

**Metro**Los Angeles County  
Metropolitan Transportation AuthorityOne Gateway Plaza  
Los Angeles, CA 90012-2952213.922.2000 Tel  
metro.net**OPERATIONS COMMITTEE  
OCTOBER 15, 2009****SUBJECT: NEW LINE 910 SILVER LINE SERVICE IMPLEMENTATION****ACTION: APPROVE PROPOSED LINE 910 SILVER LINE IMPLEMENTATION****RECOMMENDATION**

Approve the implementation of new Route 910, and the related restructuring of existing Lines 444, 446-447, 484 and 490 effective December 13, 2009.

**ISSUE**

The proposed service will provide operational cost savings and improved on-time performance to patrons along the El Monte and Harbor Transitways. The restructuring was originally proposed to occur in June 2009 and has been postponed to December 2009 so that cost savings from the restructured service could be maximized and the proposed operation be better coordinated with municipal operator services in these corridors. Fare equity issues have also been considered and are addressed in a separate action before the Board of Directors.

**ALTERNATIVES CONSIDERED**

When initially proposed for public comment the proposed service was routed to directly serve the Little Tokyo Gold Line Station in downtown Los Angeles. Subsequent evaluation suggests that the original routing would adversely impact significant ridership on existing services through the Civic Center area. The recommended routing now serves the Civic Center area directly

**FINANCIAL IMPACT**

The funding to operate Route 910 is included in the FY10 budget in transportation and maintenance cost centers 3218 and 3818 (South Bay) under projects 304002 and 304008 and cost centers 3209 and 3609 (San Gabriel) under projects 302002 and 302008. This proposal will result in a decrease of approximately \$1 million to the FY10 budget. The proposed service restructuring will eliminate service duplication within downtown Los Angeles among the existing El Monte and Harbor Transitway services. Existing service levels will be maintained.

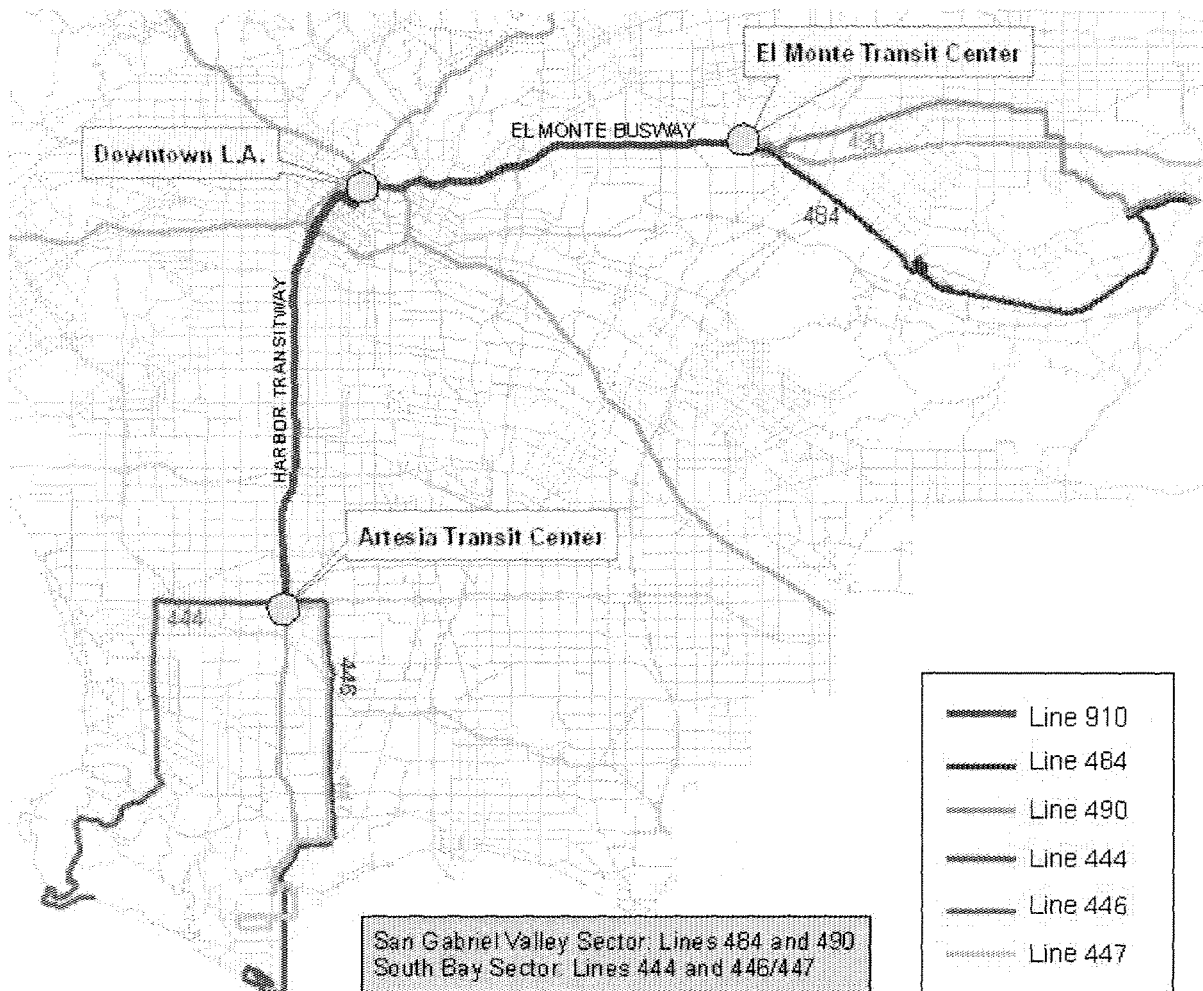
Impacts to Bus and Rail Enterprise Fund Operating and Capital Budgets

Route 910 will be funded with bus operating and capital funds (fares, Prop A40%, TDA4 for example). No other source of funds was considered for this activity. Implementation of Route 910 will result in on-going operating costs for bus operations but not in excess of the current routes proposed for restructuring.

**DISCUSSION**

The proposal to restructure El Monte and Harbor Transitway services was first promulgated through public hearings held on February 9, 2009, by both the San Gabriel and South Bay Sectors. The restructuring would create a new Line 910 (Figure 1) operating on both the El Monte and Harbor Transitways. This would eliminate significant duplication of service in downtown Los Angeles by replacing four overlapping routes with one continuous service.

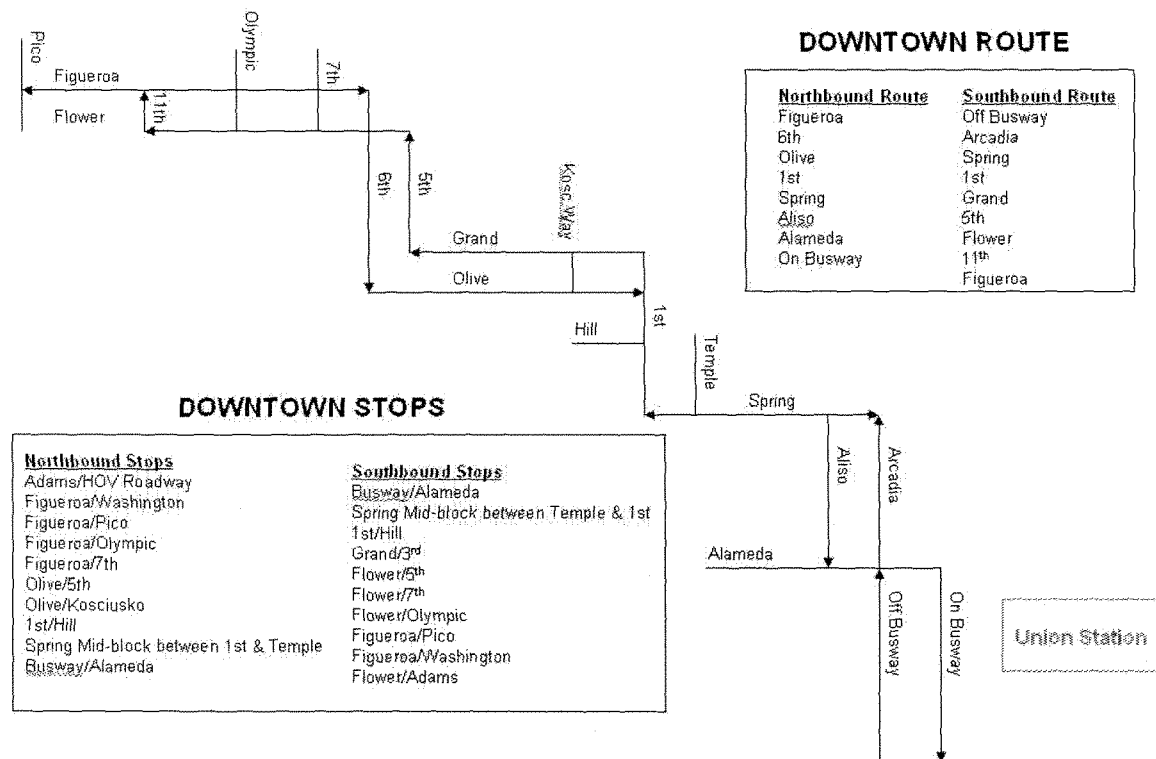
**Figure 1 – Line 910 and Associated Services**



The four existing bus lines would become local bus routes serving respectively the El Monte Transit Center (Lines 484 and 490) and Artesia Transit Center (Lines 444 and 446-447). The lines will be renumbered as follows: Line 484 becomes Line 194; Line 490 becomes Line 190; Line 444 becomes Line 344; and Line 446-447 becomes Line 246-247. The elimination of the transitway and downtown Los Angeles portions of these routes should improve their on-time performance.

The downtown Los Angeles routing of Line 910 (Figure 2) will be the same as existing Lines 484 and 490 above 5<sup>th</sup> and 6<sup>th</sup> Sts. (the existing South Bay lines currently use Los Angeles St. instead of Spring St. through the Civic Center area), and will follow the routes of existing Lines 444 and 446-447 south of 5<sup>th</sup> and 6<sup>th</sup> Sts. (the existing San Gabriel Valley lines follow Grand Ave. or Olive St. instead of Figueroa St. and Flower St. through the southwestern downtown area). A routing that would have served the Little Tokyo Gold Line Station on Alameda St. was considered, however, too many existing Civic Center area patrons would have been adversely impacted by this routing.

**Figure 2 – Downtown Routing of Line 910**



**Note:** No change to stops on Harbor Transitway or El Monte Busway

Map not to scale

The restructured service will eliminate duplication of service from existing overlapping route structures, reduce the number of one-way bus trips on the affected routes through the Los Angeles downtown by 320 daily (from 568 to 248), create added layover space within the downtown area which can be used to support other

bus lines, and improve the on-time performance of the local feeder routes within the San Gabriel Valley and South Bay areas.

**NEXT STEPS**

Upon approval, staff will complete actions needed to implement the proposed service change on December 13, 2009.

Prepared by: Conan Cheung, Deputy Executive Officer, Service Development  
Ed Muncy, Director, Service Development  
Dana Woodbury, Transportation Project Manager IV

*Carolyn Flowers*

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Carolyn Flowers  
Chief Operations Officer

*Arthur T. Leahy*

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Arthur T. Leahy  
Chief Executive Officer

