



Metro

**OPERATIONS COMMITTEE
MARCH 20, 2008**

ACTION: RECEIVE AND FILE

SUBJECT: CHANGES TO 2007, 2008 AND 2009 SERVICE LEVELS

RECOMMENDATION

Receive and file a report from staff identifying the extent of service changes completed during 2007 and planned for 2008 and 2009.

ISSUE

The Operations Committee approved a motion at its February 21, 2008, meeting requesting the following information:

- Total service hour cuts made in 2007;
- Total proposed cuts for 2008 and 2009;
- Proposed cuts in local service included in the existing Rapid Bus Implementation Plan;
- Total hours (other than service cuts) that are planned to be added to the Rapid Bus to ensure that it is an expansion of the program in compliance with the existing court order;
- What economies and service reductions are being contemplated and/or applied to the Metro Rail corridors and operations; and
- Geographic information about service cuts by sector and jurisdiction.

DISCUSSION

Total service hour cuts made in 2007:

TABLE 1 – Recent Changes in Annualized Bus Revenue Service Hours

	Dec 06	Jun 07	Dec 06 to Jun 07 Change	Dec 07
Existing Scheduled Service	7,750,195	7,654,257		7,666,844
Change from Previous	132,609	(95,939)	36,670	12,588
Rate of Change	1.7%	(1.2%)	0.5%	0.2%

Total proposed cuts for 2008 and 2009:

TABLE 2 – Planned Change in Annualized Bus Revenue Service Hours

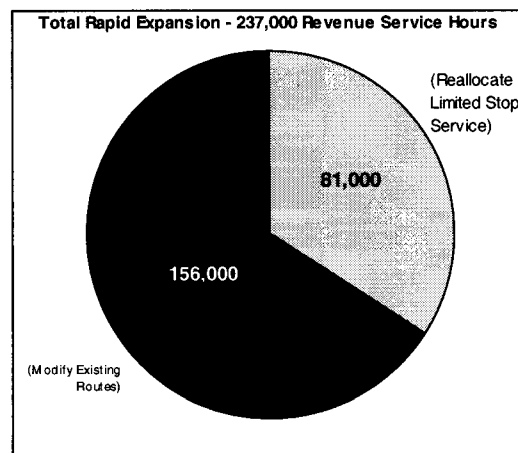
	Jun 2008	Dec 2008	Jun 2009	Dec 2009
Existing Scheduled Service	7,451,845	7,251,845	7,193,844	7,193,844
Change from Previous	(215,000)	(200,000)	(58,000)	0
Rate of Change	(2.8%)	(2.7%)	(0.8%)	0.0%

Proposed cuts in local service included in the existing Rapid Bus Implementation Plan. As required by the New Service Plan, the balance of the Rapid Implementation Plan will be put in place in June 2008. This requires the implementation of six new Rapid lines. It also requires added service on three existing Rapid lines to bring frequency and span of service up to the levels required by the court.

Five of the six new Rapids corridors currently have limited stop service. These five limited stop services will be reallocated to Rapid service. These reallocations offset 81,000 revenue hours of Rapid expansion. In addition to reallocations of limited services, the six new Rapid corridors require a service expansion of 112,000 annualized revenue hours. In addition, conformance of three existing Rapids to New Service Plan frequency and span will add 44,000 annualized revenue hours resulting in the total addition of 156,000 hours to the Rapid program. As shown in Table 3, the 156,000 hour expansion will be offset by other service changes planned for June 2008.

TABLE 3 – Route Restructuring Goals (Revenue Service Hours)

	Jun 2008
Total Rapid Expansion	237,000
<ul style="list-style-type: none"> • <i>Implement Six Rapids</i> 193,000 • <i>Conform Three Rapids</i> 44,000 	
Cancel Limit Stop	(81,000)
Modify Existing Routes	(156,000)
Net Change	0



The proposed changes to existing service addresses poor performing bus lines and instances of service duplication. Poor performing routes are identified by a measure called the Route Performance Index. The calculation of this index is described in detail in the Transit Service Policy approved by the Board of Directors at its November 2007 meeting. Attachment A provides a complete listing of the proposed changes currently under consideration.

Given the lower ridership of the poor performing routes compared to the higher ridership of the new Rapid services, the package of changes is expected to result in a net increase in ridership. Depending on the final set of proposals actually implemented, analysis of the net impact of the changes suggests a ridership gain of as much as one percent.

Total hours (other than service cuts) that are planned to be added to the Rapid Bus to ensure that it is an expansion of the program in compliance with the existing court order.

Compliance with the court ordered New Service Plan expansion is not based upon revenue service hours. Rather, it is measured by achieving a targeted increase in bus equivalents which, in turn, is measured by peak seats (one bus equivalent is 40 seats). The New Service Plan committed to an increase of 146 bus equivalents, or 5,840 seats over the number of seats operated as of June 2005 (the baseline for the Plan). This target was arrived through the application of a requirement of the Special Master which requires that 2/3 of the buses associated with each Rapid be an expansion of service. Despite planned reductions in revenue service hours, the peak seat target will be achieved by June 2008 largely as a result of the addition of 391 articulated buses (57 seats each) and 31 additional 45-foot buses (46 seats each) since the Plan was submitted to the court. It should be remembered that the original Rapid bus program adopted by the Board in September of 2002 envisioned the Rapid bus network being implemented with no change in systemwide service hours. Table 4, below, shows the growth in peak seats over the last five years.

TABLE 4 – Peak Seats 2003 - 2008

	June 2003	June 2004	June 2005	June 2006	June 2007	June 2008
Weekday AM Peak Seats	85,256	85,344	87,942	91,786	93,118	93,782

What economies and service reductions are being contemplated and/or applied to the Metro Rail corridors and operations. The only change to rail service in 2007 was the conversion of Gold Line express to local trips and the addition of one trip per mid-day hour in December 2007. No changes in rail service levels are anticipated until July 2009 when the Gold Line extension to East Los Angeles will begin operation. Unlike our bus system which has experienced a 7.4% decline in ridership since the July 2007 fare change, our rail system has seen ridership increase by 5.0% during the same period of time. It should be noted that several of the proposed bus changes for June 2008 include terminating bus lines at rail stations, in turn, transferring passengers to the rail lines.

Include geographic information about service cuts by sector and jurisdiction. The service reductions scheduled for June 2008 are an effort to align service hours with customer demand. The number of trips scheduled on high frequency bus routes is being adjusted to

better reflect demand. The approach is to analyze trip level data collected by the Automated Passenger Counters during 2007 and identify those time periods for each line in the system that offer 12 minute or better service, where there are either too many or not enough bus trips being operated.

This process is being automated with the aid of scheduling software. The Automatic Passenger Counters data provides the average load for each trip that has been sampled. Scheduled trips are grouped into time period segments by line number, direction of travel and trip start time. Minimum and maximum load levels are being used to identify if an adjustment in service is required. The minimum and maximum load levels vary to reflect the seating capacity of equipment operating on the line (40, 45 or 60 foot buses).

If the maximum load level is being exceeded, then a trip addition is recommended. If the minimum load level is not being met, then a trip deletion is recommended. One hour time slices are being used to ensure that the resulting changes in headways are generally 3 minutes or less.

Maximum load levels are being set at an average of 47 passengers for a 40-foot bus and 67 for an articulated bus. Load minimums are being set at 33 passengers on a 40 foot bus and 46 on an articulated vehicle. This effort is a work in progress and the minimum and maximum levels may be refined as the evaluation process progresses. Systemwide, the work has identified a net reduction of 600 daily bus trips (about 3% of service on weekdays). These adjustments in number of trips operated on high frequency lines will result in a reduction of 215,000 revenue service hours.

Table 5, below identifies the Revenue Hour adjustments as they are apportioned to the Sectors. As indicated on the bottom line “Share of Change”, the largest burden of the change is in the Westside Sector, illustrating that the analysis focuses on high frequency routes which operate more so in denser, urban areas. Compared to suburban or remote service areas, these urban areas provide a greater number of frequent services with opportunities to reduce trips with little or no impact to riders.

TABLE 5 – Sector Shares of June 2008 Service Change

	Gateway	South Bay	SFV	SGV	Westside
Existing Scheduled Service	1,325,201	1,435,389	1,349,265	1,468,665	1,602,609
Amount of Change	(19,800)	(28,500)	(49,200)	(45,700)	(71,800)
Rate of Change	(1.4)	(2.0)	(3.6)	(3.1)	(4.5)
Share of Change	9.17%	13.26%	22.91%	21.28%	33.39%

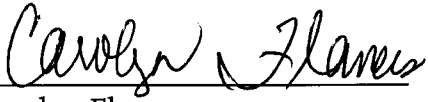
NEXT STEPS

No further action is required unless directed by the Board.

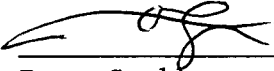
ATTACHMENT

A. June 2008 Service Change Proposals

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Sector	Line	Line Name	Line Type	Proposal	Existing Line Total Ridership				Estimated Ridership Impacts				Line Performance Data				Revenue Service Hours		
					Week-day	Sat.	Sun.	Annual	Week-day	Sat.	Sun.	Nature of Impacts	Perf-ormance Index	Pgrs./ Rev. Hr.	Subsidy / Boarding	Annual RSH	Proposed Annual RSH	Net Change in Annual RSH	Net Change in Cost
WSC	10	Downtown LA - W Hollywood via Temple St & Melrose Ave	Local Tier 1	Cancel late night and Owl service. Propose to operate service from 4:00 a.m. to 11:00 p.m.	14,600	9,100	6,100	4,550,000	(84)	(88)	(71)	No service between 11pm-4am	0.81	47.77	2.52	92,463.00	90,437.00	2,026.00	(\$141,820)
WSC	14	Downtown LA - Beverly Hills via Beverly Bl	Local Tier 1	Cancel late night and Owl service. Propose to operate service from 4:00 a.m. to 11:00 p.m.	20,500	12,300	9,000	6,389,100	(119)	(112)	(108)	No service between 11pm-4am	0.97	56.00	2.14	111,206.00	106,870.00	4,336.00	(\$303,520)
WSC	37	Downtown LA - Fairfax- Washington via Adams Blvd	Local Tier 1	Cancel late night and Owl service. Propose to operate service from 4:00 a.m. to 11:00 p.m.	included in Line 14	included in Line 14	included in Line 14	included in Line 14	(142)	(102)	(125)	No service between 11pm-4am			Part of Line 14				
WSC	38	Fairfax- Washington via Jefferson Blvd.	Local Tier 1	Cancel late night and Owl service. Propose to operate service from 4:00 a.m. to 11:00 p.m.	10,300	4,600	3,100	3,045,500	(36)	(39)	(33)	No service between 11pm-4am	0.81	47.00	2.54	44,127.00	42,922.00	1,205.00	(\$84,350.00)
WSC	220	W Hollywood - Culver City via Robertson Blvd	Local Tier 3	Service to be canceled due to low ridership.	500	200	n/a	137,900	0	0	0	Service proposed to be assumed by Culver City	0.29	16.53	7.29	8,323.00	0.00	8,323.00	(\$582,610.00)
WSC	330	Pico/Rimpau - Monterey Park via Pico Blvd. & East 1st St.	Limited Tier 1	Service on Line 330 to be replaced with new Metro Rapid Line 730.	26,400 includes Line 30	21,800 includes Line 30	17,700 includes Line 30	8,892,200	0	0	0	decreased frequency at non-rapid stops			N/A - Part of Line 30	0.00	0.00		
WSC	NEW LINE 730	Downtown LA - Pico Blvd. Metro Rapid	Rapid Tier 1	Establish new Metro Rapid service from Downtown LA to Pico/Rimpau			New Line		26,400	21,800	17,700	faster trip times	New Line			TBD	0.00	0.00	\$1,112,300.00
SBC	108/358	Marina Del Rey - City of Commerce via Slauson Ave	Local Tier 1	Cancel service west of Fox Hills Transit Center to Marina del Rey, alternatives include Culver City 2, Big Blue Bus 14, and Metro Line 110	17,564	10,467	6,788	5,416,808	(832)	(443)	(424)	transfer or walk/bike	1.04	59.50	2.02	90,995.90	82,397.90	(8,598.00)	(\$601,860.00)
SBC	110	Playa Vista-Bell Gardens via Jefferson Blvd. & Gage Ave.	Local Tier 2	On the west end, extend route from Playa Vista to southern Marina del Rey.	10,577	5,772	3,467	3,198,365	150	60	n/a	positive impact	0.80	47.10	2.56	68,021.00	69,803.00	3,784.00	\$124,740.00
SBC	110	Playa Vista-Bell Gardens via Jefferson Blvd. & Gage Ave.	Local Tier 2	Cancel service east of Garfield Ave.; alternative service provided by Bell Gardens Trolley.	(349)	(210)	(136)					transfer or walk/bike						(1,952.00)	
SBC	115/315	Playa Del Rey - Nonwalk via Manchester Ave. & Firestone Blvd.	Local Tier 1	Cancel Line 315 and replace with new Line 715; reduce service frequency on Line 115.	17,483	9,661	6,660	5,346,817	(9,300)	n/a	n/a	transfer or longer wait	1.06	62.40	1.93	85,117.20	70,531.20	(14,586.00)	(\$1,021,020.00)
SBC	120	Aviation/LAX Station - Rosa Parks Station via Imperial Hwy	Local Tier 2	Cancel Sunday service; alternatives include the Metro Green Line and Line 117 on Century.	2,331	1,068	825	697,791	n/a	n/a	(825)	transfer or walk/bike	0.57	35.10	3.43	20,668.20	17,878.40	(2,789.80)	(\$195,286.00)
SBC	124	El Segundo-Rosa Parks Station via El Segundo Blvd.	Local Tier 3	Service to be canceled. Alternatives include Line 125 on Rosecrans and the Metro Green Line.	971	n/a	n/a	247,605	(971)	n/a	n/a	transfer or walk/bike	0.45	28.60	4.22	8,593.50	0.00	(8,593.50)	(\$601,545.00)
SBC	126	Manhattan Beach-Hawthorne Station - El Camino College	Local Tier 3	Alternatives include Line 125 on Rosecrans, Line 210 on Crenshaw, and Line 40 on Hawthorne	224	n/a	n/a	57,120	(224)	n/a	n/a	transfer or walk/bike	0.24	14.50	8.28	3,927.00	0.00	(3,927.00)	(\$274,890.00)
SBC	202	Willowbrook-Compton- Wilmington via Willowbrook Ave.	Local Tier 3	Service to be canceled. Alternatives include the Metro Blue Line, Line 205 on Wilmington Ave., the Hahn Trolley, and Compton Renaissance	407	n/a	n/a	103,785	(407)	n/a	n/a	transfer or walk/bike	0.23	15.00	8.05	6,885.00	0.00	(6,885.00)	(\$481,950.00)
SBC	209	Wilshire/Western Station-Gardena via Van Ness Ave.	Local Tier 3	Service to be canceled. Alternatives include Line 210 on Crenshaw Blvd. and Line 207 on Western Ave.	839	n/a	n/a	213,945	(839)	n/a	n/a	transfer or walk/bike	0.37	20.70	5.83	10,863.00	0.00	(10,863.00)	(\$760,410.00)

Sector	Line	Line Name	Line Type	Proposal	Existing Line Total Ridership				Estimated Ridership Impacts				Line Performance Data				Revenue Service Hours		
					Week-day	Sat.	Sun.	Annual	Week-day	Sat.	Sun.	Nature of Impacts	Perf-ormance Index	Pagrs./ Rev. Hr.	Subsidy / Boarding	Annual RSH	Proposed Annual RSH	Net Change in Annual RSH	Net Change in Cost
SBC	211/215	Inglewood-South Bay Galleria via Prairie Ave and Inglewood Ave.	Local Tier 3	Service to be canceled. Alternatives include Line 40 on Hawthorne Blvd. and Lines 212/312 on Prairie Ave.	795	n/a	n/a	202,725	(795)	n/a	n/a	n/a	23.50	5.12	8,644.50	0.00	(8,644.50)	(\$605,115.00)	
SBC	439	L.A. Union Station -LAX Transit Center Express via I-110 Fwy.	Express Tier 2	Midday and weekend service to be canceled. Alternatives include Lines 42 and 110 in Ladera and Culver City 6 on Sepulveda.	910	539	453	286,352	(374)	(539)	(453)	13.00	9.25	21,486.50	7,905.00	(13,581.50)	(\$950,705.00)		
SBC	444	Downtown L.A. - West Torrance Rolling Hills-Rancho Palms Verdes Express	Express Tier 2	Midday and weekend service to be canceled north of Artesia Transit Center to be replaced with expanded Line 450X.	3,068	1,470	1,105	922,870	(388)	(667)	(453)	29.30	4.11	31,744.70	29,819.50	(1,925.20)	(\$134,764.00)		
SBC	445	Downtown L.A. - San Pedro-via Harbor Transitway Express	Express Tier 2	Midday and weekend service to be canceled north of Artesia Transit Center to be replaced with expanded Line 450X.	1,219	711	595	382,327	(390)	(606)	(510)	20.50	5.86	18,768.70	16,019.50	(2,749.20)	(\$192,444.00)		
SBC	450X	Downtown L.A. - Artesia Transit Center Express	Express Tier 2	Expand service to operate during midday and weekends north of Artesia Transit Center to Downtown L.A.	642	n/a	n/a	169,710	745	373	373	35.50	3.40	4,615.50	13,858.00	9,242.50	\$646,975.00		
SBC	608	Crenshaw Connection	Shuttle Tier 3	Service to be canceled. Alternatives include Lines 40, 42, 105, 206, and Community DASH.	95	n/a	n/a	24,225	(95)	n/a	n/a	8.00	8.68	3,035.00	0.00	(3,035.00)	(\$212,450.00)		
SBC	626	LAX Transit Center-El Segundo Employment Center	Shuttle Tier 3	Service to be canceled. Alternatives include Line 232 on Sepulveda and multiple carriers between Aviation/LAX Station and LAX City Bus Center.	172	n/a	n/a	43,860	(172)	n/a	n/a	7.68		5,712.00	0.00	(5,712.00)	(\$399,840.00)		
SBC	711	Florence Metro Rapid	Rapid Tier 1	Weekend service to be canceled. Alternatives include Line 111 on Florence Ave.	5,915	4,038	2,796	1,880,469	0	(4,038)	(2,796)	45.20	2.67	41,614.70	33,694.50	(7,920.20)	(\$558,614.00)		
SBC	NEW LINE 715	Manchester-Firestone Metro Rapid	Rapid Tier 1	New Rapid service from LAX City Bus Center to Firestone & Atlantic in South Gate	n/a	n/a	n/a	n/a	5,433	n/a	n/a				30,791.25	30,791.25	\$2,155,387.50		
SBC	940	Hawthorne Rapid Express	Rapid Express Tier 1	Service to be canceled. Alternative is Metro Rapid Line 740 Hawthorne	144	n/a	n/a	36,720	(144)	n/a	n/a	15.30	7.86	2,805.00	0.00	(2,805.00)	(\$196,350.00)		
GWC	26/51	Hollywood-Compton-Artesia Transit Center via Avalon Bl	Local Tier 1	Consolidate Owl trips on Avalon Bl & San Pedro St to provide two-way service, and remove one-way Owl trips from Central Av.	27,533	22,630	14,186	9,020,463	(53)	(43)	(27)	65.00	1.90	140,264.00	no chg	0.00	no chg		
GWC	53	Downtown L.A. - CSU Dominguez Hills via Central Ave	Local Tier 1	Restructure line in conjunction with start-up of new Rapid Bus Line 753 along Central Av. Route to be modified to serve Imperial Station and removed from Avalon Station. Line will continue to serve CSDH college.	13,287	8,947	5,820	4,190,989	(386)	(268)	(175)	55.00	2.20	76,769.20	62,769.00	(14,000.00)	(\$980,000.00)		
GWC	60	Downtown L.A. - Artesia Station via Long Beach Bl	Local Tier 1	Owl service south of Artesia Bl to downtown Long Beach, and west of Long Beach Bl to Compton Station to be canceled due to low ridership.	20,208	16,415	10,553	6,618,949	(145)	(116)	(76)	63.00	1.90	104,852.00	102,297.00	(2,555.00)	(\$178,850.00)		

Sector	Existing Line Total Ridership					Estimated Ridership Impacts					Line Performance Data				Revenue Service Hours				
	Line	Line Name	Line Type	Proposal	Week-day	Sat.	Sun.	Annual	Week-day	Sat.	Sun.	Nature of Impacts	Perf-ormance Index	Psgs./ Rev. Hr.	Subsidy/ Boarding	Annual RSH	Proposed Annual RSH	Net Change in Annual RSH	Net Change in Cost
GWC	62	Downtown LA - Hawaiian Gardens via Telegraph Rd	Local Tier 2	Service south of Rosecrans to Hawaiian Gardens to be canceled due to low ridership. Norwalk Transit may assume discontinued segment to Cerritos and including service to Hawaiian Gardens.	4,381	2,077	1,643	1,320,453	(600)	(500)	(400)	Transfer (NTS 2)	0.88	30.00	4.00	44,336.00	37,641.00	(6,695.00)	(\$468,650.00)
GWC	102	Baldwin Village - South Gate via Coliseum St	Local Tier 3	Cancel Sunday service due to low productivity.	n/a	n/a	1,061	61,538	n/a	n/a	(1,061)	Transfer (Line 38, 40, 111, 251) or Walk (up to 1/2 mile)	0.53	32.00	3.70	19,319.00	16,767.00	(2,552.00)	(\$178,640.00)
GWC	105	W Hollywood - Vernon via La Cienega Bl - Vernon Av	Local Tier 1	Cancel route segment east of Pacific Bl due to duplication with Line 611.	11,678	n/a	n/a	2,977,890	(130)	n/a	n/a	Transfer (Line 611)	1.06	62.00	1.90	65,767.00	no chg	0.00	no chg
GWC	121	Imperial Station - Whitewood Mall via Imperial Hwy	Local Tier 2	Cancel Sunday service due to low productivity.	n/a	n/a	1,118	64,844	n/a	n/a	(1,118)	Transfer (NTS 1, 4, 9, MB 10) or Walk (up to 1 mile)	0.59	32.00	3.70	26,907.00	23,137.00	(3,770.00)	(\$263,900.00)
GWC	127	Compton Station - Downey via La Compton Bl & Somerset Bl	Local Tier 3	Cancel service due to low productivity.	592	n/a	n/a	150,960	(592)	n/a	n/a	Transfer (Line 125, 128) or Walk (up to 1/2 mile)	0.37	22.00	5.40	6,707.00	6,707.00	(6,707.00)	(\$469,490.00)
GWC	254	Boyle Heights - 103 rd St Station via Lorena St - Boyle Av	Local Tier 3	Cancel service due to low productivity & excessive service duplication. Portions of existing route now served by other transit operators/lines.	795	342	n/a	220,509	(795)	(342)	n/a	Transfer (Line 110, 117, 251, 605, DASH) or Walk (up to 1/2 mile)	0.41	22.00	3.10	906 (Note)	6,906.00	(6,906.00)	(\$483,420.00)
GWC	265	Pico Rivera - Lakewood Center Mail via Paramount Bl	Local Tier 3	Cancel Sunday service due to low productivity.	n/a	n/a	650	37,700	n/a	n/a	(650)	Transfer (Line 266) or Walk (up to 1/2 mile)	0.55	30.00	4.10	18,703.00	15,986.00	(2,717.00)	(\$190,190.00)
GWC	350	South Central Av. Limited - Branch Of Line 53	Limited Tier 1	Reallocate trips to new Rapid Line 753.	720	n/a	n/a	183,600	(720)	n/a	n/a	see line 53	0.92	55.00	2.20	see line 53	see line 53	see line 53	see line 53
GWC	612	South Gate Shuttle	Shuttle Tier 3	Cancel Sunday service due to low productivity.	n/a	n/a	1,236	71,688	n/a	n/a	(1,236)	Transfer (Line 111, 260, MGL) or Walk (up to 1/2 mile)	0.61	21.00	5.60	27,051.00	22,991.00	(4,060.00)	(\$284,200.00)
GWC	705	W. Hollywood - Vernon via La Cienega Bl - Vernon Av Metro Rapid	Rapid Tier 1	Improve frequency and span of service as required by Consent Decree.	7,523	n/a	n/a	1,918,365	4,513	n/a	n/a	Positive Impact	0.93	55.00	2.20	34,705.00	39,040.00	4,335.00	\$303,450.00
GWC	New Line 753	Central Av Metro Rapid	Rapid Tier 1	Establish new Rapid Bus line along the route of local Line 53. New line to operate Monday thru Friday. South terminal to be located at Imperial Station in Willowbrook			New Line		5,310		3,870	Positive Impact	n/a	n/a	n/a	26,775.00	26,775.00	0.00	\$1,874,250.00
SFV	92	Downtown LA - Burbank Station via Glendale Ave. Glendale Blvd.	Local Tier 2	Shorten southern terminal at Vignes St. and Cesar Chavez Ave.	6,162	4,725	3,538	2,022,214	(650)	(523)	(439)	Transfer in downtown to Red Line, DASH and other Metro bus lines	0.70	37.09	3.25	54,516.40	54,516.00	(0.40)	\$0.00
SFV	94	Downtown LA - Sun Valley via San Fernando Rd.	Local Tier 1	Extend northern route to Olive View Hospital to replace canceled segment of Line 394; Reallocate trips to new Rapid Line 794.	13,024	8,319	5,980	4,100,548	(3,096)	0	0	Restores former through service at Sylmar Station; 2 minute additional wait time for non-Line 794 users	0.80	38.33	3.14	106,979.80	74,085.00	(32,894.80)	(\$2,302,636.00)
SFV	94	Downtown LA - Sun Valley via San Fernando Rd.	Local Tier 1	Shorten southern terminal at Vignes St. and Cesar Chavez Ave.	13,024	8,319	5,980	4,100,548	(3,142)	(2,167)	(1,779)	Transfer in downtown	See above		See above	See above			

Sector	Line	Line Name	Line Type	Proposal	Existing Line Total Ridership				Estimated Ridership Impacts				Line Performance Data				Revenue Service Hours		
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SFV	154	Tarzana-Burbank Station via Oxnard St, Burbank Blvd.	Local Tier 2	Service to be canceled due to low productivity	833	0	0	212,415	(833)	0	0	One-half mile walk to parallel service on Line 164; No replacement service along Burbank Bl	0.38	21.30	5.65	9,970.50	0.00	(9,970.50)	(\$697,935.00)
SFV	155	Universal City Station-Burbank Station via Riverside Dr, Alameda Ave.	Local Tier 2	Service to be canceled due to low productivity. Alternatives provided by Line 96	568	0	0	144,840	(568)	0	0	Access alternate service on Line 96; No replacement service along segments of Alameda Av and Main St	0.49	28.98	4.16	4,998.00	0.00	(4,998.00)	(\$349,860.00)
SFV	156	Van Nuys-North Hollywood-Hollywood	Local Tier 2	Reduce service frequency to improve productivity. No change in Line 656 Owl service.	3,065	1,715	1,353	949,229	(3,065)	(1,715)	(1,353)	5-8 minute increase in wait time	0.43	25.94	4.64	36,590.30	28,895.00	(7,695.30)	(\$538,671.00)
SFV	163	West Hills-Hollywood via Sherman Way, Hollywood Way	Local Tier 1	Restructure into two separate lines at Vineland Ave and San Fernando Rd; Operate Sherman Way segment as Line 163 and Hollywood Way segment as new Line 222; no change to Line 363.	13,436	8,164	5,696	4,181,076	(555)	(305)	(249)	Transfer in Sun Valley	0.88	48.95	2.46	85,411.00	72,600.00	(12,811.00)	(\$896,770.00)
SFV	168	Chatsworth Station-San Fernando via Lassen St., Paxton St.	Local Tier 3	Service to be canceled due to low productivity.	300	0	0	76,500	(300)	0	0	One-half mile walk to parallel service on Lines 158, 167 or 233	0.31	18.40	6.54	4,156.50	0.00	(4,156.50)	(\$290,955.00)
SFV	183	Sherman Oaks-Glendale via Magnolia Blvd.	Local Tier 2	Shorten eastern terminal at 1st and Angeleno in Downtown Burbank to improve productivity. Alternatives include Line 94 & Glendale Bee Line.	2,219	783	521	636,779	(601)	0	0	Transfer or access alternate service on Beeline; no alternate service north of Glenoaks Bl	0.55	29.24	4.12	21,780.20	14,640.00	(7,140.20)	(\$499,814.00)
SFV	NEW LINE 222	Sun Valley-Hollywood via Hollywood Way, Barham Blvd.	Local Tier 2	Replace canceled segment of Line 163 between Sun Valley and Hollywood and reduce service		See Line 163	249	555		305	249	From Line 163	NA			12,811.00	12,811.00	\$896,770.00	
SFV	224	Sylmar-Universal City Station via San Fernando Rd., Lankershim Blvd.	Local Tier 1	Reallocate trips to new Rapid Line 724	10,182	6,610	4,166	3,181,758	5,040	0	0	10-12 minute increase in wait time for non-Line 794 users	0.95	57.97	2.08	54,882.50	32,188.00	(22,694.50)	(\$1,588,615.00)
SFV	237	Encino-Sherman Oaks via Balboa Blvd., Woodley Ave. (Branch route of Line 236)	Local Tier 3	Cancel weekday midday service along Woodley Ave to improve productivity.	2,272	710	466	643,308	(231)	0	0	Alternate service on Line 164 or Lines 233, 761-Van Nuys Bl.; No service on Woodley	0.53	31.28	3.85	20,565.00	19,035.00	(1,530.00)	(\$107,100.00)
SFV	394	Downtown LA-Sylmar Station via San Fernando Rd. (Branch route of Line 94)	Local Tier 1	Cancel service and reallocate trips to new Line 794; Replace segment between Sun Valley and Sylmar Station with extension of local Line 94.		See Line 94	(3,057)	(2,808)		(3,939)	(3,057)	Alternate service on Line 94; See Line 794.		See Line 94				\$0.00	
SFV	634	Sylmar Station-Mission College via Hubbard St.	Shuttle Tier 3	Service to be canceled due to low productivity. Alternatives include Lines 92 and 234.	206	0	0	52,530	0	0	0	Alternate service on Line 234	0.60	16.75	4.14	3,136.50	0.00	(3,136.50)	(\$219,555.00)

Sector	Line	Line Name	Line Type	Proposal	Existing Line Total Ridership				Estimated Ridership Impacts				Line Performance Data				Revenue Service Hours		
					Week-day	Sat.	Sun.	Annual	Week-day	Sat.	Sun.	Nature of Impacts	Perf-ormance Index	Pgrs./ Rev. Hr.	Subsidy / Boarding	Annual RSH	Proposed Annual RSH	Net Change in Annual RSH	Net Change in Cost
SFV	NEW LINE 724	Sylmar-North Hollywood Station via San Fernando Rd., Lankershim Blvd. Metro Rapid	Rapid Tier 1	New Rapid between Sylmar Station and North Hollywood Station (weekdays only) operating via San Fernando Rd. and Lankershim Blvd.	0	0	0	1,311,210	5,142	0	0	0	About 20% faster service for Line 224 patrons able to use this service.	NA	NA	26,010.00	26,010.00	26,010.00	\$1,820,700.00
SFV	NEW LINE 794	San Fernando Rd. South Metro Rapid	Rapid Tier 1	Option 1: New Rapid from Downtown LA to Downtown Burbank operating primarily via San Fernando Rd and Brand Blvd. Option 2: New Rapid from Downtown LA to Sun Valley operating primarily via San Fernando Rd. South terminal of Line 794 to be located at Vignes St. and Cesar Chavez Ave., under Options 1 or 2.	0	0	0	1,014,390	3,978	0	0	0	About 10-20% faster service for Line 394 patrons able to use this service. Additional patrons would benefit under Option 2; Transfer in downtown if line shortened near Union Station	NA	NA	36,210.00	36,210.00	36,210.00	\$2,534,700.00
SGV	175	Silverlake-Hollywood via Fountain & Hyperion	Local Tier 3	Cancel line due to low productivity	935	0	0	238,625	(62)	0	0	0	Alternative service is available on Fountain Av via DASH Hollywood. No alternative service. Avg. walking distance 1 mile	0.59	37.00	6,324.00	0.00	(6,324.00)	(\$442,680.00)
SGV	177	Pasadena-PL via Walnut & 210 Fwy	Local Tier 3	Cancel Line due to low ridership	376			96,880	(62)				Transfer to alternate Metro or ARTS services No alternative service. Avg. walking distance 1/3 mile	0.17	9.00	10,481.00	0.00	(10,481.00)	(\$733,670.00)
SGV	201	Glendale-Koreatown via Silver Lake & Vermont	Local Tier 3	Cancel weekend service due to low ridership During weekday cancel service south of Vermont & 1st St due to excessive duplication and improve service levels on remaining portion of line	1,030	560	426	53,828	(300)	(482)	(361)		Transfer to frequent Lines 204, 754 or Red Line. Avg. 4-7 minute longer trip time for transferring psgrs.	0.42	24.00	13,413.00	12,000.00	(1,413.00)	(\$98,910.00)

Sector	Existing Line Total Ridership					Estimated Ridership Impacts				Line Performance Data				Revenue Service Hours					
	Line	Line Name	Line Type	Proposal	Week-day	Sat.	Sun.	Annual	Week-day	Sat.	Sun.	Nature of Impacts	Perf-ormance Index	Psgs. / Rev. Hr.	Subsidy / Boarding	Annual RSH	Proposed Annual RSH	Net Change in Annual RSH	Net Change in Cost
SGV	256	Alhambra-Commerces via Hill & Essien	Local Tier 3	Cancel service due to low productivity	1,986			506,430	(130)	(85)	(37)	Alternative transit service available	0.43	22.00	2.57	27,120.00	0.00	(27,120.00)	(\$1,898,400.00)
						875		45,500	(956)	(431)	(160)	Transfer service available via Metro, ARTS, DASH							
							574	33,292	(900)	(359)	(377)	No alternative service. Avg. walking distance 1/2 mile							
SGV	258	Alhambra-Paramount via Fremont & Easter Limited	Local Tier 3	Cancel service south of Garfield & Imperial due to low ridership	1,885			429,675	(54)	(72)	(41)	Alternative transit service available	0.47	26.00	4.06	16,779.00	16,000.00	(779.00)	(\$54,530.00)
											Transfer service available via Metro 265								
											No alternative service. Avg. walking distance 1/2 mile								
SGV	361	Pasadena-Artesia Bus Line Station Limited	Limited Tier 1	Cancel Limited stop service due to be implementation of new Rapid Bus Line 762	886			213,180	(715)	(121)		1.05	54.00	1.58	3,825.00	0.00	(3,825.00)	(\$267,750.00)	
											2-5 min. faster trip times with Rapid Line 762								
											5-8 min. longer trip time for 361 boardings at non-rapid stops								
SGV	620	Boyle Heights Shuttle	Shuttle Tier 3	Service to be canceled due to low ridership	804			205,020	(60)	(744)		0.53	19.00	5.49	10,430.00	0.00	(10,430.00)	(\$730,100.00)	
											Alternative more frequent service available								
											643 transfer to alternate service and 101 no direct service with avg. walk distance 1/5 mile								
SGV	762	Pasadena-Maywood via Fair Oaks & Atlantic Rapid	Rapid Tier 1	New weekday and Saturday Rapid Bus service along the route of Line 260 between Fair Oaks/Colorado & Atlantic/Imperial				0	4,000			TBD	TBD	TBD	0.00	32,000.00	32,000.00	\$2,240,000.00	
											Save 1-12 min. with faster trip time than for Lines 260 & 361								
											Save 2-4 min. with improved service levels								
SGV	770	El Monte-Downtown LA via Garvey & Chavez Rapid	Rapid Tier 1	New Rapid Bus service on Saturday. Also improved service levels to be operated during weekdays	4,500			1,147,500	1,500	3,000		TBD	TBD	TBD	36,057.00	59,000.00	22,943.00	\$1,606,010.00	
											Save 4-12 min. with faster trip time than for Lines 70 & 68								