

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: April 30, 2010

To: The Honorable City Council
C/o City Clerk, Room 395, City Hall
Attention: Honorable Bernard Parks, Budget and Finance Committee
Honorable Bill Rosendahl, Transportation Committee

From: 
Rita L. Robinson, General Manager
Department of Transportation

**SUBJECT: FINAL RECOMMENDATIONS FOR CITY TRANSIT SERVICE
REDUCTIONS AND FARE INCREASES (10-0082)**

This report contains the final recommendations from the comprehensive analysis of City transit services conducted by the City of Los Angeles Department of Transportation (LADOT). These recommendations, which affect all LADOT transit services and include a combination of service cuts and fare increases, are necessary to address a significant projected shortfall in the City's Proposition A transit fund starting in FY 2010-11. The Department recommends that the City Council and Mayor adopt these final transit recommendations in lieu of LADOT's preliminary recommendations that were included in the Mayor's proposed FY 2010-11 Proposition A Budget. The Department's final transit recommendations are contained in **Attachment 1** of this report. The Department's recommended changes to impacted line item appropriations in the Mayor's proposed FY 2010-11 Proposition A Budget are included as **Attachment 2** of this report.

The City of Los Angeles Department of Transportation (LADOT), along with many transit operators across the region and country, is facing a substantial deficit in its transit programs due to the economic downturn and the resulting loss of state and local funding. The City's Proposition A local return fund, currently the sole source of City funding for LADOT's transit services, is projected to show a deficit of \$23 million in the next fiscal year (FY 2010-11). The cumulative deficit is expected to grow to \$350 million over the next decade. Therefore, the City must take immediate action to address this projected shortfall. A consultant's study found that LADOT is managing its transit programs in line with industry cost-effectiveness practices, including the use of competitive contracting as a means to reduce operating costs. This result indicates that addressing the projected deficit will require a reduction in service and an increase in user fees.

To respond to the projected Proposition A funding shortfall, LADOT began a comprehensive analysis of all of its transit services in 2009 with the assistance of TMD, Inc., a nationally respected transportation planning consultant. The preliminary recommendations from the study were shared with riders and other key stakeholder groups, and LADOT conducted public hearings in February and early March 2010 to solicit public input on the proposed service and fare changes.

The final recommendations contained in this report were developed following an evaluation of all public comments, and a number of the preliminary recommendations were modified by LADOT based on this public comment as well as further analysis by LADOT and its consultant. Notable modifications to the recommendations include, but are not limited to, retaining the DASH Fairfax and DASH Van Nuys/Studio City services, and maintaining the current routing of the DASH Lincoln Heights/Chinatown service. Frequency reductions on these routes and other additional service "trimming" are now being recommended in lieu of the previously recommended service eliminations. Another notable modification is the retention of the existing 20 mile limit on Cityride dial-a-ride trips. A summary of the changes to the preliminary recommendations that are being recommended by the Department as part of the final recommendations are contained in **Attachment 3** of this report.

The City's Board of Transportation Commissioners, at its meeting on April 8, 2010, approved the Department's final recommendations to increase fares on LADOT's DASH and Commuter Express services. The Board forwarded the draft fare increase ordinances to the City Council for approval. The Department is recommending that the City Council and Mayor adopt the accompanying fare ordinances for DASH (**Attachment 4**) and Commuter Express (**Attachment 5**).

The Department's final recommendations call for reductions affecting all LADOT transit services including DASH, Commuter Express, Cityride and Charter Bus, as well as increases in the fares or fees charged for these services. LADOT and its consultant attempted to focus the necessary reductions on those services that would have the least impact, affecting the fewest number of riders. Yet the size of the budget deficit resulted in the need to take extraordinary action across all services. The final recommendations are projected to result in a total estimated City savings (cost savings and revenue enhancements) of \$23.7 million in FY 2010-11, and \$26.0 million in FY 2011-12 and each year thereafter. The Department estimates that implementation of all the final recommendations would result in the City avoiding a shortfall in its Proposition A transit fund for FY 2010-11 and FY 2011-12; a shortfall of approximately \$11 million is still anticipated by FY 2012-13, increasing to approximately \$37 million by FY 2014-15.

Due to the significant shortfall projected for FY 2010-11, LADOT's goal is to implement the changes by July 1, 2010 in order to minimize the magnitude of the program

reductions and fare increases in the next fiscal year. Failure to implement the recommended service changes in a timely manner may result in the Proposition A fund being depleted at some point during FY 2010-11, resulting in the need to discontinue all LADOT transit services due to the lack of available funds. The current LADOT transit program is unsustainable given the existing Proposition A budget. Failure to act now, or to reduce the level of recommended service cuts and fare increases, will result in the need for even more substantial transit service cuts starting as early as next fiscal year.

RECOMMENDATIONS

That the Council, subject to the approval of the Mayor:

1. APPROVE the recommended transit service changes and fare increases to be implemented on July 1, 2010 as described in **Attachment 1**.
2. Approve the revised FY 2010-11 Proposition A Budget line item appropriations for City transit services as contained in **Attachment 2**.
3. PRESENT and ADOPT the accompanying Ordinances establishing fare increases for the DASH (**Attachment 4**) and Commuter Express (**Attachment 5**) services.
4. AUTHORIZE the General Manager, Department of Transportation, to amend existing DASH, Commuter Express and Cityride dial-a-ride contracts to reflect modified service levels and adjust hourly cost rates, as necessary, subject to the approval of the City Attorney as to form and legality.

BACKGROUND

The City's Proposition A local return program is funded by a ½ cent sales tax measure approved by the voters of Los Angeles County in 1980. Proposition A is projected to generate approximately \$620 Million for Los Angeles County in FY 2009-10. The majority of these funds are used by the Los Angeles County Metropolitan Transportation Authority (Metro) to fund regional transit-related projects. A portion of these funds (25%) is returned to the 88 cities and the County (unincorporated portions) by Metro on a per capita basis. The City is estimated to receive \$55 million in Proposition A local return funds in FY 2010-11.

Proposition A funds are similar to Proposition C and Measure R sales tax revenues in that they are to be dedicated for transportation purposes only. However, Proposition A funds are more restrictive than the other two funds and must be used for public transit

purposes only. A majority of the City's Proposition A funds are used to support the City's public transit program (DASH, Commuter Express, Cityride and Charter Bus) operated by LADOT. The Department's fixed route transit services, DASH and Commuter Express, serve over 30 million passenger trips each year.

The Department has reported to the City's Transportation Committee since 2004 concerning projected shortfalls in the City's Proposition A transit fund. As reported by LADOT to the Transportation Committee at its March 25, 2009 meeting, the City's updated Proposition A forecast has significantly worsened due to the downturn in the economy and the resultant drop in State and local sales tax revenues. LADOT also reported that, as a result of the projected funding shortfall, the City was facing major cuts to its existing public transit programs. LADOT warned that the magnitude of the Proposition A shortfall could result in the need to eliminate entire programs of service and would have significant impacts on City transit riders. In July 2009, the Department initiated a comprehensive analysis of all LADOT transit services intended to develop recommendations to reduce service and raise fares in order to address the projected funding shortfall.

The preliminary recommendations from this analysis were included in a report the Department submitted to the Transportation Committee dated January 28, 2010 (10-0082). This report on the preliminary recommendations was presented at a joint Budget and Finance Committee and Transportation Committee meeting held on April 19, 2010, and at the City Council meeting on April 28, 2010. The Department reported to the City Council that it has completed its public hearing process on the preliminary recommendations and is in the process of finalizing its recommendations to the City Council and Mayor. Further, the Department reported that the Mayor's proposed FY 2010-11 Proposition A Budget (released on April 20, 2010) includes the Department's preliminary transit recommendations.

DISCUSSION

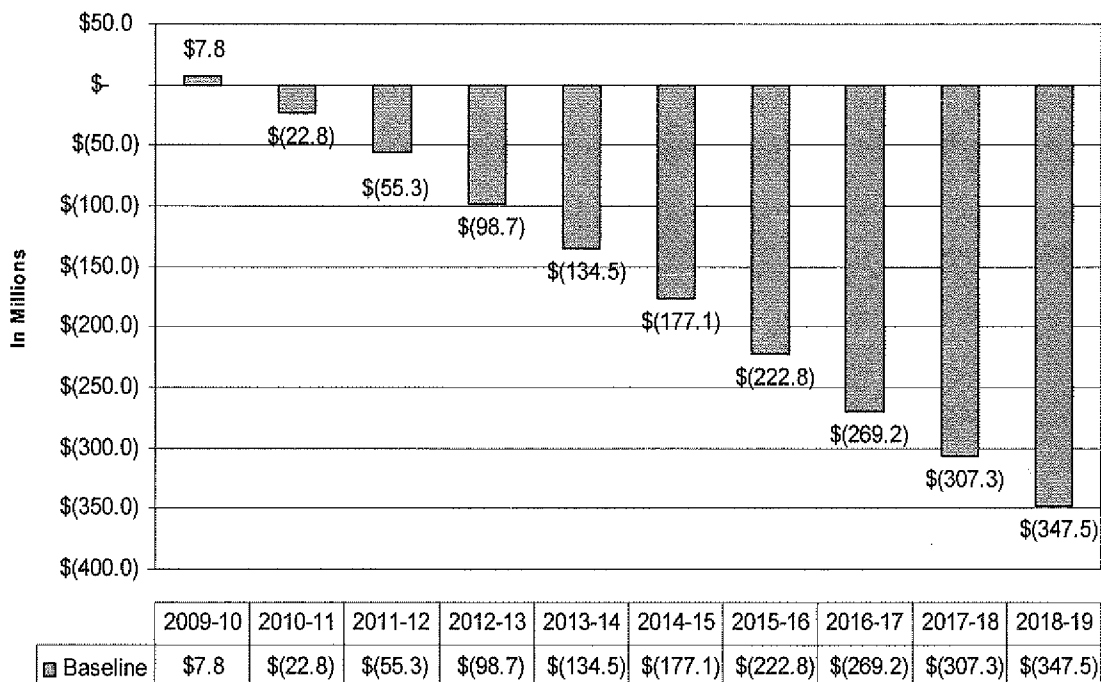
LADOT has contracted with a nationally recognized consultant, Transportation Management and Design (TMD), to assist in performing a comprehensive Line-by-Line Analysis of all City transit services. The overriding goal of the analysis was to develop a set of cost reduction and revenue generating strategies that would address the near term (2-3 years) projected shortfall in the City's Proposition A fund. The analysis included an evaluation of all 50 LADOT fixed route (DASH and Commuter Express) services and also included analysis of LADOT's Cityride and Charter Bus Programs. In addition to evaluating potential routes that should be considered for cancellation, the analysis examined detailed ridership information to determine whether a cost savings can be achieved by eliminating unproductive route segments and/or time periods

without canceling entire routes. The analysis also evaluated potential strategies to raise passenger fares and program fees as a means to generate additional revenues. The discussion below summarizes the latest information concerning the City's projected Proposition A shortfall, other potential sources of transit funding including Measure R and transit operating subsidies from Metro, and LADOT's final recommendations to reduce transit service levels and raise fares to address the projected funding shortfall.

Proposition A Ten-Year Forecast

This report provides financial information concerning the City's Proposition A ten-year forecast. Proposition A is a local ½ cent sales tax adopted by the voters of Los Angeles County on 1980. The Department has produced a series of reports to the City Council dating back to 2004, each highlighting a significant projected shortfall in City Proposition A funds over the ten year forecast period. These projected shortfalls have continued to increase each year due to a structural deficit driven by a number of factors including an aggressive expansion of DASH service in previous years and rising operating costs that have impacted the entire transit industry (including the cost for fuel, workers compensation, insurance, wages and benefits, etc.). More recently, the forecasted Proposition A shortfall has increased dramatically due to the economic downturn and the resulting reduction in state and local tax revenues.

Proposition A - Baseline Ten-Year Forecast
Fiscal Year 2009-10 to 2018-19



As indicated in the previous table, the Department's updated Proposition A ten-year forecast, based on the adopted FY 2009-10 Proposition A Budget, projects a shortfall by FY 2018-19 of \$347.5 million. This shortfall translates to an average shortfall of nearly \$35 million per year for the next ten years. A projected shortfall of approximately \$23 million is projected starting in FY 2010-11, with the shortfall increasing significantly with each succeeding year. This baseline forecast assumes the continued operation of the Department's existing transit programs, including DASH, Commuter Express, Cityride and Charter Bus, with no addition of new or expanded services. The forecast also assumes no new City Measure R local return funds would be used to help fund any existing LADOT transit services currently funded by City Proposition A funds.

Measure R Sales Tax Revenues

Although LADOT did not assume Measure R local return funding in the projections, one potential source of new transit funding is Measure R, the ½ cent sales tax measure approved by the voters of Los Angeles County in November 2008. The new sales tax was implemented in Los Angeles County on July 1, 2009. Measure R is expected to generate approximately \$40 billion in revenues for transportation projects in Los Angeles County over the next 30 years. Metro will allocate 15% of Measure R funds to each of the 88 cities and the unincorporated areas of Los Angeles County based on their population size as part of the local return program. Metro will also allocate a portion of Measure R funds (20%) to Included and Eligible transit operators in Los Angeles County. LADOT anticipates that it will receive approximately \$2.5 million annually in Measure R transit operations funds.

The CAO and CLA, in its report to the City Council dated April 9, 2010 (CF 09-0600-S48), estimates that Measure R is expected to generate approximately \$21 million in additional local return revenues for the City in FY 2009-10, and an estimated \$32.7 million - \$35.6 million per year over the next four years. Overall, the City is expected to receive an estimated \$2 billion over the next 30 years. Measure R funds may be used by the City for a variety of transportation projects and programs including transit operations and capital. The CAO and CLA report recommended that the City's Measure R local return funds not be used for operation of existing City transit services in order to help reduce the projected shortfall in City Proposition A funds. Further, the CAO and CLA recommended that the City Council approve LADOT's recommended transit service cuts and fare increases, and that the Department be directed to operate its transit program within the constraints of available Proposition A funds.

Regional (FAP) Transit Funding

As discussed by the Department in previous reports, LADOT currently only receives regional Formula Allocation Procedure (FAP) transit operating subsidies through Metro for its Commuter Express, DASH Downtown Los Angeles and three small Community

DASH services. The remaining 24 Community DASH routes are fully funded using City Proposition A local funds and do not receive any FAP funding. LADOT is the only Included/Eligible transit operator in Los Angeles County which has a substantial portion of its fixed route transit services not included in the FAP. LADOT estimates that the City could receive approximately \$20 million per year in additional FAP revenues if all Community DASH services were included in the FAP.

LADOT has continued to coordinate with Metro staff, other municipal operators, the Mayor's Office and the CLA concerning ongoing discussions to potentially provide FAP funding for the City's Community DASH program. As a result of these discussions the Metro Board, at its meeting on April 22, 2010, approved partial FAP funding for LADOT's Community DASH services. The Department anticipates that the City will receive an additional \$4 million per year in FAP funding from Metro over the next three years. Funding beyond the initial three year period is subject to available funds and approval by the Metro Board.

Community DASH Need Assessment Study

The Department in 2005 completed a Citywide Community DASH Need Assessment Study (CF 04-0823-S1). The purpose of the study was to identify potential new DASH routes in the City that were projected to have a high level of ridership and performance. The Study was intended to help guide decisions by the City to implement new DASH services, subject to the availability of funding. The Study ultimately produced a prioritized list of 22 recommended viable new or enhanced DASH services. The Department has not implemented any of the new DASH services identified in the Study due to the significant projected shortfall in City Proposition A funds. The Department does not recommend the implementation of any new or expanded transit services until the projected shortfall in City Proposition A funds is adequately addressed through longer term reliable revenue enhancements (including the identification of a new funding source such as Measure R or added regional FAP funds) and/or cost reduction.

Line-By-Line Analysis Service Evaluation

As part of the Transit Line-By-Line Analysis, the consultant generally utilized three primary evaluation criteria in determining which City transit services should be recommended for reduction or elimination, as follows:

- Transit Performance (productivity, cost-effectiveness, etc.)
- Extent of leveraged non-City funds
- Alternative service exists with Metro and other transit providers

The Department annually ranks the performance of all its fixed route transit services, including DASH and Commuter Express, based on adopted guidelines and criteria approved by the City Council in 1999 (CF 98-1121). A performance index score is calculated for each route based on the un-weighted average of the following three criteria: 1) Boardings per hour; 2) Subsidy per passenger mile; and 3) Farebox recovery ratio. Services that have a total index score of 0.50 or less are designated "poor" performers and are to be considered for cancellation. Services with a score of less than 0.70, but higher than 0.50, are considered "marginal" performers and should be the subject of further evaluation and possible restructuring or cancellation. An overall index score of 1.0 is the average for all fixed route services.

The City's adopted transit line ranking system was utilized by the consultant as the basis for evaluating the performance of all fixed route DASH and Commuter Express services. This methodology was used to comprehensively evaluate performance on entire routes, route segments, time of day, day of week, etc. A goal of the analysis was to identify partial service reductions where feasible, and to only eliminate entire routes when necessary to address the projected budget shortfall.

The consultant also considered the extent to which City funds are leveraged with other non-City funding (including Metro FAP funds and passenger revenues). LADOT's transit programs generate approximately \$31.7 million per year in non-City funding subsidies (excludes passenger revenues) which supplement City Proposition A funds. As previously discussed, the Downtown DASH and Commuter Express services are generally highly leveraged with outside funding provided by Metro. In contrast, most Community DASH services are not leveraged with Metro funding (not currently eligible for FAP funding) and are typically funded entirely with City Proposition A funds. Overall, the Commuter Express and DASH programs account for approximately \$29 million per year in outside funding (91% of all non-City subsidies).

The Cityride Dial-a-Ride and Cityride Taxi Subsidy Programs also receive Metro funding, but at a relatively smaller level compared to the Commuter Express and Downtown DASH services. The two Cityride programs generate approximately \$2.7 million per year in outside funding, or 9% of all non-City subsidies. The Cityride Bus Pass Subsidy Program and the Charter Bus Program receive no outside funding and are funded entirely with City Proposition A funds.

Finally, the consultant considered the extent to which alternative transit services exist that are provided by regional services provided by Metro or other transit operators. Services with low performance scores and/or a high percentage of City funding and the availability of alternative services provided by Metro were likely candidates for recommended service reduction or elimination.

A summary informational table reflecting the three primary evaluation criteria for LADOT's fixed route transit services, including line performance ranking scores, the percentage of City funding and the availability of alternative transit services, is included as **Attachment 6** to this report.

Response to Council Request For Follow-up Information

The Department's January 28, 2010 report containing the preliminary transit service recommendations was considered at a joint meeting of the Budget and Finance Committee and the Transportation Committees on April 19, 2010. The City Council also considered the Department's report at its meeting on April 28, 2010, and directed the Department to report back concerning several of the preliminary service reduction and fare increase recommendations. The following is a brief response to issues and concerns raised by members of the City Council.

Cityride Fees

The Department is recommending a reduction Cityride fare value and an increase in fees based on the extremely high level of current subsidy provided by the City to Cityride clients. The City currently provides up to \$336 in annual Cityride fare value to each client for \$24 (low income) or \$60 (non-low income). With this level of subsidized fare value, Cityride clients can currently purchase up to 84 one-way Cityride dial-a-ride trips (up to 10 miles) per year. At a cost of \$36 per trip, these 84 dial-a-ride trips cost the City approximately \$3,000 per year. Cityride clients are thus paying only \$24 per year (low income) or \$60 per year (non-low income) in out-of-pocket costs for \$3,000 worth of Cityride dial-a-ride trips, or **less than 1% and 2% of the total cost**, respectively.

The Department is recommending that the maximum annual allocation of subsidized Cityride fare value (formerly scrip) be reduced from \$336 to \$168 (50% reduction). In addition, the Department is recommending that the quarterly fees paid by Cityride clients increase from \$6 to \$9 for low income clients and \$15 to \$21 for non-low income clients. The Department is assuming up to a 50% reduction in Cityride dial-a-ride and taxi trips based on the recommended reduction in the maximum Cityride fare value allocation.

While the Department is recommending a significant reduction in the maximum Cityride fare value, the City will still be providing a very high level of subsidy to Cityride clients. Assuming the Department's recommendations are approved, Cityride clients will still be able to schedule 42 one-way dial-a-ride trips per year, at a City cost of approximately \$1,500, for an out-of-pocket cost to clients of \$36 (low income) or \$84 (non-low income). This out-of-pocket cost for Cityride clients only represents 2% (low income) to 5% (non-low income) of the total Cityride dial-a-ride cost.

It should be noted that a majority (two-thirds) of Cityride clients only purchase fare value for 1-2 quarters per year; it is anticipated that for these clients the recommended reduction in the maximum Cityride fare value will have little impact. In addition, Cityride clients who happen to use up all of their Cityride fare value may still continue to make Cityride trips by purchasing a one-time emergency fare value allocation worth \$24 (recommended fee increase from \$2 to \$12) or by riding the Cityride dial-a-ride service on a stand-by basis and paying cash (recommended increase in cash fare from \$1 to \$3 for trips up to 10 miles; \$6 fare for trips between 11-20 miles).

The voluntary Cityride Program for seniors and persons with disabilities was implemented in 1993, one year prior to the start of Access Services, Inc. (ASI), the mandated countywide Americans with Disabilities act (ADA) paratransit service. Cityride clients who are not able to use the fixed route transit system are eligible to use ASI for an unlimited number of trips. For the remaining Cityride clients, a number of alternative transportation service and subsidy programs exist in addition to the Cityride Program including the regional bus and rail network, the City's Department of Aging Senior Multi-purpose Center door-to-door shuttle service and Metro's Immediate Needs Program (\$35 per month in taxi vouchers and bus tokens for low income residents).

Finally, the Department is recommending that the Cityride fare value no longer be used to purchase Metro Elderly and Disabled bus passes. The existing passes are already significantly discounted by Metro from \$62 (regular monthly pass) to \$14, nearly an 80% subsidy. Further, the Metro Board recently approved an increase in the level of subsidy it provides to low income residents to purchase monthly Metro passes as part of the Rider Relief Program. The new subsidy level for Elderly and Disabled passes under the Metro Rider Relief Program is \$6, meaning that low income residents would only need to pay \$8 per month for their pass (87% subsidy). Metro will not provide this additional subsidy to City residents if the City chooses to provide any level of bus pass subsidy to its Cityride clients.

Northridge DASH Commuter Service

The Department is recommending a reduction in the midday service frequency on the DASH Northridge service from 10 minutes to 15 minutes, and is also recommending the cancellation of the DASH Northridge commuter service. This commuter service is an extension of the regularly scheduled DASH Northridge route and operates between the Northridge Metrolink Station and the Chatsworth industrial park on weekdays in the peak morning and afternoon commute periods. While the DASH Northridge service carries 45 passengers per hour, which is about average for DASH service citywide, the midday and commuter service operate at far below the DASH average. Overall, the commuter service carries about 17 boardings per hour, or 62% less than the system average. The City subsidy per passenger on the commuter service is \$4.76, compared to a systemwide average for DASH of only \$0.72 per passenger.

An issue was raised by the Committee regarding Metro's planned expansion of the Orange Line from Warner Center to the Chatsworth Metrolink Station, and the potential impacts on the DASH Northridge commuter service. The Department does not recommend the continued operation of the DASH Northridge commuter service based on the current low ridership and the City's significant projected Proposition A shortfall. The Orange Line extension is not scheduled to be completed until 2012, and would not serve the Northridge Metrolink Station where the current commuter service operates. Existing Metro bus Lines 166/364 operating along Nordhoff St. connect the Chatsworth Metrolink Station and the planned new Nordhoff Orange Line extension station to the Chatsworth industrial park.

Finally, it is difficult to assess the potential impact of the Orange Line extension on the DASH Northridge commuter service. Several years ago the Department continued and reconfigured the poor performing DASH Warner Center service in anticipation of the new Orange Line service to Warner Center. Despite the Orange Line extension, DASH Warner Center remains a poor performing service and the Department is now recommending the cancellation of the service.

DASH Fairfax

The Department's preliminary recommendations included a recommendation to cancel the DASH Fairfax service. As will be discussed in the next section, the Department's final recommendation is to retain the DASH Fairfax service and reduce the service frequency from every 15 minutes to every 30 minutes. Additional service trimming is also being recommended on other DASH services in order to minimize the level of recommended service cancellation. The DASH Fairfax service serves approximately 24 passengers per hour.

Hyde Park Shuttle

The Hyde Park Shuttle is an extension of the existing DASH Leimert/Slauson service and operates Monday through Saturday in the afternoon hours. The service, which was implemented several years ago as a demonstration project, was designed to provide access for children after school to the library and recreation center in the Hyde Park area of the City. The Department is recommending the cancellation of the service due to poor performance. The service carries approximately 18 passengers per hour, which is 60 percent less than the DASH average of 46 passengers per hour. In addition, the subsidy per passenger of the service is \$3.87, far in excess of the \$0.72 average DASH subsidy per passenger. Existing Metro service operates along the entire route of the Hyde Park Shuttle.

Charter Bus Program

The Department was asked by the Committee to consider a reduction, rather than elimination, of the Charter Bus Program. After further review, the Department's final recommendations remain to eliminate the use of Proposition A funds to operate the Charter Bus Program. The primary rationale for the Department's recommendation is that, while the program serves a valuable function by providing recreational and educational trips to primarily senior and youth groups, the trips are exclusively discretionary. Reducing the Charter Bus Program by 50% would result in a reduction in the estimated cost savings of \$2.25 million. This would require an additional cut of \$2.25 million from LADOT's other public transit programs including the DASH, Commuter Express and Cityride. In addition to the exclusively discretionary nature of the Charter Bus Program, the City funds 100% of the cost of the program. The other LADOT transit programs all leverage non-City funds to varying degrees. The Department could assist Council Offices and other stakeholders in continuing the Charter Bus Program if other (non-Proposition A) funds are utilized.

DASH Wilmington

The Department's preliminary recommendations included a recommendation to eliminate the last hour of weekday service (after 7pm) on the DASH Wilmington service. Ridership on this route drops significantly after 7pm, decreasing to only 19 boardings per hour. The average ridership on DASH systemwide is 46 passengers per hour. Further, the subsidy per passenger on DASH Wilmington increases \$3.52, far in excess of the average of \$0.72 subsidy per passenger on DASH overall. It should be noted that a majority of LADOT's DASH services end around 6:30pm -7:00pm, and that the Department is recommending the elimination of service after 6:30pm on a number of other DASH routes throughout the City. The Department places a high priority on this type of service trimming, where appropriate, in order to minimize the level of entire route eliminations. Alternative Metro service is available on portions of the DASH Wilmington route, including Pacific Coast Highway, Figueroa St., Anaheim St. and Avalon Blvd.

Commuter Express Line 142

The Department's preliminary recommendations included a number of recommendations for Commuter Express Line 142 (San Pedro – Long Beach) including eliminating service after 9pm, reducing frequency from 25 to 30 minutes until 9pm, and removing the alignment to the Customs House. Based on public comment to retain service between 9pm and 11pm for San Pedro residents who work in Long Beach and have limited transit alternatives, the Department's final recommendation is to maintain service on Commuter Express Line 142 between 9pm and 11pm at a reduced frequency of every 60 minutes. The Department's preliminary recommendation to eliminate service to the Customs House remains unchanged as this portion of the route

carries only 10 boardings per day (less than one boarding per hour) and has a City subsidy of \$170 per passenger. This compares to an overall average of 24 boardings per hour and an average subsidy of \$1.52 per passenger for all Commuter Express routes.

Commuter Express Line 430

There was a significant amount of public comment and input from the joint Budget and Finance Committee and Transportation Committee meeting regarding the Department's preliminary recommendation to cancel the Commuter Express Line 430 route (Pacific Palisades – Downtown). The Department commented to the Committee that the Commuter Express Line 430 is being recommended for cancellation based on its low ridership and high subsidy per passenger. The Commuter Express Line 430 carries less than 10 passengers per hour, compared to a systemwide average for Commuter Express of 24 passengers per hour. In addition, the subsidy per passenger for a one-way trip on Commuter Express Line 430 is nearly \$13 per person (or \$26 per person per day); this compares to an average subsidy for Commuter Express of \$1.52 per trip.

Based on the concerns raised at the public hearings and the Committee meeting, the Department's final recommendations include a recommendation to reroute selected trips on the existing Commuter Express Line 431 service (Westwood – Downtown) to serve Loyola High School. The Commuter Express Line 431 service presently connects the Westside area to Downtown Los Angeles. A majority of the passengers on the Commuter Express Line 430 service are students at Loyola High School. Existing Commuter Express Line 430 riders can access the Commuter Express Line 431 service from the Pacific Palisades area by driving or being dropped off at the Veteran's Administration Medical Center Park and Ride lot in Westwood, or by using Metro Line 2 (Sunset Blvd.) service and transferring.

Final Transit Service Recommendations

The Department and its consultant, TMD, have completed their analysis of LADOT transit services and have developed a set of final recommendations to address the projected shortfall in City Proposition A funds. The final recommendations, which are outlined in Attachment 1 of this report, contain impacts to all four of LADOT's transit programs including DASH, Commuter Express, Cityride and Charter Bus. All LADOT transit programs were evaluated as part of the Line-By-Line Analysis in order to minimize the potential impacts to any one program. In addition, both service cuts and fare increases or program fees were considered in order to help balance the impacts on riders and minimize the elimination of needed transit services.

As summarized below, the Department's final recommendations are estimated to generate a combined total annual cost savings/revenue increase of approximately \$23.7

million in the first year (FY 2010-11) and \$26.0 million in the second year (FY 2011-12) and each year thereafter. This level of estimated cost savings is needed to address the City's near term projected Proposition A budget shortfall. The recommended service cuts and fare increases summarized below assume that no Measure R local return funds (or other local non-Proposition A funding sources such as Proposition C) will be utilized by the City to help fund existing LADOT transit services.

Final Transit Service Recommendations – Summary

SERVICE NAME	RECOMMENDATIONS	RIDERSHIP IMPACTS*	EST. ANNUAL COST SAVINGS/ REVENUE INCREASE
DASH / Commuter Express	Service reductions and route eliminations	1.5 M / Yr.	\$5.5 M
	Fare Increases (Two-Step)	1.6 M / Yr. 1 3.2 M / Yr. 2	\$2.1 M / Yr. 1 \$4.6 M / Yr. 2
Cityride	Reduction in City subsidies and fee increases; no elimination of services	Impacts to all Cityride clients	\$13.3 M
Charter Bus	Elimination of program using Prop A funds	Impacts to all Charter Bus users	\$4.5 M
All Services	Add Operating Reserve (7%)		(\$1.8 M) / Yr. 1 (\$2.0 M) / Yr. 2
		TOTAL:	\$23.7 M / Yr. 1 \$26.0 M / Yr. 2

* Figures for DASH and Commuter Express represent estimated annual loss of ridership from service reductions/eliminations and fare increases; total estimated loss of 3.1 M riders in Year 1 and 4.7 M riders in Year 2 and thereafter.

It should be noted that the Department's final recommendations contain a number of modifications to the preliminary recommendations contained in the Department's January 28, 2010 report to the City Council. These modifications were based primarily on input received from the public as part of the public outreach process conducted by the Department (see further discussion below regarding LADOT's public outreach process). A summary of the major modifications to the preliminary recommendations is outlined below:

DASH

- Retain service on DASH Fairfax.
- Retain service on DASH Van Nuys/Studio City.
- Maintain existing routing on DASH Lincoln Heights/Chinatown.

- Implement increased level of service trimming on DASH services, including reduction of service frequency and elimination of late night, Sunday and holiday service on selected DASH routes, in order to minimize the cancellation of DASH services (see above).

Commuter Express

- Maintain service from 9pm – 11pm on Commuter Express Line 142 (San Pedro – Long Beach); reduce service frequency during this time period.
- Maintain current western terminus of Commuter Express Line 422 (Downtown – SFV – Thousand Oaks) at the Thousand Oaks Mall; eliminate two AM and two PM trips.
- Relocate current western terminus of Commuter Express Line 423 (Thousand Oaks – SFV – Downtown) to the Thousand Oaks Transit Center instead of the Los Angeles County line; eliminate one AM trip.
- Reroute selected trips on existing Commuter Express Line 431 (Westwood – Downtown) to serve Loyola High School students impacted by the cancellation of Commuter Express Line 430 (Pacific Palisades – Downtown).
- Minor modifications to the recommended fare increase for Commuter Express; the changes provide more balance between the recommended Year 1 and Year 2 increases, and provide for more consistency between the various fare categories.

Cityride

- Retain existing 20 mile maximum trip length for dial-a-ride trips; charge higher premium fare for trips of 11-20 miles.

In general, the Department has attempted to increase the amount of service trimming, including reductions in service frequency, span of service, Sunday/holiday service, etc., in order to minimize the need to completely eliminate transit service to the public. However, given the magnitude of the City's Proposition A funding shortfall, the elimination of some services is necessary. In all cases the Department has strived to minimize the impacts on its transit riders. A summary of the differences between the preliminary and final recommendations is contained in Attachment 3 of this report.

Financial Impact Analysis – Prop A Forecast

As summarized above, the final recommendations from the Line-By-Line Analysis are estimated to result in a total of \$23.7 million in cost savings and increased revenues during the first year of implementation; this figure increases to \$26.0 million per year in the second year and each subsequent year. These cost savings and revenue increases

are expected to address the immediate concerns about the projected Proposition A shortfalls in FY 2010-11 and FY 2011-12 by creating a small surplus.

However, even assuming implementation of all final recommendations from the Line-by-Line Analysis, the Proposition A forecast still reflects significant projected shortfalls starting in FY 2012-13 (Year 3). Therefore, the Department believes it is critical for the City to implement a set of recommendations that addresses the projected funding shortfall beyond next fiscal year's estimated deficit of \$23 million. A goal of the Line-By-Line Analysis was to develop a financially sustainable plan, not just for FY 2010-11 but for the near future. Planning ahead now for the projected shortfalls beyond FY 2010-11 will allow the City to minimize the level of service cuts that may be needed starting in FY 2012-13. The following table summarizes the projected Proposition A shortfall/surplus over the next five years, both before and after implementation of the preliminary recommendations.

Financial Impacts of Final Recommendations

	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15
Existing Prop A Shortfall	-\$22.8 M	-\$55.3 M	-\$98.7 M	-\$134.5 M	-\$177.1 M
Savings/Rev. Increase per Yr.*	+\$23.7 M	+\$26.0 M	+\$26.0 M	+\$26.0 M	+\$26.0 M
FAP Funding Increase**	+\$4.0 M	+\$4.0 M	+\$4.0 M	--	--
Revised Shortfall/Surplus*	+ \$4.9 M	+ \$2.4 M	- \$11.0 M	- \$20.8 M	- \$37.4 M

* After implementation of final recommendations

** Approved by Metro Board on April 22, 2010 for Community DASH services (three years only).

The Department's goal is to implement the recommended service changes by July 1, 2010, in order to realize the full impacts of the resulting cost savings and revenue increases in FY 2010-11. Delays in implementation would reduce the projected financial benefits and could result in a shortfall of funds in FY 2010-11, potentially impacting the provision of all LADOT transit services. Similarly, while the City Council may elect to modify the Department's specific recommendations concerning transit service cuts and fare increases, it is important that a comparable level of cost savings and revenue increases are achieved to address the near term financial viability of the City's Proposition A fund. As previously mentioned, City Measure R local return funds may also be used to help fund the cost of existing LADOT transit services. As well, the City can and should continue to pursue inclusion of all LADOT DASH services in Metro's FAP as a strategy to ensure longer term financial sustainability.

DASH/Commuter Express Fare Increases

The Department recently submitted reports to the City's Board of Transportation Commissioners concerning the recommended fare increases for the DASH and Commuter Express services. The reports recommend that the Board adopt new Board Orders and request that draft ordinances approving the new Board Orders be forwarded to the Mayor and City Council for approval. The Board approved the Department's recommendations at its meeting on April 8, 2010. The draft fare increase ordinances for DASH (Attachment 4) and Commuter Express (Attachment 5) are included in this report for adoption by the City Council and Mayor.

The Department is recommending that the DASH and Commuter Express fares be increased in a phased process over the next two fiscal years. In summary, the DASH fares are recommended to be increased from \$0.25 to \$0.35 (40% increase) in FY 2010-11, and again to \$0.50 in FY 2011-12 (100% total increase). The Commuter Express fare are recommended to increase by approximately 25% in FY 2010-11, and again by an additional 15% in FY 2011-12 (40% total increase). While these recommendations reflect significant increases in the fares, it is important to recognize that DASH fares have not been increased since the service started in 1985 and Commuter Express fares have not been increased since 2000. In general, a majority of comments received from the public preferred fare increases over reductions in service.

Public Outreach

Subsequent to the Department's initial study outreach efforts in September 2009, the preliminary recommendations from the Line-by-Line Analysis were made available to the public for comment starting in December 2009. In addition to posting the preliminary recommendations on the study and LADOT websites, public brochures were placed on all LADOT buses. Copies of the brochures along with explanatory letters (available in three languages) were mailed to all Cityride clients. The brochures were also placed at senior centers and public libraries. In addition, the brochures were mailed to key stakeholders including City Council offices, neighborhood councils, business improvement districts and chambers of commerce in the City.

Stakeholders were provided several options to submit comments on the preliminary recommendations including via the study website, e-mail, leaving a telephone message at the LADOT Transit Store or by mail. Stakeholders were also given the option of attending one of a series of six public hearings that LADOT conducted throughout the City from mid-February through early March 2010.

Overall, the Department received a total of 2,951 public comments concerning its preliminary transit service recommendations. The number of comments by transit program is listed below:

- DASH – 1,278 (43%)
- Commuter Express - 1,227 (42%)
- Cityride – 183 (6%)
- Charter Bus – 112 (4%)
- Not specific – 56 (2%)

The DASH and Commuter Express services received a total of 2,505 comments (85%). A majority of these comments (1,942 – 78%) concerned recommended service cuts, while the remainder of the comments (563 – 22%) addressed recommended fare increases. In general, DASH and Commuter Express riders were more willing to pay higher fares rather than face service cuts. A summary of the public outreach process conducted by LADOT along with the number of comments received for each preliminary recommendation is included as **Attachment 7** of this report.

Next Steps

Following approval by the City Council and Mayor, LADOT will implement the approved service changes. LADOT's goal is to implement the service changes by July 1, 2010 in order to mitigate the need for additional service cuts and fare increases in FY 2010-11. The Department anticipates that each month of delay in implementation of the transit recommendations will result in an approximate \$2 million reduction in the estimated total FY 2010-11 cost savings.

Conclusion

The poor state of the economy is having a significant impact on transit operators in the region and across the country. All sectors of our City, our state and our nation are struggling to deal with revenue shortfalls. The City must deal with this financial crisis now or face a worsening situation that would require even deeper transit service cuts and higher fare increases. City Measure R local return funds are eligible to be used to fund City transit services and can serve as a new source of transit funding to reduce the impacts of recommended service cuts and fare increases, subject to the approval of the City Council and Mayor.

IMPACT ON THE BUDGET

The recommendations in this report would generate cost savings and revenue increases to help reduce a projected shortfall in the City's Proposition A local return transit fund. The City is facing a projected Proposition A shortfall of \$23 million in FY 2010-11; the cumulative projected shortfall is expected to grow to approximately \$350 million over the next ten years. LADOT's recommendations would eliminate the projected shortfalls in FY 2010-11 and FY 2011-12 and would result in a small surplus. Projected ongoing annual shortfalls are expected to return starting in FY 2012-13. There is no impact on the City's General Fund.

Attachments:

Attachment 1: LADOT Final Recommendations

Attachment 2: Recommended Changes to the Mayor's Proposed FY 2010-11
Proposition A Budget

Attachment 3: Summary of Differences Between the Preliminary and Final
Recommendations

Attachment 4: DASH Fare Increase – Draft Ordinance

Attachment 5: Commuter Express Fare Increase – Draft Ordinance

Attachment 6: Fixed Route (DASH and Commuter Express) Line Rankings Table

Attachment 7: Summary of Public Comments on Preliminary Recommendations



ATTACHMENT 1

LADOT FINAL RECOMMENDATIONS

**City of Los Angeles Department of Transportation
Comprehensive Transit Service and Policy Assessment -
Final Recommendations**

Fixed Route Changes										
Route	Reduction / Modification	Affected Council Districts	Existing			Proposed				Annual City Savings
			Passengers Per Hour	City Subsidy Per Pass. Mile¹	City Subsidy Per Boarding¹	Weekday Ridership Impact²	Saturday Ridership Impact²	Sunday Ridership Impact²	Weekday Peak Vehicles Saved	
DASH Route Average			45.5	\$0.43	\$0.72	93,000	52,000	31,000		
Commuter Express Average			23.6	\$0.10	\$1.52	8,500	850	850		
Downtown Central City East	Cancel service due to poor performance	9	6.6	\$15.38	\$11.64	(74)	-	-	1	\$219,676
Downtown C	Cancel service due to poor performance	9	13.3	\$2.96	\$2.88	(259)	-	-	2	\$190,174
Downtown DD	Cancel service due to poor performance	1, 9, 14	9.7	\$1.77	\$3.59	-	(214)	(258)	-	\$87,824
Hyde Park DASH	Cancel service due to poor performance	8	18.8	\$4.35	\$3.87	(80)	(31)	-	1	\$85,238
Hollywood/West Hollywood	Cancel service due to duplication	4, 5, 13	21.9	\$1.31	\$2.44	(1,041)	(625)	-	4	\$727,995
Warner Center	Cancel service due to poor performance	3	4.8	\$9.78	\$8.87	(319)	(71)	-	4	\$754,560
Fairfax DASH	Reduce to 30 Min Frequency on weekdays and Saturdays	4, 5	23.9	\$1.62	\$2.46	(267)	(144)	-	2	\$417,408
Van Nuys/Studio City	Reduce to 30 Min Frequency on weekdays and Saturdays	2, 5, 6	28.8	\$1.29	\$2.60	(316)	(171)	-	2	\$522,726
Lincoln Heights/Chinatown	Reduce Frequency to 30 minutes on weekdays and Saturday; Eliminate weekday service after 6:30 PM; Eliminate service on Sundays and Holidays	1, 14	34.9	\$0.98	\$1.63	(562)	(286)	(1,634)	2	\$779,111
Highland Park/Eagle Rock	Eliminate service along Yosemite Dr. and Colorado Blvd. east of Townsend Ave due to Metro duplication; Eliminate weekday service after 6:30 PM; Eliminate service on Sundays and Holidays	1, 14	40.5	\$0.64	\$1.43	(377)	(89)	(1,114)	1	\$493,954
Northridge	Eliminate Commuter trippers and reduce midday frequency to 15 Min	3, 12	45.3	\$0.43	\$1.45	(215)	-	-	1	\$261,091
Downtown D	Reduce to 15 Min Frequency after 6 PM	9, 14	31.8	\$0.03	\$0.04	(31)	-	-	-	\$143,347
El Sereno/City Terrace	Reduce weekday and Saturday service to 25 Min Frequency from 8 PM to 10 PM; Reduce Sunday and Holiday service to 25 Min Frequency	1, 14	37.2	\$0.36	\$0.90	(16)	(17)	(125)	-	\$123,552
Wilmington DASH	Eliminate weekday service after 7 PM	15	59.7	\$0.53	\$0.89	(76)	-	-	-	\$68,121
Hollywood	Eliminate weekday service after 6:30 PM; Eliminate service on Sundays and Holidays	4, 13	35.7	\$0.95	\$1.58	(122)	-	(1,042)	-	\$224,881
Southeast	Eliminate weekday service after 6:30 PM	8, 9	56.5	\$0.60	\$0.99	(228)	-	-	-	\$139,242
Wilshire Center/Koreatown	Eliminate weekday service after 6:30 PM	1, 10, 13, 14	55.6	\$0.94	\$0.96	(193)	-	-	-	\$91,226
Panorama City/Van Nuys	Eliminate weekday service after 6:30 PM	6, 7	78.5	\$0.42	\$0.80	(332)	-	-	-	\$171,552
Crenshaw	Eliminate service on Sundays and Holidays	8, 10	29.1	\$0.89	\$1.12	-	-	(548)	-	\$66,097
Midtown	Eliminate service on Sundays and Holidays	8, 10	30.2	\$0.55	\$0.95	-	-	(802)	-	\$92,935
Subtotal						(4,508)	(1,648)	(4,719)	20	\$5,660,776
Additional Savings Reduction due to Rate Increases³										(\$1,435,600)
CE 413 Van Nuys/Burbank/No. Hollywood/LA	Cancel Service	2, 6, 9	11.8	\$0.72	\$8.26	(122)	-	-	4	\$257
CE 575 Simi Valley/Warner Center	Cancel Service	3, 12	8.1	\$0.83	\$11.56	(53)	-	-	3	\$171,775
CE 430 Brentwood/Pacific Palisades/LA	Cancel Service	1, 9, 11, 14	9.8	\$0.67	\$12.59	(53)	-	-	2	\$170,152
CE 142 San Pedro/Long Beach	Remove alignment to Customs House; Reduce frequency to 30 min until 9 PM, reduce frequency to 60 min after 9 PM	15	24.0	\$0.86	\$4.24	(10)	-	-	1	\$435,909
CE 422 Thousand Oaks	Eliminate two WB trips (8:29 AM, 6:44 AM) and two EB trips (3:50 PM, 4:34 PM)	3, 5, 8, 9	17.7	\$0.02	\$0.56	(35)	-	-	3	\$137,350
CE 423 Thousand Oaks	Move western terminus from Borchard Rd to Thousand Oaks Mall; Eliminate one EB trip (8:00 AM)	3, 5, 8, 9	12.8	\$0.28	\$7.33	(13)	-	-	-	\$111,944
CE 419 Chatsworth	Remove service west of Metrolink Station	7, 8, 9, 12, 14	20.0	\$0.11	\$3.10	(8)	-	-	-	\$29,926
CE 431 Westwood	Realign selected trips to serve Loyola High School to provide alternative for students impacted by the cancellation of CE 430.	1, 9, 11, 14	17.8	\$0.46	\$5.73	43	-	-	-	
Subtotal						(261)	-	-	13	\$1,314,136
Total Fixed Route Changes						(4,759)	(1,648)	(4,719)	33	\$5,539,312

**City of Los Angeles Department of Transportation
Comprehensive Transit Service and Policy Assessment -
Final Recommendations**

¹City Subsidy includes farebox revenue, FAP, and other non-City of Los Angeles subsidies

²A 50% ridership elasticity has been assumed for any service frequency change

³Rates for certain contracting packages are expected to increase as a result of proposed service hour reductions

⁴CE 431 service modifications are not expected to result in any cost savings and is not expected to add significant travel time to existing riders.

Fare Changes				
Fare Type	Current Fare	FY10-11	FY11-12	Ridership and Revenue Impacts
DASH Cash Fare	\$0.25	\$0.35	\$0.50	
DASH Discount Fare	\$0.10	\$0.15	\$0.25	
DASH Monthly Pass	\$9.00	\$13.00	\$18.00	
DASH 60-Trip Ticket Booklet	\$15.00	\$21.00	\$30.00	
CE Base Cash	\$0.90	\$1.25	\$1.50	
CE Base Cash Disabled	\$0.45	\$0.60	\$0.75	
CE Zone 1 Cash	\$1.75	\$2.20	\$2.50	
CE Zone 1 Cash Disabled	\$0.85	\$1.10	\$1.25	
CE Zone 2 Cash	\$2.20	\$2.75	\$3.00	
CE Zone 2 Cash Disabled	\$1.10	\$1.35	\$1.50	
CE Zone 3 Cash	\$2.65	\$3.30	\$3.75	
CE Zone 3 Cash Disabled	\$1.30	\$1.65	\$1.85	
CE Zone 4 Cash	\$3.10	\$3.90	\$4.25	
CE Zone 4 Cash Disabled	\$1.55	\$1.95	\$2.10	
CE Base Pass	\$40.00	\$50.00	\$57.00	
CE Zone 1 Pass	\$56.00	\$70.00	\$80.00	
CE Zone 2 Pass	\$71.00	\$89.00	\$100.00	
CE Zone 3 Pass	\$86.00	\$108.00	\$124.00	
CE Zone 4 Pass	\$99.00	\$124.00	\$140.00	
LADOT Booklet	\$18.00	\$25.00	\$30.00	
Booklet Zone 1	\$32.00	\$40.00	\$48.00	
Booklet Zone 2	\$39.00	\$49.00	\$56.00	
Booklet Zone 3	\$46.00	\$58.00	\$67.00	
Booklet Zone 4	\$52.00	\$65.00	\$75.00	
Total Fare Increase Revenue FY11-12 On				\$4,600,000

Cityride Recommendations				
Recommendation	Users Affected	Impact	Annual City Savings (from FY11 Budget)	Annual City Revenue
Eliminate Bus Pass Subsidy Program	38,700 Cityride users purchase passes monthly	Low-income users will see monthly cost go from \$1.00 to \$8.00 with Metro Rider Relief Program subsidy. Results in a per trip cost of 36¢ instead of current 3¢	\$7,500,000	-
Increase Quarterly Fees and Reduce Cityride Annual Fare Value to \$168	All Regular Monthly Cityride Users	Proposed increase to \$9 (+\$3) per quarter for low-income clients and \$21 (+\$6) per quarter for non-low income clients to receive \$168 annual fare value	-	\$420,000
Reduce Dial-a-Ride (DAR) service by 50% based upon expected reduction in demand	Users make 800 trips per day	Fewer trips available for those remaining with the DAR program and choosing not to use other modes such as Metro, Access, and Taxi	\$3,200,000	-
Charge additional premium of \$4 in fare value for trips of 11-20 miles		Proposed increase is will require \$6 in fare value for trips between 11 and 20 miles	N/A	N/A
Increase DAR cash fare to \$3.00 per trip up to 10 miles after scrip is exhausted; trips over 10 will require \$6.00 cash fare		Users currently pay \$1.00 per trip between 1-10 miles and \$1.25 per trip over 10 miles once scrip quantity is exhausted	-	\$78,000
Taxi Subsidy reduced based upon demand	Users make 2,500 trips per day	Current users of DAR or Taxi would have a number of other options as well: Metro ACCESS (if eligible), City Department of Aging Senior Shuttle, fixed route (fully accessible).	\$3,450,000	-
Increase one-time emergency fare value fees	555 Users per year	Increase current rate of \$2 for \$24 of fare value to \$12 for \$24 of fare value	-	\$5,500
Subtotal Cityride Recommendations			\$14,653,500	
Less Metro Incentive Fund Reduction			(\$1,350,000)	
Total Cityride Recommendations			\$13,303,500	

**City of Los Angeles Department of Transportation
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Charter Bus Recommendations			
Discontinue Charter Bus program unless alternative funding is made available	500,000 Charter Bus Users per year	All Charter Bus trips would be affected	\$4,500,000
Total Charter Bus Recommendations			\$4,500,000

City Savings and Revenue Increase Summary			
		FY10-11	FY11-12-on
	Fixed Route - Service Reductions	\$5,540,000	\$5,540,000
	Fare Increase	\$2,100,000	\$4,600,000
	Cityride Recommendations	\$13,300,000	\$13,300,000
	Charter Bus Program Discontinuance	\$4,500,000	\$4,500,000
	Total Recommendations	\$25,440,000	\$27,940,000
	Operating Reserve (7%)	(\$1,780,000)	(\$1,960,000)
	Net Savings	\$23,660,000	\$25,980,000

ATTACHMENT 2

**RECOMMENDED CHANGES TO MAYORS PROPOSED
FY 2010-11 PROPOSITION A BUDGET**

SPECIAL PURPOSE FUND SCHEDULES

SCHEDULE 26

PROPOSITION A LOCAL TRANSIT ASSISTANCE FUND

Public Utilities Code Section 130350 provides that the Los Angeles County Transportation Commission may adopt a sales tax within the County, provided that it is approved by a majority of the electors. In 1980, the voters in Los Angeles County approved the imposition of an additional one-half cent sales tax to (a) improve and expand existing public transit Countywide, including reduction of transit fares, (b) construct and operate a rail rapid transit system, and (c) more effectively use State and Federal funds, benefit assessments, and fares. The City receives an allocation from a 25 percent share of the revenue collected, based on the City's percentage share of the population of Los Angeles County. Thirty-five percent of the proceeds are allocated to the Los Angeles County Transportation Commission for construction and operation of a rail system and 40 percent is allocated to the Commission for

2010-11 Proposed Budget		2010-11 REVISED Proposed Budget	
REVENUE			
\$	6,452,479	Balance Available, July 1	\$ 6,452,479
	55,000,000	Receipts	55,000,000
		Front Funds/Matching Funds - Reimbursement from	
	49,555,309	Other Agencies	51,441,531
	1,000,000	Rail Transit Facilities Reimbursements	1,000,000
	14,007,486	Farebox Revenue	15,692,900
	28,000	Leases and Rentals	28,000
	824,000	Transit Scrip	824,000
	—	MTA Bus Passes	—
	75,000	Miscellaneous Receipts	75,000
	2,000,000	Interest	2,000,000
<hr/>		<hr/>	
\$	128,942,274	Total Revenue.....	\$ 132,513,910
<hr/>			
APPROPRIATIONS			
\$	327,534	Aging	\$ 327,534
	106,405	Controller	106,405
	89,000	Council	89,000
	—	Police	—
		Public Works:	
	62,819	Board Office	62,819
	636,407	Contract Administration	636,407
	607,926	Engineering	607,926
	110,069	Street Lighting	110,069
	2,359,596	Street Services	2,359,596
	5,168,843	Transportation	5,168,843
	316,700	Unappropriated Balance	316,700
		Special Purpose Fund Appropriations:	
		<u>City Transit Service</u>	
	--	Bunker Hill (Downtown Red Car) Trolley	--
	--	City Hall Shuttle	--
	17,449,000	Commuter Express	17,782,064
	--	Commuter Express - Public Works Bus	--
	243,000	Commuter Transportation Implementation Plan	243,000
	12,159,000	Dash - Central City	12,046,327
	6,050,000	Dash - Community DASH Area 1	6,126,378
	6,185,000	Dash - Community DASH Area 2	6,890,938
	4,103,000	Dash - Community DASH Area 3	5,362,389
	8,497,000	Dash - Community DASH Area 4	8,777,722
	5,872,000	Dash - Community DASH Area 5	5,876,400
	--	Hollywood Night Life Trolley	--
	--	Fuel Reimbursement	--

SPECIAL PURPOSE FUND SCHEDULES

SCHEDULE 26

PROPOSITION A LOCAL TRANSIT ASSISTANCE FUND (Continued)

2010-11 Proposed Budget		2010-11 REVISED Proposed Budget
1,500,000	Marketing - City Transit Programs	1,500,000
--	Mar Vista Transportation Pilot Project	--
\$ 1,500,000	Reimbursement for MTA Bus Pass Sales	\$ 1,500,000
85,000	Support Services for MTA	85,000
--	Transit Education	--
--	Transit Sign Production and Installation	--
550,000	Transit Store	550,000
350,000	Universal Fare System	350,000
	<u>Specialized Transit</u>	
4,750,000	Cityride	4,924,000
--	Cityride, Valley/Central LA (Areas 1 and 2)	--
--	Cityride, Crenshaw/Watts/Harbor (Area 3)	--
3,900,000	Cityride Scrip	4,537,500
3,599,500	Senior Cityride Program	3,599,500
2,100,000	Paratransit Program Coordination Services	2,100,000
--	Recreation and Parks	--
--	Senior/Youth Transportation Charter Bus Program	--
	<u>Transit Capital</u>	
--	Bus Inspection Facility	--
--	Bus Maintenance Facility Land Purchase	--
--	Commuter Express Particulate Traps	--
10,500,000	Fleet Replacement - Community DASH	10,500,000
--	Fleet Replacement - Cityride	--
6,185,025	Fleet Replacement - Commuter Express	6,185,025
--	Paratransit Vehicles	--
250,000	Third Party Inspections for Transit Capital	250,000
	<u>Rail Transit Facilities</u>	
2,000,000	Metro Rail Annual Work Program	2,000,000
--	Metrolink Crossing Improvement	--
--	Orange Line	--
	<u>Transit Facilities</u>	
60,000	Bus Stop Maintenance	60,000
300,000	Cal State Los Angeles Transit Center	300,000
1,200,000	Transit Facility Security and Maintenance	1,200,000
--	Encino Park and Ride	--
	<u>Support Programs</u>	
20,000	Office Supplies	20,000
55,000	Memberships and Subscriptions	55,000
--	Rail and Transit Work Order Tracking	--
95,000	Technology and Communications Equipment	95,000
--	Traffic Asset Management System (TAMS)	--
100,000	Transit Operations Consultant	100,000
65,000	Transit Bureau Data Management System	65,000
500,000	Transportation Grant Fund-Matching Funds	500,000
32,000	Travel and Training	32,000
3,883,953	Reimbursement of General Fund Costs	3,883,953
15,018,497	Reserve for Future Transit Capital and Service	15,231,415
\$ 128,942,274	Total Appropriations.....	\$ 132,513,910
	Ending Balance, June 30.....	\$ -

ATTACHMENT 3

SUMMARY OF DIFFERENCES BETWEEN THE PRELIMINARY AND FINAL RECOMMENDATIONS



LADOT TRANSIT SERVICE – FINAL RECOMMENDATIONS – COMPARISON TO PRELIMINARY RECOMMENDATIONS

RECOMMENDATIONS

ROUTE	PRELIMINARY RECOMMENDATION	FINAL RECOMMENDATION
Fairfax	Cancel service	Retain service; reduce to 30 minute frequency on weekdays and Saturdays
Van Nuys/Studio City	Cancel service	Retain service; reduce to 30 minute frequency on weekdays and Saturdays
Lincoln Heights/Chinatown	Serve current routing from College St. and Centennial St. in Chinatown to Broadway and Lincoln Park Ave. in Lincoln Heights (both directions). Eliminate all other portions of route including Cesar Chavez Ave., Main St. and Griffin Ave.	Retain existing route; reduce frequency to 30 minutes on weekdays and Saturdays; eliminate weekday service after 6:30 PM; eliminate service on Sundays and holidays
Highland Park/Eagle Rock	Eliminate service along Yosemite Dr. and Colorado Blvd. east of Townsend Ave.	Eliminate service along Yosemite Dr. and Colorado Blvd. east of Townsend Ave.; eliminate weekday service after 6:30 PM; eliminate service on Sundays and holidays
El Sereno/City Terrace	Reduce frequency to every 30 minutes from 8:00 PM to 10:00 PM	Reduce weekday and Saturday service to 25 minute frequency from 8:00 PM to 10:00 PM; reduce Sunday and holiday service to 25 minute frequency
Hollywood	No preliminary recommendation	Eliminate weekday service after 6:30 PM; eliminate service on Sundays and holidays
Southeast	No preliminary recommendation	Eliminate weekday service after 6:30 PM
Wilshire Center/Koreatown	No preliminary recommendation	Eliminate weekday service after 6:30 PM
Panorama City/Van Nuys	No preliminary recommendation	Eliminate weekday service after 6:30 PM
Crenshaw	No preliminary recommendation	Eliminate service on Sundays and holidays
Midtown	No preliminary recommendation	Eliminate service on Sundays and holidays
Downtown Central City East	Cancel service due to poor performance	No change from preliminary recommendation
Downtown C	Cancel service due to poor performance	No change from preliminary recommendation
Downtown DD	Cancel service due to poor performance	No change from preliminary recommendation
Hyde Park Shuttle	Cancel service due to poor performance	No change from preliminary recommendation
Hollywood/West Hollywood	Cancel service due to duplication	No change from preliminary recommendation
Warner Center (North & South)	Cancel service due to poor performance	No change from preliminary recommendation
Northridge	Eliminate AM and PM Commuter Service and reduce frequency to every 15 minutes	No change from preliminary recommendation
Downtown D	Reduce frequency to every 15 minutes after 6:00 PM	No change from preliminary recommendation
Wilmington	Eliminate weekday service after 7:00 PM	No change from preliminary recommendation

FARE INCREASE

FARE TYPE	CURRENT FARE	YEAR 1 FARE	YEAR 2 FARE
Cash	\$0.25	\$0.35	\$0.50
Senior/disabled	\$0.10	\$0.15	\$0.25
Monthly Pass	\$9.00	\$13.00	\$18.00
Trip Ticket Booklet	\$15.00	\$21.00	\$30.00



LADOT TRANSIT SERVICE – FINAL RECOMMENDATIONS – COMPARISON TO PRELIMINARY RECOMMENDATIONS

RECOMMENDATIONS

ROUTE	PRELIMINARY RECOMMENDATION	FINAL RECOMMENDATION
142 – San Pedro/Long Beach	Eliminate service to Customs House; reduce frequency to every 30 minutes; end service at 9:00 PM	Maintain service from 9:00 PM to 11:00 PM; eliminate service to Customs House; reduce frequency to 30 minutes until 9:00 PM, reduce frequency to 60 minutes after 9:00 PM
422 – Central LA/Hollywood/ San Fernando Valley/ Thousand Oaks	Eliminate service to/from Ventura County; end service at Westlake Village	Maintain service to Ventura County; eliminate two Westbound trips (6:29 AM, 6:44 AM) and two Eastbound trips (3:50 PM, 4:34 PM)
423 – Newbury Park/ Thousand Oaks/Woodland Hills/ Encino/Downtown LA	Eliminate service to/from Ventura County; end service at Westlake Village	Move western terminus from Borchard Rd. to Thousand Oaks Mall; eliminate one Eastbound trip (8:00 AM)
413 – Van Nuys/Burbank/ North Hollywood/Los Angeles	Cancel service	No change from preliminary recommendation
430 – Brentwood/Pacific Palisades/ Los Angeles	Cancel service	No change from preliminary recommendation. See recommendation below regarding CE 431.
431 – Westwood/Rancho Park/ Palms/Downtown LA	No preliminary recommendation	Realign selected CE 431 trips to serve Loyola High School in order to provide an alternative to students impacted by the cancellation of CE 430.
575 – Simi Valley/Warner Center	Cancel service	No change from preliminary recommendation
419 – Chatsworth/Northridge/ Granada Hills/Mission Hills	Remove service west of Chatsworth Metrolink Station	No change from preliminary recommendation

FARE INCREASE

FARE TYPE		CURRENT FARE	YEAR 1 FARE	YEAR 2 FARE
Cash*	base	\$0.90	\$1.25	\$1.50
	zone 1	\$1.75	\$2.20	\$2.50
	zone 2	\$2.20	\$2.75	\$3.00
	zone 3	\$2.65	\$3.30	\$3.75
	zone 4	\$3.10	\$3.90	\$4.25
Monthly Pass	base	\$40.00	\$50.00	\$57.00
	zone 1	\$56.00	\$70.00	\$80.00
	zone 2	\$71.00	\$89.00	\$100.00
	zone 3	\$86.00	\$108.00	\$124.00
	zone 4	\$99.00	\$124.00	\$140.00
Trip Ticket Booklet	base	\$18.00	\$25.00	\$30.00
	zone 1	\$32.00	\$40.00	\$46.00
	zone 2	\$39.00	\$49.00	\$56.00
	zone 3	\$46.00	\$58.00	\$67.00
	zone 4	\$52.00	\$65.00	\$75.00

Minor modifications made to preliminary recommendations for Commuter Express fare increases.

* Persons 65 years of age or older, persons with disabilities and Medicare card holders: 1/2 cash fares listed above



LADOT TRANSIT SERVICE – FINAL RECOMMENDATIONS – COMPARISON TO PRELIMINARY RECOMMENDATIONS

RECOMMENDATIONS

PRELIMINARY RECOMMENDATION

Reduce Dial-A-Ride maximum trip length to 10 miles

Increase Dial-A-Ride cash fares for stand-by trips to \$3.00 for all trips (up to 10 miles)

Eliminate Bus Pass Subsidy Program

Increase quarterly fees from \$6.00 to \$9.00 for low-income participants, from \$15.00 to \$21.00 for other participants

Reduce Cityride maximum annual fare value (formerly scrip) from \$336/year (\$84 per quarter) to \$168/year (\$42 per quarter)

Increase one-time emergency fare value (formerly scrip) fees from \$2.00 for \$24.00 to \$12.00 for \$24.00

Reduce Dial-A-Ride service by 50% based upon expected reduction in demand

FINAL RECOMMENDATION

Retain existing 20 mile maximum trip length; retain existing fee of \$4.00 in fare value for trips up to 10 miles; increase charge from current \$6.00 to \$8.00 in fare value for trips of 11-20 miles

Increase stand-by Dial-A-Ride cash fare to \$3.00 per trip up to 10 miles; stand-by trips of 11-20 miles will require \$6.00 cash fare

No change from preliminary recommendation

No change from preliminary recommendation

No change from preliminary recommendation

No change from preliminary recommendation

No change from preliminary recommendation



LADOT TRANSIT SERVICE – FINAL RECOMMENDATIONS – COMPARISON TO PRELIMINARY RECOMMENDATIONS

RECOMMENDATIONS

PRELIMINARY RECOMMENDATION

Entire program to be eliminated unless alternative source of funds is identified

FINAL RECOMMENDATION

No change from preliminary recommendation

ATTACHMENT 4

**RECOMMENDED DASH FARE INCREASE
FARE ORDINANCE**

ORDINANCE NO. _____

An Ordinance approving a resolution of the Board of Transportation Commissioners of the City of Los Angeles, adopted April 8, 2010, which resolution is designated as Board Order No. 595, changing the fares for the DASH Transit Program.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. The resolution of the Board of Transportation Commissioners designated as Board Order No. 589 is hereby rescinded and repealed, effective June 30, 2010. Those resolutions of the Board of Transportation Commissioners adopted by said Board on April 8, 2010, designated as Board Order No. 595, establishing and prescribing the DASH service fares to be charged effective July 1, 2010, and July 1, 2011, respectively, are hereby approved, as authorized by section 210(2) of the Charter of the City of Los Angeles and section 22.484 of the Administrative Code of the City of Los Angeles as follows:

DASH Fares

Fare Type	Effective July 1, 2010	Effective July 1, 2011
Cash	\$0.35	\$0.50
Senior/Disabled	\$0.15	\$0.25
Monthly Pass	\$13.00	\$18.00
Trip Ticket Booklet	\$21.00	\$30.00

Section 2. The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles at its meeting of _____.

JUNE LAGMAY, City Clerk

By _____
Deputy

Approved _____

Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By _____

KEITH W. PRITSKER

Assistant City Attorney

ATTACHMENT 5

**RECOMMENDED COMMUTER EXPRESS FARE INCREASE
FARE ORDINANCE**

ORDINANCE NO. _____

An Ordinance approving a resolution of the Board of Transportation Commissioners of the City of Los Angeles, adopted April 8, 2010, which resolution is designated as Board Order No. 594, changing the fares for the Commuter Express Transit Program, and repealing Ordinance No. 172928.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. The resolution of the Board of Transportation Commissioners designated as Board Order No. 550 and its implementing Ordinance No. 172928 are hereby rescinded and repealed, effective June 30, 2010. Those resolutions of the Board of Transportation Commissioners adopted by said Board on April 8, 2010, designated as Board Order No. 594, establishing and prescribing the Commuter Express service fares to be charged effective July 1, 2010, and July 1, 2011, respectively, are hereby approved, as authorized by section 210(2) of the Charter of the City of Los Angeles and section 22.484 of the Administrative Code of the City of Los Angeles as follows:

**Table 1
REGULAR COMMUTER EXPRESS FARES**

Fare Type		Effective July 1, 2010	Effective July 1, 2011
Cash	Base	\$1.25	\$1.50
	Zone 1	\$2.20	\$2.50
	Zone 2	\$2.75	\$3.00
	Zone 3	\$3.30	\$3.75
	Zone 4	\$3.90	\$4.25
Monthly Pass	Base	\$50.00	\$57.00
	Zone 1	\$70.00	\$80.00
	Zone 2	\$89.00	\$100.00
	Zone 3	\$108.00	\$124.00
	Zone 4	\$124.00	\$140.00
Trip Ticket Booklet	Base	\$25.00	\$30.00
	Zone 1	\$40.00	\$46.00
	Zone 2	\$49.00	\$56.00
	Zone 3	\$58.00	\$67.00
	Zone 4	\$65.00	\$75.00

Table 2
SENIOR/DISABLED COMMUTER EXPRESS FARES

Fare Type		Effective July 1, 2010	Effective July 1, 2011
Cash	Base	\$0.60	\$0.75
	Zone 1	\$1.10	\$1.25
	Zone 2	\$1.35	\$1.50
	Zone 3	\$1.65	\$1.85
	Zone 4	\$1.95	\$2.10

Section 2. The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles at its meeting of _____.

JUNE LAGMAY, City Clerk

By _____
Deputy

Approved _____

Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By _____

Assistant City Attorney

ATTACHMENT 6

**FIXED ROUTE (DASH AND COMMUTER EXPRESS)
LINE RANKING TABLE**

DASH and Commuter Express Route Ranking

Route Information		Total Score	Ranking	Route Performance	City Funding %	Service Duplication	Service Duplication Level
MS	Metrolink-Bunker Hill	1.66	1	High	77.80%	Minor duplication with Downtown Metro service	Low
PCVN	Panorama City/Van Nuys	1.49	2	High	76.54%	Van Nuys and Sepulveda Metro Rapid service	Moderate
VTMN	Vermont/Main	1.35	3	High	79.70%	Vermont Ave Metro Rapid, Local	Moderate
PU	Pico Union/Echo Park	1.34	4	High	35.40%	Washington Blvd Metro service	Low
448	Express 448 - Rancho Palos Verdes	1.33	5	High	22.10%	Metro 445 for portions, but at higher frequency	Low
CSQ	Chesterfield Square	1.33	6	High	18.00%	Florence Ave Metro Rapid, Local	Moderate
438	Express 438 - Redondo Beach	1.32	7	High	23.20%	Slight service duplication in Downtown, generally operates as sole express service in the area	Low
WTS	Watts	1.22	8	High	84.07%	Limited segments with Metro Local	Low
W	Wilmington	1.22	9	High	86.07%	On portions, Metro Local (232), Torrance 3 on Hwy 1	Low
SE	Southeast	1.14	10	High	83.90%	Vermont Ave, Slauson, Vernon Metro Rapid, Local	Moderate
409	Express 409 - Sylmar/Tujunga	1.11	11	High	0.00%	None	None
574	Express 574 - Sylmar/El Segundo	1.11	12	High	0.00%	None	None
E	Downtown E	1.10	13	High	0.00%	7th street Metro Rapid, Local	High
BH	Boyle Heights/East LA	1.09	14	High	13.40%	Metro Local on Wabash Ave, Marengo St (70, 71)	Moderate
419	Express 419 - Chatsworth	1.08	15	High	35.50%	None	None

DASH and Commuter Express Route Ranking

Route Information		Total Score	Ranking	Route Performance	City Funding %	Service Duplication	Service Duplication Level
MT	Midtown	1.06	16	High	87.00%	Adams Ave Metro Local 37, Washington Ave Local 35,335,	High
SP	San Pedro	1.06	17	High	14.30%	Minor duplication on Gaffey St by Metro Express 550	Low
WC	Wilshire Center/Koreatown	1.03	18	High	85.02%	Western, Vermont Metro Rapid, Local	High
NR	Northridge	1.02	19	High	85.10%	Nordhoff Local 166, 364	Moderate
573	Express 573 - Mission Hills/Century City	0.97	20	High	0.00%	None	None
KE	King-East	0.97	21	High	88.52%	Central Ave Local. MLK Blvd Local.	Low
437	Express 437 - Venice/Culver City	0.96	22	High	38.00%	None	None
LS	Leimert/Slauson	0.95	23	High	68.60%	Vermont Metro Rapid, Local. Crenshaw Rapid, Local. MLK Blvd Rapid, Local.	Moderate
CR	Crenshaw	0.94	24	High	87.90%	MLK Blvd Metro Rapid, Metro Local/community on significant portions south of MLK Blvd	High
F	Downtown F	0.93	25	High	0.00%	Figueroa St Metro Local. Flower St, Metro, OCTA 701, 721	High
HP	Highland Park/Eagle Rock	0.90	26	High	88.60%	Colorado Blvd Metro Rapid 780, Local 81, 180; Yosemite Local 181	Moderate
534	Express 534 - Westwood/Century City	0.89	27	High	40.80%	Complete duplication on Olympic Rapid 728, but only Express route in area	High
ES	El Sereno/City Terrace	0.82	28	High	28.20%	Very Limited segments with Metro Local	Low

DASH and Commuter Express Route Ranking

Route Information		Total Score	Ranking	Route Performance	City Funding %	Service Duplication	Service Duplication Level
A	Downtown A	0.77	29	High	7.90%	1st street Metro Rapid, Local. Most of route, aside from loop through Little Tokyo	Moderate
422	Express 422 - Thousand Oaks/Warner Center	0.77	30	High	0.00%	None	None
H	Hollywood	0.76	31	High	90.10%	Vermont Ave Local 204 Rapid 754, short segment on Fountain Ave Local 175	Moderate
HW	Hollywood/Wilshire	0.75	32	High	89.30%	Vine St Local 210 (connects to Wilshire), Western Ave Local 207 Rapid 757	Moderate
PDR	Pueblo Del Rio	0.75	33	High	89.46%	None	None
423	Express 423 - Thousand Oaks/Newbury Park	0.74	34	High	52.40%	None	None
LH	Lincoln Heights/Chinatown	0.73	35	High	90.81%	Broadway Local 45, 83, 84. Main St Local 76. Cesar Chavez Ave Local 2, Rapid 704	Moderate
431	Express 431 - Westwood	0.72	36	High	53.80%	None	None
549	Express 549 - Encino/Pasadena	0.70	37	High	0.00%	Minor duplication on each end	Low
142	Express 142 - San Pedro/Long Beach	0.70	38	Marginal	56.70%	None	None
B	Downtown B	0.68	39	Marginal	13.60%	Heavy duplication on Grand Metro Rapid 714, 770, Local (8 total), 9 community. Temple St Metro Local.	High
D	Downtown D	0.66	40	Marginal	2.50%	Main St 92, 33, 33 (many other partial segments). Spring St 33,333,728 (many other partial segments). Heavy duplication on Grand 37,70,71,76,78,79,378,714,770) and Olive St (14,70,71,76,78,79,96,378,714,770).	High
430	Express 430 - Pacific Palisades/Westwood	0.64	41	Marginal	63.10%	Metro Line 2 to Commuter Express Line 431 (Westwood); VA Medical Center P&R. Metro Rapid 720 on Wilshire Blvd.	Moderate

DASH and Commuter Express Route Ranking

Route Information		Total Score Score	Ranking	Route Performance	City Funding %	Service Duplication	Service Duplication Level
VNSC	Van Nuys/Studio City	0.63	42	Marginal	91.79%	On Burbank, Metro 156, 656. On Oxnard Metro 154.	High
HWH	Hollywood/West Hollywood	0.53	43	Marginal	92.80%	Most of route. Sunset 2, 302. La Cienega 105, 705	High
413	Express 413 - Van Nuys/Burbank	0.51	44	Marginal	56.50%	On Sherman Way 163/363, on Laurel Cyn. 230, on Victory 164, Metro Rapid 794, Metrolink	Moderate
FF	Fairfax	0.51	45	Marginal	93.90%	Heavy duplication. Whilshire 20, 720, 920. Melrose 10. La Cienega 105, 705	High
LF	Los Feliz	0.46	46	Poor	3.70%	Minor duplication on segments of route	Low
575	Express 575 - Simi Valley/Chatsworth/ Warner Center	0.45	47	Poor	63.00%	De Soto 244	Moderate
BC	Beachwood Canyon	0.37	48	Poor	34.80%	Vine St Local 210. None otherwise.	Low
HYP	Hyde Park	0.35	49	Poor	93.27%	Crenshaw 210, 710. Florence 111, 711. Van Ness 209, Slauson 108, 258.	Moderate
C	Downtown C	0.19	50	Poor	58.60%	Paralleled on Grand Ave (14, 37, 70, 71, 76, 78, 79, 96, 378, 714, 770)	High
CCE	Downtown Central City East	-0.03	51	Poor	98.30%	None	None
WCN	Warner Center DASH	-0.11	52	Poor	96.65%	Vanowen 165. De Soto 244. Victory 164.	High

ATTACHMENT 7

SUMMARY OF PUBLIC COMMENTS ON PRELIMINARY RECOMMENDATIONS

Statistical Summary of Public Comments Received by LADOT Regarding Preliminary Recommendations from the Transit Service Analysis

Total Number of Respondents:

Phase 1: 620

Phase 2: 2,551

City/County Government: 7

Individuals: 1,185

Organizations: 14

Petitioners: 806

School Assignment: 315

Form Letter: 224

Public Hearings: 169

Number of Comments Received:

Phase 2: 2,951

(includes petitions, form letters and school assignments)

Chinese 7

Spanish 286

English 2,658

Public Hearings: 225

Spanish 32

English 193

Source of Comments:

Phase 2:

Email/website: 710

Voicemail: 510

Mail: 158

Petitioners: 1013

Form Letters: 245

School Assignment: 315

Public Hearings: 225

Number of Comments per LADOT Program:*

DASH:	1,278 (45%)
Commuter Express:	1,227 (43%)
Cityride:	183 (6%)
Charter Bus:	112 (4%)
Not Specific:	56 (2%)

* Included comments from Phase II and Public Hearings

**Includes petitions and form letters, but not school projects

Number of Comments by Program & Specific Recommendation:

Information is organized by the number of comments within a recommendation as compared to the overall number of comments for that particular service, and then each category as compared to the number of comments received for that particular recommendation. For example, 46 comments on DASH C are 4% of the 1,278 total comments received for DASH. The 39 comments received opposing route elimination are 85% of the 46 comments received about Route C.

DASH Route Eliminations:**Downtown Route C:**

- 46 comments (4% of DASH)
- 39 opposed service elimination (85%)
- 16 use for work (35%)
- Concern for local business (7%)
- Suggestions:
 - Raise fares (2%)
 - Improve service (8%)

Downtown Route DD:

- 15 comments (1% of DASH)
- 10 opposed service elimination (67%)
- Concern for local business (7%)
- Suggestions:
 - Raise fares (7%)
 - Less frequency (7%)

Central City East:

- 3 comments (<1% of DASH)
- 2 opposed to service elimination (67%)
- Suggestions:
 - Adjust route (33%)
 - More marketing (33%)

Fairfax:

- 179 comments (14% of DASH)
- 163 opposed service elimination (91%)
 - 73 Senior/Disabled (41%)
 - 15 use for Work (8%)
 - 54 use for medical appointment (30%)
- Concern for local businesses (6%)
- Lack of Other Transit Service Alternatives (4%)
- Accessibility/Other issue with other transit (6%)
- Suggestions:
 - Raise fares (24%)
 - Less frequency (4%)
 - Adjust route (4%)
 - Operate fewer hours or days (3%)

Hollywood/West Hollywood:

- 134 comments (10% of DASH)
- 130 opposed service elimination (97%)
 - 23 Senior/Disabled (17%)
 - 26 use for Work (19%)
 - 38 use for medical appointment (28%)
 - 25 agree with fare increase (19%)
- Lack of Other Transit Service Alternatives (4%)
- Accessibility/Other issue with other transit (4%)
- Suggestions:
 - Raise fares (23%)
 - Less frequency (4%)
 - Adjust route (4%)
 - Improve service (5%)

Hyde Park Shuttle:

- 22 comments and 223 petitioners (19% of DASH)
- 193 letters from school as part of school assignment
- 242 opposed service elimination (99%)
- Lack of Other Transit Service Alternatives (10%)
- Accessibility/Other issue with other transit (4%)
- Concerned with safety (99%)
- Suggestions:
 - Adjust route (<1%)

Van Nuys/Studio City

- 251 comments (20% of DASH)
- 245 opposed service elimination (98%)
 - 31 Senior/Disabled (12%)
 - 51 use for work (20%)
 - 50 use for school (20%)
 - 38 use for medical appointment (15%)
 - 25 agree with fare increase (10%)
- Lack of Other Transit Service Alternatives (10%)
- Accessibility/Other issue with other transit (4%)
- Suggestions:
 - Raise fares (30%)
 - Less frequency (5%)
 - Adjust route (4%)
 - Improve service (3%)

Warner Center:

- 39 comments (3% of DASH)
- 34 opposed service elimination (87%)
 - 6 Senior/Disabled (15%)
 - 14 use for work (36%)
 - 6 use for school (15%)
 - 6 use for medical appointment (15%)
 - 6 agree with fare increase (15%)
- Lack of transportation options (16%)
- Concern for environment (8%)
- Suggestions:
 - Raise fares (18%)
 - Less frequency (11%)
 - Adjust route (23%)

DASH Route Cuts/Service Changes:**Downtown Route D:**

- 9 comments (1% of DASH)
- 6 opposed service change (67%)
 - 2 Senior/Disabled (22%)
 - 2 use for Work (22%)
 - 1 use for school (11%)
- Concern for safety (23%)
- Will hurt local Business (12%)
- Suggestions:
 - Raise fares (12%)
 - Less frequency (23%)
 - Adjust route (23%)

El Sereno/City Terrace:

- 3 comments (<1% of DASH)
- 2 opposed service change (67%)
- 1 agreed with service change (33%)
- Lack other transportation options (33%)
- Suggestions:
 - Raise fares (67%)

Highland Park/Eagle Rock:

- 31 comments (2% of DASH)
- 30 opposed service elimination (97%)
- 10 Senior/Disabled (32%)
- 4 use for Work (13%)
- 6 use for school (19%)
- 5 use for medical appointment (16%)
- Accessibility/Other issue with other transit (19%)
- Suggestions:
 - Raise fares (3%)

Lincoln Heights/Chinatown:

- 89 comments, plus 91 petitioners (14% of DASH)
- 179 opposed service elimination (99%)
- 65 agree with fare increase (36%)
- 49 Senior/Disabled (27%)
- 63 use for work (35%)
- 25 use for school (14%)
- 50 use for medical appointment (28%)
- Lack of Other Transit Service Alternatives (38%)
- Suggestions:
 - Raise fares (5%)
 - Adjust route (2%)

Northridge:

- 25 comments (2% of DASH)
- 22 opposed service change (88%)
- 2 Senior/Disabled (8%)
- 4 use for Work (16%)
- Suggestions:
 - Raise fares (12%)
 - Adjust route (8%)

Wilmington:

2 comments (<1% of DASH)

1 agrees with service change (50%)

Suggestions:

None

Commuter Express Route Eliminations:

Route 413:

20 comments (2% of CE)

19 opposed service elimination (95%)

8 use for work (40%)

6 agree with fare increase (30%)

Concern for environment (15%)

Suggestions:

Raise fares (20%)

Less frequency (15%)

Adjust route (20%)

Route 430:

328 comments, of which 203 were form letters
(27% of CE)

326 opposed service elimination (99%)

19 use for work (6%)

45 use for school (14%)

Lack of other transportation service alternatives
(84%)

Regional Equity (84%)

Concern for environment (70%)

Suggestions:

Cut other routes (17%)

Route 575:

61 comments (5% of CE)

57 opposed service elimination (93%)

6 use for work (10%)

6 agree with fare increase (10%)

Concern for environment (5%)

Suggestions:

Raise fares (9%)

Smaller bus (17%)

Less frequency (5%)

Commuter Express Route Cuts/Service Changes:

Route 142:

- 25 comments (3% of CE)
- 23 opposed service elimination (92%)
- 6 use for work (24%)
- 7 agree with fare increase (28%)
- Lack of other transportation service alternatives (32%)
- Concern for environment (5%)
- Suggestions:
 - Raise fares (9%)
 - Smaller bus (8%)
 - Less frequency (28%)
 - Adjust route (17%)

RE: **End service at 9 PM

- 17 comments (1% of CE)
- 17 opposed service elimination (100%)
- 9 use for work (53%)
- 6 agree with fare increase (35%)
- Lack of other transportation service alternatives (42%)
- Suggestions:
 - Less frequency (30%)
 - Adjust route (12%)

RE: **Eliminate service to Terminal Island

- 7 comments (1% of CE)
- 6 opposed service elimination (86%)
- 2 use for work (29%)
- 2 agree with fare increase (29%)
- Lack of other transportation service alternatives (15%)
- Suggestions:
 - Less frequency (29%)
 - Adjust route (43%)

Route 422:

- 424 comments (35% of CE)
- 424 opposed service change (100%)
- 48 agree with fare increase (11%)
- 387 use for work (91%)
- 209 use for school (50%)
- 208 use for medical appointments (49%)

Lack of other transportation service alternatives
(52%)

Concern for environment (49%)

Suggestions:

Raise fares (9%)

Find other funding (50%)

Less frequency (5%)

Route 423:

251 comments (20% of CE)—207 petitioners are
duplicates of 422

232 opposed service change (22%)

207 use for work (82%)

207 use for school (82%)

208 use for medical appointments (83%)

Lack of other transportation service alternatives
(84%)

Suggestions:

Find other funding (84%)

Adjust route (4%)

Cityride Program Elimination:

Bus Pass Subsidy:

25 comments (14% of Cityride)

25 opposed to program elimination (100%)

Cityride Program Reductions:

Dial-A-Ride Maximum Trip Length:

46 comments (25% of Cityride)

46 opposed reduction (100%)

35 use for medical appointment (76%)

Lack of other transportation service alternatives
(11%)

Accessibility/Other issue with other transit (9%)

Suggestions:

Raise fares (29%)

Remove only for medical appointments (11%)

Reduce maximum trip length but by less than proposed (7%)

Find other funding (3%)

Increase in Quarterly Fees:

20 comments (11% of Cityride)

6 opposed increase (30%)

8 agree with increase (40%)
1 Too drastic (5%)
4 agree only if current fare allocation remains (20%)
Suggestions:
Find other funding (5%)

Decrease in fare value allotment

22 comments (12% of Cityride)
21 opposed reduction (96%)
1 agree with reduction only if bus pass program is retained (5%)

Increase in Dial-A-Ride cash fares

14 comments (8% of Cityride)
6 opposed increase (43%)
4 agree with increase (29%)
4 think proposed increase is too high (29%)

Increase in Emergency scrip fees

1 comment (<1% of Cityride)
1 opposed to increase (100%)

Increase in Cityride Fees/Fares (proposal not specified)

32 comments, 21 of which were form letters (17%
of Cityride)
31 opposed to increase (97%)
1 agrees with increase (3%)

Cityride proposals (proposal not specified)

10 responses (5% of Cityride)
10 opposed to cuts (100%)

Charter Bus Elimination:

112 comments
122 letters from school as part of school project
111 opposed service elimination (99%)
59 Senior/Disabled (53%)
Lack of Other Transit Service Alternatives (5%)
Reaches at Risk Youth (38%)
Environmental Concerns (2%)
Suggestions:
Find other funding (4%)
Operate fewer hours/days (1%)

COMMENTS RELATED TO FARE INCREASES ON DASH & COMMUTER EXPRESS

Total Number of Comments:	2,951
Total Number of DASH Comments:	1,278 (45%)
Total Number of Commuter Express Comments:	1,227 (43%)
Total Number of Fare Comments:	563 (19%)
Total Number of DASH Fare Comments:	409 (74%)
Agree:	3%
Disagree:	3%
Agree if continue service:	27%
Total Number of CE Fare Comments:	154 (27%)
Agree:	2%
Disagree:	3%
Agree if continue service:	4%
Agree, but too high:	4%

APPENDIX

Transit Service Analysis Public Outreach Activities

LADOT determined that a major outreach and communication effort was necessary in order to fully educate and inform all LA residents, especially those who utilize LADOT transit services. The purpose of the communication effort was twofold. First of all, the financial crisis facing the Transit Bureau as well as the Bureau's response of fare and service changes proposed to address the crisis of the needed to be explained and secondly, LADOT wanted to publicize the ways in which public comments could be received by interested members of the public, including attendance at scheduled public hearings.

The following is a summary of all activities initiated by LADOT.

September 2009:

Letter detailing financial crisis and the initiation of transit service analysis as well as methods by which public comments would be received sent by LADOT to LA Mayor's Office, all LA City Council Offices, Neighborhood Councils and other stakeholders.

Detailed rider alert explaining impending financial crisis, the initiation of the transit service analysis and informing public of various methods for making comments to LADOT posted on:

- All LADOT buses
- LADOT main website
- LADOT Transit website
- Transit services analysis study website

October through December, 2009:

Transit service analysis continues through December.

620 comments are received from the public prior to posting of study preliminary recommendations.

Preliminary recommendations completed.

Briefings held for LA City Council and Mayor's Offices.

Preliminary recommendations posted on the study website in December.

January, 2010

Brochure detailing preliminary recommendations from transit service analysis prepared in English, Spanish and Chinese.

Special telephone number set up to receive public comments in English, Spanish and Chinese.

Letter explaining completion of transit service analysis and process for public comments and attaching brochure of preliminary recommendations sent by LADOT to LA Mayor's Office, all LA City Council Offices, Neighborhood Councils and other stakeholders.

Rider alert explaining the next steps in the public process and referring public to brochure of preliminary recommendations posted on the following:

- All LADOT buses and Cityride vehicles
- LADOT main website
- LADOT Transit website
- Transit services analysis study website
- LADOT Transit Store

Brochure of preliminary recommendations also posted on the same website locations and made available on LADOT vehicles and at the Transit Store.

Seat Drops in English and Spanish of both rider alert and brochure of preliminary recommendations distributed on all LADOT Commuter Express buses.

Transit ambassadors distributed brochure of preliminary recommendations on the following LADOT routes:

- DASH Central City East
- DASH Downtown Route C
- DASH Downtown Route D
- DASH Downtown Route DD
- DASH Fairfax
- DASH Highland Park/Eagle Rock
- DASH Hollywood/West Hollywood
- DASH Hyde Park Shuttle
- DASH Lincoln Heights/Chinatown
- DASH Van Nuys/Studio City
- DASH Warner Center
- Route 422
- Route 423

Laminated signs of proposed changes posted on the route signs at Terminal Island for Route 142 and at Northridge Metrolink Station for DASH Northridge.

Brochure of preliminary recommendations distributed as follows:

- All Council District Offices
- Mayor's Offices
- All LADOT Transit pass consignment vendors
- 16 Department of Aging Multipurpose Senior Centers
- Angelus Plaza
- Fairmount Plaza
- 4 Parking Violations Bureau offices
- Van Nuys Library
- Studio City Library
- Pico Pico Library

- Westwood Library
- Chinatown Library
- Central Library
- Little Tokyo Service Center
- James Wood Center
- SRO Housing
- Ramona Community Center
- Arroyo Seco Public Library
- Charter school in Eagle Rock
- Eagle Rock High School
- Fairfax High School
- Cathedral High School
- Lincoln High School
- HealthNet
- LANI
- Chinatown BID
- Studio City BID
- Central City East Association
- Chatsworth Porter Ranch Chamber of Commerce
- Gateway to LA
- Hollywood Media District
- The Port of Los Angeles
- US Customs House
- San Pedro Chamber of Commerce
- Farmer's Market (Fairfax)
- Thousand Oaks Transit Center
- Hollywood Entertainment District
- Ort Technical School (Van Nuys)
- Los Angeles Valley College
- Pierce College

Car cards in English and Spanish posted on all LADOT vehicles, including Cityride vans, encouraging public comments and detailing ways to submit comments.

Letter and brochure of preliminary recommendations mailed directly to approximately 80,000 active Cityride customers. Letter and brochure were in English and Spanish, but also included a Chinese message giving a contact number to call if materials were needed in Chinese.

Chinese translations of materials sent out to approximately 80 passengers who requested them.

Press release issued by LADOT on January 13 detailing schedule of public hearings. Release carried by numerous news media, including radio, newspapers, and blogs. Release also posted on LADOT transit and main websites.

Ad placed in LA Times on January 14 detailing dates, times, locations, and content of six scheduled public hearings to begin on February 16, 2010.

Ad also placed in community newspapers represented by Eastern Group Publications.

Rider alerts detailing public hearing dates and locations produced and posted on the following:

- All LADOT buses and Cityride vehicles
- LADOT main website
- LADOT Transit website
- Transit services analysis study website
- LADOT Transit Store

Rack cards in English and Spanish detailing public hearing dates and locations produced and made available on all LADOT vehicles as well as at the LADOT Transit Store.

Seat drops of rack cards distributed on all Commuter Express vehicles.

Car cards detailing public hearing dates and locations produced and posted on all LADOT vehicles.

February through March 3, 2010

Hearing date notices sent to over 150 passengers who requested them.

Seat drops of rack cards again distributed on all Commuter Express vehicles.

Rack cards, brochures of preliminary recommendations continued to be available on all LADOT vehicles.

Six public hearings held on the following dates and locations:

- February 16, 2010: West Los Angeles, Henry Medina West L.A. Parking Enforcement Facility, 11214 W. Exposition Boulevard, Los Angeles, CA 90064
- February 17, 2010: South Los Angeles, South Los Angeles Activity Center, 7020 S. Figueroa Street, Los Angeles, CA 90003
- February 23, 2010: Central Los Angeles, Caltrans Building, 100 S. Main Street, Los Angeles, CA 90012
- February 24, 2010: North Valley and South Valley, Marvin Braude Constituent Service Center, 6262 Van Nuys Boulevard, Van Nuys, CA 91401
- February 25, 2010: Harbor, Cabrillo Marina Community Center, 224 Whalers Walk, San Pedro, CA 90731
- March 3, 2010: East Los Angeles, Ramona Hall Community Center, 4580 N. Figueroa Street, Los Angeles, CA 90065

The public comment period ended on March 3, 2010 at the close of the last public hearing. 2951 comments were received from the public.