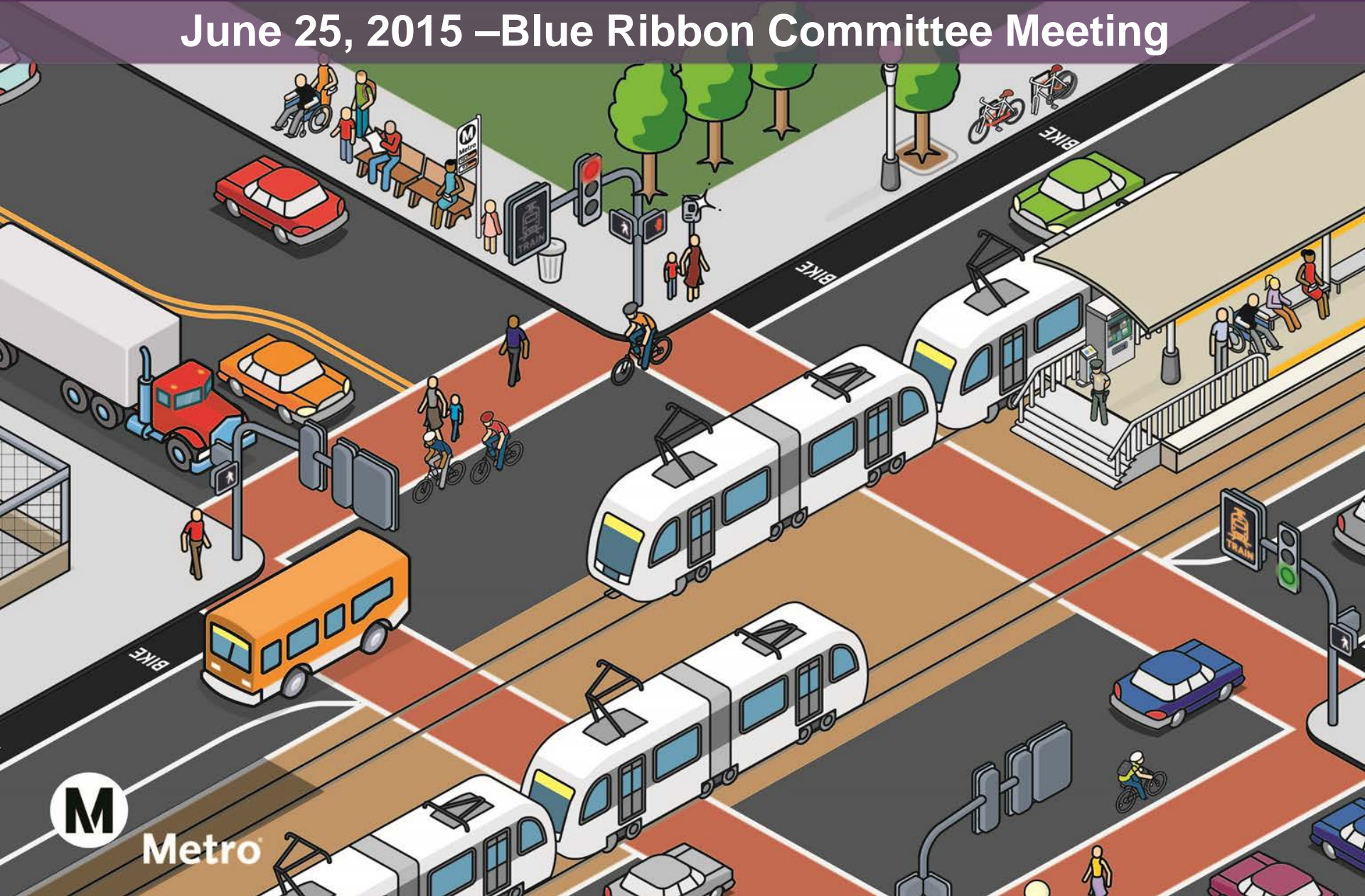


Draft Transit Service Policy

June 25, 2015 –Blue Ribbon Committee Meeting



Metro

Final Draft Transit Service Policy

- Introduction, Purpose, & Background (Sect 1)
- Designing a Regional Transit Network (Sect 2)
- Service Design Guidelines (Sect 3)
- Service Performance Evaluation (Sect 4)
- Implementing the Plan (Sect 5)
- Service Change Process (Sect 6)
- Conclusion (Sec 7)

Work of the Blue Ribbon Committee

Recap of First 4 Meetings

- Reviewed Transit Service Policies
- Reviewed Metro-Muni Service Sharing
- Reviewed a Frequent Service Network
- Recommended Gap Closures
- Reviewed a policy concerning Metro-Muni Service Realignment
- APTA Peer Review

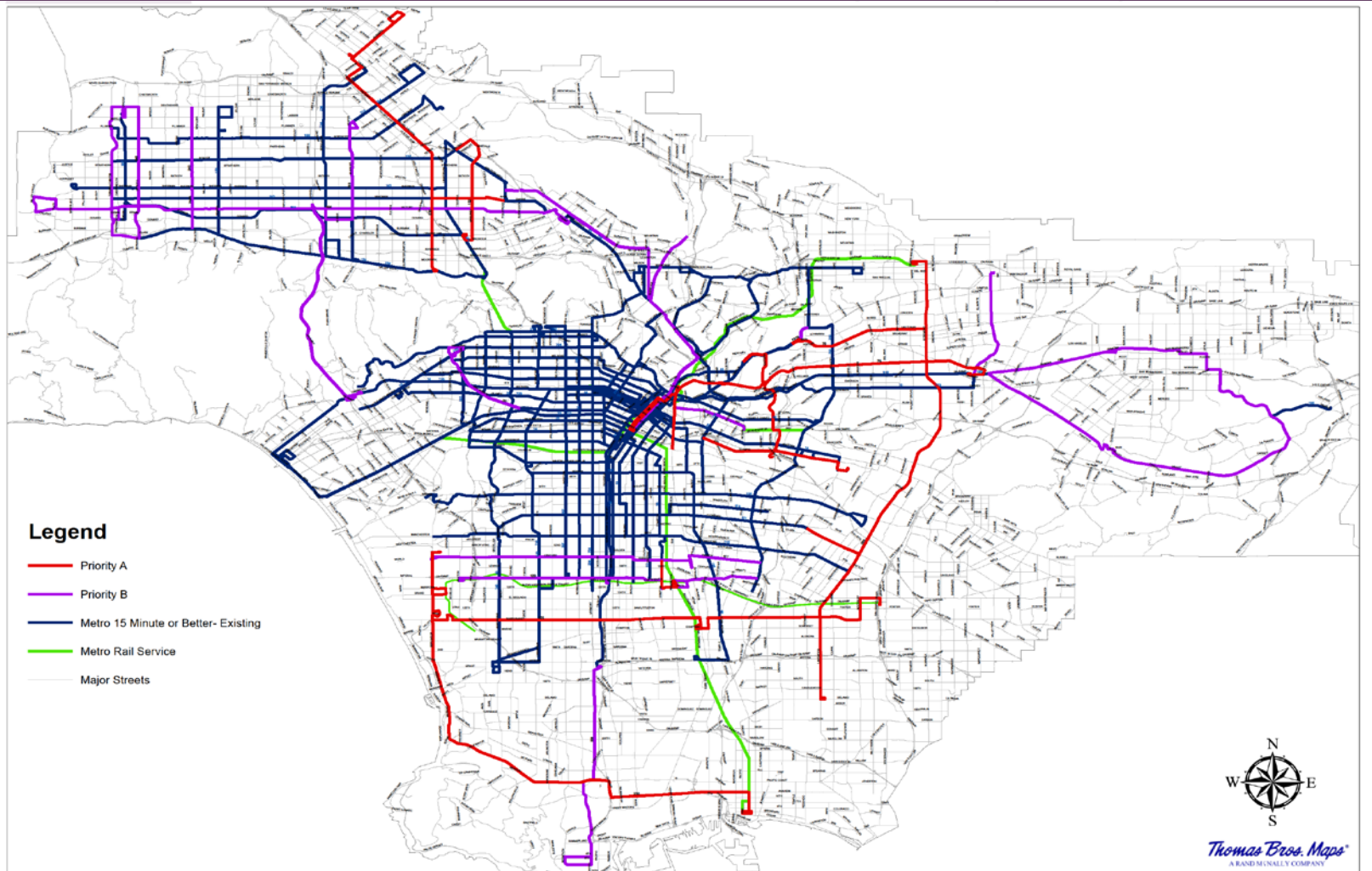
What's New

- Discussion Re: Measure “R” Sec 1.4
- Discussion of APTA Peer Review & 2015 BRC Sec 1.5
- Included Frequent Service Network Sec 1.5
- Load Factor based on seats Sec 4.2
- Route Performance Index Sec 4.2
- Metro-Muni Service Realignment Policy Sec 4.3
- Implementing the Plan Sec 5
- Update to Service Change Timeline Sec 6

APTA Peer Review Recommendations

- Increase load factor
- Consolidate bus stops to increase speed
- Critically review services & reallocate resources from poorer performers to higher productivity
- Work with Municipal Operators to improve service coordination
- Develop a network of frequent services

BRC Recommended Network



Prepared by Metro Service Planning

May, 2015



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Transit Service Policy

Provides Guidance and Policies for:

- ✓ Bus Route Network Design
- ✓ Service Guidelines
- ✓ Bus Stop Location and Spacing
- ✓ Bus and Rail Passenger Loading Standards
- ✓ Performance Standards
- ✓ Title VI and Environmental Justice Evaluation Process
- ✓ Public Outreach

Service Performance Evaluation

- Service Performance Indicators
 - Availability, Quality (ISOTP, Customer Complaints)
 - Quantity (Headways/Frequency, Load Standards)
- Route Performance Index
- Realignment of Metro & Municipal Bus Service

Peak Period Loading Standards

40-Foot Bus

Property	Peak Loading Standard (Based on seats)	Off-Peak Standard (Based on seats)	Comments
Philadelphia (SEPTA)	1.59	--	Unspecified off-peak
Seattle (King County)	1.5	1.25	No trip can have standing load for 20 minutes or longer
Chicago (CTA)	1.3	1.0	
San Francisco (MUNI)	1.2	1.0	
Boston (MBTA)	1.4	1.0	
Washington, DC (WMATA)	1.2	1.0	
San Diego (MTS)	1.5	1.0	
Denver (RTD)	1.25	1.0	
New York City (NYCT)	1.5	1.40	
Dallas (DART)	1.5	1.0	



Loading Standards by Bus Size

Weekday AM and PM Periods						Off Peaks and Weekends				
Bus Types						Bus Types				
Frequency Range in Minutes	Psgrs. / Seat	40 ft.	45 ft.	60 ft.		Frequency Range in Minutes	Psgrs. / Seat	40 ft.	45 ft.	60 ft.
		Average Peak Loads						Average Peak Loads		
1 - 10	1.40	56	65	80		1 - 10	1.30	52	60	74
11 -20	1.30	52	60	74		11 -20	1.20	48	55	68
21 - 40	1.20	48	55	68		21 - 40	1.10	44	51	63
41 -60	1.10	44	51	63		41 -60	1.00	40	46	57
60+	1.00	40	46	57		60+	0.75	30	35	43

Shaded area presents current load factor standard applicable at all times. This table replaces the all-day 130% standard with one that varies by peak/off-peak and schedule frequency.

Route Performance Index

Route Performance Index

Performance Measures

- Passengers/Revenue Service Hour
- Passenger Miles/Seat Mile
- Subsidy/Passenger

$$\text{RPI} = (\text{P/RSH} + \text{PM/SM} + \text{SUB/P}) / 3$$

- All lines measured using single index
- Lines with an index value of 1.0 perform at category average; an index of less than 1.0 are below average
- Lines with an index of 0.6 or below are subject to remedial action

Routes with RPI<0.6

LINE	TYPE	ROUTE NAME	RPI	COUNCIL
120	Local	Aviation Sta. - Whittwood Mall via Imperial Hwy	0.59	GWC
788	Rapid	Valley-Westside Express	0.58	SFV
169	Local	Warner Center - Burbank Airport via Valley Circle	0.57	SFV
267	Local	264 Duarte - Altadena via Duarte Rd & Altadena Dr 267 Altadena - El Monte via Temple City Bl & Lincoln Av	0.57	SGV
102	Local	LAX City Bus Center - South Gate Vis La Tijera-Exposition	0.57	SBC
83	Local	Eagle Rock - Downtown LA via York	0.57	SGV
127	Local	Compton Sta. - Downey via Compton Bl & Somerset Bl	0.55	GWC
161	Local	Thousand Oaks - Agoura Hills - Calabasas - Warner Center	0.54	SFV
487	Express	El Monte Sta. - Sierra Madre Villa Sta. - Downtown LA	0.54	SGV
155	Local	Sherman Oaks - Burbank Sta. via Riverside Dr, Olive Av	0.54	SFV
534	Express	Malibu - Washington / Fairfax Transit Hub via Pacific Coast Hwy	0.53	WSC
201	Local	Glendale - Koreatown via Silver Lake Bl	0.53	WSC
485	Express	Downtown LA - Altadena via Fremont Av & Lake Av	0.52	SGV
611	Shuttle	Huntington Park Shuttle	0.52	GWC
550	Express	Exposition Park / USC - San Pedro via Harbor Transitway	0.51	SBC
239	Local	Encino - Sylmar/San Fernando Metrolink Sta. via White Oak Av, Rinaldi St	0.51	SFV
177	Local	JPL - Pasadena via I-210 & California Bl	0.51	SGV
268	Local	La Cañada Flintridge - El Monte via Baldwin Av & Washington Bl	0.50	SGV
176	Local	Highland Park - Montebello Via Mission-Tyler - Rush	0.50	SGV

LINE	TYPE	ROUTE NAME	RPI	COUNCIL
344	Local	Artesia Transit Center - Palos Verdes via Hawthorne Bl	0.49	SBC
154	Local	Tarzana - Burbank via Burbank Bl & Oxnard St	0.49	SFV
442	Express	Hawthorne-Union Sta via Hawthorne, La Brea, Manchester & Harbor Transitway	0.47	SBC
222	Local	Sun Valley - Hollywood via Hollywood Way	0.46	SFV
612	Shuttle	South Gate Shuttle	0.45	GWC
665	Shuttle	Cal State LA - City Terrace Shuttle	0.44	SGV
96	Local	Downtown LA-Burbank Sta. via Griffith Pk Dr & Riverside Dr	0.44	SFV
685	Shuttle	Glendale - Glassell Park via Verdugo Rd	0.44	SGV
209	Local	Athens - Wilshire Center via Van Ness Ave & Arlington Ave	0.42	WSC
577	Express	El Monte Sta. - Long Beach VA Medical Center via I-605 Fwy	0.39	SGV
156	Local	Van Nuys - Hollywood; Panorama City - Hollywood Owl	0.39	SFV
211	Local	South Bay Galleria - Redondo Beach via Prairie Av, Inglewood Av	0.38	SBC
687	Shuttle	Altadena - Pasadena - Colorado Bl & Allen Av; Los Robles Av & Fair Oaks Av	0.37	SGV
220	Local	West Hollywood - Culver City via Robertson Bl	0.34	WSC
625	Shuttle	Green Line Shuttle - World Way West	0.33	SBC
126	Local	Manhattan Beach - Hawthorne Sta. via Manhattan Beach Bl	0.30	SBC
202	Local	Willowbrook to Wilmington via Alameda	0.28	SBC
620	Shuttle	Boyle Heights via Cesar Chavez Av & State St	0.24	SGV
607	Shuttle	Windsor Hills - Inglewood Shuttle	0.19	SBC



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Total Revenue Hours = 140,000; 2 on B Priority List (120, 550); 2 recommended for cancellation, 1 experimental service (788), 1 recommended for combination with another line (68, 620).

Lines Under Route Performance Index of .60



Metro Bus Routes with Route Performance Index (RPI) < 0.6

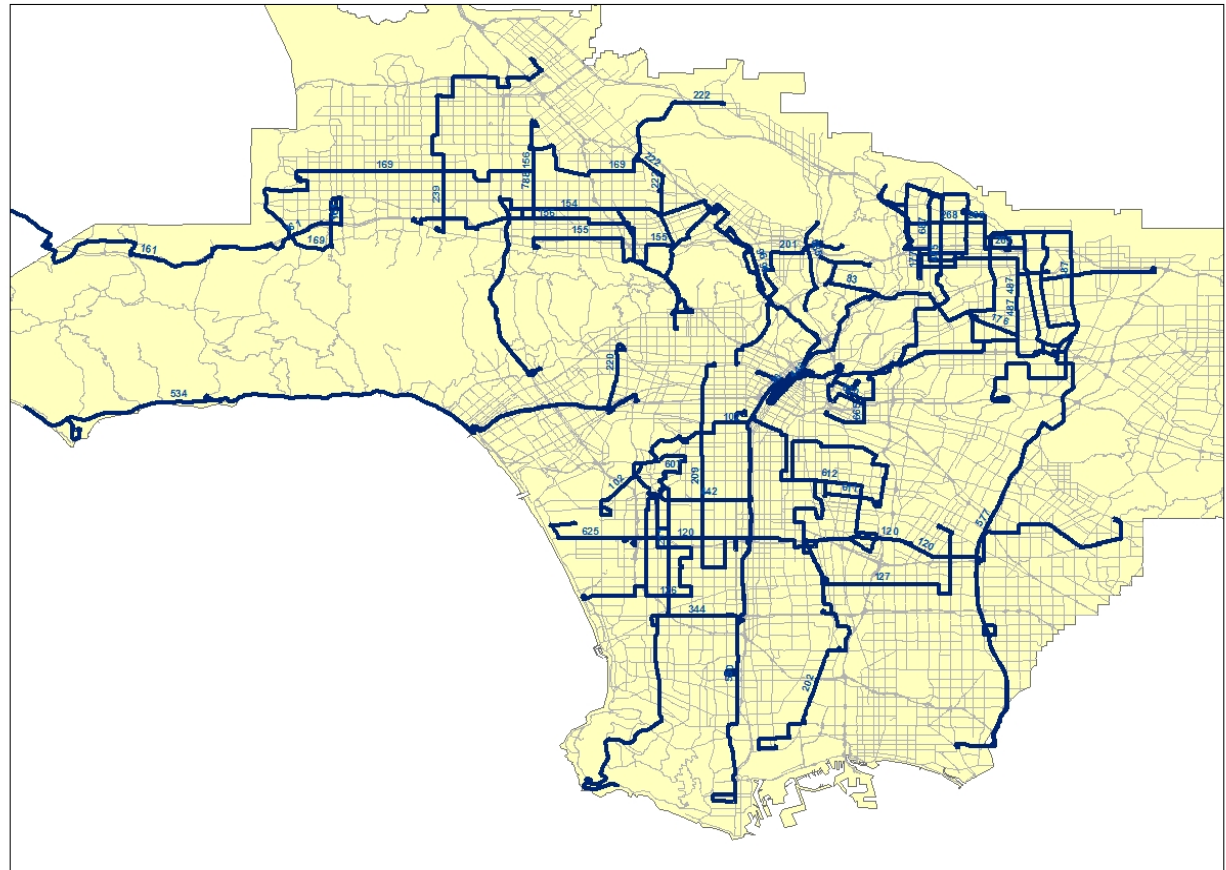
Legend

- Poor Performing Lines
- Major Streets
- Metro Service Area



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Prepared by Metro Service Planning

June, 2015



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Metro-Municipal Operator

Transit corridors considered for future operation by another operator should:

- Add value to the patron through integration into an already established nearby transit operator;
- Complete another operator's route network;
- Improve connections to a municipal operator's established network;
- Generate net cost savings;
- Metro will calculate the FAP impacts for all service realignment proposals; and
- If Metro service is reduced, Metro should reinvest at least half of the net savings (operating cost less passenger revenue and FAP reduction) to improve service on Metro's core network of regionally significant bus lines.



Implementing the Plan

- BRC Recommendations
- Changes to the Rapid Bus Network
- System and Service Evaluation
- Development of a Draft Restructuring Plan
- Updating the Service Change Process

Metro Budgeted Service Hours

Service Type	FY15	FY16	FY17	FY18	FY19	FY20
Local + Rapid	6,327,663	6,227,663	6,227,663	6,227,663	6,227,663	6,207,663
Silver Line	84,380	84,380	84,380	84,380	84,380	84,380
Orange Line	130,516	130,516	130,516	130,516	130,516	130,516
Wilshire BRT		100,000	100,000	100,000	100,000	100,000
Van Nuys BRT					37,771	37,771
Contracted	519,176	519,176	519,176	519,176	519,176	519,176
Total	7,061,735	7,061,735	7,061,735	7,061,735	7,099,506	7,079,506



System and Service Evaluation

- No additional hours; budget is ceiling
- Services will be restructured to implement peak 15 minute network
 - Includes stop thinning & higher load factor
 - Services traveling outside of our area may be affected
- Following APTA and BRC Recommendations hours will be moved from lower performing lines to effectuate 15 minute plan

Peak Network Characteristics

- Includes new Rail Corridors (EXPO II, Foothill II, Regional Connector)
- Includes Enhanced Rapid Bus Network (+142,000 hours)
- Includes BRC recommendations Priorities A+B (+116,000 hours)
- Includes BRC recommendations Priorities C+D (+130,000 hours) (Categories C & D will be incorporated in later phases)
- Total = Approximately 388,000 hours to add

Possible Offsets

- 40,000 hours from increased load factor
- 140,000 hours from cancellation of low performing lines
- Cancellation of Lines 190, 194, 205, and 270 = 35,000 hours
- Cancellation of lines operating outside our service area (e.g. Line 460 (17,000 hours) and 534 (9,000 hours) totaling 26,000 hours
- Total potential offsets = approximately 241,000 hours



Offset shortfall = approximately 147,000 hours

Plan Limitations

- Insufficient resources to sustain budgeted hours may force service reductions not reinvestments
- Additional ADA requirements
- Delayed action on recommended fare change
- Responding to 15 minute requirement may require added resources be reallocated
- CEO Savings Plan with expectations to reduce operating cost

Service Change Timeline

Key Activities	Required Lead Time (Months to Implementation)
Initiate Planning Process	12
Develop Preliminary Recommendations	7-8
Impact Analysis for Proposed Changes	6-7
Title VI Equity Analysis on Major Service Change and Fare Change Proposals	5-7
Service Council Review and Input	6-7
Confer with Labor Relation and Union Representatives	5-6
Public Review and Input	5
Finalize Service Change Program	4-5
Program Approval	3-4
Develop New Service Schedules	2-4
Print Public Time Tables and Operator Assignments	1-2
Fabricate Decals for Bus Stop Blades	1-2
Print Bus Cubes/Take-One Bus Inserts	1



Blue Ribbon Committee

Questions?



Metro