



Metro

Metropolitan Transportation Authority

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GATEWAY CITIES GOVERNANCE COUNCIL

March 8, 2007

SUBJECT: PROPOSED MODIFICATIONS TO GATEWAY CITIES BUS LINES

**ACTION: APPROVE FINDINGS OF FEBRUARY 8, 2007 PUBLIC HEARING AND
ADOPT REVISED SERVICE PROGRAM FOR JUNE 2007**

RECOMMENDATION

- A. Approve results of Public Hearing held on Thursday, February 8, 2007 for service changes proposed to become effective June 2007 or later (Attachment B);
- B. Approve Part 1 of the Revised Service Program and the Estimated Passenger Impact Statement as outlined in this report (Attachment C);
- C. Support current staff proposals affecting bus lines managed by the South Bay and San Gabriel Valley Sector Governance Councils, as outlined in Part 2 and 3 of the Revised Service Plan (Attachment C).

ISSUE

The service changes under consideration are considered to be major modifications based on federal public hearing guidelines and MTA policy. As such, the Governance Council is required to conduct a public hearing, and to solicit and consider public input before these changes can be implemented.

The Governance Council is also required to consider the possible impacts from these proposals before approving them. Staff has prepared the necessary documentation in the report to satisfy this regulatory requirement.

ALTERNATIVES CONSIDERED

Two alternative strategies were developed for the Governance Council to consider in lieu of approving staff's Revised Service Program. They include:

- 1) Maintain the status quo and do nothing; or
- 2) Adopt a different subset of the service proposals.

Staff does not recommend either alternative since the recommended service program is designed to improve efficiency, remove poor productivity service, and achieve the projected operating budget for Fiscal Year 2008. Therefore, should the Governance Council reject all or part of the staff recommendation, some planned improvements may need to be deferred or withdrawn altogether in order to ensure a balanced budget for the upcoming fiscal year. Should that happen, staff will return to the Governance Council in April with a full report on the impacts to service required to achieve a balanced budget.

FINANCIAL IMPACT

The Revised Service Program can be implemented without increasing Metro's operating budget.

BACKGROUND

Last month Metro's Service Sector Governance Councils conducted separate public hearings within each of their respective jurisdictions to receive input from the community on proposed major changes to bus service system wide effective June 2007 or later. A total of 31 existing bus lines are potentially affected by having their routes, schedules and/or stops modified to make them more effective. In addition, six new services are proposed to be established, and 15 lines cancelled. Collectively, the specific lines, and the proposed changes to them, are outlined in the attached Public Hearing Notice (Attachment A).

Legal notice of these hearings was first published in the Los Angeles Times on Sunday, January 7, 2007. Additional notice was subsequently published in other local, regional and foreign language newspapers system-wide. About 130,000 rider notices were distributed on the buses, trains and at customer service outlets informing riders of the changes under consideration. This information was also posted on MTA's main website and each sector website.

At the hearings the public was invited to comment on any proposal under consideration regardless of the service sector that proposed the change. It was noted that all testimony received at these hearings would be forwarded to the respective sector Governance Council that manages the line, and that the comments would be taken into consideration by them as part of their final deliberations.

The Gateway Cities Governance Council conducted its public hearing on Thursday, February 8, at 5 pm. The hearing was held at, The Gas Company, located in the City of Downey. Altogether, seven bus lines currently managed by the Gateway Cities Sector are proposed to undergo major route and/or schedule changes in June of this year. Of this total, four lines (Lines 60, 254, 265 and 577X) are proposed to be restructured to make them more effective. Three additional services (Lines 65, 275 and 360) are proposed to be cancelled due to excessive service duplication and/or low performance. One new service, Rapid Bus Line 760, is also proposed to be established.

In addition to the Gateway Cities proposals, both the San Gabriel Valley and South Bay Sectors are proposing changes to four bus lines they operate in the Gateway Cities area. The South Bay Sector, for example, proposes to make permanent the extension of Line 121 and the transfer of that line to the Gateway Cities Sector. This change, as the Council will recall, was implemented last December in the Whittier area on an experimental basis. This sector also proposes to cancel Line 622, which operates between the Norwalk and the El Segundo areas during the late evening hours when the Metro Green Line is not running.

The San Gabriel Valley Sector proposes to shorten the route of Line 260 in the Long Beach area to avoid duplication with other bus lines serving the Artesia Metro Blue Line Station. They also propose to shorten the route of Rapid Bus Line 751 to reduce potential duplication with Line 760, the new rapid service proposed by the Gateway Sector.

The following sections of this report summarize the written and verbal testimony received by the public on these matters through the close of the public record, February 14, 2007. Staff has responded to each issue, and has recommended modifications to several proposals based on public input and other considerations. Details of the public comment along with staff's response are included in Attachment B.

- Attachment C outlines the Revised Service Plan that resulted from the public review process. It also includes potential impact riders may experience from the service modifications recommended in the Revised Service Plan.
- Attachment D contains maps of the affected bus lines.

RESULTS OF FEBRUARY 2007 PUBLIC HEARINGS

Summary of Public Comment

About 40 members of the public attended the February 8, public hearing in the Gateway Cities Sector. Of this total, 19 persons provided oral testimony directly to the Governance Council on matters of concern to them. In addition to the oral testimony received at the hearing, 42 additional persons submitted written statements commenting on the proposed service changes. Included with the written material were three petitions representing the viewpoints of 552 customers. Collectively, the total written and verbal testimony received from the public generated 117 comments on the service changes under consideration for this June.

Line 275

Thirty-nine comments, including one petition with 152 signatures, were received from the public concerning Line 275, which is proposed to be cancelled. Almost all of these respondents opposed the cancellation of this line and wanted MTA to keep it. Their primary concern was the lack of alternative service, without which many could not access their schools, jobs, shopping areas, etc. A representative from Norwalk Transit System (NTS) testified that NTS is interested in assuming service on this line should MTA cancel it. Norwalk Line 8 was mentioned as a candidate line to be modified to operate over the discontinued route of Line 275. The line would also serve the Metrolink Station in Norwalk. NTS currently operates some shuttle service over a portion of the existing Line 275 route

Line 577X

Seventeen customers commented on the proposed changes to Line 577X. About half of these supported the proposed route extension to the Long Beach Mall. In addition, roughly an equal number requested that the schedule change under consideration for this line be modified to keep night service until 10 pm, and to not reduce base and peak service.

Line 65

Thirteen respondents commented on Line 65. Four respondents supported the staff proposal including Montebello Bus Lines (MBL), which currently operates in the same corridor, and stated its written intention to continue operating the western segment of the route on weekdays and Saturday should MTA cancel the line. Six other respondents opposed the change stating concerns about having to transfer to another line, pay additional fares, and face added travel time.

Line 265

Twelve responses were received on Line 265. Two of these comments were petitions representing the views of about 400 persons. Virtually all of the comment was opposed to the staff proposal to shorten the route. They expressed concern about lack of direct replacement service from Montebello, and the added buses and transfers that would be needed to complete their travel.

Lines 60/360/760

Collectively, the staff proposal to create new Rapid Bus Line 760 by restructuring local/limited-stop Lines 60-360 generated 32 comments. Six of these comments supported the staff proposal including Long Beach Transit (LBT), which indicated its intention to assume the discontinued segment of Line 60/360 south of Artesia Blvd. LBT already provides service in this corridor and is planning to ramp-up service on LBT Line 51 in June 2007. Most of the remaining testimony received on this proposal opposed the operation of the rapid bus either because the stops are too far apart, or the operation of the new line would require the cancellation of limited-stop Line 360, and the reduction of service on local Line 60. Several customers also thought the rapid bus should go all the way to downtown Long Beach.

Patrons commenting on these changes were concerned about transfer, fare and security issues since affected riders would be forced to transfer to Long Beach Transit at the intersection of Long Beach Bl and Artesia Bl, or at Artesia Station in order to continue travel south of Artesia Bl. They were especially concerned about safety at night and whether Owl Service would be continued to downtown Long Beach. Most thought the new Line 760 and the local service should continue south to serve the Long Beach Transit Mall as the Line 60/360 does today.

Additional details of the public comment along with staff's response are included in Attachment B.

REVISED SERVICE PLAN

Staff proposes to modify elements of the original service change program based on concerns raised during the public review process. The Revised Service Plan, outlined in Attachment C, is divided into three parts. Part 1 lists the current staff recommendation for those lines directly managed by the Gateway Cities Sector. The Gateway Cities Governance Council is requested to **approve** Part 1 of the Revised Service Plan, as proposed.

In addition, the Gateway Cities Governance Council is requested to **support** the current staff recommendations in Parts 2 and 3 of the Revised Service Plan, which concern changes to four lines managed by the South Bay and San Gabriel Valley Sector Councils. It is important to point out that the current staff recommendations in Part 2 and Part 3 were jointly developed by staff from Gateway, South Bay and San Gabriel Valley to ensure future coordination.

The Revised Service Plan is summarized below. Route maps for lines to be modified under Part 1 are illustrated in Attachment D.

PART 1: LINES MANAGED BY GATEWAY CITIES SECTOR

Line 60/360

Original Proposal:

Restructure local service in conjunction with implementation of new Rapid Bus Line 760. South terminal to be established at Artesia Blue Line Station. Current service south of Artesia Blvd replaced by LBT except for Owl Service, which MTA will continue to provide. Cancel limited-stop Line 360.

Staff Proposal:

Approve as originally proposed.

Line 65

Original Proposal:

Cancel line due to excessive duplication. Western segment to be replaced by Montebello Transit. Eastern segment replaced by extension of Line 254 to California State University, Los Angeles.

Revised Staff Proposal:

Modify proposal as follows: Cancel line as originally proposed. Montebello Transit to provide alternative service between Soto St and downtown Los Angeles on weekdays and Saturdays. Sunday service along this segment to be cancelled due to low ridership. New shuttle Line 665 to provide alternative service east of Soto St to California State University, Los Angeles on weekdays during the rush hours. Service will operate from Indiana Ave to the university seven days a week.

Line 254

Original Proposal:

Modify route to take over segment of Line 65 from 1st St to California State University, Los Angeles. Consider adding Sunday service. Discontinue service on Lorena St and Cesar Chavez.

Revised Staff Proposal:

Withdraw proposal from further consideration. North terminal to remain at Dozier and Rowen Transit Center.

Line 265

Original Proposal:

Discontinue route between Montebello Mall and Pico Rivera due to low productivity. Northern route to end in Pico Rivera at Whittier Blvd and Durfee Rd. Improve peak hour headways on weekdays.

Revised Staff Proposal:

Modify original proposal as follows: Discontinue route segment operated between Montebello Mall and Pico Rivera, but withdraw from further consideration staff's original proposal to improve peak hour headways on weekdays. This change is recommended based upon further analysis of current passenger data which does not support the need for more peak service.

Line 275

Original Proposal:

Cancel route due to low productivity.

Revised Staff Proposal A (Recommended)

Approve proposal as originally proposed. NTS has indicated its written intention to provide service in this corridor on the same route, days and frequency of service as currently provided by Line 275.

Alternative Proposal B (Not Recommended)

Do-nothing option. The line would continue to operate as it does today

Alternative Proposal C (Not Recommended)

Improve headways from 60 to 30 minutes by doubling service hours in hope of attracting more riders. Doing so would create an added cost that would have to be offset by cutting service elsewhere in the sector. If this alternative were chosen, staff would return to the Governance Council in April with other service cuts to offset the costs that would result from increasing service on this line.

Line 577X

Original Proposal:

Extend route to serve the Long Beach Transit Mall. Service to operate in limited-stop mode via 7th St, Atlantic Ave and 1st St. Eliminate night service after 8 pm; consider midday reductions.

Revised Staff Proposal:

Modify original proposal to reflect public comment, including input from Long Beach Transit. Service to operate via 7th St, Alamitos Ave and 1st St. Night service to operate until 9:30 pm. Peak service to operate every 30 minutes; midday to operate every 45 minutes. New stops to be served on an experimental basis include 7th & Cherry Sts and 7th & Ximeno Ave.

Line 760

Original Proposal:

Establish new Rapid Bus Line 760 between downtown Los Angeles and the Metro Artesia Blue Line Station.

Current Proposal:

Approve as originally proposed

PART 2: LINES MANAGED BY SOUTH BAY SECTOR

Line 120/121

Original Proposal:

Make permanent current demonstration project that restructured service into two separate routes, and transferred operating responsibility of Line 121 to the Gateway Service Sector.

Current Staff Proposal:

Support original service proposal.

Line 622

Original Proposal:

Cancel late night trips due to poor performance.

Current Staff Proposal:

Support original service proposal.

PART 3: LINES MANAGED BY SAN GABRIEL VALLEY SECTOR

Line 260

Original Proposal:

Restructure route to end at Atlantic Ave and Alondra Bl.

Revised Staff Proposal:

Support modified proposal, which will maintain service to the Artesia Station coupled with additional shorting opportunities at or near Firestone Bl in South Gate.

Line 751

Original Proposal:

Shorten route in conjunction with implementation of new Rapid Line 760.

Current Staff Proposal:

Implement original proposal.

IMPACT STATEMENT

Part 1 of the Impact Statement applies to those lines directly managed by the Gateway Cities Sector. Overall, the Revised Service Plan will negatively impact very few customers in the Gateway Cities Sector since, for the most part, alternative service will be provided by Metro, Montebello Bus Lines, Norwalk Transit or Long Beach Transit in most cases. Where municipal operators are planning to assume canceled segments of lines or entire lines, these operators all charge lower fares than Metro. Customers riding Metro and at least one municipal operator might find a benefit in purchasing the EZ Pass. Interagency transfers are also available to continue travel from one line to another.

In considering the possible impacts associated with the Revised Service Program, new Rapid Bus Line 760 will provide a faster trip between downtown Los Angeles and Long Beach than is possible today. Hence, riders using this line will reduce their travel time overall. Similarly, the extension of existing Line 577X to the Long Beach Transit Mall will expand regional travel opportunities that are not possible today by establishing an express line that directly links the El Monte and Norwalk areas with downtown Long Beach. Collectively, these speed and access improvements will benefit most existing riders, and create incentives to attract new riders to use public transit.

The Revised Service Plan, outlined in Attachment C, provides additional details on the estimated impacts of the revised program.

NEXT STEPS

With approval from the Governance Council, staff will begin preparations to implement the recommended service changes on Sunday, June 24, 2007. Tier 1 changes must also be approved by the Metro Board of Directors. Tier 1 lines under control of the Gateway Cities Sector are Lines 60, 360 and 760.

ATTACHMENTS

[Attachment A: Public Hearing Notice](#)

[Attachment B: Summary Public Comment & Staff Response](#)

[Attachment C: Revised Service Plan & Estimated Passenger Impacts](#)

Attachment D: Line Maps (there is no link for this attachment)

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Hassan Fakhro, Service Development Manager
Michael Sieckert, Planning Manager



Metro

ATTACHMENT A

**NOTICE OF PUBLIC HEARING
Los Angeles County Metropolitan Transportation Authority**

The Los Angeles County Metropolitan Transportation Authority will hold five public hearings in February 2007 to receive community input on proposed modifications to Metro's bus services. Approved changes will become effective June 24, 2007 or later. Details of the hearing dates, times, and locations are listed at the end of this notice.

The upcoming public hearings are being held in conformance with federal public hearing requirements outlined in Section 5307 (d) 1 of Title 49 U.S.C., and public hearing guidelines adopted by the MTA's Board of Directors in 1993, as amended.

Listed below are the service proposals to be considered at the hearings, and the respective service sectors that will host the public hearings. In general, the proposed modifications will improve the efficiency and effectiveness of the public transportation system through a better use of resources. The public may attend any of these hearings and comment on proposals of interest to them.

METRO WESTSIDE/CENTRAL SERVICE SECTOR

LINE/ ROUTE	LINE NAME	PROPOSED SERVICE CHANGE
4-304	Santa Monica Blvd.	Replace Line 304 service with new Rapid Line 704. Discontinue Line 304.
10-11-48	Melrose Ave.- Virgil Ave. - Vermont Ave. - Temple St. -San Pedro St.	Consolidate Lines 10 and 11 to simplify service. Discontinue Line 11.
16-316	W. 3rd St.	Extend Line 316 limited stop service area to La Brea Ave. Shorten route of Lines 16 & 316 in downtown L.A. at 6th St. and Maple Ave.
20-21	Wilshire Blvd. - UCLA - Santa Monica	Shorten Line 20 service at Wilshire Blvd. and Veteran Ave. Discontinue Line 21.
New 704	Santa Monica Blvd. Metro Rapid	Implement new Rapid service on Santa Monica Blvd.
720	Wilshire - Whittier	Implement short turns in Westwood and Downtown Los Angeles. Implement New Rapid Express service between Santa Monica and Wilshire/Vermont Metro Red Line Station.

Metro Public Hearing Notice (Continued)

METRO SOUTH BAY SERVICE SECTOR

LINE/ ROUTE	LINE NAME	PROPOSED SERVICE CHANGE
115	Manchester – Firestone	Cancel service west of Sepulveda Bl. and replace with extended Line 625 (Green Line Shuttle World Way West)
119/126	108 th St. – Manhattan Beach Bl.	Cancel service. Alternatives include Line 117 (Century Bl) and Line 120 (Imperial Hwy)
120/121	Imperial Highway	Make permanent current demonstration project to restructure service as two separate routes
124	El Segundo Bl.	Cancel service. Alternatives include Line 125 (Rosecrans Av) and the Metro Green Line
202	Willowbrook - Compton– Wilmington	Cancel service. Alternatives include the Metro Blue Line, the Hahn Trolley, Compton Renaissance, and Line 205 (Wilmington Av)
214	Artesia Transit Center-Harbor Green Line via Broadway/Main St	Cancel service on Broadway. Continue service on Main St and extend to Western Av and Imperial Hwy via El Segundo Bl.
305	Crosstown Bus	Cancel service north of Pico Bl. Alternatives include Line 550 (W. Hollywood-San Pedro) and Line 2/302 (Sunset Bl)
442	Hawthorne – Inglewood – Los Angeles Express	Cancel service. Alternatives include Line 315 (Manchester Limited), Line 740 (Hawthorne Metro Rapid) and the Harbor Transitway
445	Los Angeles - San Pedro Express	Consider converting some peak hour trips to faster service via Line 455X
455X	7 th /Metro – Harbor Beacon Park- Ride Super Express	Consider new peak hour service with one stop at Harbor Metro Green Line Station
622	Late Night Service	Cancel service
625	Green Line Shuttle World Way West	Extend to Playa del Rey to replace Line 115 west of Sepulveda Bl.
710	Crenshaw – Vine Metro Rapid	Cancel service north of Wilshire Bl. on Rossmore Av. and Vine St. and reroute to new northern terminal at Wilshire-Western Metro Red Line Station. Alternative service to Hollywood via Line 210 (Vine-Crenshaw Local) or Line 757 (Western Metro Rapid)

METRO SAN FERNANDO VALLEY SERVICE SECTOR

LINE/ROUTE	LINE NAME	PROPOSED SERVICE CHANGE
90/91	LA-Sylmar via Foothill Bl	Shorten northern terminal at Foothill and Fenwick in Sunland; Remainder of route proposed to be served by new Line 290.
92	L.A. - Burbank via Glenoaks Bl	Shorten northern terminal at Downtown Burbank Station; Remainder of route proposed to be served by new Line 292.
154	Burbank Bl-Oxnard St	Cancel midday and Saturday service; Reallocate resources to relieve overcrowding on major corridors.
155	Universal City Station-Downtown Burbank Station via Alameda Av	Cancel late night and weekend service; Reallocate resources to relieve overcrowding on major streets
168	Lassen St-Paxton St	Cancel service; Reallocate resources to relieve overcrowding on major corridors.
183	Magnolia Bl.-Kenneth Rd.-Chevy Chase Dr.	Shorten eastbound terminal at Alameda Avenue and San Fernando Road in Glendale and reroute service via San Fernando Rd and Verdugo Avenue to Downtown Burbank or Downtown Burbank Station.
239	White Oak Av-Zelzah Av-Rinaldi St	Cancel midday and weekend service; Reallocate resources to relieve overcrowding on major corridors.
New Line 290	Sylmar-Sunland via Foothill Bl.	Proposed new line operating between Olive View Medical Center and Mt. Gleason loop in Sunland, replacing the northern segment of former Lines 90/91.
New Line 292	Sylmar-Burbank via Glenoaks Bl.	Proposed new line operating between Olive View Medical Center and Downtown Burbank Station, replacing segment of Line 92 operating north of Downtown Burbank.
656	Panorama City-Downtown LA Owl	Shorten owl at Santa Monica and Highland Av.
Study Express Line	Tri-City Transit Link Express	Proposed new express line operating between North Hollywood Red/Orange Line Station and Pasadena Gold Line with two in-route stops, one in Burbank (Media District) and the other in Glendale (off of -134- freeway)

METRO SAN GABRIEL VALLEY SERVICE SECTOR

LINE/ROUTE	LINE NAME	PROPOSED SERVICE CHANGE
170	El Monte-Montebello via Rush St & Walnut Grove Av	Cancel line and replace with modification to Line 287

Metro Public Hearing Notice (Continued)

176	El Monte-Glassell Park via Mission	Discontinue service between Highland Park Station and Glassell Park. Establish western terminal near the Highland Park Gold Line Station. Remove Line 176 service from Ave. 50, El Paso Dr. and Division Street.
260/361	Altadena-North Long Beach via Fair Oaks Av & Atlantic Bl	Discontinue Line 260/361 service south of Atlantic Av and Alondra Bl. Consider establishing southern terminal at Atlantic Ave and Alondra Bl.
287	El Monte-Sierra Madre Villa Station	Extend to Montebello Towne Ctr via Ramona, Tyler, Rush, Rosemead, Garvey, Walnut Grove, Rush, San Gabriel to Montebello Towne Ctr.
684	Pomona-Brea via Holt Bl & Diamond Bar Bl	Cancel line due to low ridership.
686	Arroyo Parkway-North Allen Av	Consider combining with Line 687. Line numbers to remain the same. Service proposed to operate via Los Robles, Colorado, Fair Oaks, Glenarm, Raymond, Colorado, and Allen.
687	Altadena-Pasadena via Los Robles Av & Fair Oaks Av	See Line 686 for details
751	Cypress Park-Lynwood via Soto St & Long Beach Bl	Establish southern terminal at Palm Pl in South Gate. Service south of South Gate to Lynwood replaced by new Rapid Line 760. Improve peak service to every 10 minutes.

METRO GATEWAY CITIES SERVICE SECTOR

LINE/ROUTE	LINE NAME	PROPOSED SERVICE CHANGE
60/360	Long Beach-downtown Los Angeles-via Long Beach Bl & Santa Fe Av	Restructure line due to start-up of new Rapid Bus Line 760. Line 60 to operate between Artesia Blue Line Station and downtown Los Angeles. Service south of Artesia Bl proposed to be replaced by Long Beach Transit Line 51. Owl service continued to Long Beach Mall by MTA or Long Beach Transit. Limited- stop Line 360 discontinued.
65	Los Angeles-City Terrace via Washington Bl-Indiana St & Gage Av	Cancel line due to excessive duplication. Eastern segment replaced by extending Line 254 over affected segment to CSLA; western segment proposed to be replaced by Montebello Line 50.
254	Watts-Boyle Heights via Maie Av, Boyle Av & Lorena St	Modify northern route to take over segment of Line 65 from 1st St to Cal State LA. Consider adding Sunday service. Alternative service on Lorena St provided by Line 605; Line 68 on Ceasar Chavez Av.

Metro Public Hearing Notice (Continued)

265	Lakewood-Montebello via Paramount Bl	Discontinue route between Montebello Mall and Pico Rivera due to low productivity. Northern route to end in Pico Rivera at Whittier Bl and Durfee Rd. Improve peak hour headways on weekdays.
275	Cerritos-Whittier via Artesia Bl-Valley View Av & Carmenita Rd	Discontinue route due to low productivity.
577X	Long Beach-El Monte-Norwalk Express	Extend route to serve the Long Beach Transit Mall. Service proposed to operate in limited-stop mode via 7th St, Atlantic Ave and 1st St. Eliminate night service after 8 pm; consider midday reductions due to low ridership.
760	Downtown Los Angeles-Long Beach Bl Rapid Bus	Operate new rapid bus line over route of local Line 60 seven days a week. South terminal to be established at the Artesia Blue Line Station.

LOCATIONS AND DATES OF SECTOR PUBLIC HEARINGS

SAN FERNANDO VALLEY SECTOR

February 7, 2007, 6:30 PM
 Marvin Braude Constituent Service Center
 6262 Van Nuys Bl.
 Van Nuys

GATEWAY CITIES SECTOR

February 8, 2007, 5 PM
 The Gas Company
 9240 Firestone Bl.
 Downey

SOUTH BAY SECTOR

February 9, 2007, 9:30 AM
 Carson Community Center
 801 Carson St
 Carson

SAN GABRIEL VALLEY SECTOR

February 12, 2007, 6 PM
 SGV Sector Office
 3369 Santa Anita Av
 El Monte

WESTSIDE/CENTRAL SECTOR

February 14, 2007, 5 PM
 La Cienega Tennis Center
 325 So. La Cienega Bl.
 Beverly Hills

Additional details about these proposals will be available for public review after January 23, 2007. To obtain this information contact the address listed below, or visit your nearest Metro customer relations center. Information can also be accessed at: www.metro.net

These proposals may be approved in whole or in part at a date following the public hearings. Approved changes may also include other alternatives derived from public comment. Interested members of the public are encouraged to attend the upcoming hearings and provide testimony on any service change proposal (public comments will not be restricted to just the bus routes operating in one geographical area). All public comment received will be forwarded to the responsible Sector Governance Council to be considered prior to taking action on the service change proposals. Persons unable to

Metro Public Hearing Notice (Continued)

attend the hearings may submit written testimony postmarked through February 14, 2007. All written testimony should be addressed to:

**Metro Customer Relations
One Gateway Plaza, 99PL4
Los Angeles, CA 90012-2932
Attn: Service Changes June 2007**

Comments can also be sent via e-mail with Service Changes June 2007 as the subject to:

customerrelations@mta.net
Facsimile at: 213-922-6988

Upon request, foreign language translation, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday.

**ATTACHMENT B
SUMMARY PUBLIC COMMENT STAFF RESPONSE TO JUNE 2007 SERVICE PROPOSALS**

PART 1: GATEWAY OPERATED LINES

LINE	ORIGINAL STAFF PROPOSAL	PUBLIC COMMENT	CATEGORY						STAFF RESPONSE
			SUPPORT	OPPOSE	MODIFY	OTHER	TOTAL	% TOTAL	
60	Restructure line due to start-up of new Rapid Bus Line 760. Line 60 to operate between Artesia Blue Line Station and downtown Los Angeles. Service south of Artesia BI proposed to be replaced by Long Beach Transit Line 51. Owl service continued to Long Beach Mall by MTA or Long Beach Transit. Limited- stop Line 360 discontinued.	Two respondents supported the staff proposal including Long Beach Transit, which indicated conditions of agreement. Six respondents opposed the proposal because they would be required to transfer reach downtown Long Beach. Most raised concerns for their safety at night by having to transfer at the station, or at the intersection of Artesia and Long Beach BI. All thought this line and the rapid line should go to the Transit Mall. Owl service was requested to be maintained by MTA. Two respondents suggested other issues such as extending the line to Patsauoras Plaza, citing possible problems with the current terminal as well as capacity issues at Artesia Station.	2	6	1	2	11	9.4	The staff recommendation would eliminate needless service duplication in the Long Beach Corridor. Long Beach Transit operates more frequently than MTA and charges a lower fare. Schedule coordination between MTA/LBT at Artesia and Long Beach Blvds will be optimized where possible to ensure convenient transfer connections. Owl service to be continued to Long Beach Transit Mall by MTA seven days a week. Concerns about the north terminal and Artesia Station are not valid. A new bus layover/operator restroom facility has been constructed at the north terminal under terms of a legal agreement between the City of Los Angeles, a private developer and the MTA. Modifications are underway at Artesia Station to double the layover capacity at that site
65	Cancel line due to excessive duplication. Eastern segment replaced by extending Line 254 over affected segment to CSLA; western segment proposed to be replaced by Montebello Line 50.	Four respondents supported the staff proposal, including Montebello Transit which indicated it would provide alternative service for riders since it currently serves most the affected segment Monday thru Saturday. Six persons opposed the proposal citing increased travel time and costs since they would need to transfer from one carrier to another. Should Montebello not operate Sunday service this impact could increase for some riders. One person suggested MTA operate Line 65 from LACBD to Dozier/Rowan and cancel eastside of route. One person suggested that the county shuttle take over the eastern segment of the route in lieu of Line 254.	4	6	2	1	13	11.1	Service between downtown Los Angeles and Olympic and Soto is proposed to be replaced by Montebello Transit. Service between Olympic and Soto St and California State University, Los Angeles is proposed to be replaced by new shuttle Line 655 seven days a week under the Revised Service Plan. The suggestions to modify the staff proposal by either canceling the eastern segment or running a shuttle service from downtown Los Angeles to Dozier/Rowan cannot be implemented, because the western segment generates the least demand.

**ATTACHMENT B
SUMMARY PUBLIC COMMENT STAFF RESPONSE TO JUNE 2007 SERVICE PROPOSALS**

PART 1: GATEWAY OPERATED LINES

LINE	ORIGINAL STAFF PROPOSAL	PUBLIC COMMENT	CATEGORY						STAFF RESPONSE
			SUPPORT	OPPOSE	MODIFY	OTHER	TOTAL	% TOTAL	
254	Modify northern route to take over segment of Line 65 from 1st St to Cal State LA. Consider adding Sunday service. Alternative service on Lorena St provided by Line 605; Line 68 on Ceasar Chavez Av.	One person supported the extension of this line and the addition of Sunday service. Two other respondents opposed the proposal because they would need to transfer to a less frequent line. Another respondent suggested the southern part of Line 254 be cutback because of low ridership.	1	2	0	1	4	3.4	While wait times may be slightly longer on weekdays (i.e. about 15 minutes) there would be no impact on weekends since the headways would be compatible. The southern end of this line, which was the least productive segment of the line, was restructured two years ago and lines performance has improved.
265	Discontinue route between Montebello Mall and Pico Rivera due to low productivity. Northern route to end in Pico Rivera at Whittier Bl and Durfee Rd. Improve peak hour headways on weekdays.	Eight people opposed the staff proposal for line. In addition, two petitions were submitted representing the views of about 400 others who also opposed the change. They stated they did not want the route to change, and were opposed to having to transfer. Others stated their concerns about having to wait longer for connecting bus or having to pay more.	1	8*	2	1	12	10.3	Current ridership along the affected segment is extremely low, and is adversely affecting line performance. The two petitions received at the public hearing opposing this change represent more than four times the number of patrons that actually travel along the segment. Staff believes there may be some confusion on this issue since only about 100 boardings are potentially impacted on the entire route segment to be discontinued. Moreover, access to the Mall would still be available by riding Montebello Transit, or by MTA if they need to travel on Rosemead between Whittier Bl and Gallatin Rd.

Note - * indicates 2 petitions with 400 signatures total

**ATTACHMENT B
SUMMARY PUBLIC COMMENT STAFF RESPONSE TO JUNE 2007 SERVICE PROPOSALS**

PART 1: GATEWAY OPERATED LINES

LINE	ORIGINAL STAFF PROPOSAL	PUBLIC COMMENT	CATEGORY						STAFF RESPONSE
			SUPPORT	OPPOSE	MODIFY	OTHER	TOTAL	% TOTAL	
275	Discontinue route due to low productivity.	Thirty-one persons opposed this change, which included one petition with 155 signatures. All were concerned about the lack of replacement service and many said they could not access their jobs, schools or other destinations if this line were cancelled with no alternative service in place. Five respondents suggested MTA should consider having Norwalk Transit or Montebello Transit operate the line should MTA decide to cancel it. Two respondents supported the cancellation of the line including Norwalk Transit, which indicated its intension to assume the operation should MTA cancel it. The proposed route was read into the record, which reflected a minor deviation to serve the Metrolink Station in Norwalk.	2	31**	5	1	39	33.3	Staff will update the Governance Council on the Norwalk Transit proposal at the March governance council meeting.
360	Discontinue route due to operation of new rapid bus Line 760.	Six people testified on this matter and all opposed the cancellation of the service.	0	6	1	0	7	5.9	See Line 60 for details.

Note - ** indicates 1 petition with 152 signatures total

**ATTACHMENT B
SUMMARY PUBLIC COMMENT STAFF RESPONSE TO JUNE 2007 SERVICE PROPOSALS**

PART 1: GATEWAY OPERATED LINES

LINE	ORIGINAL STAFF PROPOSAL	PUBLIC COMMENT	CATEGORY						STAFF RESPONSE
			SUPPORT	OPPOSE	MODIFY	OTHER	TOTAL	% TOTAL	
577	Extend route to serve the Long Beach Transit Mall. Service proposed to operate in limited-stop mode via 7th St, Atlantic Ave and 1st St. Eliminate night service after 8 pm; consider midday reductions due to low ridership.	Six people supported the staff recommendations for this line. Three others opposed making any changes at this time. Five others suggested modifications to the headway proposal, suggesting that service run up to about 10 pm since 8 pm was thought to be too early to end service. Three people commented on other matters stating that service on this line has been very unreliable, particularly in the early am and pm peaks. They reported numerous problems with late or no-show buses. One person thought the line should be broken at Norwalk Station with one route going to El Monte and the other to Long Beach.	6	3	5	3	17	14.5	Route to be extended to Long Beach Transit Mall via 7th St, Alamitos Ave, 1st St. Stops to be implemented on 7th St at Cherry Ave and 7th St at Ximeno Ave on trial basis. Night service to continue to 9:30 pm. Peak headways to operate every 30 minutes and 45 minutes during base period. Night service to operate hourly. Reports of erratic operation will be forwarded to MTA Contracting unit for immediate action.
760	Operate new rapid bus line over route of local Line 60 seven days a week. South terminal to be established at the Artesia Blue Line Station.	Four respondents supported the operation of new rapid bus to the Artesia Station. Three others opposed the plan because they would have to transfer which would add time and cost to their commute. Six others thought the proposal should be modified to have s service run through to the Long Beach Mall in order to mitigate all the concerns. Concern was expressed about safety at the Artesia Station as well as at the intersection of Artesia Bl and Long Beach Bl at night.	4	3	6	1	14	11.9	The staff recommendation would eliminate unnecessary duplication in corridor. Long Beach Transit will operate more frequently than MTA and will charge a lower fare. Schedule coordination between MTA/LBT will be optimized where possible to ensure convenient transfers. Owl service to be continued to LB Mall by MTA.
Grand Total			20	65	22	10	117	99.8	
Percent of Total			17	56	19	8	100		

**ATTACHMENT B
SUMMARY PUBLIC COMMENT STAFF RESPONSE TO JUNE 2007 SERVICE PROPOSALS**

PART 2: SOUTH BAY SECTOR OPERATED LINES

LINE	ORIGINAL STAFF PROPOSAL	PUBLIC COMMENT	CATEGORY					TOTAL	STAFF RESPONSE
			SUPPORT	OPPOSE	MODIFY	OTHER			
121	Make permanent current demonstration project to restructure service as two separate routes	Timed transfers should continue between Lines 120 and 121. Decoupling Lines 120/121 and consolidating Line 111 is a marvelous, service efficient, budget reducing idea.	2	0	0	0	2	The demonstration project began December 2006. We believe the timed transfers are working as designed to reduce long waits. For most trips, Metro will continue to provide timed transfers between Line 120 and Line 121 at the Rosa Parks Metro Rail Station.	
622	Cancel service	One comment supports the proposal based on the minimal use. Another comment conditionally supports based on restoration of Green Line service. Two comments opposed the proposal.	1	2	1		4	With just 21 passengers per night, Line 622 is not sustainable. With owl service available on other lines serving 7 of the 10 rail stations, most passengers would not be stranded and would not have to call a taxi. Staff recommends cancellation.	

PART 3: SAN GABRIEL SECTOR OPERATED LINES

LINE	ORIGINAL STAFF PROPOSAL	PUBLIC COMMENT	CATEGORY					TOTAL	STAFF RESPONSE
			SUPPORT	OPPOSE	MODIFY	OTHER			
260	Discontinue Line 260/361 service south of Atlantic Av and Alondra Bl. Consider establishing southern terminal at Atlantic Ave and Alondra Bl.	The proposed terminal for line 260 at Atlantic/Alondra is unsafe especially at night. Also opposed to cancellation of Line 684 and presented a petition with 118 signatures. Keep Line 260 to Artesia Sta. at least at night. Opposes 260 cuts which will mean two transfers.	0	3	0	0	3	Service is recommended to be retained to the Artesia Blue Line Station. Additional shortlining is recommended further north at or near Firestone Bl.	
751	Shorten route by canceling segment of line south of Palm Place and Long Beach Bl. Replacement service to be provided by new Rapid Bus Line 760	One opposed to shortening of route	0	1	0	0	1	Recommend approval as originally proposed. New Line 760 will provide replacement service for affected riders.	

ATTACHMENT C

ESTIMATED IMPACTS OF REVISED SERVICE PROGRAM FOR JUNE 2007

PART 1 GATEWAY CITIES LINES

Line	Tier	Current Staff Recommendation	Alternative Service	Potential Impact			Total Ridership		% Impact
				Fare	Transfer	Walk	Line	Net Impact	
265	2	Implement as originally proposed. Current demand along the affected segment is extremely low, and is adversely affecting line performance. The two petitions received at the public hearing opposing this change represent more than four times the number of patrons that actually travel along the segment. Staff feels customers may have confused the proposed cancellation of Line 275 with this line, which is proposed to have a minor segment of its route cancelled due to low performance.	Montebello Mall can be accessed by riding Montebello Line 10 along Whittier Blvd and MB Line 20 along Montebello Blvd. Local travel along Rosemead Blvd provided by MTA Line 266.	Yes 25 cents plus 5 cent local transfer to access MB Mall	Yes	No	DA 1634 SA 850 SU 568	DA 100 SA 52 SU 34	DA 6.1 SA 6.1 SU 5.9
275	3	Implement as originally proposed. Norwalk Transit has testified it will assume operation of the service upon cancellation of the line by MTA. Base fare on NTS is 60 cents with a 25 cent Interagency Transfer fee.	Norwalk Transit staff propose to modify NT Line 8 to cover the entire route of Line 275 with a minor deviation to serve the Metrolink Station in Norwalk.	No	No	No	DA 579 SA none SU none	DA 579 SA none SU none	DA 100.0 SA none SU none
360	1	Implement as originally proposed. See Line 60 for details.	See Line 60 for details	n/a	n/a	n/a	n/a	n/a	n/a
577	2	Revise proposal to reflect public comment. Route to be extended to Long Beach Transit Mall via 7th St, Alamitos Ave, 1st St. Stops to be implemented on 7th St at Cherry Ave and 7th St at Alamitos Av on trial basis. Night service to continue to 9:30 pm. Peak headways to operate every 30 minutes and 45 minutes during base period. Night service to operate hourly. Reports of erratic operation will be forwarded to MTA Contracting unit for follow up and action.	Line 577 will continue to serve most riders, albeit with slightly reduced headways	No	No	No	DA 800 SA none SU none	DA 375 SA none SU none	DA 46.8 SA none SU none

