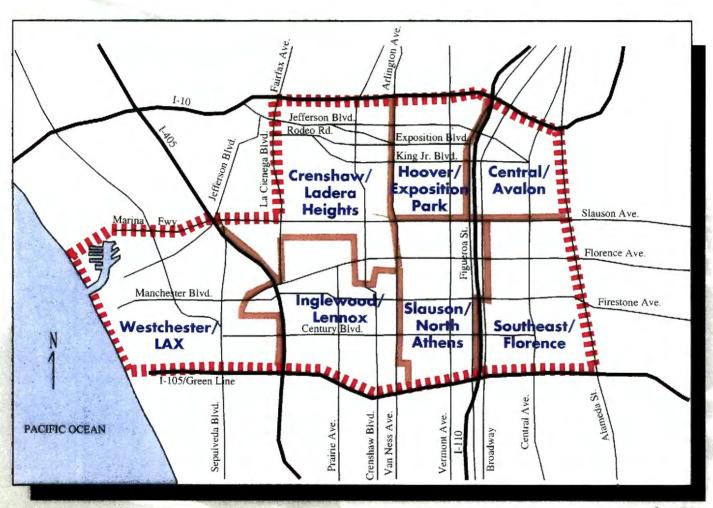


Mid-Cities Bus Transit Restructuring Study



Deliverable 15 Final Transit Restructuring Plan



March 1999

IBI GROUP

In association with MIG, Inc. Tierra Concepts The Robert Group DKS Associates Echelon Industries, Inc. Patti Post & Associates



March 5, 1999

Ms. Naomi M. Lomsky Supervising Transportation Planner City of Los Angeles Department of Transportation 221 North Figueroa Street, Suite 400 Los Angeles, CA, 90012

Dear Ms. Lomsky:

Mid-Cities Bus Transit Restructuring Study

We are most pleased to submit our final report on the Mid-Cities Bus Transit Restructuring Study. The report describes proposed changes to the LADOT and MTA bus services operating in the Mid-Cities area of Los Angeles County. The changes are the result of an in-depth analysis of the present system complemented by an extensive public outreach program and transit needs assessment.

We appreciate the opportunity of conducting this work and wish to thank the staffs of LADOT and MTA for their assistance throughout the project. We trust that the recommendations will provide an improved transit service to the residents of the Mid-Cities.

Sincerely,

IBI GROUP

Alistair Baillie

Director

Steve Schibuola

Associate, Project Manager

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The Mid-Cities Bus Transit Restructuring Study began in Autumn 1996 as a follow-up to the 1993 Inner City Transit Needs Assessment Study. The City of Los Angeles Department of Transportation (LADOT), the lead agency has been joined by the Los Angeles County Metropolitan Transportation Authority (MTA) in sponsoring the study. Other participants include the City of Inglewood, the Los Angeles County Department of Public Works and the Los Angeles Community Redevelopment Agency. LADOT engaged the services on the consulting team headed by IBI Group to conduct this study.

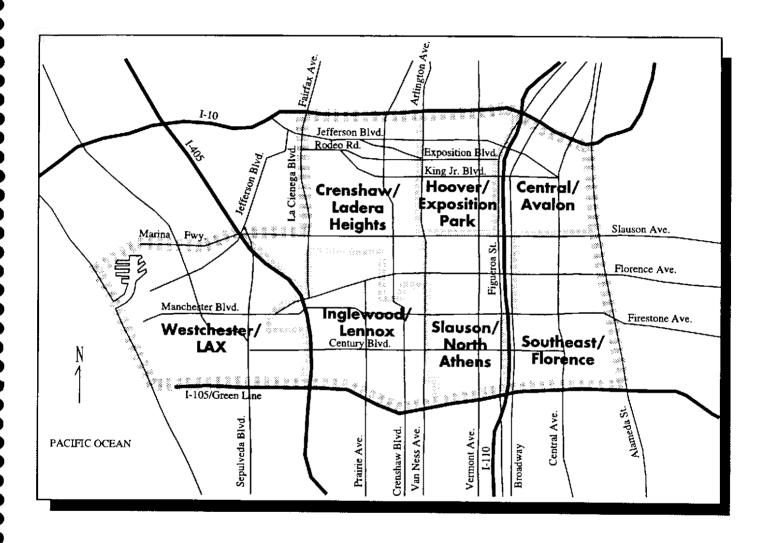
LADOT and the MTA, in conjunction with local jurisdictions, are systematically studying the various subregions in the LADOT/MTA service area. The purpose of these restructuring studies is to identify reliable, safe and convenient transit delivery systems which will most effectively deploy transit resources in each subregion. The Mid-Cities area is the fourth subregion to be studied. The study area, which is shown on Exhibit 1, is bounded on the south by the Glenn Anderson Freeway (I-105)/Metro Green Line; on the west by the Pacific Ocean and La Cienega Boulevard; on the north by Slauson Avenue and the Marina Freeway (SR 90) west of La Cienega Boulevard and the Santa Monica Freeway (I-10) east of La Cienega Boulevard; and on the east by Alameda Street.

1.2 STUDY GOALS

The goals of this study include:

- Ridership Goal: Provide transit services that meet the mobility needs of people within the Mid-Cities area, and particularly those dependent on transit.
- Operational Goal: Develop a transit system that is integrated with itself and other modes, and provides for both regional and local community needs.
- Economic Goal: Improve the cost-efficiency and costeffectiveness of Mid-Cities bus transit service. Develop recommendations that can be implemented within prevailing funding constraints.
- Coordination Goal: Develop an integrated transit system through an interactive, coordinated relationship with all Mid-Cities residents, employers, cities, school districts, transit operators, and other Mid-Cities stakeholders.

STUDY AREA Exhibit 1



1.3 METHODOLOGY

The Mid-Cities Transit Restructuring Study progressed in four phases. Two rounds of public participation at the beginning and middle of the study included focus groups and workshops with riders, bus operators and other stakeholders. The Needs Assessment phase involved review of existing services and operations practices as well as evaluation of market characteristics and user needs. Analysis of that information led to draft Service and Operating strategies in the next phase, which, after review by the public and affected parties, were refined into a Transit Restructuring Plan in the fourth study phase. Project methodology is discussed more fully in Chapter 1 of this report.

1.4 NEEDS AND OPPORTUNITIES

The assessment of transit needs is the starting point for determining future directions for the LADOT and MTA bus services in the Mid-Cities area. The transit needs and opportunities for transit improvements identified in this report reflect the findings of an extensive public outreach program as well as detailed analysis by the consultant team.

Market Characteristics

To better understand the differences and similarities of the communities making up the Mid-Cities study area, transit needs and opportunities were developed by subregion. For purposes of this study, the Mid-Cities area was further subdivided into seven districts (See Exhibit 1):

- Central/Avalon District
- Hoover/Exposition District
- Crenshaw/Ladera Heights District
- Florence/Watts District
- Slauson/North Athens District
- Inglewood/Lennox District
- Westchester/LAX District

Details on the market characteristics of each District are contained in Section 2.1. That section also has service characteristics and stakeholder improvement suggestions by District.

A market analysis indicates that there are several factors that are affecting the performance of the transit systems and their ability to respond to changing market conditions in the Mid-Cities area. Demographic and economic trends and the structure and operation of the transit services are contributing to a decline in ridership and a loss of market share for the Mid-Cities' transit systems. The level of service (revenue vehicle hours) provided by LADOT and MTA in the Mid-Cities area in 1996 was 13% less than in 1990. Mid-Cities transit ridership has dropped almost 20% while the population has increased almost 5% during the same period.

The drop in transit ridership and market share is due in part to funding cuts and budget restrictions which required a thinning of transit services and caused a loss of both choice and captive riders. Also, high unemployment and growing poverty levels in the Mid-Cities area have caused fewer trips to be made. Overcrowded buses, gaps in service and slow bus speeds also contributed to the ridership decline. The study team reviewed the performance of 49 routes serving the study area and found that loads on nearly half of the routes exceeded the year-2000 Consent Decree loading standard (125% of seated capacity) at least some of the time. As the economy improves over the next five years, transit ridership will also improve, although it is unlikely that it will return to its pre-recession levels without some fundamental changes to the way transit services are delivered in the Mid-Cities area.

Stakeholder Opinions

As part of the Mid-Cities Transit Restructuring Study, an extensive public outreach program was conducted throughout the area to determine what people like and dislike about the bus system and to identify improvement options for LADOT and MTA consideration. The main positive aspects and the main negative aspects of the area's transit service, as expressed by local stakeholders and as discovered through the line segment analysis, are displayed on Exhibit 2 and are discussed in Section 2.3 of this report.

1.5 THREE-TIERED STRATEGY FOR MEETING MID-CITIES' TRANSIT NEEDS The public outreach program, market analysis and needs identification provide strong evidence that a restructuring of the transit system is required to meet the growing and changing needs of Mid-Cities residents within the financial constraints of the City and MTA. The objective should be to restructure Mid-Cities transit services and operations according to the needs of the market, the requirements of the Consent Decree and the fiscal priorities of LADOT and MTA.

Trip making in the Mid-Cities area, the region and across the county is becoming both more localized and less centered on downtown. Still, the best way to provide transit services to the Mid-Cities area is to maintain and improve the grid system, which has served the area for years. Grid systems have advantages and disadvantages. The main advantage is that riders can gain access to a large number of destinations within the service area. The main disadvantage is that many riders are forced to transfer to reach their final destination. In order for the Mid-Cities grid system to work well, it must be strengthened and supported. To use the grid system as the basis for transit restructuring, MTA must make a commitment to meet service standards that will ensure that the grid will work better than it does now. Sufficient service must be provided to carry the

EXHIBIT 2. MID CITIES TRANSIT RESTRUCTURING STUDY SUMMARY OF LINE DEFICIENCIES BY DISTRICT

	SPAN	AN	HEADWAYS	STRUCTU SLOW	LOW				OVER-	POOR	PASS	RATIONS NO	SAFETY
	Starts Too Late	Finishes Too Early	Too Long	SPEEDS	(F	ass/vs Day	sh)		LOADED	ON-TIME PERF.	UPS		INCIDENT
LOCAL FIXED ROUTES - DOWN			During Day		I Cak	Day	LVO	OWI	BUSES	FERF.	_		
37 West Adams				1,3					2		-		
38 West Jefferson				1				1.2	1,2,3			-	
40 Hawthorne-King				6				1.2	1,2,3	_	•		
442 Hawthorne-Manchester				-		_			1,2		_	-	
42 La Tijera-King		-		7	-							-	
45/345 Broadway				-	\vdash			-	1		_	-	
48 Maple				1	-				1				
51 Avalon						-			1,4	-			
53 Central				1	0.0					•	-	•	
55 Compton					_			-	1,4		_		•
56 Wilmington			1,4			-	_		'				•
81 Figueroa			1,7				-		2	•	_		•
LOCAL FIXED ROUTES - EASTA	WESTIIN	= 0											
102 Coliseum-Exposition	1,2,3		1,2,3	1.3									
105 Vernon	1,2,3		1,2,3	1,2			\vdash						
107 54th Street			1,2,3,6	2,3					1	-	_		•
108 Slauson			1,2,3,6				\vdash		100	•			
110 Gage	6			1			-		1,2,3	•	•		
111 Florence	•		6.7	10					4	•		•	
115/315 Manchester	7		6,7 7	4,6					4,5	•			
117 Century	/								4,5,6,7			•	•
119 108th Street	45.0		450	4.6		100			4,5,6,7				
120 Imperial	4,5,6		4,5,6	4,6									
LOCAL FIXED ROUTES - NORTH	VCOLITAL	INICO											
200 Alvarado	1/3001H L	INES		-			_						
204/354 Vermont		-		2							•		•
206 Normandie				2					2				•
207/357 Western				5					2				
209 Van Ness	6		2.0						2				
210/310 Vine-Crenshaw			3,6							•			
211 Priarie			-	3					3,6				•
	6		6							•			
212 La Brea	-		_	6						•		•	
215 Inglewood	6		6							•			
220 Culver-LAX	7		7		7								
254 Willowbrook	4		4										
COMMUNITY ROUTES													
DASH Southeast	1,2								_1				•
DASH Pueblo Del Rio	1												
DASH Leimert-Slauson	2,3			3									
DASH Midtown	3	3		3					7				
DASH Crenshaw	3			3	3	3							•
608 Crenshaw Connection				3									
DASH Watts	4	4							4				•
DASH Watts North	4	4	4		4	4						1	
RAIL FEEDER ROUTES													
213 Crenshaw Sta.Shuttle	6			6	6	6							
625 Westchester Shuttle					7	7							
629 LAX Shuttle													
			× ·										
XPRESS ROUTES		7											
XPRESS ROUTES 437 Marina Del Rey	7				\rightarrow	$\overline{}$							
EXPRESS ROUTES 437 Marina Del Rey 438 Playa Del Rey	7					1							
XPRESS ROUTES 437 Marina Del Rey 438 Playa Del Rey 439 LAX Express			3,7	7									
EXPRESS ROUTES 437 Marina Del Rey 438 Playa Del Rey	7		3,7 7	7								•	

The figures in the columns show the district the deficiencies occur:

District 1 Central/Slauson

District 2 Hoover/Exposition Park

District 3 Crenshaw/Ladera Heights

District 4 Florence/Watts
District 5 Slauson/North Athens

District 6 Inglewood/Lennox District 7 Westchester/LAX

waiting passengers. Schedules must be kept so that transfers can be made with a minimum of waiting.

While meeting the requirement of the Consent Decree will cause costs to increase, this restructuring plan will keep cost increases under 5%, or 1-3% per annum during the next three to five years. To keep cost increases to this minimum level, a layered approach to service delivery is suggested, consistent with the increasing decentralization of travel in the region and the need to have better circulation within communities. A layered, three-tiered approach to restructuring existing transit will be responsive to regional and local travel needs as well as the Consent Decree. This approach is illustrated in Exhibit 3.

Tier 1

The core service of basic routes which provide standardized, direct service coverage in major corridors throughout the Mid-Cities

These high-demand, high-frequency routes form a grid with routes often (but not always) about one mile apart. This tier includes both local and limited-stop services. Limited-stop services will be enhanced and upgraded into a network of routes to provide faster service to longer-distance travelers. Owl service on this set of lines is included in Tier 3.

Tier 2

Community Connectors which serve inter-community (subregional) travel

These routes fill in the gaps between routes in Tier 1. Service levels are based on performance. The higher the demand, the greater the amount of service. If there is insufficient constituency for a route, it will be dropped.

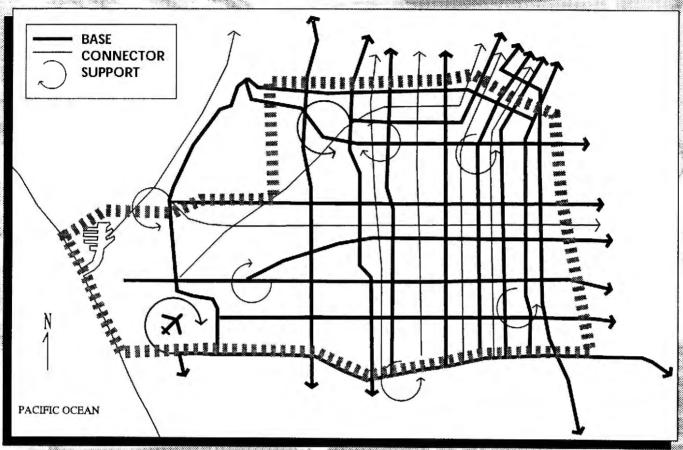
Tier 3

Local services, including shuttles, circulators, feeder services and demand-responsive services to provide local transportation and feed Tier 1 and Tier 2 services

Also included in this tier are the evening and late night services on routes in Tier 1. Because of reduced demand during this time period, riders might be best served with smaller buses, smart shuttles or route deviation services. Service levels in this tier are also based on performance.

An improved Tier 1 would include a stronger grid system of routes in major corridors. This tier would have a base network of local and limited-stop routes covering the entire Mid-Cities area. To meet Consent Decree service standards, buses would be added in high-

Exhibit 3 PROPOSED RESTRUCTURING STRATEGY



FIRST TIER	BASE ROUTES	HIGHEST PRODUCING ROUTES HIGHEST FREQUENCY SERVICE FORMS A ONE-MILE GRID NETWORK LOCAL AND LIMITED-STOP SERVICES
SECOND TIER	COMMUNITY CONNECTORS	FILLS GAPS IN BASE ROUTES WITH BASE ROUTES, FORMS A HALF-MILE GRID FREQUENCY BASED ON DEMAND • FREQUENCY BASED ON DEMAND
THIRD TIER	LOCAL ROUTES	COMMUNITY SERVICE ROUTES RAIL FEEDER ROUTES OWL SERVICE SPAN AND FREQUENCY DRIVEN BY DEMAND AND POLICY

demand corridors to increase capacity, which would reduce overcrowding and pass-ups. Faster, more reliable through service would be provided on a network of limited-stop services. This network would include both east-west and north-south routes operating on headways of 15 minutes or better during peak times. Through technology enhancements (such as signal pre-emption) and increased supervision, this network of limited-stop services will provide reliable service which will save time for the longer-distance traveler. Taking the longer-distance travelers off the local lines will help reduce overcrowding on those lines, making them easier to operate and keep on schedule.

Tier 2 would provide a grid of routes in secondary corridors to supplement the first tier of services. This tier would bring transit service close to much of the population. These Community Connector routes would maintain the present good coverage but provide better circulation to and from local activities. Service levels in this tier will be demand-based.

Supporting the grid system would be DASH-type community services and demand-responsive services in the third tier. Tier 3 would have services, including community shuttles, circulators and rail/bus feeder services to respond to local needs. Where feasible, small buses should operate in neighborhoods. The tier would include owl service on some of the Tier 1 routes to provide a skeleton network at night. Service levels in this tier will be demand-based.

What Is Different With the Three-Tiered Approach?

A three-tiered approach is not new. The Southern California Association of Governments has included this approach in its Regional Transportation Plan (RTP) since about 1989. The 1994 RTP stressed the three-tiered approach as the basis for the provision of transit service throughout the six-county region. The 1997 RTP continues to stress the three-tiered approach. Recently, the MTA staff developed a Bus System Vision, which calls for MTA to adopt a three-tiered approach to providing transit services.

However, there are some subtle but fundamental differences between what is proposed in the multi-tiered approach and what is operating on the street today. MTA currently operates a grid system in the Mid-Cities area. However, the time between buses has lengthened on many routes, making transferring time-consuming and inconvenient. The services in all three tiers will be coordinated to minimize the transfer penalty. Schedules will be pulsed in many high-transfer areas. This means that lines with longer headways, such as local circulators, will be scheduled to arrive at the transfer points at the same time as Community Connectors, other circulators

and core routes on more frequent headways. Certain pairs of lines will have timed-transfers, where routes are scheduled to meet to facilitate high-volume transfers. Pulsed schedules and timed-transfers will help reduce the inconvenience of transferring.

The proposed limited-stop services will be designed to operate as a network. Many current lines have limited-stop services, but most only serve north-south movements and offer only minimal time savings. With signal pre-emption, fewer stops and increased onstreet supervision, this new network will move people faster and more reliably. The entire network will be scheduled to facilitate transfers from one limited-stop service to another. Stressing quality and reliability, this network can achieve the same high quality standards as the MTA light rail services. The longer-distance traveler will experience a significant time savings. Furthermore, removing the longer-distance traveler from the local lines (along with additional buses) will ease the overcrowding on the local lines.

The Mid-Cities area offers residents a variety of local services. These services, most of which are operated by the LADOT as part of their DASH program, were designed one at a time to meet local needs. With the multi-tier approach, these local services will be reconfigured to not only serve local needs, but also to support the regional (Tier 1) and subregional (Tier 2) systems.

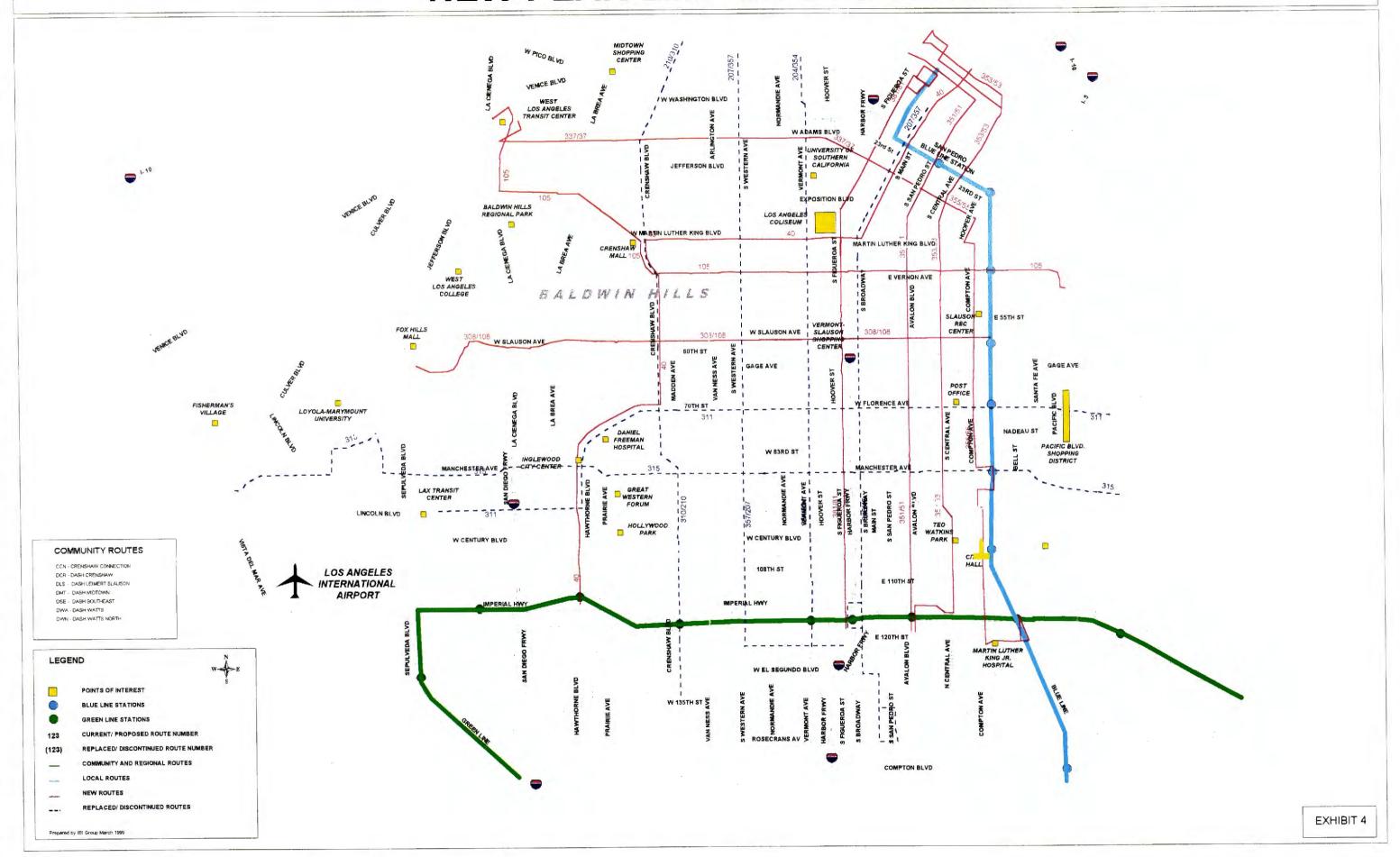
1.6 SERVICE PLANS AND COSTS

The Mid-Cities restructuring plan responds to the City's and MTA's desires to improve the level of transit service to Mid-Cities residents as well as providing the operating strategy to fulfill the requirements of the Consent Decree. The plan creates an overlay network of limited-stop services and also involves careful reconfiguring of many lines to better serve the neighborhoods. The best way to describe the collection of proposed changes is graphically. Exhibits 4 through 7 contain maps displaying the proposed routes in all three tiers. Exhibit 8 compares the existing services and the proposed changes to show how the plan could affect each existing route.

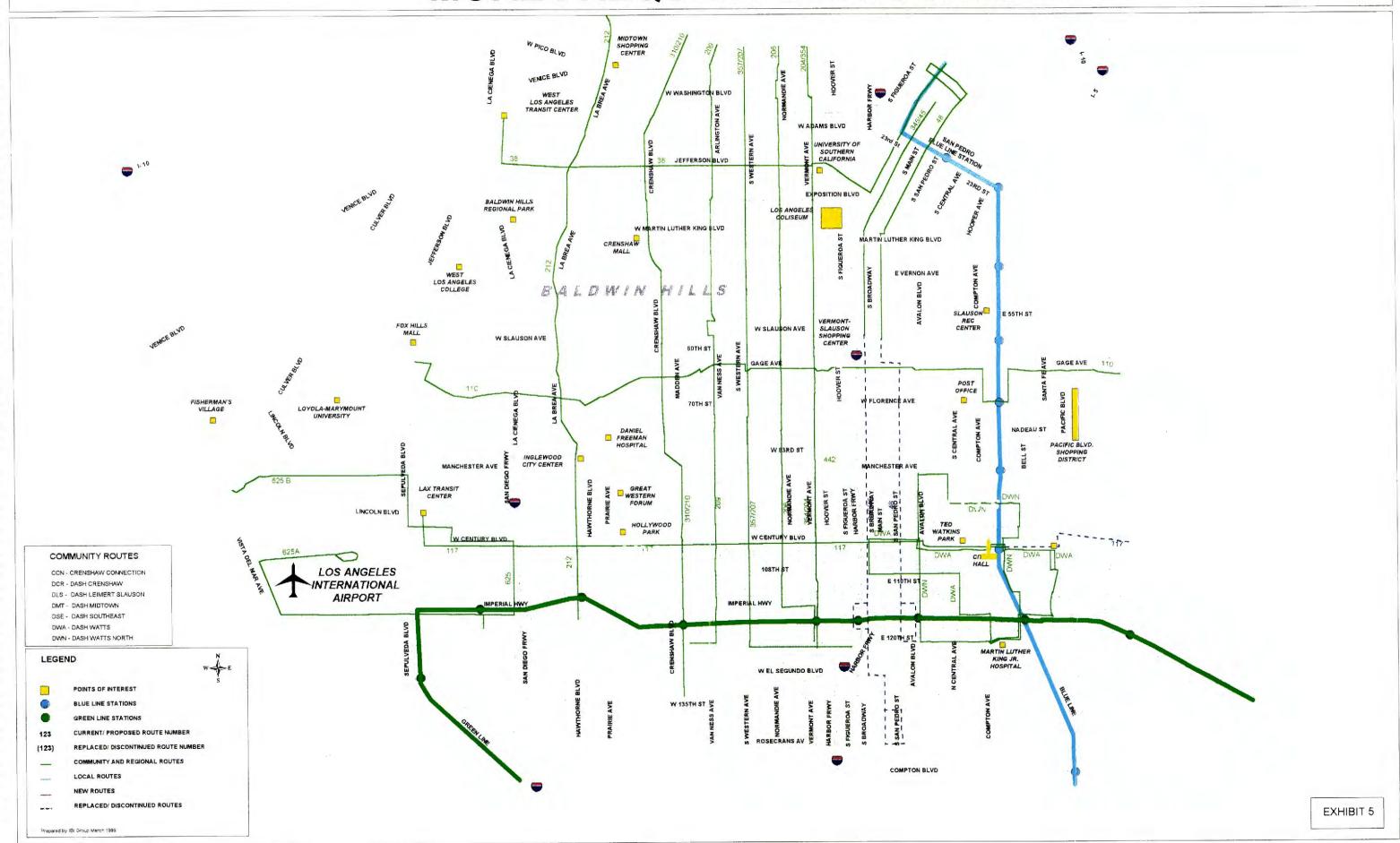
When implemented, the Mid-Cities restructuring plan will:

- Create a coordinated system out of a collection of bus routes developed and altered over time;
- Reconfigure 45 subregional and local routes to provide better coverage and increased opportunities for convenient transfers;
- Add eight new limited-stop services and upgrade existing limited-stop services to create a network of high-quality limited-stop services with coordinated transfers;

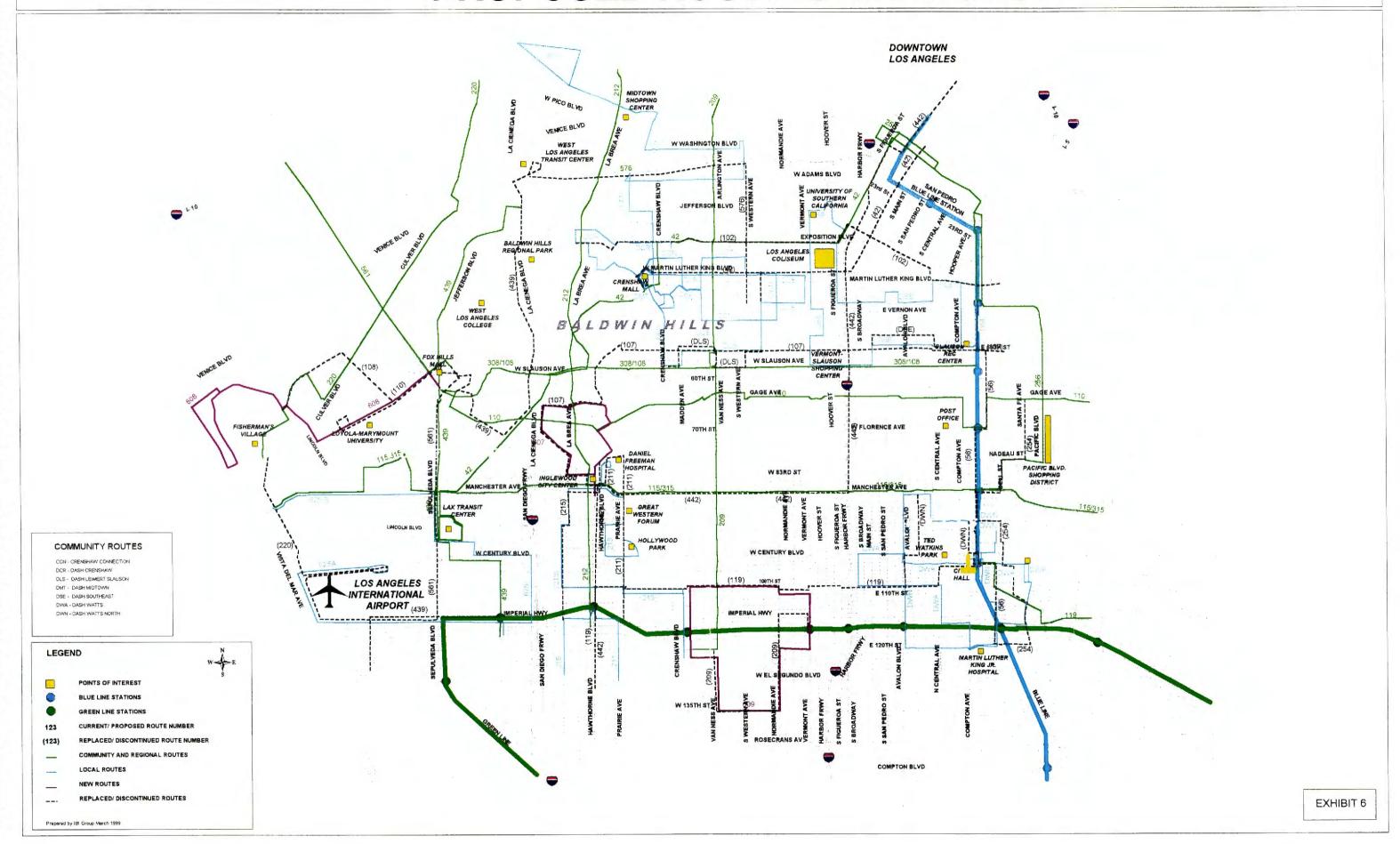
NEW PEAK LIMITED STOP LINES



MORE FREQUENT LOCAL SERVICE



PROPOSED ROUTING CHANGES



MID-CITIES EXISTING AND PROPOSED ROUTES

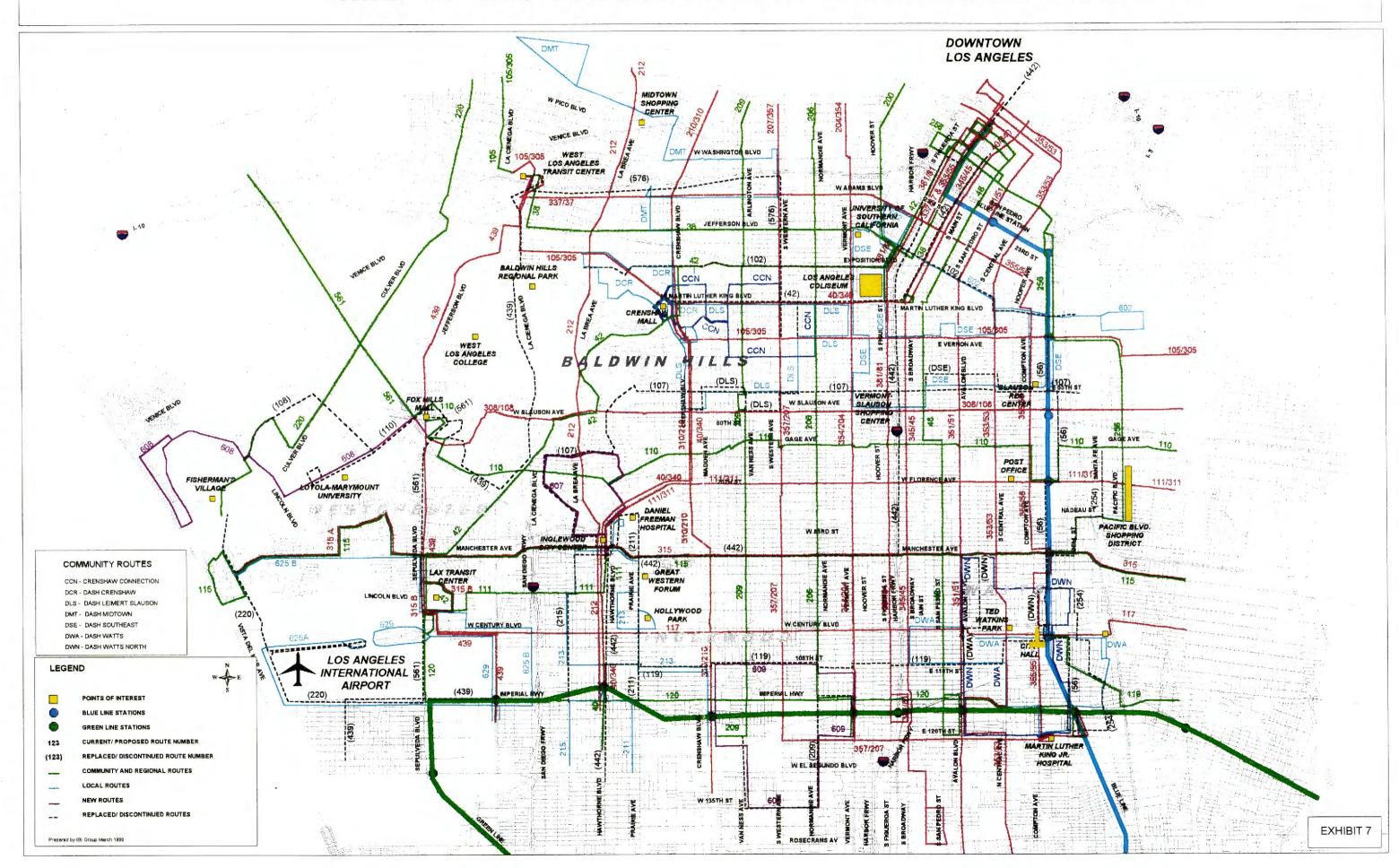


Exhibit 8 SUMMARY OF ROUTE RESTRUCTURING RECOMMENDATIONS

Recommer Improvem Transit Line	5	More Frequent Local Service	Routing Changes
37 W. ADAMS			EXTEND OWL SERVICE TO WEST LA TRANSIT CENTER
38 W. JEFFERSON		•	DROP OWL SERVICE
40 HAWTHORNE - LA		3.00	
42 LAXLA			MOVE TO THE LINE 102 CORRIDOR
45/46/345 SOUTH BROADWAY		•	A 18
48 SAN PEDRO		•	
51 AVALON	•		
53 CENTRAL			
55 COMPTON	•		
56 WILLOWBROOK			NEW ROUTE SOUTH OF VERNON: PACIFIC-NADEAU-FIR
81 SOUTH FIGUEROA	•		DROP SOUTH OF FIRESTONE BLUELINE STATION
102 £. JEFFERSON			DROP WEST OF FIGUEROA (SEE 42)
105 VERNON	•		
107 54TH			DROP ROUTE
108 SLAUSON	•		DROP WEST OF FOX HILLS MALL (SEE 608A)
110 GAGE	(s) - 2 P	•	DROP WEST OF FOX HILLS MALL (SEE 608A)
115/315 MANCHESTER		1	BRANCH WEST OF SEPULVEDA: A TO LAX, B-TO PERSHING
117 CENTURY		•	EXTEND OWL TO LAX TRANSIT CENTER
119 108TH			DROP NORTH OF HAWTHORNE STATIONWEST OF 103RD STATION
120 IMPERIAL			
200 ALVARADO 204/205/354 VERMONT			
	1.	•	
207/357 WESTERN 209 VAN NESS			EXTEND OWL TO WILMINGTON STATION
210/310 CRENSHAW		•	SERVE CRENSHAW STATION, NOT VERMONT STATION
211 PRAIRIE		ļ <u>.</u>	THE PROPERTY OF LAND ASSESSMENT
212 LA BREA			DROP NORTH OF HAWTHORNE STATION (SEE 213)
213 CRENSHAW STA RAIL	ECCUCU	•	EXTEND TO HAWTHORNE STATION
215 INGLEWOOD	EFEMEN		RELOCATE/EXTEND TO 106TH, PRAIRIE, INGLEWOOD
220 CULVER			DROP NORTH OF HAWTHORNE STATION
254 120TH		 	DROP SOUTH OF MARINA DEL REY
437 MARINA DEL REY EXPI		-	DROP ROUTE
438 HERMOSA - LA	KL33		
439 REDONDO LA		 	PERMIT CHANGED CONTAINS PREFERENCES
442 HAWTHORNE - LA			SERVE CULVER CITY VIA JEFFERSON
561 VAN NUYS EXPRESS			DROP ROUTE
576 PACIFIC PALISADES			DROP SOUTH OF FOX HILLS MALL (SEE 439)
608 CRENSHAW CONNEC	TION		USE CRENSHAW NOT WESTERN
625 WESTCHESTER RAIL FE			EXTEND TO MANCHESTER
629 LAX GREEN LINE SHU		100	EXTEND TO MANGRESTER
DASH SOUTH EAST			USE 54TH STREET, NOT SLAUSON/51ST STREET
DASH PUEBLO DEL RIO			OSC STITTSTREET, NOT SEAUSUMS 121 STREET
DASH LEIMERT SLAUSON			USE 54TH STREET NOT SLAUSON
DASH MIDTOWN			SOCUTION STALLS NOT SEAUSUR
DASH CRENSHAW			
DASH WATTS		•	EXTEND WEST ON 108TH/CENTURY TO BROADWAY
DASH WATTS NORTH		•	EXTEND EAST TO WILMINGTON
VEW LINES:			EVIEWS EVEL TO AMERING FOR
NORTH INGLEWOOD			30-MINUTE CIRCULATOR IN MARKET STREET AREA
508A MARINA DEL REY			REPLACES 108 AND 110 WEST OF FOX HILLS MALL
509 GREEN LINE SHUTTLE			REPLACES 108 AND 110 WEST OF FOX HILLS MALL
SOS CINCLES CHIC STICITE			VELEVOES LIA WIND SOA

- Add capacity to overcrowded lines;
- Improve service reliability through reductions in overcrowding, technology enhancements and increased road supervision.

Relative to the service deployed at the beginning of the study, September 1996, the proposed restructured Mid-Cities transit system will increase weekday revenue vehicle hours by 179 (5%), from 3,417 to 3,596 hours. The plan will also add 23 morning peak vehicles and 29 evening peak vehicles to the area's transit fleet. The additional hours and vehicles will increase Mid-Cities' annual operating costs by about \$3.5 million. Average weekday passengers will rise less than one percent from about 187,000 to 188,000.

Since the study was initiated, MTA has increased service on lines serving the Mid-Cities to comply with Consent Decree requirements. A preliminary update of the September 1996 baseline was undertaken to estimate the new level of service on the Mid Cities portion of routes serving the Mid Cities after the last service shakeup for which data is available (December 1997). The relationship of current service and proposed service is summarized in Exhibit 9.

The Consent Decree requires MTA to reduce loading standards in increments from 1.45 in 1996 to 1.2 in the year 2002. A loading standard of 1.2 means that a bus should not carry more than 120% of its seated load. For example, a bus with 43 seats could carry only 52 people (43 seated and nine standing) and still meet the 1.2 standard. Meeting this standard will require additional service and more vehicles as well as better operating strategies. To minimize cost, resources must be allocated where they will produce the biggest benefit. This restructuring plan will allow MTA to meet the Consent Decree loading standards in the Mid-Cities area by adding capacity where it is needed and by creating the operating strategies which will focus resources where they will produce the greatest good.

1.7 IMPLEMENTATION STRATEGIES

One of the key principles of the three-tiered approach is coordination. Routes will be designed to fit together well, serving the entire subregion. Schedules will be coordinated to facilitate transferring, which will increase mobility and minimize the transfer penalty. All three tiers are required for a complete system. To the extent that priorities can be set, the first tier is the most essential. This tier contains the core routes which bring transit service within the reach of most area residents. Next in importance is the third tier. These routes provide community circulation and bring riders to routes in the first tier. The second tier, while important,

EXHIBIT 9 PROPOSED MID-CITIES RESTRUCTURING STRATEGY FACT SHEET

SERVICE CHARACTERISTIC	PRESENT SYSTEM*	RESTRUCTURED SYSTEM	% INCREASE (DECREASE)
DAILY SERVICE HOURS	3,541	3,596	2%
P.M. PEAK BUSES	319	324	2%
NORTH-SOUTH LIMITED-STOP SERVICES	3	8	167%
EAST-WEST LIMITED-STOP SERVICES	2	5	150%
COMMUNITY CIRCULATORS	8	10	25%
OVERCROWDED LINES**	19	0	-100%
DAILY RIDERSHIP	187,350	188,300	1%***
ANNUAL OPERATING COST	\$63,500,000	\$64,300,000	1%

^{*}As of December, 1997.

^{**}Lines exceeding the Consent Decree year-2000 maximum load factor of 125% of seated capacity, averaged over the 20-minute peak period

^{***}Most of the added service will go to reducing overcrowding for existing riders.

Mid-Cities Bus Transit Restructuring Study: Executive Summary

supplements Tier 1 and bring bus service closer to many people. Constrained budgets should first fund Tier 1. Next, Tier 3 services should be funded, followed by those in Tier 2.

The most effective implementation strategy would be to implement all restructured lines in all three tiers at one time. The Sector improvements initiated by RTD in the 1970s were implemented in this way. After careful planning and extensive public education, the complete new system of services were begun all at once.

However, implementing the complete strategy in one effort presents institutional challenges, as very close coordination and cooperation is required between LADOT and MTA. It is also difficult financially, as the additional funds required may not all be available in a single year. Therefore, a two-phase strategy has been developed, based on fiscal restraints, Consent Decree requirements, and input from the Technical Advisory Group.

Phase One includes the following elements of the proposed strategy:

- cost-reduction measures that can be implemented unilaterally by a single transit operator;
- structural route changes to improve area coverage;
- new limited-stop services, and frequency improvements to local routes, to address Consent Decree overloading requirements routes were prioritized based on their degree of overcrowding, then added to Phase One until a net increase of 5% in revenue service hours relative to the September 1996 baseline was reached.

Phase Two includes the remaining elements of the proposed strategy, ie.:

- cost-reduction measures that require joint implementation between LADOT and MTA;
- new limited-stop services, and frequency improvements to local routes, to the remaining lines that do not meet the Consent Decree overloading requirements;

The implementation strategy is summarized in Exhibit 10.

Exhibit 10 PROPOSED IMPLEMENTATION PLAN

Recommended Improvements Transit Line	II >	More Frequent Local Service	Routing Changes
PHASE 1			
37 W. ADAMS			XTEND OWL SERVICE TO WEST LA TRANSIT CENTER
38 W. JEFFERSON		•	DROP OWL SERVICE
40 HAWTHORNE - LA		-	
42 LAX - LA		900	MOVE TO THE LINE 102 CORRIDOR
45/46/345 SOUTH BROADWAY 48 SAN PEDRO			
51 AVALON		1	
53 CENTRAL			
55 COMPTON		San	
102 EMEFFERSON		8 -	DROP WEST OF FIGUEROA (SEE 42)
105 VERNON	8 0		
108 SLAUSON			DROP WEST OF FOX HILLS MALL (SEE 608A)
110 GAGE		•	DROP WEST OF FOX HILLS MALL (SEE 608A)
115/315 MANCHESTER 117 CENTURY			Branch West of Sepulveda: A-to Lax, B-to Pershing
207/357 WESTERN		•	EXTEND OWL TO LAX TRANSIT CENTER
210/310 CRENSHAW		-	EXTEND OWL TO WILMINGTON STATION
211 PRAIRIE	1000		DROP NORTH OF HAWTHORNE STATION (SEE 213)
212 LA BREA		•	EXTEND TO HAWTHORNE STATION
213 CRENSHAW STA RAIL FEEDER	18 4495		RELOCATE/EXTEND TO 106TH, PRAIDITE TAGLEWOOD
215 INGLEWOOD			DROP NORTH OF HAWTHORNE STATION
220 CULVER			DROP SOUTH OF MARINA DEL REY
439 REDONDO - LA	.		SERVE CULVER CITY VIA JEFFERSON
442 HAWTHORNE : LA 561 VAN NILYS EXPRESS			DROP ROUTE
561 VAN NUYS EXPRESS 576 PACIFIC PALISADES			DROP SOUTH OF FOX HILLS MALL (SEE 439)
625 WESTCHESTER RAIL FEFDER		•	USE CRENSHAW NOT WESTERN EXTEND TO MANCHESTER
NEW LINES:			CALEND TO MANUFICIER
608A MARINA DEL REY			REPLACES 108 AND 110 WEST OF FOX HILLS MALL
			TO STORE TO PROPERTY OF TOX FILLS MINEL
			A STATE OF THE STA
PHASE 2			
56 WILLOWBROOK			NEW POLITE COURT OF VENUE
81 SOUTH FIGUEROA			NEW ROUTE SOUTH OF VERNON: PACIFIC-NADEAU-FIR
107 54TH			DROP SOUTH OF FIRESTONE BLUELINE STATION DROP ROUTE
119 108TH			DROP NORTH OF HAWTHORNE STATIONWEST OF 103RD STATION
204/ 205/354 VERMONT			THE PARTY OF THE P
206 NORMANDIE		•	
209 VAN NESS		•	SERVE CRENSHAW STATION, NOT VERMONT STATION
254 120TH			DROP ROUTE
DASH SOUTH EAST			USE 54TH STREET, NOT SLAUSON/51ST STREET
DASH LEIMERT - SLAUSON DASH WATTS			USE 54TH STREET NOT SLAUSON
DASH WATTS NORTH			EXTEND WEST ON 108TH/CENTURY TO BROADWAY
NEW LINES			EXTEND EAST TO WILMINGTON
607 NORTH INGLEWOOD			30-MINUTE CIRCULATOR IN MARKET STREET AREA
609 GREEN LINE SHUTTLE			REPLACES 119 AND 209
7,21,20,23,01,12			THE LINES IN SAINT ENS

Mid-Cities Bus Transit Restructuring Study: Introduction

1.0 INTRODUCTION

The Mid-Cities Bus Transit Restructuring Study began in 1996 as a follow-up to the 1993 Inner City Transit Needs Assessment Study. The City of Los Angeles Department of Transportation (LADOT), the lead agency, has been joined by the Los Angeles County Metropolitan Transportation Authority (MTA) in sponsoring the study. Other participants include the City of Inglewood, the Los Angeles County Department of Public Works and the Los Angeles Community Redevelopment Agency. LADOT engaged the services of the consulting team headed by the IBI Group to conduct this study.

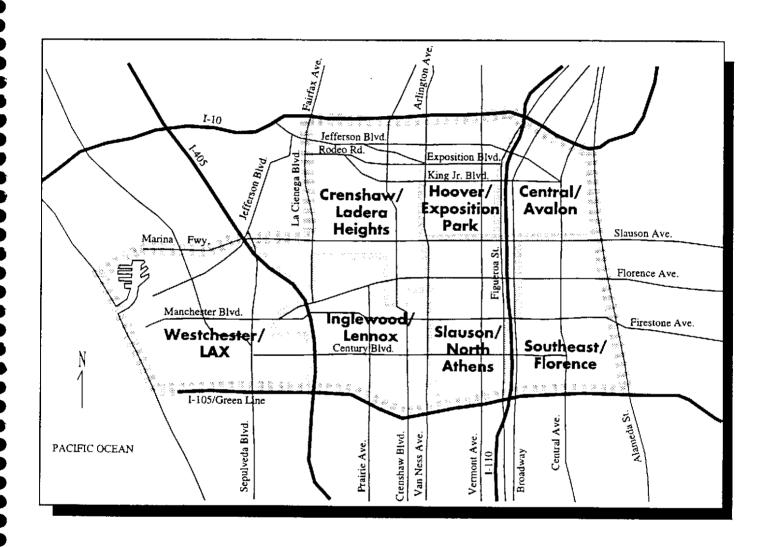
The MTA, in conjunction with local jurisdictions, is systematically studying the various subregions in its service area. The purpose of these restructuring studies is to identify reliable, safe and convenient transit delivery systems which will most effectively deploy transit resources in each subregion. The Mid-Cities area is the fourth subregion to be studied.

The study area, which is shown on Exhibit 1, is bounded on the south by the Glenn Anderson Freeway (1-105)/Metro Green Line; on the west by the Pacific Ocean and La Cienega Boulevard; on the north by Slauson Avenue and the Marina Freeway (SR 90) east of La Cienega Boulevard and the Santa Monica Freeway (I-10) west of La Cienega Boulevard; and on the east by Alameda Street. The study differs in some important ways from the study area of the predecessor study. The Inner City Study area was bounded by four freeways: the Santa Monica Freeway (I-10), the Harbor Freeway (I-110), the Anderson Freeway (I-105) and the San Diego Freeway (1-405). The current study area includes most of that area plus the area around Los Angeles International Airport. Also added is the area to the east of the Harbor Freeway, allowing the analysis to include the Metro Blue Line service. The area in the southeast quadrant of the junction of the Santa Monica and San Diego Freeways was included in the Inner City study area but was dropped from the current study. It was included in the study of the Westside.

1.1 STUDY GOALS

The overall goal of the study is to identify a reliable, safe, and convenient transit service delivery system that most effectively deploys transit services in the Mid-Cities area. The study sponsors and consultants understand that while transit budgets are fiscally constrained, the MTA must meet the commitments contained in the Consent Decree. These commitments will entail adding service to relieve overcrowding and managing its

STUDY AREA Exhibit 1



Mid-Cities Bus Transit Restructuring Study: Introduction

resources as effectively as possible to provide the most efficient and effective service.

More specific study goals include:

- Ridership Goal: Provide transit services that meet the mobility needs of people within the Mid-Cities area, and particularly those dependent on transit
- Operational Goal: Develop a transit system that is integrated with itself and other modes, and provides for both regional and local community needs
- Economic Goal: Improve the cost-efficiency and coteffectiveness of Mid-Cities bus transit service. Develop recommendations that can be implemented within prevailing funding constraints
- Coordination Goal: Develop an integrated transit system through an interactive, coordinated relationship with all Mid-City residents, employers, cities, school districts, transit operators, and other Mid-City stakeholders

1.2 STUDY APPROACH

The Mid-Cities Transit Restructuring Study progressed in four phases. Three rounds of public participation at the beginning, middle and conclusion of the study included focus groups and workshops with riders, non-riders, bus operators and other stakeholders. The key elements of the public participation program included: developing community profiles, conducting interviews with key stakeholders, and holding two rounds of community workshops throughout the study area. The purpose of the focus groups and workshops was to:

- Find out how bus riders were currently using the bus services
- Hear the riders' ideas about how to improve bus service
- Find out where riders would like to go but currently could not reach by bus

The Needs Assessment phase included the initial public input, rider survey, operator focus groups, analysis of existing services and operations practices, evaluation of market characteristics, identification of travel patterns and determination of unmet transit needs. In the next phase, Service and Operating Strategies, the study team developed, analyzed and evaluated alternative operating strategies. That analysis, after review by

the public and affected parties, was refined into a Transit Restructuring Plan in the fourth study phase.

2.0 NEEDS AND OPPORTUNITIES

The assessment of transit needs is the starting point for determining future directions for the LADOT and MTA bus services in the Mid-Cities area. The transit needs and opportunities for transit improvements identified in this report reflect the findings of an extensive public outreach program as well as detailed analysis by the consultant team.

2.1 MARKET CHARACTERISTICS

To better understand the differences and similarities of the communities making up the Mid-Cities, the study area was subdivided into seven districts (See Exhibit 1). These seven relatively distinct districts include four in the heavily populated, higher density area east of Arlington/Van Ness containing some 600,000 people, and three in the less populated, lower density area west of Arlington/Van Ness containing some 340,000 people. The characteristics of these districts are summarized in Exhibit 2 and are described below.

2.1.1 Central/Avalon District

This District contains the Central and Avalon areas of Los Angeles south of downtown bounded by the I-10, Figueroa, Slauson and Alameda. It houses some 131,000 residents at an average density of over 18,000 persons per square mile with the highest densities being in the corridor between Broadway and Avalon.

The District has a large Latino presence and one of the youngest populations in the Mid-Cities area with almost 37% of the population being under 18 years old. Almost 35% of the population live below the poverty line and have no car available.

The District has about 52,000 jobs concentrated in work places primarily in the Figueroa/Broadway corridor and along Washington Blvd. The major work places and attractors include three LA County offices, three health care centers, the Orthopaedic Hospital, Friedman Occupational Center, the Los Angeles Trade Technical College, Adams and Carver Middle Schools and Jefferson Senior High School, and about nine employers employing over 200 people.

The District's transit market base is currently some 14,000 people who make about 40,000 unlinked passenger trips on the Mid-Cities transit systems on a typical weekday, which is a market share of 10.7%. While this is one of the highest market

EXHIBIT 2 MID-CITIES WEEKDAY TRANSIT RIDERSHIP CHARACTERISTICS (1996)

MID-CITIES DISTRICT	POPULATION	PASSENGERS	MID-CITIES	MID-CITIES	MID-CITIES	MODAL.	EXTERNAL	TOTAL	REVENUE	TOTAL PASS	PM PEAK
	1	BOARDING	PASSENGERS	TOTAL	REVENUE	SPLIT	PASSENGERS	PASSENGERS	HOURS IN	PER	BUSES IN
		IN MID-CITIES	RETURNING	PASSENGERS	PASSENGERS		ENTERING	IN MID-CITIES	MID-CITIES	REV.HOUR	MID-CITIES
1. Central/Avalon	131,000	34,456	5,524	39,980	27,986	10.7%	3,495	43,475	515	84.4	45
2. Hoover/Exposition Park	152,000	40,881	6,414	47,295	33,107	10.9%	3,029	50,324	608	82.7	51
3. Crenshaw/Ladera Heights	158,000	20,474	3,680	24,154	16,908	5.4%	3,495	27,649	458	60.4	40
4. Florence/Watts	170,000	34,524	6,221	40,745	28,522	8.4%	1,631	42,376	651	65.1	58
5. Slauson/North Athens	123,000	27,746	4,121	31,867	22,307	9.1%	932	32,799	503	65.2	39
6. Inglewood/Lennox	139,000	21,603	2,333	23,936	16,755	6.0%	4,193	28,129	425	66.2	38
7. Westchester/LAX	60,000	8,738	360	9,098	6,368	5,3%	6,523	15,621	279	55.9	24
TOTAL	933,000	188,422	28,653	217,075	151,952	8.1%	23,297	240,372	3,439	69.9	295

shares in the County, it is low considering the transit dependency of the market. This is due in part to overcrowding on almost all of the MTA lines in the district which make it difficult to travel locally and to/from destinations in the Midcities area, and in part to the lack of direct service to Boyle Heights and East Los Angeles, northeast of the district, where there are unmet demands. The unmet demand is broadly estimated at 6,000 people or a 40% increase in ridership.

Main Travel Destinations	Total Trips	Transit Trips
Internal	14.7%	10.9%
Other Mid-Cities	26.8%	14.1%
Downtown	12.9%	46.7%
West LA	21.4%	19.9%
East LA	14.1%	4.7%

2.1.2 Hoover/Exposition Park District

This District contains the Normandie, Hoover/University Park, and Exposition Park areas of Los Angeles southwest of downtown bounded by the 1-10, Figueroa, Slauson and Arlington. It houses some 158,000 residents in one of the highest density districts in Los Angeles. It has an average population density close to 18,000 persons per square mile with the highest densities being around the University of Southern California and in the corridor between Vermont and Figueroa.

Almost 30% of the population live below the poverty line and have no car available. Around USC, the figure is almost 40% due to the student residents attending the university; university enrollment is about 13,500 students. There are a high number of young people and, except for one area, a low number of seniors in the district. The majority of seniors are located in Normandie in the corridor between Arlington and Western.

The District has low employment with some 36,000 jobs concentrated in work places primarily at USC and in the Figueroa corridor. The major work places and attractors include USC, Automobile Club of Southern California (AAA) offices, and Mount Saint Mary's College, MTA and LAPD division offices, Foshay and Muir Middle Schools, Widney High Schools, the Manual Arts Senior High and Adult Schools, and about five employers employing over 200 people.

The District's transit market base is currently some 16,500 people who make about 40,000 unlinked passenger trips on the Mid-Cities transit systems on a typical weekday, which is a

market share of 10.9%. If the ridership on the USC student bus services is taken account, the market share is likely close to 13%. This is still low considering the transit dependency of the market and is due in part to overcrowding on almost all MTA lines in the district which makes it difficult to travel locally. The unmet demand is broadly estimated at 3,000 people or a 20% increase in ridership.

Main Travel Destinations	Total Trips	Transit Trips
Internal	13.7%	5.2%
Other Mid-Cities	34.6%	23.5%
Downtown	7.4%	29.8%
West LA	27.3%	30.2%

2.1.3 Crenshaw/Ladera Heights District

This District contains the West Adams, Crenshaw, Baldwin Hills, Leimert Park, Hyde Park, Ladera Heights and Fox Hills Mall areas of Los Angeles County bounded by the I-10 on the north, Arlington Avenue on the east, the northern boundary of the City of Inglewood on the south, and I-405 and the eastern boundary of Culver City on the west. It houses some 158,000 residents at an average density of over 17,000 persons per square mile with the highest densities being in the corridor between Jefferson and the I-10 freeway in the north and in the Crenshaw corridor south of Slauson in the south.

The District has a large seniors population with 13% of the population being 65 years and older; they are concentrated primarily in the Leimert Park/Baldwin Hills/Ladera Heights area. Outside of the Fox Hills/Ladera Heights/Baldwin Hills area, about one-quarter of the population live below the poverty line and have no car available.

The District has low employment with some 43,000 jobs scattered uniformly throughout the district. The major work places and attractors include the Fox Hill and Baldwin Hills-Crenshaw Malls, Vencor Hospital, Audubon Middle School, Dorsey and Crenshaw Senior High Schools, Crenshaw-Dorsey Adult School, West Los Angeles College, and about six employers employing over 200 people.

The District's transit market base is currently some 8,500 people who make about 25,000 unlinked passenger trips on the Mid-Cities transit systems on a typical weekday, which is a market share of 5.4%. While this is one of the lowest market shares in the Mid-Cities area, it is consistent with the hilly terrain and low

density/high income nature of the western section of the district containing Ladera Heights and Baldwin Hills which have very low transit ridership. These areas have poor internal transit circulation and poor transit access to local activity centers such the Fox Hill and Crenshaw Malls. The unmet demand is broadly estimated at 1,500 people or a 20% increase in ridership.

Main Travel Destinations	Total Trips	Transit Trips
Internal	20.5%	5.8%
Other Mid-Cities	29.5%	23.3%
Downtown	3.2%	24.9%
West LA	34.9%	38.2%

2.1.4 Florence/Watts District

This District contains the Green Meadows and Watts area in the City of Los Angeles and the Florence area in Los Angeles County bounded by the Figueroa, Slauson, Alameda and I-105/Green Line. It houses some 170,000 residents at an average density of almost 15,000 persons per square mile with the highest densities being in the corridor between Florence and Manchester.

The District has a large Latino and African-American presence and one of the youngest populations in the Mid-Cities area with almost 39% of the population being under 18 years old. 37% of the population live below the poverty line and have no car available.

The District has very low employment with some 30,000 jobs concentrated in work places primarily north of Florence in Green Meadows. The major work places and attractors include US Postal Service and City and County offices, Watts Health Systems facility, the Bethune, Gompers, Markham, Drew and Edison Middle Schools, the Fremont, Locke and Jordan Senior High Schools, and the Jordan-Locke Adult School. Other than the government offices and Health Center, there are no employers employing over 200 people.

The District's transit market base is currently some 14,000 people who make about 41,000 unlinked passenger trips on the Mid-Cities bus systems on a typical weekday. If the use of the Metro Blue and Green Lines is taken into account, some 19,000 people use transit in the area which is a market share close to 11%. While this is one of the highest market shares in the County, it is still low considering the transit dependency of the market. This is due in part to concerns about safety and security

waiting for and riding the buses, and in part to the lack of local community services in the Florence area and the lack of direct/transfer-free service to/from the Carson/Long Beach areas south of the district where the majority of people want to travel. The unmet demand for bus service is broadly estimated to be a market of close to 7,000 people or a 50% increase in ridership.

Main Travel Destinations	Total Trips	Transit Trips
Internal	17.9%	5.2%
Other Mid-Cities	29.5%	31.6%
Downtown	2.7%	16.7%
West LA	9.4%	20.0%
South Bay	35.0%	21.4%

2.1.5 Slauson/North Athens District

This District contains the Slauson, South Vermont, and North Athens areas of Los Angeles bounded by Van Ness, Slauson, Broadway/Figueroa, and I-105/Green Line. It houses some 123,000 residents at an average density close to 14,000 persons per square mile with the highest densities being in the corridor between Vermont and I-110.

The District has a young populations in with almost 33% of the population being under 18 years old. Almost 25% of the population live below the poverty line and have no car available.

The District has low employment with some 11,000 jobs scattered uniformly throughout the district. The major work places and attractors include LA County offices, Los Angeles SW College, Harte Preparatory Intermediate and Washington Preparatory High School, Mann Middle School, and Crenshaw Christian Center.

The District's transit market base is currently some 11,000 people who make about 32,000 unlinked passenger trips on the Mid-Cities transit systems on a typical weekday, which is a market share of 9.1%. While this is a high market share, it is low considering the transit dependency of the market. This is due in part to overcrowding on the east-west lines in the lines in the district which make it difficult to travel locally and to/from destinations in the Mid-Cities area, and in part to the lack of direct service to the South Bay area where there are unmet demands. The unmet demand is an estimated 3,000 people or a 30% increase in ridership.

Main Travel Destinations	Total Trips	Transit Trips
Internal	12.2%	3.4%
Other Mid-Cities	44.4%	30.6%
Downtown	2.8%	24.0%
West LA	12.5%	24.5%
South Bay	17.0%	8.3%

2.1.6 Inglewood/Lennox District

This District contains the City of Inglewood and the Lennox area in Los Angeles bounded by I-405 and the western and northern boundary of Inglewood, Van Ness, and I-105/Green Line. It houses some 139,000 residents at an average density close to 12,000 persons per square mile with the highest densities being west of Prairie Avenue.

The District has a young population with 31% of the population being under 18 years old. While there is a low seniors population overall, there is a large concentration in the vicinity of the Daniel Freeman Memorial Hospital and in the Manchester corridor east of the central business district where over 30% of the population are seniors. About 15% of the population live below the poverty line and have no car available.

The District has relatively high employment with some 49,000 jobs concentrated in the central business district along Manchester Avenue. The major work places and attractors include LA County Sheriff's Office, City offices, Centennial and Daniel Freeman Hospitals, Los Angeles SW College, Watts Health Center, Crozier, Monroe and Lennox Middle Schools, Inglewood and Morningside High School, Northrop University, and nine employers employing over 200 people.

The District's transit market base is currently some 8,200 people who make about 24,000 unlinked passenger trips on the Mid-Cities transit systems on a typical weekday, which is a market share of 6.0%. This is a low market share considering the dependency of the market, and is due in part to the long headways on most of the transit routes in the district, and in part to the lack of direct service to the South Bay area where there are unmet demands. The unmet demand is broadly estimated at 3,000 people or a 40% increase in ridership.

Main Travel Destinations	Total Trips	Transit Trips
Internal	21.2%	15.4%
Other Mid-Cities	34.7%	22.7%
Downtown	1.9%	22.4%

West LA	14.3%	20.6%
South Bay	22.9%	13.2%

2.1.7 Westchester/LAX District

This District contains the Los Angeles International Airport, and the Marina Del Rey, Playa Del Rey, and Westchester areas in Los Angeles bounded by I-405 and the western boundaries of Inglewood on the east, Washington and the Marina Freeway on the north, the Pacific Ocean on the west, and the Imperial Highway on the south. It houses 60,000 people north of the Airport at a relatively low density of under 8,000 persons per square mile.

The District has a large working age population with only 17% of the population being under 18 years old. There is a large seniors population in The district concentrated in the Westchester area. Except for the Jefferson corridor in Marina Del Rey, The district is a relatively high income area with few transit dependents. In the Jefferson corridor, over 20% of the population are below the poverty line and have no car available.

The District has the highest employment in the Mid-Cities area with some 75,000 jobs concentrated in the Airport area (51,000 jobs) and the Marina Del Rey area (24,000 jobs). The major work places and attractors include the Department of Airport offices, US Postal Service plants, US Customs offices, LA County offices, Daniel Freeman Marina Hospital, Washington Medical Center, Loyola Marymount University, Marina Del Rey Junior High School, Saint Bernard High School, Westchester Senior High School, Wright Middle School, Westchester-Washington Adult School, LA County Sheriff's Office, City offices, Centennial and Daniel Freeman Hospitals, Los Angeles SW College, Watts Health Center, Crozier, Monroe and Lennox Middle Schools, Inglewood and Morningside High School, Northrop University, and 39 employers employing over 200 people.

The District's transit market base is currently some 3,200 people who make about 9,100 unlinked passenger trips on the Mid-Cities transit systems on a typical weekday, which is a market share of 5.3%. This is a low market share considering the employment concentrations in the district, and is due in part to the long headways on some of the transit routes in the district and the limited service in the residential areas north of Manchester, and in part to the lack of direct service to South

Bay where there are unmet demands. The unmet demand is broadly estimated at 500 people or a 15% increase in ridership.

Main Travel Destinations	Total Trips	Transit Trips
Internal	19.8%	10.8%
Other Mid-Cities	16.4%	12.9%
Downtown	5.5%	35.0%
West LA	14.3%	20.6%
East LA	8.5%	7.5%
South Bay	6.7%	1.8%

2.2 OUTREACH RESULTS

As part of the Study, an extensive public outreach program was conducted throughout the area to determine what people liked and disliked about the bus system and to identify improvement options for LADOT and MTA consideration. Twelve citizen workshops were held in various locations in the Mid-Cities area involving some 400 participants representing a cross-section of users and interested non-users; these were recruited from senior citizen associations, minority associations, employee groups, transit advocates and transit users. Coach operators were asked to complete a questionnaire and a cross section were invited to attend one of four focus group; 230 operators responded to the questionnaire and 40 participated in the focus groups. In addition, MTA surveys and records were examined for citizen opinions and improvement suggestions. The findings of the public outreach program are summarized in this section.

Exhibit 3 shows the main deficiencies in the routes based on stakeholders opinion, staff analysis and other sources.

MAIN POSITIVE ASPECTS

- general satisfaction with the structure of the local fixed routes and the coverage they provide in the Mid-Cities area;
- general satisfaction with the concept of community routes, although some of the routes need to be changed to reduce duplication of service;
- general satisfaction with the limited services, once users have become familiar with the service

EXHIBIT 3 MID CITIES TRANSIT RESTRUCTURING STUDY SUMMARY OF LINE DEFICIENCIES BY DISTRICT

					JCTURE O						(OPERATIO		
		SP		HEADWAYS	SLOW		PROD		VITY	OVER-	POOR	PASS	NO	SAFETY
		Starts	Finishes	Too Long	SPEEDS		(Pass			LOADED		UPS	SHOWS	INCIDENT
			Too Early	During Day		Peak	Day	Eve	Owl	BUSES	PERF.			
	CED ROUTES - DOWNTO	WN LINES			,								,	
	West Adams				1,3					2		•		
	West Jefferson				1				1.2	1,2,3	•			
	Hawthorne-King				6					1,2		•		
442	Hawthorne-Manchester													
42	La Tijera-King				7									
45/345	Broadway									1		•		
48	Maple				1					1	•			
51	Avalon									1,4	•	•		
53	Central				1					1,4		•		•
55	Compton									1			•	•
	Wilmington			1,4							•			
81	Figueroa									2				
OCAL FIX	ED ROUTES - EASTWE	ST LINES												
	Coliseum-Exposition	1,2,3		1,2,3	1,2				-		•			
105	Vernon	1,2,0		.,=,0	2,3					1	•	•	•	•
	54th Street			1,2,3,6	6					-	-		_	
	Slauson			0,0,3,1	1				_	1,2,3		•		
	Gage	6			<u> </u>			-		4				
	Florence	O		6.7	4,6			-		4.5				
	Manchester	7			4,6						•			_
				7				-		4,5,6.7			•	•
	Century	156		150	4,6					4,5,6,7				
	108th Street	4,5,6		4,5,6	4.6									
	Imperial	2117111111												
	ED ROUTES - NORTH/SO	DUTHLINE	S											
	Alvarado				2							•		•
	Vermont				2					2				•
	Normandie				5					2				
	Western									2				
	Van Ness	6		3,6							•			
	Vine-Crenshaw				3					3,6		•		•
	Prairie	6		6							•			
	La Brea				6						•		•	
215	Inglewood	6		6							•			
220	Culver-LAX	7		7		7								
254	Willowbrook	4		4										
TINUMMO	TY ROUTES													
	Southeast	1,2						T		1				•
	Pueblo Del Rio	1												•
	Leimert-Slauson	2.3			3									
	Midtown	3	3		3									
	Crenshaw	3	-		3	3	3		-					•
150/444	Crenshaw Connection				3	<u> </u>	-	-						
	Watts	4	4		J			-		4				•
	Watts North	4	4	4		4	4			4				
	ER ROUTES	4	4	4		4 1	4							
	Crenshaw Sta.Shuttle	c T		т	6	^ 1	c 1	1	-		1			-
		6			6	6	6	-						
	Westchester Shuttle					7	7	-	_					
	LAX Shuttle													
XPRESS F														
	Marina Del Rey	7	7											
	Playa Del Rey	7												
	LAX Express	7		3,7	7									
	Van Nuys Express	7		7	7								•	
576	Pacific Palisades										•		-	

The figures in the columns show the district the deficiencies occur:

District 1 Central/Slauson
District 2 Hoover/Exposition Park
District 3 Crenshaw/Ladera Heights
District 4 Florence/Watts
District 5 Slauson/North Athens
District 6 Inglewood/Lennox
District 7 Westchester/LAX

The circle
indicates that the deficiency affects the whole route and is not confined to one district.

MAIN NEGATIVE ASPECTS

- overloading, pass-ups, and gaps in the service are a major problem on most local fixed routes east of Crenshaw create behavioral problems on the buses and increase safety and security incidents;
- general perception that the buses are not being operated very well; runs not pulling out because of a lack of buses, routes not being supervised, frequent breakdowns;
- general perception that walking to and waiting at bus stops is unsafe, especially at night;
- increasing fear of being harassed on the buses by other passengers, and concern that there are not enough transit police riding the services;
- little or no marketing of the types of services offered, bus schedules and route information both difficult to comprehend and to obtain.

GENERAL IMPROVEMENT SUGGESTIONS

- greater use of limited stop services;
- shortening the routes, including breaking them at the Green and Blue Line Stations, to improve schedule adherence and overloading;
- operate more community services, particularly west of Crenshaw focused on the malls, and north of the Green Line in the Route 119 corridor focused on the Green Line Stations;
- coordinate and integrate all local fixed routes and community services to eliminate competing service areas and provide better interfaces;
- give more attention to safety at bus stops particularly in isolated areas, and have a more police riding the buses

2.3 ROUTE PERFORMANCE

The operating characteristics of each route and its line segments were reviewed by the consultant team. Detailed information about current operating characteristics can be found in two earlier project reports: "Deliverable 3B Transit

Service Line Segment Analysis" (January 1997) and "Report on Needs and Opportunities" (March 1997). "Deliverable 3A: Transit Service Characteristics and Standards" (December 1996) included descriptions of the service standards used by the MTA. LADOT is in the process of developing service standards. Guidelines for achieving goals and standards are grouped into five broad categories: convenience, reliability, comfort, efficiency and financial.

The deficiencies in the bus system were determined by the extent that the routes and the services on the routes adhered to the MTA's established service standards, and by the opinions of the various stakeholders in the system. The following guidelines, based on MTA's current Consolidated Transit Service Policies (CTSP) and supplemented by consultant experience and industry practices were used for the analysis. Guidelines not based on the CTSP are denoted by an asterisk*. The characteristics and performance-to-standard of the bus routes in each District of the Mid-Cities area are summarized in Exhibit 4. Deficiencies fell into two main areas: schedule adherence problems, and overcrowding and pass-ups.

2.3.1 Convenience Guidelines

To achieve this goal, the objective should be to provide a transit system that will enable most residents in the developed areas of Los Angeles County to be within reasonable walking distances of bus routes offering acceptable levels of service during weekdays and weekends. For these objectives, the following system guidelines are recommended.

Headway Guidelines

To provide a maximum interval between buses of 30 minutes or better during peak weekday periods and 60 minutes or better during all other periods and days.

Span of Service Guidelines*

To operate the bus routes so that a passenger boarding a bus anywhere in the system between the hours of 6:00 a.m. and 6:00 p.m. on weekdays, and between the hours of 9:00 a.m. and 6:00 p.m. on weekends can complete the trip within the service area of the bus system.

EXHIBIT 4 MID CITIES TRANSIT RESTRUCTURING STUDY ROUTE PERFORMANCE BY DISTRICT

	ROUTE AND DISTRICT	HRS. OF SERVICE Weekdays	Start	N (1) Finish	Max PM Peak	Max Midday	AVG SPEED PM Peak	Max PM Peak	Max Late Eve	Max. Owl	MAX LOAD PER BUS PM Peak	Early		PASS UPS (2)	SHOV (2)
CAL EL	STANDARD XED ROUTES - DOWNTOWN LINES		6:00am	6:00pm	30	30	12.0	30	20	20	125	5	10	0	0
37	WEST ADAMS BLVD		T	r -	1	-						4	7	4	
	Crenshaw/Ladara Hts	19			8	24	10.0	130	75	26	67		1		
	Hoover/Exposition Park	24			8	12	11.5	322	131	33	137				
	Central/Avaion	24			8	12	5.0	248	77	21	123				
38	WEST JEFFERSON BLVD					40.55						7	14	1	2
	Crenshaw/Ladara Hts	18			15/18	18/20	12.5	297	57		142		1		
	Hoover/Exposition Park Central/Avalon	24			15/18	18/20	12.4	222	61	8	151		1		
40	HAWTHORNE-M.L. KING	24			15/18	18/20	5.0	309	75	16	151	3	44		-
40	Inglewood/Lennox	24			7	10	9.7	122	100	56	121	3	14	6	3
	Crenshaw/Ladara Hts	24			7	10	12.0	218	176	92	95		1		
	Hoover/Expo Park(40/42)	24/17			5	7/10	12.5	365	123	82	130		1		
	Central/Avalon (40/42)	24/17			5	7/10	13.5	425	153	150	149				
442	HAWTHORNE-MANCHESTER														4
	Inglewood/Lennox	5			19		10.5	47					1		
	Slauson/North Athens	5			19		28.2	85					1		
10	Hoover/ExpositionPark	5			19		14.6	49							
42	LA TIJERA-M.L.KING													1	2
	Westchester/LAX Crenshaw/Ladara Hts	17			28/30	26/30	10.5	103	96		107				
6/345	BROADWAY	17			28/30	25/30	15.4	187	132		93		_		
1/343	Florence/Watts	24			7	10	100/100	457		-00		4	5	2	
	Central/Avalon	24			7	10	12.0/18.0	157 121/70	55 43	32 34	151				
48	MAPLE AVENUE				-	10	12.4/13.3	1211/0	40	34	131	5	14	1	6
.~	Florence/Watts	14			7/10	24	12.0	124	20		109	"	14	- 1	,
	Central/Avalon	20			7/10	24	9.5	169	33		170				
51	AVALON BLVD				7,10		3.3	103	55		170	6	12	5	4
-	Florence/Watts	17			5	11	13.2	317	111	140	91	"		"	"
	Central/Avalon	24			5	11	12.9	283	80	66	163				
53	CENTRAL AVE.											2	13	7	1
	Florence/Watts	20	1 0 1		8/10	15	13.3	185	129	42	126	2			
	Central/Avalon	24			8/10	15	10.4	180	151	176	144				
55	COMPTON AVE.											5	9	1	4
	Florence/Watts	24			8/20	15/17	12.0	234	107	53	98				
	Central/Avaion	24			8/20	15/17	11.7	161	59	31	146				
56	WILMINGTON AVE.					11,000		173.71				4	18		
	Florence/Watts	15			40	60	14.6	51			46	1			
	Central/Avalon	15			40	60	12.5	84			56				
81	FIGUEROA ST.					The same		775				6	8	5	
	Slauson/North Athens	19			7/10	13/15	13.4	112	55		105				
'ΔI FI	Hoover/Exposition Park KED ROUTES - EAST/WEST LINES	19			7/10	13/15	12.4	231	86		137				
	COLISEUM/EXPOSITION											a 1	47		
UZ	Crenshaw/Ladara Hts	14	6:14WB		35/40	50	11.6	85			60	2	17		
	Hoover/Exposition Park	14	6:10WB		35/40	50	11.0	105			58	1			
	Central/Avalon	14	5:07WB		35/40	50	10.5	52			49	/ 1	1		
05	VERNON AVE.											3	22	8	6
	Crenshaw/Ladara Hts	19			8/11	15	10.0	362	3		105		-		
	Hoover/Exposition Park	24			8/11	15	7.5	187	88	80	126				
	Central/Avalon	24			8/11	15	11.7	216	64	27	149				
07	54TH STREET											5	27	1	3
	Inglewood/Lennox	16			60	60	10.7	61		- 1	37				
	Crenshaw/Ladara Hts	16			60	60	17.5	96			44		1		
	Hoover/Exposition Park Central/Avalon	16			60	50	14.0	150		- 1	60				
08	SLAUSON AVE.	16		-	60	50	13.8	143			56		- 20	_	
	Westchester/LAX	17			1.4	20	106		20		5.0	6	26	5	3
	Crenshaw/Ladara Hts				14	20	12.5	89	39	1	58				
	Hoover/Exposition Park	17		- D	14	20	14,3 13.3	141 383	138 286	1	126 149	1			
	Central/Avalon	17			14	20	10.6	315	240	- 1	198				
	GAGE AVE.											5	14	1	6
	Westchester/LAX	15			16/20	30	14.2	23			19				,
	Inglewood/Lennox	15	6:06WB		15/20	30	13.5	75			74	1		1	
	Slauson/North Athens	15	30.00		16/20	30	14.7	133			109	1			
	Florence/Watts	15			16/20	30	14.5	152			149			-	
	FLORENCE											4	15	3	3
	Westchester/LAX	17			31/38	48	15.6	178		- 1	91			1	
	Inglewood/Lennox(111/112)	24			8	48	10.9	480	159	85	81		1		
	Slauson/N.Athens(111/112)	24/15	ĺ		8	12	13.3	267	82	64	128				
	Florence/Watts (111/112)	24/15			8	12	9.7	211	75	47	184				
	MANCHESTER AVE		C.001115			15					100	3	12	3	6
	Westchester/LAX Inglewood/Lennox	17 17	6:30WB		9	49	14.4/18.0	533	91		165				
	Slauson/North Athens	17			9	15 15	16.2	295	108	ĺ	160				
	Florence/Watts	17			9	15 15	15.0 11.5/18.9	137	162		172	1			
	CENTURY BLVD.	17			3	13	11.3/16.9	13/	91	-	165	2	11	2	^
	Westchester/LAX	20			18	20	16.0	257	296		133	4	1.1	2	2
17		20			18	20	9.5	140	73		151			- 1	
17	Inglewood/Lennax	20			18	20	12.0	293	144		142				
17	Inglewood/Lennox Slauson/North Athens	20			18	20	10.6	243	75		151	- 1			
17		20					-	-	-	-		3	15		
17	Slauson/North Athens Florence/Watts 108TH STREET														
9	Slauson/North Athens Florence/Watts 108TH STREET Inglewood/Lennox		7:13WB		60	60	10.7	55			37				
9	Slauson/North Athens Florence/Watts 108TH STREET Inglewood/Lennox Slauson/North Athens	20	7:04WB		60 60	60	10.7 12.0	55 62			37 32				
17	Slauson/North Athens Florence/Watts 108TH STREET Inglewood/Lennox Slauson/North Athens Florence/Watts	13													
19	Slauson/North Athens Florence/Watts 108TH STREET Inglewood/Lennox Slauson/North Athens Florence/Watts IMPERIAL HIGHWAY	13 13 13	7:04WB		60 60	60 60	12.0 7.1	62			32	3	18		
19	Slauson/North Athens Florence/Watts 108TH STREET Inglewood/Lennox Slauson/North Athens Florence/Watts IMPERIAL HIGHWAY Westchester/LAX	20 13 13 13	7:04WB		60 60 20	60 60	12.0 7.1 17.3	62 55 70	31		32 44 44	3			
19	Slauson/North Athens Florence/Watts 108TH STREET Inglewood/Lennox Slauson/North Athens Florence/Watts IMPERIAL HIGHWAY	13 13 13	7:04WB		60 60	60 60	12.0 7.1	62 55	31 44 59		32 44	3			

⁽¹⁾ This column only shows the span of service when it does not agree with the standard(2) These columns show the reported incidents of passengers left at stops, and buses not showing and late arriving at stops.

EXHIBIT 4 (Contd) MID CITIES TRANSIT RESTRUCTURING STUDY ROUTE PERFORMANCE BY DISTRICT

	ROUTE AND DISTRICT	HRS. OF SERVICE	Start	N (1) Finish	HEAD Max	WAY Max	AVG SPEED		Max Late	Max.	MAX LOAD PER BUS	% ON Early	Late	PASS	NO
		Weekdays			PM Peak	Midday	PM Peak	Peak	Eve	Owl	PM Peak			(2)	(2)
	STANDARI		6:00am	6:00pm	30	30	12.0	30	20	20	120	2	10	0	0
	IXED ROUTES - NORTH/SOUTH LINES											- 1		1 -	
200	ALVARADO ST. Hoover/Exposition Park	19			8	10	10.7	75	25		79	6	11	5	2
204/354	VERMONT AVE.											2	9	2	3
	Slauson/North Athens Hoover/Exposition Park	24			4	5	12.6/21.0	258 235	92 103	33 45	100				
206	NORMANDIE AVE.	24	-		4	3	10.0/20.0	235	103	40	128	5	8	3	2
200	Slauson/North Athens	19			12	16	7.1	51	19		121	3	0	3	-
	Hoover/Exposition Park	19	1		12	16	12.4	205	38		135				
207/357	WESTERN AVE.									-		7	11	2	3
	Slauson/North Athens	24			6	17	12.0	178	46	34	116				
	Hoover/Exposition Park	24			6	8	12.0/18.0	251	89	61	149				
209	VAN NESS AVE.	100			****		1125					8	12		1
	Inglewood/Lennox	14	6:08SB		35/40	45	15.0	105			63				
210/310	Crenshaw/Ladara Hts VINE-CRENSHAW	14			35/40	45	13.7	67			49	4	13	9	3
210/310	Inglewood/Lennox	21			7	14	12.4/19.1	170	116		167	4	13	9	3
	Crenshaw/Ladara Hts	21			7	14	10.5/14.0	177	160		188				
211	PRAIRIE AVE.						10.0/14.0				.30	3	16	1	
	Inglewood/Lennox	14	6:30NB		30	60	13.5	63			95				
212	LA BRAE AVE.											12	9	1	5
7.00	Inglewood/Lennox	21			9/13	19	8.2	130	87		93				
	Crenshaw/Ladara Hts	21			9/13	19	15.4	110	70		109				
215	INGLEWOOD AVE.											3	16		
	Inglewood/Lennox	14	6:04SB		60	60	13.0	80			35				
220	CULVER - LAX					7.	.0.4					2	14		5
nr i	Westchester/LAX	14	6:30N/SB		60	60	19.9	24			46				
254	WILLOWBROOK	1	CANCE		40		400		1			3	14		
COMMUNIC	Southeast L.A./Florence	14	6:10SB	- 1	40	60	13.0	111			121				
DASH	SOUTHEAST							-		_					
27011	Hoover/Exposition Park	11.5	5:30am		30	30	13.0	60			106				
	Central/Avalon	11.5	6:30am		30	30	12.7	82			126	-			
DASH	PUEBLO DEL RIO														
	Central/Avalon	11.5	6:30am		10	10	12.0	48			31				
DASH	LEIMERT-SLAUSON														
	Crenshaw/Ladera Hts	11.5	6:30am		25	25	9.4	48			73				
	Hoover/Exposition Park	11.5	6:30am		25	25	13.1	66			102				
DASH	MIDTOWN						100								
DASH	Crenshaw/Ladera Hts	10.5	7:00am	5:30pm	30	30	8.9	35			65				
JASH	CRENSHAW		7.00		-00										
608	Crenshaw/Ladera Hts CRENSHAW CONNECTION	11	7:00am		30	30	10.8	20			44			_	
600	Crenshaw/Ladera Hts	11.5			30	30	7.7								
DASH	WATTS	11.5			30	30	1.1								
	Florence/Watts	10.5	7:00am	5:40pm	20	20	12.7	55			141				
DASH	WATTS NORTH														
	Florence/Watts	10.5	7.00am	5:30pm	35	35	15.6	18			42				
RAIL FEEL	DER ROUTES														
213	CRENSHAW STA, SHUTTLE	16	6:30SB		15	30	10.8								
	Inglewood/Lennox														
625	WESTCHESTER SHUTTLE	8			25	1	14.7					- 1			
629	Westchester/LAX LAX SHUTTLE	10				- 10									
629	Westchester/LAX	18			9	12	12.0								
XPRESS	ROUTES														
437	MARINA DEL REY								1						
	Westchester/LAX	3.5	5:20NB	5:50SB	30		18.0	52			87				
438	PLAYA DEL REY														
N 199	Westchester/LAX	3.5	6:17NB		30	1	44.0	176	11,000		52				
439	LAX EXPRESS											6	12	2	3
	Crenshaw/LadaraHts.	16			30/35		15.1	88	40		98				
	Westchester/LAX	16	6:11SB		30/35	51	10.5	86	49		91				
	VAN NUYS/LAX EXP		No access											2	4
	Westchester/LAX	18	6:45SB		60	60	12.0					-			
	DA CIFIC DAL ICADEC														2
576	PACIFIC PALISADES Hoover/Exposition Perk	5			24		18.0	40			100	23	11	1	

⁽¹⁾ This column only shows the span of service when it does not agree with the standard.
(2) These columns show the reported incidents of passengers left at stops, and buses not showing and late arriving at stops.

Transfer Wait Time Guidelines*

Maximum wait time at transfer points should not exceed 10 minutes if there are 200 or more daily transfers.

2.3.2 Reliability Guidelines

To achieve this goal, the objective is to ensure that the scheduled service (the service published in the public timetables) is dispatched and operated on-time to the extent possible considering the traffic conditions. For this objective, the following system guideline is recommended.

On-Time Guideline

To operate the bus services so that 90% of all trips leaving any time point will be no later than 5 minutes or 10% of the headway of the line whichever is greater, and 98% of all trips will be no earlier than 2 minutes ahead of their scheduled time excepting the terminal time.

2.3.3 Comfort Guidelines

To achieve this goal, the objectives are to provide a pleasant and safe riding environment for transit patrons on the buses, and passenger amenities at major bus stops. For these objectives, the following system guideline is recommended.

Loading Guideline

To operate the bus services on the routes so that maximum passenger loads per bus, on average, do not exceed 120% of the seating capacity on local, rail feeder and community circulator service during peak periods; 100% of the seating capacity on local, rail feeder and circulator services during all other periods, and 100% of seating capacity of express service during all periods of operation.

2.3.4 Efficiency Guidelines

To achieve this goal, the objectives are to provide local, express, rail feeder, and circulator services in a financially-sound manner to serve target markets at a reasonable cost.

The overall amount of service provided in the County is established by the 50% cost recovery target. The efficiency guidelines presented here reflect this financial target and provides the criteria for tailoring transit services to the demand within the budget constraints defined by the target.

For this objective, the following guidelines are recommended.

System Performance Guideline*

The bus system, as a whole, should achieve a minimum ridership performance of 55 boarding passengers revenue bus hour. Individual routes and service types can have lower utilization levels provided that, as a system, they meet this minimum system guideline.

Line Performance Guideline*

Individual lines should achieve the following minimum ridership performance, expressed in passengers per hour.

	Community	Local Fixed	Express
	Services*	Routes	Services
Peaks	15	30	25
Midday/Weekend	s 10	25	20
Nights	10	20	15

2.3.5 Financial Guidelines

Operating Ratios

Passenger and related revenues will cover:

- 50% of system average costs on weekdays
- 40% of system average costs on weekends
- 30% of system average costs on nights.

Maximum Subsidy per Passenger

Local Lines - twice the system average subsidy per passenger Express Lines - 2.5 times the system average subsidy per passenger

Maximum Subsidy per Revenue Bus Hour

Three times the system average subsidy per revenue bus hour.

2.4 NEEDS AND OPPORTUNITIES

A market analysis indicates that there are several factors that are affecting the performance of the Mid-Cities transit systems and their ability to respond to changing market conditions in the Mid-Cities area. This section examines the future prospects for the target markets of bus services, explores the barriers and constraint to transit improvements, identifies the elements of the bus system that needs improvement, and reviews the improvement opportunities suggested by passengers and other stakeholders.

2.4.1 Future Prospects

Demographic trends and the structure and operation of the transit services are contributing to a decline in ridership and a loss of market share for the Mid-Cities transit systems. Also, high unemployment and growing poverty levels in the Mid-Cities area have caused fewer trips to be made. Overcrowded buses, gaps in service and slow bus speeds also contributed to the ridership decline. The study team reviewed the performance of 43 of the 56 routes serving the study area and found that loads on two-thirds of the routes exceeded the year 2000 Consent Decree loading standards at least some of the time. Over the past five years, transit ridership has dropped almost 20% on the MTA routes in the Mid-Cities area. While some ridership has switched to the DASH services, there is an overall loss of transit ridership of about 4% per annum as well as a loss of market share considering that the population has been increasing at the rate of about 1% per annum over the past five years.

The drop in ridership and market share has been occurring for some time, consistent with the thinning of the transit services in the area; the revenue vehicle hours provided by the present transit services of MTA/LADOT in the Mid-Cities area are 13% less than the revenue vehicle hours provided in 1990. The thinning of the transit services has caused a loss of both choice and captive riders on the transit system. As the economy improves over the next five years, transit ridership will also improve, although it is unlikely that it will return to its prerecession levels without some fundamental changes to the way transit services are delivered in the Mid-Cities area.

Transit's main markets in the Mid-Cities area will continue to be those people who do not have a choice and are captive to the transit system. While the general aging of the population is shrinking transit's traditional captive market, continued immigration to the area, high birth rates, high unemployment

and low income levels will keep Transit's target markets at high levels for some time. Transit's target markets are young people under 18 years old, students attending the high schools, colleges and universities in the area, seniors over 64 years of age, and adults living below the poverty line without access to a car. These markets constitute almost one-half the population of the Mid-Cities area or about 450,000 people. The transit system has captured about 15% of this market. Transit could attract a significantly higher proportion of the market with better service.

2.4.2 Barriers and Constraints

There are a number of factors that will affect the penetration of these target markets by the bus systems. LADOT and MTA have a considerable amount of control over how the transit market is to be served and the extent to which ridership grows, levels-off or continues its downward trend. The main barrier is constraints on transit budgets. If there were no constraints, the simple addition of more frequent and more reliable bus services in the Mid-Cities area would accommodate a substantial increase in transit ridership, as there is considerable unmet demand in the area. The current overloading, gaps in the service and pass-ups are discouraging even the captive riders from using the transit system.

Future transit ridership in the Mid-Cities area will be affected by:

- Factors BEYOND CONTROL of LADOT and MTA including:
 - the economy
 - the demographics of the population (age, ethnicity, poverty level)
 - growth and development of population and employment
 - travel patterns and propensity to use transit
 - school district transportation policies
 - delays at rail crossings
 - physical barriers to transit (walled/gated communities, hilly terrain)
 - bus stop safety
 - passenger behavior

- Factors WITHIN CONTROL of LADOT and MTA including:
 - financial constraints on transit capital and operations
 - structure of the routes and services
 - coordination of multiple operators (services, fares and information)
 - scheduling and operations control
 - bus maintenance
 - priority treatments to increase bus operating speeds
 - on-bus safety and policing
 - public education/marketing
 - operator behavior

2.4.3 Needs and Opportunities

The challenge is to find ways to meet the needs without putting an undue burden on the transit budgets. The focus groups, surveys and line segment analysis provided some important insights into what the needs are and what opportunities are available to satisfy the needs in the Mid-Cities area. The opportunities focus on meeting the basic needs of Mid-Cities riders and making the transit system more reliable, convenient and safer. In other words, getting "back to the basics". Improvement suggestions fall into five categories:

Route Structure

- Some routes are too long for control purposes and could be broken at the Blue and Green Line Stations;
 - Owl service should be improved to form a basic skeleton route structure touching all districts;
 - Opportunity to develop a basic core grid system of routes which would have local and limited routes and owl services. In times of constraint, resources could be concentrated in the core system to give priority treatment for buses and improved control practices to reduce overloading and slow operation; In times of constraint, the other local fixed routes could become secondary routes focussed on the core system and not necessarily operating the full length of the service area. Some could become community routes.
- Crenshaw and LAX community routes need to be restructured:
 - There should be more community routes west of Crenshaw focused on the Crenshaw and Fox Hills

- Malls, particularly in the Baldwin Hills and Westchester areas;
- Some requests for improved community services on the eastern fringes of the service area, particularly Florence and Huntington Park;
- Opportunity to develop a "family of community routes" that supports the basic core system including secondary local fixed routes, community circulators, paratransit services; these would expand or contract based on the economy (the objective would be to keep the core system going at all costs).
- Riders want more limited services, but there is no enthusiasm for more "L" shaped services.
- Priority on street would improve speed for both local and longer distance travelers.

Service Levels

- Expand the span of service on LADOT routes to match the MTA service.
- Regularize headways to make it possible to have timedtransfer connections at main transfer points;
 - Add service to relieve overcrowding
 - Opportunity to develop more consistency in spans and headways if a basic core system was developed; the core system's limited services could be interfaced on a timed-transfer basis.
- Improve schedule adherence

Operations

- Lack of line supervisors to monitor and control the
 operation of the routes was singled out by the operators as
 the main reason for the poor on-time performance of many
 of the routes, and for the gaps in the service that are
 occurring; the gaps contribute to the overloading and passups.
- Operators advise that some runs (particularly trippers) are being canceled for a lack of buses; this contributes to the overloading and pass-ups.
- Operators advise that the buses are failing quite frequently on the Mid-Cities MTA and LADOT routes; the response

to road calls is apparently slow which creates major gaps in the service.

Safety and Security

- Passengers and operators suggest having more uniformed police riding the buses, particularly in high crime areas.
- More reliable service and better connections would reduce time people have to wait at stops, particularly at night;

Marketing

- Provide large route maps and schedules at transit centers and major passenger areas; improve signage at the centers.
- Riders suggest posting schedules at selected bus stops and time points.
- Expand public outreach programs to educate the public on the different transit services and how to use the various services.

Mid-Cities Bus Transit Restructuring Study: Recommended Strategies

3.0 RECOMMENDED RESTRUCTURING STRATEGIES

The public outreach program, market analysis and needs identification provide strong evidence that a restructuring of the transit system is required to meet the growing and changing needs of Mid-City residents within the financial constraints of the City and MTA. The objective should be to restructure Mid-Cities transit services and operations according to the needs of the market, the requirements of the Consent Decree and the fiscal priorities of LADOT and MTA.

3.1 TYPES OF SERVICE

Trip making in the Mid-Cities area, the region and across the country is becoming both more localized and less centered on downtown. Still, the best way to provide transit services to the Mid-Cities area is to maintain and improve the grid system. which has served the area for years. Grid systems have advantages and disadvantages. The main advantage is that riders can gain access to a large number of destinations within the service area. The main disadvantage is that many riders are forced to transfer to reach their final destination. In order for the Mid-Cities grid system to work well, it must be strengthened and supported. To use the grid system as the basis for transit restructuring, MTA must make a commitment to meet service standards that will ensure that the grid will work better than it does now. Sufficient service must be provided to carry the waiting passengers. Schedules must be kept so that transfers can be made with a minimum of waiting.

While meeting the requirement of the Consent Decree will cause costs to increase, this restructuring plan will keep cost increases under 5%, or 1-3% per annum during the next three to five years. To keep cost increases to this minimum level, a layered approach to service delivery is suggested, consistent with the increasing decentralization of travel in the region and the need to have better circulation within communities. A layered, three-tiered approach to restructuring existing transit will be responsive to regional and local travel needs as well as the Consent Decree.

A three-tiered approach is not new. The Southern California Association of Governments has included this approach in its Regional Transportation Plan (RTP) since about 1989. The 1994 RTP stressed the three-tiered approach as the basis for the provision of transit service throughout the six-county region. The 1997 RTP continues to stress the three-tiered approach. Recently, the MTA staff developed a Bus System Vision, which calls for MTA to adopt a three-tiered approach to providing transit services.

Mid-Cities Bus Transit Restructuring Study: Recommended Strategies

As illustrated in Exhibit 5, this multi-tier approach consists of:

Tier 1

The core service of basic routes which provide standardized, direct service in major corridors. These high-demand, high-frequency routes form a grid with routes often (but not always) about one mile apart. This tier includes both local and limited-stop services. Limited-stop services will be enhanced and upgraded into a network of routes to provide faster service to longer-distance travelers. Owl service on this set of lines is included in Tier 3.

Tier 2

Community Connectors which serve inter-community (subregional) travel. This routes fill in the gaps between routes in Tier 1. Service levels are based on performance. The higher the demand, the greater the amount of service. If there is insufficient constituency for a route, it will be dropped.

Tier 3

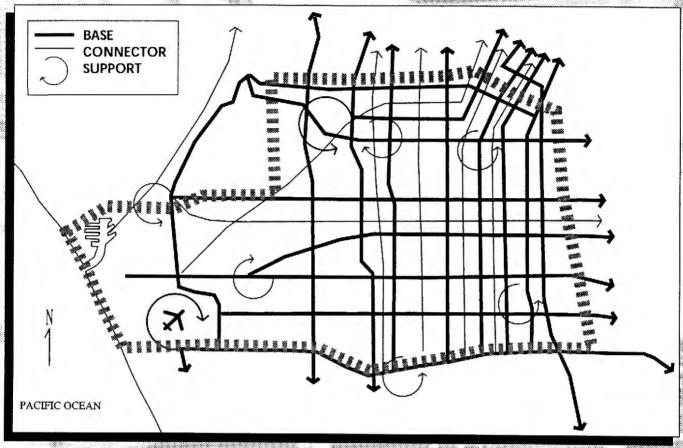
Local services, including shuttles, circulators, feeder services and demand-responsive services to provide local transportation and feed Tier 1 and Tier 2 services. Also included in this tier are the evening and late night services on routes in Tier 1. Because of reduced demand during this time period, riders might be best served with smaller buses, smart shuttles or route deviation services. Service levels in this tier are also based on performance.

3.2 SERVICE SRATEGIES

An improved Tier I would include a stronger grid system of routes in major corridors. This tier would have a base network of local and limited-stop routes covering the entire Mid-Cities area. To meet Consent Decree service standards, buses would be added in high-demand corridors to increase capacity, which would reduce overcrowding and pass-ups. Faster, more reliable through service would be provided on a network of limited-stop services. This network would include both east-west and northsouth routes operating on headways of 15 minutes or better during peak times. Through technology enhancements (such as signal pre-emption) and increased supervision, this network of limited-stop services will provide reliable service which will save time for the longer-distance traveler. Taking the longerdistance travelers off the local lines will help reduce overcrowding on those lines, making them easier to operate and keep on schedule.

Tier 2 would provide a grid of routes in secondary corridors to supplement for the first tier of services. This tier would bring transit service close to much of the population. These

Exhibit 5 PROPOSED RESTRUCTURING STRATEGY



FIRST TIER	BASE ROUTES	HIGHEST PRODUCING ROUTES HIGHEST FREQUENCY SERVICE FORMS A ONE-MILE GRID NETWORK LOCAL AND LIMITED-STOP SERVICES
SECOND TIER	COMMUNITY CONNECTORS	FILLS GAPS IN BASE ROUTES WITH BASE ROUTES, FORMS A HALF-MILE GRID FREQUENCY BASED ON DEMAND
THIRD	LOCAL ROUTES	COMMUNITY SERVICE ROUTES RAIL FEEDER ROUTES OWL SERVICE SPAN AND FREQUENCY DRIVEN BY DEMAND AND POLICY

Mid-Cities Bus Transit Restructuring Study: Recommended Strategies

Community Connectors routes would maintain the present good coverage but provide better circulation to and from local activities. Service levels in this tier will be demand-based.

Supporting the grid system would be DASH-type community services and demand-responsive services in the third tier. Tier 3 would have services, including community shuttles, circulators and rail/bus feeder services to respond to local needs. Where feasible, small buses should operate in neighborhoods. This tier would include owl service on some of the Tier 1 routes to provide a skeleton network at night. Service levels in this tier would be demand-based.

The proposed plan includes a limited expansion of Tier 3 Services, as constrained by the likely level of funding increases in the next 3-5 years. Appendix C contains preliminary suggestions for new Tier 3 services, as funding becomes available.

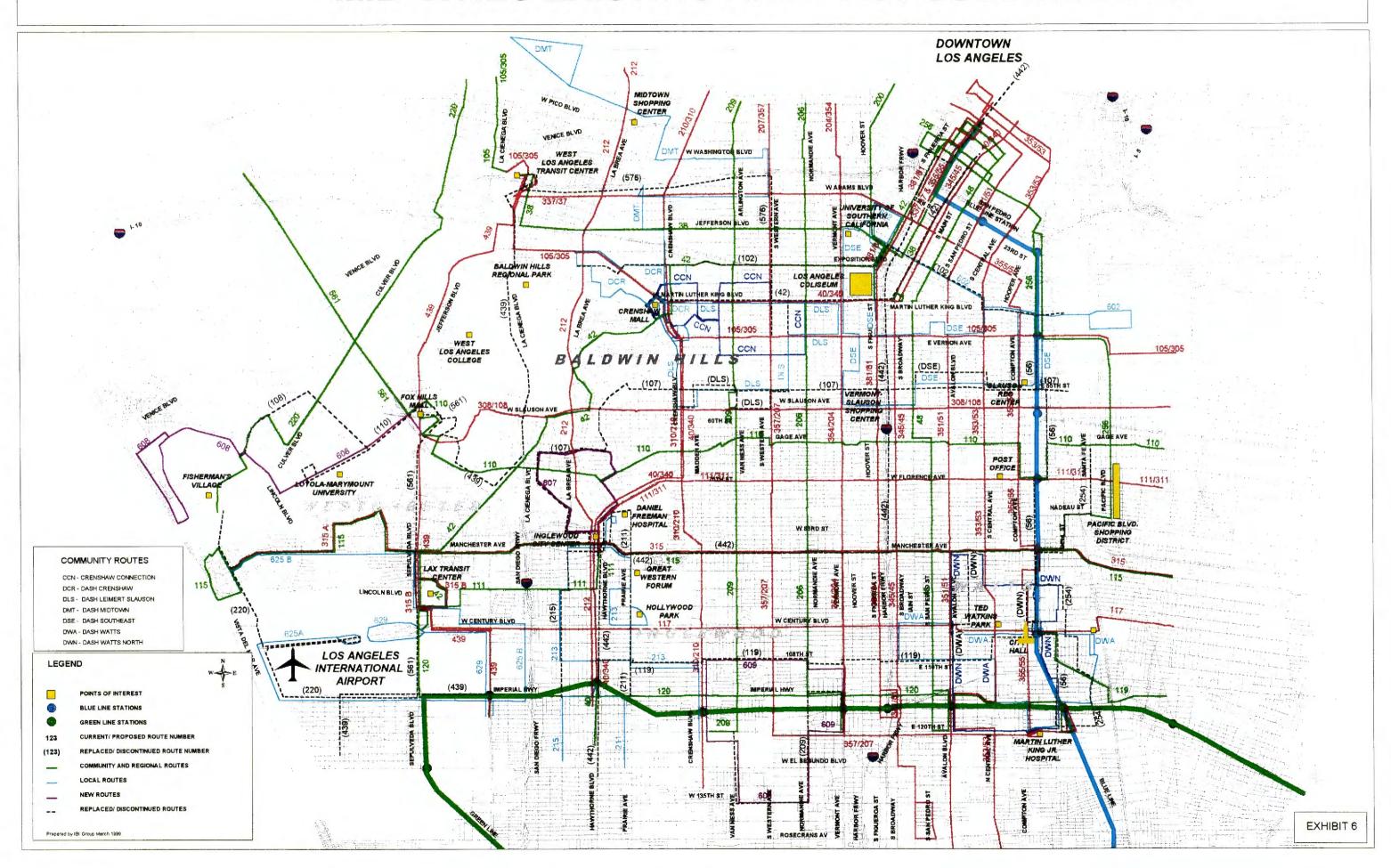
Exhibits 6 through 9 illustrate, and Exhibit 10 summarizes the specific changes to Mid-Cities routes required to implement the proposed strategy. These are further detailed on a line-by-line basis in Appendix A.

Exhibits 11 and 12 present detailed line-by-line "before-and-after" statistics of the restructuring proposals. Exhibit 11 discusses impacts only to the Mid-Cities portion of each route, while Exhibit 12 describes the impacts in the context of complete routes (ie. routes which travel outside the Mid-Cities study area.). Further operating and performance characteristics of each line are given in Appendix B.

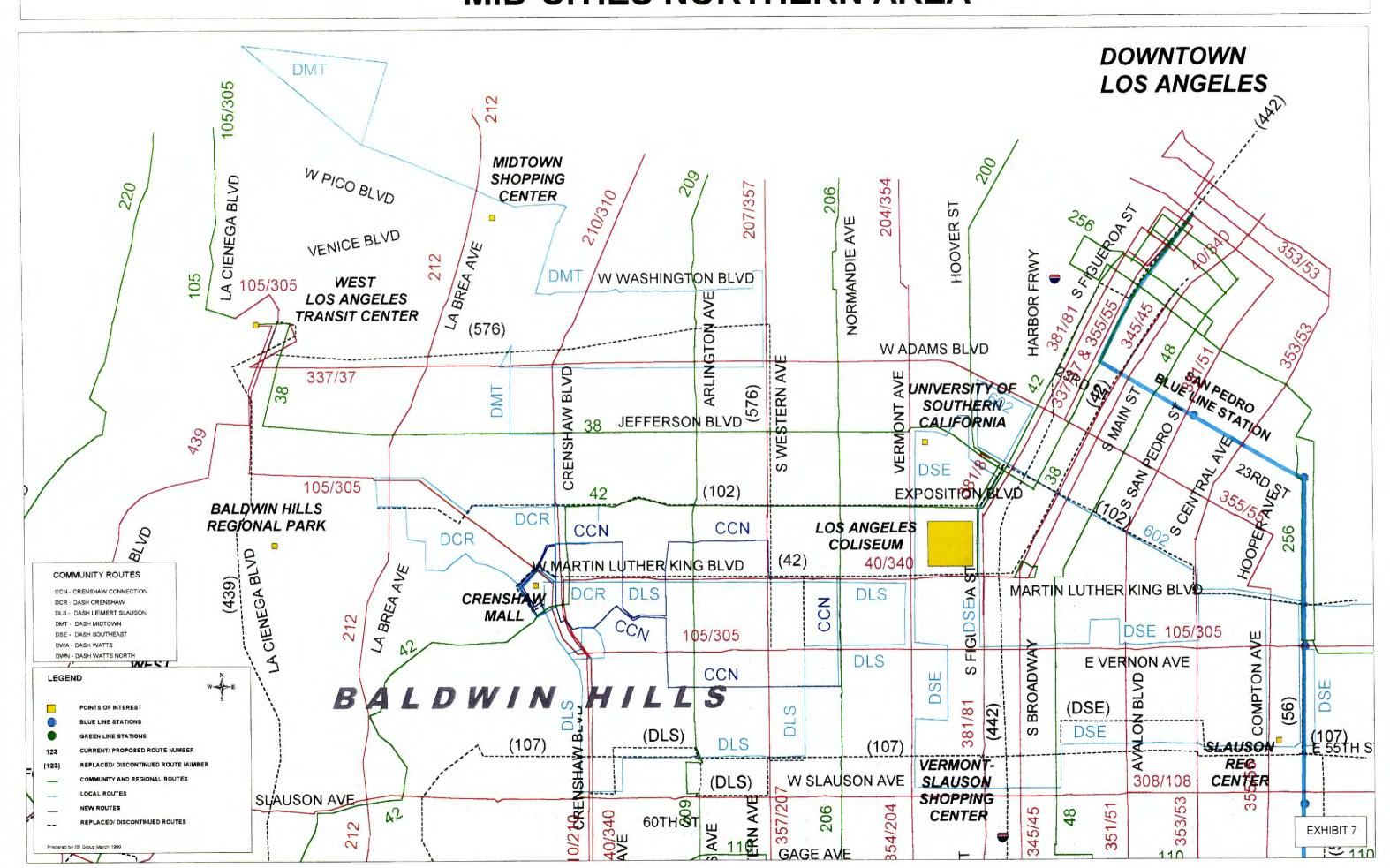
What Is Different With the Three-Tiered Approach?

There are some subtle but fundamental differences between what is proposed in the multi-tiered approach and what is operating on the street today. MTA currently operates a grid system in the Mid-Cities area. However, the time between buses has lengthened on many routes, making transferring time-consuming and inconvenient. The services in all three tiers will be coordinated to minimize the transfer penalty. Schedules will be pulsed in many high-transfer areas. This means that lines with longer headways, such as local circulators, will be scheduled to arrive at the transfer points at the same time as Community Connectors, other circulators and core routes on more frequent headways. Certain pairs of lines will have timed-transfers, where routes are scheduled to meet to facilitate

MID-CITIES EXISTING AND PROPOSED ROUTES



MID-CITIES NORTHERN AREA



MID-CITIES LAX/ INGLEWOOD AREA



MID-CITIES WATTS AREA

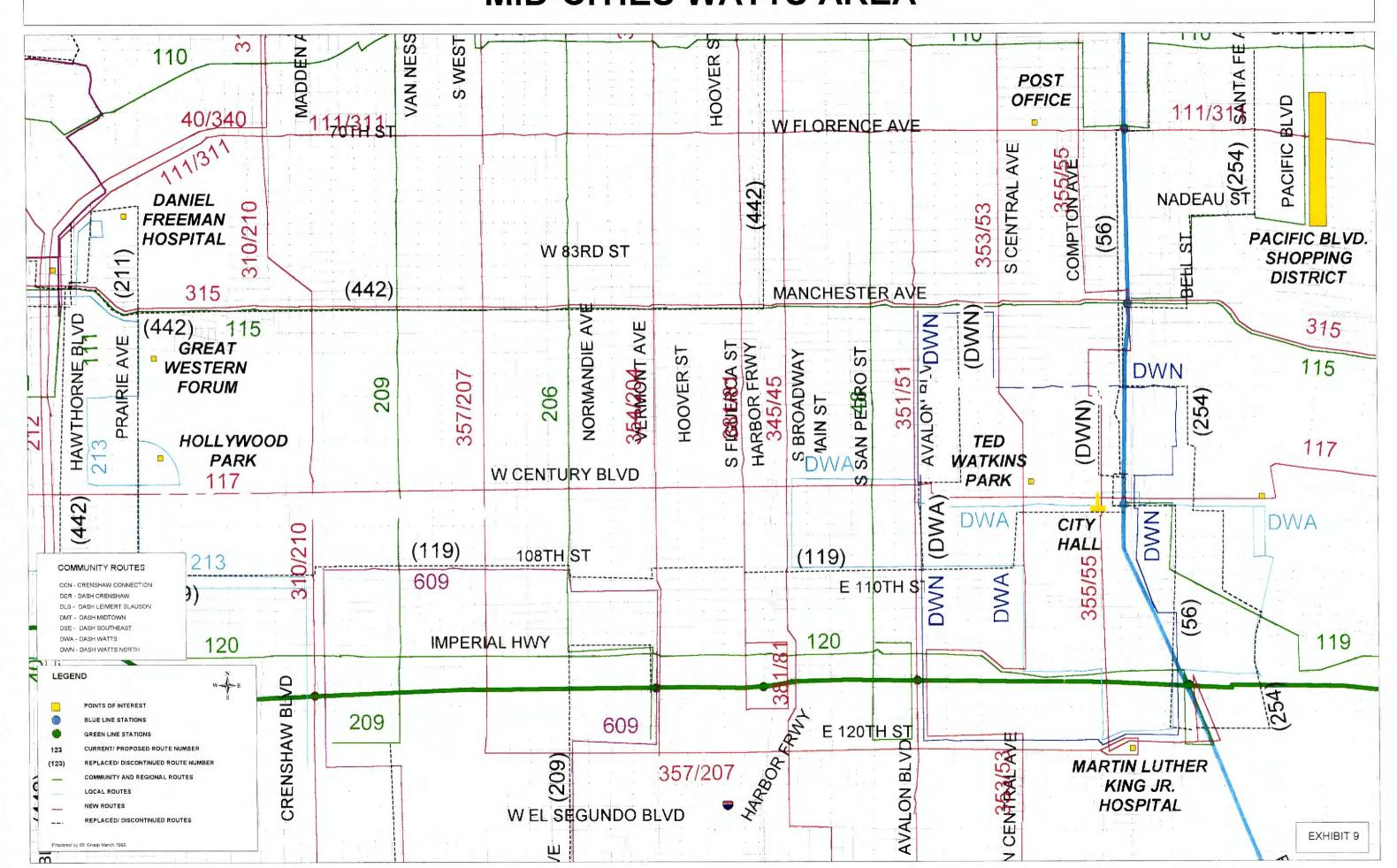


Exhibit 10 SUMMARY OF ROUTE RESTRUCTURING RECOMMENDATIONS

Recommended Improvements Transit Line	New Peak-Hour Limited Service	More Frequent Local Service	Routing Changes
37 W: ADAMS 38 W. JEFFERSON 40 HAWTHORNE - LA		•	EXTEND OWL SERVICE TO WEST LA TRANSIT CENTER DROP OWL SERVICE
42 LAX LA 45/46/345 SOUTH BROADWAY 48 SAN PEDRO 51 AVALON		•	MOVE TO THE LINE 102 CORRIDOR
53 CENTRAL 55 COMPTON 56 WILLOWBROOK	•		NEW ROUTE SOUTH OF VERNON: PACIFIC-NADEAU-FIR
81	•		DROP SOUTH OF FIRESTONE BLUELINE STATION DROP WEST OF FIGUEROA (SEE 42) DROP ROUTE
108 \$LAUSON 110 GAGE 111/112/311 FLORENCE	•	•	DROP WEST OF FOX HILLS MALL (SEE 608A) DROP WEST OF FOX HILLS MALL (SEE 608A)
115/3]5 MANCHESTER 117 CENTURY 119 108TH 120 IMPERIAL			BRANCH WEST OF SEPULVEDA: A-TO LAX B-TO PERSHING EXTEND OWL TO LAX TRANSIT CENTER DROP NORTH OF HAWTHORNE STATIONWEST OF TOJRO STATION
200 ALVARADO 204/205/354 VERMONT 206 NORMANDIE		•	
207/357 WESTERN 209 VAN NESS 210/310 CRENSHAW 211 PRAIRIE		•	EXTEND CIVIL TO WILMINGTON STATION SERVE CRENSHAW STATION, NOT VERMONT STATION DROP NORTH OF HAWTHORNE STATION (SEE 213)
212 LA BREA 213 CRENSHAW STA RAIL FEEDER 215 INGLEWOOD 220 CULVER 254 120TH		•	EXTEND TO HAWTHORNE STATION EXTEND TO HAWTHORNE STATION RELOCATE/EXTEND TO 106TH, PRAIRIE, INGLEWOOD DROP NORTH OF HAWTHORNE STATION DROP SOUTH OF MARINA DEL REY DROP ROUTE
437 MARINA DEL REY EXPRESS 438 HERMOSA - LA 439 REDONDO - LA 442 HAWTHORNE - LA 561 VAN NUYS EXPRESS 576 PACIFIC PALISADES			SERVE CULVER CITY VIA JEFFERSON DROP ROUTE DROP SOUTH OF FOX HILLS MALL (SEE 439)
608 CRENSHAW CONNECTION 625 WESTCHESTER RAIL FEEDER 629 LAX GREEN LINE SHUTTLE			EXTEND TO MANCHESTER
DASH SOUTH EAST DASH PUEBLO DEL RIO DASH LEIMERT - SLAUSON			USE 54TH STREET, NOT SLAUSON/51ST STREET USE 54TH STREET NOT SLAUSON
DASH MIDTOWN DASH CRENSHAW DASH WATTS DASH WATTS NORTH NEW LINES			EXTEND WEST ON 108TH/CENTURY TO BROADWAY EXTEND EAST TO WILMINGTON
609 GREEN LINE SHUTTLE			30-MINUTE CIRCULATOR IN MARKET STREET AREA REPLACES 108 AND 110 WEST OF FOX HILLS MALL REPLACES 119 AND 209

EXHIBIT 11

IMPACTS OF TRANSIT SERVICE STRATEGY

ON THE MID-CITIES PORTION OF THE TRANSIT ROUTES SERVING THE MID-CITIES AREA

PRESENT	PROPOSED					BAS	ELINE	SYSTEM (S				NSTRAINED S	TRATEGY
ROUTES	ľ	ROUTES		Peak Ve	hicles	Daily	Daily	Peak Ve	hicles	Daily	Daily		
				AM	PM	Rev.Hrs.	Pass.	AM	PM	Rev.Hrs.	Pass.		
TIER 1 - BASE NE	TWO	RK											
Core Routes			İ				,						
37	37	Local (Owl)	10.0	11.4	124	7,615	6.7	7.8	102	6,022		
	337	Limited						4.2	4.2	25	1,593		
40	40	Local (Owl)	17.5	18.0	214	11,802	9.3	10.8	146	7,421		
	340	Limited						7.3	7.7	38	2,738		
45	45	Local (Owl)	11.9	11.5	155	7,268	15.7	14.1	145	7,268		
345	345	Limited		6.6	4.0	25	1,580	5.8	4.0	24	1,580		
51	51	Local (Owl)	13.9	12.8	131	9,531	7.9	7.5	116	7,277		
	351	Limited						5.8	5.7	30	2,258		
53	53	Local (Owl)	12.4	9.7	119	7,632	7.1	7.0	109	6,602		
	353	Limited					·	5.0	5.0	29	1,030		
55	55	Local (Owl)	12.6	11.0	111	7,499	10.2	7.3	122	5,729		
	355	Limited						6.5	6.4	39	1,770		
105	105	Local (Owl)	11.3	13.4	148	11,058	8.3	9.4	139	8,810		
576	305	Limited		1.2	1.5	6	160	5.4	5.5	33	2,408		
111	111	Local (Owl)	8.2	9.4	127	10,588	8.1	8.2	97	8,755		
	311	Limited						3.7	3.7	22	1,833		
117	117	Local (Owl)	7.0	6.4	97	7,156	6.0	8.8	111	7,248		
204	204	Local (Owl)	8.9	8.1	133	9,044	8.9	8.7	138	9,044		
354	354	Limited		9.9	8.5	101	7,384	9.9	9.0	103	7,384		
207	207	Local (Owl)	5.8	6.2	120	7,785	6.1	6.0	122	7,785		
357	357	Limited		5.7	5.7	26	2,102	8.5	7.9	35	2,102		
Connector Routes	i												
81	81	Local		10.1	9.9	112	6,232	6.2	6.4	94	4,971		
	381	Limited						4.1	3.9	24	1,261		
108 East	108	Local		8.8	7.4	94	6,243	6.8	7.3	92	5,155		
	308	Limited						5.2	5.0	33	1,081		
115	115	Local		12.6	8.6	129	8,252	11.8	10.8	135	9,265		
	315	Limited		6.6	7.5	35	1,969	7.9	7.5	46	2,343		
210	210	Local		5.3	7.2	100	5,843	5.3	6.6	102	5,843		
310	310	Limited	İ	6.1	5.3	26	1,834	5.7	5.0	27	1,834		
	212	Local		5.3	6.3	63	3,601	8.2	8.2	93	5,085		
439	439	Local/Exp	ress	3.2	3.9	43	1,048	3.3	3.9	56	1,281		
561	439	Local/Expi	ress	0.8	1.0	17	242	replaced b	y Route 4	139			
Base Network Total				202	19 5	2,256	143,468	221	219	2,427	144,776		

EXHIBIT 11
IMPACTS OF TRANSIT SERVICE STRATEGY
ON THE MID-CITIES PORTION OF THE TRANSIT ROUTES SERVING THE MID-CITIES AREA

PRESENT	PROPOSED	BAS	ELINE	SYSTEM (S	Sep 96)	PARTI	ALLY CO	NSTRAINED 5	STRATEGY
ROUTES	ROUTES	Peak Ve	hicles	Daily	Daily	Peak V	ehicles	Daily	Daily
		AM	PM	Rev.Hrs.	Pass.	AM	PM	Rev.Hrs.	Pass.
TIER 2 - LOCAL A	RTERIAL NETWORI	<							
38	38	5.6	5.7	76	4,607	6.4	7.1	72	4,592
42	42	3.4	5.2	54	2,938	6.1	6.8	81	3,697
48	48	7.9	9.5	77	4,029	7.9	11.8	83	4,029
56		1.9	2.0	27	455	replaced b	y Route 2	256	
102 Mid-C Area East	602	1.0	1.0	12	661	1.0	1.0	12	661
102 Mid-C AreaWest	İ	2.0	2.0	23	406	replaced b	ov Route 4	42 & Dash Crei	nshaw
107 Southeast Area								terminated at I	
107 Mid-C Area East		0.9	0.8	19	708	1		eimert-Slausor	
107 Mid-C AreaWest		1.0	1.0	12	216	replaced b	-		
110	110	7.3	7.3	73	2,925	6.6	6.6	64	2,796
119 Southeast Area					_,	Route 119	from SE	terminated at I	,
	119	1.5	1.5	21	499			213, 609, Dash	
120	120	7.0	6.0	83	4,741	7	6	83	4,741
200	200	2.6	3.6	45	1,601	2.6	3.6	45	1,601
206	206	11.3	11.3	138	6,783	10.3	12.2	147	6,783
209	209	1.9	1.8	29	713	2.9	2.8	31	713
211/215 South Area	200	1.0	1.0	23	7 10			= :	
211/215 Mid-C Area		2.1	1.6	20	596	211/215 from South terminated at Green Line replaced by Route 213			
220 West Area		2.1	1.0	20	550		•	st terminated a	it Lincoln
220 Mid-Cities Area		1.3	1.3	16	252	replaced b			t Lincom
254 Southeast Area		1.0	1.0	10	202		,		Alue Line
254 Mid-Cities Area		1.2	1.3	16	503	Route 254 from SE terminated at Blue Line replaced by Route 256 & DASH Watts			
	256	1.2	1.5	10	303	1.3	1.3	230 & DASH W	302
Local Arterial Total	230	60	63	741	32,633	52	59	635	29,915
TIER 3 - COMMUN	ITY NETWORK								<u> </u>
213 I	213	4.0	4.0	44	483	4.0	4.0	* 50	1,078
	607					2.0	2.0	18	216
	608	1.0	1.0	13	444	2.0	2.0	18	678
1	609					1.0	1.0	12	81
608		2.0	2.0	24	222	2.0	2.0	24	222
	625	4.0	4.0	32	275	7.0	7.0	80	535
l J	629	4.0	4.0	61	1.814	4.0	4.0	61	1,814
1	DASH Southeast	4.0	4.0	48	1,885	6.0			2,269
l i	DASH Pueblo	1.0	1.0	12	382	1.0	1,0	12	382
	DASH Leimert	4.0	4.0	48	1,189	7.0			1,617
	DASH Midtown	1.9	1.9	21	538	1.9	1.9	21	538
	DASH Crenshaw	2.0	2.0	23	518	2.0	2.0	23	518
	DASH Watts	4.0	4.0	23 44	2,457	5.0	5.0	23 54	2,634
	DASH Watts North	2.0	2.0	22	345	5.0 4.0	3.0	5 4 42	2,534 827
· =	437	1.1	1.1	2 2 5	233	1.1	3.0 1.1	4 <i>2</i> 5	233
442	407		2.8	23	471			-	233
Community Network	Total	3.6 39	2.8 38	-		replaced	•		12 642
	() Olai	35	JĢ	420	11,256	50	45	534	13,642
TOTAL NETWORK		300			 				188,333

INCREASE(DECREASE)
% INCREASE(DECREASE)

23 28 179 976 7.6% 9.5% 5.2% 0.5%

Large rather than small buses required

EXHIBIT 12
IMPACTS OF TRANSIT SERVICE STRATEGY
ON THE TRANSIT ROUTES SERVING MID-CITIES AREA

PRESENT	F	PROPOSED)	BAS	ELINE	SYSTEM (S	Sep 96)	PARTIA	LLY CON	STRAINED ST	RATEGY
ROUTES		ROUTES		Peak Ve	hicles	Daily	Daily	Peak Ve	hicles	Daily	Daily
				AM	PM	Rev.Hrs.	Pass.	AM	PM	Rev.Hrs.	Pass.
TIER 1 - BASE NE	TWO	RK									
Core Routes											
37	37	Local ((Owl)	14.0	15.0	172	11,321	9.0	10.0	138	8,948
	337	Limited	` [l	,	6.0	6.0	36	2,373
40	40	Local ((Owl)	30.5	35.0	370	17,416	14.0	16.0	221	13,031
	340	Limited						16.0	17.0	84	4,385
45	45	Local ((Owl)	25.0	28.0	358	14,513	32.0	32.0	352	14,513
345	345	Limited		12.0	6.0	48	2,100	12.0	6.0	48	2,100
51	51	Local ((Owl)	31.0	31.0	303	20,940	19.0	20.0	263	17,152
	351	Limited						10.0	11.0	55	3,788
53	53	Local ((Owl)	21.0	18.0	218	12,029	14.0	13.0	202	10,617
	353	Limited	i					8.0	8.0	48	1,412
55	55	Local ((Owl)	20.0	17.0	171	9,461	16.0	11.0	179	7,348
	355	Limited	-					10.0	10.0	60	2,113
105	105	Local ((Owl)	20.0	23.0	245	13,500	15.0	17.0	238	11,052
576	305	Limited		5.0	5.0	20	320	9.0	9.0	50	2,768
111	111	Locał ((Owl)	16.0	21.0	237	15,914	15.0	16.0	178	13,270
	311	Limited					i	6.0	7.0	41	2,644
117	117	Local ((IwO)	11.0	10.0	153	7,990	10.0	13.0	174	8,080
204	104	Local ((lwO)	20.0	19.0	289	12,265	20.0	20.0	293	12,265
354	354	Limited		19.0	17.0	201	9,585	19.0	18.0	204	9,585
207	207	,	(IwO)	12.0	13.0	285	11,091	13.0	14.0	276	11,091
i l	357	Limited		15.0	14.0	69	3,692	14.0	14.0	82	3,692
Connector Routes											
81	81	Local		25.0	26.0	277	17,169	16.0	17.0	239	13,506
	381	Limited						11.0	11.0	66	3,663
108 East	108	Local	ŀ	15.0	13.0	169	9,496	12.0	14.0	165	7,917
	308	Limited			j			7.0	5.0	33	1,572
	115	Local		17.0	13.0	183	10,553	16.0	15.0	189	10,553
	315	Limited		12.0	11.0	55	3,222	13.0	13.0	78	3,315
_ · -	210	Local		12.0	16.0	227	10,667	12.0	15.0	230	10,667
	310	Limited		16.0	15.0	70	3,500	15.0	14.0	73	3,500
	212	Local		13.0	16.0	157	6,894	16.0	18.0	191	8,378
	439	Local/Exp	ress	8.0	9.0	104	2,202	8.0	9.0	105	2,435
561				21.0	23.0	265	242	20.0	20.0	271	
Base Network Total				411	414	4,646	226,082	433	439	4,862	227,733

EXHIBIT 12 IMPACTS OF TRANSIT SERVICE STRATEGY ON THE TRANSIT ROUTES SERVING MID-CITIES AREA

PRESENT	PROPOSED	BAS	SELINE	SYSTEM (S	Sep 96)	PARTIA	LLY CON	STRAINED ST	RATEGY
ROUTES	ROUTES	Peak Ve	hicles	Daily	Daily	Peak V	ehicles	Daily	Daily
		AM	PM	Rev.Hrs.	Pass.	AM	PM	Rev.Hrs.	Pass.
TIER 2 - LOCAL A	RTERIAL NETWORK	<u> </u>							
38	38	9.0	9.0	116	6,821	10	11	114	6,806
42	42	7.0	6.0	90	4,225	10	11	135	4,984
48	48	9.0	11.0	86	4,855	9	13	92	4,855
56		3.0	3.0	36	635	replaced b	v Route 2	56	
102 Mid-C Area East	602	1.0	1.0	12	661	1.0	1.0	12	661
102 Mid-C AreaWest		2.0	2.0	23	406	replaced b	-	2 & Dash Cren	shaw
107 Southeast Area		1.0	1.0	19	,,,,	1.0	1.0	19	
107 Mid-C Area East		1.0	1.0	19	708	replaced b		imert-Slauson	& SE
107 Mid-C AreaWest		1.0	1.0	12	216	replaced b	•		~
110	110	13.0	13.0	136	4,563	12	12	126	4.434
119 Southeast Area		0.5	0.5	5	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			terminated at B	
119 Mid-Cities Area		1.5	1.5	21	499			13, 609, Dash	
120	120	7.0	6.0	83	4.741	7	6	83	4.741
200	200	10.0	13.0	171	3,082	10	13	171	3,082
206	206	14.0	14.0	174	9,672	13	15	185	9,672
209	209	4.0	4.0	50	1,533	4	4	42	1,533
211/215 South Area		4.9	3.4	43	1,000	4.9	3.4	43	1,000
211/215 Mid-C Area		2.1	1.6	20	596	replaced b		· · ·	
220 West Area		1,7	1.7	22		1.7	1.7	22	
220 Mid-Cities Area		1.3	1.3	16	252	replaced b			
254 Southeast Area		1.8	1.7	36	202			erminated at B	lue Line
254 Mid-Cities Area		1.2	1.3	16	503			56 & DASH W	
	256	• • •			000	4	4	48	832
Local Arterial Total		97	98	1,206	43,968	88	96	1,092	41,600
TIER 3 - COMMUN	ITY NETWORK								
213	213	4.0	4.0	44	483	4.0 4	4.0	* 50	1,078
	607			•		2.0	2.0	18	216
108West	608	1.0	1.0	13	444	2.0	2.0	18	678
	609					1.0	1.0	12	81
608		2.0	2.0	24	222	2.0	2.0	24	222
625	625	4.0	4.0	32	275	7.0	7.0	80	535
·	629	4.0	4.0	61	1,814	4.0	4.0	61	1,814
DASH SouthEast	DASH Southeast	4.0	4.0	48	1,885	6.0			2,269
1	DASH Pueblo	1.0	1.0	12	382	1.0	1.0	12	382
	DASH Leimert	4.0	4.0	48	1,189	7.0 *			1,617
1 · · · · · · · · · · · · · · · · · · ·	DASH Midtown	3.0	3.0	33	953	3.0	3.0	33	953
DASH Crenshaw	DASH Crenshaw	2.0	2.0	23	518	2.0	2.0	23	518
	DASH Watts	4.0	4.0	44	2,457	5.0	5.0	54	2,634
DASH Watts North	DASH Watts North	2.0	2.0	22	345	4.0	3.0	42	827
	437	4.0	4.0	18	800	4.0	4.0	18	800
442		6.5	6.0	48	976	replaced t			
Community Network	Total	46	45	470	12,743	54	49	559	14,624
TOTAL NETWORK		553	557	6,322	282,793	575	584	6,513	283,957

INCREASE(DECREASE) % INCREASE(DECREASE)

22 27 191 1,164 3.9% 4.9% 3.0% 0.4%

^{*} Large rather than small buses required

high-volume transfers. Pulsed schedules and timed-transfers will help reduce the inconvenience of transferring.

The proposed limited-stop services will be designed to operate as a network. Many current lines have limited-stop services, but most only serve north-south movements and offer only minimal time savings. With signal pre-emption, fewer stops and increased on-street supervision, this new network will move people faster and more reliably. The entire network will be scheduled to facilitate transfers from one limited-stop service to another. Stressing quality and reliability, this network can achieve the same high quality standards as the MTA light rail services. The longer-distance traveler will experience a significant time savings. Furthermore, removing the longer-distance traveler from the local lines (along with additional buses) will ease the overcrowding on the local lines.

The Westside Transit Restructuring Study is introducing a new service concept dubbed the Metro Rapid Bus. Falling between the limited-stop service and the express bus, Rapid Bus features:

- articulated buses to increase capacity;
- expedited fare collection (eg. on-street rather than onbus) and signal priority to improve running time;
- a stop spacing of about one mile (twice that of the limited- stop service) to improve speed.

Rapid Bus is best suited to high-volume corridors with high average trip lengths, and will be demonstrated in the Wilshire and Venice Boulevard corridors where they will replace existing limited-stop services.

The Rapid Bus Concept is compatible with the proposed Tier 1 service strategy; several north-south Tier 1 corridors in the midcities are suitable for Rapid Bus application. Since efficient deployment of Rapid Bus requires elimination of the limited-stop service, and limited-stop services do offer advantages to intermediate-length trips (as they provide more stops), it is worth considering a strategy where every other Tier 1 corridor provides Rapid Bus and limited-stop service. e.g.:

•	210/310	Crenshaw - Rapid Bus
•	202/357	Western - limited-stop
•	204/354	Vermont - Rapid Bus
•	81/381	Figueroa - limited-stop
•	45/345	Broadway - Rapid Bus

•	51/351	Avalon - Limited Stop
•	53/353	Central - Rapid Bus
•	55/355	Compton - Limited Stop

If the Rapid Bus test deployment in the Westside proves successful, a feasibility study of extending the concept as an enhancement to the Tier 1 service in the Mid Cities should be carried out.

The Mid-Cities area offers residents a variety of local services. These services, most of which are operated by the LADOT as part of their DASH program, were designed one at a time to meet local needs. With the multi-tier approach, these local services will be reconfigured to not only serve local needs, but also to support the regional (Tier 1) and subregional (Tier 2) systems.

3.3 TERMINAL AND STATION OPERATING STRATEGIES

One of the objectives of the restructuring plan is to develop a three-tiered route system in the Mid-cities area consisting of a base grid network of local and limited stop routes (Tiers 1 and 3, depending on the route), and a community network of routes (Tier 3) providing local coverage and feeding the base network. The limited stop routes would operate as a separate network with clock-face even headways (such as service every 15 minutes) and timed-transfer connections at main transfer points. The community network would be focused on the base network at the main transfer points, and would have clock-face even headways and some timed-transfer connections with the limited stop routes. The community network would have pulsed schedules so that timed-transfer connections can be made with the limited stop services. Pulsed schedules are when two or more routes meet at the same place and time every 15 or 30 minutes.

The main connecting points between the base and community networks are the following terminals and stations where the majority of the transferring will occur. These facilities will require waiting areas for buses and passengers, easy in and out access for the buses, and passenger amenities such as information kiosks, shelters and lighting:

- o Metro Aviation, Hawthorne, Crenshaw, Vermont and Avalon Green Line stations;
- o Metro Imperial/Wilmington, 103rd, Firestone, Florence and Vernon Blue Line stations

- o Transit Centers at Fox Hills Mall and LAX
- On-Street Stations at Crenshaw/King,
 Vermont/King, La Brea/Manchester, and
 Broadway/Manchester (a planned transit center).

The Green and Blue Line Stations, and the Transit Centers at Fox Hills Mall and LAX, provide adequate bus and passenger facilities and do not currently require upgrades. The cost of upgrading the four proposed on-street stations is approximately \$1 million.

Other restructuring studies propose relocating the LAX Transit Center to the Aviation Green Line Station. While this study did not identify this as a need, the relocation would have no adverse impacts on existing or proposed Mid-Cities lines. Schedule adjustment would be required on lines 42, 111, 315B, 117 and 120.

3.4 ON-STREET OPERATING STRATEGIES Inconsistencies in the level of supervision and control, operator training, and vehicle maintenance are contributing to the poor on-time performance and the gaps in the service on Mid-Cities routes. Of particular importance is the insufficient level of supervision and control at transfer points and along the routes.

MTA has been cutting back on its line supervisors in favor of automated technology for communications, monitoring and control. The technology is under development and has not been effective at controlling schedule violations and loading problems on Mid-city routes. Overloading, pass-ups, and gaps in the service are a major problem on most MTA routes east of Crenshaw. This affects ridership levels, creates behavior problems on the buses, and increases safety and security incidents.

While due in part to buses not pulling out from the garage or breaking down on the street, the poor performance of the service on the street is due mainly to a slow response to incidents as they occur along the routes. A number of the operators surveyed for this study have suggested that the capacity of the Mid-Cities routes could be increased by as much as 20% with improved supervision and control.

To accomplish this, MTA would need to strengthen its line supervision function in the Mid-Cities area. The function is handled by field personnel who monitor on-time performance and assist coach operators in maintaining schedule adherence

and clearing incidents, in overcoming overload situations and traffic congestion, and in handling difficult passengers. Corrective actions include: short turning vehicles, holding vehicles, inserting extra vehicles into the schedule, and taking vehicles out of service.

The following line supervisory actions are recommended relative to the service plans in Mid-Cities:

3.4.1 Supervision of Critical Routes

Closely supervise the routes with the highest incidence of late arrivals, overloading and pass ups. The most critical are the following routes with a total 168 peak buses:

- Route 38 West Jefferson 9 peak buses
- Route 48 Maple 10 peak buses
- Route 51 Avalon 38 peak buses
- Route 53 Central 21 peak buses
- Route 105 Vernon 23 peak buses
- Route 108 Slauson 16 peak buses
- Route 110 Gage 13 peak buses
- Route 111 Florence 22 peak buses
- Route 210 Vine-Crenshaw 16 peak buses

3.4.2 Supervision of Transit Centers and Transfer Points

Closely supervise the transit centers and major transfer points in the Mid-Cities to insure adherence to the schedules at all times; some of the routes at the centers and transfer points will have scheduled timed-transfer connections. The transit centers and transfer points with timed-transfer connections are as follows:

- West Los Angeles Transit Center proposed Mid-Cities Routes 37, 38, 105, 305, 337, 439
- Fox Hills Mall Transit Center proposed Mid-Cities Routes 108, 110, 308, 439, 608
- LAX City Bus Center proposed Mid-Cities Routes 42, 111, 315, 625, 439
- Crenshaw/King Transfer Point proposed Mid-Cities Routes 40, 42, 105, 305, 310, 340; DASH Crenshaw, Midtown and Leimert-Slauson routes
- Vermont/King Transfer Point proposed Mid-Cities Routes 40, 204, 340, 354; and DASH Leimert-Slauson and Southeast routes
- La Brea/Manchester Transfer Point proposed Mid-Cities Routes 40, 111, 115, 212, 213, 311, 315, 340.
- Broadway/Manchester Transfer Point (Planned Transit Center) - proposed Mid-Cities Routes 45, 115, 315, 345

3.4.3 Checks of Limited Stop Routes

Check periodically the limited stop routes to insure that the limited stop or regular routes do not become overloaded because of uncertainties as to which bus to take. The limited stop routes should also be checked for schedule adherence at the major transfer points where there will be timed-transfer connections; these would be required at the following transfer points:

- Crenshaw/King Transfer Point proposed Limited Stop Routes 305, 310, 340
- Vermont/King Transfer Point proposed Limited Stop Routes 340, 354
- La Brea/Manchester Transfer Point proposed Limited Stop Routes 311, 315, 340
- Broadway/Manchester Transfer Point (Planned Transit Center) - proposed Limited Stop Routes 315, 345

3.4.4 Checks of the Branches and Short Lines

Check periodically the new and existing branches and short lines to confirm that the services are blended at the branch and short terminal points.

At least 10 additional line supervisors will be necessary to implement these recommendations.

3.5 EFFECTS ON EXISTING RIDERS

The proposed service strategy and route changes were reviewed with the public at a second series of workshops, as summarized in the Deliverable 14: Public Participation Program - Executive Summary of Round II Workshop/Event Results. In February and March, 1998, approximately 500 people attended 13 workshops designed to:

- provide an opportunity for the public to learn about proposed modifications to bus services;
- gather bus riders' thoughts, concerns and opinions regarding the proposed modifications;
- answer bus riders' questions regarding proposed modifications; and
- find out what riders still need in the way of bus service.

Overall, participants were supportive of the Tier 1 and Tier 2 changes, since they represent increases in current service levels through new limited-stop services or frequency improvements on local routes.

EXHIBIT 13 PUBLIC WORKSHOP COMMENTS ON ROUTING CHANGES

ROUTE	PROPOSED ROUTING CHANGE	TAILU	MBER OF PARTICIPANTS DISL	IVING PROPOSAL
ROUTE	PROPOSED ROUTING CHANGE	INO	1	1
0.7			Concerns	Response
37	Extend owl to WLA TC	1	no specific concern expressed	
38	Drop owl service	9	Evening workers will be	owl service available 4 blocks
	1	<u> </u>	impacted	north on Adams (Line 37)
42	Move to the line 102 corridor on	9	no specific concern expressed	
	Exposition, King will continue to be			
	served by Line 40			
56	New Route South of Vernon: Pacific-	3	An alternative if Blue Line	
	Nadeau-Fir; old route served by the		breaks down	
	Blue Line. Drop Line South of			
	Firestone Blue Line Station; route is			
400	served by the Blue Line.			
102	Drop West of Figueroa, old route to	1	no specific concern expressed	
107	be served by Line 42	-	 	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
107	Drop Line; route to be served by	29	No through-service to La Brea	requires transfer to 210/310 or
	DASH Southeast, DASH Leimert	!	Avenue and Hyde Park	40/340
	Slauson, and Line 607			
ļ			Crenshaw High uses this route	DASH Leimert-Slauson available
				on 54th; 108/308 available on
				Slauson 2 blocks away
ļ	1			
			No service to Broadway/54th	requires three-block walk from
				Slauson/54th
			No direct service to Huntington	108/308 on Slauson serves
			Park	Huntington Park
108	Drop segment west of Fox Hills; old	9	no specific concern expressed	
	route to be served by Line 608a			
110	Drop segment west of Fox Hills; old	3	no specific concern expressed	
	route to be served by Line 608a			
115/315	315 Branches at Sepulveda - Branch	4	no specific concern expressed	
	A: LAX Transit Center; Branch B:			
	Manchester/Pershing			
209	Terminate at Crenshaw Sta, not	3	no specific concern expressed	<u> </u>
	Vermont Sta; old route to be served			
	by Line 609			
212	Extend to Hawthorne Sta		no specific concern expressed	
220	Drop South of Marina Del Rey; use	1	no specific concern expressed	
	Line 439 and Line 625 to reach LAX			
254	Drop Route; route to be served by	3	no specific concern expressed	
	DASH Watts North and Line 256			
439	Serve Culver City via Jefferson; use	5	People still need to go	peak-period downtown express
	Lines 108 or 110 to reach Fox Hills		downtown	will be retained
	Mall from Ladera Heights			
442	Drop Route; route served by Lines	1	no specific concern expressed	
	212, 40 and 340 on La Brea; 115/315			
	on Manchester; 81/381 and 45/345 to			
	downtown			
561	Drop South of Fox Hills Mall; old route	6	Requires coordinated transfer	will incorporate in
	to be served by Line 439		between 439 and 561	recommendations
			Will require 2 transfers from	
			LAX to Getty Center	
576	Use Crenshaw not Western; Western	1	no specific concern expressed	
	served by 207/357			
625	Extend to Manchester	1	no specific concern expressed	
DASH	Use 54th Street, Not Slauson/51st	3	no specific concern expressed	
	Street; Line shifted 3 blocks			
DASH	Use 54th Street not Slauson, Vermont	3	no specific concern expressed	
Leimert-	not Denker; Line shifted 2-6 blocks			
Slauson				
-	TOTAL Participants (signed in)	473		

TOTAL Participants (signed in) 473

Some concerns were expressed over proposals to re-route, shorten or eliminate services. Exhibit 13 summarizes the concerns expressed for each proposed routing change, including the number of participants indicating that they disliked the proposal, and their specific concerns. With one exception, fewer than 10 people expressed displeasure for each of the proposed routing changes.

The single exception is Route 107, with 29 of 473 people disliking the proposal to eliminate this route and replace it with rerouted DASH Southeast and DASH Leimert-Slauson services, and a new circulator in the Inglewood area. Although this line is an old, well-established route, it has gradually lost ridership over time to nearby Route 108 on Slauson Avenue, and currently experiences low ridership (1600 passengers per day) and marginal service (60 minute all-day service). Given the pressing overcrowding problems on other lines in the Mid Cities, the resources devoted to this line are best redeployed elsewhere in the area.

As a further exploration of potential rider impacts, the on-board survey conducted as part of the MTA Service Planning Market Research Project was consulted for the 6 routes proposed for elimination or significant truncation. Exhibit 14 summarizes key demographic indicators of transit-dependence for the 6 routes, along with MTA bus systemwide averages for reference.

The high level of transit dependence on these lines (91% have no vehicle available, versus a systemwide average of 76%) underscores the need to provide replacement services for eliminated route segments, as contained in the restructuring strategy. Also, the fact that about 2/3 of riders started and ended their trips on the same bus (ie. did not transfer) suggests that most riders are making short, local trips. This supports the proposed restructuring strategy of replacing underproductive line-haul services using 40' buses with new or restructured community circulators using smaller buses.

EXHIBIT 14
DEMOGRAPHICS OF RIDERS ON ROUTES WITH SIGNIFICANT PROPOSED CHANGES*

ROUTE PROPOSED CHANGE		Age		Household Income	No Vehicle	Not transferring to/	Use Bus 5+
		Less than 18	More than 55	Less than \$14,999	Available	from another bus	days/week
56	New Route South of Vernon: Pacific- Nadeau-Fir; old route served by the Blue Line. Drop Line South of Firestone Blue Line Station; route is served by the Blue Line.	9%	9%	57%	90%	64%	87%
102	Drop West of Figueroa; old route to be served by Line 42	13%	13%	42%	91%	68%	79%
107	Drop Line; route to be served by DASH Southeast, DASH Leimert Slauson, and Line 607	11%	18%	47%	92%	68%	79%
119	Drop north of Hawthorne Station, West of 103rd Station; route to be served by DASH Watts, Line 609 and Line 213	13%	10%	39%	92%	69%	69%
220	Drop South of Marina Del Rey; use Line 439 and Line 625 to reach LAX	5%	15%	36%	91%	59%	74%
254	Drop Route; route to be served by DASH Watts North and Line 256	11%	16%	56%	90%	64%	77%
ypical MT	A Bus Rider	8%	16%	48%	76%	-	74%

*Source: MTA Service Planning Market Research Project

Mid-Cities Bus Transit Restructuring Study: Financial Plan

4.0 FINANCIAL PLAN

Implementing the Mid-cities restructuring plan will require extra equipment as well as the provision of additional service. The sections below detail the amount of extra equipment needed and how the additional service will be deployed. One of the major goals of the restructuring plan is to reduce loading levels and comply with the provisions of the Consent Decree. Accordingly, although additional equipment and service will be deployed in the Mid-Cities area, no significant increase in ridership or passenger revenue is projected.

4.1 CAPITAL REQUIREMENTS AND COSTS

The restructuring plan calls for additional service in Tiers 1 and 3. This extra service will require 27 additional buses for Tier 1 and 13 buses for Tier 3. Service will be reduced in Tier 2. Reductions in service in Tier 2 will be in the morning peak only and will not provide buses for expansion of service in Tiers 1 or 3. Reconfiguring some services in Tier 3 will reduce the need for nine smaller (30') buses. These buses will likely have only salvage value.

Line by line changes in equipment (both for morning and evening peaks), weekday revenue hours and weekday passenger are shown in Exhibits 11 and 12. Note that Exhibit 11 shows the impacts to the entire route of each bus line shown, while Exhibit 12 shows only the impacts on the Mid-Cities portion of the transit routes.

Exhibit 15 Capital and Operating Costs of Proposed Strategy, shows changes in equipment needs by Tier and the associated costs of the required equipment. The table also shows the proposed costs of ten additional route supervisors, and physical upgrades to four on-street transit centers. Exhibit 16 summarizes Capital and Operating Costs on a line-by-line basis.

4.2 OPERATING COSTS AND REVENUES

Exhibit 15 Capital and Operating Costs summarizes annual O&M costs and passenger revenues by Tier. A system-wide average annualization factor of 285 weekday-equivalents per year has been used, based on financial data supplied by MTA and LADOT.

The proposed changes will increase weekday revenue hours by 191, 179 of those within the Mid-cities area. No major changes are expected to weekend service levels. Implementing these changes to Mid-Cities transit service is estimated to cost about \$3.5 million annually. Based on assumed direct costs of \$66 per hour for Tiers 1 and 2 and \$40 per hour for Tier 3, the

EXHIBIT 15 CAPITAL AND OPERATING COSTS OF PROPOSED STRATEGY

I. ANNUAL OPERATING COSTS/REVENUES (SAVINGS)

ITEM	BASELINE* DAILY	PROPOSED DAILY	ADD'L DAILY	ADD'L ANNUAL	UNIT COST	TOTAL COST
	REV HOURS	REV HOURS	REV HOURS	REV HOURS	(DIRECT)	(DIRECT)
COSTS:					\	(== /
Base Network	4,646	4,862	216	61,560	\$66	\$4,062,960
Local Arterial	1,206	1,092	(114)	(32,490)	\$66	(\$2,144,340)
Net Cost				29,070	\$66	\$1,918,620
Community Network	470	559	89	25,365	\$40	\$1,014,600
New Route Supervisors (TOS)				10	\$60,000	\$600,000
TOTAL ANNUAL OPERATING (OSTS (DIRECT)				1	\$3,533,220
	BASELINE* DAILY	PROPOSED DAILY	ADD'L DAILY	ADD'L ANNUAL	AVG.	TOTAL
	PASSENGERS	PASSENGERS	PASSENGERS	PASSENGERS	FARE	REVENUE
PASSENGER REVENUES:						
Base Network	226,082	227,733	1,651	470,535	\$0.60	\$282,321
Local Arterial	43,968	41,600	(2,368)	(674,880)	\$0.60	(\$404,928)
Net Add'l Passenger Revenues				(204,345)	\$0.60	(\$122,607)
Community Network	12,743	14,624	1,881	536,085	\$0.25	\$134,021
TOTAL ANNUAL PASSENGER REVENUES						
TOTAL NET ANNUAL OPERAT	ING COSTS (DIREC	Γ)				\$3,521,806

II. CAPITAL COSTS (SAVINGS)

ITEM	BASELINE* PM PEAK VEHICLES	PROPOSED PM PEAK VEHICLES	ADD'L PM PEAK VEHICLES	UNIT COST	TOTAL COST
40' Buses - Base Network	414	439	25	\$350,000	\$8,750,000
40' Buses - Local Arterial	98	96	(2)	\$350,000	(\$700,000)
40' Buses - Community Network		13	13	\$350,000	\$4,550,000)
Net Cost			36	\$350,000	\$12,600,000
30' Buses - Community Network	45	36	(9)	\$0	\$0
Transit Center Upgrades					\$1,000,000
TOTAL CAPITAL COSTS					\$13,600,000

^{*}September, 1996

EXHIBIT 16
CAPITAL AND ANNUAL OPERATING COSTS BY ROUTE

PRESENT		PROPOSED	PR	ESENT	PRO	POSED	Addition	nal Cost
ROUTES		ROUTES	Buses PM	Daily Rev.Hrs.	Buses PM	Daily Rev.Hrs.	Capital	Annual Operating
TIER 1 - BASE NE	TWOF	RK						
Core Routes								
37	37	Local (Owl)	15.0	172	10.0	138	(\$1,750,000.00)	(\$639,540.00
	337	Limited			6.0	36	\$2,100,000.00	\$677,160.00
40	40	Local (Owl)	35.0	370	16.0	221	(\$6,650,000.00)	(\$2,802,690.00
	340	Limited	ĺ		17.0	84	\$5,950,000.00	\$1,580,040.00
45	45	Local (Owl)	28.0	358	32.0	352	\$1,400,000.00	(\$112,860.00
345	345	Limited	6.0	48	6.0	48	\$0.00	\$0.00
51	51	Local (Owl)	31.0	303	20.0	263	(\$3,850,000.00)	(\$752,400.00
	351	Limited		-	11.0	55	\$3,850,000.00	\$1,034,550.00
53	53	Local (Owl)	18.0	218	13.0	202	(\$1,750,000.00)	(\$300,960.00)
	353	Limited			8.0	48	\$2,800,000.00	\$902,880.00
55	55	Local (Owl)	17.0	171	11.0	179	(\$2,100,000.00)	\$150,480.00
	355	Limited			10.0	60	\$3,500,000.00	\$1,128,600.00
105	105	Local (Owl)	23.0	245	17.0	238	(\$2,100,000.00)	(\$131,670.00
576	305	Limited	5.0	20	9.0	50	\$1,400,000.00	\$564,300.00
111	111	Local (Owl)	21.0	237	16.0	178	(\$1,750,000.00)	(\$1,109,790.00)
	311	Limited		201	7.0	41	\$2,450,000.00	\$771,210,00
117	117	Local (Owl)	10.0	153	13.0	174	\$1,050,000.00	\$395,010.00
204	104	Local (Owl)	19.0	289	20.0	293	\$350,000.00	\$75,240.00
354	354	Limited	17.0	201	18.0	204	\$350,000.00	\$56,430.00
207	207	Local (Owl)	13.0	285	14.0	276	\$350,000.00	(\$169,290.00)
357	357	Limited	14.0	69	14.0	82	\$0.00	\$244,530.00
<u> </u>	1007	Littiled	14.0 1	05	14.0	02	\$0.00	\$244,530.00
Connector Routes	\$							
81	81	Local	26.0	277	17.0	239	(\$3,150,000.00)	(\$714,780.00)
	381	Limited			11.0	66	\$3,850,000.00	\$1,241,460.00
108 East	108	Local	13.0	169	14.0	165	\$350,000.00	(\$75,240.00)
	308	Limited			5.0	33	\$1,750,000.00	\$620,730.00
115	115	Local	13.0	183	15.0	189	\$700,000.00	\$112,860.00
315	315	Limited	11.0	55	13.0	78	\$700,000.00	\$432.630.00
210	210	Local	16.0	227	15.0	230	(\$350,000.00)	\$56,430.00
310	310	Limited	15.0	70	14.0	73	(\$350,000.00)	\$56,430.00
212	212	Local	16.0	157	18.0	191	\$700,000.00	\$639,540.00
439	439	Local/Express	9.0	104	9.0	105	\$0.00	\$18,810.00
561	"	20021 Enprodo	23.0	265	20.0	271	(\$1,050,000.00)	\$112,860.00
						1 27 1	(ψ1,000,000,00)	Ψ112,000.00
Base Network Total			414	4,646	439	4,862	\$ 8,750,000	\$ 4,062,960

EXHIBIT 16
CAPITAL AND ANNUAL OPERATING COSTS BY ROUTE

PRESENT	PROPOSED	PR	ESENT	PROPOSED		Additional Cost	
ROUTES	ROUTES	Buses	Daily	Buses	Daily	Capital	Annual Operating
		PM	Rev.Hrs.	PM	Rev.Hrs.		
TIER 2 - LOCAL ARTERIAL NETWORK							
38	38	9.0	116	11	1141	\$700 000 0B	(407.000.00)
42	42		_		114	\$700,000.00	(\$37,620.00)
48		6.0	90	11	135	\$1,750,000.00	\$846,450.00
156	48	11.0	86	13	92	\$700,000.00	\$112,860.00
102 Mid-C Area East	-	3.0	36	١	4.5	(\$1,050,000.00)	(\$677,160.00)
102 Mid-C Area East		1.0	12	1	12	\$0.00	\$0.00
107 Southeast Area	1	2.0	23	_	1 40	(\$700,000.00)	(\$432,630.00)
107 Mid-C Area East	107	1.0	19	1	19	\$0.00	\$0.00
107 Mid-C AreaWest		1.0	19			(\$350,000.00)	(\$357,390.00)
110 Mid-C Areawest	- 110	1.0	12	40	400	(\$350,000.00)	(\$225,720.00)
h	1110	13.0	136	12	126	(\$350,000.00)	(\$188,100.00)
119 Southeast Area	•	0.5	5			(\$175,000.00)	(\$94,050.00)
119 Mid-Cities Area	400	1.5	21	_		(\$525,000.00)	(\$395,010.00)
120	120	6.0	83	6	83	\$0.00	\$0.00
200	200	13.0	171	13	171	\$0.00	\$0.00
206	206	14.0	174	15	185	\$350,000.00	\$206,910.00
209	209	4.0	50	4	42	\$0.00	(\$150,480.00)
	211/215	3.4	43	3.4	43	\$0.00	\$0.00
211/215 Mid-C Area	-	1.6	20			(\$560,000.00)	(\$376,200.00)
220 West Area	220	1.7	22	1.7	22	\$0.00	\$0.00
220 Mid-Cities Area	-	1.3	16		1	(\$455,000.00)	(\$300,960.00)
254 Southeast Area	-	1.7	36			(\$595,000.00)	(\$677,160.00)
254 Mid-Cities Area	-	1.3	16			(\$455,000.00)	(\$300,960.00)
	256			4	48	\$1,400,000.00	\$902,880.00
Local Arterial Total		98	1,206	96	1,092	(\$700,000.00)	(\$2,144,340.00)
TIER 3 - COMMUN	ITY NETWORK						
213	213	4.0	44	4.0 *	50	\$1,400,000.00	\$68,400.00
l	607		i	2	18	**(************************************	\$205,200.00
	608	1.0	13	2	18		\$57,000.00
	609			1	12		\$136,800.00
608	608	2.0	24	2	24	\$0.00	\$0.00
625	625	4.0	32	7	80	33.33	\$547,200.00
	629	4.0	61	4	61	\$0.00	\$0.00
	DASH SouthEast	4.0	48	4.0 *	54	\$1,400,000.00	\$68,400.00
	DASH Pueblo	1.0	12	1	12	\$0.00	\$0.00
	DASH Leimert	4.0	48	5 *	60	\$1,750,000.00	\$136,800.00
	DASH Midtown	3.0	33	3	33	\$0.00	\$1.00
	DASH Crenshaw	2.0	23	2	23	\$0.00	\$0.00 \$0.00
	DASH Watts	4.0	44	5	54	\$0.00	\$0.00 \$114,000.00
	DASH Watts North	2.0	22	3	42	\$0.00	\$228,000.00
	437	4.0	18	4	1 1	\$0.00	· ·
442		6.0	48	4	18	\$0.00	\$0.00
Community		0.0	40	.,,	<u> </u>	\$0.00	(\$547,200.00)
Network Total		45	470	49	559	\$4,550,000.00	\$1,014,600.00
TOTAL NETWORK			• •				

^{*} Large rather than small buses required. This frees 12 small buses for use on the other community routes.

Mid-Cities Bus Transit Restructuring Study: Financial Plan

provision of 55,000 more weekday revenue hours will cost about \$2,933,000 per year. No additional weekend hours are budgeted. Another \$600,000 will be needed to provide ten additional Transportation Operations Supervisors to keep the networks running smoothly, bringing the annual total to about \$3,533,000.

Assuming an average fare of \$.60 in Tiers 1 and 2 and an average fare of \$.25 in Tier 3, losses in passenger revenue due to service reductions in Tier 2 will almost offset the gains in Tiers 1 and 3. Total additional passenger revenues are expected to be about \$11,000 per year. Annual net costs for the proposed changes (expected costs minus expected increase in passenger revenue) will be about \$3,522,000.

4.3 RELATIONSHIP OF PLAN TO SERVICE ADDED SINCE SEPTEMBER 1996 The operating data and cost figures in Exhibit 15 relate to the baseline service in place at the study initiation in September 1996. Since then, MTA has increased service on lines serving the Mid-Cities to comply with Consent Decree requirements, essentially beginning to implement parts of the proposed plan. A preliminary update of the September 1996 baseline to estimate the level of service on the Mid Cities portion of routes serving the Mid Cities after the last service shakeup for which data is available (December 1997) yielded the following results:

December	1997	System	Proposed	l System
----------	------	--------	----------	----------

Tier 1 Revenue Hours	2,358	2,427
Tier 2 Revenue Hours	763	635
Tier 3 Revenue Hours	420	534
Total Revenue Hours	3,541	3,596
Total PM Peak Buses	320	324
Annual Operating Cost	\$63.5M	\$64.3M

These figures appear to indicate that the MTA has already deployed about 70% of the resources necessary to implement the full restructuring strategy for the Mid Cities. However, the following points of caution should be noted:

 the December 1997 level of service was estimated using "whole-line" summary statistics, not line-segment data. Most MTA routes serving the Mid-Cities extend beyond the study area boundaries, predominantly into downtown Los Angeles and the Westside area. Using "whole-line"

Mid-Cities Bus Transit Restructuring Study: Implementation Plan

numbers, it is not possible to estimate precisely how much of the added service on a route was actually deployed within the Mid Cities area. It is possible that the analysis overstates the level of new service in the Mid Cities. As part of the implementation effort (discussed in the following chapter), a more comprehensive segment-level update should be carried out.

- although more resources have been deployed in the Mid Cities, they have not been added according to the proposed strategy. Most notably, most new service has been implemented by reducing headways on local service, whereas much of the new service in the proposed strategy is to be deployed as new limited-stop services. Therefore, the added services would need to be reconfigured to be consistent with the plan and reap the maximum benefits in reducing overloading.
- the cost-saving elements of the plan, the expansion of the Tier 3 Community Network and the restructuring of some routes to provide more even area coverage have not been implemented.

4.4 RIDERSHIP IMPACTS

No significant ridership increase is expected as a result of implementing the proposed changes, since the ridership goal is to reduce overcrowding, not to increase ridership. Changes in average weekday boardings are predicted to be +0.7% for Tier 1, -5.4% for Tier 2 and +16.0% for Tier 3. The overall increase of riders is expected to be only about one-half of one percent, or about 1,300 daily riders, as the losses in Tier 2 are offset by gains in Tiers 1 and 3. Productivity, in terms of passengers per hour, will fall slightly from 47.5 to 46.1 on the affected lines, and from 54.8 to 52.4 within the Mid-Cities area. Lower productivity is a reflection of the lower number of passengers on each bus.

The level of service to passengers will be improved as the network of limited-stop services, better oversight by the additional Transportation Operations Supervisors, the coordinated transfer points make traveling easier. Buses will have better schedule adherence and transferring will be more convenient.

5.0 IMPLEMENTATION PLAN

5.1 Implementation Strategy

One of the key principles of the three-tiered approach is coordination. Routes will be designed to fit together well, serving the entire subregion. Schedules will be coordinated to facilitate transferring, which will increase mobility and minimize the transfer penalty. All three tiers are required for a complete system. To the extent that priorities can be set, the first tier is the most essential. This tier contains the core routes which bring transit service within the reach of most area residents. Next in importance is the third tier. These routes provide community circulation and bring riders to routes in the first tier. The second tier, while important, supplements Tier 1 and bring bus service closer to many people. Constrained budgets should first fund Tier 1. Next, Tier 3 services should be funded, followed by those in Tier 2.

The most effective implementation strategy would be to implement all restructured lines in all three tiers at one time. The Sector improvements initiated by RTD in the 1970s were implemented in this way. After careful planning and extensive public education, the complete new system of services were begun all at once.

However, implementing the complete strategy in one effort presents institutional challenges, as very close coordination and cooperation is required between LADOT and MTA. It is also difficult financially, as the additional funds required may not all be available in a single year. Therefore, a two-phase strategy has been developed, based on fiscal restraints, Consent Decree requirements, and input from the Technical Advisory Group.

Phase One includes the following elements of the proposed strategy:

- cost-reduction measures that can be implemented unilaterally by a single transit operator (eg. truncating MTA Line 108 at Fox Hills Mall, and replacing the truncated tail with a new community circulator);
- structural route changes to improve area coverage (eg. relocating MTA Line 439 to the Jefferson Boulevard corridor)
- new limited-stop services, and frequency improvements to local routes, to address Consent Decree overloading

requirements - routes were prioritized based on their degree of overcrowding, then added to Phase One until a net increase of 5% in revenue service hours relative to the September 1996 baseline was reached. (Note the 5% increase is relative to the level of service of the *Mid Cities portion* of routes serving the Mid Cities area; when the increase is spread over the total revenue hours of routes serving the Mid Cities, the figure falls to 3%.)

Phase One is summarized in Exhibit 17, and has the following key features:

	Baseline System (September 1996)	Proposed System
Total Revenue Hours Percent Increase	5,005	5,177 3%
Total PM Peak Buses	452	474

Phase Two includes the remaining elements of the proposed strategy, ie. :

- cost-reduction measures that require joint implementation between LADOT and MTA (eg. eliminating MTA Line 107 and replacing portions of the route with restructured DASH Leimert-Slauson and Southeast routes);
- new limited-stop services, and frequency improvements to local routes, to the remaining lines that do not meet the Consent Decree overloading requirements.

Phase One is also summarized in Exhibit 17, and has the following key features:

	Baseline System (September 1996)	Proposed System
Total Revenue Hours Percent Increase	1,316	1,336 1%
Total PM Peak Buses	105	110

Exhibit 17 PROPOSED IMPLEMENTATION PLAN

Recommended Improvements Transit Line	II 🤊	More Frequent Local Service	Routing Changes
PHASE 1			
37 W ADAMS	i i ∎i×c		XTEND OWL SERVICE TO WEST LA TRANSIT CENTER
38 W. JEFFERSON 40 HAWTHORNE-LA			DRØP OWŁ SERVICE
42 LAX - LA	3 (8 (8) s		MOVE TO THE LINE 102 CORRIDOR
45/46/345 SOUTH BROADWAY		•	
48 SAN PEDRO 51 AVALON			
51 AVALON 53 CENTRAL	• 0.0	147	
55 COMPTON	33 • 33	Zij develu.	
102 E JEFFERSON			DROP WEST OF FIGUEROA (SEE 42)
105 VERNON 108 SLAUSON			DROP WEST OF FOX HILLS MALL (SEE 608A)
110 GAGE		•	DROP WEST OF FOX HILLS MALL (SEE 608A)
115/315 MANCHESTER	3, 3 3, 3	<u> </u>	BRANCH WEST OF SEPULVEDA: A-TO LAX, B-TO PERSHING
117 CENTURY 207/357 WESTERN		*** • ·	EXTEND OWL TO LAX TRANSIT CENTER
210/310 CRENSHAW		•	EXTEND OWL TO WILMINGTON STATION
211 PRAIRIE	7000		DROP NORTH OF HAWTHORNE STATION (SEE 213)
212 LA BREA		•	EXTEND TO HAWTHORNE STATION
213 CRENSHAW STA RAIL FEEDER 215 INGLEWOOD			RELOCATE/EXTEND TO 106TH, PRAIRIE, INGLEWOOD
220 CULVER			DROP NORTH OF HAWTHORNE STATION DROP SOUTH OF MARINA DEL REY
439 REDONDO - LA			SERVE CULVER CITY VIA JEFFERSON
442 HAWTHORNE LA			DROP ROUTE
561 VAN NUYS EXPRESS 576 PACIFIC PALISADES			DROP SOUTH OF FOX HILLS MALE (SEE 439)
625 WESTCHESTER RAIL FEEDER		•	USE CRENSHAW NOT WESTERN EXTEND TO MANCHESTER
NEW LINES:			- CALLED TO MINE (LET LET)
608A MARINA DEL REY			REPLACES 108 AND 110 WEST OF FOX HILLS MALL
PHASE 2			
56 WILLOWBROOK		*****	NEW POUTE COUTH OF VEDNOM DIGITO WAS TO SEE
81 SOUTH FIGUEROA		-×	NEW ROUTE SOUTH OF VERNON: PACIFIC-NADEAU-FIR DROP SOUTH OF FIRESTONE BLUELINE STATION
107 54TH			DROP ROUTE
119 108TH 204/205/354 VERMONT			DROP NORTH OF HAWTHORNE STATION/WEST OF 103RD STATION
206 NORMANDIE		•	
209 VAN NESS		•	SERVE CRENSHAW STATION, NOT VERMONT STATION
254 120TH			DROP ROUTE
DASH SOUTH EAST DASH LEIMERT - SLAUSON			USE 54TH STREET, NOT SLAUSON/51ST STREET
DASH WATTS		•	USE 54TH STREET NOT SLAUSON EXTEND WEST ON 108TH/CENTURY TO BROADWAY
DASH WATTS NORTH		•	EXTEND EAST TO WILMINGTON
NEW LINES			
607 NORTH INGLEWOOD 609 GREEN LINE SHUTTLE			30-MINUTE CIRCULATOR IN MARKET STREET AREA
THE PROPERTY OF THE PARTY OF TH			REPLACES 119 AND 209
		2:2:1	

5.2 Coordination With Other Restructuring Studies

The Mid-Cities Transit Restructuring Study is one of 8 restructuring studies that have been, or will be, carried out in the County. As most routes serving the Mid Cities cross into other areas, the restructuring strategy described here will impact, and will be impacted by, restructuring recommendations from the Central East/Northeast Study (completed), the Westside Study (underway), the South Bay Study (underway) and the Southeast Study (future).

Throughout this study, coordination meetings have been held with the Westside and South Bay study teams, and there are no incompatibilities between recommendations arising from the individual studies. However, an outstanding issue is the geographical limits for new limited-stop services and local frequency improvements to the south, east and north (west is not an issue since the study area boundary is the Pacific Ocean).

The proposed restructuring plan generally assumes the following limits for route improvements:

- South: the Green Line;
- East: the Blue Line;
- North:
 - downtown for downtown-bound routes;
 - the West LA Transit Center for routes that serve this hub;
 - Adams Boulevard for all other routes:

With the exception of Adams Boulevard, all of the limits are "natural" places to short-turn service. The question of whether proposed frequency improvements to Lines 212 (La Brea), 210/310 (Crenshaw), 209 (Van Ness), 207/357 (Western), 206 (Normandie) and 204/354 (Vermont) should be extended north of Adams requires further consideration during the implementation phase.

5.3 Agency Responsibilities

The three-tiered approach does not dictate which agency should provide each particular service. The approach is neutral about who operates the services. However, MTA, as the regional carrier, would be in the best position to continue to operate the line-haul services in the major corridors. On the other hand, the municipalities may be best at understanding and responding to local needs. Therefore, it may fall to the cities to design the

local services and choose who should operate them. Currently, the responsibility for these services is dispersed among the cities, MTA and other organizations which have received grant funding to demonstrate new service types. As the responsibility for planning these services is clarified, funding for this tier of services must be identified and secured.

APPENDIX A

Restructuring Plan
Route-by-Route Descriptions
and Maps

MTA LINE 37/337

Proposal:

During peak periods, supplement the local service with 15 minute limited stop service (Route 337) between West L.A. Transit Center and downtown, increase local service headway to 12 minutes, extend owl service to the Center. Interline Route 37 with Route 14 and Route 337 with a proposed limited stop service, Route 314, in the Beverly Boulevard corridor.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
37	14	15	49,020	\$3,235,320
Total Line	14	15	49,020	\$3,235,320
After				
37	9	10	39,330	\$2,595,780
337	6	6	10,260	\$677,160
Total Line	15	16	49,590	\$3,272,940
Change				
37	(5)	(5)	(9,690)	(\$639,540)
337	6	6	10,260	\$677,160
Total Line	1	1	570	\$37,620

Routing Changes:

Proposal: Insert trippers between La Brea and downtown to decrease the

headways from 15 to 12 minutes in the peak direction of travel during

the AM and PM peak periods. Drop the owl service.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before		İ		
38	9	9	33,060	\$2,181,960
Total Line	9	9	33,060	\$2,181,960
After				· · · - · · · · · · · · · · · · · · · ·
38	10	11	32,490	\$2,144,340
Total Line	10	11	32,490	\$2,144,340
Change				1 10 10
38	1	2	(570)	(\$37,620)
Total Line	1	2	(570)	(\$37,620)

Routing Changes:

MTA LINE 40/340

Proposal: During peak periods, supplement the local service with 12/15 minute

limited stop service (Route 340) between Hawthorne Station and downtown, and increase local service headway to 12 minutes.

Operating costs are estimated using: 66 per hour

Annualization Factor: 285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
40	31	35	105,450	\$6,959,700
Total Line	31	35	105,450	\$6,959,700
After			·	
40	14	16	62,985	\$4,157,010
340	16	17	23,940	\$1,580,040
Total Line	30	33	86,925	\$5,737,050
Change				
40	(17)	(19)	(42,465)	(\$2,802,690)
340	16	17	23,940	\$1,580,040
Total Line	(1)	(2)	(18,525)	(\$1,222,650)

Routing Changes:

Proposal:

Relocate Route 42 to the Route 102 corridor and have it operate Crenshaw/Coliseum/Exposition/ South Figueroa to downtown. Drop Route 102 in this section as Route 42 would provide better service. Drop Route 442 as Route 42 is an alternative to Route 442. The route would require 15/20 minute service during the daytime to handle the loads.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
42	7	6	25,650	\$1,692,900
Total Line	7	6	25,650	\$1,692,900
After				
42	10	11	38,475	\$2,539,350
Total Line	10	11	38,475	\$2,539,350
Change				
42	3	5	12,825	\$846,450
Total Line	3	5	12,825	\$846,450

Routing Changes:

Please see attached map for routing changes

Current and Proposed Routes (Route 42) Multipurpose Center Keiser Hospital - LA Blue/Line JUSC W Vernon A 100 Pueblo Del Rio Slausor Recreati Loyola-Marymount University State Hey 42 Midtown Shopping Center Multipurpose Center Kaleer Hospital -LA Blug Lipe Jusc W Vernon As ŧ Pueblo Del Rio Housing Slauson Recreation Ctr Stauson Av Loyola-Marymount Iniversity

Current

Proposed

MTA LINE 45/345

Proposal: Decrease headways on Route 45 between Slauson and Temple from 5

to 3 minutes in AM peak and from 7 to 3 minutes in PM peak.

Increase headways on Route 345 from 8 to 10 minutes in PM peak.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
45	25	28	102,030	\$6,733,980
345	12	6	13,680	\$902,880
Total Line	37	34	115,710	\$7,636,860
After				
45	32	32	100,320	\$6,621,120
345	12	6	13,680	\$902,880
Total Line	44	38	114,000	\$7,524,000
Change				
45	7	4	(1,710)	(\$112,860)
345	0	0	0	\$0
Total Line	7	4	(1,710)	(\$112,860)

Routing Changes:

Proposal: Reduce headways between Slauson and Temple from 10 to 8 minutes

SB in PM peak period.

Operating costs are estimated using: 66 per hour

Annualization Factor: 285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
	j		Hours	Operating Costs
Before				
48	9	11	24,510	\$1,617,660
Total Line	9	11	24,510	\$1,617,660
After				
48	9	13	26,220	\$1,730,520
Total Line	9	13	26,220	\$1,730,520
Change				
48	0	2	1 ,710	\$112,860
Total Line	О	2	1,710	\$112,860

Routing Changes:

MTA LINE 51/351

Proposal:

During peak periods, supplement the local service with 10 minute limited stop service (Route 351) between Avalon Station and downtown, and increase local service headway from 5 to 8 minutes in the peak direction of travel.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue Hours	Annual Service
Before	-		nouis	Operating Costs
51	31	31	86,355	\$5,699,430
T		8.4		
Total Line	31	31	86,355	\$5,699,430
After				
51	19	20	74,955	\$4,947,030
351	10	11	15,675	\$1,034,550
Total Line	29	31	90,630	\$5,981,580
Change				
51	(12)	(11)	(11,400)	(\$752,400)
351	10	11	15,675	\$1,034,550
Total Line	(2)	0	4,275	\$282,150

Routing Changes:

MTA LINE 53/353

Proposal: During peak periods, supplement the local service with 15 minute

limited stop service (Route 353) between Avalon Station and downtown,

and increase local service headway to 12 minutes.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
53	21	18	62,130	\$4,100,580
Total Line	21	18	62,130	\$4,100,580
After				
53	14	13	57,570	\$3,799,620
353	8	8	13,680	\$902,880
Total Line	22	21	71,250	\$4,702,500
Change				
53	(7)	(5)	(4,560)	(\$300,960)
353	8	8	13,680	\$902,880
Total Line	1	3	9,120	\$601,920

Routing Changes:

MTA LINE 55/355

Proposal:

During peak periods, supplement the local service with 15 minute limited stop service (Route 355) between Imperial Station and downtown, and increase local service headways from 4 to 6 minutes NB in AM and from 8 to 12 minutes SB in PM peak periods. Decrease local service headways from 20 to 15 minutes SB in AM and NB in PM peak periods.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
55	20	17	48,735	\$3,216,510
Total Line	20	17	48,735	\$3,216,510
After				
55	16	11	51,015	\$3,366,990
355	10	10	17,100	\$1,128,600
Total Line	26	21	68,115	\$4,495,590
Change				
55	(4)	(6)	2,280	\$150,480
355	10	10	17,100	\$1,128,600
Total Line	6	4	19,380	\$1,279,080

Routing Changes:

Proposal:

Restructure the Route 56 south of Vernon; extend to Pacific and have it operate along Pacific to Gage. Combine with Route 254 at Gage and operate to the Firestone Station. Drop 56 and 254 south of Firestone as this is the Dash Watts North service area. Consider renaming Route 56 to Route 256. Consider dropping Route 254 north of Firestone.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue Hours	Annual Service Operating Costs
Before	†		110010	Operating Costs
56	3	3	10,260	\$677,160
Total Line	3	3	10,260	\$677,160
After				-
256	4	4	13,680	\$902,880
Total Line	4	4	13,680	\$902,880
Change				
256	1	1	3,420	\$225,720
Total Line	1	1	3,420	\$225,720

Routing Changes:

Please see attached map for routing changes

Current and Proposed Routes (Route 56) Mikaiser Hospital -LA Buggin W Jefferson Bled Baidwin hits Rendonal Park W Vertion Av West Los Angeles College abson Regression Center W Steuson Av Current 56 El Segundo Blvd Green Line ■ Multipurpose Center ■ Kaiser Hospital -LA Blugg W Jefferson Blvd Baldwin hills Regional Park **H**usc W Version Av West Los Angeles College Sauson Regreation Center **Proposed** W Slauson Av W Florence Av ■ Great Western Forum ■ Hollywood Park MHigh School Makin Luther King El Segundo BM Green Line

MTA LINE 81/381

Proposal:

During peak periods, supplement the local service with 15 minute limited stop service (Route 381) between Harbor Freeway Station and the downtown, and increase local service headways from 8 to 12 minutes.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
81	25	26	78,945	\$5,210,370
Total Line	25	26	78,945	\$5,210,370
After				
81	16	17	68,115	\$4,495,590
381	11	11	18,810	\$1,241,460
Total Line	27	28	86,925	\$5,737,050
Change				
81	(9)	(9)	(10,830)	(\$714,780)
381	11	11	18,810	\$1,241,460
Total Line	2	2	7,980	\$526,680

Routing Changes:

Proposal:

Drop Route 102 west of Figueroa; the section of Route 102 between Crenshaw and Figueroa would be replaced with a restructured Route 42 which would connect the section to the downtown. The section west of Crenshaw would be served by the Dash Crenshaw route. Route 102 east of Figueora would become a community route, Route 602, with a 45 minute headway as now.

Operating costs are estimated using:

66 per hour

Annualization Factor:

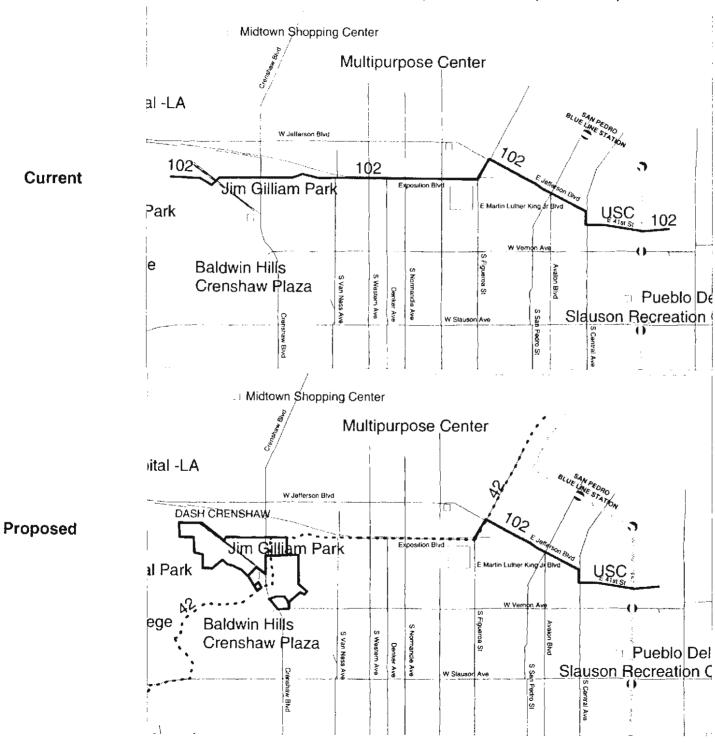
285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
102 Mid-C Area E	1	1	3,420	\$225,720
102 Mid-C Area W	2	2	6,555	\$432,630
Total Line	3	3	9,975	\$658,350
After				
602	1	1	3,420	\$225,720
102 Mid-C Area W	0	0	0	\$0
Total Line	1	1	3420	\$225,720
Change				
602	0	0	0	\$0
102 Mid-C Area W	(2)	(2)	(6,555)	(\$432,630)
Total Line	(2)	(2)	(6,555)	(\$432,630)

Routing Changes:

current and Proposed Routes (Route 102)



MTA LINE 105/305(576)

Proposal:

During peak periods on Route 105, supplement the local service with 15 minute limited stop service (Route 305) between Pacific & Sante Fe and W.L.A. Transit Center, and increase local service headway from 10 to 12 minutes in AM and from 8 to 12 minutes in PM peak periods. The limited stop service would be restructuring of Route 576 by extending it along King to W.L.A. Transit Center and to northwest L.A. operating in both directions picking-up/dropping off inbound and outbound.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
105	20	23	69,825	\$4,608,450
576	5	5	5,700	\$376,200
Total Line	25	28	75,525	\$4,984,650
After				
105	15	17	67,830	\$4,476,780
305	9	9	14,250	\$940,500
Total Line	24	26	82,080	\$5,417,280
Change				
105	(5)	(6)	(1,995)	(\$131,670)
305	4	4	8,550	\$564,300
Total Line	(1)	(2)	6,555	\$432,630

Routing Changes:

■ Midtown Shopping Center

■ Multipurpose Center 576

W Jefferson Blvd

Baldwin hill Shepional Park

W Vernon Av G Shepional Park

W Slauson Av

■ Baldwin hills Regional Park

W Vernon Av

W Slauson Av

Current

Proposed

Proposal:

Drop route; the central portion of the route on 54th Street can be handled by minor modifications to the DASH Southeast and Leimert-Slauson services, and the service areas west of Crenshaw would be served by a new community route (Route 607).

Operating costs are estimated using:

66 per hour

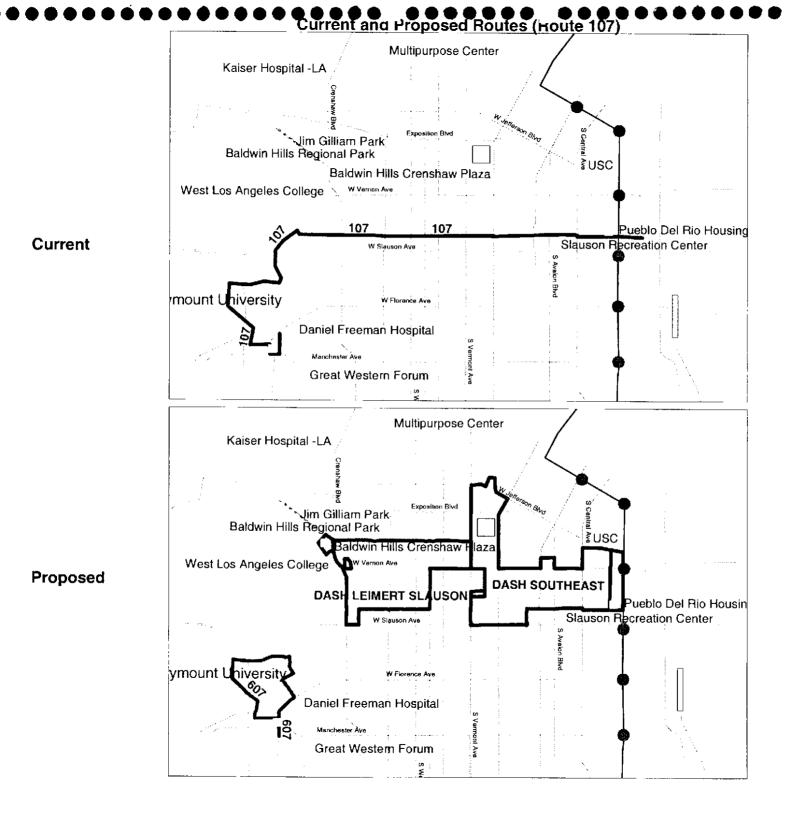
Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
107 SE Area	1	1	5,415	\$357,390
107 Mid-C Area E	1	1	5,415	\$357,390
107 Mid-C Area W	1	1	3,420	\$225,720
Total Line	3	3	14250	\$940,500
After				
107 SE Area	1	1	5 ,4 1 5	\$357,390
107 Mid-C Area E	0	0	0	\$0
107 Mid-C Area W	0	0	0	\$0
Total Line	1	1	5,415	\$357,390
Change				
107 SE Area	0	0	0	\$0
107 Mid-C Area E	(1)	(1)	(5,415)	(\$357,390)
107 Mid-C Area W	(1)	(1)	(3,420)	(\$225,720)
Total Line	(2)	(2)	(8,835)	(\$583,110)

Routing Changes:



MTA LINE 108/308

Proposal:

During peak periods, supplement the local service with 15 minute limited stop service (Route 308) westward from the Fox Hills Mall, and increase local service headways from 10 to 12/15 minutes WB in AM peak period, and reduce local service headways from 4 to 12 minutes EB in PM peak period. Drop Route 108 west of Fox Hills Mall and serve with a new community route (refer to Route 608A).

Operating costs are estimated using:

66 per hour

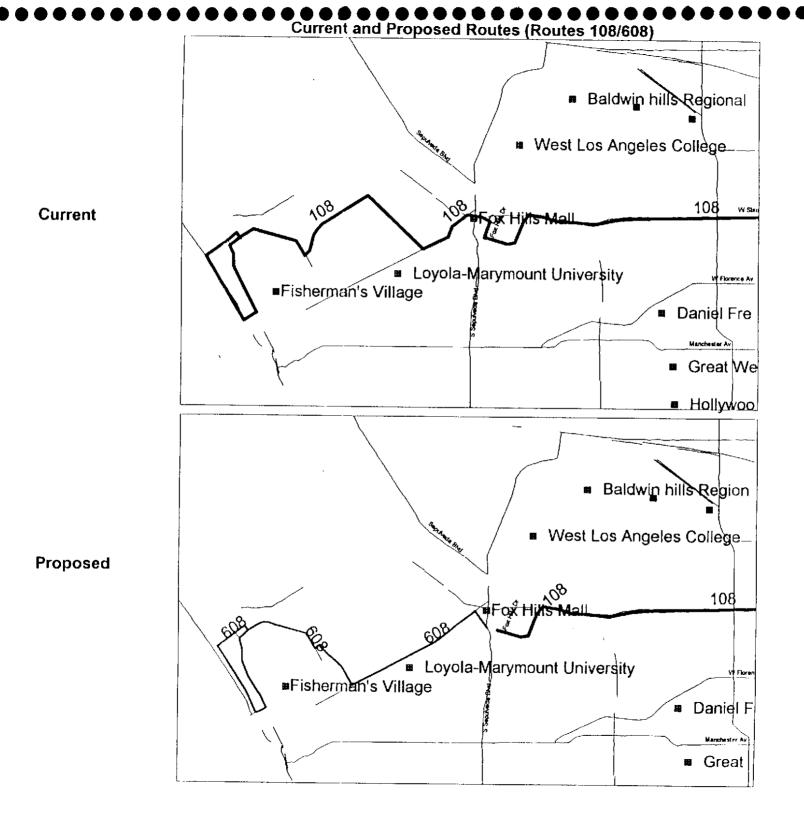
Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before	i i			
108 E	15	13	48,165	\$3,178,890
108 W	1	1	3,705	\$244,530
Total Line	16	14	51,870	\$3,423,420
After				
108	12	14	47,025	\$3,103,650
308	7	5	9,405	\$620,730
Total Line	19	19	56,430	\$3,724,380
Change				
108	(3)	1	(1,140)	(\$75,240)
308	7	5	5,700	\$620,730
Total Line	4	6	4,560	\$545,490

Routing Changes:



Proposal: Reduce headways by 1 minute (AM) and 4 minutes (PM) by adjusting the

recovery times which are excessive. Drop the route west of Fox Hills

Mall as this section will be served by Route 608A.

Operating costs are estimated using:

66 per hour

Annualization Factor:

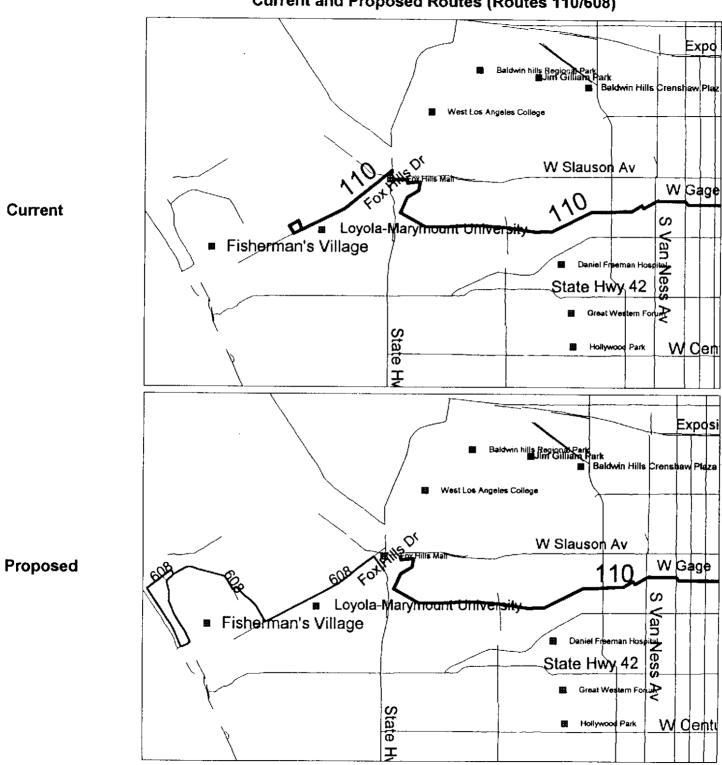
285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue Hours	Annual Service Operating Costs
Before			110010	Operating Cocis
110	13	13	38,760	\$2,558,160
Total Line	13	13	38,760	\$2,558,160
After				
110	12	12	35,910	\$2,370,060
Total Line	12	12	35,910	\$2,370,060
Change				
110	(1)	(1)	(2,850)	(\$188,100)
Total Line	(1)	(1)	(2,850)	(\$188,100)

Routing Changes:

Current and Proposed Routes (Routes 110/608)



Current

MTA LINE 111/311

Proposal:

During peak periods, supplement the local service with 15 minute limited stop service (Route 311) between Market & Kelso and Flower & Pacific, and increase local service headway from 8 to 10/12 minutes.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
111	16	21	67,545	\$4,457,970
Total Line	16	21	67,545	\$4,457,970
After				
111	15	16	50,730	\$3,348,180
311	6	7	11,685	\$771,210
Total Line	21	23	62,415	\$4,119,390
Change				
111	(1)	(5)	(16,815)	(\$1,109,790)
311	6	7	11,685	\$771,210
Total Line	5	2	(5,130)	(\$338,580)

Routing Changes:

MTA LINE 115/315

Proposal:

During peak periods, supplement the local service with 15 minute limited stop service (Route 315) through the mid-cities area, and increase local service headways to 8/12 minutes. The limited stop service would be branched with one 30 minute branch serving LAX Transit Center, and one 30 minute branch serving Manchester corridor west of Sepulveda. The branches would require trippers to reduce the headway to 15 minutes on the LAX branch WB in the AM, and on the Manchester branch EB in the PM peak periods.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
115	17	13	52,155	\$3,442,230
315	12	11	15,675	\$1,034,550
Total Line	29	24	67,830	\$4,476,780
After				
115	16	15	53,865	\$3,555,090
315	13	13	22,230	\$1,467,180
Total Line	29	28	76,095	\$5,022,270
Change				
115	(1)	2	1,710	\$112,860
315	1	2	6,555	\$432,630
Total Line	0	4	8,265	\$545,490

Routing Changes:

Proposal: During PM peak periods, reduce the headways from 18 to 15/12

minutes between 103rd Station and LAX Transit Center. Add owl

service in this section.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue Hours	Annual Service Operating Costs
Before				
117	11	10	43,605	\$2,877,930
Total Line	11	10	43,605	\$2,877,930
After				
117	10	13	49,590	\$3,272,940
Total Line	10	13	49,590	\$3,272,940
Change	"			***
117	(1)	3	5, 98 5	\$395,010
Total Line	(1)	3	5, 98 5	\$395,010

Routing Changes:

Proposal: Drop the route in mid-cities and restructure other routes to serve the

Route 119 corridor; Route 213 in Inglewood, Route 609 in Lennox, Dash

Watts in Watts.

Operating costs are estimated using:

66 per hour

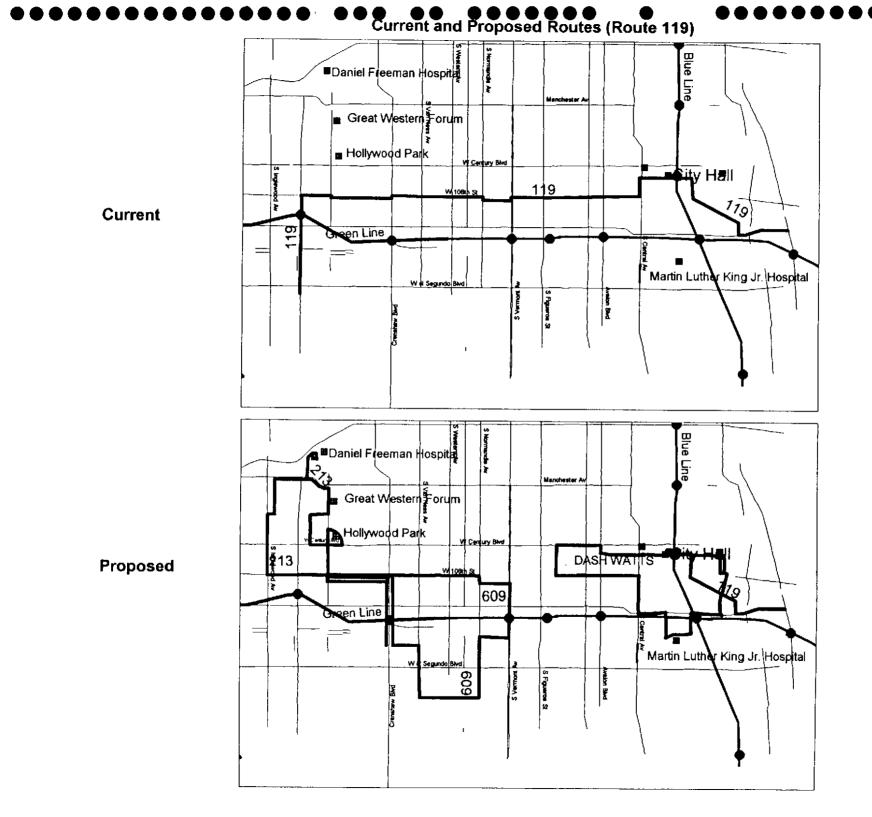
Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
119 SE Area	1	1 1	1,425	\$94,050
119 Mid-Cities Area	2	2	5 ,9 85	\$395,010
Total Line	3	3	7,410	\$489,060
After				
119 SE Area	0	0	0	\$0
119 Mid-Cities Area	0	0	0	\$ 0
Total Line	0	0	0	\$0
Change				
119 SE Area	(1)	(1)	(1425)	(\$94,050)
119 Mid-Cities Area	(2)	(2)	(5985)	(\$395,010)
Total Line	(3)	(3)	(7,410)	(\$489,060)

Routing Changes:



Proposal: No changes are proposed at this time.

Operating costs are estimated using: 66 per hour

Annualization Factor: 285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
120	7	6	23,655	\$1,561,230
Total Line	7	6	23,655	\$1,561,230
After				·
120	7	6	23,655	\$1,561,230
Total Line	7	6	23,655	\$1,561,230
Change				
120	0	0	0	\$0
Total Line	0	0	0	\$0

Routing Changes:

Proposal: No changes are proposed at this time.

Operating costs are estimated using:

66 per hour

Annualization Factor: 285

impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
		· · · · · · · · · · · · · · · · · · ·	Hours	Operating Costs
Before				
200	10	13	48,735	\$3,216,510
Tatallia	10	40	40 705	#0.040.540
Total Line	10	13	48,735	\$3,216,510
After				
200	10	13	48,735	\$3,216,510
Total Line	10	10	40.705	#0.040.540
	10	13	48,735	\$3,216,510
Change		i		
200	0	0	0	\$0
Total Line	0	0	0	\$0

Routing Changes:

MTA LINE 204/354

Proposal: During AM & PM peak periods, reduce the headways by 1 minute to

relieve the overloading. Consider better line supervision for this route.

Operating costs are estimated using: 66 per hour

Annualization Factor: 285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
204	20	19	82,365	\$5,436,090
354	19	17	57,285	\$3,780,810
Total Line	39	36	139,650	\$9,216,900
After				
104	20	20	83,505	\$5,511,330
354	19	18	58,140	\$3,837,240
Total Line	39	38	141,645	\$9,348,570
Change				
104	0	1	1,140	\$75,240
254	0	1	855	\$56,430
Total Line	0	2	1,995	\$131,670

Routing Changes:

Proposal: Put extra buses on the route to reduce headways by about 2 minutes to

10/12 minutes during peak periods.

Operating costs are estimated using:

Annualization Factor: 285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before		·		
206	14	14	49,590	\$3,272,940
Ì				
Total Line	14	14	49,590	\$3,272,940
After				
206	13	15	52,725	\$3,479,850
Total Line	13	15	52,725	\$3,479,850
Change				
206	(1)	1	3,135	\$206,910
Total Line	(1)	1	3,135	\$206,910

66 per hour

Routing Changes:

MTA LINE 207/357

Proposal:

During AM peak periods on Route 207, reduce the headways from 10 to 9 minutes NB, and during PM peak periods reduce the headways from 10 to 9 minutes SB. Increase the headways on Route 357 from 10 to 12 minutes NB during AM peak periods. Extend owl service on Route 207 to Wilmington Station.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
207	12	13	81,225	\$5,360,850
357	15	14	19,665	\$1,297,890
Total Line	27	27	100,890	\$6,658,740
After		· -		
207	13	14	78,660	\$5,191,560
357	14	14	23,370	\$1,542,420
Total Line	27	28	102,030	\$6,733,980
Change				
207	1	1	(2,565)	(\$169,290)
357	(1)	0	3,705	\$244,530
Total Line	0	1	1,140	\$75,240

Routing Changes:

Proposal:

Reduce headways to 30 minutes during peak periods. Shorten the route

by having it serve the Crenshaw rather than the Vermont Station.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue Hours	Annual Service Operating Costs
Before			110410	Operating Cook
209	4	4	14,250	\$940,500
Total Line	4	4	14,250	\$940,500
After				
209	4	4	11,970	\$790,020
Total Line	4	4	11,970	\$790,020
Change				
209	0	0	(2,280)	(\$150,480)
Total Line	О0	o	(2,280)	(\$150,480)

Routing Changes:

Current and Proposed Routes (Route 209) ■Kaiser Hospital -LA ■Jim Gilliam Park ∰usb ■West Los Angeles College Slauson Recreation Center Fox Hills Mall-■Loyola Marymount University an's Village ■Daniel Freeman Hospital Current ■Great Western Forum HOILWOOD Paramonus ■High\School Martin Lumer King Jr. Hospit Green Li ■Midtown Shopping Center ■Kaiser Hospital -LA ■Jim Gilliam Fark **⊕**usc ■West Los Angeles Colleg ■ Slauson Recreation Cente Fox Hills Mall Proposed ■Loyola-Marymount University
Fisherman's Village Daniel Freeman Hospital ■Great W stern Forum Hollywoodd Park womuy swa ■High\School Martin Lutiles King Jr. H el-Seamdo Blvd

MTA LINE 210/310

Proposal: Add trippers to reduce the headways by 1 minute in each direction

during peak periods.

Operating costs are estimated using:

66 per hour

Annualization Factor: 285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
210	12	16	64,695	\$4,269,870
310	16	15	19,950	\$1,316,700
Total Line	28	31	84,645	\$5,586,570
After				, , , , , , , , , , , , , , , , , , , ,
210	12	15	65,550	\$4,326,300
310	15	14	20,805	\$1,373,130
Total Line	27	29	86,355	\$5,699,430
Change				
210	0	(1)	855	\$56,430
310	(1)	(1)	8 55	\$56,430
Total Line	(1)	(2)	1,710	\$112,860

Routing Changes:

MTA LINE 211/215

Proposal: Drop Routes 211/215 would continue to operate south of Hawthorne

Station, while restructured Route 213 would operate in Inglewood.

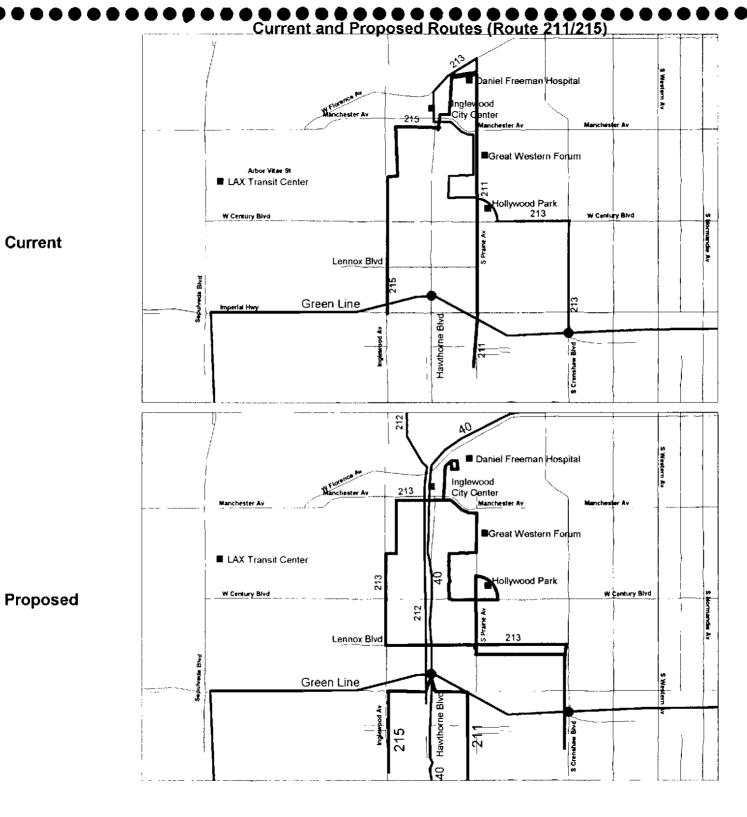
Operating costs are estimated using: 66 per hour

Annualization Factor: 285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
211/215 S Area	5	4	12,255	\$808,830
211/215 Mid-C Area	2	2	5,700	\$376,200
Total Line	7	6	17,955	\$1,185,030
After				
211/215 S Area	5	4	12,255	\$808,830
211/215 Mid-C Area	0	0	0	\$0
Total Line	5	4	12,255	\$808,830
Change				
211/215 S Area	0	0	0	\$0
211/215 Mid-C Area	(2.0)	(2.0)	(5,700)	(\$376,200)
Total Line	(2.0)	(2.0)	(5,700)	(\$376,200)

Routing Changes:



Current

Proposal:

Reduce the headway in AM peak period from 15 to 12 minutes SB and from 12 to 10 minutes NB in AM peak, from 19 to 15 minutes during mid-day, and from 14 to 12 minutes NB and from 10 to 8 minutes SB in PM peak periods. Standardize early evening headways at 30 minutes. Extend the route to the Green Line.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
212	13	16	44,745	\$2,953,170
Total Line	13	16	44,745	\$2,953,170
After				
212	16	18	54,435	\$3,592,710
Total Line	16	18	54,435	\$3,592,710
Change	· · ·			
212	3	2	9,690	\$639,540
Total Line	3	2	9,690	\$639,540

Routing Changes:

Proposal:

Restructure the route to operate on 106th, Prairie, Inglewood. This would enable Routes 211/215 to be dropped in Inglewood, and would give Route 213 better ridership. Use large buses on the route so that a 30 minute headway can be maintained in both the clockwise and counterclockwise directions. Being a loop route, the 30 minute headways will provide a combined 15 minute headway along the route although passengers may have to cross the street to get the 15 minute bus. Routes 211/215 would continue to operate south of Hawthorne Station.

Operating costs are estimated using:

40 per hour

Annualization Factor:

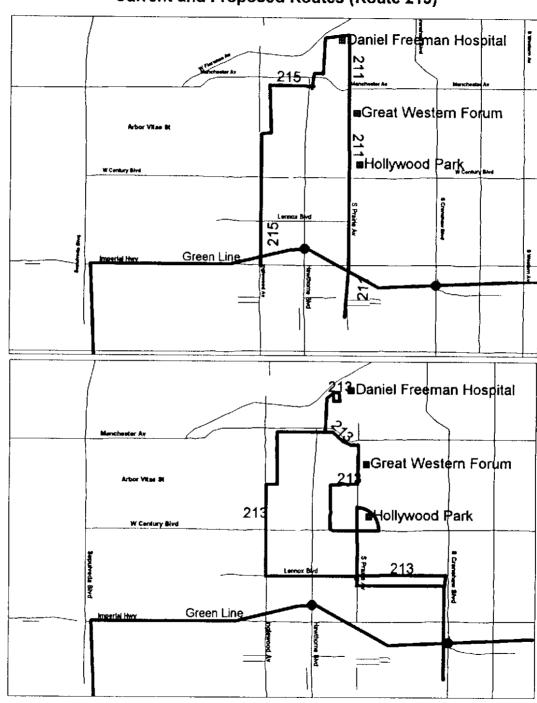
285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before	. —			
213	4	4	12,540	\$501,600
Total Line	4	4	12,540	\$ 0
After				
213	4	4	14,250	\$570,000
Total Line	4	4	14,250	\$570,000
Change				
213	0	0	1,710	\$68,400
Total Line	0	0	1,710	\$68,400

Routing Changes:

Current and Proposed Routes (Route 213)



Current

Proposed

Proposal:

Drop Route 220 in mid-cities, and extend Route 625 to Manchester (previously served by 220) and provide 15 minute service during peak period to better coincide with the train times.

Operating costs are estimated using:

66 per hour

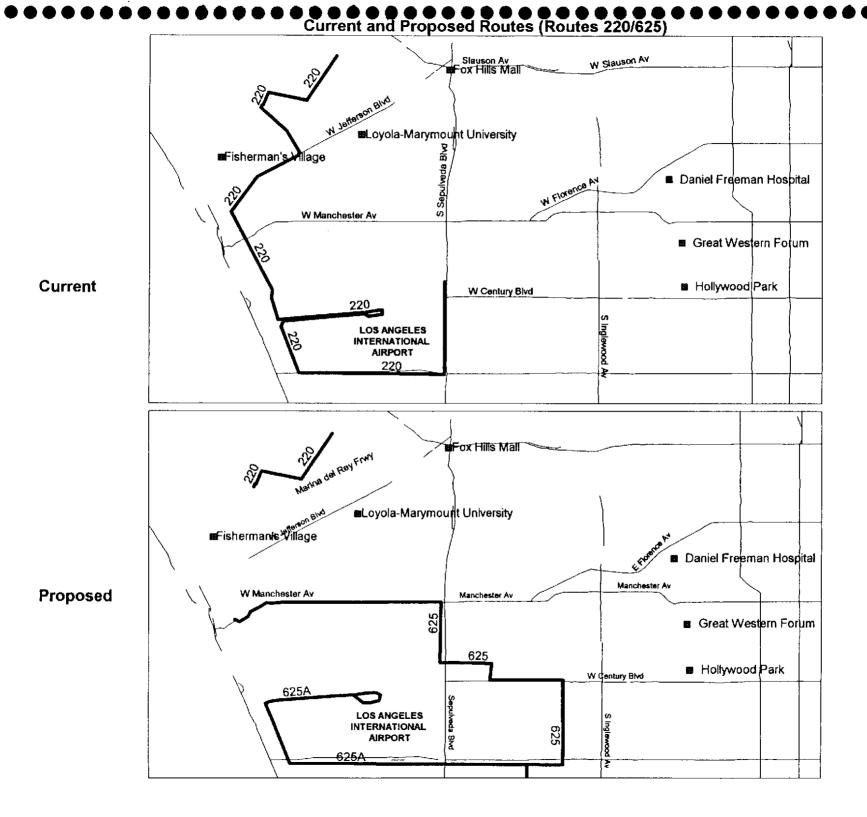
Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				,
220 W Area	2	2	6,270	\$413,820
220 Mid-Cities Area	1	1	4,560	\$300,960
Total Line	3	3	10,830	\$714,780
After				
220 W Area	2	2	6,270	\$413,820
220 Mid-Cities Area	0	0	0	\$0
Total Line	2	2	6,270	\$413,820
Change				
220 W Area	0	0	0	\$0
220 Mid-Cities Area	(1)	(1)	(4,560)	(\$300,960)
Total Line	(1)	(1)	(4,560)	(\$300,960)

Routing Changes:



Proposal:

Restructure the Route 56 south of Vernon; extend to Pacific and have it operate along Pacific to Gage. Combine with Route 254 at Gage and operate to the Firestone Station. Drop 56 and 254 south of Firestone as this is the Dash Watts North service area. Consider renaming Route 56 to Route 256. Drop Route 254 north of Firestone.

Operating costs are estimated using:

66 per hour

Annualization Factor:

285

Impacts:

***	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
254 SE Area	2	2	10,260	\$677,160
254 Mid-Cities Area	1	1	4,560	\$300,960
Total Line	3	3	14,820	\$978,120
After				
254 SE Area	0	0	0	\$ 0
254 Mid-Cities Area	0	0	0	\$ 0
Total Line	0	0	0	\$0
Change				
254 SE Area	(2)	(2)	(10,260)	(\$677,160)
254 Mid-Cities Area	(1)	(1)	(4,560)	(\$300,960)
Total Line	(3)	(3)	(14,820)	(\$978,120)

Routing Changes:

Current and Proposed Routes (Route 254) Jim Ciliam Park Baldwin Hills Crenshaw Plaza ElVemon, ■\$lauson Recreation Center E Slauson Av W Florence Av ■Danie Freeman Hospital State twy 42 Current ■Great Western Forum mHollywood Park W Confuny Blyd Will Ropers Memorial Park Imperial Hwy ■Marun Luther Ring Jr. Hospital Green Line Midtown Shopping Center ■ Multipurpose Cent Blugil Jim Siliam Park Hills Crenshaw Plaza EVernon v256 ■\$lauson Recreation Center E SI uson Av_ Ø **Proposed** W Florence A ■Danie Freeman Hospital State Hwy 42 Desh Watts John Rogers Westwill Park ■Great Western Forum Hollywood Park W Century Blvd Imperial Hwy wiviartin Luther king Jr. Hospital

LADOT LINE 437

Proposal: No changes are proposed at this time.

Operating costs are estimated using:

62 per hour*

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
437	4	4	5,130	\$338,580
Total Line	4	4	5,130	\$338,580
After	1011			
437	4	4	5,130	\$338,580
Total Line	4	4	5,130	\$338,580
Change				
437	0	0	0	\$0
Total Line	0	0	0	\$0

Routing Changes:

^{*}For consistency with other routes, revenue hours include the deadhead return leg of this express route. Therefore the cost-per-hour is one-half the cost reported by LADOT for this route (\$123/hour)

Proposal:

Restructure route to operate on Jefferson serving Culver City and W.L.A. Center. The route would operate express between the Center and the downtown during peak periods only and would terminate at the Center during off-peak periods; it presently operates to the downtown all day. An improved headway of 30 minutes would be offered on the route during the daytime. Align schedule to facilitate a timed transfer with line 561 at Fox Hills Mall.

Operating costs are estimated using:

66 per hour

Annualization Factor:

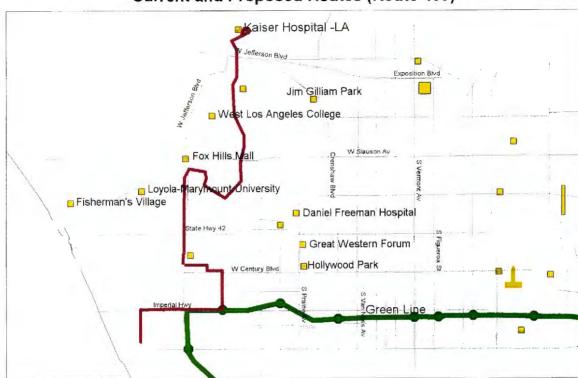
285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before		·		
439	8	9	29,640	\$1,956,240
Total Line	8	9	29,640	\$1,956,240
After				
439	8	9	29,925	\$1,975,050
Total Line	8	9	29,925	\$1,975,050
Change				
439	0	0	285	\$18,810
Total Line	0	0	285	\$18,810

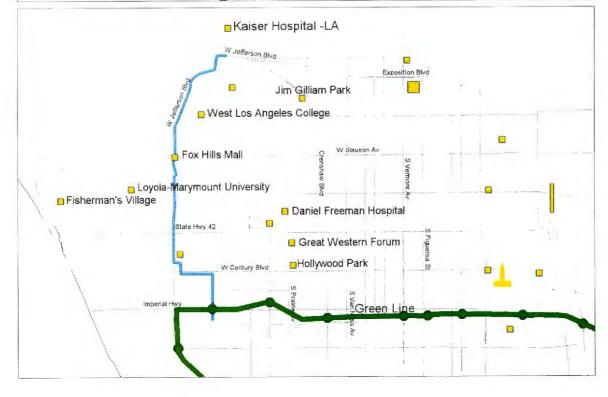
Routing Changes:

Current and Proposed Routes (Route 439)





Current



Proposal:

Drop Route 442 as Route 42 is an alternative to Route 442.

Operating costs are estimated using:

66 per hour

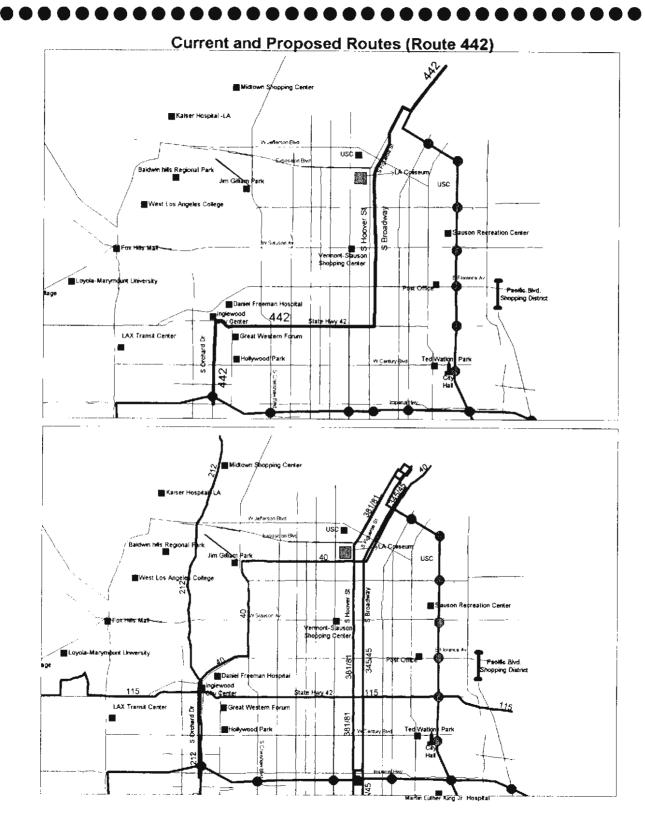
Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue Hours	Annual Service Operating Costs
Before				
442	7	6	13,680	\$902,880
Total Line	7	6	13,680	\$902,880
After				
442	0	0	0	\$0
Total Line	0	0	0	\$0
Change				
442	(7)	(6)	(13,680)	(\$902,880)
Total Line	(7)	(6)	(13,680)	(902,880)

Routing Changes:



Current

Proposed

Proposal: Drop the route south of Fox Hills Mall as this section is served by

Route 439.

Operating costs are estimated using: 66 per hour

Annualization Factor: 285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before	1			
561	21	23	75,525	\$4,984,650
Total Line	21	23	75,525	\$4,984,650
After				
561	20	20	77,235	\$5,097,510
Total Line	20	20	77,235	\$5,097,510
Change				,
561	(1)	(3)	1,710	\$112,860
Total Line	(1)	(3)	1,710	\$112,860

Routing Changes:

Current and Proposed Routes (Route 561)





Current



Proposal:

This would be a new community route centered on Market Street in North Inglewood and serving the area west of Crenshaw previously served by Route 107. Route 607 would operate at a 30 minute headway in say the counterclockwise direction.

Operating costs are estimated using:

40 per hour

Annualization Factor:

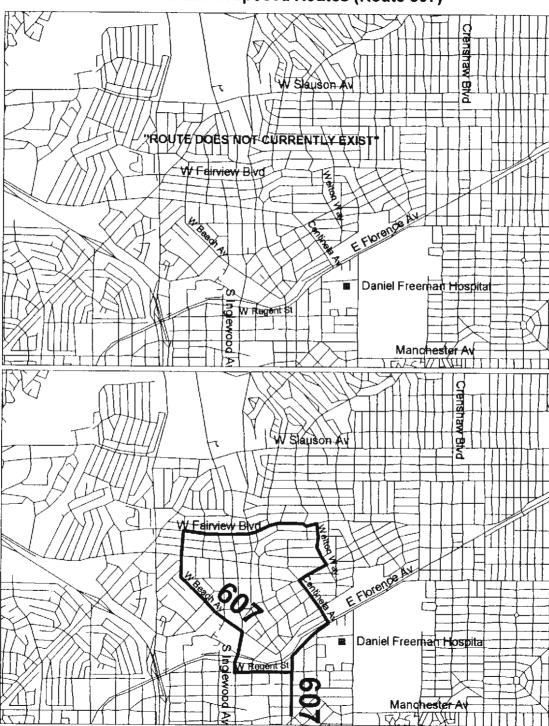
285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue Hours	Annual Service Operating Costs
Before				
607	0	0	0	\$0
Total Line	0	0	0	\$0
After				
607	2	2	5,130	\$205,200
Total Line	2	2	5,130	\$205,200
Change		-		
608	2	2	5,130	\$205,200
Total Line	2	2	5,130	\$205,200

Routing Changes:

Current and Proposed Routes (Route 607)



Current

Proposed

MTA LINE 608A

Proposal:

This would be a new community route replacing the Marina Del Rey leg of Route 108 west of Fox Hills Mall, and Route 110 west of the Mall; this would enable Routes 108 and 110 to be terminated at the Mall. The route would offer an improved headway of 30 minutes during peak periods.

Operating costs are estimated using:

40 per hour

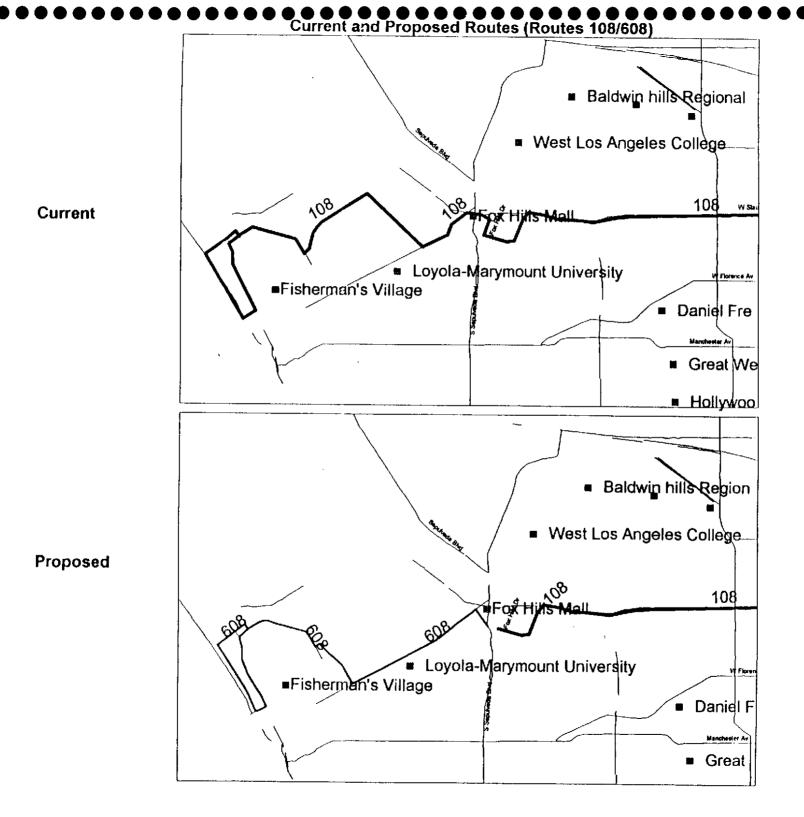
Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue Hours	Annual Service Operating Costs
Before				
608	0	o	0	\$0
Total Line	0	0	0	\$0
After				·
608	2	2	5,130	\$205,200
Total Line	2	2	5,130	\$205,200
Change				
608	2	2	5,13n	\$205,200
Total Line	2	2	5,130	\$205,200

Routing Changes:



Proposal:

This would be a new community route added to serve the areas north and south of the Green Line affected by the restructuring of Route 209 and the dropping of Route 119. Route 609 would offer 60 minute service in both the clockwise and counter-clockwise direction or a combined 30 minute headway.

Operating costs are estimated using:

40 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue Hours	Annual Service Operating Costs
Before				
609	0	0	0	\$0
Total Line	0	0	0	\$0
After				***
609	1	1	3,420	\$136,800
Total Line	1	1	3,420	\$136,800
Change			-	
609	1	1	3,420	\$136,800
Total Line	1	1	3,420	\$136,800

Routing Changes:

Proposal:

Drop Route 220 in mid-cities, and extend Route 625 to Manchester (previously served by 220) and provide 15 minute service during peak

period to better coincide with the train times.

Operating costs are estimated using:

40 per hour

Annualization Factor:

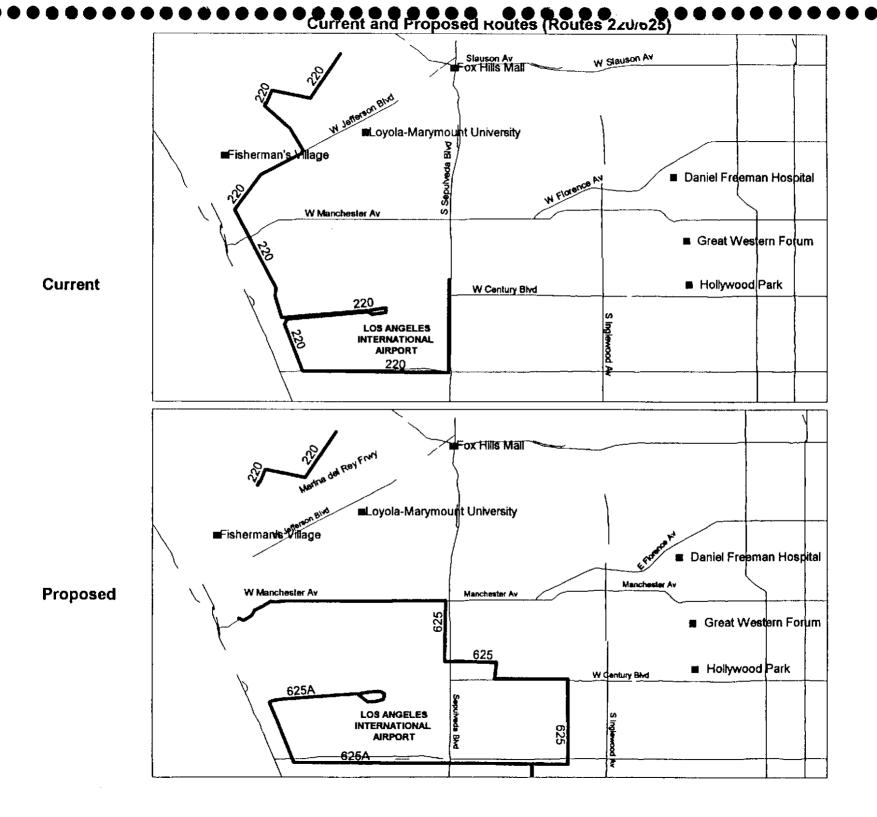
285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
625	4	4	9,120	\$364,800

Total Line_	4	4	9,120	\$364,800
After				
625	7	7	22,800	\$912,000
Total Line	7	7	22,800	\$912,000
Change				
625	3	3	13,680	\$547,200
Total Line	3	3	13,680	\$547,200

Routing Changes:



Proposal:

No changes are proposed at this time.

Operating costs are estimated using:

40 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue Hours	Annual Service Operating Costs
Before		-		
629	4	4	17,385	\$695,400
Total Line	4	4	17,385	\$695,400
After				
629	4	4	17,385	\$695,400
Total Line	4	4	17,385	\$695,400
Change				
629	0	0	0	\$0
Total Line	0	0	0	\$0

Routing Changes:

LADOT LINE DASH Crenshaw

Proposal: No changes are proposed at this time.

Operating costs are estimated using:

40 per hour

285

Annualization Factor:

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue Hours	Annual Service Operating Costs
Before DASH Crenshaw	2	2	6,555	\$262,200
Total Line	2	2	6,555	\$262,200
After DASH Crenshaw	2	2	6,555	\$262,200
Total Line	2	2	6,555	\$262,200
Change DASH Crenshaw	0	0	0	\$0
Total Line	0	o	0	\$0

Routing Changes:

LADOT LINE DASH Leimert-Slauson

Proposal:

This route should be modified to serve the 54th St. corridor now served by Route 107 which is to be dropped. It would be extended to Vermont so that it can connect with Route 204 and the DASH Southeast service at King and Vermont which is a major transfer point. The demand on this route justifies large buses to reduce overloading.

Operating costs are estimated using:

40 per hour

Annualization Factor:

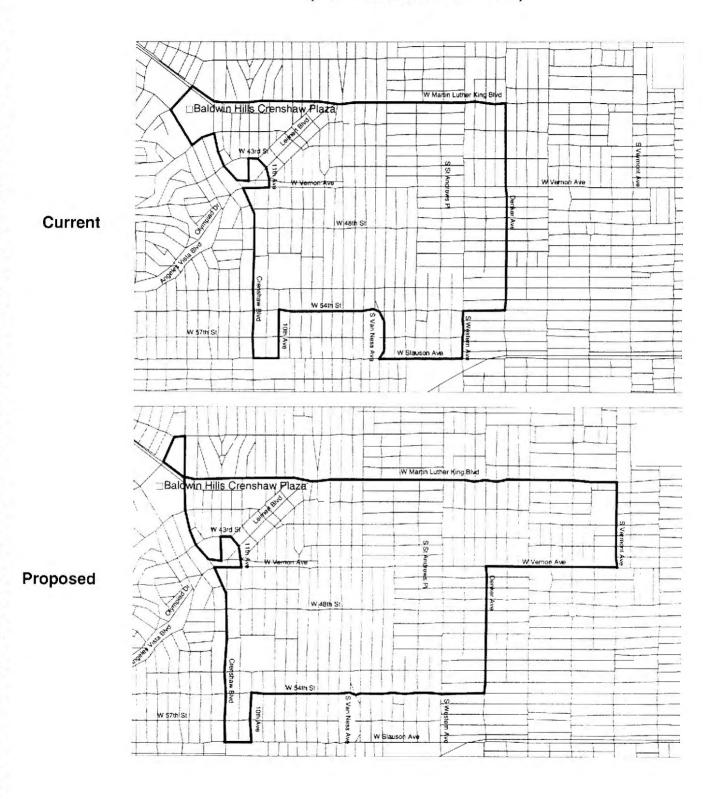
285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue Hours	Annual Service Operating Costs
Before DASH Leimert	4	4	13,680	\$547,200
Total Line	4	4	13,680	\$547,200
After DASH Leimert	7	5	17,100	\$684,000
Total Line	7	5	17,100	\$684,000
Change DASH Leimert	3	1	3,420	\$136,800
Total Line	3	1	3,420	\$136,800

Routing Changes:

Current and Proposed Routes - DLS (DASH LEIMERT SLAUSON)



LADOT LINE DASH Midtown

Proposal: No changes are proposed at this time.

Operating costs are estimated using:

40 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before DASH Midtown	3	3	9,405	\$376,200
Total Line	3	3	9,405	\$376,200
After DASH Midtown	3	3	9,405	\$376,200
Total Line	3	3	9,405	\$376,200
Change DASH Midtown	0	0	0	\$0
Total Line	0	0	0	\$0

Routing Changes:

LADOT LINE DASH Pueblo Del Rio

Proposal:

LADOT advises that this route cannot be dropped as it was part of the mitigation package implemented during construction of the Blue Line, to retain a connection across the tracks. Nevertheless, this is one of the poorest-performing routes in the system, costing about \$540/day to operate and carrying less than 400 daily passengers. This low level of usage suggests that the barrier effect of the Blue Line is less than originally anticipated, reducing the need for this mitigation measure.

Operating costs are estimated using:

40 per hour

Annualization Factor:

285

Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
DASH Pueblo	1	1	3,420	\$136,800
Total Line	11	1	3,420	\$136,800
After				
DASH Pueblo	1	1	3,420	\$136,800
Total Line	1	1	3,420	\$136,800
Change				
DASH Pueblo	0	0	0	\$ 0
Total Line	0	0	0	\$0

Routing Changes:

LADOT LINE DASH SouthEast

Proposal:

This route should be modified to serve the 54th St. corridor now served by Route 107 which is to be dropped. The demand on this route justifies large buses to reduce overloading, and a reduction in the headways from 30 to 20 minutes during peak periods.

Operating costs are estimated using:

40 per hour

Annualization Factor:

285

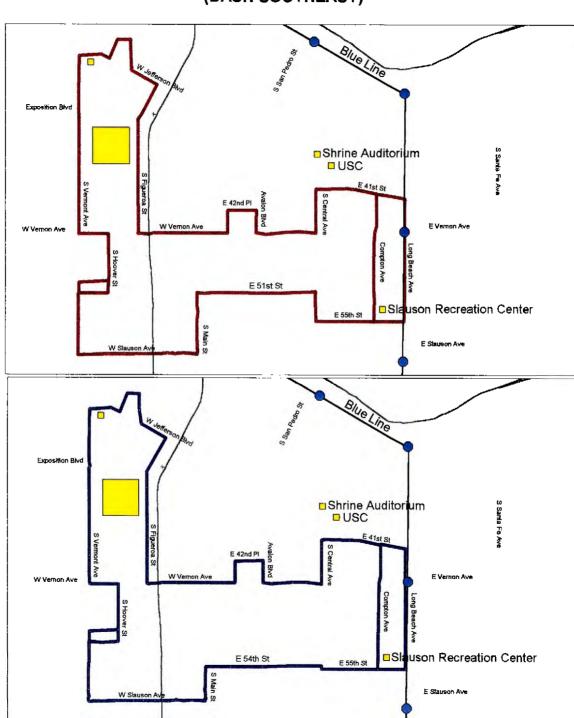
Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before				
DASH SouthEast	4	4	13,680	\$547,200
Total Line	4	4	13,680	\$547,200
After			<u> </u>	
DASH SouthEast	6	4	15,390	\$ 615,60 0
Total Line	6	4	15,390	\$615,600
Change				
DASH SouthEast	2	0	1,710	\$68,400
Total Line	2	0	1,710	\$68,400

Routing Changes:

Please see attached map for routing changes

Current and Proposed Routes - DSE (DASH SOUTHEAST)



Current

Proposed

LADOT LINE DASH Watts

Proposal:

The route should be slightly modified to accommodate Route 119

passengers when that route is dropped. Reduce headways from 20 to 15

minutes during peak periods.

Operating costs are estimated using:

40 per hour

Annualization Factor:

285

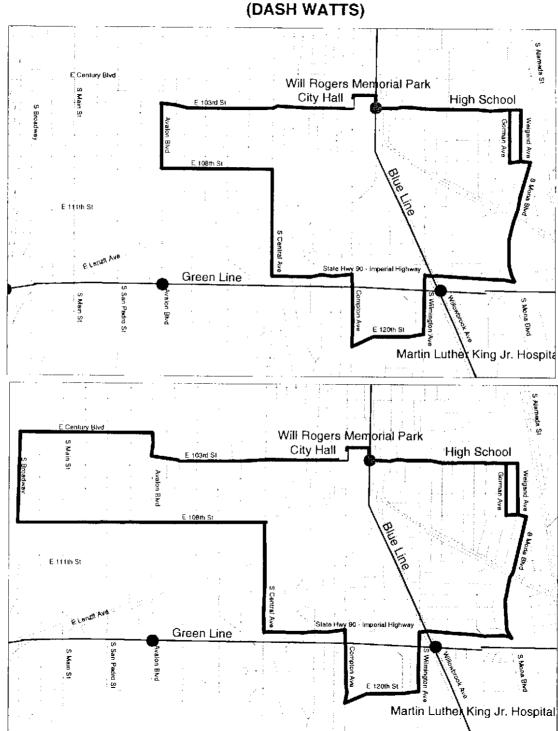
Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue Hours	Annual Service Operating Costs
Before DASH Watts	4	4	12,540	\$501,600
Total Line	4	4	12,540	\$501,600
After DASH Watts	5	5	15,390	\$615,600
Total Line	5	5	15,390	\$615,600
Change DASH Watts	1	1	2,850	\$114,000
Total Line	11	1	2,850	\$114,000

Routing Changes:

Please see attached map for routing changes

Current and Proposed Routes - DWA (DASH WATTS)



Current

Proposed

LADOT LINE DASH Watts North

Proposal:

Change the headways to 20 minutes (AM & PM). Extend route to the east to pick-up service

area of Routes 56 and 254 which will be dropped south of Firestone.

Operating costs are estimated using:

40 per hour

Annualization Factor:

285

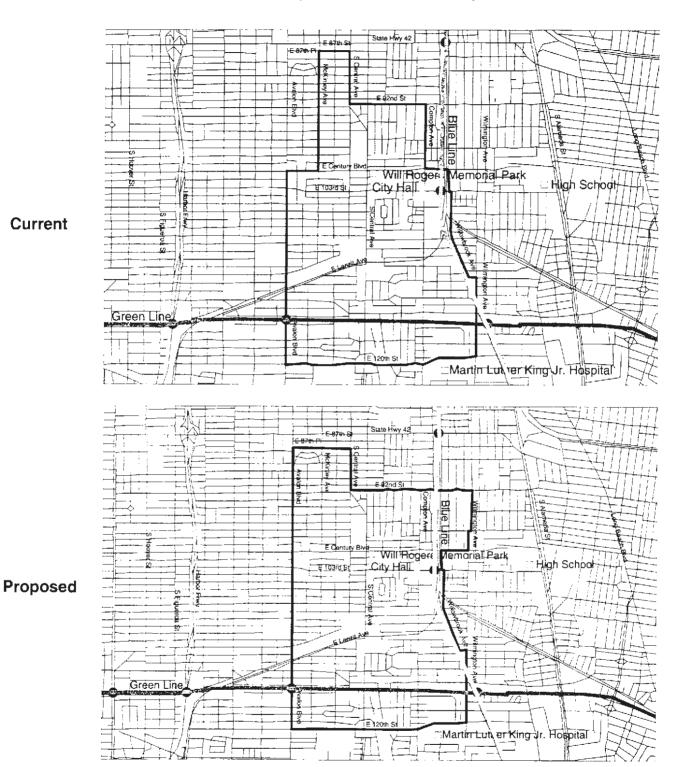
Impacts:

	AM Peak Vehicles	PM Peak Vehicles	Annual Revenue	Annual Service
			Hours	Operating Costs
Before DASH Watts North	2	2	6,270	\$250,800
Total Line	2	2	6,270	\$250,800
After				
DASH Watts North	4	3	11,970	\$478,800
Total Line	4	3	11,970	\$478,800
Change				
DASH Watts North	2	1	5,700	\$228,000
Total Line	2	1	5,700	\$228,000

Routing Changes:

Please see attached map for routing changes

Current and Proposed Routes - DWN (DASH WATTS NORTH)



APPENDIX B

Restructuring Plan
Detailed Operational and Performance Data

EXHIBIT 2

OPERATING CHARACTERISTICS OF PARTIALLY CONSTRAINED SERVICE PLAN FOR MID-CITIES AREA (September Weekday 1997)

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EXHIBIT 2

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EXHIBIT 2

OPERATING CHARACTERISTICS OF CONSTRAINED SERVICE PLAN FOR MID-CITIES AREA (September Weekday 1997)

LINE	. DC	TER NAME	SEGMENT DESCRIPTION			SPAN OF SERVE		1,1,7 ()		AVERA					· PIP	71.4	OR					x (54	ptem	Der v	reekt										
NO.		NELL)		l	RE-ORDIN	DN MID-CITIES		AM PI	MIID C Dr	DAY DAY D	PW PK	ERL	YEVL	ATEE	y ov	VL Bac	AM P		PM	PK E			AVO.	AM		MID .	PM P	(ESL	LAT	AM	MIZ	PM	ERL L	AT	3
-	CENT NAME	TEMORY (CONTROL	TTP 4. 1				(miles		ве Тиза	Thus Th	me These	Time	Time 1	no Than	Time	Time	Max. A	3 473	Mex	AVE A	A AVE	Ava	PM PK (mph)	Мих	AVE	YAC	EE AV		EVE OV		DAY 6.0		EVE R		TOT
333		COMPTON	ImperialStatuso/FirestoneStation	NB	M6d-C4	333-133/130-630	36	13			E 3																		*********						
1		LIMITKO		AB NB	145d-C4	6304300333633	3.6	14	4	1	3 2						15 1	3		15			12 0 16.6	1.2		- 1	.4 i.	0		3.4		4.3 3.0			7.8 4.5
				98	Mid-C4	601403/3:40-6:40 621423/3:40-6:40	2.1	10	2 2		E 1						13 1		15 15	15 15			15.8 25.8	0.7 D B	D.7 D B		.6 a			1.0		1.8			3.6 4.1
				NB SB	Mid-CI Mid-CI	6:15:9:15/3:30-6:30	41	20	3 4	1	1 3 5 1					- 1	13 1		15	15 15			11.2 16.4	1.1	1.1 1.6		9 L			3.4		5.0 3.4			6.4
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101		VERNON AVE	Cocilia à Allantic/Pacific à SurtaFe	₩B	Zust			26	4 26	4 2	6 1					-	24 1	1 30	36	34				1.3	10.0 1.0	10 0	.B 0			30.D	6.0	30.0			15.5
			Facilic & SautaFa/Varnon & Pignero4	Ð3 ₩β	East Mid-C1	4.29mm - 3.29mm	3.0	24 [1	4 28 3 17	3 1	8 4 7 3	15	2 1	2 9	14	9	24 I		24	24 12 2	10 60	60	10.6	3.2	1.2		3 L	3	0.3 d.	111	4.4	4.0	1.6	.g 1.	14.5 7 23.6
			Verson & Figure 04/Verson & Arlington	EB WB	MR4-C3	5:1 Para - 4:1 Para 4:42am - 3:42am	1.G 2.G	19	3 20 3 16	1 1		14 14	2 1 2 1		9	9	12 1 15 1	2 15	11	15 2	00 60 00 60	60 60	10.0 7,5	1.8	1.8	15 1	3 1	3 0.8	0.3 0. 0.3 0.	7.3	E.S	4.0	2.4	3.8 1.	4 24 8
			Versonili Arlangton/Kingli Creminer	EB WB	MM-CI MM-C3	1109am - 4109am 431am - 331am	20 1.5	9	1 10	1 1	3 2	LO S	įi	9 5	9	4	12 1		15 12	13 2	0 so	60 60	9.2 15.0	0.8 0.4	0.6	0 5 1	.o i.	0 0 6	0.3 O.	33	46	4.5 3.0	1.7	9.9 1.6 9.8 L	L 146
				₽B WB	Mid-C3	5:06em - 4:06em 4:34em - 12:03em	1.3	3		į.,	4	5	i.	1 2	ڏ	-	12 2	2 15	13	13 2	90 60	80	11.0	0.5	0.5	0.3 0 0.5 0	4 0.	4 93	0.L 0.	2.0	2.6	1.5 1.2		2.4 Q_ 3.4 G	
			_	73	Mid-CD	430mm - 11:45pm	33	15	3 11	3 1	1 3	13	2 1	1 6	11	9	15 1		12		n eo	60	12.4 11.7	1.2		0.9 ±	.7 1. .4 1		0.3 O. 0.3 O.			3.0 4.2		1.9 L.1 1.0 2.0	
				WB EB	West West			30 21	3 31 1 26	3 3	2 5	2.5 2.6	3 1			ļ	15 1				20			2.2	2.2	2.4 3	4 3	0 14	•	9.0	14.4	9.0 7.4	13		36.4
1			101 Tabs	WB EB				103 1 93 1		15 II 35 II	3 16	72 70	9 6	(D		16 16				., -	-				7.9	7.2	9	1 41		31.7	43.2	17.3	12.2	1.0 4.5	
303		VERNON		RT				196 3		33 22	32	142	18 12	5 44	64	52									19.7 1	4.6	7. 17.		10 1. 20 2.	31.6 63.5	40.8 84.0	D.1		29 3. 99 10.0	
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1			Vernon-Effereron-Vernon-Endington	₩B	MH-C2	5:41-4:42/2:57-5:57	20	3	i		• 1						19			13 15			14.0	0.8	0.8 0.6		6 0. 6 0.			1.7		2.4 1.7			4.8 3.4
			Versoual: Articutors Kingal: Criminate	#28 EH	ML4-C3)-651-C3	6 13-9:13/3:13-6 13 3 30-130/7:05-6:03	2.0 1.5	6	! !		e 1						15 I		13 15	13		į	16 D	0.6	0.6		6 D 4 D	4		1.7		1.7			3.4 2.7
				MB MB	764-C3	6:03:9:05/3:40-6:40 6:00-9:00/3:15-6:11	1.5 3.1	6 11	l Z	1							15 I	5	15 13	15		- 1	16.D 16.9	0.4	0.4	a	4 0	4		13		13			1.7 5.4
				EB WB	Mid-C3	3.55-E:83/3:30-6:30	31	п		1	1 3						15 1	5	13	13			16.9	0.0	0.9		9 0.			1.6		2.8			5.4
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				DB .			1		7	13															6.1		3. 4.	0		18.3		1.2 14.9			
111		PLOBENCE AVE		RT EB	Marcr	436am - 9:18pm	1.3	164 2	,,	1 13	3 33		<u></u>			-	24 3	0 30		30 0	0		15.6	0.3	9.0	D 2 - 8	y Z 0:	0		27.1	17	21.2	7.4		0.0
				WB EB	Mid-C1	4.48an - 653pm 5:11an - 923pm	1.3 3.6		3 21	1 3 2		19	1				24 3 24 3	0 30	30 30	30 a			15.6	0.3	0.2		2 0.	2 0.1		0.9		0.6	0.4		3.1
				₩B	Mid-CS	4:35 m - 3:35 m	31	10	11	3 1	3 3	12	3			ł	24 3	0 30	30	30 6	0		10.9 15.2	0.8 0.7		0.6 0. 0.7 0	\$ 0. 6 0.			2.4		2.4 1.8	1.0		11.0 9.4
					1464-C6 1464-C6	428an - 3/11an 423an - 3/33an	0.B 0.B	1	1 1		4 L	4	1 .	6 1 6 1	4		12 1	2 36	12 12	11 3	0 30 0 80	60	12.0 12.0	D.4 D.4	D.4 D.4	0.1 Q 0.1 Q	4 0. 4 0.	1 D.2 4 D.2	0.1 0.			1.0 1.3	0.5	0.5 0.5	5 5.1 5 5.4
					166-C5 166-C5	4:21mm - 3:43mm 4:27mm - 3:27mm	20	6		l J	9 L	,	1 .	5 1 5 1	6 6		12 1 12 1	1 30	12 12	12 3	0 30 0 60	60 60	13.3 15.0	0.6 0.4		0.3 O 0.3 O			0.1 0.	1.6	1.1	2.J 2.3	0.9	.7 0.1	
					1664-Ç4 1664-C4	4:03-mi - 3:48-mi 4:15-mi - 3:15-ms	2.9 2.9	L9 Lā	3 2) 3 19	2 1	1 4	18	3 10		Įā Lā		10 1 10 1	2 30 1 30	10		0 30 0 60	60	8.3 9.7	1.2 1.9	1.6	0.8 1	3 2.	9 0.7	0.4 0.	L 1L3	4.6	7.5	2.1	1.2 1.1 2.6 1.1	24.6
			Please and Pacific/Promont Outsid	WB	Emi		"	17	3 20	2 1		20 20	4 1	2		í	10 1	1 30	10 10	10 3	0 60	80	*.,	1	1.7	D.7 Z D.9 3.	6 2	6 D.B	0.3 0.3		4.4	7.8	14	9.9	11.1
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EXHIBIT 2

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EXHIBIT 2

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DASH	LEDMERT/	King&Arlington/54th&ArlingtonvisVermont CV	3464-C2	638am - 6:18pm	4.3	19	2 19	ž	19	1					20 2	i 1	U 2	ע פ)	13	6	11 :	ı.I	0.8 1.	1 1.	ı	3.3	3.0	3.2		11.3
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j		34bBArington/KingBArington/siCrashowPl CV	M44-C3	6:53em - 6:23pm	4.5	26	3 26	•	24	3					20 2	to 1	15 25	10 2d)	10	4 :	1.5		L.2 L	9 6.	3	4.4	7.0	4.4		11.7
I		ec	Méd-C3	6:30mm - 6:30pm	4.5	25	3 15	3	15	3					20 2	iO 1	15 20	0 2)	10.	.s :	1.4	.4	LL L	4 1.	4	4.3	6.7	4.2		15.1
1		Leizzer/Simmon Total CV			i	43	1 45	7	45	7										- 1			IJ	2.0	1.	و	7.3	12.0	7.5		
i		cc	1		ı	43	7 43	7	49	7										ı			1.5	2.0	2.	3	7.5	12.0	7.5		
<u></u>		RT.	1	<u> </u>			10 90		90 i	0										l_			1.0		1		130	24 0	150		
DASH	MIDTOWN	Baldwin Hills Plaza Washington A Grammy NB		4:30mm - 5:20pm	3.7	_	3 11	_	11	3					30 3		10 3							0.9 D.			1.9	3.6			10.3
1		48		433mm - 3:33pm	3.7	23	4 11		15	1							6 3						LQ.		0 1.	0	1.9	5.8	2.9		10.4
1		Washington & Green cy/Redondo & Packed MB		1	w=		2 13		15	2							10 34								6 0.		LL.	34	1.7		4.2
1		48	West .	1	w=	13	3 13	3	13						30 3	ю э	% >	0 X)	ı	- [-	LO LO	3		9.		1.1	3.2	1.6		5.5
		Michorn DASH Total NB	1	ł	l	40	3 40		40	1										l l			J	1.5	1.	3	3.0	9.0	4.5		
		58	1		l	_	7 34	7	36	7															1.	5	3.0	9.0	4.5		
<u></u>		RT.	 						78 L	2													1.0		3.		8.0	11.0	9.0		
DASH	CRENSHAW	Sycumore-A Collegum/CrembawPlaza CV		6:09 tot - 6:12 pen	44		3 11		12	3					20 2		NO 21							0.8 1.			4.1	3.0	4.1		13.1
1		CC		1:43 em - 6.00 pm	4.4		5 11			-					20 2		10			12.				Q. a 1.			1.1	5.0	4.1		13.1
ì		CroshewPlaza/Crd&Lalman/4Ind&4th CV	M4-C3	600em - 600pm	6.6		9 37			•					20 2	ю 1	10 21	0 2)	10	7 3			13 2.			6.6	FÜ	4.9		21.1
DASR	WATTS	Cresshaw DASH Total RT	1 . 2 . 2	440 440-					\$1 L							_					_		1.0					11.0			
an	MV119	KennethHelmPlaze/M.L.KingPlaze CV		6:10am - 6:10pm 6:00am - 5:55pm	8.4		3 34			3					1 61					14.				2.0 2.			7.4	12.0	7.4		26.1
		CC Watto DASE Total RT		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	E.4			- 11	13					ı,	19 1	3 2	10 L	3 1:	,	14.	1 1			2.0 2.			7.4	12.0	7.4		27.2
DASH	WATTS	Watte DASH 100g K1 KannathHabsPiam/Manchester & S. Cantral CV		6:00em - 6:00pm	11		3 40		37					\rightarrow	20 2	м э	NG 2	n 1		13	, I ,		1.0	1.5 2.	1.			9.0			21.6
	NORTE	CO		6:00em - 6:00pm	;;				37						20 2					1 13				1.5 Z. 1.5 Z.			6.0	9.0			21.6
1		Watta North DASH Total RT	1		l "				74					i	, ,	~ ,	~ ,	~ .	•	"	" '		LQ (.Q		0 J.			9.0 18.0			21.0
COMMUTE	R EXPRESS LINES		1	 	 	-: <u>*</u>				 -											+			y. u		•	+ ***	15.0	14.0		
67	MARINA DEL	Factific & Washington/Alln&Pussess NB	M64-C7	620mm - 7/45mm	4.6	16	16							i i	30 2						- 1	11					ودا				1.5
	RITY	48		400pm - 5,00pm	4.6	l	-		16 1	6				J		-	3	u 2	,	1 15				1	3 D	و	1 -		1.3		2.5
1		Allah Panana/DowntownLA NB	Denima	l ' '-	1	44	44								30 2	1	-	_		_ I		2.9	k.t	•			6.9				6J
1		38	Design		ı				45 4	3							3	6 A	3		- []		-	2	9 1	5	1		63		63
1		437 Tabel NB	1		ı	60	50														- [-	-		9.4				
1		58	1	i	1				61 5	9				J											3.	.4	1		6.4		
		ΆΤ			L	60	50		61 5					1						l	_ [1.3		3.		9.4				
OI	PLAYA DEL	Remosså 10th/Imperial & Virta Delbiler NB			_	17	3								20 2	100							ı.a				13				
!	REY	55			l				14 1	1				j			,	10 X	3		-)				Q.	.t	1		1.4		
}		Imperial & Virta Delbiar/Culver & Virta DM NB	M66-C7	617am - 736am	2.2	4	ı							- 1	26 2	30						0.3 (3.3				0.4				0.4
1		AB	MM-C7	5:02pm - 7:04pm	2.2	l			3	1				- 1			3	0 X	3	44	١٥.			0.	2 D.	.2	1		0.3		0.3
i		Cabra & Vista DalMar/Downson vol. A NB			ı	50	13							Į	20 2	M)							LØ.				5.6				
1		88	West		ı				a ,	7				- 1			3	0 X	•		- [3	.7	1		7.5		
ì		434 Total NB	1		ı	₽L	19							ŀ							- [0.1				2.5				
1		88	1		l				79 7					- 1							- !				4.		1		9.3		
 	1111.00.00	RT.	 	ļ	├				79 7												┵		1.0		4		7.5		9.2		
341	VAN NUYS EXP	FoxHilleMell Von Nuye & Moorperk NB		1	l		3 54		60 1		3	37	5						7 20 60		ı		1.2			4 1.5 0.7			13.1	7.5 2.1	
		AB			i	•	4 55	7	35 I		_		_	- [10 L	4 3	90 3	0 2			- [9.9	2.1	3.		13.7	11.4	9.9		
l		(ZD) 88	West	1	1	l _	_			51		M		- 1				_	23 40	1	- [2.4 0.6	1			7.1 2.3	
I		Ven Neys & Moorpark/Sylose Matrolink NB	West	i	l				4			42	1						20 60		- [l.L			1 1.7 0.8				E1 13	
I		48	Wes		1	44	4 46	6	0	7			_		10 1	0 1	10 1	Q 1			- [1.1	5.2	3.	.D	19.1	31.2	13.0		
I		(213) 4.8	¥-		1	l						37	1						15 60		- [3.5 0.7	1			10.4 1.1	
I		36) Total NB	1			_			104 1												- [7		10 1 2				15.6 4.6	
I		. 5B	1		1				98 1											-	- [-	,						7.1 13	
Ь		ДТ	Щ.	J	1	1 12	14 196	. 24	202 1	143	и	117	26										17	14	1	9 1 1	1 60.7	H.0	56.3	21.7 6.8	

EXHIBIT 3
PERFORMANCE CHARACTERISTICS OF PARTIALLY CONSTRAINED SERVICE PLAN FOR MID-CITIES AREA (September Weekday 1997)

	PERFORMANCE CHA	RACTI	CRIS	FICS 0	OF PA	WIT.	ALLY	CONS	STRA	INED	SER	VICE	C PLA	AN F	OR M	HD-C	лпв	SAI	RLA	(Sept	emb	er We	ekday	y 199	7)			
LINE INTER- NAME NO. LINED	SEGMENT DESCRIPTION	RECTION	- AM	MID	BOARDI PM	ERL	ENCERS		AN	MOD	LOADS PM	ENTER!	LAT	MENT		AN		PM	EAL	LAT I	OIJA.			AD/BU	FAREBOX REV. @	COST 6	NRT COST	SUBSEDY PER
WITH			PK	DAY	PK		EVE OW	/L TOT.	PK	DAY	PK	EVE		OWL	тот.			PIK			OWL.	тот.	PEAK I		\$0.60	\$66.12		BOARDING
1. BASE NETWORK (CORE ROU	TEO								├-	<u> </u>													MAX	AX 20	Per Brdg	Per VSH		
37 14 WEST ADAMS	stablemetry/Grand&Weshington 3B	Dware	223.6		307.4			1779	1 -		68.43	n. 1	j.,		.]	1,			- 13				8134		. aga	- potest	135	
	Olive & Washington/I std. Be maky NB		187.8	:	448.8		1.50	1,697		4.7			je:			149.0	r zař.	i n i	ar d			¨				377E.N	4000	
1	Ormodis Washington/Admma Figueroa WB		54 21	314 120	223 120	67 37	4	1 640 3 326		492 798	303 192	100	19 22	14	1,271	118 197	134 167	123	372 196	77 65	20 22	159		104% 49%	\$40 8 \$195	1414 1846	\$406 \$431	10.21 10.32
l	Adem-3.Figures/Adems&Artingion WB		254 389	744 #29	273 244	114 147	20 15	# 1,417 7 3,630	142 E 276 6	794 920	477.6 195	207 121	26 10	34 11	1,66t 1,244	113 136	256 180	231 110	325 141	131 56	34 27	109 142		11.8% 50%	1849 1977	\$975 \$1,193	\$126 \$316	\$0.04 \$0.11
	Adem-&Arlington/Adem-&Lattres WB	Mid-C3	31	141	53	21	4	\$ 278	184 2	614	260.2	120	30	14	1,260	67	109	19	93	57	30	90	76%	37%	\$167	\$1,136	3969	\$0.63
	Admin-&LaBree/W L.A.Tressil Center WB		217	478 34	191 27	12#	16 1	0 1,036 119		163 176	94 79	62 49	9	5	413	111	142	127	173	63 75	19	128	103% 80%	30%	\$421 \$71	\$734 \$346	\$133 \$273	\$0.09
	EH 37 Total S/V	Mid-CJ	103 400	201	133	213	15	316				ő	ő			46	62	76	34	32		38		10%	1121	8607	\$286	10.11
İ	N/E		723	1253	176 688	416	50 2	a					_															
317 314 WEST ADAMS	RT Lst&Be midry/Ormod&Wushington SB	Durghya	13D.4	2881	1264	629	85 3	7								1 11		;;;v; ;							3 7 407	1 10 11 1	10.0	
LIMITED	Olive&Weshington/1st&Benneky NB	Dwaters	123 2		299.1			424	1								£ 40		240						1111		1	
	Granda Weshington/Ademid Figueros WB EH	Mid-CI	45 14		148			194 94			202 128				398 507	302 492		438 260				370 376	60% 91%	40%	\$116 \$37	\$106 \$106	(\$10)! #49	\$0.02) \$0.08
1	Adam &Figueros/Adams@Arlingtos WB		169		182			351			314.4				414	120		227				174		97%	1210	\$291	MO	\$0.11
1	Administra/Administra Administra/Administra		219		16Z 36			422 70			130				314	202 78		133				167	94%	42%	\$253	\$291	138	\$0.05
	EB	Mid-C)	142		12#			269	60		186.B 63				310 122	112		111 106				109	63% 86%	34%	\$43 \$161	\$264 \$238	\$223 \$77	\$0.39 \$0.20
	Adama LaBras/W.L.A Transit Center Wit		ᇤ		18 89			36 157	64		52				116	#1 98		7D 49				76 44	33% 29%	15%	\$22 \$94	1132 1231	\$110 3144	\$0.72 \$0.91
	337 Total \$/V N/8	v	267 484		384 459			-	1													i						
14 37 BEVERLY BLVD	LT.	Į.	750		B43		, ,,,,		ļ.,,	.,,											,							
A ST MEVENTI MEND	WE	West			11.1											100	- 4										0000	
	Beverly \$1.aBres/Beverly & Western EB WE	West	11.1														. J.								3.00		303	
	Beverly&Western/Int&Besterry EB WB			4	De d	şM.		No. Sy				i. 4	457							Še E	3	7 1						
	14 Total EB WB					: -[di i			i g.				4 - 75		201903VA			2.0	1189					
TITE 137 BEVERLY LIMITED	RT	,	ļ		-	11			- 11	2 (O) (1111		200	100	12.5	1 11 15	<u> </u>	36.00					1400		1111111		1000	MESTALET
	Beverly&LaBrea/Beverly&Western EB WB Beverly&Wastern/Let&Beauchy EB	West	100			1.0							W									90						
İ	WE	West	<u> </u>			- 24			144	Halfy	484					· ·	11 /0	:0:11		9079		100						
	14 Tous EB WB																		139									
40 HAWTHORNE	RT Hawthorne&ElSepankoNawthorneSta NB					·		878			145		******							711								
N.L. KING	HawthorneSta/Crasshaw & Floresce NB	South	139	603	169	182	90 3	100	1	319	164	187	73	11	879	42	74	64	ц	180	40	70	49%	7474	\$728	\$1,965	11,237	\$0 59
İ	8B	Mid-C6	146	754	128	114	30 2	7 1,199	146	419	121	101	41	43	870	48	94	52	60	102	56	71	60%	46%	1719	\$1,916	11,198	\$0.16
	Crushw&Floresce/King&Arlugton NB SB		216	342 443	235 104	146 40		5 1,212 2 748		609 648	216 315	214 230	112 93	34 49	1,409 1,906	126 122	113 178	341 123	113	423 290	#7 92	149 147	97% 94%	100H 77H	\$776 \$448	\$1,160 \$1,197	\$434 \$749	\$0.17 \$0.28
	Kingd-Arlington/King-kFigueron NB 8B	Mid-C2	221 157	410	176	104 132		7 949 L 940		611 740	29±	228 380	73 61	71 82	1,554	136 LDB	191 236	171 221	164	109 191	177	175 200	111% 89%	737 727	\$36 9 \$363	\$944 \$938	\$376 \$374	10.13 10.13
	King&Figueron/Brdwy&Washington NB	Mid-CI	101	210	206	#3	4	5 608	158.4	64.9	189	164	54	130	1,766	275	172	197	176	171	372	205	111%	697	\$365	8765	\$400	80.17
	Broadway & Washington/TransitPlaza NB	Mid-C1 Dwates	60	252	141	#5		\$ 151 1832		697.1	382.9	351 1	39	118	2002 6	213	190	262	712	213	302	217	116%	777	\$330	1741	#14 // :: : : :	\$0.16
1	SĐ 40 Total NB	Dentitives	677	1,795	762	519	162 6	2500 4	- 11.		31191	Star (F. T.			1111	S. 933	361.5				774.7	1		-9-38	3803655	10,500	100
i	BB TA	1	486 1,163	1,6 v0 3,6 v5	349 1,311	37J 890	74 6 236 13																					
	South Bay Transit Center/Hawthorne Sta. NB	South,						100		1,11	11.	······	17										7.7		7,77	an na sa sa		100
LIMITED	Hewthorne Star /Florence & Crember NB	Mid-C%	313		169			482	207		164		17-5		371	130		104	1 2 2 2 3 3 3		٠.	118	100%	3494	\$2#9	\$476	\$187	10 22
i	Cremabaw & Florence / King & Artington NB		146 216		218			164 451			211 216				356 598	91 217		134				113 204	47% 196%	100%	\$218 \$270	\$423 \$34)	\$205 \$70	\$0.28 \$0.07
	KingAArlington/KingAFigueroa NB	Mid-C7	114 221		104 152			22 1 374	332		49L 29L				822 773	207 312		24# 222				22# 270	94% 134%	109% 73%	\$136 \$234	\$304 \$2#1	\$16E \$57	\$0.16 \$0.03
	3B	Mid-C1	157		176			333	159		610				799	192		393				298	89%	9196	\$199	\$231	152	\$0.05
1	King A Figueros/Brdwy & Washington NB 9B		101 60		206 141			396 201			189 383				747 777	329 283		347 328				293 306	116%	77%	\$184 \$120	\$238 \$712	\$54 \$91	\$0.05 \$0.09
	Broadway & Washogto TransitPlana NB SB		74 310		131			143			4 m.		wij.	Ŋ.			, 13 Ja	164		Ö.,				361				4 .7
	MB Total NB		924		873			963 2,198		V 9630		4.1		4.1		' '		we di		247				194	\$967	\$1,336	1369	\$0.17
L	SB RT		796 1,720		1,292 2,165			2,188 4,385	<u>L</u>						i	<u> </u>									\$674 \$1.641	\$1,190 \$2,526	\$116 \$885	\$0.24 \$0.20
41 BROADWAY	SanPeth v&Ross crums/HarborSta NB	South						294	7			1,1	1							40.1						y self in the	24933	
	HarborSta/Broadway&Century NB	Mid-C/I	29		78	24	13 -	212	98	79	12	28	9	21	288		178	124	74	63	26	137		36%	\$131	\$261	\$110	\$0.20
	Browy & Ceat / Browdwey & Simuson NB		1,010	9 175	10 404	4 151		2 49 4 2,490		1.7B 1.5B	68 71	146	17 18	19	366 560	67	144 99	\$2 102	94 140	34 63	23	94 136	81% 37%	11294	\$29 \$1,492	3410 32,478	\$381 1986	\$0.63 \$0.19
	59	Mid-C4	93	345	166	104	15 1	4 737	244	837	904	545	3 B	35	2,623	31	114	178	1112	32	31	92 146	73%	93% 121%	3442	\$1,868	\$1,426	\$0.55
	Britany & Slauson/Bross Joseph Washingto NB SH	Mid-C1	\$406 73		661 637	164 280	17 1 30 1	11 2,354 11 2,718	466			762	31 36	23 36	1,850 3,109	77 82	179	189	167 434	79 129	19	158	13% 67%	87%	\$1,530 \$1,029	\$2,564 \$2,015	\$1,034 \$986	\$0.18 \$0.20
	Brdwy & Washingto/Brdwy & Temple NB	Dwntws Dwntws	-					3,109 3,316	l fram		2000					[575	4.5				3.44	MEN			100
	Brokwy & Comple/Liscoln Heighte NB 3B	West																						17				
	45 Total NB	1	1,845	1,874		345		25	1	:															1.79			
	SB RT	1	187 2,032		1113	388 733		17								L.							l				L. I	

EXHIBIT 3

	PERFORMANCE CHAR	ACTE	RIST	ICS C)F PA	RTL	ALL	Y CO	NST	RAIN	NED S	SER	VICE	PI.	AN F	OR N	AID-	CITI	ES Al	REA	(Sep	tem	ber W	eekda	ay 19	97)			
I INK INTER- NAME	REGMENT DESCRIPTION	REGION	AM	T AGEO T	HOARD	NO PAS	3ENGE	R.S			1.0	DADS E	NTERN	IG BEG	MENT			PASSEN	OERS / I	UEV. VE	IL HOU			Max Los	d/Bus (FAREBOX	OPERATIN	NET	BUBBIDY
₩ITH		1	PK	DAY	PK	EVE		OWL 1	IUT.				ENL		OWL.	тот.	AM PK	DAY			EVE	ow1.	тот.	PEAK	PM PEAK	BLEV. @	COST (8)	COST	PER Boardin
I. BASE NETWORK (CORE ROL						ш								<u> </u>	l_		1			ш.					AX 20	Per Brdg	Per VSH		
341 BROADWAY	BanPedro&Rosscraus/HarborSta NB BB	South South				10.34		- p. Ma	200	9.25		X-34	115 A	114		3.44	4 4	54.5	lun					4333	: 142	45.39	264.44	114 15	1974
	HarburSta/Broadway&Contary NB 8B	Mid-C4 Mid-C4	19		,		•		13	66 102	11.41	35 46				100	7.1	74.6					40	13%		312	\$190	\$187	\$1.54
İ	Brokey & Cent./Broadway & Slauson NB	Mid-C4	423						423	217		30				148 267	116		29				471 125	62%	39%	\$4 \$233	\$119 \$364	\$115 \$110	\$40.14 \$40.14
	SR Brdwy&Slaun/Eroudway&Wahoghs NB	Mid-Ca Mid-C1	139		94				94 339	163 714		235 127				398 841	176		105				149 197	75%	6474	\$36 \$203	\$218 \$397	\$162 \$194	\$0.33 \$0.10
	Brdwyd. Wash./Brdwyd.Temple NB	Mid-C1 Dwarwn	4.		16-6				166 331	311		190				501			91				171	1374	64%	199	\$258	\$158	10.24
	SB 345 Tomal NB	Dwatwa	791		0		oit.	1	301	94,		1111	g er			- 1			N.			e de la companya de la companya de la companya de la companya de la companya de la companya de la companya de						- 36	131
	AB RT		0		267				ı																				
31 76 AVALON BLVD	(16)Hawkorn&Hughland/Virgil&Sunset EH	West	791		267										. :				7					15					1,0
	WB (26)Virgil&Sunet/76&Hoover E3	West									1.5			gi b				1 1	9							at egi		E. 44	
	(51) Wilshim-VermontSta/7th&Hoover XB	West	ŀ						6275	机盐		134	- 13	ijŝι.											1.0		살고분		
	WB (26/51)7fb&Hoover/SanPedro.k Websigh &B	West Dwaters						11				14.34						1424			100			13000					
(NB.	Dwarws				-1.5	20	100	2600 1000		14. 341 14. 341			Gard.	atawa ^{ra} .		\$P4.			4			del l						
	(28/51)SumPed&Wahngan/Avton&Slauson (5B NB	Mid-C1 Mid-C1	416 761	713 1,075	394 421	105 211	11 10		1,613 2,494	453 456	611	796 256	349 167	33 21	20 4	2,600 1,515	186 174		101 133				144		123%	\$991 \$1,494	\$1,528 \$1,580	\$137 886	\$0.17
	(26/51)AvionASisson/Avion&Florace BB NB	Mid-C4 Mid-C4	94 143	197 239	94 139	21 64	1	5 2	414 611	41Z 381		476 148	179 143	16 19	23	1,796 1,140	258 219		271 164				229 182	7216	91%	\$249	\$638	\$390	\$40.18
	(26/51)Avalou&Flurence/Avaloe Station BB NB	Mid-C4	202 419	400 397	100 203	30 124	4 23	2	738 1,366	285	629	410	136	34	•	1,494	104		97				91	9346 60%	67% 74%	\$366 \$442	\$633 \$1,618	\$269 \$1,175	340 L3 140.33
	(26/51) A val on Sta/Compron Trece in Ctr 88 NB	South South	***			124		1	77	a wa	241	129		16		563	79		76	Jenn			78	84%	53%	1419	\$1,646	5418	80.43
	26/31 Total E/S. W/N	1	712	1.312	567	116	LÉ				11.7				. 14.7	1			M 1343	Book	45.5		1950	108,665		Barta 1	377		4000
	RT		1,323 2,033	1,911	763 1,352	419 575	33 31]													
331 AVALON BLVD LIMITED	7th&Liuover/SanPedro&Washington 8.B NB	Dwates Dwates	: 7t2		74# 5‡			1	460	`.		#1.T					yaa						4.1	4.74	101			919 ₂	
	SanPedro&Wahngm/Avalon&Slauson 8B NB	MG4-C1 MG4-C1	277 307		262 281				540 784	301 304		531 170				833 474	24 L 170	50000000	189 174				208 225		109%	8323	1436	\$113	10.04
	Avaiva&Slauson/Avaion&Floroce 88 NB	Mid-C4 Mid-C4	63 94		62 93				129	282	1	318				599	313		304				308	114% 60%	91% 73%	1471 173	\$370 \$155	(\$102) \$80	10.08
İ	Avaluati Florence/Avalos Statios SB	Mid-C4	131		67				202	234 190		9B 273				352 463	234 116		191 91				228 101	7 614 50%	36% 19%	\$113 \$121	\$157 \$433	\$44 \$312	\$0.04 \$0.47
	NB 331 Toma 5B	Mid-C4	279 1,187		136 1,140				416	60		86				146	97		86				92	31%	44%	8249	1403	\$134	\$0.27
	NB		900 2,087		161 1,701				- 1																				
53 CENTRAL AVE	Don Hills/Avalor I-105 Station NB	South South					·	- 1			33.3				55.			1.7				:		4.24.5.		1587 da	Diam.	1 1 1 1 1 1	177
	Avalor I-105 Sta /Control@Majorhester NB	MG4-C4	221	443	338	126	44	1	,219	63		143	60	24		437.4	47	92	137	78	97		14	4794	70%	8730	\$1,299	\$369	\$0 14
	Canti sl&Manchaster/Control&S)auson NB	Mid-C4 Mid-C4	196 2#3	272 437	71 236	46 68 47	22 18	7 1	607				139 133	47 40	.,	1260.4 1009	1 Q 1 34	118	101 189	77 91	99 129	42	106 148	97% 77%	36% 84%	1364 1629	\$1,164 \$957	1800 8328	\$0.43 \$0.15
	8B Control & Sinaron/Control & Washington NB	Mid-C4	188	137 591	119	47 131	4 30	11 22 1	606				243 137	42 38	25	1454.6 1460.2	177 143	170 149	149	145 103	102 194	16 14	152	101%	60% 103%	1363	2899	8536	\$0.26
i	88	M64-C1	364	114	263	175	16		,353				513	72		1471.4	1D4	148		216		176	146 150		101%	\$1,039 M11	\$1,460 \$1,417	8401 3606	\$0.11 \$0.19
	Central & Washington/Beauthry & 5th NB 8B	Dwatwa Dwatwa					200		4013											1. A.				Articles (100000
	53 Total NB 6B		1092 748	1511	986 454	125 168	92 12	29 30	.										0.1.0000					ernenere.		AND AND A SE			
353 CENTRAL LIMITED	RT Avalor 1-105 Sta./Central&Manchester NB	Mid-C4	1840	2536	1440	193	L 34	59	147	44																			
	8.8	Mid-C4			47				157 47		1	172				44 172	61		78				13 16	39%	47%	\$91 \$28	\$397 \$397	1306 1368	\$1.56 \$1. 68
	Centu al-St. Manicha ster/Control & Stanon NB	Mid-CA	189		80				189	146	1	194				146 194	167		132				72	64%	10%	\$113 \$48	\$25L \$25L	\$138 \$304	\$0.41 \$0.74
	Central & Simuson/Central & Washington NR SB	Mid-C1 Mid-C1	387		176				387 2 176	134.₩	,	278				255 278	268		206				140 99	93%	64%	1232 1105	\$104 \$104	\$72 \$199	\$0.11
	Central & Washington/Beaudry & 5th NB	Dwatws	48						48		. :				1.0						1	1		1485	- Ti	11.11	\$104	""	10.44
	AB 331 Tomai NH	Dwates	776		114 0				334 776			٠:,					Pitter					•	2		194	1436	\$952	\$116	£0 65
	en RT		0 776		616 616				636																I	3181	\$952	\$771	\$1.26
33 COMPTON AVE	Imperial Station/Firestone Station NB	Mid-C4	168	499	198	39	52	17	973		0 -		0	ō	0		19	59		23	42	7	47	16%	41%	\$617 \$183	\$1,904 \$1,379	\$1,287 \$796	\$0.91 \$0.82
	5B Firest-one-Stantion/Compton-AsStances NB	Mid-C4	31 217	104 244	2 J 6 S	3 44	D 27		634			74 74	71 17	17 54	15 14	542.4 559	20 131	51 137	23	25 68	20 125	14 13	10R 33	18% 56%	32%	\$110 \$380	\$1,438 \$771	\$1,328 \$351	\$1.83 \$0.29
	Compton&Slauson/Grand&Washington NB	Mid-C4 Mid-C1	6.6 830	289 715	116 216	41	9	3	324 859	76	32# L		143 37	31	19	747.2	47	129	76	131	117	53	94	18%	43%	\$314	\$493	\$579	80.46
1	8.8	Mid-C1	204	659	464	190	31		356			80 209	413	69 31	11 10	769 1,118	137	105 114	104	44 126	68 59	1# 16	97 91	11896 4196	54% 26%	\$1,114 \$932	\$1,798 \$1,944	\$684 \$1,012	\$0.26 \$0.38
i	Grund& Weshington/Main&7th NB Spring&7th/Grend& Weshington BB	Dwates Dwates									Jahri.						35			Series I						100			1835
	Spring A 7th/PatencrueTrensitPlaze NB 8B	Dwalwa Dwalwa							609								14				2			34.00 34.00			¥ 1.3		30.14
	55 Total NB		1235 320	1458	499	129	92	53		24				77	77.7			. det.	fall in				- 1	1.11.11	- 1.5 -	may hit!	1 10	2 320	
	AB RT		1555.2	1052 2510	601 1,099	234 363	40 132	17 70																	[

	PERFORMANC	E CHA	RAC	TERI	STIC	SOF	CON	STRA	INE	D SEI	RVIC	E PI	LAN F	OR I	MID-	CIT	IES A	ARE	4 (Se	ptem	ber '	Veek	day 1	997)					
NO. LINED	SEGMENT DESCRIPTION	REGION	AM	MID	PM	NG PASS	ENGER.	3	_		LOA	DS EVI	ERING SE	COMEN	T			PASEN	(ERS /	REV. YE	H HOU	R T		Mara Los	PM (FAREBOX REV. (1	COST (S	NET COST	SUBAIDY PER
WITH			PK	OAY	PK	EVE	FAE 4	OWL TO	OT.	PK I	DAY	PM PK	EVE E	VE O	ינ זיינ	OT.	PK	DAY	PIE	EVE	EVE	OWL	TOT.	PEAK .	PEAK AX 20	10.60 Per Brdg	\$66.12 Per VSH		BOARDING
1. BASE NET WORK (CORE ROL 155 COMPTON	IES) continued Imperial Station/Fivestone Station NB	Mid-C4	112		132				244								33		31				32	11%	28%	\$146	\$503	\$356	\$1.46
LIMITED	Firest-orStation/ComptonASImmon NB	Mid-C4	34 145		14				201	43 65		74 74				117	22		29				23	12%	30%	\$29	\$436	\$407	\$2.47
	8B	Mid-C4	43		77				120	50		150				139	103 39		73 126				90 76	37% 12%	27% 44%	\$121 \$72	\$251 \$278	\$131 \$206	\$0.54
	Comprusale Simono Comprise NB 8B	Mid-C1	367 136		144 309				71L 443	166 38		80 209				246	215 36		45 132				114	9814	45%	8426	B555	B129	\$0.14
	Ormout's Washington/Main 47th NII	Dwgwg	20	1:	. 9				29		- 3		agi e				36	See					. "	27%	\$1%	\$167	\$342	\$271	\$0.40
	Spring & 7th/Grand& Washington SB Spring & 7th/Patasoras TransitPlaza NB	Dwalwa Dwalwa	7		154		1:.		10	ωď,						- 1		40						QC.			1 2017 - XXXXX		
	SH 155 Total NB	Dwawe	31 850		314 98			1.11	129							- 1		63	Ç-1				- 1					190	i a
	SB RT		267 1117 2		612 996									-		i												ĺ	ı
103 VERNON AVE.	Cecilina Atlantic/Pacific & Sante Fe WB		1					# # 7.0					. 1 5 7		1, 1				1:11			- :		175	.	3. 3.	168363		-
	Pacific & Sustail a/Vermon&Figueron WB		389	1011	350	176	39	28 2	333	56	51	122	29	D	. 0	239	71	145	141	120	46	16	109	73%	104%	\$1,399	\$1,372	\$173	#0.07
	FB Verson-A-Figueros/Versondt-Arlington WB	Mid-C1	347 178	36J 478	179 153	64 93	9 37			333.6 286.2	672 636	263 317	186 149	41 31		1,314	93 153	110	111 104	104 101	63 78	14 32	104	73%	83% 82%	1694 1369	\$1,636	1939 1686	JA 13
	EB	Mid-C7	244	551	164	89	16	7 L,	.091 [1	117.3	197	317	251	47	16 1	1,415	135	239	140	206	84	2 L	174	73%	94%	1634	\$1,253 \$964	\$313	\$0.29 \$0.12
	Vernou-&Arlington/King&Crensbow WB	Mid-C3 Mid-C3	32 38	162 308	135	17 107	12	11	630 1	308.4 194.4	662 462	200 244	140 201	42 49		1,369	217 126	277	176 332	197 342	140 174	42 34	222 232	60% 53%	47% 97%	\$226 \$390	852 L 8514	1291 \$124	\$0.17 \$0.07
	King & Creather / WI. A Transit Center WB	Mid-C3 Mid-C3	19 8 223	373 360	117 232	79 175	29 35		998 2 245	274.2 #3	496 367	206 211	149 208	45 49	ı	917	98 3 L	206 166	45 110	150	87 84		111	69%	38% 97%	\$398 \$746	\$1,297 \$1,412	\$699 \$666	\$0.32 \$0.31
	WLAT:saxiiConter/SanVinc &Smal Mon. WB	West						1,	242		1.15	1110	H.				: 4			<u>.</u>	, itali		144 .						egiture A res
	105 Total WB EH		847 892	1,982	884 749	485 435	117	43 20		•						1							1						
305 VERNON	Versou h Soto/Versou Blue Line Sta WB	East	1,739	4,270	1,634	920	184	63	-+				.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,											1,111					
LIMITED	ED	East			2			(44)	60			* <u>1</u> 17		916	u i									digit.					
	Blus Line Star Vernon & Figueroa WB	Mid-CI	332 232		366 119				698 351	36 222		#2 222				119	134 189		147				145 73	72% 98%	8716	\$697 \$311	\$317 \$317	(\$180) (\$33)	(\$0.47 (\$0.04
	Vernou&Figueros/Vernos&Arlington WB EB	Mid-C2 Mid-C2	263 176		102				265 285	191 125		211 256				402 381	208 177		354 213				78 84	69% 18%	61% 71%	\$263 \$283	\$225 \$225	(\$40) (\$60)	(\$0.06 (\$0.09
	Versou & Arlungton King & Cremebra WB	Mid-C3 Mid-C3	94 38		43					212 130		133				141 183	234		133				93	60%	14%	\$141	8175	\$34	\$0.07
	KingA Crembsov/W L.A.TrensisCenter WB	Mid-C3	132		78				210	246		137				3#3	127 145		77 77				39	33% 73%	42%	\$141 \$210	\$175 \$357	834 8147	\$40.06 \$40.23
	ER {old 576}W.L.A.TraconConter/SummathPCII WB	Mid-C3 Wast	141		168				316	15	a - , .	231				247	78	44.5	143		2.		39	39%	77%	1316	\$357	141	\$0.07
	EB 305 Total WB	W	723		190											*17		100	, (F. 14)		100			4111	9,41	047.9	1-90.1	137	
	EB RT		194		1,089																							i	
III FLORENCE AVE	LAX Ti /AviationAArborVitas EB WB	Mid-C7	31	33	16	68			238	6 130	92	δ 16	0 3			243	19 146	44 79	143 28	194			#L #40	23% 58%	69% 13%	\$143 \$3	\$0 \$205	(\$14f) \$261	(\$0.60) 10.41
	Aviation & Arbar V/Hace & Cresshaw EB	Mid-C6	119	215	192	11.7			643	30	49	*1	61			222	73	35	114	139			B2	49%	79%	3409	\$728	8319	\$0.33
	Florence & Creek w/Hrace & VenNese EB	Mid-C6	134	129 246	63 92	10 75	25		316 346	289 77	192 195	122 116	36 113	14		116	176 94	76 331	103 208	46 376	78	14	205	60% T3%	34%	\$201 \$327	8622 8342	#420 #13	\$0.49 \$0.01
	Firms A VacaNess/Firms s&Figureros EB	Mid-C6 Mid-C5	31 229	42 480	10 171	2 148	1 46	1	181	284 167	439 403	152 184	169 169	18 31	15 1 9	967	151 151	626 491	130 182	212 352	76 [16	4	204 234	102%	39% 71%	\$13 \$712	\$336 \$610	\$303	\$0.29
	W.B.	Mid-C5	183	121	106	71	5	7	690	310	776	326	202	39	23 1	1,677	168	609	183	341	126	21 10	261	10396	92%	8414	3583	(\$1D2). 3169	(\$0.05 \$0.07
	Florence & Figurerow Floreco & Pacific EB WB	Mid-C4 Mid-C4	366	1,3 4 0 1,021	319 357	465 239	71 31			296 461	624 1,028	243 454	380	63 61		1469	91 105	436	102 129	317 344	111	17	177 202		110%	\$1,743 \$1,242	\$1,636 \$1,469	\$106) \$227	(\$0.02 \$0.03
	Florence AParitie/Florence AOarfield EB WB	East												133	i. 1231								e : [
	Firmer & Garfaeld/Florence & Norwalk E8 WB	East	ĺ					4,	113	781				- 4	Tall.		4 4				40:								
	Florence &Norwell/WintwoodMall EB WB	East	1									- T.	N.E.		- 1.3					1,14	3.35		- 1				4 47		
	III Total ED WB		969 711	1,374	1,159	173 322	143 37	45 28	-														ļ					- 1	
31) FLORENCE	Market & Kelno/Flruce & Cremshaw EB	MGI C6	1,642	1,890	1,735	1,195	IND	7]	-															0%	0%	- 10	199	\$99	\$0.00
THATTED	Florence & Crushw/Flunce & Van Ness EB				61				127	52		78				129	147		174					0%	0%	10	\$99	199	\$0.00
	W/B	Mud-C6	21		6				27	190		102				29 L	163		135				160	61% 85%	12%	\$76 \$16	\$106 \$106	\$30 \$89	\$6.12 \$0.34
	Firms of VanNess/Films of Figure 08 EB WB	Mid-C3	1120		180 76				133 191	11‡ 207		123 218				234 424	220 273		190 190				202	\$3% \$3%	39% 77%	\$199 \$114	\$185 \$185	(\$14) \$71	(\$9.03 \$0.12
	Florence & Figueroa/Flores & Pacific EB WB	Mid-C4	301 244		346 264				547 508	198 306		162 303				360 610	178 197		212 236				194 215		121%	\$344 \$305	\$344 \$344	(\$44) \$39	(\$4 04 \$0 04
	Florence & Pacific/this contrat Carried EB WB	East East	304		103				200 611				. 1,11			. : I							ı	95		31 14	1 1/12		
	311 Total EB WB	_	519 693		588 644			1	367							- 1							1					1	
111 (77) 77 77 77 77 77	RT.	14:12=	1212.4		1231 8			2,	644							\perp		\ -	1.0										
117 CENTURY BLVD.	₩.B		1 4	189	318 12	192	91	7	892 43	403	0 312	195		3 0	1	,053	45 170	47 91	153	72	171 178	15 15	112	28% 84%	9914 89%	\$329 \$26	\$663 \$649	\$134 \$623	\$0 15 \$0 57
	Century & Aviation/Century & Hawthorns EB WB	Mid-C6 Mid-C6	159 147	283 192	179	121 39	32 33		783 138	41 200	88 216	155		45 17		421 639	107 144	103	161 114	266 112	146 149	15	127	41% 31%	38% 44%	8469 \$323	8429 8638	\$160 \$315	\$4 13 \$40.27
		Mid-C6	119	2#J 192	179	121 39	J2 11	10	763	41 200	216	155	92	43 37		421 639	107 128	103 113	121 86	266 112	191 199	15	119	41% 31%	38% 44%	1469 \$123	\$666 \$716	\$197	\$0.16 \$0.14
	Contary & VanNess/Contary & Figure 04 EB	Mid-C5	156	303	159	31	25	10	70 4	246	375	34 L	240	96	Į	1,298	191	184	181	364	346	15	193	87%	108%	\$422	3478	\$217	EQ 13
	Century & Figueros/103rdSt.Station EB WB	Mid-C5 Mid-C4	261 222	272 361	172	37 31	17	12		283 285	410	316 298	175	68 77	1	1,209	181	171	193 123	187	269 188	15	196	95%	93%	\$413 \$462	\$679 \$971	\$197 \$509	\$0 10 \$0 21
	103rdSt Station/Tweedy&Allantic EB	Mid-C4	260	538	396	145	50	10 1,	399	182	206	170	46	29		613	113	124	151	147	158	15	126	10, 2	101%	1434	F1,066	\$228	\$0.11
	Twdy&Allmatic/Impercul&Ersclaton EB	East							¥34							-											: [
	WB 117 Tutal EB	East	779	1419	961	116	196	49.5															1]		1	1	
	WB RT		#20 1599	1204	821 1786	281 797	131 -	40.3 90	- [ŀ		
		4																											

EXHIBIT 3

PERFORMANCE CHARACTERISTICS OF CONSTRAINED SERVICE PLAN FOR MID-CITIES AREA (September Weekday 1997)

LINE DITER. NAME SEGMENT DESCRIPTION REGION BOARDING PASSINGERS LOADS ENTERING SEGMENT PASSENGERS REV VEH HOUR MAKE LOAD BEAUTH NOT AN MID PM ERL LAT AN PN REV. 6 COST 6

LINE INTER-	NAME	SECRIENT DESCRIPTION	REGION		JEKK			SENGER	JIRAII	T CLAP	SERVI	LE.	PLAN F	ORN	III)-CI	THE	ARI	EA (S	epter	nber	Wee	lday	1997)				
NO. LINED				AM	MID	PM	ERL.	LAT		ÂN	MED	PM	ERL LA		1	ÁM	MID		REV.VE	JOH HE	IR.		MacLo		PAREBOX		NET	SUBSTOY
				PK	DAY	PΚ	EAR	EVE O	VL TOT.	PK	DAY	₽K	ERL LA EVE EV	E DWI	тот.	AM PK	DAY	PK	EVE		OWL	TOT.	AM PEAK	PM PEAK	REV. @ \$0.10	COST @	COST	PIKIR BOAJADING
1. BASE NETW	OKK (CORE ROU) ELMONT AVENUE	Vermous A 120th Vermit Century NE	Mid-C1	41		0	131	40				<u> </u>			1	╂━┈							MAX2	AX 20	Per firdg	Per V9H		I
ł		Vrusit&Contry/Vermont&Manch NE	Mid-C1	13	0	9	11	5	1 244		0	14	0 94 2	0 0 17 13		56 98			62 73	36 13	17 14	49 66	51% 67%	10% 10%	8146 \$21	\$331 \$25\$	\$185 \$234	10.76 10.92
		39	Mid-C5	19	171 45	42	113 32	32 1	15 459 J 116		0 207	a 21	147 5 194 5	1 11	265	192	48 105	131	173 181	147	33	96	60%	60%	8275	8301	\$223	80.3L
		Vermontà Massis (Vermontà 3) auron NB 3B		647 138	517 382	392 150	253 123		3 2014 3 122	143	144	32	127 9	5 24	665	201	106	103 134	160	113 160	23 31	125 131	108%	30%	\$1,207	\$389 \$1,317	\$319 \$150	10.44 10.06
		Vermont & Steuron / Vermont & Adams NB	Mid-C2	796 446	1073 851	601	317	172 2	14 3213	234	72 L 63 L	599 398	409 16 339 14	4 42	2408	257	184 149	134 139	113 166	132 123	34 25	141 157	102%	84% 107%	\$493 \$1,925	\$1,482 \$1,361	\$990 \$436	\$0.31 \$0.06
		VrumAAdmin Visut&Hollywood NE	West		•31	486	269	66 1	. 7137 . 3,711	503	798	671	662 23	2 55	2931	178	153	149	136	99	25	137	105%	169%	10	12,440	\$2,440	10.48
		SH 204 Total NB		1592	1801	1235	844	340 7			. :		H Y HE			1.3						- 2		100	\$10.00			affect a
		BB RT	1	616 2204	1271 3079	643 1878	437	106 3	4																			li
			1	1100	75.7	70.0	****	446 11	4	1						 	-									ļ		
	RMONT	Vermont&120deVman&Coopey NB		226	300	247			773	0	0	0			0	41	36	40				21		404	#163			
Lin	ALLED	Verund&Century/Verturont&Manch NB		302 34#	119 462	64 379			485 1189	234 234	416	197			947	114	69	63				33 79	33% 92%	29% 43%	\$463 \$291	\$1,329 \$1,204	\$146 \$913	\$1.12 \$0.64
		5B	Mid-C1	463	125	99			749	179	414 479	266 419			934 1097	281 301	297 221	295 246				190 232	61%	76% 63%	\$712 \$449	\$485 \$485	(\$228) 136	(\$0.11) ₁ \$0.02
		Vermont&March Vermont&Stance NB	Mid-C3 Mid-C3	319	37L 223	284 118			974 429	427 263	301 480	320 399			1249 1142	218 113	182 168	197 169				197	78%	71%	\$584	\$747	3163	\$0.07
		Vermont&SlamousVermot&Admin NB		370 251	715 500	511 377			1666	387	420	263			1072	161	110	176				152 163	37%	66% 76%	\$252 \$994	\$679 \$987	\$427 (\$11)	\$0.27 (\$0.00)
		Visuat&Admin/visuat&Hollywood NB	West	l			-	. 4	1124	433	\$02	666	er aar		1901	177	271	238				232	59%	112%	3676	3862	1116	\$0.06
		SB 334 Total NB	1	1263	1846	1491			2201		100	1.40,		della.			. 340.5		100	. :			11					
				1093 2353	1029 2877	638 2149										i]		
207 WE	STERN AVE	Wilmingtoni-105Sin/Westradi Imperial NB BB	South		1				7 7 2 4 G 2		7 87 0	300.7				-												
		Westmalluperist Westmallands NB	Mid-C3	135	477	183	211	48 1		14	36	0	9	3 0	92	61	148	62	136	64	26	102	3944	40%	1644	8753	\$109	\$0.09
		Westradi Musch / Westeradi Slauson NB	Mid-C1	93 209	152 496	34 226	12 8	34 1	6 323 7 1140	194 106	448 377	122 129	149 31 177 4	5 12	930	109 70	167 97	69	60 93	30	21	99	17% 17%	48%	1194	\$811	2658	80.52
		Westradi Slauson: Westeradi Adam NB	Mid-C2	602	323 1193	90 125	49 279		2 596	351 263	796 633	344 298	265 5: 231 6:	5 26	1837	203	115	114	93	80 60	14 31	117 1	67%	63% 89%	\$683 \$337	81,486 81,377	\$803 \$1,010	\$0.40 \$0.42
		Westerp&Admir/Westrp&Frunklin NB	Mid-C2 East	301	1002	403	197	33 1	1 1947	369	1110	133	451 Li	J\$		144	162 217	263 234	136 133	165 120	46 43	146 178	122% 86%	7944 10994	\$1,621 \$1,167	\$1,916 \$1,692	\$295 \$315	10.07 10.12
		58	East	946	2144				3306	67		# F		-371								- 55		144	1 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1	100	438	
		207 Total NB 3B	i i	517	2166 1477	936 527	277	150 7 49 L	9																. 1 4.	011	2 11	
157 WE	ESTERN	Wilmington 105 su/Westra&Imperial NB	Scrath	1461	1643	1463	923	199 9	2	-						 												
LIM	TILED.	9B	Bounds						114					. a şk	·	10.15		era era	44.3	4 - Ú.			7					**
		Weststalluperial Weststallunch NB 8B	Mid-C3 Mid-C3	124 84		238 69			382 157	19 205		87 137			106 342	72 117		153 92				115	35%	74%	\$229	\$281	232	80.11
		Westerd March / Westernd Stateon NB 8B	Mid-C5 - Mid-C5 :	140 76		126			266	117		194			311	79		123				103 98	27% 62%	64% 37%	\$94 \$159	\$314 \$387	\$22D \$228	\$0.44 \$0.40
		Weshin&Slusson/Western&Adem NB	Mid-C1	403		63 293			139 696	176		239 167			436 343	165		108				103	41%	81%	\$83	\$183	\$300	\$0.50
		Western&Adms/Westro&FrenUm NB	Mid-C2	267		195			462	141		643			984	221		239				135	109% 78%	117%	\$417 \$277	\$507 \$413 :	\$90 \$136	\$0.09 \$0.09
		5.0	East						3290	i.,				174	teler						-				Habrill .		1984	100
		337 Total NB 88 RT		667 431		677 327														****			• • •		11 41 5251	1.000000000	A. 1 5 KISS 11	1 1 1 4
I. BASE NETWO	ORK (COMMECTOR	RT (HOUTES)	 	1098		1004																						
II FIG	UEROA ST.	HarborPwyStatios/Figuerou.hSlauron NB	Mid-C1	382	109	274	317	51	1832.8	٥	٥	0	0 0)	0	44	96	18	107	55		71	12%	30%	\$1,098	\$1,690	3599	10.33
		SB Figurosa Slau ov Figurosa Washington MB	Mid-C1	119 322	309 362	143 262	43 178	15 27	629.8 (330.8	120	498	382	213 31		1261.2	31	70	91	85	40		- 47	28%	76%	\$377	\$1,862	11,413	90.79
		3B	Mid-C2	123	602	263	134	33	1237.8	316.8 139	52 <u>6</u> 477	143 443	141 33 272 47	;	1203.4 1399.6	122 65	160	96 157	145 165	62		129 127	114% 42%	76% 99%	1694	\$1,307 \$1,330	3498 \$636	\$0.19 \$0.25
		Figueroad Washington/Figueroad Temple NB 8B	Dwales]:				- Pari	1325	388	386		34.15				KIN.	. April	du la	100000		828
		Figueros&Temple/Figueros&Av4.43 NB 8B	Control Control						100		M.A	5 J.		- 5		100	- 11	ina.		- 51	10		dari.				10.00	
		Figuros&Ave 43/Figuros&York NB	Contral													944			i giliya	1 7 37	- 5		King.		HALLY.			
		Figurros&York/Figueros&Colorado NB	Central Central		*.			4									1 68				÷.		dia.		W. 3			
		SH FigurroadiColorudo/Coloradod.Eagladale NB	Control Control						8313													154				46.0		
		SB SI Total NB	Control					- 41				ia			1 (J.C.)			150		in dige			7.5		. N			ja e
		BB		704 245	1,371 911	135 407	495 177	78 48																			42-42-5	
361 FIG	UEROA	HartorFwyStation/Figueroa&Slauron NB	Nid-C1	949 215	2,182	94 Z 18 Z	672	176	127															l			l	
	LLED.	5.0	Mid-C5	80		96			437 175	0 B0		255			0 334.8	73 44		57 103				66 73	69% 23%	42% 63%	\$262 \$105	\$436 \$463	\$174 \$358	\$0.40 \$0.76
		Figurosa.Slemos/Figuerosa.Washington NB 5B	Mid-C2 Mid-C2	215 84		174 176			389 259	211.2 106		96 296			307.6 402.4	164 73		113				139	95%	63%	\$233	\$331	397	30.14
	1	Figure vol. Washington/Figure vol. Tample NB 5B	Denteral Descrives						- : :				1. 154	200	704.7		:		9.5			127	35%	82%	\$133	\$344	\$189	\$0.28
	1	Figuerosá Temple Figuerosá Ava. 43 NB	Central						402		1 32			44 ju			i ei						55.7	- ; : [34 it)	14.71		*-
	1	8B Figueroe&Ave 4 #Higaeroe&York NB	Central Central						2,600		g rede				·		:	1 175		e grade			W.					
		AB Figuerosa York/Figuerosa Colorado NB	Creatral Central				4				25	Y .			.	1. 50	1 11 2		4B						347 (F)			
		98	Central						.1				10 AM	. 47	.]	٠.										· 1		- 1
		301 Total NB 3B		163		357 271							•		i									- 1	· [
		RT	L	633		621									j							- 1		- 1	- 1	- 1	ľ	

EXHIBIT 3 PERFORMANCE CHARACTERISTICS OF CONSTRAINED SERVICE PLAN FOR MID-CITIES AREA (September Weekday 1997)

(ROTION | REGION | BOARDING PASSENGERS | LOADS ENTERING SEGMENT | FASSENGERS / REV VICE HOUR | Medical Page 3 LINE INTER SEGMENT DESCRIPTION Max Lond/Bus FAREBOX BUBSIDY NO LINED NET EVE EVE PIL EW. IAT EVE MID FRI. REV @ COST @ \$66.12 COST PER DAY OWL TOT. PK owi. DAY TOT. PK PK DAY EVE OWL TOT. PEAK PEAK OARDON MAY? AX 2 Per VSH SASIGNESS CONTROL OF COURSE OF COMMENTS OF SUAUSON AVE Mid-C3 Mid-C3 Fort till Mult/Stamout VanNer EB 393 363 257 31 1 326 94 605 88 204 18 144 22 69 88 159 86 99 230 261 166 113 77 67 \$1,424 19% 60% 1629 \$0.39 Wh 42 270 15 431 400.6 23 1.373 71% \$259 \$1.151 10 64 Mid-C2 Mid-C2 Slauson& VanNess/Slauson&Fin EB WB 417 208 | 132 67 26 731 174.8 1D4 499 313 209 1,223 204 207 24 19 343 106 286 166 204 224 38% 17% \$435 3197 \$0.10 2.5 10 53 639 345.2 324 192 9156 1195 \$602 \$207 \$0.10 EB WB Mid-CI 328 276 80 127 376 236 28 31 511 29 971 376.4 545 301 149 31 1,408 89 203 166 159 240 142 156 98% \$186 \$1,011 \$0.18 Mid-C1 1 029 313.8 413 264 LIM 160 APPAL 8.0% 1616 3965 1169 10.16 SlauropStation/Slaurop&Ream EB) WB E= Signatural Fasters/Signatural Pro ΕВ E e 1,762 WB EB 1125 920 487 404 1296 WB RT 99 199 206 1406 4 610 SLAUSON AVE Meamer & Major Fox Hill Mall EΒ Mide 11 \$106 LDAMED 199 19 no Fox Hill Mull/Masson&Van Nam EB Mid-C3 40 256 196 42 13 78 14% \$177 \$116 \$339 10.95 ΨB Mid-C1 28 32 2314 113 347 69 46 7596 53% Н8 \$489 1441 \$1.03 Slaurosa Van Near/Slaurosa Figu EB Mid-C7 139 147 91.2 163 276 62 203 132 72% ш 49% \$712 1123 10 29 WH 1.7 Mid-C2 88 105 200.8 183 184 136 169 133 71% 67% 843 \$211 \$149 \$0.30 Slaven&Figurow/SlamonStation EB Mid-C1 18 219 237 211.6 1#2 198 117 223 167 8394 64% \$142 \$251 \$109 \$0.17 WB 184 203 7197 172 191 120 194 157 6396 72% \$123 3211 3118 \$0.12 SimponStation/SimponStation EB P-m 100 191 304 Total FR 618 WB 324 110 943 MANCHESTER AVE. Pacific & Culver/Manchester & Loyola Mid-C EB WB 27 25 6 13% 2% Mid-C7 19 71 11 5 126 444 3610 \$514 \$13.26 Macch All ayols/Musch & Sepatrods EB Mid-C2 17 169 196 11 71 13% 8117 \$227 \$1.16 WB Mid-C7 10 164 6 149 14 38 38% \$311 \$305 \$1.71 March & Sepulve de Adencher & Avietic EB Mid-U7 103 111 24 67B 18 99 310 422 42 16 385 437 69 179 171 174 413 79 231 107 139 27% 87% 1406 3463 /11 (\$0.00) Mid-C 287 37 11 247 71 33 18 1996 31% 1701 \$374 \$166 \$0.21 Many hetra Avjetion Manch & VanNen EB WB Mid-C 676 439 303 407 117 144 44 34 17 13M 9M 78 319 509 139 93 26 27 1071 82 131 138 138 216 177 105 144 126 244 221 114 75 51% 110% 1949 \$1,218 \$269 60.10 Mid-C6 170 150 840 114% 82% 11596 \$958 \$368 60.2D March & VenNess/March at & Fine EB Mid-C3 232 261 484 85 54 7.2 16 1086 217 170 410 163 36 36 1428 184 255 264 212 285 248 200 110% 118% \$63L 1482 \$31 80.01 WIL. Mid-C1 653 436 184 203 116 162 959 215 210 11796 \$818 101% 1694 (\$124) /\$4 as Manchete & Figure on Furniture & State Pe EB Mid-C4 544 741 321 116 17 1300 111 141 139 131 142 600 45 95 1599 144 94 107 161 132 73% 314% \$ 779 11 450 \$671 M 23 WB Mid-C 287 266 169 1500 234 328 225 1001 214 126 \$413 \$1,312 10 17 Fire stone # Spotal is /Vinestone # Arbertis EB WB East East 1244 Fire stone & Atlantic/1603-1-105 Station EB WB E 304 120 275 66 779 186 113 Total EB 1.DZ1 2 034 1 136 WH RT 1,709 188 2.633 MANCHESTER (A)Pacific & Culver/Mench & Sepulveda EB 364 10 127 101 \$176 \$0.05 LONGTIVE WB Mid-C 337.1 13 150 £1396 19% \$370 1164 \$1.01 (B)LAX TC/Mux broto & Sepulveda Mid-C EB WB 195 203 0 13 139 107 32 0 22 0 35 16 46 19% 115% \$172 \$126 10.02 Mid-C7 21 1756 179 \$78 \$2.04 Manch & Sepulve de Mancher & Avierios ΕB Mid-C7 104 158 166 42 269 94 226 159 61 67 263 162 19 139 37 14% 46% \$95 \$112 112 \$0.12 W/B Mid-C 80 42 49 38% 16% 832 \$143 \$0.72 Manu hatr@Aviation/Manch & VmNna EB WB Mid-CK 140 213 34 372 237 BO 17 185 32% 95% 7296 4396 \$213 \$147 \$304 \$383 10.13 Mid-C6 183 37 \$241 10.73 March & VanNess/Marchester & Figure vo EB Mid-C5 122 90 212 226 215 146 2896 80% \$177 \$198 171 \$0.16 Mid-C5 103 WB 44 167 107 107 64 107 18% 46% \$100 \$213 \$112 \$0.41 Marchett & Figure on Forestone & Senta Fo EB WB Mid-C4 171 117 328 183 104 73 19% 37% 73% 3197 8450 \$213 \$0.10 Mid-C 122 202 142 213 \$121 1423 \$302 \$0.73 Firestone & Santal c/Firestone & Atlantic EВ E 30 21] WB Earl For extreme & Atlantic / 1605-1-105 Station EB WB 29 East 313 Total EB 1.142 WB RT 455 251 1391 San St. St. of The Company of Arrival CRENSIIAV South South South South South Creaby MArtenia Creaby/MRedodd 1024

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EXHIBIT 3

		PERFORMANCE	CHAR	ACT	ERIS	FICS	OF (CONST	RAIN	ED S	ERV	ICE	PLA	N FO	R M	ID-CI							ay 199	7)				
	INTEX NAME	SECONDITION DESCRIPTION	RECIÓN			BOARDI		SENCIERS						NG SEC	MENT						H HOU	l. "				DPELATIN		SUBSIDA
NO.	LINED		[- June	PM.	EKI.	TAT I		100	NIII)	PM	EXT	JAT	2110	TOY.	AM PK	DAY	PK PK	ENT	EVE (owa to		PM	NEV. (3)	COST @	COST	PER BOARDING
1	WITH		[PK	DAY	УК.	EVE	EVE OW1	101.	PK	DAY	PK	RVE	EAE	OWL	101.	PK	ויים	71	EAE	EAE .	JWIL 10		PEAK AY 20	Per Brdg		.	DATE OF THE PERSON OF THE PERS
1. NA	Z NITWORK (CONNEC	OR ROULES) co-limed	\vdash							_		<u> </u>					_	-		ш			1200	1 222	1			
212	HAWTHORNE-		Mid-C6	140	303	171	92	45	753	13	LBL	166	95	37		370	45	93	104	170	187		BB 36%	44%	8451	\$9 14	\$137	10.41
1	LA BREA	818	Mid-C6	147	301	129	51	1.5	730	147	212	122	31	21	28	581	80	123	64	99	\$ (1		94 38N		\$436	\$920	3483	\$0.37
1		LaBroad Munch /LaBroad Fairview NB	Mid-C6	455	482	391	219	41	1394		o	0	0	a		0	126	171	174	254	68		41 62%		\$950	8750	(\$207)	(\$41.13) \$41.38
1		NB	Mid-C6	111	100	38	20	6	295	226	3#3	320	171	52		1132	112	12t	140	239	99	1	31 87%	674	\$1.77	\$733	\$356	\$40.34
1		LaBreackFairview/LaBreackAdage NB	Mid-C3	428	318	223	86	33	1128	423	377	191	164	37		1292	115	104	104	132	£ 1	1	12 101%	97%	\$676	\$1,423	\$147	10.31
		518	MGd-C3	143	217	150	13	17	140	143	47D	311	237	10		1393	92	101	122	161	43	1	06 100W	1094	1 146	\$1,350	\$1,002	\$0.46
		LARITAGA Admin/Selmada FI Cours NB	West		9-1-51			9.5%	3193	l •	共和語	1.54597	F - 2	043, 1	H y L	361	100	Bury)	19.35	Set di	34 -	1 (1)334	387	dilla.	HELDÍRE.		1984	140791e
		AB.	West					00.00					1.7	•		14.1		11.11			(1 v - 0		1.30.	0,000	2007	480003.	3,984	
1		212 Total NB	i I	1,023	1,145	785		119		1							l .											
1		\$8 17	l !	401 1,425	694 1,842	317 1,122	131 138	38		l							l						i		1]
L	BYDYN 1870 A			1,423	1,542	1,122	338	134		ļ																		
439	SEPULVEDA- JEFFERSON	PalosV&ViaValencia/Main&Imprial NB 5B	South South					11444	700	100	1.15	400	11.7	##b 1	. Di .	1,34	:	1499		1000	W	1 14:11	-20 Cont.	1953			1 3 6 7 5	1177
	ALI FLIGOR	Maint Imperial/LAX Transit Center NB	Mid-C7	49	61	47	22	7	186	13	64	87	34	13	200	231	1 10	27	61	31	36	2 H H 1 H	40 459	63%	ininst.	24,273,00	5 (11)	11111-511
		38	Mid-C7	24	53	42	23	ó	142	120	70	13	22	13		280	HB.	28	43	41	20		41 839		I		Į.	l
1		LAX Tressi Center/PosHillaMell NB	Mid-C7	57	122	14	45	23	331	60	64	62	30	9		229	77	63	97	107			79 579					I .
1		AB	Mid-C7	14	84	26	22	15	161	148	130	113	36	21		441	104	71	93	73	77		H] 104		1		l .	
		FortfülleMell/WLA Traspit Center NB	Mid-C3	33	93	77	29	12	266	48	115	101	41	10		215	41	47	85	70	44		55 78%		i i	Ì		
		68	Mid-C3	30	69	70	16	10	193	113	78	112	33	to Securio	W. 1	346		33	17		25		33 74%	100%			. =038	
Į			Dwatwa					13.3	100	100	eldik			1. 1. 1. 1. 1. 1.							40 I		33 333	Maria.			2.000	1.3337
ı		5B 439 Total NB	Dwaters	[6]	276	201	96	42	. 146	1		100	:						40.00				37 37.28	boliene ()	Laurent :	0.0000000	- 55.85	10,000,00
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		RT.		229	482	346	137	67									L											L

PERFORMANCE CHARACTERISTICS OF CONSTRAINED SERVICE PLAN FOR MID-CITIES AREA (September Weekday 1997)

INE INTER- NAME	PERFORMANCI SEGMENT DESCRIPTION	TREGION	TANC.	1 15 16 16 16		NUPAS	CONST	IC/XIII	LIV 3	ERV.	LOADS	ENTER	NO SEGMEN	T T	LILE				парег V	v centi		oed/Buil	TFAREBOX	UPERATIN	NEL	BUBBILLY
NO. LINED WITH		1	PK	DAY	PK PK		EVE OWI	тот.	AM PK	DAY	PK PK	EVE	EVE OWL	тот.	AM PK	DAY	PM	ERG.	EAE OM	1. 101	7,10	PM K PEAK	10.40	CONT @ \$46.12 Per VSH	cost	PER BOARDENO
LOCAL ARTERIAL ROUTE NO 14 71 W. JEFFERSON	#TWO:(K Trace Plaza/Grand&Washington W)	B Dwaters		15 5 191			7 TABLE	1122	. 115	9055733	9.1748		engyang:	94 E - 24	iger.		.0-50-050-0		are con			1 1 J	18 90 80 K.	RIAMONA.		34.33.831
BL.VD.	ER	Dwaten		214	113	11	12	109Z 457	194	394	148	120	27	1.083	199	197	206	281	71 71	19	17 60	4794	3274	RS17	\$243	50 16
	E	Mid-C1	1 24	201	112	13	2	362	499	412	193	49	13	1,186	365	101	191	177	73	27	1 117	% 74%	\$21.7	IJπ	\$161	\$0.10 \$0.15
	Jeffer and Orned Jeffersonk Joh Wi	Mid-C7	304	583	288 240	72 61	27 12	1129 1478	176 153	476 291	413 302	138 67	37 20	1,244 #33	129	167 153	156	183	61 46	13	10 120	6 102%	1446	\$1,043 \$1,016	\$366 \$130	\$0.06
	Jaffer , und: 10th/fafferson#1 altree Wi		122		26 171	4	3 14	149 700	372 37	326 94	204 94	36 28	19 #	977 279	206 77	137 143	131 226	1\$0 206	37	14			1419	\$499 \$463	\$409 846	\$0.36 \$0.03
	Jeffer .ou&LaBres/W.L.A.Trensit Center Wi	B Mid-C1	44		7 100	0	0 9	28 289	122		60 8	17 0	12	330	118 23	62 37	14 17	37 23	12 20		58 89 17 37	6 5316	\$17	\$348 \$321	\$131 \$348	\$0.93 \$1,20
	38 Total Wi	в	466	706	436 723	111	44 -		ľ	•	-	•	٠.					_						""	,	
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7) 38 BYBIL BRAND INSTITUTE	Sybiliseusdinet /USCNIa dical Center Wi					11.11				10.4					1.5									holitik		
	USC1 tedical Constr/TransitPlaza W:																				g. F.,					
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	R7	r }	l trai		. 3. 3	. 43	<u> 11 12 </u>		7:18		det				9, 0							% 30%	1373 5147	\$790	ी	\$0.90
42 LAX/EXPOSITION	LAX FrancettCenter/Tijera&Centroelle M ER	Mid-07	31		197	4	2	528 129	194	139	17	63	20	473	22 96	40 60	18	61 68	120 94		64 38 59 64	% 25%		\$675	\$473 \$198	\$0.99
	Tijs: A.Centinells/Crender-A.Exposition NI 82		114		163 40	46 13	13	492 239	63 153	132 246	131 117	55 97	20 28	401 801	74 169	79 87	109 73	105	157 148	10		% 48%	3143	3647 3663	\$332 \$322	\$0.19 \$0.50
	Cres. haw & Especition/Especition& Figueron ES		26°		538 176	54 59	11 16	861 737	282.3 169	472 331	227 331	99 130.5	73 61	1,143 1,250	158 92	216 263	161 203	143 180	186 170	1	79 106 82 82			\$742 \$722	\$226 \$280	\$0.11 \$0.14
	Exposition&Fig/Broadway&Washington NI	B Mid-CL	6	140	117	28. 28	4	376 335	372.3 262.5		116	33 117.3	36 39	1,042	183	174 193	132	118	17L 213		61 74 77 72	% 46%	\$223	\$379 \$338	\$353 \$357	\$0.25 \$0.24
	Brow Iway & Washington/TransitPlaza N	B Dwaren	"	1 168			r İstisir	123	202.3	463		11.73 (j. 7.4	ser het.	1,129			v			i i i				apitah	- 3	
	SÉ 42 Youd Ni		52.	832	635	193	51	1139		1998	0.64.3		367/9500	a, 8#	History	in in the second	with it is	r sekir i	Barta Post	+ 12 · · · ·	*# *#	14 27 4.2	1 1 1 1 1	18 15 45 4	1.158	Traval
	SE Ri		343 861		325 980	104 298	2.7 73		ļ																	
48 10 MAPLE AVENUE	9th& main/Maple&Washington Si	Dwalwa	 	1, 11, 1	740,		77.7	163	73.00		77.2	40 Th	Qualitic	1 42	89 .	-0134			741 E 114			1 1 1 2 1 1 1 1		2000		344
	May is & Washington/Main & Slauron SE	Mid-C1	19		297	40	3	261 BOZ	141	332	673	L 19	LB.	1285	107	140	110	106	39			% 116W	\$481	\$1,207	\$727	BO.35
	Max. v31mmny/SmPndro&Manchester SE		364		272 103	111	. 13	[343 418	288 122		12 L 169	75 68	16 7	742 803	122 94	119	69 85	74 60	41 13		96 L12 93 56	% 70%	\$250	\$1,400 \$864	\$393 \$613	\$0 29 \$0 50
	Saul c dro&Manock/A valou/GreenLineSta. 8.		29		150 35	B2	17	786 153	107 93	133 151	#2 122	33 15		375 381	109 98	121 67	63 94	66 14	26		89 62 70 63	% 10974 % 5894		8502	3391 3410	\$0.34 \$0.71
	NI 44 Total SI	B Mid-C4	121	188	14.7 43.7	72 54	3	527						0		66	67	42				% 81%		1620	\$304	\$0.31
	M	В	97	614	569	265	30 31																		ļ	
10/11 44 MELROSE AVE	Ws. Hellywood: ibrary/Mailross & Arden El	B West	1,36	1,109	1,006	319	31	1	1000		. A A			(i)	100	011. 92	989474	10310	883 E.		(i. 4)	38358	865.57	Jádásás	1000	1000
	W. Mali, usa & Arden/Temple & Figueros. □					1					619 U	l bu			H										100	1000
	Tmi, le&Figures/9th&Main El						- 12:											. 300 ings					1 4,258,0	12. A 1800 - 1 1919 - 1386 -	10.50	
	8th a sante o/Tempie & Fregueroe W	B Dwatwa			"\$.							1. 17													-048	
	w	ъ				1 2									120						1			125/2002	- 3	1000
110 GAGE AVENUE		B MGS-C6	+ 7	286	281	179		824	11	21	29	12	2000-00-00	93	37	67	57	14	25.15 .511. 51			94. 309	\$494	\$979	1413	\$0.5
	62adā VeziNess/Onga ŠiFiguri ve 12		10		9 8 159	24 37		420 364	103 57		85 111	19 85		361 380	49	87 132	13 135	20 135		1		% 1029	\$221	\$184	8676 8264	\$0.84 \$0.35
	Ougs & Figuerou/FlorenceStation 1/2	B Mid-C5		6 91	46 249	14 38		187	213 166		153 175	43 L03		593 603	104 74	138 122	133	60 106				74. 5879 74. 1139			\$343 \$345	\$0.43
	w	B Mid-C4			154	47		418	329		184	64	error	#38	96	140	163	67	anana ayuun		17 193			\$711 	[44]	\$0.31
	w	Ti East		:			12.			ai i	13.5		91												1 100	1000
	Gegr & Allemo/Granger & Florence E	н Е.					:	1634													\$ e			64464		
	L10 Total E		1.0		689 302	294 85			1						1								1			
120 DAPERIAL HWY	R'	т	38	1 1043	991	379 36	11	413	↓		•	0			36	- 57	70	16	11		37 2	Ph 445	124	\$4.77	\$230	\$0.3
- LAX	·	rB Mid-C7		3 2	6	0	ì	11	153		48	14	13	330	83	56	31	11	19		47 3	3% 164	5	3486	3479	\$1.4
		/B Mid-C6		4 171	314 96	103 32	20 11	1055 494	204		219	31 33	12	341 \$34	129	131	15 8 111	17 39	44 33	ı	02 3	176 1827 196 987	1294	3 3464		\$0.1 \$0.4
	Imperial & Van Ness/Imperial & 1038m. B	B Mid-CS /B Mid-CS			233 193	51 45	14 14	69 8 7 64	185		249 117	97 51	23 22	898 680		187 198	214 167	99 62	59 48			1% 819 1% 1029			3221 3143	\$0.2 \$0.5
	Imperial 5:11:05 Sta/Imperial Station 🗉	B Mid-C4	,	7 107	57	22	9	292	182	297	217	78 0	23	837	70		131	126	95 24	ı	09 8	1% 775 9% 935	\$173	\$682	\$307	\$0.4 \$0.2
	120 Total E		26 51	8 874	263 77≌	#3 232	26 16	1013	0	0	0	D	u-	v	"	110	101	44	•		" "	ra #37		""	***	""
	W R		118		358 1336	160 392	12 108														_L			<u> </u>		
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EXHIB

		PERFORMANCE SEGMENT DESCRIPTION	CHAI	RACT	ERIS	TICS	OF	CONS	TRA	INE	D SE	ERVI	CE I	PLAN	FOR	MID-(TITE	S AR	EA (Septe	mbe	гWe	ekday	1997)				
LONE INTE		SECOMENT DESCRIPTION	RECEON													NT.						ЛÈ				FAILEBOX		NET	BUBBUDY
NO. LINE			1	AM PK	DAY	PM PK	EVE	EVE OV			AM PK		PM PK		LAT OW	L TOT.	AM PK	DAY	PM PK	EVE	LAT EVE	owL		PEAK	PM	LEV. 6	COST &	COST	PER BOARDING
*****				'*	IMI	, rk	EAE	FARIO	"ו ויי	٠٠. <u> </u>	^	ויאם	"	EVE	EAR OM	101.	PK	PAT	, n.	EAR	EAE	OWL	TOT.	MAX2		\$0.60 Per Birdg	844.12 Per VSH		BOARDING
2 LOCAL A	RIERIAL ROUTE N	ETWORK comband	1	1						-			_											- COLOR	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		74 101	-	
200	ALVARADO ST.	Hill&XingBUHoover&Weshington NB	MIG-C2	199	306	419	212	26	1	1162	0	0	٥	Q	0		38	50	49	80	23		54	63%	79%	\$416	\$1,464	1452	10.63
1		8.8	Mid-C2	33	107	77	. 19	3		239	258	501	295	1.97	30	128	. 35	101	76	94	25		π	49%	1376	\$143	\$1,311	31,160	10.77
ļ		Hoover. & Wests / Echo Pk. & Fairbaks NB		1000	2347			- 448	10. j	I			386	아. 선			16	100	ili ili	. 100		10	11.12	1-163	30.48	30000	148 a C San	- 100000	1000000
l		EchoPtAFairbuis/EchoPtalDolden NB	West		134			- 193		1481				Ÿ 7.										1.000	00000 t		1000000	\$ 4.50°	
1		SB	West	10000	1700	17.40		A 033		1		336	86.	7 Ó		1. 1.90		-460		a (110)			-92+					2000	7 2 2 2 2
l		200 Total NB	"	199	506	419	212	26	100	1	25.15				1000		1		147500	21/15/19	975911		2.3		13131 -	14.75 575	41.596.12()	1.11887	1,000,000
Ī		AA.	ŀ	33	107	77	19	3		ì							1							l					
		NT.		232	613	496	231	29																					
	NORMANDOS	Vress&120th/Nonnesdie&Slauson NB		509	702	530		12		2012	0	ø	0	0	0 -		33	43	48	53	18		41		\$5%	\$1,206	\$3,26\$	\$2,061	\$1.02
1	AVENUE	6B		901	329	173	35	14			398		321	172	23	120		34	35	26	11		11		59%	\$870	\$3,420	12,54)	\$0.96
		Normandis ASI au ver/Norm & Wash NB BB	Mid-C1	744 352	525 478	436 438	183 112	20 11		192#	321 425		280 334	106 304	20 42	101 178		107 126	147 162	181 149	37 38		136	110%	92%	\$1,155 \$834	\$1,461 \$1,552	\$305 \$718	10.10 10.13
1		Norm. & Wash. / Illiywd& New Hamp NB			7/5	•,,•		*** to the		2489	• • • •	1.0			a il n ma	1. 1/2	J. "	120	1. 11. 11	:	: - ',"		. 130	1,07	10/7	100000	17.55	291.8%	
1		SJB SJB	Wed	Serb by				1.44	igur'				tie, i				di -	55	8763		20			100		383.6		100	
1		106 Toral NB		1253	1227	1006	401	52	0	.]														1					
l .		8B	1	1253	807	61 L	147		0	- 1							J											ŀ	
		RT		2506	2034	1617	549	. 71	0																			L	
209 206		CreasbawSia/VauN&Plorence NB		49	45	38	7			139	35	32	79	9		15		35	36	23			39	37%	34%	343	\$500	\$417	\$1.42
1	AVENUE	VanNeed/Frace/Artington/k-Adecou	Mid-C6 Mid-C1	74 95	4G 62	29 13	1 10			144 220	93 46	30 52	41 63	12 14		19		41 57	31 58	19 36			43 55	91% 62%	33% 33%	\$84 \$132	\$525 \$471	\$438	\$1.29 \$0.86
		VARIN SECUL PRICE ATTRIBUTE A COMMISSION NES	Mid-C1	1 44	70	46	10			210	45	47	61	31		10		37 56	49	36 56			50 50	33%	3376	\$132 \$126	\$310	\$392	30.99
1		Arlingtond-Admon/Wassers Sta. NB			4 j.		96	245251 11100		828		C Side	150		数34万 百	a da li		e jadi	100000	e cold	98 A.	35-		0.538	1332	8889	Q 000864	100	die view
1		AB	West	111111111			1 111	9.5									100			1000			35			100000		3.00	
ı		209 Todal NB	}	144	107	91	17		D								1							1				l	
1		5.5		136	110	75	11		D								1							J			1		1
211 215	DO ATRICE	8 SouthBayTC/Hawthorne/Mavie/Prierie NB		302	217	166	28	0	D			i de de de	225.00		11112	1 100000			050557		11111		1777	7 7 7 7 7		100000000000000000000000000000000000000		20.2.2.3	+ 458581
	AVENUE AVENUE	Security Chambers and All		200.00				11.00	200								8 1 8. 2	11.00			933).		- 17			36250 - 200			0.12822
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	DOCKEWOOD	HawthorneStavialinglwd/DelAmoFathiosCtr 88	South					. 1:0					300							0.00	2757	7.7	3 354 2		00.550	13000000		311307	7 THE RES
1	SUMMAN	ВИ		100			Danie.	1.33			69 SSM	Harry	199	1 1 1				4 133	966.53P	100000	2500	525	756.1	1,488		196269	1.000	34,73945	
<u></u>	(nr.1ere	RT		0	0	0	0										-		00000000	5.25.252					10 mm	220000000	27 220 100		
220	CITLYER	Mindenso & Lincols/Serv & HiywdPk NB	West		y stir		94.			- 1			100					1 333		200		100	200	141.00			2000 CA		
1		RT		D	. D	0					::: -::	a (2.343			41 42 1100	500 - 500	* · · ·		5 00005-4		00.000			-		10000000	1000.3 (35)	201821 (1	A 1 PM 5000
256	PACIFIC	FirestoneStation/NudemiASerateFe NB		34	40	23	4			121	0	Ď	-	0			45	30	24	11			37	12%	15%	573	3217	3144	\$1.19
		5.8		. 12	9	9	1			31	10	42	43	5		10	0 19	64	54	16			40	8%	22%	819	\$217	\$190	\$1.51
1		NedematSamaFs/VermodPacific NB		25.75	15/4		i waii	- 3%			800	dald:						. 1000					10000	- I			53336		- COM.
i		Verpound:Pecific/LongBearchd:Wash, NB		42	19	19			- 1-3	350 PO	03	19	L3		900000	11	្រ	14	42	- 4.53.	.5:34		40	1754	21%	B34	\$339	\$245	\$1.39
1		88		25	10	23				60	19	10	63			- ;		٠,					30	10%	4.5%	\$16	8339	\$303	\$2.00
		LongDeach&Washington/Lith&Georgia WE		100			. 894	189	213. u	42	0.180	0000	1983/	\$4 E. S.	£553350A	at 1949		253	::\#:::		06589		13/32	574.38	99886.	200.551	0.8888	284988	1000000
ł		EB			1				200	(30			440		TAX	PD-64					1000		100	10,00			1 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3 P 3	3.3280	TEN 500
1		256 Total NB	1	96	59	32	4	0		- 1							1							l			1	l	l
(ER P	1	37	39 78	34	!	0		- 1							1							l			1	l	l
COMMUNIT	Y ROUTE NETWOR	K RT	+	133		**	,	<u> </u>									 									-		 	
213	CRENSHAW STA	CrambovSts/ProcupAFloreccevies06&Prairi CC		177	255	214				646							30						26	117%		\$304	\$1,125	\$4821	\$1.27
ı	LAIL FEEDER	Preime&Firence/Croshe@sevislogJewood&19 CW	Mid-C4	134	171	127				432							22	L4	18				17	80%	34%	\$203	\$1,123	5922	\$2.13
602	JEFFERSON .	JafarranaAFiquerow/17thASolo EB	Ma Ci	170	108	341 79				357							128	41	62				64	84%	28%	\$214	\$348	\$134	\$0.38
	COMMA BUS	VEDERAL TOPON OF THE ACTION OF		108	62	134				3D4							63						45	46%	13%	\$182	8443	1263	\$0.87
1		102 Total RT		278	170	213												-					-						l
607	N. INGLEWOOD	Locust&Grace/Furview&Buckler R7	Mid-6	49	74	93				216							7	12	16				12	26%	75%	\$129	\$1,190	\$1,061	\$4.91
l	CONDIL BUS		1							- 1							1							ł				l	1
	Manager and bear	607 Total RT		49	74	93	- :::-						_				- ,,	- 44	83				63	2946	99%	\$122	\$562	1240	\$0.41
	MARINA DEL REY	Washington-&Palasyan/Fox Hill Mall EB		30	(33 63	249 42				537	0 203	#3	0 29			31	7 67						51	11114	90%	\$122 \$84	1628		\$1.05
1	COMPANDIO	60¢ Total RT	1	1 4	198	291	105				••3	-,	•,			,	1 "	**	-				,,,	****]	1	"""
609	SOUTH VAN NESS	131th&VanNess/CreathawStation CC		13	172	20				91							7	9	11				L2	14%	16%	349	1463	8414	15.11
	CONDIL BUS	CY			_		_																			1			1
		609 Total RT																										ļ	
	WESTCHESTER	(A)Aviation I-103 Station/LAXTransitCenter RT		99	67	130	39			334	- ~						Τ.	-					9	52%	46%	\$110	\$2,916		
1	RAIL FEEDER	(B)Aviation I-105 Station/LAX/Pershing RT		79	31	\$7	4			ZDL							'	3	5				5	42%	11%	\$90	\$1,164	23,474	\$17.28
610		625 Total RT		 													+						30	-		10	\$1,513	\$1,513	\$1.67
	LAX RAIL PEPDEN	Aviation 1-105 Station/LAXTerminals NE 6B		1						907													30			100			
	NOT LEEDEN	629 Total RT								~							İ						,,,					1	
1		1000 101															1												

EXHIBIT 3

		PERFORMANC	E CHA	RACT	ERIS	TICS	s o	F EXISTI	NG R	OUT	ES SE	RV	/ING	MII	-CIT	IES A	REA	(A)	vers	ge V	Veek	lay S	epter	nber	, 199	7)				
LINE D		SEGMENT DESCRIPTION	REGIO	_				PASSENCERS							SECOME	π	\neg				REV. VE		R					OPERATIN	NET	BUBAU
	INED VIDI			AN PK	DAY	PM PK	E		тот	AM PK	DAY	PA		AE E		וסד	. AN		AY AY	PM PK		LAT			AM	PM	NEV. @	COST	coat	HER
, ,	*****		-	,,,	DA.	ı " "	"	VE LAND OWL	1 "	, rk	1 221	1 "	^ °	" "	YE U	' '''	" "	1"	^' I	' L	EVE	EAR	\w_	TUT.	PEAK	AX 20	SQL23 Per Brdg	945.00 Per VBH	l	BOALD
				1						-		_					+-	_							~	104.24	74 2.3	74.10.2		
DASH	MAT THO DET BRO	LongBencha Vernon/Hukmen 1.54 C	M Miq-Cr	36	201	145			382	i							1	1	34	48				32	994	31%	\$40	1340	3340	\$1.4
		D. Bl. D. IBi- DARK T L.	_	1						1															1		\$40		l	1
DASH	SOUTHEAST	Puelblo Del Rio DASH Total R Slamon&Figueroa/Figueroa&Vernos C	W Mid-C2	49	203	82			334	39	118		36				93 1	1	30	37				37	38%	42%	\$84	3648	\$363	\$1.0
DOLL	00011001	C			300	134			339	1 ",	111		95						64	60				49	46%	71%	\$133	\$643	1313	10.3
ĺ		Figure & Verous/Slesson & Figure 0		242		198			871	87	193		12						112	100				98	93%	102%	\$218	1567	3349	10.3
1		C		90	264	152			525	73	120		60			2	58 4		72	75				62	48%	77%	\$131	\$567	3436	\$0.5
l		Southeast Total C		291	633	240																			1			•	l	1
		C		191 482	384	190 169				1							1								Į.				ľ	1
DABH	LEMERT/	King&Arlington/54th&ArlingtonviaVermont C		49	1,218	34	_		110	25	131		63	_			21 2	3	45	31				35	25%	28%	\$43	\$510	1463	\$1.1
57241	PLAUSON	C C		й	99	41			224	17	70		91						32	40				14	43%	38%	\$36	L535	\$4.79	\$1.
		Mth&Artington/King&ArtingtonvinCroshaw? C		134	241	236			651	79	104		43						55	64				53	91%	79%	\$163	8705	3142	80.0
		c		162	184	212			362	129	114		85			2	26 6	9	45	71				52	124%	84%	\$141	1680	1140	\$0.9
ļ		Leizum Völlmeen Total C		187		270				1							0								1			ĺ	l	i
ľ		C		246		213				1							0								i			!	[1
DASH	MEDTOWN	BaldwishfillaPlace/Washington&Granercy N		429	185	523 67			339	٠	- 0		ē-				D	7	33	24				33	92%	57%	\$85	1462	43.77	\$1.1
122	MADIOWIN	BELLWICH SERVICE WARRING CONTROL OF THE		43		43			197	19	133		59			,			42	35				33		72%	345	1479	\$377 \$429	11.0
		Washingtond:Grammy/Redondod:Packed N		8.7	±32,00	133	21	N 08/FE-08/59E	r př.	· · · ′ :	osii.	. :	i.cv	1.580	11 - 1442	,		٠., . 		a Öra	e dia	- 13	1,896	45.50		0 8 J. B.	da ta ili	38865 53820		18874
1		8		1.5					415			1636			ridi	§	# F	á.							100			190000		100
l		Midsows DASK Total N		87	185	67				1							`` i ``								Į					
		6		41		43											1								1				l	1
DASH	CRENSILAW	Bycamore & Colineum/Cranshaw Plaza C	W Mid-C3	130	298	110			437	 -								0	42	26				33	100	30%	\$109	1,190	3480	B1.1
[CKEMAKAW		C Mid-CI	20	134	60			233	52	32		72						42	32				18	30%	62%	659	1590	\$131	32.2
l			W MGd-CT	30		62			222	"									14	9				10		29%	136	3981	\$916	
		Cremshaw DASH Total R		192	475	228																			<u> </u>	_				L
DASH	WATTS		W Mid-C4		\$43	361			1,517									7	74	49		_		37		116%	\$379	\$1,206	\$827	\$0.5
1		Wann DASK Total R	C Mid-C4	265	61 L 1494	242 602			3117	l							2	5	31	32				41	127%	77%	\$279	\$1,224	\$945	10.0
DASH	WATTS	Kounothi labnPlaza/Manchester 8.5 Contral C		158		139			437								- - ,	6	16	23				11	101%	6196	\$109	1945	4136	31.5
	NORTH	c		t 25	156	110			190										17	18				19		51%	191	1943	\$148	\$2.1
		Watte North DASH Total R	r .	213	296	248																							<u></u>	
	TER EXPRESS LINES									Ţ							7-												i — —	
437	MAKINA DEL. REY	Pacific & Washington/Alfa.8.Papana. N &		113		114			114	ĺ							1 1	6		52					91%	97%				1
ļ	AL.	Allad Penegra/DowntowsLA N		49.75		114							: 15,550		adho sud			٠.	41.00	;;; `		la la	60	an w	5 529	· ' ' ' '	Sec. 2	U285/450	300	805 -
		5							561	33.5	3.65	1.0						169	d).	¥ £			HO.				1000			
1		437 Total N		113		0																								
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APPENDIX C

Potential Tier Three Community Services

APPENDIX C: POTENTIAL NEW TIER 3 COMMUNITY ROUTES

The proposed Mid-Cities restructuring plan includes a limited expansion of the community route network in Tier 3, as constrained by the likely level of funding increases in the next 3-5 years. However, requests from the public and a review of the transit-dependent characteristics of the Mid-Cities reveals that there is a market for much more community-level service - as much as 50% more than the proposed level. This appendix contains preliminary suggestions for new community services in the Mid-Cities area, over-and-above the draft recommendations contained in the Restructuring Plan. It is intended as a reference point for developing new routes, as funding becomes available.

The suggested services are listed in order of priority, with the routes filling the greatest need and providing the highest ridership potential first. As general operating parameters, each service would run 7 days a week, with a span of service from 6:00 am to 6:00 pm. Also two-way 15-20 minute headways are assumed during the week and 30 minute headways on weekends.

Note that these are very preliminary route ideas. Specific spans of service, frequencies and routings require further refinement, including significant community input to better plan the routes. For reference purposes, preliminary maps of conceptual route alignments are attached.

1. MANCHESTER-FLORENCE CIRCULATOR

Whether it continues as a Smart Shuttle or is replaced by a conventional fixed-route community circulator, this service supplements the longer-distance grid service provided by MTA in this corridor by providing direct, transfer-free "L-shaped" access to key regional attractions such as the Pacific Blvd Shopping District, and connections to the Blue Line. This relieves the regional system for short trips that cut across the grid.

Number of Buses: Fixed-Route - 4 on weekdays and weekends;

Route-Deviation (Smart Shuttle) - 6 on weekdays and weekends.

2. CENTRAL-VERMONT-MAIN CIRCULATOR

Whether it continues as a Smart Shuttle or is replaced by a conventional fixed-route community circulator, this service supplements the longer-distance grid service provided by MTA in this corridor by providing direct, transfer-free "L-shaped" access to key regional attractions such as the Vermont-Slauson Shopping Center, and connections to the Green Line. This relieves the regional system for short trips that cut across the grid.

Ray's Boys Town has requested service on Main Street between 82nd and 110th Streets. While this is discussed as a stand-alone service under item 5 below, the option exists to replace either the Central or Vermont legs of this circulator with Main Street between Gage and 120th Street.

Number of Buses: Fixed-Route - 4 on weekdays and weekends;

Route-Deviation (Smart Shuttle) - 6 on weekdays and weekends.

2. KING-EAST CIRCULATOR

Comments: This LA community bounded by the Blue Line on the north and east, Figueroa on the west and Vernon to the south is on the fringe of downtown, and is heavily transit-dependent. While plenty of MTA services pass through the area, the buses are typically full on their way into and out of downtown, making both local circulation and access to the Blue Line difficult for local residents. Many east-west MTA routes in the area turn north into downtown, making east-west cross-travel difficult. Also, King Boulevard east of Broadway has no LADOT or MTA service.

Conceptual Routing: A circulator that serves the King Blvd. corridor between Central and Figueroa, and feeds the Blue Line at the San Pedro station. Other potential route segments to complete the circle include Figueroa, 23rd Street, Central Avenue or Hooper Avenue.

Approximate Route Length (one-way): 6 miles Number of Buses: 4 on weekdays, 2 on weekends

3. HUNTINGTON PARK SHUTTLE

Comments: Although the Pacific Boulevard Shopping District is located outside Los Angeles city limits in the City of Huntington Park, it nevertheless remains a significant travel destination for residents in the eastern portion of the Mid-Cities. The Manchester-Florence Smart Shuttle provides direct access to the area for residents of the Manchester-Florence corridor, as well as longer-distance riders using the Manchester or Florence Blue Line Stations. However, comparable service for LA residents north of Florence does not exist. Also, the Blue Line Station is the only one in the area not served by a DASH route or a Smart Shuttle.

Conceptual Routing: A shuttle service connecting the LA community in the Slauson/Compton area to the Pacific Blvd Shopping District, providing full service along the length of the District from Slauson to Nadeau. This could be a rapid shuttle originating at the Slauson Blue Line station, or a longer loop that circulates in the neighborhood around the Slauson Recreational Center before heading to the Shopping District. Alternatively the service could be implemented as two shorter runs with a timed transfer at Slauson Station, one circulating through the neighborhood and one shuttling between the Station and Pacific Boulevard.

Approximate Route Length (one-way): 6 miles (from Slauson Station) or 12 miles (for longer loop through neighborhood).

Number of Buses: 4-8 on weekdays, 2-4 on weekends

4. HYDE PARK CIRCULATOR

Comments: There is a gap in community service in the Hyde Park Area. Unfortunately, there are few activity centers in this residential area to anchor a service. Although it would create a community route that is longer than typical, a route connecting Hyde Park to the Crenshaw Mall is feasible.

Conceptual Routing: A circulator through the Hyde Park neighborhood, perhaps using Madden Avenue, Van Ness, 60th and 70th Streets to penetrate the community, then using Crenshaw Blvd to access Crenshaw Mall. While Crenshaw Boulevard is the most direct route, DASH service already exists along it; an alternative would be to use Van Ness/Arlington Avenue and King Boulevard.

Approximate Route Length (one-way): 8 miles Number of Buses: 4 on weekdays, 2 on weekends

5. MAIN STREET CIRCULATOR

Ray's Boys Town has requested a community route on Main Street between 82nd and 110th Streets. Main Street south of Gage Avenue is one of only a few major north-south streets in the area not served by MTA or LADOT, because MTA service is available one-quarter mile away in either direction, on San Pedro Street and Broadway. A circulator in the Main Street corridor is feasible, however, to be successful, would need to be anchored at both the north and south ends to a significant destination. To the south, the Harbor Green Line/Transitway Station is a candidate. To the north, no suitable anchor is apparent.

In the future, a suitable northern anchor for this route would be the Broadway/Manchester Transit Center. This route should be reconsidered when that Transit Center opens, and consideration should also be given to a loop-type route using Hoover Street, another major corridor not served by MTA or LADOT, as the other north-south segment.

Conceptual Routing: A point-to-point shuttle between the Broadway/Manchester Transit Center and the Harbor Green Line/Transitway Station, using Manchester Avenue, Main Street and Imperial Highway. Alternatively, a community circulator using the same streets and endpoints, but adding Hoover Street as the western leg of the route.

Approximate Route Length (one-way): 3 miles (point-to-point), 6 miles (circulator) Number of Buses: point-to-point - 2 on weekdays, 1 on weekends circulator - 4 on weekdays, 2 on weekends

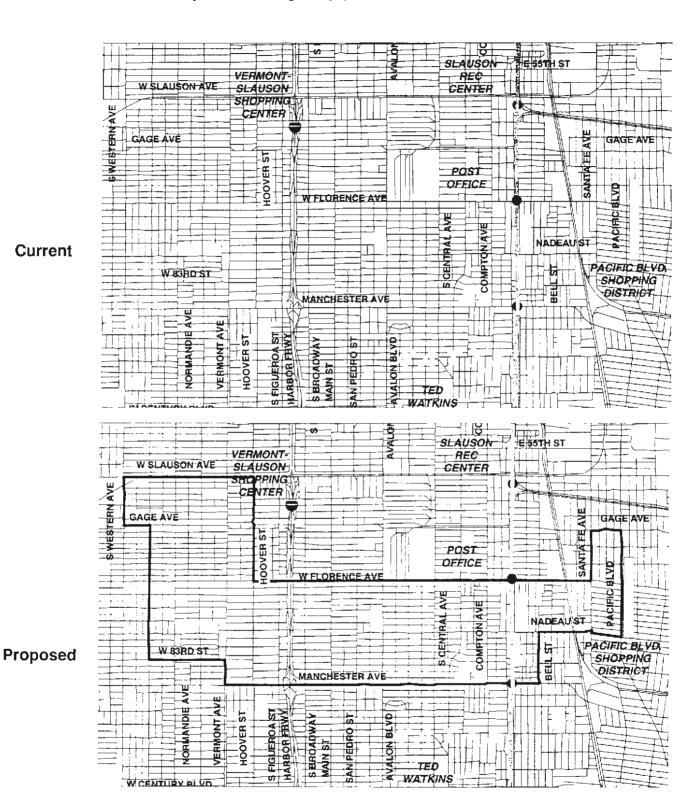
6. JEFFERSON PARK CIRCULATOR

Members of the Jefferson Park Improvement Project have expressed interest in a new community route connecting the Jefferson Park neighborhood with the Crenshaw Mall. Residents along the Jefferson Boulevard corridor currently must transfer once to reach the Mall.

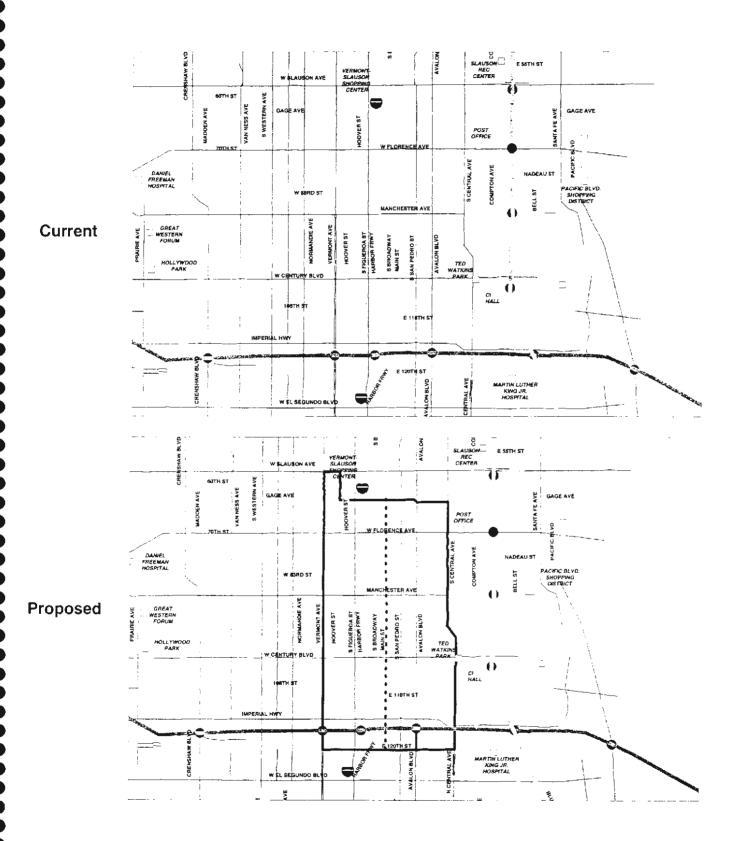
However, DASH Midtown serves the northern boundary of Jefferson Park on Adams Boulevard between Western Avenue and Crenshaw Boulevard, and provides a direct transfer-free ride to the Crenshaw Mall. Adams Boulevard is one-half mile north of Jefferson. Also, part of the Restructuring Plan includes rerouting MTA Line 42 from King Boulevard to Exposition Boulevard, which is one-half mile south of Jefferson. Route 42 also provides direct transfer-free service to the Crenshaw Mall, thus when this change is implemented, Jefferson Park residents will have access to two direct services to the Crenshaw Mall, both within a half-mile of Jefferson Boulevard. Therefore, a Jefferson Park Circulator is not recommended for implementation.

This recommendation should be revisited once the new West Angeles Cathedral development is completed. This complex, located at the intersection of Crenshaw Boulevard and Exposition Boulevard, is a sizable mixed-use project that features job training facilities, childcare and retail services. Two routes currently provide a direct connection along Crenshaw Boulevard from the site to the Crenshaw Mall (MTA Line 210/310 and DASH Crenshaw), and the proposed rerouting of MTA Line 42 will also provide this direct connection, as well as service along Exposition Boulevard. Nevertheless, the size of this development merits a second look to determine if additional service is warranted.

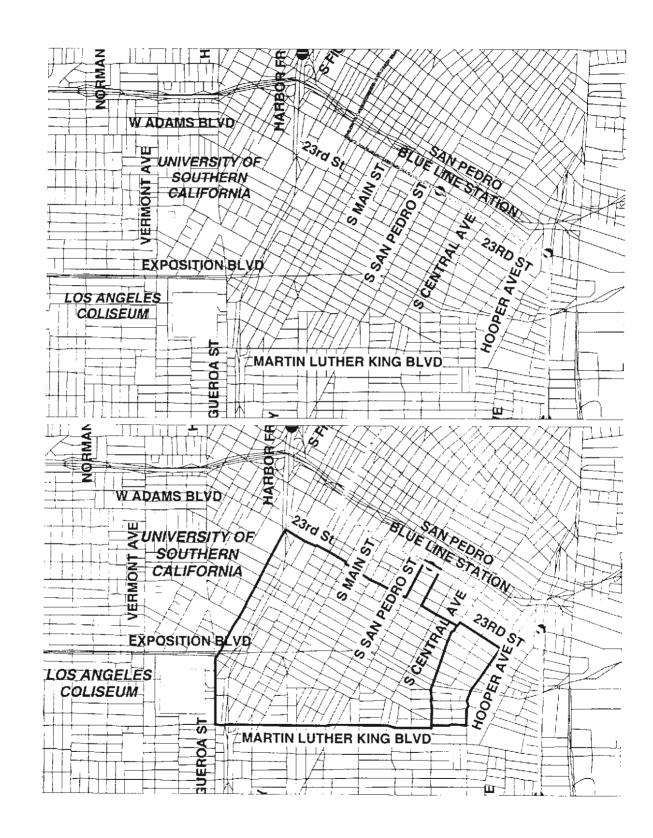
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Conceptual Routing Only (Central-Vermont Circulator)



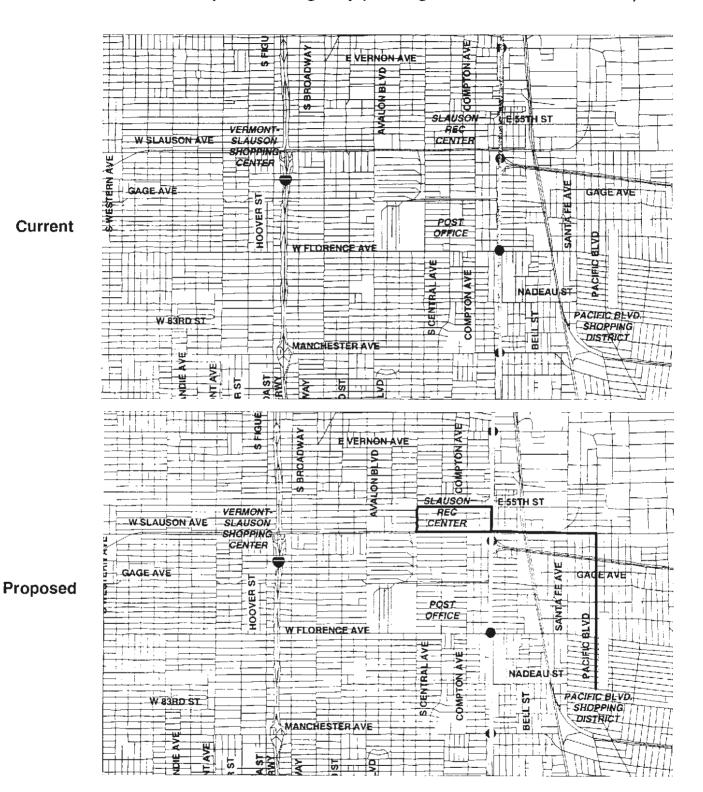
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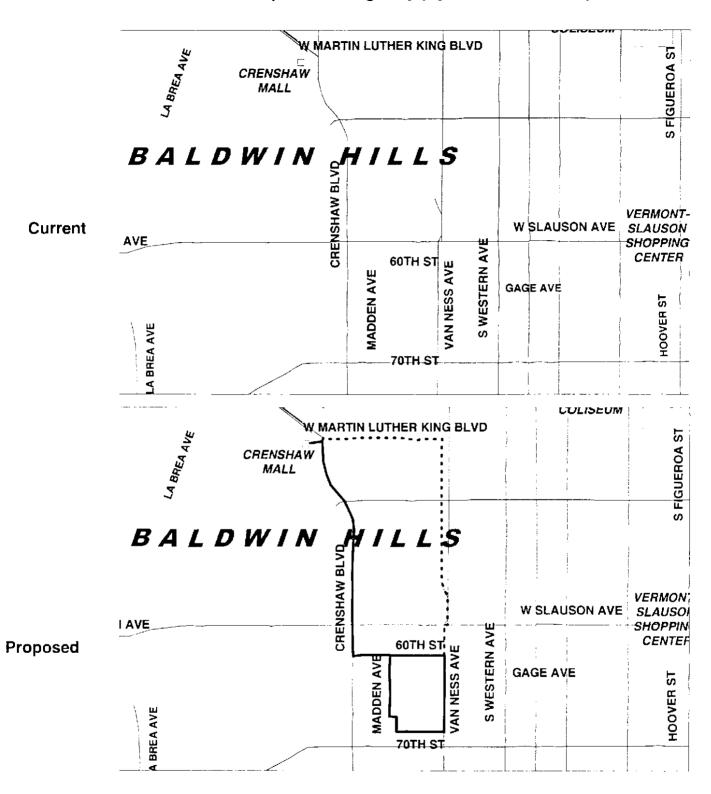
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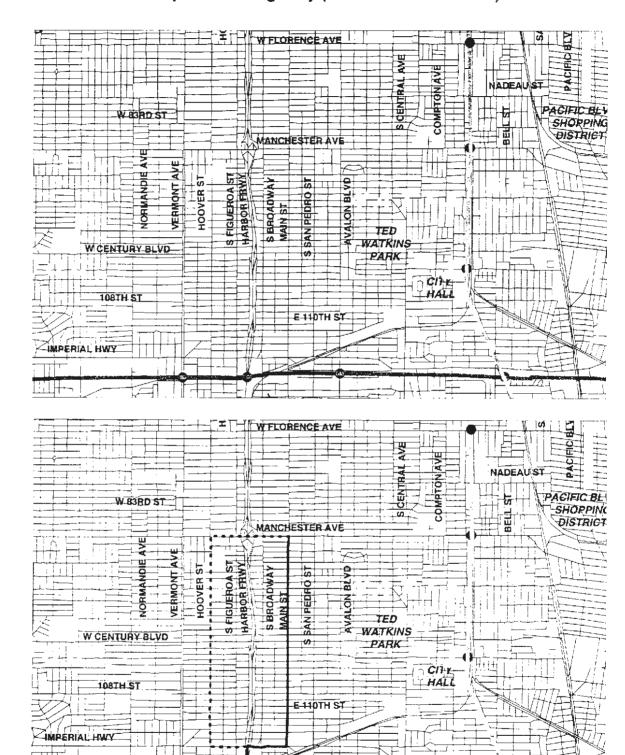
Conceptual Routing Only (Huntington Park Shuttle Circulator)



Conceptual Routing Only (Hyde Park Circulator)



Conceptual Routing Only (Main Street Circulator)



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