

Motion
Director James K. Hahn
Hollywood-Fairfax-Pasadena Metro Rapid Bus Line
November 18, 2004

On February 28, 2002, the MTA Board approved thirty-six candidate Metro Rapid corridors countywide, including the Hollywood-Fairfax-Pasadena Metro Rapid Line. The selection of the Metro Rapid corridors was based on three criteria: corridor transit potential; corridor transit dependence; and current transit service (including: operating speed, average passenger trip length, percent of weekday ridership retained on weekends, weekday passengers per revenue hour, and weekday seat utilization). Each candidate corridor was then ranked based on a scoring process whereby the top ranked candidate in each of the above criteria received 100%, with all remaining corridors ranked relative to the top score. Duplication and competition for the same markets were avoided, as was over saturating one part of a service area. In accordance with the MTA planning criteria, the Hollywood-Fairfax-Pasadena line had a candidate ranking of 49.4%, which is higher than both the Van Nuys and Crenshaw-Rossmore lines that have already been implemented.

MTA Operations staff is now seeking to scale back the implementation of the Hollywood-Fairfax-Pasadena Metro Rapid Line. MTA staff unilaterally made this decision, without consulting the Board of Directors or the affected jurisdictions. The City of Los Angeles is completing signal priority construction and timing in the amount of \$1.5 million to provide the necessary infrastructure and signal priority for the Rapid Buses along this corridor with the expectation that the MTA would honor their commitment to implement the line. It is important to note that the City of Los Angeles portion of the line has the highest level of transit dependency, yet this is the segment MTA staff plans to cut in favor of an area that traverses an area of significantly less transit-dependency.

Based on MTA Board approval and the criteria used to rank the thirty-six candidate Metro Rapid corridors, MTA staff should not truncate or significantly alter a line, without first informing the Board and providing a solid rationale for a proposed change.

I, THEREFORE, MOVE that the MTA Board of Directors direct staff to:

1. Implement the Hollywood-Fairfax-Pasadena Metro Rapid line as originally planned;
and
2. Return to the Board in January 2005 with an update on this line, including its performance and support of the ridership statistics provided by the MTA Planning group during the planning of this line.