METRO SAN GABRIEL VALLEY GOVERNANCE COUNCIL
JANUARY 11, 2005

SUBJECT: PROPOSED JUNE 2005 SERVICE CHANGES

ACTION: RECEIVE AND FILE

BACKGROUND

For the biannual service changes to become effective in June 2005, Metro San Gabriel Valley staff is proposing to focus on the following areas:
- Improve service quality by:
  - Reducing inter-lining, that is the number of bus lines each bus serves
  - Adjusting running time to better match actual trip times
  - Modify service levels
- Improve operating efficiencies
  - Investigate minor route changes that would allow for clock head-ways
  - Reduce layover times where appropriate
  - Reduce out-of-service time
- Reduce service levels
  - Each service sector has been assigned target service level reductions to be re-allocated to the new Metro Orange Line in the San Fernando Valley. See attached chart
  - For the SGV Sector, we are to reduce service by about 10,600 annualized service hours

Issues

Beginning with the June 2003 service changes, Metro aggressively utilized a computer scheduling software package known as Min-Bus. This program is designed to minimize the number of buses needed to fill schedule service levels. The program will identify potential opportunities to inter-line buses from one bus line to another. The program will also adjust bus scheduled departure times by plus or minus four minutes to allow for more inter-lining.

The results have been that an estimated 30 buses have been saved system wide. But this has resulted in an increase in the amount of time buses are deadheading to other lines. In addition, it is estimated that on average, each all-day bus is presently operating on over four bus lines. This has caused service quality issues. For example, one problem on one street or bus line can cause significant service quality issues on many bus lines. Also, due to an increase in deadheading between lines, these buses

are subject to more delay possibilities. This in turn can cause passenger overloads due to late buses.

Each of our bus schedules will be evaluated to determine what changes in running time and service levels are needed.   The new ATMS (automated transit monitoring system) is providing a wealth of information regarding actual trips times on a daily basis.

Improvements in operating efficiencies will be investigated. This will include looking at bus lines that are presently operating at odd frequencies such as every 50 or 55 minutes, to determine if a minor change or reduction in route would allow for an even 60 minute service level and save a bus.

Each sector is being directed to reduce service levels. Sectors that are receiving higher capacity buses will be maintaining seat service levels by reducing the level of bus service to match the increase in seats per bus. Also, to offset the increase in service to be dedicated to the Metro Orange Line, each sector will reduce service. For SGV this will be an annual reduction of about 10,600 annualized revenue bus hours of service. This is equivalent to about 35 hours per weekday and some weekend reductions. Our plan is to make this savings mark through reductions in trips on lines that are being underutilized, more short-lining of buses on heavier bus lines, and possible reductions on late night trips that have few passengers on board.

Prepared By:

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ANNUALIZED BUS HOURS TARGETS FOR FISCAL YEAR 2006

SECTOR	FY 05	SERVICE REDUCTIONS	ORANGE LINE	HIGH CAPACITY	EFFICIENCIES	FY 06
Gateway	1,487,435	-11,550	-	-	-8,058	1,467,827
South Bay	1,621,969	-12,595	-	-	-9,413	1,599,961
San Fernando	1,388,777	-10,784	60,400	-	-7,807	1,430,586
West-Central	1,911,595	-14,844	-	-39,409	-9,845	1,847,496
San Gabriel	**1,368,525**	**-10,627**	**-**	**-**	**-7,363**	**1,350,536**
TOTAL	7,778,301	-60,400	60,400	-39,409	-42,48	7,696,405