



**PLANNING AND PROGRAMMING COMMITTEE**  
**MAY 17, 2001**

Metropolitan  
 Transportation  
 Authority

One Gateway Plaza  
 Los Angeles, CA  
 90012-2952

**SUBJECT: EXTENSION OF ONGOING SHUTTLE AGREEMENTS**

**ACTION: APPROVE CONTRACT EXTENSIONS AND AUTHORIZE  
 SERVICE DELIVERY PLAN**

**RECOMMENDATION**

- A. Extend contracts with existing providers for a six-month period beginning July 1, 2001 for four community based shuttles:
- 1) Line 625 (Westchester Green Line Shuttle) operated by First Transit for an amount not to exceed \$290,000;
  - 2) Line 626 (El Segundo Green Line Shuttle) operated by Laidlaw Transit Services, Inc. for an amount not to exceed \$185,000;
  - 3) Line 631 (Lakewood Green Line Shuttle) operated by Transportation Concepts, Inc. for an amount not to exceed \$175,000; and
  - 4) Line 646 (Carson Nightline Shuttle) operated by Operation Shuttle for an amount not to exceed \$100,000.
- B. Authorize staff to develop a service delivery plan to seek proposals from public and private sector providers for the operation of the above shuttles.

**ISSUES**

At the November 2000 meeting, the Board approved the extension of four community based shuttle contracts for six months and authorized implementing a procurement process for the services. Since that time, staff has considered a number of alternatives regarding the provision of these services that would continue to provide access for customers, but would be efficient and effective. The most promising path, to incorporate these services as part of the LADOT rebidding of Smart Shuttles, has been eliminated due to the staff recommendation to discontinue MTA funding after six months and the future uncertainty of the Smart Shuttle program.

Thus, staff recommends another six-month extension of the contracts with the current providers and the opportunity to revisit alternatives for public or private sector provision of these services.

## **POLICY IMPLICATIONS**

The Long Range Transportation plan includes the implementation of the three-tier transit plan. All of these services are community based operations, or tier three services. Staff has been developing MTA policy perspectives for the implementation of the three tier system in conjunction with collaboration with the Municipal Operators in the Countywide Short Range Transit Plan. The general staff direction has been to phase out or eliminate direct MTA funding for tier three services. However, previous staff analysis has determined that access to the Green Line could be negatively impacted if these shuttles were not operated.

In the short term, staff will explore the most efficient and effective service delivery strategies. In the longer term, staff will continue to develop a Community Based Transportation Services Plan, which would include all tier three services, as the last element of the Countywide Short Range Transit Plan.

## **OPTIONS**

The Board could elect to discontinue funding of these services. This is not recommended as these services are providing improved mobility options and in some cases, are the only transit link available to Metro Green Line patrons.

## **FINANCIAL IMPACT**

The total annual cost to the MTA for all of these services is approximately \$1.5 million. These funds have been requested in the FY 2002 budget.

## **DISCUSSION**

These services have been operating since the Green Line began service in July 1995, and have been modified a number of times to improve access and contain costs. As indicated above, it had been contemplated to combine the bids for these services with the continuation of the LADOT Smart Shuttle program as part of continued collaboration between LADOT and the MTA. In addition, it was staff's belief that there could be economies of scale achieved through combining bids.

From a funding perspective, a similar Green Line feeder service operated by Norwalk Transit, has recently been included in the Formula Allocation Procedure. Staff will explore the feasibility of future funding through that same process.

**NEXT STEPS**

If approved by the Board, staff would initiate contract extension negotiations with the current service providers. Staff will also discuss operational and funding alternatives with affected parties and continue to develop a long term Community Based Transportation System Plan.

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**Green Line Shuttles and Night Line Services Performance Evaluation Using  
Transit Service Expansion (TSE) Performance Standards for  
Community Shuttle Services**

SERVICE TYPE		<i>Transit Service Expansion Standards - Community Shuttles</i>						
Route Number	Route Description	Annual Psgrs.	Subs. / Psgr.	Cost / Hr.	Psg. Mi. / Seat Mi.	Subs. / Psg. Mi.	Oper. Ratio	Psg. / Rev. Hr.
			\$ 5.00	\$110.84	26%	\$0.47	32%	15
<b>Shuttle Performance</b>								
<b>Metro Green Line Shuttles</b>								
625	LAX	120,000	\$ 4.88	\$56.18	6%	\$2.53	10%	16
626	El Segundo	55,000	\$ 4.71	\$56.06	10%	\$1.80	6%	15
631	Rancho Los Amigos	90,000	\$ 2.93	\$47.72	8%	\$0.43	18%	18
<b>Night Line - Late Night Shuttle</b>								
646	San Pedro - Wilmington - Carson	14,000	\$ 7.26	\$53.87	7%	\$2.90	5%	7