


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

## Resources

[Safety](#)
[Pressroom \(web\)](#)
[Ask the CEO](#)
[CEO Forum](#)
[Employee Recognition](#)
[Employee Activities](#)
[Metro Projects](#)
[Facts at a Glance \(web\)](#)
[Archives](#)
[Events Calendar](#)
[Research Center/Library](#)
[Metro Classifieds](#)
[Bazaar](#)

## Metro Info

[30/10 Initiative](#)
[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

## Need e-Help?

Call the Help Desk  
at 2-4357

[Contact myMetro.net](#)

## Special Master Approves Metro's New Service Plan; Compliments Agency

- Notes Metro's 'new dimension of bus service'
- Read> [Metro Statement on the Special Master's Ruling](#)

By BILL HEARD, Editor

(Dec. 1, 2005) The special master for the federal Consent Decree released a decision, Nov. 30, approving Metro's New Service Plan and complimenting the agency for adding "a new dimension of bus service to Los Angeles County" with implementation of the Metro Rapid program.

The program began in 1999 with Metro Rapid lines on Wilshire and Ventura boulevards. By June 2008, it will have grown to provide service on 29 lines – many with articulated buses.

Special Master Donald Bliss's order is intended to ensure that Metro Rapid service remains "consistent with passenger demand and economic feasibility...." No more than one-third of local service can be converted for expansion of Metro Rapid service.

"Since the inception of the Consent Decree, the MTA has made the improvement of bus service a high priority," Bliss wrote. "The progress has been substantial."

He said Metro's "multifaceted and diverse bus system...has become a model nationwide." And he noted that bus operations funding had grown from \$719 million (25 percent of the budget), when the Consent Decree was signed October 29, 1996, to \$1.195 billion (40 percent of the budget) in 2005.

### 'Best in the nation'

Bliss quoted from a Metro document in which the agency "further commits that it 'will continue to build on the service improvements, fleet modernization, and operating efficiencies it has achieved under the Consent Decree even after it expires, thereby assuring transit-dependent riders that its bus operations will remain among the best in the nation.'"

The special master set a number of conditions Metro must continue to meet to ensure that its New Service Plan is in full compliance with the Consent Decree when the 10-year agreement expires next year.

These include establishing and maintaining high standards of service quality, following certain guidelines on peak period and off-peak bus headways and meeting weekday Metro Rapid service hour criteria.

The order permits Metro to adjust service levels and realign service under certain conditions, sometimes in consultation with the Joint

Working Group, of which the Bus Riders Union is a member. Metro also has to submit quarterly reports on the implementation of its plans to the special master.

“With a New Service Policy in place, a fare policy that has met the Consent Decree requirements, and substantial resources committed to improving the quality of bus service (as measured by reductions in overcrowding),” Bliss wrote, “the MTA has taken action to address the three key components of the 1996 Consent Decree.”

EDITOR’S NOTE: Metro issued this statement following the release of the special master’s Nov. 30 ruling on the New Service Implementation Plan.

**Metro Statement on the Special Master’s Ruling**

(Nov. 30, 2005) Today’s ruling by the Special Master regarding the Consent Decree and the approval of Metro’s New Service Implementation Plan validates Metro’s efforts over the past years and in future years aimed at improving Metro Bus service in LA County.

The Special Master’s ruling shows that Metro is in compliance with all 10 areas brought into question by the Bus Riders Union regarding Metro’s New Service Implementation Plan.

The ruling further recognizes Metro’s plan as one that complies with the Consent Decree and, along with a fare policy and resources committed to improving the quality of bus service, states that Metro has taken action to address the three key components of the 1996 Consent Decree.

Upon preliminary review, the order by the Special Master appears to be reasonable. Metro remains committed to providing the best service possible and will continue to look at ways to further improve public transportation for the region.

[<top](#)