

REX

SANTA MONICA MUNICIPAL BUS LINES



SHORT RANGE TRANSIT PLAN
FISCAL YEARS
1988 - 1990

**SANTA MONICA MUNICIPAL BUS LINES
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1988 - 1990**

FEBRUARY 1987

Prepared by:

ATE Management and Service Company, Inc.

**Santa Monica Municipal Bus Lines
SHORT RANGE TRANSIT PLAN FY 1988-1990**

TABLE OF CONTENTS

	<u>Page</u>
Introduction	i
Study Purpose and Scope	i
Historical Background	i
1.0 Overview of Existing Conditions	1-1
1.1 Transit Service Policies	1-1
1.10 Service Goals and Objectives	1-1
1.11 Performance Measures and Standards	1-1
1.12 Interagency Coordination	1-3
1.13 Public Participation in the Planning Process	1-5
1.14 Rideshare Coordination	1-5
1.2 Current System Description	1-5
1.20 Service Description	1-5
1.21 Hours of Service and Headways	1-6
1.22 Types of Service	1-6
1.23 Fare Structure	1-18
1.24 Operational Relationships	1-20
1.25 Existing Facilities and Equipment	1-21
1.26 Vehicles	1-21
1.27 Ratio of Spare Vehicles	1-21
1.28 Energy Contingency Reserve Fleet	1-21
1.29 Maintenance Program	1-25
1.30 SB759 Performance Audit	1-27

TABLE OF CONTENTS

(Cont'd)

	<u>Page</u>
2.0 Compliance Certification Documents	2-1
2.1 Private Sector Participation	2-1
2.10 Background	2-1
2.11 Private Sector Policy Process	2-1
2.12 Analysis of Existing Services and Operations	2-2
2.12.1 Local Demand-Based Headway Routes	2-4
2.12.2 Local Service on Policy-Based Headways	2-6
2.12.3 Local Service for Intracommunity Circulation	2-6
2.12.4 Express Service	2-7
2.12.5 Cost Considerations and Analysis Conclusions	2-7
2.13 Review of Private Sector Proposals	2-7
2.14 Complaints	2-7
2.15 Private Sector Proposals and Involvements	2-8
2.2 Handicapped Accessibility Plan	2-11
2.20 Background	2-11
2.21 Federal Requirements	2-11
2.22 SMMBL Program	2-12
2.23 Full Performance	2-12
2.23.1 Federal Requirements for Fixed-Route Accessible Bus Service	2-12
2.23.2 SMMBL Accessible Service Analysis	2-13
2.23.3 Detailed Analysis	2-15
2.23.4 Compliance with the Three Percent Expenditure Limitation	2-18
2.24 Continuing Public Participation	2-20
2.25 Public Hearing and Comment Period	2-21

TABLE OF CONTENTS
(Cont'd)

	<u>Page</u>
3.0 SMMBL Financial Plan	3-1
3.1 Financial Overview	3-1
3.10 Sources of Operating Assistance	3-1
3.11 Historical Data and Evaluation	3-3
3.2 Three-Year Financial Plan	3-6
3.20 Operating Costs	3-8
3.21 Revenues	3-8
3.3 Capital Improvement Program	3-9
3.30 Bus Replacement	3-10
3.31 Other Capital Improvements	3-10
 APPENDICES	
Capital Project Description and Justification Forms	A -1
SMMBL Capital Improvement Program by Year of Expenditure	A-20
TPM/TDA Reporting Forms	A-26

Santa Monical Municipal Bus Lines
SHORT RANGE TRANSIT PLAN FY 1988-1990

LIST OF FIGURES

<u>Figure</u>		<u>Page</u>
1.1	SMMBL Existing Bus Routes	1-7
1.2	SMMBL Major Generators	1-8
1.3	SMMBL Service Coverage	1-9
1.4	SMMBL Employed Residents	1-10
1.5	SMMBL Residents with Spanish Surnames	1-11
1.6	SMMBL Black Residents	1-12
1.7	SMMBL Elderly Residents	1-13
1.8	SMMBL Families with Income Below Poverty Level	1-14
1.9	SMMBL Route 1 Productivity Summary	1-30
1.10	SMMBL Route 2 Productivity Summary	1-31
1.11	SMMBL Route 3 Productivity Summary	1-32
1.12	SMMBL Route 5 Productivity Summary	1-33
1.13	SMMBL Route 7 Productivity Summary	1-34
1.14	SMMBL Route 8 Productivity Summary	1-35
1.15	SMMBL Route 9 Productivity Summary	1-36
1.16	SMMBL Route 10 Productivity Summary	1-37
1.17	SMMBL Route 11 Productivity Summary	1-38
1.18	SMMBL Route 12 Productivity Summary	1-39
1.19	SMMBL Route 13 Productivity Summary	1-40
1.20	SMMBL Route 14 Productivity Summary	1-41

Santa Monica Municipal Bus Lines
SHORT RANGE TRANSIT PLAN FY 1988-1990

LIST OF TABLES

<u>Table</u>	<u>Page</u>
1.1 SMMBL Service Goals and Objectives	1-2
1.2 SMMBL Span of Service and Headways	1-15
1.3 SMMBL Fare Structure: FY 1987	1-19
1.4 Fleet Inventory as of June 30, 1987	1-22
1.5 Historical Fleet Characteristics	1-23
1.6 Projected Fleet Characteristics	1-24
1.7 SMMBL SB759 Performance Audit Recommendations and Follow-Up Actions	1-29
2.1 Analysis of Existing Service: Evaluation Factors	2-5
2.2 Proposed Private Sector Support Services	2-10
2.3 SMMBL Accessible Route Service	2-14
2.4 Summary of Public Comments and SMMBL Response	2-22
3.1 Historical and Projected Financial Status: FY 1985-1990	3-4
3.2 SMMBL Grants Monitoring Form	3-5
3.3 Impacts of a 15 Percent Reduction in Federal Funds	3-7

INTRODUCTION

The Santa Monica Municipal Bus Lines (SMMBL) is the primary transit operator serving the Santa Monica Bay Area. The system provides local fixed route services within the City of Santa Monica while also serving the communities of Pacific Palisades, West Los Angeles, Brentwood, Westwood, Cheviot Hills, Westchester, Marina del Rey, and Venice within the City of Los Angeles. In addition, SMMBL provides regional transit services including a freeway express bus line to downtown Los Angeles. The system currently operates and maintains a fleet of 125 transit buses, and annually carries 18.1 million passengers, or over five passengers per service mile operated.

STUDY PURPOSE AND SCOPE

The purpose of this study is to develop and design a short range transit plan for the Santa Monica Municipal Bus Lines for fiscal years 1988-1990. The short range plan on an annual basis defines and justifies the capital improvements and service modifications necessary to maintain quality transit service for Santa Monica Bay Area residents within the existing financial constraints. Such analysis becomes more critical in view of the uncertain future of federal and state operating funds.

The SMMBL short range transit plan will be submitted as an element of the Regional Transportation Improvement Program (RTIP) compiled by the Southern California Association of Governments (SCAG). SCAG is responsible for the study design, as well as the direction of the short range transit plan development for all the public transit operators in the SCAG region.

The RTIP is required jointly by the Urban Mass Transportation Administration (UMTA) and the Federal Highway Administration (FHWA) each year. The RTIP is a staged, multi-year program of capital and operating improvement projects consistent with the long and short range elements of the transportation plan. The RTIP consists of a three-year element and a more detailed annual element, which describes those projects recommended for advancement during the first year.

HISTORICAL BACKGROUND

The City of Santa Monica has historically taken an aggressive approach to providing Santa Monica Bay Area residents with public transit services. In 1928, the Santa Monica City Council initiated the bus lines under powers granted by Article 11, Section 9 of the Constitution of the State of California which states:

A municipal corporation may establish, purchase and operate public works to furnish its inhabitants with light, water, power, heat, transportation, or means of communication. It may furnish these services outside its boundaries except within another municipal corporation which furnishes the same service and does not consent.

The original purpose of the SMMBL was to provide a transit link between the rapidly growing West Los Angeles-Santa Monica area and Central Los Angeles. Thus in 1928, motor coach service was inaugurated on a 12-mile bus line linking the Santa Monica Civic Center and beach area with the Pico-Rimpau terminal of the Los Angeles Railway, via Pico Boulevard. The depression years and World War II prompted continued expansion of SMMBL services with new routes and additional services being added to the system. In 1951, the City Council made another major decision, opting to purchase the Bay Cities Transit Company, a private transit company which had for years provided local transit services in the West Los Angeles-Santa Monica Bay Area.

Since its inception, SMMBL has provided local transit services to Santa Monica Bay Area and Westside residents, as well as providing the area with major regional transit links. SMMBL has followed a policy of conservative service expansion in tune with the actual needs of the area, which now includes approximately 36 square miles, well in excess of the 8.6 square mile area of the City of Santa Monica.

Through 1971, SMMBL consistently operated at a profit. Since that time, in the face of increasing costs and a policy to maintain low, attractive fare levels, SMMBL has utilized available outside funding sources. Recognizing the importance of maintaining existing services and reasonable fare levels, both the state and federal governments have provided operating subsidies. In comparison with other transit operators in the State of California and throughout the United States, SMMBL has continually operated with high levels of efficiency and productivity. With the exception of state-collected sales tax funds, no local funding is required to support SMMBL operations. However, if various proposals to reduce state and federal operating support are enacted, the end result would be a deterioration of services offered to transit users including higher fares which will serve to force both existing and potential users to use other means of transportation.

1.0 OVERVIEW OF EXISTING CONDITIONS

SMMBL is a line department of the City of Santa Monica, and is responsible for providing public transit in an efficient and effective manner to the residents of Santa Monica and surrounding areas. The primary service area of SMMBL includes the Santa Monica Bay and Westside areas.

1.1 TRANSIT SERVICE POLICIES

1.10 Service Goals and Objectives

Since its formation in 1928, SMMBL transit services have been designed to meet the goals and objectives listed in Table 1.1.

1.11 Performance Measures and Standards

SMMBL management continually monitors its operations to maximize system productivity by the following methods:

- o regular attention to key indicators of operating efficiency such as road calls, missed trips, passengers per mile and accidents;
- o regular attention to actual versus budgeted costs and revenues by function;
- o routine monitoring of passenger loads and on-time performance for possible schedule adjustments or other appropriate action;
- o following through on every complaint and suggestion from riders or other interested persons; and
- o periodically SMMBL conducts a detailed line by line analysis of its system.

SMMBL uses ridership counts, current financial data and on-street performance monitoring to calculate the following measures of system performance:

- o passengers per hour;
- o passengers per mile;
- o on-time performance;
- o transfer incidence;
- o maximum load violations;
- o operating cost per hour;
- o operating cost per mile;
- o revenue per hour;
- o revenue per mile;
- o operating cost per passenger;
- o subsidy per passenger; and
- o revenue/cost ratio.

Table 1.1

Santa Monica Municipal Bus Lines

SERVICE GOALS AND OBJECTIVES

Service Levels

- o Maintain an effective and efficient network of routes to benefit all the public.
- o Encourage modal change to transit by providing safe, reliable and convenient transit service.
- o Provide service frequencies that divide evenly into one hour, so that schedule times can be easily remembered by riders.

Operations Efficiency

- o Furnish services that make the most efficient use of manpower, vehicles and other resources while encouraging maximum utilization by providing scheduled frequencies that are tailored to demand.
- o Maintain a fleet of modern, reliable, clean and comfortable transit vehicles.
- o Maintain high service quality through administrative monitoring of operations and maintenance, and prompt follow-through on all complaints and suggestions.

Public Information

- o Disseminate service information as widely as possible through public institutions and by making telephone information readily available.

Safety

- o Promote safe driving by system employees through careful analysis of accidents and by rewards for safe driving.

Energy Conservation

- o Protect and conserve our natural resources by offering attractive and low cost transit service.

Handicapped Accessibility

- o Provide accessible service for the transportation handicapped within SMMBL's financial constraints.

Community Development

- o Enhance the economic viability of communities in the SMMBL service area by providing convenient access to business districts and public facilities for those who choose to use the bus.

Individual route maps, along with 1985 productivity summaries, appear at the end of this chapter as Figures 1.9 through 1.20. A complete review of system performance is presented in the line by line analysis contained in SMMBL's 1987-1991 SRTP.

1.12 Interagency Coordination

The City of Santa Monica is a member of the Southern California Association of Governments (SCAG), the designated metropolitan planning organization (MPO) for the Southern California counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The City has executed a Memorandum of Understanding with SCAG for the purpose of assuring cooperative, effective, and coordinated transit planning, programming, and service delivery in the SCAG region. In furtherance of that goal, SMMBL serves on the SCAG Transit Advisory Committee.

SCAG has the responsibility for preparing the Regional Transportation Improvement Program (RTIP). SMMBL's TIP represents the City's three year improvement program and is annually reviewed by the Los Angeles County Transportation Commission (LACTC) and by SCAG for its conformance with the Memorandum of Understanding and the Regional Transportation Plan. Maintenance of the TIP is coordinated by SCAG in its capacity as the MPO and by LACTC as TIP coordinator for Los Angeles County.

LACTC was created by the California Legislature through Assembly Bill 1246 introduced by Assemblymen Ingalls and Vicencia on March 20, 1975. The final version of the bill, which was signed by the Governor on September 29, 1976, created county transportation commissions in Los Angeles, Orange, Riverside and San Bernardino counties. The commissions were created to coordinate transit service, to approve public mass transit systems, federal aid and state highway planning funds; and to designate the operators of transit guideway systems. LACTC consists of 12 members appointed as follows:

- o five members of the County Board of Supervisors;
- o the Mayor of the City of Los Angeles;
- o two members appointed by the Mayor of the City of Los Angeles, with the consent of the City Council;
- o two members appointed by the Los Angeles County City Selection Committee;
- o one member of the City Council of Long Beach; and
- o one nonvoting member appointed by the Governor.

In support of the Commission's activities, SMMBL actively participates on the LACTC Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS), and Transit Productivity Committee (TPC).

SMMBL also is a participant in LACTC's Transit Performance Measurement (TPM) program as mandated by the State Legislature. The TPM program includes the development of productivity guidelines and financial standards as well as the monitoring of various performance indicators. These criteria are applied to any proposed new routes as well as to existing services. The TPM program includes annual monitoring of the following performance indicators:

- o cost per vehicle service hour;
- o local subsidies and operating revenues over operating costs;
- o LACTC subsidy per unlinked passenger;
- o unlinked passengers per vehicle service hour;
- o passenger revenue over operating costs;
- o revenue per passenger; and
- o vehicle service hours per peak vehicle.

Performance for each of these indicators is monitored separately for weekday service according to the following service classifications: local, express and dial-a-ride.

In addition, county fixed-route operators receiving state or federal operating subsidies are expected to meet LACTC's financial and productivity standards for local, express and dial-a-ride service in the first four performance indicators. These standards are:

1. Growth from year to year in operating cost per vehicle service hour should not exceed the actual rate of price inflation, as measured after the fact by the Consumer Price Index for the Los Angeles area. However, if an operator's cost per vehicle service hour in a particular year is less than 80 percent of the highest operator's cost per vehicle service hour, then that operator's growth may be ten percent greater than the increase in the CPI.
2. The ratio of local revenue (fares, local subsidies, and auxiliary transportation revenue) to total operating costs should not be less than one-third.
3. Each operator's subsidy per unlinked passenger in any fiscal year should not exceed 133 percent of the unweighted mean for that type of service for all fixed-route operators in the county in that year.
4. Operators should carry no fewer than 30 passengers per vehicle service hour on their local and express fixed routes.

TPM data for SMMBL operations is included in the Appendix of this report.

1.13 Public Participation in the Planning Process

SMMBL encourages and actively seeks public input and review of its operations to guide its service development and planning activities. As background for the development of the SRTP from year to year, public participation has been obtained using the following methods:

- o compilation and analysis of all comments, compliments, complaints, and suggestions received from transit riders and other interested persons;
- o public hearings on major service modifications, Section 504 Handicapped Accessibility planning and through SCAG, public hearings on federal grant applications;
- o use of onboard customer surveys to receive feedback on service provided; and
- o review of all significant SMMBL policies and actions by the Santa Monica City Council at its bimonthly meetings which are widely publicized in the local newspapers and broadcast on radio.

1.14 Rideshare Coordination

The rideshare organization for Los Angeles County is Commuter Computer. SMMBL furnishes updated service information such as schedules, routes and fares on a regular basis to Commuter Computer and coordinates marketing efforts to the maximum possible extent.

1.2 **CURRENT SYSTEM DESCRIPTION**

1.20 Service Description

SMMBL operates fixed-route bus transit services over 12 routes serving the City of Santa Monica and adjacent communities and employment centers. Ten routes are operated to provide focal point service to and from four key activity centers — downtown Santa Monica, UCLA-Westwood, Rancho Park, and the Pico-Rimpau Transit Center. These centers are major destinations for transit riders and also serve as major line-to-line transfer points. Two routes (11 and 14) are crosstown routes operated to provide convenient transfers to the focal point routes as well as to serve passengers not traveling to the major activity centers. The maps on the following pages (Figures 1.1 and 1.2) show the routes operated by SMMBL and the major activity centers served by SMMBL routes.

Figure 1.3 shows the coverage of the SMMBL routes. The shaded area includes a one-quarter mile walking distance from SMMBL routes, a generally accepted standard of route coverage. Within the 36 square mile service area, approximately 98 percent of the population and 99 percent of the employment is within the route coverage area (see Figure 1.4). Coverage of minority, elderly and low income population groups ranges from 96 to 98 percent, indicating that coverage of the service area is high. The location of these groups is depicted in Figures 1.5 through 1.8.

1.21 Hours of Service and Headways

SMMBL operates transit services on all days of the year. As shown in Table 1.2, weekday service is provided on all 12 routes, Saturday service on 11 routes and Sunday service on six routes. Weekday service on the six major routes (1, 2, 3, 5, 7, and 8) typically operates from 5:30 a.m. through midnight, while service on other lines is started between 6:00 a.m. and 7:00 a.m. and, in most instances, does not operate later than 8:00 p.m.

Also shown in Table 1.2, peak period headways range from 5 to 20 minutes on the major routes and the Route 10 Express. On other routes, peak period headways are 30 to 35 minutes. Base headways on the major routes range from 10 to 30 minutes, while other routes are operated with base headways of either 30 or 60 minutes with one route not being operated during midday hours.

1.22 Types of Service

Using the LACTC service classification approach developed for the Transit Performance Measurement Program, SMMBL services are categorized as follows:

<u>Service Type</u>	<u>SMMBL Route</u>
Local service on demand-based headways	1, 2, 3, 5, 7, 8, 9, 12, 14
Local service on policy-based headways	13
Local service for intracommunity circulation	11
Express service with few local stops	10

Currently, bus stop signs are provided at over 1,000 bus stops throughout the SMMBL service area. Additionally, SMMBL has provided benches at nearly 300 bus stops within the City of Santa Monica. Passenger information signs located at over 250 bus stops provide route diagrams and schedule information to passengers at high volume stops and intersections with other bus routes.

LEGEND:

- CITY LIMITS
- LOCAL BUS LINES
- BLUE DIAMOND EXPRESS
- - - SERVICE AREA BOUNDARY

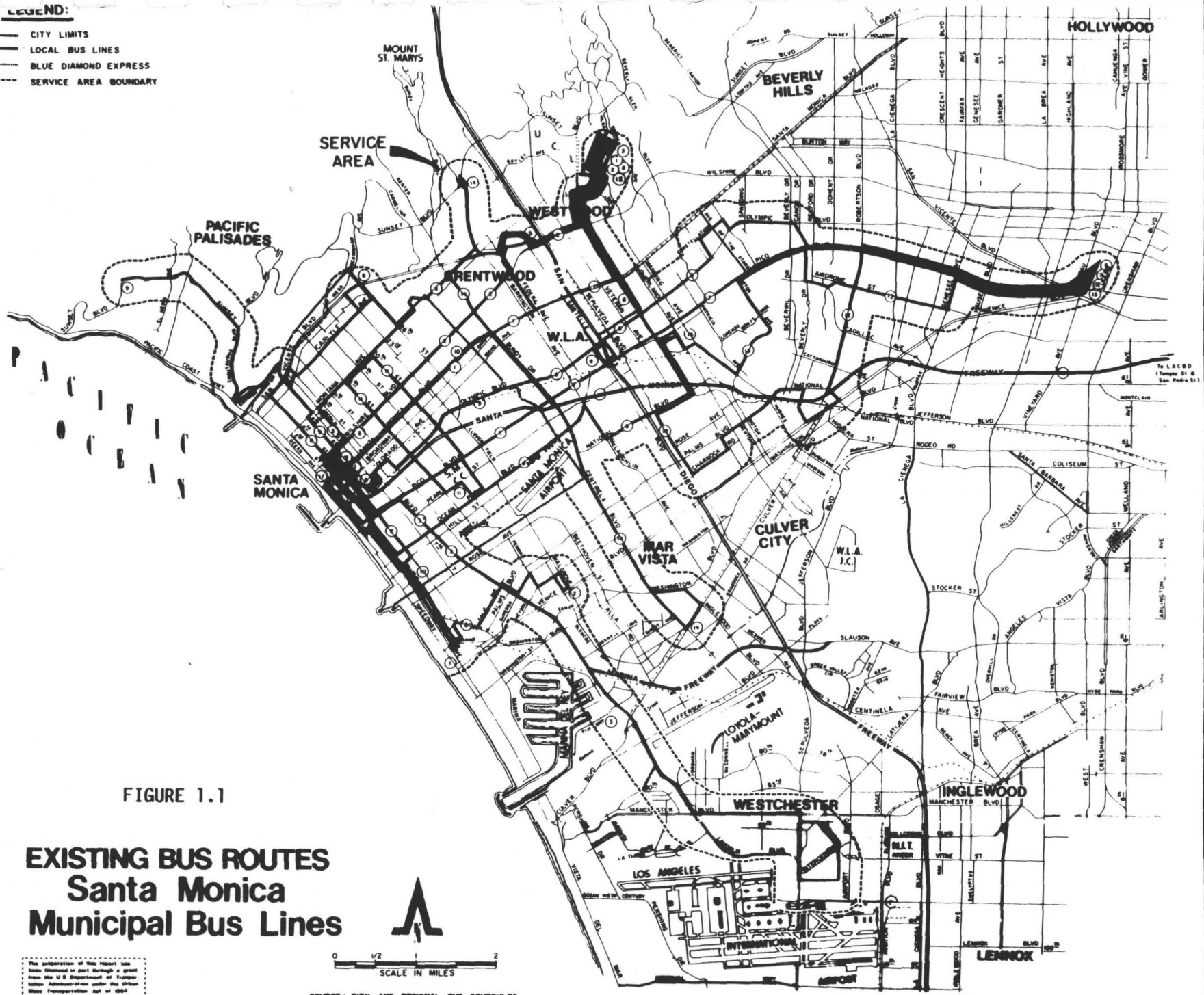


FIGURE 1.1












**EXISTING BUS ROUTES
Santa Monica
Municipal Bus Lines**

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0 1/2 1 2
SCALE IN MILES
SOURCE: CITY AND REGIONAL BUS SCHEDULES

1-7

LEGEND:

-  CITY LIMITS
-  CIVIC CENTER
-  MAJOR EMPLOYMENT AREA
-  HOSPITALS AND HEALTH CENTERS
-  COLLEGES
-  HIGH SCHOOL
-  SOCIAL SERVICES
-  HANDICAPPED
-  OTHER MAJOR AREAS
-  STRIP COMMERCIAL
-  MAJOR SHOPPING AREA

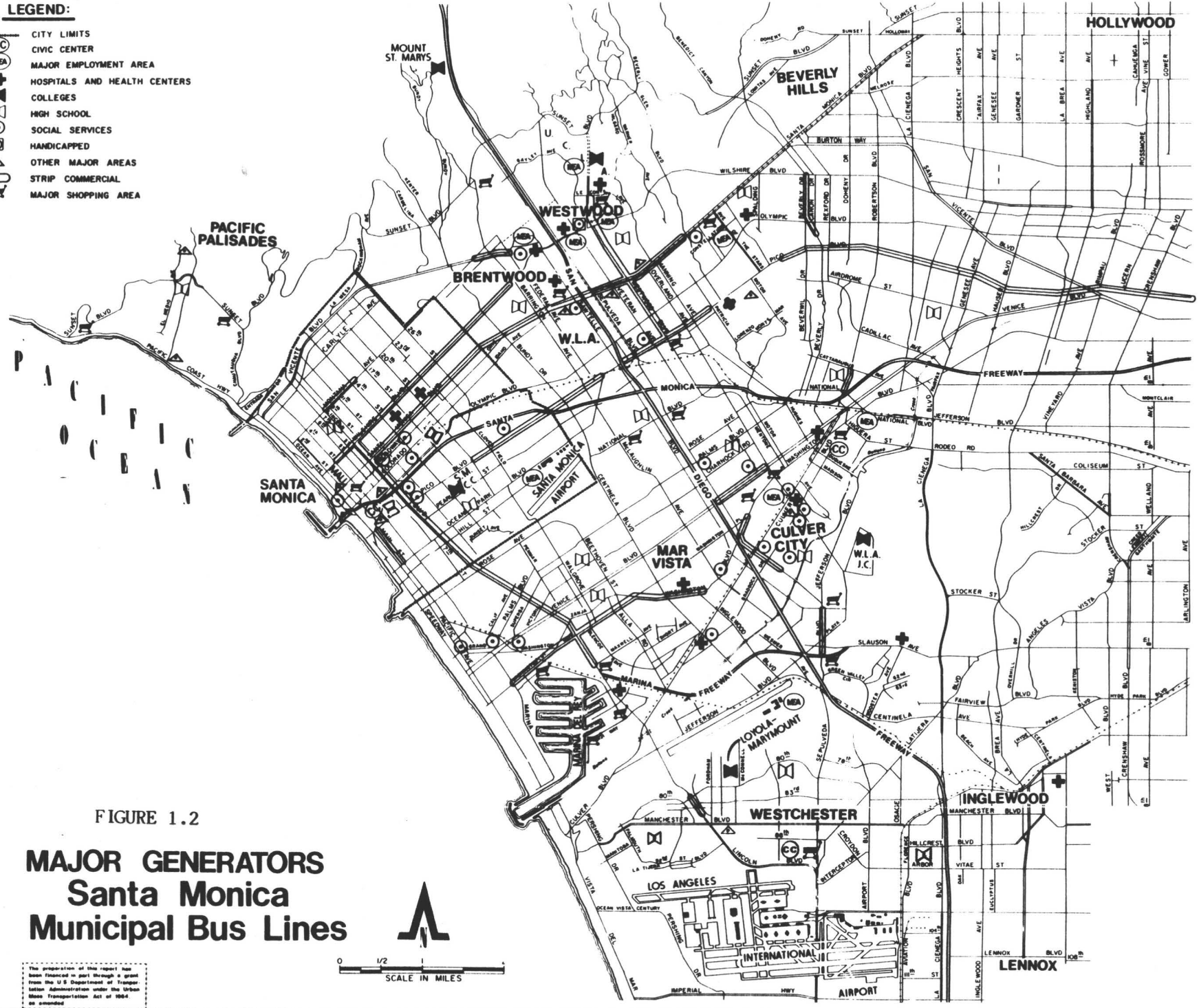


FIGURE 1.2

**MAJOR GENERATORS
Santa Monica
Municipal Bus Lines**

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AREA COVERED BY LOCAL BUS LINES

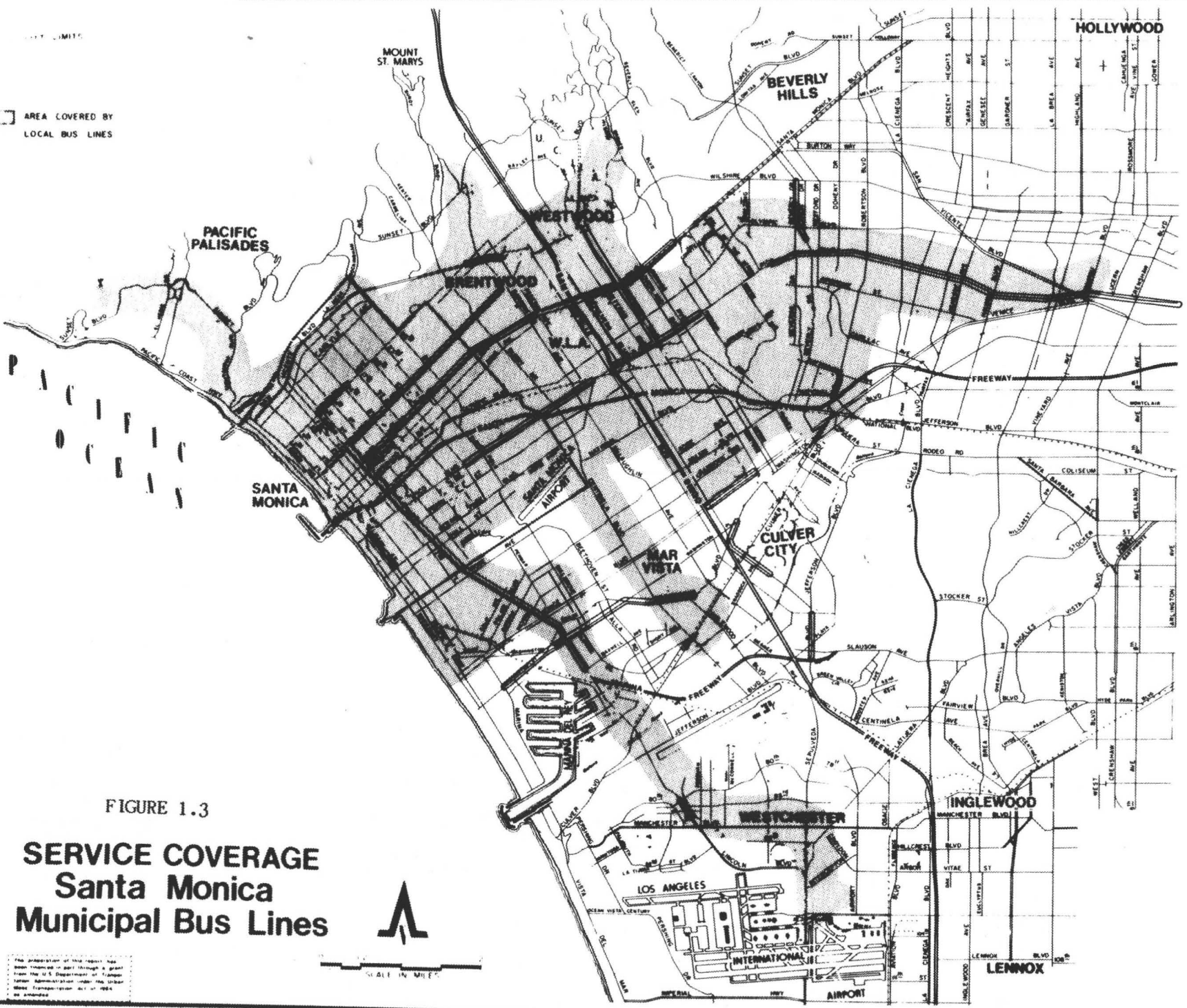


FIGURE 1.3

**SERVICE COVERAGE
Santa Monica
Municipal Bus Lines**



SCALE IN MILES

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6-1



12000
ACTUAL PERSONS
PER CENSUS ZONE

1-10

FIGURE 1.4
EMPLOYED RESIDENTS
Santa Monica
Municipal Bus Lines

Information of this report was derived in part through a grant from the Department of Transportation Under the Urban Mass Transit Act of 1964, as amended.

SOURCE: 1980 CENSUS OF POPULATION AND HOUSING





FIGURE 1.5
RESIDENTS WITH
SPANISH SURNAMENES
Santa Monica
Municipal Bus Lines

0 1/2 1
 SCALE IN MILES

SOURCE: 1960 CENSUS OF POPULATION AND HOUSING

100%
 SPANISH SURNAMENES
 PER CENSUS ZONE

LEGEND:

- CITY LIMITS
- PERCENTAGES BY CENSUS ZONES
- 0 - 100%
- 101 - 200%
- 201 - 300%
- 301 - 400%
- Over 400%
- ACTUAL PERSONS PER CENSUS ZONE

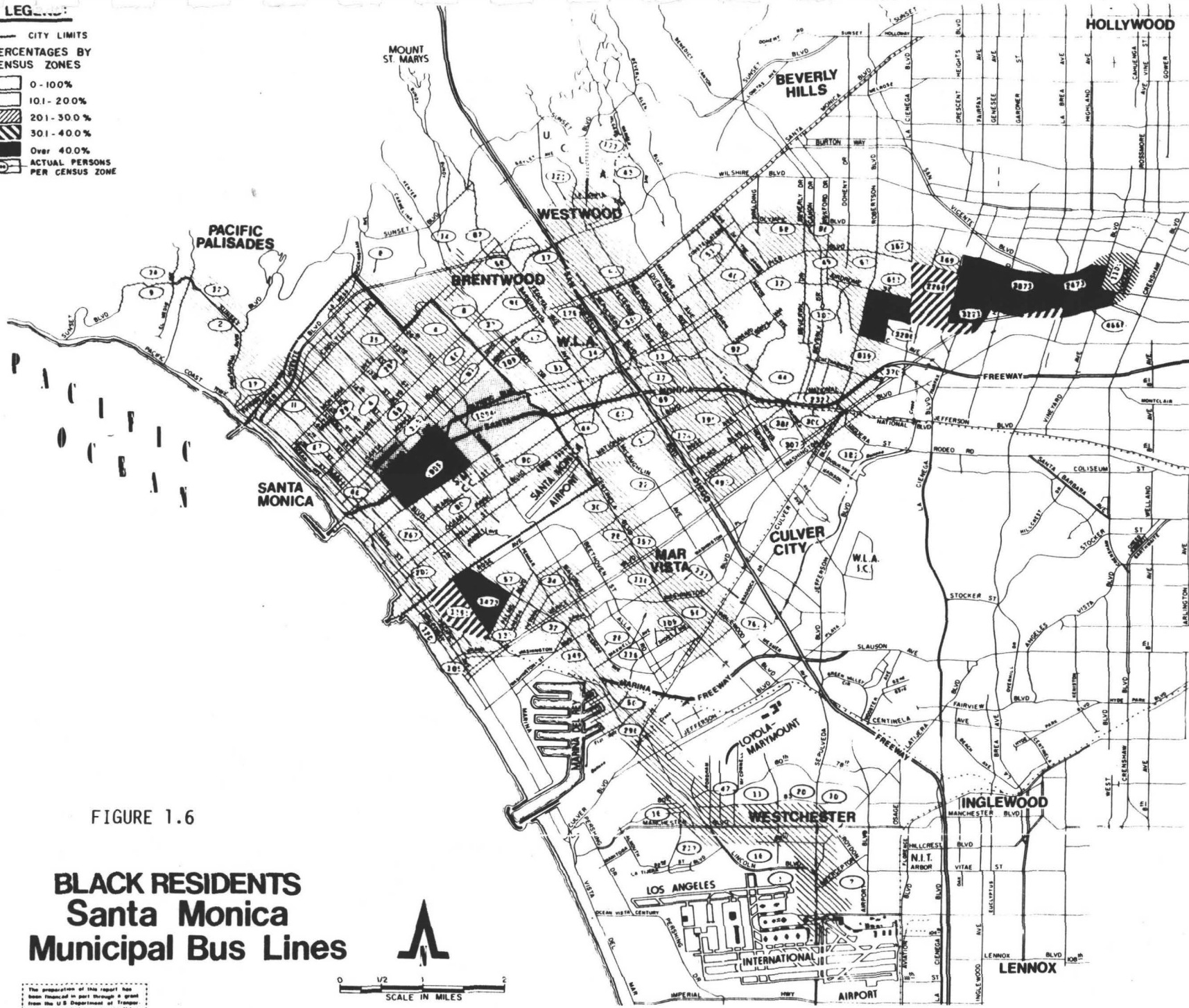
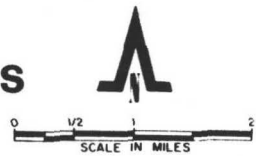


FIGURE 1.6

**BLACK RESIDENTS
Santa Monica
Municipal Bus Lines**

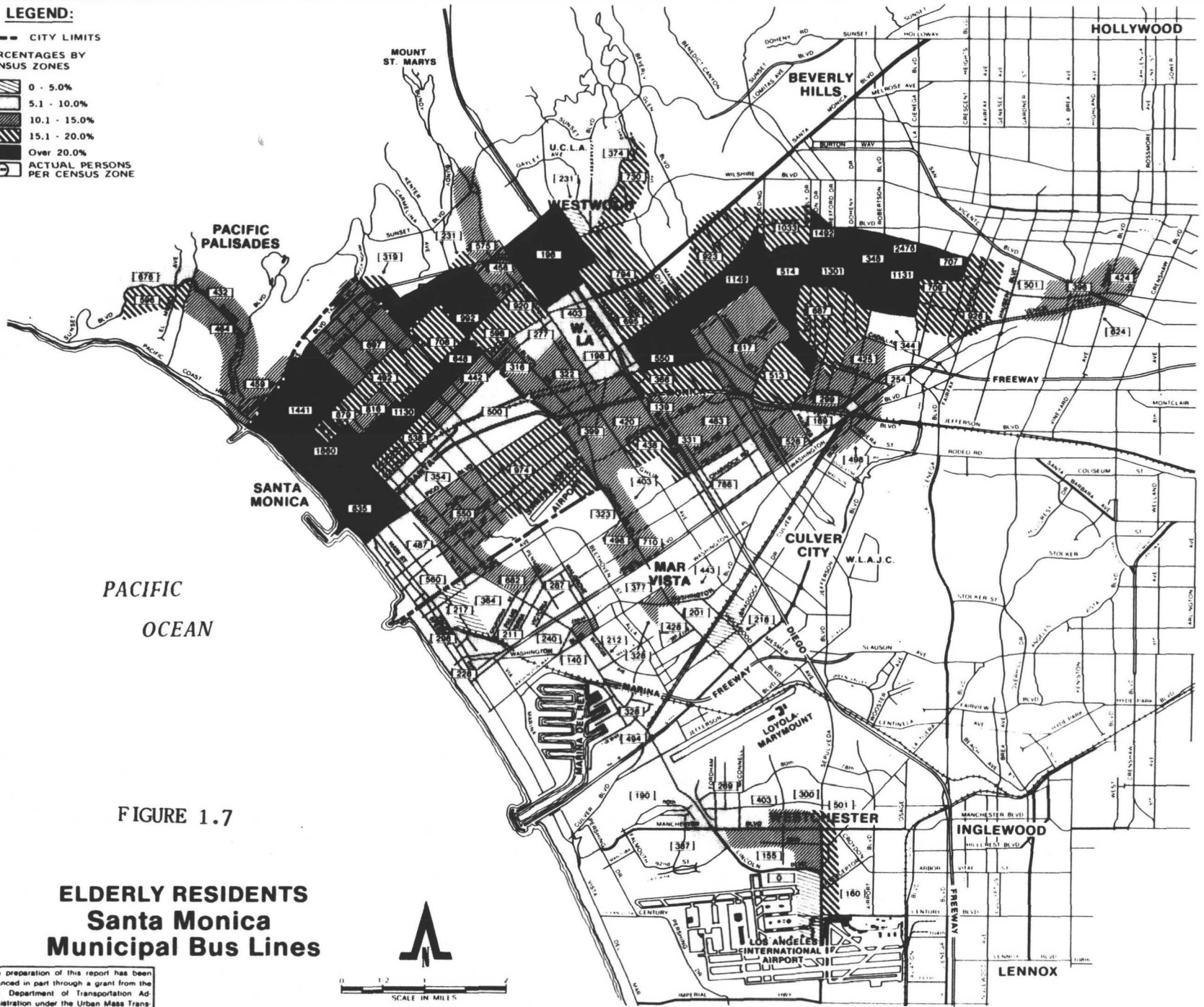


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SOURCE: 1980 CENSUS OF POPULATION AND HOUSING

LEGEND:

- CITY LIMITS
- PERCENTAGES BY CENSUS ZONES
- 0 - 5.0%
- 5.1 - 10.0%
- 10.1 - 15.0%
- 15.1 - 20.0%
- Over 20.0%
- ACTUAL PERSONS PER CENSUS ZONE



1-13

FIGURE 1.7

**ELDERLY RESIDENTS
Santa Monica
Municipal Bus Lines**

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SOURCE: 1980 CENSUS OF POPULATION AND HOUSING

LEGEND:

- CITY LIMITS
- PERCENTAGES BY CENSUS ZONES
- 0 - 4.0%
- 4.1 - 8.0%
- 8.1 - 12.0%
- 12.1 - 20.0%
- Over 20.0%
- ACTUAL PERSONS PER CENSUS ZONE

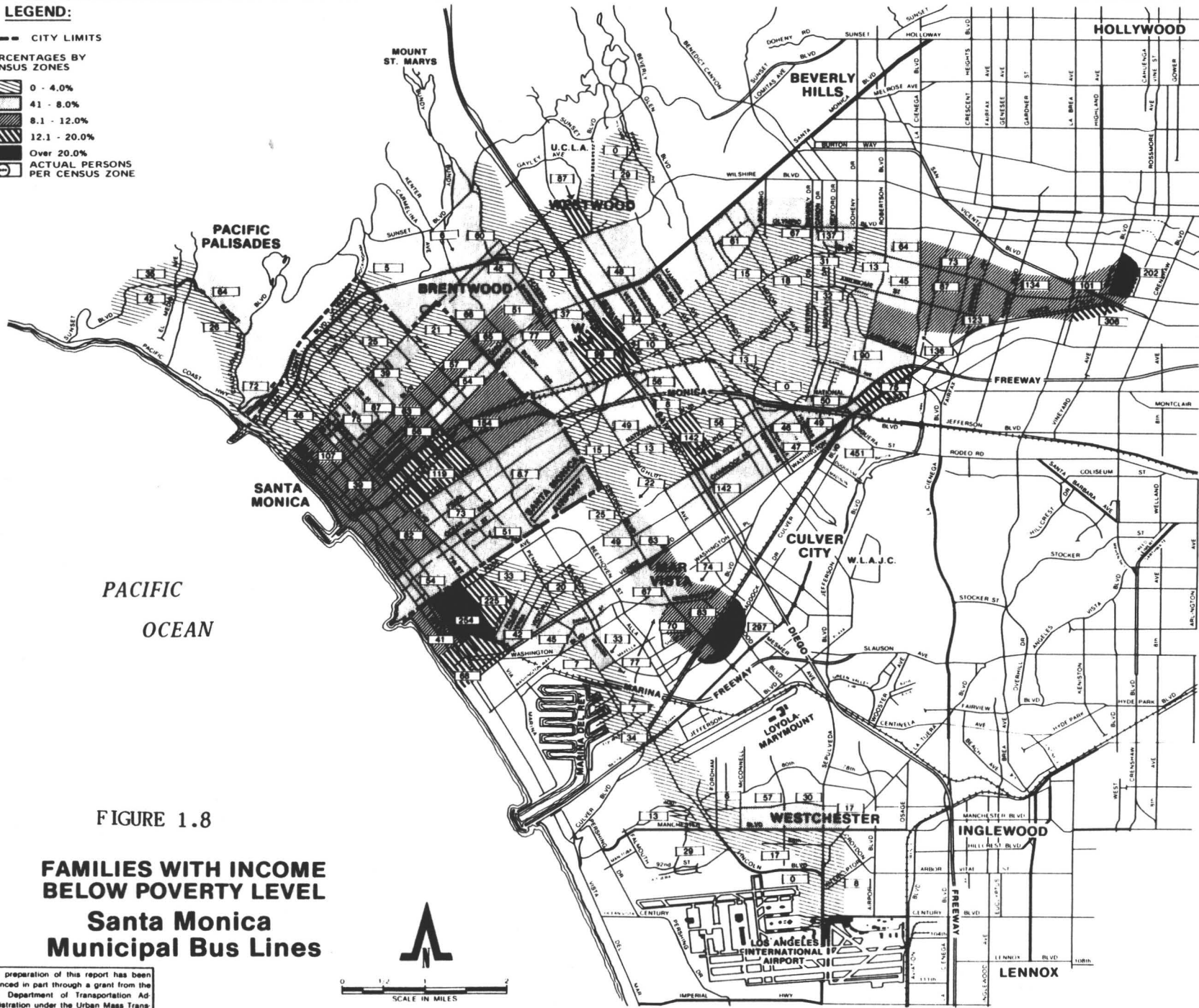


FIGURE 1.8

**FAMILIES WITH INCOME BELOW POVERTY LEVEL
Santa Monica
Municipal Bus Lines**

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SOURCE: 1980 CENSUS OF POPULATION AND HOUSING

Table 1.2

Santa Monica Municipal Bus Lines
WEEKDAY SPAN OF SERVICE AND HEADWAYS

<u>Route No.</u>	<u>Route Name</u>	<u>Hours</u>	<u>AM Peak</u>	<u>Base</u>	<u>PM Peak</u>	<u>Night</u>
1	Santa Monica Blvd.	5:32A to 12:38A	5	10	8	30
2	Wilshire Blvd./Venice	6:05A to 11:37P	15	15	15	30
3	Lincoln Blvd./ Montana	5:30A to 11:44P	20	20	15	30
5	Century City-V.A.	5:40A to 10:05P	20	30	20	60
7	Pico Blvd.	4:45A to 12:52A	5	10	10	30
8	Ocean Park Blvd./ Carlyle	5:54A to 11:54P	15	15	15	30
9	Pacific Palisades/ Olympic	6:18A to 10:22P	30	60	30	60
10	Santa Monica Freeway Express	5:30A to 7:45P	10	60	10	30
11	14th-20th Crosstown	7:09A to 5:51P	30	30	30	-
12	Robertson Blvd./ Palms	6:17A to 7:32P	15	30	15	-
13	Airdrome/Cheviot Hills	6:16A to 10:14A and 2:40P to 6:37P	35	-	35	-
14	Bundy/Centinel	6:38A to 8:19P	15	30	30	30

Table 1.2 (Cont'd)

Santa Monica Municipal Bus Lines
SATURDAY SPAN OF SERVICE AND HEADWAYS

<u>Route No.</u>	<u>Route Name</u>	<u>Hours</u>	<u>Base</u>	<u>Night</u>
1	Santa Monica Blvd.	5:47A to 12:25A	15	30
2	Wilshire Blvd./Venice	6:13A to 11:37P	15	30
3	Lincoln Blvd./ Montana	6:03A to 11:44P	20	30
5	Century City-V.A.	6:27A to 9:05P	30	60
7	Pico Blvd.	4:45A to 12:52A	15	30
8	Ocean Park Blvd./ Carlyle	6:00A to 11:54P	30	60
9	Pacific Palisades/ Olympic	7:00A to 10:23P	60	60
10	Santa Monica Freeway Express	7:10A to 6:59P	60	60
12	Robertson Blvd./ Palms	7:35A to 7:02P	60	60
13	Airdrome/Cheviot Hills	6:52A to 9:44A and 3:25P to 6:37P	60	-
14	Bundy/Centinela	6:56A to 6:08P	60	-

Table 1.2 (Cont'd)

Santa Monica Municipal Bus Lines
 SUNDAY SPAN OF SERVICE AND HEADWAYS

<u>Route No.</u>	<u>Route Name</u>	<u>Hours</u>	<u>Base</u>	<u>Night</u>
1	Santa Monica Blvd.	6:13A to 12:25A	20	30
2	Wilshire Blvd./Venice	7:13A to 11:38P	20	30
3	Lincoln Blvd./ Montana	6:45A to 11:44P	30	60
5	Century City-V.A.	6:30A to 9:05P	40	60
7	Pico Blvd.	5:55A to 12:52A	20	30
8	Ocean Park Blvd./ Carlyle	6:52A to 11:54P	60	60

1.23 Fare Structure

Table 1.3 summarizes the current SMMBL fare structure. These fares have been in effect since July 1, 1983. The base fare is 50 cents for local service. Free transfers are available to other SMMBL routes and reduced fares are available for elderly, handicapped and student passengers. Also, regular adult passengers can obtain a discount through the advance purchase of tokens.

The fare structure is administered as follows:

- o Cash Fare - Paid upon boarding the bus with exact change. Cash fares are 50 cents per ride with the exception of the Route 10 Express operating into downtown Los Angeles, which requires an 80-cent one-way cash fare. Passengers transferring to Line 10 must present their transfer plus 30 cents.
- o Token Fare - The token fare provides the frequent user of SMMBL services with a discount fare option. Tokens are available at over 35 agencies and businesses within the SMMBL service area at the rate of 10 tokens for \$4.50. One token (45 cents) may be utilized in lieu of the cash fare when boarding the bus. One token plus 30 cents cash is required for express service.
- o Senior Citizen Fare - Upon presenting a Medicare Card or a Department of Motor Vehicles Senior Citizens Identification Card, senior citizens may ride for a 20-cent cash fare on local services and 40-cent cash fare on express service.
- o Handicapped Fare - SMMBL participates with the Los Angeles County Transit Operators' Association (LACTOA) in accepting the countywide handicapped ID card. Upon presenting the LACTOA Reduced Fare ID or a Department of Motor Vehicles disabled placard ID, handicapped persons may ride for a 20-cent cash fare. The handicapped may apply for a LACTOA Reduced Fare Identification Card at the SMMBL office, by mail or from other transit operators in the county.
- o Blind Fare - The blind may utilize SMMBL services free of charge provided they carry either an appropriate identification card or a regulation white cane or are accompanied by a seeing eye dog.
- o Student Fare - Students attending elementary, junior high or high school may purchase a student card which allows 10 rides for \$2.00.
- o College Students - Students attending college who are 20 years of age or younger may purchase a student card which allows 10 rides for \$3.50.

Table 1.3

Santa Monica Municipal Bus Lines

FARE STRUCTURE:
FY 1987

Fare Categories	Types of Fixed-Route Service	
	<u>Local</u>	<u>Express</u>
Regular Adult		
o Cash	\$.50	\$.80
o Token (10 for \$4.50)	Token	Token + \$.30
Transfer (within system)	Free	Free
Transfer (to other systems)	\$.10	\$.10
Handicapped	\$.20	\$.20
Elderly	\$.20	\$.40
Student (through high school) (10 for \$2.00)	\$.20	N/A
Student (college through age 20) (10 for \$3.50)	\$.35	N/A

NOTES:

1. There is no fare differential between peak and off-peak periods.
2. Blind persons ride free.
3. Children age 4 and under ride free with a paying adult.

- o Transfers - SMMBL transfers are issued free of charge. SMMBL also issues interagency transfers valid on other transit systems at 10 cents per ride, and accepts the interagency transfer in lieu of cash fare from boarding passengers on local routes.

1.24 Operational Relationships

SMMBL coordinates with several other transit operators in Los Angeles County to provide the maximum level of transit service to residents of the area in an efficient and effective manner. SMMBL does not operate any intercounty service.

Currently, both the Southern California Rapid Transit District (SCRTD) and Culver City Municipal Bus Lines (CCMBL) provide transit services within the SMMBL service area. All SCRTD and CCMBL routes operated in the SMMBL service area have transfer or connecting points with SMMBL routes. Additionally, SMMBL's Route 10 provides connections in downtown Los Angeles with service operated by the Montebello Municipal Bus Lines (MMBL) as well as with a number of SCRTD routes.

The California Public Utilities Code (PUC) includes provisions which govern route modifications, extensions and additions by adjacent transit operators in the county. Any service modification by any operator which may affect any other operator requires that an agreement be executed between the operators. In the event of a dispute over such matters, LACTC has responsibility for resolution pursuant to the PUC. SMMBL, SCRTD and other transit operators in the SMMBL service area have historically reached operating agreements which serve to avoid direct competition between the operators, while serving both local and regional transit needs.

SMMBL is currently working with other transit operators to provide maximum coordination of services within its operating area. Examples of these steps to coordinate transit services include the following:

- o Public information - SMMBL personnel provide both callers and riders requesting route and schedule information with the most direct and convenient routings without regard for which transit operators would be used for the trip.
- o Transfers - SMMBL participates in the countywide interagency transfer program. This program allows a rider to purchase an interagency transfer which permits the rider to transfer from one operator's service to another without paying a fare on the second bus.
- o New service planning and implementation - SMMBL actively coordinates transit planning with other operators on a continuing basis. The most recent example of these efforts includes the extensive operational planning conducted in conjunction with transporting Olympic staff, athletes and spectators to the 1984 Olympic events.

- o Operating facilities - Both the SCRTD and SMMBL share passenger terminal facilities at UCLA, Los Angeles International Airport and the Pico-Rimpau Transit Center. Terminal facility modifications are achieved through the cooperative planning of all transit providers using the facilities.
- o Countywide ID card for the handicapped - SMMBL honors a countywide identification card for handicapped transit users.

1.25 Existing Facilities and Equipment

SMMBL owns and operates a fleet of 125 buses out of a central administrative and maintenance facility adjacent to the Santa Monica central business district. In addition, 20 older buses are maintained as an energy contingency fleet on the property.

SMMBL yards, maintenance facility and administrative offices are located on 8.2 acres near downtown Santa Monica. A complete description and information regarding maintenance facility modernization is contained in the Maintenance Program section of this document.

1.26 Vehicles

SMMBL's current active fleet of 125 transit coaches includes 95 equipped with wheelchair lifts. Table 1.4 lists the fleet inventory as of June 30, 1987.

In fiscal year 1986, SMMBL purchased and placed in service 58 buses. This acquisition brings the average age of the SMMBL fleet to 5.7 years. Planned future bus procurements include 10 buses in FY 1988, 10 buses in FY 1989 and 10 buses in FY 1990.

Table 1.5 presents a summary of SMMBL's fleet characteristics for fiscal years 1985, 1986 and 1987. Table 1.6 projects the fleet characteristics through fiscal year 1990.

1.27 Ratio of Spare Vehicles

In FY 1987, due to the acquisition of more reliable vehicles, SMMBL has reduced its active fleet from 136 buses to 125 buses. This reduction of 11 buses reduced SMMBL's spare ratio from 28 percent to 18 percent.

1.28 Energy Contingency Reserve Fleet

SMMBL has stored 20 older buses for use in the event of energy shortage conditions. This fleet is periodically road tested to ensure that the buses are ready for service.

Table 1.4
FLEET INVENTORY AS OF JUNE 30, 1987

Year Built	Manufacturer	Model	Seats	Length	Width	Type of Fuel	Number of Vehicles			Vehicles		Projected Year of Replacement	Vehicles with Wheelchair Lifts
							Total Vehicles Owned and Leased	Vehicles Used for:		In Active Service	With Major Rehab		
								Fixed-Route Service	Demand Responsive Service				
1986	GML	T8H5307A	51	40	102	D	27	27	--	27	--	7 in 1998 10 in 2001 10 in 2000	27
1985	GML	T8H5307A	51	40	102	D	31	31	--	31	--	11 in 1997 20 in 1998	31
1982	GML	T8H5307A	51	40	102	D	22	22	--	22	--	2 in 1994 20 in 1997	22
1981	FLX	53102-8-1	47	40	102	D	15	15	--	15	--	1994	15
1975	AMG	10240A-8	49	40	102	D	16	--	--	--	--	10 in 1988 6 in 1989	
1975	AMG	9635A-6	42	35	96	D	4	--	--	--	--	4 in 1989	
1973	GMC	T8H5307A	49	40	102	D	25	25	--	25	25	5 in 1990 15 in 1993 5 in 1994	
1973	GMC	T6H4523A	42	35	96	D	5	5	--	5	5	1990	
TOTAL NUMBER OF VEHICLES							145	125		125	30		95

Table 1.5
HISTORICAL FLEET CHARACTERISTICS

	SYSTEM TOTAL		
	FY 85	FY 86	FY 87
Peak-hour Fleet	106	106	106
Spares for Maintenance Requirements	21	30	19
Spare Ratio (Line 2 divided by Line 1)	20%	28%	18%
Energy Contingency Reserve	20	20	20
Inactive Fleet: (1)	9	-	-
Total Vehicles (Sum Lines 1, 2, 4 & 5)	156	156	145
New <u>Expansion</u> Vehicles Delivered	-	-	-
New <u>Replacement</u> Vehicles Delivered	-	58	-

(1) Vehicles undergoing major rehabilitation.

Table 1.6
PROJECTED FLEET CHARACTERISTICS
 3 Years

	SYSTEM TOTAL		
	FY 88	FY 89	FY 90
Peak-hour Fleet	106	106	106
Spares for Maintenance Requirements	19	19	19
Spare Ratio (Line 2 divided by Line 1)	18%	18%	18%
Energy Contingency Reserve	20	20	20
Inactive Fleet: Vehicles Not Serviceable	--	--	--
Total Vehicles (Sum Lines 1, 2, 4 & 5)	145	145	145
New <u>Expansion</u> Vehicles to be Delivered	--	--	--
New <u>Replacement</u> Vehicles to be Delivered	10	10	10

In the event of an energy emergency, SMMBL's ability to respond successfully will largely depend upon the coordination and cooperation that exists among local, state and regional authorities. Implementation of SMMBL contingency plans would be triggered by the declaration of an energy emergency by local civil authorities or by special request of appropriate governmental authorities.

Given an energy crisis of the dimensions experienced in 1979, SMMBL would anticipate a significant increase in patronage. However, because of the population's mobility patterns, SMMBL cannot currently predict where substantial patronage increases and loading would occur. To solve this problem, upon the onset of a crisis situation, SMMBL would station supervisory personnel at high activity locations to ascertain the best deployment of energy contingency vehicles. Deployment of the contingency bus fleet will depend on where and when the demand for additional service manifests itself. It is most likely that service on existing routes at peak hours will need to be increased but additional services are not ruled out. Decisions regarding exact service levels and types of service can be made only at the time of an energy crisis inasmuch as it depends on the nature and intensity of the crisis. SMMBL would work closely with SCAG to pursue energy-related strategies outlined in the Regional Transportation Plan.

The severity of the crisis will also determine whether changes can be financed out of existing funds or whether new funds are needed. SMMBL attempted to establish an energy contingency reserve to ensure that adequate funding would be available to operate the energy contingency vehicles. However, this reserve was disallowed by SCAG. It, therefore, may be incumbent on the area's funding agencies to make funds available promptly and to suspend restrictions on the use of funds for specific purposes.

1.29 Maintenance Program

A summary of SMMBL's maintenance program is presented in the following sections.

Background

Since the expansion of SMMBL's maintenance facility in the fall of 1985, efforts have been underway to provide technically sound and proven equipment, training and management techniques to improve the maintenance division's efficiency and productivity. In the fiscal year 1987, the maintenance division has focused on development and implementation of an updated SMMBL preventive maintenance program and automated management information system, as well as a program of equipment and minor facility improvements.

The SMMBL maintenance facility currently houses 10 bus hoists, one car bay, a two-bay paint and body repair area, a steam cleaning bay and an air-conditioning bay. The expanded facility also provides an enlarged component rebuild area and centralized bus parts storage space. Annually, minor improvements are made to the facility to maintain and update its effectiveness.

SMMBL has successfully continued to upgrade and maintain its active fleet of revenue vehicles. In fiscal year 1987, emphasis has been placed on modifications to controls used to operate wheelchairlift equipment, installation of bus brake retarders, rehabilitation of 15, 1981 Grumman Flexible coaches, and implementation of an updated preventive maintenance program.

Data management has been another priority for the maintenance division. The implementation of TOOLS vehicle maintenance software has provided the maintenance staff with the ability to track vehicle repair orders; identify scheduled vehicle inspections and generate repair orders; and monitor the parts inventory. Staff training has been conducted in data entry as well as utilization of specific computer programs.

Maintenance Goals and Objectives

SMMBL has established the following overall goals for its maintenance program:

- Goal 1: To operate reliable, safe, clean, comfortable and efficient transit vehicles for the citizens within the SMMBL service area.
- Goal 2: Improve the efficiency, productivity and effectiveness of the maintenance division.

SMMBL has established the following fiscal year 1988 maintenance objectives based on its goals and existing conditions:

- Objective 1: Increase average miles between roadcalls by 10 per cent.
- Objective 2: Install mileage tracking software.
- Objective 3: Develop engine/transmission rebuild schedule, including analysis of equipment needs and personnel training, as appropriate.

Preventive Maintenance

In fiscal year 1987, a redesigned preventive maintenance program was initiated. The updated program prescribes a system of eight rotating schedules for vehicle inspection, to be conducted at 6,000 mile intervals. By rotating the schedule at each interval, the preventive maintenance staff is better able to monitor specific components and gauge their effects on overall vehicle performance.

At each 70,000 mile interval a vehicle undergoes a more intensive inspection or minor bus overhaul. The preventive maintenance staff utilizes the TOOLS package to identify scheduled vehicle inspections, generate repair orders and to track work done.

Inventory Control

The development of the automated parts inventory control system has successfully resulted in the placement of the complete inventory of bus parts in stock on computer. Data files are maintained by stock number and by vendor, which will facilitate the procurement of future inventory items.

Problem Tracking

Through automation, the maintenance staff maintains work order records on all revenue equipment. The computer program that maintains this data was implemented in fiscal year 1987. In fiscal year 1988, emphasis will be placed on development of an engine/transmission rebuild schedule, including an analysis of equipment needs and personnel training. With the implementation of this major component rebuild program and ongoing training for maintenance employees, the maintenance division anticipates increased effectiveness of both staff resources and revenue equipment.

1.30 SB759 Performance Audit

During FY 1985-86, a performance audit, sponsored by LACTC, was conducted for SMMBL as part of a comprehensive study of Los Angeles county transit operators. This triennial performance audit identified SMMBL performance strengths and made recommendations for improvements.

Results

As identified in the audit report, SMMBL's strengths are:

1. SMMBL continued to maintain or exceed previous high levels of operator productivity, vehicle utilization and reliability.
2. Major achievements in both operator productivity and vehicle maintenance resulted from implementation of comprehensive, targeted improvement programs.
3. The outstanding progress made in transportation safety over the last five years represented management's effectiveness in troubleshooting operations problems, and providing the follow-up needed to ensure longevity of improvements.
4. SMMBL continued to maintain excellent customer relations and has taken positive steps to enhance its image and promote transit ridership.

In addition to the identified strengths, the audit report also recommended five follow-up actions. Two actions recommended changes to TDA/TPM data reporting, while the other three findings recommended areas for further study in the three functional areas. Table 1.7 identifies the audit recommendations and SMMBL actions to date.

Table 1.7
Santa Monica Municipal Bus Lines

SB759 PERFORMANCE AUDIT RECOMMENDATIONS AND FOLLOW-UP ACTIONS

Performance Audit Recommendation

Operator Actions to Date

Estimated Implementation Cost

Estimated Annualized Savings

1. TDA/TPM procedures should utilize appropriate control totals.

1. Implemented during course of audit

\$ 0

\$0

2. Full time equivalent employees (FTE's) should be reported separately by charter service and for each fixed-route system mode.

2. At this time LACTC does not require operators to report FTE's separately by charter service and for each fixed-route mode. However, should the Commission change its requirement in the future, SMMBL will implement this finding.

\$ 0

\$0

3. Develop final MIS functional requirements design plan.

3. Implemented. Consultant completed the plan in November 1986.

\$4,600

Unknown at present

4. Service effectiveness and reliability should be examined and consideration given to opportunities for targeted performance standards and improvement strategies.

4. Examined and not implemented. SMMBL studied the recommendation. Results showed that SMMBL currently monitors route performance at a coach run and trip level. Therefore, the establishment of route or service category would not benefit performance monitoring.

Not Applicable

Not Applicable

5. SMMBL should identify and establish comprehensive inventory management controls.

5. TOOLS Fleet Management system for parts inventory control is on-line. Minimum/maximum stock level data is being input into computer files to increase inventory monitoring capabilities.

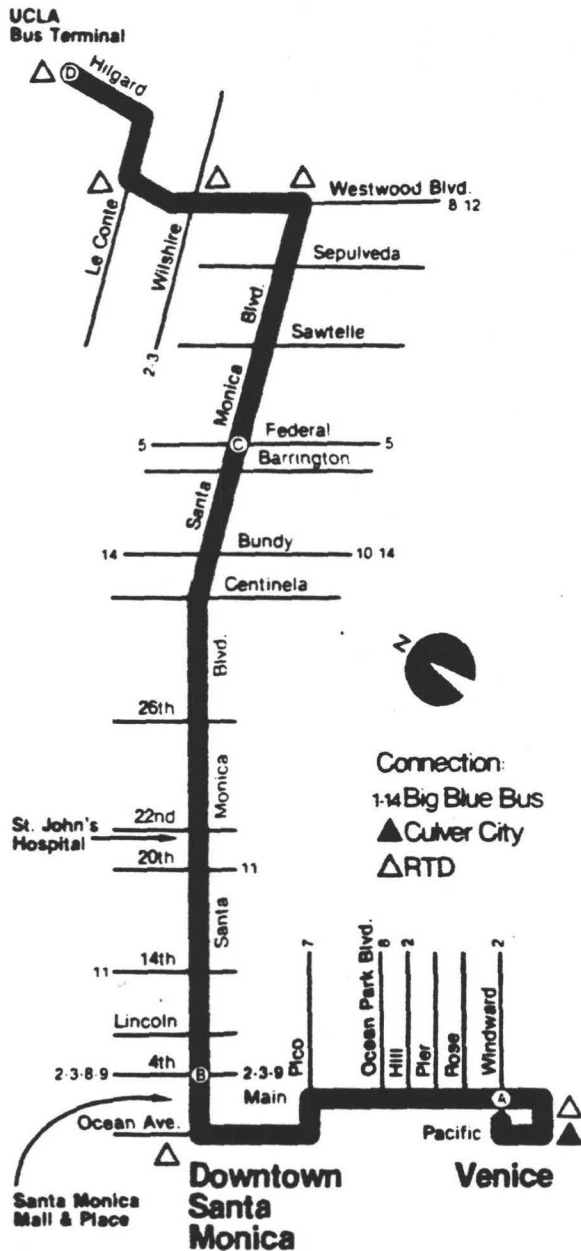
\$5,600

Unknown at present

ROUTE PRODUCTIVITY SUMMARIES

FIGURE 1.9

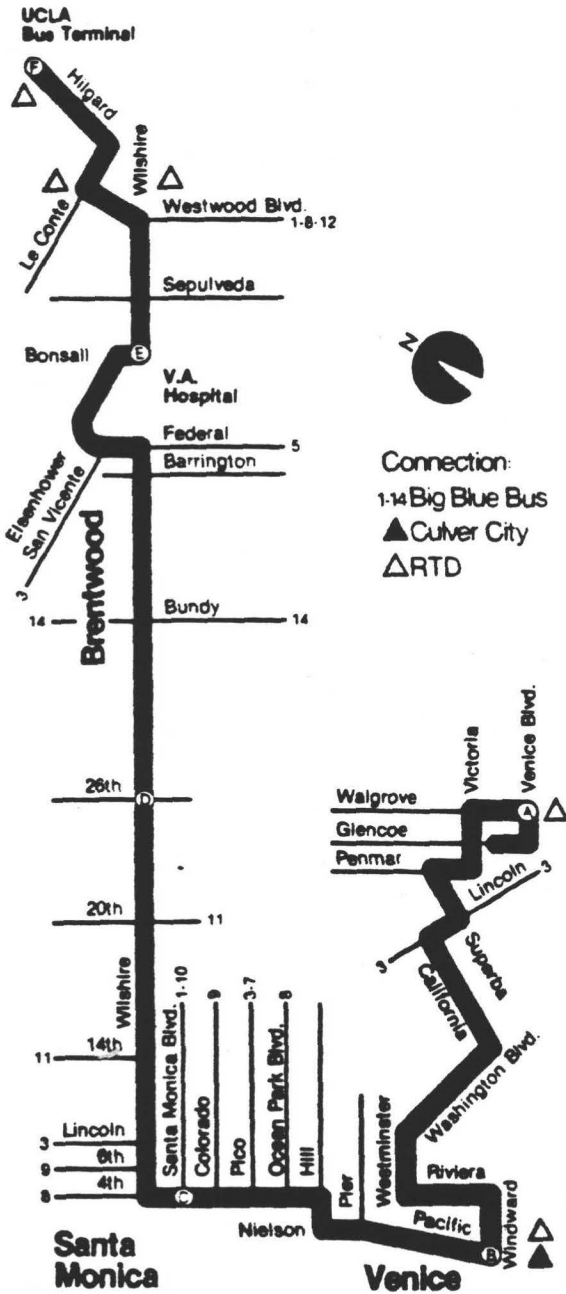
Santa Monica Municipal Bus Lines



ROUTE 1	
Service to:	
UCLA St. John's Hospital Santa Monica Mall Santa Monica Place Ocean Park Main Street	
PRODUCTIVITY SUMMARY	
Daily Boardings:	9,893
Passengers/Hour:	67.9
Passengers/Mile:	6.1

*Productivity Summary Information From 1985 Line by Line Analysis

FIGURE 1.10
Santa Monica Municipal Bus Lines

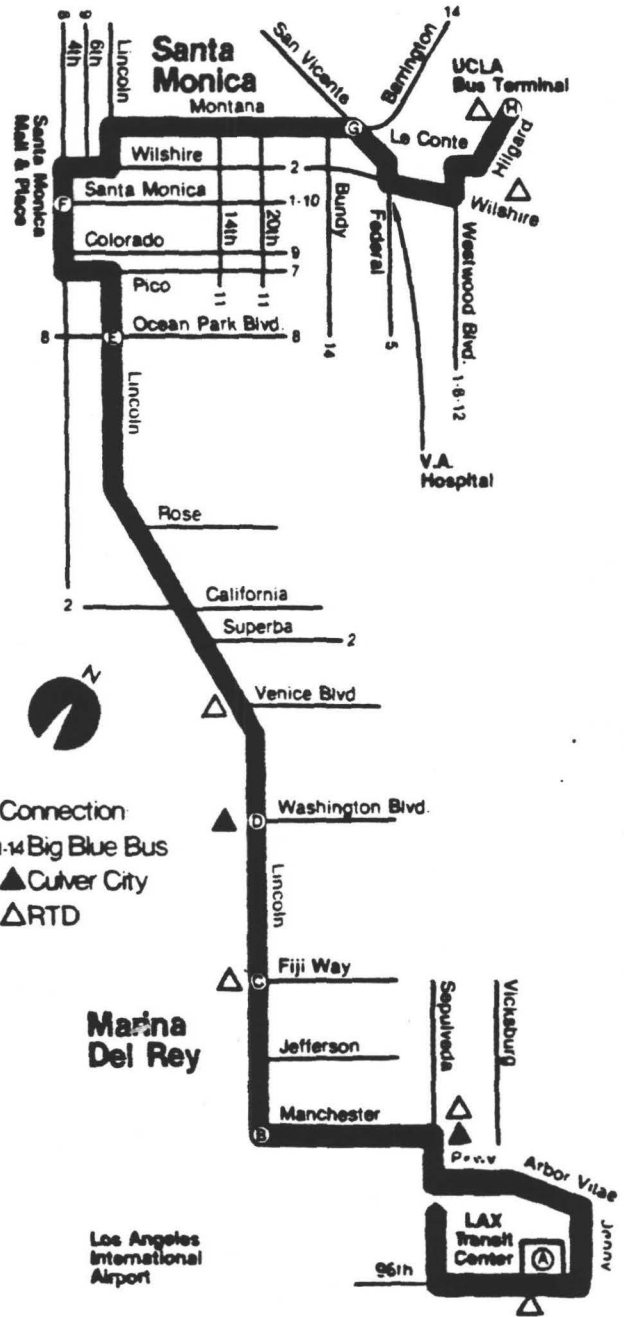


ROUTE 2	
Service to:	
UCLA	
Santa Monica Mall	
Santa Monica Place	
VA Hospital	
Venice High School	
Santa Monica Hospital	
PRODUCTIVITY SUMMARY	
Daily Boardings:	7,019
Passengers/Hour:	56.4
Passengers/Mile:	5.1

*Productivity Summary Information From 1985 Line by Line Analysis

FIGURE 1.11

Santa Monica Municipal Bus Lines

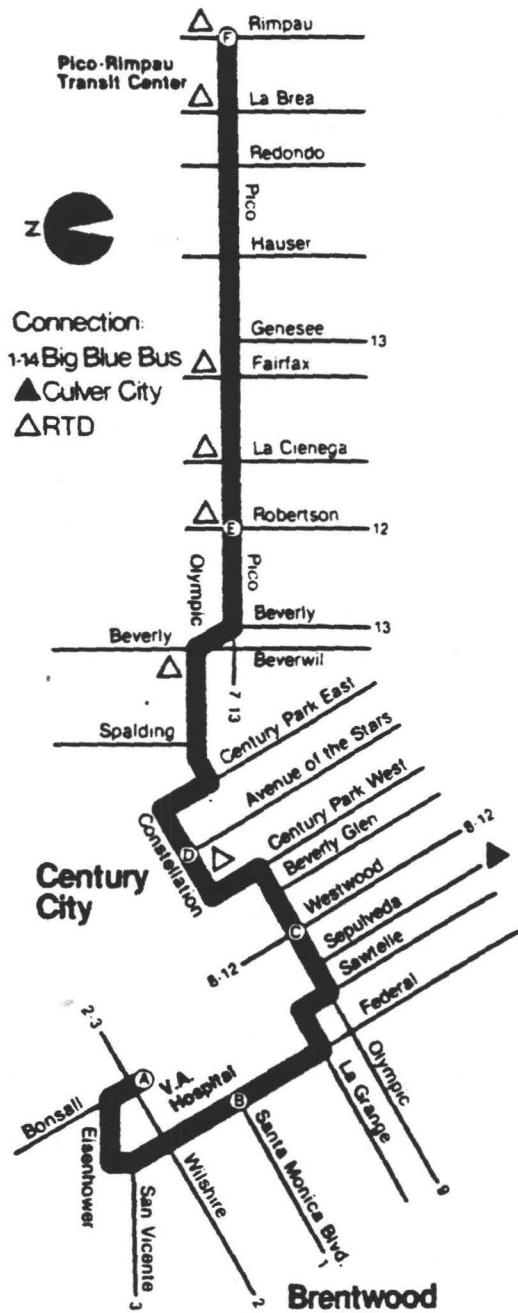


ROUTE 3	
Service to:	
UCLA Santa Monica Mall Santa Monica Place Marina Del Rey Los Angeles Airport	
PRODUCTIVITY SUMMARY	
Daily Boardings:	7,511
Passengers/Hour:	67.3
Passengers/Mile:	5.6

*Productivity Summary Information From 1985 Line by Line Analysis

FIGURE 1.12

Santa Monica Municipal Bus Lines

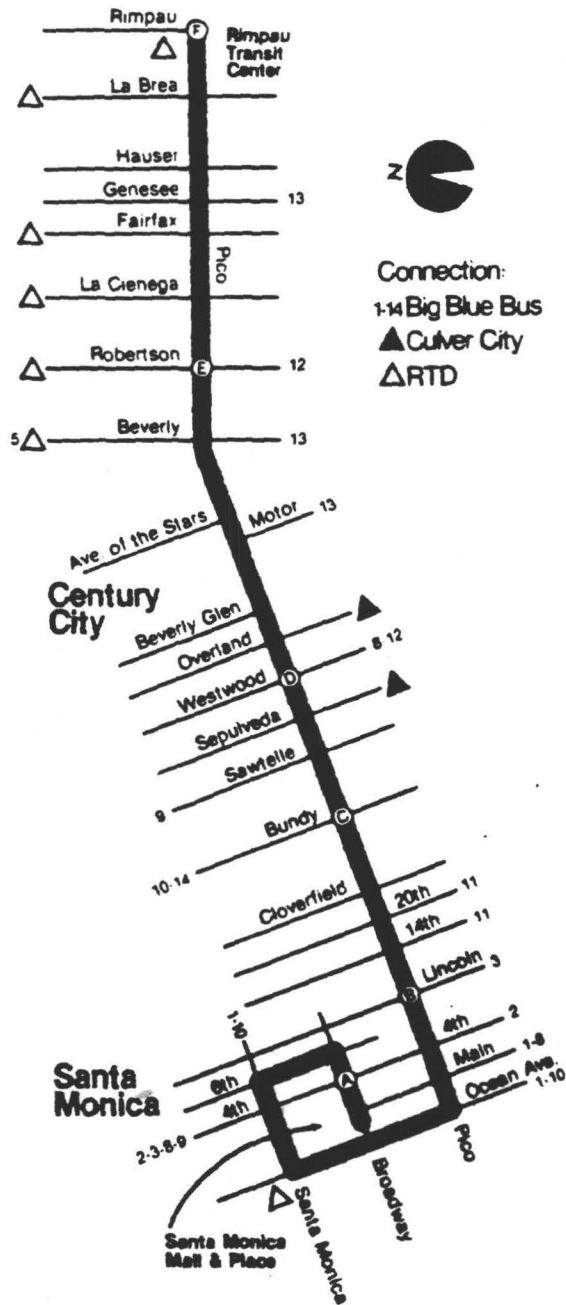


ROUTE 5	
Service to: VA Hospital Century City Pico-Rimpau Transit Center	
PRODUCTIVITY SUMMARY	
Daily Boardings:	3,088
Passengers/Hour:	54.9
Passengers/Mile:	4.2

*Productivity Summary Information From 1985 Line by Line Analysis

FIGURE 1.13

Santa Monica Municipal Bus Lines



ROUTE 7

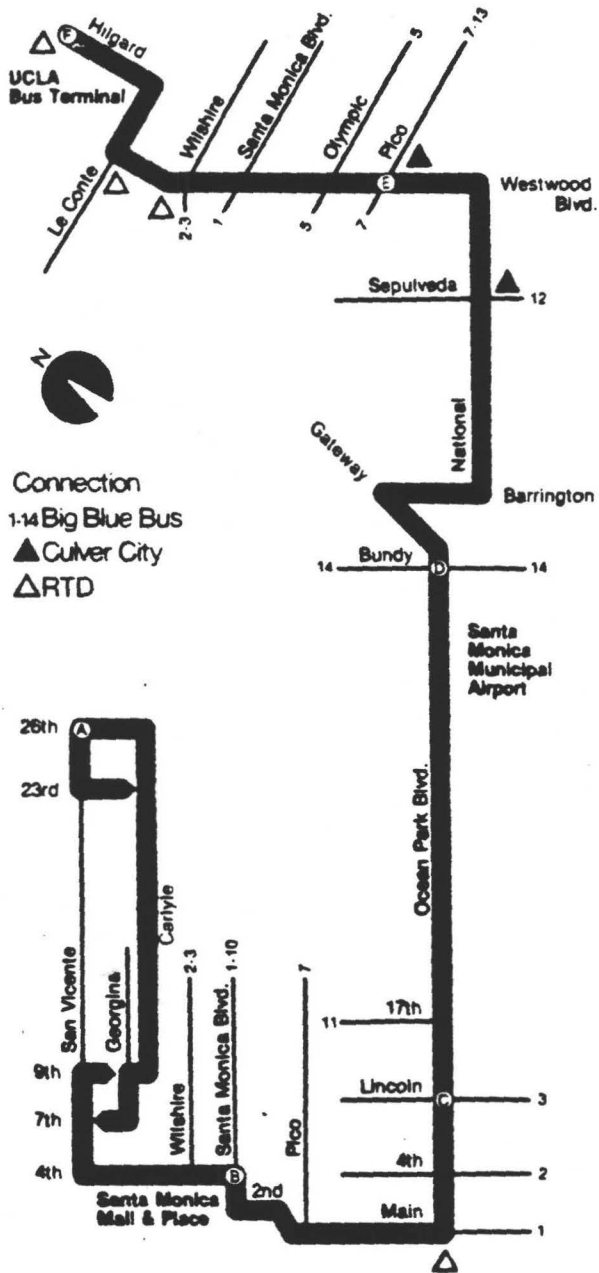
Service to:
 Santa Monica Mall
 Santa Monica Place
 Pico-Rimpau Transit Center
 Westside Pavilion
 Santa Monica College

PRODUCTIVITY SUMMARY

Daily Boardings:	14,446
Passengers/Hour:	83.3
Passengers/Mile:	6.9

*Productivity Summary Information From 1985 Line by Line Analysis

FIGURES 1.14
 Santa Monica Municipal Bus Lines



ROUTE 8

Service to:

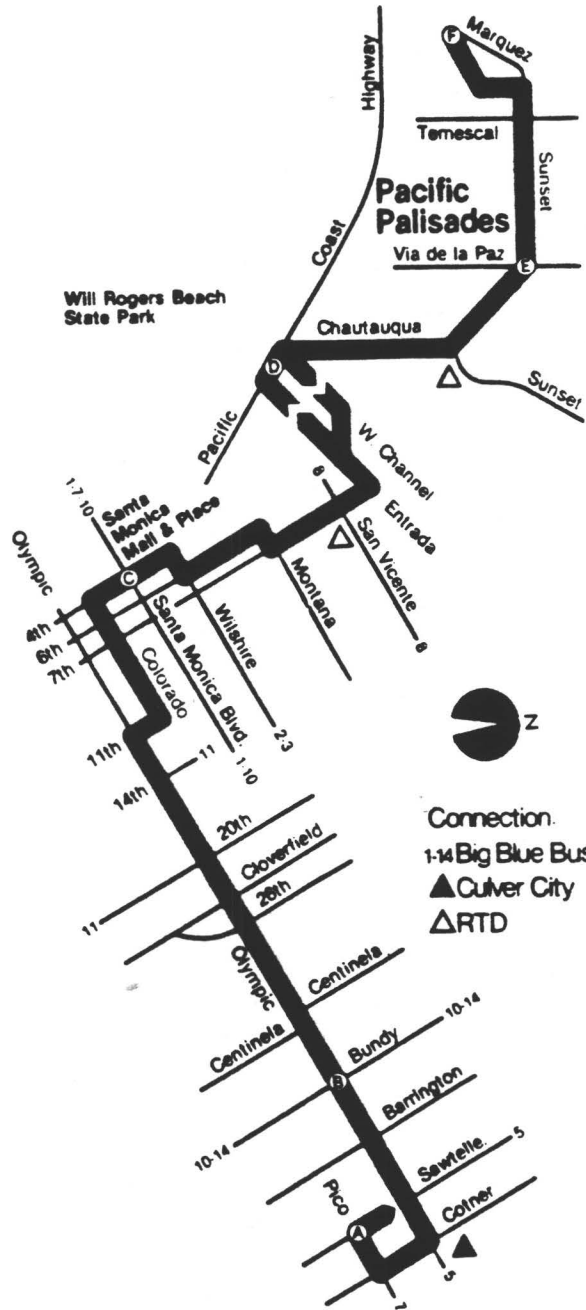
- UCLA
- Santa Monica Mall
- Santa Monica Place
- Westside Pavilion
- Ocean Park Industrial Park

PRODUCTIVITY SUMMARY

Daily Boardings:	6,859
Passengers/Hour:	59.6
Passengers/Mile:	4.9

*Productivity Summary Information From 1985 Line by Line Analysis

FIGURE 1.15
 Santa Monica Municipal Bus Lines



ROUTE 9

Service to:

- Santa Monica Mall
- Santa Monica Place
- Olympic-Bundy Commercial Area
- Santa Monica Canyon
- Pacific Palisades

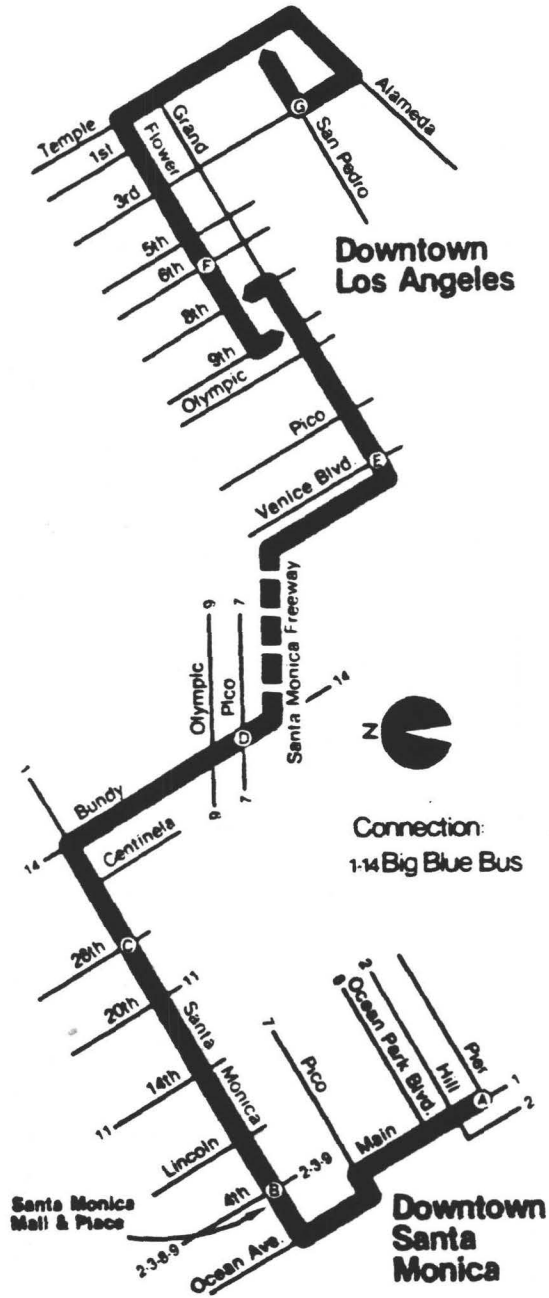
PRODUCTIVITY SUMMARY

Daily Boardings:	1,301
Passengers/Hour:	46.3
Passengers/Mile:	3.3

*Productivity Summary Information From 1985 Line by Line Analysis

FIGURE 1.16

Santa Monica Municipal Bus Lines

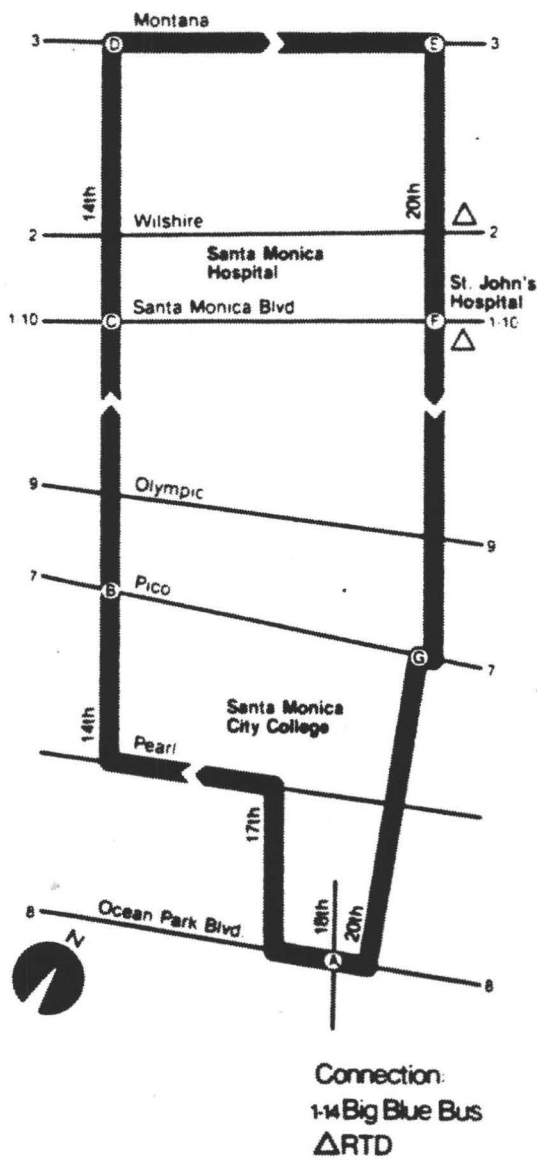


ROUTE 10	
Service to:	
Santa Monica Mall Santa Monica Place Little Tokyo Los Angeles City Hall Bonaventure Hotel	
PRODUCTIVITY SUMMARY	
Daily Boardings:	2,074
Passengers/Hour:	37.0
Passengers/Mile:	2.1

*Productivity Summary Information From 1985 Line by Line Analysis

FIGURE 1.17

Santa Monica Municipal Bus Lines

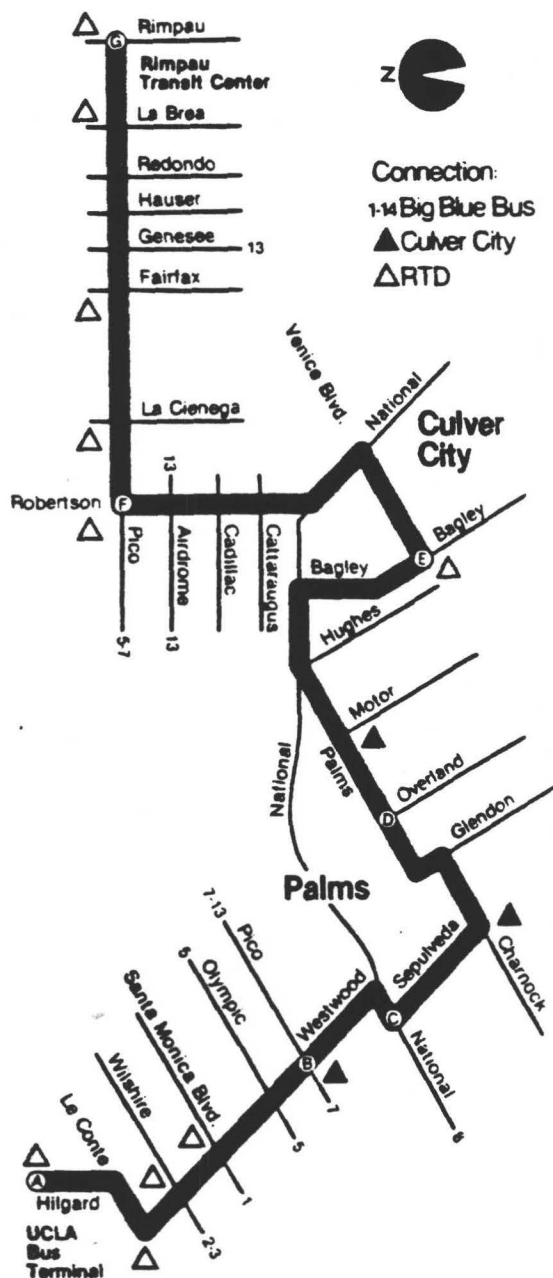


ROUTE 11	
Service to:	
St. John's Hospital Santa Monica College Santa Monica Hospital	
PRODUCTIVITY SUMMARY	
Daily Boardings:	583
Passengers/Hour:	54.5
Passengers/Mile:	5.1

*Productivity Summary Information From 1985 Line by Line Analysis

FIGURE 1.18

Santa Monica Municipal Bus Lines



ROUTE 12

Service to:
 UCLA
 Westside Pavilion
 Hamilton High School
 Mar Vista Park

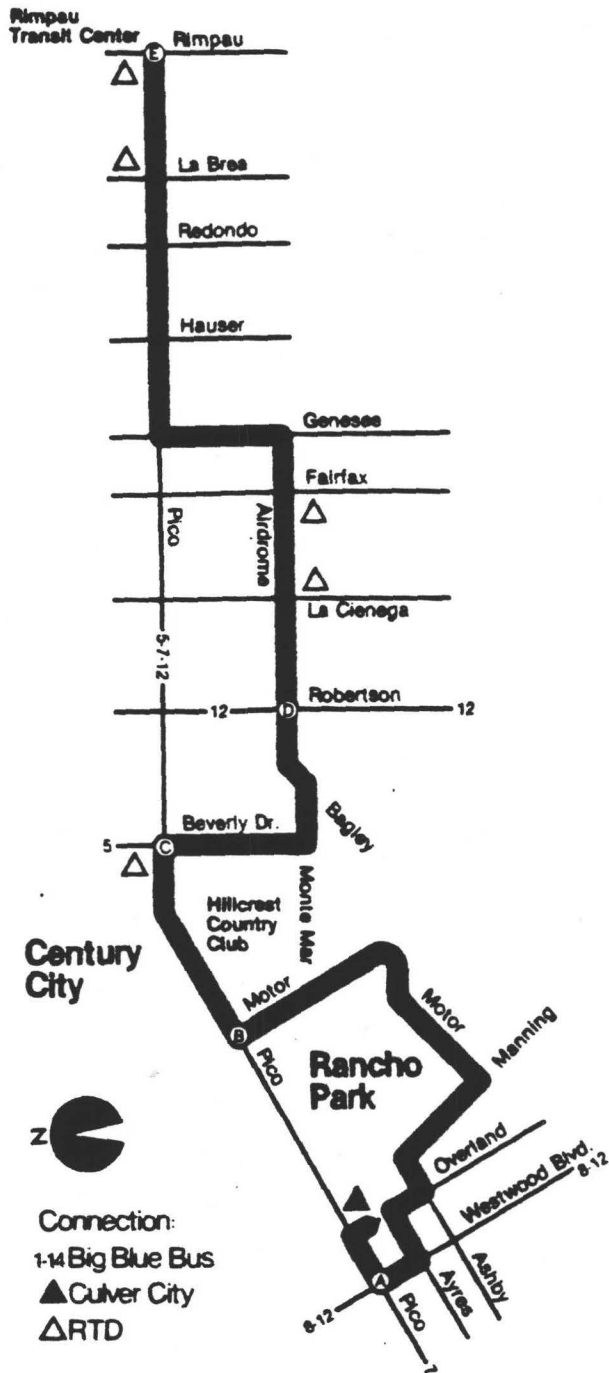
PRODUCTIVITY SUMMARY

Daily Boardings:	3,870
Passengers/Hour:	69.6
Passengers/Mile:	5.3

*Productivity Summary Information From 1985 Line by Line Analysis

FIGURE 1.19

Santa Monica Municipal Bus Lines



ROUTE 13

Service to:
 Pico-Rimpau Transit Center
Westside Pavilion
 Pasteur Junior High School
 Cheviot Hills

PRODUCTIVITY SUMMARY

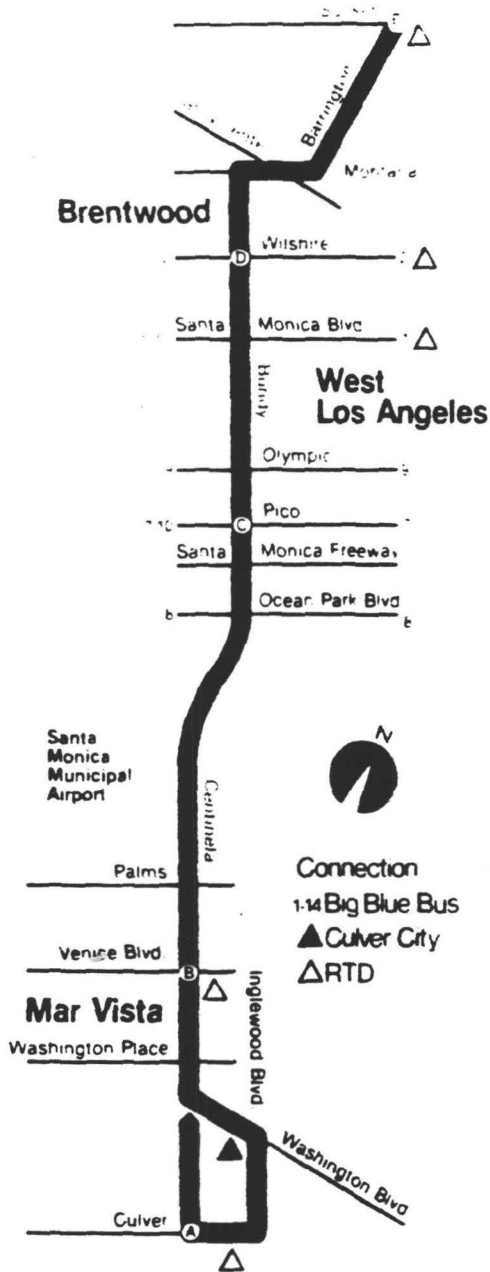
Daily Boardings:	761
Passengers/Hour:	46.1
Passengers/Mile:	3.2

Connection:
 1-14 Big Blue Bus
 ▲ Culver City
 △ RTD

*Productivity Summary Information From 1985 Line by Line Analysis

FIGURE 1.20

Santa Monica Municipal Bus Lines



ROUTE 14

Service to:
 Olympic-Bundy Commercial Area
 Brentwood Village
 Santa Monica Airport
 Washington Hospital

PRODUCTIVITY SUMMARY

Daily Boardings:	2,292
Passengers/Hour:	85.2
Passengers/Mile:	4.9

*Productivity Summary Information From 1985 Line by Line Analysis

2.0 COMPLIANCE CERTIFICATION DOCUMENTS

2.1 PRIVATE SECTOR PARTICIPATION

2.10 Background

The policy statement issued by UMTA on October 22, 1984 was established to provide a greater role for the private sector in the development of plans and programs to be funded pursuant to the Urban Mass Transportation Act of 1964, as amended (Act). Specifically, the policy statement addresses Sections 3(e) and 8(e) of the Act. Section 3(e) establishes protections for existing private mass transportation companies against federally assisted acquisition or competitive service. Section 8(e) requires that federally assisted plans and programs encourage the participation of private enterprise to the maximum extent feasible.

Interim guidance was issued by UMTA on January 24, 1986, which has since been superceded by UMTA Circular 7005.1, published on December 5, 1986. The Circular reinforces the intent of the policy statement, which mandates the establishment of a locally developed process for involving the private sector in the planning process and giving fair consideration to proposals from private providers to perform mass transportation services. This guidance additionally allows UMTA to make statutory findings in accordance with Section 8(c) and determine compliance with Section 9(f) of the Act.

The following information is provided in compliance with UMTA's private involvement requirements. These sections describe SMMBL's enactment of the private sector policy process adopted as part of last year's Short Range Transit Plan. An analysis of existing services which UMTA requires to be conducted every three years is also presented. Additionally, this report provides a discussion of the City of Santa Monica's efforts to encourage private sector participation in the provision of public transportation and support services.

2.11 Private Sector Policy Process

In accordance with Sections 3, 8 and 9 of the Act, the Santa Monica Municipal Bus Lines established a local process to encourage private enterprise participation in its public transit planning process. The process was adopted as part of the FY 1987-1991 Short Range Transit Plan, approved by the Santa Monica Council on February 25, 1986 and is herein incorporated by reference.

Since the adoption of a private sector policy process, SMMBL has planned no new service expansions, major service restructuring, changes in mode, or major capital facilities. SCAG, as the clearinghouse for new and restructured service opportunities in the region, was notified on January 6, 1987 of the lack of planned expansions and service changes in fiscal year 1988. SCAG was also notified of the results of SMMBL's examination of existing

services. Following this notification, SCAG circulated these results to private sector transportation operators within the region. The examination of existing services is presented in the following section.

2.12 Analysis of Existing Services and Operations

As part of the policy statement guidelines, UMTA requires that existing transit services be periodically reviewed to determine if they can be provided more efficiently and at lower cost by the private sector while, at minimum, maintaining service quality. SMMBL has consistently received high marks in terms of operating an efficient, high quality service at a reasonable cost to its patrons. In order to fairly evaluate potential opportunities, SMMBL has studied its existing operation to identify factors that contribute to overall service efficiency and effectiveness. These factors provide a framework in which service proposals from the private sector can be evaluated to ensure the continued quality of any existing service contracted to a private operator. It should be noted that true cost comparisons cannot be undertaken until after a proposal has been received from a private operator.

In fiscal year 1986, SMMBL contracted with a private transportation consulting firm to conduct a line by line analysis. This project provided a data base by which operational efficiency, service effectiveness and consumer opinions could be evaluated. With this information, SMMBL was able to assess systemwide performance and compare various indicators on a route by route basis. The report is described in last year's SRTP and is herein incorporated by reference.

Overall, the study results indicated that system performance was very high in terms of ridership productivity, cost effectiveness and service quality. Also, ridership satisfaction was extremely high with the most common reasons stated for using the system being low fares, reliable service, good schedules, convenience and pleasant drivers. Although some of these factors are not easily quantified on a line by line basis, it is clear that these criteria play a major role in substantiating the overall integrity of the Santa Monica Big Blue Bus system.

In evaluating criteria for private contracting opportunities, factors that make up service quality, efficiency and effectiveness were considered on a line by line basis. Table 2.1 describes the results of the evaluation based on criteria described below:

1. Performance Above System Average - Routes which produced the most ridership, as indicated by statistics on number of passengers per hour were determined not favorable for private contracting opportunities. These routes serve as a foundation on which the entire Big Blue Bus system is built, in terms of facilities and equipment.
2. Cost Per Hour Below Average Regional Cost - Using TPM data prepared at the regional level, routes with costs per hour below the

regional average were identified. The efficiency of these lines suggests that private sector operation would not be favorable because they represent services with the lowest potential cost savings.

3. **Wheelchair Lift-Equipped Service** - Currently, very few private operators maintain a fleet of lift-equipped transit coaches. SMMBL presently provides wheelchair accessible service on most of its lines. Unless this equipment is provided by private operators, transfer of routes will result in a degradation of service and impact SMMBL's ability to comply with UMTA regulations pursuant to Section 504 of the Rehabilitation Act of 1973.
4. **Route Structure Integration with Other SMMBL Routes** - Lines that are operationally dependent on other lines to enhance service cohesiveness are not considered conducive to private sector operation. An example would be routes that are interlined for scheduling efficiency. Also, lines that operate integral services, thus allowing a bus from one line to assist the other by replacing a malfunctioning or delayed bus, would fall under this category. The integration of buses among various routes maximizes scheduling efficiency of both service and personnel and provides the ability to address unexpected needs quickly, with minimal service interruption. Routes serving transfer terminals or major connecting points, where the ability to distinguish the "Big Blue Buses" from other systems, were also considered under this category.
5. **Strong Patronage Support** - Lines where voluntary customer responses to onboard opinion surveys suggested strong support of Big Blue Bus services due to service quality factors such as convenience, service reliability, on-time performance, quality of drivers and low fares were not considered conducive to private sector operation. Customer satisfaction has been a longtime tradition at SMMBL and one that should not be jeopardized without very strong justification.
6. **Operational Efficiency** - This criterion was established to address issues relating to the ability to provide a reliable cohesive service. It considers the ratio of nonrevenue (deadhead) miles to total vehicle miles to indicate those lines that may be more efficiently operated from a facility nearer the route. SMMBL's current maintenance facility is very convenient to the service area which facilitates ease in exchanging vehicles and bus operators when needed.
7. **Equipment Compatibility** - SMMBL has made significant efforts in recent years to modernize its fare collection and radio communication equipment. The installation of electronic fareboxes has enhanced the system's ability to secure and monitor farebox revenues. Improved communication equipment has given SMMBL

the ability to maintain immediate contact between the dispatch, road supervision and on-street operations functions. Unless a private provider were able to operate comparable equipment, private contracting opportunities would diminish SMMBL's existing level of efficiency and effectiveness.

8. Weekend Operation - Routes which operate on Saturday and/or Sunday may pose a potential conflict with private operators' weekend charter operations which may be more profitable. This is not as significant a factor as the other criteria, but one considered worthy of mention.

The factors listed on Table 2.1 are criteria that could be evaluated on a line by line basis. Other factors that contribute to the overall efficiency of a system, but not considered as part of this analysis, include the ability to administer and account for transfer collections, labor considerations, safety and training programs and procedures, service coordination and private contract monitoring activities. These and other factors, including costs, can only be evaluated after a service proposal is submitted by a private operator.

In addition to the line by line examination, the 12 routes were grouped into the four LACTC service classifications to provide a logical basis for using the above factors to evaluate potential opportunities to contract services. The four route classifications are local demand-based headways, local policy-based headways, community circulator and express.

2.12.1 Local Demand-Based Headway Routes

The nine routes classified under this category represent over 86 percent of the service miles operated by the system and carry almost 95 percent of the weekday ridership. The average patronage per service hour on these lines is 67.3. In addition to the high productivity on these routes, the local demand-based headway lines provide 100 percent wheelchair accessible service.

None of the routes in this category have been identified as favorable for being contracted to the private sector. These lines offer productive, cost-effective transportation to the Santa Monica service area using modern well maintained equipment. Over the years, each route has been gradually modified to accommodate changing travel patterns and patronage. Also, during this time, schedules have been refined to maximize efficiency through the interlining of services and bus assignments. The consistent effort to maintain service standards and improve the equipment used on these lines has resulted in high service quality and ridership productivity.

Table 2.1

ANALYSIS OF EXISTING SERVICE
Evaluation Factors

Route Name	Performance Above System Average	Cost Per Hour Below Regional Cost Avg.	Wheelchair Lift Equipped Service	Rt. Structure Integration w/Other SMMBL Rts.	Strong Patronage Support	Operational Efficiency	Equipment Compatibility	Weekend Operations	Comments
Local Demand-Based Headway Routes									
1 Santa Monica Blvd.	X	X	X	X	X	X	X	X	
2 Wilshire Blvd.		X	X	X	X	X	X	X	
3 Lincoln Blvd./Montana	X	X	X	X	X	X	X	X	
5 Century City-V.A.		X	X	X	X		X	X	
7 Pico Blvd.	X	X	X	X	X	X	X	X	
8 Ocean Park/Carlyle		X	X	X	X	X	X	X	
9 Pacific Palisades/Olympic		X	X	X	X	X	X	X	
12 Robertson Blvd./Palms	X	X	X	X	X		X		
14 Bundy-Centinel	X	X	X	X	X	X	X	X	
Local Policy-Based Headway Route									
13 Airdrome/Cheviot Hills		X		X	X		X	X	
Intracommunity Circulation Route									
11 14th-20th Cross-town		X				X	X		Represents less than 1% of total service; solicitation and contract monitoring would not be cost effective.
Express Route									
10 Santa Monica Frwy		X	X	X	X		X	X	

2.12.2 Local Service on Policy-Based Headways

One line, No. 13 - Airdrome/Cheviot Hills, falls into this category. This route provides over two percent of the service miles operated during weekdays and carries 51.4 passengers per revenue hour, which is significantly higher than the regional average for routes in this category.

This route provides intercommunity distribution service between the Pico-Rimpau Transit Center and Cheviot Hills during morning and evening peak hours and has one of the highest transfer rates, 47.5 percent, of any of SMMBL's lines. Although ridership productivity is below the system average, this line carries over 51 passengers per revenue hour, which well exceeds regional standards. Operating efficiency is maximized by interlining buses onto other routes instead of deadheading between garage and route terminus points. This line also operates integrally with Lines No. 7 and 12, between the Pico-Rimpau Terminal and Westside Pavilion Shopping Area.

This line is not considered favorable for outside contracting primarily due to its route structure and schedule integration with other SMMBL routes. Patronage support is also very strong on this line under its present structure. The onboard survey responses from Line 13 reflected that passengers were extremely satisfied with the current service. A majority of the respondents listed service quality, convenience, pleasant drivers and low fares as main reasons for using the service. Because this line operates between two major transfer points, the Pico-Rimpau Terminal and the Westside Pavilion Shopping Mall, vehicle recognition and proper transfer administration are very important service quality characteristics that are best achieved through service and operational consistency.

2.12.3 Local Service for Intracommunity Circulation

Line No. 11 - 14th-20th Crosstown is the only SMMBL route in this service classification. This line operates in a loop which intersects with six of SMMBL's local demand-based headway routes, providing service to major medical facilities in Santa Monica and to Santa Monica College. Although this line has the shortest route length in the system, it carries 56.9 passengers per service hour.

Due to the line's proximity to SMMBL's maintenance facility, non-revenue service miles and hours are minimal. Interlining with other routes does not occur, because this route was designed for maximum operational efficiency utilizing one bus.

Although this line would present the fewest number of obstacles to private contracting, the opportunity to contract this service out to the private sector would offer little benefit to SMMBL or the region as a whole. As a result of its minimal deadhead mileage and short route length, it is the least costly route to operate.

2.12.4 Express Service

SMMBL operates one express route, Line No. 10 - Santa Monica Freeway Express. This route operates Monday through Saturday, offering limited stop express service between Santa Monica and downtown Los Angeles. Unlike many express routes which offer only peak hour commuter runs, this line offers midday express service at 60 minute headways. This line carries an average of 35.4 passengers per hour.

Passenger support for this service rated extremely high, with most riders noting convenience, reliability, low fares and pleasant drivers as the most important reasons for using the service. This line is also wheelchair-lift accessible on both its weekday and Saturday services.

SMMBL does not find this line to be favorable to private sector contracting due to the number of Line No. 10 buses that are interlined with other routes to minimize nonrevenue operation in off-peak directions of travel.

2.12.5 Cost Considerations

In addition to policy and operational concerns, SMMBL considered costs as part of this analysis, based on recent contract awards made within the Los Angeles County area.

Cost per service hour information for private operators is based on cost data from projects included in the LACTC FY1986 Proposition A Local Return and Incentive Program. Of the total projects listed, SMMBL compared its cost per service hour data to those of private contractors that provide local or express service, utilizing full-sized transit coaches. Due to the high density service area within which SMMBL operates and the high productivity of SMMBL routes, private contracts utilizing vans were not considered appropriate for operation of SMMBL's line haul service, at this time. Based on these criteria, costs of the following projects were compared with SMMBL's service costs:

<u>Project</u>	<u>Service Type</u>	<u>Contractor</u>	<u>Number of Buses</u>
Encino Park and Ride	Express	Laidlaw	4
Hermosa/Manhattan Beaches	Local	Community Transit Services	2

In addition to these projects, information was made available for more recent contracts awarded by Los Angeles County for the El Monte Busway project and two local fixed route lines formerly operated by the SCRTD. These services are identified below:

<u>Project</u>	<u>Service Type</u>	<u>Contractor</u>	<u>Number of Buses</u>
Line 192/194 pair	Local	Laidlaw	5
Line 291/293 pair	Local	Laidlaw	5
<u>El Monte Busway</u>			
Line 492	Express	Mark IV	3
Line 494	Express	Mark IV	3
Line 495	Express	Mark IV	11 (*)
Line 498	Express	Mark IV	9 (**)

- * AM peak only
- ** PM peak only

For the purpose of preparing a general cost comparison, SMMBL compared its cost per service hour against the private sector costs. The following comparison between SMMBL's costs and those listed by private contractors resulted from this analysis:

<u>Project</u>	<u>Service Type</u>	<u>Contract Cost per hour</u>	<u>% Difference from SMMBL Cost per hour</u>
Hermosa/Manhattan Beaches	Local	\$ 54.80	+ 40.3 %
Line 192/194	Local	29.17	- 25.3 %
Line 291/293	Local	30.39	- 22.2 %
Line 492	Express	60.85	+ 14.8 %
Line 494	Express	60.85	+ 14.8 %
Line 495	Express	56.58	+ 6.7 %
Line 498	Express	47.78	- 9.9 %
Encino Park and Ride	Express	158.07	+198.1 %

SMMBL's FY86 TPM cost per local service hour, at \$39.07 is the lowest in the region among public operators. SMMBL's express service cost of \$53.02 per hour, based on the comparison with private sector costs per service hour is seemingly competitive with current market quotes.

It is also clear that actual service costs per hour are subject to variation, based on the actual service proposed for contract. The City of Santa Monica's own experience with contracting for service has illustrated that contract cost per hour can increase dramatically after the initial contract is awarded and as service needs change.

Based on the above comparison, three of the eight projects identified have indicated service costs below SMMBL's. Of those three with lower costs, only one project exceeds the twenty-five percent cost per service hour savings, which is one of the criteria established by the LACTC for Proposition A Incentive Program funding. Another factor considered by the LACTC is overall reduction in net operating costs.

Where a proposal may be submitted that would effect a reduction in operating costs per service hour on a specific line or lines, it cannot be assumed that a proportionate net operating cost reduction would be realized. Net operating cost changes would be determined by a number of factors, including the impact of service segmentation on SMMBL's system of interlined services, scheduling efficiency, and additional administrative and other indirect costs.

It should be noted that the restructured projects used in the above comparison were services that were scheduled for elimination. The SMMBL scenario is entirely different. High patronage satisfaction has been a major factor in SMMBL's ability to attract and sustain high productivity levels.

In summary, as has been stated throughout this analysis, a true comparison between existing service costs and private sector costs cannot be made until an actual proposal from the private sector is received. Based on this cursory examination, cost indicators do not suggest that a significant savings in overall operating costs could be derived through seeking service contracts with the private sector.

A true comparison of costs will be an element of any analysis of proposals from the private sector, whether solicited or unsolicited. Private contract considerations will include costs, along with all of the qualitative factors mentioned previously. The primary consideration, however, will be based on the responsiveness of proposals to SMMBL's high standards for service quality and integrity, as well as compatibility of private contractor personnel and equipment with overall system policies and objectives.

2.12.6 Impediments to Holding Service Out for Competition

SMMBL staff is not aware of any substantial impediments, beyond labor-related issues that would need to be considered, including the Department of Labor's 13(c) provisions, where applicable. The final determination of any impediments will be made by the City Attorney at such time as a proposal is submitted for consideration.

2.13 Review of Private Sector Proposals

The process for review of private sector proposals was outlined in last year's SRTP and is incorporated by reference. In summary, any solicited or unsolicited proposals received by the City from private operators will be reviewed and responses given. Proposals will be analyzed in terms of service quality and integrity, financial considerations, and other factors deemed appropriate. Per UMTA guidelines, cost consideration will be an element of any analysis.

2.14 Complaints

To date, SMMBL has received no proposals from any private providers and has received no complaints from private providers indicating that a proposal was not fairly considered. Additionally, there have been no complaints in this regard issued pursuant to LACTC, SCAG, or UMTA complaint procedures against SMMBL.

2.15 Private Sector Proposals and Involvement

The City of Santa Monica has responded favorably to proposals offered by private transit providers.

For several years the City had been studying ways to provide downtown shuttle bus service in Santa Monica. In early 1985 a private transit provider, American Trolley Lines, approached the City about providing trolley bus shuttle service without public subsidy between Main Street and downtown Santa Monica. City staff analyzed the proposal and coordinated with the private provider prior to presenting the proposal to City Council for action. On May 14, 1985, Santa Monica approved the operation of the shuttle service. In July, the shuttle service began operation six days each week.

In addition, on July 23, 1985, the Santa Monica City Council approved the use of public funds to purchase additional service from American Trolley Lines. This new service was designed in cooperation with the Main Street Merchants Association and provided bus service from the beach parking lots to Main Street between the hours of 6:00 p.m. and 2:00 a.m. on weekends.

The following year, when American Trolley Lines did not choose to continue service, the City of Santa Monica decided to restructure the original service, modify the service hours and contract with another private operator to run the trolley. On June 24, 1986, the City of Santa Monica awarded the Main Street Shuttle Service contract to Commuter Bus Lines, another private transit provider. As part of this effort to continue the shuttle operation and to encourage private operator involvement, the City purchased one trolley vehicle and leased it for one dollar to Commuter Bus Lines, in addition to providing a full operating subsidy for the service.

Two other private operators are currently providing transit service within SMMBL's service area. Westside Independent Services to the Elderly (WISE) is a private nonprofit organization which provides paratransit service Monday through Friday and supplemental taxi service seven days a week, 24 hours per day. Funding for WISE is provided by the City of Santa Monica. In total, the City of Santa Monica provides funding in the amount of \$333,000 annually for purchased transportation services. Also, with funding from the City of Los Angeles, Diversified Paratransit operates the Westwood Shuttle on Friday nights and all day Saturday connecting Westwood Village with a large parking facility.

Besides the provision of transportation services, SMMBL utilizes the private sector in other support areas. These include:

	<u>Annual Estimated Dollar Value</u>
o Maintenance	\$1,372,000
o Operations	\$2,148,000
o Administration	\$ 60,000
o Capital Improvements	\$2,591,000

A detailed list of support services for utilization in these four categories is presented in Table 2.2.

Table 2.2

PROPOSED PRIVATE SECTOR SUPPORT SERVICES

Maintenance

Painting/Bus and Major Accident
Upholstery/Replacement and Repair
Steering Alignments
Tire Leasing and Maintenance
Engine and Transmission Repair
Towing Service
Maintenance Equipment Repair
Bus Stop Signs and Benches/Replacement and Repair
Shop Equipment and Supplies
Radiator Repair
Cleaning Equipment and Supplies
Building Maintenance/Janitorial Services
Pest Control
Small Bus Component Repair
Air-conditioning Repair/Buses
Computer Equipment Maintenance
Office Equipment Maintenance
Bus Washer Maintenance
Uniform Rentals
Repair Parts and Materials

Operations

Communication Systems Repair
Fuel, Oil and Lubricants
Printing/Schedules and Tickets
Advertising
Insurance (Employee Health/Dental; PL & PD Premiums;
Fire & Theft; Other Losses)
Uniform Rentals

Administration

Professional Services/Auditing
Computer Enhancements

Capital Improvements

Facility Improvements
Yard Improvements
Bus Acquisitions
Bus Components
Supervisory and Service Vehicles

2.2 HANDICAPPED ACCESSIBILITY PROGRAM

The purpose of this plan is to develop and document a program for the City of Santa Monica's Municipal Bus Lines to meet the handicapped accessibility requirements of the United States Department of Transportation.

2.20 Background

On May 23, 1986, the United States Department of Transportation (USDOT) published in the Federal Register its final rule on Nondiscrimination on the Basis of Handicap in Financial Assistance Programs. The rule implements Section 504 of the Rehabilitation Act of 1973 (20 U.S.C. 794) and Section 317 (c) of the Surface Transportation Assistance Act of 1982 (49 U.S.C. 1612,d.), as they apply to the Department's financial assistance program for urban mass transportation.

Prior to this new ruling, USDOT issued regulations in 1979 implementing Section 504 of the Rehabilitation Act of 1973 which imposed accessibility requirements on mass transit systems. This regulation was challenged on the basis that the regulation would require overly costly efforts to modify existing systems. As a result, in 1981, the USDOT issued an interim final rule which deleted the mass transit requirements of the original 1979 regulation and substituted new requirements. The new interim rule required transit systems receiving federal funding to certify that special efforts were being made in their service area to provide transportation that handicapped persons could use.

In 1983, Congress passed section 317(c) of the Surface Transportation Assistance Act of 1982 (49 U.S.C. 1612,d.). The Act required that USDOT establish minimum criteria for the provision of transportation services to handicapped and elderly individuals by recipients of federal financial assistance. Based on this Congressional mandate, USDOT issued a notice of proposed rulemaking in 1983 which proposed service criteria and included a limitation on the amount a recipient was required to spend to provide that service. After receipt of comments from interested parties, including handicapped groups, local transit authorities and state transportation agencies, other transportation providers, private and public human service agencies, members of Congress, and members of the general public, USDOT developed and issued their final rule on May 23, 1986.

2.21 Federal Requirements

The May 23, 1986 final rule regarding Nondiscrimination on the Basis of Handicap in Financial Assistance Programs requires recipients of financial assistance from the Department of Transportation, Urban Mass Transportation Administration (UMTA) to establish a program to provide transit services to handicapped persons.

The USDOT rule provides three alternative methods of meeting the federal requirements. Transit systems may meet the requirements by

providing handicapped persons with special paratransit service, fixed-route accessible service, or a mix of special service and fixed-route accessible service. A transit system is considered in compliance if it meets the established criteria (full performance level) for its type of service or if it meets the limit on required expenditures (three percent of its annual average operating budget).

Transit systems not currently in compliance with the federal rule are required to come into compliance as soon as reasonably possible, but in any case, within six years of the date of the final rule.

2.22 SMMBL Program

Since 1979, SMMBL has been engaged in a program designed to make its fixed-route transit service accessible to handicapped persons. The program calls for each new bus purchased to include equipment to facilitate the use of the bus by disabled riders. To date, 95 buses of its 125 bus active fleet are accessible to the disabled.

To meet the new federal requirements, SMMBL will continue its fixed-route accessible bus service program. The following sections describe the full performance level for fixed-route accessible service, SMMBL's compliance with the full performance level, and SMMBL's compliance with the expenditure requirement.

2.23 Full Performance

2.23.1 Federal Requirements for Fixed-Route Accessible Bus Service

The USDOT ruling requires the following criteria be met to be considered in compliance with the full performance level for fixed-route accessible service.

(1) Number of buses. The transit system shall operate on the street a number of accessible buses sufficient to meet the following service criteria.

(2) Criteria for scheduled accessible bus systems.

(a) Hours and days of service. The service shall be provided at reasonable intervals that make practicable the ready use of the accessible bus service by handicapped persons. Scheduled accessible bus service shall be available throughout the same hours and days as the system's bus service for the general public.

(b) Service area. Accessible bus service shall be provided on all the system's bus routes on which a need for accessible bus service has been established through the planning and public participation process.

(c) Fares. The fare for a trip charged a handicapped person using an accessible bus shall be no higher than the fare charged other users of the system's bus service for the same trip. Reduced, off-peak fares for elderly and handicapped persons shall be in effect on accessible buses.

In addressing compliance with full performance, the USDOT ruling also requires that transit systems consider accessible bus spare ratios, wheelchair lift maintenance capabilities, staff training and public information.

2.23.2 SMMBL Accessible Service Analysis

The following analysis of SMMBL service describes the current status of SMMBL compliance with the full performance criteria, identifies the additional actions to be taken, along with the cost of those actions, and sets forth a timeline for implementation.

Service Criteria

SMMBL operates a sufficient number of buses on the street to provide the following levels of service:

(a) Hours and Days of Service - SMMBL offers accessible service during the same hours and days as its regular bus service: 4:45 a.m. to 12:52 a.m. weekdays and Saturday, and 5:55 a.m. to 12:52 a.m. on Sunday. With the exception of Route 10, all designated accessible routes are assigned lift-equipped buses for 100 percent of the trips shown on the public timetable. Route 10 provides 100 percent accessible service during the midday, a minimum accessible service of every 20 minutes during the morning peak hours, and 15 minutes during the afternoon peak hours.

(b) Service Area - SMMBL offers accessible bus service on 10 of its 12 weekday bus routes, nine of its 11 Saturday bus routes, and on all six of its Sunday bus routes. Table 2.3 identifies SMMBL's lift-equipped routes.

(c) Fares - As required by Title 49 Code of Federal Regulations, Part 609, SMMBL offers reduced fares to the elderly and handicapped transit riders. SMMBL's base fare is \$.50 for local service and \$.80 for express service. SMMBL offers a local service fare of \$.20 for elderly and handicapped, and an express fare of \$.20 for handicapped and \$.40 for elderly.

Compliance with Full Performance Level

As described above, SMMBL currently provides a high level of fixed-route accessible service. Based on the USDOT criteria, SMMBL's fixed-route system currently meets the full performance level for fixed-route accessible service. Comments received from the public indicated that the existing services and programmed enhancements appropriately addressed fixed-route accessibility needs.

Table 2.3

SANTA MONICA MUNICIPAL BUS LINES
ACCESSIBLE ROUTE SERVICE

WEEKDAYS

ROUTE	ACCESSIBLE
1 Santa Monica Boulevard	Yes
2 Wilshire Boulevard/Venice	Yes
3 Lincoln Boulevard/Montana	Yes
5 Century City/Veterans Administration	Yes
7 Pico Boulevard	Yes
8 Ocean Park Boulevard/Carlyle	Yes
9 Pacific Palisades/Olympic	Yes
10 Santa Monica Freeway Express	Yes
11 14th - 20th Crosstown	No
12 Robertson Boulevard/Palms	Yes
13 Airdrome/Cheviot Hills	No
14 Bundy/Centinela	Yes

SATURDAY

ROUTE	ACCESSIBLE
1 Santa Monica Boulevard	Yes
2 Wilshire Boulevard/Venice	Yes
3 Lincoln Boulevard/Montana	Yes
5 Century City/Veterans Administration	Yes
7 Pico Boulevard	Yes
8 Ocean Park Boulevard/Carlyle	Yes
9 Pacific Palisades/Olympic	Yes
10 Santa Monica Freeway Express	Yes
12 Robertson Boulevard/Palms	No
13 Airdrome/Cheviot Hills	No
14 Bundy/Centinela	Yes

SUNDAY

ROUTE	ACCESSIBLE
1 Santa Monica Boulevard	Yes
2 Wilshire Boulevard/Venice	Yes
3 Lincoln Boulevard/Montana	Yes
5 Century City/Veterans Administration	Yes
7 Pico Boulevard	Yes
8 Ocean Park Boulevard/Carlyle	Yes

Although SMMBL meets the full performance level for accessible bus service, the City will continue its program of purchasing fully accessible buses as older buses are replaced, thus enabling SMMBL to become 100 percent accessible following the delivery of its 1990 bus order. This program is further described in the following section, Detailed Analysis: Equipment.

In addition, during the course of analyzing SMMBL's current public information services, three improvements to services to the handicapped community were identified. These include: updating SMMBL's "How to Ride the Big Blue Wheelchair Lift-Equipped Buses", updating the route schedules to identify accessible routes, and purchasing a Telecommunication Device for the Deaf (TDD) for the administrative office to better serve the hearing impaired. SMMBL's information system is further described in the following section, Detailed Analysis: Information Services.

Other Services

In addition to providing fixed-route accessible bus service, the City of Santa Monica also contracts with the Westside Independent Services for the Elderly (WISE) for paratransit service for handicapped and frail elderly residents. The WISE service includes both lift and nonlift-equipped paratransit service and 24-hour-a-day, 7-day-a-week taxi service subsidy for qualifying handicapped residents.

Other paratransit contracts in the SMMBL service area are:

City of Los Angeles - Contracts annually in excess of \$3 million with the Saint Barnabus Senior Center of Los Angeles for a user-side subsidy program to provide transportation to elderly and handicapped Westside, Hollywood and Wilshire area Los Angeles residents.

Culver City - Provides both paratransit and user-side subsidy funding for elderly and handicapped Culver City residents.

2.23.3 Detailed Analysis

Equipment

Current Status - SMMBL has an active fleet of 125 buses. Of those 125 buses, 95 are equipped with wheelchair lifts and the kneeling feature making 76 percent of the active fleet accessible by the handicapped. Based on the 12-year life of a bus, the annual capital cost of providing accessible equipment on the existing 95 transit coaches is \$127,572.

To insure that the accessible fixed-route service is provided as published, SMMBL maintains a minimum accessible bus spare ratio of 10 percent. These are buses not regularly assigned to daily coach runs which can be used as replacement buses when accessible buses are pulled out of service.

Action Needed - Replace 30 nonlift-equipped buses with accessible buses. SMMBL has scheduled the replacement of the 30 buses as follows:

Fiscal Year	Bus Replacement	Estimated Total Cost of Accessible Features
1987 - 1988	10 buses	\$200,000
1988 - 1989	10 buses	\$200,000
1989 - 1990	10 buses	\$200,000

The additional annual capital cost for this program is \$16,667 in FY 1988-1989; \$33,334 in FY 1989-1990; and \$50,000 in the years FY 1990-1991 and beyond.

After the completion of the FY 1989-1990 bus purchase, SMMBL's fleet will be 100 percent accessible.

Responsible Staff - Assistant Director of Transportation

Maintenance

Current Status - SMMBL has a comprehensive maintenance program for handicapped accessible equipment, including the ability to perform preventive maintenance and repair wheelchair lifts and associated equipment to ensure efficient operation of the equipment.

The Maintenance Division has assigned one mechanic full-time to handicapped equipment repair for breakdowns and to perform preventive maintenance. Other maintenance personnel also perform repair work as needed on the accessible equipment as part of their routine duties.

The annual cost of maintaining the accessible equipment is approximately \$52,100 including parts and labor. The labor cost is for the full-time mechanic only. SMMBL does not maintain its time records at a level of detail which would be required to capture all costs.

Action Needed - Continue ongoing maintenance program. Future costs for this program can be estimated to increase at four to eight percent annually for the current level of service. In addition, 61 percent of SMMBL accessible fleet is only one year old. As the age of the equipment increases and additional lifts are purchased, the total hours required to maintain the equipment will increase 40 to 50 percent.

Responsible Staff - Maintenance Manager

Training

Current Status - All new bus operators go through SMMBL's regular training program which involves classroom and on-street training. Included in

the training is instruction and practice on the proper operation and use of the wheelchair lift and wheelchair tie-down equipment. Drivers are also required to board the bus in a wheelchair to enable them to experience the problems encountered when boarding. Whenever new accessible equipment is purchased which requires new operating procedures, all SMMBL bus operators receive instruction in the new procedures. In addition, any SMMBL bus operator identified as having difficulty operating accessible equipment is given retraining on the equipment.

In FY 1985-1986 the Maintenance Division instituted a new training program for its staff. As part of this program, three mechanics were given specialized training on the repair and maintenance of the handicapped accessible equipment. The training was provided by the manufacturer of SMMBL's lift equipment, Environment Equipment Corporation (EEC). Currently, EEC is scheduled to provide specialized training annually to Maintenance Division staff.

Administrative staff is trained to provide the information necessary to enable a disabled individual to use the transit system. Staff regularly provides information on accessible routes and reduced fares available to the handicapped. SMMBL is an active participant in the Los Angeles County Transit Operators Association (LACTOA) Handicapped Identification Card Program. This program provides qualifying handicapped riders with a picture ID which is accepted throughout Los Angeles County for reduced transit fares. The SMMBL Administrative staff is trained to provide information regarding the program and accept, process and approve applications for the LACTOA ID card.

The costs of training SMMBL staff is not identifiable since all SMMBL handicapped training programs are fully integrated into the overall training programs of the individual divisions. SMMBL does not attempt to segregate, record or cost the portion of training which deals with handicapped accessibility.

Action Needed - Continue ongoing programs. In addition, SMMBL will revise its driver training program to increase sensitivity training for the operators. Future costs for the ongoing training programs can be estimated to increase from four to eight percent annually.

Responsible Staff - Transit Operations Supervisor, Maintenance Manager, Administrative Services Officer.

Information Services

Current Status - On every handicapped-accessible bus route, SMMBL identifies the handicapped-accessible bus stops with the international symbol for wheelchair accessibility. SMMBL also provides a brochure, "How to Ride the Big Blue Wheelchair Lift-Equipped Buses" which was developed in 1980. The annual cost for these services are minimal.

Action Needed - The "How to Ride the Big Blue Wheelchair Lift-Equipped Buses" brochure needs updating. This is scheduled for FY 1987-1988 at an estimated cost of \$3,000. The brochure will be made available to the public and mailed directly to organizations serving the disabled.

SMMBL does not currently include information on accessible services in its advertising. Adding this information to future advertising will also help inform the disabled community of SMMBL services. Additional costs will be minimal.

Currently, the printed bus schedules which are distributed to the public do not carry the identifying international symbol for wheelchair accessibility. Although there has been no indication that this has been a problem, probably due to the extensive nature of SMMBL's lift-equipped fleet, addition of the symbol is an improvement which can and will be made as printed schedules are reordered. This program will be fully implemented by FY 1987-1988. The estimated cost of this program will be \$800 for new printing plates.

SMMBL does not have a TDD with which to communicate with the hearing impaired. Purchase of a TDD will enable the telephone operators to provide bus route and schedule information to the hearing impaired. The necessary equipment can be purchased in FY 1987-1988 and will also require the installation of a dedicated telephone line and additional training of Administrative staff. The capital cost of the equipment and phone line installation is estimated at \$700. The ongoing annual operating cost for the telephone line is estimated at \$240.

Responsible Staff - Administrative Services Officer

2.23.4 Compliance with the Three Percent Expenditure Limitation

The USDOT rule states that "a recipient is not required, in any fiscal year, to spend more than the amount of its limit on required expenditures for that fiscal year in order to comply" with the rule "even if, as a result, the recipient cannot provide service to handicapped persons to fully meet the service criteria." The rule details both the method of calculating the limit on required expenditures and eligible expenses counting toward the cost limit.

Expenditure Limitation

To determine the limit on required expenditures, a recipient of federal funds calculates three percent of its total annual average operating costs. The calculation is the average of three years' expenditures: estimated costs for the current fiscal year and actual costs for the previous two fiscal years.

Under the UMTA rule, SMMBL's expenditure limitation for Fiscal Year 1986-1987 is \$374,504. This amount was derived by calculating three percent of the total annual average operating costs (FY 87 budgeted expenses, FY 86 actual expenses and FY 85 actual expenses).

Annual Expenditures

The USDOT rule allows the following expenditures to be counted for the purpose of compliance with the expenditure limitation:

1. Capital and operating costs for special services systems.
2. Incremental capital and operating costs for accessible bus systems.
3. Administrative costs directly attributable to coordinating services for handicapped persons.
4. Incremental costs of training personnel to provide services to handicapped persons.
5. Incremental costs of compliance with 49 CFR 609.23. (UMTA's half-fare requirement for the elderly and handicapped.)

An analysis of current annual expenditures indicates that the expenses permitted under the USDOT rule and which could be identified from SMMBL's records total \$520,686. These costs include the following:

Annual capital costs	\$127,572
Annual maintenance costs (labor and parts)	52,000
Fare subsidy	75,674
WISE Paratransit Service	<u>265,440</u>
Total	\$520,686

Therefore, the limitation on required expenditures is exceeded by \$146,182. In addition, the following costs were not included in the above calculation:

1. Handicapped accessibility training costs. SMMBL does not attempt to segregate the costs of training SMMBL staff to carry out that portion of their work associated with handicapped accessibility service, maintenance or customer information. All SMMBL training programs are fully integrated into the overall training programs in the individual divisions.
2. Other administrative costs. The customer assistance costs of providing information to the disabled community, the cost of preparing this Handicapped Accessibility Program, the cost of operations supervision for the accessible service, the cost of maintenance labor beyond the full-time mechanic and other administrative overhead costs associated with the accessible service were not included since SMMBL does not attempt to segregate, record or cost those portions of the activities which deal solely with handicapped accessible service.

3. SMMBL fare subsidy for disabled elderly. SMMBL subsidizes fares for all elderly riders. An unknown portion of the elderly riders are also disabled. Drivers record all elderly riders as senior citizens whether disabled or not and there is no accurate method of determining the number of elderly who also qualify as disabled. SMMBL's half-fare subsidy for elderly riders is \$356,638. If only 10 percent of elderly riders are disabled, then SMMBL's half-fare subsidy would be an additional \$35,664.

4. SMMBL fare subsidy above the federal half-fare requirement. SMMBL subsidizes the fares for the handicapped above the amount required by the federal regulation. This additional subsidy exceeds \$15,200. SMMBL did not include this additional cost since it is not mandated by UMTA and therefore cannot be considered an eligible cost.

Although SMMBL more than meets the three percent limitation on required expenditures, SMMBL does not plan to claim any exemption under the three percent rule. Instead, SMMBL intends to proceed with its current program and future plans as detailed in this report.

All documentation regarding cost calculations is on file at SMMBL.

2.24 Continuing Public Participation

Handicapped Accessibility Program

Before making any significant changes to SMMBL's adopted Handicapped Accessibility Program, SMMBL will follow the UMTA public participation and coordination process. This will include:

1. Consulting with handicapped persons, groups representing them, transportation and social service organizations, concerned state and local officials and the Metropolitan Planning Organization (MPO).
2. Providing a public comment period of at least 60 days regarding the proposed program.
3. Holding, at a minimum, one public hearing, to take place during the public comment period. Notice of the hearing shall be no fewer than 30 days before the scheduled date.

All other notification, comment and response requirements of the UMTA rule will be followed.

Ongoing Public Participation

SMMBL encourages and actively seeks public input and review of its operations from all riders whether handicapped or non-handicapped. Public participation is obtained using the following methods:

1. Compilation and analysis of all comments, compliments, complaints and suggestions received from transit riders and other interested persons.
2. Public hearings on major service modifications and through SCAG, public hearings on federal grant applications.
3. Use of onboard customer surveys to receive feedback on service provided.
4. Review of all significant SMMBL policies and actions by the Santa Monica City Council at its bimonthly meetings which are widely publicized in the local newspapers and broadcast on radio.

SMMBL staff makes every effort to quickly respond to rider comments, suggestions and complaints.

2.25 Public Hearing and Comment Period

This program was developed in accordance with the public participation and coordination requirements of the USDOT. The following documents the process used to solicit public participation and identifies comments made during the public comment period along with SMMBL's responses to those comments.

On November 25, 1986, SMMBL mailed a letter to 40 individuals or groups describing the availability of SMMBL's draft Handicapped Accessibility Program and announcing a public hearing to be held on January 29, 1987. On December 26, 1986, SMMBL placed legal advertisements regarding the public hearing in both the Evening Outlook and La Opinion. In addition, SMMBL had public hearing information announced on radio station KCRW and the City of Santa Monica's Office of the Disabled mailed fliers announcing the public hearing to approximately 100 individuals interested in issues relating to the disabled.

On January 29, 1987, SMMBL held a public hearing and testimony was offered by six individuals. In addition, three letters of comment were received by SMMBL during the comment period. A summary of all comments received during the public hearing and comment period are shown on Table 2.4 along with SMMBL's responses to those comments.

All documentation regarding the public hearing and coordination process and comments received during that period are on file at SMMBL.

Table 2.4

SUMMARY OF PUBLIC COMMENTS AND SMMBL RESPONSE

COMMENTS RECEIVED AT THE PUBLIC HEARING

SMMBL RESPONSE

1. **Christina Keffer, Westside Self Advocates**

Commented on the positive attitude of the SMMBL drivers and appreciated the low bus fares for seniors and disabled. Also requested that SMMBL consider allowing persons who have difficulty boarding the bus due to the height of the bus steps, access to the wheelchair lift.

All SMMBL accessible buses are equipped with the kneeling feature enabling a reduction in height to the first bus step. This feature is designed to aid those persons who have difficulty negotiating steps. At this time, the design of the wheelchair lift does not allow for safe riding by persons not seated in wheelchairs. However, SMMBL will monitor developments in lift equipment as they occur.

2. **Carl Shiigi, resident of the City of Los Angeles**

Strongly supports fixed route accessible transit service. Also requests that the blind pay the same transit fare as other disabled riders rather than being allowed to ride free. As a blind individual, Mr. Shiigi is capable of paying a fare. The free fare makes him feel that he is on welfare and receiving charity.

This issue can be reviewed when fare change proposals are developed in the future.

3. **James Maaske, resident of the City of Los Angeles**

Requests that SMMBL allow "service dogs" to accompany disabled individuals on the bus.

SMMBL currently allows guide dogs and signal dogs on its buses. SMMBL is studying current legislation regarding service dogs and will personally notify Mr. Maaske when a final decision has been made.

Table 2.4

SUMMARY OF PUBLIC COMMENTS AND SMMBL RESPONSE
(cont'd)

4. Robert Murray, Counselor
State of California Department of Rehabilitation

Commented that the Rehabilitation Program could not exist without SMMBL, that it is their lifeline. In addition, requested that SMMBL consider rerouting Line #8 to travel on Pearl between 17th Street and 20th Street. This would provide direct service to Santa Monica College. Line #7 works well since it travels on Pico, next to the College. However, Line #8 either requires that his clients walk from Ocean Park Boulevard or transfer to Line #7.

All requests for service changes must be reviewed in relation to the entire SMMBL system. This request will be considered by SMMBL's Schedule Committee.

5. Steve Berry, resident of the City of Los Angeles

Commended SMMBL service in general. Also suggested that bus operators be given more training on the accessible equipment.

As part of SMMBL's ongoing program to monitor bus operators, the Operations Division will review reports of in-service wheelchair lift problems to identify individuals or areas for additional training.

Commented that the Grumman Flexible bus lifts are rickety and suggested taking them off the street or fixing them.

SMMBL's remaining 15 Grumman Flexible buses are scheduled for rehabilitation work in FY 1987. This will include modifications to the wheelchair lifts; however, because these lifts are chain driven, they will probably continue to operate less smoothly than the hydraulic models.

6. Sylvia Drzewiecki, resident of the City of Los Angeles

Supports accessible fixed-route transit as a means to increase mobility. Does not currently ride SMMBL since moving out of SMMBL service area; however, when she did ride SMMBL several years ago, the lift service was unreliable. The wait for a working lift was too long.

Since Ms. Drzewiecki stopped riding SMMBL, SMMBL has purchased 58 new transit coaches. Forty-seven of those buses replace Grumman Flexible buses which had lift reliability problems. Currently, SMMBL's lift reliability exceeds 90 percent.

Recommends additional information on how to ride the buses and increased publicity regarding SMMBL accessible service.

Comments regarding additional information on SMMBL's accessible buses have been incorporated into the Program. SMMBL will update its brochure on "How To Ride the Big Blue Wheelchair Lift-Equipped Buses" and will mail the new brochures to appropriate community groups. SMMBL will also publicize its accessible service in its advertising.

Table 2.4

SUMMARY OF PUBLIC COMMENTS AND SMMBL RESPONSE
(cont'd)

LETTERS RECEIVED DURING COMMENT PERIOD

SMMBL RESPONSE

1. Greg Kimberlin, Program Director
Mental Health Services for the Hearing Impaired,
St. John's Hospital and Health Center

Commented on how impressed they were with SMMBL support for the disabled. Also expressed support for planned installation of a TDD to assist the hearing impaired with bus information.

As described in the Program, SMMBL's TDD will be installed in fiscal year 1987-1988.

2. Rehabilitation Team
St. John's Hospital and Health Center

Expressed support for 100 percent fixed route accessibility. Also expressed a need for sensitivity training for bus operators especially towards persons with subtle physical limitations.

SMMBL is updating its driver training program and will incorporate additional sensitivity training into its program. SMMBL has contacted St. John's Hospital staff to determine if they can assist in the development of sensitivity training at SMMBL and discussions are continuing.

3. Susan Dempsay, Director
Step Up On Second

Expressed a need for driver sensitivity towards persons disabled by mental illness.

Sensitivity training will be included in the new driver training program described above.

In addition, some qualified disabled persons refuse to obtain a handicapped ID card because it states boldly across the top of the card, "Handicapped". This is a negative label for some disabled riders.

The Los Angeles County Transit Operators Association (LACTOA) developed the county-wide identification card for the disabled. A change in the card by SMMBL will require a change by all county transit operators. Therefore, SMMBL will ask LACTOA to consider changing the ID card to respond to this comment.

3.0 SMMBL FINANCIAL PLAN

This section presents the historical financial information for the three-year period FY 1985-1987 and the financial plan for SMMBL for the three-year planning period FY 1988-1990. A detailed description of the SMMBL capital procurement program for FY 1988-1990 is presented following the discussion of the funding programs, historical evaluation of revenue sources and operating financial plan.

3.1 FINANCIAL OVERVIEW

SMMBL operated profitably until 1971 when rising costs forced the City of Santa Monica to apply for available state transportation funds to avoid large fare increases and possible reductions in transit service. Since then, SMMBL has continued to use state funds and, in FY 1976-77, began also to employ federal operating assistance. Today, SMMBL is funded by farebox and auxiliary revenues, state and county sales taxes and federal operating assistance.

SMMBL transit service in the past three fiscal years has been characterized by stability. Annual operating statistics have remained relatively constant at a level of approximately 3,500,000 revenue miles and 280,000 revenue hours per year.

3.10 Sources of Operating Assistance

Under AB 1246 and subsequent legislation, the Los Angeles County Transportation Commission (LACTC) has the responsibility for distributing transit assistance funds. The Commission has adopted a formula for allocating TDA, STA and federal Section 9 funds to each operator as follows: 50 percent based on revenue bus miles and 50 percent based on fare units (total farebox revenue divided by base fare).

In FY 1987, the LACTC approved a trial program to exchange federal funding and TDA funding between the Southern California Regional Transit District (SCRTD) and the county municipal transit operators. Under this program, the LACTC allocated SMMBL's share of federal Section 9 operating assistance funds to SCRTD and SMMBL received a like amount of TDA funds. The purpose of this program was to simplify the funding process for the region. In return for receipt of the TDA funds formerly allocated to SCRTD and a simplified fund application process, the municipal operators agreed not to apply for an allocation of federal Section 8 planning funds in order to make these funds available to SCRTD.

Although the LACTC hopes to continue this program in future years, the Commission has not yet been able to evaluate the success of the FY 1987 trial program. Therefore, the Commission has directed the municipal transit operators to show federal Section 9 as a revenue source in the FY 1988-1990 financial plan. If the FY 1987 trial exchange program is judged to be a

success, the Commission will exchange the funds programmed as Section 9 funds for TDA funds.

In addition, LACTC has responsibility for distributing funds generated by Proposition A, an initiative approved by the voters in 1980 that dedicated 1/2 percent of the county's annual sales tax proceeds to transportation. Currently, these funds are allocated among three programs:

- o Local Return Program. Twenty-five percent of the annual Proposition A tax proceeds must be allocated to each incorporated city based on its proportional share of the county population.
- o Discretionary Program. Forty percent of the Proposition A funds are distributed at the discretion of LACTC. Within the Discretionary Program, two methods are used to allocate funds: (1) by formula (50 percent revenue bus miles-50 percent fare units); and (2) by performance in the Transit Performance Measurement (TPM) program (see description in Section 1.12). Beginning in FY 1987, 85 percent of all Discretionary funds was allocated based on formula, 10 percent was allocated to each transit operator based on TPM performance, and five percent was set aside for demonstration projects. In FY 1988, the TPM incentive bonus pool will increase to 15 percent and the formula portion will decrease to 80 percent of the discretionary pool.

In FY 1989 and thereafter, the TPM bonus portion will increase to 20 percent, while the formula portion will decrease to 75 percent. The five percent demonstration project portion will continue throughout. The maximum incentive bonus award for each operator is its formula share of the total bonus pool.

- o Rail Rapid Transit. The remaining 35 percent of Proposition A funds are allocated to the construction and operation of rail projects in Los Angeles County.

SMMBL is eligible to receive funding from both the Proposition A Local Return and Discretionary Programs.

The new Discretionary Program also includes an additional incentive intended to foster operations. Under this program, 100 percent of the TPM bonus funds earned by an operator, but not used in a given year, can be carried forward for a maximum of two years. As further incentive, 50 percent of the formula-allocated funds can also be carried forward for two years.

Although SMMBL has not applied for funds under the Discretionary Program to date, it is eligible to receive \$5.1 million in FY 1988, plus an additional \$2.8 million carried over from FY 1987 and \$2.9 million carried over from FY 1986. If federal funding is reduced or eliminated, it is the availability of Proposition A funds that will allow SMMBL the flexibility to adjust without immediately reducing bus service or raising fares.

3.11 Historical Data and Evaluation

SMMBL's financial history for the past three fiscal years 1985, 1986 and 1987 is presented as part of Table 3.1. This form summarizes the origins of funding used to support the SMMBL capital procurement and transit operating programs.

Detailed information describing SMMBL's annual weekday and total annual service characteristics for both fixed route service and express service for FY 1985-1987 is presented in the Appendix. (See the TPM/TDA Data Reporting Forms).

Table 3.2 provides a listing of the current status of all approved and open capital procurement and operating grants.

A review of the historical data contained on Table 3.1 indicates that by utilizing state and federal transportation programs, SMMBL has been able to continue to operate an optimum level of service to meet the demand for transit service in the community. Further, this information clearly demonstrates that SMMBL has judiciously used its available funding not merely to maintain current service levels, but to modernize its operating fleet and facility, and to set aside adequate reserves for future capital procurements as well.

During the past three years, SMMBL has maintained a balanced program of funding for its capital projects between the current year's allotment of TDA Article 4 funds and TDA funds from previous years' allotments that had been reserved for future capital expenditures. During FY 1985, these funds were augmented by \$1,694,000 of federal Section 9 capital assistance.

Unlike most transit systems, SMMBL has been able to finance its operating costs, to a large extent, from its operating revenues. In FY 1986, SMMBL funded 59.7 percent of its operating expenses with farebox and non-farebox operating revenues.

SMMBL received \$210,000 and \$222,000 in Proposition A local return funds in fiscal years 1985 and 1986, respectively. SMMBL estimates local return fund revenues of \$234,000 for FY 1987. This is the minimum amount required under LACTC guidelines. In FY 1986, Proposition A local return funded 1.9 percent of the operating expenses.

In FY 1986, federal Section 9 operating assistance and Section 8 technical assistance, funded 21.4 percent of SMMBL's operating expenses, and state TDA and STA funding made up the remaining 17.0 percent to complete the operating expense portion of the SMMBL 1986 funding program.

This overview of SMMBL's financial history indicates that SMMBL, through prudent fiscal management of available resources, has been able to

TABLE 3.1
 SANTA MONCIA MUNICIPAL BUS LINES
 HISTORICAL AND PROJECTED FINANCIAL STATUS
 SOURCES AND APPLICATION FOR CAPITAL AND OPERATIONS
 BY YEAR OF EXPENDITURE
 (THOUSANDS OF DOLLARS)

	FY 1985 AUDITED	FY 1986 AUDITED	FY 1987 EST.	FY 1988 PLANNED	FY 1989 PLANNED	FY 1990 PLANNED
SOURCES OF FUNDS FOR CAPITAL:						
FEDERAL CAPITAL GRANTS						
UMTA Section 3						
UMTA Section 9	1,694					
UMTA Section 18						
FAU Grants						
STATE CAPITAL GRANTS & SUBVENTIONS						
TDA - Article 4	625	1,436	529	0	1,205	1,213
TDA From Reserves	5,181	6,495	1,888	2,736	2,100	2,205
STA Current from Unallocated						
STA From Reserves	593					
LOCAL CAPITAL GRANTS						
System Generated						
General Fund						
Prop. A Local Return						

SUBTOTAL CAPITAL REVENUES	8,093	7,931	2,417	2,736	3,305	3,418
TOTAL CAPITAL EXPENSES	8,093	7,931	2,417	2,736	3,305	3,418
ALLOCATED TO RESERVES	4,301	4,613	1,609	1,000	1,703	1,000
SOURCES OF FUNDS FOR OPERATING:						
FEDERAL GRANTS AND REIMBURSEMENTS						
UMTA Section 9	2,232	2,432	0	0	2,167	2,167
UMTA Section 18						
UMTA Section 8	115	102				
STATE GRANTS AND REIMBURSEMENTS						
TDA - Article 4	1,187	1,111	7,314	8,049	6,766	5,676
STA Current From Unallocated	745	895	0	182	182	182
LOCAL CASH GRANTS & REIMBURSEMENTS						
Passenger Fares	5,269	5,658	5,550	5,450	5,450	5,450
Special Transit Service						
Charter	334	247	200	230	230	230
Auxiliary Transportation Revenue	169	179	190	200	210	225
Non-Transportation Revenue	1,274	976	587	694	694	694
Prop A. Fare Reduc/Discretionary				0	0	1,539
Prop A. Local Return	210	222	234	237	246	255
Prop. A Incentive Fund				0	0	802

SUBTOTAL OPERATING REVENUES	11,535	11,822	14,075	15,042	15,945	17,220
TOTAL OPERATING EXPENSES	11,535	11,822	14,075	15,042	15,945	17,220

Table 3.2

Santa Monica Municipal Bus Lines
GRANTS MONITORING FORM

Grant #	Project Description	Date of Obligation	Grant Amount (\$000)	Amount Encumbered or Expended To Date (\$000)	Amount Encumbered or Expended In FY1987 (\$000)	Status of Grant	Comments
							Closeout requested:
03-0073	Twenty-two buses, fareboxes and spare components	12-75	\$ 1,300	\$ 1,145	\$ 0	CC	10/31/83
05-0016	Fifteen buses, fareboxes, radios and service equipment	5-76	2,010	1,816	0	CC	10/19/84
03-0136	Seventeen buses, fareboxes, radios, benches and Project FARE	2-78	1,958	1,650	0	CC	10/31/83
03-0170	Fifteen buses, fareboxes, radios and spare components	8-78	1,548	1,410	0	CC	10/31/83
05-0038	Fifteen buses	7-79	1,680	1,680	0	CC	10/31/83
90-X050	Eleven buses, operating assistance	6-84	3,926	3,319	0	CD	9/30/86
90-X118	Operating assistance	6-85	2,232	2,232	0	CC	
90-X152	Operating assistance	6-86	2,432	2,432	0	CC	

Note: O = Grant approved, projects ongoing
C = Projects complete

CD = Projects complete, deobligation requested
CC = Projects complete, grants ceased

continue to provide the community with an optimal level of service, while at the same time retaining an attractive fare structure for its patrons.

3.2 THREE YEAR FINANCIAL PLAN

The three-year financial plan for fiscal years 1988, 1989 and 1990 has been prepared based on the funding marks provided by LACTC for allocation of subsidy funds. If funding levels are maintained at least equal to those assumed in the plan, SMMBL should have no difficulty in providing service at current levels and quality to meet the transit ridership demands while also pursuing needed capital improvements. The sources and applications of funds for capital and operations are included as part of Table 3.1.

Federal Section 9 funds must be appropriated annually through the federal budget process and transit operators have no guarantee of continued federal funding assistance. In fact, the current Administration continues to reaffirm its intention to discontinue federal transit operating assistance programs.

Consequently, reductions in federal operating assistance are still possible. Therefore, the LACTC has directed transit operators to assess the impacts of a 15 percent reduction in federal Section 9 operating assistance for FY 1988. These impacts are shown in Table 3.3 and indicate that SMMBL can replace the loss in federal operating assistance with other available subsidy funds.

3.20 Operating Costs

The operating costs for the SMMBL three-year financial plan have been estimated using a four variable cost model using bus miles, vehicle hours, weekday peak buses and annual fixed costs as controlling variables.

The FY 1986 Section 15 Report was used as a basis for estimating the cost of service for the FY 1988 through FY 1990 planning period. Each of the Section 15 expense object accounts were classified according to the index of service that had the major influence on the amount of expense. The sum of each of the mileage, hourly and peak bus controlled costs were then divided by the service index to develop the model's four cost coefficients.

For example, all costs which vary as a function of vehicle miles, primarily maintenance, fuel and tires, amounted to \$3,596,622 in FY 1986. SMMBL operated 3,787,149 total bus miles of service and the mileage cost coefficient is $(3,596,622/3,787,149)$, or \$0.9497, per mile of service. In a similar manner, coefficients for service hours, weekday peak vehicles and system fixed costs were developed.

The per unit cost coefficients are expected to inflate at an average rate of 6.9 percent between 1987 and 1988, 6.0 percent between 1988 and 1989, and 8.0 percent between 1989 and 1990 due to inflationary increases in the cost of insurance, labor, outside services, petroleum products and other

Table 3.3

IMPACTS OF 15 PERCENT REDUCTION IN FEDERAL FUNDS
FY 1988

ITEM	FY 1987 CURRENT	PROPOSED FY 1988	
		WITH FED. \$	W/OUT FED. \$
BASE FARE	\$.50	\$.50	\$.50
VEHICLE SERVICE HOURS	280,000	280,000	280,000
RIDERSHIP	18,000,000	17,700,000	17,700,000
LOCAL FUNDS (Prop. A Local Return and other Local Revenues excluding farebox revenue)	1,211,000	1,361,000	1,361,000
LACTC FUNDS (Prop. A Discretionary and TDA)	6,661,000 ^{1/}	5,882,000	6,207,000 ^{2/}
FAREBOX REVENUES	5,550,000	5,450,000	5,450,000

Note: 1/ TDA funds traded for federal Section 9 funds in FY 1987.

2/ A 15 percent reduction in federal operating assistance would result in a loss of \$325,000 from this revenue source. However, this shortfall in FY 1988 would be made up by the use of additional available TDA and/or Proposition A Discretionary Funds.

materials. The uncertainty regarding these assumptions of the rate of inflation is a major variable underlying the three-year financial plan. Significant adverse deviations between the assumed rates of inflation and the actual price escalations experienced in key expense items could have a significant impact on SMMBL's ability to carry out these plans as designed.

3.21 Revenues

- o Transportation Development Act. Based on LACTC 1987 estimates, SMMBL's allocation of TDA funds is projected to be \$7,352,000 in FY 1988 which includes SMMBL's share of an additional \$19 million in previously unallocated TDA funds allocated to transit operators in FY 1988. The LACTC estimates SMMBL's future TDA allocation to be \$6,788,000 in FY 1989 and to increase 3.8 percent in in FY 1990 to \$7,046,000.
- o State Transportation Assistance (AB 2551). At the direction of LACTC, STA funds are projected to remain constant throughout the three-year planning period at an annual level of \$182,000.
- o UMTA Section 9 Operating Assistance. A constant level of \$2,167,000 per year was projected in the full funding scenario. Based on the success of the LACTC trial funding exchange program described in Section 3.10, the Commission may choose to trade these funds for TDA funds. The impacts of a 15 percent decrease, or \$325,000 in UMTA Section 9 operating assistance are shown on Table 3.3.
- o Proposition A Local Return Funds. Based on LACTC 1987 estimates, SMMBL's allocation of Proposition A Local Return funds is projected to be \$237,000 in FY 1988, and thereafter to increase at a rate of 3.8 percent per year.
- o Proposition A - Discretionary Formula Funds and Incentive Funds. Based on full federal funding levels, SMMBL does not anticipate utilizing Proposition A Discretionary Formula or Incentive funds in FY 1988. In FY 1989, SMMBL projects the use of \$2,886,000 carried over from FY 1987. In FY 1990, SMMBL projects the use of \$3,184,000 carried over from FY 1988 and FY 1989.

Total available Discretionary funds are based on LACTC 1987 estimates of future revenues plus carryover amounts from previous years. SMMBL's allocation of Proposition A Formula funds in FY 1988 is projected to be \$4,278,000 plus an additional \$5.7 million in carryover funds from FY 1986 and 1987. SMMBL's FY 1988 allocation of Incentive funds is projected to be \$802,000 in FY 1988 plus \$456,000 carried over from FY 1987.

For the fiscal years 1989 and 1990, the LACTC estimates that Proposition A tax revenues will grow 3.8 percent annually.

Estimates for these years also reflect the scheduled transfer of an additional five percent from the formula portion of the fund to the incentive portion beginning in FY 1989.

- o UMTA Technical Study Funds. Due to recent reductions in planning requirements, SMMBL does not anticipate requesting UMTA Section 8 technical studies funding in FY 1988 and has not projected Section 8 revenues in FY 1989 or FY 1990. However, SMMBL will reevaluate its need for this funding in the future based on the requirements of the funding agencies.
- o Charter Revenue. Revenue from charter service is estimated at a constant annual rate of \$230,000 throughout the planning period.
- o Auxiliary Transportation Revenues (Advertising). Based on contractual guarantees from the provider of these services, revenues are projected at \$200,000 in FY 1988; \$210,000 in FY 1989; and \$225,000 in FY 1990.
- o Non-Transportation Revenue. This account is primarily interest earned on invested funds. It is estimated to remain at an annual level of \$694,000 throughout the planning period.
- o Fare Revenue. SMMBL intends to maintain its current fare structure and service level under both the full federal funding scenario and the reduced federal funding scenario. Fare revenues are conservatively projected at \$5,450,000 per year. This is a decrease of \$100,000 from FY 1987 estimates. The decrease is projected due to the current trend of commuters returning to their personal automobiles as a result of more fuel efficient cars and relatively low gasoline prices.

3.3 CAPITAL IMPROVEMENT PROGRAM

The FY 1988 capital improvement program is described in the following section in accordance with SCAG and LACTC reporting requirements. A description of the SMMBL FY 1988-90 bus replacement program, as well as other FY 1988 programmed capital improvement activities follows:

3.30 Bus Replacement Program

A major element in the capital improvement plan is the procurement of replacement revenue vehicles. SMMBL has pursued a policy of regular replacement of its most important assets in order to keep the fleet modernized and prevent a buildup of over age vehicles.

During the three-year plan period, 30 vehicles will be purchased as follows:

.	FY 1988	-	10 buses
.	FY 1989	-	10 buses
.	FY 1990	-	10 buses

3.31 Other Capital Improvements

In addition to the bus purchase and rehabilitation activities described above, the capital improvements program for FY 1988 includes the following elements:

- o Service Vehicles. SMMBL will replace one supervisor's car that is beyond its useful service life.
- o Bus Components. In order to reduce vehicle downtime, SMMBL has developed an ongoing program to replace or rebuild individual bus components. In FY 1988, SMMBL will purchase major bus components (i.e., engines, transmissions, differentials) and rebuild existing components scheduled for replacement.
- o Shop Equipment. Annually, SMMBL plans to replace existing aged, deteriorated and/or damaged shop equipment to insure that the maintenance facility is safe and efficient. Equipment scheduled for replacement in FY 1988 includes a steam cleaning machine and a tool lathe.
- o Bus Stop Amenities. These projects constitute the annual element of SMMBL's ongoing program to replace existing aged, deteriorated and/or damaged bus benches and bus stop signs throughout the SMMBL service area.
- o Facility and Yard Improvements. These projects constitute the annual element of SMMBL's ongoing program to upgrade and maintain the existing facility. FY 1988 improvements include: exhaust system and other improvements to bus bays, additional storage racks for the parts room, and resurfacing floors in the older sections of the maintenance facility with reflective epoxy sealer. Yard improvements include paving, lighting and fencing projects.
- o Computer Enhancements. SMMBL is engaged in an ongoing program to develop and implement a modern computer-based management information system. In FY 1988, SMMBL will purchase hardware and make software improvements including automating mileage tracking capabilities, operator timekeeping, and record administration.

- o Office Equipment. Various items of office equipment will be procured as replacements for items which have reached the end of their useful life and to update existing equipment for maximum efficiency of office operations. In addition, SMMBL will purchase a Telecommunications Device for the Deaf (TDD) as described in SMMBL's Handicapped Accessibility Program.

The expected expenditures for capital equipment by year of purchase are detailed in the Appendix along with Capital Project Description and Justification forms.

APPENDIX

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEAR: 1988

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

S RTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Revenue Equipment

PROJECT DESCRIPTION: Purchase of 10 replacement buses.

PROJECT JUSTIFICATION: See attached justification.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P Y R E I A O R S								
R E Q U E S T E D			1988	1989		2,000		2,000

Project Justification: SMMBL has developed a bus replacement program and set aside funds on a regular basis for the needed equipment. This program has been in effect, with only minor modifications, since FY 1984-1985. For FY 1988, the program calls for selling 10 AMG buses purchased in 1975, buying 10 new replacement buses and moving 10 GMC buses built in 1973 into the energy contingency fleet.

This year, LACTC staff has taken the position that since the 1973 buses received non-federally funded rehabilitative work beginning in 1983, they should remain in the active fleet until FY 1991, unless otherwise justified. Therefore, the following information is provided as further justification for purchase of 10 replacement buses in FY 1988, plus 10 buses in FY 1989 and 10 buses in FY 1990.

SMMBL's bus replacement program has been developed to accomplish several significant goals. First, the plan was formulated to maintain and even improve the quality of service while effecting a reduction in spare ratio. Additionally, the bus replacement program had been designed to achieve a fully accessible fleet within a five year time frame. Finally, this purchase represents no economic drain on regional funding.

The quality of SMMBL service depends upon the reliability of the vehicles in SMMBL's active fleet. SMMBL's active fleet contains 30 rehabilitated 1973 GMC buses. Since their return to active service, SMMBL has found that these buses have been increasingly unreliable. In 1986, the bus on-street reliability, as measured by roadcalls, was only 60% of the fleet average. In the first three months of 1987, when the fleetwide mileage between roadcalls improved by over 20%, the 1973 GMC mileage between roadcalls actually worsened by almost a third. This low performance level has also been an issue in litigation between SMMBL and the bus rehabilitation companies. Because of the poor level of performance achieved by these buses, the City reached an out-of-court settlement with one firm, and is currently in litigation with a second firm. The third firm has gone out of business.

Although most of the roadcalls require minor repairs, we expect major components to fail if the buses are kept in regular active service. At the time the buses were refurbished, SMMBL overhauled, rather than replaced, certain major components, such as engines and transmissions. For most of the buses, this meant having their engines overhauled a second time and enlarging the cylinder block to its largest diameter. The next step will be to replace the engine entirely. Normally this occurs at around the 100,000 mile mark. Mileage projections show that by the end of FY 1988 14 buses will have exceeded 85,000 miles since rebuilding. In addition, other components will also begin to deteriorate at this time such as air conditioning units, electrical wiring, and radiators. Therefore, maintaining these buses in active service will require a substantial additional capital maintenance investment.

Based on SMMBL's plan to replace the 30 1973 GMC buses in FY 1988 through FY 1990, SMMBL reduced its spare ratio from 28% to 18% by selling eleven buses in FY 1987. Although this was partially done in response to UMTA guidelines, SMMBL's ability to operate with a spare ratio under 20% is dependent on the anticipated replacement, from the active fleet, of 10 1973 GMC buses and selling 10 1975 AMG buses from the energy contingency fleet in FY 1988.

If the bus replacement project is approved for FY 1988, the buses would not be received until FY 1989. By that time it is estimated that 17 buses will have mileage over 100,000. If the project were delayed until FY 1989 or beyond, the situation will only worsen. Without the replacement of these buses within the planned timeframe, SMMBL's fleet reliability will be reduced and service to the public affected.

Finally, SMMBL's bus replacement program provides for increasing accessibility of SMMBL's fleet over the next three fiscal years with 100% accessibility reached with the receipt of the FY 1990 buses. The bus replacement program was incorporated into SMMBL's Handicapped Accessibility Program. The accessibility program was distributed to community groups and interested individuals for comments. The comments commended SMMBL for its goal of incremental accessibility to 100% by FY 1990, although some would prefer that the goal be met even more quickly. In order to remain in compliance with the accessibility program, the purchase of 10 lift-equipped buses in each of the next three years is required.

Although SMMBL understands that there is a shortage of regional capital funds, SMMBL's purchase of the 30 buses does not impact those funds. SMMBL has regularly contributed its formula funds to a bus replacement reserve and, in doing so, has not found it necessary to request Prop A Fare Reduction or Discretionary funds. Since funds are currently available for this project, there is no benefit in postponing the purchase. In fact, by postponing the project, additional funds will be required to maintain the 1973 GMC buses in active service.

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEAR: 1988

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

SRTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Service Vehicle

PROJECT DESCRIPTION: Purchase of one road supervisor's car.

PROJECT JUSTIFICATION: Vehicle will replace an existing vehicle used by street supervisors to monitor operations. The car to be replaced will be five years old.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E V I O U S								
R E Q U E S T E D			1988	1988		15		15

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEAR: 1988

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

SRTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Bus Components

PROJECT DESCRIPTION: Purchase of 3 diesel engines, 5 differentials, 2 transmissions and rebuilding 18 engines and 30 transmissions.

PROJECT JUSTIFICATION: Spare bus components will be purchased or rebuilt as part of SMMBL's ongoing replacement program which allows SMMBL personnel to rebuild units in advance of need, replace defective components to ensure minimal vehicle downtime and maintain uninterrupted service to the public.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E I O R S								
R E Q U E S T E D			1988	1988		301		301

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEAR: 1988

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

S RTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Shop Equipment

PROJECT DESCRIPTION: Purchase and replacement of miscellaneous maintenance equipment including a steam cleaning machine and tool lathe.

PROJECT JUSTIFICATION: Miscellaneous shop equipment is required to ensure that bus maintenance activities are carried out with maximum efficiency and safety. Steam cleaning machine and tool lathe are worn and in need of replacement.

All items to be purchased are over \$300.00.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P Y R E I A O R S								
R E Q U E S T E D			1988	1988		50		50

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEAR: 1988

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

S RTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Bus Stop Amenities

PROJECT DESCRIPTION: Purchase of bus benches, bus stop signs and information signs.

PROJECT JUSTIFICATION: This is an ongoing program to replace existing aged or damaged bus benches, bus stop signs, and route and schedule information signs.

SMMBL has 300 bus benches with an average life of 3 years. 100 benches are programmed for replacement annually.

SMMBL has 1,000 bus stop signs with an average life of 3-5 years. 200 targets are programmed for replacement annually.

SMMBL has 300 bus stop information signs with an average life of 2-4 years, depending upon location. SMMBL plans to replace up to 75 information signs every year.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E I O R S								
R E Q U E S T E D			1988	1988		45		45

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines
 FISCAL YEAR: 1988

FOR LACTC USE ONLY
 OPERATOR CODE:
 A-95 NUM:
 PROJECT GROUP:
 PROJECT CODE:
 S RTP PAGE #:
 CARRYOVER YR:

PROJECT TITLE: Transportation Facility Improvements

PROJECT DESCRIPTION: Improvements to SMMBL operating facilities as described below.

PROJECT JUSTIFICATION: These projects constitute the annual element of SMMBL's ongoing program to upgrade and maintain the existing facility. FY 1988 improvements include: exhaust system and other improvements to bus bays, additional storage racks for parts room, and resurfacing floors in the older sections of the maintenance facility with reflective epoxy sealer.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E I O R S								
R E Q U E S T E D			1988	1988		200		200

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEAR: 1988

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

S RTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Yard Improvements

PROJECT DESCRIPTION: Improvements to bus yard including paving, fencing and lighting.

PROJECT JUSTIFICATION: Improvements to the bus storage and maintenance yard are necessary to assure adequate security of service vehicles and maximize facility safety. These improvements include resurfacing portions of the bus storage yard with concrete or asphalt paving plus associated lighting and fencing.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E I O R S								
R E Q U E S T E D			1988	1988		60		60

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines
 FISCAL YEAR: 1988

FOR LACTC USE ONLY
 OPERATOR CODE:
 A-95 NUM:
 PROJECT GROUP:
 PROJECT CODE:
 SRTP PAGE #:
 CARRYOVER YR:

PROJECT TITLE: Computer Enhancements

PROJECT DESCRIPTION: Purchase of computer system enhancements.

PROJECT JUSTIFICATION: SMMBL is engaged in an ongoing program to develop a computer management information system. As part of SMMBL's FY 1986 Triennial Audit findings, the consultant recommended that SMMBL develop an MIS functional requirements design plan. This plan, the Management Information Systems Requirements Plan and Implementation Program for Santa Monica Municipal Bus Lines, was completed in November 1987 and covers MIS improvements through Fiscal Year 1990.

Continued on next page

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P Y R E I A O R R S								
R E Q U E S T E D			1988	1988		50		50

Planned FY 1988 computer enhancement expenditures are designed to follow the program outlines in the MIS plan. SMMBL plans to make software enhancements including:

1. Improving the interface between the mileage system and the TOOLS maintenance system. Currently, the mileage updates the vehicle master record, but not the work order and preventative maintenance records.
2. Updating the accident record capability of the operator timekeeping system.
3. Improving the parts inventory system to provide additional management information such as historical parts usage (greater than one year), report of monthly purchases, and the ability to handle blanket purchase orders.

SMMBL also plans to make hardware improvements including additional computer memory and ports.

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEAR: 1988

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

SRTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Office Equipment

PROJECT DESCRIPTION: Purchase of miscellaneous office equipment.

PROJECT JUSTIFICATION: SMMBL will acquire a Telecommunication Device for the Deaf (TDD) to communicate public transit information to the hearing impaired via telephone. Miscellaneous office equipment will be purchased to replace existing equipment which has reached the end of its useful life and to update existing equipment for maximum efficiency of office operation.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E I O R S								
R E Q U E S T E D			1988	1988		15		15

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEARS: 1989 and 1990

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

S RTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Revenue Equipment

PROJECT DESCRIPTION: Purchase of 10 replacement buses in 1989 and 10 replacement buses in 1990.

PROJECT JUSTIFICATION: FY 1989 buses will replace 10 1975 AMG transit coaches.

FY 1990 buses will replace another 10 1973 GMC transit coaches.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E I A R I O R S								
R E Q U E S T E D			1989	1989		2,100		2,100
			1990	1990		2,205		2,205

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FOR LACTC USE ONLY

FISCAL YEARS: 1989 and 1990

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

S RTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Service Vehicles

PROJECT DESCRIPTION: Purchase of one supervisor's car in FY 1989 and one supervisor's car in 1990.

PROJECT JUSTIFICATION: The cars will replace existing aged supervisory cars used to monitor street operations. Cars to be replaced will be five years old.

The five year replacement schedule may have to be modified in future years since past experience has shown that the vehicles do not last the full five years due to the amount of use they receive.

Alternatives to this problem are a shorter replacement schedule or increasing the size of the fleet.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E I O R S								
R E Q U E S T E D			1989	1989		17		17
			1990	1990		17		17

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEARS: 1989 and 1990

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

S RTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Bus Component Replacement

PROJECT DESCRIPTION: Replacement and rebuilt bus components including engines, transmissions and differentials.

PROJECT JUSTIFICATION: Spare bus components will allow SMMBL maintenance personnel to rebuild units in advance of need and replace defective components with minimal vehicle downtime and maintain uninterrupted service to the public.

In FY 1989, SMMBL plans to purchase 5 transmissions and 5 differentials. In addition, 18 engines and 30 transmissions will be overhauled.

In FY 1990, components to be purchased are 6 differentials, 4 transmissions. In addition, units to be overhauled are 18 engines and 30 transmissions.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E I O R S								
R E Q U E S T E D			1989	1989		353		353
			1990	1990		400		400

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEARS: 1989 and 1990

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

SRTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Miscellaneous Shop Equipment

PROJECT DESCRIPTION: Purchase of replacement and additional shop equipment including a chassis dynamometer in FY 1989 and a bus washer in FY 1990.

PROJECT JUSTIFICATION: Shop equipment will be purchased to replace existing aged equipment or to acquire needed state-of-the-art equipment. Miscellaneous shop equipment is required to ensure that bus maintenance activities are carried out with maximum efficiency and safety.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E I O R S								
R E Q U E S T E D			1989	1989		180		180
			1990	1990		250		250

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEARS: 1989 and 1990

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

SRTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Bus Stop Amenities

PROJECT DESCRIPTION: Purchase of bus benches, bus stop signs and information signs in FY 1989 and FY 1990.

PROJECT JUSTIFICATION: Part of SMMBL's ongoing program to replace existing aged and damaged bus benches, bus stop signs and information signs.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E P A R E D								
R E Q U E S T E D			1989	1989		45		45
			1990	1990		46		46

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEARS: 1989

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

SRTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Transfer Issuing Machines

PROJECT DESCRIPTION: Purchase of transfer issuing machines.

PROJECT JUSTIFICATION: SMMBL provides service to over 18 million passengers per year. Approximately 30 percent of all passengers request transfers. This equipment will enable SMMBL to maintain accurate passenger counts and reduce the amount of time spent issuing transfers.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E I A R I O R S								
R E Q U E S T E D			1989	1989		375		375

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEARS: 1989 and 1990

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

S RTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Transportation Facility Improvements

PROJECT DESCRIPTION: Ongoing upgrading and renovation of SMMBL operating facilities as described below.

PROJECT JUSTIFICATION: These projects represent an ongoing program to upgrade and maintain SMMBL's existing operating and maintenance facilities. FY89 improvements include the installation of 2 air compressor systems including air expansion tanks and drier system.

FY 1990 improvements include reconstruction of the steam cleaning area, rehabilitation of bus lifts, and relocation of the battery storage room.

Improvements to the administrative facility such as recarpeting up to 10,000

Continued on next page

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P Y R E I A O R R S								
R E Q U E S T E D			1989	1989		100		100
			1990	1990		200		200

square feet and replacement of solar system panels will be done on an as needed basis. By FY 1990, the administration building will be six years old and ongoing upkeep will be needed.

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEARS: 1989 and 1990

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

SRTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Yard Improvements

PROJECT DESCRIPTION: Upgrade or improvement of general yard conditions.

PROJECT JUSTIFICATION: In connection with the general upkeep of SMMBL grounds, this project represents a continuing program to repair or improve existing yard conditions. SMMBL improvements ensure maximum efficiency and safety of bus maintenance activities. Improvements include minor lot paving and fence and lighting replacement.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E I O R S								
R E Q U E S T E D			1989	1989		70		70
			1990	1990		80		80

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEARS: 1989 and 1990

FOR LACTC USE ONLY

OPERATOR CODE:

A-95 NUM:

PROJECT GROUP:

PROJECT CODE:

SRTP PAGE #:

CARRYOVER YR:

PROJECT TITLE: Computer Enhancements

PROJECT DESCRIPTION: Part of SMMBL's ongoing program to develop a computer based management information system.

PROJECT JUSTIFICATION: In fiscal year 1989, SMMBL will initiate the development of software to automate the analysis of revenue and expense data and provide technical assistance to interface revenue and expense reporting with the City's financial data processing systems.

In fiscal year 1990, SMMBL will complete the City interface system. In addition, hardware upgrades will be required including the replacement of disc drives.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P Y R E I A O R R S								
R E Q U E S T E D			1989	1989		50		50
			1990	1990		200		200

CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION

TRANSIT SYSTEM: Santa Monica Municipal Bus Lines

FISCAL YEARS: 1989 and 1990

FOR LACTC USE ONLY
 OPERATOR CODE:
 A-95 NUM:
 PROJECT GROUP:
 PROJECT CODE:
 SRTP PAGE #:
 CARRYOVER YR:

PROJECT TITLE: Office Equipment

PROJECT DESCRIPTION: Miscellaneous office equipment to replace aged equipment.

PROJECT JUSTIFICATION: Miscellaneous office equipment will be purchased to replace existing aged equipment and to update existing equipment for maximum efficiency of office operations.

	GRANT #	PHASE	PROGRAM YEAR	EXPEND YEAR	FEDERAL (\$000)	STATE (\$000)	LOCAL (\$000)	TOTAL (\$000)
P R E I O R S								
R E Q U E S T E D			1989	1989		15		15
			1990	1990		20		20

SANTA MONICA MUNICIPAL BUS LINES
FY 1988 RTIP/SRTP

Transit Projects

(1) A-95 # (2) Carryover (3) Code	PROJECT DESCRIPTION	Phase	Program Year	Expend Year	Total \$	Funds in \$1,000's						OTHER \$	COMMENTS	SRTP Pg. # 's
						UMTA Sec 3	UMTA Sec 9	UMTA Sec 18	STA	LTF	FARES			
(1) _____ (2) _____ (3) _____	Purchase of Replacement Buses		1988	1988	2,000					2,000*				
(1) _____ (2) _____ (3) _____	Service Vehicles		1988	1988	15					15*				
(1) _____ (2) _____ (3) _____	Bus Components		1988	1988	301					301*				
(1) _____ (2) _____ (3) _____	Shop Equipment		1988	1988	50					50*				
(1) _____ (2) _____ (3) _____	Bus Stop Amenities		1988	1988	45					45*				
(1) _____ (2) _____ (3) _____	Facility Improvements		1988	1988	200					200*				
(1) _____ (2) _____ (3) _____	Yard Improvements		1988	1988	60					60*				

SANTA MONICA MUNICIPAL BUS LINES
FY 1988 RTIP/SRTP

Transit Projects

(1) A-95 # (2) Carryover (3) Code	PROJECT DESCRIPTION	Phase	Program Year	Expend Year	Total \$	Funds in \$1,000's						OTHER \$	COMMENTS	SRTP Pg. #s	
						UMTA Sec 3	UMTA Sec 9	UMTA Sec 18	STA	LTF	FARES				
(1) _____ (2) _____ (3) _____	Computer Enhancements		1988	1988	50					50*					
(1) _____ (2) _____ (3) _____	Office Equipment		1988	1988	15					15*					
(1) _____ (2) _____ (3) _____	Operating Assistance		1988	1988	15,042		2,167		182	5,882	5,450	1,361	Local Funds		

NOTE: Not shown are reserve funds of \$1,000,000 for rail development reserves.

* All FY 88 capital projects will be funded from monies previously reserved, held by SMMBL and the County Auditor.

SANTA MONICA MUNICIPAL BUS LINES
FY 1989 RTIP/SRTP

Transit Projects

(1) A-95# (2) Carryover (3) Code	PROJECT DESCRIPTION	Phase	Program Year	Expend Year	Total \$	Funds In \$1,000's						COMMENTS	SRTP Pg. #	
						UMTA Sec 3	UMTA Sec 9	UMTA Sec 18	STA	LTF	FARES			OTHER \$
(1) _____ (2) _____ (3) _____	Purchase of Replacement Buses		1989	1989	2,100					2,100			From previously reserved funds.	
(1) _____ (2) _____ (3) _____	Service Vehicles		1989	1989	17					17				
(1) _____ (2) _____ (3) _____	Bus Components		1989	1989	353					353				
(1) _____ (2) _____ (3) _____	Shop Equipment		1989	1989	180					180				
(1) _____ (2) _____ (3) _____	Bus Stop Amenities		1989	1989	45					45				
(1) _____ (2) _____ (3) _____	Facility Improvements		1989	1989	100					100				
(1) _____ (2) _____ (3) _____	Yard Improvements		1989	1989	70					70				

A-22

SANTA MONICA MUNICIPAL BUS LINES
FY 1989 RTIP/SRTP

Transit Projects

Page 2 of 2

(1) A-95# (2) Carryover (3) Code	PROJECT DESCRIPTION	Phase	Program Year	Expend Year	Total \$	Funds in \$1,000's						OTHER \$	COMMENTS	SRTP Pg. #
						UMTA Sec 3	UMTA Sec 9	UMTA Sec 18	STA	LTF	FARES			
(1) _____ (2) _____ (3) _____	Transfer Issuing Machines		1989	1989	375					375				
(1) _____ (2) _____ (3) _____	Computer Enhancements		1989	1989	50					50				
(1) _____ (2) _____ (3) _____	Office Equipment		1989	1989	15					15				
(1) _____ (2) _____ (3) _____	Operating Assistance		1989	1989	15,945		2,167		182	3,880	5,450	1,380 2,886	Local Funds Prop. A Disc.	

A-23

Note: Not shown are reserve funds programmed for FY 1990 of \$703,000 for bus replacement reserves, and \$1,000,000 rail development reserves.

SANTA MONICA MUNICIPAL BUS LINES
FY 1990 RTIP/SRTP

Transit Projects

Page 1 of 2

(1) A-95# (2) Carryover (3) Code	PROJECT DESCRIPTION	Phase	Program Year	Expend Year	Total \$	Funds In \$1,000's						OTHER \$	COMMENTS	SRTP Pg. # 's
						UMTA Sec 3	UMTA Sec 9	UMTA Sec 18	STA	LTF	FARES			
(1) _____ (2) _____ (3) _____	Purchase of Replacement Buses		1990	1990	2,205					2,205			From previously reserved funds.	
(1) _____ (2) _____ (3) _____	Service Vehicles		1990	1990	17					17				
(1) _____ (2) _____ (3) _____	Bus Components		1990	1990	400					400				
(1) _____ (2) _____ (3) _____	Shop Equipment		1990	1990	250					250				
(1) _____ (2) _____ (3) _____	Bus Stop Amenities		1990	1990	46					46				
(1) _____ (2) _____ (3) _____	Facility Improvements		1990	1990	200					200				
(1) _____ (2) _____ (3) _____	Yard Improvements		1990	1990	80					80				

A-24

SANTA MONICA MUNICIPAL BUS LINES
FY 1990 RTIP/SRTP

Transit Projects

Page 2 of 2

(1) A-95# (2) Carryover (3) Code	PROJECT DESCRIPTION	Phase	Program Year	Expend Year	Total \$	Funds in \$1,000's						OTHER \$	COMMENTS	SRTP Pg. # 's
						UMTA Sec 3	UMTA Sec 9	UMTA Sec 18	STA	LTF	FARES			
(1) _____ (2) _____ (3) _____	Computer Enhancements		1990	1990	200					200				
(1) _____ (2) _____ (3) _____	Office Equipment		1990	1990	20					20				
(1) _____ (2) _____ (3) _____	Operating Assistance		1990	1990	17,220		2,167		182	4,833	5,450	1,404 <u>3,184</u>	Local Funding Prop. A Disc.	

NOTE: Not shown are reserve funds of \$1,000,000 for rail development reserves.

A-25

TPM/TDA DATA REPORTING FORM

BUS OPERATOR NAME: Santa Monica Municipal Bus Lines

FISCAL YEAR: 1984-1985

AUDITED
 ACTUAL
 ESTIMATED

CONTACT PERSON: J. Shelton

DATE SUBMITTED: _____



ANNUAL WEEKDAY	LOCAL SERVICE				EXPRESS SERVICE			TOTAL FIXED ROUTES	DIAL-A-RIDE	OTHER CODES (a) _____	TOTAL SYSTEM
	DEMAND-BASED HEADWAY	POLICY-BASED HEADWAY	INTRA-COMMUNITY CIRCULATION	TOTAL LOCAL	MULTI-LOCAL STOPS	FEW LOCAL STOPS	TOTAL EXPRESS				
Total Vehicle Miles (000)	2740.0	69.0	30.0	2839.0		331.2	331.2	3170.2			3170.2
Vehicle Service Miles (000)	2547.5	64.2	27.9	2639.6		251.9	251.9	2891.5			2891.5
Total Vehicle Hours (000)	222.0	5.2	2.8	230.0		17.9	17.9	247.9			247.9
Vehicle Service Hours (000)	211.5	3.9	2.7	218.1		13.8	13.8	231.9			231.9
Peak Vehicles	90	2	1	93		13	13	106			106
Unlinked Passengers (000)	13625.5	196.1	135.4	13957.0		486.5	486.5	14443.5			14443.5
Linked Passengers (000)	10527.2	152.2	105.0	10784.4		423.7	423.7	11208.1			11208.1
Passenger Revenue (000)	4091.3	36.7	31.9	4159.9		296.1	296.1	4456.0			4456.0
Auxiliary Revenue and Local Subsidies (000)	1052.6	26.5	11.5	1090.6		313.8	313.8	1404.4			1404.4
Total Operating Cost Less Depreciation (000)				8788.5			895.6	9684.1			9684.1
Full Time Equivalent Employees								201.5**			
Base Fare				.50			.80				

TOTAL SYSTEM ANNUAL SATURDAY, SUNDAY & HOLIDAY & Weekday	LOCAL SERVICE				EXPRESS SERVICE			TOTAL FIXED ROUTES	DIAL-A-RIDE	OTHER CODES (a) <u>5</u>	TOTAL SYSTEM
	DEMAND-BASED HEADWAY	POLICY-BASED HEADWAY	INTRA-COMMUNITY CIRCULATION	TOTAL LOCAL	MULTI-LOCAL STOPS	FEW LOCAL STOPS	TOTAL EXPRESS				
Total Vehicle Miles (000)	3325.8	74.9	30.0	3430.7		356.0	356.0	3786.7			3786.7
Vehicle Service Miles (000)	3119.1	70.4	27.9	3217.4		275.0	275.0	3492.4			3492.4
Total Vehicle Hours (000)	268.8	5.6	2.8	277.2		19.3	19.3	296.5			296.5
Vehicle Service Hours (000)	257.5	4.2	2.7	264.4		15.2	15.2	279.6			279.6
Peak Vehicles	90	2	1	93		13	13	106			106
Unlinked Passengers (000)	16287.4	204.5	135.4	16627.3		515.4	515.4	17142.7			17142.7
Linked Passengers (000)	12590.1	158.7	105.0	12853.8		448.9	448.9	13302.7			13302.7
Passenger Revenue (000)	4885.7	38.2	31.9	4955.8		313.7	313.7	5269.5			5269.5
Auxiliary Revenue and Local Subsidies (000)	1288.7	29.1	11.5	1329.3		323.3	323.3	1652.6		334.0	1986.6
Total Operating Cost Less Depreciation (000)				10254.6			946.0	11200.6		334.0	11534.6

(a) IDENTIFY OTHER SERVICES BY CODE: 1. Subscription 2. Contract 3. Special Events 4. Local Return Fully Funded 5. Charter

A-26

DATA REPORTING FORM

TABLE L-7

BUS OPERATOR NAME: SANTA MONICA MUNICIPAL BUS LINES

FISCAL YEAR: 1985-1986

AUDITED
 ACTUAL
 ESTIMATED

CONTACT PERSON: J. SHELTON

DATE SUBMITTED: 02/09/87



ANNUAL WEEKDAY	LOCAL SERVICE				EXPRESS SERVICE			TOTAL FIXED ROUTES	DIAL -A- RIDE	OTHER CODES (a) <u>5</u>	TOTAL SYSTEM
	DEMAND-BASED HEADWAY	POLICY-BASED HEADWAY	INTRA-COMMUNITY CIRCULATION	TOTAL LOCAL	MULTI-LOCAL STOPS	FEW LOCAL STOPS	TOTAL EXPRESS				
Total Vehicle Miles (000)	2,761.9	69.0	30.0	2,860.9		330.9	330.9	3,191.8			3,191.8
Vehicle Service Miles (000)	2,546.8	64.2	27.9	2,638.9		260.7	260.7	2,899.6			2,899.6
Total Vehicle Hours (000)	223.4	5.2	2.8	231.4		17.5	17.5	248.9			248.9
Vehicle Service Hours (000)	214.7	3.9	2.7	221.3		14.3	14.3	235.6			235.6
Peak Vehicles	90	2	1	93		13	13	106			106
Unlinked Passengers (000)	14,458.0	200.4	153.5	14,811.9		506.2	506.2	15,318.1			15,318.1
Linked Passengers (000)	11,254.5	156.0	119.5	11,530.0		394.0	394.0	11,924.0			11,924.0
Passenger Revenue (000)	4,375.7	64.6	31.1	4,471.4		306.9	306.9	4,778.3			4,778.3
Auxiliary Revenue and Local Subsidies (000)	841.2	21.2	9.2	871.6		308.5	308.5	1,180.1			1,180.1
Total Operating Cost Less Depreciation (000)				9,168.8			811.8	9,980.6			9,980.6
Full Time Equivalent Employees								187.8**		6.7	194.5
Base Fare				.50			.80				

** ANNUAL FTE EQUALS 230.2 WEEKDAY APPORTIONMENT BASED ON TOTAL VEHICLE HOURS

TOTAL SYSTEM ANNUAL SATURDAY, SUNDAY & HOLIDAY & Weekday	LOCAL SERVICE				EXPRESS SERVICE			TOTAL FIXED ROUTES	DIAL -A- RIDE	OTHER CODES (a) <u>5</u>	TOTAL SYSTEM
	DEMAND-BASED HEADWAY	POLICY-BASED HEADWAY	INTRA-COMMUNITY CIRCULATION	TOTAL LOCAL	MULTI-LOCAL STOPS	FEW LOCAL STOPS	TOTAL EXPRESS				
Total Vehicle Miles (000)	3,330.7	74.9	30.0	3,435.6		351.5	351.5	3,787.1		66.8	3,853.9
Vehicle Service Miles (000)	3,113.7	70.4	27.9	3,212.0		281.2	281.2	3,493.2			3,493.2
Total Vehicle Hours (000)	269.2	5.6	2.8	277.6		18.6	18.6	296.2		8.9	305.1
Vehicle Service Hours (000)	257.3	4.2	2.7	264.2		15.4	15.4	279.6			279.6
Peak Vehicles	90	2	1	93		13	13	106			106
Unlinked Passengers (000)	17,300.6	209.1	153.5	17,663.2		532.9	532.9	18,196.1			18,196.1
Linked Passengers (000)	13,467.2	162.8	119.5	13,749.5		414.8	414.8	14,164.3			14,164.3
Passenger Revenue (000)	5,236.0	67.4	31.1	5,334.5		323.1	323.1	5,657.6			5,657.6
Auxiliary Revenue and Local Subsidies (000)	1,028.4	23.3	9.2	1,060.9		315.3	315.3	1,376.2		247.5	1,623.7
Total Operating Cost Less Depreciation (000)				10,716.3			858.1	11,574.4		247.5	11,821.9

(a) IDENTIFY OTHER SERVICES BY CODE: 1. Subscription 2. Contract 3. Special Events 4. Local Return Fully Funded 5. CHARTER

(R-6/87)

A-27

TPM/TA DATA REPORTING FORM

AUDITED
 ACTUAL
 ESTIMATED

CONTACT PERSON: _____



BUS OPERATOR NAME: Santa Monica Municipal Bus Lines FISCAL YEAR: 1987

DATE SUBMITTED: _____

ANNUAL WEEKDAY	LOCAL SERVICE				EXPRESS SERVICE			TOTAL FIXED ROUTES	DIAL-A-RIDE	OTHER CODES (a) _____	TOTAL SYSTEM
	DEMAND-BASED HEADWAY	POLICY-BASED HEADWAY	INTRA-COMMUNITY CIRCULATION	TOTAL LOCAL	MULTI-LOCAL STOPS	FEW LOCAL STOPS	TOTAL EXPRESS				
Total Vehicle Miles (000)	2,762	69	30	2,861		331	331	3,192			3,192
Vehicle Service Miles (000)	2,547	64	28	2,639		261	261	2,900			2,900
Total Vehicle Hours (000)	223	5	3	231		18	18	249			249
Vehicle Service Hours (000)	215	4	3	222		14	14	236			236
Peak Vehicles	90	2	1	93		13	13	106			106
Unlinked Passengers (000)	14,302	198	152	14,652		501	501	15,153			15,153
Linked Passengers (000)	11,134	154	118	11,406		390	390	11,796			11,796
Passenger Revenue (000)	4,292	63	31	4,386		301	301	4,687			4,687
Auxiliary Revenue and Local Subsidies (000)	567	14	6	587		292	292	879			879
Total Operating Cost Less Depreciation (000)				10,991			973	11,964			11,964
Full Time Equivalent Employees								193.4*			
Base Fare				.50			.80				

Annual FTE equals 230.2 193.4 represents the weekday apportionment based on total vehicle hours.

TOTAL SYSTEM ANNUAL SATURDAY, SUNDAY & HOLIDAY & Weekday	LOCAL SERVICE				EXPRESS SERVICE			TOTAL FIXED ROUTES	DIAL-A-RIDE	OTHER CODES (a) <u>5</u>	TOTAL SYSTEM
	DEMAND-BASED HEADWAY	POLICY-BASED HEADWAY	INTRA-COMMUNITY CIRCULATION	TOTAL LOCAL	MULTI-LOCAL STOPS	FEW LOCAL STOPS	TOTAL EXPRESS				
Total Vehicle Miles (000)	3,331	75	30	3,436		351	351	3,787			3,787
Vehicle Service Miles (000)	3,114	70	28	3,212		281	281	3,493			3,493
Total Vehicle Hours (000)	269	6	3	278		19	19	297			297
Vehicle Service Hours (000)	257	4	3	264		15	15	279			279
Peak Vehicles	90	1	2	93		13	13	106			106
Unlinked Passengers (000)	17,114	207	152	17,473		527	527	18,000			18,000
Linked Passengers (000)	13,323	161	118	13,602		410	410	14,012			14,012
Passenger Revenue (000)	5,136	66	31	5,233		317	317	5,550			5,550
Auxiliary Revenue and Local Subsidies (000)	692	16	6	714		297	297	1,011		200	1,211
Total Operating Cost Less Depreciation (000)				12,846			1,029	13,875		200	14,075

(a) IDENTIFY OTHER SERVICES BY CODE: 1. Subscription 2. Contract 3. Special Events 4. Local Return Fully Funded 5. Charter

A-28

AUDITED
 ACTUAL
 ESTIMATED

CONTACT PERSON: _____

BUS OPERATOR NAME: Santa Monica Municipal Bus Lines

FISCAL YEAR: 1988

DATE SUBMITTED: _____



ANNUAL WEEKDAY	LOCAL SERVICE				EXPRESS SERVICE			TOTAL FIXED ROUTES	DIAL-A-RIDE	OTHER CODES (a) _____	TOTAL SYSTEM
	DEMAND-BASED HEADWAY	POLICY-BASED HEADWAY	INTRA-COMMUNITY CIRCULATION	TOTAL LOCAL	MULTILOCAL STOPS	FEW LOCAL STOPS	TOTAL EXPRESS				
Total Vehicle Miles (000)	2,762	69	30	2,861		331	331	3,192			3,192
Vehicle Service Miles (000)	2,547	64	28	2,639		261	261	2,900			2,900
Total Vehicle Hours (000)	223	5	3	231		18	18	249			249
Vehicle Service Hours (000)	215	4	3	222		14	14	236			236
Peak Vehicles	90	2	1	93		13	13	106			106
Unlinked Passengers (000)	14,064	195	149	14,408		492	492	14,900			14,900
Linked Passengers (000)	10,948	152	116	12,216		383	383	11,599			11,599
Passenger Revenue (000)	4,215	62	30	4,307		296	296	4,603			4,603
Auxiliary Revenue and Local Subsidies (000)	652	16	7	675		304	304	979			979
Total Operating Cost Less Depreciation (000)				11,733			1,039	12,772			12,772
Full Time Equivalent Employees								193.4*			
Base Fare				.50			.80				

Annual FTE equals 230.2 193.4 represents the weekday apportionment based on total vehicle hours.

A-29

TOTAL SYSTEM ANNUAL SATURDAY, SUNDAY & HOLIDAY & Weekday	LOCAL SERVICE				EXPRESS SERVICE			TOTAL FIXED ROUTES	DIAL-A-RIDE	OTHER CODES (a) <u>5</u>	TOTAL SYSTEM
	DEMAND-BASED HEADWAY	POLICY-BASED HEADWAY	INTRA-COMMUNITY CIRCULATION	TOTAL LOCAL	MULTILOCAL STOPS	FEW LOCAL STOPS	TOTAL EXPRESS				
Total Vehicle Miles (000)	3,331	75	30	3,436		351	351	3,787			3,787
Vehicle Service Miles (000)	3,114	70	28	3,212		281	281	3,493			3,493
Total Vehicle Hours (000)	269	6	3	278		19	19	297			297
Vehicle Service Hours (000)	257	4	3	264		15	15	279			279
Peak Vehicles	90	1	2	93		13	13	106			106
Unlinked Passengers (000)	16,829	204	149	17,182		518	518	17,700			17,700
Linked Passengers (000)	13,100	159	116	13,375		403	403	13,778			13,778
Passenger Revenue (000)	5,044	65	30	5,139		311	311	5,450			5,450
Auxiliary Revenue and Local Subsidies (000)	797	18	7	833		309	309	1,131		230	1,361
Total Operating Cost Less Depreciation (000)				13,714			1,098	14,812		230	15,042

(a) IDENTIFY OTHER SERVICES BY CODE: 1. Subscription 2. Contract 3. Special Events 4. Local Return Fully Funded 5. Charter

TP... DATA REPORTING FORM

AUDITED
 ACTUAL
 ESTIMATED

CONTACT PERSON: _____
 DATE SUBMITTED: _____



BUS OPERATOR NAME: Santa Monica Municipal Bus Lines FISCAL YEAR: 1989

ANNUAL WEEKDAY	LOCAL SERVICE				EXPRESS SERVICE			TOTAL FIXED ROUTES	DIAL-A-RIDE	OTHER CODES (a) _____	TOTAL SYSTEM
	DEMAND-BASED HEADWAY	POLICY-BASED HEADWAY	INTRA-COMMUNITY CIRCULATION	TOTAL LOCAL	MULTILOCAL STOPS	FEW LOCAL STOPS	TOTAL EXPRESS				
Total Vehicle Miles (000)	2,762	69	30	2,861		331	331	3,192			3,192
Vehicle Service Miles (000)	2,547	64	28	2,639		261	261	2,900			2,900
Total Vehicle Hours (000)	223	5	3	231		18	18	249			249
Vehicle Service Hours (000)	215	4	3	222		14	14	236			236
Peak Vehicles	90	2	1	93		13	13	106			106
Unlinked Passengers (000)	14,064	195	149	14,408		492	492	14,900			14,900
Linked Passengers (000)	10,948	152	116	12,216		383	383	11,599			11,599
Passenger Revenue (000)	4,215	62	30	4,307		296	296	4,603			4,603
Auxiliary Revenue and Local Subsidies (000)	659	17	7	683		313	313	996			996
Total Operating Cost Less Depreciation (000)				12,449			1,102	13,551			13,551
Full Time Equivalent Employees								193.4*			
Base Fare				.50			.80				

Annual FTE equals 230.2 193.4 represents the weekday apportionment based on total vehicle hours.

TOTAL SYSTEM ANNUAL SATURDAY, SUNDAY & HOLIDAY & Weekday	LOCAL SERVICE				EXPRESS SERVICE			TOTAL FIXED ROUTES	DIAL-A-RIDE	OTHER CODES (a) <u>5</u>	TOTAL SYSTEM
	DEMAND-BASED HEADWAY	POLICY-BASED HEADWAY	INTRA-COMMUNITY CIRCULATION	TOTAL LOCAL	MULTILOCAL STOPS	FEW LOCAL STOPS	TOTAL EXPRESS				
Total Vehicle Miles (000)	3,331	75	30	3,436		351	351	3,787			3,787
Vehicle Service Miles (000)	3,114	70	28	3,212		281	281	3,493			3,493
Total Vehicle Hours (000)	269	6	3	278		19	19	297			297
Vehicle Service Hours (000)	257	4	3	264		15	15	279			279
Peak Vehicles	90	1	2	93		13	13	106			106
Unlinked Passengers (000)	16,829	204	149	17,182		518	518	17,700			17,700
Linked Passengers (000)	13,100	159	116	13,375		403	403	13,778			13,778
Passenger Revenue (000)	5,044	65	30	5,139		311	311	5,450			5,450
Auxiliary Revenue and Local Subsidies (000)	806	18	7	831		319	319	1,150		230	1,380
Total Operating Cost Less Depreciation (000)				14,550			1,165	15,715		230	15,945

(a) IDENTIFY OTHER SERVICES BY CODE: 1. Subscription 2. Contract 3. Special Events 4. Local Return Fully Funded 5. Charter

A-30

M A DATA REPORTING FORM

BUS OPERATOR NAME: Santa Monica Municipal Bus Lines

FISCAL YEAR: 1990

AUDITED
 ACTUAL
 ESTIMATED

CONTACT PERSON: _____

DATE SUBMITTED: _____



ANNUAL WEEKDAY	LOCAL SERVICE				EXPRESS SERVICE			TOTAL FIXED ROUTES	DIAL-A-RIDE	OTHER CODES (a) _____	TOTAL SYSTEM
	DEMAND-BASED HEADWAY	POLICY-BASED HEADWAY	INTRA-COMMUNITY CIRCULATION	TOTAL LOCAL	MULTILOCAL STOPS	FEW LOCAL STOPS	TOTAL EXPRESS				
Total Vehicle Miles (000)	2,762	69	30	2,861		331	331	3,192			3,192
Vehicle Service Miles (000)	2,547	64	28	2,639		261	261	2,900			2,900
Total Vehicle Hours (000)	223	5	3	231		18	18	249			249
Vehicle Service Hours (000)	215	4	3	222		14	14	236			236
Peak Vehicles	90	2	1	93		13	13	106			106
Unlinked Passengers (000)	14,064	195	149	14,408		492	492	14,900			14,900
Linked Passengers (000)	10,948	152	116	12,216		383	383	11,599			11,599
Passenger Revenue (000)	4,215	62	30	4,307		296	296	4,603			4,603
Auxiliary Revenue and Local Subsidies (000)	670	17	7	694		324	324	1,018			1,018
Total Operating Cost Less Depreciation (000)				13,458			1,192	14,650			14,650
Full Time Equivalent Employees								193.4*			
Base Fare				.50			.80				

Annual FTE equals 230.2 193.4 represents the weekday apportionment based on total vehicle hours.

TOTAL SYSTEM ANNUAL SATURDAY, SUNDAY & HOLIDAY & Weekday	LOCAL SERVICE				EXPRESS SERVICE			TOTAL FIXED ROUTES	DIAL-A-RIDE	OTHER CODES (a) <u>5</u>	TOTAL SYSTEM
	DEMAND-BASED HEADWAY	POLICY-BASED HEADWAY	INTRA-COMMUNITY CIRCULATION	TOTAL LOCAL	MULTILOCAL STOPS	FEW LOCAL STOPS	TOTAL EXPRESS				
Total Vehicle Miles (000)	3,331	75	30	3,436		351	351	3,787			3,787
Vehicle Service Miles (000)	3,114	70	28	3,212		281	281	3,493			3,493
Total Vehicle Hours (000)	269	6	3	278		19	19	297			297
Vehicle Service Hours (000)	257	4	3	264		15	15	279			279
Peak Vehicles	90	1	2	93		13	13	106			106
Unlinked Passengers (000)	16,829	204	149	17,182		518	518	17,700			17,700
Linked Passengers (000)	13,100	159	116	13,375		403	403	13,778			13,778
Passenger Revenue (000)	5,044	65	30	5,139		311	311	5,450			5,450
Auxiliary Revenue and Local Subsidies (000)	819	19	7	845		329	329	1,174		230	1,404
Total Operating Cost Less Depreciation (000)				15,730			1,260	16,990		230	17,220

(a) IDENTIFY OTHER SERVICES BY CODE: 1. Subscription 2. Contract 3. Special Events 4. Local Return Fully Funded 5. Charter

A-31

