



Metro

Metropolitan Transportation Authority

Metro Gateway Cities
7878 Telegraph Road
Downey, CA 90240-2137

562.658.0200 Tel
562.658.0211 Fax
metro.net

**GATEWAY CITIES GOVERNANCE COUNCIL
March 13, 2008**

SUBJECT: PROPOSED MODIFICATIONS TO GATEWAY CITIES BUS LINES

ACTION: APPROVE RESULTS OF FEBRUARY 2008 PUBLIC HEARINGS AND ADOPT REVISED SERVICE PROGRAM FOR JUNE 2008

RECOMMENDATION

- A. Approve results of three public hearings held on February 9th, 12th and 14th for service changes proposed to become effective June 2008 or later (Attachment C);
- B. Approve Part 1 of the Revised Service Program (Attachment D);
- C. Support revised 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 D); and
- D. Approve Passenger Impact Statement as outlined in this report (Attachment E).

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

Three potential alternative strategies were identified for the Governance Council to consider in lieu of approving staff's Revised Service Program for June 2008. They include:

- 1) Do nothing
- 2) Adopt the original program without modifications; or
- 3) Adopt a different subset of the service proposals than staff is recommending.

Staff does not recommend these alternatives since the Revised Service Plan is designed to improve the efficiency of our operations by removing poor productivity service, and reallocating those resources to areas of higher demand. The Revised Service Plan also achieves the projected budget targets for Fiscal Year 2009, and tempers the impact on the community by ensuring that essential services are maintained where they are needed most.

Should the Governance Council reject all or part of the Revised Service Plan, additional service adjustments will be necessary to ensure a balanced budget for the upcoming fiscal year, and full compliance with the Consent Decree relative to Gateway Cities Rapid Lines. This would likely result in staff having to widen headways on many Gateway Cities Lines in order to bridge any resulting deficit in revenue service hours. Such an outcome would have the affect of damaging the efficiency and productivity of other lines.

FINANCIAL IMPACT

The Revised Service Program can be implemented within the projected constraints of the Fiscal Year 2009 Operating Budget. The recommended service adjustments remove unproductive and duplicated services from the system, and reinvests those hours to complete the build-out of the Rapid Bus Program adopted by Metro's Board of Directors in 2002. These adjustments also ensure that the Gateway Cities Sector is in compliance with the Consent Decree given its impending loss of the service exemption on Line 705.

BACKGROUND

Last month Metro's service sector governance councils conducted public hearings within each of their respective jurisdictions to receive input from the community on proposed changes to bus service effective June 2008 or later. In addition, a combined public hearing, with all sectors participating, was held on Saturday, February 9 at Metro's Headquarters Building in downtown Los Angeles. A total of 54 existing bus lines are potentially affected by having either all or portions of their routes restructured or cancelled. In addition, seven new services are proposed to be established, including six new Rapid bus lines. 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 6, 2008. Additional notice was subsequently published in other local, regional and foreign language newspapers system-wide. About 180,000 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 these comments would be taken into consideration by them as part of their final deliberations.

The Gateway Cities Governance Council conducted its public hearings on February 12th and 14th. The February 12 hearing was held at 6 pm at the Girls Clubhouse, located in the City of South Gate. The February 14 hearing was held at 4 pm at The Gas Company, located in the City of Downey.

Altogether, 12 bus lines currently managed by the Gateway Cities Sector are proposed to undergo major changes in June of this year. Of this total, six lines (Lines 51, 53, 60, 62, 105 and 350) are proposed to be restructured to make them more effective. Six additional services (Lines 102, 121, 127, 254, 265 and 612) are proposed to have all or portions of their service cancelled due to low ridership. Finally, new Rapid Bus Line 753 is proposed to be established, and existing Rapid Bus Line 705 is proposed to operate more frequently than it does today and its service span expanded.

In addition to the Gateway Cities proposals, both the San Gabriel Valley and South Bay Sectors are proposing changes to bus lines they manage and operate in the Gateway Cities area next June.

The South Bay Sector, for example, is proposing to cutback the route of Line 110 in the City of Bell Gardens. Sunday service on Line 120 is proposed to be cancelled. Service on Line 115/315 is proposed to be restructured as part of the startup of new Rapid Bus Line 715. And weekend service on existing Rapid Bus Line 711 is proposed to be cancelled.

The San Gabriel Valley Sector proposes to shorten the route of Line 258 in the South Gate-Paramount area, and to operate new Rapid Bus Line 762 along the Atlantic Corridor, ending service at Imperial Highway.

Last month the Gateway Cities Governance Council passed a formal Resolution opposing the proposed shortening of the routes of Lines 110 (South Bay Sector) and 258 (San Gabriel Valley Sector). Both sector governance councils were requested to reconsider these proposals.

The following sections of this report summarize the written and verbal testimony received from the public on all of these matters through the close of the public record, February 14, 2008. Staff has responded to each issue, and has recommended modifications to several proposals based on public input and other considerations.

- Attachment B is an overview of the public response to the staff proposals
- Attachment C provides details of the public comment along with staff's response;
- Attachment D outlines the Revised Service Plan that resulted from the public review process;

- Attachment E identifies the potential impact riders may experience from the service modifications recommended in the Revised Service Plan; and
- Attachment F contains maps showing the routes of the affected bus lines.
- Attachment G outlines the reprogramming of revenue service hours from underlying local service and poor productivity service into Rapid lines.

RESULTS OF FEBRUARY 2008 PUBLIC HEARINGS

Summary of Public Comment

About 54 respondents provided input on the June service change proposals. Comment consisted of input from the general public and various agencies and organizations having an interest in these matters. Of this total, 22 persons provided oral testimony directly to the Gateway Cities Governance Council at the three public hearings held last month. In addition to the oral testimony received at the hearings, 32 written statements on the proposed service changes were received by mail and email by the close of the public record. Included with the written material were four petitions representing the viewpoints of 357 individuals. Collectively, the total written and verbal testimony received from the public generated 112 comments on the service proposals under consideration.

Most persons who testified (60%) were against any reduction in bus service. They mentioned multiple hardships they would endure if these changes were approved such as having no service to get to jobs, schools, doctors appointments, church, and shopping. Many said the changes would force them to transfer and/or walk further than they do today to access service. The Bus Riders Union expressed their view that the proposed service changes violated the Consent Decree and urged the council to reject the changes.

Lastly, the issue of whether the changes under consideration required a full Environmental Impact Report before they could be approved was also raised by one member of the public. Discussed below is a line-by-line summary of the public comment received on each service proposal. Additional details of the public comment are included in Attachment C along with staff's response.

Line 612

Fourteen comments were received from the public on the proposal to cancel Sunday service on this line. Of this total, ten respondents opposed the change. Two petitions containing 75 names were included in the opposition to this change. The Gateway Cities Council of Governments (COG) and the Southern California Transit Advocates (SCTA) were among those opposing this proposal. The major issue cited was the lack of replacement service. Alternative strategies were suggested in lieu of cancellation including maintaining the current service, operating a special route on Sunday, and reinstating the former route of this line in the Watts-Huntington Park area.

Line 62

Thirteen comments were received from the public on the staff proposal to abandon service south of Rosecrans Av and Pioneer Bl. About one-third of these respondents

opposed the cutback of the route while another one-third, including the Gateway Cities Council of Governments, expressed conditional support for the change, provided that Norwalk Transit agree to operate the abandoned portion of the route to Hawaiian Gardens. The major issue here was the potential lack of replacement service south of Cerritos Mall if Norwalk does not replace service.

Line 121

Twelve comments were recorded for the proposal to cancel Sunday service on this line. Of these respondents, 83% opposed the cancellation citing a lack of replacement service which would be needed to go to church, shopping, or to access recreation centers. Those opposing this change included the Gateway Cities Council of Governments, and the Southern California Transit Advocates. One person suggested operating less frequent service in lieu of cancellation.

Line 60 Owl

Twelve comments were received on the proposal to cancel Owl service on this line south of Artesia Blvd. to downtown Long Beach, and west of Long Beach Blvd. to the City of Compton. About 83% of these comments opposed the proposed change to this line, including the Southern California Transit Advocates which voiced its strong objection. All of these thought service should be maintained. The Gateway Cities Council of Governments requested a delay in deciding this matter until additional analysis could be undertaken to explore the full impacts to the bus and rail system should this change need to be approved.

Line 127

Eleven comments were received on the proposal to abandon this line. Included in the comment were two petitions with 207 names. Virtually all were opposed to the abandonment of service citing a lack of alternative service along most of the affected route. Those opposing this change included the Gateway Cities Council of Governments. The lack of replacement service was thought to cause hardships for people trying to get to work, school, doctors. It was also suggested that Metro keep the line and operate it as a contract service, or to have another provider run it such as Norwalk Transit.

Line 265

Nine respondents commented on the proposal to cancel Sunday service on this line. Of this total 67% were opposed to the proposal stating there would be no alternative service along most of the route. This would prevent them from going to church, work, recreation centers, and shopping. A suggestion was received to operate less service in lieu of cancellation. It was also suggested Metro consider turning this line over to Montebello Transit or Norwalk Transit to operate.

Line 254

Eight responses were submitted by the public on this proposal. Included in the responses were two petitions containing 75 names. Virtually all who commented were opposed to the abandonment of this line on weekdays and Saturday. The main concern of most riders is the lack of direct alternative service in some areas, and inconvenient connections in

others. Residents of Watts, in particular, were concerned that if both this line and Line 612 were abandoned they would have no service on Sundays to get to church since the City Dash does not operate on that day. The Southern California Transit Advocates suggested an alternative proposal whereby Metro could combine this line and Line 665, keeping only the most productive segments of both.

Line 102

A total of six respondents commented on this proposal, half of which opposed the plan. Those opposing the change felt the alternative lines underlying portions of the route would be inconvenient to use and force several transfers. Suggestions were received to have Metro or the City Dash operate the line only between Baldwin Village (La Brea) and USC.

Line 105

Five responses were received on the proposal to cancel the special peak hour only trips on weekdays east of Santa Fe Ave. Two respondents supported this change and three others opposed it citing the need to transfer where they now have a direct trip.

Line 26-51

Four responses were received on this proposal. Of this total three persons supported the staff proposal to operate two-way service on Avalon Blvd. during the Owl Period. One person opposed the change because they would be forced to walk to Central Ave to reach their destination.

Line 705

Three comments were received on this proposal. The Southern California Transit Advocates supported the staff proposal. Two respondents suggested other changes such as adding a stop at Olympic Blvd. and La Cienega Blvd; and eliminating the La Cienega segment of the route due to low ridership.

Line 753 (Line 53/350)

This proposal involves restructuring local line 53 and limited-stop line 350 as a prerequisite to operating new Rapid Line 753. As a secondary change, the one-way Owl service currently operated on local Line 53 (Central Ave.) is proposed to be cancelled, and its resources reallocated to Line 51 (Avalon Blvd.) in order to operate two-way service along that higher-demand corridor.

Overall, the restructuring plan received some support, including endorsements from the Southern California Transit Advocates and the Gateway Cities Council of Governments relative to the operation of new Rapid Bus Line 753. Two other respondents thought the Rapid bus should continue all the way to California State University at Dominguez Hills. Two more thought local Line 53 should continue to serve Avalon Station and not be diverted to Imperial Station. The change to the Owl service received three comments, one supporting the change and two opposed to it.

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 D 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.

Parts 2 and 3 of the Revised Service Plan concern proposed changes to lines managed by the South Bay and San Gabriel Valley Sectors that operate portions of their routes in the Gateway Cities Sector. The Gateway Cities Governance Council is requested to *support* the current staff recommendations for these lines. It is important to point out these recommendations were jointly developed by staff to ensure future coordination, and address issues expressed by the Gateway Cities Council.

The recommended Revised Service Plan is summarized below. Additional details can be found in Attachment D. Route maps for lines to be modified under Part 1 are illustrated in Attachment F.

PART 1: LINES MANAGED BY GATEWAY CITIES SECTOR

Proposals Recommended To Be Modified To Reflect Public Input

Line 102.....Maintain route and frequency on Sunday, reduce span of service.

Line 121.....Maintain route on Sunday, reduce headway to hourly and shorten span of service.

Line 265.....Maintain route and frequency on Sunday, reduce span of service.

Line 612.....Maintain route on Sunday, reduce headway to hourly and shorten span of service.

Proposals Recommended To Be Approved Conditionally

Line 62.....Abandon route segment south of Rosecrans Ave., subject to formal commitment by Norwalk Transit to provide alternative service to Hawaiian Gardens. Norwalk Transit has expressed an interest in assuming service on this segment of Line 62 line should MTA abandon it. Norwalk Line 2 was mentioned as a candidate line to be modified to operate over the discontinued route of Line 62. Norwalk Line 2 currently operates service over a portion of Metro Line 62 between Norwalk and Cerritos.

Proposals Recommended To Be Approved As Originally Proposed

- Line 26-51.....Implement two-way Owl Service on Avalon Blvd.
- Line 53.....Restructure service as part of start-up of new Rapid Bus Line 753. Local Line 53 to serve Imperial Station enroute to California State University at Dominguez Hills. Cancel one-way Owl service on Central Av.
- Line 60.....Discontinue late night Owl trips south of Artesia Blvd. to Long Beach, and west of Long Beach Blvd. to Compton.
- Line 127.....Abandon line due to low productivity
- Line 254.....Abandon line due to low productivity
- Line 350.....Cancel limited line and incorporate resources into new Line 753.
- Line 705.....Increase headways and span of service on existing line, and eliminate special peak hour trips east of Santa Fe Ave.
- Line 753.....Implement new Rapid Bus Line 753 along Central Ave on weekdays.

PART 2: LINES MANAGED BY SAN GABRIEL VALLEY SECTOR

Proposals Recommended To Be Modified (Support Only)

- Line 258.....Withdraw original proposal and maintain current route to the City of Paramount.
- Line 762.....Modify original proposal and extend route to serve the Artesia Metro Blue Line Station in Compton.

PART 3: LINES MANAGED BY SOUTH BAY SECTOR

Proposals Recommended To Be Modified (Support Only)

- Line 110.....Retain current route east of Garfield Ave in the City of Bell Gardens in lieu of cancelling route segment.
- Line 120.....Reduce service frequency and span on Sunday in lieu of canceling service.

Proposals Recommended To Be Approved As Originally Proposed

- Line 115.....Restructure service as originally proposed.
- Line 315.....Cancel service and reinvest resources into new Rapid Line 753.
- Line 711.....Cancel Saturday and Sunday service due to low productivity.
- Line 715.....Implement new Central Ave Rapid Bus

IMPACT STATEMENT

The following impact statement is based on the Revised Service Plan (RSP), which was developed from public comment and other considerations. The lines included in Part 1 of the Revised Service Program are directly managed by the Gateway Cities Sector.

Analysis of the operating data for these lines indicate that over 86,000 riders utilize these services on weekdays, over 50,000 on Saturdays, and over 36,000 on Sundays. The number of riders affected by the Revised Service Plan is estimated at 3,100 weekday riders, 1,300 riders on Saturday, and 1,900 riders on Sunday. This equates to about 4% of the total weekday ridership, 3 % of the Saturday ridership and 5% of the Sunday ridership, respectively

It is estimated about 1,900 weekday riders, 1,100 Saturday riders and 600 Sunday riders will need to transfer to another line or another operator's line as a result of these bus line modifications. Transfer wait times would be minimal, however, estimated to range about 15 minutes on average.

Customers may also need to walk further to access bus service than they do today. It is estimated that 700 riders on weekdays, 50 on Saturday and 30 on Sunday fall into this category. The required walk ranges from about one tenth of a mile up to 0.6 mile. Most, however, fall within .25 mile walk distance with the longest walk distance being the abandonment of Line 127 where customers in some segments will have to walk as far as 0.6 miles to catch Line 266 on Lakewood Blvd.

Some customers may also experience a longer wait between buses than they do today. Based on an analysis of the data, it is estimated that 500 riders on weekdays, 100 riders on Saturday, and 1300 riders on Sunday are potentially affected by having to wait longer for their bus. The wait time is estimated to be approximately 15-30 minutes.

Where municipal operators are planning to assume abandoned segments of lines, these operators charge lower fares than Metro. Customers riding Metro and a 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 Plan it is important to note the expansion of the Rapid Bus Program will improve travel for many riders and residents within the Gateway Cities Sector. The public benefit is realized through access to higher service levels than are provided today along Central Ave (new Rapid Line 750), and along Vernon Ave. and La Cienega Blvd (enhanced Rapid Line 705). Nearly 7,000 existing riders are estimated to directly benefit from the higher service levels proposed to be operated along those corridors.

In addition, customers may realize up to a 25 percent reduction in their travel times as a result of the rapid bus operations planned for those corridors, and along the Atlantic Blvd. and Firestone Blvd corridors, proposed to be served by new Rapid Bus Lines 762 and

715, respectively. Collectively, the reduced travel time and access to higher levels of bus service will benefit many more riders than those potentially affected by other elements of the program, creating incentives to attract new riders to use public transit in Los Angeles.

Attachment E provides additional details on the estimated impacts of the Revised Service Plan.

NEXT STEPS

With approval from the Governance Council, staff will begin preparations to implement the recommended service changes on Sunday, June 29, 2008. Tier 1 changes must also be approved by the Metro Board of Directors. Tier 1 lines under the control of the Gateway Cities Sector are existing Lines 26-51, 53, 60, 350, 705 and new Rapid Line 753.

ATTACHMENTS

Attachment A: Public Hearing Notice

Attachment B: Overview of Public Response to June Proposals

Attachment C: Summary Public Comment & Staff Response

Attachment D: Revised Service Plan

Attachment E: Estimated Passenger Impacts

Attachment F: Line Maps

Attachment G: Reprogramming of Hours to Comply with CD's New Service Plan

Prepared by: Alex Clifford, General Manager, Metro Gateway Cities Service Sector
Hassan Fakhro, Service Development Manager
Michael Sieckert, Planning Manager



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ATTACHMENT A

NOTICE OF PUBLIC HEARING

Los Angeles County Metropolitan Transportation Authority

The Los Angeles County Metropolitan Transportation Authority will hold seven public hearings in February 2008 to receive community input on proposed modifications to Metro’s bus services. Approved changes will become effective June 2008 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 Metro’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 of the public transportation system through a better use of limited resources. The public can attend any of these hearings and comment on proposals of interest to them.

METRO SAN GABRIEL VALLEY SECTOR

LINE	LINE NAME	PROPOSED SERVICE CHANGE
175	Silverlake-Hollywood via Fountain & Hyperion	Service to be canceled due to low productivity
177	Pasadena-JPL via Walnut & 210 Fwy	Service to be canceled due to low ridership
201	Glendale-Koreatown via Silverlake & Vermont	Cancel Saturday and Sunday service due to low ridership. During weekdays cancel service south of Vermont & 1 st St due to excessive service duplication, and improve service levels on remaining route
256	Altadena-Commerce via Hill & Eastern	Service to be canceled due to low productivity
258	Alhambra-Paramount via Fremont & Eastern	Cancel service south of Garfield & Imperial due to low ridership
361	Pasadena-Artesia Blue Line Station Limited	Limited-stop service to be incorporated into new Rapid Bus Line 762
620	Boyle Heights Shuttle	Service to be canceled due to low productivity
New 762	Pasadena-Maywood via Fair Oaks & Atlantic Metro Rapid	New weekday and Saturday Rapid Bus service along the route of Line 260 between Fair Oaks /Colorado & Atlantic/Imperial
770	El Monte-Downtown LA via Garvey Av & Chavez Av Metro Rapid	New Rapid Bus service on Saturday. Also improved service levels to be operated on weekdays

Metro Public Hearing Notice (Continued)

METRO SAN FERNANDO VALLEY SECTOR

LINE	LINE NAME	PROPOSED SERVICE CHANGE
92	Downtown LA-Burbank Station via Glendale Av, Glenoaks Bl	Shorten southern terminal at Vignes St and Cesar Chavez Av.
94	Downtown LA-Sun Valley via San Fernando Rd	Extend northern route to Olive View Hospital to replace canceled segment of Line 394; Shorten southern terminal at Vignes St and Cesar Chavez Av. Reallocate trips to new Rapid Line 794.
154	Tarzana-Burbank Station via Oxnard St, Burbank Bl	Cancel service due to low productivity.
155	Universal City Station-Burbank Station via Riverside Dr, Alameda Av	Cancel service due to low productivity. Alternatives provided by Line 96.
156	Van Nuys-North Hollywood-Hollywood	Reduce service frequency to improve productivity. No change in Line 656 Owl service.
163	West Hills-Hollywood via Sherman Way, Hollywood Way	Restructure into two separate lines at Vineland Av and San Fernando Rd; Operate Sherman Way segment as Line 163 and Hollywood Way segment as new Line 222; no change to Line 363.
168	Chatsworth Station-San Fernando via Lassen St, Paxton St	Cancel service due to low productivity.
183	Sherman Oaks-Glendale via Magnolia Bl	Shorten eastern terminal at First and Angeleno in Downtown Burbank to improve productivity. Alternatives include Line 94 & Glendale Bee Line.
New 222	Sun Valley-Hollywood via Hollywood Way, Barham Bl	Replace canceled segment of Line 163 between Sun Valley and Hollywood and reduce service.
224	Sylmar-Universal City Station via Fernando Rd, Lankershim Bl	Reallocate trips to new Rapid Line 724.
237	Encino-Sherman Oaks via Balboa Bl, Woodley Av (Branch route of Line 236)	Cancel weekday midday service along Woodley Av to improve productivity.
394	Downtown LA-Sylmar Station via San Fernando Rd (Branch route of Line 94)	Cancel service and reallocate trips to new Line 794; Replace segment between Sun Valley and Sylmar Station with extension of local Line 94.
634	Sylmar Station-Mission College via Hubbard St	Cancel service due to low productivity. Alternatives include Lines 92 and 234.
New 724	Sylmar-North Hollywood Station via San Fernando Rd, Lankershim Bl Metro Rapid	New Rapid between Sylmar Station and North Hollywood Station (weekdays only) operating via San Fernando Rd and Lankershim Bl.
New 794	San Fernando Rd South Metro Rapid	Option 1 -New Rapid from Downtown LA to Downtown Burbank operating primarily via San Fernando Rd and Brand Bl, or Option 2 -New Rapid from Downtown LA to Sun Valley operating primarily via San Fernando Rd. South terminal of Line 794 to be located at Vignes St and Cesar Chavez Av under Options 1 or 2.

Metro Public Hearing Notice (Continued)

METRO GATEWAY CITIES SECTOR

LINE	LINE NAME	PROPOSED SERVICE CHANGE
26-51	Hollywood-Compton-Artesia Transit Center via Avalon BI	Consolidate Owl trips on Avalon BI & San Pedro St to provide two-way service, and remove one-way Owl trips from Central Av.
53	Downtown LA - CSU Dominguez Hills via Central Av	Restructure line in conjunction with start-up of new Rapid Bus Line 753 along Central Av. Route to be modified to serve Imperial Station and removed from Avalon Station. Line will continue to serve CSDH college. Cancel one-way Owl service on Central Av and consolidate trips on Avalon BI & San Pedro St.
60	Downtown LA - Artesia Station via Long Beach BI	Owl service south of Artesia BI to downtown Long Beach, and west of Long Beach BI to Compton Station to be canceled due to low ridership.
62	Downtown LA - Hawaiian Gardens via Telegraph Rd	Service south of Rosecrans to Hawaiian Gardens to be canceled due to low ridership. Norwalk Transit may assume discontinued segment to Cerritos and including service to Hawaiian Gardens.
102	Baldwin Village-South Gate via Coliseum St	Cancel Sunday service due to low productivity.
105	W Hollywood - Vernon via La Cienega BI - Vernon Av	Cancel route segment east of Pacific BI due to duplication with Line 611.
121	Imperial Station - Whittwood Mall via Imperial Hwy	Cancel Sunday service due to low productivity.
127	Compton Station - Downey via Compton BI & Somerset BI	Cancel service due to low productivity.
254	Boyle Heights-103 rd St Station via Lorena St- Boyle Av	Cancel service due to low productivity & excessive service duplication. Portions of existing route now served by other transit operators/lines.
265	Pico Rivera - Lakewood Center Mall via Paramount BI	Cancel Sunday service due to low productivity.
350	South Central Av. - Limited - Branch Of Line 53	Reallocate trips to new Rapid Line 753.
612	South Gate Shuttle	Cancel Sunday service due to low productivity.
705	W. Hollywood -Vernon via La Cienega BI - Vernon Av Metro Rapid	Improve frequency and span of service as required by Consent Decree.
NEW 753	Central Av Metro Rapid	Establish new Rapid Bus line along the route of local Line 53. New line to operate Monday thru Friday. South terminal to be located at Imperial Station in Willowbrook

METRO SOUTH BAY SECTOR

LINE	LINE NAME	PROPOSED SERVICE CHANGE
108/358	Marina Del Rey - City of Commerce via Slauson Av	Cancel service west of Fox Hills Transit Center to Marina del Rey, alternatives include Culver City 2, Big Blue Bus 14, and Metro Line 110
110	Playa Vista - Bell Gardens via Jefferson Bl & Gage Av	Extend route from Playa Vista to southern Marina del Rey; cancel service east of Garfield Av, alternative service provided by Bell Gardens Trolley
115/315	Playa Del Rey - Norwalk via Manchester Av & Firestone Bl	Cancel Line 315 and replace with new Line 715; reduce service frequency on Line 115
120	Aviation/LAX Station - Rosa Parks Station via Imperial Hwy	Cancel Sunday service, alternatives include the Metro Green Line and Line 117 on Century
124	El Segundo - Rosa Parks Station via El Segundo Bl	Cancel service, alternatives include Line 125 on Rosecrans and the Metro Green Line
126	Manhattan Beach - Hawthorne Station - El Camino College	Cancel service, alternatives include Line 125 on Rosecrans, Line 210 on Crenshaw, and Line 40 on Hawthorne
202	Willowbrook-Compton-Wilmington via Willowbrook Av	Cancel service, alternatives include the Metro Blue Line, Line 205 on Wilmington Av, the Hahn Trolley, and Compton Renaissance
209	Wilshire/Western Station - Gardena via Van Ness Av.	Cancel service, alternatives include Line 210 on Crenshaw Bl and Line 207 on Western Av
211/215	Inglewood - South Bay Galleria via Prairie Av. and Inglewood Av	Cancel service, alternatives include Line 40 on Hawthorne Bl and Lines 212/312 on Prairie Av
439	L.A. Union Station – LAX Transit Center Express via I-110 Fwy.	Cancel midday and weekend service, alternatives include Lines 42 and 110 in Ladera and Culver City 6 on Sepulveda
444	Downtown L.A -West Torrance-Rolling Hills-Rancho Palos Verdes Express	Cancel midday service and weekend service north of Artesia Transit Center, to be replaced with expanded Line 450X
445	Downtown L.A. -San Pedro-via Harbor Transitway Express	Cancel midday service and weekend service north of Artesia Transit Center, to be replaced with expanded Line 450X
450X	Downtown L.A. - Artesia Transit Center Express	Expand service to operate during midday and weekends north of Artesia Transit Center to downtown LA
608	Crenshaw Connection	Cancel service, alternatives include Lines 40, 42, 105, 206, and Community DASH

Metro Public Hearing Notice (Continued)

LINE	LINE NAME	PROPOSED SERVICE CHANGE
626	LAX Transit Center - EL Segundo Employment Center	Cancel service, alternatives include Line 232 on Sepulveda and multiple carriers between Aviation/LAX Station and LAX City Bus Center
711	Florence Metro Rapid	Cancel weekend service, alternative is Line 111 on Florence Av
New 715	Manchester – Firestone Metro Rapid	New Rapid service from LAX City Bus Center to Firestone & Atlantic in South Gate
940	Hawthorne Rapid Express	Cancel service, alternative is Line 740 Hawthorne Metro Rapid

METRO WESTSIDE / CENTRAL SECTOR

LINE	LINE NAME	PROPOSED SERVICE CHANGE
10	Downtown LA -West Hollywood via Temple St & Melrose Av	Cancel late night and Owl service. Propose service to operate from 4:00am to 11:00pm.
14	Downtown LA - Beverly Hills via Beverly Bl	Cancel late night and Owl service. Propose service to operate from 4:00am to 11:00pm.
37	Downtown LA –Fairfax-Washington via Adams Bl	Cancel late night and Owl service. Propose service to operate from 4:00am to 11:00pm.
38	Downtown LA –Fairfax-Washington via Jefferson Bl	Cancel late night and Owl service. Propose service to operate from 4:00am to 11:00pm.
220	West Hollywood - Culver City via Robertson Bl	Cancel service due to low ridership.
330	Pico/Rimpau - Monterey Park via Pico Bl & East 1st St	Replace service on Line 330 with new Metro Rapid Line 730.
NEW 730	Downtown LA - Pico/Rimpau via Pico Bl Metro Rapid	Implement new Rapid service from Downtown LA to Pico/Rimpau

Additional details about these proposals will be available for public review after January 14, 2008. 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 these proposals. Persons unable to attend the hearings may submit written testimony postmarked through February 14, 2008, the close of the public record.

Metro Public Hearing Notice (Continued)

All written testimony sent via U.S. Mail should be addressed to:

**Metro Customer Relations
One Gateway Plaza, 99PL4
Los Angeles, CA 90012-2932
Attn: June 2008 Service Changes**

Comments sent via e-mail should be addressed attention “**June 2008 Service Changes**”, and sent to:

customerrelations@metro.net

Comments via FAX should be addressed as above and sent to: **213-922-6988**.

SCHEDULED PUBLIC HEARINGS

SAN FERNANDO VALLEY SECTOR

February 6, 2008, 6:30 PM

Marvin Braude Constituent Service Center
6262 Van Nuys Bl.
Van Nuys

GATEWAY CITIES SECTOR

February 12, 2008, 6 PM

Girls Club House Recreation Ctr
4940 Southern Av (So Gate Park)
South Gate

SOUTH BAY SECTOR

February 6, 2008, 6:00 PM

Carson Community Center
801 Carson St
Carson

WESTSIDE/CENTRAL SECTOR

February 13, 2008, 5 PM

La Cienega Tennis Center
325 So. La Cienega Bl
Beverly Hills

METRO HEADQUARTERS (All Sectors)

February 9, 2008, 10 AM

Metro Board Room, 3rd Floor
One Gateway Plaza
Los Angeles

GATEWAY CITIES SECTOR

February 14, 2008, 4 PM

The Gas Company
9240 Firestone Bl
Downey

SAN GABRIEL VALLEY SECTOR

February 11, 2008, 6 PM

San Gabriel Valley Sector Office
3449 Santa Anita Ave
3rd Floor Council Chambers
El Monte

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

OVERVIEW OF PUBLIC COMMENT ON JUNE 2008 SERVICE PROPOSALS

LINE	LINE NAME	PROPOSED SERVICE CHANGE	TOTAL RESPONSE					
			SUPPORT	OPPOSE	CONDITIONAL	OTHER	TOTAL	PERCENT
26-51 Owl	Hollywood-Compton-Artesia Transit Center via Avalon Bl	Consolidate Owl trips on Avalon Bl & San Pedro St to provide two-way service, and remove one-way Owl trips from Central Av.	3	1	0	0	4	4%
53	Downtown LA - CSU Dominguez Hills via Central Av	Restructure line in conjunction with start-up of new Rapid Bus Line 753 along Central Av. Route to be modified to serve Imperial Station and removed from Avalon Station. Line will continue to serve CSDH college.	1	2	0	1	4	4%
53 Owl	Downtown LA - CSU Dominguez Hills via Central Av	Cancel one-way Owl service on Central Av and consolidate trips on Avalon Bl & San Pedro St.	1	2	0	0	3	3%
60 Owl	Downtown LA - Artesia Station via Long Beach Bl	Owl service south of Artesia Bl to downtown Long Beach, and west of Long Beach Bl to Compton Station to be canceled due to low ridership.	0	10	1	1	12	11%
62	Downtown LA - Hawaiian Gardens via Telegraph Rd	Service south of Rosecrans to Hawaiian Gardens to be abandoned due to low ridership. Norwalk Transit may assume abandoned segment to Cerritos and including service to Hawaiian Gardens.	0	4	4	5	13	12%
102	Baldwin Village-South Gate via Coliseum St	Cancel Sunday service due to low productivity.	1	3	0	2	6	5%

OVERVIEW OF PUBLIC COMMENT ON JUNE 2008 SERVICE PROPOSALS

LINE	LINE NAME	PROPOSED SERVICE CHANGE	TOTAL RESPONSE					
			SUPPORT	OPPOSE	CONDITIONAL	OTHER	TOTAL	PERCENT
105	W Hollywood - Vernon via La Cienega BI - Vernon Av	Cancel route segment east of Pacific BI due to duplication with Line 611.	2	3	0	0	5	4%
121	Imperial Station - Whittwood Mall via Imperial Hwy	Cancel Sunday service due to low productivity.	1	10	0	1	12	11%
127	Compton Station - Downey via Compton BI & Somerset BI	Abandon service due to low productivity.	1	8 (207*)	0	2	11	10%
254	Boyle Heights-103 rd St Station via Lorena St- Boyle Av	Abandon service due to low productivity & excessive service duplication. Portions of existing route now served by other transit operators/lines.	0	6 (75*)	0	2	8	7%
265	Pico Rivera - Lakewood Center Mall via Paramount BI	Cancel Sunday service due to low productivity.	1	6	0	2	9	8%
350	South Central Av. - Limited -Branch Of Line 53	Reallocate trips to new Rapid Line 753.	2	1	0	0	3	3%
612	South Gate Shuttle	Cancel Sunday service due to low productivity.	0	10 (75*)	0	4	14	12%

OVERVIEW OF PUBLIC COMMENT ON JUNE 2008 SERVICE PROPOSALS

LINE	LINE NAME	PROPOSED SERVICE CHANGE	TOTAL RESPONSE					
			SUPPORT	OPOSE	CONDITIONAL	OTHER	TOTAL	PERCENT
705	W. Hollywood -Vernon via La Cienega BI - Vernon Av Metro Rapid	Improve frequency and span of service as required by Consent Decree.	1	0	0	2	3	3%
New 753	Central Av Metro Rapid	Establish new Rapid Bus line along the route of local Line 53. New line to operate Monday thru Friday. South terminal to be located at Imperial Station in Willowbrook	2	1	0	2	5	4%
			16	67	5	24	112	100%
LEGEND			14%	60%	4%	22%	100%	
Asterisk....Denotes number of petitioners								

ATTACHMENT C
SUMMARY PUBLIC COMMENT & STAFF RESPONSE
FEBRUARY 2008 PUBLIC HEARINGS FOR JUNE 2008 SERVICE CHANGES

LINE	LINE NAME	PROPOSED CHANGE	PUBLIC COMMENT	STAFF RESPONSE / RECOMMENDATION
26-51 Owl	Hollywood-Compton-Artesia Transit Center via Avalon BI	Consolidate Owl trips on Avalon BI & San Pedro St to provide two-way service, and remove one-way Owl trips from Central Av.	Four respondents commented on this proposal. Three supported the consolidation of Owl service on Avalon BI, including SCTA .One person opposed the change because they would have to walk to Avalon BI to access the bus.	The consolidation of Owl service on Avalon BI will enable two-way travel along this heavily used corridor, replacing the one-way operation currently provided there. The distance between Avalon BI and Central Av is approximately one-half mile. The average walk distance for affected riders is about one-quarter mile or 1300 feet.
53	Downtown LA - CSU Dominguez Hills via Central Av	Restructure line in conjunction with start-up of new Rapid Bus Line 753 along Central Av. Route to be modified to serve Imperial Station and removed from Avalon Station. Line will continue to serve CSDH college.	Four comments were received on this proposal. SCTA and one other person opposed rerouting line to Imperial Station and want it to continue to serve Avalon Station.They feel that more resources are needed to serve Imperial Station than would be needed to serve Avalon Station. One other person supported the reroute to Imperial Station. One person suggested Line 53 continue to serve California State University at Dominquez Hills and Avalon Station, and establish a new branch route 54 to serve Imperial Station.	Line 53 is recommended to be rerouted to Imperial Station because it would increase connectivity by interfacing with ten other bus lines and both the Metro Blue and Green Line. There is no significant difference in resource utilization in serving either station. This line will continue to serve California State University at Dominquez Hills by way of Imperil Station and not Avalon Station. Staff does not recommend operating the suggested branch Line 54 to Imperial Station as the proposed reroute of Line 53 to this station will satisfy that demand. Other services will continue to serve Avalon Station, including Lines 48 and 51.
53 Owl	Downtown LA - CSU Dominguez Hills via Central Av	Cancel one-way Owl service on Central Av and consolidate trips on Avalon BI & San Pedro St.	Three respondents commented on this proposal. SCTA supported the Owl restructuring proposal. Two persons opposed the staff proposal due to the added walk distance needed to access the bus on Avalon BI.	The average walk distance for affected riders is about one-quarter mile or 1300 feet. Few riders are affected by having to walk as demostratred by the public comment. Overall, the net benefit to the riding public is greater by establishing two-way service on Avalon Blvd, the higer demand corridor, than on Central Ave.
60 Owl	Downtown LA - Artesia Station via Long Beach BI	Owl service south of Artesia BI to downtown Long Beach, and west of Long Beach BI to Compton Station to be canceled due to low ridership.	The COG wants to delay decision on canceling Owl service pending further analysis of impact on bus/train system. SCTA strongly opposes cancellation of Owl service, citing no alternative service, unfair impacts to transit dependent, and brokern Owl connections with OCTA in Long Beach. Nine persons opposed the elimination of the Owl service to Compton and Long Beach for similar reasons; one person suggested extending the 55 Owl Long Beach to provide replacement service for the 60 Owl.	Ridership on the Owl service south of Artesia Blvd is extremely light. The average load is estimated to be only 15 boardings per hour. While a few riders may benefit from using this late night service, it is not cost effective to operate and is recommended to be canceled next June.

**SUMMARY PUBLIC COMMENT & STAFF RESPONSE
FEBRUARY 2008 PUBLIC HEARINGS FOR JUNE 2008 SERVICE CHANGES**

LINE	LINE NAME	PROPOSED CHANGE	PUBLIC COMMENT	STAFF RESPONSE / RECOMMENDATION
62	Downtown LA - Hawaiian Gardens via Telegraph Rd	Service south of Rosecrans to Hawaiian Gardens to be abandoned due to low ridership. Norwalk Transit may assume abandoned segment to Cerritos and including service to Hawaiian Gardens.	Thirteen responses were received on this proposal. The COG and three individuals expressed conditional support for the change providing NTS agrees to provide similar service along the abandoned route segment. Four persons opposed the staff proposal to shorten the line because they would need to transfer. SCTA suggested the south terminal be located at Los Cerritos Mall rather than Rosecrans Ave to be consistent with Metro Connections. Three persons suggested that service levels be reduced if necessary instead of canceling line. Another person suggested possible routing concepts for NTS Line 2 as part of the takeover of Metro Line 62.	There is considerable service duplication on Norwalk Line 2 and Metro Line 62 between Norwalk and the Cerritos Mall. In addition, productivity on the route segment of Line 62 south of the Mall to Hawaiian Gardens is very light. Norwalk Transit has expressed an interest in assuming the entire segment should Metro decide to abandon it. The Norwalk City Council is considering a possible plan to assume operation of the segment. A public hearing has been scheduled for next month (April) to obtain public comment on the plan. Pending the outcome of the public hearing, Metro will submit written testimony into the record stating the proposed truncation of Line 62 cannot be approved unless Norwalk Transit agrees to operate the entire abandoned segment, including service to Hawaiian Gardens. Other suggestions such as reducing service and relocating the south terminal to Cerritos Mall are not recommended, because it would not resolve the duplication or performance issues.
102	Baldwin Village-South Gate via Coliseum St	Cancel Sunday service due to low productivity.	Six comments were received on this proposal. SCTA supported the staff proposal. Three others opposed this change because there is no convenient replacement service, which poses mobility problems for the disabled and elderly. One person suggested the route be shortened to operate from Baldwin Village to USC. Another person suggested Dash operate the current route instead of Metro.	Staff is recommending the original proposal for this line be modified to reflect public input. The revised proposal is to reduce the span of service on Sunday in lieu of cancellation. Few riders would be impacted since the route and bus stops would remain, but service span would be reduced.
105	W Hollywood - Vernon via La Cienega Bl - Vernon Av	Cancel route segment east of Pacific Bl due to duplication with Line 611.	SCTA and one other respondent supports the staff proposal; three persons opposed the proposal to cancel the special peak hour service on this line because they would need to transfer.	The cancellation of the special trips on this line will impact about 130 weekday boardings by requiring them to transfer. All of these riders will have direct access to Line 611, which operates about the same level of service as Line 105 in this area. Wait time is estimated to be about 15 minutes, however, this could be reduced to zero if they plan their trips more carefully.
121	Imperial Station - Whittwood Mall via Imperial Hwy	Cancel Sunday service due to low productivity.	Twelve responses were received on this proposal. Ten respondents opposed the elimination of Sunday service. Those opposed included the COG and SCTA. The main issue was the lack of replacement service. Most needed service to get to jobs, church and shopping centers. One person supported the staff proposal and one other suggested service be reduced instead of cancelled.	Staff is recommending the original proposal for this line be modified to reflect public input. The revised proposal is to reduce the frequency and span of service on Sunday in lieu of cancellation. Few riders would be impacted since the existing route and bus stops would remain but service would run less often. Shortening of the route is not recommended because it would impact more riders than the revised proposal now recommended.

**SUMMARY PUBLIC COMMENT & STAFF RESPONSE
FEBRUARY 2008 PUBLIC HEARINGS FOR JUNE 2008 SERVICE CHANGES**

LINE	LINE NAME	PROPOSED CHANGE	PUBLIC COMMENT	STAFF RESPONSE / RECOMMENDATION
127	Compton Station - Downey via Compton Bl & Somerset Bl	Abandon service due to low productivity.	Eleven responses were received from the public on this proposal. Eight of these opposed the staff proposal because no convenient alternative service is available to use. Most would need to walk to Rosecrans or Alondra and transfer in order to maintain their current travel pattern. Those opposed included the COG and two petitioners who submitted a petition with 207 signatures. One person supported the staff proposal. One respondent suggested NTS operate the service, or convert it to contract service to save costs. Another respondent suggested Metro keep the line and operate it every 30 minutes on weekdays and add new Saturday service.	Staff is recommending the original proposal for this line be approved without modification. The line is one of the least productive services in the system, averaging only 0.37 on the Performance Index. A passing mark under the Index is 1.0 and a marginal service is considered 0.60. Based on this information Line 127 is ranked 38% below the marginal or minimal acceptable performance. Alternative service is provided over portions of the existing route, however, some riders may want to consider new travel patterns, particularly if they need to travel a long distance. Line 128 and Line 125 operate on Alondra Ave and Rosecrans Blvd, respectively. Both serve the Compton Transit Center and serve neighboring Cities like Paramount, Bellflower and Downey.
254	Boyle Heights- 103 rd St Station via Lorena St- Boyle Av	Abandon service due to low productivity & excessive service duplication. Portions of existing route now served by other transit operators/lines.	This proposal generated eight responses from the public. Six of these respondents opposed the staff proposal. Those opposing the proposal included SCTA and two petitioners who submitted petitions containing 75 names, all opposing the abandonment of service. Their main concern was the lack of alternative service, which is needed to get to jobs, schools, hospitals and shopping. Some said it would be inconvenient to travel between South Central and East Los Angeles due to the forced transfers and walk that would be required by riders. SCTA suggested the line be combined with Line 665 and operated between CSLA and Firestone Blue Line Station- remaining segments of route to be eliminated. One person suggested service south of Olympic be eliminated and remaining portion of line rerouted to serve the Metro Gold Line with 30 minute headways.	Staff is recommending the original proposal for this line be approved without modification. The line is one of the least productive services in the system, averaging only 0.41 on the Performance Index. A passing mark under the Index is 1.0 and a marginal service is considered 0.60. Based on this information Line 254 is ranked 32% below the marginal or minimal acceptable performance. Alternative service is provided over portions of the existing route, however, impacted riders may want to consider new travel patterns, particularly if they need to travel a long distance. The suggestion to combine this line with Line 665 cannot be achieved due to contractual constraints with our labor unions. Similarly, the suggestion to restructure the route cannot be implemented without resulting in considerable and undesirable duplication on the north end of the route.
265	Pico Rivera - Lakewood Center Mall via Paramount Bl	Cancel Sunday service due to low productivity.	Nine comments were received on this proposal. SCTA supported the staff proposal; six persons opposed the cancellation of Sunday service citing lack of replacement service. One person suggested the line be transferred to either Montebello or Norwalk Transit. Another respondent suggested operating reduced service in lieu of cancellation..	Staff is recommending the original proposal for this line be modified to reflect public input. The revised proposal is to reduce the span of service on Sunday in lieu of cancellation. Few riders would be impacted since the existing route and bus stops would remain, but service span would be reduced. Shortening of the route is not recommended because it would impact more riders than the revised proposal now recommended.

**SUMMARY PUBLIC COMMENT & STAFF RESPONSE
FEBRUARY 2008 PUBLIC HEARINGS FOR JUNE 2008 SERVICE CHANGES**

LINE	LINE NAME	PROPOSED CHANGE	PUBLIC COMMENT	STAFF RESPONSE / RECOMMENDATION
350	South Central Av. - Limited -Branch Of Line 53	Reallocate trips to new Rapid Line 753.	SCTA and one other respondent supported the staff proposal; one person opposed the reallocation of resources and thought limited service should be kept.	Staff is recommending the original proposal for this line be approved. Resources from this line will be relocated to new Rapid Line 753. The introduction of Rapid Bus Line 753 along Central Av will be an immediate benefit for existing patrons traveling along this corridor, and will attract new riders to use transit.
612	South Gate Shuttle	Cancel Sunday service due to low productivity.	Fourteen responses were noted for this proposal. Ten of these opposed the staff proposal. Those opposed included SCTA, the COG and eight individuals. Two of the latter respondents submitted petitions containing 75 names opposing this change. The main objection was the lack of direct replacement service needed to get to jobs, shopping, and especially church since Dash does not run on Sundays. Most felt this change would unfairly impact the transit dependent. SCTA suggested a bi-directional, non-loop route be operated on Sunday. The route would operate between Santa Fe Ave/Palm Pl and Long Beach Green Line Station via the Florence Ave-Otis St routing. Three others requested the original route of Line 612 be reinstated so that connections can be made with Lines 111, 115, 117 and the Metro Blue Line.	Staff is recommending the original proposal for this line be modified to reflect public input. The revised proposal is to reduce the frequency and span of service on Sunday in lieu of cancellation. Few riders would be impacted since the existing route and bus stops would remain, but service would run less often. Modifying the route is not recommended at this time, because it would impact more riders than the revised proposal now recommended. The suggestions to change and/or reinstate the route will be kept on file and may be given further consideration in the future should there be a need to do so.
705	W. Hollywood - Vernon via La Cienega Bl - Vernon Av Metro Rapid	Improve frequency and span of service as required by Consent Decree.	SCTA supports the staff proposal; one person suggested that service be cancelled on La Cienega Bl because of low ridership. One person suggested Metro add a new rapid stop on this line at Olympic Bl and La Cienega Bl.	Staff is recommending the original proposal for this line be approved. Added frequency and span of service is required in order to bring this line into full compliance with the Consent Decree. The added service will benefit all riders by providing increased access to transit and create new incentives to attract new riders. The suggestion to eliminate service on La Cienega due to low ridership is unfounded and is not recommended. The suggestion to add a new stop on this line will be given further consideration if it meets certain technical criteria which is mandated under the Rapid Bus Program.

**SUMMARY PUBLIC COMMENT & STAFF RESPONSE
FEBRUARY 2008 PUBLIC HEARINGS FOR JUNE 2008 SERVICE CHANGES**

LINE	LINE NAME	PROPOSED CHANGE	PUBLIC COMMENT	STAFF RESPONSE / RECOMMENDATION
New 753	Central Av Metro Rapid	Establish new Rapid Bus line along the route of local Line 53. New line to operate Monday thru Friday. South terminal to be located at Imperial Station in Willowbrook	Five responses were received on this proposal. Both SCTA and the COG supported the staff proposal; two persons suggested extending the route to California State University at Dominguez Hills like local Line 53; one person opposed this new line stating that Avalon Bl is a better corridor for rapid bus than Central Ave.	Staff is recommending the original proposal for this line be approved. This new Rapid Bus Line will improve the frequency, span and speed of service in the corridor, and is required to be implemented under the Consent Decree. The added service will benefit all riders by providing increased access to transit and create new incentives to attract new riders. The extension of the route to the university is not recommended because of added operating costs. The comment relative to Avalon Blvd being a higher demand corridor is mute as Central Ave was selected as the test corridor to operate this new service in the Master Plan adopted by the Metro Board of Directors in 2002 and later ratified in the Consent Decree's New Service Plan.

MISCELLANEOUS COMMENTS

		ISSUE	PUBLIC COMMENT	STAFF RESPONSE
n/a	n/a	Environmental Impact Statement	One person stated the proposed changes in bus service require that a formal environmental impact study be undertaken before major changes in bus service can be approved by Metro.	The California Environmental Quality Act (CEQA) does not require a detailed analysis of changes in bus service unless the service program is part of larger project involving major construction activities. An example would be the proposed construction of a new rail line and its associated rail stations. The proposed June 2008 service program is not part of a larger construction project. Hence, it is not subject to a formal environmental review process. The Impact Statement associated with this report is a general assessment of the impacts of the Revised Service Plan. The Statement complies with Metro's Public Hearing Policy and federal guidelines as it applies to public involvement in decisions affecting the bus system.
n/a	n/a	Title VI	One person stated the proposed changes violate Title VI regulations	The Revised Service Plan does not unfairly impact the transit dependent population. The changes are widespread, and public input helped shape the final recommendations.

LEGEND

Asterisk....Denotes number of petitioners

SCTA.....Southern California Transit Advocates

COG.....Council of Governments (Gateway Cities)

NTS.....Norwalk Transit System

ATTACHMENT D

RECOMMENDED REVISED SERVICE PLAN JUNE 2008

PART 1: LINES MANAGED BY GATEWAY CITIES SECTOR

Line 26-51

Original Proposal:

Consolidate Owl trips on Avalon Bl & San Pedro St to provide two-way service, and remove one-way Owl trips from Central Av.

Current Proposal:

Implement original proposal

Line 53

Original Proposal:

Restructure line in conjunction with start-up of new Rapid Bus Line 753 along Central Av. Route to be modified to serve Imperial Station and removed from Avalon Station. Line will continue to serve CSDH college. Cancel one-way Owl service on Central Av and consolidate trips on Avalon Bl & San Pedro St.

Current Proposal:

Implement original proposal

Line 60

Original Proposal:

Owl service south of Artesia Bl to downtown Long Beach, and west of Long Beach Bl to Compton Station to be canceled due to low ridership.

Current Proposal:

Implement original proposal

Line 62

Original Proposal:

Service south of Rosecrans to Hawaiian Gardens to be abandoned due to low ridership. Norwalk Transit may assume abandoned segment to Cerritos and including service to Hawaiian Gardens.

Current Proposal:

Conditionally approve the original proposal subject to receipt of formal commitment from Norwalk Transit to provide alternative service over the abandoned segment of Line 62 to Hawaiian Gardens.

Line 102

Original Proposal:

Cancel Sunday service due to low productivity.

Current Proposal:

Maintain route on Sunday, reduce headway to hourly and shorten span of service.

Line 105

Original Proposal:

Cancel special rush hour trips on route segment east of Pacific Bl due to duplication with Line 611.

Current Proposal:

Implement original proposal

Line 121

Original Proposal:

Cancel Sunday service due to low productivity.

Current Proposal

Maintain route on Sunday, reduce headway to hourly and shorten span of service.

Line 127

Original Proposal:

Abandon service due to low productivity.

Current Proposal

Implement original proposal

Line 254

Original Proposal:

Abandon service due to low productivity & excessive service duplication. Portions of existing route now served by other transit operators/lines.

Current Proposal:

Implement original proposal

Line 265

Original Proposal:

Cancel Sunday service due to low productivity.

Current Proposal:

Maintain route on Sunday, reduce headway to hourly and shorten span of service.

Line 350

Original Proposal:

Reallocate trips to new Rapid Line 753.

Current Proposal:

Implement original proposal

Line 612

Original Proposal:

Cancel Sunday service due to low productivity.

Current Proposal:

Maintain route on Sunday, reduce headway to hourly and shorten span of service.

Line 705

Original Proposal:

Improve frequency and span of service as required by Consent Decree.

Current Proposal:

Implement original proposal

Line 753

Original Proposal:

Establish new Rapid Bus line along the route of local Line 53. New line to operate Monday thru Friday. South terminal to be located at Imperial Station in Willowbrook.

Current Proposal:

Implement original proposal

PART 2: LINES MANAGED BY SAN GABRIEL VALLEY SECTOR

Proposals Recommended To Be Modified (*Support Only*)

Line 258.....Withdraw original proposal and maintain current route to the City of Paramount.

Line 762.....Modify original proposal and extend route to serve the Artesia Metro Blue Line Station in Compton.

PART 3: LINES MANAGED BY SOUTH BAY SECTOR

Proposals Recommended To Be Modified (*Support Only*)

- Line 110.....Retain current route east of Garfield Ave in the City of Bell Gardens in lieu of cancelling route segment.
- Line 120.....Reduce service frequency and span on Sunday in lieu of canceling service.

Proposals Recommended To Be Approved As Originally Proposed

- Line 115.....Restructure service as originally proposed.
- Line 315.....Cancel service and reinvest resources into new Rapid Line 753.
- Line 711.....Cancel Saturday and Sunday service due to low productivity.
- Line 715.....Implement new Central Ave Rapid Bus

ATTACHMENT E

ESTIMATED IMPACTS OF REVISED SERVICE PROGRAM FOR JUNE 2008																		
Ridership and performance data from 1st Qtr FY08				Existing Line Total Ridership				Estimated Ridership Impacts				Line Performance Data			Service Hour Data			
Line	Line Name	Tier	Proposal	DA	Sat.	Sun.	Annual	DA	Sat.	Sun.	Nature of Impacts	Performance Index*	Psgrs. / Rev. Hr.	Subsidy / Boarding	Annual RSH (Before)	Annual RSH (After)	Difference	Net Change in Cost (Note)
26-51 Owl	Hollywood-Compton-Artesia Transit Center via Avalon BI	1	Consolidate Owl trips on Avalon BI & San Pedro St to provide two-way service, and remove one-way Owl trips from Central Av.	27,533	22,630	14,186	9,020,463	53	43	27	Walk (up to 1/2 mile)	1.08	65	1.90	140,264	no chg	0	no chg
53	Downtown LA - CSU Dominguez Hills via Central Av	1	Restructure line in conjunction with start-up of new Rapid Bus Line 753 along Central Av. Route to be modified to serve Imperial Station and removed from Avalon Station. Line will continue to serve CSDH college.	13,287	8,947	5,820	4,190,989	386	268	175	Transfer	0.92	55	2.20	76,769	62,769	-14,000	-\$980,000
60 Owl	Downtown LA - Artesia Station via Long Beach BI	1	Owl service south of Artesia BI to downtown Long Beach, and west of Long Beach BI to Compton Station to be canceled due to low ridership.	20,208	16,415	10,553	6,618,949	145	118	76	Adjust travel time (up to +/- 2 hrs)	1.08	63	1.90	104,852	102,297	-2,555	-\$178,850
62	Downtown LA - Hawaiian Gardens via Telegraph Rd	2	Service south of Rosecrans to Hawaiian Gardens to be abandoned due to low ridership. Norwalk Transit may assume abandoned segment to Cerritos and including service to Hawaiian Gardens.	4,381	2,077	1,643	1,320,453	600	500	400	Transfer (NTS 2)	0.68	30	4.00	44,336	37,641	-6,695	-\$468,650

ESTIMATED IMPACTS OF REVISED SERVICE PROGRAM FOR JUNE 2008

Ridership and performance data from 1st Qtr FY08

Line	Line Name	Tier	Proposal	Existing Line Total Ridership				Estimated Ridership Impacts				Line Performance Data			Service Hour Data			
				DA	Sat.	Sun.	Annual	DA	Sat.	Sun.	Nature of Impacts	Performance Index*	Psgs. / Rev. Hr.	Subsidy / Boarding	Annual RSH (Before)	Annual RSH (After)	Difference	Net Change in Cost (Note)
102	Baldwin Village-South Gate via Coliseum St	2	Cancel Sunday service due to low productivity.	n/a	n/a	1,061	61,538	n/a	n/a	100	Transfer (Line 38, 40, 111, 251) or Walk (up to 1/2 mile)	0.53	32	3.70	19,319	16,767	-2,552	-\$178,640
105	W Hollywood - Vernon via La Cienega Bl - Vernon Av	1	Cancel route segment east of Pacific Bl due to duplication with Line 611.	11,678	n/a	n/a	2,977,890	130	n/a	n/a	Transfer (Line 611)	1.06	62	1.90	65,767	no chg	0	no chg
121	Imperial Station - Whittwood Mall via	2	Cancel Sunday service due to low productivity.	n/a	n/a	1,118	64,844	n/a	n/a	559	Transfer (NTS 1, 4, 9, MB 10) or Walk (up to 1 mile)	0.59	32	3.70	26,907	23,137	-3,770	-\$263,900
127	Compton Station - Downey via Compton Bl & Somerset Bl	3	Abandon service due to low productivity.	592	n/a	n/a	150,960	592	n/a	n/a	Transfer (Line 125, 128) or Walk (up to 1/2 mile)	0.37	22	5.40	6,707	6,707	-6,707	-\$469,490
254	Boyle Heights 103 rd St Station via Lorena St-Boyle Av	3	Abandon service due to low productivity & excessive service duplication. Portions of existing route now served by other transit operators/lines.	795	342	n/a	220,509	795	342	n/a	Transfer (Line 110, 117, 251, 605, DASH) or Walk (up to 1/2 mile)	0.41	22	3.10	6906 (Note 2)	6,906	-6,906	-\$483,420
265	Pico Rivera - Lakewood Center Mall via Paramount Bl	2	Cancel Sunday service due to low productivity.	n/a	n/a	650	37,700	n/a	n/a	130	Transfer (Line 266) or Walk (up to 1/2 mile)	0.55	30	4.1	18,703	15,986	-2,717	-\$190,190
350	South Central Av. - Limited - Branch Of Line 53	1	Reallocate trips to new Rapid Line 753.	720	n/a	n/a	183,600	360	n/a	n/a	see line 53	0.92	55	2.20	see line 53	see line 53	see line 53	see line 53

ESTIMATED IMPACTS OF REVISED SERVICE PROGRAM FOR JUNE 2008

Ridership and performance data from 1st Qtr FY08

Line	Line Name	Tier	Proposal	Existing Line Total Ridership				Estimated Ridership Impacts				Line Performance Data			Service Hour Data			
				DA	Sat.	Sun.	Annual	DA	Sat.	Sun.	Nature of Impacts	Performance Index*	Psgs. / Rev. Hr.	Subsidy / Boarding	Annual RSH (Before)	Annual RSH (After)	Difference	Net Change in Cost (Note)
612	South Gate Shuttle	3	Cancel Sunday service due to low productivity.	n/a	n/a	1,236	71,688	n/a	n/a	438	Transfer (Line 111, 260, MGL) or Walk (up to 1/2 mile)	0.61	21	5.60	27,051	22,991	-4,060	-\$284,200
705	W. Hollywood Vernon via La Cienega Bl - Vernon Av Metro Rapid	1	Improve frequency and span of service as required by Consent Decree.	7,523	n/a	n/a	1,918,365	4,513	n/a	n/a	Positive Impact	0.93	55	2.20	34,705	39,040	4,335	\$303,450
New 753	Central Av Metro Rapid	1	Establish new Rapid Bus line along the route of local Line 53. New line to operate Monday thru Friday. South terminal to be located at Imperial Station in Willowbrook	0	0	0	0	5310	n/a	n/a	Positive Impact	n/a	n/a	n/a	0	26,775	26,775	\$1,874,250

Source: 1st Qtr. FY 08 Line Performance Index

86,717	50,411	36,267	26,837,948	12,884	1,271	1,905
PROGRAM BASELINE				IMPACT	REVISED PROGRAM	
				Transfer	1,911	1,110
				Walk	645	43
				Wait	505	118
				Total	3,061	1,271

-18,852 -\$1,319,640

Note: Cost is based on marginal rate of 70/vsh

Note 2: Contract hours at 70% of Directly Operated

below 0.60 are considered poor performing lines.

ATTACHMENT F

REVISED SERVICE PLAN JUNE 2008: LINE MAPS

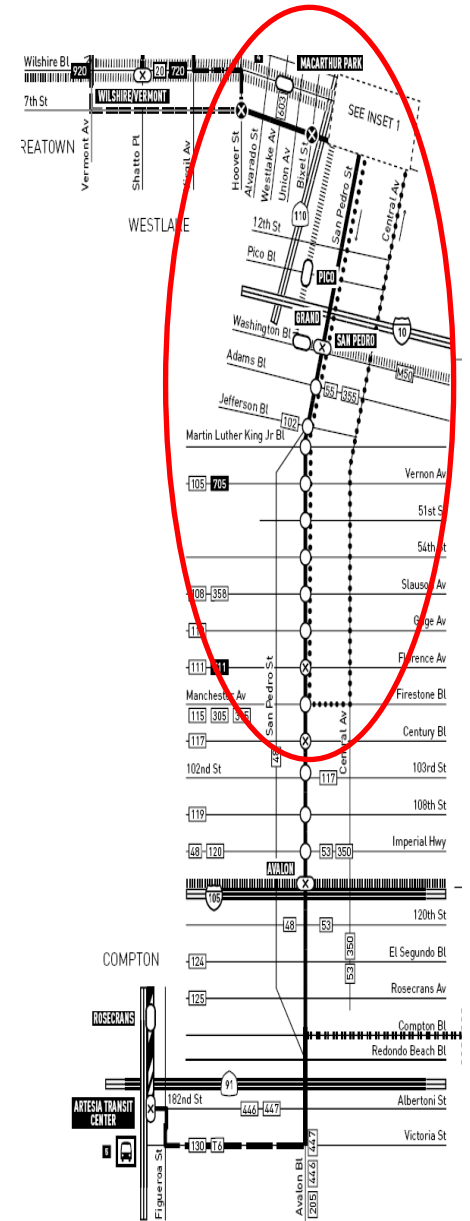
LINE 26-51

ESTABLISH TWO-WAY OWL SERVICE ON AVALON BL/SAN PEDRO ST

Tier 1

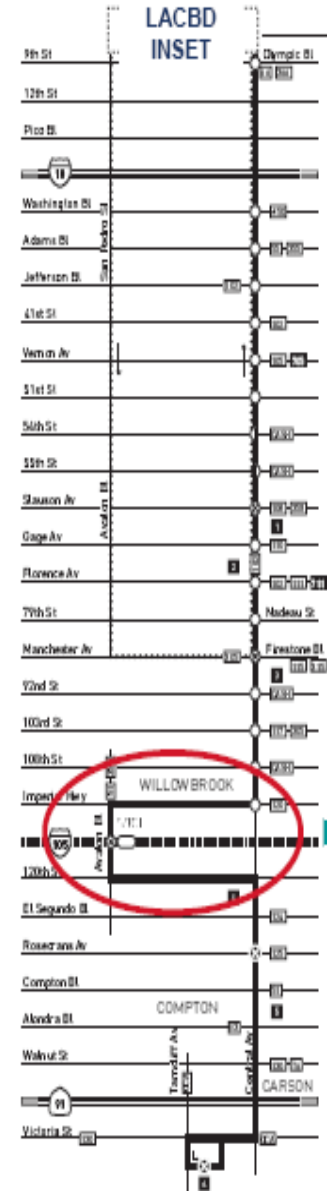
Overall Line Performance			
Passing	1.08		
Marginal			
Failing			
Ridership	Total	Brdg/Hr	Impacted
Daily	27,533	65.4	53
Sat	22,630	62.5	43
Sun	14,186	58.75	27

Existing Metro Service			Headway (minutes)					
Line	Affected Route Segment		Headway (minutes)			Span		
			Da (Owl)	Sat	Sun	Da (Owl)	Sat	Sun
51	San Pedro St		60	60	60	1am-5 am	1am-5 am	1am-5 am
	Avalon Bl		60	60	60	1am-5 am	1am-5 am	1am-5 am
	LACBD		60	60	60	1am-5 am	1am-5 am	1am-5 am
Alternative Service			Headway (minutes)					
Existing	Proposed	Affected Route Segment	Headway (minutes)			Span		
			Da (Owl)	Sat	Sun	Da (Owl)	Sat	Sun
51	51	San Pedro St	60	60	60	1am-5 am	1am-5 am	1am-5 am
		Avalon Bl	60	60	60	1am-5 am	1am-5 am	1am-5 am
		LACBD	60	60	60	1am-5 am	1am-5 am	1am-5 am



LINE 53

RESTRUCTURE LINE DUE TO OPERATION OF NEW RAPID LINE 753. REROUTED TO SERVE IMPERIAL STATION. ONE-WAY OWL SERVICE ON CENTRAL DISCONTINUED.



Imperial Station

Tier 1

Overall Line Performance			
Passing	0.92		
Marginal			
Failing			
Ridership	Total	Brdg/Hr	Impacted
Daily	13,287	56.7	386
Sat	8,947	49.4	268
Sun	5,820	44.6	175

Existing Metro Service								
Line	Affected Route Segment	Headway (minutes)			Span			
		Da (Peak/base)	Sat	Sun	Daily	Sat	Sun	
53	LACBD	6-15	10	15	24hrs	24 hrs	24 hrs	
	Central Av	6-15	10	15	24hrs	24 hrs	24 hrs	
	Imperial Hwy	6-15	10	15	4am-12am	4am-12am	4am-12am	
	Avalon Bl	6-15	10	15	4am-12am	4am-12am	4am-12am	
	120th St	6-15	10	15	4am-12am	4am-12am	4am-12am	
	Victoria St	6-15	10	15	4am-12am	4am-12am	4am-12am	
Alternative Service								
Existing	Proposed	Affected Route Segment	Headway (minutes)			Span		
			Da (peak/base)	Sat	Sun	Daily	Sat	Sun
53	53	LACBD	8-10/20	10	15	4am-12am	4am-12am	4am-12am
		Central Av	8-10/20	10	15	4am-12am	4am-12am	4am-12am
		Imperial Hwy	8-10/20	10	15	4am-12am	4am-12am	4am-12am
		Avalon Bl	8-10/20	10	15	4am-12am	4am-12am	4am-12am
		120th St	8-10/20	10	15	4am-12am	4am-12am	4am-12am
		Victoria St	8-10/20	10	15	4am-12am	4am-12am	4am-12am

Note: Owl service discontinued 12 am thru 5 am; local service adjusted to offset higher frequencies on rapid bus.

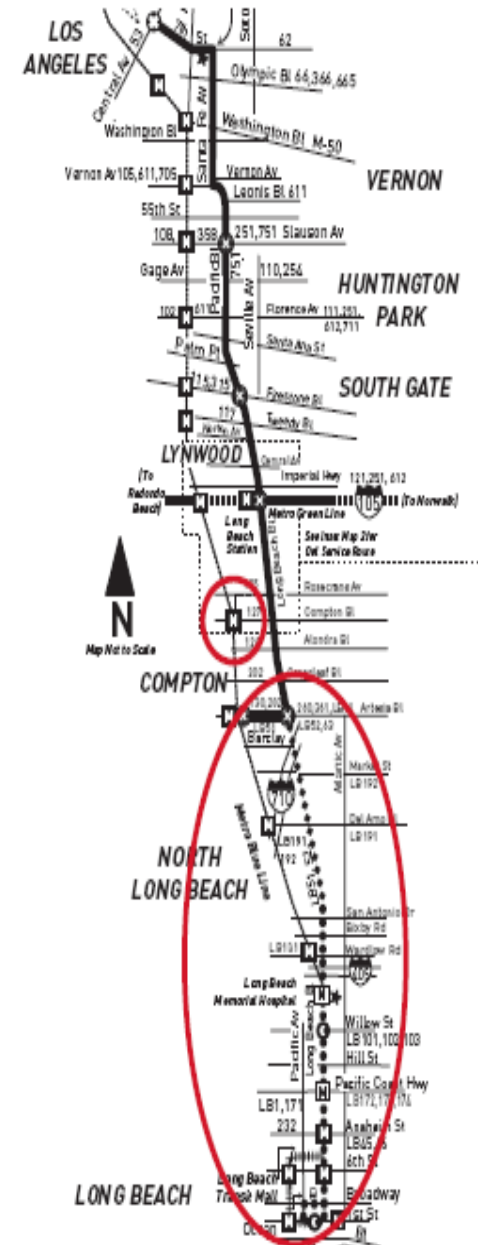
LINE 60

DISCONTINUE OWL ROUTE SOUTH OF ARTESIA BL & WEST TO COMPTON

Tier 1

Overall Line Performance			
Passing	1.08		
Marginal			
Failing			
Ridership	Total	Brdg/Hr	Impacted
Daily	20,208	65.4	145
Sat	16,415	57.5	118
Sun	10,553	54.6	76

Existing Metro Service		Affected Route Segment						
Line	Affected Route Segment	Headway (minutes)			Span			
		Da (Owl)	Sat	Sun	Da (Owl)	Sat	Sun	
60	Long Beach Bl	60	60	60	11:30 pm-5:40 am	11:30 pm-5:40 am	11:30 pm-5:40 am	
	Rosecrans Av	60	60	60	11:30 pm-5:40 am	11:30 pm-5:40 am	11:30 pm-5:40 am	
	Compton Bl	60	60	60	11:30 pm-5:40 am	11:30 pm-5:40 am	11:30 pm-5:40 am	
Alternative Service								
Existing	Proposed	Affected Route Segment	Headway (minutes)			Span		
			Da (Owl)	Sat	Sun	Da (Owl)	Sat	Sun
60	LBT	Long Beach Bl	30	30	30	4:50am-11:50pm	5:30am-11pm	5:30am-11:50pm
		Rosecrans Av	0	0	0	0	0	0
		Compton Bl	0	0	0	0	0	0



LINE 62

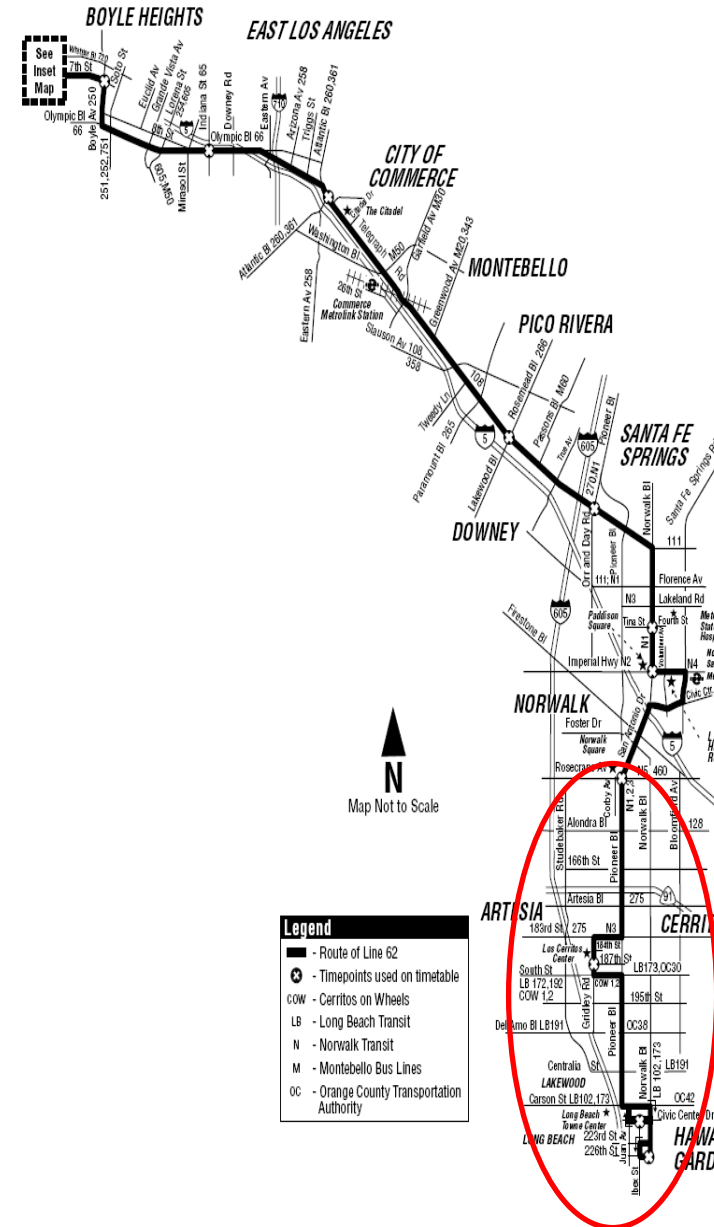
SERVICE SOUTH OF ROSECRANS AVE DISCONTINUED

Tier 2

Overall Line Performance			
Passing			
Marginal	0.68		
Failing			
Ridership	Total	Brdg/Hr	Impacted
Daily	4,381	30.2	600
Sat	2,077	30.9	500
Sun	1,643	24.5	400

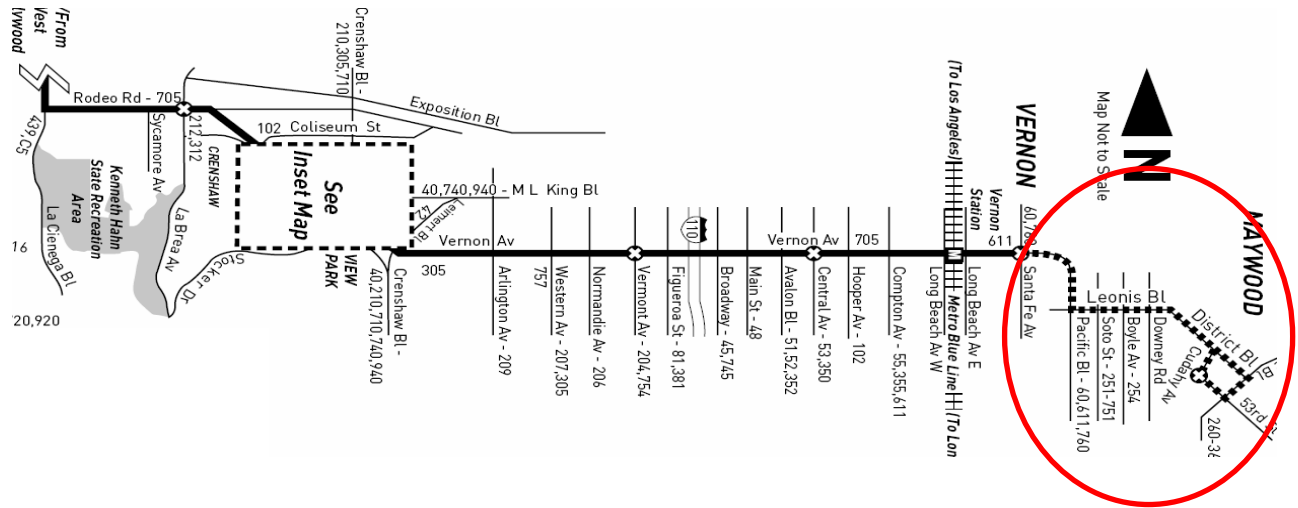
Existing Metro Service								
Line	Affected Route Segment	Headway (minutes)			Span			
		Da (peak/base)	Sat	Sun	Daily	Sat	Sun	
62	Pioneer Bl	15-20 / 30-40	60	60	5 am-11pm	5 am-11pm	5 am-11pm	
	Carson St	40 / 60	60	60	5 am-11pm	6 am-10 pm	6 am-10pm	
	Norwalk Bl	60	60	60	6 am-11pm	6 am-10 pm	6 am-10pm	
Alternative Service								
Existing	Proposed	Affected Route Segment	Headway (minutes)			Span		
			Da (peak/base)	Sat	Sun	Daily	Sat	Sun
62	NTS	Pioneer Bl	30	60	60	6 am-7pm	10am-5:30pm	10am-5:30pm
	NTS	Carson St	0	0	0	0	0	0
	NTS	Norwalk Bl	0	0	0	0	0	0

Note: Negotiations underway with Norwalk Transit to assume all discontinued segments, including enhanced service.



LINE 105

DISCONTINUE SEGMENT EAST OF SANTA FE AV



Existing Metro Service		Affected Route Segment	Headway (minutes)	Span
Line			Daily(peak/base)	Daily
105		District Bl	30	peak only
		Leonis Bl	30	peak only
		Pacific Bl	30	peak only
Alternative Service				
Existing	Proposed	Affected Route Segment	Headway (minutes)	Span
			Daily (peak/base)	Daily
105	611	District Bl	30	5am-10:30pm
	611	Leonis Bl	30	5am-10:30pm
	611	Pacific Bl	30	5am-10:30pm

Note: Service west of Santa Fe Av & Pacific Bl is not affected by change

Tier 1

Overall Line Performance			
Passing	1.06		
Marginal			
Failing			
Ridership	Total	Brdg/Hr	Impacted
Daily	11,678	61.2	130
Sat	12,220	66.1	0
Sun	8,014	62.1	0

LINE CANCELLATIONS

- Line 102....Cancel Sunday Service
- Line 121....Cancel Sunday Service
- Line 127....Cancel Line Due to Low Productivity
- Line 254....Cancel Line Due to Low Productivity & Excessive Duplication
- Line 265....Cancel Sunday Service
- Line 350....Replaced by New Rapid Line 753
- Line 612....Cancel Sunday Service

Line 102

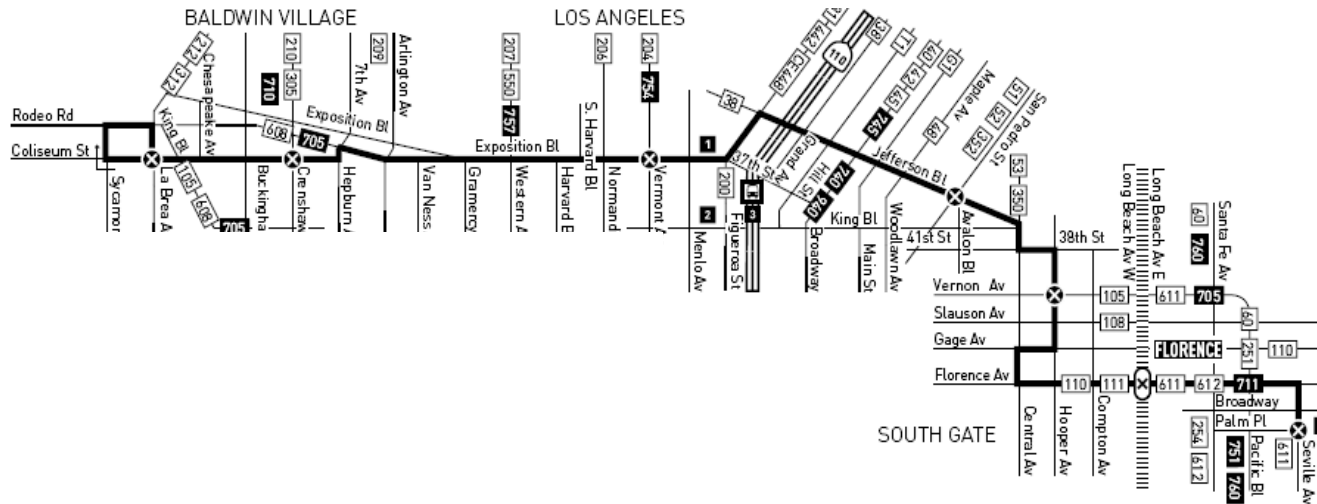
REDUCE SPAN SUNDAY SERVICE

Existing Metro Service			Headway	Span
Line	Affected Route Segment		Sun	Sun
102	Exposition Bl		45	6am-9pm
	Figueroa St		45	6am-9pm
	Jefferson Av		45	6am-9pm
	Hooper Av		45	6am-9pm
	Florence Av		45	6am-9pm
Alternative Service			Headway	Span
Existing	Proposed	Affected Route Segment	Sun	Sun
102	550	Exposition Bl	45	6:20am-11pm
	81	Figueroa St	12-Jan	5am-1:30am
	none	Jefferson Av	0	0
	none	Hooper Av	0	0
	111	Florence Av	20	4am-12am

Note: Only Sunday service affected; service on other days not impacted.

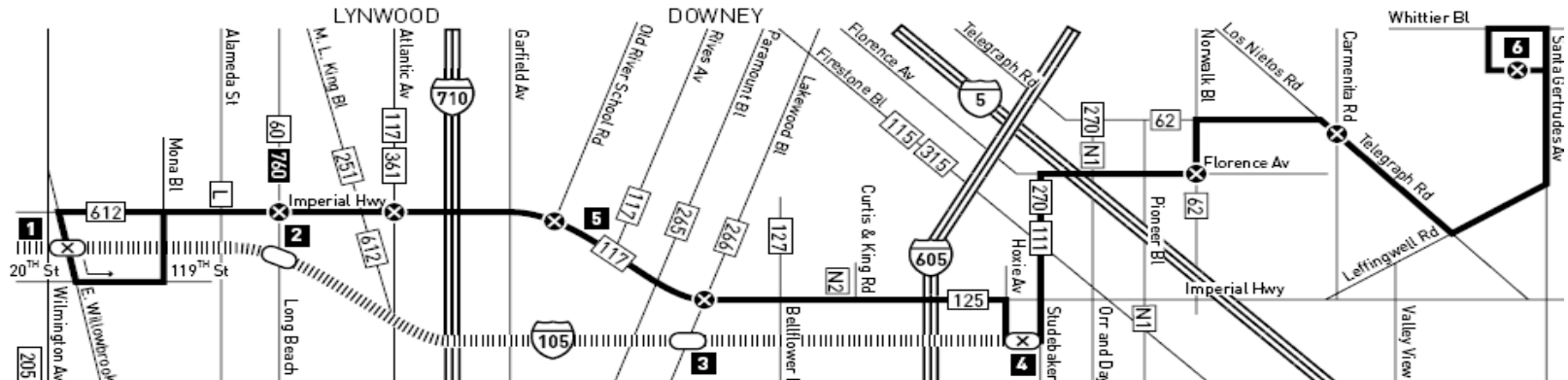
Tier 3

Overall Line Performance			
Passing			
Marginal			
Failing	0.53		
Ridership	Total	Brdg/Hr	Impacted
Daily	1,944	34.2	0
Sat	1,365	31.1	0
Sun	1,061	24.1	100



LINE 121

REDUCE SPAN & FREQUENCY OF SUNDAY SERVICE



Existing Metro Service					
Line	Affected Route Segment	Headway Sun	Span Sun		
121	Imperial Hwy	45	5am-12am		
	Studebaker Rd	45	5:30am-9pm		
	Florence Av	45	5:30am-9pm		
	Norwalk Bl	45	5:30am-9pm		
	Telegraph Rd	45	5:30am-9pm		
	Leffingwell Rd	45	5:30am-9pm		
	Santa Gertrudes	45	5:30am-9pm		
Alternative Service					
Existing	Proposed	Affected Route Segment	Headway Sun	Span Sun	
121	Green Line	Imperial Hwy	10	4:30am-12am	
		117	Imperial Hwy	20-30	6:30am-2am
		111	Studebaker Rd	20	6am-12am
		none	Florence Av	0	0
		62	Norwalk Bl	60	6am-11pm
		none	Telegraph Rd	0	0
		none	Leffingwell Rd	0	0
	none	Santa Gertrudes Av	0	0	

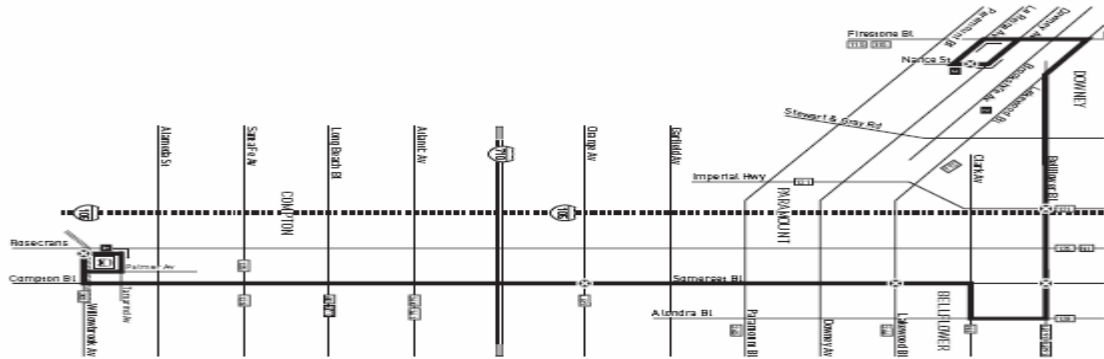
Note: Only Sunday service affected; service on other days not impacted.

Tier 2

Overall Line Performance			
Passing			
Marginal			
Failing	0.59		
Ridership	Total	Brdg/Hr	Impacted
Daily	2,840	36.8	0
Sat	1,493	22.7	0
Sun	1,118	17.1	559

LINE 127

CANCEL ROUTE



Existing Metro Service			Headway (minutes)	Span
Line	Affected Route Segment		Daily (peak/base)	Daily
127	Compton Av		60/60	6am-7:45pm
	Somerset Bl		60/60	6am-7:45pm
	Bellflower Bl		60/60	6am-7:45pm
	Firestone Bl		60/60	6am-7:45pm
Alternative Service				
Existing	Proposed	Corridor	Headway (minutes)	Span
			Daily (peak/base)	Daily
127	125	Rosecrans Av	10/20	5am-9:30pm
	128	Alondra Bl	30/45	6am-8pm
	265	Lakewood Bl	20/40	5am-9:30pm
	115	Firestone Bl	10/14	5am-12:30am

Note: Service operates weekdays only; patrons required to walk up to .50 mile to nearest parallel corridor

Tier 3

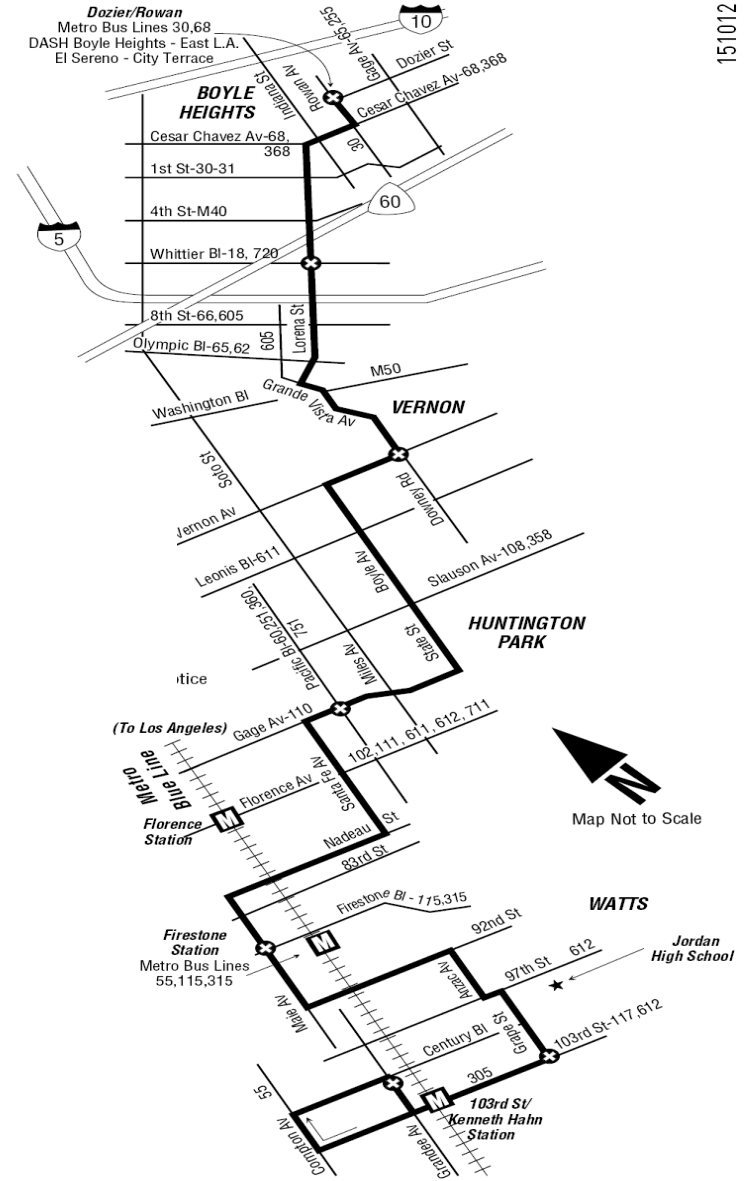
Overall Line Performance			
Passing			
Marginal			
Failing	0.37		
Ridership	Total	Brdg/Hr	Impacted
Daily	592	22.5	592
Sat	none	none	none
Sun	none	none	none

LINE 254 CANCEL ROUTE

Tier 3			
Overall Line Performance			
Passing			
Marginal			
Failing	0.41		
Ridership	Total	Brdg/Hr	Impacted
Daily	795	24.1	795
Sat	254	12.5	254
Sun	none	none	none

Existing Metro Service						
Line	Affected Route Segment	Headway (minutes)		Span		
		Daily (peak/base)	Sat	Daily	Sat	
254	Lorena St	40-60	60	4:30am-8pm	5am-8pm	
	Boyle Av	40-60	60	4:30am-8pm	5am-8pm	
	Gage Av	40-60	60	4:30am-8pm	5am-8pm	
	Nadeau Av	40-60	60	4:30am-8pm	5am-8pm	
	103rd St	40-60	60	4:30am-8pm	5am-8pm	
Alternative Service						
Existing	Proposed	Affected Route Segment	Headway (minutes)		Span	
			Daily (peak/base)	Sat	Daily	Sat
254	605	Lorena St	10-20	30	6am-7:30pm	6am-7:30pm
	none	Boyle Av	0	0	0	0
	110	Gage Av	8-10	15-20	5am-11pm	5am-11pm
	Dash	Nadeau Av	20	20	7am-7:20pm	9am-6:30pm
	117	103rd St	15-20	20	4:30am-1am	5am-1am

Note: Service operates Monday thru Saturday only.



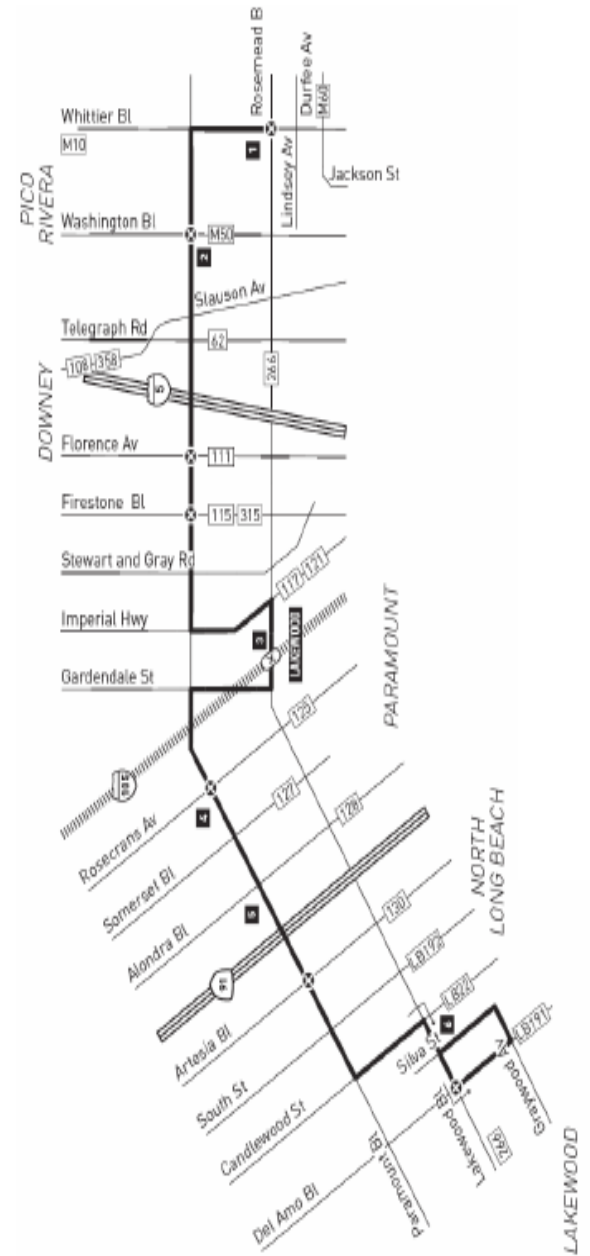
LINE 265

REDUCE SPAN OF SUNDAY SERVICE

Tier 3			
Overall Line Performance			
Passing			
Marginal			
Failing	0.55		
Ridership	Total	Brdg/Hr	Impacted
Daily	1,827	31.7	0
Sat	957	26.2	0
Sun	650	17.8	130

Existing Metro Service				
Line		Affected Route Segment	Headway	Span
			Sun	Sun
265		Whittier Bl	50	7am-9pm
		Paramount Bl	50	7am-9pm
		Lakewood Bl	50	7am-9pm
		Candlewood St	50	7am-9pm
Alternative Service				
Existing	Proposed	Affected Route Segment	Headway	Span
			Sun	Sun
265	MB 10	Whittier Bl	20-30	4am-1:30am
	none	Paramount Bl	0	0
	266	Lakewood Bl	30-40	5:30am-10pm
	LBT 111	Candlewood St	60	6:30am-12am

Note: Only Sunday service affected; service on other days not impacted.



LIMITED LINE 350

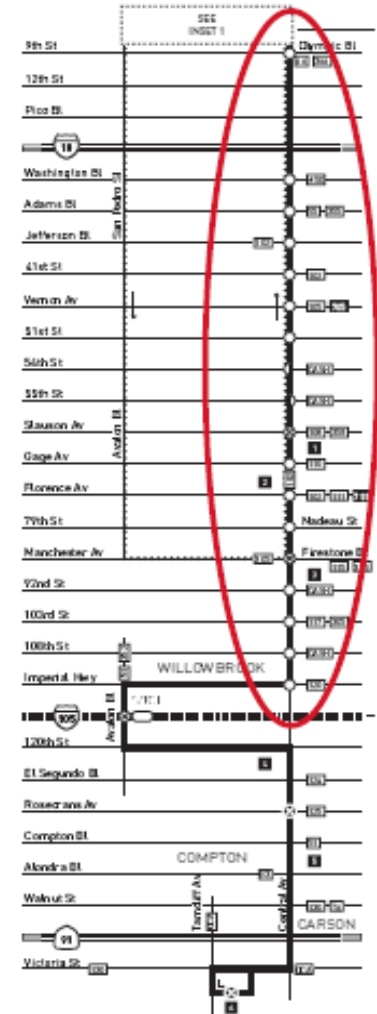
CANCEL SERVICE & CONVERT TO RAPID BUS

Tier 1

Overall Line Performance			
Passing	0.92		
Marginal			
Failing			
Ridership	Total	Brdg/Hr	Impacted
Daily	720	55.1	360
Sat	none	none	none
Sun	none	none	none

Existing Metro Service					
Line	Affected Route Segment	Headway (minutes)		Span	
		Daily (peaks)		Daily	
350	Central Av	12		peak hours	
	LACBD	12		peak hours	
Alternative Service					
Existing	Proposed	Affected Route Segment	Headway (minutes)		Span
			Daily (peaks/base)		Daily
350	753	Central Av	10/20		5am-9pm
		LACBD	10/20		5am-9pm

Note: Service operates weekdays, peak hours only; new Line 753 to operate all day from 5am to 9pm



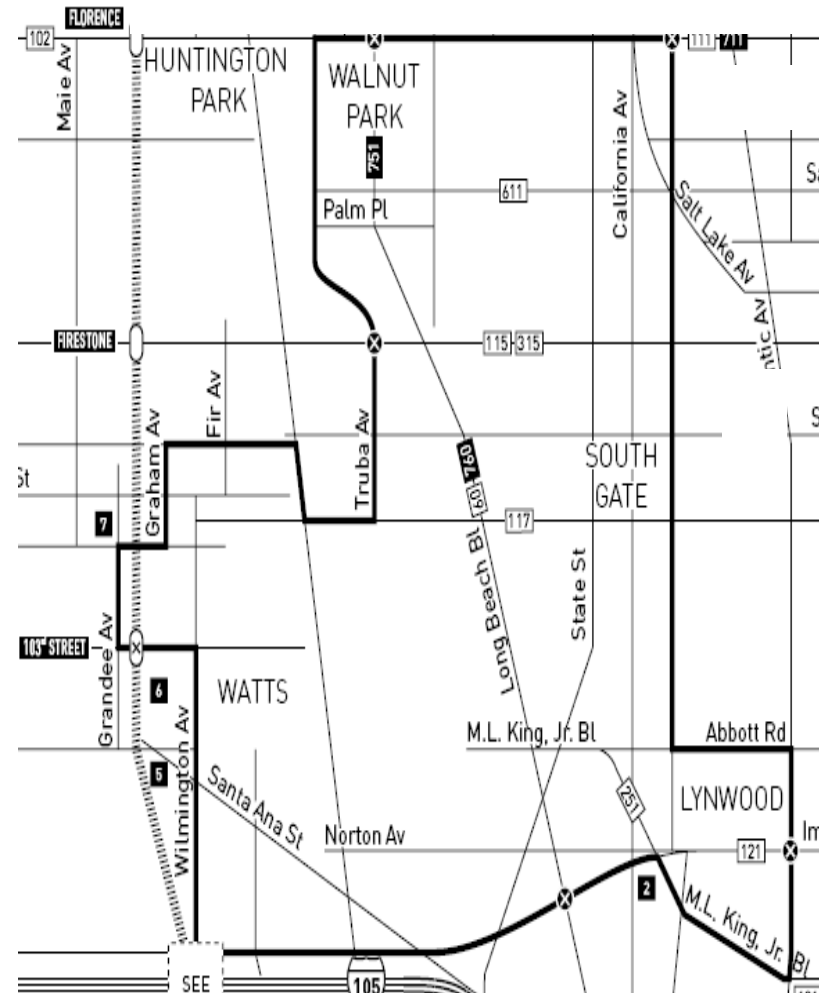
LINE 612

REDUCE SPAN & FREQUENCY OF SUNDAY SERVICE

Tier 3			
Overall Line Performance			
Passing			
Marginal	0.61		
Failing			
Ridership	Total	Brdg/Hr	Impacted
Daily	1,716	22.6	none
Sat	1,320	18.8	none
Sun	1,236	17.6	438

Existing Metro Service			
Line	Affected Route Segment	Headway Sun	Span Sun
612	Florence Av	45	4:30am-12am
	Otis St	45	4:30am-12am
	Abbott Rd	45	4:30am-12am
	Atlantic Av	45	4:30am-12am
	MLK Bl	45	4:30am-12am
	Imperial Hwy	45	4:30am-12am
	Wilmington Av	45	4:30am-12am
	Santa Fe Av	45	4:30am-12am
Alternative Service			
Existing	Proposed	Affected Route Segment	Headway Sun / Span Sun
612	111	Florence Av	20 / 4am-12am
	none	Otis St	0 / 0
	none	Abbott Rd	0 / 0
	260	Atlantic Av	15 / 6am-11pm
	none	MLK Bl	0 / 0
	none	Imperial Hwy	0 / 0
	none	Wilmington Av	0 / 0
	none	Santa Fe Av	0 / 0

Note: Only Sunday service affected; service on other days not impacted.



RAPID BUS IMPROVEMENTS

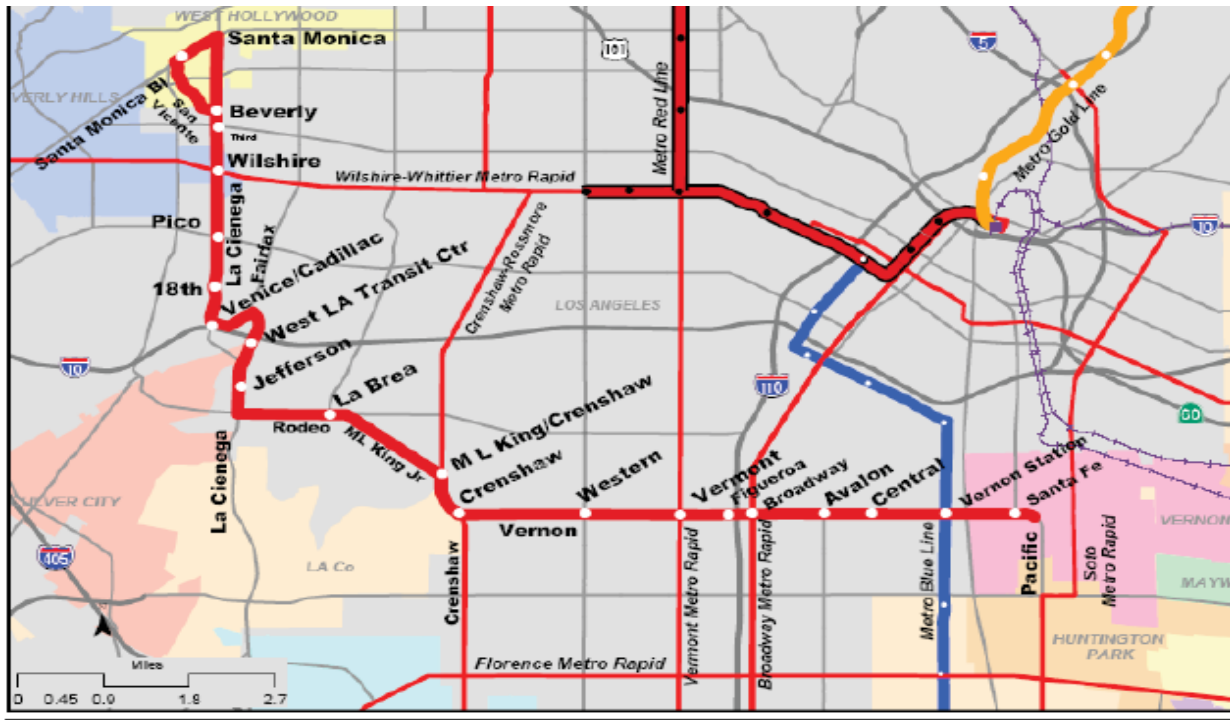
- **Line 705...Add Service To Existing Line**
- **Line 753...New Rapid Bus Line Along Central Ave Corridor**

LINE 705

ADD SERVICE TO LINE TO CONFORM WITH CONSENT DECREE NEW SERVICE PLAN

Tier 1

Overall Line Performance			
Passing	0.93		
Marginal			
Failing			
Ridership	Total	Brdg/Hr	Impacted
Daily	7,523	55.3	4,513
Sat	none	none	none
Sun	none	none	none



LINE 753

NEW RAPID BUS LINE ON CENTRAL AV



ATTACHMENT G

Reprogramming Hours to Complete Build-out of Rapid Lines and Conform Existing Rapid Lines in Compliance with Consent Decree's 'New Service Plan'

Rapid Line 705 Analysis

Current Line 705 annual RSH	35,000
Additional Line 705 service required to conform with CD's 'New Service Plan'	4,350
Local Line 105 RSH transferred to Line 705	-
Reassignment of poor productivity service to Line 705	4,350
TOTAL New Line 705 annual RSH	39,350

Rapid Line 753 Analysis

Current Line 53 annual RSH (include Limited Line 350)	76,700
1/3 RSH Maximum RSH limitation as prescribed by the Consent Decree	25,567
Underlying Local/Limited Lines 53/350 RSH transferred to Line 753	12,750
Reassignment of poor productivity service to Line 753	13,872
TOTAL New Line 753 annual RSH	26,622

Total Annual Hrs. needed to be reinvested from poor productivity service to Rapid program (**4350 + 13872**) **18,222**

TOTAL Annual RSH from poor productivity service abandonment **20,000**