



OPERATIONS COMMITTEE  
FEBRUARY 16, 2000

Los Angeles County  
Metropolitan  
Transportation  
Authority

**SUBJECT: ROUTE AND SERVICE MODIFICATIONS TO LINE 177  
(GLENDALE - PASADENA - DUARTE)**

**ACTION: AUTHORIZE CREATION OF NEW SERVICE TO REPLACE  
THE WESTERN PORTION OF LINE 177 OPERATED  
BY THE CITY OF GLENDALE**

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**RECOMMENDATION**

Approve the establishment of a modified route and service on Line 177 on an experimental basis. Authorize the Chief Executive Officer to execute a Memorandum of Understanding with the City of Glendale for the operation of service over the portion of route between downtown Glendale and the Jet Propulsion Laboratory.

**ISSUE**

Bus Line 177 is presently operated by Laidlaw Transportation Services Inc., under contract to the MTA. This line provides weekday only service between Glendale and the City of Hope in Duarte. The recommendation is to contract with the City of Glendale who will operate transit service between the Glendale Galleria and the Jet Propulsion Laboratory more frequently and at lower cash fares to riders while continuing to honor MTA pass media. The remaining eastern segment of Line 177 would continue to be operated as a contract service at its present service levels.

**POLICY IMPLICATIONS**

Line 177 is a low performance sub-regional bus line with an average of 17 boardings per bus hour compared to the MTA system average of 53. The City of Glendale has submitted a request to the MTA to operate the western portion of this line as part of their Beeline system. This proposal is consistent with the goal of working with local and Municipal Operators to provide service within their communities, which allows MTA Transit Operations to concentrate on regionally significant service in high demand corridors. This would be done under an MOU agreement whereby the MTA would fund Glendale an amount equal to that which the MTA receives for operating this segment under the Formula Allocation Program (FAP) for this segment of line. For the present year, this is estimated to be \$344,000, or about \$28,670 per month.

This line is a low performance sub-regional bus line that is more appropriately operated by the local community it serves. This action would support the principle approved in May 1999 by the Board regarding MTA Lines of Regional Significance and reinforce the regional role of MTA Transit Operations.

## **OPTIONS**

Retain the entire route of this line as presently operated and contracted. This is not recommended as it would forgo the opportunity to provide more service at a lower passenger fare for the western portion of this line.

## **FINANCIAL IMPACT**

The present contract with Laidlaw for the operation of Line 177 is for a rate of \$51.75 per revenue hour, less cash revenue received. The direct contracting cost for this line segment is approximately \$510,000 per year. This is reduced by the \$137,000 in estimated passenger revenue received on this line for a net annual direct cost of \$374,000. For the present year, the MTA receives about \$344,000 for this portion of Line 177. The result of the proposed service change is that the MTA would accrue a small savings of about \$30,000 per year.

Because Glendale is not an Included or Eligible transit operator, it is not eligible to receive FAP funds. Glendale would operate this service, under an MOU agreement with the MTA, with the MTA continuing to claim the service miles and passenger revenue for this line within the MTA system. In essence, the MTA would be passing the FAP funds earned on this route segment through to Glendale for the operation of this service.

The present direct contract operating cost of the entire Line 177 is \$933,000 per year. Passenger revenue generates about \$242,000 per year while the MTA's FAP funds earned for operating this line are estimated at \$585,000 annually. These revenue sources still leave \$106,000 in Line 177 operating costs to be funded from other subsidy sources.

The remaining portion of Line 177 east of JPL will continue to be operated under contract to a private operator. This service is presently part of the RFP for all contract service. It is anticipated that the new bid will be at rate of cost equal to or less than the present contract. This will result in an additional savings for Line 177. These costs are illustrated on Attachment A.

## **DISCUSSION**

Line 177 operates between Glendale and the City of Hope in Duarte, via La Canada/Flintridge and Pasadena. Service is provided on weekdays only at hourly frequencies with improved morning peak service frequencies of about 40 minutes. There is an average of about 1,200 passengers per day on this line, which is a performance rate of about 17 boardings per bus hour. This rate of performance is less than one third of the MTA system average of 53 passenger boarding per bus hour.

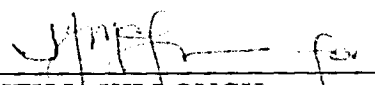
The MTA obtained the right to contract or transfer 13 existing high subsidy bus lines during collective bargaining in 1994. The operation of this segment of line by Glendale would improve the quantity and quality of transit service. This, in combination with a lower fare and newer buses will attract more transit riders, improving the performance of this line. A Memorandum of Understanding between Glendale and MTA will be developed covering such issues as the contract rate, service levels and route coverage.


These service changes will be actively monitored by MTA and Glendale staff. Service levels and scheduled transfer coordination between the Glendale service and the remaining contracted service at JPL will be carefully monitored and adjusted as required to maintain quality service. A timed transfer will be created at JPL to ensure that passengers making through trips will be able to continue to make these trips with minimal delays. These riders will also be issued a free line continuation transfer so that there will be no transfer cost to them.

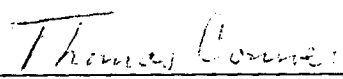
**NEXT STEPS**

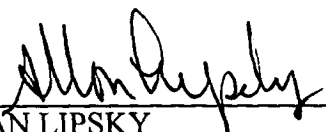
Upon approval, staff will initiate the service and route changes to Line 177 for implementation on April 10, 2000. A Memorandum of Understanding will be developed which will specify the operating, funding and reporting requirements of this service.

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## ATTACHMENT A

### Line 177 ( Glendale - La Cananda - Pasadena - Duarte - City of Hope)

#### Present Annualized Operating Cost and Passenger Revenue

	<b>Western Segment Glendale - JPL</b>	<b>Eastern Segment JPL-City of Hope</b>	<b>Line Total</b>
<b>Operating Cost</b>	<b>\$ 510,000</b>	<b>\$ 423,000</b>	<b>\$ 933,000</b>
<b>Passenger Revenue</b>	<b>\$ 137,000</b>	<b>\$ 105,000</b>	<b>\$ 242,000</b>
<b>FAP Funds</b>	<b><u>\$ 344,000</u></b>	<b><u>\$ 241,000</u></b>	<b><u>\$ 585,000</u></b>
<b>Net Cost</b>	<b>\$ 29,000</b>	<b>\$ 77,000</b>	<b>\$ 106,000</b>