Metropolitan Transportation Authority

AUGUST 6
2004

Metro

Metro Bus Fleet Management Plan

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INTRODUCTION

The Los Angeles Metro has the third largest bus fleet in the United States and operates more CNG buses than any other operator in the world. Over the last several years, it has made tremendous improvements to the Metro Bus system. An accelerated bus replacement plan has reduced the average age of the active fleet from about 9.5 years to less than six years and the reliability of service increased by over 100 percent. Improvements in service quality and availability are resulting in increased ridership. During the current Fiscal Year, over 356 million passengers are expected to board the Metro Bus system.

The Metro Bus Fleet Management Plan for fiscal years 2004 – 2013 explains how Metro will acquire, maintain and operate its bus fleet. This Fleet Plan has three primary purposes: 1) to describe and evaluate existing bus operations and maintenance practices, 2) to provide a framework for vehicle and facility planning, and 3) to describe how new transit projects will impact the bus operation.

This plan is an update to the Fleet Plan dated February 27, 2003. It is viewed as a living document. Metro is in a state of transition and is in the process of evaluating alternative strategies for meeting future demand. A key strategy incorporated in this plan is the deployment of high-capacity vehicles. As plans for these vehicles become more defined, there will need to adjust the service assumptions. Metro will provide progress reports on the Fleet Plan as new information becomes available and Plan elements will be updated as required.

1.0 BUS SYSTEM OVERVIEW

1.1 METRO SERVICE SECTORS

Currently, Metro's countywide bus operations is divided into five transit service sectors (See Appendix 1 for Metro Service Sector Map):

- Gateway Cities Sector
- San Fernando Valley Sector
- San Gabriel Valley Sector
- South Bay Sector
- Westside Central Sector

Each sector operates as a semi-independent unit of Metro with their own budget. They have capabilities similar to a municipal operator, with a full range of support staff including service planning and scheduling, community outreach, administration, security, and other support personnel. Each sector is assigned a fleet of approximately 400 to 600 buses. They are responsible for intercommunity and community based bus services in their areas, and core services that operate predominantly within their area. Sector Governance Councils determine policy for the planning and implementation of service in their area. Sector General Managers implement the decisions of the Governance Council and are responsible for day-to-day operations.

From time to time the bus line responsibilities will be modified as individual bus lines are reassigned among divisions and other service changes take place. Appendix 2 provides a list of bus lines assigned to each sector.

1.2 ROUTES AND SERVICE AREA

Metro directly operates or contracts 186 bus routes within a service area of 1,433 square miles. The service level varies for weekdays, Saturdays and Sundays, as well as by time of day. Several routes operate 24-hour service, seven days a week. Most routes operate service based on the level of passenger demand. However, some Metro routes are operated on the basis of policy frequencies (generally a maximum of 60 minutes) to provide geographic coverage throughout the urbanized portions of Los Angeles County. Exhibit 1.1 summarizes Metro route categories:

EXHIBIT 1.1
METRO SERVICE DESCRIPTION
(AS OF FEBRUARY 1, 2004)

LINE NUMBER CATEGORY	SERVICE DESCRIPTION	NUMBER OF ROUTES
1-99	Local routes serving Downtown Los Angeles	44
100-199	East-West local routes not serving Downtown Los Angeles	37
200-299	North-South local routes not serving Downtown Los Angeles	43
300-399	Limited-stop services	21
400-499	Express routes serving Downtown Los Angeles	16
500-599	Express routes not serving Downtown Los Angeles	2
600-699	Shuttles and Special Services	16
700-799	Metro Rapid	7
	TOTAL ROUTES	**186**

Source: Report 4-24 Directly Operated Service Effective 2-1-04 and Contract Services Department Effective 12-21-03.

1.3 SYSTEM PERFORMANCE

Between 1996 and 2002, the number of peak buses in service (directly operated and contracted bus service) has increased from 1,794 to 2,067 or by 15.3 percent. During this same period, number of annual service hours operated by the bus system has increased from 6.2 to 7.2 million and annual system ridership grew from 336 million riders to 378 million. See Exhibit 1.2 below.

EXHIBIT 1.2
METRO DIRECTLY OPERATED AND CONTRACTED BUS SERVICE

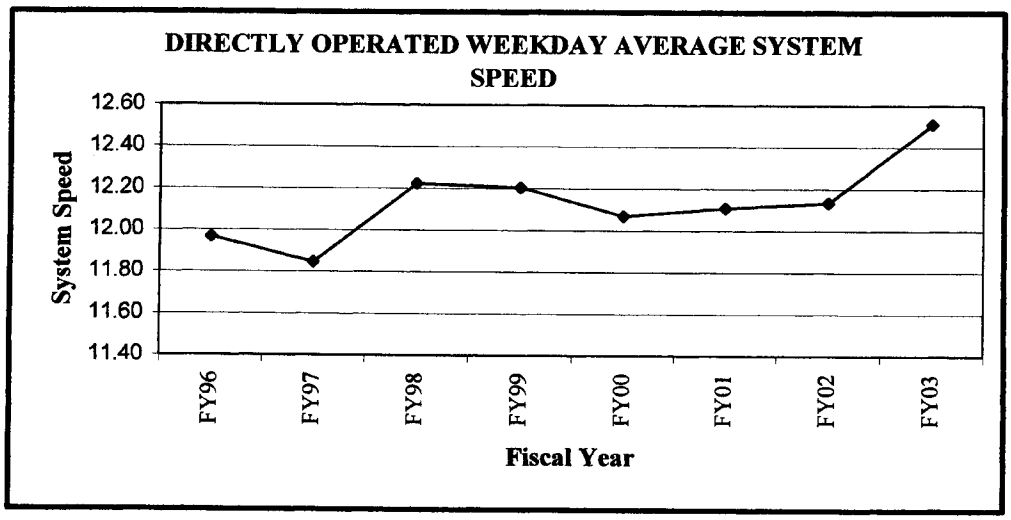
FISCAL YEAR ENDING	PEAK FLEET	ANNUAL RIDERSHIP	ANNUAL SERVICE HOURS
1996	1,794	336,853,544	6,252,352
1997	1,754	351,289,226	6,292,124
1998	1,898	367,913,375	6,429,164
1999	1,926	359,571,659	6,624,892
2000	2,017	359,001,513	6,942,309
*2001	2,026	336,308,899	6,538,236
2002	2,067	378,039,587	7,203,571
**2003	n/a	n/a	n/a

Source: NTD Transit Profiles 1996 – 2002 (ID Number:9154)
*Webpage:*http://www.ntdprogram.com/NTD/Profiles.nsf/Profiles?OpenView
*Notes: *Five-week work stoppage occurred in FY01 and*
***2003 finalized data not available at time of printing.*

Over the last several years, Metro has made a major investments in improving its bus system. Service improvements were focused on four areas: Service reliability, system capacity, service availability, and on-time performance. There has been considerable progress in each of these areas.

Metro's system speed has increased by 4.5 percent since 1996. In June 2000, Metro began implementing the Metro Rapid program. As more Metro Rapids are implemented, as well as two proposed Metro Rapidways (Wilshire Rapidways and the San Fernando Orange Line), overall system speeds will continue to increase. See Exhibit 1.3 below:

EXHIBIT 1.3



Source: Metro June 4-24 Reports from June 1996 through June 2003

On September 28, 1998 the Metro Board of Directors approved an accelerated bus procurement plan that calls for the purchase of 2,095 buses by the end of fiscal year 2004. As a result of this plan, the age of the average vehicle in the Metro fleet has dropped from 9.5 to less than 6 years. This has been a key factor in improved bus service reliability. As shown in Exhibit 1.4 on next page, the average miles between chargeable road calls have increased from 4,784 miles in FY 1999 to 6,883 miles in FY 2003.

Metro measures service reliability by dividing the total number of hub miles by the total number of chargeable road calls. A chargeable road is any mechanical or equipment failure of a bus in revenue service that necessitates removing the bus from service until repairs are made or equipment restored to allow for normal revenue service operations. Total road calls would include both chargeable and non-chargeable road calls. Non-chargeable road calls are those instances in which preventative maintenance has no control over such as a sick passenger, vandalism, dirty bus, accidents, fareboxes, wheelchair lifts, heating, ventilation and air conditioning (HVAC) systems, and other problems not included as a major mechanical systems failure, etc. See Appendix 3 for detailed information.

EXHIBIT 1.4
AVERAGE MILES BETWEEN CHARGEABLE ROAD CALLS

FISCAL YEARS	HUB MILES	NO. OF CHARGEABLE ROAD CALLS	MEAN MILES BETWEEN MECHANICAL FAILURE
FY99	89,236,300	18,654	4,784
FY00	94,579,400	16,934	5,585
FY01	72,722,600	16,401	4,434
FY02	97,957,900	16,900	5,796
FY03	97,582,600	14,178	6,883

Source: Metro Operations Monthly Indicator Reports
-FY01 data incomplete (data not available for February and March)
-Five-week work stoppage occurred in FY01 & FY03

Since 1996 the average number of standees on the most crowded bus lines has been reduced from 19 to about 8. System wide, passenger loads are now below the agency's 1.20-load factor standard over 97 percent of the time.

Over 14 new bus lines have been implemented since 1998 to improve access to schools, medical centers and work sites. In addition, Metro is in the process of implementing a new countywide bus program known as Metro Rapid. To date, Metro has implemented seven Metro Rapids on Ventura Blvd., Whittier/Wilshire Blvds., South Broadway, Vermont Ave., Florence Ave., Van Nuys Blvd., and Crenshaw Blvd. Approximately 21 more corridors are scheduled to receive this service by FY 2008. Section 2.4 and Appendix 4 of this report provides additional information on this program.

On-time performance is currently the key area targeted for improvement. Trips departing a time point 30 seconds or more prior to the scheduled time are early. Similarly, trips departing over 5 minutes after the scheduled time are considered late. Currently, approximately 64 percent of bus trips monitored are operating on time. Approximately 15 percent are operating early and 21 percent are late. Remedies for improving on time performance include: implementation of transit priority measures, increasing field supervision, and adjusting schedules. See Exhibit 1.5 below.

EXHIBIT 1.5
ON-TIME PERFORMANCE MEASURES

	% Early	% On-Time	% Late
ALL DAYS	15.1	64.1	20.8
Weekday	14.8	64.6	20.8
Saturday	13.9	61.2	24.9
Sunday	14.4	64.5	21.1

Source: APC Data Collected June 29, 2003 through January 7, 2004.

See Appendix 4 for route level performance statistics for such things as ridership, productivity, on-time performance, and weekday load factor compliance.

The data for "Weekday Load Factor Compliance @ 1.20" in Appendix 4 is obtained from an ongoing point check monitoring program. This data was collected during the 4th quarter of 2003. During that quarter, 83 Metro bus lines were checked with varying frequency. Metro's top 20 lines (highest ridership) and all Metro Rapid bus lines are checked at least 3 times monthly; all other lines are checked at least monthly. Each line's compliance percentage shown in the table is calculated as (Monitored Time - Violation Time) / Monitored Time) where Violation Time is the total observed minutes when the 1.20 load ratio was exceeded for 20 minute or longer peak periods (60 minute or longer off-peak periods) and Monitored Time is the total observed minutes for all point checks conducted.

A typical point check would consist of 13 hours of monitoring (from 6am through 7pm) in each of two directions of travel yielding 13 x 2 x 60 = 1,560 monitored minutes. If, for example, there was one exceedance of the 1.20 load factor target lasting for 25 minutes, then the calculated compliance percentage would be (1560 - 25) / 1560 or 98.40%.

1.4 CONTRACT SERVICES

Metro contracts with private operators for the operation of 21 of Metro's 186 bus routes. These contract routes and current service provider are listed in Exhibit 1.6 on next page.

On December 21, 2003, Contract lines experienced a service change. Line 625 and 626 were combined and now operate as Line 625 and Line 646 was cancelled. The City of Los Angeles Department of Transportation (LADOT) operates another three routes with partial funding from Metro. These lines are not included as part of the 21 contract lines. The three lines are as follows:

Line 422 – USC/Downtown LA/Hollywood/Sherman Oaks/Warner Center/ Thousand Oaks
Line 601 – Pico Union/Echo Park
Line 602 – El Sereno/City Terrace

EXHIBIT 1.6
CONTRACT SERVICE PROVIDERS AND ROUTES

Coach USA Line 96 (L.A.-Burbank-Sherman Oaks) Line 167 (Plummer Street-Coldwater Canyon Avenue) Line 214 (Broadway – Main Street Loop) **First Transit, Inc.** Line 125 (Rosecrans Avenue) Line 128 (Alondra Boulevard) Line 130 (Artesia Boulevard) Line 177 (La Canada Flintridge-Pasadena-Arcadia-Monrovia-Duarte) Line 205 (Willowbrook-Harbor City-San Pedro) Line 225 (Aviation Blvd.- Palos Verdes Peninsula) Line 226 (Palos Verdes Drive West) Line 232 (Pacific Coast Highway) Line 254 (Willowbrook-Huntington Park-Lorena Street) Line 256 (Eastern Avenue-Avenue 64-North Hill Avenue)* Line 266 (Lakewood-Rosemead Boulevards) Line 270 (Monrovia-El Monte-Norwalk) **MV Transit** Line 58 (Union Station – Alameda Street – Washington Boulevard Metro Blue Line Station)	**Transportation Concepts, Inc. (TCI)** Line 218 (West Hollywood-Studio City via Laurel Canyon Boulevard) Line 603 (Rampart-Hoover-Colorado Boulevard Shuttle) Line 605 (Grande Vista Street-USC Hospital Shuttle) Line 608 (Crenshaw Connection) Line 625 (Aviation Metro Green Line Station Shuttle) **Operation Shuttle** Operation Shuttle is the "subcontractor" for Lines 177 and 256; the General Contractor is First Transit, Inc. Operation Shuttle is also the "subcontractor" for Line 605; the General Contractor is Transportation Concepts, Inc.

Source: Contract Services Department
Note: Please note, that although lines 177, 256, and 603 are subcontracted to Operation Shuttle, Inc., by two General Contractors, the General Contractors are accountable for Operation Shuttle's performance.

1.5 PASADENA METRO GOLD LINE

The Pasadena Metro Gold Line was implemented July 26, 2003. It operates approximately 13.7 miles between Union Station in Downtown Los Angeles and Pasadena and serves 12 new stations in Chinatown, Lincoln Heights, Highland Park, South Pasadena and Pasadena. Currently, Pasadena Metro Gold Line operates a service frequency of 7.5 minutes during the peak periods and every 12-30 during the non-peak periods.

The bus/rail interface plan is summarized in Appendix 6. The plan improved station access, by rerouting approximately 13 current bus lines that provide local circulation in the area and four proposed new shuttle services. Two Metro bus lines that duplicated significant portions of the Gold Line were cancelled (Lines 401 and 483). The unduplicated portions of these lines were replaced by new shuttle services that connect with the Gold Line. Other minor restructuring was implemented to improve service coverage and to reduce service duplication in the area. Appendix 6 provides additional information on the impacted lines.

The Pasadena Gold Line Bus-Rail Interface Plan was cost neutral. Resources saved by the reduction of service duplication were reinvested into new bus service, such as new limited stop services, shuttle services, and improved service levels along heavily traveled corridors.

Bus ridership data, post Gold Line opening, is still being collected. A 35-day work stoppage beginning in September 2003 and Metro's fare restructuring effective January 1, 2004, has impacted data collection and ridership.

Load factor compliance, before and after, was determined by APC data. As shown in Exhibit 1.7 on next page, the overall effect on bus lines impacted by the Gold Line is that load factor compliance improved from 96 percent to 98 percent. The data suggest that restructuring impacts are still being overshadowed by the recent work stoppage and fare restructure. Metro will continue to monitor bus lines that interface with the Gold Line and implement other service changes to ensure a continued smooth transition.

1.6 CONSENT DECREE

In October 1996, Metro entered into a court ordered agreement known as the Consent Decree to settle a Federal Civil Rights suit regarding improvements to the operation of Metro's bus system. The Consent Decree provides for Metro to: (1) reduce its load factor (i.e. the number of people who stand on the bus) to certain targets, (2) expand bus service improvements, (3) implement a pilot project to facilitate access to county-wide job, education and health centers, (4) not increase cash fares for two years and pass fares for three years beginning December 1, 1996, after which Metro may raise fares subject to certain conditions of the Consent Decree, and (5) introduce a weekly pass and an off-peak discount fare on selected lines. Metro is also obligated to create a joint working group with representatives from the plaintiff's class and Metro to implement the Consent Decree. Section 2.2 of the report provides additional information on the status of this agreement.

EXHIBIT 1.7
LOAD FACTOR COMPLIANCE

May-03		Jan-04	
Line	Load Factor Compliance	Line	Load Factor Compliance
28	97%	28	99%
70	100%	70	100%
76	100%	76	98%
78	96%	78	100%
81	93%	81	98%
175	100%	175	94%
180	94%	180	96%
206	86%	206	97%
251	95%	251	99%
252	100%	252	98%
260	92%	260	100%
266	100%	266	100%
268	97%	268	94%
484	93%	484	100%
487	98%	487	100%
489	100%	489	n/a
490	100%	490	100%
620	78%	620	100%
Compliance	**96%**		**98%**

Source: Service Planning Department (point Check Reports 2003)
Note: Load factor compliance was not determined for Lines 170, 176, 188, 201, 250, 255, 256, 259, 264, 267, 401, 471, 483, 485, and 489 because these lines are currently not monitored as part of Metro's Consent Decree.

1.7 METRO RAPID

The two Metro Rapid demonstration lines, Line 720 (Whittier/Wilshire Corridor - 26 miles) and Line 750 (Ventura Blvd. Corridor – 16 miles), which began operations in June 2000, has proven successful with the implementation of key attributes, including unique vehicle and station "branding", transit signal priority, special stations with "next trip" displays and information kiosks, and "rail-like" operating characteristics by making fewer stops than regular buses and run more frequently. Currently, Metro has implemented a total of seven Metro Rapids (See Section 2.3 for more detailed information). All Metro Rapid buses are state-of-the-art, low-floor, compressed natural gas buses with a distinctive red and white color scheme for easy identification.

The Metro Rapid Demonstration Program resulted in passenger travel times reduced by approximately 25 percent and a nearly 40 percent increase in ridership, with one-third of the increase new to public transit. Based on this success, the Board has asked the staff to

develop a Metro Rapid Five-Year Implementation Plan. On December 15, 2002, two more Metro Rapid lines were implemented along South Broadway and Vermont Avenue. On February 2, 2001, Metro implemented another Metro Rapid line along Crenshaw Blvd. See Section 2 Exhibit 2.1 for future planned Metro Rapids. Of the 13 key attributes associated with the Curitiba system, used in Brazil, the first seven were fully operational at start-up. The other six attributes are intended for implementation during Phase II. See Exhibit 1.8 below:

EXHIBIT 1.8
CURITIBA KEY ATTRIBUTES

CURITIBA KEY ATTRIBUTES	PHASE I DEMONSTRATION	PHASE II EXPANDED SYSTEM
1. Simple Route Layout	Yes	Yes
2. Frequent Headways	Yes	Yes
3. Less Frequent Stops	Yes	Yes
4. Level Boarding and Alighting	Yes	Yes
5. Color Coded Buses and Stations	Yes	Yes
6. Station Stops	Yes	Yes
7. Signal Prioritization	Yes	Yes
8. Exclusive Bus Lanes	No	Yes
9. Higher-Capacity Buses	No	Yes
10. Multiple-Door Boarding and Alighting	No	Yes
11. Fare Prepayment	No	Yes
12. Feeder Network	No	Yes
13. Coordinated Land Use Planning	No	Yes

1.8 METRO FARE RESTRUCTURING

On January 1, 2004, Metro Bus and Metro Rail fares were changed for the first time in years. The cash fare was lowered by 10 cents to $1.25 and a new day pass was introduced which replaced transfers for a cost of $3.00. Seniors/Disabled/Medicare and student prices remained the same and the price of a day pass for that category is $1.50. This new day pass is good for unlimited local travel all day. A new regional pass is expected in the near future. The price of tokens, regular monthly, semi-monthly, and weekly passes all increased. Metro-to-Metro transfers have been discontinued, however a Metro-to-Muni transfer can still be purchased ($0.25 regular and $0.10 for seniors/disabled/Medicaid). Exhibit 1.9 on next page displays fare changes:

EXHIBIT 1.9
DESCRIPTION OF METRO FARE RESTRUCTURE
EFFECTIVE JANUARY 1, 2004

	Former Fare	New Fare
Base Fare	$1.35	$1.25
New Day Pass	--	$3.00
Tokens (10)	$9.00	$11.00
Weekly Pass	$11.00	$14.00
Semi-Monthly Pass	$21.00	$27.00
Monthly Pass	$42.00	$52.00

Source: Marketing Department

In the latter part of 2003 there was a work stoppage. Both the work stoppage and the restructured fares have contributed to a temporary decline in ridership of about 3 to 4 percent in the first two months of 2004. Overall revenue impacts are still being assessed, however it appears that monthly pass sales have declined and cash payments have increased. Metro expects ridership to rebound to its original projections by the close of FY 2005.

1.9 FUTURE TRANSPORTATION CORRIDORS

During 2000, the Metro Board approved the initiation of work on Draft Environmental Impact Statement/Reports for three transit corridors: Eastside, Mid-City/Westside and the Orange Line (Rapidway) in the San Fernando Valley. Additional information is provided in Section 2.5 of this report.

2.0 BUS SYSTEM - FUTURE CHANGES

Metro's vision for future bus service is outlined in the Long Range Transportation Plan. Metro adopted the Long Range Transportation Plan (LRTP) in April 2001. The agency is currently working under the constrained scenario. The LRTP covers the period from 2000 to 2025. The LRTP proposes four objectives to meet this transportation challenge:

1) Manage the existing system.
2) Maximize system efficiency.
3) Increase system capacity.
4) Manage demand.

This vision calls for a balanced and fully integrated regional bus system. It also calls for Metro bus service that is clean, safe, comfortable, convenient, reliable, and customer focused. Key strategies proposed to achieve this vision include service reallocation based on demand, service delivery diversification, introduction of high-capacity vehicles into service, increased operating speed, improved system access and regional service coordination. A major system realign project, referred to as Metro Connection, is being planned as a means of implementing these strategies.

2.1 METRO CONNECTIONS

The latest comprehensive restructuring of the Metro Bus system was implemented in the 1980's with the introduction of grid network service. Since then a series of incremental service changes have been implemented. While these efforts have resulted in service improvements, they have not fully addressed the significant changes in the region's service needs. In the last 20 years, there have been significant growth in the County's population and employment numbers, and travel patterns have changed. In addition, the region now has a successful 73-mile commuter rail system, known as the Metrolink, an urban rail system has been developed and the other transit providers in the regions have expanded service. Based on these factors, along with funding realities, there is a growing need to evaluate and develop a long-term strategy on how to best provide regional bus service.

The intention of this bus service restructuring effort is to move the region's predominantly grid system to more of multi-centered network, which would better reflect the region's dispersed travel patterns. The service delivery concept will focus on a network of majority activity centers, as focal points of the system.

A four-phased bus service restructuring effort was initiated in the fall of 2003 to develop a long-term strategy on how to best provide bus service throughout the region. The restructuring efforts will consist of the following major activities:

- Phase 1 – Needs Assessment
- Phase 2 – Develop alternative Strategies

- Phase 3 – Detail Implementation Plan
- Phase 4 – Implement Service

The first phase of the service restructuring effort was completed in January 2004. This initial effort included identification of project goals and objectives, and extensive stakeholder outreach. The second phase was initiated in February 2004. Staff will return to the Board in the mid-2004 with a set of proposed alternative service strategies for review and comment.

2.2 LATEST CONSENT DECREE RULING / FLEET PLAN REQUIREMENTS

On January 12, 2004 the Special Master issued a ruling on the Consent Decree. The ruling focused on achieving greater compliance with the 1.20 load factor. It requires Metro to procure and deploy 145 expansion buses and to add 290,000 hours of additional service by December 2004.

Metro is appealing this order. Metro's appeal is limited in that it focuses on the number of buses required to operate the additional service, but agrees to add the 290,000 hours of additional service. Metro estimates that the additional service might require 80 additional peak buses. The 145 buses called for in the order does not appear to take into account scheduling efficiencies, opportunities for a single bus trip to mitigate multiple instances of passenger overloads along the same route, or the fact that much of the loading occurs outside the rush hour period and will not impact the size of the peak fleet.

The order also requires Metro to submit a fleet plan to the Special Master by April 15, 2004. Specific information to be included in the plan includes:

- Determination of the fleet baseline as of January 1, 2004;
- A fleet status report summarizing changes to the fleet between 1996 and the present;
- A plan for deploying the additional expansion vehicles that will be used to operate the 290,000 annual hours of expanded service called for in the latest order;
- A procurement plan to purchase 381 40-foot bus equivalents (based on seating) between FY 03 and FY 07, and
- A five-year forecast showing proposed changes to the fleet.

The Consent Decree ruling refers to the fleet as of January 1, 2004 as the baseline fleet. As of January 1, 2004, Metro owned a total of 2,702 buses, with a fleet total of 111,116 seats. Of the 2,702 buses in the fleet, 2,357 are in the active fleet for directly operated service, 170 buses are inactive vehicles and 175 vehicles are assigned to contractors. As of January 1, 2004, 259 buses were over 12 years of age. Exhibit 3.1 provides a detailed summary of the baseline fleet. Appendices 9 and 10 provide a detailed summary of the baseline fleet by age and type of vehicles.

Exhibit 2.1 summarizes changes to Metro bus fleet between January 1, 1996 and the present. During this period, the Metro fleet total has increased from 2,424 to 2,702, or by

278 buses. Since 1996, the number of buses directly operated by Metro has increased from 2,042 to 2,357 or by 315 buses. The increase in directly operated service does not include the expansion of contracted services, which increased to 0 to 175 buses during this period.

EXHIBIT 2.1
SUMMARY OF FLEET CHANGES BETWEEN JANUARY 1, 1996 AND JANUARY 1, 2004

	Metro Directly Operated					
Date	In-Service	Spares	Total D.O.	Inactive	Contractor Vehicles	Total Metro Owned Fleet
January 1, 1996	1701	341	2042	382	0	2424
January 1, 1997	1796	360	2156	232	46	2434
January 1, 1998	1741	349	2090	262	112	2464
January 1, 1999	1734	347	2081	440	130	2651
January 1, 2000	1874	375	2249	250	139	2638
January 1, 2001	1888	378	2266	254	128	2648
January 1, 2002	1925	385	2310	369	137	2816
January 1, 2003	1947	390	2337	402	151	2890
January 1, 2004	1964	393	2357	170	175	2702

Source: VMS Reports between January 1, 1996 through January 1, 2004

Metro has estimated that it will require 80 in service vehicles and 16 spares to operate the 290,000 annual hour increase over the January 1, 2004 baseline. Of these, 10 vehicles were added as part of the February 2004 Service Change Program and another 20 will be added in June 2004. The remaining 50 vehicles will be placed into service as part of the December 2004 Service Change.

Of the 96 vehicles required for the service expansion, 52 will be taken from the inactive fleet and 44 vehicles (40 foot bus equivalents) will come from the delivery of 45 foot NABI Composite buses that were originally intended to be replacement buses.

The latest ruling requested Metro to procure the equivalent of 381 40-foot buses between FY 2003 and FY 2007. Exhibit 2.2 on next page summarizes scheduled delivery dates by vehicle type. Metro is expected to procure 420 buses, which includes 100 45-foot buses and 200 articulated buses. Exhibit 2.3, on next page, shows that these vehicles will provide seating capacity equivalent to 563 40-foot buses.

EXHIBIT 2.2
BUS PROCUREMENT SCHEDULE

		FY03	FY04	FY05	FY06	FY07
NABI 370 Base Order		4	16			
NABI - 100 45' Buses			12	88		
NABI - Articulated Buses				30	170	
NABI - Articulated Buses, Option 1						100
NABI - Articulated Buses, Option 2						
Total buses Procured:		**4**	**28**	**118**	**170**	**100**
Bus Procurements (40' Equivalents)		**4**	**30**	**144**	**242**	**143**

EXHIBIT 2.3
CONVERTING FOR 40 FOOT EQUIVALENTS

Bus/Conversion Factor Based on Seating	**40' Equiv.**
(20- 40' NABI) x 1 =	20
(100 - 45' NABI) x 46/40 =	115
(300 - 60' NABI ARTICS) x 57/40 =	428
GRAND TOTAL	**563**

A ten-year fleet forecast and procurement schedule is presented in Appendix 11.

2.3 METRO RAPID

A detailed phasing plan was presented to the Metro Board in September 2002 and approved. The Phase II expansion program, designed to expand the Metro Rapid network, has been initiated with the following Metro Rapids:

- Line 745 South Broadway
- Line 754 Vermont
- Line 711 Florence
- Line 761 Van Nuys
- Line 710 Crenshaw-Rossmore

Currently 21 more Metro Rapids are planned for implementation by FY 2008. Metro Rapid candidates are grouped into phases II-A, II-B, II-C, II-D, and II-E (see Exhibit 2.4 on next page). The phase groupings were based on:

- Phase II-A: Expand the network by introducing key connections
- Phase II-B: Introduce Metro Rapid on some of the region's heaviest corridors while continuing development of the network
- Phases IIC-IIE: Continue network development while focusing on major corridors.

EXHIBIT 2.4
PROPOSED METRO RAPID BUS
PHASE II – CANDIDATE CORRIDORS

Demonstration	Phase II A	Phase II B	Phase II C	Phase II D	Phase II E
Wilshire-Whittier	South Broadway	Hawthorne	Western	Central	West Olympic
Ventura	Vermont	Hollywood-Fairfax-Pasadena	Santa Monica	San Fernando-Lankershim	Garvey-Chavez
	Florence	Long Beach Blvd.	*Lincoln	*Pico	Manchester
	Van Nuys	Beverly	Reseda	Atlantic	San Fernando (south)
	Crenshaw-Rossmore	Sepulveda (north)			*Sepulveda (south)
	Soto				*Torrance-Long Beach
	Vernon-La Cienega				

Source: Transit Planning Department – Metro's Five-Year Implementation Plan (Revised July 17, 2003)
*Note: * - May be operated by municipal operators*

The Phase II Metro Rapid program calls for expansion of the service area throughout Los Angeles County. Four Metro Rapids are potential candidates for operation by municipal operators:

- Lincoln - Santa Monica Municipal Bus Lines (FY 2006)
- Pico - Santa Monica Municipal Bus Lines (FY 2007)
- Sepulveda (south) - Culver City Municipal Bus Lines (FY 2008)
- Torrance/ Long Beach – Torrance (FY 2008)

The Plan calls for the Municipal Operators using the same attributes, operating protocols, and branding to ensure a consistent "product" for the customer regardless of operator.

2.4 FUTURE SERVICE IMPROVEMENTS

Future service development opportunities are based on Metro's 10-Year Service Forecast as summarized in Exhibit 2.5 on next page. Over the next year, Metro will update this plan and may make adjustments to both the service assumptions and vehicle procurements as needed. Metro will provide the FTA with updates as new information becomes available.

EXHIBIT 2.5
10-YEAR SERVICE FORECAST

Operating Statistics	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13
Annual Boardings (Million)	356.3	365.8	375.5	383.3	391.4	399.6	408.0	416.6	425.4	434.3
Annual Revenue Hours (Million)	7.33	7.56	7.75	7.81	7.82	7.99	8.04	7.89	7.98	7.85
Directly Operated Peak Vehicles	2,041	2,091	2,099	2,109	2,120	2,133	2,146	2,170	2,184	2,161
Total Seats In-Service During Peak	81,568	84,372	87,208	89,036	90,887	92,818	94,766	96,722	98,782	100,862

Source: Service Development Department.

Future service changes will focus on improving the speed and capacity of the bus system and working with the other bus operators in the county to develop a more integrated system. Many of the improvements will occur through service restructuring, reallocating resources from poorly performing or duplicative services, introduction of high capacity buses, and by implementing other operational efficiencies. Key service changes are displayed in Exhibit 2.6 below:

EXHIBIT 2.6
DESCRIPTION OF MAJOR SERVICE CHANGES

FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11 through FY13
3 Metro Rapids (①): - Crenshaw-Rosemore - Soto - Vernon-La Cienega 45-foot bus deployment Capacity Increase (30 peak buses)	SFV E/W Rapidway "Orange Line" (+18) 5 Metro Rapids (①): - Hawthorne - Hollywood/ Fairfax/ Pasadena - Long Beach - Beverly - Sepulveda (North) Final Planned 45-foot Bus Deployment Artic. Deployment Capacity Increase (50 peak buses) Metro Connections	4 Metro Rapids (①): - Western - Santa Monica - Lincoln - Reseda Artic. Deployment Metro Connections	4 Metro Rapids (①): - Central - San Fernando/ Lankershim - Pico - Atlantic Artic. Deployment Metro Connections	6 Metro Rapids (①): - West Olympic - Garvey-Chavez - Manchester - San Fernando (south) - Sepulveda (south) - Torrance/ Long Beach Artic. Deployment	Eastside Gold Line Rail Extension and Bus Interface Enhancements (+32 40-foot buses) Artic. Deployment	Final Planned Artic. Deployment High-capacity buses to replace 40-foot buses	High-capacity buses to replace 40-foot buses Exposition Light Rail and Bus Interface Enhancement (FY 2013)

Source: Service Development Department

Metro Rapid Expansion - Between 2003 and 2008 the Metro Rapid Network will be expanded from 7 to 28 lines. During this same period, municipal operators may implement 4 of these Metro Rapids (see Section 2.5 for details). This will result in over 400 miles of Metro Rapid, high capacity bus service that will serve 34 cities and 11 unincorporated LA County communities.

The Metro Rapid program is not expected to impact service hours. Resources for span and frequency improvements will occur through savings achieved by increasing the operating speed of the service. To date, these services have achieved increases in operating speed of 25 to 30 percent.

San Fernando Valley Rapidway Orange Line (FY 2005) - The San Fernando Valley Rapidway Orange Line project is an East/West 14-mile landscaped exclusive busway with 13 stations located on the Metro right-of-way between North Hollywood Metro Red Line Station and Warner Center in Woodland Hills. Metro plans to implement this project in FY 2005. In addition to the busway project, the Metro right-of-way will be improved with a parallel bicycle/pedestrian path. The new Rapidway service will initially operate with approximately 18 high-capacity vehicles. Existing bus service will also be enhanced to operate as a feeder system for the busway. These enhancements will occur through service restructuring and service reallocations.

East Side Gold Line Extension (FY 2009) - The Pasadena Metro Gold Line was completed and implemented on July 26, 2003. There are plans for an Eastside extension that will form a single operating line extending from East Los Angeles into the San Gabriel Valley by 2009. This project will consist of a six-mile; nine station light rail transit system, which will be an extension of the Pasadena Gold Line. It will travel from Union Station in Downtown Los Angeles, through Boyle Heights to its terminus at Whittier and Atlantic Blvds. Upon opening, the east side extension will initially operate service frequencies of 12 minutes during the peak periods and midday.

Metro will implement a bus rail interface plan to improve access to the East Side Gold Line Extension. The plan, which was developed as part of the *Los Angeles Eastside Corridor Final EIR SEIS/SEIR*, calls for increases in feeder bus service and increased service frequencies to existing Metro routes that serve LRT stations. Exhibit 2.7, on next page, shows the increase in service frequency as well as the addition of two routes (31A and 258A) expressly recommended to support the LRT Build Alternative. Increased service is proposed for Metro bus services in the Eastside Corridor as well as increased service for routes operated by Monterey Park and Los Angeles County.

The rail interface plan for the Eastside will require an increase of approximately 40 peak period buses. Of these buses, the Metro will directly operate 32. Additional resources for the rail interface plans may be made available through service reallocation. Details of the plan are still being worked out and projected route level impacts are not available at this time. Typically, rail interface plans are finalized as part of the Metro Service Change process. The final service change planning for this project will occur in FY 2008.

EXHIBIT 2.7

FREQUENCY OF WEEKDAY BUS TRANSIT SERVICE (IN MINUTES)						
			Existing		LRT Build	
Operator	Route	Destinations	Peak	Off-Peak	Peak	Off-Peak
MTA	18	Wilshire-Whittier	10	15	6	10
	30/31	Mid City - East Los Angeles	4-5	7.5	3.5	5
	31A	East Los Angeles - 1st/Lorena	-	-	10	15
	65	Downtown Los Angeles - CSULA	15-25	30	10	15
	66	Wilshire Center - Montebello	3-7	8	5.5	12
	68	West LA Transit Ctr - Montebello Towne Center	8-12	12	8	10.5
	250	LAC + USC - Boyle Heights	40	40	15	20
	251	Cypress Park - Watts	12	24	10	20
	252	El Sereno - Lynwood	12	24	10	20
	253	LAC + USC - Boyle Heights	40	40	15	20
	254	LAC + USC - Willowbrook	30-60	55	10	20
	255	Montecito Heights - East Los Angeles	45	50	10	20
	256	Altadena - East Los Angeles	35	50	30	50
	258	Alhambra - South Gate	45	60	30	30
	258A	Olympic - Floral	-	-	15	20
	259	El Sereno - Shouth Gate	45	60	30	30
	260	Altadena - Compton	12-15	15	5.5	20
	530	Panorama City - East Los Angeles	-	-	15	30
	605	LAC + USC - Boyle Heights	15	30	10	12
	620	LAC + USC - Boyle Heights	0-12	12	10	12
	720	Santa Monica - Montebello	8	10	6	10
L.A. County	Gold	East Los Angeles	60	60	10	15
	Green	East Los Angeles	60	60	10	15
	Orange	East Los Angeles - CSULA	60	60	10	15
Monterey Park	1	Community Circulator	40	40	20	30
	2	Community Circulator	40	40	20	30
	5	Community Circulator	50	50	20	30
Montebello	10	East LA College - Whittier	8-15	10	8	12
	40	Whittier - Downtown LA	10-30	12	10	20
	341②③	Downtown LA - Montebello Express Routes	30-60	-	30-60	-
LADOT	Dash A	Little Tokyo - Convention Center	5	5	5	5
	Dash D	South Park	5	5	5	5

Source: Los Angeles Eastside Corridor Final SEIS/SEIR

Mid-City/Exposition Light Rail Transit Project (FY 2013) - The Mid-City/Exposition Light Rail Transit Project is the newest proposed extension of the 75-station Metro Rail

system. Current plans call for a 9.6-mile line extending along the Metro-owned Exposition right-of-way from the existing Metro Rail station at 7th/Metro Center in downtown Los Angeles to Venice/Washington in Culver City, with an initial segment constructed at least to Vermont Avenue adjacent to Exposition Park. The Mid-City/Exposition Light Rail Transit Project will include seven new stations plus upgrades to three existing stations, providing a total of ten stations for the length of the initial segment of the route to Culver City. The alignment will primarily be at-grade. The Metro Board's vision and intent is eventually to complete the light rail line to Santa Monica. The revenue operation date for this project is November 2012.

Deployment of High-Capacity Vehicles - In an effort to improve service capacity, Metro is in the process of procuring both 45-foot and 60-foot articulated buses. Between FY04 and FY05 Metro will procure and deploy one hundred 45-foot Compo buses. Plans for procuring and deploying up to 600 articulated buses between FY 2005 and FY 2010 are being developed. The first 200 articulated buses are fully funded and will arrive in FY 2005 and FY 2006. There are two more purchase options that can be exercised. Each option consists of 200 articulated buses. Currently these options are not funded. These vehicles will be deployed on Rapidways, Rapid Bus, and high ridership local lines. Exhibit 4.1 displays the current proposed bus procurements from FY 2004 through FY 2013.

3.0 BUS FLEET OVERVIEW

3.1 CURRENT BUS FLEET

Metro owned 2,702 buses as of January 1, 2004. The basic distribution of these buses is as follows:

EXHIBIT 3.1
METRO'S BASELINE FLEET
(AS OF January 1, 2004)

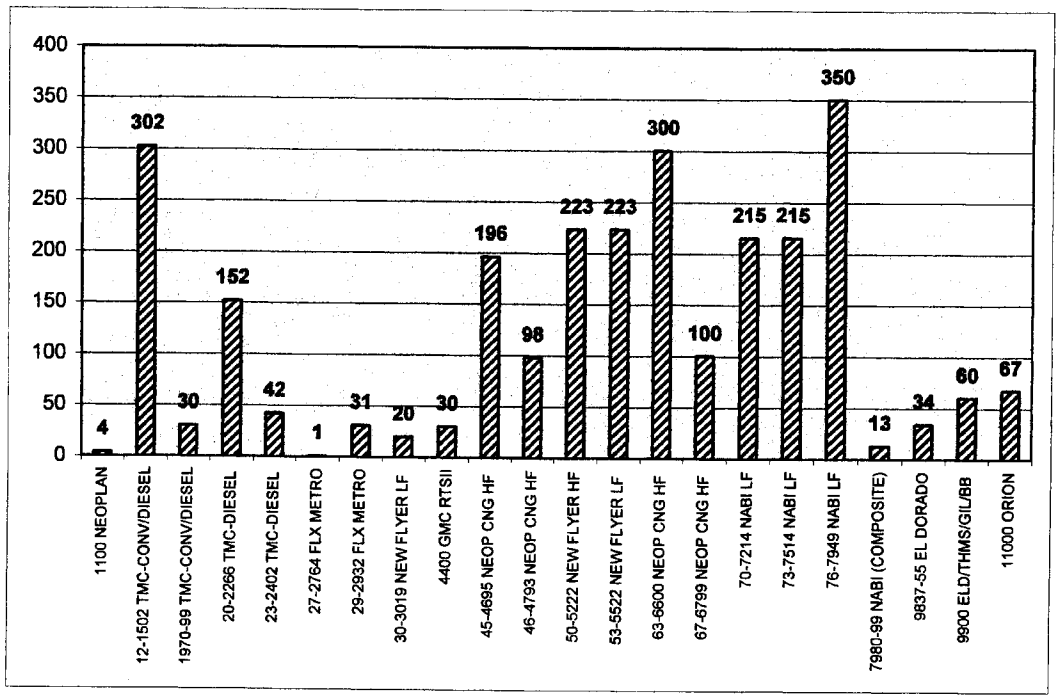
Metro Directly Operated		
Active		
In-Service		
Owned		1,964
Leased		0
	Sub-Total	**1,964**
Spares		
Owned		393
Leased		0
	Sub-Total	**393**
	Active Total:	**2,357**
Inactive		
Special Assignment		86
Pending Evaluation / Sale Pending		59
Make Ready		25
	Inactive Total:	**170**
Contractor Vehicles		
Owned		171
Leased		4
	Contract Total:	**175**
	Metro Total Owned Fleet	**2,702**

Source: *VMS Report Effective 1-1-04*
Note: *VMS shows Metro total owned fleet to be 2,706. Four (4) of these buses were sold, but still remained on the property as of 1-1-04.*

Included in the contract services buses are four buses leased to the City of Los Angeles Department of Transportation to operate Consent Decree related bus service on Line 422, which is contracted out under an MOU with the Metro paying the full cost. Contractors provide additional spare vehicles to augment Metro's fleet.

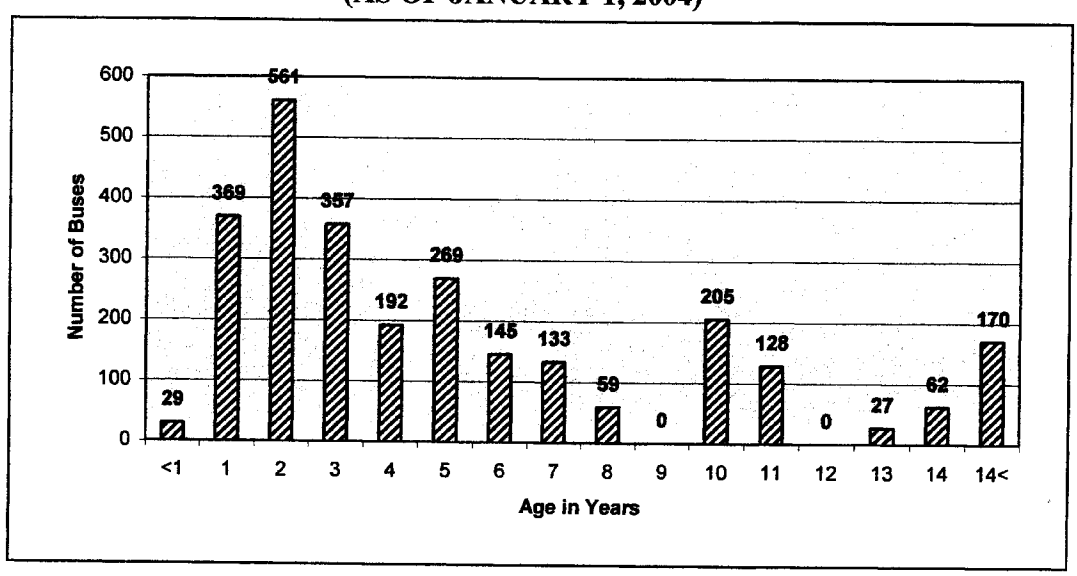
Metro directly operated bus fleet by type and age is shown in Exhibits 3.2 and 3.3 respectively on next page (see Appendix 9 and 10 for more details).

EXHIBIT 3.2
METRO DIRECTLY OPERATED BUS FLEET BY TYPE
(AS OF JANUARY 1, 2004)



Source: VMS Report Effective 1-1-04

EXHIBIT 3.3
METRO DIRECTLY OPERATED BUS FLEET BY AGE
(AS OF JANUARY 1, 2004)



Source: VMS Report Effective 1-1-04

The inactive category includes buses, which have been in major accidents and are being evaluated for possible repair, buses pending sale or retirement, and new buses, which are being made ready for service.

Effective with this plan, Metro will change its retirement policy from a 12-year to a 13-year life cycle, as discussed in Section 4.1 of this plan. The number of buses exceeding 13 years of age is 170 as of January 1, 2004. The average age of Metro's bus fleet is 5.8 years as of January 1, 2004 as shown in Exhibit 3.4 below.

EXHIBIT 3.4
METRO BUS FLEET AGE
(AS OF JANUARY 1, 2004)

	Average Age of Directly Operated Fleet	Buses Over 13 Years Old
On January 1, 2004	**5.8 years**	**170**

Source: VMS Report Effective 1-1-04

3.2 SERVICE COVERAGE

Metro routes serve minority and non-minority areas. The service is distributed in an equitable manner across the Los Angeles population without regard to race or ethnicity. See Appendix 10 for distribution of buses by Service Sector.

4.0 BUS FLEET – FUTURE CHANGES

Key planned changes to fleet include:

- Procuring High Capacity and Zero Emission Vehicles – Beginning in FY 2005 high capacity buses will be added to the fleet. By FY 2013 approximately half the vehicles in the fleet will be high capacity vehicles. Of these, about 600 will be CNG articulated buses. Detailed specifications for the remainder of the high capacity vehicles are yet to be determined. Additionally, regional air quality regulations will require that 15 percent of the buses purchased after FY 2010 meet zero emission standards. Although the procurement plan responds to this initiative, detailed programming cannot be completed, because this type of vehicle is not currently available in the market place.
- Changing Bus Replacement Standards – This plan calls for changing the current bus replacement standard from 12 years of service to 13 years and/or 500,000 miles of service. This recommendation is based on the relatively young age of the Metro fleet, current fleet performance, improving vehicle technology and financial considerations. This change will result in an increase in the average fleet age. Between FY 2005 and FY 2013, the average age of the fleet will be increase from about 5.7 years to 7.3 years.
- Expanding Fleet Seating Capacity– Metro developed a measure that would be sensitive to changes in the fleet mix and ensure we continue to meet federally mandated objectives for increasing seating capacity on the bus system. We used the ratio of annual boardings to daily peak seats (the maximum number of seats on the road) and determined the FY06 ratio of 4,306 boardings per a peak seat was the one to use because it represented the final adjustment of this court ordered mandate. This ratio is maintained throughout the life of this plan. The daily peak system fleet seating capacity will increase approximately 24 percent, while projected boardings will increase 22 percent between FY 2004 and FY 2013 (See Section 4.3 for more details).

4.1 PROCURING HIGH CAPACITY AND ZERO EMISSION VEHICLES

In an effort to improve service capacity, Metro is in the process of procuring 45-foot and articulated buses. Current plans show Metro will procure and deploy one hundred 45-foot buses and 600 articulated buses between FY 2004 and FY 2011. Between FY 2011 and FY 2013 Metro will continue to procure and deploy some type of high-capacity bus. A portion of these procurements will be Zero Emission Buses. These figures are subject to change and are currently being used for planning purposes. Exhibit 4.1, on next page, displays Metro's current proposed bus procurement schedule. The delivery numbers and type of vehicles will be revised annually as service requirements change.

EXHIBIT 4.1
BUS PROCUREMENTS: FY04 – FY13

Bus Procurement Schedule	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	Total
NABI 370 Base Order	16										16
NABI - 100 45' Buses	12	88									100
NABI - Articulated Buses		30	170								200
NABI - Articulated Buses, Option 1				100	100						200
NABI - Articulated Buses, Option 2						100	100				200
High-Capacity Bus								70	125	250	445
Zero Emission Buses								30	25	50	105
Total Planned Procured:	**28**	**118**	**170**	**100**	**100**	**100**	**100**	**100**	**150**	**300**	**1266**

Note: Currently, funding for articulated buses option 1 & 2 are planned, but not funded. Metro will request funding for these buses in the next capital cycle.

Metro is currently in the process of developing a high capacity vehicle deployment plan for all five sectors in order to increase system capacity and address bus lines with load factor problems. This plan will determine the line assignments of the high capacity vehicles. At this point, the Wilshire Metro Rapid/Rapidway and the San Fernando Valley Orange Line are among the top candidates to receive high-capacity vehicles initially.

4.2 CHANGING BUS REPLACEMENT AND RETIREMENT STANDARDS

Between 1998 and 2004, Metro purchased 2,095 new vehicles as part of an accelerated bus procurement plan to replace all vehicles over 12 years of age. The objective of the plan was to improve service reliability and reduce operating cost by lowering the fleet age. The implementation of the plan lowered the average age of the fleet from 9.7 to 5.8 years. During this same period, the mean miles between chargeable mechanical failures increased from about 4,800 miles to over 6,900 miles.

As shown in Exhibit 4.2, Metro now has one of youngest fleets of any major transit property in North America.

EXHIBIT 4.2
AVERAGE AGE OF COMPARABLE BUS FLEETS
(2001 NATIONAL TRANSIT DATABASE)

Transit Agency	Age (Years)	Peak Buses
Chicago	8.8	1,627
Houston	3.4	1,050
Los Angeles (Metro)	6.3	1,891
New York	5.7	3,887
New Jersey	9	1,838
Philadelphia	8.9	1,106
Washington D.C.	7.8	1,212

Of the 2,532 active vehicles in the Metro bus fleet to include contract services, only 118 are over 13 years old. Additionally, many of the buses that are now being procured have design features that should help extend the bus life.

Another operating feature of the Metro bus fleet that influences fleet retirement practices is the average miles traveled per bus. Generally, as vehicles accumulate over 500,000 miles they become less reliable and much more expensive to maintain. Metro's average operating speed is a little better than 12 miles per hour, compared to about 8 miles per hour for other major urban transit operators. The average vehicle in the fleet is logging over 40,000 miles a year.

This plan calls for two changes to the 12-year age standard used to develop bus retirement schedules. The first change is to increase the age based bus replacement standard from 12 to 13 years. This is based on several factors, including: the relative age of the fleet, current fleet performance, on-going improvements in vehicle technology, as well as financial considerations. The second change is to also use a mileage standard for identifying buses for retirement consideration. This standard would be set at 500,000 miles. In conjunction with this standard, there would be mileage reviews as part of each shake-up and periodic reassignment of vehicles to help equalize fleet mileage among vehicles of the same age.

The replacement standards are a guideline used to help identify those buses that are candidates for retirement. Final decisions on vehicle retirements will consider other factors such as: the relative maintenance cost and performance of the bus or bus series, grant requirements associated with major restoration projects, and the availability of replacement vehicles.

To monitor the average age of the fleet, the plan recommends using an average fleet age target of 7.5 years. The average age of the fleet age will vary over the life of the plan. It will go from 6.2 years in FY 2005 to 7.3 years in FY 2013, as shown in Exhibit 4.3.

4.3 EXPANDING FLEET SEATING CAPACITY

To forecast required seating capacity needs on the bus system, Metro needed to develop a measure that would be sensitive to the change in fleet mix and ensure we continue to meet a federally mandated objective for increasing seating on the bus system..

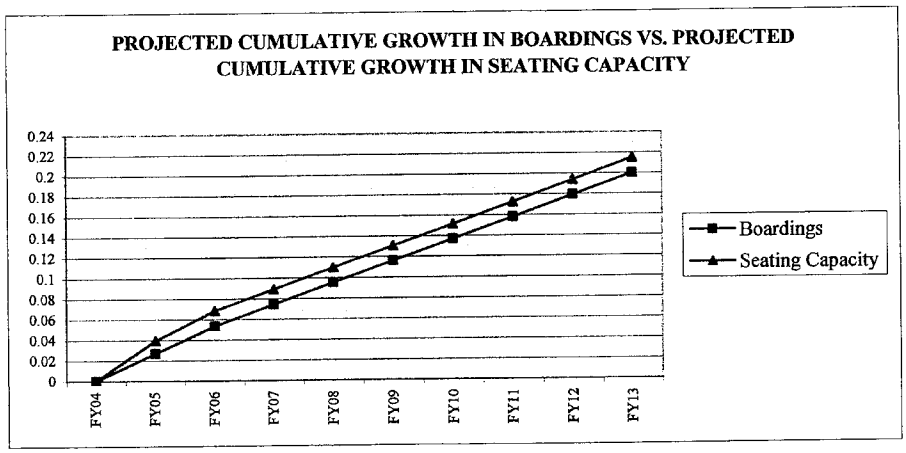
Metro used the ratio of annual boardings to daily peak seats (the maximum number of seats on the road), as determined by FY06 ratio, which represents the final adjustment of a court ordered mandate to add a significant number of buses. As shown on the next page in Exhibit 4.3, this ratio turned out to be 4,306 boarding per a daily peak seat. Metro's goal is to maintain this ratio over the life of the plan as its seat capacity target. Exhibit 4.4 on next page charts projected annual boardings versus growth in seating capacity.

EXHIBIT 4.3
DAILY PEAK SEAT TARGET

Projected Increases	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13
Annual Boardings	366,329,140	365,812,052	375,494,105	383,379,481	391,430,450	399,650,490	408,043,150	416,612,056	425,360,909	434,293,489
Daily Peak Seat Target	81,568	84,366	87,203	89,034	90,903	92,812	94,762	96,752	98,783	100,858
Annual Boarding to Daily Peak Seats	4,368	4336	4306	4306	4306	4306	4306	4306	4306	4306

Source: Service Planning Department

EXHIBIT 4.4



Source: Service Planning Department

Exhibit 4.5 below shows the number of buses and fleet mix required to achieve the daily peak seat target for each fiscal year. The overall effect is a slight growth in directly operated vehicles and a significant growth is seating capacity due to the deployment of high capacity vehicles. Appendix 11 displays a detailed chart on Metro's bus service requirements and proposed procurement plan.

EXHIBIT 4.5
BUS REQUIRMENT

Directly Operated Active Buses	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13
35-foot buses	18	18	18	18	18	18	18	18	18	18
40-foot buses	2023	1972	1832	1758	1686	1616	1545	1487	1376	1102
45-foot buses	0	83	83	83	83	83	83	83	83	83
Articulated buses	0	18	166	250	333	416	500	500	500	500
High Capacity Bus	0	0	0	0	0	0	0	83	208	458
Total In-Service	2041	2091	2099	2109	2120	2133	2146	2171	2185	2161
Daily Peak Seat Target	81,568	84,366	87,203	89,034	90,903	92,812	94,762	96,752	98,783	100,858
Total Seats In-Service:	81,568	84,372	87,208	89,036	90,887	92,818	94,766	96,762	98,822	100,862
Average Fleet Age (13 Year Replacement Cycle):	6.2	6.7	6.3	6.5	6.7	6.9	7.2	7.7	7.9	7.3

Source: Service Planning Department

5.0 SUPPORT FACILITIES OVERVIEW

In March 2003, Metro completed a Bus Division Strategic Assessment Report and Long Range Facility Plan. There were two key findings of the study: 1) the bus facilities do not have sufficient capacity to meet existing fleet needs, and 2) the overall condition of the facilities is poor. A number of projects are being programmed through the Capital Improvement Plan to respond to specific findings of the facility assessment.

In general, there is insufficient bus parking and a number of divisions need facility upgrades. However, there are sufficient numbers of maintenance bus bays to meet system requirements.

5.1 OVERVIEW OF EXISTING FACILITIES

Metro owns and operates 11 bus-operating divisions. Appendix 12 is a map showing the location of each division. Additional information for each facility is summarized in Exhibit 5.1 on the following page.

All divisions, except Division 6 in Venice are staffed 24 hours a day, seven days a week. Division 6 is closed on Saturdays, Sundays and major holidays. By July 2006, Division 6 will be relocated to West Los Angeles. This new location will provide approximately an additional 100 40-foot bus parking spaces. Upon relocation Division 6 will operate seven days a week to include holidays (Section 6.0 provides more details).

Each division has a transportation unit headed by a Transportation Manager and a maintenance unit headed by a Maintenance Manager. The Transportation Manager and the Maintenance Manager both report to their respective Service Sector General Manager.

Transportation management at the division coordinates operator staff and schedules to ensure that service assignments are met on a daily basis. It is responsible for driver training and instruction, accident investigation, and personnel management. Maintenance management at the division ensures that coaches are roadworthy and meet the specifications for service and performs routine maintenance on coaches, including preventive procedures, running repairs and minor overhauls.

EXHIBIT 5.1
METRO BUS OPERATING DIVISIONS - FACILITY PROFILES

DIVISION	LOCATION	YEAR BUILT Transportion (T) Maintenance (M)	DESIGN CAPACITY (1)	COVERED BUS SERVICE BAYS (2)						BUS LIFTS			BUS FUEL CAPACITY	
				MAINT. BLDG.	STEAM CLEAN	TIRE SHOP	FUELING STATION	DYNO SHOP	PAINT SHOP	MAINT. BLDG.	STEAM CLEAN	TIRE SHOP	LIQUID FUEL (Gal)	CNG COMPRESSORS
1	Central Los Angeles	1981(T) 1987(M)	170	16	1	2	3	0	0	12	1	0	150,000	3 @ 2,000scfm
2	Central Los Angeles	1987(T) 1930(M)	201	26	2	1	8	0	0	0	0	0	120,000	3 @ 2,400scfm
3	Cypress Park	1984(T) 1977(M)	212	18	2	1	8	1	0	12	0	0	120,000	3 @ 1,200scfm 2 @ 1,300scfm
5	South Central Los Angeles	1979(T) 1984(M)	229	18	2	2	8	1	0	10	1	0	120,000	3 @ 2,000scfm
6	Venice	1930	51	10	1	1	2	0	0	0	0	0	20,000	0
7	West Hollywood	1977	234	20	2	2	8	1	0	12	0	0	120,000	3 @ 2,000scfm
8	Chatsworth	1982	238	22	2	2	8	1	1	16	1	2	120,000	3 @ 2,400scfm
9	El Monte	1975	294	16	2	1	8	1	0	2	0	0	140,000	3 @ 2,400scfm
10	Mission Road	1984	241	18	2	4	4	1	0	12	1	0	120,000	3 @ 1,100scfm 1 @ 1,200scfm
15	Sun Valley	1982	266	22	2	2	8	1	1	16	1	2	120,000	3 @ 2,400scfm
18	Carson	1984	268	18	2	2	8	0	0	9	1	0	120,000	3 @ 1,100scfm 1 @ 1,200scfm
SYSTEM TOTAL:			2404	204	20	20	73	7	2	101	6	4		

Source:
Bus Division Strategic Assessment Report

Footnotes:
(1) Based of 40' buses.
(2) Defined as an area where a bus can be parked for minor repairs.

5.2 OTHER FACILITIES

In addition to the maintenance divisions, Metro has other services at the following locations:

- DIVISION 4 - Located in the City of Downey, this facility is currently equipped to provide non-revenue vehicle maintenance for Metro automobiles, trucks and vans. In addition, new vehicles are prepared for service at this facility. This can include the installation of radios, lights, customized racks, equipment and decals. This facility also houses the auto salvage storage area. Although the facility was formerly a bus maintenance facility, there are currently no fueling or vehicle servicing capabilities. In September 2002, the Gateway Cities Service Sector moved to Division 4. It is one of five separate geographical community-based transit service sectors headed by a General Manager and operated as a semi-independent unit of Metro with their own budget. They have a full range of support staff including: service planning and scheduling, community outreach, administration, security, and other support personnel.

- LOCATION 14- South Park Shops are located in South Central Los Angeles. This is a large industrial-use facility, which houses bulk storage for large or slow-moving parts and supplies, storage of salvage equipment and other materiel scheduled for disposal or sale, and flammable materiel storage. It also houses various facilities maintenance functions, such as carpentry and sign printing, and large maintenance equipment.

- LOCATION 29 - The Cash Counting Facility is located at Division 2. Cash and tokens collected through bus and rail revenue operations are counted at this site.

- LOCATION 30 - The Regional Rebuild Center (RRC) is located in the northeast portion of Downtown Los Angeles, one block from Metro headquarters building at Gateway Center. This central maintenance facility is recognized as one of the most advanced and efficient bus repair operations facilities of its kind in the world and contains the following functions:

Electronic fare box repair	Emissions testing
Alternate fuels testing	Body shop
Bus painting	Unit repair
Heavy maintenance bus support	Central Stores

The RRC also serves as the primary site for the Transportation and Maintenance Departments' Central Instruction function. All training for new operators, mechanics, and service attendants occurs at this facility, as well as refresher training classes for existing operators, mechanics, and service attendants.

- LOCATION 33 – San Gabriel Valley Service Sector Office is located adjacent to Division 9 in El Monte. It is one of five separate geographical community-based transit service sectors headed by a General Manager and operated as a semi-independent unit of Metro with their own budget. They have a full range of support staff including: service planning and scheduling, community outreach, administration, security, and other support personnel.

- LOCATION 34 - Vernon Yard is located south of Downtown Los Angeles in the City of Vernon. Personnel of the Rail Facilities Maintenance section primarily occupy this facility. Additionally, the fare box and rail ticket vending machine (TVM) maintenance section is located here. Training for Class A licenses for mechanics and bus familiarization for new service attendants are conducted here.

- LOCATION 35 – San Fernando Valley Sector Office is located 1.2 miles northwest of Division 8 in Chatsworth. It is one of five separate geographical community-based transit service sectors headed by a General Manager and operated as a semi-independent unit of Metro with their own budget. They have a full range of support staff including service planning and scheduling, community outreach, administration, security, and other support personnel.

- LOCATION 36 – South Bay Sector Office is located about 1mile east of the City of Torrance at 680 Knox St., Los Angeles, CA 90248. It is one of five separate geographical community-based transit service sectors headed by a General Manager and operated as a semi-independent unit of Metro with their own budget. They have a full range of support staff including service planning and scheduling, community outreach, administration, security, and other support personnel.

5.3 DIVISION CAPACITY

As part of this study, both facility bus storage capacity and maintenance capabilities were evaluated. The storage evaluation compared future fleet forecast to systemwide parking availability. In addition, maintenance capabilities were evaluated by determining the system wide ratio of bus maintenance bays to assigned buses. A ratio of 16 buses per a bay or less is considered sufficient maintenance capacity.

EXHIBIT 5.2
DIVISION CAPACITY (PARKING / MAINTENANCE)
(As of February 1, 2004)

DIVISION	LOCATION	DESIGN PARKING CAPACITY	ASSIGNED BUSES	PARKING CAPACITY OVER / (UNDER)	MAINT. BAYS	NO. OF BUSES PER MAINT. BAY
1	Central Los Angeles	170	181	11	16	11
2	Central Los Angeles	201	185	(16)	26	7
3	Cypress Park	212	200	(12)	18	11
5	South Central Los Angeles	229	259	30	18	14
6	Venice	51	78	27	10	8
7	West Hollywood	234	258	24	20	13
8	Chatsworth	238	165	(73)	22	8
9	El Monte	294	192	(102)	16	12
10	Mission Road	241	271	30	18	15
15	Sun Valley	266	251	(15)	22	11
18	Carson	268	284	16	18	16
TOTAL		**2,404**	**2,324**	**(80)**	**204**	**12**

Source: Fleet Management and Support Services

There is an immediate need for Metro to increase bus parking capacity system wide. As shown in Exhibit 5.2 above, six of the eleven bus divisions are operating over design capacity. There are service changes both planned and mandated that will increase future parking demand such as Consent Decree requirements, deploying articulated and 45-foot buses and service enhancements to existing bus lines.

Metro's divisions currently have sufficient maintenance bays to maintain assigned vehicles. For each year of the plan, the systemwide ratio of buses to maintenance figure remains below the 16:1 standard. However, Division 9 is the only division that would have a bus repair capacity problem. If it were operating at it's designed parking capacity, there is a potential need for two additional maintaining bays. As discussed in Section 2.0, Metro will begin to expand its current fleet size as well as its fleet mix by introducing high capacity vehicles beginning in FY 2004. Not all maintenance bays have bus lifts, or lifts that are suitable for articulated buses, as noted in Exhibit 5.1. There are further discussions and solutions that address these issues in Section 6.0.

5.4 ON-GOING OPERATING DIVISION IMPROVEMENTS

There are several projects in progress to improve CNG capabilities and division capacity as discussed below:

CNG Fueling Capabilities - The total CNG fueling capability increased from 1,340 CNG buses at seven operating divisions on January 1, 2001 to 2,231 CNG buses at ten operating divisions as of August 1, 2002. Metro now has CNG fueling capabilities at all its active bus divisions with the exception of Division 6. The 2,231 total CNG fueling capability available on August 1, 2002 exceeded the total CNG bus fleet of 1,851 buses. For more CNG fueling station information, see Section 6.2, CNG Facilities.

Division Capability / Capacity – With the introduction of high-capacity vehicles, especially articulated buses, division capabilities becomes an issue that must be re-evaluated along with parking capacity. The following major improvement projects have been approved and are in early stages of property acquisition, facility design, or construction:

- Division 10 is being expanded to accommodate 100 articulated buses in addition to its current design capacity for a total of 341 parking spaces. In addition, this expansion will increase the number of maintenance bays from 18 to 22. The facility expansion is scheduled to be complete in late FY 2007.

- Division 6 is being relocated to a new property in West Los Angeles, adding capacity for up to 100 additional buses for a total of 151 parking spaces. In addition, this relocation will increase the number of maintenance bays from 10 to 15. This project is scheduled to be complete in July 2006.

- Following a recent public hearing, the Board agreed to begin an eminent domain action to acquire a 2.3-acre parcel of land just to the south of Central City Division 1. Metro plans to expand Division 1, increasing the division's capacity from its current 183 to 283 buses to accommodate 100 Consent Decree buses and adding as many as 120 employee parking stalls by FY 2006. Once the property is purchased, the agency will ask the City of Los Angeles to close a portion of Industrial Street, which will be included in the bus yard.

5.5 OTHER FACILITIES NEEDS

As part of the Bus Division Strategic Assessment, Facilities-Operations conducted individual on-site evaluations at each operating division. These facilities range from 20 to 100 years and many need improvements. Example of the general needs at the operating divisions follows below:

- Pit extensions and installation of three-post hoists.
- Bus washer and service island upgrades.
- Reconfigure yards layout and bus parking.
- Upgrade the Transportation and Maintenance administrative space.
- Expand employee parking.
- Site-specific assessments need to be conducted to determine the necessary improvements at each facility.

A Long Range Facility Plan has been developed to correct these deficiencies and improve Metro's operating divisions. Several improvements to correct the deficiencies listed above have been included in the FY 2004 to FY 2009 Capital Program: Funding is being identified to fund additional improvements.

6.0 SUPPORT FACILITIES – FUTURE NEEDS

Continued ridership and proposed changes to the mix of the Metro bus fleet will place new demands on support facilities. Fey facility issues include:

- System wide Parking Capacity
- The Geographic Distribution of Division Capacity
- Facility Capability for Supporting High Capacity Buses
- Revisiting Site Specific Plans
- CNG Capabilities

Each of these topics is discussed in the following sections of this chapter.

6.1 FACILITY CAPACITY

As the agency begins to deploy high capacity buses the shortage of bus parking spaces will become more severe. Over the life of the plan systemwide demand for bus parking will increase by almost 30 percent or from 2500 40-foot bus equivalents to over 3,100 40-foot bus equivalents.

There are two efforts underway to deal with this growth in parking demand. The first is an on-going program to increase the capacity of existing facilities and the second is consider developing two new bus divisions in the downtown area, between FY 08 and FY 12. Division expansion will add about 300 additional parking spaces, while the construction of two new divisions will add over 450 additional bus parking spaces.

Expansion of Existing Bus Operating Divisions – The following expansion projects have been approved and are in early stages of property acquisition, facility design, or construction:

- Division 10 is being expanded to accommodate 100 articulated buses in addition to its current design capacity. The facility expansion is scheduled to be complete in late FY07. During the early phases of construction, parking will be expanded to allow greater utilization of the facility.

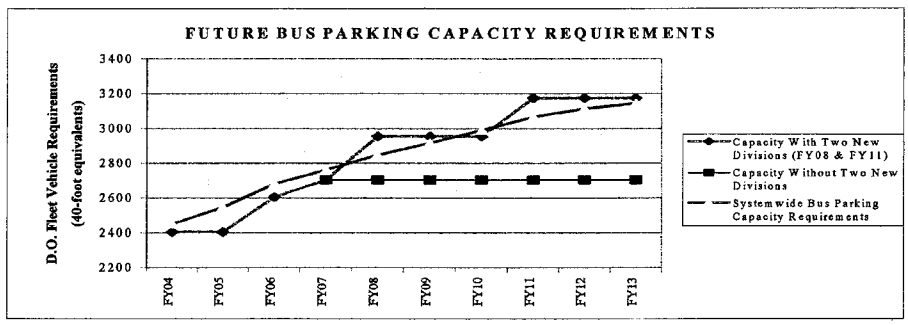
- Division 6 is being relocated to a new property in West Los Angeles, adding capacity for up to 100 additional buses, CNG fueling capability for 200 CNG buses, and an additional 5 maintenance bays. This project is scheduled to be complete in July 2006.

- Division 1 will be expanded to accommodate up to 100 additional buses via acquisition of adjacent property. Pending acquisition of the property in June 2004, the expanded facility is expected to be complete in FY06. The facility will temporarily operate up to 100 consent decree buses on the newly acquired property by January 2005.

- Metro staff is also in early stages of conceptual design for future facility expansion projects planned for Divisions 2, 3, 5, 9, and 18. These projects are not currently funded but will be required to support Metro's forecasted bus fleet through at least FY 2010. Metro Facilities-Operations is currently seeking funds for completion of these proposed facility expansions as described in the March 2003 Bus Division Strategic Assessment Report and Long Range Facilities Plan.

Open Two New Bus Operating Divisions – Exhibit 6.1 below compares future directly operated fleet vehicle requirements to proposed future division parking capacity. Metro will need to develop additional bus divisions in order to support the future fleet.

EXHIBIT 6.1



Source: Metro Service Planning Department and Facility-Operation Department

The construction of two new facilities in the downtown Los Angeles area is currently under consideration. The first division will need to come on line by FY 08 and support the equivalent of 250 buses. The facility would be designed to be able to accommodate a fleet of articulated buses. A second facility will need to come on line by FY 11 and will need to accommodate between 220 and 250 buses.

The estimated cost of a new division is $60 million. Metro Facilities-Operations is currently seeking funds for acquisition of property and construction of these new bus-operating facilities. Property location activities are currently underway. As part of this study, a general assessment of the systemwide capacity was conducted. This assessment reviewed the systemwide ratio of buses to repair bays.

6.2 THE GEOGRAPHIC DISTRIBUTION OF DIVISION CAPACITY

Available capacity is generally located in the San Fernando Valley and San Gabriel Valley Sectors, while most of the ridership growth is occurring in the Gateway, South Bay, and Westside Central Sectors. This is resulting in an inefficient assignment of bus lines to divisions and has increased the amount of non-productive mileage required to break buses into and out of service.

In Exhibit 6.1 the 40-foot equivalency factors used to evaluate system wide storage capacity are different than those used to determine seating capacity. For purposes of the parking evaluation, the following factors were used: a 60-foot articulated bus equates to 1.7 40-foot buses; high capacity and hybrid buses equate to 1.2 40-foot buses, and a 45-foot bus equates to 1.2 40-foot buses.

Exhibit 6.2 shows the change in ratio of non-revenue hours to total vehicle hour from 8.1 to 9.3 percent, or an increase of 1.2 percent. On a fully allocated cost basis, each ½ percent increase translates into an annual cost of approximately $3.5 million. The key to controlling this cost is to develop additional facility capacity in the central portion of the service area.

EXHIBIT 6.2
EIGHT -YEAR TREND:
DAILY NON-REVENUE HOURS TO TOTAL VEHICLE HOURS FOR METRO DIRECTLY OPERATED SERVICE

SERVICE CHANGE	NON-REV VEH HOURS	REVENUE VEH HOURS	TOTAL VEH HOURS	NON-REV HOURS TO TOTAL VEH HOURS
6/30/1996	1,656.5	18,679.3	20,335.8	8.1%
12/15/1996	1,668.0	18,603.7	20,271.7	8.2%
6/29/1997	1,786.7	19,127.4	20,914.1	8.5%
12/14/1997	1,737.7	18,973.5	20,711.2	8.4%
6/28/1998	1,755.5	18,839.5	20,595.0	8.5%
12/27/1998	1,596.4	18,536.5	20,132.9	7.9%
6/6/1999	1,755.4	19,689.5	21,444.9	8.2%
12/5/1999	1,850.0	20,303.6	22,153.6	8.4%
6/25/2000	1,936.6	20,972.0	22,908.6	8.5%
12/17/2000	1,940.3	20,945.7	22,886.0	8.5%
6/3/2001	1,882.7	20,729.5	22,612.2	8.3%
12/30/2001	1,992.0	21,144.6	23,136.6	8.6%
6/30/2002	2,000.8	21,172.3	23,173.1	8.6%
12/15/2002	2,009.8	21,460.7	23,470.5	8.6%
6/29/2003	2,108.4	21,027.0	23,135.4	9.1%
2/1/2004	2,162.9	21,019.2	23,182.1	9.3%

Source: 4-24 Report: June 1996 through February 2004

6.3 DIVISION CAPABILITIES

As stated previously, Metro will begin to deploy articulated buses beginning in FY 2005. Not all of Metro bus divisions are capable of supporting articulated buses at this time. Some key features required to support articulated buses at a division are:

- Division reconfiguration to accommodate parking and turning movements
- Maintenance building modifications (drive through bays preferred)
- Extra bus lifts (ground hoists)
- Vacuum, fueling, and washing equipment retrofits
- Extension of maintenance pits where required

Divisions 1, 3, 5, 7, 8, 9, 10, 15, and 18 are capable of supporting articulated buses with modifications as noted in above bullets. In addition, when Division 6 is relocated to it's new site near Jefferson Blvd. and National Blvd. in West Los Angeles in 2006, it will be designed to support articulated buses and will have CNG fueling capabilities. The configuration of Division 2 does not allow for maintenance and operation of articulated buses. A more detailed report of facility capability is currently underway. Exhibit 6.3 on next page summarizes the above information.

6.4 SITE SPECIFIC FACILITY PLANS

Over the next few years the individual site plans for each of the maintenance facilities will need to be reviewed. Additional facility upgrades may be required to accommodate high capacity vehicles and to allow for improvements in the workflow at the individual divisions.

6.5 CNG FUELING CAPABILITIES

Metro currently has CNG fueling capability to service 2,231 CNG buses at ten of their operating divisions. At present there are a total of 1,851 CNG buses in the fleet. By March 2003 Metro's CNG fueling capability will increase to 2,400 buses. As with parking capacity, Metro fully expects to accommodate the fueling needs of its entire fleet with the additions of 570 CNG 45-foot buses, 72 CNG-electric articulated buses, and 230 CNG articulated buses and the reduction of 1063 CNG 40-foot buses.

EXHIBIT 6.3
METRO BUS DIVISION ARTICULATED READINESS

			ARTICULATED READINESS		
DIVISION	LOCATION	Metro SECTOR	CAPABLE	NON-CAPABLE	COMMENTS
1	Central Los Angeles	Gateway	X		May require division reconfiguration, building modifications, and impact maintenance productivity
2	Central Los Angeles	Gateway		X	Not ideal.
3	Cypress Park	San Gabriel Valley	X		May require division reconfiguration, building modifications, and impact maintenance productivity
5	South Central Los Angeles	South Bay	X		May require division reconfiguration, building modifications, and impact maintenance productivity
6	Venice	Westside Central		X	Will be relocated to a new site in West Los Angeles in 2006 and will be able to support articulated buses as well as CNG fueling capabilities.
7	West Hollywood	Westside Central	X		May require division reconfiguration, building modifications, and impact maintenance productivity
8	Chatsworth	San Fernando Valley	X		May require division reconfiguration, building modifications, and impact maintenance productivity
9	El Monte	San Gabriel Valley	X		May require division reconfiguration, building modifications, and impact maintenance productivity
10	Mission Road	Westside Central	X		May require division reconfiguration, building modifications, and impact maintenance productivity. Approved for expansion of 100 articulated bus parking spaces in addition to its current design capacity.
15	Sun Valley	San Fernando Valley	X		May require division reconfiguration, building modifications, and impact maintenance productivity
18	Carson	South Bay	X		May require division reconfiguration, building modifications, and impact maintenance productivity

Source: Fleet Management and Support Services

7.0 MAINTENANCE

7.1 RESPONSIBILITY

The Maintenance Department is responsible for the upkeep of nearly $6 billion dollars in facilities, systems, and equipment used for transit service operated by Metro. Over the next five years, the Maintenance Department plans to address several key issues that will greatly impact the provision of Metro bus and rail service.

- The Operating Facility Master Plan developed by the Facilities Maintenance Department identified a need for approximately $200 million for on-going maintenance and improvements between fiscal years 2001 and 2005. Many of these improvements have been included in the Metro Capital Improvement Plan (CIP).

- The arrival of 2,095 new CNG buses through the year 2004 to replace the existing fleet will require fueling and maintenance upgrades at all operating divisions and maintenance support facilities. The addition of such a large number of CNG buses will also require extensive training of staff to properly maintain the vehicles, facility support systems, and equipment.

- Maintenance staff is preparing for the expansion of the bus fleet to meet Consent Decree load factor targets.

- Maintenance staff is also preparing for the procurement and deployment of high-capacity buses (both articulated and 45-foot buses).

- New technologies will require updated training for maintenance personnel. These new technologies include the "Smart" Bus, voice enunciators to call stops, automated vehicle locator systems to track the location of buses, automatic passenger counters to monitor ridership, upgraded ratio systems, Universal Fare Systems, Compo 45-foot buses, CNG-electric articulated buses, and CNG articulated buses.

7.2 GOALS AND OBJECTIVES

Metro has set a number of specific goals for the maintenance organization. These goals include maintaining an acceptable level of vehicle life and serviceability, minimizing the amount of road failures, and minimizing the cost of the maintenance function through training and improved productivity. Each year, Metro staff prepare anticipated budgets and Management Action Plans (MAPs) which reflect, in a measurable way, staff's commitment to performance objectives. The Metro Maintenance Department objectives are as follows:

1. To operate a safe, clean, convenient and efficient mass transportation system for the general public and visitors to the Los Angeles Metropolitan region.

2. To develop and maintain an integrated bus and rail system incorporating the strengths of other service providers into the fabric of the Metro system.

3. To improve the productivity of the transportation, maintenance and management sectors of Metro.

4. To protect and enhance the public's investment in the public transportation system.

In order to provide more specific guidance, the maintenance organization has included the following objectives in its MAPs:

1. Provide a minimum 100% on-time pullout rate for buses.

2. Increase the mean miles between all mechanical failures that cause a service delay to 7,500 miles (see Section 1.3 Exhibit C for average miles between road calls).

3. Maintain the fleet size in accordance with the Board-Adopted Fleet Mix Policy (see Section 4.1 for bus service requirements and procurements).

4. Ensure that all securement devices, doors, radios, and other disabled service items are in good working order at all times.

5. Operate and maintain Metro owned CNG facilities and meet the requirements of the CNG development program (see Sections 5.2 and 6.3 for more details).

7.3 REVENUE SERVICE VEHICLE MAINTENANCE PLAN

The Maintenance Department is guided by a Revenue Service Vehicle Maintenance Plan, which was developed to preserve and maintain the agency's capital assets (rolling stock), ensure that all revenue and non-revenue vehicles are operable in a safe and effective condition, and establish reasonable standards and practices necessary to meet these objectives. The Revenue Service Vehicle Maintenance Plan was revised and updated in June 2003 and consists of the following major components.

- Maintenance Plan
- Bus assignment (Active) and Replacement
- Maintenance Department Organizational Structure
- Bus Procurement/Inspection Policy
- Maintenance Directives
- Preventive Maintenance Program (PMP) Schedule

- Personnel Qualification Standards (PQS)
- Technical Training Courses
- QA Inspection Program
- Bus Warranty Processing Procedures
- Injury and Illness Prevention (IIP) Program
- Personal and Protective Equipment (PPE)

The Maintenance Plan is reviewed annually and periodically updated to ensure adequate documentation of current maintenance practices and procedures. The Revenue Service Vehicle Maintenance Plan is contained in Appendix 13.

7.4 OTHER MAJOR PROGRAMS

Universal Fare System (UFS) - A major regional effort to integrate transit fares is underway. The program involves implementation of a new fare system, known as the Universal Fare System or UFS. A $70 million contract for the design and implementation of this program was awarded during FY 2002. The project will involve the installation of new fare technology on the regional bus and rail system. This technology includes new fare boxes and ticket vending machines, as well as the use of smart cards. The UFS electronic technology will help to promote the development of new regional fare policies which may allow interagency transfers, day passes and other opportunities to improve passenger convenience and seamless travel on the county's public transportation system.

On September 1, 2002 Los Angeles County's first regional pass program began. It allows unlimited travel on the Metro Bus and Metro Rail systems, and on the Metro lines of 12 municipal bus operators. A regional consortium has been established to coordinate the implementation of the project. Key milestones are shown in Exhibit 7.1 below:

EXHIBIT 7.1
METRO SERVICE DESCRIPTION

Milestone	Date
Notice to proceed issued	March 02
Complete testing for Pasadena Gold Line	April 03
Complete installation of ticket vending machines for Pasadena Gold Line	June 03
Complete pilot testing for Metro bus and rail system	October 03
Fare boxes installation on Metro bus system completed	March 04
Sales office terminal installation completed	April 04
Complete test analysis and testing of equipment for Metro bus system	July 04
Complete test analysis and testing of equipment for Metro rail system	February 05

Advanced Transportation Management System (ATMS) - ATMS works much like a Local Area Network (LAN), only on a bus it is called a Vehicle Area Network (VAN). Different pieces of hardware are connected to the network via a voice and digital radio system. The ATMS system also has a Wireless LAN system for downloading operating statistics. ATMS systems include: Voice and Data Radio Systems, Automatic Vehicle Location, Automatic Voice Annunciation, Automatic Passenger Counters, and enhanced Video Surveillance Systems. These various systems work together on the VAN, using a master system controller, to provide communication and data for real-time use and for batch data processing at pull in time. The ATMS system also uses open architecture that should facilitate future system enhancements and upgrades.

ATMS system installation is nearly complete, with over 2000 of Metro's buses currently operating on the new radio system. Metro is also including new technology training as one of the contractor's requirements to provide for Metro staff in all new bus procurements.

By June 2004, ATMS will be installed on every bus in the fleet. ATMS is designed to improve operating efficiency and improve service quality. Operators and dispatchers will benefit from a vastly improved communication system. Additionally, ATMS should also provide detailed Operations performance information that should dramatically improve the quality, reliability and efficiency of Metro's bus operation.

8.0 QUALITY ASSURANCE

8.1 RESPONSIBILITY

Quality Assurance consists of Environmental Compliance, Quality Assurance Bus and Non-Revenue and Contract Administration. Major responsibilities are highlighted here and more detail is provided in each functional area as follows:

Environmental compliance and HAZMAT response ensures that Metro operations complies with federal, state and local environmental laws and oversees the accumulation and disposal of various liquid and solid wastes and waste streams. This section is responsible for hazardous material spill response, both liquid and solid, and for handling abandoned hazardous waste on Metro owned right-of-way. Also, this section approves all new cleaning chemicals for use at operating facilities.

Quality Assurance Bus includes vehicle inspections such as simulated CHP inspections, specialized fleet inspections, and investigations on vehicles involved in accidents and fires. Other activities include: quality of the Regional Rebuild Center, (RRC) built components, overseeing the drivers Pull Notice program to ensure compliance; system testing, evaluating and qualifying new parts and components for buses, and overseeing the oil analysis program and monitoring contractor performance.

Quality Assurance is also engaged with the management of the Non-Revenue Section, which is responsible for the maintenance of approximately 1,500 pieces of rolling stock and related support equipment. Non-Revenue operates from nine locations throughout the greater Los Angeles area and is managed by two Equipment Maintenance Supervisors.

Other responsibilities the Non-Revenue Section, include:

- Receive, inspect and distribute replacement and expansion vehicles for all departments in Metro.
- Develop equipment specifications for all replacement vehicles and equipment.
- Develop Capitol Improvement Program plan for non-revenue equipment.
- Manage the fleet tracking system.
- Manage the sale of all non-revenue equipment.

The Quality Assurance Department manages numerous contracts for goods and services and provides contract project management to achieve the goals of Metro while complying with related requirements set forth by federal, state and local agencies. Of 20 contracts managed, the two largest are the tire lease contract, currently with an annual budget of

approximately $4,000,000 and the liquid waste disposal contract amounting to $600,000 per year.

8.2 MAINTENANCE MONITORING

The Quality Assurance Section (QA) of the Operations Department is directly responsible for participating in 11 annual motor carrier (bus) inspections performed by the California Highway Patrol (CHP) Motor Carrier Unit. Metro regulated (commercial) equipment is inspected according to the California Code of Regulations, Title 13, relative to equipment and records compliance. Quality Assurance works closely with the CHP in a technical/liaison role to ensure the inspection needs are met and that division procedures are explained.

During an inspection, Quality Assurance staff presents related information and documents as follows:

- Presents all operator and mechanic driver log books
- Secures work cards, inspection sheets and maintenance reports
- Presents planned maintenance forms
- Shows work activity by vehicle on the Vehicle Maintenance System
- Presents vehicle inspection history

Quality Assurance also performs ongoing simulated CHP Motor Carrier (bus) Inspections on regulated equipment at the operating divisions, Stores Department and Facility Maintenance Department. Metro has developed criteria more stringent than the CHP when doing our own quarterly inspections. Each facility is inspected for vehicle condition, maintenance records and driver log books. At the conclusion of each inspection, the facility manager is briefed as to the overall condition of the fleet based on a random sample of the inspected buses.

The vehicles are inspected according to criteria outlined in the California Code of Regulations (Title 13), North America Out-of-Service Criteria and the California Vehicle Code. Quality Assurance staff regularly instructs division personnel in the proper way to repair and inspect vehicles according to state and federal regulations. As such, these inspections and the related training ensure that Metro equipment and records are in optimal condition and that they comply with the requirements of the law.

Quality Assurance Rail provides the technical support and oversight necessary in acquiring the parts and services required to ensure Metro's rail operation is in compliance with federal, state and local mandates in addition to internal policies and procedures, as well as providing safe and reliable service to the public. The section is also involved in rail car accident investigations.

Stops and Zones/Metro Clean consists of two sub-functional areas. Both units are entrusted with Metro's inventory of 18,000 bus stops and zones throughout Los Angeles, and portions of Orange, Ventura and San Bernardino Counties. The Stops and Zones Unit expertise consists of planning, installing, complaint resolution and maintenance of all 18,000 Metro bus stops-bus zones, and related fixtures and hardware. The Metro Clean Section focuses on the cleaning of buses, bus stops and zones, and inactive rail right-of-way through use of community service workers from two sources; first by contracting with the Los Angeles County Probation Department, and second by daily in-house operation of community service worker crews.

9.0 FINDINGS AND CONCLUSION

Based on this evaluation, the Metro bus fleet size is sufficient to meet current ridership. In recent years, there have been significant improvements in fleet performance. Many of these improvements are attributed to the accelerated bus procurement plan, which resulted in the procurement of over 1,800 new buses between 1998 and 2004. Metro has one of the youngest bus fleets of major transit operators in the United States. With the implementation of the accelerated bus procurement plan, the average age of the fleet has gone from 9.7 to 5.8 years and service reliability, as measured in the mean miles between mechanical failures, and has improved by 44 percent.

There have been recent policy decisions regarding the deployment of high capacity and zero emission vehicles. The change in fleet mix, from predominately 40-foot CNG buses to a mixed fleet with a large number of high capacity and zero emission vehicles will impact future vehicle replacement costs. By FY 2013 almost half of Metro's Bus fleet will be compromised of high capacity vehicles. The vehicle procurement schedule outlined in this report supports these initiatives and will be updated as new information becomes available. Based on this procurement schedule, total fleet seating capacity will increase by approximately 24 percent by FY 2013, due largely to the deployment of high capacity vehicles. This increase is based on forecasted ridership growth and preserving current passenger load conditions.

The plan also recommends changes to vehicle retirement standards. The plan recommends going from a 12-year age standard to a 13-year age and /or a 500,000-mile standard. This recommendation considered a number of factors, including: fleet age and performance, on-going improvements in bus technology, and financial considerations. To ensure that there is not an overall decline in fleet condition, the plan also calls for using an average fleet age target of not to exceed 7.5 years for managing the bus procurement and retirement process.

Metro Bus facilities are operating over capacity and need improvements in order to be capable of supporting high capacity buses. Six of Metro's 11 bus-operating facilities are operating over capacity. Improvements and increases in yard capacity are required to operate the existing fleet, accommodate future ridership and fleet growth, and to control deadhead costs. The plan identifies the need for two additional bus facilities in the central county area. One facility is needed immediately, while the other will need to be on line by FY 2011.

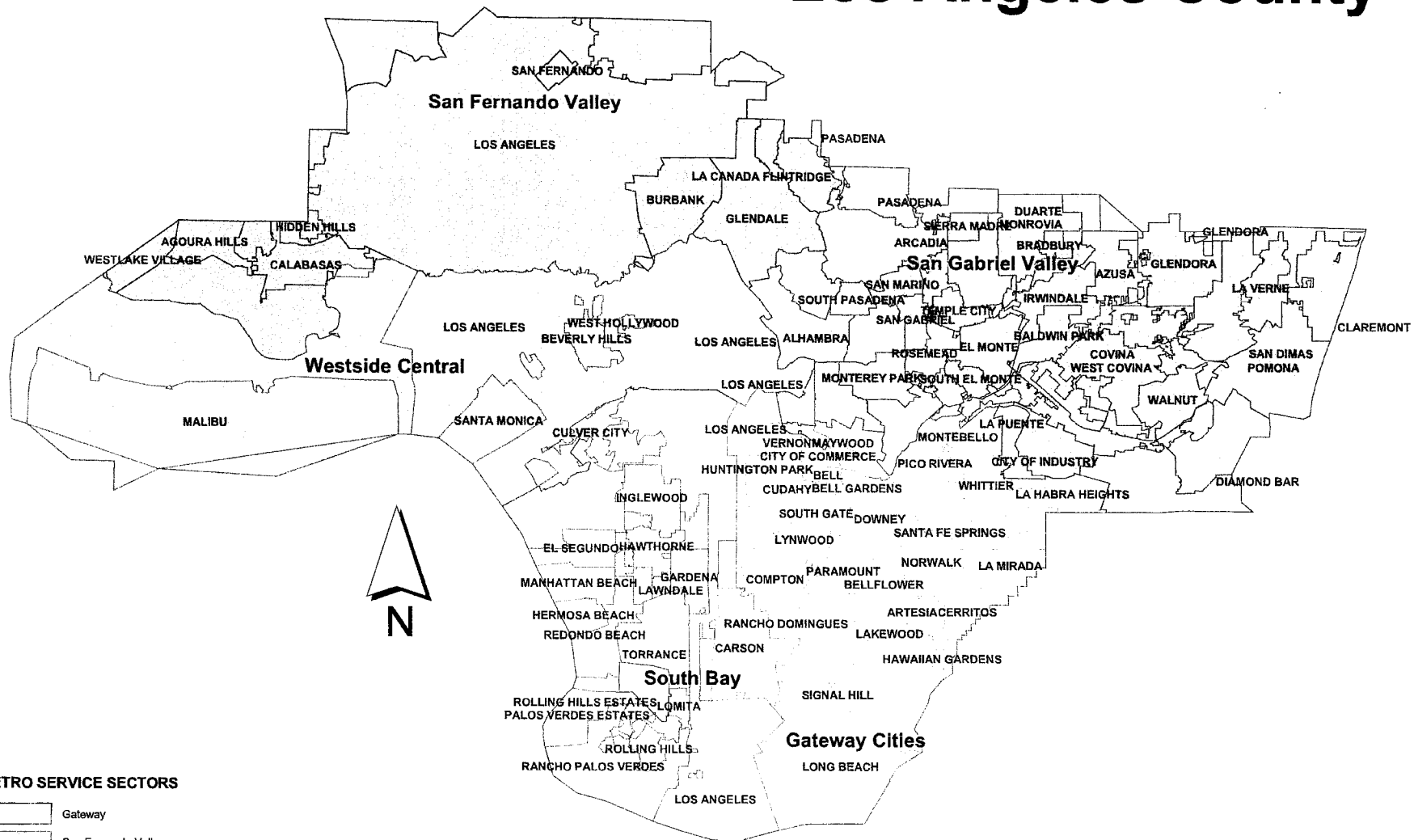
The operating divisions are 20 to 100 years old and many will need to be modified or upgraded. This has been addressed in the Metro Bus Division Strategic Assessment Report, Long Range Facility Plan. Several projects are being programmed through the Capital Improvement Plan to respond to the findings of the facility assessment.

Bus Fleet Management Plan Appendices

Appendix 1: Metro Service Sector Areas
Appendix 2: Line Assignment Responsibility by Service Sectors
Appendix 3: Road Calls by Division
Appendix 4: Metro Bus System Data Effective 2004
Appendix 5: Metro Rapid Expansion Program
Appendix 6: June 2003 Bus/Rail Interface Planned Changes
Appendix 7: Comparison of Bus Requirements
Appendix 8: Metro Scheduled Service Operating Cost Factors Report No. 4-24
Appendix 9: Distribution of Buses and Number of Buses by Age and Bus Series as of January 1, 2004
Appendix 10: Distribution of buses and number of buses by age and by division and Service Sector as of January 1, 2004
Appendix 11: 10-Year service forecast and vehicle requirements between FY 2004 and FY 2013
Appendix 12: Metro Operating Divisions and Other Major Facilities
Appendix 13: Metro Revenue Service Vehicle Maintenance Plan

APPENDIX 1

Metro Service Sector
Los Angeles County



Map produced by: Metro Service Planning Department 3-19-04
Source of Shapefiles: Spatial Analysis Group, Metro Countywide Planning & Development

Appendix 1
Incorporated Cities Located In Each Metro Service Sector

	Gateway	San Fernando Valley	San Gabriel Valley	Southbay	Westside Central
1)	Avalon	Agoura Hills	Alhambra	Carson	Beverly Hills
2)	Artesia	Burbank	Arcadia	El Segundo	Culver City
3)	Bell	Calabasas	Azusa	Gardena	Los Angeles
4)	Bell Gardens	Glendale	Baldwin Park	Hawthorne	Malibu
5)	Bellflower	Hidden Hills	Bradbury	Hermosa Beach	Santa Monica
6)	Cerritos	La Canada-Flintridge	Claremont	Inglewood	West Hollywood
7)	Commerce	Los Angeles	Covina	Lawndale	
8)	Compton	San Fernando	Diamond Bar	Lomita	
9)	Cudahy	Westlake Village	Duarte	Los Angeles	
10)	Downey		El Monte	Manhattan Beach	
11)	Hawaiian Gardens		Foothill	Palos Verdes Estates	
12)	Huntington Park		Glendora	Ranch Palos Verdes	
13)	Industry		Irwindale	Redondo Beach	
14)	La Habra Heights		La Puente	Rolling Hills	
15)	La Mirada		La Verne	Rolling Hills Estates	
16)	Lakewood		Los Angeles	Torrance	
17)	Long Beach		Monrovia		
18)	Los Angeles		Montebello		
19)	Lynwood		Monterey Park		
20)	Maywood		Pasadena		
21)	Norwalk		Pomona		
22)	Paramount		Rosemead		
23)	Pico Rivera		San Dimas		
24)	Santa Fe Springs		San Gabriel		
25)	Signal Hill		San Marino		
26)	South Gate		Sierra Madre		
27)	Vernon		South El Monte		
28)	Whittier		South Pasadena		
29)			Temple City		
30)			Walnut		
31)			West Covina		

Prepared by Metro Service Planning Department September 2003

Appendix 1
Municipal / Community Operators Located In Each Metro Service Sector

	Gateway	San Fernando Valley	San Gabriel Valley	South Bay	Westside Central
1)	Bell Gardens Town Trolley (562) 806-8777 www.ci.bell-gardens.ca.us/publicworks.htm#trolley	Agoura Hills Dial-A-Ride (818) 707-2005 www.ci.agoura-hills.ca.us/transportation.html	City of Arcadia Transit & Dial-A-Ride (626) 445-2211 www.ci.arcadia.ca.us/devservices/transit/index.htm	Carson Circuit & Dial-A-Rid (310) 352-3250 http://ci.carson.ca.us/MunicipalSvcs/transportation/circuit.htm	Culver CITYBUS (310) 253-6500 www.ci.culver-city.ca.us/depts_bus.html
2)	Bellflower Bus & Dial-A-Ride (562) 865-RIDE www.bellflower.org/transportation.htm	Burbank Local Transit (BLT) (818) 246-4258 www.ci.burbank.ca.us/blt/index.html	Alhambra Community Transit (626) 289-1220 cityofalhambra.org/about/transportation.html	El Segundo (310) 524-2704 http://www.elsegundo.org/visiting/community/	Hahn Trolley/ Shuttle (562) 563-5639 or (626) 458-3958
3)	Cerritos-On-Wheels (COW) & Dial-A-Ride (562) 928-4COW or (562) 928-4269 www.ci.cerritos.ca.us/where/COW.html	Calabasas Dial-A-Ride/ Calabasas Trolley (818) 878-4242 www.cityofcalabasas.com	Azusa Transit (626) 969-4287 www.ci.azusa.ca.us/transportation/azusa transit.asp	Gardena Municipal Bus Lines (310) 324-1475 http://www.gardena.ca.us/Departments/ Transportation.htm	Los Angeles Department of Transportation (213,310,323,818) 808-2273 www.ladottransit.com
4)	Commerce Municipal Bus Lines (323) 887-4419 www.ci.city-of-commerce.ca.us/Transportation.htm	Glendale Bee Line (818)548-3960 www.glendalebeeline.com	Baldwin Park Transit (626) 813-5215	Inglewood Shopper's Shuttle (310) 412-4378	Santa Monica - (Big Blue Bus) (310) 451-5444 www.bigbluebus.com
5)	Compton Renaissance Transit System (310) 605-5505	Los Angeles Department of Transportation (213,310,323,818) 808-2273 www.ladottransit.com	Children's Court Shuttle (626) 458-3956	The Lawndale Beat (310) 973-3270 http://www.lawndalecity.org/html/depthtml/csd/beat.htm	West Hollywood Cityline (323) 583-6095 www.weho.org
6)	Cudahy Area Rapid Transit (323) 772-5143 ext.233 www.cudahy.ca.us/services.html	Metrolink (800) 371-LINK www.metrolinktrains.com	Claremont Dial-A-Ride (909) 596-7664	Los Angeles Department of Transportation (213,310,323,818) 808-2273 www.ladottransit.com	
7)	Downey Link (562) 529-LINK www.downeyca.org/residential_transservice.php		Duarte Mini Transit System (626) 357-7931 ext. 248 www.accesoduarte.com/CommunityServices/ duartetransitsystem.asp	Palos Verdes Peninsula Transit (310) 544-7108 www.palosverdes.com/pvtransit	
8)	Huntington Park Dial-a-Ride (323) 583-2163 http://www.huntingtonpark.org/city_clerk/senior_pg.htm#dar		East L.A. Shuttle (626) 485-3596 http://elanet.co.la.ca.us/shuttle/shuttle.html	Redondo Beach Wave (310) 372-1171 Ext. 2670 or Ext. 2511	
9)	La Mirada Transit & Dial-A-Ride (562) 943-6776 or (714) 521-0330 http://www.cityoflamirada.org/		El Monte Trolley Company (626) 443-7384 www.ci.el monte.ca.us/Citygov/parkrectrans/transportation/ transmain.html	Torrance Transit (310) 618-6266 www.ci.torrance.ca.us/city/dept/transit/index.html	
10)	Long Beach Transit (562) 591-2301 www.lbtransit.com		Foothill Transit (800-RIDE-INFO) www.foothilltransit.org		
11)	Los Angeles Department of Transportation (213,310,323,818) 808-2273 www.ladottransit.com		Glendora Transit (Metrolink Shuttle) (626) 914-8233 www.ci.glendora.ca.us/community_services/ transportation.html		
12)	Lynwood Trolley Company (310) 603-0220 ext 287 www.lynwood.ca.us/Transpor/trolleyco.html		La Puente Link (626) 855-1500 www.lapuente.org		
13)	Norwalk Transit System (562) 929-5550 www.ci.norwalk.ca.us/transportation.asp		Los Angeles Department of Transportation (213,310,323,818) 808-2273 www.ladottransit.com		
14)	Paramount Easy Rider Shuttle Dial-A-Ride (562) 220-2121 www.paramountcity.com/docs/transport.php		Montebello Bus Lines (323) 887-4600 www.cityofmontebello.com/mbl.htm		
15)	Santa Fe Springs Metro Express Shuttle (562) 929-5550 www.santafesprings.org/transit.htm		Monrovia Transit (310) 358-3538 http://www.ci.monrovia.ca.us/community/mon_transit.htm		
16)	Whittier Transit/ Whittier Dial-A-Ride (562) 698-2131 www.whittierch.org/index.html		Monterey Park Spirit (626) 307-7842 www.ci.monterey-park.ca.us/transportation/spirit.html		
17)			Pasadena Area Rapid Transit System (ARTS) (626) 740-4055 www.ci.pasadena.ca.us		
18)			Pomona Valley Transportation Authority – Valley Connection (General Public) (909) 596-7664		
19)			Rosemead Shopping Express (818)572-4099		
20)			Sierra Madre Dial-A-Ride (626) 355-3873		
21)			Temple City Dial-A-Ride (626) 286-2456		
22)			West Covina Shuttle & Dial-A-Ride (626) 939-8491 www.westcov.org/events/transit.html		

Prepared by Metro Service Planning Department September 2003

APPENDIX 2

Line Assignment Responsibility By Metro Service Sectors
Effective 2-1-04

Line	Routes	Route Description
GATEWAY		
Directly Operated		
18		W. 6th St - Whittier Blvd.
26	26/51	7th St. -Virgil Av. -Franklin Av.- Avalon Bl.
45	45/46	Broadway -Mercury Av.
60	60/360	Long Beach Blvd. - Santa Fe Av.
65		Washington Blvd. - Indiana St. - Gage Av.
66	66/366	E. Olympic Blvd. - W 8th St.
102		E Jefferson Blvd.- Coliseum St.
105		Vernon Av. - La Cienega Blvd.
200		Alvarado St.- Echo Park Av.
265	265/275	Paramount Blvd. - Pico Rivera - Whittier - Cerritos
362		LA -Santa Fe Springs - Norwalk - Hawaiian Gardens
460		LA - Norwalk - Disneyland Express
576		S. Los Angeles - Pacific Palisades Express
611		Huntington Park Shuttle
612		South Gate Shuttle
745	Metro Rapid	South Broadway between Downtown Los Angeles and Metro Green (D) Line
Contract Services		
58	Contract	Washington Station - Union Station
96	Contract	LA - Riverside Dr.
125	Contract	Rosecrans Blvd.
128	Contract	MLK Jr. Transit Center - La Mirada
130	Contract	Artesia Blvd.
167	Contract	Plummer St. - Coldwater Canyon Av. - Chatsworth Transportation Center
177	Contract	Glendale - La Canada Flintridge - Pasadena - Arcadia - Monrovia - Duarte
205	Contract	Wilmington Blvd. - S. Western Av.
214	Contract	Artesia Transit Center Shuttle
218	Contract	Cedar Sinai Medical Center - Studio City - Laural Canyon Blvd.
225	225/226 Contract	LAX - Aviation Blvd. - Prospect Av. - Palos Verdes Dr. East & South
232	Contract	Pacific Coast Hwy.
254	Contract	Imperial - Wilmington Station - Gage Av. - Lorena St.
256	Contract	Eastern Av. - CSULA - Av.64 - North Hill Av.
266	Contract	Lakewood Blvd-Rosemead Blvd
270	Contract	Peck Rd. - Pioneer Blvd. - Studebaker Rd.
603	Contract	Rampart Bl. - Hoover St. - Colorado St.
605	Contract	Grand Vista Av. - LA County / USC Medical Center Shutttle
608	Contract	Crenshaw Connection
625	Contract	Aviation Metro Green Line Station Shuttle
626	Contract	Mariposa Metro Green Line Station Shuttle

Note:

Contract services are assigned to the Gateway Sector. However, changes to these services are coordinated with the other four (4) Service Sectors in which they operate.

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Line Assignment Responsibility By Metro Service Sectors
Effective 2-1-04

Line	Routes	Route Description
SAN FERNANDO VALLEY		
90	90/91	LA - Sunland-Sylmar via Pennsylvania Av. & via La Crescenta Av.
92	92	LA - Glendale - Burbank - San Fernando - Glendale Blvd.
94	94/394	LA - San Fernando
150	150/240	Canoga Park - Ventura Blvd. / Reseda Blvd.- Ventura Boulevard to University City
152		Fallbrook Av. - Roscoe Blvd. -Vineland Av. - Burbank
154		Tampa Av. - Ventura Blvd. - Burbank Blvd - Oxnard St.
156		Panorama City / Van Nuys / N. Hollywood / Los Angeles City College
158		Devonshire St. - Woodman Av.
161		Thousand Oaks Transit Ctr. - Westlake - Canoga Park
163		Sherman Way - Hollywood Blvd.
165	164/165	Vanowen St. / Victory Blvd.
166		Nordhoff St. - Lankershim Blvd.
168		Lassen St. - Paxton St.
169		Saticoy St. - Sunland Blvd.
230	230/239	Laurel Canyon Blvd. / White Oak Av. - Zelzah Av. - Rinaldi St.
233		Lakeview Terrace/Van Nuys Blvd./Sherman Oaks
234	183/234	Sepulveda Blvd. - Brand Blvd. - Sayre St. / Magnolia Blvd. - Kenneth Rd. - E. Colorado St.
236		Balboa Blvd. - Glenoaks Blvd. - Sylmar / Rinaldi St. - Woodley Av. - Van Nuys
243		De Soto Av. - Ventura Blvd. - Winnetka Av.- Porter Ranch
245		Topanga Cyn. Blvd. - Mulholland Dr. - Valley Circle Blvd.
418		Canoga Park - Roscoe Blvd. - Northridge - North Hollywood
426		Canoga Park - Sherman Way - Victory Blvd. - North Hollywood
653	651/653 (Special)	Sherman Oaks-Hollywood Bowl / Canoga Park-Hollywood Bowl
657	(Special)	Torrance-Hollywood Bowl
750	Metro Rapid	Ventura Bl between Universal City and Warner Center
761	Metro Rapid	Van Nuys Bl. between Westwood to Pacoima

APPENDIX 2

Line Assignment Responsibility By Metro Service Sectors
Effective 2-1-04

Line	Routes	Route Description
SAN GABRIEL VALLEY		
28	28/328/ 83/84/85	W Olympic Blvd. / Pasadena Av. -York Blvd. / Cypress Av-Eagle Rock Blvd. / Verdugo Rd.- Glendale College
70	70-370	LA - El Monte via Garvey Av.
76		LA - El Monte via Valley Blvd.
78	78/79	LA - Alhambra - South Arcadia via Las Tunas Dr & via Huntington Dr.
81	81/381	Figueroa St
170		Hellman Av. - El Monte via South El Monte
175		Fountain Av. - Talmadge St. - Hyperion Av.
176		Glassell Park - Highland Park - Alhambra - El Monte
180	180/181/380	Hollywood - Glendale - Pasadena - N. Lake via Colorado Blvd. & PCC via Yosemite Dr.
201		Silverlake Blvd.
251	251/252/350	Soto St. - Daly St. / Soto St. - Huntington Dr.
255		Griffin Av. - County Hospital - Rowan Av.
259	258/259	Eastern Av. - Arizona Av. - Emery Park / Arizona Av. - Alhambra
260	260/361	Artesia Station - Pasadena - Altadena via Atlantic Blvd.
264		San Gabriel Blvd. - Altadena Dr.
267		Temple City Blvd. - Del Mar Blvd. - Lincoln Av.
268		Washington Blvd. - Baldwin Av.
484		LA - El Monte - La Puente - Pomona - Ontario Express
485		Los Angeles/Altadena via Lake Ave. Express
487	487/491	LA - San Gabriel - Sierra Madre Express & Santa Anita Av. Express
489		LA - Hastings Ranch Express
490		LA - El Monte - Covina - Diamond Bar - Brea Express
620		Boyle Heights Shuttle
686		Arroyo Parkway/Colorado Avenue/Allen Avenue
687		Los Robles Ave.

APPENDIX 2

Line Assignment Responsibility By Metro Service Sectors
Effective 2-1-04

Line	Routes	Route Description
SOUTH BAY		
40	40/340/442	Hawthorne Blvd -LAX - LA Union Station
42		LA Union Station / M.L. King Jr. Bl./ LAX City Bus Center
53		Central Av.
55		LA - Compton Av. - Imperial Station
107		54th St. - Fairview Blvd. - Santa Ana St.
108	108/358	Slauson Av.
110		Gage Ave - Centinela Ave - Fox Hills Mall
111		LAX - Florence Ave - Leffingwell Rd.
115	115/315	Manchester Av. - Firestone Blvd.
117		Century Blvd. - Tweedy Blvd. - Rancho Los Amigos
119	119/126	108th St. / Yukon Av. - Manhattan Beach Blvd
120	120/121	LAX - Imperial Hwy. - Norwalk Metrolink
124		El Segundo Blvd. - Santa Fe Av.
127		Compton Blvd. - Bellflower Blvd.
202		Willowbrook - Compton - Wilmington
204	204/354	Vermont Av.
206		Normandie Av.
207	207/357	Western Av. - 120th St.
209		Van Ness Av. - Arlington Av.
210	210/310	Vine St. - Crenshaw Blvd.
211	211/215	Prairie Av. / Inglewood Av. - Redondo Beach - Del Amo Center
212		La Brea Av.
305		W. Hollywood - Rosa Parks (Imperial / Wilmington) Station
439		LA - LAX - Redondo Beach Express
444		LA - W. Torrance - Rolling Hills - Rancho Palos Verdes Express
445		LA - Alpine Village - San Pedro Express
446	446/447	LA - Carson - Wilmington - San Pedro Express & Wilmington - San Pedro - 7th St. Express
550		San Pedro / W. Hollywood Express
681		Huntington Park - Watts Shuttle
710	Metro Rapid	Crenshaw
711	Metro Rapid	Florence & Garfield to Inglewood Transit Center
754	Metro Rapid	Vermont Avenue between Hollywood and Metro Green (D) Line

APPENDIX 2

Line Assignment Responsibility By Metro Service Sectors
Effective 2-1-04

Line	Routes	Route Description
Westside/Central		
2	2/302	Sunset Blvd. -Beverly Dr.
4	4/304	Santa Monica Blvd.
10	10/11/48	Melrose Av. - Virgil Av. -Temple St. - San Pedro
14	14/37	Beverly Blvd. - W. Adams Blvd
16	16/316	W. 3rd St.
20	20/21	Wilshire Blvd. -UCLA -Santa Monica
30	30/31	W Pico Blvd. - E. 1st St. - Floral Dr.
33	33/333	Venice Blvd.
38	38/71	W. Jefferson Blvd. / City Terrace
68		W. Washington Blvd. - Chavez Av.
217		Hollywood Blvd. - Fairfax Av.
220		Robertson Blvd. - Culver Blvd. - LAX
434		LA - Santa Monica - Malibu - Trancas Express
652	Special	West Los Angeles-Hollywood Bowl
720	Metro Rapid	Wilshire Bl & Whittier Bl between Santa Monica and Commerce

Appendix 3
Directly Operated Metro Road Calls By Division
(Mean Miles Between Mechanical Failures)

MONTH	CATEGORIES	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18	Systemwide
Jul-98	Hub Miles	641,200	405,700	614,500	698,600	185,300	844,200	582,200	906,300	736,200	917,600	1,076,600	7,608,400
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	261	188	135	208	13	155	215	405	137	291	401	2,409
	NO. OF MECHANICAL ROAD CALLS	1,248	983	590	1,092	161	1,058	659	1,090	1,004	1,040	1,470	10,395
	Mean Miles Between Mechanical Failure	2,457	2,158	4,552	3,359	14,254	5,446	2,708	2,238	5,374	3,153	2,685	**3,158**
Aug-98	Hub Miles	636,700	391,200	595,400	694,600	165,500	840,200	577,100	872,700	724,200	863,700	1,066,800	7,428,100
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	216	150	81	175	11	147	173	332	179	235	164	1,863
	NO. OF MECHANICAL ROAD CALLS	1,005	898	428	858	119	862	502	874	751	747	924	7,968
	Mean Miles Between Mechanical Failure	2,948	2,608	7,351	3,969	15,045	5,716	3,336	2,629	4,046	3,675	6,505	**3,987**
Sep-98	Hub Miles	608,200	394,600	595,700	686,500	156,600	795,200	560,500	850,900	706,100	879,500	1,021,800	7,255,600
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	175	151	62	117	14	114	140	293	156	139	170	1,531
	NO. OF MECHANICAL ROAD CALLS	843	750	378	788	134	725	451	617	589	651	842	6,768
	Mean Miles Between Mechanical Failure	3,475	2,613	9,608	5,868	11,186	6,975	4,004	2,904	4,526	6,327	6,011	**4,739**
Oct-98	Hub Miles	642,700	415,100	613,800	711,700	164,100	818,900	584,200	884,500	771,000	887,400	1,090,000	7,583,400
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	202	138	90	125	18	121	158	273	138	152	232	1,647
	NO. OF MECHANICAL ROAD CALLS	917	864	411	944	111	688	440	643	646	700	880	7,244
	Mean Miles Between Mechanical Failure	3,182	3,008	6,820	5,694	9,117	6,768	3,697	3,240	5,587	5,838	4,698	**4,694**
Nov-98	Hub Miles	597,200	393,800	593,800	684,600	148,700	782,200	531,900	847,000	715,200	849,400	1,037,600	7,181,400
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	186	92	83	88	24	83	109	199	154	199	349	1,566
	NO. OF MECHANICAL ROAD CALLS	695	532	259	666	123	510	291	469	496	584	668	5,293
	Mean Miles Between Mechanical Failure	3,211	4,280	7,154	7,780	6,196	9,424	4,880	4,256	4,644	4,268	2,973	**4,586**
Dec-98	Hub Miles	629,700	423,700	630,300	731,200	172,000	814,800	552,500	888,100	732,700	824,600	1,061,300	7,460,900
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	179	265	104	147	25	117	134	153	140	140	181	1,585
	NO. OF MECHANICAL ROAD CALLS	716	358	290	754	84	505	300	293	414	544	764	5,022
	Mean Miles Between Mechanical Failure	3,518	1,599	6,061	4,974	6,880	6,964	4,123	5,805	5,234	5,890	5,864	**4,707**
Jan-99	Hub Miles	562,500	497,900	653,600	751,700	171,600	748,500	482,000	833,400	880,000	768,100	967,700	7,317,000
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	113	244	76	125	25	127	73	142	163	103	167	1,358
	NO. OF MECHANICAL ROAD CALLS	615	461	337	773	121	493	213	312	506	442	718	4,991
	Mean Miles Between Mechanical Failure	4,978	2,041	8,600	6,014	6,864	5,894	6,603	5,869	5,399	7,457	5,795	**5,388**
Feb-99	Hub Miles	522,100	448,100	627,500	701,100	173,400	683,000	451,900	781,000	843,200	746,100	914,400	6,891,800
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	138	102	79	139	21	79	68	154	149	135	192	1,256
	NO. OF MECHANICAL ROAD CALLS	677	415	313	627	99	367	178	436	493	455	646	4,706
	Mean Miles Between Mechanical Failure	3,783	4,393	7,943	5,044	8,257	8,646	6,646	5,071	5,659	5,527	4,763	**5,487**
Mar-99	Hub Miles	588,000	506,500	700,900	800,100	197,100	773,400	520,700	876,900	918,200	821,700	1,019,600	7,723,100
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	206	120	95	138	19	86	76	136	146	160	209	1,391
	NO. OF MECHANICAL ROAD CALLS	610	540	321	695	96	465	208	408	528	482	693	5,046
	Mean Miles Between Mechanical Failure	2,854	4,221	7,378	5,798	10,374	8,993	6,851	6,448	6,289	5,136	4,878	**5,552**
Apr-99	Hub Miles	563,400	481,900	672,400	794,100	187,200	757,000	499,700	879,100	905,900	823,600	981,700	7,546,000
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	132	107	76	181	29	84	68	172	152	210	235	1,446
	NO. OF MECHANICAL ROAD CALLS	620	547	305	684	145	473	245	471	444	502	684	5,120
	Mean Miles Between Mechanical Failure	4,268	4,504	8,847	4,387	6,455	9,012	7,349	5,111	5,960	3,922	4,177	**5,219**
May-99	Hub Miles	546,800	487,700	663,300	851,200	166,800	762,600	460,300	865,000	890,400	818,200	968,100	7,480,400
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	147	101	61	124	13	96	108	172	114	101	171	1,208
	NO. OF MECHANICAL ROAD CALLS	673	545	286	623	142	495	276	416	546	488	603	5,093
	Mean Miles Between Mechanical Failure	3,720	4,829	10,874	6,865	12,831	7,944	4,262	5,029	7,811	8,101	5,661	**6,192**
Jun-99	Hub Miles	564,200	482,200	693,400	848,500	178,000	730,900	527,900	881,800	953,300	849,700	1,050,300	7,760,200
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	106	106	220	128	21	99	90	159	88	138	239	1,394
	NO. OF MECHANICAL ROAD CALLS	480	542	470	579	139	453	261	354	446	576	763	5,063
	Mean Miles Between Mechanical Failure	5,323	4,549	3,152	6,629	8,476	7,383	5,866	5,546	10,833	6,157	4,395	**5,567**
	Hub Miles												**80,236,300**
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS												**18,054**
	NO. OF MECHANICAL ROAD CALLS			**ANNUAL TOTALS**									**72,709**
FY99	**Mean Miles Between Mechanical Failure**												**4,784**
Jul-99	Hub Miles	567,100	494,400	685,400	840,000	166,900	734,600	540,100	899,300	978,600	861,700	1,064,300	7,832,400
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	109	135	204	100	11	82	101	186	147	124	263	1,462
	NO. OF MECHANICAL ROAD CALLS	487	537	394	665	116	420	297	475	585	633	825	5,434
	Mean Miles Between Mechanical Failure	5,203	3,662	3,360	8,400	15,173	8,959	5,348	4,835	6,657	6,949	4,047	**5,357**
Aug-99	Hub Miles	577,400	494,800	707,400	811,000	172,000	736,800	545,600	930,100	987,600	861,900	1,085,300	7,909,900
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	113	127	141	97	13	85	98	182	205	151	330	1,542
	NO. OF MECHANICAL ROAD CALLS	544	526	344	714	130	422	310	462	737	558	909	5,656
	Mean Miles Between Mechanical Failure	5,110	3,896	5,017	8,361	13,231	8,668	5,567	5,110	4,818	5,708	3,289	**5,130**
Sep-99	Hub Miles	554,200	468,700	691,200	807,500	164,500	745,100	521,500	885,200	940,200	842,000	1,052,200	7,672,300
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	108	146	96	99	16	94	88	173	173	117	258	1,368
	NO. OF MECHANICAL ROAD CALLS	495	405	369	647	101	406	288	445	639	586	812	5,193
	Mean Miles Between Mechanical Failure	5,131	3,210	7,200	8,157	10,281	7,927	5,926	5,117	5,435	7,197	4,078	**5,608**
Oct-99	Hub Miles	576,000	485,100	719,000	787,200	171,600	762,400	530,700	907,300	942,600	850,800	1,030,700	7,763,400
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	85	116	108	114	21	103	119	155	230	150	303	1,504
	NO. OF MECHANICAL ROAD CALLS	446	523	326	661	115	384	349	440	708	755	818	5,525
	Mean Miles Between Mechanical Failure	6,776	4,182	6,657	6,905	8,171	7,402	4,460	5,854	4,098	5,672	3,402	**5,162**
Nov-99	Hub Miles	547,900	490,300	684,000	770,600	168,600	718,400	506,100	892,000	948,900	818,000	1,042,100	7,586,900
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	64	106	108	128	18	58	57	149	171	129	240	1,228
	NO. OF MECHANICAL ROAD CALLS	393	463	296	682	73	363	255	401	576	592	761	4,855
	Mean Miles Between Mechanical Failure	8,561	4,625	6,333	6,020	9,367	12,386	8,879	5,987	5,549	6,341	4,342	**6,178**
Dec-99	Hub Miles	560,300	598,800	731,800	789,800	169,800	761,700	571,500	938,300	899,400	901,300	1,076,700	7,999,400
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	63	120	140	105	13	58	64	153	182	187	288	1,373
	NO. OF MECHANICAL ROAD CALLS	342	324	287	686	91	357	260	383	466	529	639	4,364
	Mean Miles Between Mechanical Failure	8,894	4,990	5,227	7,522	13,062	13,133	8,930	6,133	4,942	4,820	3,739	**5,826**
Jan-00	Hub Miles	578,400	580,600	748,100	829,900	173,000	766,700	565,100	920,200	892,700	926,400	1,051,200	8,032,300
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	79	124	131	102	18	58	45	149	153	151	265	1,275
	NO. OF MECHANICAL ROAD CALLS	403	336	233	735	103	348	240	403	379	480	599	4,259
	Mean Miles Between Mechanical Failure	7,322	4,682	5,711	8,136	9,611	13,219	12,558	6,176	5,835	6,135	3,967	**6,300**
Feb-00	Hub Miles	542,100	566,000	656,600	772,900	178,800	734,400	546,800	894,600	846,200	887,700	1,024,000	7,650,100
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	84	87	121	96	28	92	56	158	136	169	276	1,303
	NO. OF MECHANICAL ROAD CALLS	303	282	180	661	93	389	220	440	361	489	604	4,022
	Mean Miles Between Mechanical Failure	6,454	6,506	5,426	8,051	6,386	7,983	9,764	5,662	6,222	5,253	3,710	**5,871**
Mar-00	Hub Miles	584,500	603,500	747,400	808,700	192,400	787,800	594,000	957,200	901,900	956,200	1,114,500	8,248,100
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	81	153	152	81	12	84	69	154	154	177	199	1,316
	NO. OF MECHANICAL ROAD CALLS	334	355	202	384	79	415	212	452	399	500	285	3,617
	Mean Miles Between Mechanical Failure	7,216	3,944	4,917	9,984	16,033	9,379	8,609	6,216	5,856	5,402	5,601	**6,268**
Apr-00	Hub Miles	547,900	575,300	692,000	737,000	166,400	749,500	547,700	893,800	859,100	911,200	1,048,600	7,728,500
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	91	128	171	86	11	90	73	147	143	213	220	1,373
	NO. OF MECHANICAL ROAD CALLS	215	275	240	151	65	234	222	365	321	526	282	2,896
	Mean Miles Between Mechanical Failure	6,021	4,495	4,047	8,570	15,127	8,328	7,503	6,080	6,008	4,278	4,766	**5,629**
May-00	Hub Miles	567,100	602,500	711,900	826,400	186,300	803,900	554,700	920,800	901,200	943,500	1,100,600	8,118,900
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	97	124	164	99	11	146	66	127	219	192	297	1,542
	NO. OF MECHANICAL ROAD CALLS	247	278	261	328	45	248	204	378	306	434	350	3,079
	Mean Miles Between Mechanical Failure	5,846	4,859	4,341	8,347	16,936	5,506	8,405	7,250	4,115	4,914	3,706	**5,265**
Jun-00	Hub Miles	566,400	581,000	692,800	811,200	183,500	794,500	610,300	899,000	890,100	939,000	1,069,400	8,037,200
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	99	101	153	108	11	125	66	209	286	198	292	1,648
	NO. OF MECHANICAL ROAD CALLS	259	245	281	363	34	289	237	469	442	335	318	3,272
	Mean Miles Between Mechanical Failure	5,721	5,752	4,528	7,511	16,682	6,356	9,247	4,301	3,112	4,742	3,662	**4,877**
	Hub Miles												**84,579,400**
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS												**18,934**
	NO. OF MECHANICAL ROAD CALLS			**ANNUAL TOTALS**									**52,172**
FY00	**Mean Miles Between Mechanical Failure**												**5,595**
Jul-00	Hub Miles	573,700	551,800	723,100	815,000	160,000	836,100	637,700	829,800	919,400	1,041,100	1,046,600	8,134,300
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	109	92	155	128	17	125	81	185	268	340	342	1,842
	NO. OF MECHANICAL ROAD CALLS	239	233	274	373	60	266	247	410	389	571	377	3,439
	Mean Miles Between Mechanical Failure	5,263	5,998	4,665	6,367	9,412	6,689	7,873	4,485	3,431	3,062	3,060	**4,416**
Aug-00	Hub Miles	598,800	596,700	760,700	822,600	187,400	859,600	692,700	877,400	951,600	1,077,200	1,060,800	8,485,500
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	127	109	109	126	20	94	82	109	155	243	336	1,842
	NO. OF MECHANICAL ROAD CALLS	290	275	213	412	68	243	273	341	357	535	425	3,439
	Mean Miles Between Mechanical Failure	4,715	5,474	6,979	6,529	9,370	9,145	8,448	8,050	6,139	4,433	3,157	**4,607**

Appendix 3
Directly Operated Metro Road Calls By Division
(Mean Miles Between Mechanical Failures)

MONTH	CATEGORIES	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18	Systemwide
Sep-00	Hub Miles	282,600	275,700	352,900	380,100	77,300	381,700	322,900	398,500	434,400	498,800	471,100	3,876,000
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	60	105	83	47	13	77	41	66	89	138	250	969
	NO. OF MECHANICAL ROAD CALLS	106	131	149	206	39	143	102	152	192	259	280	1,759
	Mean Miles Between Mechanical Failure	4,710	2,626	4,252	8,087	5,946	4,957	7,876	6,038	4,881	3,614	1,884	**4,000**
Oct-00	Hub Miles	265,100	252,800	333,700	378,400	79,100	349,800	281,300	375,500	424,600	459,900	479,200	3,679,400
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	41	42	53	34	5	63	34	41	111	115	202	741
	NO. OF MECHANICAL ROAD CALLS	105	87	96	132	23	154	103	108	132	241	211	1,392
	Mean Miles Between Mechanical Failure	6,466	6,019	6,296	11,129	15,820	5,552	8,274	9,159	3,825	3,999	2,372	**4,965**
Nov-00	Hub Miles	563,600	551,400	714,600	794,500	171,300	847,000	612,100	809,900	891,600	981,500	1,054,400	7,991,900
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	83	121	148	98	19	133	41	80	238	209	443	1,613
	NO. OF MECHANICAL ROAD CALLS	179	228	225	383	58	336	232	257	354	519	473	3,244
	Mean Miles Between Mechanical Failure	6,790	4,557	4,828	8,107	9,016	6,368	14,929	10,124	3,746	4,696	2,380	**4,955**
Dec-00	Hub Miles	570,800	537,000	709,200	807,700	169,300	862,900	616,700	815,500	902,300	1,028,800	1,045,200	8,065,400
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	78	121	153	124	13	118	52	92	199	214	319	1,483
	NO. OF MECHANICAL ROAD CALLS	193	252	239	336	42	270	213	246	307	401	367	2,866
	Mean Miles Between Mechanical Failure	7,318	4,438	4,635	6,514	13,023	7,313	11,860	8,864	4,534	4,807	3,276	**5,439**
Jan-01	Hub Miles	581,900	554,600	711,400	808,500	177,100	873,700	589,200	837,600	918,300	1,044,500	1,072,700	8,169,500
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	218	134	281	311	23	308	202	218	276	486	517	2,974
	NO. OF MECHANICAL ROAD CALLS	321	414	399	380	34	374	229	286	367	657	608	4,069
	Mean Miles Between Mechanical Failure	2,669	4,139	2,532	2,600	7,700	2,837	2,917	3,842	3,327	2,149	2,075	**2,747**
Feb-01	Hub Miles												
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	N/A											
	NO. OF MECHANICAL ROAD CALLS												
	Mean Miles Between Mechanical Failure												
Mar-01	Hub Miles												
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	N/A											
	NO. OF MECHANICAL ROAD CALLS												
	Mean Miles Between Mechanical Failure												
Apr-01	Hub Miles	551,400	529,200	710,100	781,200	173,200	842,800	622,100	810,900	896,500	1,011,500	1,048,600	7,977,500
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	120	171	158	98	7	114	77	141	275	243	320	1,724
	NO. OF MECHANICAL ROAD CALLS	222	272	247	318	32	302	235	325	413	560	573	3,499
	Mean Miles Between Mechanical Failure	4,595	3,095	4,494	7,971	24,743	7,393	8,079	5,751	3,260	4,163	3,277	**4,627**
May-01	Hub Miles	563,400	540,800	745,900	779,600	180,100	879,000	656,300	851,300	924,400	1,080,600	1,091,500	8,292,900
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	111	97	141	86	14	121	121	136	278	236	324	1,665
	NO. OF MECHANICAL ROAD CALLS	188	237	224	266	46	226	151	280	331	574	357	2,880
	Mean Miles Between Mechanical Failure	5,076	5,575	5,290	9,065	12,864	7,264	5,424	6,260	3,325	4,579	3,369	**4,981**
Jun-01	Hub Miles	534,600	546,600	729,400	769,100	154,700	886,600	623,300	822,800	870,800	1,015,600	1,096,700	8,050,200
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	97	67	160	82	24	150	121	134	259	209	245	1,548
	NO. OF MECHANICAL ROAD CALLS	193	172	262	241	48	259	139	346	314	497	267	2,738
	Mean Miles Between Mechanical Failure	5,511	8,158	4,559	9,379	6,446	5,911	5,151	6,140	3,362	4,859	4,476	**5,200**
FY01	**Hub Miles**												**72,722,800**
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS												**10,401**
	NO. OF MECHANICAL ROAD CALLS			**ANNUAL TOTALS**									**29,325**
	Mean Miles Between Mechanical Failure												**4,434**
Jul-01	Hub Miles	551,400	544,700	736,800	779,300	153,500	918,000	652,300	833,800	891,600	1,018,600	1,155,300	8,235,300
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	84	82	151	91	16	159	107	136	213	311	323	1,673
	NO. OF MECHANICAL ROAD CALLS	159	186	227	273	50	300	125	389	281	589	341	2,920
	Mean Miles Between Mechanical Failure	6,564	6,643	4,879	8,564	9,594	5,774	6,096	6,131	4,186	3,275	3,577	**4,922**
Aug-01	Hub Miles	569,000	570,800	768,000	805,100	177,400	927,400	665,500	826,400	911,600	1,079,300	1,180,000	8,480,500
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	102	102	143	85	21	91	151	139	144	476	310	1,764
	NO. OF MECHANICAL ROAD CALLS	173	203	232	247	44	227	190	404	184	657	328	2,889
	Mean Miles Between Mechanical Failure	5,578	5,596	5,371	9,472	8,448	10,191	4,407	5,945	6,331	2,267	3,806	**4,898**
Sep-01	Hub Miles	529,100	522,800	701,800	726,000	144,600	887,300	595,500	747,200	865,200	1,014,000	1,054,800	7,788,300
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	95	133	174	110	15	159	126	128	196	369	445	1,950
	NO. OF MECHANICAL ROAD CALLS	202	274	311	294	46	329	159	415	281	655	466	3,432
	Mean Miles Between Mechanical Failure	5,569	3,931	4,033	6,600	9,640	5,581	4,726	5,838	4,414	2,748	2,370	**3,994**
Oct-01	Hub Miles	600,100	580,600	781,900	808,100	187,700	949,900	698,400	837,800	940,900	1,095,500	1,125,500	8,606,400
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	86	116	99	114	19	149	147	71	145	238	290	1,474
	NO. OF MECHANICAL ROAD CALLS	143	250	189	296	64	285	170	286	224	368	310	2,585
	Mean Miles Between Mechanical Failure	6,978	5,005	7,898	7,089	9,879	6,375	4,751	11,800	6,489	4,603	3,881	**5,839**
Nov-01	Hub Miles	552,300	547,400	728,500	758,500	164,200	887,500	645,200	798,000	876,500	1,023,700	1,075,000	8,056,800
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	53	104	132	78	20	134	131	86	139	229	281	1,387
	NO. OF MECHANICAL ROAD CALLS	129	161	217	202	38	256	164	204	221	351	377	2,320
	Mean Miles Between Mechanical Failure	10,421	5,263	5,519	9,724	8,210	6,623	4,925	9,279	6,306	4,470	3,826	**5,809**
Dec-01	Hub Miles	568,600	550,100	733,400	768,200	148,600	935,400	657,000	797,100	883,300	1,044,400	1,080,800	8,166,900
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	35	85	136	73	23	94	116	84	155	246	183	1,230
	NO. OF MECHANICAL ROAD CALLS	98	131	197	200	46	228	150	233	174	353	313	2,123
	Mean Miles Between Mechanical Failure	16,246	6,472	5,393	10,523	6,461	9,951	5,664	9,489	5,699	4,246	5,906	**6,640**
Jan-02	Hub Miles	577,500	574,200	768,100	801,000	173,500	949,000	675,300	811,400	895,100	1,055,200	1,104,600	8,384,900
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	54	56	116	86	18	120	114	102	130	190	169	1,155
	NO. OF MECHANICAL ROAD CALLS	114	131	185	212	38	187	161	213	142	296	219	1,898
	Mean Miles Between Mechanical Failure	10,694	10,254	6,622	9,314	9,639	7,908	5,924	7,955	6,885	5,554	6,536	**7,260**
Feb-02	Hub Miles	534,600	501,800	698,400	725,900	151,000	848,200	612,400	738,600	828,400	934,400	1,016,300	7,590,000
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	51	81	131	80	17	151	120	108	174	209	183	1,305
	NO. OF MECHANICAL ROAD CALLS	112	162	231	178	28	191	154	227	184	302	213	1,982
	Mean Miles Between Mechanical Failure	10,482	6,195	5,331	9,074	8,882	5,617	5,103	6,839	4,761	4,471	5,554	**5,816**
Mar-02	Hub Miles	585,300	544,300	736,800	773,400	173,200	933,100	654,300	813,700	879,600	1,034,000	1,067,900	8,195,600
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	64	94	135	84	17	140	101	113	195	209	168	1,320
	NO. OF MECHANICAL ROAD CALLS	113	141	217	161	48	163	154	216	216	348	209	1,986
	Mean Miles Between Mechanical Failure	9,145	5,790	5,458	9,207	10,188	6,665	6,478	7,201	4,511	4,947	6,357	**6,289**
Apr-02	Hub Miles	586,300	547,300	749,400	769,600	181,100	970,100	672,700	818,000	886,000	1,021,100	1,113,000	8,314,600
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	61	98	119	88	23	150	80	72	200	206	176	1,273
	NO. OF MECHANICAL ROAD CALLS	125	148	185	179	49	167	129	131	227	343	227	1,910
	Mean Miles Between Mechanical Failure	9,611	5,585	6,297	8,745	7,874	6,467	8,409	11,361	4,430	4,957	6,324	**6,532**
May-02	Hub Miles	583,100	513,900	757,800	802,100	176,000	944,800	663,800	808,900	880,900	1,028,200	1,103,700	8,263,200
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	69	112	129	92	13	129	80	59	175	154	187	1,199
	NO. OF MECHANICAL ROAD CALLS	109	135	195	170	26	152	138	91	196	237	202	1,651
	Mean Miles Between Mechanical Failure	8,451	4,588	5,874	8,718	13,538	7,324	8,298	13,710	5,034	6,677	5,902	**6,892**
Jun-02	Hub Miles	553,400	476,000	711,400	730,000	156,100	928,200	656,400	763,500	851,900	989,100	1,059,400	7,875,400
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	44	111	137	60	13	120	86	53	202	149	195	1,170
	NO. OF MECHANICAL ROAD CALLS	83	124	212	145	18	133	132	87	223	217	237	1,611
	Mean Miles Between Mechanical Failure	12,577	4,288	5,193	12,167	12,008	7,735	7,633	14,406	4,217	6,638	5,433	**6,731**
FY02	**Hub Miles**												**97,957,900**
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS												**16,900**
	NO. OF MECHANICAL ROAD CALLS			**ANNUAL TOTALS**									**27,307**
	Mean Miles Between Mechanical Failure												**5,796**
Jul-02	Hub Miles	537,900	546,600	777,200	779,000	178,900	1,017,900	714,400	801,400	910,400	967,900	1,124,700	8,356,500
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	65	110	133	72	20	160	70	60	128	138	192	1,148
	NO. OF MECHANICAL ROAD CALLS	128	122	212	158	26	182	118	113	210	212	207	1,686
	Mean Miles Between Mechanical Failure	8,275	4,971	5,844	10,618	8,945	6,362	10,206	13,357	7,113	7,014	5,858	**7,279**
Aug-02	Hub Miles	554,100	509,300	757,100	798,700	179,500	1,018,600	701,300	801,600	922,500	997,400	1,153,000	8,393,100
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	51	134	97	81	19	181	98	55	125	191	216	1,248
	NO. OF MECHANICAL ROAD CALLS	101	140	172	171	26	198	138	107	230	233	232	1,748
	Mean Miles Between Mechanical Failure	10,865	3,801	7,805	9,860	9,447	5,628	7,156	14,575	7,380	5,222	5,338	**6,725**
Sep-02	Hub Miles	507,800	514,200	712,000	751,100	171,900	913,100	672,100	757,500	877,000	933,200	1,080,300	7,890,000
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	48	128	121	81	15	172	98	72	153	105	209	1,202
	NO. OF MECHANICAL ROAD CALLS	96	132	220	172	21	195	138	126	263	171	241	1,775
	Mean Miles Between Mechanical Failure	10,575	4,017	5,884	9,273	11,460	5,309	6,858	10,521	5,732	8,888	5,169	**6,564**
Oct-02	Hub Miles	537,600	565,300	783,800	773,300	188,100	957,700	712,000	819,600	984,200	1,008,600	1,146,000	8,456,200
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	51	91	140	87	20	162	106	71	136	125	225	1,214
	NO. OF MECHANICAL ROAD CALLS	115	102	236	198	21	173	170	110	196	227	266	1,814
	Mean Miles Between Mechanical Failure	10,541	6,212	5,599	8,889	9,405	5,912	6,717	11,544	7,090	8,069	5,083	**6,966**

Appendix 3
Directly Operated Metro Road Calls By Division
(Mean Miles Between Mechanical Failures)

MONTH	CATEGORIES	Div 1	Div 2	Div 3	Div 5	Div 6	Div 7	Div 8	Div 9	Div 10	Div 15	Div 18	Systemwide
Nov-02	Hub Miles	529,400	528,300	724,500	748,600	154,900	916,900	655,500	755,300	894,600	900,500	1,068,400	7,878,900
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	47	85	146	76	29	170	87	75	160	85	193	1,153
	NO. OF MECHANICAL ROAD CALLS	78	117	257	175	36	183	108	116	237	149	212	1,668
	Mean Miles Between Mechanical Failure	11,264	6,215	4,992	9,850	5,341	5,394	7,534	10,071	5,591	10,594	5,536	6,832
Dec-02	Hub Miles	568,300	529,600	736,800	835,900	144,500	944,900	666,700	777,300	944,300	951,100	1,136,500	8,237,900
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	52	60	134	103	23	159	53	71	141	107	161	1,064
	NO. OF MECHANICAL ROAD CALLS	101	72	199	170	26	169	104	129	243	190	187	1,590
	Mean Miles Between Mechanical Failure	10,929	8,827	5,499	8,116	6,283	5,943	12,617	10,948	6,697	8,889	7,059	7,742
Jan-03	Hub Miles	592,300	526,700	728,700	879,700	183,200	964,300	682,400	800,500	950,100	944,800	1,135,100	8,388,800
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	50	52	132	110	16	159	45	83	144	104	232	1,127
	NO. OF MECHANICAL ROAD CALLS	91	74	219	168	22	178	103	223	162	170	244	1,654
	Mean Miles Between Mechanical Failure	11,846	10,129	5,528	7,997	11,450	6,065	15,164	9,645	6,598	9,085	4,893	7,443
Feb-03	Hub Miles	550,900	482,700	656,900	780,100	176,300	843,700	614,300	725,900	858,000	860,900	1,008,500	7,558,200
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	68	50	76	97	20	157	67	81	153	86	195	1,022
	NO. OF MECHANICAL ROAD CALLS	104	68	181	140	24	171	112	154	170	136	198	1,458
	Mean Miles Between Mechanical Failure	8,101	9,654	8,643	8,042	8,815	5,374	9,169	14,233	5,608	9,763	5,172	7,395
Mar-03	Hub Miles	578,900	531,600	716,300	873,600	183,900	942,800	658,600	785,700	930,500	969,700	1,095,700	8,267,300
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	60	58	134	93	29	194	39	76	205	100	242	1,230
	NO. OF MECHANICAL ROAD CALLS	107	72	190	184	35	207	87	176	223	186	253	1,700
	Mean Miles Between Mechanical Failure	9,648	9,166	5,346	9,394	6,341	4,860	16,887	10,338	4,539	9,697	4,626	6,721
Apr-03	Hub Miles	563,700	527,200	705,700	852,000	189,500	886,700	645,300	785,200	893,700	931,700	1,123,800	8,104,500
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	62	82	133	92	22	188	47	69	198	104	199	1,196
	NO. OF MECHANICAL ROAD CALLS	95	115	150	176	22	196	94	150	217	186	205	1,586
	Mean Miles Between Mechanical Failure	9,092	6,429	5,306	9,261	8,614	4,716	13,730	11,380	4,514	8,959	5,647	6,776
May-03	Hub Miles	571,900	516,100	711,300	855,300	176,400	913,600	637,200	782,800	873,600	920,900	1,121,500	8,082,600
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	49	75	151	107	26	189	79	74	175	104	286	1,315
	NO. OF MECHANICAL ROAD CALLS	68	97	232	167	28	199	118	187	201	185	293	1,755
	Mean Miles Between Mechanical Failure	11,671	6,908	4,711	7,993	6,785	4,834	8,066	10,578	4,992	8,855	3,921	6,146
Jun-03	Hub Miles	505,900	515,600	692,800	898,900	173,200	846,700	631,300	758,900	903,600	937,900	1,107,800	7,970,600
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS	66	59	123	123	13	181	82	89	187	120	236	1,259
	NO. OF MECHANICAL ROAD CALLS	109	73	174	169	14	198	133	188	201	211	246	1,716
	Mean Miles Between Mechanical Failure	7,665	8,739	5,633	7,292	13,323	4,678	7,699	10,999	4,832	7,816	4,694	6,331
FY03	**Hub Miles**												**97,682,800**
	NO. OF MECHANICAL CHARGEABLE ROAD CALLS												**14,178**
	NO. OF MECHANICAL ROAD CALLS			**ANNUAL TOTALS**									**20,152**
	Mean Miles Between Mechanical Failure												**6,883**

METRO WEEKDAY BUS SYSTEM DATA BY SECTOR AND CONTRACT SERVICES
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Metro Bus System Weekday Summary by Service Sector and Contract Services							On-time Performance		
Service Sector	**Boardings**	**Revenue Hours**	**Boardings Per. Hour**	**Boardings Per Peak Vehicle**	**Scheduled Peak Vehicles**	**Weekday Load factor compliance @ 1.20**	**Early %**	**On Time %**	**Late %**
Gateway	178,413	2,944	60.6	574	311	95.72%	15.3	63.5	21.3
San Fernando Valley	187,112	3,752	49.9	506	370	96.61%	15.8	65.5	18.7
San Gabriel Valley	195,720	3,952	49.5	559	350	99.12%	11.7	66.8	21.5
South Bay	314,162	5,183	60.6	617	509	97.25%	16.5	62.7	20.8
Westside Central	301,679	5,188	58.1	553	546	97.49%	14.4	63.1	22.5
Contract Services	31,275	1,441	21.7	222	141	95.84%	N/A	N/A	N/A
Metro System Total:	**1,208,361**	**22,279**	**54.2**	**543**	**2227**	**97.15%**	**14.8**	**64.4**	**20.8**

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Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	On-time Performance		
												Early %	On Time %	Late %
2	2 & 302	Sunset Blvd. -Beverly Dr.	E/W	WC	7 &10	23,766	466.0	51.0	553	43	97.67%	17.9	60.7	21.3
4	4-304	Santa Monica Blvd.	E/W	WC	6, 7, & 10	34,378	609.6	56.4	537	64	99.04%	15.5	61.5	23.0
10	10-11-48	Melrose Ave. - Virgil Ave. - Temple St. - San Pedro	E/W	WC	2 & 7	16,205	293.7	55.2	523	31	99.08%	14.0	67.1	18.9
14	14-37	Beverly Blvd. - W. Adams Blvd	E/W	WC	7	22,925	368.1	62.3	573	40	97.40%	19.5	66.5	14.0
16	16-316	W. 3rd St.	E/W	WC	1, 2, 7, & 10	26,497	399.1	66.4	564	47	96.33%	12.6	62.4	25.0
18	18	W. 6th St - Whittier Blvd.	E/W	G	1 & 2	24,261	307.2	79.0	899	27	95.99%	14.1	69.4	16.5
20	20-21	Wilshire Blvd. -UCLA - Santa Monica	E/W	WC	6 & 10	21,531	401.6	53.6	478	45	99.49%	13.1	59.9	27.0
26	26-51-52-352	7th St. -Virgil Ave. - Franklin Ave.- Avalon Blvd.	N/S	G	1 & 2	26,141	400.1	65.3	608	43	98.27%	14.3	69.1	16.6
28	28-328 83-84-85	W Olympic Blvd. / Pasadena Ave. -York Blvd. / Cypress Av-Eagle Rock Blvd. / Verdugo Rd.- Glendale College	E/W	SGV	3 & 9	37,006	591.8	62.5	661	56	99.38%	11.8	66.7	21.5
30	30-31	W Pico Blvd. - E. 1st St. - Floral Dr.	E/W	WC	7 & 10	32,278	415.7	77.6	807	40	96.12%	11.8	74.3	13.9
33	33-333	Venice Blvd.	E/W	WC	6 & 10	25,488	502.8	50.7	490	52	97.05%	13.8	61.1	25.2
38	38-71	W. Jefferson Blvd. / City Terrace	E/W	WC	7 &10	9,646	194.3	49.6	536	18	99.40%	11.8	65.6	22.6
40	40-340-442	Hawthorne Blvd -LAX - LA Union Station	N/S	SB	10 & 18	27,088	427.9	63.3	576	47	98.50%	14.3	58.4	27.3
42	42	LA Union Station / M.L. King Jr. Bl./ LAX City Bus Center	N/S	SB	5, 10, & 18	4,540	104.9	43.3	349	13	100.00%	15.0	60.0	25.1
45	45-46	Broadway -Mercury Ave.	E/W	G	1 & 2	19,485	265.7	73.3	779	25	93.98%	11.0	67.8	21.1
53	53	Central Ave.	N/S	SB	18	15,981	221.6	72.1	666	24	98.70%	15.8	67.6	16.5
55	55	LA - Compton Ave. - Imperial Station	N/S	SB	1, 2, & 18	12,592	212.4	59.3	484	26	88.33%	13.8	65.4	20.8
58	58	Washington Station - Union Station	N/S	G	97	262	38.3	6.8	66	4	N/A	N/A	N/A	N/A
60	60-360	Long Beach Blvd. - Santa Fe Ave.	N/S	G	1, 2, & 18	26,542	467.2	56.8	603	44	95.06%	10.7	56.9	32.4
65	65	Washington Blvd. - Indiana St. - Gage Ave.	E/W	G	1 & 2	2,580	63.5	40.6	369	7	N/A	14.0	70.5	15.5

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												On-time Performance		
Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	Early %	On Time %	Late %
66	66-366	E. Olympic Blvd. -W 8th St.	E/W	G	1 & 2	27,096	362.9	74.7	521	52	89.36%	12.3	74.0	13.6
68	68	W. Washington Blvd. - Chavez Ave.	E/W	WC	7 &10	24,231	335.0	72.3	713	34	97.74%	13.9	67.0	19.1
70	70-370	LA - El Monte via Garvey Ave.	E/W	SGV	3 & 9	15,620	279.6	55.9	744	21	99.14%	10.6	71.9	17.4
76	76	LA - El Monte via Valley Blvd.	E/W	SGV	9	10,849	214.1	50.7	638	17	100.00%	11.1	74.0	14.9
78	78-79	LA - Alhambra - South Arcadia via Las Tunas Dr & via Huntington Dr.	E/W	SGV	3 & 9	11,350	261.5	43.4	454	25	96.52%	15.1	71.7	13.2
81	81-381	Figueroa St	N/S	SGV	3 & 18	21,885	372.1	58.8	644	34	99.08%	12.2	70.9	16.9
90	90-91	LA - Sunland-Sylmar via Pennsylvania Ave. & via La Crescenta Ave.	N/S	SFV	15	6,171	168.0	36.7	411	15	97.97%	14.4	69.6	16.0
92	92	LA - Glendale - Burbank - San Fernando - Glendale Blvd.	N/S	SFV	15	9,766	227.1	43.0	543	18	99.67%	23.7	61.2	15.1
94	94-394	LA - San Fernando	N/S	SFV	15	16,030	375.6	42.7	445	36	97.63%	16.4	63.7	19.9
96	96	LA-Riverside Dr	ES/WN	G	95 & 96	2,719	122.8	22.1	247	11	N/A	N/A	N/A	N/A
102	102	E Jefferson Blvd.- Coliseum St.	E/W	G	2	971	34.8	27.9	243	4	N/A	18.3	64.8	16.8
105	105	Vernon Ave. - La Cienega Blvd.	E/W	G	1, 2, & 7	18,005	268.7	67.0	720	25	95.13%	14.3	63.0	22.7
107	107	54th St. - Fairview Blvd. - Santa Ana St.	E/W	SB	5	1,306	50.0	26.1	435	3	N/A	18.8	69.7	11.5
108	108	Slauson Ave.	E/W	SB	5 & 18	16,960	263.4	64.4	606	28	98.05%	19.4	57.6	23.0
110	110	Gage Ave - Centinela Ave - Fox Hills Mall	E/W	SB	5	10,976	200.2	54.8	523	21	97.11%	18.1	61.3	20.5
111	111	LAX - Florence Ave - Leffingwell Rd.	E/W	SB	5 & 18	16,236	225.5	72.0	902	18	97.74%	17.0	57.6	25.4
115	115-315	LAX-Manchester Ave. - Firestone Blvd.	E/W	SB	5 & 18	17,449	260.4	67.0	646	27	97.93%	21.9	58.5	19.6
117	117	LAX-Century Blvd. - Tweedy Blvd. - Rancho Los Amigos	E/W	SB	5 & 18	10,462	167.7	62.4	872	12	N/A	17.4	62.9	19.8

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Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	On-time Performance		
												Early %	On Time %	Late %
119	119-126	108th St. / Yukon Ave. - Manhattan Beach Blvd	E/W	SB	5 & 18	937	29	32.3	312	3	N/A	18.3	68.7	13.0
120	120-121	LAX - Imperial Hwy. - Norwalk Metrolink	E/W	SB	18	6,206	120.8	51.4	621	10	100.00%	11.1	63.5	25.4
124	124	El Segundo Blvd. - Santa Fe Av.	E/W	SB	18	1,558	33.8	46.1	519	3	N/A	23.0	68.3	8.7
125	125	Rosecrans Blvd	E/W	G	91	3,779	134.5	28.1	252	15	85.92%	N/A	N/A	N/A
127	127	Compton Blvd. - Bellflower Blvd.	E/W	SB	18	939	29.2	32.2	470	2	N/A	9.8	67.1	23.1
128	128	MLK Jr. Transit Center - La Mirada	E/W	G	91	878	42.0	20.9	220	4	N/A	N/A	N/A	N/A
130	130	Artesia Blvd	E/W	G	91	1,608	98.7	16.3	146	11	92.98%	N/A	N/A	N/A
150	150-240	Canoga Park - Ventura Blvd. / Reseda Blvd.- Ventura Boulevard to University City	E/W	SFV	18	13,894	313.6	44.3	515	27	100.00%	11.0	74.8	14.2
152	152	Fallbrook Ave. - Roscoe Blvd. -Vineland Ave. - Burbank	E/W	SFV	8 & 15	11,423	219.3	52.1	544	21	95.02%	12.2	69.7	18.2
154	154	Tampa Ave. - Ventura Blvd. - Burbank Blvd - Oxnard St.	E/W	SFV	8 & 15	2,557	69.7	36.7	320	8	N/A	23.9	60.4	15.7
156	156	Panorama City / Van Nuys / N. Hollywood / Los Angeles City College	E/W	SFV	8 & 15	17,288	249.2	69.4	823	21	99.33%	17.7	55.5	26.8
158	158	Devonshire St. - Woodman Ave.	E/W	SFV	8 & 15	2,258	56.1	40.2	376	6	100.00%	14.1	70.5	15.3
161	161	Thousand Oaks Transit Center - Westlake - Canoga Park	E/W	SFV	8	1,513	61.6	24.6	168	9	100.00%	15.9	75.8	8.2
163	163	Sherman Way - Hollywood Blvd.	E/W	SFV	8 & 15	12,593	214.2	58.8	630	20	100.00%	19.9	62.9	17.2
165	164-165	Vanowen St. / Victory Blvd.	E/W	SFV	8 & 15	19,252	346.3	55.6	550	35	94.04%	21.0	63.8	15.2
166	166	Nordhoff St. - Lankershim Blvd.	E/W	SFV	8 & 15	12,657	213.8	59.2	452	28	87.18%	13.5	63.9	22.6
167	167	Plummer St-Coldwater Canyon Av-Chatsworth Transportation Center	ES/WN	G	95	1,937	83.2	23.3	194	10	98.61%	N/A	N/A	N/A
168	168	Lassen St. - Paxton St.	E/W	SFV	8	815	27.4	29.7	408	2	N/A	11.1	68.1	20.8
169	169	Saticoy St. - Sunland Blvd.	E/W	SFV	8 & 15	2,893	61.1	47.3	482	6	94.36%	29.9	49.3	20.7

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Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	On-time Performance		
												Early %	On Time %	Late %
170	170	CSULA-Hellman Ave. - El Monte via South El Monte	E/W	SGV	9	1,280	57.2	22.4	320	4	N/A	16.3	62.4	21.3
175	175	Fountain Ave. - Talmadge St. - Hyperion Ave.	E/W	SGV	3	1,461	28.0	52.2	365	4	97.36%	9.2	49.5	41.3
176	176	Glassell Park - Highland Park - Alhambra - El Monte	E/W	SGV	3 & 9	1,802	44.7	40.3	601	3	N/A	N/A	N/A	N/A
177	177	Glendale-JPL-Pasadena-Arcadia-Monrovia-Duarte	E/W	G	91	241	27.2	8.9	121	2	N/A	N/A	N/A	N/A
180	180-181-380	Hollywood - Glendale - Pasadena - N. Lake via Colorado Blvd. & PCC via Yosemite Dr.	E/W	SGV	3 & 9	19,280	334.8	57.6	714	27	N/A	9.7	61.3	29.0
200	200	Alvarado St.- Echo Park Ave.	N/S	G	1 & 2	14,235	180.7	78.8	837	17	98.72%	18.3	76.9	4.8
201	201	Silverlake Blvd.	N/S	SGV	3	1,456	45.9	31.7	291	5	N/A	0.0	78.8	21.2
202	202	Willowbrook - Compton - Wilmington	N/S	SB	18	1,506	61.4	24.5	377	4	N/A	7.5	82.8	9.7
204	204	Vermont Ave.	N/S	SB	5 & 18	27,173	276.9	98.1	1,235	22	95.61%	21.3	62.3	16.4
205	205	Wilmington Blvd - S Western Av	N/S	G	91	2,259	122.7	18.4	188	12	98.01%	N/A	N/A	N/A
206	206	Normandie Ave.	N/S	SB	3, 5, & 18	15,844	215.1	73.7	689	23	94.21%	19.5	67.0	13.5
207	207-357	Western Ave. - 120th St.	N/S	SB	5 & 18	36,828	407.8	90.3	944	39	98.39%	16.2	68.0	15.8
209	209	Van Ness Ave. - Arlington Ave.	N/S	SB	5	1,403	49.3	28.5	281	5	N/A	19.1	72.3	8.5
210	210-310	Vine St. - Crenshaw Blvd.	N/S	SB	18	21,263	201.8	105.4	1,418	15	99.60%	13.0	60.0	26.9
211	211-215	Prairie Ave. / Inglewood Ave. - Redondo Beach - Del Amo Center	N/S	SB	18	1,664	55.1	30.2	208	8	100.00%	16.2	51.6	32.2
212	212	La Brea Ave.	N/S	SB	5 & 18	12,502	206.2	60.6	544	23	96.10%	18.3	59.3	22.4
214	214	Artesian Transit center Shuttle	N/S	G	96	245	27.5	8.9	61	4	N/A	N/A	N/A	N/A
217	217	Hollywood Blvd. - Fairfax Ave.	N/S	WC	7	17,171	257.8	66.6	687	25	99.37%	16.2	66.1	17.8

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Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	On-time Performance		
												Early %	On Time %	Late %
218	218	Cedar Sinai Medical Center - Studio City - Laural Canyon Blvd.	N/S	G	94	1,309	54.7	23.9	218	6	N/A	N/A	N/A	N/A
220	220	Robertson Blvd. - Culver Blvd. - LAX	N/S	WC	7	897	42.7	21.0	299	3	N/A	10.7	60.9	28.4
225	225-226	LAX-Aviation Blvd-Prospect Av-Palos Verdes Dr East/LAX-Aviation Blvd-Prospect Av-Palos Verdes Dr South	N/S	G	91	103	17.7	5.8	34	3	100.00%	N/A	N/A	N/A
230	230-239	Laurel Canyon Blvd. / White Oak Ave. - Zelzah Ave. - Rinaldi St.	N/S	SFV	15	5,926	123.9	47.8	539	11	98.66%	13.1	68.8	18.1
232	232	Pacific Coast Hwy	N/S	G	91	3,916	169.5	23.1	230	17	95.38%	N/A	N/A	N/A
233	233	Lakeview Terrace/Van Nuys Blvd./Sherman Oaks	N/S	SFV	15	10,101	135.6	74.5	1,122	9	90.15%	23.9	59.4	16.7
234	234-183	Sepulveda Blvd. - Brand Blvd. - Sayre St. / Magnolia Blvd. - Kenneth Rd. - E. Colorado St.	N/S	SFV	15	13,319	241.1	55.2	579	23	97.02%	15.4	70.4	14.1
236	236-237	Balboa Blvd. - Glenoaks Blvd. - Sylmar / Rinaldi St. - Woodley Ave. - Van Nuys	N/S	SFV	8	2,434	68.2	35.7	348	7	95.83%	8.8	69.4	21.8
243	243	De Soto Ave. - Ventura Blvd. - Winnetka Ave. - Porter Ranch	E/W	SFV	8	3,421	74.0	46.2	380	9	98.57%	14.9	75.2	9.9
245	245	Topanga Cyn. Blvd. - Mulholland Dr. - Valley Circle Blvd.	N/S	SFV	8	1,981	49.5	40.0	396	5	N/A	8.7	82.6	8.7
251	251-350	Soto St./Ave. 26/California Ave.	N/S	SGV	3 & 18	21,045	319.4	65.9	779	27	100.00%	9.9	66.0	24.1
252	252	Soto St./Huntington Dr.	N/S	SGV	3 & 18	2,204	38.7	57.0	735	3	N/A	10.6	75.6	13.7
254	254	Imperial-Wilmington Sta-Gage Av-Lorena St	N/S	G	91	537	49.6	10.8	134	4	N/A	N/A	N/A	N/A
255	255	Griffin Ave. - County Hospital - Rowan Ave.	N/S	SGV	3	2,194	31.3	70.1	1,097	2	N/A	0.0	50.0	50.0

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Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	On-time Performance		
												Early %	On Time %	Late %
256	256	Eastern Av-CSULA-Avenue 64-North Hill Av	N/S	G	98	948	81.9	11.6	158	6	N/A	N/A	N/A	N/A
259	258-259	Eastern Ave. - Arizona Ave. - Emery Park / Arizona Ave. - Alhambra	N/S	SGV	9	2,000	65.4	30.6	400	5	N/A	11.9	71.9	16.2
260	260-361	Artesia Station - Pasadena - Altadena via Atlantic Blvd.	N/S	SGV	3, 9, & 18	17,903	316.9	56.5	597	30	98.46%	10.2	67.8	22.0
264	264	Duarte Rd. - Altadena Dr.	N/S	SGV	9	768	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
265	265-275	Paramount Blvd. - Pico Rivera - Whittier - Cerritos	N/S	SB	18	1,647	62.7	26.3	329	5	N/A	17.7	56.5	25.8
266	266	Lakewood Blvd-Rosemead Blvd	N/S	G	91	2,709	88.9	30.5	387	7	100.00%	N/A	N/A	N/A
267	267	Temple City Blvd. - Del Mar Blvd. - Lincoln Ave.	N/S	SGV	3 & 9	2,558	114.1	22.4	284	9	N/A	12.4	70.0	17.6
268	268	Washington Blvd. - Baldwin Ave.	N/S	SGV	9	2,469	73.0	33.8	274	9	100.00%	21.1	63.4	15.5
270	270	Peck Rd-Pioneer Blvd-Studebaker Rd	N/S	G	91	1,334	71.5	18.7	222	6	N/A	N/A	N/A	N/A
305	305	UCLA-W. Hollywood - Rosa Parks (Imperial / Wilmington) Station	N/S	SB	7 & 18	4,132	136.4	30.3	376	11	N/A	21.3	52.7	26.0
362	362	LA -Santa Fe Springs - Norwalk - Hawaiian Gardens	E/W	G	1	3,458	100.9	34.3	346	10	N/A	16.4	66.4	17.2
418	418	Canoga Park - Roscoe Blvd. - Northridge - North Hollywood	E/W	SFV	8	1,303	34.1	38.2	217	6	N/A	20.5	56.0	23.5
426	426	Canoga Park - Shermay Wy - Victory Blvd. - North Hollywood	E/W	SFV	8	1,677	33.0	50.8	335	5	N/A	13.3	55.0	31.7
434	434	LA - Santa Monica - Malibu - Trancas Express	E/W	WC	6 & 10	2,954	130.3	22.7	148	20	99.06%	17.1	46.8	36.2
439	439	LA - LAX - Redondo Beach Express	N/S	SB	18	1,811	108.7	16.7	226	8	N/A	11.9	62.1	25.9
444	444	LA - W. Torrance - Rolling Hills - Rancho Palos Verdes Express	N/S	SB	18	2,320	100.7	23.0	155	15	99.45%	19.6	55.6	24.9

METRO WEEKDAY BUS SYSTEM DATA
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Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	On-time Performance		
												Early %	On Time %	Late %
445	445	LA - Alpine Village - San Pedro Express	N/S	SB	18	877	49.3	17.8	219	4	N/A	18.2	75.8	6.1
446	446-447	LA - Carson - Wilmington - San Pedro Express & Wilmington - San Pedro - 7th St. Express	N/S	SB	10 & 18	4,105	154.8	26.5	316	13	99.27%	16.5	56.4	27.1
460	460	LA - Norwalk - Disneyland Express	E/W	G	1 & 2	2,847	148.7	19.1	158	18	100.00%	15.5	46.3	38.2
484	484	LA - El Monte - La Puente - Pomona	E/W	SGV	9	6,636	220.3	30.1	349	19	99.68%	13.5	60.0	26.5
485	485	LA - Altadena via Fair Oaks Ave. Express & Altadena via Lake Ave. Express	N/S	SGV	3 & 9	3,581	117.8	30.4	358	10	N/A	13.3	61.3	25.4
487	487-491	LA - San Gabriel - Sierra Madre Express & Santa Anita Ave. Express	E/W	SGV	3 & 9	3,076	126.1	24.4	220	14	98.95%	14.9	62.1	23.1
489	489	LA - Hastings Ranch Express	E/W	SGV	3 & 9	397	10.3	38.5	397	1	N/A	18.9	74.4	6.7
490	490	LA - El Monte - Covina - Diamond Bar - Brea Express	E/W	SGV	9	4,363	149.4	29.2	336	13	100.00%	21.7	58.5	19.8
550	550	San Pedro / W. Hollywood Express	N/S	SB	7, 10, & 18	2,963	120.1	24.7	296	10	N/A	15.1	48.3	36.7
576	576	S. Los Angeles - Pacific Palisades Express	E/W	G	1	633	22.0	28.8	211	3	N/A	24.9	53.1	22.0
603	603	Rampart Bl. - Hoover St. - Colorado St.	N/S	G	94	3,468	120.2	28.9	385	9	N/A	N/A	N/A	N/A
605	605	Grand Vista Ave. - LA County/USC Medical Center Shutttle	N/S	G	94	2,480	39.9	62.2	620	4	N/A	N/A	N/A	N/A
608	608	Crenshaw Connection	N/S	G	93	249	11.9	20.9	249	1	N/A	N/A	N/A	N/A
611	611	Huntington Park Shuttle	Clockwise	G	1 & 2	2,462	83.4	29.5	308	8	N/A	12.1	51.9	36.1
612	612	South Gate Shuttle	Clockwise	G	2	2,175	86.1	25.3	242	9	N/A	17.3	58.8	23.9
620	620	Boyle Heights Shuttle	N/S	SGV	3	1,569	40.2	39.0	523	3	100.00%	9.6	76.8	13.6
625	625-626	Aviation Metro Green Line Station Shuttle	E/W	G	93	294	37.8	7.8	59	5	N/A	N/A	N/A	N/A
652	652	West Los Angeles-Hollywood Bowl		WC	7	230	Varies	N/A	N/A	Varies	N/A	N/A	N/A	N/A
653	651-653	Sherman Oaks-Hollywood Bowl / Canoga Park-Hollywood Bowl		SFV	8 & 15	230	Varies	N/A	N/A	Varies	N/A	14.3	71.4	14.3

METRO WEEKDAY BUS SYSTEM DATA
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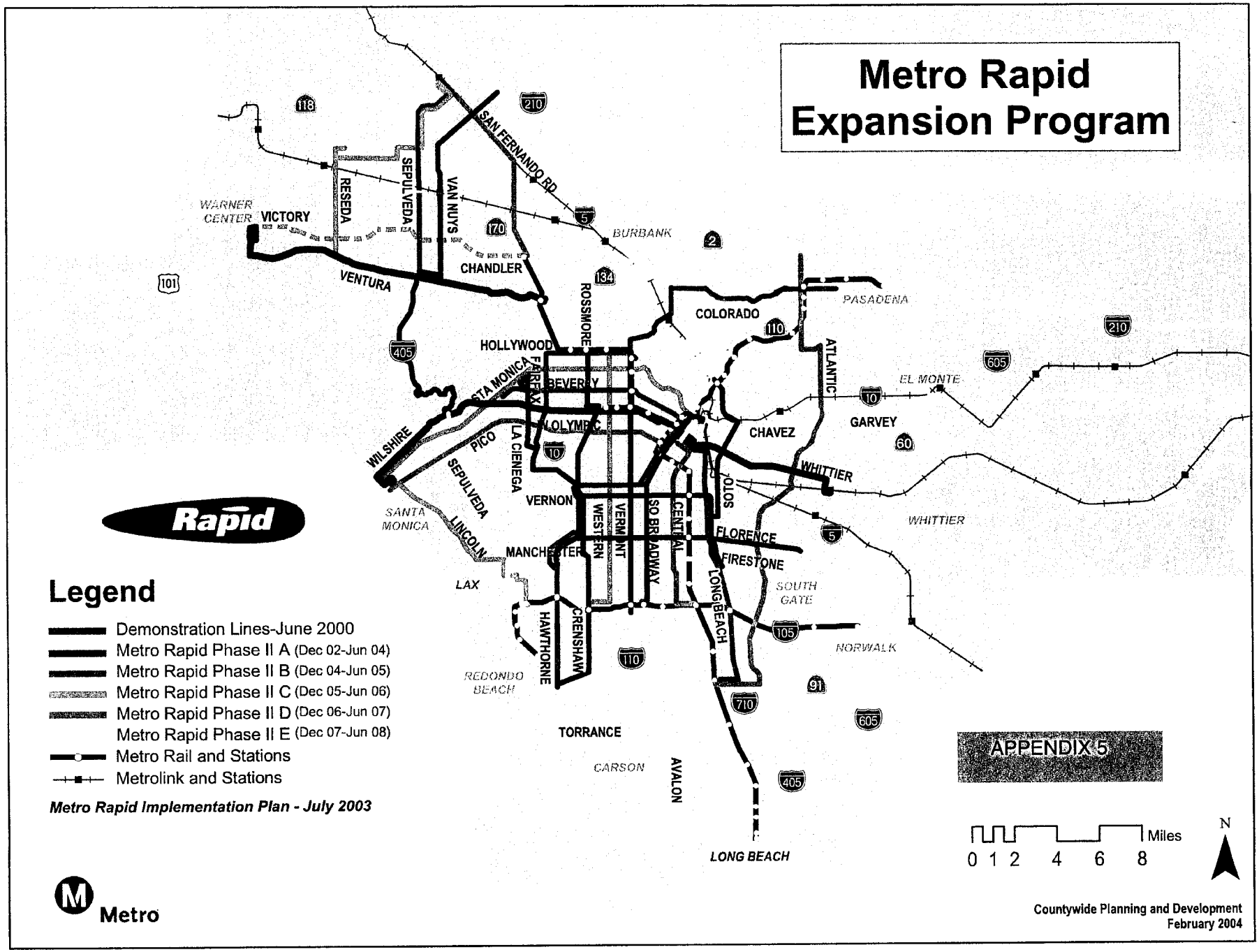
												On-time Performance		
Parent Lines	**Route(s)**	**Route Desription**	**Direction**	**Current Sector**	**Current Divison**	**Boardings**	**Revenue Hours**	**Boardings Per. Hour**	**Boardings Per Peak Vehicle**	**Scheduled Peak Vehicles**	**Weekday Load factor compliance @ 1.20**	**Early %**	**On Time %**	**Late %**
657	657	Torrance-Hollywood Bowl		SFV	8 & 15	293	Varies	N/A	N/A	Varies	N/A	0.0	55.6	44.4
681	681	Huntington Park - Watts Shuttle	N/S	SB	18	1,960	46.9	41.8	490	4	N/A	7.7	64.3	28.0
686	686	Arroyo Parkway/Colorado Avenue/Allen Avenue	N/S	SGV	3	1,274	46.3	27.5	255	5	N/A	N/A	N/A	N/A
687	687	Los Robles Shuttle	N/S	SGV	9	1,694	53.4	31.7	424	4	N/A	5.1	70.9	24.0
710	710	Crenshaw	N/S	SB	18	N/A	150.9	N/A	N/A	18	N/A	N/A	N/A	N/A
711	711	Florence & Garfield to Inglewood Transit Center	E/W	SB	5	7,094	123.9	57.3	591	12	98.54%	N/A	N/A	N/A
720	720	Wilshire Bl & Whittier Bl between Santa Monica and Commerce	E/W	WC	1, 7, & 10	43,482	771.6	56.4	518	84	89.65%	N/A	N/A	N/A
745	745	South Broadway between Downtown Los Angeles and Metro Green (D) Line	N/S	G	1	7,522	152.0	49.5	396	19	95.01%	N/A	N/A	N/A
750	750	Ventura Bl between Universal City and Warner Center	E/W	SFV	8 & 15	9,865	208.7	47.3	395	25	96.31%	N/A	N/A	N/A
754	754	Vermont Avenue between Hollywood and Metro Green (D) Line	N/S	SB	5	25,840	307.9	83.9	783	33	90.20%	N/A	N/A	N/A
761	761	Van Nuys Bl. between Westwood to Pacoima	N/S	SFV	15	7,452	181.1	41.1	414	18	93.91%	N/A	N/A	N/A
Statistics totals reflect both D.O. and Contract operated services:						**1,208,361**	**22,279**	**54.2**	**543**	**2227**	**97.15%**	**14.8**	**64.4**	**20.8**

Notes: (1) Equipment requirements for Weekday Line 264 service is combined with Line 487 due to interlining.
(2) On-time performance data came from APC Data Collected June 29, 2003 through January 7, 2004.
(3) Weekday load factor compliance provided by the Causal Analysis Section using data collected September 28, 2003 through December 27, 2003.
(4) Hollywood Bowl is seasonal service and usually operated from June through September.
(5) Net peak vehicles are gross peak vehicles less interline savings from the 4-24 Report.
(6) Reviewed and approved by all 5 Service Development Managers from all five Service Sectors.

DIRECTLY OPERATED:
Daily ridership APC line patronage 06/03.
Daily revenue service hours and net peak buses taken from 4-24 Report effective 02/01/04.

CONTRACT OPERATED:
Daily ridership provided by the Contract Services Department using January 2004 data.
Daily revenue service hours and gross peak buses taken from 4-24 Report effective 12/21/03.


Metro Rapid Expansion Program
Rapid
Legend
Demonstration Lines-June 2000
Metro Rapid Phase II A (Dec 02-Jun 04)
Metro Rapid Phase II B (Dec 04-Jun 05)
Metro Rapid Phase II C (Dec 05-Jun 06)
Metro Rapid Phase II D (Dec 06-Jun 07)
Metro Rapid Phase II E (Dec 07-Jun 08)
Metro Rail and Stations
Metrolink and Stations
Metro Rapid Implementation Plan - July 2003
Metro
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Miles
0 1 2 4 6 8
N
Countywide Planning and Development
February 2004
WARNER CENTER
VICTORY
RESEDA
SEPULVEDA
VAN NUYS
SAN FERNANDO RD
BURBANK
CHANDLER
VENTURA
ROSSMORE
HOLLYWOOD
COLORADO
PASADENA
ATLANTIC
EL MONTE
GARVEY
CHAVEZ
WHITTIER
STA MONICA
FAIRFAX
BEVERLY
OLYMPIC
WILSHIRE
PICO
LA CIENEGA
SEPULVEDA
SANTA MONICA
LINCOLN
VERNON
WESTERN
VERMONT
SO BROADWAY
CENTRAL
OLOS
FLORENCE
FIRESTONE
SOUTH GATE
MANCHESTER
LAX
HAWTHORNE
CRENSHAW
LONG BEACH
NORWALK
REDONDO BEACH
TORRANCE
CARSON
AVALON
LONG BEACH

METRO WEEKDAY BUS SYSTEM DATA BY SECTOR AND CONTRACT SERVICES
DIRECTLY OPERATED EFFECTIVE 2-1-04
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APPENDIX 4

Metro Bus System Weekday Summary by Service Sector and Contract Services							On-time Performance		
Service Sector	**Boardings**	**Revenue Hours**	**Boardings Per. Hour**	**Boardings Per Peak Vehicle**	**Scheduled Peak Vehicles**	**Weekday Load factor compliance @ 1.20**	**Early %**	**On Time %**	**Late %**
Gateway	178,413	2,944	60.6	574	311	95.72%	15.3	63.5	21.3
San Fernando Valley	187,112	3,752	49.9	506	370	96.61%	15.8	65.5	18.7
San Gabriel Valley	195,720	3,952	49.5	559	350	99.12%	11.7	66.8	21.5
South Bay	314,162	5,183	60.6	617	509	97.25%	16.5	62.7	20.8
Westside Central	301,679	5,188	58.1	553	546	97.49%	14.4	63.1	22.5
Contract Services	31,275	1,441	21.7	222	141	95.84%	N/A	N/A	N/A
Metro System Total:	**1,208,361**	**22,279**	**54.2**	**543**	**2227**	**97.15%**	**14.8**	**64.4**	**20.8**

METRO WEEKDAY BUS SYSTEM DATA
DIRECTLY OPERATED EFFECTIVE 2-1-04
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Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	On-time Performance		
												Early %	On Time %	Late %
2	2 & 302	Sunset Blvd. -Beverly Dr.	E/W	WC	7 &10	23,766	466.0	51.0	553	43	97.67%	17.9	60.7	21.3
4	4-304	Santa Monica Blvd.	E/W	WC	6, 7, & 10	34,378	609.6	56.4	537	64	99.04%	15.5	61.5	23.0
10	10-11-48	Melrose Ave. - Virgil Ave. - Temple St. - San Pedro	E/W	WC	2 & 7	16,205	293.7	55.2	523	31	99.08%	14.0	67.1	18.9
14	14-37	Beverly Blvd. - W. Adams Blvd	E/W	WC	7	22,925	368.1	62.3	573	40	97.40%	19.5	66.5	14.0
16	16-316	W. 3rd St.	E/W	WC	1, 2, 7, & 10	26,497	399.1	66.4	564	47	96.33%	12.6	62.4	25.0
18	18	W. 6th St - Whittier Blvd.	E/W	G	1 & 2	24,261	307.2	79.0	899	27	95.99%	14.1	69.4	16.5
20	20-21	Wilshire Blvd. -UCLA - Santa Monica	E/W	WC	6 & 10	21,531	401.6	53.6	478	45	99.49%	13.1	59.9	27.0
26	26-51-52-352	7th St. -Virgil Ave. - Franklin Ave.- Avalon Blvd.	N/S	G	1 & 2	26,141	400.1	65.3	608	43	98.27%	14.3	69.1	16.6
28	28-328 83-84-85	W Olympic Blvd. / Pasadena Ave. -York Blvd. / Cypress Av-Eagle Rock Blvd. / Verdugo Rd.- Glendale College	E/W	SGV	3 & 9	37,006	591.8	62.5	661	56	99.38%	11.8	66.7	21.5
30	30-31	W Pico Blvd. - E. 1st St. - Floral Dr.	E/W	WC	7 & 10	32,278	415.7	77.6	807	40	96.12%	11.8	74.3	13.9
33	33-333	Venice Blvd.	E/W	WC	6 & 10	25,488	502.8	50.7	490	52	97.05%	13.8	61.1	25.2
38	38-71	W. Jefferson Blvd. / City Terrace	E/W	WC	7 &10	9,646	194.3	49.6	536	18	99.40%	11.8	65.6	22.6
40	40-340-442	Hawthorne Blvd -LAX - LA Union Station	N/S	SB	10 & 18	27,088	427.9	63.3	576	47	98.50%	14.3	58.4	27.3
42	42	LA Union Station / M.L. King Jr. Bl./ LAX City Bus Center	N/S	SB	5, 10, & 18	4,540	104.9	43.3	349	13	100.00%	15.0	60.0	25.1
45	45-46	Broadway -Mercury Ave.	E/W	G	1 & 2	19,485	265.7	73.3	779	25	93.98%	11.0	67.8	21.1
53	53	Central Ave.	N/S	SB	18	15,981	221.6	72.1	666	24	98.70%	15.8	67.6	16.5
55	55	LA - Compton Ave. - Imperial Station	N/S	SB	1, 2, & 18	12,592	212.4	59.3	484	26	88.33%	13.8	65.4	20.8
58	58	Washington Station - Union Station	N/S	G	97	262	38.3	6.8	66	4	N/A	N/A	N/A	N/A
60	60-360	Long Beach Blvd. - Santa Fe Ave.	N/S	G	1, 2, & 18	26,542	467.2	56.8	603	44	95.06%	10.7	56.9	32.4
65	65	Washington Blvd. - Indiana St. - Gage Ave.	E/W	G	1 & 2	2,580	63.5	40.6	369	7	N/A	14.0	70.5	15.5

METRO WEEKDAY BUS SYSTEM DATA
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												On-time Performance		
Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	Early %	On Time %	Late %
66	66-366	E. Olympic Blvd. -W 8th St.	E/W	G	1 & 2	27,096	362.9	74.7	521	52	89.36%	12.3	74.0	13.6
68	68	W. Washington Blvd. - Chavez Ave.	E/W	WC	7 &10	24,231	335.0	72.3	713	34	97.74%	13.9	67.0	19.1
70	70-370	LA - El Monte via Garvey Ave.	E/W	SGV	3 & 9	15,620	279.6	55.9	744	21	99.14%	10.6	71.9	17.4
76	76	LA - El Monte via Valley Blvd.	E/W	SGV	9	10,849	214.1	50.7	638	17	100.00%	11.1	74.0	14.9
78	78-79	LA - Alhambra - South Arcadia via Las Tunas Dr & via Huntington Dr.	E/W	SGV	3 & 9	11,350	261.5	43.4	454	25	96.52%	15.1	71.7	13.2
81	81-381	Figueroa St	N/S	SGV	3 & 18	21,885	372.1	58.8	644	34	99.08%	12.2	70.9	16.9
90	90-91	LA - Sunland-Sylmar via Pennsylvania Ave. & via La Crescenta Ave.	N/S	SFV	15	6,171	168.0	36.7	411	15	97.97%	14.4	69.6	16.0
92	92	LA - Glendale - Burbank - San Fernando - Glendale Blvd.	N/S	SFV	15	9,766	227.1	43.0	543	18	99.67%	23.7	61.2	15.1
94	94-394	LA - San Fernando	N/S	SFV	15	16,030	375.6	42.7	445	36	97.63%	16.4	63.7	19.9
96	96	LA-Riverside Dr	ES/WN	G	95 & 96	2,719	122.8	22.1	247	11	N/A	N/A	N/A	N/A
102	102	E Jefferson Blvd.- Coliseum St.	E/W	G	2	971	34.8	27.9	243	4	N/A	18.3	64.8	16.8
105	105	Vernon Ave. - La Cienega Blvd.	E/W	G	1, 2, & 7	18,005	268.7	67.0	720	25	95.13%	14.3	63.0	22.7
107	107	54th St. - Fairview Blvd. - Santa Ana St.	E/W	SB	5	1,306	50.0	26.1	435	3	N/A	18.8	69.7	11.5
108	108	Slauson Ave.	E/W	SB	5 & 18	16,960	263.4	64.4	606	28	98.05%	19.4	57.6	23.0
110	110	Gage Ave - Centinela Ave - Fox Hills Mall	E/W	SB	5	10,976	200.2	54.8	523	21	97.11%	18.1	61.3	20.5
111	111	LAX - Florence Ave - Leffingwell Rd.	E/W	SB	5 & 18	16,236	225.5	72.0	902	18	97.74%	17.0	57.6	25.4
115	115-315	LAX-Manchester Ave. - Firestone Blvd.	E/W	SB	5 & 18	17,449	260.4	67.0	646	27	97.93%	21.9	58.5	19.6
117	117	LAX-Century Blvd. - Tweedy Blvd. - Rancho Los Amigos	E/W	SB	5 & 18	10,462	167.7	62.4	872	12	N/A	17.4	62.9	19.8

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Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	On-time Performance		
												Early %	On Time %	Late %
119	119-126	108th St. / Yukon Ave. - Manhattan Beach Blvd	E/W	SB	5 & 18	937	29	32.3	312	3	N/A	18.3	68.7	13.0
120	120-121	LAX - Imperial Hwy. - Norwalk Metrolink	E/W	SB	18	6,206	120.8	51.4	621	10	100.00%	11.1	63.5	25.4
124	124	El Segundo Blvd. - Santa Fe Av.	E/W	SB	18	1,558	33.8	46.1	519	3	N/A	23.0	68.3	8.7
125	125	Rosecrans Blvd	E/W	G	91	3,779	134.5	28.1	252	15	85.92%	N/A	N/A	N/A
127	127	Compton Blvd. - Bellflower Blvd.	E/W	SB	18	939	29.2	32.2	470	2	N/A	9.8	67.1	23.1
128	128	MLK Jr. Transit Center - La Mirada	E/W	G	91	878	42.0	20.9	220	4	N/A	N/A	N/A	N/A
130	130	Artesia Blvd	E/W	G	91	1,608	98.7	16.3	146	11	92.98%	N/A	N/A	N/A
150	150-240	Canoga Park - Ventura Blvd. / Reseda Blvd.- Ventura Boulevard to University City	E/W	SFV	18	13,894	313.6	44.3	515	27	100.00%	11.0	74.8	14.2
152	152	Fallbrook Ave. - Roscoe Blvd. -Vineland Ave. - Burbank	E/W	SFV	8 & 15	11,423	219.3	52.1	544	21	95.02%	12.2	69.7	18.2
154	154	Tampa Ave. - Ventura Blvd. - Burbank Blvd - Oxnard St.	E/W	SFV	8 & 15	2,557	69.7	36.7	320	8	N/A	23.9	60.4	15.7
156	156	Panorama City / Van Nuys / N. Hollywood / Los Angeles City College	E/W	SFV	8 & 15	17,288	249.2	69.4	823	21	99.33%	17.7	55.5	26.8
158	158	Devonshire St. - Woodman Ave.	E/W	SFV	8 & 15	2,258	56.1	40.2	376	6	100.00%	14.1	70.5	15.3
161	161	Thousand Oaks Transit Center - Westlake - Canoga Park	E/W	SFV	8	1,513	61.6	24.6	168	9	100.00%	15.9	75.8	8.2
163	163	Sherman Way - Hollywood Blvd.	E/W	SFV	8 & 15	12,593	214.2	58.8	630	20	100.00%	19.9	62.9	17.2
165	164-165	Vanowen St. / Victory Blvd.	E/W	SFV	8 & 15	19,252	346.3	55.6	550	35	94.04%	21.0	63.8	15.2
166	166	Nordhoff St. - Lankershim Blvd.	E/W	SFV	8 & 15	12,657	213.8	59.2	452	28	87.18%	13.5	63.9	22.6
167	167	Plummer St-Coldwater Canyon Av-Chatsworth Transportation Center	ES/WN	G	95	1,937	83.2	23.3	194	10	98.61%	N/A	N/A	N/A
168	168	Lassen St. - Paxton St.	E/W	SFV	8	815	27.4	29.7	408	2	N/A	11.1	68.1	20.8
169	169	Saticoy St. - Sunland Blvd.	E/W	SFV	8 & 15	2,893	61.1	47.3	482	6	94.36%	29.9	49.3	20.7

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DIRECTLY OPERATED EFFECTIVE 2-1-04
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Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	On-time Performance		
												Early %	On Time %	Late %
170	170	CSULA-Hellman Ave. - El Monte via South El Monte	E/W	SGV	9	1,280	57.2	22.4	320	4	N/A	16.3	62.4	21.3
175	175	Fountain Ave. - Talmadge St. - Hyperion Ave.	E/W	SGV	3	1,461	28.0	52.2	365	4	97.36%	9.2	49.5	41.3
176	176	Glassell Park - Highland Park - Alhambra - El Monte	E/W	SGV	3 & 9	1,802	44.7	40.3	601	3	N/A	N/A	N/A	N/A
177	177	Glendale-JPL-Pasadena-Arcadia-Monrovia-Duarte	E/W	G	91	241	27.2	8.9	121	2	N/A	N/A	N/A	N/A
180	180-181-380	Hollywood - Glendale - Pasadena - N. Lake via Colorado Blvd. & PCC via Yosemite Dr.	E/W	SGV	3 & 9	19,280	334.8	57.6	714	27	N/A	9.7	61.3	29.0
200	200	Alvarado St.- Echo Park Ave.	N/S	G	1 & 2	14,235	180.7	78.8	837	17	98.72%	18.3	76.9	4.8
201	201	Silverlake Blvd.	N/S	SGV	3	1,456	45.9	31.7	291	5	N/A	0.0	78.8	21.2
202	202	Willowbrook - Compton - Wilmington	N/S	SB	18	1,506	61.4	24.5	377	4	N/A	7.5	82.8	9.7
204	204	Vermont Ave.	N/S	SB	5 & 18	27,173	276.9	98.1	1,235	22	95.61%	21.3	62.3	16.4
205	205	Wilmington Blvd - S Western Av	N/S	G	91	2,259	122.7	18.4	188	12	98.01%	N/A	N/A	N/A
206	206	Normandie Ave.	N/S	SB	3, 5, & 18	15,844	215.1	73.7	689	23	94.21%	19.5	67.0	13.5
207	207-357	Western Ave. - 120th St.	N/S	SB	5 & 18	36,828	407.8	90.3	944	39	98.39%	16.2	68.0	15.8
209	209	Van Ness Ave. - Arlington Ave.	N/S	SB	5	1,403	49.3	28.5	281	5	N/A	19.1	72.3	8.5
210	210-310	Vine St. - Crenshaw Blvd.	N/S	SB	18	21,263	201.8	105.4	1,418	15	99.60%	13.0	60.0	26.9
211	211-215	Prairie Ave. / Inglewood Ave. - Redondo Beach - Del Amo Center	N/S	SB	18	1,664	55.1	30.2	208	8	100.00%	16.2	51.6	32.2
212	212	La Brea Ave.	N/S	SB	5 & 18	12,502	206.2	60.6	544	23	96.10%	18.3	59.3	22.4
214	214	Artesian Transit center Shuttle	N/S	G	96	245	27.5	8.9	61	4	N/A	N/A	N/A	N/A
217	217	Hollywood Blvd. - Fairfax Ave.	N/S	WC	7	17,171	257.8	66.6	687	25	99.37%	16.2	66.1	17.8

METRO WEEKDAY BUS SYSTEM DATA
DIRECTLY OPERATED EFFECTIVE 2-1-04
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APPENDIX 4

Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	On-time Performance		
												Early %	On Time %	Late %
218	218	Cedar Sinai Medical Center - Studio City - Laural Canyon Blvd.	N/S	G	94	1,309	54.7	23.9	218	6	N/A	N/A	N/A	N/A
220	220	Robertson Blvd. - Culver Blvd. - LAX	N/S	WC	7	897	42.7	21.0	299	3	N/A	10.7	60.9	28.4
225	225-226	LAX-Aviation Blvd-Prospect Av-Palos Verdes Dr East/LAX-Aviation Blvd-Prospect Av-Palos Verdes Dr South	N/S	G	91	103	17.7	5.8	34	3	100.00%	N/A	N/A	N/A
230	230-239	Laurel Canyon Blvd. / White Oak Ave. - Zelzah Ave. - Rinaldi St.	N/S	SFV	15	5,926	123.9	47.8	539	11	98.66%	13.1	68.8	18.1
232	232	Pacific Coast Hwy	N/S	G	91	3,916	169.5	23.1	230	17	95.38%	N/A	N/A	N/A
233	233	Lakeview Terrace/Van Nuys Blvd./Sherman Oaks	N/S	SFV	15	10,101	135.6	74.5	1,122	9	90.15%	23.9	59.4	16.7
234	234-183	Sepulveda Blvd. - Brand Blvd. - Sayre St. / Magnolia Blvd. - Kenneth Rd. - E. Colorado St.	N/S	SFV	15	13,319	241.1	55.2	579	23	97.02%	15.4	70.4	14.1
236	236-237	Balboa Blvd. - Glenoaks Blvd. - Sylmar / Rinaldi St. - Woodley Ave. - Van Nuys	N/S	SFV	8	2,434	68.2	35.7	348	7	95.83%	8.8	69.4	21.8
243	243	De Soto Ave. - Ventura Blvd. - Winnetka Ave. - Porter Ranch	E/W	SFV	8	3,421	74.0	46.2	380	9	98.57%	14.9	75.2	9.9
245	245	Topanga Cyn. Blvd. - Mulholland Dr. - Valley Circle Blvd.	N/S	SFV	8	1,981	49.5	40.0	396	5	N/A	8.7	82.6	8.7
251	251-350	Soto St./Ave. 26/California Ave.	N/S	SGV	3 & 18	21,045	319.4	65.9	779	27	100.00%	9.9	66.0	24.1
252	252	Soto St./Huntington Dr.	N/S	SGV	3 & 18	2,204	38.7	57.0	735	3	N/A	10.6	75.6	13.7
254	254	Imperial-Wilmington Sta-Gage Av-Lorena St	N/S	G	91	537	49.6	10.8	134	4	N/A	N/A	N/A	N/A
255	255	Griffin Ave. - County Hospital - Rowan Ave.	N/S	SGV	3	2,194	31.3	70.1	1,097	2	N/A	0.0	50.0	50.0

METRO WEEKDAY BUS SYSTEM DATA
DIRECTLY OPERATED EFFECTIVE 2-1-04
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APPENDIX 4

												On-time Performance		
Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	Early %	On Time %	Late %
256	256	Eastern Av-CSULA-Avenue 64-North Hill Av	N/S	G	98	948	81.9	11.6	158	6	N/A	N/A	N/A	N/A
259	258-259	Eastern Ave. - Arizona Ave. - Emery Park / Arizona Ave. - Alhambra	N/S	SGV	9	2,000	65.4	30.6	400	5	N/A	11.9	71.9	16.2
260	260-361	Artesia Station - Pasadena - Altadena via Atlantic Blvd.	N/S	SGV	3, 9, & 18	17,903	316.9	56.5	597	30	98.46%	10.2	67.8	22.0
264	264	Duarte Rd. - Altadena Dr.	N/S	SGV	9	768	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
265	265-275	Paramount Blvd. - Pico Rivera - Whittier - Cerritos	N/S	SB	18	1,647	62.7	26.3	329	5	N/A	17.7	56.5	25.8
266	266	Lakewood Blvd-Rosemead Blvd	N/S	G	91	2,709	88.9	30.5	387	7	100.00%	N/A	N/A	N/A
267	267	Temple City Blvd. - Del Mar Blvd. - Lincoln Ave.	N/S	SGV	3 & 9	2,558	114.1	22.4	284	9	N/A	12.4	70.0	17.6
268	268	Washington Blvd. - Baldwin Ave.	N/S	SGV	9	2,469	73.0	33.8	274	9	100.00%	21.1	63.4	15.5
270	270	Peck Rd-Pioneer Blvd-Studebaker Rd	N/S	G	91	1,334	71.5	18.7	222	6	N/A	N/A	N/A	N/A
305	305	UCLA-W. Hollywood - Rosa Parks (Imperial / Wilmington) Station	N/S	SB	7 & 18	4,132	136.4	30.3	376	11	N/A	21.3	52.7	26.0
362	362	LA -Santa Fe Springs - Norwalk - Hawaiian Gardens	E/W	G	1	3,458	100.9	34.3	346	10	N/A	16.4	66.4	17.2
418	418	Canoga Park - Roscoe Blvd. - Northridge - North Hollywood	E/W	SFV	8	1,303	34.1	38.2	217	6	N/A	20.5	56.0	23.5
426	426	Canoga Park - Shermay Wy - Victory Blvd. - North Hollywood	E/W	SFV	8	1,677	33.0	50.8	335	5	N/A	13.3	55.0	31.7
434	434	LA - Santa Monica - Malibu - Trancas Express	E/W	WC	6 & 10	2,954	130.3	22.7	148	20	99.06%	17.1	46.8	36.2
439	439	LA - LAX - Redondo Beach Express	N/S	SB	18	1,811	108.7	16.7	226	8	N/A	11.9	62.1	25.9
444	444	LA - W. Torrance - Rolling Hills - Rancho Palos Verdes Express	N/S	SB	18	2,320	100.7	23.0	155	15	99.45%	19.6	55.6	24.9

METRO WEEKDAY BUS SYSTEM DATA
DIRECTLY OPERATED EFFECTIVE 2-1-04
CONTRACT SERVICES 12-21-03

APPENDIX 4

Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	On-time Performance		
												Early %	On Time %	Late %
445	445	LA - Alpine Village - San Pedro Express	N/S	SB	18	877	49.3	17.8	219	4	N/A	18.2	75.8	6.1
446	446-447	LA - Carson - Wilmington - San Pedro Express & Wilmington - San Pedro - 7th St. Express	N/S	SB	10 & 18	4,105	154.8	26.5	316	13	99.27%	16.5	56.4	27.1
460	460	LA - Norwalk - Disneyland Express	E/W	G	1 & 2	2,847	148.7	19.1	158	18	100.00%	15.5	46.3	38.2
484	484	LA - El Monte - La Puente - Pomona	E/W	SGV	9	6,636	220.3	30.1	349	19	99.68%	13.5	60.0	26.5
485	485	LA - Altadena via Fair Oaks Ave. Express & Altadena via Lake Ave. Express	N/S	SGV	3 & 9	3,581	117.8	30.4	358	10	N/A	13.3	61.3	25.4
487	487-491	LA - San Gabriel - Sierra Madre Express & Santa Anita Ave. Express	E/W	SGV	3 & 9	3,076	126.1	24.4	220	14	98.95%	14.9	62.1	23.1
489	489	LA - Hastings Ranch Express	E/W	SGV	3 & 9	397	10.3	38.5	397	1	N/A	18.9	74.4	6.7
490	490	LA - El Monte - Covina - Diamond Bar - Brea Express	E/W	SGV	9	4,363	149.4	29.2	336	13	100.00%	21.7	58.5	19.8
550	550	San Pedro / W. Hollywood Express	N/S	SB	7, 10, & 18	2,963	120.1	24.7	296	10	N/A	15.1	48.3	36.7
576	576	S. Los Angeles - Pacific Palisades Express	E/W	G	1	633	22.0	28.8	211	3	N/A	24.9	53.1	22.0
603	603	Rampart Bl. - Hoover St. - Colorado St.	N/S	G	94	3,468	120.2	28.9	385	9	N/A	N/A	N/A	N/A
605	605	Grand Vista Ave. - LA County/USC Medical Center Shutttle	N/S	G	94	2,480	39.9	62.2	620	4	N/A	N/A	N/A	N/A
608	608	Crenshaw Connection	N/S	G	93	249	11.9	20.9	249	1	N/A	N/A	N/A	N/A
611	611	Huntington Park Shuttle	Clockwise	G	1 & 2	2,462	83.4	29.5	308	8	N/A	12.1	51.9	36.1
612	612	South Gate Shuttle	Clockwise	G	2	2,175	86.1	25.3	242	9	N/A	17.3	58.8	23.9
620	620	Boyle Heights Shuttle	N/S	SGV	3	1,569	40.2	39.0	523	3	100.00%	9.6	76.8	13.6
625	625-626	Aviation Metro Green Line Station Shuttle	E/W	G	93	294	37.8	7.8	59	5	N/A	N/A	N/A	N/A
652	652	West Los Angeles-Hollywood Bowl		WC	7	230	Varies	N/A	N/A	Varies	N/A	N/A	N/A	N/A
653	651-653	Sherman Oaks-Hollywood Bowl / Canoga Park-Hollywood Bowl		SFV	8 & 15	230	Varies	N/A	N/A	Varies	N/A	14.3	71.4	14.3

METRO WEEKDAY BUS SYSTEM DATA
DIRECTLY OPERATED EFFECTIVE 2-1-04
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APPENDIX 4

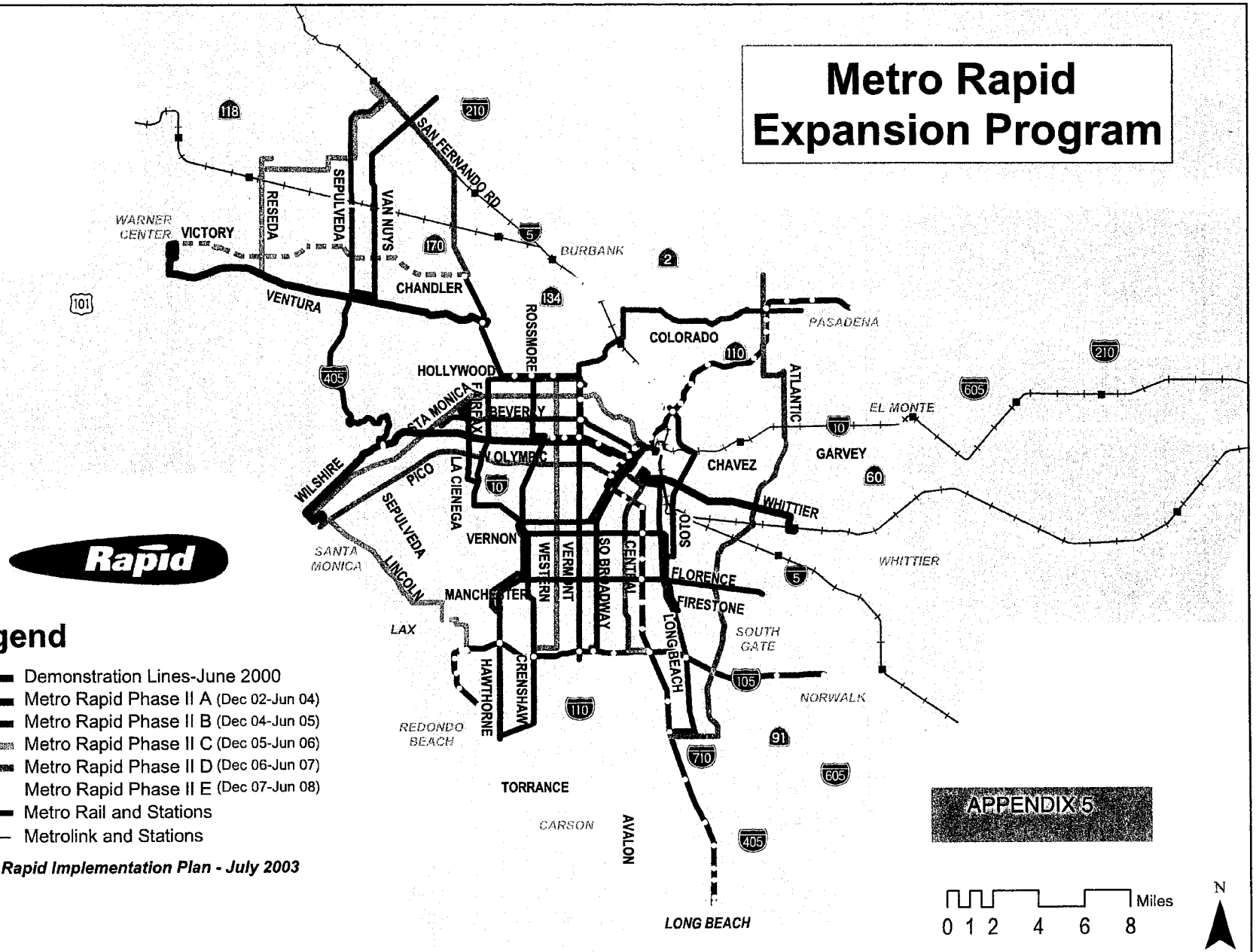
Parent Lines	Route(s)	Route Desription	Direction	Current Sector	Current Divison	Boardings	Revenue Hours	Boardings Per. Hour	Boardings Per Peak Vehicle	Scheduled Peak Vehicles	Weekday Load factor compliance @ 1.20	On-time Performance		
												Early %	On Time %	Late %
657	657	Torrance-Hollywood Bowl		SFV	8 & 15	293	Varies	N/A	N/A	Varies	N/A	0.0	55.6	44.4
681	681	Huntington Park - Watts Shuttle	N/S	SB	18	1,960	46.9	41.8	490	4	N/A	7.7	64.3	28.0
686	686	Arroyo Parkway/Colorado Avenue/Allen Avenue	N/S	SGV	3	1,274	46.3	27.5	255	5	N/A	N/A	N/A	N/A
687	687	Los Robles Shuttle	N/S	SGV	9	1,694	53.4	31.7	424	4	N/A	5.1	70.9	24.0
710	710	Crenshaw	N/S	SB	18	N/A	150.9	N/A	N/A	18	N/A	N/A	N/A	N/A
711	711	Florence & Garfield to Inglewood Transit Center	E/W	SB	5	7,094	123.9	57.3	591	12	98.54%	N/A	N/A	N/A
720	720	Wilshire Bl & Whittier Bl between Santa Monica and Commerce	E/W	WC	1, 7, & 10	43,482	771.6	56.4	518	84	89.65%	N/A	N/A	N/A
745	745	South Broadway between Downtown Los Angeles and Metro Green (D) Line	N/S	G	1	7,522	152.0	49.5	396	19	95.01%	N/A	N/A	N/A
750	750	Ventura Bl between Universal City and Warner Center	E/W	SFV	8 & 15	9,865	208.7	47.3	395	25	96.31%	N/A	N/A	N/A
754	754	Vermont Avenue between Hollywood and Metro Green (D) Line	N/S	SB	5	25,840	307.9	83.9	783	33	90.20%	N/A	N/A	N/A
761	761	Van Nuys Bl. between Westwood to Pacoima	N/S	SFV	15	7,452	181.1	41.1	414	18	93.91%	N/A	N/A	N/A
Statistics totals reflect both D.O. and Contract operated services:						**1,208,361**	**22,279**	**54.2**	**543**	**2227**	**97.15%**	**14.8**	**64.4**	**20.8**

Notes: (1) Equipment requirements for Weekday Line 264 service is combined with Line 487 due to interlining.
(2) On-time performance data came from APC Data Collected June 29, 2003 through January 7, 2004.
(3) Weekday load factor compliance provided by the Causal Analysis Section using data collected September 28, 2003 through December 27, 2003.
(4) Hollywood Bowl is seasonal service and usually operated from June through September.
(5) Net peak vehicles are gross peak vehicles less interline savings from the 4-24 Report.
(6) Reviewed and approved by all 5 Service Development Managers from all five Service Sectors.

DIRECTLY OPERATED:
Daily ridership APC line patronage 06/03.
Daily revenue service hours and net peak buses taken from 4-24 Report effective 02/01/04.

CONTRACT OPERATED:
Daily ridership provided by the Contract Services Department using January 2004 data.
Daily revenue service hours and gross peak buses taken from 4-24 Report effective 12/21/03.

Metro Rapid Expansion Program



Rapid

Legend

- Demonstration Lines-June 2000
- Metro Rapid Phase II A (Dec 02-Jun 04)
- Metro Rapid Phase II B (Dec 04-Jun 05)
- Metro Rapid Phase II C (Dec 05-Jun 06)
- Metro Rapid Phase II D (Dec 06-Jun 07)
- Metro Rapid Phase II E (Dec 07-Jun 08)
- Metro Rail and Stations
- Metrolink and Stations

Metro Rapid Implementation Plan - July 2003

APPENDIX 5

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Metro

Countywide Planning and Development
February 2004

APPENDIX 6

JUNE 2003 BUS / RAIL INTERFACE PLANNED CHANGES

Routes	Line Name	Description of Change
58	Alameda St.-San Pedro St.	Minor route change to serve Chinatown Metro Gold Line Station via North Main St., College St and Alameda St.
84/85	Cypress Ave.-Eagle Rock Blvd. & Cypress Ave.-Verdugo Rd.	Retain service along present route along San Fernando Rd. between Figueroa St. and Pasadena Ave. Service to Lincoln Heights/Cypress Park Station would be provided by Line 251 and new limited stop Line 350.
176	Glassell Park-Highland Park- Alhambra El Monte	Restructure line with western terminal established at Ave. 50 and Cypress Ave.
177	La Canada-Flintridge- Monrovia-Pasadena-Duarte	Restructure line to serve Del Mar, Allen and Sierra Madre Villa Metro Gold Line Stations. Reroute line from California Ave. to Del Mar Blvd. between Fair Oaks Ave. and Hill Ave. to serve Del Mar Station. Line to serve Allen Station from Walnut St. and Hill St. via Hill St. and the 210 freeway frontage roads and Allen Ave. to Walnut St. and regular route. Line to serve Sierra Madre Villa Station from existing stops on Foothill Blvd.
181	Hollywood-Glendale-Pasadena-Pasadena City College	Extend route from the present terminal at Pasadena City College to the Sierra Madre Villa Metro Gold Line Station via Colorado Blvd., Rosemead Blvd., Foothill Blvd., and Sierra Madre Villa Station.
188	North Fair Oaks Ave.-Colorado- Blvd.-Duarte Rd.	Cancel line. Line 181 will provide replacement service along Colorado Blvd. on Fair Oaks Blvd. by Line 260, and from the Sierra Madre Villa Station to City of Hope by a rerouted Line 264.
251	Soto St.-Ave. 26	Restructure route south of Florence Ave. via existing route of Line 252 to Long Beach Blvd. Blue Line Station. Existing Line 251 service south of Florence Ave. to 103rd St. Blue Line Station to be provided by new Line 681 Shuttle.
252	Soto St.-Long Beach	Shorten route. Line to operate along Soto St. between Huntington Dr. and Whittier Blvd.
255	Rowan Ave.-Griffin Ave.	Extend route from existing northern terminal at Figueroa St. and Ave. 43 to Heritage Square/The Arroyo Station.
256	Eastern Ave.-Ave. 64- North Hill Ave.	Modify route to serve Historic Highland Park Metro Gold Line Station, Monte Vista St., Ave. 61 and Piedmont Ave. Line to serve Allen Metro Gold Line Station from Hill St. and Walnut St. via Walnut St., Allen Ave. and Orange Grove Blvd. to Walnut St. then regular route.
260	Atlantic Blvd.-Los Robles Ave.	Modify route north of Huntington Dr. via Huntington Dr. and Fair Oaks Ave. to Loma Alta Dr.
264	Altadena Dr.-San Gabriel Blvd.-Montebello Town Center	Modify the route to serve the Sierra Madre Villa Gold Line Station. In addition, Line 264 will be extended to the City of Hope over current route of Line 188. Montebello Transit Line 20 will provide service along most of the route of the present Line 264 to the Montebello Town Center.
266	Lakewood Blvd- Rosemead Blvd.	Restructure line to serve Sierra Madre Villa Metro Gold Line Station.
267	Temple City Blvd.- Del Mar Blvd.-Lincoln Ave.	Modify route to serve Sierra Madre Villa Metro Gold Line Station.
268	El Monte-Baldwin Ave.-Washington Blvd-JPL	Modify route to serve Sierra Madre Villa Gold Line Station.
350	Soto St. Limited	Limited stop service to be provided along the restructured route of Line 252 during weekday peak hours.
361	Atlantic Blvd.-Fair Oaks Ave. Limited	Limited stop service to be provided along the restricted route of Line 260 during weekday peak hours.
401	L.A.-Pasadena-North Allen Express	Cancel line; alternative service available between proposed Del Mar Metro Gold Line Station and Downtown Los Angeles via the Metro Gold Line. Line 401 services will continue until the Gold Line opens in July.
483	L.A.-Altadena via Fair Oaks	Cancel line. The re-routed Line 260 and new limited stop line 361 will provide high frequency replacement service along Fair Oaks Ave. Augmented Line 485 will provide service to California State University- Los Angeles and subway service into downtown L.A.
489	L.A.-Hastings Ranch Exp.	Cancel route segment north of Huntington Dr.
686	Allen Ave.-Raymond Ave. Shuttle	Establish new shuttle route to replace local service operated by Line 401 within Pasadena and Altadena.
687	Los Robles Ave. Shuttle	Establish new shuttle route on Los Robles Ave. between Huntington Dr. and Woodbury Rd.

APPENDIX 6

METRO GOLD LINE BUS INTERPHASE PLAN: NET CHANGES IN PEAK VEHICLES, VEHICLE HOURS AND VEHICLE MILES.

LINE BY LINE CHANGES FROM DECEMBER 2002 TO JUNE 2003

				WEEKDAY							SATURDAYS				SUNDAYS				ANNUALIZED SERVICE DATA			
				Net Peak			VEHICLE HRS		VEHICLE MILES		VEHICLE HRS		VEHICLE MILES		VEHICLE HRS		VEHICLE MILES		VEHICLE HRS		VEHICLE MILES	
LINE		DIV.	OWL	AM	PM	DAY BASE	TOTAL	REV.	TOTAL	REV.	TOTAL	REV.	TOTAL	REV.	TOTAL	REV.	TOTAL	REV.	TOTAL	REV.	TOTAL	REV.
Directly Operated																						
85		3	3	1	2	2	7	7	83	76	10	11	124	122	5	5	62	57	2,617	2,626	31,315	29,131
70		9	2	1	-3	1	24	20	301	249	0	2	0	25	0	1	0	13	6,120	5,262	76,683	65,456
76		9	2	1	3	0	5	10	54	106	0	3	0	34	15	10	180	119	2,145	3,286	24,149	35,816
78	79	9		-9	2	-3	21	19	275	237	0	2	0	27	16	15	234	215	6,283	5,819	83,604	74,271
81		3		2	-2	0	8	10	103	121	1	5	6	55	0	4	0	67	2,092	3,093	26,623	37,489
	81	0 18		0	-1	0	8	6	109	78	0	0	0	0	0	0	0	0	2,040	1,530	27,818	19,764
170		9		1	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	510	0	0
175		3		0	0	0	6	7	75	75	0	0	0	0	0	0	0	0	1,530	1,785	19,125	19,125
176		3		0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	510	0	0
	176	9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
180		3	2	0	-1	-1	8	6	100	68	-1	0	-7	0	3	5	35	52	2,177	1,803	27,113	20,407
188		9		-5	-6	-5	-88	-81	-1,051	-857	-73	-69	-841	-719	-44	-42	-530	-467	-28,822	-26,696	-342,460	-282,994
201		3		1	0	1	-4	-3	-30	-20	0	0	0	0	0	0	0	0	-1,020	-765	-7,650	-5,100
206		3		0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	206	0		2	4	0	35	30	397	320	0	0	0	0	0	0	0	0	8,798	7,714	101,171	81,502
250	253	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
251/350		3		1	-1	2	13	20	157	204	21	26	257	294	44	46	583	545	6,959	9,120	87,192	98,996
	251	0	1	-3	-3	-1	-16	-21	-192	-252	-22	-21	-244	-219	-24	-23	-291	-251	-14,941	-15,752	-177,736	-182,972
255		3		0	0	0	0	3	0	36	1	0	10	0	0	0	0	0	52	765	506	9,125
259	258	9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
260		9		3	3	1	43	33	965	853	34	32	476	410	51	47	693	618	15,793	12,815	311,002	274,620
	260	0 18		0	0	0	2	4	26	52	19	19	268	246	-2	-12	-34	-166	1,372	1,342	18,577	16,402
264		9		-1	-1	-1	4	6	59	90	27	25	338	300	27	25	338	300	3,990	4,280	52,111	55,867
267		9		2	-2	2	4	9	59	127	0	0	-4	-1	0	0	0	3	1,004	2,301	14,718	32,436
268		9		2	3	1	17	17	242	217	0	0	0	0	0	2	0	24	4,208	4,387	61,728	56,787
401		0		-10	-9	-4	-106	-93	-1,685	-1,323	-35	-33	-565	-525	-35	-33	-564	-525	-30,847	-27,367	-491,646	-395,174
471		9		0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
485	483	3		-7	-3	-4	-28	-29	-396	-389	-28	-26	-381	-353	-27	-26	-367	-342	-10,116	-10,244	-142,202	-137,376
484		9		-3	3	0	-40	-35	-772	-634	-10	-10	-191	-182	-3	-3	-62	-59	-10,894	-9,619	-210,427	-174,489
487	491	9		2	-2	1	10	11	233	253	15	15	228	232	0	1	0	17	3,314	3,648	71,287	77,540
489		9		-5	-7	0	-23	-14	-442	-236	0	0	0	0	0	0	0	0	-5,865	-3,570	-112,738	-60,141
490		9		2	-1	-1	-9	-6	-170	-106	0	3	0	0	0	0	0	0	4,627	-1,374	-43,267	-27,003
620		3		1	0	3	31	33	347	306	0	0	0	0	0	0	0	0	7,905	8,415	88,485	78,030
681		0 18		4	4	2	53	49	663	588	34	33	425	396	31	30	388	360	17,081	15,951	213,513	191,412
682		3		3	3	2	40	40	500	480	25	25	313	300	25	25	313	300	12,950	12,950	161,875	155,400
686		3		4	5	2	52	46	650	552	30	30	375	360	30	30	375	360	16,560	15,030	207,000	180,360
687		9		5	5	3	69	60	863	720	44	41	550	492	43	41	538	492	22,377	19,810	279,713	237,720
689		0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NET CHANGE:			**10**	**-5**	**-8**	**4**	**145**	**169**	**1,521**	**1,990**	**93**	**111**	**1,135**	**1,294**	**155**	**148**	**1,889**	**1,730**	**49,488**	**49,364**	**457,181**	**582,406**
CONTRACT LINES																						
58			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
177			0	0	1	0	3	1	40	28	0	0	0	0	0	0	0	0	676	353	10,175	7,013
256			0	1	1	2	26	31	289	417	6	8	241	179	8	10	258	206	7,495	8,904	101,290	127,628
266			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NET CHANGE:			**0**	**1**	**2**	**2**	**29**	**32**	**329**	**445**	**6**	**8**	**241**	**179**	**8**	**10**	**258**	**206**	**8,171**	**9,257**	**111,465**	**134,641**

SOURCE: SAN GABRIEL VALLEY SERVICE SECTOR

APPENDIX 6

METRO SERVICE CHANGES RELATIVE TO EACH GOLD LINE STATION

STATION	EXISTING METRO LINES	FREQUENCY OF SERVICE IN MINUTES AM east or north west or south	Base	PM east or north west or south	Sat	Sun	PROPOSED METRO LINE CHANGES	FREQUENCY OF SERVICE IN MINUTES AM east or north west or south	Base	PM east or north west or south	Sat	Sun
Chinatown	**58**	24	24	24	45	45	**58**	25	25	25	45	45
	76	13/10	15	11/13	15	20	**76**	13/10	15	11/13	15	20
Av. 26	**251**	see table listing below					**251**	SEE TABLE FOR 251-350 BELOW				
							350	SEE TABLE FOR 251-350 BELOW				
	84	14-18/8-20	32	12-16/18-23	16	18	**84**	15/10	30	12/20	15	15
	85	8-16/5-18	32	12-20/20-24	n/s	n/s	**85**	10/7.5	30	12/21	n/s	n/s
French Av.	**81-381**	6/5	10	5/6	11	12	**81-381**	5/6	10	5/6	10	12
	83	8-12/5-10	16	10/9-11	16	18	**83**	10/6	15	10/10	15	15
	255	see below					**255**	30	30	30	30	30
Southwest Mus.	**81-381**	6/5	10	5/6	11	12	**81-381**	5/6	10	5/6	10	12
	83	8-12/5-10	16	10/9-11	16	18	**83**	10/6	15	10/10	15	15
Av. 57	**81-381**	6/5	10	5/6	11	12	**81-381**	5/6	10	5/6	10	12
	83	8-12/5-10	16	10/9-11	16	18	**83**	10/6	15	10/10	15	15
	176	60	60	60	-	-	**176**	60	60	60	-	-
	256	30/35	45	45	60	60	**256**	30	45	30	60	60
Mission St.	**176**	60	60	60	-	-	**176**	60	60	60	-	-
Fillmore	**401**	15/12	40	10-14/20	60	60	**260**	SEE TABLE FOR 260-361 BELOW				
	483	30/22-30	40	33-40/40	40	40	**361**	SEE TABLE FOR 260-361 BELOW				
	485	30/20-24	39	34-40/39	40	40	**686**	15+	30	15*	30	30
	485	30/20-25	40	34-40/40	40	40		+ Plus additional trippers to/from Blair HS				
Del Mar	177	30-50	60	60	-	-	**177**	50	60	50	-	-
	256	30/35	45	45	60	60	**256**	30	45	30	60	60
	401	15/12	40	10-14/20	60	60	**686**	15+	30	15*	60	60
	483	30/22-29	40	33-40/39	40	40	**260**	SEE TABLE FOR 260-361 BELOW				
							361	SEE TABLE FOR 260-361 BELOW				
Memorial Park	**267**	20-30-60 / 20-35	60	30-45 / 30-40	60	60	**260**	SEE TABLE FOR 260-361 BELOW				
							361	SEE TABLE FOR 260-361 BELOW				
							267	15-30/15-30	30	30/30	30	30
							687	15	30	15	30	30
Lake Av.	**180**	16-21/17-20	22	18-20/15-20	10-10-20	11-11-22	**180-380**	15-15/15-15	15	15-15/15-15	15	15
	181	14-19/17-20	22	17-22/18-20	30	33	181	15/15	15	15/15	30	30
	485	30/20-25	40	34-40/40	40	40	**485**	20/20	30	20/20	30	30
Allen Av.	**401**	15/12	40	10-14/20	60	60	**686**	15	30	15	60	60
	256	30/35	45	45	60	60	**256**	30	30	30	60	60
	177	30-50	60	60	-	-	**177**	30	30	30	-	-
Sierra Madre Villa	**177**	30-50	60	60	-	-	**177**	30	30	30	-	-
	188	25/30	30-60	30-60/20-60	30-60	60	**181**	30	30	30	30	60
	489	35/20	-	20/45	-	-						
	264	60	60	60	-	-	**264**	30	40	30	60	60
	266	20/30	40	40-30/40	40	40	**266**	30	30	30	30	30
	267	20-30-60/20-35	60	30-45/30-40	60	60	**267**	20	40	20	60	60
	268	40/30-25 *	45	20-45/40 **	60	60	**268**	30*	30	30*	60	60
		* plus additional school service						* plus additional school service				
	487	24/20	60	20/30	60	60	**487/491**	15/20	40/40	20/20	60	60
	491	18-26/20-24	60	20-30/20-27	60	60	**689**	60	60	60	-	-
	260-361	7-9/10-13	15/30	10-12/10-11	20/ 40	20-23 / 40-46	**260-361** TRUNCK	15-15/15-15	15	15-15/15-15	15	20
							260-361 PASADENA	15*/15*	15	15/15	15	20
							260 ALTADENA	30	30	30	30	40
							* additional school trippers to be operated to/from Blair HS					

SOURCE: METRO SAN GABRIEL VALLEY SERVICE SECTOR

APPENDIX 7

COMPARISON OF METRO DIRECTLY OPERATED BUS REQUIREMENTS
FEBRUARY 1, 2004 vs JUNE 30, 2003

	NEW CHANGES 2-1-04				PREVIOUS SHAKE-UP 6-29-03				DIFFERENCE			
Div. #	AM	BASE	PM	OWL	AM	BASE	PM	OWL	AM	BASE	PM	OWL
1 REG.	129	62	128	6	126	59	127	6	3	3	1	0
1 RAPID	27	10	25	0	29	11	21	0	-2	-1	4	0
2	154	73	153	0	154	79	154	0	0	-6	-1	0
3	169	102	169	5	176	109	176	5	-7	-7	-7	0
5 REG.	174	93	174	4	163	84	166	6	11	9	8	-2
5 RAPID	45	23	42	0	44	23	42	0	1	0	0	0
6	65	22	65	0	64	23	64	0	1	-1	1	0
7 REG.	183	87	183	8	178	81	176	8	5	6	7	0
7 RAPID	39	6	36	0	41	8	41	1	-2	-2	-5	-1
8 REG.	124	57	122	5	125	58	120	5	-1	-1	2	0
8 RAPID	18	7	18	0	20	7	20	0	-2	0	-2	0
9	163	102	162	4	157	100	156	4	6	2	6	0
10REG	198	96	197	15	188	103	196	16	10	-7	1	-1
10 RAPID	36	28	33	0	31	25	30	1	5	3	3	-1
15 REG.	186	109	182	2	186	107	184	2	0	2	-2	0
15 RAPID	24	14	25	0	23	17	22	0	1	-3	3	0
18REG	219	143	219	11	245	162	245	9	-26	-19	-26	2
18RAPID	16	8	18	0	0	0	0	0	16	8	18	0
SUB-TOTAL *	**1,969**	**1,042**	**1,951**	**60**	**1,950**	**1,056**	**1,940**	**63**	**19**	**-14**	**11**	**-3**
Highest Am or PM		*****	1972	****	****	1962	****		*******	10	****Highest AM or PM	
RACETRACK:												
Actual Max. Bus Req.	0	0	8	0	0	0	7	0	0	0	1	0
Net Max. Bus Req. +	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**
HOLLYWOOD BOWL:**	Line 163 Bowl		0	0	0	0	2	0	0	0	2	0
Actual Max. Bus Req.	0	0	0	0	0	0		0	0	0		0
Net Max. Bus Req. +	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**1,969**	**1,042**	**1,980**	**60**	**1,950**	**1,056**	**1,940**	**63**	**19**	**-14**	**12**	**-3**

+ Net Maximum Bus Requirements is the actual maximum number of additional buses necessary to operate Service to Hollywood Park or Santa Ani Racetracks and to the Hollywood Bowl during their seasons, respectively, over and beyond the peak requirements for regularly-scheduled service.

Highest AM or PM: This number reflects the true number of buses required to operate scheduled service on a weekday. According to th above chart, the number of buses required to operate schedule service increased by *10 buses. (1972 buses - 1962 buses = 10 bus increase)*

APPENDIX 7

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SCHEDULING DEPARTMENT **FINAL**
METRO DIRECTLY OPERATED BUS EQUIPMENT REQUIREMENTS EFFECTIVE JUNE 29, 2003

	METRO BUS MAXIMUM DAILY REQUIREMENTS			*METRO BUS SPECIAL BUS REQUIREMENTS*			*METRO BUS TOTAL VEHICLE REQUIREMENTS AND STORAGE NEEDS*					*PERMANENT BUS STORAGE CAPACITY BY DIVISION*		*TEMPORARY BUS STORAGE CAPACITY BY DIVISION*	
DIV. NO.	MAXIMUM BUSES NEEDED REG. SERVICE AM PEAK		PM PEAK	HOLLYWOOD BOWL MAX. BUSES REQ. PM MOVE	HOLLYWOOD BOWL CHANGE LETTERS	OTHER SPECIAL EVENT NET SERVICE	MAXIMUM BUSES NEEDED REG SERVICE + BOWL + SPEC.	SPARE BUSES 20% spares AT DIV.	TOTAL BUS STORAGE NEEDED	LESS OWL BUSES	NET TOTAL STORAGE NEEDED	PERMANENT STORAGE CAPACITY	NO. OF BUSES OVER (UNDER)	TEMPORARY STORAGE CAPACITY	NO. OF BUSES OVER (UNDER)
	(A)		(B)	(C)	(D)	(E)	F=(C+D+E) or (A/B	(G)	(F) + (G)	(H)	(F+G)-H=(I	(J)	(I) - (J)	(K)	(I) - (K)
1 Reg.	126	*	127	0	0	0 SA (PM)	127	25.4	152	6	181	205	(24)	205	(24)
1 Rapid	29		21	0	0	0	29	5.8	35	0	----				
2	154	*	154	0	0	0	154	30.8	185	0	185	195	(10)	195	(10)
3	176	*	176	0	0	2 SA/HP (PM	178	35.6	214	5	209	220	(11)	220	(11)
5 Reg.	163	*	166	2	6		174	34.8	209	6	256	247	9	247	9
5Rapid	44		42	0	0	0	44	8.8	53	0	----				
6	64		64	0	3	0	67	13.4	80	0	80	79	1	79	1
7 Reg.	178	*	176	5	4	0	185	37.0	222	8	262	248	14	248	14
7 Rapid	41		41	0	0	0	41	8.2	49	1	----	----	----		
8 Reg.	125	*	120	4	6	0	130	26.0	156	5	175	249	(74)	249	(74)
8 Rapid	20	*	20	0	0	0	20	4.0	24	0	---	----	----		
9	157	*	156	0	0	2 SA && (PM	158	31.6	190	4	186	235	(49)	235	(49)
10REG	188	*	196	0	0	5 SA/HP	201	40.2	241	16	262	259	3	259	3
10RAP	31		30	0	0		31	6.2	37		---				
15 Reg.	186	*	184	2	6	2 (L163bowl)	194	38.8	233	2	258	262	(4)	262	(4)
15Rapid	23		22	0	0	0	23	4.6	28	0	---				
18	245	*	245	3	6	0	254	50.8	305	9	296	280	16	280	16
	1,950		1940						*2,412.0*						
TOTAL Highest AM or PM				16	31	8	2,010	402.0	2,412	62	2,350	2,479	(129)	2,479	(129)
Bus Requirement =			1962												

NOTES:

1. Maximum Buses Needed for Regular Service is the maximum number of buses required for regularly scheduled service in the AM and PM Peak periods.
2. Buses needed for Regular Service + Bowl + Special Service is total buses needed at each division to cover regularly scheduled service plus extra Hollywood Bowl & Special Service to racetracks.
3. Hollywood Bowl Requirement is the maximum seasonal projection for sell-out performances. Bowl service will be rescheduled and re-analyzed for 2002 season.
4. Other Special Event PM Peak Service: SA=Santa Anita Racetrack Service; SA &&=Santa Anita Racetrack and extra service for Off-Track wagering during Hollywood Park season; HP=Hollywood Park Racetrack Service. Special Event Net Service bus maximum is the net maximum number of buses operated to either racetrack.
5. Permanent and Temporary Storage Capacity - These figures were recently updated by Division Maintenance staff. Division 9 was increased by 5 spaces and Division 2 was decereased by 14 spaces per Jim Pachan (Operations Staff) in November 2001.
6. Permanaent and Temporary Storage Capacity at Divisions 1 and 2 were increased from 179 and 172 to 205 and 195 spaces respectively.(per Maint. Mgrs Hagenkamp and McIntyer).
7. Amount Over/Under Capacity - indicates the number of buses required to operate service that are over or under each Division's rated capacity.
8. Spare Assignments is total required buses multiplied by 20% FTA-mandated spare ratio.
9. Division 12 is currently inactive and was previously shown for historical referrence and future uses. Division 12 was last rated with a bus Capacity of 112 buses.
10. **Rapid Bus** equipment and **Regular MTA Bus** equipment are counted separately at Divisions running Rapid and Regualr service.

* Designates the higher number of regularly scheduled buses in service as to AM Peak or PM Peak.

APPENDIX 7

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SERVICE SECTOR PLANNING AND SCHEDULING — **FINAL**
METRO DIRECTLY OPERATED BUS EQUIPMENT REQUIREMENTS EFFECTIVE FEBRUARY 1, 2004

	METRO BUS MAXIMUM DAILY REQUIREMENTS			*METRO BUS SPECIAL BUS REQUIREMENTS*			*METRO BUS TOTAL VEHICLE REQUIREMENTS AND STORAGE NEEDS*					*PERMANENT BUS STORAGE CAPACITY BY DIVISION*		*TEMPORARY BUS STORAGE CAPACITY BY DIVISION*	
DIV. NO.	MAXIMUM BUSES NEEDED REG. SERVICE AM PEAK		PM PEAK	HOLLYWOOD BOWL MAX. BUSES REQ. PM MOVE	HOLLYWOOD BOWL CHANGE LETTERS	OTHER SPECIAL EVENT NET SERVICE	MAXIMUM BUSES NEEDED REG SERVICE + BOWL + SPEC.	SPARE BUSES 20% spares AT DIV.	TOTAL BUS STORAGE NEEDED	LESS OWL BUSES	NET TOTAL STORAGE NEEDED	PERMANENT STORAGE CAPACITY	NO. OF BUSES OVER (UNDER)	TEMPORARY STORAGE CAPACITY	NO. OF BUSES OVER (UNDER)
	(A)		(B)	(C)	(D)	(E)	F=(C+D+E) or (A/B	(G)	(F) + (G)	(H)	(F+G)-H=(I	(J)	(I) - (J)	(K)	(I) - (K)
1 Reg.	129	*	128	0	0	0 SA (PM)	129	25.8	155	6	181	205	(24)	205	(24)
1 Rapid	27		25	0	0	0	27	5.4	32	0	----				
2	154	*	153	0	0	0	154	30.8	185	0	185	195	(10)	195	(10)
3	169	*	169	0	0	2 SA/HP (PM	171	34.2	205	5	200	220	(20)	220	(20)
5 Reg.	174	*	174	0	0	0	174	34.8	209	4	259	247	12	247	12
5Rapid	45		42	0	0	0	45	9.0	54	0	----				
6	65		65	0	0	0	65	13.0	78	0	78	79	(1)	79	(1)
7 Reg.	183	*	183	0	0	0	183	36.6	220	8	258	248	10	248	10
7 Rapid	39		36	0	0	0	39	7.8	47	0	----	----	----		
8 Reg.	124	*	122	0	0	0	124	24.8	149	5	165	249	(84)	249	(84)
8 Rapid	18	*	18	0	0	0	18	3.6	22	0	---	----	----		
9	163	*	162	0	0	2 SA && (PM	163	32.6	196	4	192	235	(43)	235	(43)
10REG	198	*	197	0	0	5 SA/HP	202	40.4	242	15	271	259	12	259	12
10RAP	36		33	0	0	0	36	7.2	43		---				
15 Reg.	186	*	182	0	0	0	186	37.2	223	2	251	262	(11)	262	(11)
15Rapid	24		25	0	0	0	25	5.0	30	0	---				
18REG.	219		219	0	0	0	219	43.8	263		284	280	4	280	4
18RAP	16	*	18	0	0	0	18	3.6	22	11	---				
	1,969		1951						*2,373.6*						
TOTAL Highest AM or PM Bus Requirement = 1972				**0**	**0**	**8**	**1,978**	**395.6**	**2,374**	**60**	**2,325**	**2,479**	**(154)**	**2,479**	**(154)**

NOTES:

1. Maximum Buses Needed for Regular Service is the maximum number of buses required for regularly scheduled service in the AM and PM Peak periods.
2. Buses needed for Regular Service + Bowl + Special Service is total buses needed at each division to cover regularly scheduled service plus extra Hollywood Bowl & Special Service to racetracks.
3. Hollywood Bowl Requirement is the maximum seasonal projection for sell-out performances. Bowl service will be rescheduled and re-analyzed for 2002 season.
4. Other Special Event PM Peak Service: SA=Santa Anita Racetrack Service; SA &&=Santa Anita Racetrack and extra service for Off-Track wagering during Hollywood Park season; HP=Hollywood Park Racetrack Service. Special Event Net Service bus maximum is the net maximum number of buses operated to either racetrack.
5. Permanent and Temporary Storage Capacity - These figures were recently updated by Division Maintenance staff. Division 9 was increased by 5 spaces and Division 2 was decereased by 14 spaces per Jim Pachan (Operations Staff) in November 2001.
6. Permanaent and Temporary Storage Capacity at Divisions 1 and 2 were increased from 179 and 172 to 205 and 195 spaces respectively.(per Maint. Mgrs Hagenkamp and McIntyer).
7. Amount Over/Under Capacity - indicates the number of buses required to operate service that are over or under each Division's rated capacity.
8. Spare Assignments is total required buses multiplied by 20% FTA-mandated spare ratio.
9. Division 12 is currently inactive and was previously shown for historical referrence and future uses. Division 12 was last rated with a bus Capacity of 112 buses.
10. **Rapid Bus** equipment and **Regular MTA Bus** equipment are counted separately at Divisions running Rapid and Regualr service.

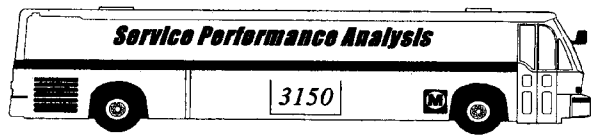
* Designates the higher number of regularly scheduled buses in service as to AM Peak or PM Peak.

APPENDIX 8

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

OPERATIONS DEPARTMENT

Metro



SCHEDULED SERVICE OPERATING COST FACTORS REPORT NO. 4-24

JUNE 29, 2003 *2nd REVISED*

FROM: **Jake Satin-Jacobs**
Manager, Service Performance Analysis

TO: **Ed Muncy**
Director, Service Performance Analysis

CC: **Roderick Goldman**
Deputy Executive Officer, Service Development

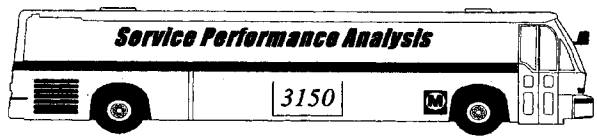
DATE OF REVISION: March 18, 2004

PURPOSE OF 2nd REVISION:

Correction of Saturday and Sunday Division totals on the MIHRDIV sheet

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

OPERATIONS DEPARTMENT



SCHEDULED SERVICE OPERATING COST FACTORS REPORT NO. 4-24

JUNE 29, 2003

FROM: Jake Satin-Jacobs
Manager, Service Performance Analysis

TO: Ed Muncy
Director, Service Performance Analysis

CC: Roderick Goldman
Deputy Executive Officer, Service Development

DATE OF ISSUE: July 29, 2003 **REVISED:** August 13, 2003

PURPOSE OF REPORT:

The Scheduled Service Operating Cost Factors Report shows daily vehicle miles, hours, and equipment requirements for scheduled transit service operated by LACMTA, including BDOF but excluding contract (privatized) lines. Revenue hours include layovers but exclude deadheads. Interline savings indicate buses that are used on more than one line. Operating Cost Factors reflect the school day service. Temporary service changes are reported separately. Equipment requirements assume that a bus will not be pulled in and pulled out again during the same peak. Special event service is projected until September 2003. Rail service statistics (supplied by Rail Activation Dept.) are shown both at vehicle and train levels, adjusted to accommodate gap train operation. Rail schedules may be adjusted for maintenance of way. Yard duties are excluded.

HIGHLIGHTS OF THIS ISSUE:

Lines 22, 56, 112, 188, 264, 483, 561 and 631 are cancelled effective June 29, 2003.
Routes 3, 93, 233, 252, 311, 410 and 485 are cancelled effective June 29, 2003.
New Lines 233, 252, 485, 611, 612, 652, 681, 687, 711 and 761 commence service on June 29, 2003.
New Routes 237, 264, 350, 360 and 361 commence service on June 29, 2003.
Line 804 will open July 26, 2003, and Line 686 will open July 27, 2003 (not shown in this report).
Line 401 operates only on temporary letter (not shown in this report) until opening of Line 804.
Many lines had Division and route changes.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE: JUNE 29, 2003

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

		GROSS EQUIPMENT REQUIREMENTS				INTERLINE SAVINGS		VEHICLE HOURS		VEHICLE MILES	
	SERVICE FREQUENCY	AM RUSH	DAY BASE	PM RUSH	OWL	AM	PM	TOTAL	REVENUE	TOTAL	REVENUE
BUS	EXCEPT SAT & SUN	2567	1051	2615	61	619	684	23,135.4	21,027.0	314,643	263,058
	SATURDAY ONLY	1164	995	1260	63	262	218	14,899.0	14,124.4	199,709	179,863
	SUNDAY & HOLIDAY	811	805	948	62	142	101	11,974.2	11,385.0	164,344	149,280
RAIL	EXCEPT SAT & SUN	133	76	129	4	0	0	1,822.8	1,704.2	41,013	40,066
	SATURDAY ONLY	55	76	76	4	0	0	1,259.0	1,207.7	28,008	27,562
	SUNDAY & HOLIDAY	52	76	76	2	0	0	1,235.4	1,181.8	27,250	26,799

	SCHEDULED TRAIN RUNS				TRAIN HOURS		TRAIN MILES	
	AM RUSH	DAY BASE	PM RUSH	OWL	TOTAL	REVENUE	TOTAL	REVENUE
EXCEPT SAT & SUN	41	24	40	2	589.2	555.2	13,538	13,286
SATURDAY ONLY	21	24	24	2	454.8	436.3	10,255	10,109
SUNDAY & HOLIDAY	22	24	24	2	456.4	435.9	10,261	10,109

SPECIAL EVENT SERVICE - SEE NEXT PAGE.

ADDITIONAL EQUIPMENT REQUIREMENTS THAT ARE NOT INCLUDED IN THE DATA ON PREVIOUS PAGE

SPECIAL EVENT **APPROXIMATE** SCHEDULED SERVICE AS KNOWN AT THIS TIME (TEMPORARY CHANGES AND LEASE EVENTS NOT INCLUDED)

EVENT/SERVICE	TENTATIVE DATES OF OPERATION	DAYS	NO. DAYS	EQUIPMENT A.M.	EQUIPMENT BASE	EQUIPMENT P.M.	HOURS TOTAL	HOURS REVENUE	MILES TOTAL	MILES REVENUE
HOLLYWOOD BOWL	6-29; 7-6,20; 8-10,24; 9-14-03	SU	(6)	0	0	18	68.9	41.5	1304	645
HOLLYWOOD BOWL	7-8 THROUGH 9-2; 9-4,9,11-03	TU,WE,TH	(28)	0	0	13	54.8	32.8	1144	564
HOLLYWOOD BOWL	7-11 THROUGH 9-12-03	FR	(10)	0	0	8	81.3	51.0	1555	761
HOLLYWOOD BOWL	7-12 THROUGH 9-13-03	SA	(10)	0	0	10	90.2	56.9	1651	812

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE: JUNE 29, 2003

DAILY EXCEPT SATURDAY AND SUNDAY

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
2	7 10	58	19	52		13	12	508.7	463.5	6350.3	5454.8
4	6 7 10	78	27	71	7	10	16	655.7	599.5	7954.6	6614.6
10	1 2 7	35	12	36	1	6	3	316.0	292.9	3520.6	2993.1
14	7 10	50	18	51	2	9	10	397.9	368.7	4398.8	3927.3
16	1 2 7 10	70	19	76		31	30	440.6	394.9	5016.9	4141.8
18	1 2	49	15	47	2	20	17	349.5	319.6	3705.9	3122.1
20	6 7 10	49	19	52	5	9	10	436.7	400.5	4682.5	4021.4
26	1 2	50	18	42	1	4	4	462.9	410.1	6109.2	4687.0
28	3 9	62	29	69	3	7	16	664.0	586.8	8176.1	6458.0
30	6 7 10	45	23	51	2	12	9	460.2	413.5	5064.2	3906.7
33	6 7 10	75	22	74	3	25	24	551.6	502.7	7239.0	6124.9
38	7 10	32	10	34		12	18	206.1	193.1	2686.0	2434.4
40	5 10 18	59	22	65	2	22	25	494.5	450.4	6381.4	5124.7
42	5 10 18	15	2	13		8	8	108.1	101.9	1243.5	1083.2
45	1 2	26	14	25	2		2	294.7	265.7	3683.2	2987.8
53	1 18	33	11	25		6	6	247.5	221.2	3089.8	2412.9
55	1 2 18	36	8	32	2	23	14	233.3	206.8	2971.0	2356.8
60	1 2 18	47	21	48	4	3	4	512.9	463.2	6762.2	5330.3
65	1 2	9	3	7		2	1	67.9	62.9	759.3	652.2
66	1 2	80	15	63		34	33	427.7	367.1	4978.5	3670.2
68	6 7 10	50	16	53		21	23	364.4	332.1	4470.1	3719.9
70	3 9	40	16	40	2	14	20	294.4	286.1	3871.1	3705.7
76	3 9	22	13	26	2	6	8	221.9	215.1	2502.2	2340.8
78	3 9	29	11	37		11	11	288.0	265.8	3873.5	3378.9
81	3 9 18	40	19	43		6	12	396.4	364.9	5173.9	4403.0
90	15	21	8	18		7	4	182.9	169.0	2836.1	2447.3
92	15	24	12	35	2	4	11	242.3	225.0	3309.5	2831.8
94	15	42	17	41		9	14	410.8	378.0	6437.9	5409.7
102	2	4	2	6			2	37.7	34.9	434.7	369.6
105	1 2 7	25	13	29	1	5	3	279.6	264.5	3632.0	3340.4

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE: JUNE 29, 2003

DAILY EXCEPT SATURDAY AND SUNDAY

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
107	5	3	3	3				51.1	50	559.9	543.2
108	5 18	28	14	26		5		296.1	266.3	3913.3	3319.3
110	5	21	9	23		6	2	220.5	194	2834.8	2358.2
111	5 18	24	11	21	2	8	5	225.2	207.5	3090.5	2627.4
115	5 18	38	13	30		12	9	294.2	257.1	4148.1	3214.6
117	5 18	15	11	15		3	1	168.7	157.6	2242.3	1940.4
119	5 18	6	2	6		3	3	46.6	44.2	748.9	683.1
120	18	10	7	11				150.6	139.3	2171.1	1811.4
124	18	4	3	4			1	49.8	46.8	620.0	537.2
127	18	3	3	3				45.6	44.1	524.5	485.6
150	8	37	16	35	2	13	9	333.8	313.5	4583.2	4048.3
152	8 15	32	9	36		6	18	241.6	215.8	3786.8	3027.9
154	8 15	11	5	12		2	6	76.9	69.5	1262.8	1053.1
156	8 15	29	10	31	3	9	9	282.6	253.5	3981.4	3154.3
158	8 15	12	3	9		5	5	63.3	55.3	1005.7	811.8
161	8	17	3	7		9	2	76.6	61.5	1524.0	1066.5
163	8 15	21	12	26		3	3	228.7	211.8	3306.2	2820.8
165	8 15	42	17	56		15	22	380.6	343.7	6125.8	5094.6
166	8 15	39	10	39		15	21	240.2	214.2	4139.8	3379.6
168	8	3	2	5			2	28.1	27.0	457.9	437.7
169	8 15	9	3	12		3	6	66.7	60.5	1027.2	865.4
170	9	7	5	6		2	1	58.4	56.9	685.5	651.9
175	3 9	6	1	14		2	12	38.7	29.0	435.2	262.5
176	3 9	3	3	3				45.4	44.7	608.9	590.4
180	3 9	24	20	31	2		4	358.3	330.7	4812.9	4041.1
200	1 2	17	9	17		2	1	190.8	182.1	1678.7	1525.4
201	3	5	3	4				49.2	45.6	549.8	480.0
202	18	6	5	6		1	1	64.2	61.4	948.9	871.8
204	5 18	22	14	23	4	4	4	287.9	267.2	3141.0	2736.9
206	3 5 18	19	9	31		3	5	236.0	213.8	2785.2	2331.3

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE: JUNE 29, 2003

REPORT NO. 4-24

DAILY EXCEPT SATURDAY AND SUNDAY

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
207	5 18	41	24	44	2	2	5	463.0	431.1	5534.1	4746.4
209	5	4	3	7			2	52.2	49.0	709.6	651.2
210	18	34	17	39		6	4	370.5	336.6	5047.2	4051.7
211	18	11	3	8		4	4	64.1	55.6	880.5	691.3
212	5 18	26	11	29		3	3	236.0	207.2	2793.7	2180.2
217	7 10	29	8	42	2	19	21	272.2	252.3	2737.0	2453.7
220	7	7	3	3		3		44.8	42.4	695.2	635.9
230	15	20	7	16		8	4	135.3	124.0	2016.8	1691.2
233	15	13	7	9		4		130.9	126.4	1576.1	1477.6
234	15	26	14	24		1	1	269.9	248.1	4111.6	3495.8
236	8	5	4	10			4	72.8	65.3	1207.4	1004.0
243	8	15	4	15		9	7	81.3	74.3	1225.7	1054.8
245	8	11	2	11		7	8	52.9	49.1	844.1	765.0
250	3	2	2	2				27.5	26.7	311.3	295.3
251	3 18	29	19	28	1	1	4	330.8	316.6	3644.8	3299.7
252	3	3	2	4			1	40.6	38.7	461.7	431.2
255	3	2	2	3			1	32.1	31.3	321.9	299.7
259	9	5	4	5				69.8	65.4	938.3	797.1
260	3 9 18	28	16	32		3	2	347.4	315.4	4917.7	3941.6
265	18	4	5	5				65.4	61.5	1070.3	945.1
267	3 9	15	7	17		6	9	124.3	114.0	1804.2	1571.6
268	3 9	13	5	14		3	7	85.8	73.4	1346.6	1001.5
305	7 18	11	8	11				142.7	133.3	1919.8	1722.6
362	1 2	15	5	9		5	1	110.6	100.7	1611.1	1305.7
418	8	10		8		4	1	37.9	34.5	655.9	543.4
426	8	11		9		6	5	41.8	39.3	711.9	639.6
434	6 10	20	6	20		1	4	171.5	130.5	4122.5	3033.5
439	18	11	5	12		2	1	115.7	105.8	1818.5	1560.7
444	18	21	5	12		3	6	117.4	100.4	2324.3	1818.0
445	18	4	3	5				54.8	49.8	1236.3	1058.2

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE: JUNE 29, 2003

DAILY EXCEPT SATURDAY AND SUNDAY

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
446	10 18	20	9	17		6	3	165.0	152.5	2803.7	2439.7
460	1 2	15	7	19		1	4	148.9	142.4	2915.4	2709.8
471	9	4	3	4		1	1	55.0	49.5	927.4	764.4
484	9	24	10	24		8	5	202.5	189.2	4090.8	3585.1
485	3 9	12	5	17		5	8	127.8	118.5	1882.9	1666.6
487	3 9	20	5	15		5	4	139.3	126.1	2522.1	2201.4
489	3 9	5		5		4	5	13.5	10.6	231.1	162.4
490	3 9	20	8	20		7	6	152.5	142.6	2798.4	2466.2
550	7 10 18	10	4	10			1	123.5	116.6	2584.2	2397.0
576	1	5		5		3	2	30.5	21.9	469.0	252.2
611	1 2	6	5	8				85.3	82.3	980.9	931.6
612	2	6	6	6				89.7	85.5	1200.9	1085.0
620	3 10	1	3	9			6	32.2	30.4	334.8	296.4
681	18	5	2	4		2		53.1	48.8	617.3	495.0
687	9	5	3	6			1	68.3	59.6	869.2	687.5
711	5	12	6	11				136.3	122.5	2128.8	1746.8
720	1 7 10	85	37	78		2	3	924.4	782.9	14344.5	11093.5
745	1	22	7	21		4	4	177.2	153.6	2567.4	1991.0
750	8 15	25	11	26				242.1	205.8	4223.9	3299.5
754	5	33	17	31		1		345.2	307.3	5341.5	4646.4
761	15	18	13	20			4	210.0	194.9	3201.2	2756.1
801	11	51	30	51				654.1	629.1	13843.4	13613.4
802	20	62	36	58				888.8	806.9	19065.4	18393.3
803	22	20	10	20	4			279.9	268.2	8104.4	8059.8

LINE	DIVISIONS	SCHEDULED TRAIN RUNS AM RUSH	DAY BASE	PM RUSH	OWL	TRAIN HOURS TOTAL	REVENUE	TRAIN MILES TOTAL	REVENUE
801	11	19	10	19		242.7	232.4	5155.6	5061.8
802	20	12	9	11		191.1	174.4	3975.9	3841.5
803	22	10	5	10	2	155.4	148.4	4406.8	4382.7

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE: JUNE 29, 2003

SATURDAY ONLY

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
2	7 10	26	19	29		8	10	292.6	282.8	3612.4	3429.9
4	7 10	45	32	56	7	18	24	545.9	516.0	6530.8	5896.0
10	2 7 10	17	18	23	1	2	3	229.1	218.3	2483.3	2231.1
14	7 10	23	15	19	2	9	4	217.1	208.2	2571.1	2427.5
16	1 2 7 10	27	17	29		15	11	273.2	258.8	2941.0	2688.5
18	1 2	24	19	24	2	8	6	284.9	264.6	3028.1	2629.8
20	7 10	25	16	27	5	8	11	304.5	293.9	3471.0	3294.5
26	1 2	28	28	29	1	1	1	403.4	379.9	4986.4	4356.6
28	3	24	26	28	3			410.8	388.9	4944.8	4439.3
30	7 10	21	20	33	2	3	10	312.3	291.2	3254.3	2795.2
33	7 10	36	28	39	3	14	11	349.2	337.4	4455.6	4192.3
38	7 10	15	8	13		8	4	115.3	110.0	1543.8	1423.2
40	5 10 18	27	26	34	2	7	10	377.5	359.6	4554.7	4063.2
42	5 10 18	11	5	9		6	4	83.0	79.4	988.5	888.3
45	1 2	13	16	16	2			217.6	203.1	2729.8	2331.7
53	1 18	15	13	17		3	4	174.2	167.2	2059.1	1870.7
55	1 2 18	19	6	19	2	14	11	154.7	136.2	2027.8	1564.5
60	1 2 18	28	27	32	4	7	4	389.6	358.8	5374.3	4359.9
65	2	2	2	2				28.0	27.2	329.4	311.8
66	1 2	32	17	29		11	10	284.2	255.8	3337.3	2636.0
68	7 10	19	19	32		5	11	237.2	226.1	2831.6	2596.8
70	9	15	16	15	2			217.3	214.0	2737.0	2684.2
76	9	11	12	12	2			165.5	161.8	1917.3	1835.5
78	9	11	12	12				174.8	167.8	2371.2	2229.8
81	3 18	17	18	20				275.8	265.6	3516.4	3258.0
90	15	11	9	9		2		119.0	112.7	1887.5	1667.3
92	15	15	14	17	2	3	3	197.7	191.9	2627.4	2454.6
94	15	20	18	23		2	3	265.6	252.1	4178.3	3720.9
102	2	2	2	2				30.5	29.7	377.9	356.0
105	1 2 7	14	12	16	1	4	4	172.8	167.2	2236.0	2136.5

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE: JUNE 29, 2003

SATURDAY ONLY

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
107	5	2	2	3			1	36.0	35.0	425.0	410.2
108	5 18	13	11	14		2	1	167.7	158.6	2314.7	2048.4
110	5	8	8	8		1		117.3	111.0	1459.9	1343.7
111	5 18	16	10	11	2	6	1	163.5	153.2	2367.5	2092.5
115	5	13	13	13		3		173.1	161.5	2415.3	2059.6
117	5 18	10	10	13		2	1	167.2	157.2	2352.4	2046.6
120	18	7	6	7		1		103.6	95.8	1516.4	1258.1
124	18	3	1	3		2	2	22.9	21.2	294.9	246.4
150	8	18	13	13	2	5		231.2	224.9	3170.6	3011.4
152	8 15	15	10	12		5	2	146.5	141.7	2055.3	1919.3
154	8 15	8	2	7		6	5	49.0	46.4	895.5	812.2
156	8 15	14	8	10	3	6	2	180.9	172.3	2479.6	2223.5
158	8	4	2	4		2	2	33.3	31.0	613.8	557.8
161	8	4	2	3		2		32.9	30.0	649.2	550.1
163	8 15	12	10	11		3		163.6	156.7	2199.7	2006.5
165	8 15	21	14	20		8	6	220.0	212.2	3439.2	3199.9
166	8 15	10	7	7		3		105.9	101.7	1906.9	1771.6
168	8	2	2	2				24.4	23.3	394.6	366.4
180	3	14	20	20	2			267.2	249.3	3443.2	2946.1
200	2	9	10	10				151.6	147.5	1298.1	1225.7
201	3	2	2	2				28.1	27.1	314.9	292.1
202	18	4	2	2		2		35.2	33.9	473.3	433.8
204	5 18	14	13	14	4	1	1	230.4	218.6	2530.3	2300.0
206	3 5	11	9	9		2		137.9	133.0	1537.1	1425.0
207	5 18	26	25	26	2	3	1	354.0	338.5	4133.3	3720.1
209	5	2	2	2				30.7	29.4	466.9	444.0
210	18	14	15	19		5	3	199.1	187.1	2689.2	2325.3
212	5	8	9	10		1	1	127.6	121.8	1466.1	1341.2
217	7 10	20	11	18	2	10	6	184.6	175.1	1846.0	1694.8
220	7 10	4	3	4		1	1	38.4	36.7	600.9	562.6

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SATURDAY ONLY

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
230	15	7	6	7		1	1	87.4	83.5	1275.6	1155.0
233	15	5	6	6				95.7	92.3	1239.6	1149.6
234	15	11	10	11		1	1	133.0	127.1	2268.7	2093.0
236	8	2	2	2				27.5	26.1	476.4	434.6
243	8	7	4	8		3	4	37.1	36.3	586.7	572.6
245	8	4	2	4		2	2	27.2	26.7	486.0	475.4
250	3	1	1	1				14.0	13.5	153.7	145.3
251	3 18	12	12	12	1			194.9	188.7	2149.7	1955.9
252	3	2	2	2				25.3	24.6	297.2	284.8
255	3	2	2	2				30.6	30.1	314.6	303.6
260	9 18	14	15	15				217.9	207.3	3089.1	2744.4
267	9	5	5	5				67.9	64.8	1010.4	933.9
268	9	3	3	3				42.3	40.6	607.4	558.6
305	7 18	8	8	8				111.0	105.7	1464.0	1358.0
362	1	6	5	5		2		69.7	66.2	984.8	877.8
434	10	11	3	9				99.9	80.9	2609.9	1953.6
439	18	8	7	13		1	4	77.9	73.3	1294.1	1161.9
444	18	7	3	7		5	4	53.5	51.0	1046.3	981.6
445	18	3	3	4				43.7	38.6	988.5	794.2
446	10 18	12	10	16		3	5	113.5	109.2	2082.2	1943.7
460	1	9	11	13			2	126.1	120.9	2584.3	2439.8
471	9	2	2	5				42.5	38.1	803.4	655.4
484	9	7	7	10		1		116.8	111.2	2358.5	2151.3
485	3	5	5	5				85.8	81.9	1299.7	1197.6
487	9	5	5	5				74.1	71.9	1211.5	1164.3
490	9	5	5	5				73.7	71.9	1310.2	1255.3
550	7 18	6	7	7				86.9	82.5	1964.4	1839.3
611	2	5	5	5				82.9	81.1	960.7	925.9
612	2	6	6	6		1		89.7	85.1	1212.2	1085.0
681	18	3	2	3		1		34.1	32.1	400.2	333.0

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SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
687	9	3	3	3				47.5	44.5	542.0	464.0
711	5	6	7	7				90.1	84.0	1393.8	1217.6
720	7 10	32	35	39	2			546.2	501.7	8366.0	7432.6
745	1	7	8	9				104.4	99.2	1410.7	1262.9
750	8 15	10	11	11		1		167.7	158.7	2631.2	2377.0
754	5	14	16	16				212.1	198.9	3254.9	3013.7
761	15	8	9	9				121.4	116.4	1928.5	1768.6
801	11	21	30	30				450.8	441.1	9365.7	9250.9
802	20	24	36	36				613.3	577.9	13135.9	12827.6
803	22	10	10	10	4			194.9	188.7	5506.0	5483.6

LINE	DIVISIONS	SCHEDULED TRAIN RUNS AM RUSH	DAY BASE	PM RUSH	OWL	TRAIN HOURS TOTAL	REVENUE	TRAIN MILES TOTAL	REVENUE
801	11	9	10	10		176.8	172.6	3654.2	3608.1
802	20	7	9	9		163.8	153.6	3453.6	3367.5
803	22	5	5	5	2	114.2	110.1	3146.8	3133.8

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
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SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
2	7 10	16	14	18		6	4	207.9	199.0	2610.4	2434.5
4	7 10	31	29	43	7	7	12	420.5	397.5	5213.9	4661.3
10	2 7	9	11	12	1	2	1	148.8	143.1	1758.7	1626.8
14	7 10	14	13	15	2	3	2	180.7	174.7	2106.3	2012.8
16	1 7 10	12	15	20		2	5	213.1	205.1	2264.2	2113.6
18	1 2	11	15	18	2		1	240.4	229.7	2681.4	2442.6
20	7 10	20	16	24	5	5	6	293.3	281.3	3405.2	3231.8
26	1 2	13	21	21	1			274.2	257.5	3491.5	3055.3
28	3	21	23	23	3			341.9	325.0	4148.6	3772.9
30	10	16	17	18	2	3	1	250.3	237.1	2646.6	2360.5
33	7 10	21	19	30	4	6	9	300.8	290.1	3920.5	3689.3
38	7 10	10	6	7		6	1	81.9	78.6	1109.9	1043.1
40	5 10 18	21	21	28	2	4	7	261.4	248.7	3288.3	2940.9
42	10 18	5	2	5		4	3	43.2	42.6	502.2	486.5
45	1	9	11	13	2	1		180.0	166.2	2333.9	1976.3
53	1 18	12	11	11		3		126.1	123.3	1615.1	1565.1
55	2 18	13	6	10	2	6	3	114.4	103.3	1494.9	1227.5
60	1 18	16	18	19	4	2		274.5	254.1	3934.5	3263.6
65	2	2	2	2				24.0	23.2	284.6	267.0
66	1 2	7	11	16			2	161.2	154.2	1831.8	1646.6
68	7 10	12	13	15		1	2	160.7	153.7	2046.6	1881.4
70	9	13	14	14	2			192.5	189.1	2484.6	2417.0
76	9	8	10	9	2	1		131.4	127.9	1581.3	1501.9
78	9	10	10	10				146.7	140.7	2133.6	1999.6
81	3 18	12	16	17			1	220.0	211.0	2877.7	2647.9
90	15	5	5	5		1		72.3	70.2	1106.8	1053.9
92	15	13	10	10	2	6		153.1	147.1	2164.1	1979.5
94	15	15	15	17		2		200.3	191.8	3213.8	2950.5
102	2	2	2	2				28.1	27.4	347.6	329.2
105	1 2 7	11	9	10	1	4		126.0	122.0	1695.8	1621.6

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SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
107	5	2	2	2				34.0	33.5	403.2	396.8
108	5	9	10	10				138.0	131.1	1986.8	1771.5
110	5	4	6	6				81.9	78.2	1095.4	1026.9
111	5 18	12	11	12	2	3	1	159.3	149.3	2257.9	1994.0
115	5	8	9	10		1	1	135.0	127.2	2055.1	1810.3
117	5 18	10	8	11		3	1	142.4	132.7	2057	1774.5
120	18	3	5	6				79.4	73.9	1243.4	1055.7
124	18	3	2	2		1		22.4	21.4	273.9	246.4
150	8	15	13	14	2	3		214	206.5	3140	2943.8
152	8 15	12	10	10		3		130.5	126.5	1942.5	1824.3
156	8 15	9	9	10	3		1	172.2	164.8	2372.9	2158.9
158	8	4	2	4		2	2	29.1	26.7	539.2	483.2
161	8	2	2	2				27.2	25.6	513	461.8
163	8 15	8	8	8				125.1	119.7	1793.6	1629.8
165	8 15	15	12	13		3		169.3	162.1	2701.7	2486.7
166	8 15	6	4	9		2	5	86.4	82.3	1554.9	1441.3
180	3	11	17	17	2			232.8	217	3065	2619
200	2	6	8	8				120.6	116.8	1071.7	1006.4
201	3	1	2	2				23.1	22.1	266.6	243
202	18	3	2	2		1		35	33.7	471.5	433.8
204	5 18	11	10	12	4	1		199.1	188	2208.5	1986.5
206	3 5	10	8	8		2		120.3	115.1	1424.1	1302.6
207	5 18	16	18	19	2	2	1	268.4	257.4	3189.8	2892.3
210	18	10	11	12		1		167.6	159.4	2257.4	2012.1
212	5 18	7	6	6		3		90	85.7	1026.0	935.4
217	7 10	11	8	10	2	7	2	142.8	134.7	1485.1	1359.8
220	7	4	3	4		3	1	37.9	36.8	589.3	562.6
230	15	6	6	6		2		79	74.8	1145.3	1024.9
233	15	6	6	6				98.1	94.8	1287.8	1197.8
234	15	9	9	10			1	124.5	117.1	2094.8	1871.8

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SCHEDULED SERVICE OPERATING COST FACTORS
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SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
236	8	2	2	2				25.9	24.5	457.2	409.8
245	8	4	2	4		2	2	22.8	22.5	405.8	397.2
250	3	1	1	1				11.1	10.6	125.2	113.6
251	3 18	9	10	10	1	1		157.8	150.3	1810.7	1574.2
252	3	2	2	2				25.4	24.7	261.8	249.2
255	3	2	2	2				25	24.5	255.4	244.4
260	9 18	12	14	16				196.2	184.6	2930.9	2575.2
267	9	5	5	5				67.9	64.8	1010.4	933.9
268	9	3	3	3				40.4	38.0	585.3	508.4
305	7 18	8	8	8				111.0	105.7	1464.0	1358
362	1	5	4	4		1		69.2	66.4	974.3	877.8
434	10	6	3	6				62.7	55.8	1506.4	1305.3
439	18	7	4	9		3	3	78.3	72.3	1331.9	1162.4
444	18	4	2	7		2	5	47.5	45.6	918.8	866.2
445	18	3	3	4				43.7	38.6	988.5	794.2
446	10 18	10	6	14		5	9	113.1	107.5	2103.4	1932.3
460	1	8	8	8				122.3	118.7	2533.1	2426.5
471	9	3	2	4		1		39.8	35.4	785.1	638.5
484	9	6	7	10		1		108.2	102.9	2299	2120.8
485	3	5	5	5				85.8	81.8	1289.5	1197.6
487	9	7	4	7		3	3	53.1	50.4	901.7	840.7
490	9	6	3	6		3	3	52	50.2	939.8	876
550	7 18	6	7	8				86.8	82.3	1964.6	1839.2
611	2	5	5	5				82.9	81.1	960.7	925.9
612	2	6	5	5		1		89.9	85.7	1202.3	1085
681	18	3	2	2		1		31.4	30	335.0	297.0
687	9	2	3	3				43.8	40.8	527.5	449.5
711	5	4	6	6				68.4	64.5	962.4	861
720	7 10	26	30	34				487.6	448.7	7582.4	6717.7
745	1	7	7	7				91.6	88.1	1250.2	1151.7
750	8	9	11	11				163.9	156.5	2583.5	2376.3

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
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SUNDAY ONLY

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
754	5	8	11	11				133.6	124.7	2017.5	1852.1
761	15	4	6	6				80.1	76.8	1273.3	1169.8
801	11	21	30	30				450.8	441.1	9365.7	9250.9
802	20	24	36	36				613.3	577.9	13135.9	12827.6
803	22	7	10	10	2			171.3	162.8	4748.4	4720.3

LINE	DIVISIONS	AM RUSH	DAY BASE	PM RUSH	OWL	TOTAL	REVENUE	TOTAL	REVENUE
801	11	9	10	10		176.8	172.6	3654.2	3608.1
802	20	7	9	9		163.8	153.6	3453.6	3367.5
803	22	6	5	5	2	115.8	109.7	3152.8	3133.8

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
NAME OF LINE AND SCHEDULED VEHICLES

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E Q U I P M E N T

LINE	NAME OF LINE	WEEKDAYS				Interline Savings		SATURDAYS				Interline Savings		SUNDAYS				Interline Saving	
		AM PEAK	BASE	PM PEAK	OWL	AM	PM	AM PEAK	BASE	PM PEAK	OWL	AM	PM	AM PEAK	BASE	PM PEAK	OWL	AM	PM
2	SUNSET BLVD. - BEVERLY DR.	58	19	52		13	12	26	19	29		8	10	16	14	18		6	
4	SANTA MONICA BLVD.	78	27	71	7	10	16	45	32	56	7	18	24	31	29	43	7	7	1
10	MELROSE-TEMPLE-SAN PEDRO ST	35	12	36	1	6	3	17	18	23	1	2	3	9	11	12	1	2	
14	BEVERLY BLVD.-WEST ADAMS	50	18	51	2	9	10	23	15	19	2	9	4	14	13	15	2	3	
16	WEST THIRD ST.	70	19	76		31	30	27	17	29		15	11	12	15	20		2	
18	W. SIXTH ST.-WHITTIER BLVD.	49	15	47	2	20	17	24	19	24	2	8	6	11	15	18	2		
20	WILSHIRE BLVD.-U.C.L.A.-SANTA MONICA	49	19	52	5	9	10	25	16	27	5	8	11	20	16	24	5	5	
26	SEVENTH ST.-VIRGIL AVE.-AVALON BLVD.	50	18	42	1	4	4	28	28	29	1	1	1	13	21	21	1		
28	W. OLYMPIC BL.-YORK BL.-EAGLE ROCK BL.	62	29	69	3	7	16	24	26	28	3			21	23	23	3		
30	W. PICO BLVD.-E. FIRST ST.-FLORAL DR.	45	23	51	2	12	9	21	20	33	2	3	10	16	17	18	2	3	
33	VENICE BLVD.	75	22	74	3	25	24	36	28	39	3	14	11	21	19	30	4	6	
38	W. JEFFERSON BLVD.-CITY TERRACE	32	10	34		12	18	15	8	13		8	4	10	6	7		6	
40	HAWTHORNE-LAX-LOS ANGELES	59	22	65	2	22	25	27	26	34	2	7	10	21	21	28	2	4	
42	L.A.-WESTCHESTER-LAX	15	2	13		8	8	11	5	9		6	4	5	2	5		4	
45	BROADWAY-MERCURY AVE.	26	14	25	2		2	13	16	16	2			9	11	13	2	1	
53	CENTRAL AVE.	33	11	25		6	6	15	13	17		3	4	12	11	11		3	
55	L.A.-COMPTON AVE.-IMPERIAL STA.	36	8	32	2	23	14	19	6	19	2	14	11	13	6	10	2	6	
60	LONG BEACH BL.-SANTA FE AVE.	47	21	48	4	3	4	28	27	32	4	7	4	16	18	19	4	2	
65	WASHINGTON BLVD.-INDIANA ST.-GAGE AVE.	9	3	7		2	1	2	2	2				2	2	2			
66	EAST OLYMPIC BLVD.-WEST 8TH ST.	80	15	63		34	33	32	17	29		11	10	7	11	16			
68	WEST WASHINGTON BLVD. - CHAVEZ AVE.	50	16	53		21	23	19	19	32		5	11	12	13	15		1	
70	LOS ANGELES-EL MONTE VIA GARVEY AVE.	40	16	40	2	14	20	15	16	15	2			13	14	14	2		
76	L.A.-EL MONTE VIA VALLEY BLVD.	22	13	26	2	6	8	11	12	12	2			8	10	9	2	1	
78	L.A.-ALHAMBRA-SO. ARCADIA-ARCADIA	29	11	37		11	11	11	12	12				10	10	10			
81	FIGUEROA ST.	40	19	43		6	12	17	18	20				12	16	17			
90	LOS ANGELES-SUNLAND-SYLMAR	21	8	18		7	4	11	9	9		2		5	5	5		1	
92	LOS ANGELES-GLENDALE-BURBANK-SAN FERNANDO	24	12	35	2	4	11	15	14	17	2	3	3	13	10	10	2	6	
94	LOS ANGELES-SAN FERNANDO	42	17	41		9	14	20	18	23		2	3	15	15	17		2	
102	E. JEFFERSON BLVD.-COLISEUM ST.	4	2	6			2	2	2	2				2	2	2			
105	VERNON AVE.-LA CIENEGA BLVD.	25	13	29	1	5	3	14	12	16	1	4	4	11	9	10	1	4	
107	54TH ST.-FAIRVIEW BLVD.-SANTA ANA ST.	3	3	3				2	2	3			1	2	2	2			
108	SLAUSON - EASTERN AVE.	28	14	26		5		13	11	14		2	1	9	10	10			
110	GAGE AVE.-CENTINELA AVE.-FOX HILLS MALL	21	9	23		6	2	8	8	8		1		4	6	6			
111	LAX-FLORENCE AVE.-LEFFINGWELL RD.	24	11	21	2	8	5	16	10	11	2	6	1	12	11	12	2	3	
115	MANCHESTER AVE.-FIRESTONE BLVD.	38	13	30		12	9	13	13	13		3		8	9	10		1	
117	CENTURY BLVD.-TWEEDY BLVD.-RANCHO LOS AMIGOS	15	11	15		3	1	10	10	13		2	1	10	8	11		3	
119	108TH ST. - MANHATTAN BEACH BLVD.	6	2	6		3	3												
120	IMPERIAL HWY-AVIATION STATION	10	7	11				7	6	7		1		3	5	6			
124	EL SEGUNDO BLVD.-SANTA FE AVE.	4	3	4			1	3	1	3		2	2	3	2	2		1	
127	COMPTON BLVD-BELLFLOWER BLVD.	3	3	3															
150	UNIVERSAL-VENTURA-RESEDA-WARNER CTR	37	16	35	2	13	9	18	13	13	2	5		15	13	14	2	3	
152	FALLBROOK-ROSCOE-VINELAND-BURBANK	32	9	36		6	18	15	10	12		5	2	12	10	10		3	
154	TAMPA AVE.-BURBANK BLVD-OXNARD ST	11	5	12		2	6	8	2	7		6	5						
156	PANORAMA CITY-VAN NUYS-N. HOLLYWOOD	29	10	31	3	9	9	14	8	10	3	6	2	9	9	10	3		
158	DEVONSHIRE ST.-WOODMAN AVE.	12	3	9		5	5	4	2	4		2	2	4	2	4		2	
161	WESTLAKE-CANOGA PARK	17	3	7		9	2	4	2	3		2		2	2	2			

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
NAME OF LINE AND SCHEDULED VEHICLES

REPORT NO. 4-24

E Q U I P M E N T

LINE	NAME OF LINE	WEEKDAYS						SATURDAYS						SUNDAYS					
						Interline Savings						Interline Savings							Interline Savin
		AM PEAK	BASE	PM PEAK	OWL	AM	PM	AM PEAK	BASE	PM PEAK	OWL	AM	PM	AM PEAK	BASE	PM PEAK	OWL	AM	PI
163	SHERMAN WAY - HOLLYWOOD	21	12	26		3	3	12	10	11		3		8	8	8			
165	VANOWEN-VICTORY-BURBANK	42	17	56		15	22	21	14	20		8	6	15	12	13		3	
166	NORDHOFF ST.-LANKERSHIM BLVD.	39	10	39		15	21	10	7	7		3		6	4	9		2	
168	LASSEN STREET	3	2	5			2	2	2	2									
169	SATICOY ST. -SUNLAND BLVD.	9	3	12		3	6												
170	HELLMAN AVE.-EL MONTE-VIA-SOUTH EL MONTE	7	5	6		2	1												
175	FOUNTAIN AVE.-TALMADGE ST.-HYPERION AVE.	6	1	14		2	12												
176	GLASSELL PK-HLND PK-ALHAMBRA-EL MONTE	3	3	3															
180	HOLLYWOOD-GLENDALE-PASADENA	24	20	31	2		4	14	20	20	2			11	17	17	2		
200	ALVARADO ST.-ECHO PARK AVE.	17	9	17		2	1	9	10	10				6	8	8			
201	SILVERLAKE BLVD.	5	3	4				2	2	2				1	2	2			
202	WILLOWBROOK-COMPTON-WILMINGTON	6	5	6		1	1	4	2	2		2		3	2	2		1	
204	VERMONT AVENUE	22	14	23	4	4	4	14	13	14	4	1	1	11	10	12	4	1	
206	NORMANDIE AVE.	19	9	31		3	5	11	9	9		2		10	8	8		2	
207	WESTERN AVE.	41	24	44	2	2	5	26	25	26	2	3	1	16	18	19	2	2	
209	VAN NESS-ARLINGTON	4	3	7			2	2	2	2									
210	VINE-CRENSHAW	34	17	39		6	4	14	15	19		5	3	10	11	12		1	
211	PRAIRIE AVE.-INGLEWOOD AVE.	11	3	8		4	4												
212	LA BREA AVE. - HAWTHORNE GREEN LINE STA	26	11	29		3	3	8	9	10		1	1	7	6	6		3	
217	HOLLYWOOD - FAIRFAX	29	8	42	2	19	21	20	11	18	2	10	6	11	8	10	2	7	
220	ROBERTSON BLVD.-CULVER BLVD.-LAX	7	3	3		3		4	3	4		1	1	4	3	4		3	
230	LAUREL CANYON-WHITE OAK-ZELZAH-RINALDI	20	7	16		8	4	7	6	7		1	1	6	6	6		2	
233		13	7	9		4		5	6	6				6	6	6			
234	SEPULVEDA BL-MAGNOLIA BL-KENNETH ROAD	26	14	24		1	1	11	10	11		1	1	9	9	10			
236	BALBOA BLVD - SYLMAR - WOODLEY AVE	5	4	10			4	2	2	2				2	2	2			
243	DE SOTO AVE.-VENTURA BLVD.-WINNETKA AVE.	15	4	15		9	7	7	4	8		3	4						
245	TOPANGA CANYON-VALLEY CIRCLE	11	2	11		7	8	4	2	4		2	2	4	2	4		2	
250	EUCLID-EVERGREEN-BOYLE	2	2	2				1	1	1				1	1	1			
251	SOTO ST.-DALY ST.-CALIFORNIA AVE.	29	19	28	1	1	4	12	12	12	1			9	10	10	1	1	
252	HUNTINGTON DR.-SOTO STREET SHUTTLE	3	2	4			1	2	2	2				2	2	2			
255	GRIFFIN AVE.-CO. HOSPITAL-ROWAN AVE.	2	2	3			1	2	2	2				2	2	2			
259	EASTERN AVE.-ARIZONA AVE.-EMERY PARK	5	4	5															
260	ARTESIA STA.-PASADENA-ALTADENA- VIA ATLANTIC	28	16	32		3	2	14	15	15				12	14	16			
265	PARAMOUNT-WHITTIER-CERRITOS	4	5	5															
267	TEMPLE CITY BLVD.-DEL MAR BLVD.-LINCOLN AVE.	15	7	17		6	9	5	5	5				5	5	5			
268	WASHINGTON BLVD.-BALDWIN AVE.	13	5	14		3	7	3	3	3				3	3	3			
305	CROSSTOWN BUS	11	8	11				8	8	8				8	8	8			
362	L.A.-SANTA FE SPRINGS-NORWALK-HAWAIIAN GARDEI	15	5	9		5	1	6	5	5		2		5	4	4		1	
418	ROSCOE BLVD - N. HOLLYWOOD	10		8		4	1												
426	SHERMAN WY - N. HOLLYWOOD	11		9		6	5												
434	LOS ANGELES-SANTA MONICA-MALIBU-TRANCAS EXP.	20	6	20		1	4	11	3	9				6	3	6			
439	L.A.-LAX-REDONDO BEACH FRWY. EXPRESS	11	5	12		2	1	8	7	13		1	4	7	4	9		3	
444	L.A.-W. TORRANCE-ROLLING HILLS	21	5	12		3	6	7	3	7		5	4	4	2	7		2	
445	L.A.-SAN PEDRO EXPRESS	4	3	5				3	3	4				3	3	4			
446	LOS ANGELES-CARSON-WILMINGTON-SAN PEDRO EXI	20	9	17		6	3	12	10	16		3	5	10	6	14		5	
460	L.A.-NORWALK-DISNEYLAND EXP.	15	7	19		1	4	9	11	13			2	8	8	8			

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
NAME OF LINE AND SCHEDULED VEHICLES

REPORT NO. 4-24

E Q U I P M E N T

LINE	NAME OF LINE	WEEKDAYS AM PEAK	BASE	PM PEAK	OWL	Interline Savings AM	Interline Savings PM	SATURDAYS AM PEAK	BASE	PM PEAK	OWL	Interline Savings AM	Interline Savings PM	SUNDAYS AM PEAK	BASE	PM PEAK	OWL	Interline Savings AM	Interline Savings PM
471	PUENTE HILLS MALL-WHITTWOOD CT-BREA MALL	4	3	4		1	1	2	2	5				3	2	4		1	
484	L.A.-EL MONTE-LA PUENTE-POMONA	24	10	24		8	5	7	7	10		1		6	7	10		1	
485	LOS ANGELES-PASADENA-ALTADENA	12	5	17		5	8	5	5	5				5	5	5			
487	L.A.-SAN GABRIEL-EL MONTE-SIERRA MADRE	20	5	15		5	4	5	5	5				7	4	7		3	
489	L.A.-HASTINGS RANCH EXPRESS	5		5		4	5												
490	L.A.-EL MONTE-COVINA-BREA	20	8	20		7	6	5	5	5				6	3	6		3	
550	W. HOLLYWOOD - SAN PEDRO EXPRESS	10	4	10			1	6	7	7				6	7	8			
576	SOUTH LOS ANGELES-PACIFIC PALISADES EXP.	5		5		3	2												
611	HUNTINGTON PARK SHUTTLE	6	5	8				5	5	5				5	5	5			
612	SOUTH GATE SHUTTLE	6	6	6				6	6	6		1		6	5	5		1	
620	BOYLE HEIGHTS SHUTTLE	1	3	9			6												
681	HUNTINGTON PARK - WATTS SHUTTLE	5	2	4		2		3	2	3		1		3	2	2		1	
687	LOS ROBLES SHUTTLE	5	3	6			1	3	3	3				2	3	3			
711	FLORENCE AVE. RAPID BUS	12	6	11				6	7	7				4	6	6			
720	WILSHIRE - WHITTIER METRO RAPID	85	37	78		2	3	32	35	39	2			26	30	34			
745	SO. BROADWAY METRO RAPID	22	7	21		4	4	7	8	9				7	7	7			
750	VENTURA BLVD. METRO RAPID	25	11	26				10	11	11		1		9	11	11			
754	VERMONT AVE. METRO RAPID	33	17	31		1		14	16	16				8	11	11			
761	VAN NUYS BLVD. RAPID BUS	18	13	20			4	8	9	9				4	6	6			
801	METRO BLUE LINE	51	30	51				21	30	30				21	30	30			
802	METRO RED LINE	62	36	58				24	36	36				24	36	36			
803	METRO GREEN LINE	20	10	20	4			10	10	10	4			7	10	10	2		
								SCHEDULED TRAINS											
801	METRO BLUE LINE	19	10	19				9	10	10				9	10	10			
802	METRO RED LINE	12	9	11				7	9	9				7	9	9			
803	METRO GREEN LINE	10	5	10	2			5	5	5	2			6	5	5	2		

PREPARED BY SERVICE PERFORMANCE ANALYSIS DEPARTMENT
EFFECTIVE: JUNE 29, 2003

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
NAME OF DIVISION AND SCHEDULED PULLOUTS

DIVISION NUMBER	NAME OF DIVISION	WEEKDAYS A M	WEEKDAYS P M	WEEKDAYS TOTAL	SATURDAYS A M	SATURDAYS P M	SATURDAYS TOTAL	SUNDAYS A M	SUNDAYS P M	SUNDAYS TOTAL
1	CENTRAL CITY	156	87	243	86	17	103	66	18	84
2	CROSSROADS	156	75	231	92	11	103	63	3	66
3	NORTH LOS ANGELES	174	69	243	86	8	94	76	5	81
5	ARTHUR WINSTON	207	104	311	121	6	127	93	6	99
6	VENICE	65	41	106	0	0	0	0	0	0
7	WEST HOLLYWOOD	220	136	356	119	17	136	88	15	103
8	WEST VALLEY	145	78	223	59	8	67	50	8	58
9	SAN GABRIEL VALLEY	159	61	220	79	10	89	69	9	78
10	GATEWAY	220	110	330	144	32	176	121	26	147
11	METRO BLUE LINE	20	8	28	14	0	14	14	0	14
15	EAST VALLEY	209	84	293	102	5	107	82	6	88
18	SOUTH BAY	248	98	346	126	31	157	101	32	133
20	METRO RED LINE	14	4	18	12	0	12	12	0	12
22	METRO GREEN LINE	10	7	17	6	3	9	11	3	14
	-TOTALS-	2003	962	2965	1046	148	1194	846	131	977

NOTE - SPECIAL EVENT PULLOUTS AND TEMPORARY SCHEDULE CHANGES NOT INCLUDED.
WEEKDAY PULLOUTS REFLECT SCHOOL DAY SCHEDULES WHICH OPERATE 3 OR MORE DAYS PER WEEK.

PREPARED BY SERVICE PERFORMANCE ANALYSIS DEPARTMENT
EFFECTIVE: JUNE 29, 2003

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24

HOURS AND MILES BY DIVISION

EFFECTIVE: JUNE 29, 2003

DIVISION NUMBER	WEEKDAYS				SATURDAYS				SUNDAYS			
	REVENUE HOURS	NonREVENUE HOURS	REVENUE MILES	NonREVENUE MILES	REVENUE HOURS	NonREVENUE HOURS	REVENUE MILES	NonREVENUE MILES	REVENUE HOURS	NonREVENUE HOURS	REVENUE MILES	NonREVENUE MILES
1	1523.2	176.5	17968.9	4241.2	1102.9	77.7	13469.1	2002.0	961.1	52.3	12166.2	1402.4
2	1563.2	177.2	16986.1	4075.5	1163.6	76.3	12611.6	1874.7	831.1	42.2	9366.8	1036.3
3	1950.4	178.7	22379.2	4135.1	1226.8	61.0	14237.6	1542.6	1028.6	53.8	12136.8	1372.0
5	2165.7	244.5	26852.4	5252.1	1654.9	90.3	20397.1	2177.2	1280.5	68.5	15992.8	1660.3
6	549.0	74.0	6728.2	1808.3	0	0	0	0	0	0	0	0
7	2142.0	249.3	25241.5	4774.1	1675.6	90.6	20339.4	1660.5	1197.9	68.8	15338.4	1226.0
8	1482.4	166.0	21738.7	4550.9	906.1	40.9	13585.3	1166.9	756.4	35.1	11560.3	981.3
9	1844.7	145.8	25647.3	3983.7	1104.9	44.7	15483.1	1229.7	941.4	43.2	13691.1	1208.5
10	2562.7	233.4	30789.9	5701.6	2028.8	119.1	25509.5	2937.3	1785.5	86.8	22601.6	2090.3
15	2277.7	204.0	31437.1	5832.2	1458.3	62.1	20702.0	1936.1	1134.1	48.4	16301.0	1447.6
18	2966.8	259.1	37290.6	7231.2	1803.8	111.8	23530.6	3318.7	1468.7	90.2	20126.8	2638.9

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
ROUTE NAMES AND ONE-WAY MILEAGE

ROUTE	MILES	ROUTE NAME
2	26.2	SUNSET BL.
4	20.0	SANTA MONICA BL.
10	9.9	MELROSE AV.-VIRGIL AV.-TEMPLE ST.
11	9.9	MELROSE AV.-VERMONT AV.-TEMPLE ST. -BRANCH OF LINE -10-
14	9.7	BEVERLY BL.-WEST ADAMS BL.
16	13.0	W. THIRD ST.
18	14.0	W. SIXTH ST.-WHITTIER BL.
20	17.1	WILSHIRE BL.-U.C.L.A.-SANTA MONICA
21	13.1	WILSHIRE BL.-U.C.L.A. -BRANCH OF LINE -20-
26	9.4	SEVENTH ST.-VIRGIL AV.-FRANKLIN AV.
28	11.9	W. OLYMPIC BL.
30	12.3	W. PICO BL.-E. FIRST ST.-FLORAL DR.
31	12.1	W. PICO BL. - EAST FIRST ST. -BRANCH OF LINE -30-
33	17.3	VENICE BL.
37	9.6	W. ADAMS BL. -BRANCH OF LINE -14-
38	11.0	W. JEFFERSON BL.-CITY TERRACE
40	20.2	HAWTHORNE BL.-L.A.-UNION STA. *DIVISIONS 2-3 EXTRA BOARD QUALIFIED ON ROUTE 40 LOS ANGELES TO HOLLYWOOD PARK ONLY
42	15.2	L.A.-WESTCHESTER-LAX
45	16.7	BROADWAY-MERCURY AV.
46	16.8	BROADWAY-GRIFFIN AV. -BRANCH OF LINE -45-
48	10.8	MAPLE AV.-SOUTH MAIN ST. -BRANCH OF LINE -10-
51	16.7	SAN PEDRO ST. - AVALON BL. - COMPTON BL. -BRANCH OF LINE -26-
52	14.9	SAN PEDRO ST. - AVALON BL. - VICTORIA ST. -BRANCH OF LINE -26-
53	15.7	SOUTH CENTRAL AV.
55	12.7	L.A.-COMPTON AV.-IMPERIAL STA.
60	22.4	LONG BEACH BL.-SANTA FE AV.
65	10.5	WASHINGTON BL.-INDIANA ST.-GAGE AV.
66	12.9	E. OLYMPIC BL.-WEST 8TH ST.
68	19.5	W. WASHINGTON BL. - CHAVEZ AV.
70	15.9	L.A.-EL MONTE VIA GARVEY AV.
71	7.1	CITY TERRACE-CAL STATE L.A. -BRANCH OF LINE -38-
76	16.3	L.A.-EL MONTE VIA VALLEY BL.
78	18.2	L.A.-ALHAMBRA-SOUTH ARCADIA VIA LAS TUNAS DR. *DIVISIONS 1-10 EXTRA BOARD QUALIFIED ON ROUTE 79 LOS ANGELES TO
78		SANTA ANITA ONLY
79	18.8	L.A.-ARCADIA VIA HUNTINGTON DR. -BRANCH OF LINE -78-
81	20.1	FIGUEROA ST.
83	13.6	PASADENA AV.-YORK BL. -BRANCH OF LINE -28-
84	11.4	CYPRESS AV.-EAGLE ROCK BL. -BRANCH OF LINE -28-
85	11.6	VERDUGO RD.-GLENDALE COLLEGE -BRANCH OF LINE -28-
90	29.9	L.A.-SUNLAND-SYLMAR VIA PENNSYLVANIA AV.
91	30.3	L.A.-SUNLAND-SYLMAR VIA LA CRESCENTA AV. -BRANCH OF LINE -90-
92	25.8	L.A.-GLENDALE-BURBANK-SAN FERNANDO VIA GLENDALE BL.
94	29.5	L.A.-SAN FERNANDO
102	9.1	E. JEFFERSON BL.-COLISEUM ST.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
ROUTE NAMES AND ONE-WAY MILEAGE

ROUTE	MILES	ROUTE NAME
105	21.8	VERNON AV.-LA CIENEGA BL.
107	13.8	54TH ST.-FAIRVIEW BL.-SANTA ANA ST.
108	25.1	SLAUSON AV.
110	21.1	GAGE AV.-CENTINELA AV.-FOX HILLS MALL
111	27.9	LAX-FLORENCE AV.-LEFFINGWELL RD.
115	23.3	MANCHESTER AV.-FIRESTONE BL.
117	17.6	CENTURY BL.-TWEEDY BL.-LAKEWOOD STATION
119	14.4	108TH ST.
120	11.9	IMPERIAL HWY. - WILMINGTON BLUE LINE TO L.A.X.
121	11.6	IMPERIAL HWY. - WILMINGTON BLUE LINE TO NORWALK METROLINK -BRANCH OF LINE -120-
124	15.9	EL SEGUNDO BL.-SANTA FE AV.
126	11.6	YUKON AV.-MANHATTAN BEACH BL. -BRANCH OF LINE -119-
127	15.5	COMPTON BL.-BELLFLOWER BL.
150	18.4	VENTURA BL.-WARNER CENTER-CANOGA PARK
152	33.4	FALLBROOK AV.-ROSCOE BL.-VINELAND AV.-BURBANK
154	28.5	TAMPA AV.-VENTURA BL.-BURBANK BL.-OXNARD ST.
156	19.2	L.A. CITY COLLEGE-VAN NUYS-PANORAMA CITY
158	19.5	DEVONSHIRE ST.-WOODMAN AV.
161	23.5	THOUSAND OAKS-CANOGA PARK
163	26.8	SHERMAN WAY-HOLLYWOOD WAY
164	21.9	VICTORY BL.-BRANCH OF LINE -165-
165	23.0	VANOWEN ST.
166	29.0	NORDHOFF ST. - LANKERSHIM BL.
168	14.9	LASSEN ST.-PAXTON ST.
169	25.9	SATICOY ST.-SUNLAND BL.
170	24.5	HELLMAN AV.-EL MONTE VIA SOUTH EL MONTE
175	5.2	FOUNTAIN AV.-TALMADGE ST.-HYPERION AV.
176	16.8	GLASSELL PK.-HIGHLAND PK.-ALHAMBRA-EL MONTE
180	17.5	HOLLYWOOD-GLENDALE-PASADENA-NORTH LAKE VIA COLORADO BL.
181	18.9	HOLLYWOOD-GLENDALE-PASADENA-S.M.VILLA VIA YOSEMITE DR. -BRANCH OF LINE -180-
183	21.0	MAGNOLIA BL.-KENNETH RD.-E. COLORADO ST. -BRANCH OF LINE -234-
200	6.4	ALVARADO ST.
201	12.0	SILVERLAKE BL.
202	16.3	WILLOWBROOK-COMPTON-WILMINGTON
204	12.7	VERMONT AV.
206	14.2	NORMANDIE AV.
207	18.2	WESTERN AV.-120TH ST.
209	15.6	VAN NESS AV.-ARLINGTON AV.
210	20.0	VINE ST.-CRENSHAW BL.
211	7.7	PRAIRIE AV.
212	14.7	LA BREA AV.
215	10.8	INGLEWOOD AV.-REDONDO BEACH -BRANCH OF LINE -211-
217	10.1	FAIRFAX AV.-HOLLYWOOD
220	21.5	ROBERTSON BL.-CULVER BL.-LAX

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
ROUTE NAMES AND ONE-WAY MILEAGE

ROUTE	MILES	ROUTE NAME
230	11.5	LAUREL CANYON BL.
233	12.0	VAN NUYS BL.
234	15.3	SEPULVEDA BL.-BRAND BL.-SAYRE ST.
236	16.4	BALBOA BL.-SYLMAR
237	20.5	BALBOA BL.-RINALDI ST.-WOODLEY AV.-VAN NUYS -BRANCH OF LINE -236-
239	14.3	WHITE OAK AV.-ZELZAH AV.-RINALDI ST. -BRANCH OF LINE -230-
240	17.9	VENTURA BL.-RESEDA BL. -BRANCH OF LINE -150-
243	18.8	DE SOTO AV.-VENTURA BL.-WINNETKA AV.
245	16.1	TOPANGA CANYON BL.-MULHOLLAND DR.-VALLEY CIRCLE BL.
250	3.0	BOYLE AV.-STATE ST.
251	13.5	SOTO ST.-DALY ST.-SEVILLE AV.-103RD STA.
252	4.4	SOTO ST.-HUNTINGTON DR.
253	4.8	EUCLID AV.-EVERGREEN AV. -BRANCH OF LINE -250-
255	7.4	GRIFFIN AV.-CO. HOSPITAL-ROWAN AV.
258	11.2	ARIZONA AV.-ALHAMBRA-BRANCH OF LINE -259-
259	14.1	EASTERN AV.-ARIZONA AV.-EMERY PARK
260	27.3	ATLANTIC BL.-FAIR OAKS AVE.
264	15.9	ALTADENA DR.-FOOTHILL BL.-DUARTE RD. -BRANCH OF LINE -267-
265	16.4	PARAMOUNT BL.-PICO RIVERA
267	19.1	TEMPLE CITY BL.-DEL MAR BL.-LINCOLN AV.-ALTADENA DR.-DUARTE
268	19.9	WASHINGTON BL.-BALDWIN AV.
275	17.7	PICO RIVERA-WHITTIER-CERRITOS -BRANCH OF LINE -265-
302	26.2	SUNSET BL. LIMITED - BRANCH OF LINE -2-
304	18.5	SANTA MONICA BL.-UNION STATION -LIMITED -BRANCH OF LINE -4-
305	24.8	CROSSTOWN BUS
310	21.5	VINE ST.-CRENSHAW BL. - LIMITED -BRANCH OF LINE -210-
315	19.6	MANCHESTER AV.-FIRESTONE BL. - LIMITED -BRANCH OF LINE -115-
316	13.0	W. THIRD ST. LIMITED -BRANCH OF LINE -16-
328	11.9	W. OLYMPIC BL. LIMITED -BRANCH OF LINE -28-
333	17.2	VENICE BL. LIMITED -BRANCH OF LINE -33-
340	20.2	HAWTHORNE BL.-L.A.-UNION STA. LIMITED -BRANCH OF LINE -40-
350	14.6	SOTO ST. -LIMITED - BRANCH OF LINE -251-
352	17.5	SAN PEDRO ST. - AVALON BL. - VICTORIA ST. -LIMITED -BRANCH OF LINE -26-
357	18.2	WESTERN AV. LIMITED -BRANCH OF LINE -207-
360	23.0	LONG BEACH BL.-SANTA FE AV. -LIMITED -BRANCH OF LINE -60-
361	27.3	ATLANTIC BLVD. -LIMITED -BRANCH OF LINE -260-
362	24.4	TELEGRAPH RD.-PIONEER BL. -LIMITED
370	15.9	GARVEY AV. LIMITED -BRANCH OF LINE -70-
380	18.2	HOLLYWOOD-GLENDALE-PASADENA LIMITED -BRANCH OF LINE -180-
381	20.1	FIGUEROA ST. LIMITED -BRANCH OF LINE -81-
394	25.1	SAN FERNANDO ROAD LIMITED -BRANCH OF LINE -94-
401	15.6	L.A.-PASADENA-NORTH ALLEN EXP. -TEMPORARY PENDING METRO GOLD LINE OPENING
418	18.1	ROSCOE BL.-LAUREL CYN.-NORTH HOLLYWOOD STA. LIMITED
426	17.8	SHERMAN WAY-VICTORY BL.-NORTH HOLLYWOOD STA. LIMITED

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
ROUTE NAMES AND ONE-WAY MILEAGE

ROUTE	MILES		ROUTE NAME
434	44.0		L.A.-SANTA MONICA-MALIBU-TRANCAS EXP.
439	32.5		L.A.-LAX-REDONDO BEACH
442	21.4		L.A.-HAWTHORNE EXP. -BRANCH OF LINE -40-
444	33.5		L.A.-WEST TORRANCE-ROLLING HILLS-RANCHO PALOS VERDES-EXP.
445	27.3		L.A.-SAN PEDRO-VIA HARBOR TRANSITWAY-EXP.
446	30.9		L.A.-CARSON-WILMINGTON-SAN PEDRO EXP.
447	28.6		L.A.-CARSON-WILMINGTON-SAN PEDRO-7TH ST. EXP. -BRANCH OF LINE -446-
460	36.5		L.A.-NORWALK-DISNEYLAND VIA 110/105 TRANSITWAYS
471	18.6		PUENTE HILLS MALL-WHITTWOOD CENTER-BREA MALL
484	38.0		L.A.-EL MONTE-LA PUENTE-POMONA EXP.
485	18.9		L.A.-ALTADENA VIA LAKE AV.
487	23.0		L.A.-SAN GABRIEL-SIERRA MADRE EXP.
489	16.6		L.A.-ROSEMEAD-CLEARMANS VIL. EXP.
490	43.0		L.A.-EL MONTE-COVINA-DIAMOND BAR-BREA EXP.
491	24.2		L.A.-SIERRA MADRE VIA SANTA ANITA AV. EXP. -BRANCH OF LINE -487-
550	34.2		SAN PEDRO-WEST HOLLYWOOD EXP.
576	24.2		SOUTH L.A.-PACIFIC PALISADES EXP.
611	13.7		HUNTINGTON PK.-MAYWOOD-BELL-SO.GATE-WALNUT PK. LOOP
612	15.5		HUNTINGTON PK.-SO.GATE-LYNWOOD-WATTS LOOP
620	6.0		BOYLE HEIGHTS SHUTTLE
651	9.6	@	SHERMAN OAKS-HOLLYWOOD BOWL-PARK-N-RIDE -BRANCH OF LINE -653-
652	10.1	@	WEST LOS ANGELES-HOLLYWOOD BOWL-PARK-N-RIDE
653	25.4	@	CANOGA PARK-HOLLYWOOD BOWL-PARK-N-RIDE
657	26.9	@	TORRANCE-HOLLYWOOD BOWL PARK-N-RIDE
681	4.5		HUNTINGTON PK.-WATTS VIA SEVILLE AVE.
686			ALLEN AVE. SHUTTLE -OPENING JULY 27, 2003
687	7.3		LOS ROBLES AVE.
711	12.3		FLORENCE AV. METRO RAPID
720	25.6		WILSHIRE-WHITTIER METRO RAPID
745	11.0		BROADWAY METRO RAPID
750	16.4		VENTURA BL. METRO RAPID
754	12.7		VERMONT AV. METRO RAPID
761	22.0		WESTWOOD-VAN NUYS BL. METRO RAPID
801	21.3		METRO BLUE LINE
802	14.8		METRO RED LINE
803	19.3		METRO GREEN LINE
804			METRO GOLD LINE -OPENING JULY 26, 2003

NOTE @ SEASONAL SERVICE (SUMMER)

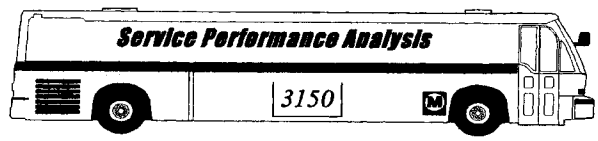
PREPARED BY SERVICE PERFORMANCE ANALYSIS DEPARTMENT
EFFECTIVE: JUNE 29, 2003

APPENDIX 8

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

OPERATIONS DEPARTMENT

Metro



SCHEDULED SERVICE OPERATING COST FACTORS REPORT NO. 4-24

FEBRUARY 1, 2004

FROM: Jake Satin-Jacobs
Manager, Service Performance Analysis

TO: Ed Muncy
Director, Service Performance Analysis

CC: Roderick Goldman
Deputy Executive Officer, Service Development

DATE OF ISSUE: February 23, 2004

PURPOSE OF REPORT:

The Scheduled Service Operating Cost Factors Report shows daily vehicle miles, hours, and equipment requirements for scheduled transit service operated by LACMTA, including BDOF but excluding contract (privatized) lines. Revenue hours include layovers but exclude deadheads. Interline savings indicate buses that are used on more than one line. Operating Cost Factors reflect the school day service. Temporary service changes are reported separately. Equipment requirements assume that a bus will not be pulled in and pulled out again during the same peak. Special event service is projected until June 2004. Rail service statistics (supplied by Rail Activation Dept.) are shown both at vehicle and train levels, adjusted to accommodate gap train operation. Rail schedules may be adjusted for maintenance of way. Yard duties are excluded.

HIGHLIGHTS OF THIS ISSUE:

Lines 250 and 471, and Route 253 were cancelled effective February 1, 2004.
New Line 710, Crenshaw Rapid, commenced service on February 1, 2004.
New Routes 312 and 358 Limited (branches of Lines 212 and 108) commenced service on February 1, 2004.
Line 686 commenced service July 27, 2003.
Line 804, Metro Gold Line, commenced service July 26, 2003.
Lines 18, 26, 124, 127, and 720, and Routes 121 and 340 were shortened.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24

SCHEDULED SERVICE OPERATING COST FACTORS

EFFECTIVE: FEBRUARY 1, 2004

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

		GROSS EQUIPMENT REQUIREMENTS				INTERLINE SAVINGS		VEHICLE HOURS		VEHICLE MILES	
	SERVICE FREQUENCY	AM RUSH	DAY BASE	PM RUSH	OWL	AM	PM	TOTAL	REVENUE	TOTAL	REVENUE
BUS	EXCEPT SAT & SUN	2443	1041	2471	61	474	520	23,182.1	21,019.2	312,049	260,529
	SATURDAY ONLY	1084	993	1206	61	187	175	14,801.7	14,032.5	197,210	177,752
	SUNDAY & HOLIDAY	775	797	914	61	116	86	11,851.1	11,266.7	162,192	147,330
RAIL	EXCEPT SAT & SUN	149	90	145	4			2,093.5	1,950.6	46,026	45,001
	SATURDAY ONLY	66	90	92	4			1,502.5	1,434.0	32,462	31,951
	SUNDAY & HOLIDAY	61	92	92	2			1,467.3	1,394.7	31,371	30,855

	SCHEDULED TRAIN RUNS				TRAIN HOURS		TRAIN MILES	
	AM RUSH	DAY BASE	PM RUSH	OWL	TOTAL	REVENUE	TOTAL	REVENUE
EXCEPT SAT & SUN	49	31	48	2	736.4	688.1	16,260	15,960
SATURDAY ONLY	27	31	32	2	588.4	558.3	12,690	12,508
SUNDAY & HOLIDAY	27	33	32	2	591.1	557.5	12,696	12,508

SPECIAL EVENT SERVICE - SEE NEXT PAGE.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE: FEBRUARY 1, 2004

DAILY EXCEPT SATURDAY AND SUNDAY

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
2	7 10	52	18	49		9	9	514.3	466.0	6523.7	5460.2
4	6 7 10	72	29	66	7	8	16	666.7	609.6	8011.6	6689.9
10	2 7	35	12	34	1	4	4	316.6	293.7	3517.6	2993.2
14	7	48	15	44	2	11	4	398.3	368.1	4362.9	3927.3
16	1 2 7	57	14	67		15	20	446.5	399.1	4873.6	4114.2
18	1 2	48	14	45	2	21	21	338.9	307.2	3732.2	3126.7
20	6 10	42	15	51	5	6	6	456.6	401.6	5073.3	3941.4
26	1 2	50	19	44	1	7	1	452.0	400.1	5904.4	4513.0
28	3 9	63	29	67	3	7	13	665.0	591.8	8209.0	6552.9
30	7 10	48	20	51	2	17	11	453.9	415.7	4646.3	3906.7
33	6 10	68	23	68	3	20	16	542.1	502.8	6888.3	6077.4
38	7 10	28	9	29		10	12	207.0	194.3	2694.4	2434.4
40	5 10 18	57	24	60	2	10	14	486.6	427.9	6491.8	4936.0
42	5 10 18	16	6	11		3	2	113.1	104.9	1356.2	1131.7
45	1	26	14	26	2	1	3	294.7	265.7	3668.0	2988.6
53	1 18	28	11	23		4	2	250.9	221.6	3069.6	2413.5
55	1 2 18	37	10	33	2	11	13	246.3	212.4	3114.6	2356.8
60	1 2 18	45	21	48	4	1	6	508.2	467.2	6306.9	5054.9
65	2	9	3	6		2	1	67.8	63.5	739.4	652.3
66	1 2	75	14	65		23	33	426.4	362.9	4909.9	3662.0
68	7 10	52	19	52		18	22	363.3	335.0	4275.6	3720.4
70	3 9	33	16	33	2	12	12	285.4	279.6	3682.4	3559.9
76	9	22	13	23	2	5	6	221.4	214.1	2480.5	2311.1
78	3 9	29	14	31		7	6	279.2	261.5	3636.0	3274.7
81	3 18	39	19	41		7	7	399.3	372.1	5116.0	4470.8
90	15	21	8	21		6	8	182.8	168.0	2874.2	2435.0
92	15	29	10	31	2	11	13	243.0	227.1	3277.8	2830.4
94	15	46	19	45		10	13	410.1	375.6	6508.9	5413.4
102	2	3	2	5			1	37.3	34.8	429.5	369.6
105	1 2 7	24	14	26	1	4	1	281.5	268.7	3256.2	2995.1
107	5	3	3	3				50.9	50.0	556.5	543.2
108	5	28	13	28		1		297.6	263.4	3924.5	3244.3
110	5	19	9	22		3	1	225.4	200.2	2714.7	2285.6
111	1 5 18	16	13	18	2			244.3	225.5	3353.0	2871.3
115	5	29	13	28		2	3	298.8	260.4	4147.5	3214.6
117	18	12	10	11				177.7	167.7	2237.4	1940.4

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE: FEBRUARY 1, 2004

DAILY EXCEPT SATURDAY AND SUNDAY

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS				INTERLINE SAVINGS		VEHICLE HOURS		VEHICLE MILES	
		AM RUSH	DAY BASE	PM RUSH	OWL	AM	PM	TOTAL	REVENUE	TOTAL	REVENUE
119	18	3		3				33	29	486.7	360.1
120	18	10	6	10				131.4	120.8	1910.3	1579.1
124	18	4	2	5		1	2	37.3	33.8	478.5	380.8
127	18	2	2	2				30.8	29.2	358.4	314.6
150	8	33	16	30	2	9	3	334.7	313.6	4554.2	4005.7
152	8 15	34	8	35		13	17	247.2	219.3	3867.3	3086.1
154	8 15	9	4	11		3	3	77.5	69.7	1272.3	1053.1
156	8 15	25	10	30	3	4	11	274.4	249.2	3826.5	3099.5
158	8 15	10	3	8		4	3	62.3	56.1	958.4	808.4
161	8	15	3	7		6	1	76.4	61.6	1522.5	1069.6
163	8 15	22	11	25		8	5	230.7	214.2	3279.6	2820.8
165	8 15	47	20	49		12	14	392.4	346.3	6394.3	5122.0
166	8 15	40	10	38		12	13	243.8	213.8	4265.1	3327.4
168	8	2	2	3			1	27.6	27.4	439.7	437.7
169	8 15	10	4	11		5	5	66.6	61.1	989.1	865.6
170	9	5	4	5		1	1	58.7	57.2	685.6	652.0
175	3 9	6	1	12		2	10	37.2	28.0	413.6	253.9
176	3 9	3	3	3				45.6	44.7	609.3	590.4
180	3 9	24	20	30	2	2	3	361.6	334.8	4768.8	4041.1
200	2	17	9	19		3	2	190.7	180.7	1693.9	1525.4
201	3	5	3	3				48.9	45.9	538.2	480.0
202	18	4	4	4				63.5	61.4	932.3	871.8
204	5 18	19	14	22	4			302.0	276.9	3181.2	2749.6
206	3 5	17	10	26			3	235.8	215.1	2749.0	2331.7
207	5 18	33	22	40	2		1	437.7	407.8	5253.2	4510.8
209	5	4	3	5				52.9	49.3	715.9	651.2
210	18	14	11	15		1		216.6	201.8	2764.1	2324.4
211	18	10	3	7		2	3	64.0	55.1	886.0	691.3
212	5	21	10	25			2	234.0	206.2	2764.7	2263.8
217	7	30	11	36	2	9	11	284.7	257.8	2809.4	2443.5
220	7	4	3	3		1		44.9	42.7	693.5	635.9
230	15	18	6	14		8	3	133.7	123.9	1957.9	1691.2
233	15	12	8	9		4		142.1	135.6	1770.4	1617.0
234	15	24	14	23		1	1	260.4	241.1	3944.0	3397.7
236	8	6	4	10			3	76.2	68.2	1202.1	1001.4
243	8	18	3	15		9	8	82.1	74.0	1249.6	1054.8

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE: FEBRUARY 1, 2004

DAILY EXCEPT SATURDAY AND SUNDAY

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
245	8	10	3	9		5	5	52.8	49.5	833.4	765.0
251	3 18	28	19	29	1	1	5	333.3	319.4	3642.9	3299.7
252	3	3	2	4			1	40.6	38.7	461.7	431.2
255	3	2	2	3			1	32.1	31.3	321.9	299.7
259	9	5	4	5				69.8	65.4	938.3	797.1
260	3 9 18	28	16	32		1	2	353.0	316.9	5010.4	3941.6
265	18	4	5	5				67.0	62.7	1040.9	915.7
267	3 9	12	7	15		3	6	122.6	114.1	1771.6	1571.6
268	3 9	12	4	14		3	8	85.1	73.0	1327.7	1001.5
305	7 18	11	8	11				146.5	136.4	2046.5	1821.2
362	1	15	4	8		5		109.9	100.9	1587.6	1305.7
418	8	9		10		3	5	37.0	34.1	580.3	487.7
426	8	9		10		6	5	37.1	33.0	650.1	515.2
434	6 10	20	5	19			1	173.3	130.3	4107.3	3030.5
439	18	7	5	8				117.6	108.7	1756.0	1561.7
444	18	18	4	9		3		117.9	100.7	2317.9	1818.0
445	18	4	4	4				56.1	49.3	1317.2	1058.2
446	10 18	18	8	14		5	3	167.7	154.8	2797.7	2440.9
460	1 2	14	11	18				155.2	148.7	2904.4	2706.8
484	9	31	10	31		12	12	236.6	220.3	4533.1	4021.9
485	3 9	14	5	16		4	6	129.1	117.8	1981.9	1735.2
487	3 9	20	5	15		6	2	140.4	126.1	2544.0	2206.3
489	3 9	5		5		4	5	13.6	10.3	233.1	159.9
490	9	20	7	19		8	6	158.0	149.4	2868.2	2598.2
550	7 18	10	5	10				126.4	120.1	2576.2	2396.8
576	1	5		5		2	2	31.7	22.0	545.0	313.9
611	2	10	5	8		2	1	87.2	83.4	1012.7	953.7
612	2	5	5	9				90.9	86.1	1212.8	1085.0
620	3 10	3	3	8			5	42.0	40.2	424.1	387.4
681	18	4	2	4				50.4	46.9	543.0	441.0
686	3	4	2	5				52.5	46.3	710.2	508.7
687	9	4	3	5			1	59.8	53.4	781.8	641.3
710	18	16	8	18				175.2	150.9	2842.2	2111.0
711	5	12	6	11				137.9	123.9	1948.4	1611.4
720	1 7 10	87	37	79		3	4	920.9	771.6	13811.6	10542.0
745	1	20	7	23		2	4	176.4	152.0	2560.5	1988.9

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE: FEBRUARY 1, 2004

DAILY EXCEPT SATURDAY AND SUNDAY

SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
750	8 15	24	11	25				244.1	208.7	4353.5	3356.9
754	5	33	17	31				345.0	307.9	5200.6	4592.5
761	15	18	10	19			1	200.3	181.1	3204.6	2588.3
801	11	51	30	51				656.0	629.1	13843.4	13613.4
802	20	62	36	58				888.8	806.9	19065.4	18393.3
803	22	20	10	20	4			285.4	268.2	8104.4	8059.8
804	21	16	14	16				263.3	246.4	5012.5	4934.1

LINE	DIVISIONS	SCHEDULED TRAIN RUNS AM RUSH	DAY BASE	PM RUSH	OWL	TRAIN HOURS TOTAL	REVENUE	TRAIN MILES TOTAL	REVENUE
801	11	19	10	19		243.6	232.4	5155.6	5061.8
802	20	12	9	11		191.1	174.4	3980.2	3843.7
803	22	10	5	10	2	158.6	148.3	4406.8	4382.7
804	21	8	7	8		143.1	133.0	2716.9	2671.5

ADDITIONAL EQUIPMENT REQUIREMENTS THAT ARE NOT INCLUDED IN THE DATA ON PREVIOUS PAGE

SPECIAL EVENT **APPROXIMATE** SCHEDULED SERVICE AS KNOWN AT THIS TIME (TEMPORARY CHANGES AND LEASE EVENTS NOT INCLUDED)

EVENT/SERVICE	TENTATIVE DATES OF OPERATION	DAYS	NO. DAYS	EQUIPMENT A.M.	EQUIPMENT BASE	EQUIPMENT P.M.	HOURS TOTAL	HOURS REVENUE	MILES TOTAL	MILES REVENUE
SANTA ANITA (OAK TREE)	10-1-03 THROUGH 10-10-03	WE,TH,FR	(6)	0	5	7	33.6	23.6	649	411
SANTA ANITA (OAK TREE)	9-28-03 THROUGH 10-12-03*	SA,SU	(5)	3	5	12	57.2	38.8	1154	711
* - service suspended due to strike 10-14 to 11-17-03										
SANTA ANITA (WINTER)	12-26-03 THROUGH 4-16-04	WE,TH,FR	(46)	0	5	7	33.6	23.6	649	411
SANTA ANITA (WINTER)	12-27-03 THROUGH 4-18-04	SA,SU	(34)	3	5	12	57.2	38.8	1154	711
SANTA ANITA (WINTER)	12-29-03; 1-1, 1-19, 2-16-04	MO,TH	(4)	3	5	12	57.2	38.8	1154	711
HOLLYWOOD PARK	4-21-04 THROUGH 7-16-04	WE,TH,FR	(39)	0	4	6	36.8	27.5	548	335
HOLLYWOOD PARK	4-24-04 THROUGH 7-18-04	SA,SU	(26)	0	3	6	36.8	27.6	548	335
HOLLYWOOD PARK	5-31-04	MO	(1)	0	3	6	36.8	27.5	548	335

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE: FEBRUARY 1, 2004

SATURDAY ONLY

SCHOOL HOLIDAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
2	7 10	23	20	29		3	9	293.3	282.6	3628.6	3429.7
4	7 10	42	36	56	7	11	20	550.2	519.7	6608.3	5897.4
10	2 7	16	17	20	1		5	227.6	217.9	2477.8	2233.8
14	7	20	13	15	2	9	2	216.7	207.7	2570.6	2427.5
16	1 2 7	27	17	28		12	6	273.8	258.5	2954.6	2698.8
18	1 2	25	15	31	2	11	14	275.4	254.4	3004.4	2630.2
20	10	20	15	24	5	3	6	307.0	291.5	3590.2	3293.3
26	1 2	28	30	31	1		2	394.2	372.0	4888.0	4292.7
28	3	22	24	26	3			390.4	369.9	4699.5	4228.9
30	7 10	20	20	31	2	3	8	310.0	294.4	3140.8	2811.1
33	10	27	22	34	3	9	11	350.8	337.2	4462.0	4174.8
38	7 10	11	10	16		4	6	115.4	111.5	1502.1	1423.2
40	5 10 18	26	30	34	2	7	5	379.2	355.7	4684.7	4051.7
42	5 10 18	8	6	10		2	3	81.8	78.2	959.4	867.4
45	1	12	16	17	2		1	217.7	202.8	2741.6	2332.5
53	1 18	13	13	15		1	3	173.1	165.1	2048.3	1871.0
55	1 2 18	16	12	14	3	6	3	160.8	142.7	2020.7	1564.5
60	1 2 18	28	26	32	3	9	6	374.6	345.8	4956.5	3997.3
65	2	2	2	2				28.0	27.2	329.4	311.8
66	1 2	37	16	29		21	11	284.1	253.4	3342.9	2640.1
68	7 10	21	19	28		4	10	238.5	226.5	2863.7	2596.8
70	9	15	16	15	2			217.3	214.0	2759.2	2706.4
76	9	11	12	12	2			171.3	167.4	1985.1	1899.1
78	9	11	12	12				174.7	167.6	2374.2	2229.8
81	3 18	17	18	19				275.5	265.7	3508.0	3261.5
90	15	10	8	8		2		120.3	113.7	1889.6	1689.9
92	15	16	14	17	2	5	2	198.8	191.8	2661.8	2454.4
94	15	20	19	21		3	2	264.7	251.2	4157.2	3721.0
102	2	3	2	2		1		30.6	29.8	377.2	356.0
105	1 2 7	11	13	15	1	1	2	172.8	167.8	2019.2	1928.9
107	5	2	2	3			1	35.8	34.8	425.0	410.2
108	5	12	12	14				170.5	159.0	2358.0	2048.4
110	5	8	8	8		1		117.7	110.8	1466.2	1343.7
111	1 5 18	12	13	14	2	1		191.8	177.5	2721.0	2344.1
115	5	10	13	13				172.7	162.0	2387.9	2059.6
117	18	11	12	13		1		173.2	163.1	2361.3	2046.6

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE: FEBRUARY 1, 2004

SATURDAY ONLY

SCHOOL HOLIDAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS				INTERLINE SAVINGS		VEHICLE HOURS		VEHICLE MILES	
		AM RUSH	DAY BASE	PM RUSH	OWL	AM	PM	TOTAL	REVENUE	TOTAL	REVENUE
120	18	6	6	7			1	95.5	90.3	1314.2	1140.5
124	18	2	2	2				22.7	21.5	279.7	246.4
150	8	17	12	12	2	4		231.6	225.2	3128.0	2970.9
152	8 15	15	10	12		5	1	149.0	142.0	2119.1	1937.7
154	8 15	8	2	6		6	4	49.1	46.3	896.6	812.2
156	8 15	12	9	9	3	3		179.3	170.6	2455.3	2201.9
158	8	4	2	4		2	2	33.6	31.2	613.8	557.8
161	8	4	2	3		1		32.8	30.0	649.1	550.1
163	8 15	12	11	11		1		165.9	158.2	2221.1	2006.5
165	8 15	22	15	18		7	3	224.8	213.3	3537.8	3199.9
166	8 15	7	7	7				104.9	101.8	1862.7	1771.6
168	8	2	2	2				24.4	23.3	394.6	366.4
180	3	14	20	20	2			267.6	249.7	3443.2	2946.1
200	2	10	11	12		1	1	152.5	146.7	1332.7	1225.7
201	3	2	2	2				28.1	27.1	314.9	292.1
202	18	2	2	2				34.8	33.8	464.1	433.8
204	5 18	12	13	13	4			232.2	220.1	2554.4	2300.0
206	3 5	9	9	9				138.3	133.4	1537.1	1425.0
207	5 18	22	22	23	2			335.1	322.7	3847.6	3529.8
209	5	2	2	2				30.7	29.4	466.9	444.0
210	18	12	13	13				200.1	191.1	2576.6	2280.5
212	5	7	9	10				127.8	122.2	1466.2	1354.8
217	7	15	14	18	2	5	3	185.5	174.7	1884.1	1704.2
220	7	3	3	4			1	38.2	37.0	588.6	562.6
230	15	6	6	6				87.3	83.6	1251.5	1155.0
233	15	5	6	6				97.0	93.7	1241.1	1154.1
234	15	9	9	9				132.9	126.6	2280.8	2093.0
236	8	2	2	2				27.5	26.1	476.4	434.6
243	8	7	4	7		3	3	37.1	36.3	586.7	572.6
245	8	4	2	4		2	2	27.1	26.4	491.8	480.2
251	3 18	12	12	12	1			194.8	188.8	2138.7	1955.9
252	3	2	2	2				25.3	24.6	297.2	284.8
255	3	2	2	2				30.6	30.1	314.6	303.6
260	9 18	14	15	15				217.9	207.3	3089.1	2744.4
267	9	5	5	5				67.9	64.8	1010.4	933.9
268	9	3	3	3				42.3	40.6	607.4	558.6

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SATURDAY ONLY

SCHOOL HOLIDAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
305	7 18	7	8	8				108.3	102.5	1575.2	1436.4
362	1	7	7	7		2		69.6	65.7	988.3	877.8
434	10	11	3	9				99.0	81.1	2610.8	1953.6
439	18	7	3	9		4	4	78.3	74.8	1261.6	1161.4
444	18	6	3	8		4	5	53.9	50.2	1075.9	981.0
445	18	3	3	4				43.9	38.9	988.5	794.2
446	10 18	8	5	11		3	4	115.5	110.5	2099.3	1954.0
460	1	9	10	15			3	124.8	119.8	2571.2	2444.2
484	9	7	7	10		1		116.7	111.1	2334.4	2127.4
485	3	5	5	5				85.8	81.8	1353.5	1250.2
487	9	5	5	5				74.1	71.9	1211.5	1164.6
490	9	5	5	5				73.7	71.9	1312.0	1257.1
550	7 18	6	7	7				86.9	82.5	1964.4	1839.3
611	2	6	5	5		1		84.9	83.0	959.6	931.6
612	2	5	5	5		1		90.4	86.2	1200.9	1085.0
681	18	2	2	2				33.6	32.7	367.0	333.0
686	3	2	2	2				31.5	29.7	411.8	351.0
687	9	2	3	3				44.0	41.0	567.6	489.6
711	5	6	6	6				86.3	82.0	1160.3	1045.6
720	7 10	32	36	35				521.7	487.3	7671.2	6943.3
745	1	7	8	9				103.8	99.0	1407.2	1264.7
750	8 15	9	9	9		1		139.2	132.4	2283.7	2081.3
754	5	14	16	16				212.1	198.9	3254.9	3013.7
761	15	8	9	9				121.4	116.3	1922.3	1768.6
801	11	18	30	30				450.8	441.1	9365.7	9250.9
802	20	24	36	36				613.1	577.9	13135.9	12827.6
803	22	10	10	10	4			197.4	188.7	5506.0	5483.6
804	21	14	14	16				241.2	226.3	4453.9	4388.9

LINE	DIVISIONS	SCHEDULED TRAIN RUNS AM RUSH	DAY BASE	PM RUSH	OWL	TRAIN HOURS TOTAL	REVENUE	TRAIN MILES TOTAL	REVENUE
801	11	8	10	10		176.8	172.6	3654.2	3608.1
802	20	7	9	9		163.7	153.6	3453.6	3367.5
803	22	5	5	5	2	115.9	110.1	3146.8	3133.8
804	21	7	7	8		132.0	122.0	2435.5	2398.9

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
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SUNDAY ONLY

SCHOOL HOLIDAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS				INTERLINE SAVINGS		VEHICLE HOURS		VEHICLE MILES	
		AM RUSH	DAY BASE	PM RUSH	OWL	AM	PM	TOTAL	REVENUE	TOTAL	REVENUE
2	7 10	14	15	18		2	2	206.6	198.0	2611.8	2420.7
4	7 10	22	25	30	7	5	4	412.4	391.4	5107.6	4661.3
10	2 7	8	11	12	1	1	1	151.7	144.9	1791.8	1634.0
14	7	13	14	15	2	3	1	182.8	176.2	2149.3	2049.4
16	1 7	12	13	17		1	1	209.1	200.4	2305.6	2152.6
18	1 2	11	14	16	2		1	230.5	219.8	2668.7	2442.6
20	10	19	15	24	5	5	9	299.4	281.9	3579.4	3229.4
26	1 2	18	21	21	1	2		267.6	251.5	3356.2	2928.6
28	3	18	20	20	3			316.6	301.6	3892.6	3562.2
30	7 10	14	17	18	2	3	1	248.7	236.5	2627.9	2360.5
33	10	22	22	31	3	3	5	295.9	283.8	3893.2	3633.7
38	7 10	9	4	8		6	2	81.9	79.0	1105.0	1043.1
40	5 10 18	18	20	23	2	4	3	262.2	247.4	3331.1	2935.5
42	10 18	4	1	5		3	4	44.2	41.9	533.0	481.3
45	1	9	12	14	2	1	1	179.0	166.0	2310.1	1976.3
53	1 18	7	9	9				125.5	122.8	1620.0	1566.3
55	1 2 18	9	7	10	2	4	3	116.7	104.9	1515.7	1227.5
60	1 2 18	14	17	23	4	1	4	263.1	245.3	3542.1	2967.4
65	2	2	2	2				24.0	23.2	284.6	267.0
66	1 2	8	13	15			2	161.5	154.1	1823.6	1646.6
68	7 10	17	13	14		5		164.4	157.3	2102.4	1919.8
70	9	13	14	14	2			192.5	189.1	2504.1	2436.5
76	9	8	10	9	2	1		131.4	127.7	1585.5	1501.9
78	9	10	10	10				146.8	140.6	2136.6	1999.6
81	3 18	12	16	16				219.7	211.2	2867.8	2651.2
90	15	6	5	6		1	1	73.6	70.5	1136.4	1049.9
92	15	16	10	11	2	7	1	154.9	147.5	2194.8	1979.3
94	15	15	16	18		3	2	199.9	191.6	3197.9	2950.5
102	2	2	2	2				28.1	27.4	347.6	329.2
105	1 2 7	8	9	10	1		1	128.0	123.4	1543.8	1459.1
107	5	2	2	2				34.0	33.5	403.2	396.8
108	5	8	10	10				139.4	130.8	2010.0	1771.5
110	5	4	6	6				81.9	78.2	1095.4	1026.9
111	1 5 18	9	11	11	2			167.0	155.7	2448.7	2137.2
115	5	7	9	9				134.6	127.3	2038.4	1810.3
117	18	9	9	9		1		146.0	137.5	2026.5	1774.5

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SCHOOL HOLIDAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
120	18	3	5	5				74.9	71.7	1064.2	954.9
124	18	2	2	2				22.7	21.3	286.6	246.4
150	8	16	13	13	2	4		213.4	206.3	3079.6	2904.5
152	8 15	12	9	12		3	3	133.2	125.4	2079.5	1866.8
156	8 15	10	9	9	3	1		171.0	164.0	2335.3	2141.5
158	8	4	2	4		2	2	29.7	27.5	536.6	483.2
161	8	2	2	3			1	26.9	25.5	508.0	461.8
163	8 15	10	8	9		4	1	124.7	117.1	1843.4	1629.8
165	8 15	14	12	12		2		170.8	162.2	2737.2	2486.7
166	8 15	7	5	10		2	5	84.9	82.4	1499.9	1441.3
180	3	11	17	17	2			234.5	218.7	3065.0	2619.0
200	2	7	8	8				120.9	117.5	1065.4	1006.4
201	3	1	2	2				23.1	22.1	266.6	243.0
202	18	2	2	2				34.8	33.8	464.1	433.8
204	5 18	10	10	12	4			201.0	189.1	2276.8	1986.5
206	3 5	8	8	8				120.2	115.5	1415.0	1302.6
207	5 18	13	18	18	2			254.8	245.1	3001.4	2744.9
210	18	9	11	11				167.5	159.9	2213.6	1970.8
212	5	6	6	6		1		90.2	86.4	1019.9	945.6
217	7	11	8	10	2	7	2	139.6	131.3	1453.1	1320.1
220	7	3	3	3				38.3	37.3	587.5	562.6
230	15	7	5	7		3	2	79.5	74.9	1149.8	1024.9
233	15	6	6	6				98.4	95.1	1292.3	1202.3
234	15	10	9	9		1		125.4	118.7	2098.2	1894.8
236	8	2	2	2				26.2	24.8	455.3	409.8
245	8	3	2	5		1	3	22.9	22.0	415.8	397.2
251	3 18	9	10	10	1			158.0	150.7	1809.0	1574.2
252	3	2	2	2				25.4	24.7	261.8	249.2
255	3	2	2	2				25.0	24.5	255.4	244.4
260	9 18	11	14	14				195.3	185.1	2892.7	2575.2
267	9	5	5	5				67.9	64.8	1010.4	933.9
268	9	3	3	3				39.8	37.7	573.0	508.4
305	7 18	7	8	8				108.3	102.5	1575.2	1436.4
362	1	6	3	4		3		69.6	66.3	980.4	877.8
434	10	6	3	6				62.0	55.8	1506.8	1305.3
439	18	7	6	10		1	3	77.0	73.1	1278.9	1161.9

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY REPORT NO. 4-24
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SUNDAY ONLY

SCHOOL HOLIDAY, NON-RACE, NON-BOWL SCHEDULES

LINE	DIVISIONS	GROSS EQUIPMENT REQUIREMENTS AM RUSH	DAY BASE	PM RUSH	OWL	INTERLINE SAVINGS AM	PM	VEHICLE HOURS TOTAL	REVENUE	VEHICLE MILES TOTAL	REVENUE
444	18	4	2	7		2	5	47.4	45.7	907.2	866.2
445	18	3	3	4				43.7	38.7	988.5	794.2
446	10 18	12	10	12		5	4	113.6	108.8	2092.5	1949.4
460	1	8	7	9		2		122.3	119.0	2512.2	2422.1
484	9	6	7	10		1		108.1	102.9	2264.3	2089.5
485	3	5	5	5				85.8	81.8	1343.3	1250.2
487	9	6	3	7		3	4	53.1	50.5	901.7	841.0
490	9	6	4	6		2	2	52.0	50.2	939.2	875.4
550	7 18	6	7	7				86.9	82.5	1964.4	1839.3
611	2	6	5	5		2		84.6	82.7	960.6	931.6
612	2	6	5	5		2		91.7	86.0	1244.1	1085.0
681	18	2	2	2				30.8	29.9	331.0	297.0
686	3	2	2	2				31.5	29.7	411.0	351.0
687	9	2	3	3				42.7	39.7	552.3	474.3
711	5	4	6	6				69.6	65.7	962.4	861.0
720	7 10	26	30	34				467.7	433.9	6996.4	6237.9
745	1	7	7	7				90.9	87.4	1250.2	1151.7
750	8	8	8	9				135.9	129.7	2239.0	2064.4
754	5	8	11	11				133.4	124.5	2017.5	1852.1
761	15	4	6	6				80.1	76.8	1273.3	1169.8
801	11	18	30	30				450.8	441.1	9365.7	9250.9
802	20	24	36	36				613.1	577.9	13135.9	12827.6
803	22	5	12	10	2			162.2	149.4	4415.2	4387.1
804	21	14	14	16				241.2	226.3	4453.9	4388.9

LINE	DIVISIONS	AM RUSH	DAY BASE	PM RUSH	OWL	TOTAL	REVENUE	TOTAL	REVENUE
801	11	8	10	10		176.8	172.6	3654.2	3608.1
802	20	7	9	9		163.7	153.6	3453.6	3367.5
803	22	5	7	5	2	118.6	109.3	3152.8	3133.8
804	21	7	7	8		132.0	122.0	2435.5	2398.9

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
NAME OF LINE AND SCHEDULED VEHICLES

REPORT NO. 4-24

E Q U I P M E N T

LINE	NAME OF LINE	WEEKDAYS						SATURDAYS						SUNDAYS					
						Interline Savings						Interline Savings						Interline Saving	
		AM PEAK	BASE	PM PEAK	OWL	AM	PM	AM PEAK	BASE	PM PEAK	OWL	AM	PM	AM PEAK	BASE	PM PEAK	OWL	AM	PM
2	SUNSET BLVD. - BEVERLY DR.	52	18	49		9	9	23	20	29		3	9	14	15	18		2	
4	SANTA MONICA BLVD.	72	29	66	7	8	16	42	36	56	7	11	20	22	25	30	7	5	
10	MELROSE-TEMPLE-SAN PEDRO ST	35	12	34	1	4	4	16	17	20	1		5	8	11	12	1	1	
14	BEVERLY BLVD.-WEST ADAMS	48	15	44	2	11	4	20	13	15	2	9	2	13	14	15	2	3	
16	WEST THIRD ST.	57	14	67		15	20	27	17	28		12	6	12	13	17		1	
18	W. SIXTH ST.-WHITTIER BLVD.	48	14	45	2	21	21	25	15	31	2	11	14	11	14	16	2		
20	WILSHIRE BLVD.-U.C.L.A.-SANTA MONICA	42	15	51	5	6	6	20	15	24	5	3	6	19	15	24	5	5	
26	SEVENTH ST.-VIRGIL AVE.-AVALON BLVD.	50	19	44	1	7	1	28	30	31	1		2	18	21	21	1	2	
28	W. OLYMPIC BL.-YORK BL.-EAGLE ROCK BL.	63	29	67	3	7	13	22	24	26	3			18	20	20	3		
30	W. PICO BLVD.-E. FIRST ST.-FLORAL DR.	48	20	51	2	17	11	20	20	31	2	3	8	14	17	18	2	3	
33	VENICE BLVD.	68	23	68	3	20	16	27	22	34	3	9	11	22	22	31	3	3	
38	W. JEFFERSON BLVD.-CITY TERRACE	28	9	29		10	12	11	10	16		4	6	9	4	8		6	
40	HAWTHORNE-LAX-LOS ANGELES	57	24	60	2	10	14	26	30	34	2	7	5	18	20	23	2	4	
42	L.A.-WESTCHESTER-LAX	16	6	11		3	2	8	6	10		2	3	4	1	5		3	
45	BROADWAY-MERCURY AVE.	26	14	26	2	1	3	12	16	17	2		1	9	12	14	2	1	
53	CENTRAL AVE.	28	11	23		4	2	13	13	15		1	3	7	9	9			
55	L.A.-COMPTON AVE.-IMPERIAL STA.	37	10	33	2	11	13	16	12	14	3	6	3	9	7	10	2	4	
60	LONG BEACH BL.-SANTA FE AVE.	45	21	48	4	1	6	28	26	32	3	9	6	14	17	23	4	1	
65	WASHINGTON BLVD.-INDIANA ST.-GAGE AVE.	9	3	6		2	1	2	2	2				2	2	2			
66	EAST OLYMPIC BLVD.-WEST 8TH ST.	75	14	65		23	33	37	16	29		21	11	8	13	15			
68	WEST WASHINGTON BLVD. - CHAVEZ AVE.	52	19	52		18	22	21	19	28		4	10	17	13	14		5	
70	LOS ANGELES-EL MONTE VIA GARVEY AVE.	33	16	33	2	12	12	15	16	15	2			13	14	14	2		
76	L.A.-EL MONTE VIA VALLEY BLVD.	22	13	23	2	5	6	11	12	12	2			8	10	9	2	1	
78	L.A.-ALHAMBRA-SO. ARCADIA-ARCADIA	29	14	31		7	6	11	12	12				10	10	10			
81	FIGUEROA ST.	39	19	41		7	7	17	18	19				12	16	16			
90	LOS ANGELES-SUNLAND-SYLMAR	21	8	21		6	8	10	8	8		2		6	5	6		1	
92	LOS ANGELES-GLENDALE-BURBANK-SAN FERNANDO	29	10	31	2	11	13	16	14	17	2	5	2	16	10	11	2	7	
94	LOS ANGELES-SAN FERNANDO	46	19	45		10	13	20	19	21		3	2	15	16	18		3	
102	E. JEFFERSON BLVD.-COLISEUM ST.	3	2	5			1	3	2	2		1		2	2	2			
105	VERNON AVE.-LA CIENEGA BLVD.	24	14	26	1	4	1	11	13	15	1	1	2	8	9	10	1		
107	54TH ST.-FAIRVIEW BLVD.-SANTA ANA ST.	3	3	3				2	2	3			1	2	2	2			
108	SLAUSON - EASTERN AVE.	28	13	28		1		12	12	14				8	10	10			
110	GAGE AVE.-CENTINELA AVE.-FOX HILLS MALL	19	9	22		3	1	8	8	8		1		4	6	6			
111	LAX-FLORENCE AVE.-LEFFINGWELL RD.	16	13	18	2			12	13	14	2	1		9	11	11	2		
115	MANCHESTER AVE.-FIRESTONE BLVD.	29	13	28		2	3	10	13	13				7	9	9			
117	CENTURY BLVD.-TWEEDY BLVD.-RANCHO LOS AMIGOS	12	10	11				11	12	13		1		9	9	9		1	
119	108TH ST. - MANHATTAN BEACH BLVD.	3		3															
120	IMPERIAL HWY-AVIATION STATION	10	6	10				6	6	7			1	3	5	5			
124	EL SEGUNDO BLVD.-SANTA FE AVE.	4	2	5		1	2	2	2	2				2	2	2			
127	COMPTON BLVD-BELLFLOWER BLVD.	2	2	2															
150	UNIVERSAL-VENTURA-RESEDA-WARNER CTR	33	16	30	2	9	3	17	12	12	2	4		16	13	13	2	4	
152	FALLBROOK-ROSCOE-VINELAND-BURBANK	34	8	35		13	17	15	10	12		5	1	12	9	12		3	
154	TAMPA AVE.-BURBANK BLVD-OXNARD ST	9	4	11		3	3	8	2	6		6	4						
156	PANORAMA CITY-VAN NUYS-N. HOLLYWOOD	25	10	30	3	4	11	12	9	9	3	3		10	9	9	3	1	
158	DEVONSHIRE ST.-WOODMAN AVE.	10	3	8		4	3	4	2	4		2	2	4	2	4		2	
161	WESTLAKE-CANOGA PARK	15	3	7		6	1	4	2	3		1		2	2	3			

E Q U I P M E N T

LINE	NAME OF LINE	WEEKDAYS AM PEAK	BASE	PM PEAK	OWL	Interline Savings AM	Interline Savings PM	SATURDAYS AM PEAK	BASE	PM PEAK	OWL	Interline Savings AM	Interline Savings PM	SUNDAYS AM PEAK	BASE	PM PEAK	OWL	Interline Savin AM	Interline Savin PM
163	SHERMAN WAY - HOLLYWOOD	22	11	25		8	5	12	11	11		1		10	8	9		4	
165	VANOWEN-VICTORY-BURBANK	47	20	49		12	14	22	15	18		7	3	14	12	12		2	
166	NORDHOFF ST.-LANKERSHIM BLVD.	40	10	38		12	13	7	7	7				7	5	10		2	
168	LASSEN STREET	2	2	3			1	2	2	2									
169	SATICOY ST. -SUNLAND BLVD.	10	4	11		5	5												
170	HELLMAN AVE.-EL MONTE-VIA-SOUTH EL MONTE	5	4	5		1	1												
175	FOUNTAIN AVE.-TALMADGE ST.-HYPERION AVE.	6	1	12		2	10												
176	GLASSELL PK-HLND PK-ALHAMBRA-EL MONTE	3	3	3															
180	HOLLYWOOD-GLENDALE-PASADENA	24	20	30	2	2	3	14	20	20	2			11	17	17	2		
200	ALVARADO ST.-ECHO PARK AVE.	17	9	19		3	2	10	11	12		1	1	7	8	8			
201	SILVERLAKE BLVD.	5	3	3				2	2	2				1	2	2			
202	WILLOWBROOK-COMPTON-WILMINGTON	4	4	4				2	2	2				2	2	2			
204	VERMONT AVENUE	19	14	22	4			12	13	13	4			10	10	12	4		
206	NORMANDIE AVE.	17	10	26			3	9	9	9				8	8	8			
207	WESTERN AVE.	33	22	40	2		1	22	22	23	2			13	18	18	2		
209	VAN NESS-ARLINGTON	4	3	5				2	2	2									
210	VINE-CRENSHAW	14	11	15		1		12	13	13				9	11	11			
211	PRAIRIE AVE.-INGLEWOOD AVE.	10	3	7		2	3												
212	LA BREA AVE. - HAWTHORNE GREEN LINE STA	21	10	25			2	7	9	10				6	6	6		1	
217	HOLLYWOOD - FAIRFAX	30	11	36	2	9	11	15	14	18	2	5	3	11	8	10	2	7	
220	ROBERTSON BLVD.-CULVER BLVD.-LAX	4	3	3		1		3	3	4			1	3	3	3			
230	LAUREL CANYON-WHITE OAK-ZELZAH-RINALDI	18	6	14		8	3	6	6	6				7	5	7		3	
233	VAN NUYS BLVD.	12	8	9		4		5	6	6				6	6	6			
234	SEPULVEDA BL-MAGNOLIA BL-KENNETH ROAD	24	14	23		1	1	9	9	9				10	9	9		1	
236	BALBOA BLVD - SYLMAR - WOODLEY AVE	6	4	10			3	2	2	2				2	2	2			
243	DE SOTO AVE.-VENTURA BLVD.-WINNETKA AVE.	18	3	15		9	8	7	4	7		3	3						
245	TOPANGA CANYON-VALLEY CIRCLE	10	3	9		5	5	4	2	4		2	2	3	2	5		1	
251	SOTO ST.-DALY ST.-CALIFORNIA AVE.	28	19	29	1	1	5	12	12	12	1			9	10	10	1		
252	HUNTINGTON DR.-SOTO STREET SHUTTLE	3	2	4			1	2	2	2				2	2	2			
255	GRIFFIN AVE.-CO. HOSPITAL-ROWAN AVE.	2	2	3			1	2	2	2				2	2	2			
259	EASTERN AVE.-ARIZONA AVE.-EMERY PARK	5	4	5															
260	ARTESIA STA.-PASADENA-ALTADENA- VIA ATLANTIC	28	16	32		1	2	14	15	15				11	14	14			
265	PARAMOUNT-WHITTIER-CERRITOS	4	5	5															
267	TEMPLE CITY BLVD.-DEL MAR BLVD.-LINCOLN AVE.	12	7	15		3	6	5	5	5				5	5	5			
268	WASHINGTON BLVD.-BALDWIN AVE.	12	4	14		3	8	3	3	3				3	3	3			
305	CROSSTOWN BUS	11	8	11				7	8	8				7	8	8			
362	L.A.-SANTA FE SPRINGS-NORWALK-HAWAIIAN GARDEI	15	4	8		5		7	7	7		2		6	3	4		3	
418	ROSCOE BLVD - N. HOLLYWOOD	9		10		3	5												
426	SHERMAN WY - N. HOLLYWOOD	9		10		6	5												
434	LOS ANGELES-SANTA MONICA-MALIBU-TRANCAS EXP.	20	5	19			1	11	3	9				6	3	6			
439	L.A.-LAX-REDONDO BEACH FRWY. EXPRESS	7	5	8				7	3	9		4	4	7	6	10		1	
444	L.A.-W. TORRANCE-ROLLING HILLS	18	4	9		3		6	3	8		4	5	4	2	7		2	
445	L.A.-SAN PEDRO EXPRESS	4	4	4				3	3	4				3	3	4			
446	LOS ANGELES-CARSON-WILMINGTON-SAN PEDRO EXI	18	8	14		5	3	8	5	11		3	4	12	10	12		5	
460	L.A.-NORWALK-DISNEYLAND EXP.	14	11	18				9	10	15			3	8	7	9		2	
484	L.A.-EL MONTE-LA PUENTE-POMONA	31	10	31		12	12	7	7	10		1		6	7	10		1	

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
NAME OF LINE AND SCHEDULED VEHICLES

REPORT NO. 4-24

E Q U I P M E N T

LINE	NAME OF LINE	WEEKDAYS AM PEAK	BASE	PM PEAK	OWL	Interline Savings AM	Interline Savings PM	SATURDAYS AM PEAK	BASE	PM PEAK	OWL	Interline Savings AM	Interline Savings PM	SUNDAYS AM PEAK	BASE	PM PEAK	OWL	Interline Savi AM	Interline Savi PM
485	LOS ANGELES-PASADENA-ALTADENA	14	5	16		4	6	5	5	5				5	5	5			
487	L.A.-SAN GABRIEL-EL MONTE-SIERRA MADRE	20	5	15		6	2	5	5	5				6	3	7		3	
489	L.A.-HASTINGS RANCH EXPRESS	5		5		4	5												
490	L.A.-EL MONTE-COVINA-BREA	20	7	19		8	6	5	5	5				6	4	6		2	
550	W. HOLLYWOOD - SAN PEDRO EXPRESS	10	5	10				6	7	7				6	7	7			
576	SOUTH LOS ANGELES-PACIFIC PALISADES EXP.	5		5		2	2												
611	HUNTINGTON PARK SHUTTLE	10	5	8		2	1	6	5	5		1		6	5	5		2	
612	SOUTH GATE SHUTTLE	5	5	9				5	5	5		1		6	5	5		2	
620	BOYLE HEIGHTS SHUTTLE	3	3	8			5												
681	HUNTINGTON PARK - WATTS SHUTTLE	4	2	4				2	2	2				2	2	2			
686	PASADENA-ALTADENA SHUTTLE	4	2	5				2	2	2				2	2	2			
687	LOS ROBLES SHUTTLE	4	3	5			1	2	3	3				2	3	3			
710	CRENSHAW BLVD RAPID BUS	16	8	18															
711	FLORENCE AVE. RAPID BUS	12	6	11				6	6	6				4	6	6			
720	WILSHIRE - WHITTIER METRO RAPID	87	37	79		3	4	32	36	35				26	30	34			
745	SO. BROADWAY METRO RAPID	20	7	23		2	4	7	8	9				7	7	7			
750	VENTURA BLVD. METRO RAPID	24	11	25				9	9	9		1		8	8	9			
754	VERMONT AVE. METRO RAPID	33	17	31				14	16	16				8	11	11			
761	VAN NUYS BLVD. RAPID BUS	18	10	19			1	8	9	9				4	6	6			
801	METRO BLUE LINE	51	30	51				18	30	30				18	30	30			
802	METRO RED LINE	62	36	58				24	36	36				24	36	36			
803	METRO GREEN LINE	20	10	20	4			10	10	10	4			5	12	10	2		
804	METRO GOLD LINE	16	14	16				14	14	16				14	14	16			
								SCHEDULED TRAINS											
801	METRO BLUE LINE	19	10	19				8	10	10				8	10	10			
802	METRO RED LINE	12	9	11				7	9	9				7	9	9			
803	METRO GREEN LINE	10	5	10	2			5	5	5	2			5	7	5	2		
804	METRO GOLD LINE	8	7	8				7	7	8				7	7	8			

PREPARED BY SERVICE PERFORMANCE ANALYSIS DEPARTMENT
EFFECTIVE: FEBRUARY 1, 2004

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
NAME OF DIVISION AND SCHEDULED PULLOUTS

DIVISION NUMBER	NAME OF DIVISION	WEEKDAYS A M	WEEKDAYS P M	WEEKDAYS TOTAL	SATURDAYS A M	SATURDAYS P M	SATURDAYS TOTAL	SUNDAYS A M	SUNDAYS P M	SUNDAYS TOTAL
1	CENTRAL CITY	157	87	244	80	18	98	63	16	79
2	CROSSROADS	156	80	236	90	7	97	65	0	65
3	NORTH LOS ANGELES	170	72	242	85	8	93	74	5	79
5	ARTHUR WINSTON	219	104	323	113	9	122	89	4	93
6	VENICE	65	44	109	0	0	0	0	0	0
7	WEST HOLLYWOOD	222	134	356	121	14	135	89	12	101
8	WEST VALLEY	143	81	224	63	6	69	48	6	54
9	SAN GABRIEL VALLEY	162	64	226	77	7	84	67	7	74
10	GATEWAY	236	122	358	146	39	185	115	30	145
11	METRO BLUE LINE	20	8	28	14	0	14	14	0	14
15	EAST VALLEY	211	86	297	99	5	104	81	2	83
18	SOUTH BAY	237	101	338	138	22	160	109	23	132
20	METRO RED LINE	14	4	18	12	0	12	12	0	12
21	METRO GOLD LINE	9	1	10	8	0	8	8	0	8
22	METRO GREEN LINE	10	7	17	6	3	9	11	3	14
	-TOTALS-	2031	995	3026	1052	138	1190	845	108	953

NOTE - SPECIAL EVENT PULLOUTS AND TEMPORARY SCHEDULE CHANGES NOT INCLUDED.
WEEKDAY PULLOUTS REFLECT SCHOOL DAY SCHEDULES WHICH OPERATE 3 OR MORE DAYS PER WEEK.

PREPARED BY SERVICE PERFORMANCE ANALYSIS DEPARTMENT
EFFECTIVE: FEBRUARY 1, 2004

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

REPORT NO. 4-24

HOURS AND MILES BY DIVISION

EFFECTIVE: FEBRUARY 1, 2004

DIVISION NUMBER	WEEKDAYS				SATURDAYS				SUNDAYS			
	REVENUE HOURS	NonREVENUE HOURS	REVENUE MILES	NonREVENUE MILES	REVENUE HOURS	NonREVENUE HOURS	REVENUE MILES	NonREVENUE MILES	REVENUE HOURS	NonREVENUE HOURS	REVENUE MILES	NonREVENU MILES
1	1533.3	186.6	18028.2	4233.4	1056.9	79.6	12946.6	1939.7	946.4	54.7	12040.0	1352.3
2	1532.5	173.0	16375.8	3852.5	1154.2	76.0	12533.6	1845.5	825.4	43.3	9177.4	1063.6
3	1914.7	175.5	21855.5	4112.4	1224.4	60.9	14288.4	1561.3	1025.9	53.3	12218.6	1376.3
5	2252.5	256.0	27342.6	5188.4	1558.1	89.1	19262.0	2110.7	1199.2	64.3	15179.6	1556.5
6	548.9	74.6	6730.1	1635.2	0	0	0	0	0	0	0	0
7	2197.8	248.0	25243.3	4380.5	1644.4	82.0	19244.6	1474.6	1218.7	62.1	14932.9	1164.4
8	1452.6	172.3	21075.8	4810.3	937.5	46.4	14063.2	1308.6	739.0	37.3	11427.7	1009.6
9	1909.4	139.6	26323.3	3678.5	1068.5	40.7	14917.3	1088.4	904.3	38.8	13065.3	1053.1
10	2538.7	265.0	30351.1	6266.9	2051.7	119.8	26006.8	3029.1	1710.3	91.4	22130.1	2158.9
15	2299.8	210.7	31774.1	6115.6	1402.9	62.3	19916.5	1832.7	1123.1	52.3	16130.8	1504.2
18	2839.6	261.9	35431.8	7246.0	1935.0	112.4	24574.9	3267.7	1574.5	87.5	21028.8	2623.1

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
ROUTE NAMES AND ONE-WAY MILEAGE

ROUTE	MILES	ROUTE NAME
2	26.2	SUNSET BL.
4	20.0	SANTA MONICA BL.
10	9.9	MELROSE AV.-VIRGIL AV.-TEMPLE ST.
11	9.9	MELROSE AV.-VERMONT AV.-TEMPLE ST. -BRANCH OF LINE -10-
14	9.7	BEVERLY BL.-WEST ADAMS BL.
16	13.0	W. THIRD ST.
18	13.0	W. SIXTH ST.-WHITTIER BL.
20	17.1	WILSHIRE BL.-U.C.L.A.-SANTA MONICA
21	13.1	WILSHIRE BL.-U.C.L.A. -BRANCH OF LINE -20-
26	8.4	SEVENTH ST.-VIRGIL AV.-FRANKLIN AV.
28	11.9	W. OLYMPIC BL.
30	12.3	W. PICO BL.-E. FIRST ST.-FLORAL DR.
31	12.1	W. PICO BL. - EAST FIRST ST. -BRANCH OF LINE -30-
33	17.3	VENICE BL.
37	9.6	W. ADAMS BL. -BRANCH OF LINE -14-
38	11.0	W. JEFFERSON BL.-CITY TERRACE
40	20.2	HAWTHORNE BL.-L.A.-UNION STA. *DIVISIONS 2-3 EXTRA BOARD QUALIFIED ON ROUTE 40 LOS ANGELES TO HOLLYWOOD PARK ONLY
42	15.2	L.A.-WESTCHESTER-LAX
45	16.7	BROADWAY-MERCURY AV.
46	16.8	BROADWAY-GRIFFIN AV. -BRANCH OF LINE -45-
48	10.8	MAPLE AV.-SOUTH MAIN ST. -BRANCH OF LINE -10-
51	16.7	SAN PEDRO ST. - AVALON BL. - COMPTON BL. -BRANCH OF LINE -26-
52	14.9	SAN PEDRO ST. - AVALON BL. - VICTORIA ST. -BRANCH OF LINE -26-
53	15.7	SOUTH CENTRAL AV.
55	12.7	L.A.-COMPTON AV.-IMPERIAL STA.
60	22.9	LONG BEACH BL.-SANTA FE AV.
65	10.5	WASHINGTON BL.-INDIANA ST.-GAGE AV.
66	12.9	E. OLYMPIC BL.-WEST 8TH ST.
68	19.5	W. WASHINGTON BL. - CHAVEZ AV.
70	15.9	L.A.-EL MONTE VIA GARVEY AV.
71	7.1	CITY TERRACE-CAL STATE L.A. -BRANCH OF LINE -38-
76	16.3	L.A.-EL MONTE VIA VALLEY BL.
78	18.2	L.A.-ALHAMBRA-SOUTH ARCADIA VIA LAS TUNAS DR. *DIVISIONS 1-10 EXTRA BOARD QUALIFIED ON ROUTE 79 LOS ANGELES TO
78		SANTA ANITA ONLY
79	18.8	L.A.-ARCADIA VIA HUNTINGTON DR. -BRANCH OF LINE -78-
81	20.1	FIGUEROA ST.
83	13.6	PASADENA AV.-YORK BL. -BRANCH OF LINE -28-
84	11.4	CYPRESS AV.-EAGLE ROCK BL. -BRANCH OF LINE -28-
85	11.6	VERDUGO RD.-GLENDALE COLLEGE -BRANCH OF LINE -28-
90	29.9	L.A.-SUNLAND-SYLMAR VIA PENNSYLVANIA AV.
91	30.3	L.A.-SUNLAND-SYLMAR VIA LA CRESCENTA AV. -BRANCH OF LINE -90-
92	25.8	L.A.-GLENDALE-BURBANK-SAN FERNANDO VIA GLENDALE BL.
94	29.5	L.A.-SAN FERNANDO
102	9.1	E. JEFFERSON BL.-COLISEUM ST.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

ROUTE NAMES AND ONE-WAY MILEAGE

ROUTE	MILES	ROUTE NAME
105	21.8	VERNON AV.-LA CIENEGA BL.
107	13.8	54TH ST.-FAIRVIEW BL.-SANTA ANA ST.
108	25.1	SLAUSON AV.
110	21.1	GAGE AV.-CENTINELA AV.-FOX HILLS MALL
111	31.3	LAX-FLORENCE AV.-LEFFINGWELL RD.
115	23.3	MANCHESTER AV.-FIRESTONE BL.
117	17.6	CENTURY BL.-TWEEDY BL.-LAKEWOOD STATION
119	14.4	108TH ST.
120	11.9	IMPERIAL HWY. - WILMINGTON BLUE LINE TO L.A.X.
121	8.8	IMPERIAL HWY. - WILMINGTON BLUE LINE TO NORWALK METROLINK -BRANCH OF LINE -120-
124	11.2	EL SEGUNDO BL.-SANTA FE AV.
126	11.6	YUKON AV.-MANHATTAN BEACH BL. -BRANCH OF LINE -119-
127	10.5	COMPTON BL.-BELLFLOWER BL.
150	18.4	VENTURA BL.-WARNER CENTER-CANOGA PARK
152	33.4	FALLBROOK AV.-ROSCOE BL.-VINELAND AV.-BURBANK
154	28.5	TAMPA AV.-VENTURA BL.-BURBANK BL.-OXNARD ST.
156	19.2	L.A. CITY COLLEGE-VAN NUYS-PANORAMA CITY
158	19.5	DEVONSHIRE ST.-WOODMAN AV.
161	23.5	THOUSAND OAKS-CANOGA PARK
163	26.8	SHERMAN WAY-HOLLYWOOD WAY
164	21.9	VICTORY BL.-BRANCH OF LINE -165-
165	23.0	VANOWEN ST.
166	29.0	NORDHOFF ST. - LANKERSHIM BL.
168	14.9	LASSEN ST.-PAXTON ST.
169	25.9	SATICOY ST.-SUNLAND BL.
170	24.5	HELLMAN AV.-EL MONTE VIA SOUTH EL MONTE
175	5.2	FOUNTAIN AV.-TALMADGE ST.-HYPERION AV.
176	16.8	GLASSELL PK.-HIGHLAND PK.-ALHAMBRA-EL MONTE
180	17.5	HOLLYWOOD-GLENDALE-PASADENA-NORTH LAKE VIA COLORADO BL.
181	18.9	HOLLYWOOD-GLENDALE-PASADENA-S.M.VILLA VIA YOSEMITE DR. -BRANCH OF LINE -180-
183	21.0	MAGNOLIA BL.-KENNETH RD.-E. COLORADO ST. -BRANCH OF LINE -234-
200	6.4	ALVARADO ST.
201	12.0	SILVERLAKE BL.
202	16.3	WILLOWBROOK-COMPTON-WILMINGTON
204	12.7	VERMONT AV.
206	14.2	NORMANDIE AV.
207	18.2	WESTERN AV.-120TH ST.
209	15.6	VAN NESS AV.-ARLINGTON AV.
210	20.0	VINE ST.-CRENSHAW BL.
211	7.7	PRAIRIE AV.
212	14.7	LA BREA AV.
215	10.8	INGLEWOOD AV.-REDONDO BEACH -BRANCH OF LINE -211-
217	10.1	FAIRFAX AV.-HOLLYWOOD
220	21.5	ROBERTSON BL.-CULVER BL.-LAX

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
ROUTE NAMES AND ONE-WAY MILEAGE

ROUTE	MILES	ROUTE NAME
230	11.5	LAUREL CANYON BL.
233	12.0	VAN NUYS BL.
234	15.3	SEPULVEDA BL.-BRAND BL.-SAYRE ST.
236	16.4	BALBOA BL.-SYLMAR
237	20.5	BALBOA BL.-RINALDI ST.-WOODLEY AV.-VAN NUYS -BRANCH OF LINE -236-
239	14.3	WHITE OAK AV.-ZELZAH AV.-RINALDI ST. -BRANCH OF LINE -230-
240	17.9	VENTURA BL.-RESEDA BL. -BRANCH OF LINE -150-
243	18.8	DE SOTO AV.-VENTURA BL.-WINNETKA AV.
245	16.1	TOPANGA CANYON BL.-MULHOLLAND DR.-VALLEY CIRCLE BL.
251	13.5	SOTO ST.-DALY ST.-SEVILLE AV.-103RD STA.
252	4.4	SOTO ST.-HUNTINGTON DR.
255	7.4	GRIFFIN AV.-CO. HOSPITAL-ROWAN AV.
258	11.2	ARIZONA AV.-ALHAMBRA-BRANCH OF LINE -259-
259	14.1	EASTERN AV.-ARIZONA AV.-EMERY PARK
260	27.3	ATLANTIC BL.-FAIR OAKS AVE.
264	15.9	ALTADENA DR.-FOOTHILL BL.-DUARTE RD. -BRANCH OF LINE -267-
265	16.4	PARAMOUNT BL.-PICO RIVERA
267	19.1	TEMPLE CITY BL.-DEL MAR BL.-LINCOLN AV.-ALTADENA DR.-DUARTE
268	19.9	WASHINGTON BL.-BALDWIN AV.
275	17.7	PICO RIVERA-WHITTIER-CERRITOS -BRANCH OF LINE -265-
302	26.2	SUNSET BL. LIMITED - BRANCH OF LINE -2-
304	18.5	SANTA MONICA BL.-UNION STATION -LIMITED -BRANCH OF LINE -4-
305	24.8	CROSSTOWN BUS
310	21.5	VINE ST.-CRENSHAW BL. - LIMITED -BRANCH OF LINE -210-
312	14.7	LA BREA AVE. LIMITED -BRANCH OF LINE -212-
315	19.6	MANCHESTER AV.-FIRESTONE BL. - LIMITED -BRANCH OF LINE -115-
316	13.0	W. THIRD ST. LIMITED -BRANCH OF LINE -16-
328	11.9	W. OLYMPIC BL. LIMITED -BRANCH OF LINE -28-
333	17.2	VENICE BL. LIMITED -BRANCH OF LINE -33-
340	18.0	HAWTHORNE BL.-L.A.-UNION STA. LIMITED -BRANCH OF LINE -40-
350	14.6	SOTO ST. -LIMITED - BRANCH OF LINE -251-
352	17.5	SAN PEDRO ST. - AVALON BL. - VICTORIA ST. -LIMITED -BRANCH OF LINE -26-
357	18.2	WESTERN AV. LIMITED -BRANCH OF LINE -207-
358	24.9	SLAUSON AV. LIMITED -BRANCH OF LINE -108-
360	23.0	LONG BEACH BL.-SANTA FE AV. -LIMITED -BRANCH OF LINE -60-
361	27.3	ATLANTIC BLVD. -LIMITED -BRANCH OF LINE -260-
362	24.4	TELEGRAPH RD.-PIONEER BL. -LIMITED
370	15.9	GARVEY AV. LIMITED -BRANCH OF LINE -70-
380	18.2	HOLLYWOOD-GLENDALE-PASADENA LIMITED -BRANCH OF LINE -180-
381	20.1	FIGUEROA ST. LIMITED -BRANCH OF LINE -81-
394	25.1	SAN FERNANDO ROAD LIMITED -BRANCH OF LINE -94-
401	15.6	L.A.-PASADENA-NORTH ALLEN EXP. -TEMPORARY PENDING METRO GOLD LINE OPENING
418	18.1	ROSCOE BL.-LAUREL CYN.-NORTH HOLLYWOOD STA. LIMITED
426	17.8	SHERMAN WAY-VICTORY BL.-NORTH HOLLYWOOD STA. LIMITED

ALOS VERDES-EXP.

EXP. -BRANCH OF LINE -446-
ITWAYS

. -BRANCH OF LINE -487-

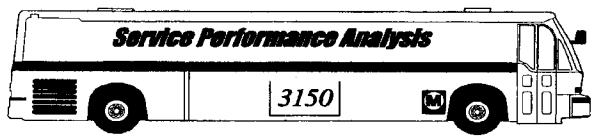
T PK. LOOP

BRANCH OF LINE -653-
DE

APPENDIX 8

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

OPERATIONS DEPARTMENT



SCHEDULED SERVICE OPERATING COST FACTORS
REPORT NO. 4-24
CONTRACT LINES
DECEMBER 21, 2003

FROM: Jake Satin-Jacobs
Manager, Service Performance Analysis

TO: Ed Muncy
Director, Service Performance Analysis

CC: Roderick Goldman
Deputy Executive Officer, Service Development

DATE OF ISSUE: January 15, 2004

PURPOSE OF REPORT:

The Scheduled Service Operating Cost Factors Report shows daily vehicle miles, hours, and equipment requirements for scheduled transit service. Revenue hours include layovers but exclude deadheads.
Operating Cost Factors reflect the school day service.
Equipment requirements assume that a bus will not be pulled in and pulled out again during the same peak.
Contract Lines are purchased transportation services for which computerized trip scheduling is performed by LACMTA staff. The indicated service levels will remain in effect until further notice.

HIGHLIGHTS OF THIS ISSUE:

Line 58 service via Los Angeles street was cancelled; Saturday and Sunday service were cancelled.
Line 130 service east of La Mirada was cancelled.
Line 177 service northwest of Old Town Pasadena was cancelled.
Line 225 service north of Avenue I was cancelled; Saturday service was cancelled.
Lines 254 and 270 Sunday service was cancelled.
Line 608 Saturday service was cancelled.
Line 626 service was folded into Line 625.
Line 646 was cancelled.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE DECEMBER 21, 2003

REPORT NO. 4-24
CONTRACT LINES

DAILY EXCEPT SATURDAY AND SUNDAY - SCHOOL DAY, NON-RACE, NON-BOWL SCHEDULES

Effective Date	Line	Division	AM Peak Buses	Base Buses	PM Peak Buses	Total Hours	Revenue Hours	Total Miles	Revenue Miles	One-way Miles	Line Name
12/21/2003	58	97	4	0	4	46.0	38.3	645.5	406.7	5.4	Alameda Street
12/21/2003	96	98	11	7	10	131.3	122.8	1861.8	1558.2	27.7	Los Angeles - Burbank - Sherman Oaks via Riverside Drive
12/21/2003	125	91	15	8	14	148.0	134.5	2320.2	1869.0	23.5	Rosecrans Ave
12/21/2003	128	91	4	3	3	44.4	42.0	600.7	529.1	14.3	Alondra Blvd
12/21/2003	130	91	11	4	9	112.0	98.7	1669.7	1320.7	23.3	Artesia Blvd
12/21/2003	167	98	10	4	9	102.8	83.2	1927.5	1223.5	21.4	Plummer St - Coldwater Canyon Ave
12/21/2003	177	91	2	2	2	30.2	27.2	461.9	399.5	14.3	Pasadena - Monrovia - Duarte via Foothill Blvd
12/21/2003	205	91	12	6	9	131.8	122.7	2122.9	1837.4	28.4	Willowbrook - Harbor City - San Pedro
12/21/2003	214	91	4	0	4	30.4	27.5	528.9	447.3	10.7	South Broadway / Main Loop - Artesia Transit Center
12/21/2003	218	94	6	3	6	64.0	54.7	925.5	682.5	9.0	Cedars-Sinai Medical Center - Laurel Canyon Blvd
12/21/2003	225	91	2	0	3	26.1	17.7	607.1	335.1	16.0	Palos Verdes Peninsula
12/21/2003	232	91	16	8	17	195.2	169.5	3123.6	2376.2	24.8	Long Beach - L.A.X. via Sepulveda Blvd
12/21/2003	254	91	4	3	4	52.6	49.6	663.7	578.0	17.0	Willowbrook - Huntington Park - Lorena St - City Terrace
12/21/2003	256	91	6	5	5	90.1	81.9	1316.5	1049.0	23.0	Eastern Ave - Avenue 64 - Hill Ave
12/21/2003	266	91	7	5	5	101.0	88.9	1574.9	1218.0	22.4	Rosemead Blvd - Lakewood Blvd
12/21/2003	270	91	5	4	6	78.4	71.5	1152.3	898.8	23.9	Monrovia - El Monte - Norwalk
12/21/2003	603	94	9	7	9	126.2	120.2	1408.0	1269.4	11.7	Rampart Blvd - Hoover St - Colorado St
12/21/2003	605	*94	4	2	4	42.6	39.9	485.5	416.6	5.2	Grande Vista Ave USC Hospital Shuttle
12/21/2003	608	94	1	1	1	12.5	11.9	138.0	138.0	11.5	Crenshaw Connection
12/21/2003	625	93	5	0	5	44.6	37.8	752.4	534.8	18.6	Green Line Shuttle World Way West
12/21/2003	626					CANCELLED					Green Line Shuttle Sepulveda
12/21/2003	646					CANCELLED					San Pedro Owl
		TOTAL	**138**	**72**	**129**	**1610.3**	**1440.5**	**24286.6**	**19087.8**		

			PULLOUTS		
			AM	PM	TOTAL
Division	91	Compton - operated by First Transit	86	34	120
Division	93	Gardena - operated by Transportation Concepts	5	5	10
Division	94	18th/Georgia - operated by Transportation Concepts	20	7	27
Division	97	Paramount - operated by MV Transportation	4	4	8
Division	98	Lincoln Heights - operated by First Transit	21	8	29

Buses reflect block assignments; interline savings are not available

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE DECEMBER 21, 2003

REPORT NO. 4-24
CONTRACT LINES

SATURDAY - SCHOOL HOLIDAY, NON-RACE, NON-BOWL SCHEDULES

Effective Date	Line	Division	AM Peak Buses	Base Buses	PM Peak Buses	Total Hours	Revenue Hours	Total Miles	Revenue Miles	One-way Miles	Line Name
12/21/2003	58					CANCELLED					Alameda Street - Los Angeles Street
12/21/2003	96	98	7	7	7	94.7	90.5	1390.1	1221.5	26.2	Los Angeles - Burbank - Sherman Oaks via Riverside Drive
12/21/2003	125	91	6	7	7	97.3	92.2	1477.8	1313.2	23.5	Rosecrans Ave
12/21/2003	130	91	3	3	3	45.3	42.8	727.1	660.5	23.3	Artesia Blvd
12/21/2003	167	98	3	3	3	56.0	52.1	913.1	757.1	21.4	Plummer St - Coldwater Canyon Ave
12/21/2003	205	91	4	4	4	72.7	70.2	1114.2	1035.9	28.4	Willowbrook - Harbor City - San Pedro
12/21/2003	218	94	2	2	2	26.7	24.9	390.3	340.1	9.0	Cedars-Sinai Medical Center - Laurel Canyon Blvd
12/21/2003	225					CANCELLED					Aviation Blvd - Palos Verdes Peninsula
12/21/2003	232	91	6	7	7	104.5	98.3	1699.4	1495.4	24.8	Long Beach - L.A.X. via Sepulveda Blvd
12/21/2003	254	91	3	3	3	41.2	39.3	518.6	458.7	17.0	Willowbrook - Huntington Park - Lorena St - City Terrace
12/21/2003	256	91	3	3	3	46.8	43.3	762.5	645.4	23.0	Eastern Ave - Avenue 64 - Hill Ave
12/21/2003	266	91	5	5	5	80.3	71.9	1233.6	992.2	22.4	Rosemead Blvd - Lakewood Blvd
12/21/2003	270	91	4	4	4	56.5	52.6	802.6	652.3	23.9	Monrovia - El Monte - Norwalk
12/21/2003	603	94	5	7	7	92.6	89.6	1034.8	967.4	11.7	Rampart Blvd - Hoover St - Colorado St
12/21/2003	605	*94	2	2	2	27.5	26.7	303.5	280.8	5.2	Grande Vista Ave USC Hospital Shuttle
12/21/2003	608					CANCELLED					Crenshaw Connection
12/21/2003	646					CANCELLED					San Pedro Owl
		TOTAL	**53**	**57**	**57**	**842.2**	**794.3**	**12367.6**	**10820.5**		

			PULLOUTS		
			AM	PM	TOTAL
Division	91	Compton - operated by First Transit	36	0	36
Division	93	Gardena - operated by Transportation Concepts	0	0	0
Division	94	18th/Georgia - operated by Transportation Concepts	11	0	11
Division	97	Paramount - operated by MV Transportation	0	0	0
Division	98	Lincoln Heights - operated by First Transit	10	0	10

Buses reflect block assignments;
interline savings are not available.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SCHEDULED SERVICE OPERATING COST FACTORS
EFFECTIVE DECEMBER 21, 2003

REPORT NO. 4-24
CONTRACT LINES

SUNDAY - SCHOOL HOLIDAY, NON-RACE, NON-BOWL SCHEDULES

Effective Date	Line	Division	AM Peak Buses	Base Buses	PM Peak Buses	Total Hours	Revenue Hours	Total Miles	Revenue Miles	One-way Miles	Line Name
12/21/2003	58					CANCELLED					Alameda Street - Los Angeles Street
12/21/2003	96	98	4	4	4	55.2	52.9	828.8	735.0	26.2	Los Angeles - Burbank - Sherman Oaks via Riverside Drive
12/21/2003	125	91	3	3	3	43.3	41.0	728.0	656.6	23.5	Rosecrans Ave
12/21/2003	130	91	3	3	3	45.4	42.9	727.1	660.5	23.3	Artesia Blvd
12/21/2003	167	98	3	3	3	56.0	52.1	913.1	757.1	21.4	Plummer St - Coldwater Canyon Ave
12/21/2003	205	91	4	4	4	72.7	70.2	1114.2	1035.9	28.4	Willowbrook - Harbor City - San Pedro
12/21/2003	218	94	2	2	2	26.7	24.9	390.3	340.1	9.0	Cedars-Sinai Medical Center - Laurel Canyon Blvd
12/21/2003	232	91	7	7	7	104.6	98.5	1685.7	1483.1	24.8	Long Beach - L.A.X. via Sepulveda Blvd
12/21/2003	254					CANCELLED					Willowbrook - Huntington Park - Lorena St - City Terrace
12/21/2003	256	91	3	3	3	47.7	43.7	777.1	648.9	23.0	Eastern Ave - Avenue 64 - Hill Ave
12/21/2003	266	91	4	5	5	71.5	63.2	1143.7	902.3	22.4	Rosemead Blvd - Lakewood Blvd
12/21/2003	270					CANCELLED					Monrovia - El Monte - Norwalk
12/21/2003	603	94	4	7	7	89.5	86.5	1011.5	944.1	11.7	Rampart Blvd - Hoover St - Colorado St
12/21/2003	605	*94	2	2	2	27.5	26.7	303.5	280.8	5.2	Grande Vista Ave USC Hospital Shuttle
12/21/2003	646					CANCELLED					San Pedro Owl
		TOTAL	**39**	**43**	**43**	**639.8**	**602.5**	**9623.0**	**8444.4**		

			PULLOUTS		
			AM	PM	TOTAL
Division	91	Compton - operated by First Transit	25	0	25
Division	93	Gardena - operated by Transportation Concepts	0	0	0
Division	94	18th/Georgia - operated by Transportation Concepts	11	0	11
Division	97	Paramount - operated by MV Transportation	0	0	0
Division	98	Lincoln Heights - operated by First Transit	7	0	7

Note - * - Subcontracted to Operation Shuttle

Buses reflect block assignments;
interline savings are not available.

APPENDIX 9

Los Angeles County Metropolitan Transportation Authority
N/S
VMS Support Team
Distribution of Buses / Number of Buses By Age By Bus Series
As of January 1, 2004

Series	Make	Year	Age In Years																					Total	Average Age
			< 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
1100	NEOPLAN	1987	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	16.5
12-1502	TMC-CONV/DIESEL	1992	0	0	0	0	0	0	0	0	0	0	205	97	0	0	0	0	0	0	0	0	0	0	302	10.9
1970-99	TMC-CONV/DIESEL	1989	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29	0	0	0	0	0	0	0	30	14.3
20-2266	TMC-DIESEL	1988	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	136	0	0	0	0	0	0	152	15.2
23-2402	TMC-DIESEL	1989	0	0	0	0	0	0	0	0	0	0	0	0	0	25	17	0	0	0	0	0	0	0	42	13.9
27-2764	FLX METRO	1990	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	13.9
29-2932	FLX METRO	1992	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	31	11.7
30-3019	NEW FLYER LF	1998	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	5.1
4400	GMC RTSII	1982	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	7	30	21.0
45-4695	NEOP CNG HF	95,96	0	0	0	0	0	0	10	127	59	0	0	0	0	0	0	0	0	0	0	0	0	0	196	7.8
46-4793	NEOP CNG HF	96,97	0	0	0	0	0	0	92	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	6.6
50-5222	NEW FLYER HF	1999	0	0	0	139	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	223	3.9
53-5522	NEW FLYER LF	2000	0	0	220	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	223	2.6
63-6600	NEOP CNG HF	97,98	0	0	0	0	8	249	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	5.6
67-6799	NEOP CNG HF	1999	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	4.5
70-7214	NABI LF	2000	0	0	0	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	3.4
73-7514	NABI LF	2001	0	0	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	2.4
76-7949	NABI LF	2001-02	0	349	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350	1.6
7980-99	NABI (COMPOSITE)	2003	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0.3
9837-55	EL DORADO	2002	15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	1.1
9900	ELD/THMS/GIL/BB	2001	1	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	2.6
11000	ORION	2001	0	1	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	2.9
Total			**29**	**369**	**561**	**357**	**192**	**269**	**145**	**133**	**59**	**0**	**205**	**128**	**0**	**27**	**62**	**136**	**4**	**0**	**0**	**0**	**23**	**7**	**2,706**	**5.8**

VMS / Focus Data

APPENDIX 10

Los Angeles County Metropolitan Transportation Authority
Equipment Maintenance Department
VMS Support Team
Distribution of Buses / Number of Buses By Age By Division / Service Sector
As of January 1, 2004

	Age In Years																							Average
Division / Sector	< 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total	Age
1	0	28	105	19	0	0	0	0	0	0	8	20	0	0	0	5	0	0	0	0	0	0	185	4.0
2	0	53	96	5	0	0	0	0	0	0	22	5	0	1	0	0	0	0	0	0	0	0	182	3.6
Gateway City Sector Total	**0**	**81**	**201**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**25**	**0**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**367**	**3.8**
8	0	29	6	17	0	0	1	83	10	0	16	9	0	0	2	1	0	0	0	0	0	0	174	6.7
15	0	57	39	14	0	0	9	43	48	0	26	6	0	0	1	7	0	0	0	0	0	0	250	6.0
San Fernando Valley Sector Total	**0**	**86**	**45**	**31**	**0**	**0**	**10**	**126**	**58**	**0**	**42**	**15**	**0**	**0**	**3**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**424**	**6.3**
3	0	0	39	11	115	0	0	0	0	0	14	9	0	0	0	1	0	0	0	0	16	5	210	6.5
9	0	103	14	0	0	0	0	0	0	0	18	27	0	4	10	6	0	0	0	0	5	2	189	6.2
San Gabriel Valley Sector Total	**0**	**103**	**53**	**11**	**115**	**0**	**0**	**0**	**0**	**0**	**32**	**36**	**0**	**4**	**10**	**7**	**0**	**0**	**0**	**0**	**21**	**7**	**399**	**6.3**
5	5	60	7	129	32	0	0	0	0	0	16	6	0	0	0	0	0	0	0	0	0	0	255	3.8
18	0	0	25	0	7	102	111	6	0	0	16	10	0	3	5	6	0	0	0	0	0	0	291	6.6
South Bay Sector Total	**5**	**60**	**32**	**129**	**39**	**102**	**111**	**6**	**0**	**0**	**32**	**16**	**0**	**3**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**546**	**5.3**
6	0	0	0	0	0	20	0	0	0	0	40	13	0	0	6	0	0	0	0	0	0	0	79	9.7
7	4	18	46	122	34	0	0	0	0	0	22	8	0	3	1	7	0	0	0	0	0	0	265	4.5
10	0	0	34	38	2	146	23	0	1	0	5	6	0	2	14	6	0	0	0	0	0	0	277	5.9
Westside / Central Sector Total	**4**	**18**	**80**	**160**	**36**	**166**	**23**	**0**	**1**	**0**	**67**	**27**	**0**	**5**	**21**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**621**	**5.8**
All Divisions / Sectors Subtotal	**9**	**348**	**411**	**355**	**190**	**268**	**144**	**132**	**59**	**0**	**203**	**119**	**0**	**13**	**39**	**39**	**0**	**0**	**0**	**0**	**21**	**7**	**2,357**	**5.5**
First Transit	1	1	119	0	0	0	0	0	0	0	0	0	0	2	1	7	0	0	0	0	0	0	131	3.7
MV Transit	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2.5
Trans Concepts	15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	1.1
Leased	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	16.5
Active Buses Subtotal	**25**	**368**	**536**	**355**	**190**	**268**	**144**	**132**	**59**	**0**	**203**	**119**	**0**	**15**	**40**	**46**	**4**	**0**	**0**	**0**	**21**	**7**	**2,532**	**5.4**
Inactive Buses *	4	0	21	0	0	1	0	0	0	0	0	5	0	4	6	46	0	0	0	0	1	0	88	11.2
Special Assignment **	0	1	4	2	2	0	1	1	0	0	2	4	0	8	16	44	0	0	0	0	1	0	86	13.2
MTA Total Owned Fleet	**29**	**369**	**561**	**357**	**192**	**269**	**145**	**133**	**59**	**0**	**205**	**128**	**0**	**27**	**62**	**136**	**4**	**0**	**0**	**0**	**23**	**7**	**2,706**	**5.8**

* Inactive Buses : Pending for Sale, On Sales List, Contingency and Make Ready Buses

** Special Assignment : Training, ATMS, Mid Life and Paint Buses

VMS / Focus Data

METRO 10-YEAR SERVICE FORECAST (FY 2004 - FY 2013)

APPENDIX 11

	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13
DESCRIPTION OF MAJOR PLANNED CHANGES	3 Metro Rapids (0): - Crenshaw-Rossmore - Soto - Vernon-La Cienega 45-foot bus deployment Capacity Increase	SFV E/W Rapidway (+18) 5 Metro Rapids (0): - Hawthorne - Hollywood/Fairfax/Pasadena - Long Beach - Beverly - Sepulveda (North) Final Planned 45-foot Bus Deployment Artic. Deployment Capacity Increase Metro Connections	4 Metro Rapids (0): - Western - Santa Monica - Lincoln - Reseda Artic. Deployment Metro Connections	4 Metro Rapids (0): - Central - San Fernando/Lankershim - Pico - Atlantic Artic. Deployment Metro Connections	6 Metro Rapids (0): - West Olympic - Garvey-Chavez - Manchester - San Fernando (south) - Sepulveda (south) - Torrance/Long Beach Artic. Deployment	Eastside Gold Line Rail Extension and Bus Interface Enhancements (+32 40-foot buses) Artic. Deployment	Final Planned Artic. Deployment High-capacity buses to replace 40-foot buses	High-capacity buses to replace 40-foot buses	High-capacity buses to replace 40-foot buses	High-capacity buses to replace 40-foot buses Exposition Light Rail and Bus Interface Enhancement
D.O. Active Buses										
35-foot buses	18	18	18	18	18	18	18	18	18	18
40-foot buses	2023	1972	1832	1758	1686	1616	1545	1486	1375	1102
45-foot buses	0	83	83	83	83	83	83	83	83	83
Articulated buses	0	18	166	250	333	416	500	500	500	500
High Capacity Bus	0	0	0	0	0	0	0	83	208	458
Total D.O. In-Service	**2041**	**2091**	**2099**	**2109**	**2120**	**2133**	**2146**	**2170**	**2184**	**2161**
Total Seats In-Service:	**81,568**	**84,372**	**87,208**	**89,036**	**90,887**	**92,818**	**94,766**	**96,722**	**98,782**	**100,862**
D.O. Spares										
35-foot buses	4	4	4	4	4	4	4	4	4	4
40-foot buses	405	395	367	352	338	324	309	298	275	221
45-foot buses	0	17	17	17	17	17	17	17	17	17
Articulated buses	0	4	34	50	67	84	100	100	100	100
High Capacity Bus	0	0	0	0	0	0	0	17	42	92
Total D.O. Spares	**409**	**420**	**422**	**423**	**426**	**429**	**430**	**436**	**438**	**434**
Total D.O. Fleet Requirements	**2450**	**2511**	**2521**	**2532**	**2546**	**2562**	**2576**	**2606**	**2622**	**2595**
Inactive Buses										
Pending Eval./Sale pending, Make Ready, Other	**170**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**
Total Inactive Buses	**170**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**	**100**
Contract Buses										
Owned	**171**	**171**	**171**	**171**	**171**	**171**	**171**	**171**	**171**	**171**
Leased	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**	**4**
Contract Total:	**175**	**175**	**175**	**175**	**175**	**175**	**175**	**175**	**175**	**175**
METRO TOTAL OWNED FLEET:	**2795**	**2786**	**2796**	**2807**	**2821**	**2837**	**2851**	**2881**	**2897**	**2870**

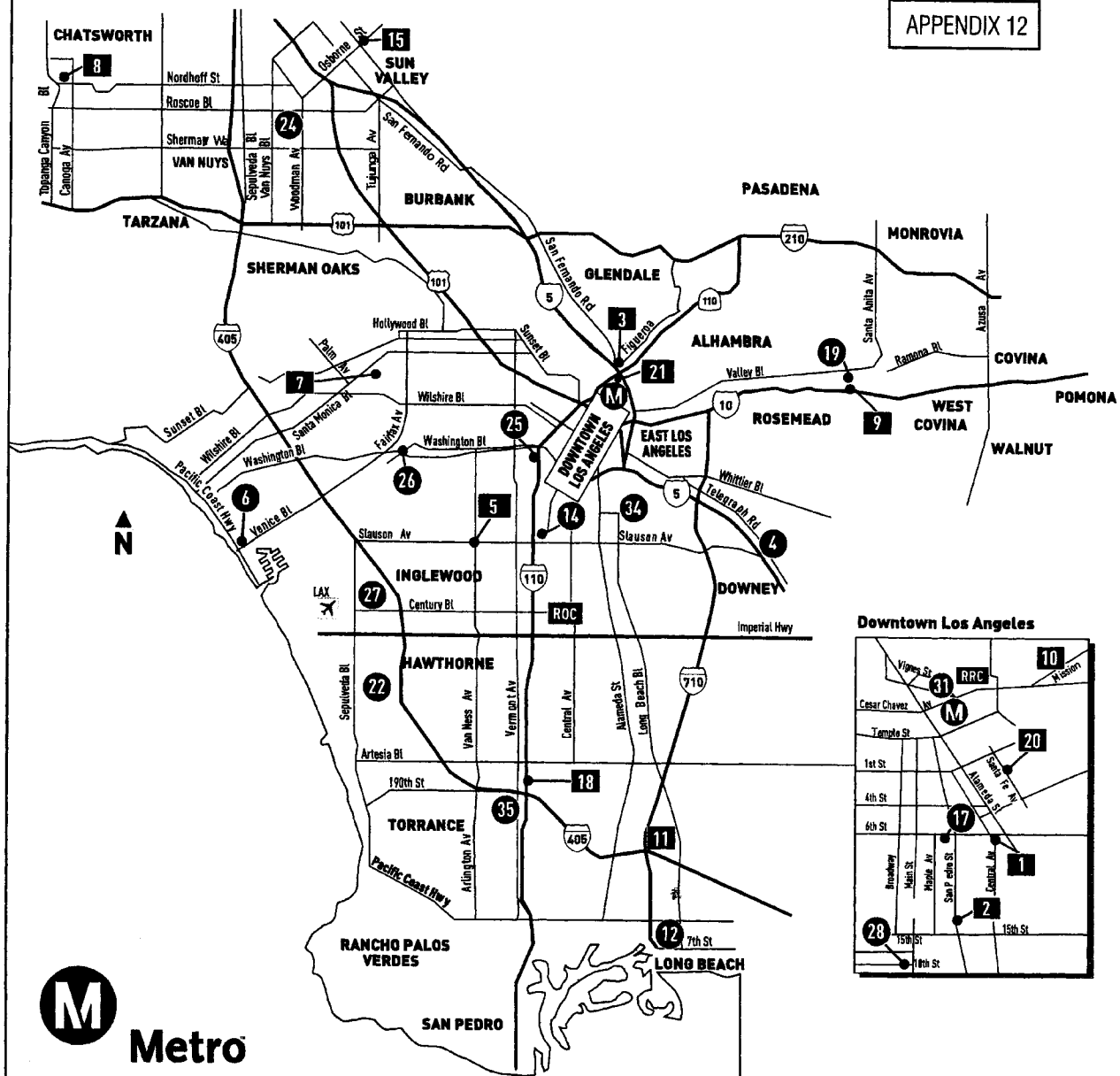
Bus Procurement Schedule	FY04	FY05	FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	Total
NABI 370 Base Order	16										16
NABI - 100 45' Buses	12	88									100
NABI - Articulated Buses		30	170								200
NABI - Articulated Buses, Option 1				100	100						200
NABI - Articulated Buses, Option 2						100	100				200
High Capacity Bus								70	125	250	445
Zero Emission Buses								30	25	50	105
Total Planned Procured:	**28**	**118**	**170**	**100**	**100**	**100**	**100**	**100**	**150**	**300**	**1266**
Average Fleet Age (13 Year Replacement Cycle):	**6.2**	**6.7**	**6.3**	**6.5**	**6.7**	**6.9**	**7.2**	**7.7**	**7.9**	**7.3**	

Seat assumptions:
40-foot bus = 40 seats
45-foot bus = 46 seats
60-foot bus = 57 seats
High Capacity bus = 52 seats (hybrid average between 45-foot bus and a 60-foot bus)

Note: Assume that Zero Emission Buses will be some type of high capacity vehicle

Metro Operating Divisions and Other Major Facilities

APPENDIX 12



Downtown Los Angeles

LEGEND

M Headquarters: One Gateway Plaza, Los Angeles (Cesar Chavez Av. & Vignes St.)
Metro Westside/Central Service Sector Office, 4th floor

Divisions

1 Downtown Los Angeles: 1138 E. 6th St., Los Angeles (6th St. & Central Av.)

2 Downtown Los Angeles: 720 E. 15th St., Los Angeles (E. 15th & San Pedro streets)

3 Cypress Park Division: 630 W. Av. 28, Los Angeles (Av. 28 & Idell St.)

4 Metro Gateway Cities Service Sector Office: 7878 Telegraph Rd., Downey

5 Arthur Winston Division: 5425 Van Ness Av., Los Angeles (Van Ness Av. & 54th St.)

7 West Hollywood Division: 8600 Santa Monica BL, West Hollywood (Santa Monica BL & Palm Av.)

8 Chatsworth Division: 9201 Canoga Av., Chatsworth (Canoga Av. & Nordhoff St

8A Metro San Fernando Valley Service Sector Office: 9760 Topanga Canyon Blvd., Chatsworth

9 El Monte Division: 3449 Santa Anita Av., El Monte (Santa Anita Av. & Ramona Bl.

10 Los Angeles Division: 742 N. Mission Rd., Los Angeles

11 Metro Blue Line Division: 4350 208th St., Long Beach (Del Amo Bl., & Santa Fe Av.)

15 Sun Valley Division: 11900 Branford St., Sun Valley (Branford St. near Glenoaks)

18 South Bay Division: 450 W. Griffith St., Carson (Griffith St. near Figueroa St.)

20 Metro Red Line Division: 300 S. Santa Fe Av., Los Angeles (Santa Fe Av. near 4th St.)

21 Gold Line Midway Yard: 1800 Baker St., Los Angeles

22 Metro Green Line Division: 14724 Aviation BL, Hawthorne

ROC Rail Operation Control: 2000 E. Imperial Hwy, Willowbrook

RRC Regional Rebuild Center: 900 Lyon St., Los Angeles (between Vignes St. & Los Angeles River)

Terminals/Shops/Other Facilities

4 Non-revenue vehicles: 7878 Telegraph Rd., Downey

6 Vehicle Terminal: 100 Sunset Av., Venice (Sunset & Pacific avenues)

12 Long Beach Facility: 970 W. Chester PL., Long Beach (Chester PL. & 710 Fwy)

14 South Park Shops: 5413 Avalon BL., Los Angeles (55th & San Pedro streets)

17 Maple Av. Terminal: 632 S. Maple Av., Los Angeles (6th St., & Maple Av.)

19 El Monte Terminal: 3501 Santa Anita Av., El Monte (El Monte Station, Santa Anita Av. & Ramona BL)

19A Metro San Gabriel Valley Service Sector Office: 3369 Santa Anita Ave., El Monte

24 Van Nuys Terminal 24: 14557 Sherman Way, Van Nuys (Sherman Way & Van Nuys Bl.)

25 Terminal 25: 1831 Toberman St., Los Angeles (Washington BL & Toberman St.)

26 West Los Angeles Transit Center: 5702 Apple St., Los Angeles (Fairfax Av. & Washington BL)

27 LAX City bus Terminal: 6111 W. 96th St., Los Angeles (96th St. near Sepulveda BL)

28 Terminal 28: 111 W. 18th St., Los Angeles (17th & 18th streets between Hill St. & Broadway)

31 Terminal 31: 938 N. Vignes St. Los Angeles (Lyon & Vignes streets)

34 Vernon Yards: 4462 Pacific BL., Vernon (Vernon Av. near Santa Fe Av.)

35 Metro South Bay Service Sector Office: 680 Knox St., #150, Torrance

04.0547.1r

APPENDIX 13

Los Angeles County Metropolitan Transportation Authority (Metro)
Revenue Service Vehicle
Maintenance Plan
(Bus)

Policy

It is the policy of the Los Angeles County Metropolitan Transportation Authority (Metro) that its Revenue Service Vehicles (Bus) be operated and maintained safely and effectively using established maintenance practices and procedures as referenced herein.

The Federal Transit Administration (FTA) guidelines require that the grantee (Metro) keep Federally funded equipment and facilities in good operating order and that it has a current maintenance plan. This plan is intended to meet the FTA requirements for *Rolling Stock* as defined in FTA *C 9030 1C, Urbanized Area Formula Program: Grant Application Instructions, October 1, 1998, and FTA C. 5010. 2C. Grant Management Guidelines for Grantees, October 1, 1998.*

Responsibilities

The Operations Maintenance Department has primary fleet maintenance management responsibility. In this capacity the department is responsible for establishing and updating the policy and the maintenance plan, establishing new maintenance procedures and practices, reviewing and modifying existing maintenance procedures and practices, reporting fleet status, and recommending corrective actions to the responsible Service Sectors, (5 Sectors) and Operating Division Maintenance Manager(s).

All supporting departments (identified herein) are responsible for the assigned components of this plan and are required to immediately report any deviations from this plan to the Deputy Executive Officer, Maintenance and Rebuild.

The plan will be reviewed annually and periodically updated as necessary.

Approved: March 19, 2004

Milo Victoria
Deputy Executive Officer
Maintenance and Rebuild

MAINTENANCE PLAN

The maintenance plan is intended to preserve and maintain Metro's capital assets (rolling stock) to ensure that all revenue (buses) and non-revenue vehicles are operable in a safe and effective condition, and to establish and identify the reasonable standards and practices necessary to meet this objective.

Supporting this plan are the following departments and the associated responsibilities:

Regional Rebuild Center (RRC) - Heavy maintenance and equipment overhaul.
Division Maintenance - Routine maintenance and running repair of revenue vehicles.
Quality Assurance - Quality control inspection and reporting.
Warranty Department - Warranty claim processing and records.
Maintenance Instruction - Mechanic training and preventive maintenance schedules.
Performance Reporting Section- Vehicle Management System, (VMS) and/or Maintenance and Materiel Management System, (M3) - Vehicle records and asset tracking.
Vehicle Technology - Equipment specification, acceptance and delivery.
Non-Revenue Vehicles – Routine maintenance of non-revenue vehicles.

There are eleven major components of this maintenance plan:

Bus Assignment (Active) and Replacement Plan

Maintenance Department Organizational Structure

Bus Procurement/Inspection Policy

Maintenance Directives

Preventive Maintenance Program Schedule

Personnel Qualification Standards

Technical Training Courses

Quality Assurance (QA) Inspection Program

Bus Warranty Processing Procedures

Injury and Illness Prevention (IIP) Program

Personal and Protective Equipment (PPE)

The coordinated application of these components encompasses the maintenance plan

and are included by reference herein.

Maintenance Standards and Procedures

Maintenance Standards

Revenue service vehicles are to be maintained and serviced at regular intervals for optimum performance and reliability during their expected service life. The minimum service standards stipulated by this plan are as follows:

Service Criteria

- Operators shall perform a pre-trip vehicle inspection to ensure that the vehicle is ready for revenue service operation. The operator will note all vehicle defects (both major and minor) found, and report the defects to the maintenance personnel. Vehicles should not be operated until major defects are cleared. Maintenance personnel will record and file the operator defect reports.
- Operators shall properly fill out a log book as required and retain the last seven log book copies.
- **NO** Vehicles will be operated in revenue service if it has a defect classified as "out of service criteria" as defined by "North American Out of Service Criteria," California Vehicle Code, and California Code of Regulations, Title 13 - Motor Vehicles.
- Vehicle accidents will be reported immediately. Vehicles damaged as a result of an accident will be removed from revenue service and repaired as soon as practicable.

Servicing of Vehicles

- Vehicles will be fueled and fluids (i.e. oil, coolant) checked daily when used in revenue service.
- Vehicles should be washed (exterior) after each servicing.
- Graffiti will be removed before buses are placed back into revenue service.
- Etched windows and/or window guards are to be replaced as soon as practicable.
- The interiors will be vacuumed and wiped down daily.
- Floors will be mopped as scheduled by division management.

Preventive Maintenance Program (PMP)

- Preventive maintenance will be performed based on actual vehicle mileage as specified by the preventive maintenance inspection (PMI) schedule.

Fare Collection

- Fare collection equipment will be emptied (vaulted) daily.

ADA Mandate

- Buses with defective *ADA mandated features* (i.e. wheelchair lifts, wheelchair ramps, and interior securement devices) will not be placed in revenue service.

- Operators will verify operation of ADA mandated equipment prior to the start of revenue service and during the bus pre-trip inspection.

VMS/M3

- All vehicle maintenance activities will be recorded using the VMS and/or the M3 to accurately reflect the status of the fleet. Updates should occur at a minimum of twice daily, once in the morning and once in the afternoon.

Fleet Management

- Each operating division will have assigned sufficient vehicles to meet its peak scheduled service requirements plus 18%-20% spares. Periodically, additional vehicles may be assigned to specific divisions to support emergency fleet maintenance campaigns. These additions must be approved in advance by the Fleet Manager and will only be used as specified in the special authorization.

- Fleet assignment projections are included in **Appendix A.**

Maintenance Procedures

The Transit Operations Maintenance Department is responsible for plan coordination and implementation at all Service Sectors and operating locations. Division Maintenance Managers, Assistant Managers and Equipment Maintenance Supervisors are responsible for ensuring that maintenance employees at all operating divisions adhere to this maintenance plan. This responsibility includes planning for adequate manpower, supplies and spare parts.

The operating divisions are supported by seven major support units. The Regional Rebuild Center (RRC) supports the divisions by repairing and/or rebuilding major bus components and sub-systems, such as engines and transmissions. The RRC is also responsible for painting buses and major accident repairs. The Facilities (FMD) is responsible for maintaining the existing infrastructure. Non-Revenue Maintenance Department is responsible for repairing support vehicles and equipment. Fleet Management and Support Services is responsible for the assignment of the bus fleet and field service. Maintenance Instruction is responsible for scheduling and implementation of bus maintenance and diagnostic training programs to all maintenance sectors and support departments. The Manpower Section is responsible for the allocation of manpower to all sectors, including the RRC and Non-revenue staff, (mechanics, service attendants, equipment records specialists, general clerks and supervisors) in accordance with the existing Union contracts. The Vehicle Technology and Technical Support group is responsible for the acquisition, acceptance, testing and inspection of new Metro revenue vehicles, division technical support, and warranty.

Organizational charts for a typical operating division and the major maintenance support units are included in **Appendix B.**

Working in coordination, the Operating Divisions, Fleet Management, Quality Assurance, Non-Revenue, Vehicle Technology, Facilities Maintenance, and the Regional Rebuild Center shall adhere to the equipment standards and procedures as outlined below:

Establishing maintenance practices and procedures for new vehicles

1) Vehicle procurement specifications will define vehicle design standards, operating performance criteria and maintainability requirements. The inspection policy for procurement and acceptance of new buses is provided in **Appendix C.**

2) During vehicle production and development, the manufacturer, Vehicle Technology, Maintenance Instruction, and Quality Assurance will develop maintenance criteria and processes for the fleet.

3) Prior to a fleet entering service, the manufacturer will provide an approved maintenance manual which will serve as the basis for the planned maintenance program within the

VMS/M3. A parts manual with accurate listings of parts and respective part numbers will also be provided.

4) Vehicle Technology, Maintenance Instruction, and Quality Assurance will initiate changes in the Planned Maintenance Program and update documentation and procedures as required.

Established maintenance practices and procedures for existing vehicles

1) Quality Assurance will review existing maintenance plans for effectiveness and conformance with maintenance manuals, regulations, and procedures through periodic division inspection program.

2) The Maintenance plan will be revised based on fleet experience, manufacturer recommendations and improved maintenance standards and practices.

3) Performance reporting will update VMS/M3 planned maintenance schedules and incorporate changes into the Vehicle Maintenance System.

4) Division maintenance management will implement planned changes.

5) The Deputy Executive Officer will issue periodic Maintenance Directives as required. (see **Appendix D**)

Preventive Maintenance Inspection (PMI)

Preventive Maintenance Inspections (PMI) and the corrective repair of identified defects and malfunctions are the responsibility of the maintenance personnel assigned to the operating divisions. Maintenance Supervisors will schedule inspections on a daily basis and monitor PMP mileage to ensure that inspections are completed within the mileage parameters. Supervisors will monitor the vehicle inspections and are responsible for insuring that the corrective repairs are performed and properly documented.

Preventive maintenance inspections are initially developed for each vehicle type and are scheduled based on actual vehicle hub mileage.

Any vehicle that has a defect classified as "red line" or identified as "out of service" by the North American Out of Service Criteria, California Vehicle Code, 13 C.C.R., will **NOT** be placed in revenue service operation until the identified repairs have been made.

Appendix E is the current PMI schedule summary.

Personnel Qualification Standards (PQS) and Task Performance Appraisal

Personnel Qualification Standards (PQS) and Task Performance Appraisal were developed to identify the comprehensive skill set required by the maintenance personnel and can be used as a guide to efficiently and effectively train mechanics on safety, operate and maintain the revenue and non-revenue service vehicles. (Refer to PQS Job Task Performance Appraisal Form in **Appendix F).**

Each operating division should maintain an individual PQS Job Task Performance Appraisal Form for all mechanics assigned to the division to monitor and identify areas where individual mechanics may need qualification.

Mechanics should be "signed off as qualified" when they have regularly and competently *performed* the specific performance standard. The performance should be observed and documented by the responsible Division Maintenance Manager or supervisor. It is recommended that a PQS Job Task Performance Appraisal Form for each employee should be maintained in the employee's personal training file.

Job and Task Performance Standards

As identified in the preventive maintenance schedule, each VMS/M3 job code associated with a maintenance inspection or repair activity, will have a *Job* Task and Standard. These tasks and standards will identify the specific activity to be performed, required tools, supplies and parts, prerequisite tasks (if any), and the normal time required to perform the task.

Job Tasks and Standards are developed from the equipment manufacturer maintenance service manual, and from actual maintenance experiences. Maintenance Instruction has responsibility for task and standard development.

It is the responsibility of each division maintenance manager and supervisor to ensure that the task and standards are fully implemented and maintained. Division management must be proactive in ensuring proper training of mechanics on all job tasks. Shift supervisors shall be responsible for implementation of time standards. Shift supervisors must state expectations for completion of tasks at the time of assignment and follow-up to ensure compliance.

The Job Tasks and Standards are included in the Personnel Qualifications Standards section of the Maintenance Plan in **Appendix F**.

Technical Training

Division management is responsible for ensuring proper training of all Maintenance personnel at their location. Technical training will be provided by the Maintenance Instruction Department. Operating divisions will be able to benefit from this training in two ways.

First, through support and leadership provided by the instructors who will reside in the Service Sectors on a rotating basis. Periodically, the instructors will move to a new division and provide the necessary support as well as conduct small group training sessions in the areas of the instructor's expertise. The support will also include instruction on vehicle troubleshooting, overhaul, inspection, and repair. Additionally, the instructors will address emergency needs of the division where they reside.

Second, through centralized training. This type of training will be provided so that several divisions have the opportunity to participate in more comprehensive technical training within larger groups. This training will be more advanced and allow the mechanic to gain more comprehensive knowledge/skill levels in engine overhaul, engine diagnostics, and transmission diagnostics. The centralized courses available to the division maintenance departments are listed in **Appendix G.**

Quality Control and Inspection

The Quality Assurance department will monitor maintenance quality with a comprehensive inspection and reporting program in the following areas: *Simulated California Highway Patrol terminal inspections, bus record retention inspections, brake and safety inspections, and non-conforming bus parts and material inspections.*

Procedures covering the Quality Assurance department inspection program are listed in **Appendix H.**

Warranty

A large portion of the maintenance performed on Metro's new fleet (parts and labor) is covered by a warranty. Warranty is fast becoming another area that the Metro is recovering significant cost.

The Warranty unit monitors repairs that are covered by warranty and tracks this in several ways. The first is through failed parts that are returned to the Warranty Process Center (WPC). These parts, removed from in-service vehicles, are returned to the vendor for reimbursement or replacement. In addition, the labor for a repair is frequently covered by the warranty and the associated cost can be recovered from the vendor. Additional tracking of warranty work is

done utilizing mainframe VMS/M3 System data. The accurate documentation by mechanics for all work performed is critical for Metro to recover warranty savings. Warranty staff utilizes this VMS/M3 data to generate claims for labor, related to repairs of warranted equipment. Finally, manually recorded data from field mechanics as well as the maintenance division is utilized to close any gaps in the computerized data collection.

The Warranty unit also will work with division staff to ensure that all parts covered under warranty are returned to the warranty-processing center (WPC) as they fail. Parts covered by warranty will be properly tagged prior to being shipped from a division so they are easily identifiable when they are taken from stores. This tagging system allows for easy classification when a part is returned to the WPC due to a failure. Data from the original green tag will then be used as the base data for each failed part.

The warranty process is important not only for the immediate direct cost recovery that is generated, but also because failure trends identified through the warranty process often result in a long-term solution that will save maintenance costs for the life of a given vehicle or other equipment. Therefore, it is important that everyone involved, from the mechanic at the division, to the division maintenance manager, warranty process center staff, and management are diligent in ensuring that their part in the process is carried out in a consistent manner. **(Appendix I)**

Injury and Illness Prevention

The health and safety of the maintenance employees is paramount in meeting the objectives of this maintenance plan. The final section of the maintenance plan provides a summary of the Injury and Illness Prevention program. The Injury and Illness Prevention program provides Operations Maintenance with the tools to successfully protect the safety and health of employees. The program is required by the State of California and establishes standardized loss prevention processes. It also identifies employee rights and responsibilities related to injury and illness prevention.

A summary of the Operations Maintenance Department management responsibilities related to the injury and illness prevention program is shown in **Appendix J.**

Personal Protective Equipment (PPE)

The Personal Protective Guide will ensure that employees are adequately protected against Hazardous materials or conditions which those PPE are designed. All Managers, Supervisors and employees are required to use PPE mandated in this program. **Appendix K**