



Board Report

File #: 2022-0877, File Type: Agreement

Agenda Number: 19.

REVISED
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 18, 2023

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 AGREEMENTS

RECOMMENDATION

CONSIDER:

- A. EXTENDING the Transit Service Operation Agreement between METRO and the City of Glendale for the Glendale Beeline Route 3, for a period of one year through June 30, 2024, for an amount up to \$776,430.78, which is inclusive of FY23 expenditures and estimated CPI Index rates;
- B. EXTENDING the Transit Service Operation Agreement between METRO and the City of Los Angeles Department of Transportation (LADOT) for Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422, for a period of one year through June 30, 2024, for an amount up to \$4,450,260.00;
- C. EXTENDING the Transit Service Operation Agreement between METRO and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of the Line 225/226, for a period of one year through June 30, 2024 ~~2028~~, for an amount up to \$262,354.39;
- D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the City of Glendale for funding approval; and
- E. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all

necessary agreements between METRO and the LADOT; and

- F. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the PVPTA for funding approval.

ISSUE

Consent Decree related agreements for service are in need of renewal. The current agreement between Metro and the City of Glendale, to fund a portion of Glendale Beeline Route 3 and Line 177, will expire on June 30, 2023. The service replaces the former western extension of Metro directly operated Line 177.

The current agreement between Metro and LADOT to fund a portion of Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422 will expire on June 30, 2023.

The current agreement between Metro and PVPTA funds a portion of Line 225/226 and will expire on June 30, 2023.

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 an automatic yearly renewal to include changes to service levels as needed.

DISCUSSION

City of Glendale

In February 2000, the Metro Board approved a ten-year agreement in which Metro 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 Metrovia 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 Metro. Expenditures in the amount of \$35K for local transit services rendered during 2022-2023 have been included in the current TSA value. The rate will be indexed each year according to the CPI based on the prior year's rate for the Los Angeles-Long Beach-Anaheim Urbanized Area (not seasonally adjusted). Please see Attachment A for additional Glendale performance data.

- The City of Glendale's Beeline operation of the Western Portion of Route 177 had an average of 5.57 passenger boardings per hour. This is below Metro's lowest performing route average of approximately 7 passenger boardings per hour.

City of Los Angeles Department of Transportation

The Transit Service Operations Agreement between Metro 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. In FY22, lines 422, 601 and 602 scheduled 105,358 RSH and reported approximately 1,434,005 annual passenger trips. Please see Attachment B for additional LADOT performance data.

- LADOT's operation of Lines 601 and 422 had 9.59 and 6.4 average passenger boardings per hour, respectively. These are both below Metro's lower performing route average of approximately 10 passenger boardings per hour. Line 602 had an average of 17.47 passenger boardings per hour, which is the highest performer within these agreements, but still below Metro's systemwide average of 28 average passenger boardings per hour.

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 Metro. In FY22, line 225/226 scheduled 5,808 RSH and reported approximately 18,240 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. Please see Attachment C for additional PVPTA performance data.

- PVPTA operation of routes 225 and 226 had an average of 3.14 passenger boardings per hour. This is less than half of Metro's lowest performing route average of approximately 7 passenger boardings per hour.

While the above services have relatively low ridership and productivity, they provide service coverage in the various communities they serve. Their operation through these agreements is at a lower cost than what Metro could provide. While past renewals have been more procedural, on this occasion, a one-year renewal is being proposed in order to give time for Metro to work with each of the three providers to identify opportunities to improve the productivity of these services to support their ongoing sustainability. A plan for such changes that is supported by Metro and the providers will be brought before the Metro Board in FY24 Q3 for consideration as the basis for new agreements moving forward in FY25 and beyond.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding to run all three agreements through June 30, 2024, has been included in the proposed FY24 budgets..

Funding of \$5,489,045.17, will be requested in the proposed FY24 budget to extend the agreements and provide the FY24 service levels. All funds for these transit service agreements are/will be

included in cost center 3590 (Contract Services), accounts 54001 and 54002 (Subsidies) under project number 306006 (System-wide Bus Operations Management and Administration).

In the past these have been multi-year agreements, with the cost center/project manager being responsible for budgeting these costs in future fiscal years. However, on this occasion, the renewal is being offered for one year, in order to give time for Metro to work with each of the three providers to identify options for improved performance and sustainability. Such changes, if supported by the Metro Board, would form the basis for new agreements moving forward in FY25 and beyond.

Attachment D provides the details of the service agreement costs for FY24.

Impact to Budget

The current source of funds for this action are Proposition A/C, Measure R/M, and the Transportation Development Act. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines. These funds are operating eligible funds.

EQUITY PLATFORM

Glendale Beeline Route 3

The Glendale Beeline functions primarily as a community circulator between Glendale and JPL. The beginning of the route in Downtown Glendale is considered an equity focused community. This service also is unique in providing transit for the County unincorporated community of La Canada-Flintridge.

City of Los Angeles Department of Transportation

The transit service agreement with LADOT includes three lines, two of which (L601 & L602) are 100% operated in equity focused communities. Line 422 operates a portion of the service through Downtown Los Angeles' Equity Focus Communities. These routes connect residential areas with activity centers and other regional services.

City of Palos Verdes Peninsula Transportation Authority

PVPTA route 225 services the equity focus community of San Pedro by enhancing access to jobs, education, health care, and personal mobility for residents throughout the region. The majority of the riders are from Metro's Silver Line and local students and residents who take the bus to the Palos Verdes Peninsula for work and other social activities.

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 to 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

A review of all services covered by these agreements will be made in 2023 in conjunction with the three providers that deliver these services, to determine any changes in order to improve their performance and sustainability. Staff will also execute a renewal, for FY24 only, of the current Transit Service Operation Agreements between Metro and the City of Glendale for the Glendale Beeline Route 3 and Line 177; will execute an agreement between Metro and the City of Los Angeles for Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422; and will execute an agreement between LACTMA and PVPTA for Line 225/226. During the agreement period Metro staff will continue to evaluate the performance of the lines, findings, and recommendations to ensure that the service provided aligns with Metro's transit service policies, efficiency standards, and meet the needs of our diverse customers and stakeholders.

ATTACHMENTS

Attachment A - Map of Glendale Service Area

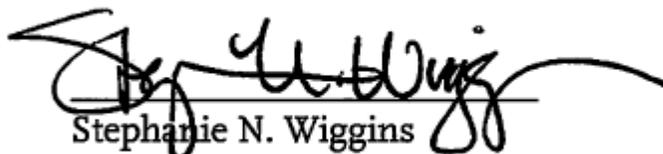
Attachment B - Map of LADOT Service Area

Attachment C - Map of PVPTA Service Area

Attachment D - Transit Service Agreement Values

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