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Metropolitan Transportation Authority

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**SYSTEM SAFETY & OPERATIONS COMMITTEE  
JUNE 19, 2014**

**SUBJECT: RESPONSE TO MOTION 41: VALLEY-WESTSIDE EXPRESS BUS**

**ACTION: RECEIVE AND FILE INFORMATION ON AN IMPLEMENTATION PLAN  
FOR LINE 788 (SAN FERNANDO VALLEY TO WESTWOOD)**

**RECOMMENDATION**

Receive and File Report on the options and requirements for implementing a new bus service linking the San Fernando Valley with Westwood.

**ISSUE**

The service change program approved for June 2014 implementation included Line 788 (previously Line 588) linking San Fernando Valley with Westwood, and potentially Expo II, via the I-405 freeway (Attachment A). The new service would make use of the High Occupant Vehicle (HOV) lanes currently being constructed on I-405 north of I-10. While this is a proposed new service, there is currently no funding, buses nor operators allocated to its implementation. Therefore, in April 2014, the Metro Board of Directors (Board) approved a motion directing staff to prepare studies, tests and analysis for launching Line 788, as well as begin studying the feasibility of establishing a similar service linking South Bay with Westwood. This report provides an initial response to the Board Motion 41 (Attachment B).

**DISCUSSION**

The service change program for June 29, 2014 implementation was approved through the Metro Service Councils during April 2014. One proposal that was approved for future implementation by the San Fernando Valley and Westside/Central Service Councils is Line 788 (previously 588). This new bus lines was a result of both the San Fernando Valley and Westside/Central Service Councils directing staff to analyze a potential new express line between San Fernando Valley and Westwood that would utilize the new High Occupancy Vehicle (HOV) lanes currently being constructed on I-405. The routing of this line would be along Van Nuys Blvd. from Plummer Street to the Metro Orange Line, continuing along Oxnard Street to Sepulveda Blvd., Victory Blvd. to the I-405 south on-ramp on Haskell Avenue, then via the I-405 Freeway to Wilshire Blvd. and Westwood Avenue.

Initially, the line would operate on a 15-minute frequency peak-hour, peak-direction only. Based on the evaluation of the trial period, service levels could be modified. Currently there is no funding nor resources identified for this new service, therefore this report provides information on steps necessary for the implementation of Line 788, as well as initial concepts for a similar service between South Bay and Westwood, as requested by the amendment to Motion 41.

### **Line 788 Implementation**

The following are issues that need to be resolved prior to the implementation of Line 788:

#### **Service Provider**

As a new service, Line 788 may be operated directly through in house operations, contracted to one of our private operators, or provided through a municipal operator such as LADOT. Regardless of the service provider, Line 788 must be fully integrated with the existing Metro bus and rail system as it relates to fares and transfers, and adhere to Metro service standards. A recommended approach to service provision will be presented to the Board.

#### **Resources**

Resources required to begin this new peak hour service include funding, buses, and operators. The levels of such resources are dependent on the amount of service to be provided. Based on a schedule of 15 minute peak/30 minute off peak headways on weekdays only, annual revenue hours to operate the service would be around 38,250, or \$5.35 million. The service will require 16 buses, including spares, and additional operators. Should initial deployment start with peak hour and peak direction service only, these estimates would be reduced accordingly. Resource requirements based on a recommended level of service for initial deployment in FY15 as well as annual service levels thereafter will be presented to the Board.

#### **Implementation Date**

Given that this service was designed to make use of the new I-405 HOV lanes, implementation would not be recommended until such lanes are open. In addition, buses and operators for this new service would not be available for several months. Therefore, the earliest implementation date for Line 788 would be September 2014, if not later. A recommended implementation date, based on service provider and resource availability will be presented to the Board.

## **South Bay Express**

The Board Motion 41 was amended to include a study on a similar express service between South Bay and Westwood via I-405. Staff is currently evaluating options for the Service Council and Board consideration. Such service concepts will be presented to the Board for discussion and review in July-August 2014.

## **TITLE VI ENVIRONMENTAL JUSTICE IMPACT**

Line 788 was evaluated as part of the June 2014 major service change Title VI analysis (Attachment B) which concluded that there are no disparate impacts on minority populations, and no disproportionate burdens on poverty populations imposed by Line 788.

## **DETERMINATION OF SAFETY IMPACT**

The Board of Directors consideration of the new service presented in this report is expected to improve the safety of Metro's employees and customers as described above.

## **FINANCIAL IMPACT**

The Board of Directors consideration of the implementation of Line 788 would require additional operating funds to be allocated to the FY15 budget. Annual operating funds required to implement this service are expected not to exceed \$5.35 million annually.

## **IMPACT ON BUDGET**

The source of funds for this service would be Bus and Rail operating funds. No other funding was considered because these funds are specifically designated for Bus and Rail operations.

## **ALTERNATIVES CONSIDERED**

The route modification would benefit customers by providing express service, utilizing the new I-405 HOV lanes, between the east San Fernando Valley and Westwood. The alternative to not implement these changes will result in service being maintained as it operates today.

## **NEXT STEPS**

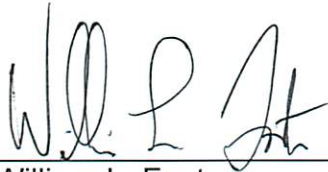
It is anticipated that Line 788 could be implemented as early as September 2014 should resources be allocated within the FY15 budget.

## **ATTACHMENTS**

- A. Line 788 Route Map
- B. Motion by Director Yaroslavsky, "Valley Westside Express Bus"
- C. Title VI Service Change Evaluation

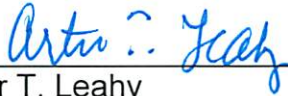
Prepared by: Conan Cheung, DEO of Service Planning & Development

Questions: Christopher Reyes, Senior Administrative Analyst, Operations  
(213) 922-4808



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William L. Foster  
Interim Chief Operations Officer



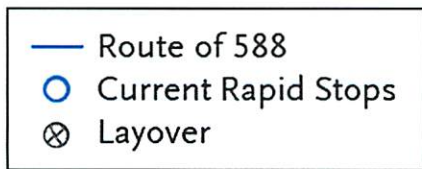
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Arthur T. Leahy  
Chief Executive Officer

Attachment A

# New Line 788 (formerly 588)

- Proposed 10-15 min peak direction headway, peak periods only to start
- Board Motion 41 to map out implementation plan:
  - service provider
  - cost/funding
  - bus requirement
  - operator requirement
  - implementation date



## **Motion by Director Yaroslavsky**

### **Valley-Westside Express Bus**

The San Fernando Valley and Westside are two of Los Angeles' largest economic engines—places where millions live, shop, work and play. However, there is currently no express transit connection between the regions, which are separated by the Santa Monica Mountains.

This summer, the 405 Project is expected to complete construction and open High Occupancy Vehicle lanes that will create a new avenue for express bus service through the Sepulveda Pass.

Earlier this month, the San Fernando Valley and Westside/Central Local Service Councils held public hearings and made recommendations on proposed changes to bus service in their respective regions. Among the recommendations was the creation of Line 588, an express bus offering nonstop service through the Sepulveda Pass via the I-405 HOV lanes. The line would connect Westwood to the Orange Line and extend north along Van Nuys Boulevard to North Hills. When Phase 2 of Expo Line opens, it would extend south to meet it, providing a connection to Santa Monica, USC and downtown L.A. The proposed line received strong support from the public.

Line 588 promises an immediate solution for Metro patrons while plans for a more extensive future project through the Sepulveda Pass are being evaluated. Because funding has not yet been identified for the bus line, staff is not currently conducting the tests, studies and analyses that are needed to operate it. While efforts to fund the line continue, staff should make these preparations to ensure that Line 588 can begin serving the public as soon as possible.

**I, THEREFORE, MOVE** that the Board direct staff to:

1. Prepare studies, tests and analysis for launching Line 588, an express bus connecting the San Fernando Valley and the Westside via the I-405 HOV lanes; and
2. Report back on the status and progress of the preparations at the May, 2014 full Board meeting.

**TITLE VI SERVICE CHANGE EVALUATION  
For Proposed June 2014 Major Service Changes**

In accordance with LACMTA Administrative Code 2-50-010 a Title VI evaluation must be conducted for all major service changes. Procedures for performing this analysis are defined in Federal Transit Administration (FTA) Circular 4702.1B.

**Proposed Major Service Changes**

The LACMTA Administrative Code defines a major service change as one or more of the following:

A revision to an existing transit route that increases or decreases the route miles by 25% or the revenue service miles operated by the lesser of 25%, or by 250,000 annual revenue service miles at one time or cumulatively in any period within 36 consecutive months;

A revision to an existing transit service that increases or decreases the revenue hours operated by at least 25% or by 25,000 annual revenue service hours at one time or cumulatively in any period within 36 consecutive months;

A change of more than 25% at one time or cumulatively over any period within 36 consecutive months in the number of total revenue trips scheduled on routes serving a rail or BRT station, or an off-street bus terminal serving at least 4 bus routes;

A change of more than 20% of the total system revenue miles or revenue hours in any 12 month period;

The implementation of any new transit route that results in a net increase of more than 25,000 annual revenue hours or 250,000 annual revenue miles;

During the planning and programming stage of any new guideway project (e.g. BRT line or rail line) or an off-street transit station serving at least four routes and resulting in route adjustments.

The following changes proposed for June 2014 or later are considered major by the above definitions.

Line 741 – Reseda Bl. Rapid service operating weekdays only would be discontinued (revenue service miles and hours reduced more than 25%).

Line 761 – Van Nuys Bl. Rapid service operating seven days weekly would discontinue operation of service between Ventura/Sepulveda and Westwood (see Line 734 below) (revenue service miles and hours reduced more than 25%).

Line 761 – Weekday service would be extended from Ventura/Sepulveda via Ventura Bl. to Reseda Bl. and then operated via the route of discontinued Line 741. Service would be increased on Reseda Bl. to match existing Line 761 frequencies. On



weekends Line 761 would terminate at Ventura/Sepulveda (revenue service miles and hours increased more than 25%).

Line 734 – Sepulveda Bl. Rapid service operating weekdays only would be extended from Sepulveda/Ventura to Westwood replacing the discontinued portion of Line 761. Service frequencies north of Sepulveda/Ventura would be increased to match existing Line 761 weekday frequencies to Westwood. (Weekend service to Westwood formerly operated via Line 761 would be replaced by a weekend only extension of Line 234 which is not a major change to this line) (revenue service miles and hours increased more than 25%).

The resulting major service changes resulting from the foregoing that are to be analyzed for Title Vi impacts include:

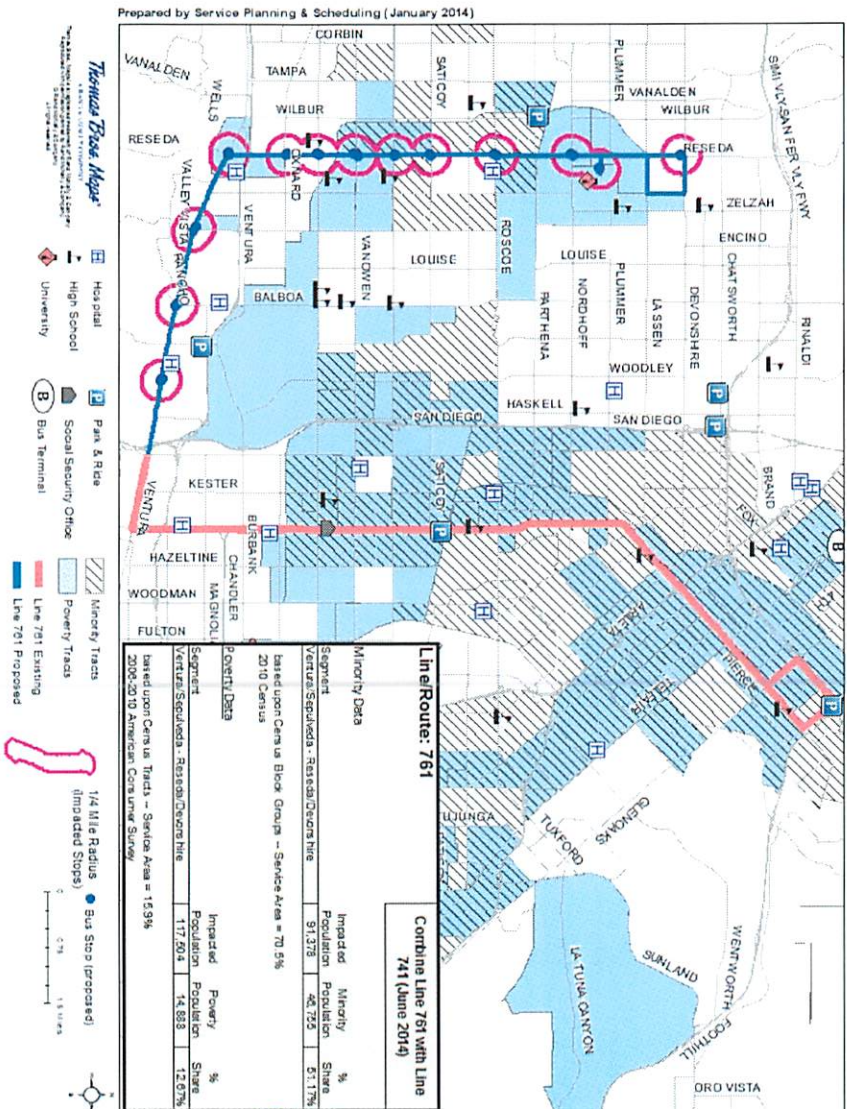
*Line 761 extension via Ventura Bl. And Reseda Bl. providing increased service frequency in this corridor (Map 1).*

*Line 734 north of Sepulveda/Ventura providing increased service frequency in this corridor (Map 2).*

*In addition, a new Line 588 has been proposed for operation between Panorama City and Westwood (Map 3).*

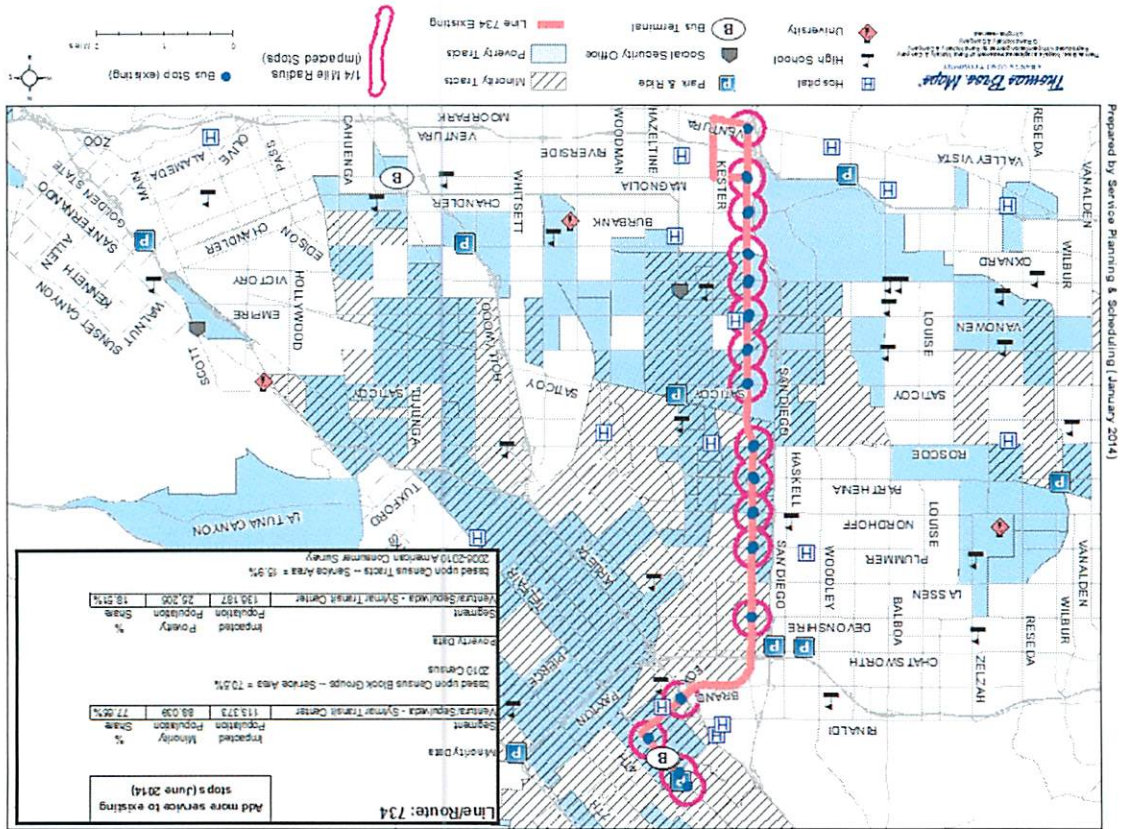
The following maps indicate the benefitting populations from these major service changes.

# Line 761



Map 1  
Added Frequency from Line 761 Extension

Map 2  
Added Frequency in Line 734 Corridor



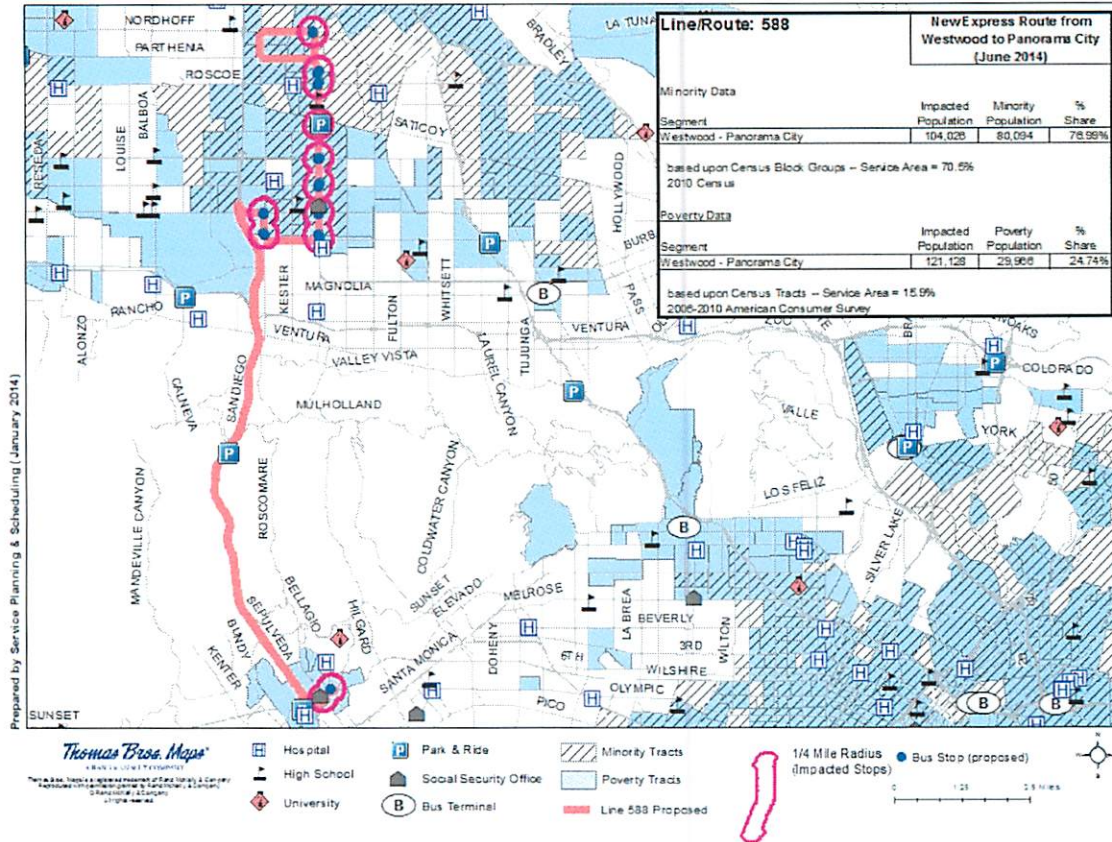
Line 734



Prepared by Service Planning & Scheduling (January 2014)



### Line 588



Map 3  
New Line 588

### Evaluation of Proposed Major Service Changes

The FTA Title VI Circular allows either a survey-based or demographic-based analysis of major service changes. While the survey-based method is preferred, there is insufficient LACMTA data at the line level to perform a statistically significant analysis. Therefore, a demographic analysis was performed.

The analysis of impacts on minority populations uses 2010 Census data at the block group level. The analysis of impacts on Poverty populations uses the 2006-2010 American Community Survey data at the tract level. All of the major changes being evaluated are deemed beneficial so the impacted populations are additive to establish overall impacted populations. The demographic impacts are summarized in Table 1.

Line Segment	Minority			Poverty		
	Pop	Min Pop	Min %	Pop	Pov Pop	Pov %
Line 761 Extension w/Added Freq	91,378	46,755	51.2%	117,504	14,888	12.7%
Line 734 segment w/Added Freq	113,373	88,039	77.7%	136,187	25,205	18.5%
Line 588 - New	104,026	80,094	77.0%	121,128	29,966	24.7%
Net Impacted Populations	308,777	214,888	69.6%	374,819	70,059	18.7%
w/o Line 588	204,751	134,794	65.8%	253,691	40,093	15.8%
<b>Metro Service Area</b>	<b>9,503,842</b>	<b>6,704,180</b>	<b>70.5%</b>	<b>9,503,842</b>	<b>1,511,111</b>	<b>15.9%</b>

Note: The 761 New contains both the portion of the existing 741 receiving more service and the portion on Ventura Bl receiving more service.

Table 1  
Impacted Populations for Major Service Changes

The LACMTA Administrative Code 2-50-005 establishes thresholds for disparate impacts on minority populations, and disproportionate burdens on Poverty populations<sup>i</sup>. Since all of the major changes are deemed beneficial, then the impacted minority population share must be 65.5% or greater for there to be no disparate impact. The impacted Poverty population share must be 12.7% or greater for there to be no disproportionate burden.

Because the established thresholds for adverse impacts<sup>ii</sup> are met, there are no disparate impacts nor disproportionate burdens imposed with or without the implementation of proposed Line 588. The demographics for Line 588 indicate no adverse impacts from its implementation either as a part of the June service change, or on an independent basis at some later time.

<sup>i</sup> For major service changes a disparate adverse impact will be deemed to have occurred if the absolute difference between the percentage of minorities adversely affected and the overall percentage of minorities is at least 5% or if there is a 20% or greater percent difference between the percentages of these two groups. A disproportionate burden will be deemed to exist if absolute difference between the percentage of low-income adversely affected by the service change and the overall percentage of low-income persons is at least 5% or if there is a 20% or greater percent difference between the percentages of these two groups

<sup>ii</sup> An adverse impact for a beneficial service change would occur when the benefitting population is less minority, or less Poverty, than the indicated thresholds.