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TO: BOARD OF DIRECTORS

FROM: LINDA BOHLINGER
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INTERIM CHIEF EXECUTIVE OFFICER

**SUBJECT: ADOPT SAN FERNANDO VALLEY TRANSIT RESTRUCTURING
PLAN MODIFICATIONS**

RECOMMENDATION

Adopt service route modifications to Phase II of the San Fernando Valley Transit Restructuring Plan (SFVP) as shown on Attachment A. All affected transit operators have worked cooperatively to develop the line-by-line recommendations.

ORGANIZATIONAL IMPACT

The recommendations are consistent with the MTA's goals and mission as they will reduce costs, improve service delivery options and provide customers with safe, reliable and affordable transportation.

BUDGET IMPACT

As originally adopted, the full SFVP identified approximately \$4.5 million in savings that would be reallocated among the affected operators to fund service expansion. Initially, the MTA realized a cost savings of approximately \$2.5 million that was not included in the FY 1996 budget. The cost savings to be generated from the revised Phase II cannot be estimated until the transit centers are fully developed, shuttle services fully operational and labor negotiations are completed.

ALTERNATIVES CONSIDERED

The alternative is to implement the previously adopted plan. This option is not recommended as it does not respond to changes in implementation schedules for the transit centers and shuttle services, shifts in ridership among operators and comments from the community. It also does not take into consideration restructuring studies performed by other operators/entities in the area.

BACKGROUND/DISCUSSION

In February, 1995, the Board adopted the two phased SFVP which was a culmination of a two year cooperative effort of the City and County of Los Angeles and the MTA, with the City serving as the lead agency. Phase I, consisting of changes which could be completed immediately, was implemented on June 25, 1995 and later refined to respond to customer

comments. Phase II changes, the most complex elements of the plan, are contingent upon the development of six transit centers, reprogramming of funds among affected operators to fund service expansion and the competitive procurement of new shuttle services. Phase II service restructuring began on December 10, 1995 with full implementation originally scheduled for December, 1997. However, transit centers' construction schedules, shuttle service implementation and the inability to shift resources among operators, resulted in an extension of the Phase II completion date.

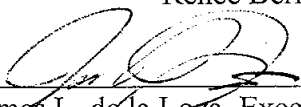
Since the study was conducted some time ago and ridership shifts have occurred, all involved operators participated in a line by line re-evaluation of those recommendations which had not been implemented. Attachment A represents a consensus of the revised restructuring plan.

Of the 32 remaining modifications in Phase II, 20 did not change from the adopted plan. The other twelve proposals were modified in response to construction/implementation schedules, past experience and passenger comments. Since the plan's adoption, the proposed California State University-Northridge Transit hub is no longer viable. As this was a mid-line hub, staff recommends delaying identification of an alternate site until the other transit centers and shuttle services are fully operational. Other factors which have invalidated the original proposal include an increase in ridership on the LADOT Commuter Express lines and the contracting of three additional San Fernando Valley MTA services.

The Arroyo Verdugo Transportation Coalition (AVTC) adopted a plan addressing transit service delivery in its five member region located in the Eastern San Fernando Valley using the SFVP as its base, but further refining the proposals to focus on community needs. The revised restructuring plan takes into account recommendations made by this later study.

The recommended revisions to Phase II will allow the MTA to continue meeting the original objectives of the SFVP. Objectives dealing with improving service coordination, focusing services at hubs and improving internal community circulation will be further realized with the recommended Phase II modifications. To ensure a smooth transition between MTA and shuttle services, service cutbacks will be phased. MTA staff will continue to update the Board as necessary on this critical mobility improvement project for the San Fernando Valley.

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ATTACHMENT

ATTACHMENT A - SERVICE REASSESSMENT OF SAN FERNANDO VALLEY RESTRUCTURING PLAN

LINE NO.	LINE NAME	TARGETED IMPLEMENTATION DATE	REASSESSMENT RECOMMENDATION	AGCY RESP.
90	L.A.-Sunland-Sylmar via Pennsylvania Av.	Phased cutback to begin December, 1997 or when Sylmar/San Fernando hub is completed.	Cutback route at Sylmar/San Fernando hub; Gradually phase in cutbacks upon operation of Smart Shuttles. (See also Lines 91, 169 & 177.) <i>No change from adopted study.</i>	MTA LADOT
91	L.A.-Sunland-Sylmar via La Crescenta Av.	Phased cutback to begin December, 1997 or when Sylmar/San Fernando hub is completed.	Cutback route at Sylmar/San Fernando hub; Gradually phase in cutbacks upon operation of Smart Shuttles. Consolidation of route with Line 90 linked to Line 177. Line 177 route and service options to be consider at end of Line 177 contract. (See also Lines 90, 169 & 177.) <i>No change from adopted study.</i>	MTA LADOT Glendale
92/93	L.A.-Glendale-Burbank-San Fernando via Glendale Bl./ Allessandro St.	December, 1997 or when Burbank hub is completed.	Extend shortline trips to Burbank hub and eliminate route north of Glenoaks Blvd. on weekdays only. Weekend service north of Glenoaks Blvd. to be maintained.	MTA Glendale
94	L.A.-San Fernando	Phased cutback to begin December, 1997 or when Sylmar/San Fernando hub is completed.	Cutback route at Sylmar/San Fernando hub; Gradually phase in cutbacks upon operation of Smart Shuttles. <i>No change from adopted study.</i>	MTA LADOT
96	L.A.-Burbank-Sherman Oaks via Riverside Dr.	AS MTA labor contracts permit.	Recommendation to cutback route west of Burbank hub not supported. Propose minor reroute from Olive Av. to replace Alameda Av. segment of Line 152. Work with Burbank to define resources and develop more efficient service delivery options along Olive Av. (See also Lines 152 & 670.)	MTA LADOT Burbank
152	Fallbrook Ave.-Roscoe Bl.-Vineland Av.	Reroute to temporary Warner Center hub in December, 1997. Cutback in service at Universal hub contingent upon changes to Line 96 and completion of Universal Red Line Station in Year 2000.	Reroute service to temporary Warner Center hub and cutback route at the Universal Red Line Station when completed. (See also Lines 96 and 670.) <i>No change from adopted study.</i>	MTA LADOT
154	Tampa Av.-Ventura Bl.-Burbank Bl.-Oxnard St.	December, 1997.	Recommendation to operate Tampa leg as new Line 238 and recombine remaining route with White Oak leg of Line 239 not supported due to negative impact on passengers. Propose minor reroute from Burbank Blvd. via Hayvenhurst, Ventura, Kester to Oxnard St. (See also Lines 238 & 239.)	MTA
158	Woodman Av.-Devonshire St.-Topanga Cyn. Bl.	December, 1997.	Extend route to temporary Warner Center hub upon implementation of Smart Shuttles. (See also Line 245.) <i>No change from adopted study.</i>	MTA LADOT

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LINE NO.	LINE NAME	TARGETED IMPLEMENTATION DATE	REASSESSMENT RECOMMENDATION	AGCY RESP.
161	Westlake-Canoga Park	Implemented reroute to go by temporary Warner Center hub on December 15, 1996. As MTA labor contracts permit.	Recommendation to cancel service not supported at this time. Minor reroute to go by, but not terminate at temporary Warner Center hub completed. Work with LADOT to define resources and develop more efficient service delivery options. (See also Line 423.) <i>No change from adopted study.</i>	MTA LADOT
163	Sherman Way-Sun Valley-Hollywood Way-Hollywood	To be implemented when permanent Warner Center hub is available.	Reroute service to permanent Warner Center hub. <i>No change from adopted study.</i>	MTA LADOT
164/165	Victory Bl./Vanowen St.	June, 1997.	Relocate terminal to temporary Warner Center hub. <i>No change from adopted study.</i>	MTA LADOT
166	Nordhoff St.-Lankershim Bl.	Year 2000 when Universal Red Line Station is completed.	Reroute service to Universal Red Line Station when completed. <i>No change from adopted study.</i>	MTA
167	De Soto Av.-Plummer St.-Coldwater Cyn. Bl.	To be implemented when permanent Warner Center hub is available.	Propose additional change to extend route via De Soto leg of Line 243 to improve service compatibility. (See also Lines 168 & 243.)	MTA LADOT
168	Winnetka Av.-Lassen St.-Van Nuys Bl.	To be implemented when permanent Warner Center hub is available.	Recommendation to extend route to Warner Center via De Soto leg of Line 243 not supported. Propose to extend route via Winnetka leg of Line 243 to improve service capability. (See also Lines 167 & 243.)	MTA LADOT
169	Saticoy St.-Sunland Bl.	December, 1997 or upon reroute of Lines 90 & 91 to Sylmar/San Fernando hub.	Recommendation to cancel weekend service when Lines 90 & 91 are rerouted to the Sylmar/San Fernando hub not supported. (Weekend service is currently operated as an extension of Lines 90 & 91.) Further study required to define resources and develop more efficient service delivery options for weekend service. (See also Lines 90, 91 and 177.)	MTA
177	Glendale-La Canada-Pasadena-Monrovia-Duarte	End of existing contract and opening of Del Mar Blue Line Station.	Service contracted with savings achieved. Consider other route and service options at end of three year contract. (See also Lines 90, 91 & 169.) <i>No change from adopted study.</i>	MTA Glendale Pasadena
183	Magnolia Bl.-Kenneth Rd.-E. Colorado St.	As MTA labor contracts permit.	Cancel service and combine Magnolia Av. leg with Line 234. Work with Glendale and Burbank to define resources and develop more efficient service delivery options. (See also Lines 234 & 675.) <i>No change from adopted plan.</i>	MTA Burbank Glendale
201	Silverlake Bl.	As MTA labor contracts permit.	Work with Glendale to define resources and develop more efficient service delivery options. <i>No change from adopted study.</i>	MTA Glendale
234	Sepulveda Bl.-Magnolia Bl.	Reroute to Sylmar/San Fernando hub to begin December, 1997 or upon completion of hub. Reroute to Burbank hub contingent upon changes to Line 183 and completion of hub.	Support recommendation to cutback route at Sylmar/San Fernando hub and recombine route with Magnolia Av. leg of Line 183; Service cutback at Sylmar/San Fernando will be gradually phased in upon operation of Smart Shuttles. (See also Lines 183 & 675.) <i>No change from adopted study.</i>	MTA LADOT Burbank

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LINE NO.	LINE NAME	TARGETED IMPLEMENTATION DATE	REASSESSMENT RECOMMENDATION	AGCY RESP.
238	Tampa Av.	See Line 154.	Recommendation to operate Tampa leg of Line 154 as separate line not supported due to negative impact on passengers. (See also Lines 154 & 239.)	MTA
239	White Oak Av.-Zelzah Av.-Rinaldi St.	Partial implementation completed March 2, 1997.	Recommendation to link route north of Cal State Northridge (CSUN) with Winnetka leg of Line 243 not supported due to negative impact on passengers. Minor reroute to Facey Medical Group implemented. (See also Lines 154 & 238.)	MTA
243	De Soto Av.-Ventura Bl.-Winnetka Av.	To be implemented when permanent Warner Center hub is available.	Cancel service. (See also Lines 167 & 168.) <i>No change from adopted study.</i>	MTA LADOT
245	Topanga Cyn Bl.-Mulholland Dr.-Valley Circle Bl.	Phased cutback to begin December, 1997.	Cancel service. Cutback to be phased when Smart Shuttles are fully operational. (See also Line 158.) <i>No change from adopted study.</i>	MTA LADOT
394	San Fernando Ltd.	Completed December 29, 1996	New limited service implemented to provide expedited service along route of Line 94. <i>No change from adopted study.</i>	MTA
410	L.A.-Glenoaks Bl. Exp.	Maintain service.	Recommendation to cancel service not supported since Line 411 does not provide sufficient replacement service. (See also Lines 411, 413 & 549.)	MTA
411	Warner Center-Victory Bl.-Burbank-Glendale-Downtown L.A. Ltd./Exp.	As MTA labor contracts permit. Further study required.	Recommendation to implement new line not supported by LADOT and MTA since line does not provide sufficient replacement service on MTA Line 410 and LADOT Lines 413 and 549. Work with LADOT to define resources and develop more efficient service delivery options. (See also Line 410, 413 & 549.)	MTA LADOT
424/425	L.A.-Ventura Bl. Warner Center. Exp./Ltd.	Reroute to go by temporary hub December, 1997. Reroute to permanent hub when availability.	Reroute and terminate service at permanent Warner Center hub. Propose minor reroute to access, but not terminate at temporary Warner Center hub. <i>No change from adopted study.</i>	MTA LADOT
426	San Fernando Valley-Wilshire Bl.-L.A. Exp.	Reroute to permanent hub when available; Further study required.	Reroute service to permanent Warner Center hub. Further study required on reroute via Sherman Way. Existing survey data to be evaluated.	MTA LADOT
427	L.A.-Warner Center-Canoga Park Exp.	Implemented reroute to go by temporary hub on December 15, 1996. Reroute to permanent hub when available.	Reroute service to permanent Warner Center hub. Minor reroute to go by, but not terminate at temporary hub completed. <i>No change from adopted study.</i>	MTA LADOT
630	North Hollywood Circulator	Year 2000 when North Hollywood Red Line Station is completed.	Implement new line when the North Hollywood Red Line Station is completed. <i>No change from adopted study.</i>	MTA LADOT

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LINE NO.	LINE NAME	TARGETED IMPLEMENTATION DATE	REASSESSMENT RECOMMENDATION	AGCY RESP.
670	Universal City-Burbank Media District-Burbank Metrolink Shuttle	As MTA labor contracts permit.	Implement new line operating between Burbank Station and Universal Red Line Station along Olive Avenue segment of Line 96. (See also Lines 96 and 152.) <i>No change from adopted study.</i>	MTA Burbank
675	Burbank Station-Glendale Galleria Shuttle	As MTA labor contracts permit.	Work with Glendale and Burbank to define resources and develop more efficient delivery options on canceled Line 183 route segment. Further study required. (See also Lines 183 and 234.)	MTA Burbank Glendale
LADOT LINES				
413	L.A.-Van Nuys Exp.	Further study required.	Recommendation to cancel service not supported by LADOT since proposed Line 411 does not provide sufficient replacement service. Further study required, survey to be conducted. (See also Lines 410, 411 & 549.)	LADOT
419	Chatsworth Exp.	Further study required.	Recommendation to modify route under consideration by LADOT. <i>No change from adopted study.</i>	LADOT
423	L.A.-Encino-Westlake Exp.	Maintain service. Pending funding availability.	Recommendation to modify route not supported by LADOT at this time. Work with LADOT to define resources and develop more efficient service delivery options. (See also Line 161.) <i>No change from adopted study.</i>	LADOT
549	Encino-Pasadena	Maintain service. Further study required.	Recommendation to cancel service not supported by LADOT. Recent data indicates ridership has increased due to marketing effort in the SFV and proposed new Line 411 does not provide sufficient replacement service. (See also Lines 410, 411 & 413.)	MTA LADOT
573	Century City-Granada Hills Exp.	Late 1997	Recommendation to cancel Santa Clarita leg when alternative service is available. LADOT working with Santa Clarita Transit.	LADOT/ Santa Clarita Transit
575	Simi Valley-Warner Center Exp.	Reroute to permanent hub when available.	Reroute service to permanent Warner Center hub. <i>No change from adopted study.</i>	LADOT
631 632	Sylmar Circulator Hubbard-Sayre Shuttle	Summer, 1997	LADOT is currently working on implementation of these proposed Smart Shuttle services as a two year demonstration project. Selection of operator in progress, with final approval slated for April. <i>No change from adopted study.</i>	LADOT
640	Van Nuys-Panorama City Circulator	Winter, 1998.	LADOT and MTA support recommendation to implement new line with modifications.	LADOT
650	Sherman Oaks-Encino Shuttle	Maintain service.	Recommendation to modify route not supported by LADOT at this time. Proposed adjustment in operating hours.	LADOT

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645 667 668 669	Canoga Av. Shuttle Valley Circle-Oxnard St.-Platt Circulator Calabasas-Woodland Hills- Warner Center Circulator Warner Center-West Hills Circulator	Summer, 1997	LADOT is currently working on implementation of these proposed Smart Shuttle services as a two year demonstration project. Selection of operator in progress, with final approval slated for April. <i>No change from adopted study.</i>	LADOT
DASH Van Nuys	Van Nuys-Studio City	Maintain service.	Recommendation to cancel service not supported by LADOT. Recent data indicates ridership has increased due to SFV marketing effort.	LADOT
SANTA CLARITA TRANSIT				
570	Santa Clarita-Sylmar/San Fernando	To be determined.	New route from Santa Clarita to Sylmar/San Fernando Metrolink Station. No change from recommendation.	Santa Clarita Transit