 5.0-miles of track between Union Station and the current rail head at Wilshire Boulevard and Western Avenue serving eight stations. Measured from the junction at Wilshire Boulevard and Vermont Avenue, the Red Line extension to Hollywood will add 4.6-miles of rail and five new stations. Three stations will be opened along Vermont Avenue, at Beverly, Santa Monica and Sunset Boulevards, while two stations will open along Hollywood Boulevard at Western Avenue and Vine Street (near Argyle Avenue). The final 6.3-miles of subway service is scheduled to open next year when Segment 3 service to North Hollywood begins.

Public Outreach Process

The public outreach process for the Segment 2B Bus/Rail Interface Plan began in 1996 as an element of the Westside Bus Service Improvement Study. In addition to Westside area-wide transit issues, the study also recommended selected changes to the MTA bus network to improve interaction with the Red Line. A comprehensive public outreach program was employed which included interviews with public officials, opinion leaders, community-based organizations and public roundtables. As the MTA moved closer to implementation of Segment 2B rail service,

additional meetings were held with stakeholders such as the Bus Operators Subcommittee, Citizens Advisory Council, Bus Riders Union, and other internal groups.

In January 1999, the Board of Directors approved for publication a Notice of Public Hearing detailing proposed modifications to MTA bus lines operating in the Metro Red Line corridor. The public hearing was held on March 6, 1999, to obtain formal public comment on these matters. In addition, the public hearing solicited public comment on the Consent Decree Pilot Program. The findings of the public hearing and a summary of the community outreach process are described in Appendix 1.

Results of the March 6 Public Hearing

The public hearing was well attended with approximately 200 people filling the MTA Board Room. Verbal or written testimony was provided by 132 individuals by the close of the public record. Sixty-two individuals gave oral testimony and another 70 respondents provided written comments. Most of the public comment addressed the Segment 2B Bus/Rail Interface Plan with the balance choosing to comment on the Consent Decree Pilot Program.

Summary of Public Comment

Of the Segment 2B bus/rail interface proposals under review, the majority of the comment addressed the proposals for truncating the MTA Hollywood Freeway express routes connecting the San Fernando Valley and Downtown Los Angeles. While some expressed support for the proposals under review, most requested that either the services be retained in current form or that modal options be provided so that choices would be available. The truncation of local bus service between Downtown Los Angeles and Hollywood; and the proposal to truncate Vermont Avenue limited-stop service at Wilshire Boulevard also attracted comment. Input centered on concerns about the potential for transfers, travel time impacts, and increase costs for transit users.

Summary of Revisions to Service Change Proposals

Staff's recommended Segment 2B Bus/Rail Interface plan is designed to integrate both the bus and rail operations into a flexible system where passengers will have the opportunity to choose the mode that best suits their travel needs and is based on the following guidelines:

- (1) Modify area bus routes to enhance access to rail;
- (2) Maintain adequate bus service for patrons not able to benefit from rail; and
- (3) Effect improvements in bus service efficiency where feasible.

Subsequent to the public hearing, the MTA Board of Directors approved a motion to maintain the current routing for Lines 424-425, 427, and 522 which connect the San Fernando Valley with Downtown Los Angeles via the Hollywood Freeway. Based on public input and review of the range of impacts associated with proposals presented at the public hearing, staff recommends that only those changes proposed for Lines 1-217, 14, 18-318 (Option 2), 26-51, 66 (Option 2), 206,

212, and 420 be implemented as described in the notice. In addition, staff is recommending that the proposals considered for Lines 163 and 429 be modified as described below.

As summarized in Appendix 2, Line 1-217 will be modified to cancel the Line 1 route between Downtown Los Angeles and Hollywood. Replacement service would be available via the Metro Red Line and additional service operated via Line 2 between Downtown Los Angeles and Hollywood. Six MTA local bus lines (Lines 18-318, 26-51, 66, 163, 206, and 212) will be modified to either end at one of the five new stations or operate by a station. In addition, MTA local Line 14 is would be rerouted to a new terminal south of Beverly Hills. Line 14 will also provide direct access to the Red Line at the Vermont/Beverly Station. The modification to Line 26-51 is contingent on the implementation of a major route modification to LADOT's DASH Hollywood route to serve Franklin Avenue, and the development of an interagency transfer agreement that would mitigate financial impacts to those riders that would change from one carrier to another. Line 420 would be modified to operate from the San Fernando Valley to a new terminal near Los Angeles City College. Replacement service into Downtown Los Angeles will be available via the Metro Red Line and other parallel bus routes. Line 429 is proposed to be modified to end at the Vine Metro Red Line Station in Hollywood; replacement service to Downtown Los Angeles will be available via the Metro Red Line and other parallel bus routes.

All other MTA services reviewed at the Public Hearing (Lines 3, 11, 302, 354, 424-425, 427, and 522) will continue to operate according to current routes pending the review of impacts caused by the Metro Red Line service to Hollywood. Finally, implementation of new Line 303 limited-stop service from the Vine Station to Westwood will also be deferred pending the evaluation of Red Line impacts on the existing service network.

Consideration of Impact of Service Proposals

In accordance with federal guidelines and MTA policy, the Board is required to consider the impacts that the staff recommended interface plan may have on the community. The staff recommended interface plan for Segment 2B will have minor impacts on the community; these impacts are summarized in Appendix 2.

Impact on Ridership

The revised restructuring plan will affect approximately 8,900 riders. Some riders will experience positive impacts while others may experience negative impacts. In terms of the overall public transit network, the overall impact will be positive.

With the introduction of Metro Red Line service along Segment 2B, there will be a substantial increase in system capacity provided along the major corridors in the Hollywood area. In addition, Red Line users will experience more reliable, comfortable and predictable service with access essentially guaranteed throughout the service day. In addition, for some users, the cost of travel will be less since the Metro Red Line does not have a premium fare like the express services that are proposed to be altered. For example, users traveling into Downtown Los

Angeles from the Hollywood area pay \$1.85 on Line 420 whereas travel via the Metro Red Line would be only \$1.35. Finally, riders using local bus service to travel between Downtown Los Angeles and locations along Hollywood Boulevard would experience a reduction in travel time depending on the origin and destination pairs.

The proposed bus/rail interface plan for Segment 2B consists of minor route modifications to six bus routes (Lines 14, 18-318, 66, 163, 206, and 212) and the restructuring of four MTA bus lines (Lines 1-217, 26-51, 420, and 429). The specific impacts to the various services listed above are shown in Appendix 2.

Projected Ridership and Cost Analysis Impacts - Director Antonovich's Motion

At the March Board meeting following the approval of the motion made by Director Bernson, Director Antonovich requested that staff report back on the following questions:

1. How many riders are expected to be shifted from buses to Metro Rail;
2. How much money would be saved if the bus lines were discontinued; and
3. How many riders would the subway gain; what percentage do they represent of Segment 2B ridership?

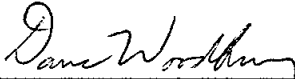
Answers:

1. In general, about 2/3 of the patrons on the rail system are also bus riders. The bus/rail interface plan changes to express bus service presented in the public hearing notice would have contributed 12,000 daily boardings to the Red Line, if all were implemented.
2. If all Hollywood Freeway express bus lines were terminated at the Vine Red Line Station in Hollywood, the savings would have been approximately \$4.7 million annually.
3. If all Hollywood Freeway express lines were terminated at the Vine Red Line Station, the subway would have gained approximately 12,000-riders. The total ridership on Segment 2B is forecast to be 34,000-riders; the additional 12,000-riders would then be approximately 26% of the 46,000-riders that would have been carried.

Implementation

Staff is proposing to implement the service modifications described in this report either concurrent with the opening of Segment 2B or as soon thereafter as possible. Therefore, implementation may commence concurrent with the June schedule change cycle or later.

Prepared by Scott Holmes, Project Manager - Regional Transportation Planning & Development



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Attachments

File Code Reference

[10/7/97/Rev.\MAO]

APPENDIX 1

Part 1 - Summary of Findings

Part 2 - Summary of Public Comment

Part 3 - Summary of Community Outreach

Summary of Findings to Proposed Interface Plan for MOS-2B

Line	Line Name	Proposal Taken to Public Hearing	Community Response				Total Responses
			Support	Oppose	Modify	Other	
1/217	Sunset Blvd-Hollywood Blvd-Fairfax Ave	Cancel Route 1	6	15	5	1	27
2/3	Sunset Blvd-Beverly Dr	Cancel Route 3	1	7			8
10/11	Melrose-Virgil-Vermont-Temple	Cancel Route 11		3			3
14	Beverly Blvd	Minor reroute to replace Route 3	1				1
18	Sixth St.	Minor reroute; terminal to be relocated	2				2
26/51	Franklin Ave-Avalon	Shorten Line 26; replace segment with other provider	2	10		2	14
66	E. Olympic-LACBD-W.8th	Minor reroute; terminal to be relocated	2		1		3
163	Sherman Way-Hollywood	Minor reroute; terminal to be relocated	5				5
206	Normandie Ave	Minor reroute; terminal to be relocated	1		1		2
212	La Brea	Minor reroute; terminal to be relocated	1				1
302	Sunset Blvd Limited	Cancel; replace with new limited Route 303	1		1		2
303	Hollywood-Westwood Limited	New limited-stop, peak hour line		2	2		4
354	Vermont Limited	Shorten route; impacted stops served by Line 204	1	4	1		6
420	Panorama City-LACBD Express	Cancel express route; reroute to LACC	7	14	3		24
424	Ventura Blvd-LACBD Express	Cancel express route; end at Hollywood/Vine Station	3	31	5		39
425	Ventura Blvd-LACBD Express	Cancel express route; end at Hollywood/Vine Station	3	28	4		35
427	West Hills-LACBD Express	Cancel Line	2	23	2		27
429	Westwood-LACBD Express	Cancel line; replace by new limited Route 303	1	10			11
522	Northridge-LACBD Express	Cancel express route; end at Hollywood/Vine Station	3	24	4		31
TOTALS			42	171	29	3	245

FINDINGS OF MARCH 6, 1999 PUBLIC HEARING

LINE 1/217 ORIGINAL PROPOSAL

Cancel Route 1 or decrease frequency of service; no change for Route 217.

Public Comment: Six respondents supported the proposal. Fifteen respondents opposed the proposal. Additional comments to modify proposal included: **1)** Interline Line 217 with Lines 180-181 for service on Hollywood Blvd., **2)** Add additional service to Line 217, **3)** Extend the 217 route to Fox Hills Mall to replace a segment of Line 434, **4)** Restructure Line 1 to connect West Hollywood and Silverlake, using smaller buses, and extending service hours.

Staff Response: Cancel Line 1; monitor rider use of Red Line and adjust bus schedules accordingly.

LINE 2/3 ORIGINAL PROPOSAL

Cancel Route 3; Canon Dr.-Beverly Dr. service to be replaced by rerouted Route 14. No changes proposed for Route 2.

Public Comment: One respondent supported the proposal. Seven respondents opposed the proposal.

Staff Response: Retain route; monitor rider use of Red Line.

LINE 10/11 ORIGINAL PROPOSAL

Cancel Route 11; maintain Route 10.

Public Comment: Three respondents opposed the proposal.

Staff Response: Retain Line 11 and maintain interface with Red Line at Vermont/Beverly Station.

LINE 14 ORIGINAL PROPOSAL

Minor reroute to Beverly Hills; replaces Route 3 along Canon Dr. between Santa Monica Blvd. and Pico Blvd.

Public Comment: One respondent supported the proposal.

Staff Response: Adopt proposal; impacted riders have access to Line 4 all-night service to Century City.

LINE 18 ORIGINAL PROPOSAL

Minor reroute; terminal to be relocated to Western Red Line Station.

FINDINGS OF MARCH 6, 1999 PUBLIC HEARING

Public Comment: Two respondents supported the proposal.

Staff Response: Adopt Option 2; impacted riders would be required to walk one block to Line 18-318.

LINE 26/51 **ORIGINAL PROPOSAL**

Shorten route of Line 26 at Sunset/Vermont Station; Franklin Ave. route would be replaced by another provider.

Public Comment: Two respondents supported the proposal. Ten respondents opposed the proposal. Additional comments to modify proposal included: **1)** MTA riders should not be required to pay additional fare to transfer to proposed DASH Hollywood and **2)** Scheduled timed-transfers should be made available to minimize transfer time.

Staff Response: Adopt subject to: **1)** operation of LADOT replacement service over Franklin Av. segment of Line 26; **2)** execution of interagency transfer agreement mitigating financial impacts to riders.

LINE 66 **ORIGINAL PROPOSAL**

Minor reroute; terminal to be relocated to Western Red Line Station.

Public Comment: Two respondents supported the proposal. Additional comment to modify proposal include: **1)** Not to operate Line 66 on Wilshire Blvd. to the Western Red Line Station due to traffic congestion.

Staff Response: Adopt Option 2; impacted riders would be required to walk one-two blocks to Line 66.

LINE 163 **ORIGINAL PROPOSAL**

Minor reroute to Hollywood Blvd. and Argyle Av. near Hollywood/Vine Station.

Public Comment: Five respondents supported the proposal.

Staff Response: Adopt revision to proposals in Hearing Notice by implementing minor reroute of service via Argyle Av. before continuing via current route to existing terminal at Highland Av. No significant impact to riders.

LINE 206 **ORIGINAL PROPOSAL**

Minor reroute; terminal to be relocated to Vermont/Sunset Station.

Public Comment: One respondent supported the proposal. One respondent opposed the proposal.

FINDINGS OF MARCH 6, 1999 PUBLIC HEARING

Staff Response: Adopt proposal; defer implementation to December 1999.

LINE 212 **ORIGINAL PROPOSAL**

Minor reroute; terminal to be relocated to Hollywood/Vine Station.

Public Comment: One respondent supported the proposal.

Staff Response: Adopt proposal; riders would be required to walk one block to new terminal.

LINE 302 **ORIGINAL PROPOSAL**

Cancel; to be replaced with portions of new limited Route 303.

Public Comment: One respondent supported the proposal. One respondent opposed the proposal. Additional comment to modify the proposal: 1) Change the terminal to the Vermont/Sunset Station.

Staff Response: Retain route; monitor rider use of Red Line.

LINE 303 **ORIGINAL PROPOSAL**

Establish *new* limited-stop, peak hour line (see Lines 302 & 429).

Public Comment: Two respondents opposed the proposal. Additional comments to modify the proposal included: 1) Not making Line 303 a limited stop service; and 2) Operating the limited stop service in both directions, all day.

Staff Response: Defer adopting proposal pending evaluation of Red Line impacts on target services.

LINE 354 **ORIGINAL PROPOSAL**

Shorten route to end at Vermont/Wilshire Station; impacted stops served by Line 204.

Public Comment: One respondent supported the proposal; four respondents opposed the proposal. Additional comments to modify the proposal include: 1) Extension of the limited service and stop area to Rosecrans Avenue.

Staff Response: Retain existing Line 354 route north of Wilshire Bl.

LINE 420 **ORIGINAL PROPOSAL**

Cancel express route; to be converted to *new* local Line 156; reroute to L A City College.

FINDINGS OF MARCH 6, 1999 PUBLIC HEARING

Public Comment: Seven respondents supported the proposal, 14 respondents opposed the proposal. Additional comments to modify the proposal include: 1) Relocation of north terminal to Northridge Mall, 2) Maintaining of a least one "freeway flyer" type service between the San Fernando Valley and Downtown Los Angeles, 3) Operate Line 420 to Downtown Los Angeles whenever the Metro Red Line is not operating.

Staff Response: Adopt proposal; approve free transfer for riders changing between bus and rail. Operate Line 420 Owl service to Downtown Los Angeles.

LINE 424 **ORIGINAL PROPOSAL**

Cancel express route; to be converted to *new* local Route 150; shorten route to end at Hollywood/Vine Station.

Public Comment: Three respondents supported the proposal. Thirty-one respondents opposed the proposal. Additional comments to modify the proposal include: 1) Operate Line 424 on the freeway from Lankershim and Ventura Boulevards to Hollywood instead of using Cahuenga Boulevard, 2) Extend the time a transfer can be used to 90 minutes, 3) Route Lines 424 and 425 south on Cahuenga Boulevard to Hollywood Boulevard and east to the Hollywood/Vine Station, 4) Maintain at least one "freeway flyer" type service between the San Fernando Valley and Downtown Los Angeles, 5) Defer modifications until Metro Red Line Segment 3 opens.

Staff Response: Retain current route of services. Review changes as part of future Red Line Segment 3 interface plan. Consider ending services at Universal Red Line Station at that time.

LINE 425 **ORIGINAL PROPOSAL**

Cancel express route; to be converted to *new* limited-stop Route 350; shorten route to end at Hollywood/Vine Station.

Public Comment: Three respondents supported the proposal. Twenty-eight respondents opposed the proposal. Additional comments to modify the proposal include: 1) Rerouting of Line 425 to West Hills to replace Line 427, 2) Maintain at least one "freeway flyer" type service between the San Fernando Valley and Downtown Los Angeles, 3) Defer modifications until Metro Red Line Segment 3 opens.

FINDINGS OF MARCH 6, 1999 PUBLIC HEARING

Staff Response: Retain current route of services. Review changes as part of future Red Line Segment 3 interface plan. Consider ending services at Universal Red Line Station at that time.

LINE 427 **ORIGINAL PROPOSAL**

Cancel express route; to be converted to *new* limited-stop Route 527; shorten route to end at Hollywood/Vine Station.

Public Comment: Two respondents supported the proposal. Twenty-three respondents opposed the proposal. Additional comments made to modify the proposal include: **1)** Shortline Line 427 to the Encino Transit Center, **2)** Defer modifications until Metro Red Line Segment 3 opens.

Staff Response: Retain current route of services. Review changes as part of future Red Line Segment 3 interface plan. Consider ending services at Universal Red Line Station at that time.

LINE 429 **ORIGINAL PROPOSAL**

Cancel line; portions of route to be replaced by new limited-stop Route 303.

Public Comment: One respondent supported the proposal. Ten respondents opposed the proposal.

Staff Response: Modify route to end at Hollywood/Vine Red Line Station; approve free transfer for riders changing between bus and rail.

LINE 522 **ORIGINAL PROPOSAL**

Cancel express; route to be converted to new local Route 240; shorten route to end at Hollywood/Vine Station.

Public Comment: Three respondents supported the proposal. Twenty-four respondents opposed the proposal. Additional comments to modify the proposal include: **1)** Moving the north terminal to Porter Ranch, **2)** Extend the time a transfer can be used to 90 minutes, **3)** Maintain at least one "freeway flyer" type service between the San Fernando Valley and Downtown Los Angeles, **4)** Defer modifications until Metro Red Line Segment 3 opens.

Staff Response: Retain current route of services. Review changes as part of future Red Line Segment 3 interface plan. Consider ending services at Universal Red Line Station at that time.

FINDINGS OF MARCH 6, 1999 PUBLIC HEARING

Other Public Comment:

Other general comments were received from the public regarding the absence of Board Members at the Public Hearing; the aversion to making forced transfers; safety concerns while transferring in Hollywood; the desire to see the Metro Red Line operate 24 hours; as well as the suggestion to expand bus service. Other comments were made on subjects outside of the scope of the public hearing including suggestions for new and improved bus services.

Summary of Community Outreach for MOS 2B

Westside Restructuring Study Public Outreach Efforts

Public Official Interviews

Initial Input	August-October 1996
Final Input	March-April 1998

Opinion Leader Workshops

Initial Input	October 1996
Final Input	March 1998

Community Based Organization Presentations

Initial Input	October 1996-February 1997
Final Input	March-April 1998

Public Roundtable Meetings

Initial Input	January 1997
Final Input	April 1998

MOS 2B Bus/Rail Interface Plan Outreach

Bus Riders' Union
January, 1999

Bus Operators' Subcommittee
February, 1999

Citizens' Advisory Council
February, 1999

The Westside Restructuring Study included public outreach which consisted of two rounds of public participation. Initial meetings were held to gather input on key issues, unmet transit needs, and potential service improvements. A final round of meetings were held to present the Draft Westside restructuring proposals and include comments in the final plan.

APPENDIX 2

Summary of Recommendations

Appendix 2

METRO RED LINE SEGMENT 2B - BUS/RAIL INTERFACE PLAN
 Recommendations: Line-by-Line Summary

<u>LINE(S)</u>	<u>SUMMARY OF HEARING PROPOSAL</u>	<u>PASSENGERS IMPACTED</u>			<u>RECOMMENDATIONS</u>
		<u>DAILY</u>	<u>SAT</u>	<u>SUN</u>	
1-217	Cancel Line 1	4,042	3,045	2,401	Cancel Line 1; monitor rider use of Red Line and adjust bus schedules accordingly.
2-3-302	Cancel Branch Routes 3 and 302	308	129	125	Retain both routes; monitor rider use of Red Line.
10-11	Cancel Line 11	318	176	n/a	Retain Line 11 and maintain interface with Red Line at Vermont/Beverly Station.
14	Reroute to new terminal south of Beverly Hills; discontinue late night/Owl service to Century City.	4	8	4	Adopt proposal; Owl period riders have access to Line 4 all-night service to Century City.
18-318	Relocate west terminal to Wilshire/Western Red Line Station.	27	10	14	Adopt Option 2; riders would be required to walk one block to Line 18-318.
26-51	Terminate Line 26 at Sunset/Vermont Station.	927	560	462	Adopt subject to: 1) operation of LADOT replacement service over Franklin Av. segment of Line 26; 2) execution of interagency transfer agreement mitigating financial impacts to riders.
66	Relocate west terminal to Wilshire/Western Red Line Station.	50	n/a	n/a	Adopt Option 2; riders would be required to walk one-two blocks to Line 66.
163	Reroute to better serve Hollywood/Vine Metro Red Line Station.	n/a	n/a	n/a	Adopt revision to proposals in Hearing Notice by implementing minor reroute of service via Argyle Av. before continuing via current route to existing terminal at Highland Av. No significant impact to riders.

Appendix 2

METRO RED LINE SEGMENT 2B - BUS/RAIL INTERFACE PLAN
 Recommendations: Line-by-Line Summary

LINE(S)	SUMMARY OF HEARING PROPOSAL	PASSENGERS IMPACTED			RECOMMENDATIONS
		DAILY	SAT	SUN	
206	Relocate north terminal to Vermont/Sunset Red Line Station.	n/a	n/a	n/a	Adopt proposal; defer implementation to Dec. '99.
212	Reroute north terminal to Hollywood/Vine Red Line Station.	25	18	20	Adopt proposal; riders would be required to walk one block to new terminal.
303	Operate new limited-stop service from Vine Red Line Station replacing Lines 302 and 429.	n/a	n/a	n/a	Defer adopting proposal pending evaluation of Red Line impacts on target services.
354	Truncate route at Wilshire/Vermont Station.	6,083	n/a	n/a	Retain existing Line 354 route north of Wilshire Bl.
420	Truncate line near Vermont/Santa Monica Station.	3,733	3,931	2,861	Adopt proposal; approve free transfer for riders changing between bus and rail. Operate Line 420 Owl service to Downtown Los Angeles.
424-425- 427-522	Truncate lines at Hollywood/Vine Station.	8,255	7,129	3,494	Retain current route of services. Review changes as part of future Red Line Segment 3 interface plan. Consider ending services at Universal Red Line Station at that time.
429	Cancel line; replace in part with new Line 303.	287	n/a	n/a	Modify route to end at Hollywood/Vine Red Line Station; approve free transfer for riders changing between bus and rail.

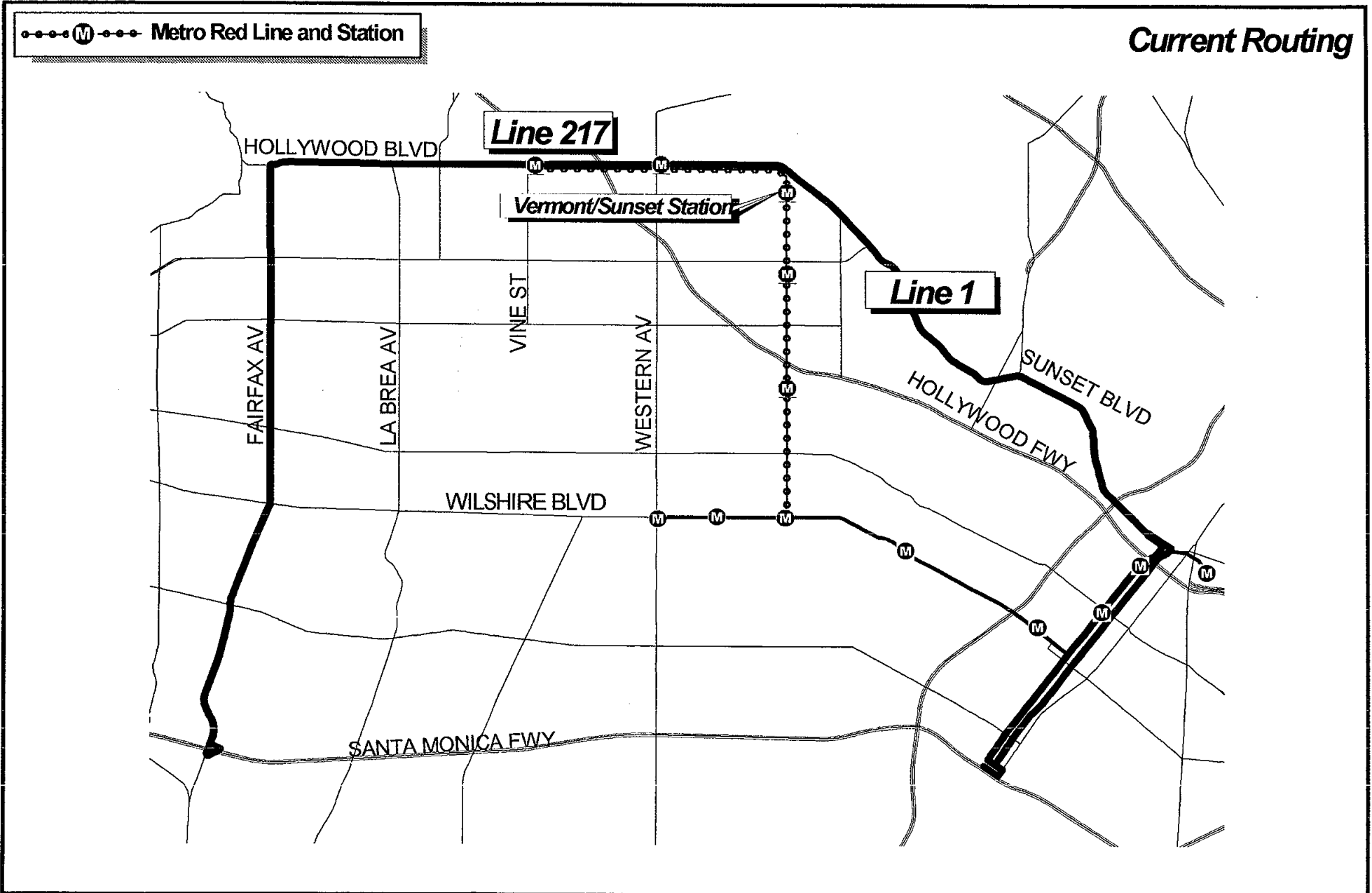
APPENDIX 3

**Maps showing
Major Route Changes**

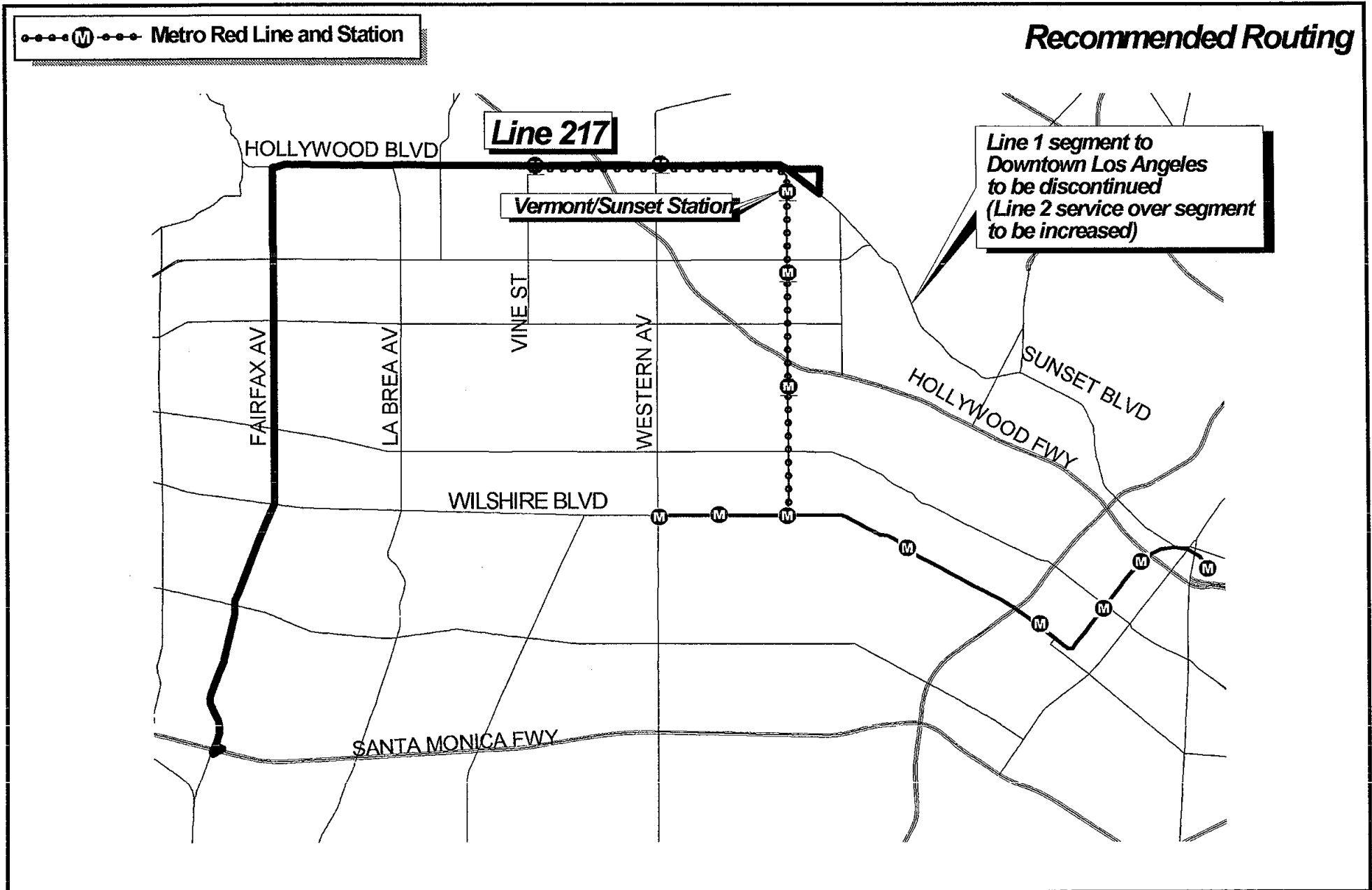
Lines 1-217

Vermont/Sunset Station

Segment 2B - Bus/Rail Interface



Line 217 (Cancel Line 1) Vermont/Sunset Station Segment 2B - Bus/Rail Interface

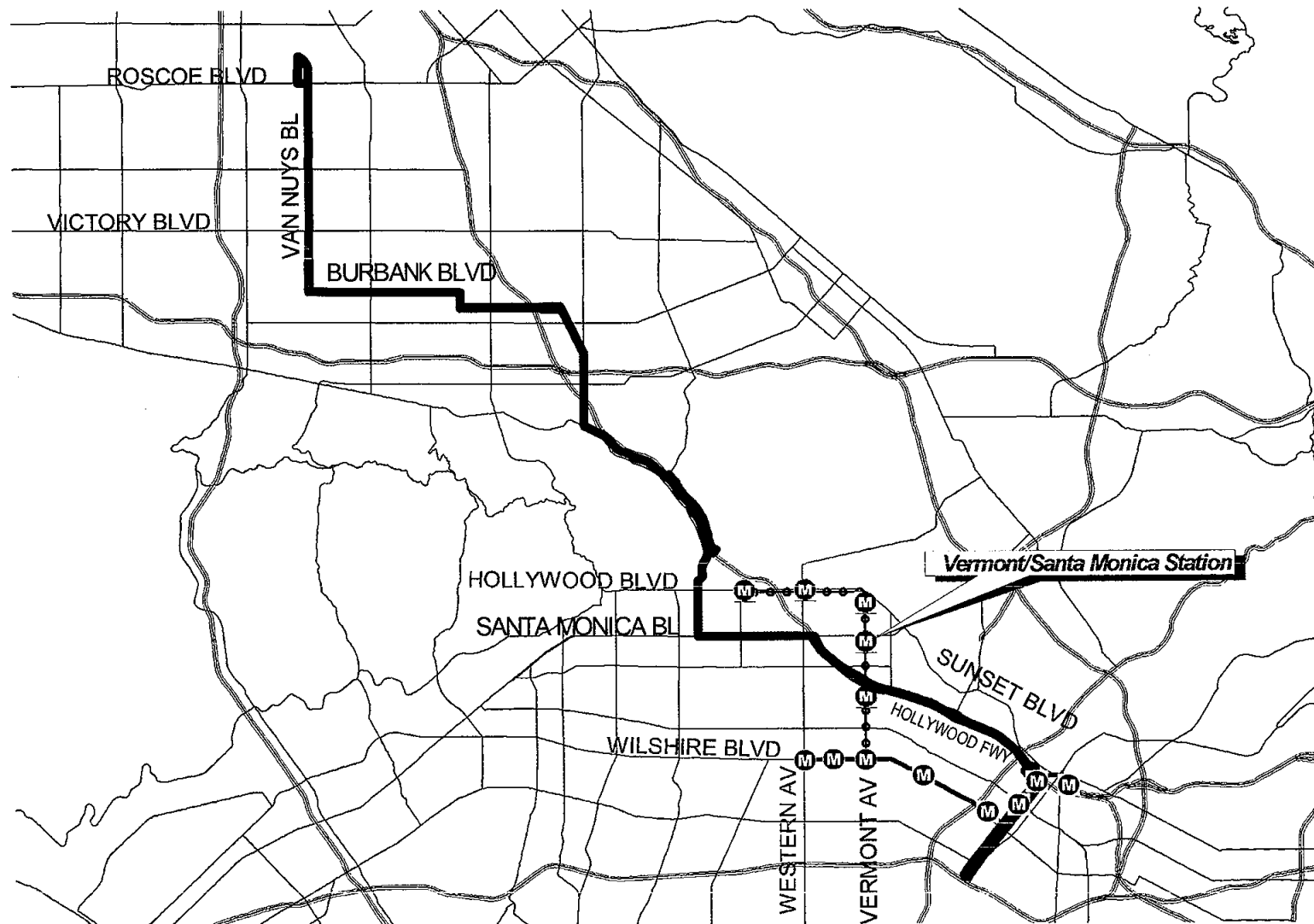


Line 420 Vermont/Santa Monica Station Segment 2B - Bus/Rail Interface

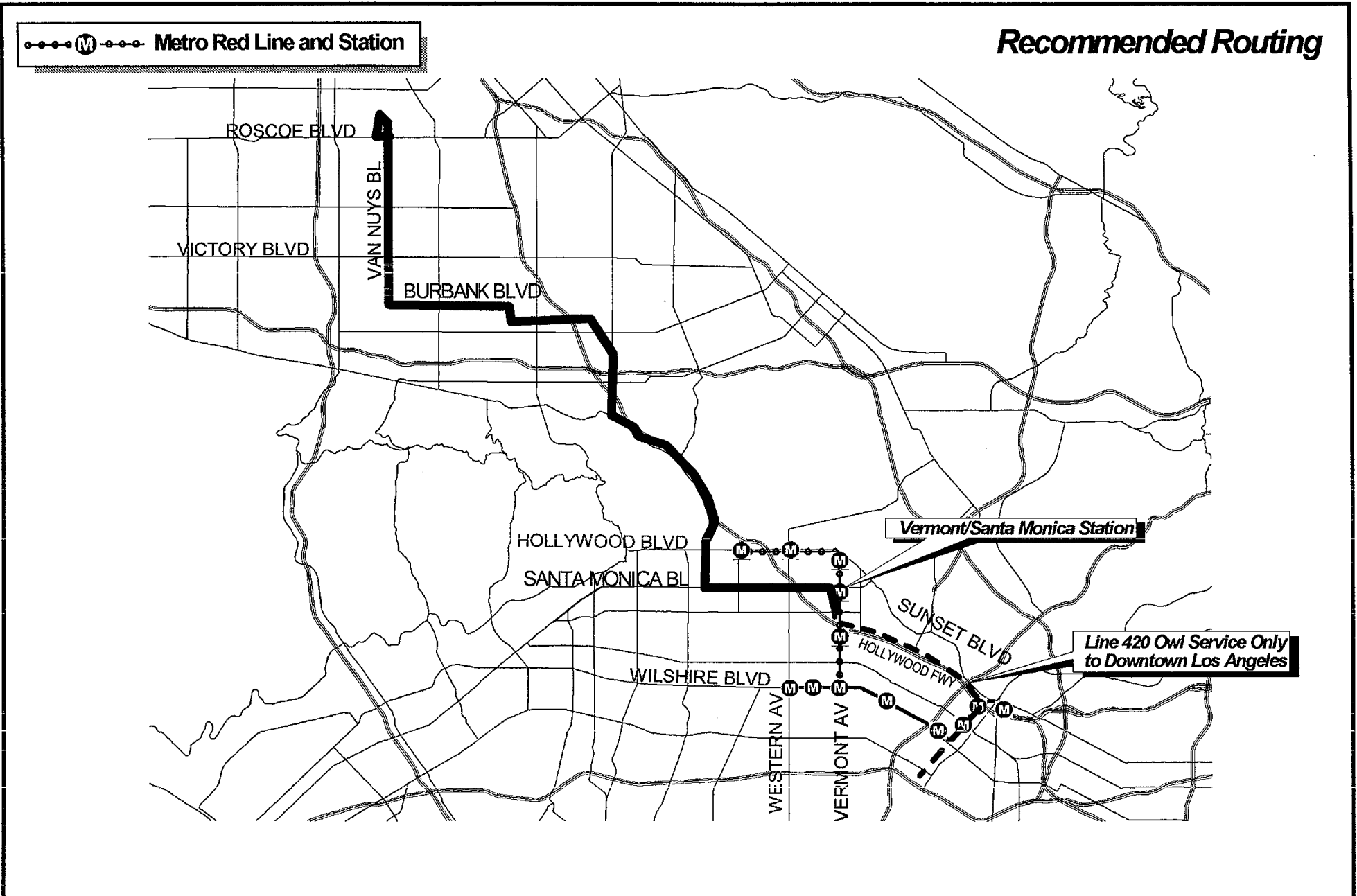


Current Routing

---(M)--- Metro Red Line and Station



Line 420 Vermont/Santa Monica Station Segment 2B - Bus/Rail Interface



Line 429

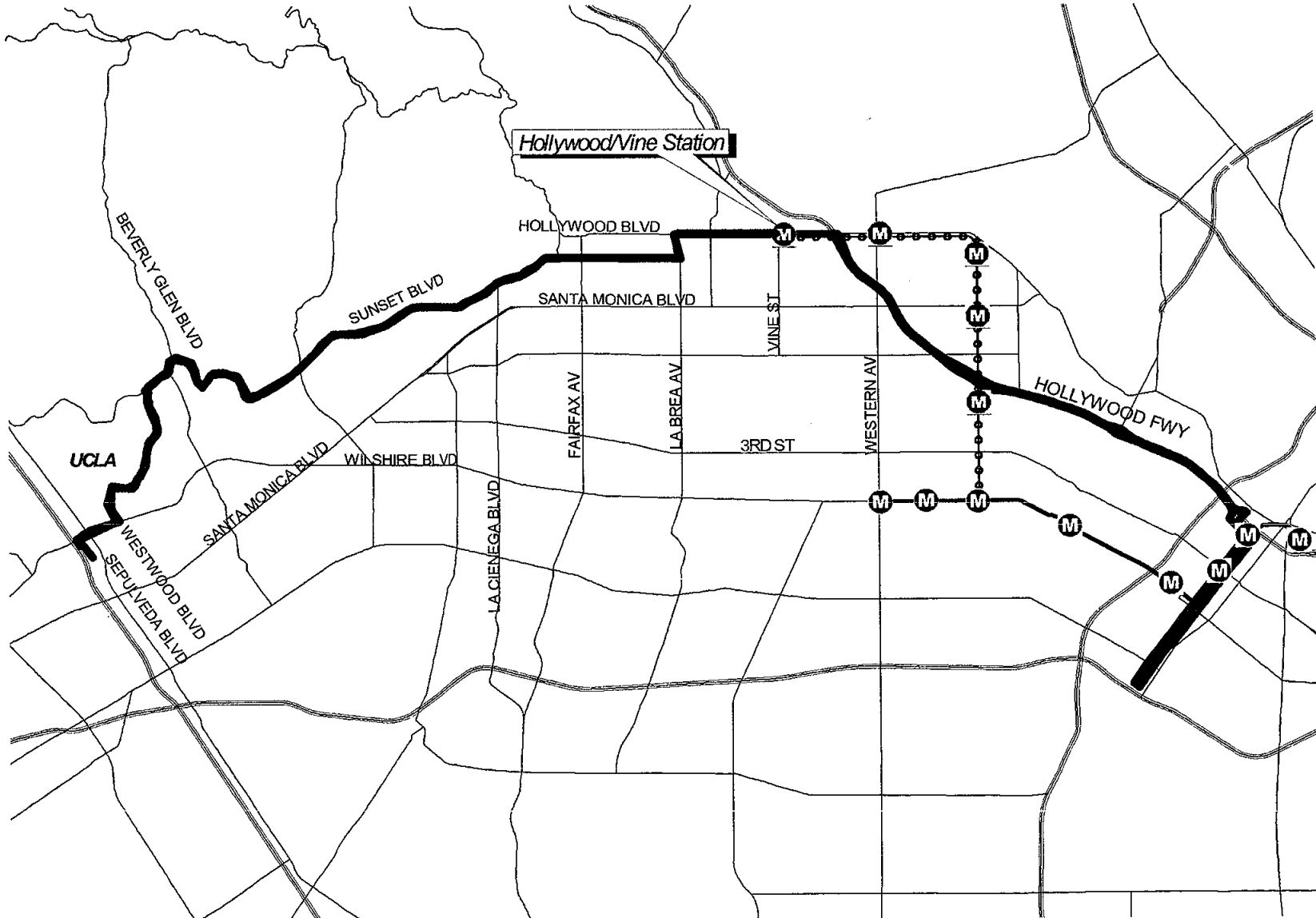
Hollywood/Vine Station

Segment 2B - Bus/Rail Interface



Current Routing

---(M)--- Metro Red Line and Station

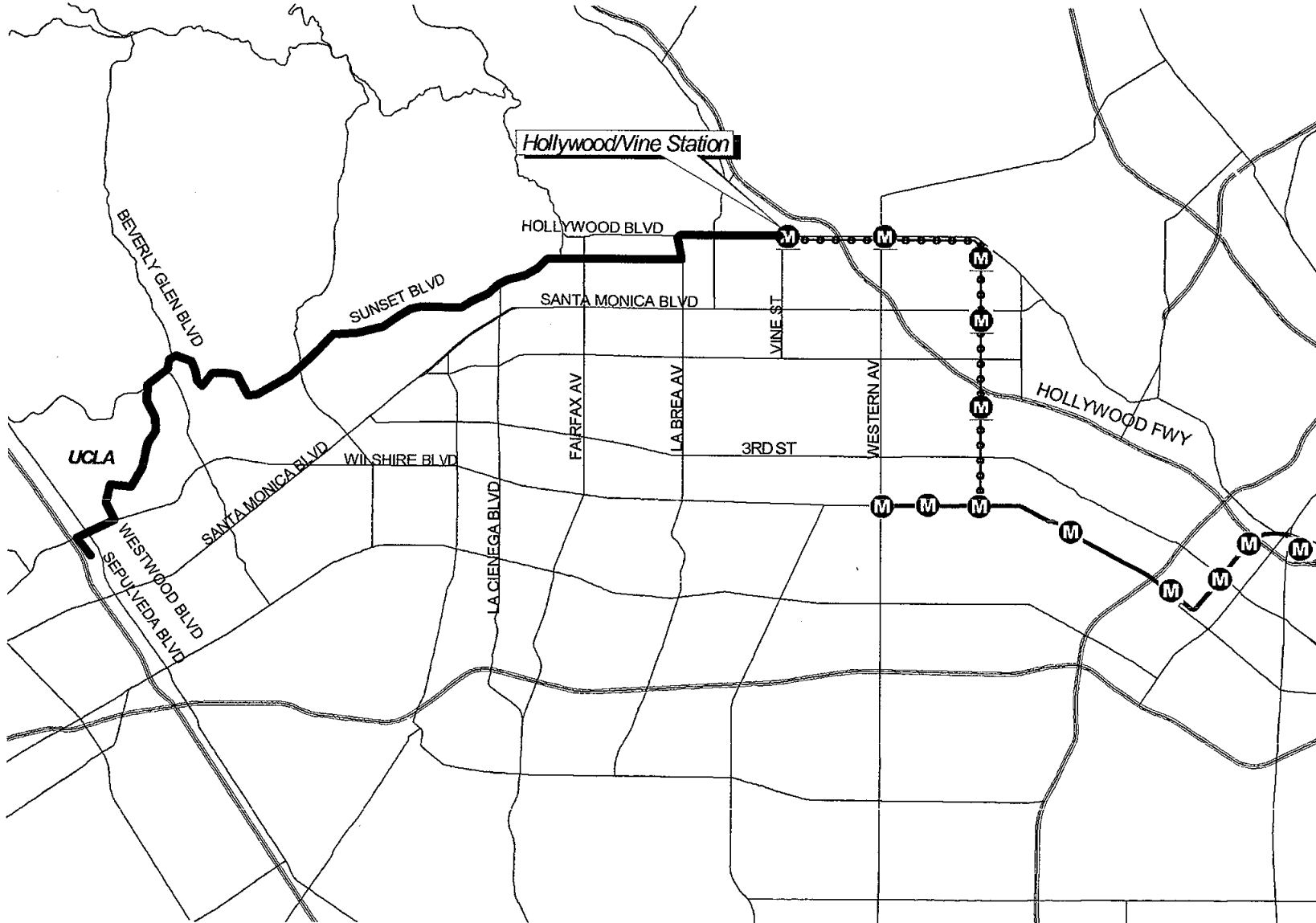


Line 429 Hollywood/Vine Station Segment 2B - Bus/Rail Interface



---(M)--- Metro Red Line and Station

**Recommended Routing
Line 429 to end at Hollywood/Vine Station**



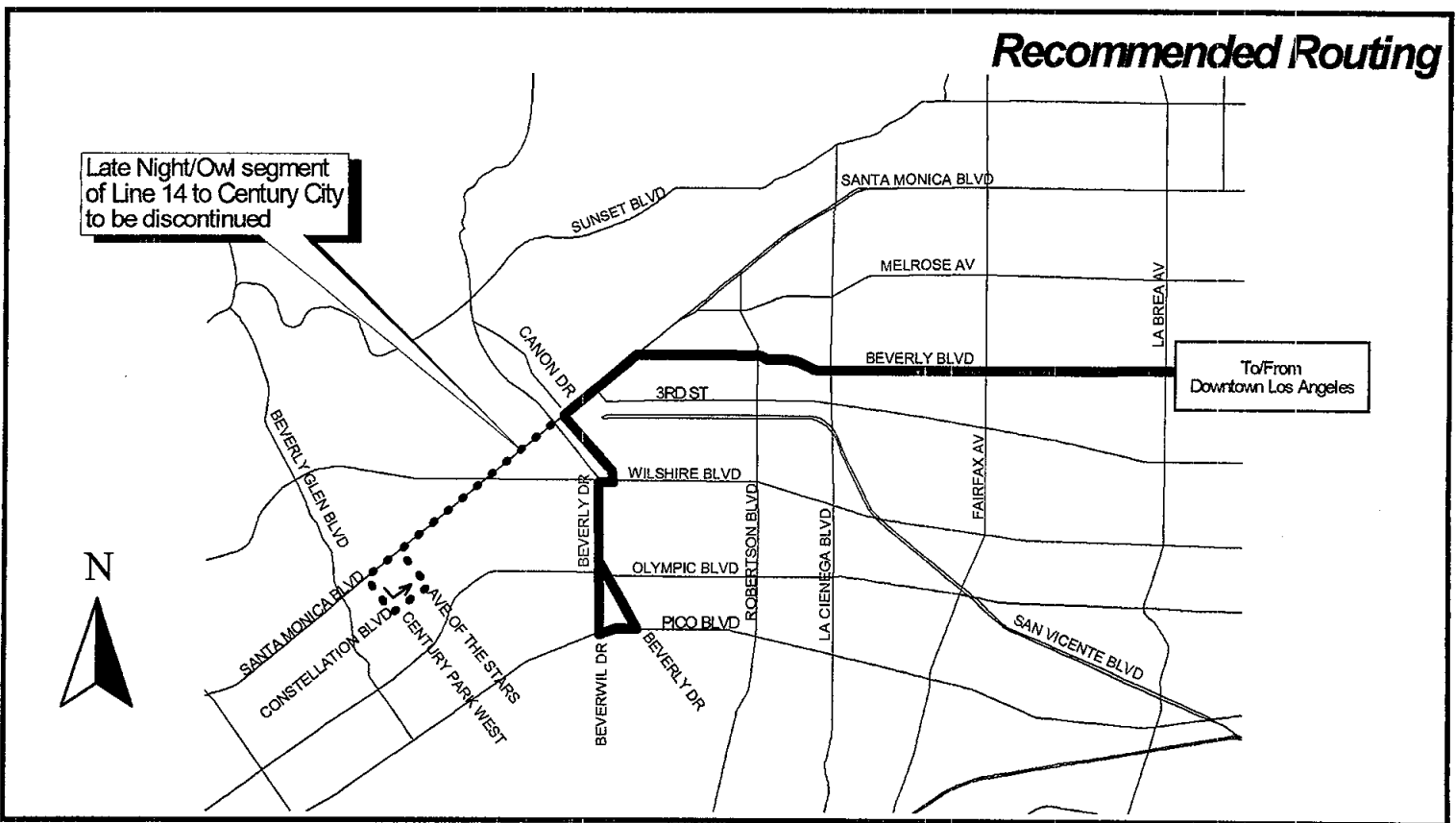
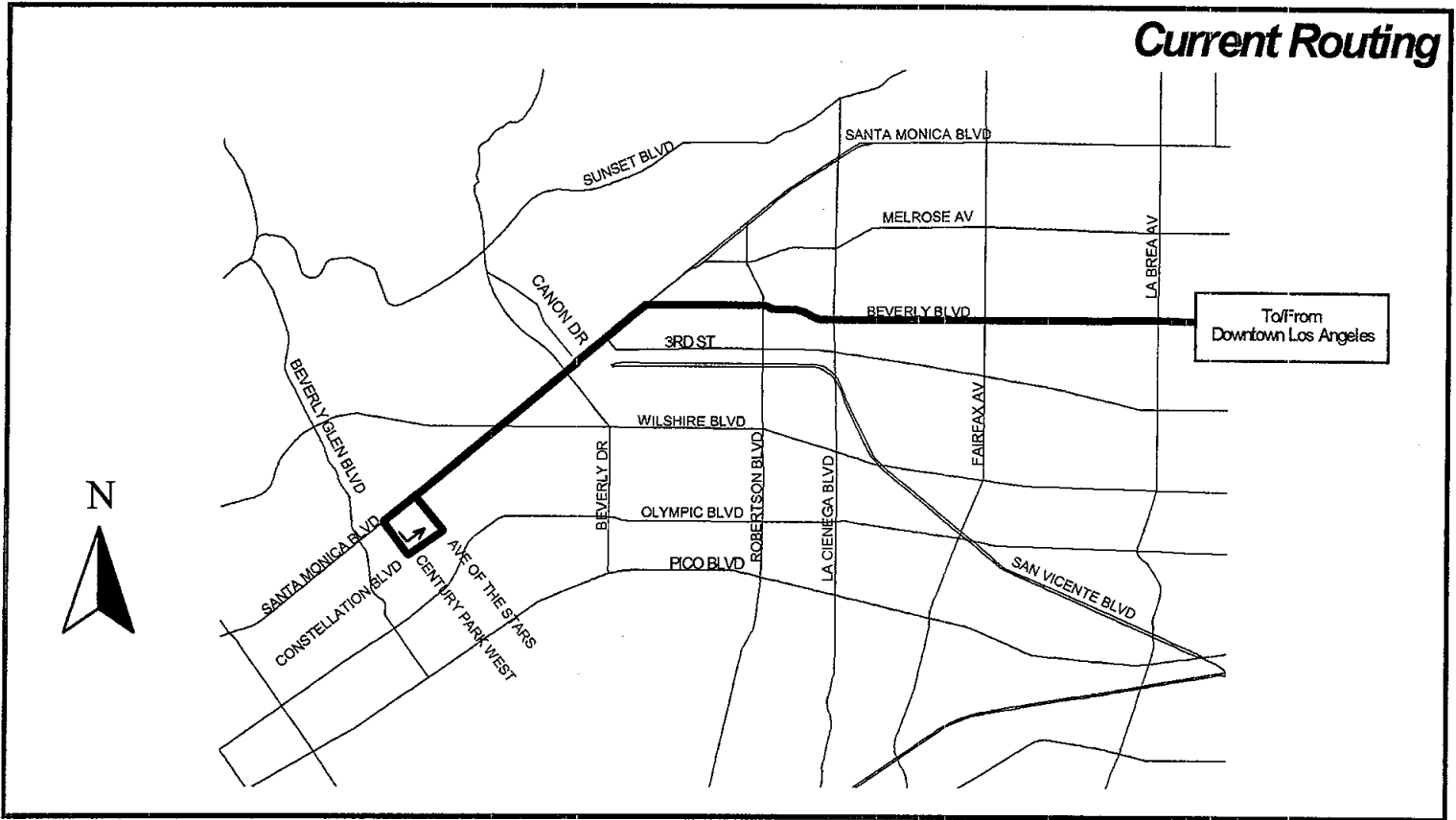
APPENDIX 3

**Maps showing
Minor Route Changes**

Line 14

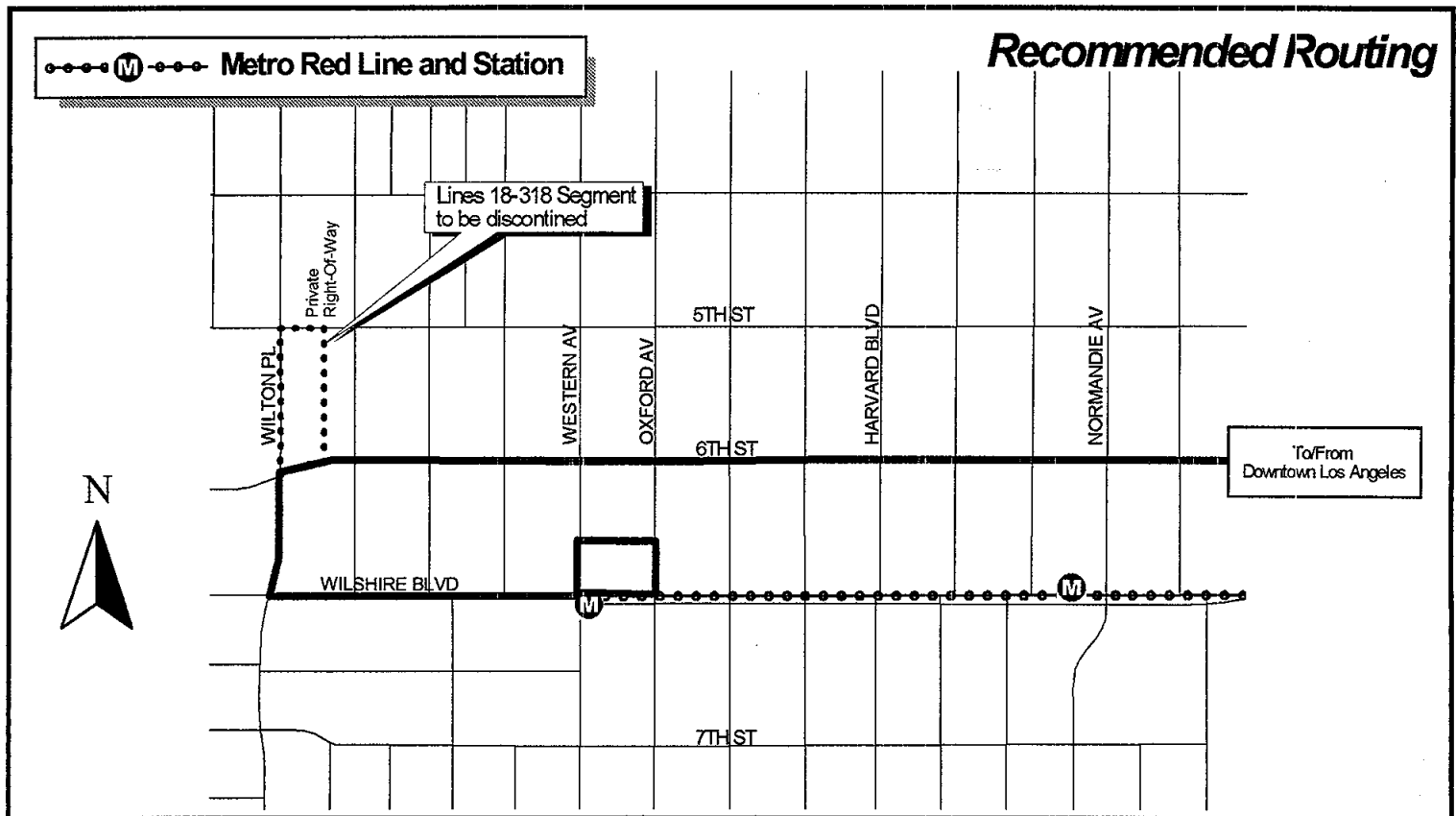
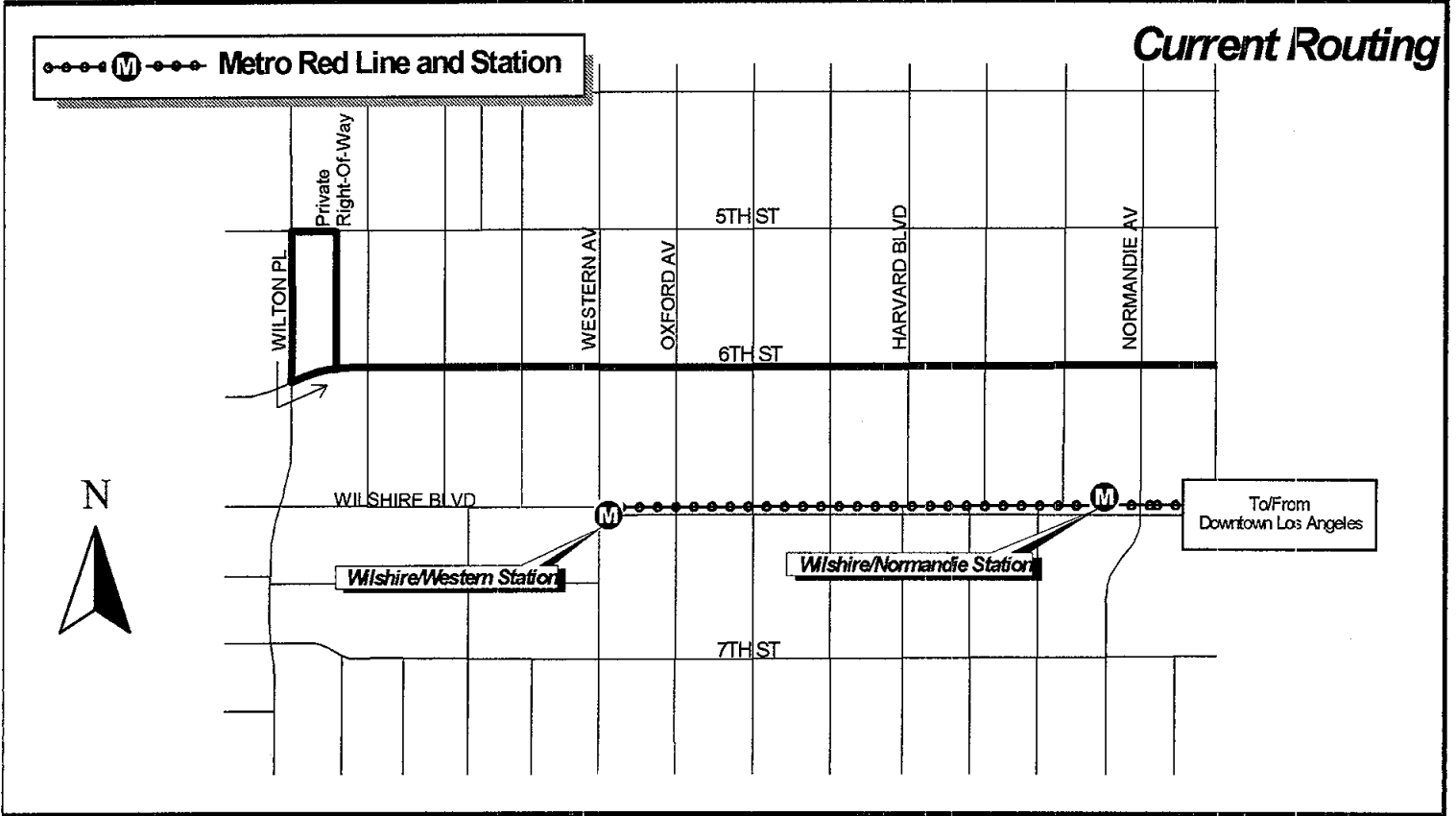
Service Restructuring

Segment 2B - Bus/Rail Interface

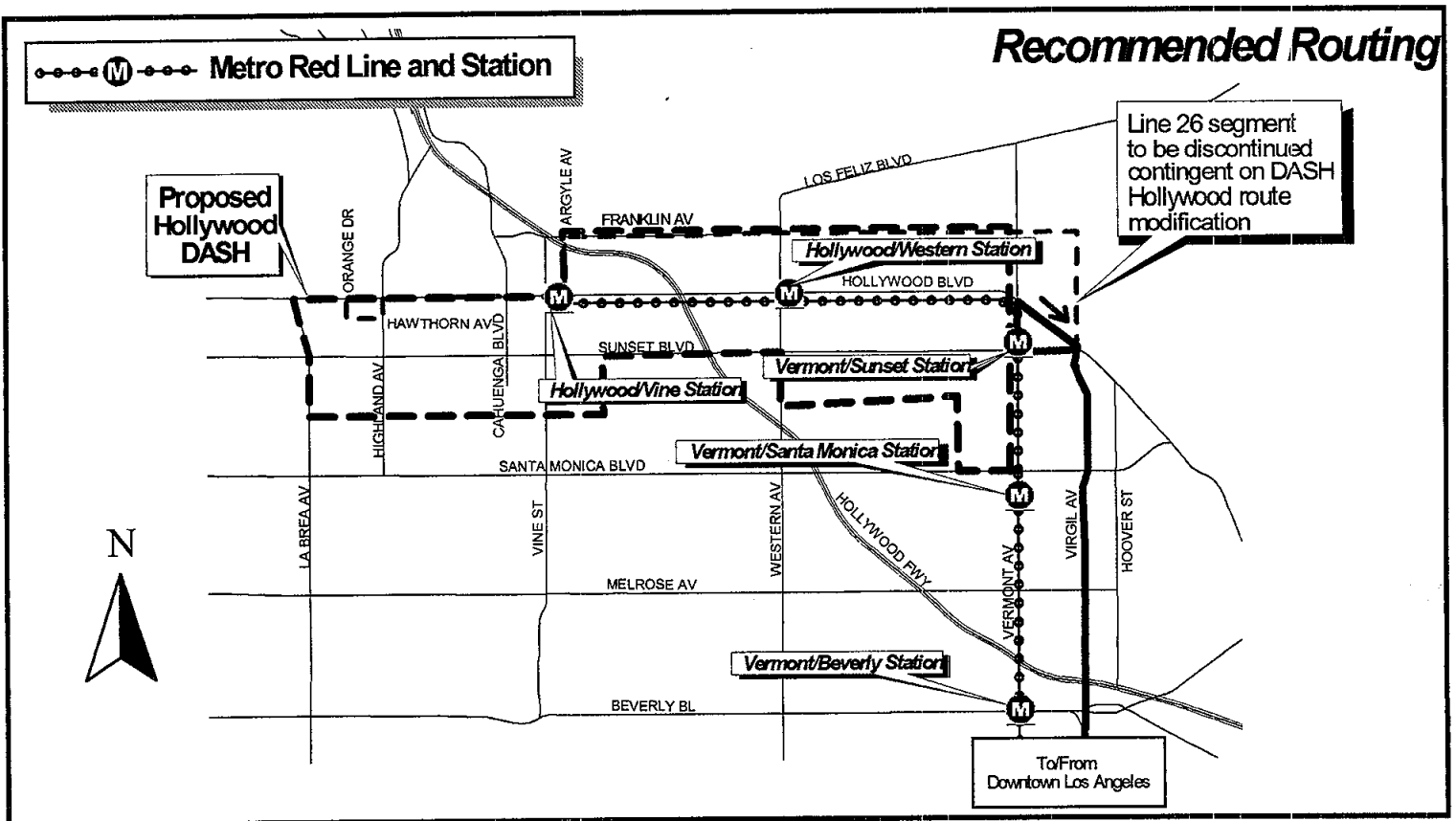
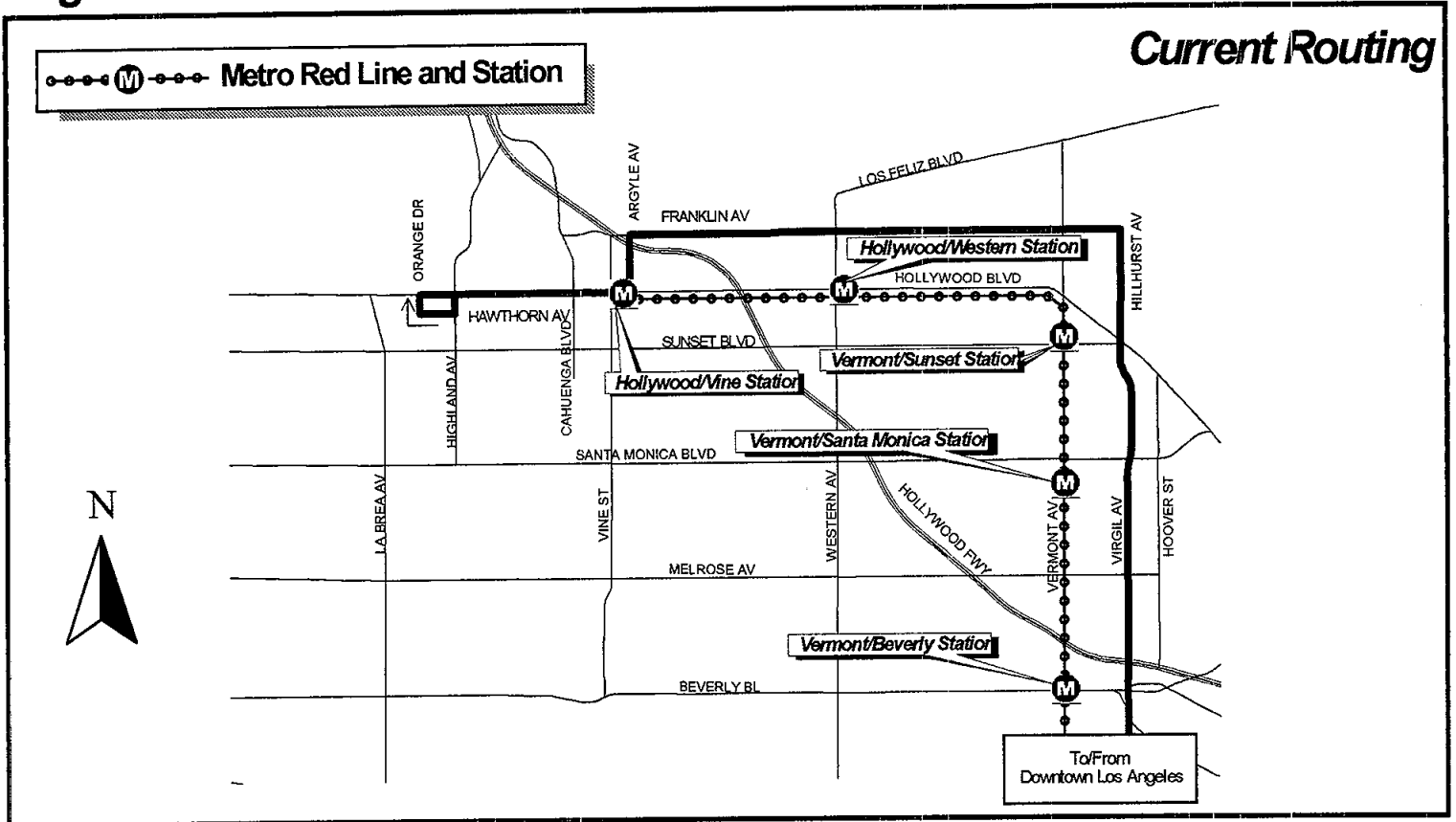




Lines 18-318 Wilshire/Western Station Segment 2B - Bus/Rail Interface

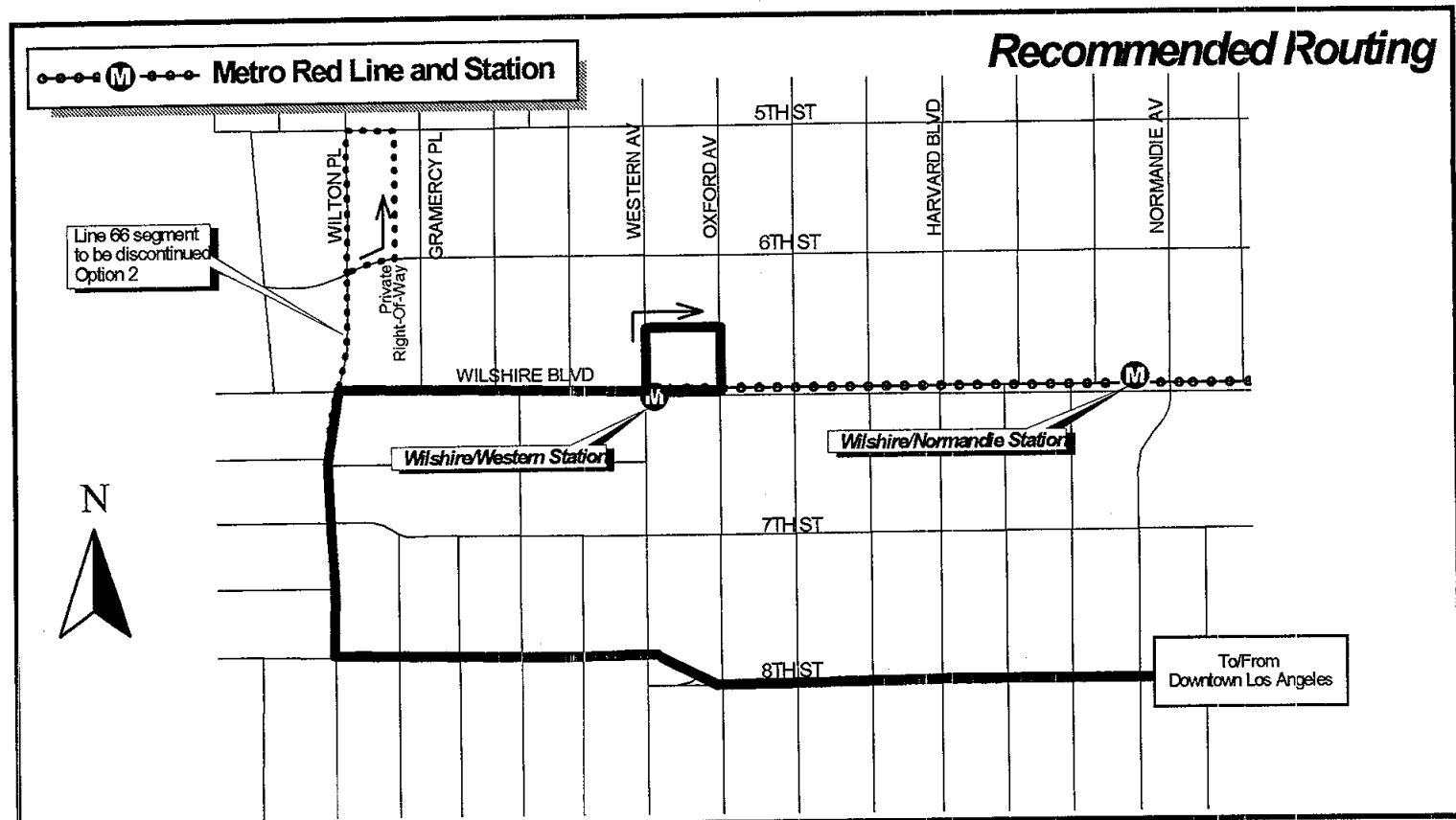
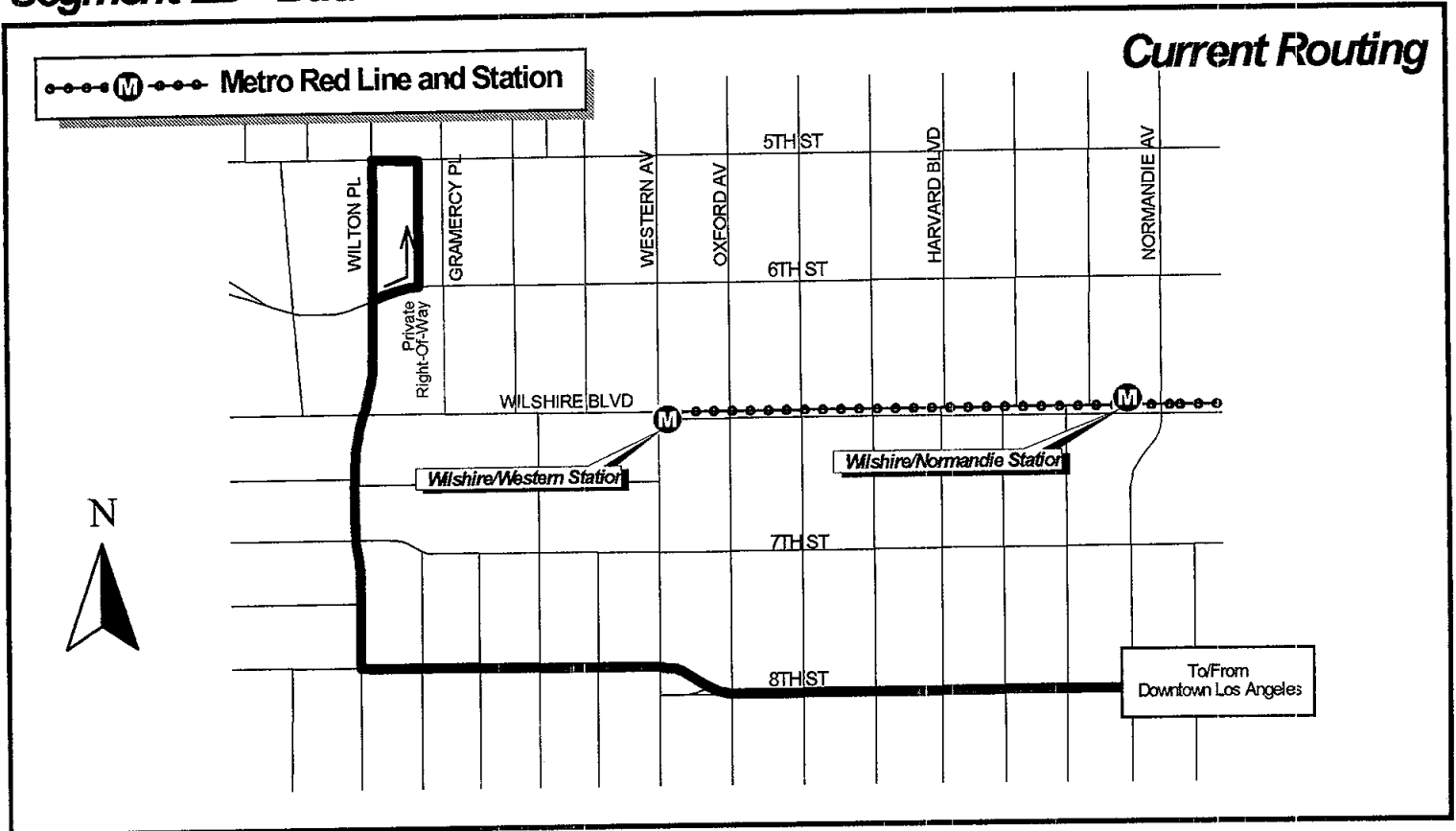


Line 26 Vermont/Sunset Station Segment 2B - Bus/Rail Interface





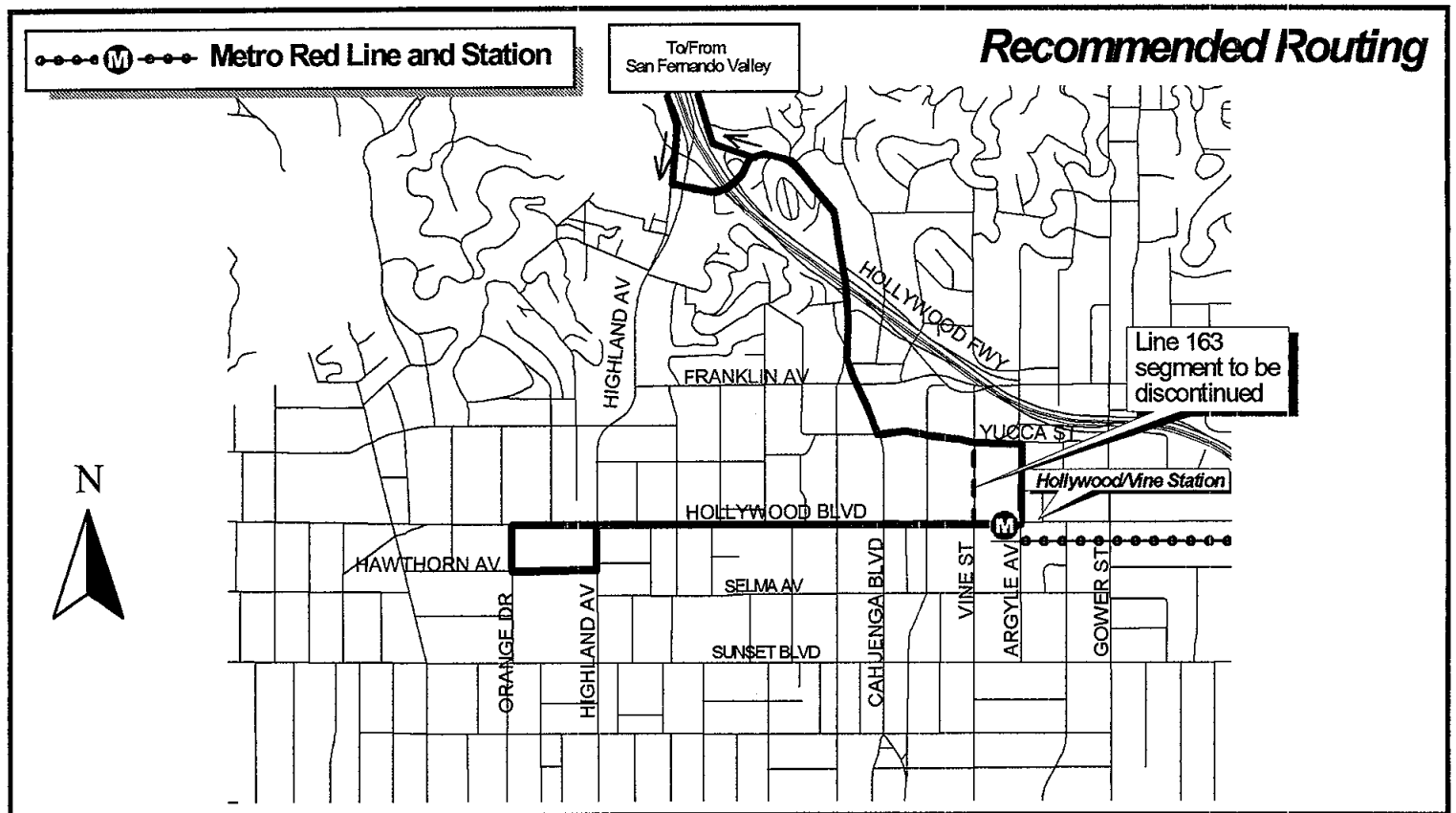
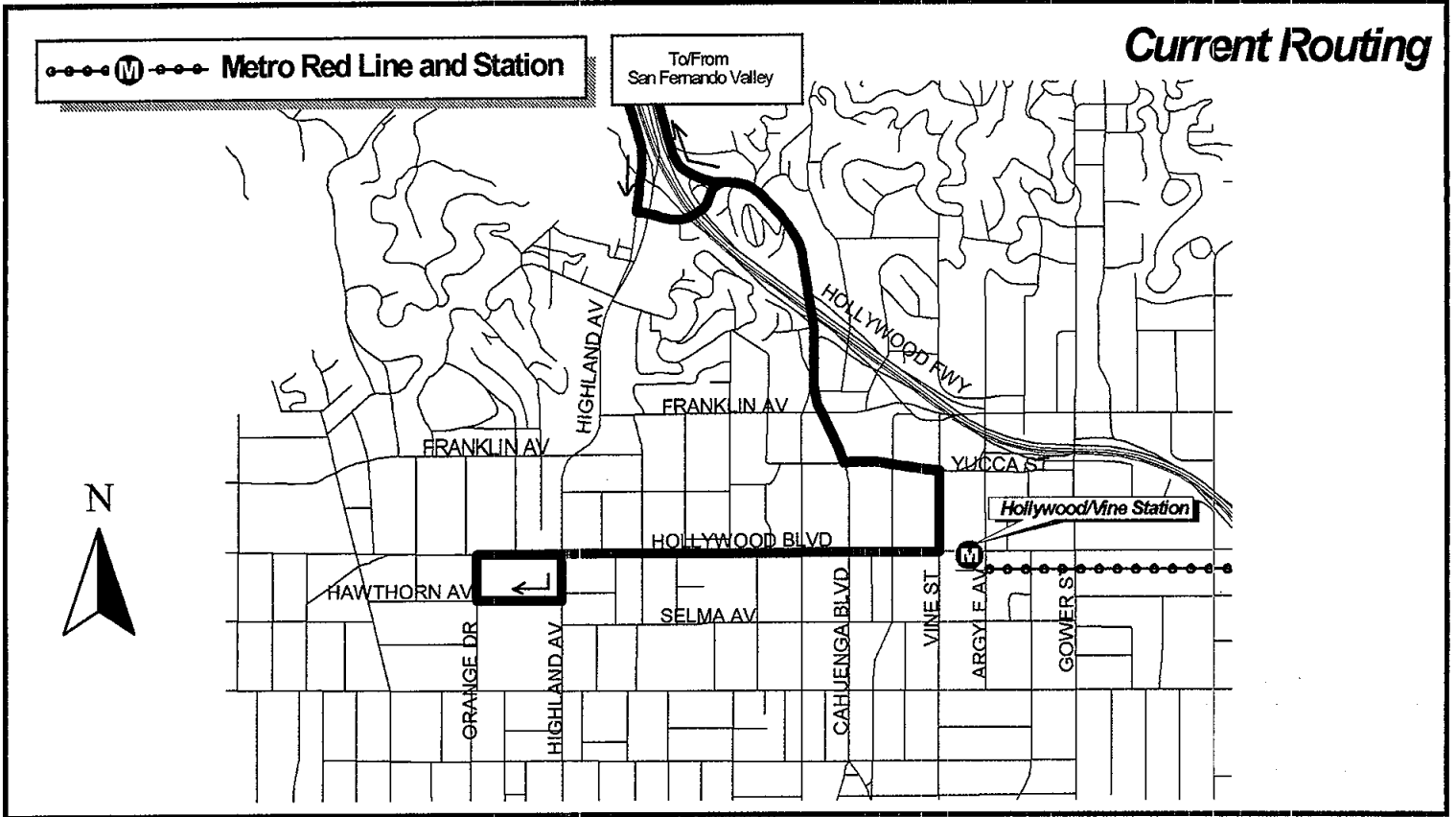
Line 66 Wilshire/Western Station Segment 2B - Bus/Rail Interface



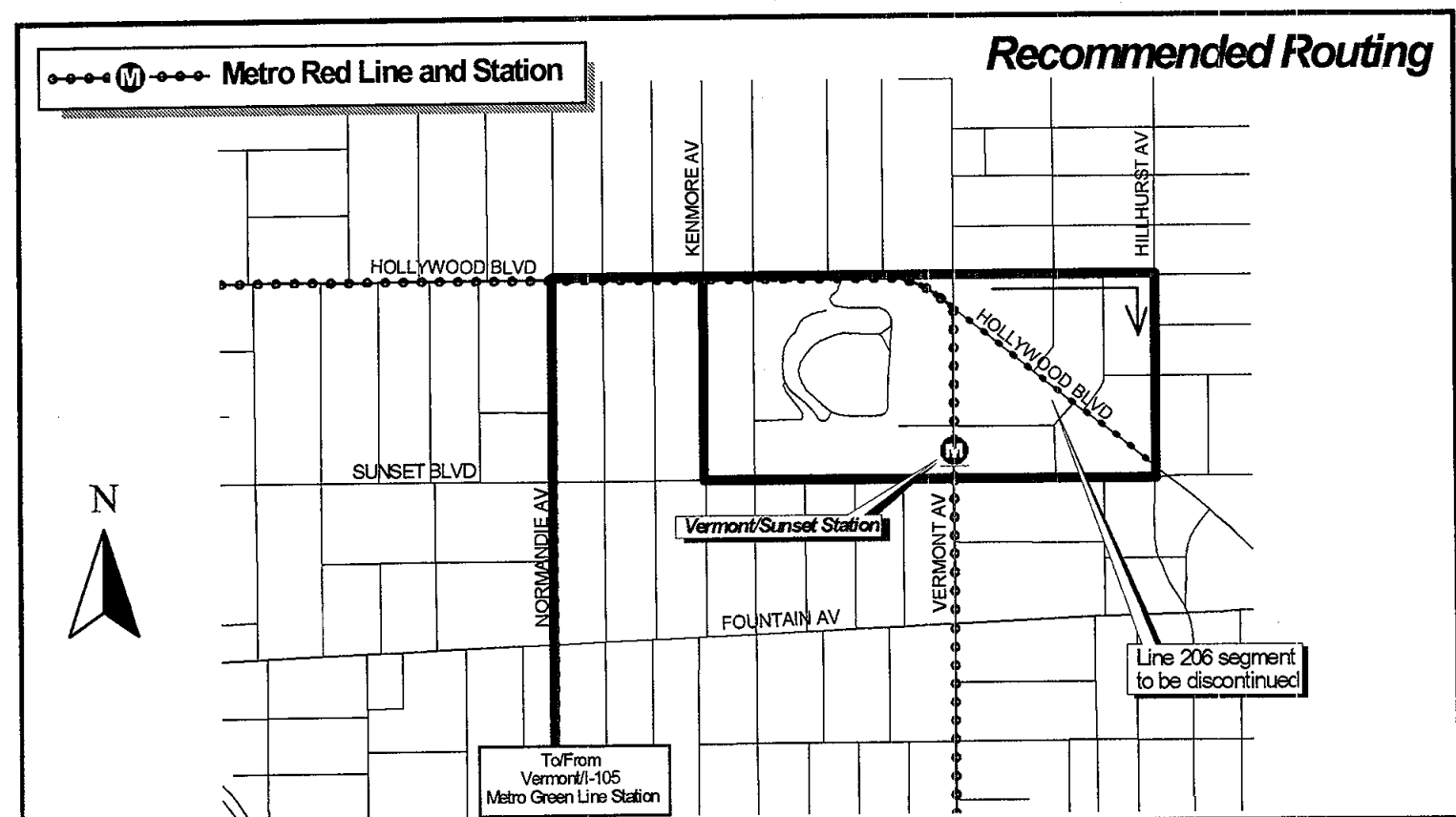
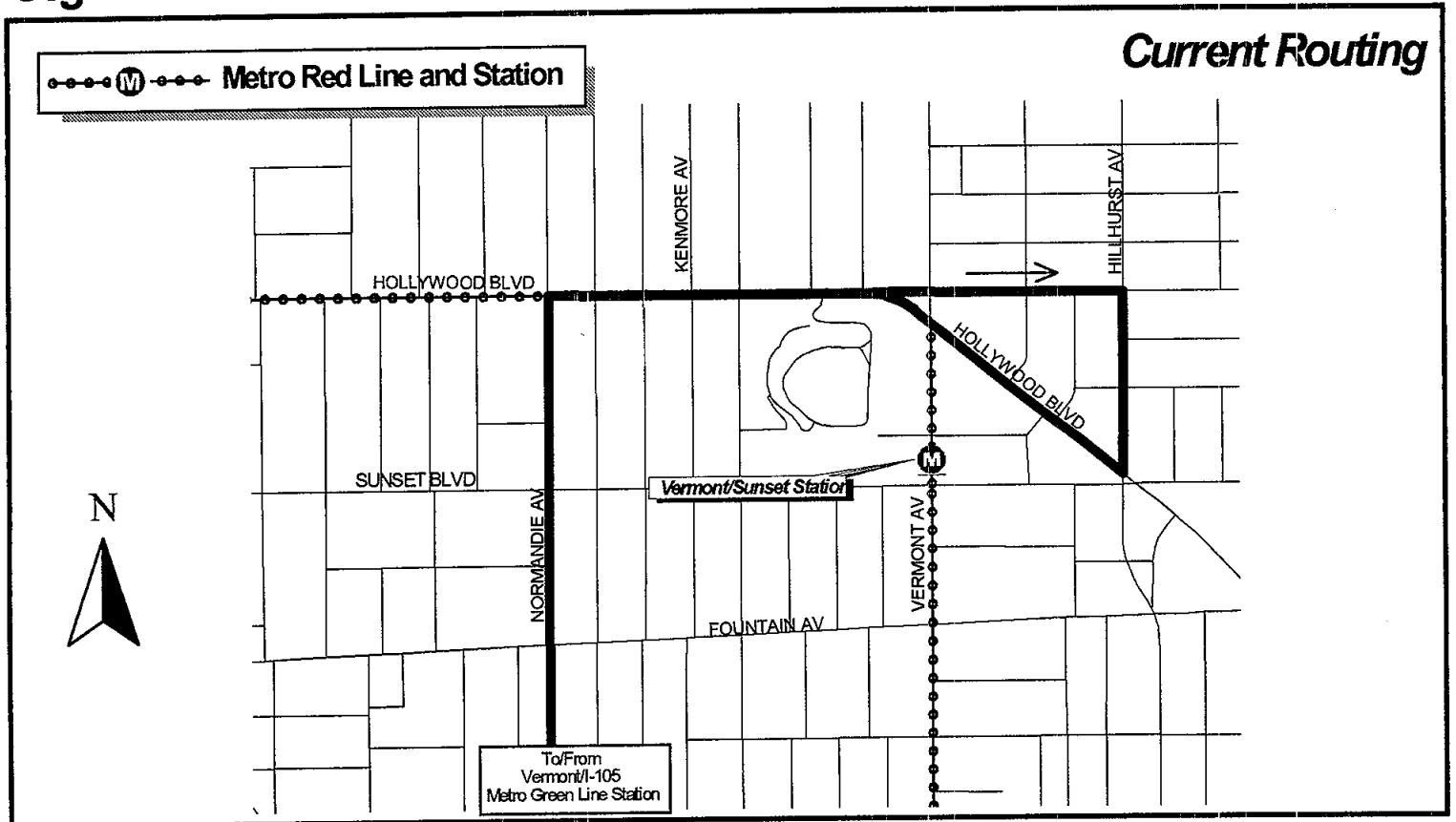
Line 163

Hollywood/Vine Station

Segment 2B - Bus/Rail Interface

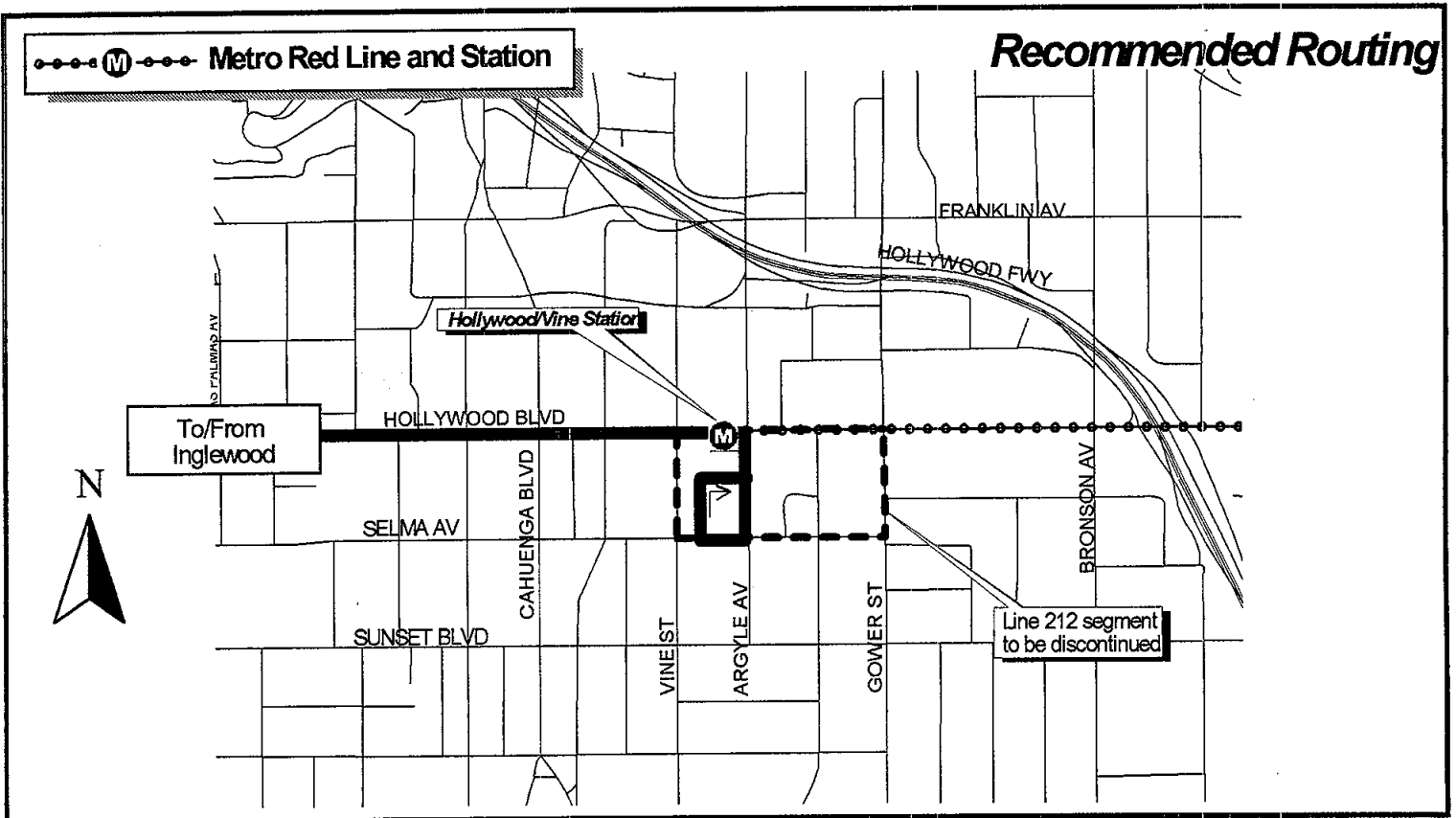
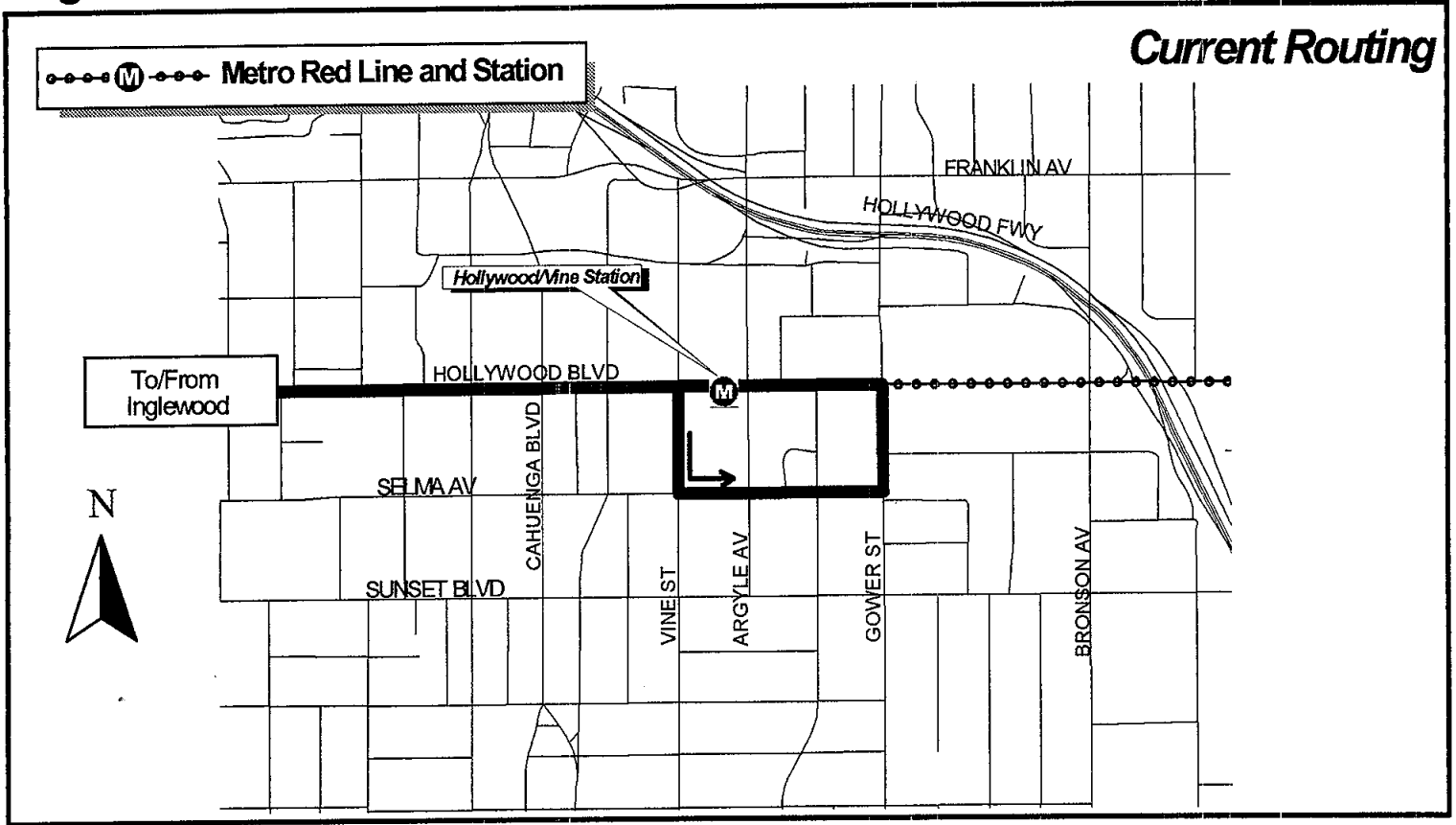


Line 206 Vermont/Sunset Station Segment 2B - Bus/Rail Interface





Line 212 Hollywood/Vine Station Segment 2B - Bus/Rail Interface



APPENDIX 4

Revisions to Official Route Descriptions

Appendix 4**Revisions to Official Route Descriptions**

Line	Page	Revision	Effective Date
Line 1	Cancel: Second Revised Page 1		June 5, 1999
Line 14	Page 14	Second Revised	June 5, 1999
Line 18	Page 18	First Revised	June 5, 1999
Line 26	Page 26	Sixth Revised	June 5, 1999 or later
Line 66	Page 66	Fourth Revised	June 5, 1999
Line 163	Page 163	Ninth Revised	June 5, 1999
Line 206	Page 206	Fourth Revised	December, 1999 or later
Line 212	Page 212	Third Revised	June 5, 1999
Line 217	Page 217	Fourth Revised	June 5, 1999
Line 318	Page 318	First Revised	June 5, 1999
Line 420	Page 420	Third Revised	June 5, 1999
Line 429	Page 429	First Revised	June 5, 1999

APPENDIX 5

Financial Impacts

Appendix 5

**MOS 2B BUS/RAIL INTERFACE PLAN REVISED PROGRAM ESTIMATES
(BASED ON FULLY ALLOCATED COST OF \$92/HR.)**

Line No.	Description Of Change	Annual Rev. Hr. Change
1-217	Cancel Line: add additional service to Line 2.	- 29,700
18-318	Relocate west terminal to the Wilshire/Western Red Line Station.	+ 1,600
206	Relocate north terminal to the Vermont/Sunset Red Line Station.	+ 5,000
420	Truncate line near Vermont/Santa Monica Red Line Station.	- 17,300
429	Truncate line at Hollywood/Vine Red Line Station.	- 900
Total Annual Revenue Hrs. Change:		- 41,300

Financial Impact: 41,300 annual Revenue Service Hrs. @ \$92 = \$3.8 Million Annual Savings.