

BOS Agenda
November 17, 1998
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5. **New Business**
6. **Adjournment**

Next meeting:

*Tuesday, December 1, 1998 9:00 a.m., MTA Headquarters, Windsor
Conference Room, 15th Floor.*



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2932

(213) 922-2000

A G E N D A

BUS OPERATIONS SUBCOMMITTEE
TUESDAY, NOVEMBER 17, 1998 >> 1:00 - 3:30 P.M.
RIVERSIDE "B" CONFERENCE ROOM (12th FLOOR)
SCAG Offices
818 West 7th Street
Los Angeles, CA 90017

1. **Call to Order**
2. **Report Items**
 - a) Universal Fare System Steve Lantz, MTA
(Oral Report)
3. **Hot Topics**
 - a) Implementation of Rapid Bus Rex Gephart, MTA
(Attachment A, Page 1)
 - b) *Use/Distribution of \$40 million from Accelerated Bus Procurement Plan Nalini Ahuja, MTA
*Use/Distribution of \$18 million for Technology Upgrade
*\$17.5 million set aside for Uniform Fare System
(Oral Report)
 - c) RTIP Update Randy Lamm, MTA
(Oral Report)
4. **Information Items are Attached for Subcommittee Review**
 - a) Reconciliation: FY97 TDA Article 4 Funds Larry Torres, MTA
(Attachment B, Page 7)

Recommendation

THE RAPID BUS ALTERNATIVE IS A FAVORABLE NEAR TERM OPTION BASED ON A LARGE NUMBER OF FACTORS AND INFLUENCES

- MTA Board of Directors, management, employees and community groups want improvements to bus service for greater quality, reliability and speed
- The City of Los Angeles is completing a study to increase bus speeds in city traffic and have indicated they are willing to participate in upgrades to the signal systems and bus stops
- The MOU with the CTC calls for immediate short term improvements to communities with suspended or deferred projects in addition to longer term infrastructure improvements
- The Consent Decree mandates that the MTA develop a five-year plan for new bus services
- Rapid bus provides a means to improve transit service in heavily used corridors within a short time frame

RAPID BUS IS THE ONLY INVESTMENT THAT CAN BE UP AND RUNNING BY FY2000

Rapid Bus

THE RAPID BUS SERVICE IMPLEMENTATION INCLUDES A NUMBER OF UNIQUE FEATURES

- Approximately 300 buses could be used as part of the ultimate regional program. This includes a service expansion of approximately 200 buses with the remainder of the service coming from the conversion of local service along these corridors to Rapid Bus
- The initiation of this service can be done through a number of demonstration projects:
 - Service within the corridors with suspended or deferred projects
 - Transit Dependent Corridors
- The buses used for this service should have a different color scheme and look to differentiate them from the current service offerings (e.g., gold, low floor buses)
- This program is being initiated throughout the region and should be implemented by MTA and the Municipal operators in cooperation with cities and the county
- Discussions with the City of Los Angeles Department of Transportation have indicated that the City will implement the signal priority/synchronization and bus stop enhancement components of this service within the City of Los Angeles jurisdiction. Other cities might also be interested
- Six transit centers could be constructed to enhance the system:
 - Utilize right-of-way previously acquired by the MTA
 - Will not preclude construction of rail stations in the future
 - Maximize commercial and joint development opportunities

Rapid Bus

A COUNTYWIDE RAPID BUS ALTERNATIVE IS BEING CONSIDERED TO ENHANCE REGIONAL BUS SERVICE. THE FEATURES OF THIS ALTERNATIVE INCLUDE LIMITED STOP, SIGNAL PRIORITIZATION AND PEAK HOUR DEDICATED LANES WHERE AVAILABLE

- A potential rapid bus network could include the following routes...

Rapid Bus	Limits	No. Buses	Stops	New Transit Centers
1. Garvey Ave.	El Monte Busway – LACBD	13	16	
2. Chavez / Venice	Monterey Park – Santa Monica	30	48	1
3. Atlantic Blvd.	Pasadena – Artesia Blue Line Station	16	19	
4. Colorado Blvd.	Pasadena – Hollywood	15	26	
5. Whittier / Wilshire	City of Commerce – Santa Monica	43	47	1
6. Florence Blvd.	Los Angeles International Airport – Whittier	16	31	1
7. Long Beach Blvd.	LACBD – Long Beach	20	38	
8. San Fernando Rd.	LACBD – Sylmar Transit Center	15	30	
9. Van Nuys Blvd.	Sylmar Transit Center – Westwood/UCLA	14	19	1
10. Roscoe Blvd.	Red Line North Hollywood Station – Warner Center	12	15	
11. Ventura Blvd.	Red Line Universal City Station – Warner Center Branch Line to Cal State Northridge Via Reseda Blvd.	14	19	1
12. Santa Monica Blvd.	LACBD – Santa Monica	27	31	1
13. Western Ave.	Hollywood - Green Line Imperial/Wilmington Station	14	20	
14. Vermont Ave.	Hollywood – Green Line Vermont Ave. Station	19	17	
15. Crenshaw Blvd.	Hollywood – South Bay Galleria Transit Center	10	33	
16. Hawthorne Blvd.	LACBD – South Bay Galleria Transit Center	14	26	

INITIATING THREE DEMONSTRATION CORRIDORS ALLOWS FOR THE SHORTEST TERM IMPLEMENTATION PERIOD AND PROVIDES A PROCESS TO EVALUATE THE RAPID BUS PROGRAM AND TECHNOLOGY ALTERNATIVES.

- The demonstration corridor should be selected based on three important criteria:
 - Serve corridors with suspended or deferred projects
 - Serve transit dependent areas
 - Provide the greatest regional connectivity
- These demonstration projects should include different technological approaches to ascertain through system performance the most cost effective approach:
 - Signal synchronization versus signal priority
 - Low floor vehicles versus standard buses
 - Mixed flow lanes versus peak hour dedicated lanes
- The performance of the rapid bus demonstration system should be evaluated regularly and the best approach selected prior to implementation of Phase II
- Once Phase II service is implemented and following completion of the 30 month demonstration project, the demonstration lines will be rolled into the Phase II service plan

IN THE NEAR FUTURE, MANAGEMENT WILL RECOMMEND TO THE BOARD THE THREE LINES SCHEDULED FOR RAPID BUS IMPLEMENTATION, IN CONSULTATION WITH OTHER STAKEHOLDERS

Rapid Bus

PRELIMINARY EVALUATION OF THE COUNTYWIDE RAPID BUS ALTERNATIVES HAS YIELDED THE FOLLOWING INFORMATION

No. Buses	No. Stops	No. Transit Facilities	Headways (Min.)	Route Miles	Daily Ridership	Peak Hour Capacity	Ultimate Peak Hour Capacity	Capital Cost(\$M)	Annual Operating Cost(\$M)
200	435	6	Varies	340	126,570	N/A	N/A	221.4	60.0

- The implementation of this program is assumed to follow a three phased approach; Phase 1 is anticipated to operate midway through FY2000 through FY2001, Phase 2 operates midway through FY2003 and Phase 3 operates midway through FY2005
- Under this implementation scheme and inflating the capital and operating costs which are in 1998 dollars results in additional commitments through the 2010 planning horizon:
 - \$147.8 million in capital and \$119.3 million in operating costs through FY2004
 - \$118.9 million in capital and \$478.8 million in operating costs from FY05 to FY10
- These commitments could be applied to the total available dollars summarized on page 14F

AVAILABLE	FY99 – FY04 (\$ millions)	FY05 – FY10 (\$ millions)	FY99 – FY10 (\$ millions)
TOTAL AVAILABLE	\$ 593.9	\$1830.8	\$2424.7
LESS RAPID BUS COSTS	\$ 267.1	\$ 597.7	\$ 864.8
NET REMAINING	\$ 326.8	\$1233.1	\$1559.9

MTA MANAGEMENT RECOMMENDS THE INITIATION OF THE RAPID BUS PROGRAM AT A COST OF \$267.1 MILLION THROUGH FY04 AND \$597.7 MILLION THROUGH FY10

ATTACHMENT "B"

Reconciliation of FY97 TDA Article 4 Funds



November 6, 1998

MEMO TO: BOS SUBCOMMITTEE

FROM: LARRY TORRES *LRT*

SUBJECT: FY 1997 TDA ART 4 RECONCILIATION

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

Attached is a copy of a spread sheet prepared by the MTA's Subsidy Accounting Department. The column labeled excess (paid/reserved, underpaid/reserved) reflects the adjustment of TDA Art 4 funds that is required to be adjusted by each Operator. It is preferred that you adjust the FY 1999 TDA claim with a reduction to reflect the adjusted amount of overpayment. If your account for the excess does not agree with MTA's figure, please phone me at (213) 922-3050 or Andy Galindez at (213) 922-6981. Thank you.

LACMTA

TDA - ARTICLE 4
EXPANDED RECONCILIATION BETWEEN MULTIPLE MID-YEAR REALLOCATIONS AND ORIGINAL FUNDING MARKS FOR FY1997
 As of 11/8/98

AGENCY	ORIGINAL FY97 ALLOCATIONS				3/18/97 MID YEAR ADJUSTMENT			1ST ADJUSTED - MID YEAR REALLOCATION			
	OPERATING	CAPITAL	RAIL RESERVE	TOTAL	MID-YEAR ADJUSTMENT - OR (-)	TDA INTEREST	TOTAL ADJUSTMENT - OR (-)	OPERATING	CAPITAL	RAIL RESERVES	TOTAL
Arcadie	300,312.00	0.00	0.00	300,312.00	(7,825.00)	18,183.00	11,358.00	311,670.00	0.00	0.00	311,670.00
Claremont	74,639.00	0.00	0.00	74,639.00	(1,950.00)	4,514.00	2,564.00	77,203.00	0.00	0.00	77,203.00
Commerce	357,264.00	0.00	0.00	357,264.00	(9,282.00)	23,916.00	14,634.00	371,898.00	0.00	0.00	371,898.00
Culver City	2,117,786.00	376,526.00	0.00	2,494,312.00	(63,933.00)	153,929.00	89,996.00	2,207,782.00	376,526.00	0.00	2,584,308.00
Foothill	0.00	12,280,543.00	0.00	12,280,543.00	(298,416.00)	636,127.00	337,711.00	0.00	12,268,254.00	0.00	12,268,254.00
Gardena	2,125,449.00	478,404.00	0.00	2,603,853.00	(66,155.00)	156,448.00	90,293.00	2,215,742.00	478,404.00	0.00	2,694,146.00
La Mirada	135,158.00	0.00	0.00	135,158.00	(3,528.00)	9,125.00	5,597.00	140,755.00	0.00	0.00	140,755.00
Long Beach	12,090,547.00	135,898.00	0.00	12,226,445.00	(315,321.00)	785,436.00	450,115.00	12,540,662.00	135,898.00	0.00	12,676,560.00
Montebello	2,626,386.00	601,000.00	0.00	3,227,386.00	(83,146.00)	207,065.00	123,919.00	2,750,305.00	601,000.00	0.00	3,351,305.00
MTA Bus Ops	142,026,062.00	0.00	0.00	142,026,062.00	(10,628,344.00)	11,361,357.00	732,013.00	142,026,062.00	15,510,000.00	0.00	157,536,062.00
Norwalk	835,000.00	0.00	0.00	835,000.00	(21,377.00)	54,815.00	33,438.00	868,438.00	0.00	0.00	868,438.00
Redondo Beach	43,954.00	0.00	0.00	43,954.00	(1,185.00)	2,943.00	1,778.00	45,733.00	0.00	0.00	45,733.00
Santa Monica	7,851,769.00	2,977,360.00	1,000,000.00	11,829,129.00	(300,832.00)	718,368.00	417,538.00	8,269,305.00	2,977,360.00	1,000,000.00	12,246,665.00
Torrance	3,495,565.00	76,000.00	0.00	3,571,565.00	(69,203.00)	202,232.00	113,029.00	3,608,594.00	76,000.00	0.00	3,684,594.00
TOTAL	174,079,891.00	16,935,731.00	1,000,000.00	192,015,622.00	(11,891,477.00)	14,315,458.00	2,423,981.00	175,434,149.00	3,053,360.00	1,000,000.00	208,857,591.00

AGENCY	3/18/97	2/18/98	2ND ADJUSTMENT OF 2/18/98 (After FY97 Close)				FY97 ALLOCATIONS				EXCESS		OVERPAYMENT ADJUSTMENT RECEIVED	REFERENCE #
	ADJUSTED TOTAL	2nd ADJUSTMENT	OPERATING	CAPITAL	RAIL RESERVES	TOTAL	OPERATIONS ALLOCATION DRAW DOWN	CAPITAL RESERVES	DRAW DOWN FROM CAPITAL RESERVES	RAIL RESERVES	TOTAL PAYMENTS & RESERVES	(PAID/RESERVED) UNDERPAID/RESERVED		
Arcadie	311,670.00	(8,830.00)	302,840.00	0.00	0.00	302,840.00	311,670.00	0.00	0.00	0.00	311,670.00	(8,830.00)	0.00	
Claremont	77,203.00	(2,194.00)	75,009.00	0.00	0.00	75,009.00	77,203.00	0.00	0.00	0.00	77,203.00	(2,194.00)	2,194.00	L-08/98-041
Commerce	371,898.00	(10,502.00)	361,396.00	0.00	0.00	361,396.00	371,898.00	0.00	0.00	0.00	371,898.00	(10,502.00)	0.00	
Culver City	2,584,308.00	(73,336.00)	2,134,446.00	376,526.00	0.00	2,510,972.00	2,207,782.00	376,526.00	0.00	0.00	2,584,308.00	(73,336.00)	0.00	
Foothill	12,268,254.00	(351,657.00)	0.00	12,268,254.00	0.00	12,268,254.00	0.00	10,993,694.50	1,274,559.50	0.00	12,268,254.00	0.00	0.00	
Gardena	2,694,146.00	(76,557.00)	2,139,185.00	478,404.00	0.00	2,617,589.00	2,215,742.00	478,404.00	0.00	0.00	2,694,146.00	(76,557.00)	0.00	
La Mirada	140,755.00	(3,973.00)	136,782.00	0.00	0.00	136,782.00	140,755.00	0.00	0.00	0.00	140,755.00	(3,973.00)	0.00	
Long Beach	12,676,560.00	(359,480.00)	12,181,162.00	135,898.00	0.00	12,317,060.00	12,540,662.00	135,898.00	0.00	0.00	12,676,560.00	(359,480.00)	0.00	
Montebello	3,351,305.00	(94,893.00)	2,655,412.00	601,000.00	0.00	3,256,412.00	2,750,306.00	601,000.00	0.00	0.00	3,351,306.00	(94,894.00)	0.00	
MTA Bus Ops	157,536,062.00	(5,051,349.00)	136,974,713.00	15,510,000.00	0.00	152,484,713.00	142,026,062.00	15,510,000.00	0.00	0.00	157,536,062.00	(5,051,349.00)	0.00	
Norwalk	868,438.00	(24,526.00)	843,912.00	0.00	0.00	843,912.00	868,438.00	0.00	0.00	0.00	868,438.00	(24,526.00)	24,526.00	L-09/98-081
Redondo Beach	45,733.00	(1,294.00)	44,439.00	0.00	0.00	44,439.00	45,733.00	0.00	0.00	0.00	45,733.00	(1,294.00)	0.00	
Santa Monica	12,246,665.00	(347,796.00)	7,921,509.00	2,977,360.00	1,000,000.00	11,898,669.00	8,269,305.00	2,977,360.00	0.00	1,000,000.00	12,246,665.00	(347,796.00)	0.00	
Torrance	3,684,594.00	(105,012.00)	3,503,582.00	76,000.00	0.00	3,579,582.00	3,608,594.00	76,000.00	0.00	0.00	3,684,594.00	(105,012.00)	0.00	
TOTAL	208,857,591.00	(6,511,399.00)	169,274,407.00	32,423,442.00	1,000,000.00	202,697,849.00	175,434,150.00	31,148,882.50	1,274,559.50	1,000,000.00	208,857,592.00	(6,169,743.00)	26,720.00	