



Board Report

File #: 2017-0300, **File Type:** Agreement

Agenda Number: 32.

**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE
JUNE 15, 2017**

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 TRANSIT SERVICE OPERATION AGREEMENTS

RECOMMENDATION

CONSIDER:

- A. EXTENDING the Transit Service Operation Agreement between LACMTA and the City of Glendale for the Glendale Beeline Route 3 for an additional two years inclusive of \$1,091,577;
- 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 an additional two years inclusive of \$8,900,520;
- C. EXTENDING the Transit Service Operation Agreement between LACMTA and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of the Line 225/226 for two years inclusive of \$485,705;
- D. AUTHORIZING the Chief Executive Officer, or their 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 their designee, to negotiate and execute all necessary agreements between LACMTA and the LADOT; and
- F. AUTHORIZING the Chief Executive Officer, or their 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, 2017. Staff is requesting Board authority to

continue the agreement through June 30, 2019, 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, 2017. Staff is requesting Board authority to continue the agreement through June 30, 2019. This service provides a vital community based service that originally was part of the Consent Decree. In FY1998 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 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.

The current agreement between LACMTA and PVPTA funds a portion of Line 225/226 and will expire on June 30, 2017. Staff is requesting Board authority to continue the agreement through June 30, 2019.

DISCUSSION

City of Glendale

In February 2000, the LACMTA Board approved a 10 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 to be a local, community based 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. The rate will be indexed each year according to the Consumer Price Index (CPI).

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 which ended in 2010. The service has enabled both agencies to focus on operating services more appropriate to each agency's core mission. Currently, Line 422 averages 11 boardings per hour, Line 601 averages 44 boardings per hour and Line 602 averages 24 boardings per hour. These levels are all above the average boardings for community based transit services. In FY16, lines 422, 601 and 602 scheduled 106,536 RSH and reported approximately 3,585,881 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 FY16, line 225/226 scheduled 6,288 RSH and reported approximately 34,108 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. In spring 2019, staff will return to the Board with recommendations based upon further evaluation of the services provided under these Transit Service Operation Agreements along with possible alternative funding sources.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any impact on the safety of Metro's employees or customers.

FINANCIAL IMPACT

The full value of the City of Glendale service agreement is \$1,091,577, LADOT is \$8,900,520, and PVPTA is \$485,705. Funding of \$5,238,901 is included in the FY18 budget to provide the FY18 service levels. All funds for these transit service agreements are included in the FY18 budget cost center 3590, Account 54001 under project number 306006 (System-wide Bus Operations Management and Administration), task 01.001.s.

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.

ALTERNATIVES CONSIDERED

The Board could elect to no longer operate the service based on the termination terms delineated in the agreements, although this would be at a detriment to the community based approach that Metro advocates for. Another option would be to bring the services in-house as part of LACMTA's directly operated services. This option would result in a higher cost to LACMTA due to increased dead-head, additional equipment purchase and maintenance costs, along with increases to the number of FTEs needed to operate the service. The final option considered would be to find an alternative funding source for these services. This option may be viable but will likely result in a lapse in service while alternative funding sources are evaluated and applied for.

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 coming months LACMTA 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. In spring 2019, staff will return to the Board with recommendations based upon further evaluation of the services provided under these Transit Service Operation Agreements along with possible alternative funding sources.

ATTACHMENTS

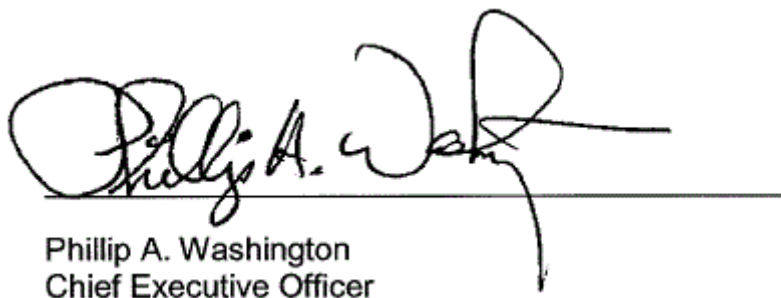
Attachment A - Map of Glendale Service Area

Attachment B - Map of LADOT Service Area

Attachment C - Map of PVPTA Service Area

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