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Late-Night Metro Rail Service to be Trimmed, Beginning June 26

(May 13, 2005) Deputy CEO John Catoe has confirmed that some late-night Metro Rail service will be trimmed, beginning June 26, in a cost-cutting effort aimed at meeting proposed budget cuts and to offset anticipated losses in state funding.

Although earlier plans were to extend some Metro Rail headways by one or two minutes throughout the day, Catoe said eliminating some late-night service would work better.

The plan calls for cutting trips in each direction on the Metro Green and Gold Lines and on the Wilshire/Western branch of the Metro Red Line. No changes are planned for the Metro Blue Line, which has high ridership most of the day and on nights and weekends.

The cuts will amount to some 40,000 rail vehicle service hours in FY 2006 from the current 659,000 service hours. Metro Rail peak-hour headways are now 10 minutes, with off-peak headways at 15 minutes.

Late-night service

Beginning June 26, the last trip on the Metro Green Line from Redondo Beach to Norwalk would leave at 11:55 p.m. instead of at 12:55 a.m. Westbound, the last train would depart Norwalk at 12:34 a.m., instead of 1:34 a.m.

The last westbound trip on the Wilshire/Western branch of the Metro Red Line, would leave Union Station at 11:27 p.m., instead of at 12:27 a.m. The last eastbound train from Wilshire/Western would depart at 11:42 p.m., instead of at 12:42 a.m.

On the Metro Gold Line, the last northbound train from Union Station would depart at 11:52 p.m., instead of at 12:52 a.m. The last southbound train from Sierra Madre Villa station would depart at 12:31 p.m., instead of at 1:31 a.m.

Catoe said plans also call for reducing the number of cars on the three rail lines during afternoon and nighttime non-peak hours. That could mean running four cars instead of six on the Metro Red Line in off-peak and reducing Metro Green and Gold Line trains to one car at times.

The Board will review the plan during discussions of the proposed \$2.8 billion budget for FY 2006.