

# **FY24 Bus and Rail Service Plan**

Operations, Safety & Customer Experience Committee Meeting  
April 20, 2023

# FY24 Bus Service Plan

The Fiscal Year 2024 budget assumes the following bus service levels:

- Continue operation of 7 million bus revenue service hours (annualized) based on NextGen Bus Plan.
- Ridership for bus overall for the month of February 2023 compared to February 2022 continues to grow:
  - up 15.4% for weekdays
  - up 8.3% for Saturdays
  - up 23.0% for Sundays
- Comparing February 2023 with pre-COVID ridership was:
  - 75.5% recovered weekdays
  - 86.3% recovered Saturdays
  - 98.4% recovered Sundays



# Bus Service Reliability

Full bus service has been delivered with increased reliability.

- Metro expects to be fully staffed with bus operators throughout FY24.
- Cancellation rates have decreased
- Service will also be adjusted to meet load standards (avoid regular crowding) ad standard) and improve on-time performance.

% Cancelled Service	Weekday	Saturday	Sunday
Pre- Dec 2022 Service Change 4 week Average	3.2%	3.9%	7.4%
One Year Ago WE 3/26/22	3.4%	4.5%	9.7%
Week Ending 3/25/23	2.2%	0.9%	5.9%

# Bus Speed and Reliability

Refinements will be implemented in conjunction with new bus lanes and other NextGen speed and reliability initiatives that can support improved peak frequency.

- As of March 31, 2023, 31 miles of bus priority lanes are operational, increasing speed and reliability by up to 15%.
- Another 64 miles of bus priority lanes are in the planning stage with some implementation in FY24.
- The FY24 program includes progress towards camera based lane enforcement, new cloud-based transit signal priority implementation, and all-door board.



# Rail Frequency Adjustments

- The FY24 Light Rail and Heavy Rail service plans both reflect a new peak and off-peak service level.
  - Light Rail peak hour frequencies will be standardized at 8 minutes and off-peak service will be enhanced to 10-minutes (currently 12- 15 minutes).
  - Heavy rail will operate at 10 minutes throughout the day versus pre-COVID service levels of 10 min peak and 12 minute off peak.
- The phasing in of these frequencies will be contingent on demonstrated successful operation of Regional Connector service, availability of fleet and operators, and ridership recovery.

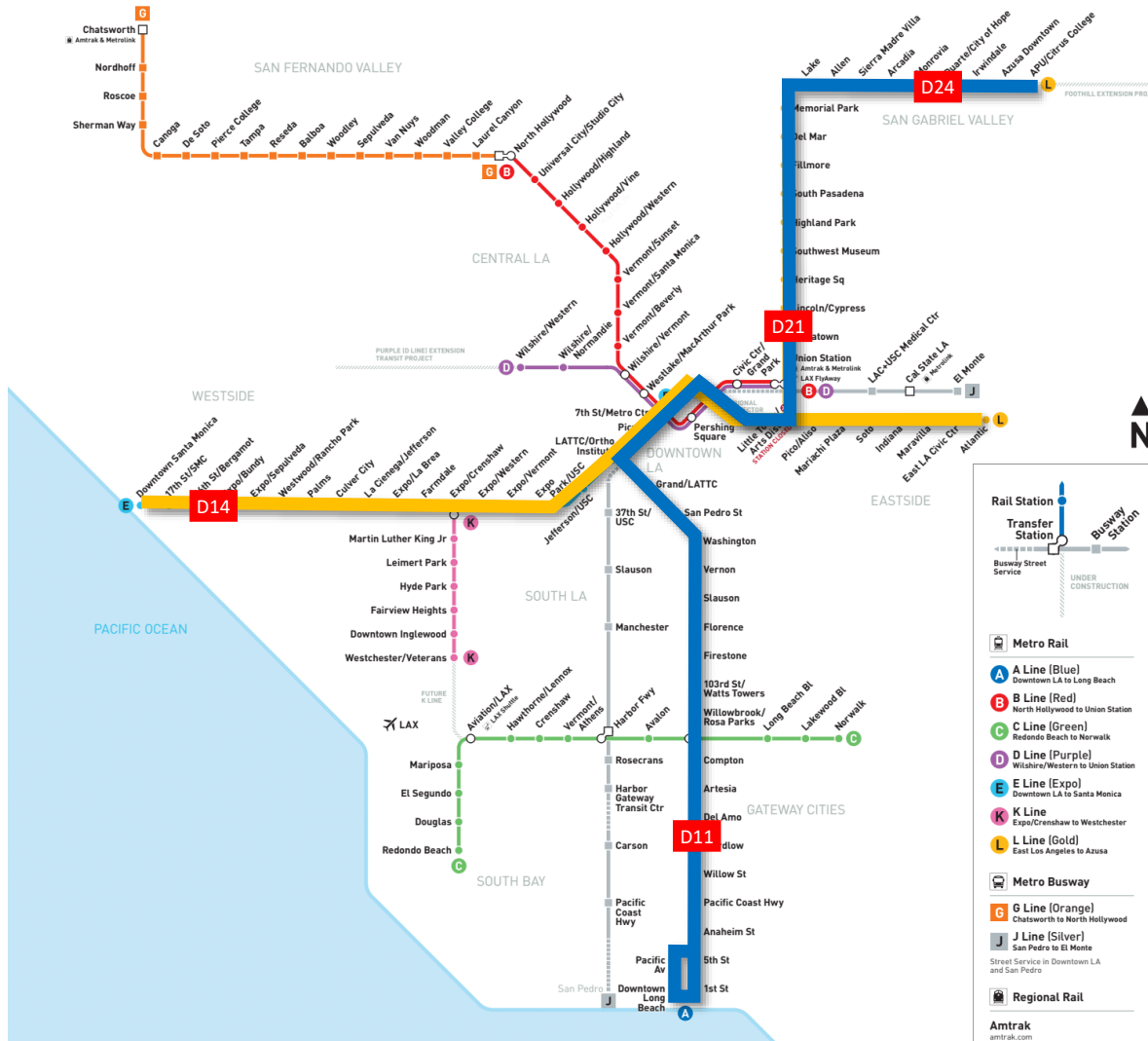


# FY24 Light Rail Service Plan

- The light rail network in FY24 will include a full year of operation of Crenshaw K Line and new Regional Connector with new A Line (Long Beach – Azusa) and E Line (Santa Monica – East LA).
- Ridership in February 2023 compared to February 2019 (pre-COVID)
  - 57.3 percent recovered weekdays
  - 65 percent recovered Saturdays
  - 70.3 percent recovered Sundays
- Ridership has increased in February 2023 versus February 2022
  - up 0.4 percent on weekdays
  - up 14.1 percent on Saturdays
  - up 6.8 percent on Sundays



# Regional Connector Operating Plan



## Trains

- Loading system from 4 rail divisions
- Three rail car types will be used on RC (P3010, P2550, refurbished P2000)
- Remote train overnight storage
- L (Gold) Line Eastside train storage

## Schedules

- Metro will launch the Regional Connector with the existing 10-minute peak and 12-minute midday and weekend service frequencies for the A and E lines.
- 10 min peak transition to 8 min peak
- Impacts of delays through R/C
- Planned and unplanned service adjustments

# FY24 Heavy Rail Service Plan

For the beginning of FY24, the B & D (red/purple) subway lines will continue operating a 15-minute daytime all week service frequency.

Ridership in February 2023 compared to February 2019 (pre-COVID)

- 60.4 percent recovered weekdays
- 84.8 percent recovered Saturdays
- 89.7 percent recovered Sundays

Ridership has increased in February 2023 versus February 2022

- up 6.4 percent weekdays
- up 15 percent Saturdays
- up 57.1 percent Sundays

Staff will continue to monitor ridership, loads per trip, operator and fleet availability with the intent of increasing to a 10-minute daytime all week service frequency during FY24.

