



Board Report

File #: 2019-0078, **File Type:** Agreement

Agenda Number: 17.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MARCH 21, 2019**

SUBJECT: GLENDALE BEELINE ROUTE 3 / LADOT DASH 601, DASH 602 AND COMMUTER EXPRESS 422, AND PVPTA LINE 225/226 TRANSIT SERVICE OPERATION AGREEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Glendale for the Glendale Beeline Route 3 for a period of two years through June 30, 2021 for an amount up to \$1,328,980 which is inclusive of FY19 expenditures and estimated CPI Index rates;
- B. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Los Angeles Department of Transportation (LADOT) for Dash 601, Dash 602, and Commuter Express 422 for a period of two years for an amount up to \$8,900,520;
- C. EXTENDING the Transit Service Operation Agreement between LACMTA and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of Line 225/226 for a period of two years for an amount up to \$503,385;
- D. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the City of Glendale for funding approval;
- E. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the LADOT; and
- F. AUTHORIZING the Chief Executive Officer, or his designee, to negotiate and execute all necessary agreements between LACMTA and the PVPTA for funding approval.

ISSUE

The current agreement between LACMTA and the City of Glendale, to fund a portion of Glendale Beeline Route 3 and Line 177, will expire on June 30, 2019. Staff is requesting Board authority to continue the agreement through June 30, 2021, as the service replaces

the former western extension of Metro's directly operated Line 177.

The current agreement between LACMTA and LADOT to fund a portion of Dash 601, Dash 602, and Commuter Express 422 will expire on June 30, 2019. Staff is requesting Board authority to continue the agreement through June 30, 2021.

The current agreement between LACMTA and PVPTA funds a portion of Line 225/226 and will expire on June 30, 2019. Staff is requesting Board authority to continue the agreement through June 30, 2021.

BACKGROUND

In FY98, Metro implemented a Consent Decree Pilot Program to improve mobility for the transit dependent. In July 1999, the Board of Directors approved the service modifications based on the Consent Decree Pilot Program and Public Hearing results. The term of the agreement was for one year from the initial date of operations with automatic one year renewals which include changes to service levels as needed.

DISCUSSION

City of Glendale

In February 2000, the LACMTA Board approved ten year agreement in which LACMTA would discontinue operating service on the western portion of MTA Route 177 between the Jet Propulsion Laboratory (JPL) and downtown Glendale. Line 177 is now a contract line operated for Metro via a private bus company. The service is considered a local, community service that is more suited to be integrated into the Beeline service operated by the City of Glendale.

The City of Glendale agreed to operate on the days of week, span of service, and frequencies of service equal to or better than that operated by the LACMTA. Expenditures in the amount of \$63K for local transit services rendered during 2018-2019 have been included in the current TSA value. Also, the rate will be indexed each year according to the Consumer Price Index (CPI) based on the prior year's rate for the Los Angeles-Long Beach-Anaheim Urbanized Area (not seasonally adjusted).

City of Los Angeles Department of Transportation

The Transit Service Operations Agreement between LACMTA and the City of Los Angeles has been effective since its implementation as part of the Consent Decree. The service has enabled both agencies to focus on operating services more appropriate to each agency's core mission. Currently, Line 422 averages 10.1 boardings per hour, Line 601 averages 40.7 boardings per hour and Line 602 averages 18.6 boardings per hour. These levels are all above the average boardings for community based transit services. In FY18, lines 422, 601 and 602 scheduled 113,718 RSH and reported approximately 3,590,201 annual passenger trips.

City of Palos Verdes Peninsula Transportation Authority

PVPTA began providing service to the Palos Verdes Peninsula in 1995. At the time of the Consent Decree Metro Line 225/226 was the only local bus line operated in this part of the County. In 2006, it was determined that Line 225/226 would be best, and most cost effectively, operated by PVPTA

via subsidy from LACMTA. In FY18, line 225/226 scheduled 6,371 RSH and reported approximately 28,807 annual passenger trips. Please refer to Attachments A, B, and C for additional ridership and service information relating to City of Glendale, LADOT and PVPTA service.

Performance Evaluation

During the coming months, Metro staff will continue to evaluate the performance of the lines to ensure that the service provided aligns with Metro's Transit Service Policy, efficiency standards, and meets the needs of our customers.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

The full value of the City of Glendale service agreement is up to \$1,328,980, LADOT is \$8,900,520, and PVPTA is \$503,385, for a complete total of \$10,732,885. Funding of \$5,383,509 will be included in the FY20 budget to provide the FY20 service levels. All funds for these transit service agreements are included in the FY20 budget cost center 3590, Account 54001 under project number 306006 (System-wide Bus Operations Management and Administration), task 01.001.

Since these are multi-year contracts, the cost center/project manager will be responsible for budgeting these costs in future fiscal years.

Impact to Budget

Funding for this action will come from the Enterprise Operating fund. The source of funds will be from Federal, State, and Local sources including sales tax and fares. These funding sources are eligible for Bus Operating Projects and will maximize fund use based on funding allocation provisions.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 3) Enhance communities and lives through mobility and access to opportunity. Metro will continue work towards making Los Angeles County's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves.

NEXT STEPS

Staff will execute a renewal of the current Transit Service Operation Agreements between LACMTA and the City of Glendale for the Glendale Beeline Route 3 and Line 177; will execute an agreement between LACMTA and the City of Los Angeles for Lines 422, 601 and 602; and will execute an agreement between LACTMA and PVPTA for Line 225/226. During the next two years, Metro will utilize NextGen Bus Study data, findings and recommendations to evaluate the performance of all

bus service and transit market demand in Los Angeles County in an effort to modernize and reimagine our bus network.

ATTACHMENTS

Attachment A - Map of Glendale Service Area

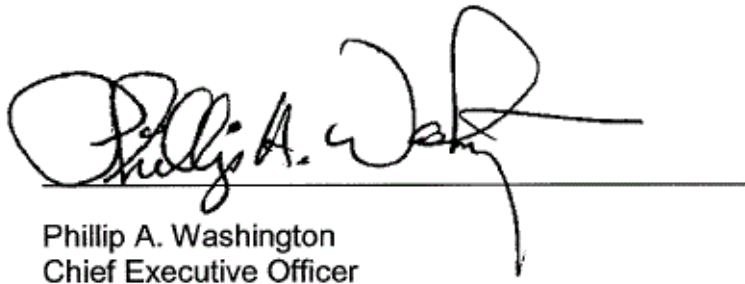
Attachment B - Map of LADOT Service Area

Attachment C - Map of PVPTA Service Area

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