

# ITEM 7

## METRO SAN FERNANDO VALLEY GOVERNANCE COUNCIL

SEPTEMBER, 2010

**SUBJECT: METRO SAN FERNANDO VALLEY PROPOSED SERVICE CHANGES**

**ACTION: APPROVE FINDINGS OF PUBLIC HEARING AND ADOPT REVISED SERVICE CHANGE PROGRAM**

### **RECOMMENDATION**

- A. Approve findings of Public Hearing conducted in August, 2010 for service changes proposed to be implemented on December 12, 2010 or later;
- B. Adopt staff's revised Service Change Program as outlined in this report.

### **ISSUE**

Federal guidelines and MTA policy require that a public hearing be held when major service changes to the bus system are considered. Accordingly, the Metro San Fernando Valley Governance Council conducted a public hearing at 6:30 p.m. on August 4, 2010 at the Marvin Braude Constituent Service Center in Van Nuys.

The purpose of the hearing was to solicit public input, written comments and verbal testimony regarding proposed service changes to three local and one Metro Rapid bus lines that operate in the Metro San Fernando Valley service area. These changes are slated for implementation on December 12, 2010 or later.

A review of public input, an analysis of impacts and staff's service change recommendations are contained in this report. The Council is required to consider the possible impacts from these proposals before approving them.

### **ALTERNATIVES CONSIDERED**

Alternatives to the staff recommendation are to 1) adopt a new subset of the proposals or 2) not adopt the revised service changes. Staff's recommendations optimize available resources but the Governance Council may select other alternatives that meet budgetary goals if necessary. A lack of approval would have a negative impact on the FY11 Operating Budget.

## **IMPACT ON BUDGET**

The proposed changes have been included in the FY11 proposed budget and are consistent with the Ten-Year Forecast. If not implemented as presented, the proposed service changes would require additional resources.

## **BACKGROUND**

As stated in the FY11 budget that began on July 1, the MTA “is at a critical juncture” resulting from a major economic downturn. To ensure a balanced budget, the FY11 budget has been reduced by \$95 million from the previous year.

The FY11 budget called for a fare increase July 1 and reduction in staff by 10% for non-represented and 3.5% for contract (proportional to service changes) staff. The fare increase and staff reductions would help offset approximately \$60 million in revenue.

Furthermore, reducing the annual revenue service hours by 387,000, or 5% of the bus system, should achieve an additional \$35 million in savings through more efficient scheduling and reducing service levels. Part of the savings was accomplished in December 2009 and June 2010 when 95,000 and 150,000 bus hours, respectively, were trimmed from the system, primarily by removing excess capacity.

An additional reduction in bus hours of 137,000 are proposed for December, 2010 implementation as follows:

1. Thin trips on lines in service periods with excess capacity (75,000 hours)
2. Reduce underperforming routes (37,000 hours)
3. Right size Metro Rapid corridors (25,000 hours)

These last two items, reducing underperforming routes and right sizing Metro Rapid corridors were the subject of the August public hearings that were held by the five Governance Councils. The hearing notice included service modifications or cancellations to a total of 30 lines, including 8 Rapid lines, 2 express lines, 19 local lines and making one local line permanent.

In the Metro San Fernando Valley service area this includes the proposals to:

- **Line 168 - Chatsworth Station-Pacoima via Lassen St, Paxton St**  
Discontinue service.
- **Line 750/150- Warner Center-Universal City Station via Ventura Bl Rapid/local**  
Discontinue weekend service on Line 750, and replace with additional local service as appropriate on Line 150.
- **Line 902- Pacoima-North Hollywood Station via Van Nuys Bl, Burbank Bl Local/Limited**  
Consider permanent service.

## Public Outreach

The Notice of Public Hearing (Attachment A) was first published in the Los Angeles Times on Sunday, June 27, 2010. Additional notices were subsequently published in other local, regional, and foreign language newspapers system-wide. About 100,000 marketing take-ones were distributed on buses, trains, and at customer service outlets informing riders of the proposals under consideration. Rider bulletins were posted on all Metro buses. The Notice of Public Hearing was also posted on Metro's main website.

During the month of July, Metro Service Planning staff set out over a two-week period to inform the riding public of upcoming service changes to be implemented in December, 2010. Information regarding five public hearings to be held in August was also provided, along with timetables and other transit information. Comment cards were also available at each location for those who might not be able to attend a public hearing.

Service Planning staff provided information at 12 locations. Each location was staffed by two planners who were most familiar with the geographic service area. The following locations were visited either in the AM, PM or Base service period:

- Vermont/Prospect
- Harbor/105 Freeway Station
- Atlantic/Beverly
- Indiana Gold Line Station
- Wilshire/Vermont
- Aviation Green Line Station
- Imperial Blue Line Station
- Washington/Fairfax Transit Hub
- Universal Red Line Station
- North Hollywood Red Line Station
- Florence Blue Line Station
- Firestone Blue Line Station

In addition, Lines 607 and 608 were ridden to inform patrons of proposed changes. Due to the fact that neither of these two lines serves a major transit hub or station location, it was felt that riding the buses was the best outreach approach.

Two surveys were also conducted, one for Line 220 patrons, and the other of patrons at the Orange Line Van Nuys Station. The survey results helped establish travel patterns, especially for users of Lines 233, 761 and 902 at the Orange Line transfer location.

In total, approximately 1,000 patrons were contacted at both transit hubs and stations or on buses.

## **Summary of Public Comment**

A total of 37 individuals attended the August 4, 2010 public hearing held in Van Nuys. Twenty-four of those individuals provided verbal testimony and 9 written testimonies were received via letters, facsimiles and emails by August 31, the close of the public record.

The 33 respondents provided a total of 51 comments on public hearing proposals. The majority of the comments or about 45.1% (23 comments) opposed the proposals. Approximately 33.3% (17 comments) supported and 11.8% (5 comments) suggested modifications to the service change proposals. Five comments (9.8%) expressed general opposition for the service reductions.

The breakdown of the comments is as follows:

Line No.	Number of Comments				Line Percentage		
	Support	Oppose	Modify	Total	Support	Oppose	Modify
750/150	11	7	2	21	52.4%	33.3%	14.3%
168	1	9	1	11	7.7%	84.6%	7.7%
902	5	6	2	13	41.7%	41.7%	16.6%
Other Comments: 5 comments expressed general opposition							

A more detailed summary of these comments is provided in Attachment B.

## **REVISED METRO SAN FERNANDO VALLEY SERVICE PROGRAM**

The revised service plan is summarized in line number below.

### **Line 168 - Chatsworth Station-Pacoima via Lassen Street, Paxton Street**

#### **Staff Recommendation**

Discontinue service as originally proposed.

The FY11 budget includes proposals to discontinue poor performing lines which are highly subsidized and boardings per revenue service hour average less than 20. Line 168 is the poorest performing line in the San Fernando Valley, with a productivity ranking of .33, below the minimum level of .6 for the system. The line is highly subsidized with a passenger subsidy rate of \$6.39 per passenger and ridership is low with an average boardings per revenue service hour of 18. Minor reroutes have been implemented in the past to serve Northridge Fashion Center and to provide a better connection with Van Nuys Boulevard in Van Nuys.

Line 168 patrons can walk .25 miles to access alternate service on Line 158 on Devonshire Street or Line 168 service on Plummer Street in the West San Fernando Valley or Lines 233, 761 or 902 along Van Nuys Boulevard in the East San Fernando Valley.

**Line 750/150 - Warner Center-Universal City Station via Ventura Boulevard Metro Rapid**

**Staff Recommendation**

Discontinue weekend service on Line 750 as originally proposed and replace with additional service on Line 150 as appropriate.

Line 750 does not meet two of the five service warrants established for Rapid bus lines. The service frequency on Line 750 weekend service should be 20 minutes or less and boardings per revenue service hour should be 40 or greater. Line 750 operates up to every 22 minutes on Saturday and up to 27 minutes on Sunday. The boardings per revenue service hour were 32.5 on Saturday and 24.4 on Sunday.

The ridership on Line 750 has declined over the past few years by the implementation of Line 901 Orange Line. Both lines connect to the Metro Red Line and travel to Warner Center. Line 901, however, provides more frequent service on weekdays and weekends.

Line 750 also has been impacted by the economic downturn and the loss of businesses along Ventura Boulevard. In comparison to the third quarter of 2006, the average number of boardings on Saturday dropped from 5,700 to 3,100 or 45.6 percent. Sunday boardings have dropped from 4,000 to 1,800 or 55 percent.

With the cancellation of weekend service on Line 750, patrons will be able to access alternate service on Lines 150 and 240. Former Line 750 patrons will be impacted by a slight increase in travel time but the impact will be mitigated by the improved service levels on Line 150.

**Line 902- Pacoima-North Hollywood Station via Van Nuys Boulevard, Burbank Boulevard Local/Limited**

**Staff Recommendation**

Make line permanent, as originally proposed, with Governance Council selected proposal.

Line 902 was recommended for permanent implement in June 2010, but the Governance Council requested staff to monitor the line for an additional six months to determine if ridership at North Hollywood Station would achieve a load of 50%. Currently loads at North Hollywood Station are at 25%. Despite

lower than required ridership at the Red Line Station, staff has been providing ridership data to the Council on a monthly basis, which shows that ridership on the line overall has stabilized. The performance index on Line 902 is 1.08, indicating that the line is performing well overall.

Since the load factor at North Hollywood Station has not been achieved, staff conducted a passenger survey at the Van Nuys Orange Line station of existing Line 902 patrons to identify opportunities to increase riderhip to the station. Staff surveyed 77 patrons (see Attachment F for a copy of the survey). Of the respondents, 22 were unaware Line 902 went to North Hollywood, 19 thought it was too slow, 18 preferred to take the Orange Line (again, possibly unaware Line 902 went to North Hollywood and only had one stop on Burbank Boulevard), 7 had no response, 5 took whichever bus came first, and the final 6 were miscellaneous. The survey showed that patrons on Van Nuys Boulevard are unaware that Line 902 continues to the North Hollywood Station after it crosses the Orange Line. Of the 77 respondents, 40 of them probably were unaware they could have continued on the same bus from Van Nuys to North Hollywood. The 19 who thought it was too slow may be unaware that there is only one stop on Burbank Boulevard. Staff will work with Marketing to develop a new Line 902 brochure and outreach campaign, should the line become permanent.

Two proposals are presented for consideration; 1) Serve only Rapid stops on Van Nuys and retain the Valley College stop. Upon further review, this proposal will require staff to increase Line 233 service in the AM peak period, using resources from other services in the area. 2) Make Line 902 permanent as it currently operates.

## **SUMMARY**

The revised service plan meets FY11 budgetary goal to use resources wisely and improve service efficiency (Attachment C and D). Maps for the revised service plan are shown on Attachment E.

## **NEXT STEPS**

With Board approval, the service changes will be effective December 12, 2010. Staff will notify customers with on-board brochures describing service changes. New timetables with schedule and route modifications will be available on Metro buses in early December.

## **ATTACHMENTS**

### A. Notice of Public Hearing

- B. Summary of Public Comment
- C. Estimated Impact on Passengers
- D. Line Performance and Estimated Impact on Revenue Service Hours
- E. Revised Maps
- F. Line 902 Survey Form

Prepared by: Conan Cheung, Deputy Executive Officer, Operations- Service  
Planning and Development  
Scott Page, Operations Planning Manager



## ATTACHMENT A

### NOTICE OF PUBLIC HEARING

#### Los Angeles County Metropolitan Transportation Authority

The Los Angeles County Metropolitan Transportation Authority will hold public hearings in August 2010 to receive community input on proposed modifications to Metro's bus service. Approved changes will become effective December 12, 2010 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 and effectiveness of the public transportation system through a better use of resources. The public can attend any of these hearings and comment on proposals of interest to them.

#### **METRO WESTSIDE/CENTRAL**

<b>LINE</b>	<b>LINE NAME</b>	<b><u>PROPOSED SERVICE CHANGE</u></b>
<b>14</b>	Downtown LA – Beverly Hills via Beverly BI	Improve service from Line 714 resources
<b>714</b>	Downtown LA – Beverly Hills via Beverly BI	Discontinue service. Invest resources into enhancing Line 14 service.
<b>220</b>	Beverly Center – Culver City via Robertson BI	Discontinue service.
<b>720</b>	Santa Monica – Commerce via Wilshire BI and Whittier BI	Improve service from Line 920 resources.
<b>920</b>	Wilshire Rapid Express	Discontinue service. – Invest resources into enhancing Line 720 service.



**METRO SAN FERNANDO VALLEY**

<b>LINE</b>	<b>LINE NAME</b>	<b><u>PROPOSED SERVICE CHANGE</u></b>
<b>150</b>	Canoga Park – Universal City Station via Ventura Bl	Improve service on weekends from Line 750 resources.
<b>750</b>	Warner Center Transit Hub – Universal City Station via Ventura Bl	Discontinue weekend service. Invest resources into enhancing Line 150 service.
<b>168</b>	Chatsworth Station – via Lassen St and Paxton St	Discontinue service.
<b>902</b>	Pacoima – No.Hollywood Station via Van Nuys Bl, Burbank Bl	Consider permanent service.

**METRO GATEWAY CITIES**

<b>LINE</b>	<b>LINE NAME</b>	<b><u>PROPOSED SERVICE CHANGE</u></b>
<b>53</b>	Downtown LA – CSU Dominguez Hills via Central Av	Improve service from Line 753 resources.
<b>753</b>	Downtown LA – Imperial/Wilmington Station via Central Av	Discontinue service. Invest resources into enhancing Line 53 service.
<b>111</b>	Norwalk – LAX City Bus Center via Florence Av	Improve service from Line 711 resources.
<b>711</b>	Inglewood Transit Center – Bell Gardens via Florence Av	Discontinue service. Invest resources into enhancing Line 111 service.
<b>115</b>	Playa Del Rey – Norwalk via Manchester Av, Firestone Bl	Improve service from Line 715 resources.
<b>715</b>	LAX – Downey via Manchester Av, Firestone Bl	Discontinue service. Invest resources into enhancing Line 115 service.
<b>214</b>	Artesia Transit Center – Broadway/Main St Loop – Harbor Freeway Station	Discontinue service.

## METRO SAN GABRIEL VALLEY

LINE	LINE NAME	<u>PROPOSED SERVICE CHANGE</u>
<b>84-68</b>	Eagle Rock BI – Cypress Av – Monterey Park via Cesar Chavez	Extend selected trips east of Atlantic BI to Montebello Towne Center to replace Line 287 service, seven days a week.
<b>177</b>	La Canada – Sierra Madre Villa Gold Line Station via I-210 & California BI & Walnut St	Discontinue service.
<b>180</b>	Pasadena – Hollywood via Colorado BI and Hollywood BI	Improve service on weekends from Line 780 resources.
<b>780</b>	Pasadena – Hollywood via Colorado BI & Hollywood BI	Discontinue weekend service. Invest resources into enhancing Line 180 service.
<b>287</b>	El Monte – Indiana Gold Line Station via Garvey Av & Floral Dr and 1 <sup>st</sup> St	Operate service only from El Monte to Montebello Towne Center; cancel service west to Indiana Gold Line Station to be replaced by Line 84-68 extension to the Towne Center.
<b>260</b>	Altadena – Artesia Blue Line Station via Fair Oaks Av & Atlantic BI	Improve service on Saturdays from Line 762 resources.
<b>762</b>	Pasadena – Artesia Blue Line Station via Fair Oaks Av & Atlantic BI	Discontinue Saturday service. Invest resources into enhancing Line 260 service.
<b>620</b>	Boyle Heights via Cesar Chavez Av & State St	Discontinue service.

**METRO SOUTH BAY**

<b>LINE</b>	<b>LINE NAME</b>	<b><u>PROPOSED SERVICE CHANGE</u></b>
<b>202</b>	Willowbrook – Compton – Wilmington	Discontinue short trips.
<b>439</b>	LAX – Aviation Station – Downtown LA – Union Station via LAX, Westchester Culver City & LA	Discontinue service.
<b>607</b>	Circular (both directions) – Inglewood - Windsor Hills – Inglewood	Cancel counter clockwise service; maintain clockwise service.
<b>608</b>	Crenshaw Connection	Discontinue service.
<b>625/ 626</b>	Green Line - World Way West via Imperial Hwy (625), LAX – Green Line (626)	Consider two service options – 1) Cancel Line 626; 2) Combine lines into one line service.
<b>111</b>	Norwalk – LAX City Bus Center via Florence Av	Improve service from Line 711 resources.
<b>711</b>	Inglewood Transit Center – Bell Gardens via Florence Av	Discontinue service. Invest resources into enhancing Line 111 service.
<b>115</b>	Playa Del Rey – Norwalk via Manchester Av, Firestone Bl	Improve service from Line 715 resources.
<b>715</b>	LAX – Downey via Manchester Av, Firestone Bl	Discontinue service. Invest resources into enhancing Line 115 service.

## PUBLIC HEARING SCHEDULE

### **SAN FERNANDO VALLEY**

**August 4, 2010, 6:30 pm**

6262 Van Nuys Bl  
Marvin Braude Constituent Center  
Van Nuys

### **WESTSIDE/CENTRAL**

**August 11, 2010, 5:00 pm**

La Cienega Tennis Center  
325 South La Cienega Bl  
Beverly Hills

### **SAN GABRIEL VALLEY**

**August 9, 2010, 6 pm**

San Gabriel Valley Sector Office  
3449 Santa Anita Av  
El Monte

### **GATEWAY CITIES**

**August 12, 2010, 5:00 pm**

The Gas Company  
9240 Firestone Bl  
Downey

### **SOUTH BAY**

**August 13, 2010, 9:30 am**

Carson Community Center  
801 East Carson St  
Carson

Additional details about these proposals will be available for public review after July 20, 2010. To obtain this information contact the addresses listed below, or visit your nearest Metro Customer Relations Center. Information can also be accessed at: [www.metro.net](http://www.metro.net)

**Note 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 proposal under consideration (public comment will not be restricted to only bus routes operating in one geographical area). All public comment received will be forwarded to the responsible Sector Governance Council, and considered prior to taking action on the service proposals. Persons unable to attend the hearings may submit written testimony postmarked through mid-night August 14, 2010, the close of the public record.

Comments sent via U.S Mail should be addressed to:

#### **Metro Customer Relations**

Attn: December 2010 Service Changes  
One Gateway Plaza, 99-PL-4  
Los Angeles, CA 90012-2932

Comments via e-mail should be addressed to:

[customerrelations@metro.net](mailto:customerrelations@metro.net)

Attn: "December 2010 Service Changes"

Facsimiles should be addressed as above and sent to: 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 OF PUBLIC COMMENTS - AUGUST 2010 PUBLIC HEARINGS**  
**METRO SAN FERNANDO VALLEY BUS LINES**  
**Los Angeles Metropolitan Transportation Authority Bus Lines**

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	MODIFY	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
<b>METRO SAN FERNANDO VALLEY</b>							
<b>150</b>	Canoga Park - Universal City Station via Ventura Bl	Improve service on weekends from Line 750 resources.	<b>7</b>	<b>2</b>	<b>0</b>	<p><b>CONDITIONAL SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Improve line and separate Line 240 branch route; If Line 750 is cut, then Line 150 needs to operate every 15" to 20" west of Reseda Boulevard on the weekends.</li> <li>• Makes sense to transfer resources to Line 150 if Line 750 is cut, but only as a demonstration project.</li> </ul> <p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Happy for more Line 150 buses.</li> <li>• Southern California Transit Advocates (SOCATA), Transit Coalition support change with added service from the cancellation of weekend service on Line 750.</li> <li>• Waits forever for local line and rapid is empty.</li> <li>• Improve service seven days a week.</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Both Lines 150 and 750 are crucial, otherwise bus journey is too long; Improve service for all workers who have to use the line on weekends.</li> <li>• Keep both lines.</li> </ul>	<p><u>Staff Recommendation</u> Implement as proposed.</p> <p>Some Line 150 patrons will receive a net benefit of a slight decrease in waiting time for Line 150 buses.</p> <p>Service levels will be based on demand.</p>

**ATTACHMENT B**  
**SUMMARY OF PUBLIC COMMENTS - AUGUST 2010 PUBLIC HEARINGS**  
**METRO SAN FERNANDO VALLEY BUS LINES**  
**Los Angeles Metropolitan Transportation Authority Bus Lines**

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPOSE	MODIFY	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
750	Warner Center Transit Hub - Universal City Station via Ventura Bl	Discontinue weekend service. Invest resources into enhancing Line 150 service.	4	5	3	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Discontinue Line 750 completely.</li> <li>• SOCATA and Transit Coalition support change with an appropriate level of increased service on Line 150.</li> <li>• Rapid has too much service and is empty.</li> </ul> <p><b>OPOSE:</b></p> <ul style="list-style-type: none"> <li>• Both Lines 150 and 750 are crucial, otherwise bus journey is too long; Improve service for all workers who have to use the line on weekends.</li> <li>• Discretionary rider will stop riding because local bus is too slow; Ventura Bl is the densest and most popular street in the Valley but service intervals are too long.</li> <li>• Weekends are the busiest days.</li> <li>• Keep both lines; Speediness encourages east/west travel</li> <li>• Line is faster; Line 150 makes too many stops.</li> </ul> <p><b>MODIFY:</b></p> <ul style="list-style-type: none"> <li>• Comment from Sierra Club Transportation Committee to look at early am and late pm weekend trips where load factors are the poorest; Not necessary to ax whole service; Combine Line 750 service with Line 741 service on weekdays.</li> <li>• Combine Line 750 with Line 741.\</li> <li>• Run rapid as far as Reseda Bl, then as Line 240 on Reseda Bl.</li> </ul>	<p><u>Staff Recommendation</u> Implement as proposed.</p> <p>Line 750 does not meet two of the five service warrants established for rapid bus lines. The service frequency on Line 750 weekend service should be 20 minutes or less and boardings per revenue service hour should be 40 or greater. Line 750 operates up to every 22 minutes on Saturday and up to 27 minutes on Sunday. The boardings per revenue service hour were 32.5 on Saturday and 24.4 on Sunday.</p> <p>Ridership on Line 750 has dropped over the past few years. The line has been impacted by the economic decline of businesses along Ventura Boulevard and the implementation of Orange Line 902. Both lines connect to the Metro Red Line and travel to Warner Center. Line 902, however, provides more frequent service on weekdays and weekends.</p> <p>Alternate service is available on local Lines 150 and 240. Patrons will be impacted by a slight increase in travel time but the impact will be mitigated by the improved service levels on Line 150.</p>

**ATTACHMENT B**  
**SUMMARY OF PUBLIC COMMENTS - AUGUST 2010 PUBLIC HEARINGS**  
**METRO SAN FERNANDO VALLEY BUS LINES**  
**Los Angeles Metropolitan Transportation Authority Bus Lines**

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	MODIFY	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
168	Chatsworth Station - San Fernando via Lassen Street, Paxton St	Discontinue service.	1	11	1	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• SOCATA supports cancellation as originally proposed for June 2008; Line was not canceled due to concerns from Metro Board but facts speak for themselves.</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Keep for California State University at Northridge students and operate Monday through Saturday.</li> <li>• Hate to see service end;</li> <li>• Two comments stating that line is used M-F to get to work.</li> <li>• Keep line for students.</li> <li>• Favors line and rides to work; fast and convenient or else has to transfer and then takes too long to get to work; Operate with smaller buses or sub-contract.</li> <li>• Keeps coming to hearings every time line is chopped; Line used to operate Monday through Saturday and midday, now only weekday peaks; Line is crucial for carless people.</li> <li>• Two additional comments to save line by using smaller buses.</li> <li>• Sierra Club Transportation Committee and one individual wants midday service restored.</li> <li>• Needs to get to Arroyo and Foothill at 7 am; Modify Line 902 to provide replacement service.</li> </ul> <p><b>MODIFY</b></p> <ul style="list-style-type: none"> <li>• Transit Coalition would like to repurpose line to operate as a branch route of Line 233 and route extended to Mission college; operate midday service.</li> </ul>	<p><u>Staff Recommendation</u> Implement as proposed.</p> <p>Line 168 has been among the least productive line in the San Fernando Valley for many years. The line is highly subsidized with a passenger subsidy rate of \$6.39 per passenger. Productivity is 18 boardings per service hours and the overall productivity index is .22, below the minimum ranking of .60.</p> <p>Patrons must board alternate service on Line 158 along Devonshire Street, Line 167 along Plummer Street and Lines 233, 761 and 902 along Van Nuys Boulevard.</p>

**ATTACHMENT B**  
**SUMMARY OF PUBLIC COMMENTS - AUGUST 2010 PUBLIC HEARINGS**  
**METRO SAN FERNANDO VALLEY BUS LINES**  
**Los Angeles Metropolitan Transportation Authority Bus Lines**

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	MODIFY	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
902	Pacoima - North Hollywood Station via Van Nuys Bl, Burbank Bl	Consider permanent service.	5	5	2	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• Add more service on Line 233 if Line 902 becomes a rapid.</li> <li>• Keep line the same.</li> <li>• Make line permanent.</li> <li>• Make line permanent since it helps Van Nuys and Line 233; Leave it local and not limited.</li> <li>• Make line permanent and expand to mid-days and weekend service for people going to Valley College.</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>• Line should be obliterated and money saved put into more meaningful causes; substantial duplication and not productive.</li> <li>• SOCATA advocates canceling line since it does not have even half the load factor of .5 at North Hollywood Station; Continuation of line is not a rational use of resources.</li> <li>• Sierra Club Transportation Committee comments that line was a good experiment but it doesn't work.</li> <li>• Transit Coalition comments that line is a severe waste of resources.</li> <li>• Put trips back into Line 233; not time to start a new service.</li> </ul> <p><b>MODIFY:</b></p> <ul style="list-style-type: none"> <li>• Line needs to be shorter; takes too long to get to Van Nuys.</li> <li>• Extend Line 902 to travel north via route of Line 168 from Foothill Bl and Paxton St to Arroyo/Foothill area, then travel back to Foothill via Vaughn to Van Nuys Bl.</li> </ul>	<p><u>Staff Recommendation</u> Implement as proposed.</p> <p>The performance index on Line 902 is 1.08, indicating that the line is performing well despite the low ridership to the North Hollywood Station.</p> <p>Two proposals are presented for consideration; 1) Serve only Rapid stops on Van Nuys and retain the Valley College stop. Upon further review, this proposal will require staff to improve Line 233 service in the AM peak period, and resources would come from modifying other services in the area. 2) Make Line 902 permanent as it operates today.</p>
OTHER		Opposed to all service reductions.				<ul style="list-style-type: none"> <li>• Reducing bus lines is a crime; Fewer people ride the bus because gas is less expensive and people are using cars.</li> <li>• Do not look at boardings per revenue service hours; It is not a business but a public service.</li> <li>• Talking about dismantling the bus system overall; Consent Decree increased bus service by 1 million hours and in just a few years, you've eliminate more than half of what federal courts MTA to put on the streets.</li> <li>• Cuts are barriers to people working in LA, the elderly, handicapped.</li> <li>• Every line that is cut increases traffic, negatively impacts air quality and makes the whole system less usable.</li> </ul>	<p>The economic downturn has had a negative impact on the FY11 budget. As a result, the MTA must make the best use of resources available by eliminating unproductive lines and reducing service levels to better match demand.</p>



**ATTACHMENT C**  
**ESTIMATED IMPACT ON PASSENGERS - AUGUST 2010 PUBLIC HEARINGS**  
**METRO SAN FERNANDO VALLEY BUS LINES**  
**Los Angeles County Metropolitan Transportation Authority Bus Lines**

Line	Line Name	Line Type	Proposal	Existing Line Total Ridership				Estimated Ridership Impacts			Nature of Impacts
				Week-day	Sat	Sun	Annual	Week-day	Sat	Sun	
150	Canoga Park - Universal City Station via Ventura Bl	Local Tier 1	Improve service on weekends from Line 750 resources. <u>Staff Recommendation:</u> Implement as proposed.	10,875	8,373	6,857	3,606,227		2,399	1,776	About 95% of former Line 750 patrons will be retained and will access alternate service on local Line 150 and 240.
750	Warner Center Transit Hub - Universal City Station via Ventura Bl	Rapid Tier 1	Discontinue weekend service. Invest resources into enhancing Line 150 service. <u>Staff Recommendation:</u> Implement as proposed.	6,039	3,087	1,869	1,808,871	---	(3,087)	(1,869)	Patrons will be impacted by a slight increase in travel time but the impact will be mitigated by the improved service levels on local Line 150.
168	Chatsworth Station - San Fernando via Lassen Street, Paxton St	Local Tier 3	Discontinue service. <u>Staff Recommendation:</u> Implement as proposed.	304	---	---	77,520	(304)	---	---	Patrons must walk .25 miles to access alternate service on Line 158 along Devonshire St, Line 167 on Plummer St, Line 233, 761 and 902 on Van Nuys Bl.
902	Pacoima - North Hollywood Station via Van Nuys Bl, Burbank Bl	Local Tier 1	Consider permanent service. <u>Staff Recommendation:</u> Implement as proposed with possible modifications.	4,064	---	---	1,036,320	---	---	---	No impact on patrons if original line is implemented.
<b>TOTAL</b>				21,282	11,460	8,726	6,528,938	(304)	(688)	(93)	

## ATTACHMENT D

### LINE PERFORMANCE AND ESTIMATED IMPACT ON REVENUE SERVICE HOURS METRO SAN FERNANDO VALLEY - AUGUST 2010 PUBLIC HEARINGS

Line	Line Name	Line Performance Data			Revenue Service Hours (RSH)			
		Performance Index**	Brdgs / RSH****	Subsidy / Brdg****	Annual RSH	Proposed Annual RSH	Net Change Annual RSH	Net Change in Cost***
150	Canoga Park - Universal City Station via Ventura Bl	0.71	42	\$2.44	86,307	92,987	6,680	\$870,671
750	Warner Center Transit Hub - Universal City Station via Ventura Bl	0.68	35	\$3.03	51,451	42,057	-9,394	(\$1,229,111)
168	Chatsworth Station - San Fernando via Lassen Street, Paxton St	0.33	18	\$6.39	4,208	0	-4,208	(\$550,575)
902	Pacoima - North Hollywood Station via Van Nuys Bl, Burbank Bl	1.08	64	\$1.35	16,091	16,091	0	\$0
<b>TOTAL</b>					158,057	151,135	(6,922)	(\$909,014)

\*\* Source: FY10 3rd Quarter Ranking Performance Index.

1.000 is the average Performance Index value for each line type (Local, Express, Shuttle, Rapid). Lines below 0.60 are considered poor performing lines.

\*\*\* Net change in cost based on \$130.34 for directly operated lines and \$84.07 for contract lines

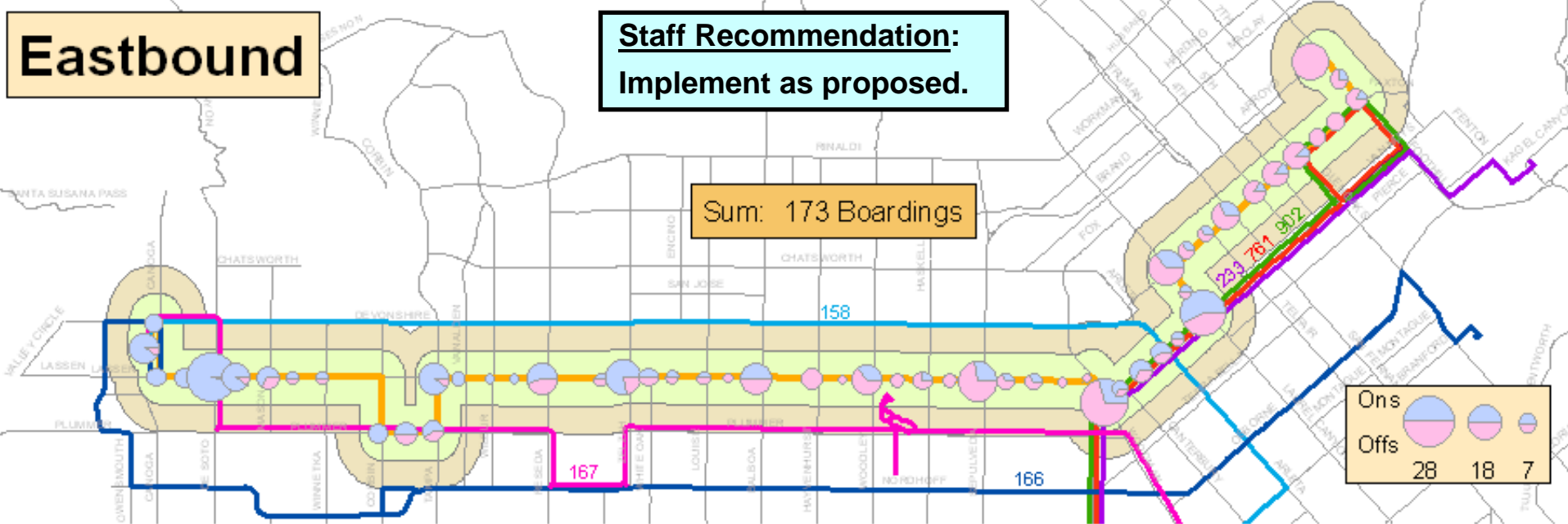
\*\*\*\* System Boardings/RSH is 50.8 and Subsidy/Boarding is \$1.85

**ATTACHMENT E  
METRO SAN FERNANDO VALLEY  
REVISED MAPS**

# Line 168 – Discontinue Service

## Eastbound

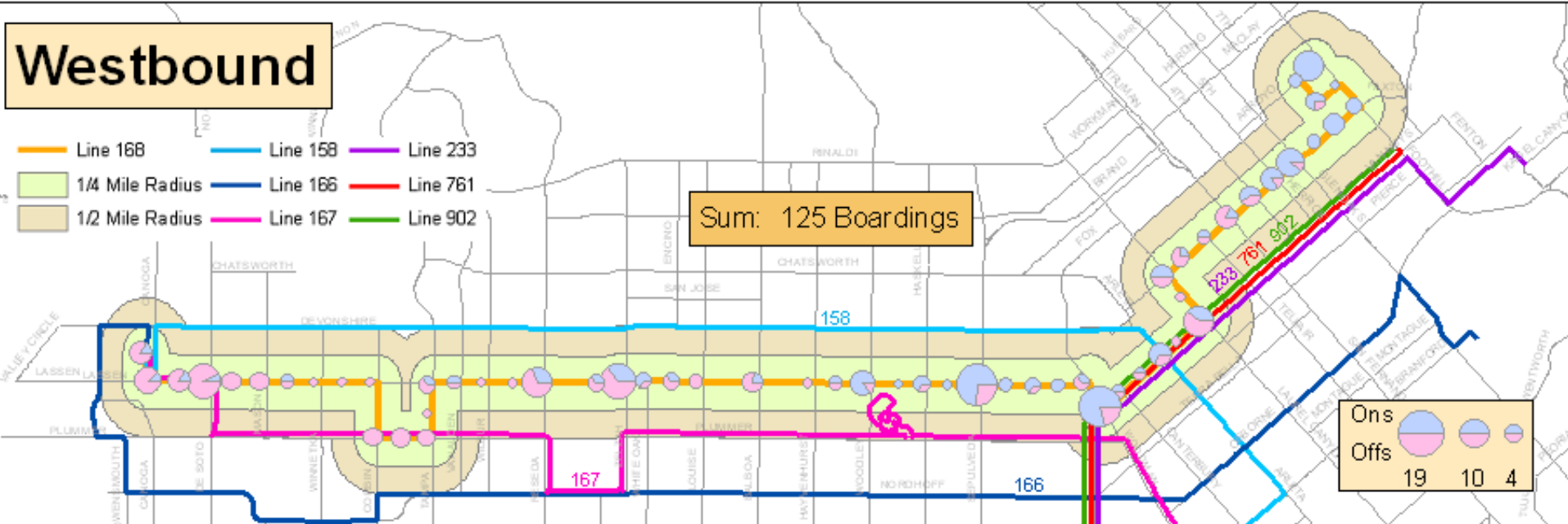
**Staff Recommendation:**  
Implement as proposed.



## Westbound

- Line 168
- Line 158
- Line 233
- 1/4 Mile Radius
- Line 166
- Line 761
- 1/2 Mile Radius
- Line 167
- Line 902

Sum: 125 Boardings



# Line 750 – Cancel Weekend Service

## Line 150 - Improve service from Line 750 resources

Boardings per Revenue Service Hour – 52 Min.			Round Trip Travel Time Reduction – 20% Min.			Trip Length Ratio – 1.25 Min.		
DX	SA	SU	DX	SA	SU	DX	SA	SU
	32.49	24.33		16.5%	17.0%		1.86	1.91
Does not achieve threshold standard. Local Line 150 carries 43.17			Does not achieve round trip travel time savings of 20%.			Achieves standard of 1.25. Serves distinct travel traveling longer distances.		

### Alternate Services

1. Local Line 150 (entire route of line)
2. Local Line 240 between Reseda Bl & Universal City Red Line Station.



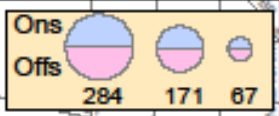
# Line 902

**Northbound**

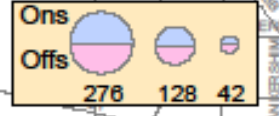
**Southbound**

**Staff Recommendation:**  
Make line permanent with possible modifications.

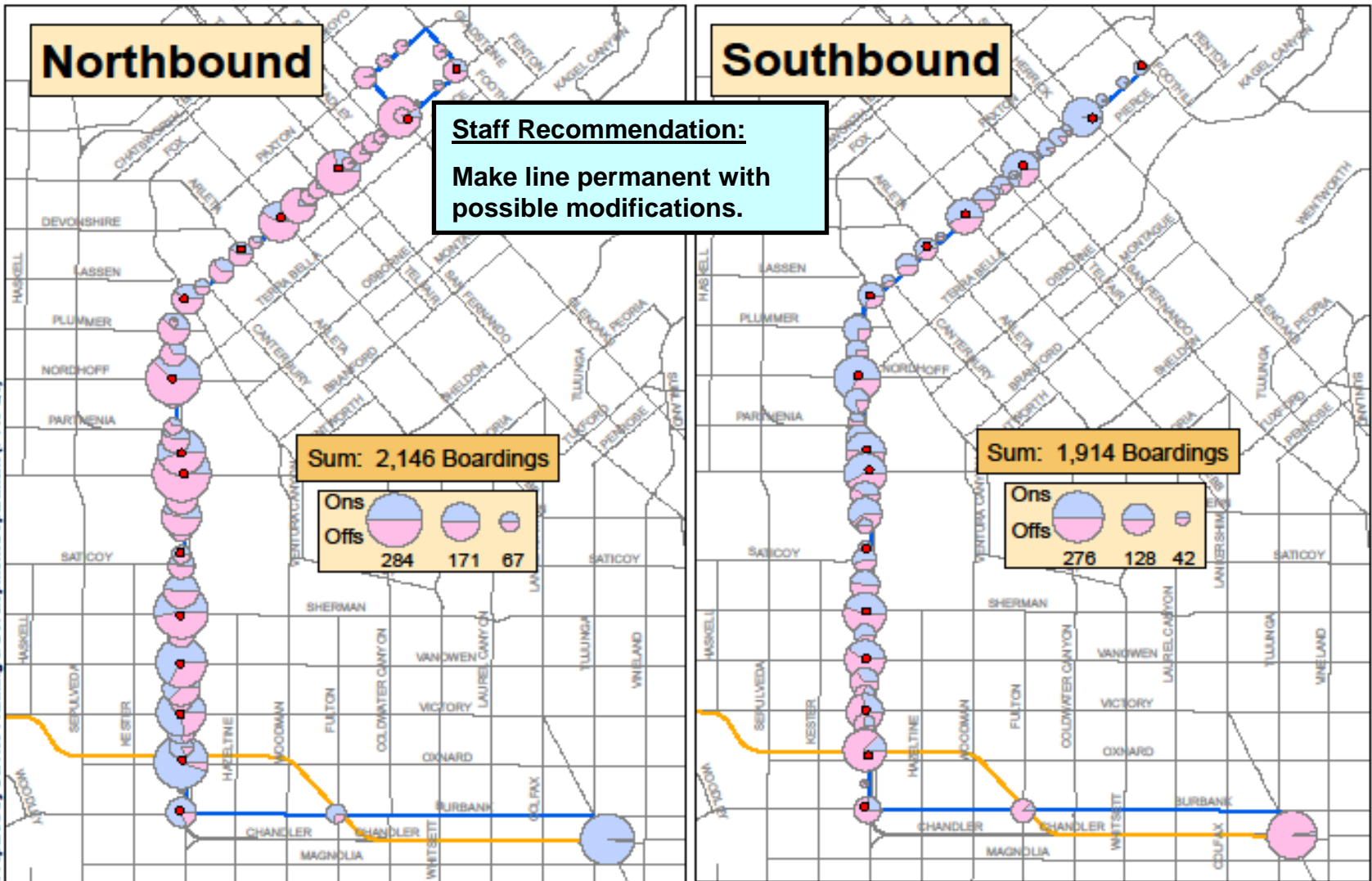
**Sum: 2,146 Boardings**



**Sum: 1,914 Boardings**

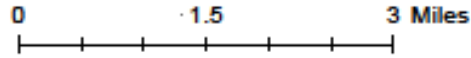


Prepared by Service Planning & Development Department (FY10-Q3)



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- Line 902
- Orange Line
- Metro Rapid Stops

