



AGENDA ITEM 9

Metro Connections
Moving into the Future

San Fernando Valley Sector Governance Council
February 2, 2005

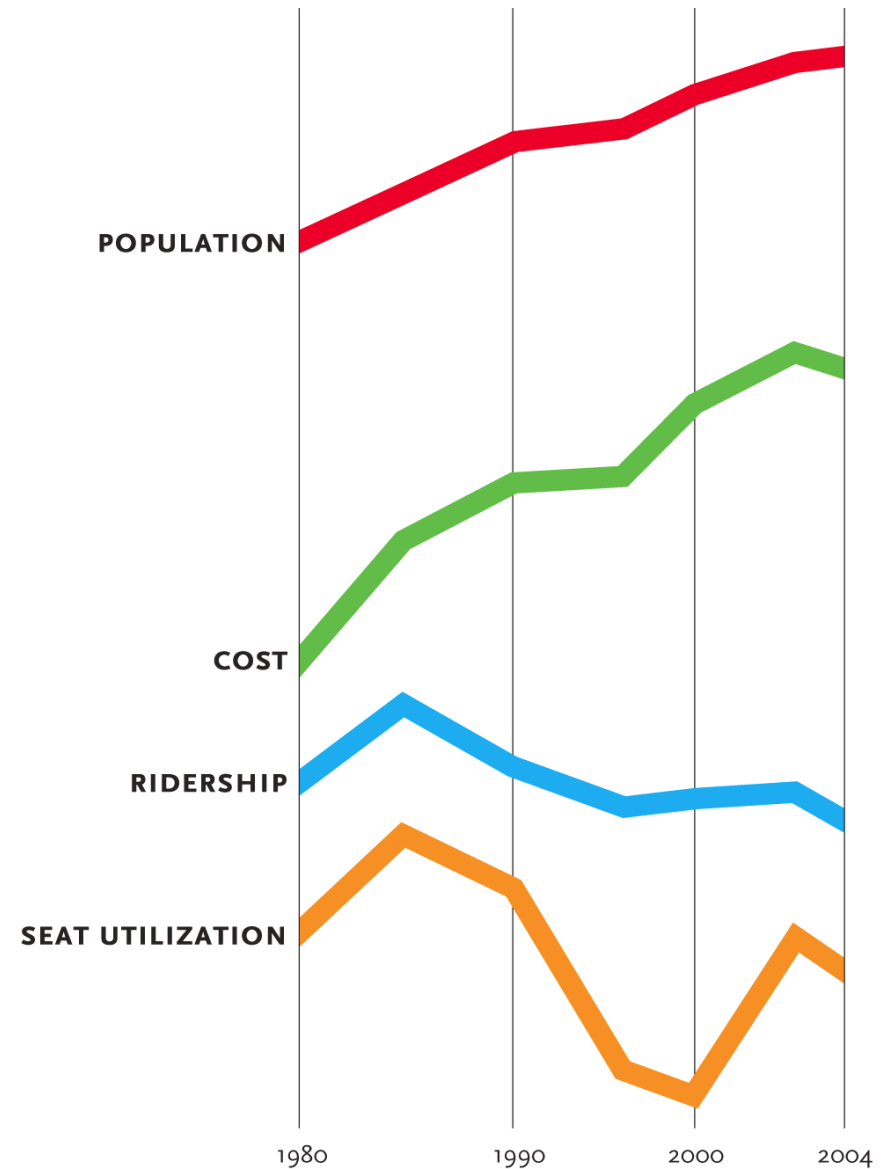


Los Angeles County Metropolitan Transportation Authority

Challenges

1

- More than 25-year-old system/set of services
- Stagnant ridership
- Increasing costs
- Funding shortfall



Current customer perspective –

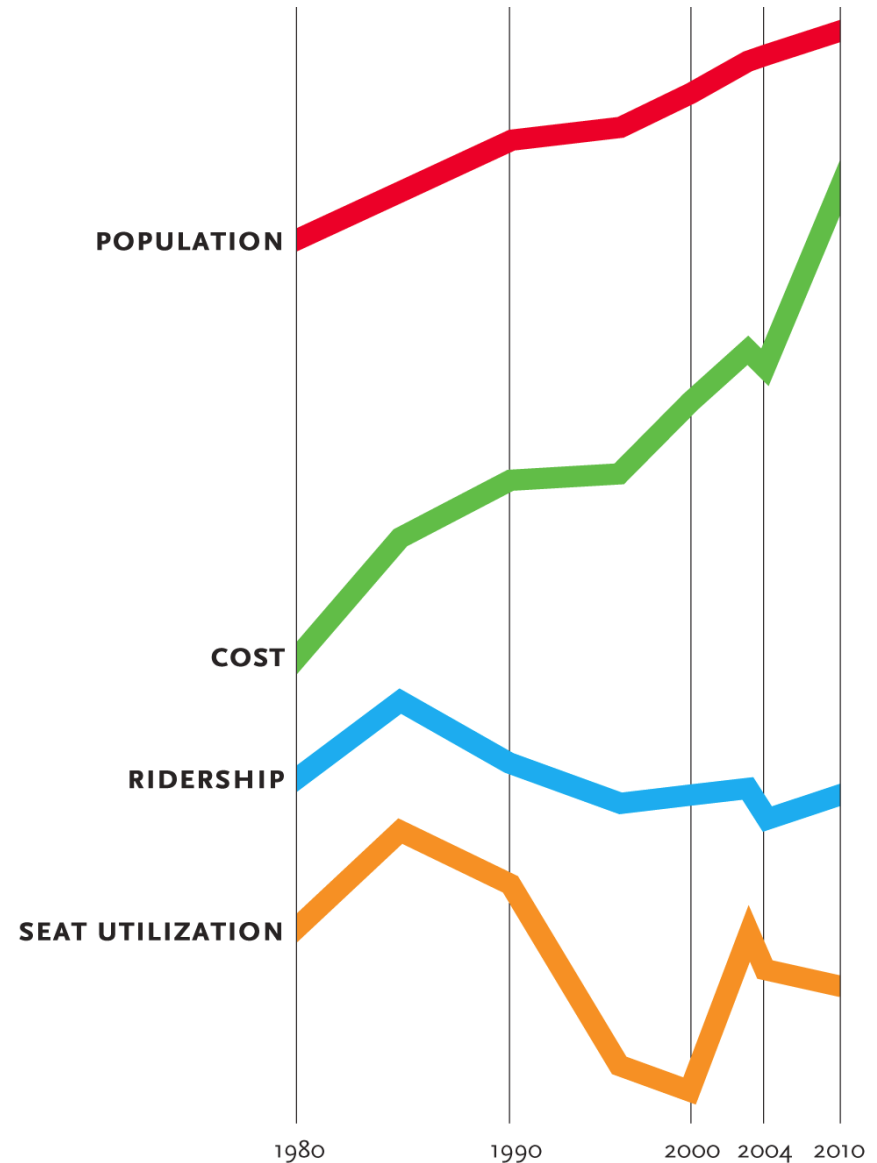
- Upgrade reliability
- Improve service experience
- Operate as one system
- Operate more like rail service



Future Trends

*With no change,
future holds –*

- Shrinking transit share
- Higher and higher cost service
- Unfundable system
- Growing customer dissatisfaction



Restructuring Purpose

4

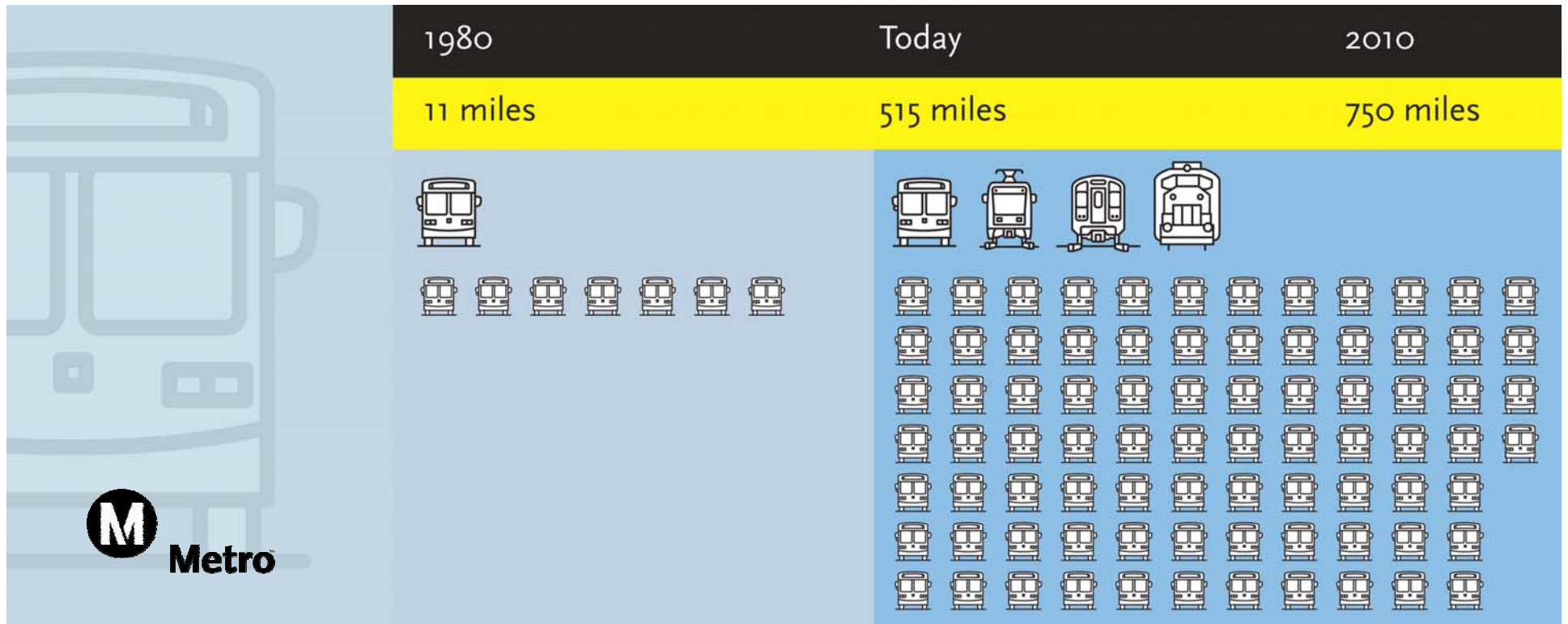
Proactively, creatively shape our future –

- Take a good system and make it great
- Rethink service delivery
- Bring all partners to table
- Opportunity to increase ridership
- Increasing growth and congestion – can't build our way out of it

Opportunities

5

- More modes
- More operators/service providers
- More high-speed, high-capacity miles



Service Concept

6

- **Direct, high-speed point-to-point service**
- **Strengthen underlying grid service**
- **Service provided by most appropriate operator**
- **Better use and feed high capacity system**
- **Provide physical customer improvements**

Centers Identification

7

Criteria used –

- Where people live/work, where they want to be
- Service coverage and connectivity

Resulting in identification of –

- 17 Regional Centers
- 27 Subregional Centers

San Fernando Valley Centers

8

Regional Centers –

- Glendale, North Hollywood, Warner Center

Subregional Centers –

- Burbank, Van Nuys, Northeast Valley (Sylmar/San Fernando)

System Centers

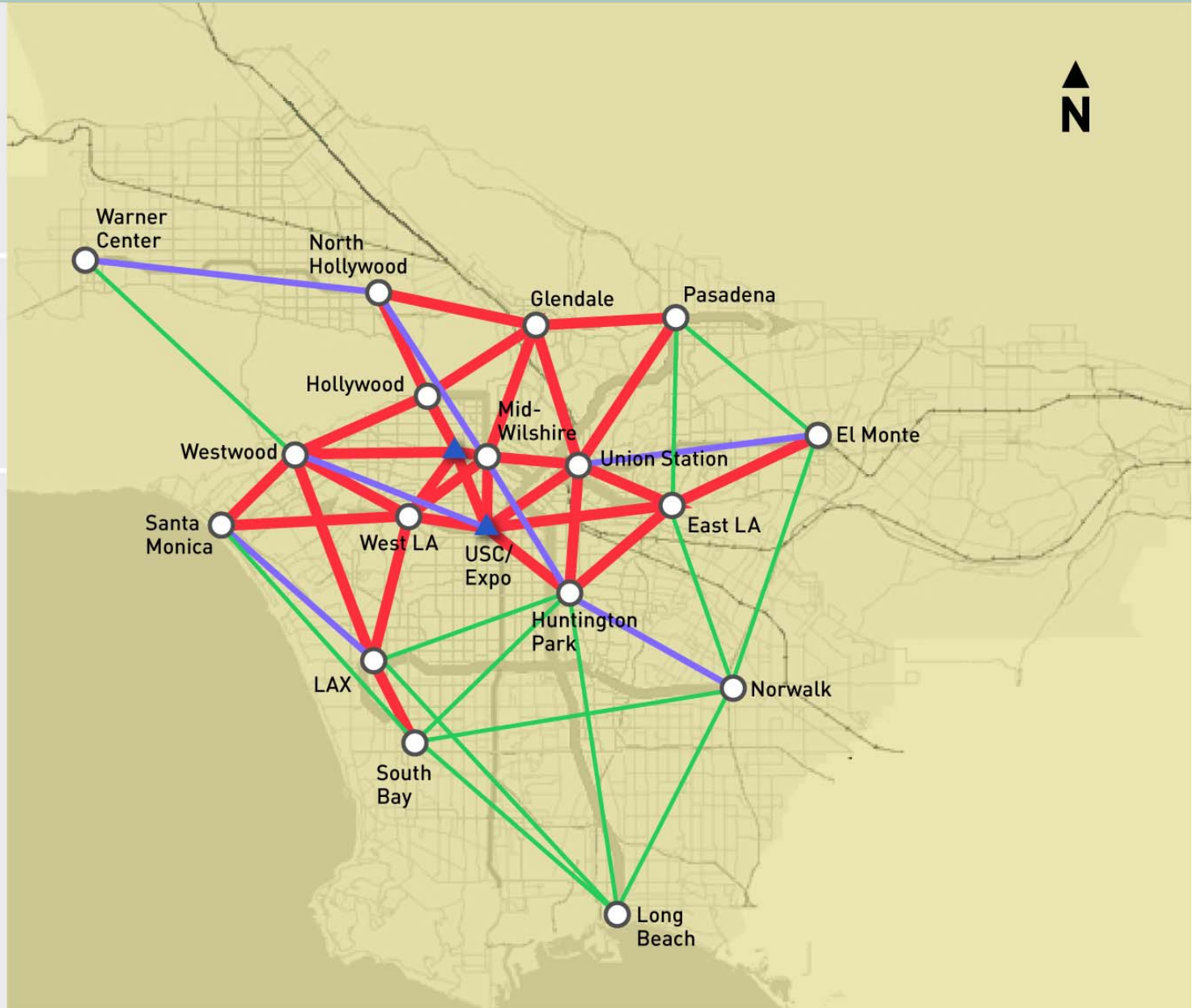
- Regional Centers
- ▲ Subregional Centers
- Metrolink
- Metro Rail
- Transitways
- Metro Rapid



System Corridors

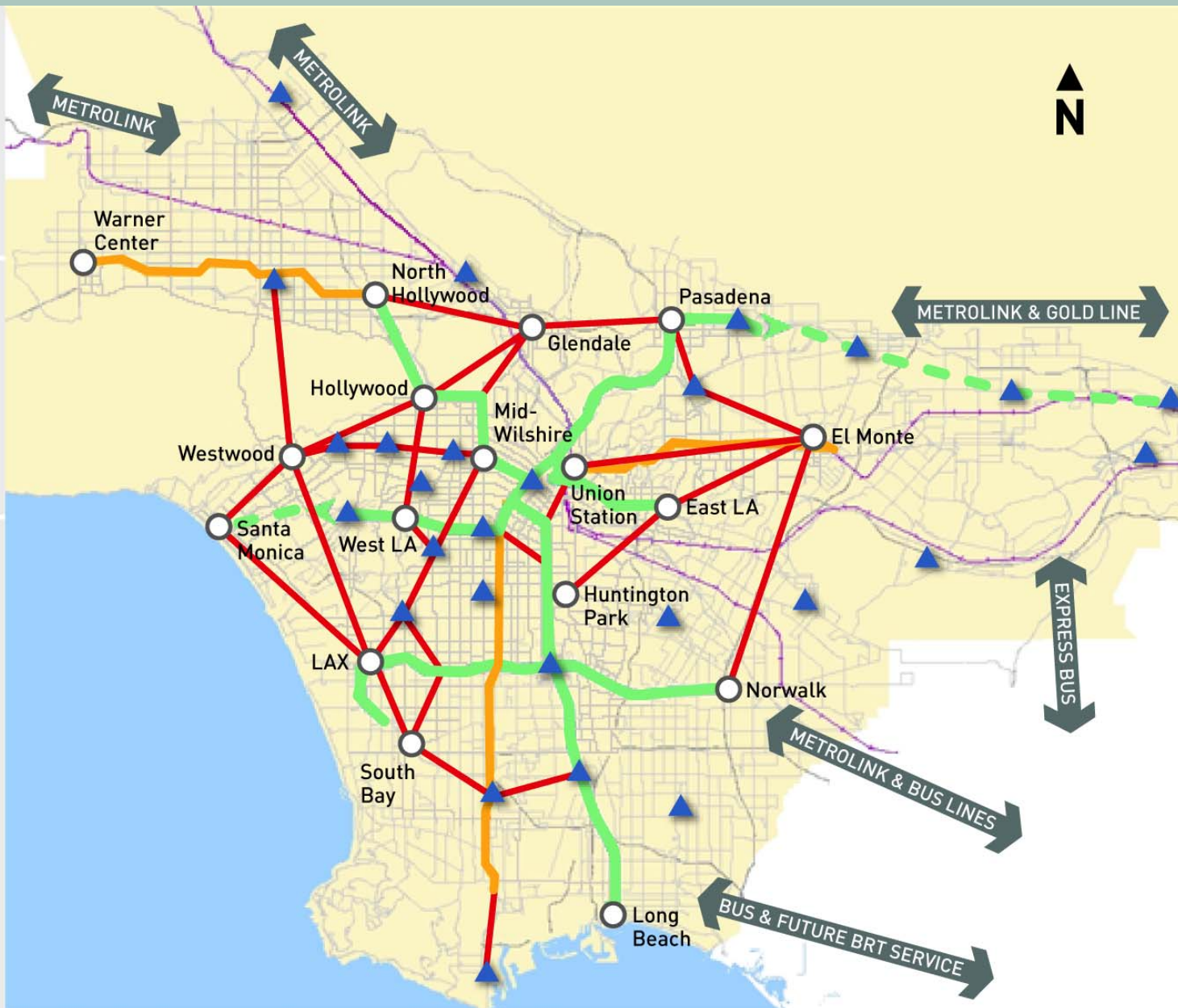
- Regional Centers
- ▲ Subregional Centers

- Major
- Medium
- Minor



System Plan

- Regional Centers
- ▲ Subregional Centers
- Metro Rail
- Transitways
- Future Connections



Addressing Customer Needs

12

Reliability

- Shorter routes
- Priority bus operations
- Real-time arrival information

Operate as One System

- Improve bus-rail interface
- Countrywide fare media and collection systems

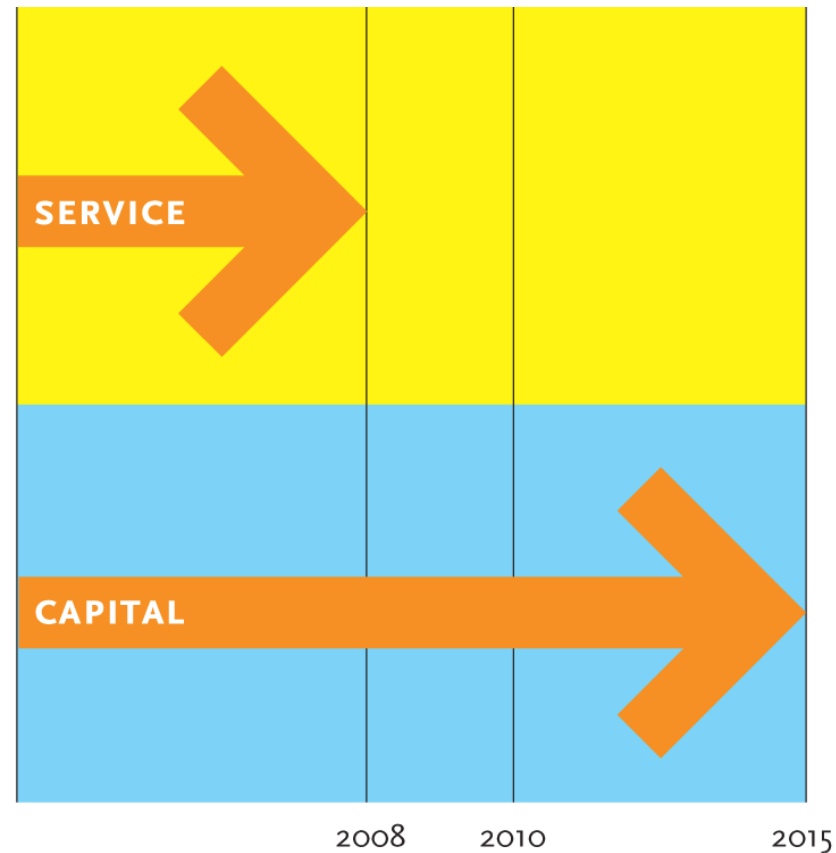
Operate like rail

- Low-floor, articulated buses
- Priority bus operations
- Revised operating parameters

Implementation

13

- *Service Plan* –
Over 2-3 years
- *Capital Plan* –
Over 2-10 years



Develop Policy and Plan Framework –

- Guiding service concepts
- Regional bus service network
- Related service and capital plans
- Funding strategy

Provide basis for preparation of detailed sector-based service plans