


[Home](#)
[CEO Hotline](#)
[Viewpoint](#)
[Classified Ads](#)
[Archives](#)
[Metro.net \(web\)](#)

Resources

[► Safety](#)
[► Pressroom \(web\)](#)
[► CEO Hotline](#)
[► Metro Projects](#)
[► Facts at a Glance \(web\)](#)
[► Archives](#)
[► Events Calendar](#)
[► Research Center/ Library](#)
[► Metro Cafe \(pdf\)](#)
[► Metro Classifieds](#)
[► Retirement Round-up](#)

Metro Info

[► Strategic Plan \(pdf\)](#)
[► Org Chart \(pdf\)](#)
[► Policies](#)
[► Training](#)
[► Help Desk](#)
[► Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

New Consent Decree Order Requires Service Policy Revisions

- Special Master emphasizes impact on transit-dependent riders
- Order doesn't require buying new buses or adding service hours

By BILL HEARD, Editor

(May 27, 2005) The Special Master overseeing the federal Consent Decree has issued a new order requiring Metro to revise its Transit Service Policy and to submit by July 31 a report describing the changes and showing how they will benefit transit-dependent riders.

The order was issued following a review of whether the agency had met the Special Master's guidelines for bus service reductions. The review covered service modifications on 13 specific Metro Bus lines. It does not order Metro to purchase more buses or add service hours.

Under the order, Metro must incorporate into its Transit Service Policy standards and a process that take into account how service cuts affect the transit dependent.

They must include specific benefits from service changes, show whether there is an "overall net positive benefit" to the transit dependent, and whether the changes will result in reductions in the agency's budget for bus service.

The standards and process developed for the Transit Service Policy should "guide all upcoming service modifications," the order says.

In a footnote, Special Master Donald Bliss recognizes that Metro "must have the ability to adopt a budget that is consistent with its legal and contractual obligations and is responsive to the transportation needs" of LA County, but he added that the Consent Decree "establishes certain legal and contractual obligations to which the MTA must adhere."

Metro 'needs flexibility'

He noted, however, that Metro "needs the flexibility to implement service changes that improve system efficiency and that are responsive to rider demand."

In the report due July 31, Metro must "define and evaluate" any adverse impact service modifications might have on the transit dependent, provide for specific actions to remedy any impacts, and prove that any service changes will result in an "overall net benefit" to the transit dependent.

The agency must describe additional steps it plans to take by the end of calendar year 2005 to mitigate any adverse impact to the transit dependent from service changes on the 13 bus lines under review. The order also includes other measures concerning line performance and

mitigation strategies.

Comments on Metro's report must be filed with the Special Master by Aug. 31. The agency will have until Sept. 20 to reply to comments.

| [Home](#) | [Phone Directory](#) | [Forms Online](#) | [FIS Online](#)