

Los Angeles County Metropolitan Transportation Authority

Status of the
Federal Consent Decree
Requiring Added Bus Service

Presentation to the California Transportation Commission

by MTA Chief Operating Officer

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March 29, 1999

Introduction

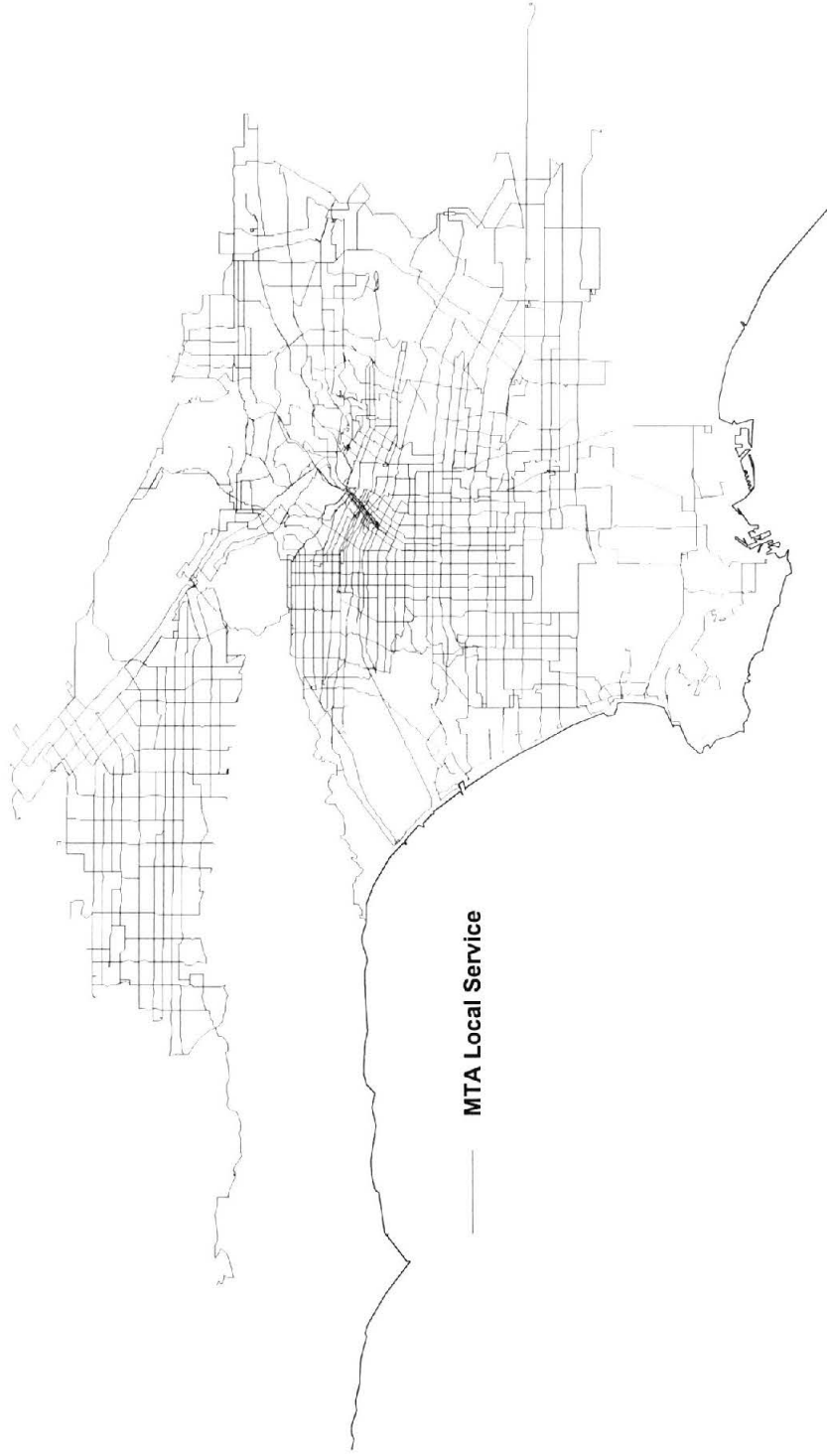
- Presentation Summary
 - Los Angeles County Bus Service Overview
 - Consent Decree Summary
 - Status of Consent Decree
 - Bus Load Factor Remediation Plans
 - Five Year Bus Service Improvement Plan
 - Conclusion

MTA Overview

- MTA
 - Regional Transportation Planning Agency for Los Angeles County
 - 9 million people and 4,750 square miles
 - Regional Bus Operator (over 1,800 buses)
 - Rail Construction (Metro Rail Red Line)
 - Rail Operator (Red, Blue, and Green Lines)
- MTA and other fixed route transit operators run about 2,800 buses carrying 1.5 million passengers per day and three urban rail lines carrying 100,000 passengers per day

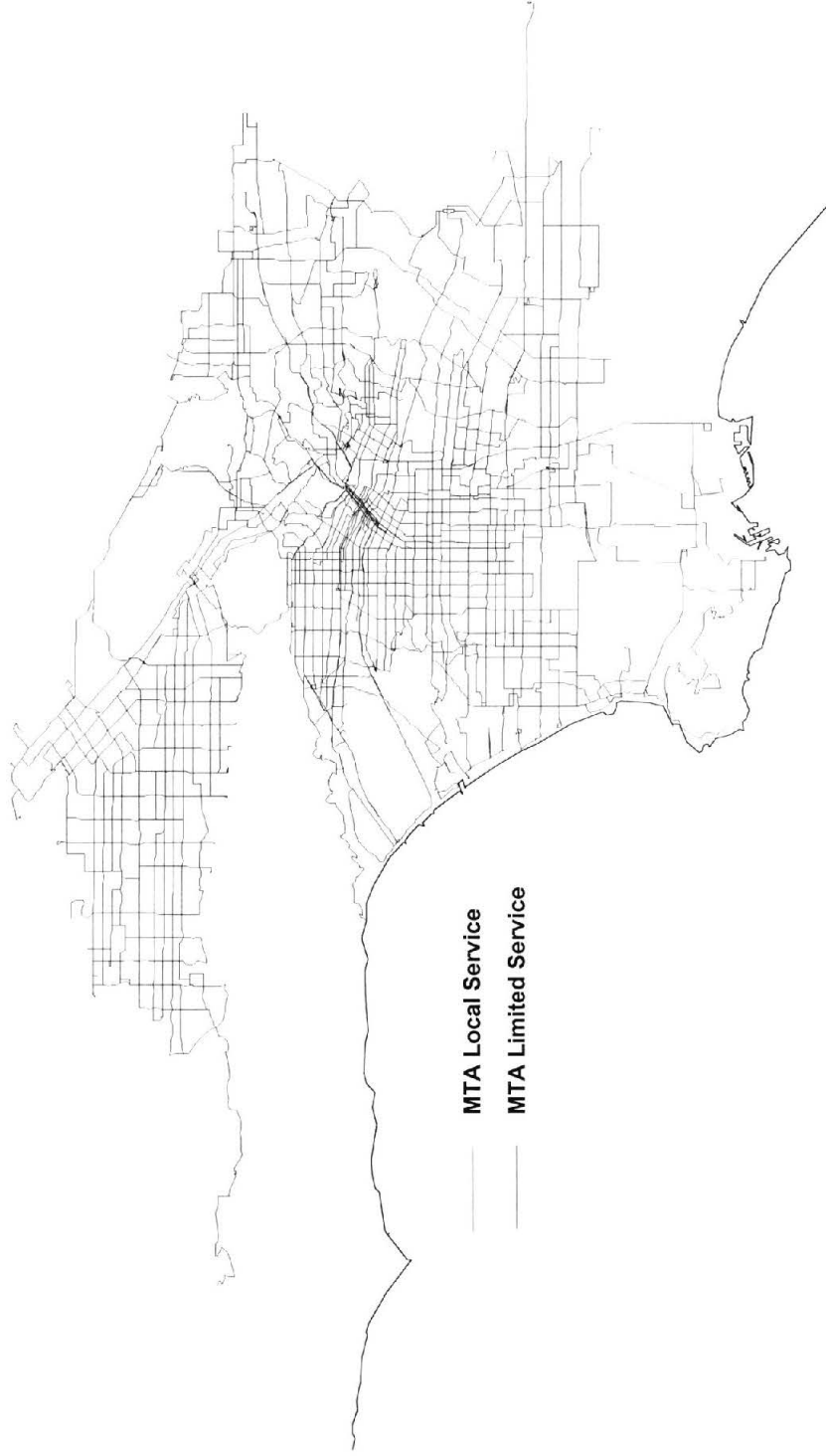
MTA Overview

MTA Operated & Funded Service



MTA Overview

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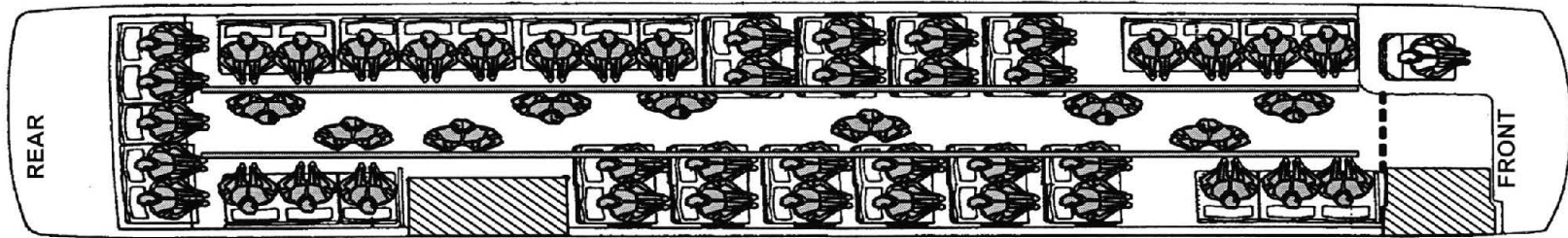
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Consent Decree Summary

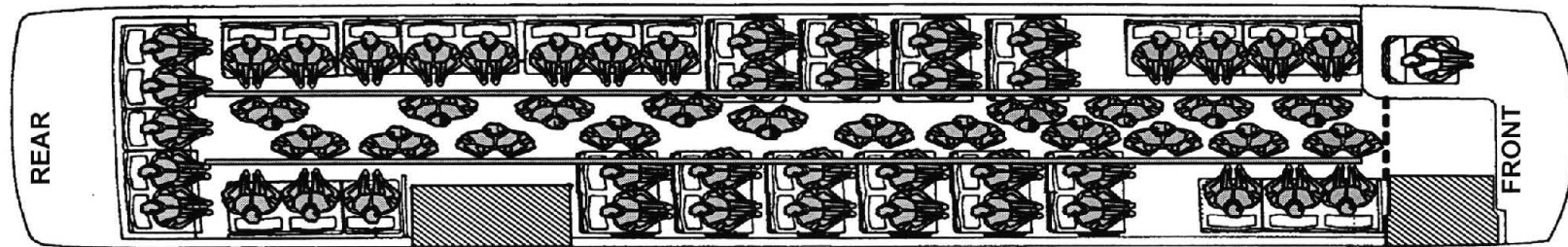
- Consent Decree committed MTA to:
 - Reducing the number of average standees on a regular 43-seat bus from 19 to 9, on some lines
 - This equals a load factor of 1.20 by 2002

Consent Decree Summary

Illustration of Targeted Load Factor Reductions



120% Load Standard
9 Standees



145% Load Standard
19 Standees

Consent Decree Summary

- Consent Decree committed MTA to (cont.):
 - Jointly develop a five year new service plan by December 31, 1998
 - Expeditious implementation of a pilot program
 - Implement new and expanded services to improve transit dependant access to jobs, health care, and educational opportunities
 - Work together with the Bus Riders Union on bus studies and certain security grants

Consent Decree Summary

- The MTA also agreed to provide discounted fares through a variety of means, such as passes, tokens and off-peak discounts
 - Constraints on raising fares until FY 2004
- In summary, 450 additional buses are now proposed to be placed into service countywide to lower standees and accommodate new riders

Status of Consent Decree

- Two of the Consent Decree Requirements above are currently under negotiation:
 - Bus Load Factor Remediation Plan
 - Five Year Bus Service Improvement Plan

Status of Consent Decree

Load Factor Remediation Plan

- Load Factor Remediation Plans submitted by MTA & Bus Riders Union on December 11, 1998
 - Actions to remediate MTA failure to attain 1.35 Target by December 31, 1997
 - Actions to meet 1.25 Target by June 30, 2000
- Load factor to 1.20 will ultimately be required by June 30, 2002, but is not a remediation plan issue

Status of Consent Decree

Load Factor Remediation Plan

- MTA Plan
 - Add 30 peak buses in FY '99 for 1.35
 - Add 130 peak buses in FY '00 for 1.25
 - Management Actions
 - Improve bus & operator availability
 - Improve bus reliability
 - Manage schedule adherence

Status of Consent Decree

Load Factor Remediation Plan

- Bus Riders Union Plan
 - Add 505 peak buses for 1.25
 - Increase planned bus purchases by 553
 - Lease 348 buses while awaiting delivery of added purchases
 - Increase ratio of operators to assignments
 - Hire additional mechanics

Status of Consent Decree

Load Factor Remediation Plan

- Decision Time Frame for Load Factor Issue
 - Legal briefs filed on February 8, 1999
 - Reply briefs filed on February 16, 1999
 - Special Master decision thereafter

Status of Consent Decree

Five-Year New Service Plan

- MTA Plan
 - Implement balance of Pilot Project Master Plan (112 peak buses)
 - Demonstration project(s) for Rapid Bus
 - Consider restructuring plan actions on case-by-case basis

Status of Consent Decree

Five-Year New Service Plan

- Bus Riders Union Plan
 - Freeway Service Network (168 buses-Phase I; 729 total)
 - Rapid Bus in 16 corridors (200 buses)
 - Increased surface street feeders (120 buses-Phase I; 180 total)
 - Balance of Pilot Project Master Plan (56 buses-Phase I)
 - Community Shuttles (50 buses-Phase I; 150 total)
 - Capital investment in additional freeway bus stops

Status of Consent Decree

Five-Year New Service Plan

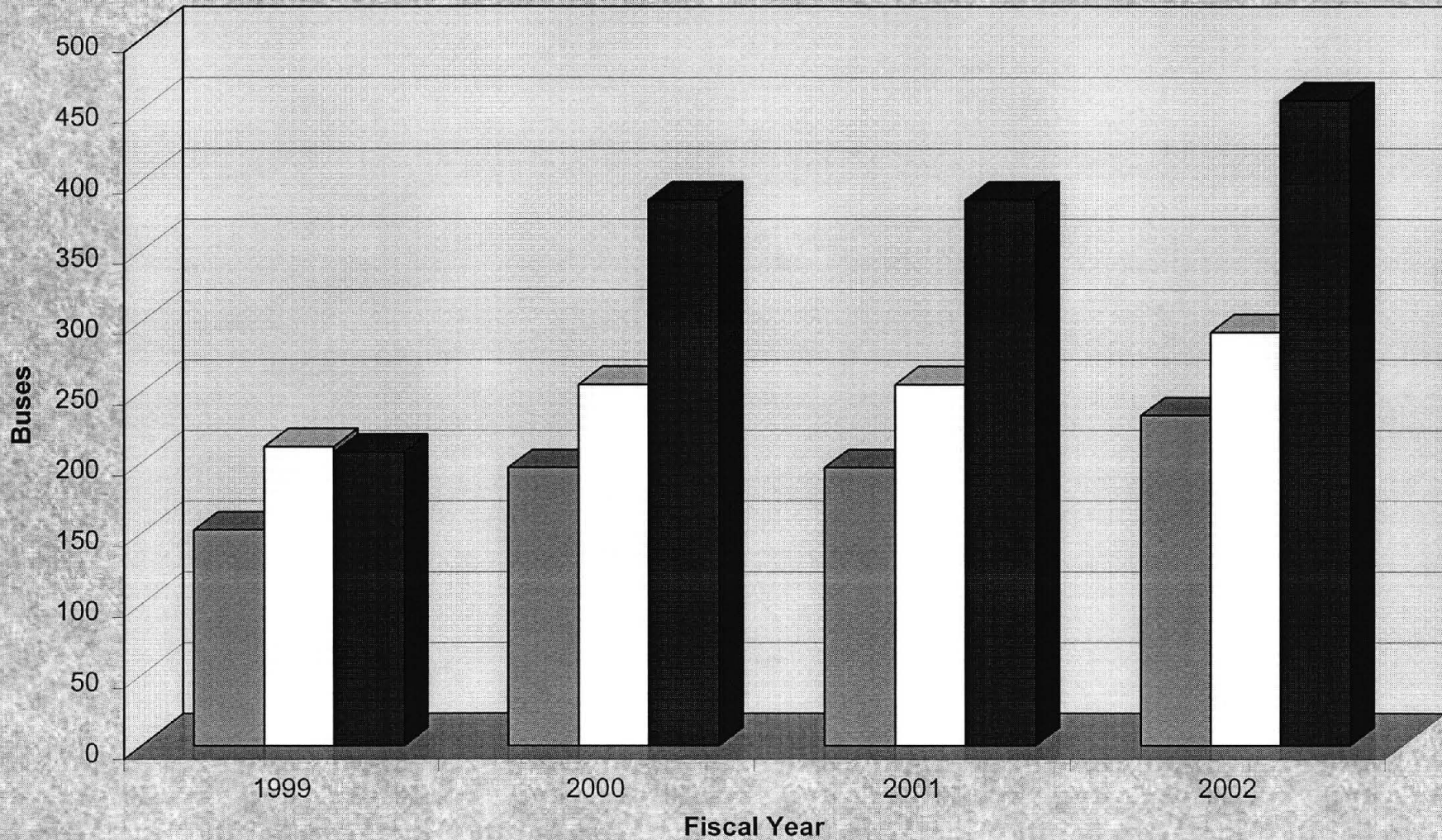
Decision Time Frame

- Plan outlines submitted by MTA & BRU on December 31, 1998
- Legal counsel agree on process by January 29, 1999
- Detailed plans submitted on February 19, 1999

Conclusion

- It is currently estimated that 450 additional buses will be required to meet the Consent Decree
 - 160 buses more than the 290 additional buses already assumed in the Regional Transit Alternatives Analysis presented to the CTC in December, 1998
 - Average of 310,000 additional service hours per year more than the Regional Transit Alternatives Analysis assumption

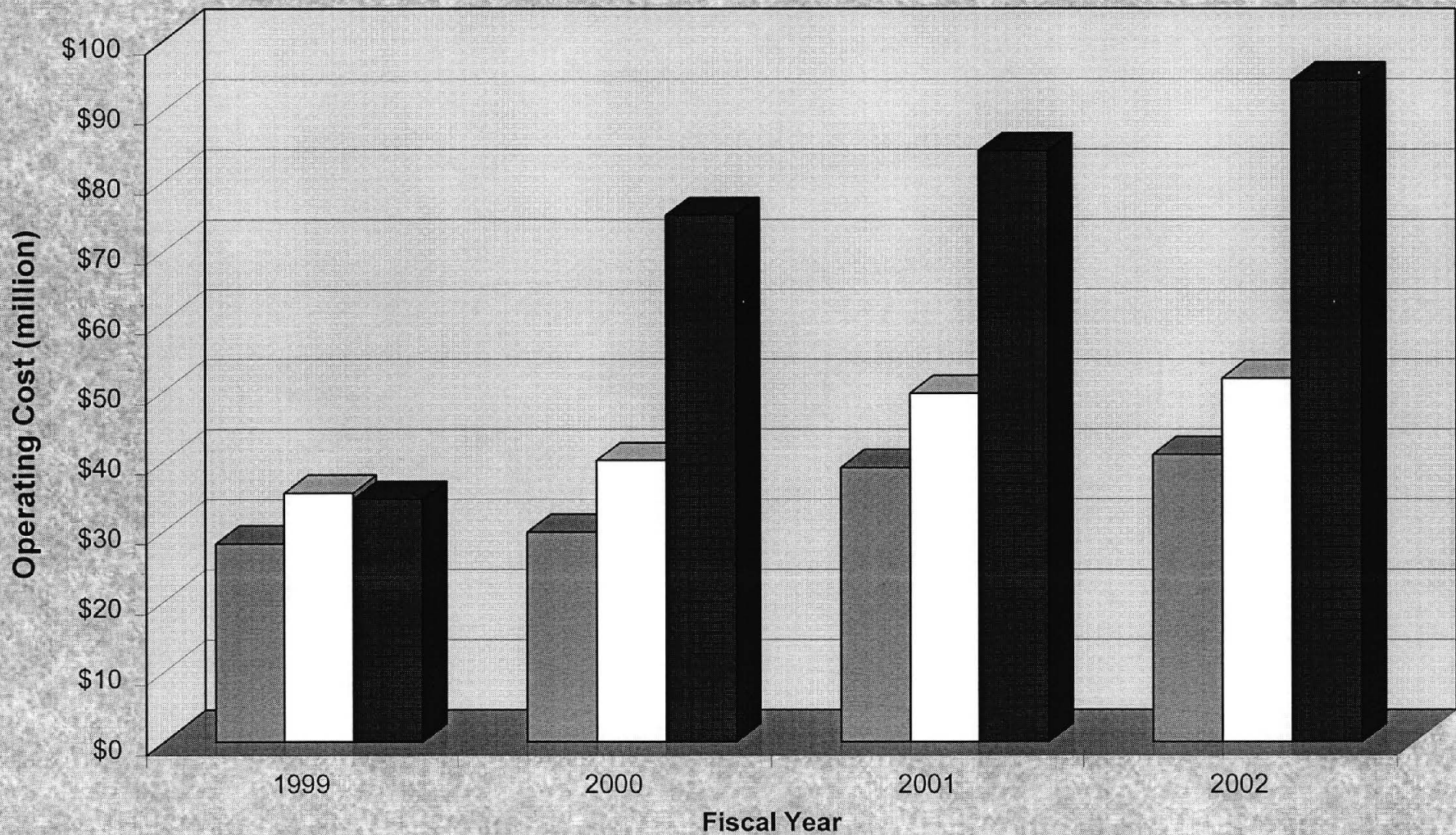
Los Angeles County Metropolitan Transportation Authority Comparison of Consent Decree Buses Fiscal Year 1999 - 2002



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■ Original (1/22/97) □ RTAA ■ Remediation (1/6/99)

Los Angeles County Metropolitan Transportation Authority Comparison of Consent Decree Operating Costs Fiscal Year 1999 - 2002



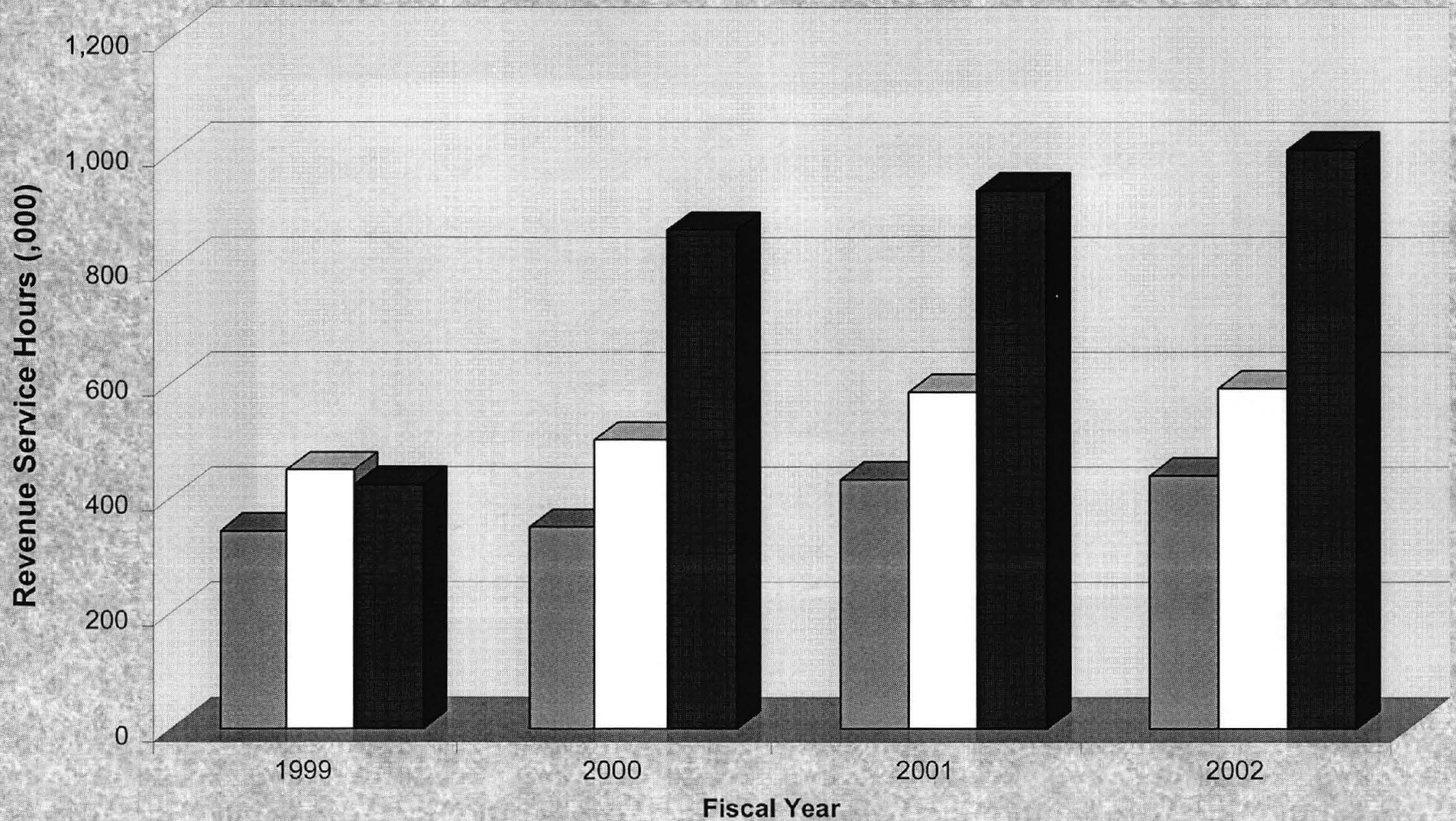
3/29/99

■ Original (1/22/97) □ RTAA ■ Remediation (1/6/99)

Conclusion

- The operating cost for this additional service is estimated to be about \$32 million per year more than the RTAA assumption
- The MTA is currently working to identify additional revenues and cost reductions to off-set this operating cost increase
- The construction and operation of the Metro Rail Red Line North Hollywood project will not be affected by this effort

Los Angeles County Metropolitan Transportation Authority Comparison of Consent Decree Revenue Service Hours Fiscal Year 1999 - 2002



3/29/99

■ Original (1/22/97) □ RTAA ■ Remediation (1/6/99)

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