

REVISED MOTION by Councilmember Richards

San Fernando Valley Governance Council

Regular Meeting

Wednesday, March 3, 2010

Metro is in the process of conducting a system-wide program to improve on-time performance of the bus system. It is important that methods that can achieve better on-time performance without significant increases in operating costs be implemented to the highest degree possible.

The use of low-floor equipment has proven to result in lower dwell times at stops (the time spent boarding and discharging passengers), which in turn improves on-time performance by increasing the amount of time available to travel between stops. Until now, however, Metro San Fernando Valley has not had low-floor equipment available at both of its operating divisions, so it has not been possible to create an operating policy to better match equipment to the varying demands of the lines operated by the sector when those lines' operation is split between the two divisions (which includes virtually all of the sector's high-ridership east-west lines).

With the introduction of the new 45-foot "compo" buses, both operating divisions now have low-floor equipment in the Metro Local color scheme; therefore it is now possible to schedule equipment based on ridership of lines and maximize the benefit of lowered dwell times.

I therefore move that the sector adopt the following policy on the assignment of low-floor equipment:

1. The service development team will identify the bus runs which include the highest amount of high-ridership line operation, as determined by available boarding data (excluding non-Local color scheme lines and/or articulated buses), and will create a ranked priority list of those runs.
2. The assignment desks will assign low-floor buses only to runs on the priority list, concentrating on the runs ranked highest on the list.
3. The assignment desks will assign high-floor buses only to low-ridership lines, to "trippers" on high-ridership lines, and to priority list runs after all low-floor buses have been assigned.
4. This policy shall not prevent the assignment of high-floor buses in place of low-floor buses when the operational needs of the divisions (i.e., breakdowns, shortage of the "correct" equipment due to maintenance and repair) require it.
5. When creating service change programs, the service development team will undertake efforts to avoid the scheduling of high- and low-ridership lines on the same bus run wherever possible.

The above policy shall be implemented with the June 2010 service change program and continue in force until all high-floor equipment has been retired from service.