



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
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## **METRO SERVICE COUNCILS**

**August 3, 2014**

**SUBJECT: DECEMBER 2014 SERVICE CHANGE PROGRAM PUBLIC HEARING RESULTS**

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

### **RECOMMENDATION**

- A. Approve findings of Public Hearing conducted on August 2014 for service changes proposed to be implemented on December 14, 2014 or later.
- B. Adopt staff's revised Service Change Program as outlined in this report.
- C. Receive the analysis for the Title VI and Environmental Justice Analysis for Exposition Line Phase 2 and Line 534.

### **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 affected Service Councils conducted a series of public hearings in August 2014.

The purpose of the hearings was to solicit public input, written comments and verbal testimony regarding proposed service changes to one local and one express bus line that operate throughout the Metro region. These changes are slated for implementation in December 14, 2014 or later.

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

### **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 encourage safety and optimize efficiency of travel demand patterns but the Service Council may select other alternatives that benefit the most patrons.

## **BACKGROUND**

In compliance with federal public hearing requirements and MTA's Administrative Code, each Service Council is required to conduct a public hearing and consider public testimony before approving significant modifications to the bus system. As part of this process, each Service Council, respectively, is also required to consider potential impacts these changes may have on the community.

Each year, Metro Service Development staff reviews bus routes to identify opportunities to improve productivity, safety, cost effectiveness, capacity utilization, and service quality. During this round of public hearings, route modifications were proposed to address safety concerns and future service proposals were made as a result of future Metro Rail extensions. In an effort to move forward with projects that will improve safety and increase operating efficiencies, staff proposes to initiate the service changes contained in the public hearing program in December 2014, or later.

The Notice of Public Hearing (**Attachment A**) gives the time, date, and location of each public hearing. Due to the regional nature of the proposals, public hearings were only held at the Westside/Central and San Fernando Valley August Service Council meetings, as well as one held at the Metro Gateway headquarters building. A brief summary of the changes under consideration is also included.

The official notice of public hearing was finalized after the June 2014 meetings and was published in local newspapers beginning Sunday, June 27, 2014. Additional notices were subsequently published in other local, regional, and foreign language newspapers system-wide. Approximately 81,000 marketing take-ones were distributed on buses, trains, and at customer service outlets informing riders of the proposals under consideration. In addition, staff presented the proposed changes at the Crescenta Valley Town Council and Montrose Shopping Park Association regular meetings. Rider bulletins were posted on Metro buses, and the Notice of Public Hearing was also posted on Metro's main website. Patrons could also send responses to Metro via email at [servicechanges@metro.net](mailto:servicechanges@metro.net).

## **IMPACT ON BUDGET**

All proposed changes on Line 90/91 are cost neutral. Changes to Line 534 will provide a savings based on the current operating budget.

## **SUMMARY OF STAFF PROPOSALS**

The proposed December 2014 service plan focuses on the following service modifications:

- Route modification on Line 90/91 to remove an operational concern. Two proposals were provided as an alternative to the current route;
- Modify Line 534 service between Culver City and Santa Monica to eliminate duplication after completion of Expo Phase II.

Maps of the proposed changes are provided in **Attachments B and C**. The following describes comments received during the public hearing process.

**SUMMARY OF PUBLIC COMMENT**

A total of 36 individuals attended the three public hearings; 17 of those individuals provided verbal testimony; 25 written testimonies were received via letters, facsimiles and emails by August 13, 2014, the close of the public record.

The 42 respondents provided a total of 42 comments on public hearing proposals. Approximately 29% (10 comments) supported the proposals. Nearly 38% (13 comments) opposed, and another 32% (11 comments) suggested modifications to the service change proposals. Roughly 8 of the comments received were unrelated to the Public Hearing’s proposed changes.

A detailed description of these comments is provided in **Attachment D**. A summary of the comments received by service area and bus line is as follows:

		Number of Comments			Line Percentage			
SFV								
Line No.	Support	Oppose	Modify	Total	Support	Oppose	Modify	Other
91	3	10	11	24	12.5%	41.6%	45.8%	6
WSC								
534	7	3	---	10	70.0%	30.0%	---	2
<b>Grand Total</b>	<b>10</b>	<b>13</b>	<b>11</b>	<b>34</b>	<b>29.4%</b>	<b>38.2%</b>	<b>32.3%</b>	

**METRO SAN FERNANDO VALLEY SERVICE PROGRAM**

**Line 90/91 - Downtown Los Angeles - Sunland - Olive View Medical Center via Glendale Av, Foothill Bl**

**Original Proposal**

Modify the Line 91 northbound route to avoid an operational concern at the intersection of Ocean View Bl and Honolulu Av. Proposals A and B were provided as route alternatives during the public hearing process, and are as follows:

Proposal A: Discontinue service on Honolulu Av in the northbound direction only. The service will be relocated to Montrose Av for approximately 1.2 miles, then the route will resume the regular via La Crescenta Av to Foothill Bl. Southbound Route 91 service is proposed to remain unchanged. The discontinuation of service on the Honolulu Av route segment impacts approximately 84 patrons.

Proposal B: Discontinue Route 91 altogether. Service currently operated as Route 91 will be rescheduled as Line 90 trips, resulting in improved service frequency on Montrose and Pennsylvania Avs. The discontinuation of service on the Honolulu, La Crescenta and Foothill route segments impacts approximately 174 daily patrons.

**Staff Recommendation**

Continue to work with the City of Glendale and County of Los Angeles and return in October 2014 with a modified proposal.

After meeting with the local town council, business association and city officials, efforts were brought forward to analyze a number of traffic engineering options in order to maintain bus service on Honolulu Av in the westbound direction. Metro and City staff have jointly developed five service options (two of which were included in the public hearing), as shown in **Attachment E**. These options are currently under review to determine cost and develop an implementation schedule.

**METRO WESTSIDE/CENTRAL PROGRAM**

**Line 534 – Malibu-Washington/Fairfax via Pacific Coast Hwy**

**Original Proposal**

Modify schedule to discontinue service between Downtown Santa Monica to the Washington/Fairfax Transit Hub when Phase 2 of the Metro Expo Line opens.

**Staff Recommendation**

Implement as proposed.

The Service Council previously approved an option to reduce weekday service on Line 534 between Washington/Fairfax and Downtown Santa Monica. Staff recommends modifying the proposal to discontinue the segment, thereby reducing duplication with Expo Line Phase 2. The Expo Line will provide more frequent service (every 6 to 12 minutes), and operate a greater span of service than Line 534 provides today. The previously approved option would only provide service on Line 534 every 22-40 minutes in the peaks and hourly in the base period.

An indication that this duplicative route segment will be best served by the Expo Line is provided by TAP card and verified by ridership data (as shown in **Attachment F**). A significant number of these patrons will no longer have to transfer to Line 534, but instead will be able to ride the Expo Line directly to Downtown Santa Monica. For example, at the Culver City Station, today approximately 400 Expo Line patrons are transferring in the greatest numbers to Line 534 to continue west. Patrons that are transferring on Lines 38, 105, 217 and 705 will be able bypass the Washington/Fairfax Transit Hub and transfer directly to the Expo Line at the La Cienega/Jefferson Station. Patrons on Lines 35, 37 and 780 can transfer to any of these lines to access Expo. Patrons traveling to Malibu will still be able to transfer to Line 534 near the Downtown Santa Monica Station. In addition, patrons using the Expo Line will receive a savings by no longer having to pay the express fare charge on Line 534. Patrons needing to transfer to Expo may do so at no additional charge under the new fare structure to be implemented September 15.

Finally, shortening Line 534 in Downtown Santa Monica will result in improving the on-time performance of the line. The May and June data indicated that this line was one of the worst performing lines in terms of on-time performance, particularly on the weekends. The on-time

performance in May was 51.7% on Saturdays and 33.3% on Sundays, partially because of traffic congestion on the I-10 Santa Monica Freeway.

## **TITLE VI ENVIRONMENTAL JUSTICE IMPACT**

Exposition Line Phase 2 and Line 534 described in this report meet the definition of a major service change as defined in LACMTA's Administrative Code. The evaluation of these changes is provided in Attachment G. This evaluation concludes that there are no disparate impacts on minority populations, and but there is disproportionate burden on poverty populations imposed by the change for Line 534.

This is justified, however, since the second phase of the Exposition Line represents a significant improvement in transit service over Line 534 in this corridor. Exposition Line Phase 2 is projected to carry around 20,000 boardings on opening day and will increase to at least 26,000 by Year 2030. Meanwhile, transit travel time will improve since the travel time will be about 18 minutes for the Phase 2 of the Exposition Line compared to 21–49 minutes during the peak period for the impacted section of Line 534.

## **NEXT STEPS**

With Service Council approval, the Line 90/91 change will be effective December 14, 2014, or later. The Line 534 service change will be implemented with the opening of the Expo Line Phase 2 to Downtown Santa Monica. Staff will notify customers with on-board brochures describing the service changes. New timetables with schedule and route modifications will be available on Metro buses prior to implementation.

## **ATTACHMENTS**

- A. Notice of Public Hearing
- B. Maps of original proposed changes Line 91
- C. Map of Line 534 Proposed Change
- D. Summary of Public Comment
- E. Maps of additional route alternatives considered (post town-council meetings)
- F. Ridership Impacts of Line 534 Service Change
- G. Title VI Evaluation

Prepared by: Scott Page, Service Planning Manager  
Israel Marin, Service Planning Staff  
Carol Silver, Transportation Planner

**NOTICE OF PUBLIC HEARING**



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
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metro.net

Los Angeles County Metropolitan Transportation Authority

The Los Angeles County Metropolitan Transportation Authority will hold public hearings in August 2014 to receive community input on proposed modifications to Metro’s bus service. Approved changes will become effective December 2014 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 Councils 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>534</b>	Malibu – Washington/Fairfax Transit Hub via Pacific Coast Hwy	When Expo Rail opens to Santa Monica, modify route to eliminate service between Downtown Santa Monica to the Washington/Fairfax Transit Hub.

**METRO SAN FERNANDO VALLEY**

<b>LINE</b>	<b>LINE NAME</b>	<b><u>PROPOSED SERVICE CHANGE</u></b>
<b>90-91</b>	Downtown LA – Sylmar via Glendale Av – Foothill Bl	Proposal A: Discontinue service on Honolulu Av (Line 91) in the City of Glendale Montrose area. Service will remain on Montrose and La Crescenta Avs. Proposal B: Discontinue Line 91 routing in the Montrose area completely, operating only Line 90 from Downtown LA to Sunland.

**METRO GATEWAY CITIES**

<b>LINE</b>	<b>LINE NAME</b>	<b><u>PROPOSED SERVICE CHANGE</u></b>
		No service changes are proposed for the Metro Gateway Service Area

**METRO SAN GABRIEL VALLEY**

<b>LINE</b>	<b>LINE NAME</b>	<b><u>PROPOSED SERVICE CHANGE</u></b>
		No service changes are proposed for the Metro San Gabriel Valley Service Area

**METRO SOUTH BAY**

<b>LINE</b>	<b>LINE NAME</b>	<b><u>PROPOSED SERVICE CHANGE</u></b>
		No service changes are proposed for the Metro South Bay Service Area

## PUBLIC HEARING SCHEDULE

### **SAN FERNANDO VALLEY**

**August 6, 2014, 6:30 pm**  
Marvin Braude Constituent Center  
6262 Van Nuys Bl  
Van Nuys, CA 91401

### **WESTSIDE/CENTRAL**

**August 13, 2014, 5:00 pm**  
La Cienega Tennis Center  
325 South La Cienega Bl  
Beverly Hills, CA 90211

### **REGIONAL LOCATION**

**August 9, 2014, 9:00 am**  
Metro Headquarters Building  
1 Gateway Plaza, Board Room  
Los Angeles, CA 90012

**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 Service 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 13, 2014, the close of the public record.

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

**Metro Customer Relations**  
Attn: December 2014 Service Changes  
One Gateway Plaza, 99-PL-4  
Los Angeles, CA 90012-2932

Comments via e-mail should be addressed to:

[servicechanges@metro.net](mailto:servicechanges@metro.net)  
Attn: "December 2014 Service Changes"

Facsimiles should be addressed as above and sent to: 213-922-6988.

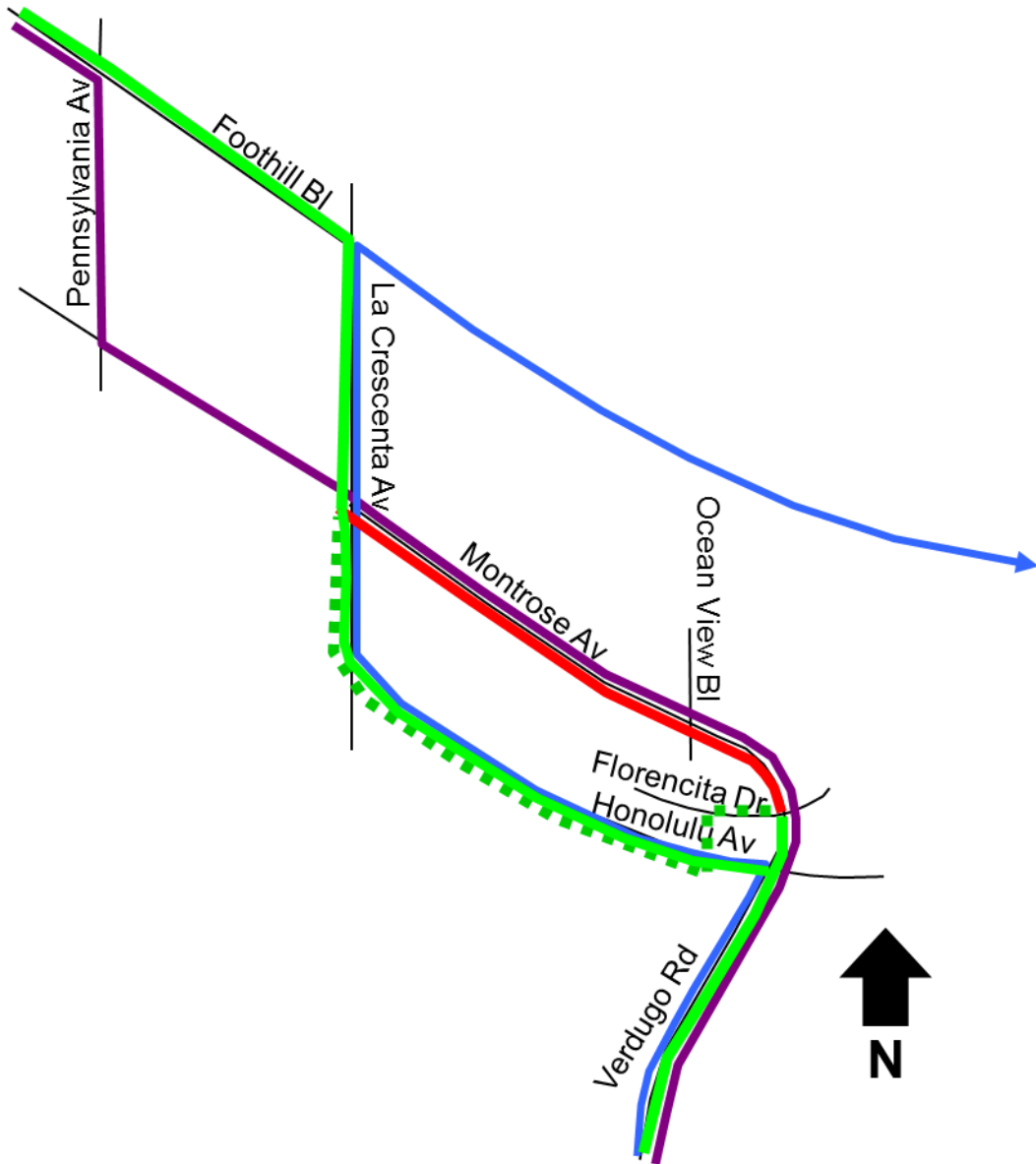
**ADA REQUIREMENTS:** Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA sponsored meetings and events.

**LIMITED ENGLISH PROFICIENCY:** Upon request, interpreters are available to the public for MTA sponsored meetings and events. Agendas and minutes will also be made available in other languages upon request.

All requests for reasonable accommodations, interpretation services and materials in other languages must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please submit requests by calling (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040. Individuals with hearing or speech impairment may use California Relay Service 711 + Metro phone number.

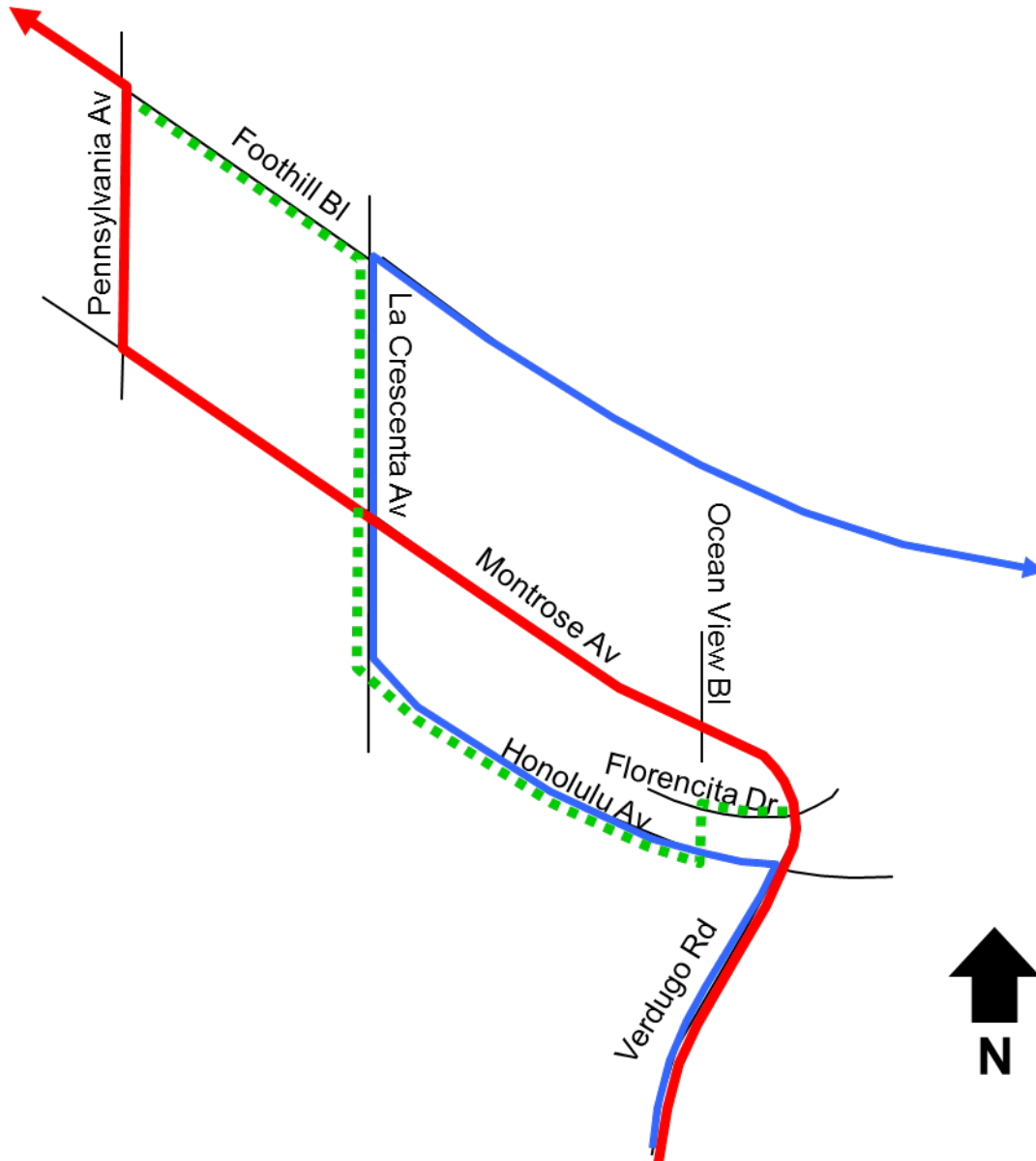


# Line 91 **Option A** – Montrose Avenue Route for WB only



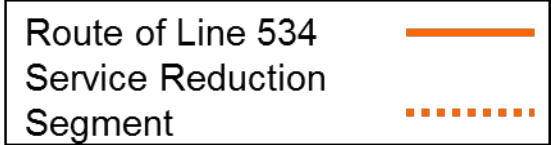
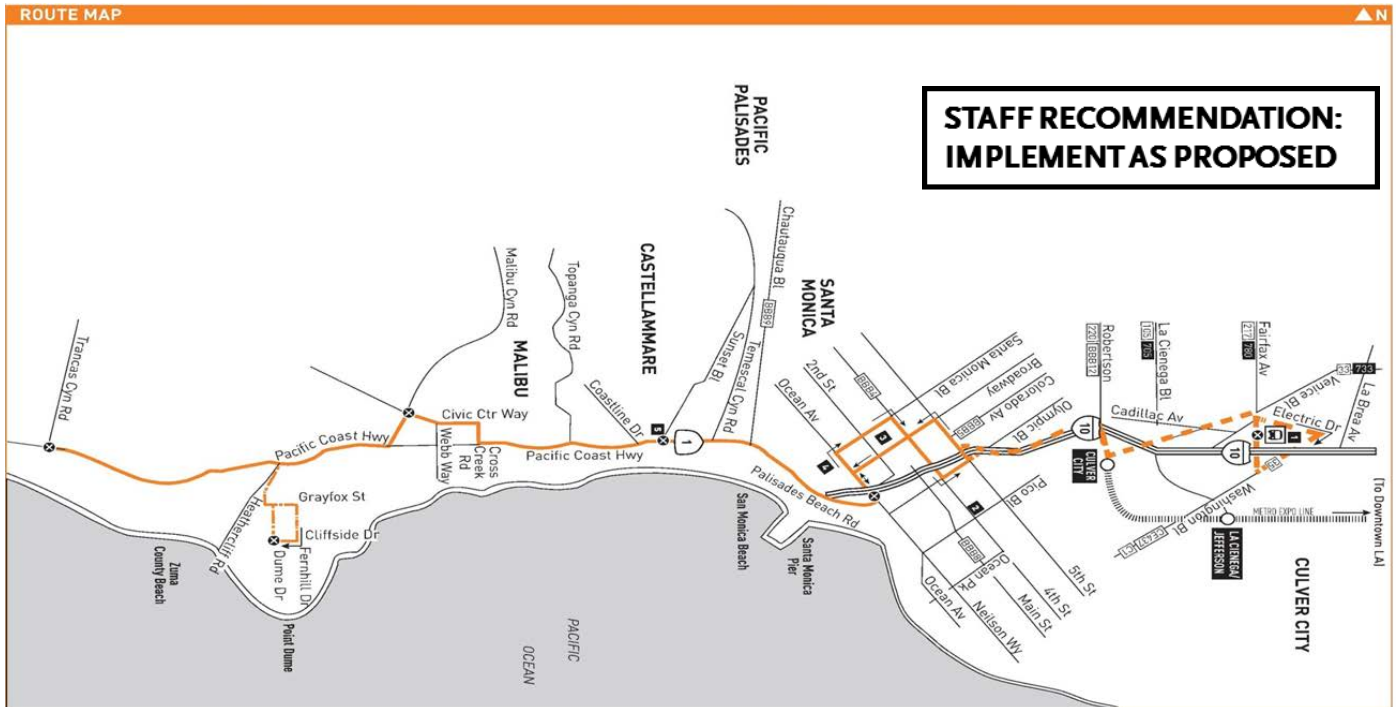
	Unaffected route of Line 91
	Affected Honolulu segment on Line 91 ( <b>northbound only</b> )
	New proposed <b>northbound</b> route of Line 91

# Line 91 Proposed **Option B** – Route consolidation



- Proposed consolidated route
- ..... Discontinued Line 91 Route Segment
- Beeline 3

# Opening of Expo Phase II - Line 534 Proposal to Discontinue Service between Washington/Fairfax Transit Hub and Downtown Santa Monica



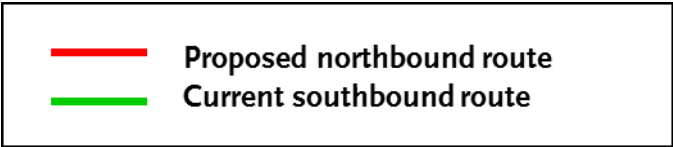
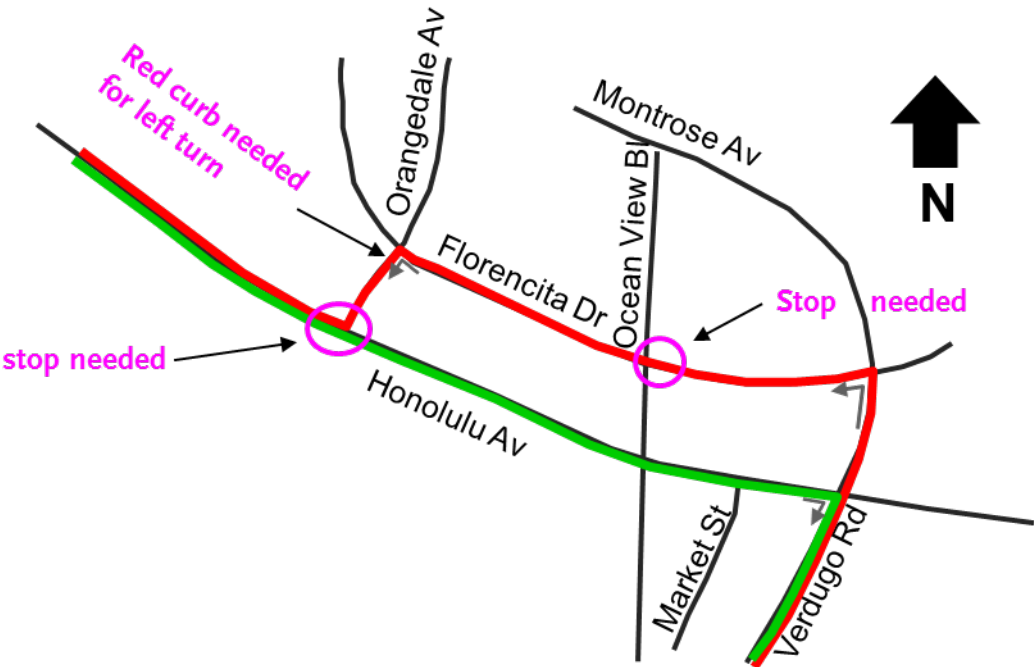
## Attachment D

### METRO SAN FERNANDO VALLEY SUMMARY OF PUBLIC COMMENTS - AUGUST 2014 PUBLIC HEARINGS Los Angeles Metropolitan Transportation Authority Bus Lines

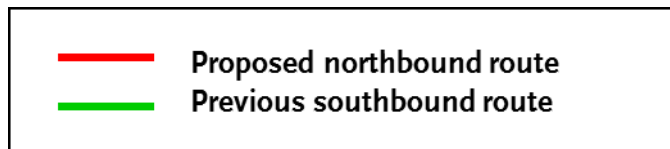
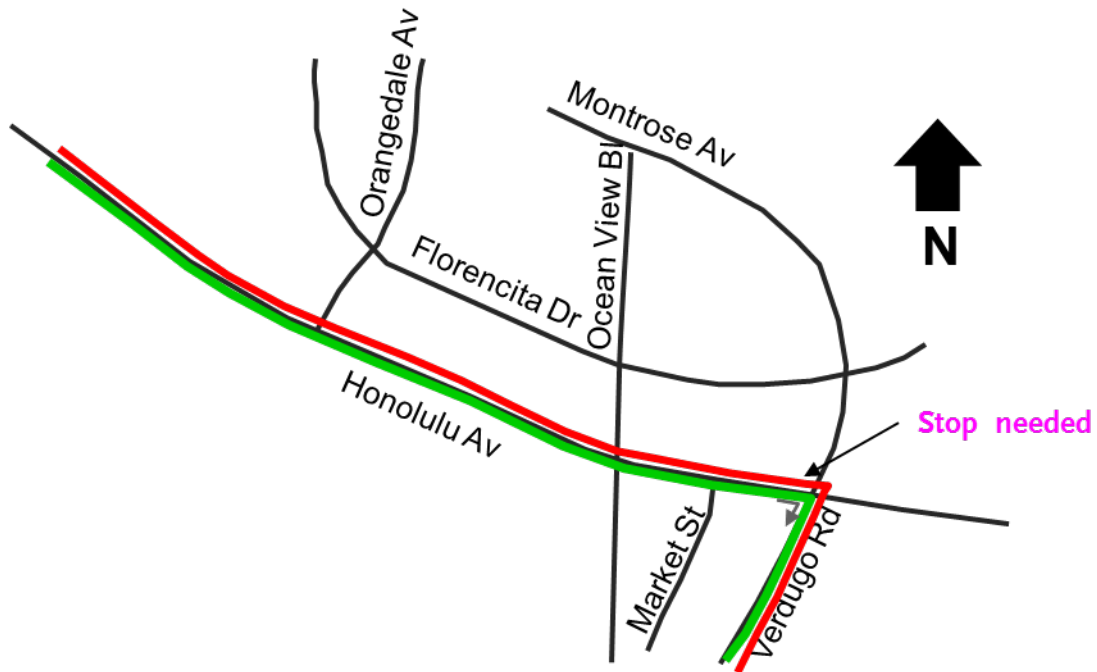
LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPOSE	MODIFY	OTHER	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
<b>METRO SAN FERNANDO VALLEY</b>								
<b>91</b>	Downtown LA – Sylmar via Glendale Av – Foothill Bl	Discontinue northbound service on Honolulu using Proposal A or Proposal B	<b>3</b>	<b>10</b>	<b>11</b>	<b>6</b>	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>• “There should not be two different routes”</li> <li>• Eliminate Line 91... move resource to Line 90”</li> <li>• “Keep Line 91 running with Proposal A”</li> </ul> <p><b>OPOSE:</b></p> <ul style="list-style-type: none"> <li>• “Detrimental to small business”</li> <li>• “Leave everything the way it is”</li> <li>• “Please don’t change this line”</li> <li>• “Please do not discontinue or change the routes”</li> <li>• “Please send buses along Honolulu”</li> <li>• “Please do not support these proposals and maintain service to Honolulu Av”</li> <li>• “Do not discontinue service to Montrose/Honolulu Avenue in Glendale on either the 90 or 91 bus routes”.</li> <li>• “We moved to Sparr Heights partly to be near the bus Line...would inconvenience his morning commute”</li> <li>• “Maintain Line 91... Do not enact proposal B”</li> <li>• Will lose customers</li> </ul> <p><b>MODIFY</b></p> <ul style="list-style-type: none"> <li>• “Use Sunday Farmers Market route... until Metro and the Montrose Shopping Association establish an alternative route...”</li> <li>• “90/91 split...Confuses riders in the Montrose Area... I propose that Foothill/La Crescenta/Montrose be used as the route”</li> <li>• “Consider an alternative route using Florencita... Long term, the MSPA is supportive of improving transit access on Honolulu Avenue”</li> <li>• Same as above</li> <li>• Same as above</li> <li>• Same as above</li> <li>• “a short term diversion onto Florencita might be possible...maintain (long term) service into the shopping park”</li> <li>• Does not support option B. Advocates for short term solution then long term service on Honolulu.</li> <li>• “Hold your decisions”</li> </ul>	<p><u>Staff Recommendation</u> Implement temporary detour while permanent changes are made to Honolulu.</p>

LINE NO.	LINE NAME	PUBLIC HEARING SERVICE CHANGE PROPOSAL	SUPPORT	OPPOSE	MODIFY	OTHER	SUMMARY OF PUBLIC COMMENTS AND ISSUES	STAFF RESPONSE AND FINAL RECOMMENDATION
91	(Continued)						<p><b>MODIFY (continued)</b></p> <ul style="list-style-type: none"> <li>Do Intersection Study</li> <li>It would be more efficient to use Verdugo onto Honolulu</li> </ul> <p><b>OTHER</b></p> <ul style="list-style-type: none"> <li>Increase frequency of service, extend Line 91 to Olive View Medical Center</li> <li>Leave Beeline on Honolulu</li> <li>Route proposals to Line 163</li> <li>Service change proposal to multiple other Lines</li> <li>Include information to the next transit system. Better bus to bus connections. Have operators say "all aboard" before leaving their layovers</li> <li>Line 91 needs to be kicked upstairs</li> </ul>	
<b>METRO WESTSIDE/CENTRAL</b>								
534	Malibu-Washington/Fairfax via Pacific Coast Hwy	Modify schedule to discontinue service between Downtown Santa Monica to the Washington/Fairfax Transit Hub when Phase 2 of the Metro Expo Line opens.	7	3		2	<p><b>SUPPORT:</b></p> <ul style="list-style-type: none"> <li>Makes sense but improve frequency on local service segment (3 comments)</li> <li>Supports; extend to Ventura County or SFV</li> <li>Reinvest and renumber to Line 134</li> <li>Inconvenient to cut but line is affected by traffic and weather so Expo would be more on-time but disagrees with forced transfer on Line 37; suggests extending line to Expo Station</li> <li>Extend Lines 35, 37 and 780 to provide a direct connection to Expo</li> </ul> <p><b>OPPOSE:</b></p> <ul style="list-style-type: none"> <li>Don't cut service until the Expo Line is up and running; Bus from Santa Monica is always full; at least keep service six months past proposed cut; lot of students to Palisades and Malibu High; How many transfers do patrons need to take?</li> <li>Folks deserve a one seat ride; let it be a choice for 6 or 12 months after the rail line opens</li> <li>Agree with comment to keep service; if there is a problem on the rail, you have an alternate; likes the old idea to have some trips go all the way to Downtown</li> </ul>	<p><u>Staff Recommendation</u> Implement as proposed when Expo Line Phase 2 opens in late 2015 or later. Keep same line number.</p> <p>Patrons traveling to Downtown Santa Monica will receive a net benefit of improved service frequency, span of service and access to other destinations along the Expo Line, Shortening Line 534 should also improve the overall on-time performance of the line.</p> <p>Patrons will still be able to transfer to Line 534 in Downtown Santa Monica near the 4<sup>th</sup>/Colorado Expo Station.</p>
534	(continued)						<p><b>OTHER:</b></p> <ul style="list-style-type: none"> <li>Hope there will be a solution as to how to handle connections to Lines 35 and 780 to connect to Expo</li> <li>Renumber Line 534 to 234 when it becomes local; Install TVM machines at park-and-ride lots.</li> </ul>	Staff will monitor line to determine if additional resources need to be reinvested. Extending other services to the Culver City Station is not recommended due to cost considerations and the lack of a layover zone near the station.

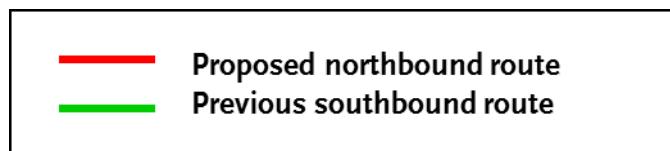
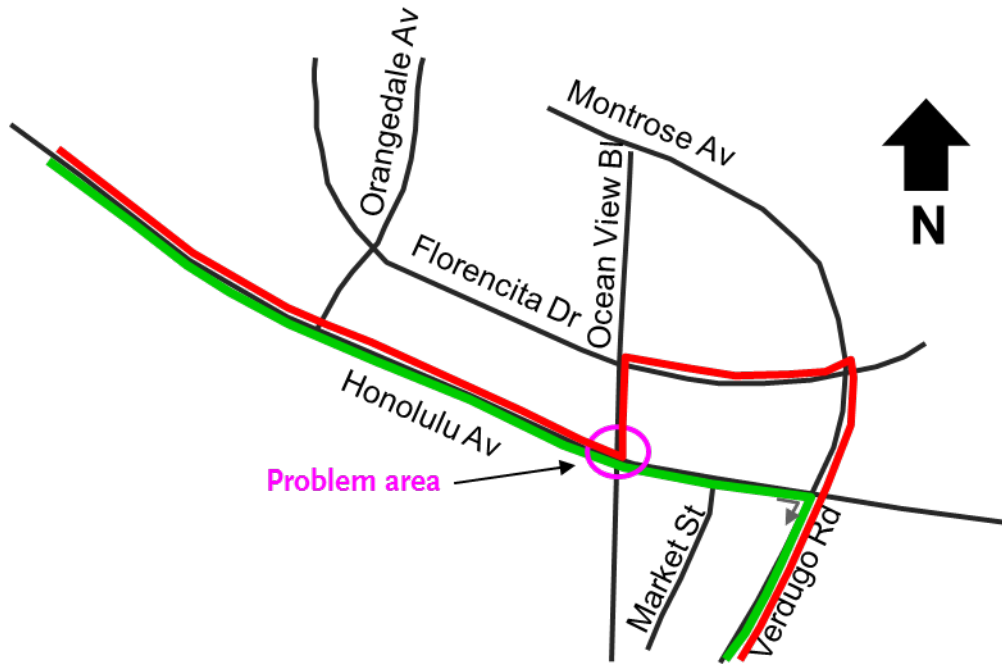
### New Option C – Florencita Route



## New Option D – Honolulu Route

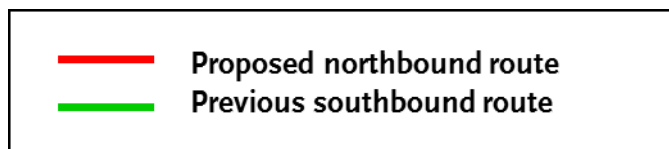
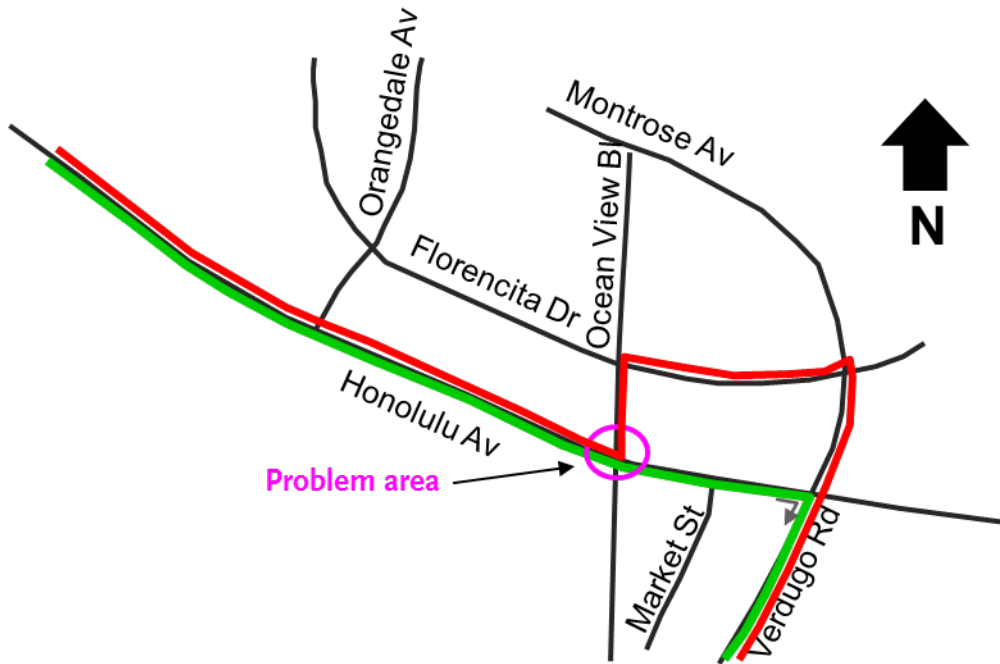


# New **Option E** – Current Line 91 route /remove bump out at Ocean View

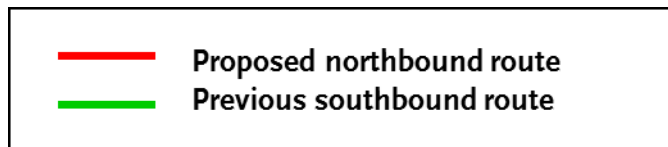
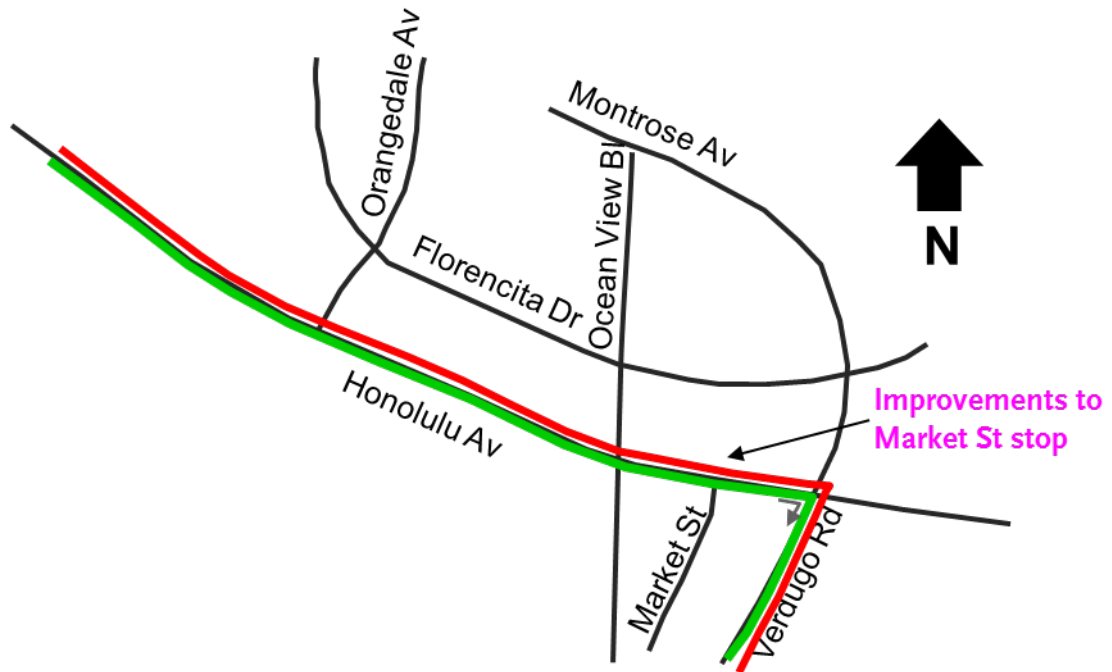




# New Option F – Relocate Limit Line at EB Honolulu at Ocean View



## New Option G – Improvements to Market St Stop





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**ATTACHMENT F**

**LINE 534 - RIDERSHIP IMPACTS OF PROPOSED CHANGE  
MAY - 2014 DATA**

<b>EASTBOUND</b>	<b>WEEKDAY</b>		<b>SATURDAY</b>		<b>SUNDAY</b>		<b>REPLACEMENT SERVICE</b>
<b>Stop Location</b>	<b>ONS</b>	<b>OFFS</b>	<b>ONS</b>	<b>OFFS</b>	<b>ONS</b>	<b>OFFS</b>	
Venice & Culver City Station	12	407	4	240	3	179	EXPO
Venice & National	15	22	3	10	1	6	EXPO
Venice & Cadillac	8	103	5	74	2	41	EXPO TO LINES 33 & 733
Fairfax & Venice	4	85	4	53	2	40	EXPO TO LINES 33, 105, 217, 705, 733
Washington / Fairfax Hub	32	257	31	150	17	101	EXPO TO LINES 38, 105, 217, 705
<b>Eastbound Total</b>	<b>71</b>	<b>874</b>	<b>47</b>	<b>527</b>	<b>25</b>	<b>367</b>	

<b>WESTBOUND</b>	<b>WEEKDAY</b>		<b>SATURDAY</b>		<b>SUNDAY</b>		<b>REPLACEMENT SERVICE</b>
<b>Stop Location</b>	<b>ONS</b>	<b>OFFS</b>	<b>ONS</b>	<b>OFFS</b>	<b>ONS</b>	<b>OFFS</b>	
Washington / Fairfax Hub	396	31	254	16	172	14	LINE 38, 105, 217, 705 TO EXPO
Venice & Fairfax	211	7	126	2	71	1	LINES 33, 105, 217, 705, 733 TO EXPO
Venice & Cadillac	100	10	82	5	66	4	LINES 33 & 733 TO EXPO
Venice & National	154	18	134	9	103	3	EXPO
Venice & Robertson	222	16	220	12	144	5	EXPO
<b>Westbound Total</b>	<b>1,083</b>	<b>82</b>	<b>816</b>	<b>44</b>	<b>556</b>	<b>27</b>	

<b>Total Impacted Patrons</b>	<b>1,154</b>	<b>956</b>	<b>863</b>	<b>571</b>	<b>581</b>	<b>394</b>
<b>Total Ons/Offs for all Stops</b>	<b>3,151</b>	<b>3,151</b>	<b>2,239</b>	<b>2,239</b>	<b>1,642</b>	<b>1,642</b>



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## Attachment G

### Exposition Phase II Title VI and EJ Analysis Results

When Phase II of the Exposition Line comes on line, Metro Line 534 will be cut back to the new Exposition Line western terminus at 4<sup>th</sup>/Colorado in Santa Monica. As a result, this will benefit less minority people compared to the percent of minorities for Metro’s Service Area. However this will not result in an adverse disparate impact since the difference between impacted minority population percentage and the service area percentage is less than 5% (see Table 1).

Conversely the situation is different for low income people. Here there is a disproportionate impact since the percent of low income people benefiting from the service changes is less than 20% of difference between the percent of impacted low income people and percent of low income for Metro’s Service Area (see Table 1). The thresholds are per Metro’s Administrative Code.

**Table 1**

Line	Title VI			EJ		
	Population	Minority	Percent	Population	Poverty	Percent
Expo II	714,698	279,128	39.1%	723,569	86,927	12.0%
Line 534 Deleted	-333,660	-21,191	6.4%	-62,074	-9,522	15.3%
<b>Total</b>	<b>381,038</b>	<b>257,937</b>	<b>67.7%</b>	<b>661,495</b>	<b>77,405</b>	<b>11.7%</b>
<b>Metro Threshold (Service Area)</b>			<b>70.5%</b>			<b>15.9%</b>
<b>Adverse Impact Threshold</b>			<b>65.5%</b>			<b>12.7%</b>

### Finding

Phase II of Exposition Line is projected to have around 20,000 average weekday boardings on opening day and 26,000 boardings by Year 2030. Meanwhile the number patrons impacted today using Line 534 is around 1,100 on weekdays. The running time for Exposition Phase II will be about 18 minutes while the running time today for the segment of Line 534 proposed to be deleted varies from 21 to 49 minutes during the peak period. So light of these figures, Staff recommends issues a finding of overriding consideration for proceeding with the proposal given that the project will benefit significantly more people than it will hurt in terms of both boardings and travel times.