

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Date : January 16, 2008

To: The Honorable City Council
c/o City Clerk, Rm 395, City Hall
Attention: Honorable Wendy Greuel, Transportation Committee

John E. Fisher

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

Subject: **COMMUTER EXPRESS SERVICE STUDY [CF 07-2082]**

SUMMARY

The City Council, at its meeting on June 26, 2007, adopted a motion (Greuel-Parks) instructing the Department of Transportation (LADOT) to "examine the existing Commuter Express service to ensure that the current bus routes reflect the City's predominant commute patterns and meet the needs of as many commuters as possible in the most cost-effective manner". This report and its appendices provide background information and analysis regarding the Commuter Express program.

In this report, the Commuter Express program is reviewed in the context of the range of similar commuter service provided by other transit operators which connect residential areas with higher density employment centers located within City boundaries. Since the initiation of Commuter Express service by LADOT in 1987, the Department has implemented a number of new routes (including service to employment centers outside of Downtown Los Angeles) and has made numerous ongoing service adjustments to specific routes. In addition, the Commuter Express-type service provided by other transit operators (e.g. Foothill, Santa Clarita, Antelope Valley, and Metrolink) has grown dramatically. Metro, the primary transit provider within the City, has implemented subway, light rail, and busway service - as well as its Rapid Bus program in coordination with LADOT during the same period.

All but one of the Department's 16 commuter Express routes receive regional Formula Allocation Procedure (FAP) operating subsidies each year from Metro. These subsidies, which typically account for approximately 50 percent of the total operating costs, are specific to the routes currently being operated. The implementation of any new commuter routes (and possibly significant modifications to existing routes) by LADOT would not be eligible for regional transit funding. Given the projected significant deficits in the City's Proposition A local return fund, LADOT is not able to initiate new Commuter Express routes and would have to relinquish regional funding if it canceled or significantly restructured existing routes.

The Department currently operates 16 different Commuter Express routes and serves approximately two million passenger trips per year. Currently, all but one of the 16 Commuter Express routes maintain an overall performance level in excess of the minimum threshold established in the City's adopted Transit Service Performance Ranking system. Overall performance level, however, will face serious challenges in 2008 and beyond due to the significantly higher operating costs for Commuter Express which will be in place beginning in February 2008.

TRANSPORTATION

JAN 23 2008

RECOMMENDATION

That the City Council Receive and File this report as it is for informational purposes only.

BACKGROUND

LADOT's Commuter Express Program provides suburb to Downtown, suburb to suburb and "reverse commute" line haul (primarily freeway) weekday peak hour bus service. The service began in 1985 as a single route linking LADOT's Encino park-n-ride lot with Downtown Los Angeles. Nine more Commuter Express routes were taken over by LADOT from SCRTD (the predecessor to Metro) in 1987 under the Los Angeles County Transportation Commission (LACTC) Bus Service Continuation Program (BSCP). These routes include Routes 142, 413, 419, 423, 430, 431, 437, 438 and 448. All of these original BSCP routes, with the exception of Route 142 connecting San Pedro and Terminal Island with Long Beach, link suburban residential areas to Downtown Los Angeles.

Beginning in 1992, the Department implemented a number of new Commuter Express routes that serve employment centers outside of Downtown Los Angeles. At that time, the Department implemented four new Commuter Express routes that were funded by the LACTC as part of its Transit Services Expansion (TSE) Program; three of those four routes link various activity centers in the San Fernando Valley with other activity centers outside of Downtown (Routes 549, 573 and 574), while the fourth route links previously unserved suburbs with Downtown (Route 409). Commuter Express Route 575, which links Simi Valley with the employment center in Warner Center, was implemented by the Department in 1993. Commuter Express Route 534, which links Union Station/ Downtown with employment centers in Century City and Westwood, was added by the Department in 1994 following the Northridge earthquake. Commuter Express Routes 142 and 534 are the only Commuter Express routes which do not include a freeway running segment. The most recent (1998) addition is Commuter Express Route 422 which provides reverse commute service from residential areas in South Los Angeles / Downtown to jobs in the San Fernando Valley and the Conejo Corridor.

Currently, nine of the existing 16 Commuter Express routes link suburban residential areas with the Downtown Los Angeles employment center (Routes: 409, 413, 419, 423, 430, 431, 437, 438 and 448), while the remaining seven routes serve various employment centers outside of Downtown Los Angeles (Routes 142, 422, 534, 549, 573, 574 and 575). The following table (**Exhibit 1**) lists all of the current Commuter Express routes.

**Exhibit 1
 COMMUTER EXPRESS ROUTE SUMMARY**

Route	Description / Service Area	Direction (pk hr runs)
142	San Pedro - Terminal Island - Long Beach	Bi-directional, all day service
409	Sylmar - San Fernando - Sunland - Tujunga- Montrose - Glendale - Downtown Los Angeles	AM: to Downtown (7* runs) PM: to Sylmar (7* runs)
413	Van Nuys - North Hollywood - Burbank - Downtown Los Angeles	AM: to Downtown (4 runs) PM: to Van Nuys (4 runs)
419	Chatsworth - Northridge - Granada Hills - Mission Hills - Downtown Los Angeles- Exposition Park	AM: to Expo Park (8 runs) PM: to Chatsworth (8 runs)
422	South Central- Hollywood -Sherman Oaks- Tarzana- Warner Center- Thousand Oaks	AM: to Thousand Oaks (19* runs) PM: to South Central (17* runs)
423	Newbury Park- Thousand Oaks- Westlake Village- Agoura- Calabasas- Woodland Hills- Encino- Downtown- Expo Park	AM: to Expo Park (11* runs) PM: to Newbury Park (11* runs)
430	Pacific Palisades- Brentwood- Westwood- Loyola HS- Downtown Los Angeles	AM: to Downtown (2 runs) PM: to Pacific Palisades (2 runs)
431	Westwood- Rancho Park- Palms - Downtown Los Angeles	AM: to Downtown (4 runs) PM: to Westwood (4 runs)
437	Venice- Marina del Rey- Mar Vista- Culver City- Downtown Los Angeles	AM: to Downtown (6 runs) PM: to Venice (6 runs)
438	Redondo Beach- Hermosa Beach- Manhattan Beach- El Segundo- Downtown Los Angeles	AM: to Downtown (8* runs) PM: to Redondo Beach (8* runs)
448	Rancho Palos Verdes- Rolling Hills Estates- Lomita- Harbor City-Wilmington- Exposition Park- Downtown Los Angeles	AM: to Downtown (6 runs) PM: to Rancho Palos Verdes (6 runs)
534	Union Station- Downtown- Midtown- Century City- Westwood	AM: to Westwood (4 runs) PM: to Union Station (4 runs)
549	Encino- Sherman Oaks- NoHo Red Line- Burbank- Glendale- Pasadena	AM: bi-directional PM: bi-directional
573	Mission Hills- Granada Hills- Northridge- North Hills- Reseda- Encino- Westwood- Century City	AM: to Century City (11 runs) PM: to Mission Hills (12 runs)
574	Sylmar- Granada Hills- North Hills- Reseda- Encino- LAX - El Segundo	AM: to El Segundo (5 runs) PM: to Sylmar (5 runs)
575	Simi Valley - Warner Center	AM: to Warner Center (3* runs) PM: to Simi Valley (3* runs)

* includes some short runs

A map of the current Commuter Express system of routes is included as **Figure 1** on the following page. Commuter Express routes operate generally on weekdays only during the morning and afternoon peak commute periods (between the hours of 5:30 AM and 9:00 AM and then between the hours of 3:30 PM and 7:00 PM). Commuter Express buses are also used at the beginning or end of their commuter runs to operate the Downtown Metrolink Shuttle service linking Union Station (Patsaouras Transit Plaza) with the Bunker Hill area. No Commuter Express service is provided on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

The current base cash fare for Commuter Express is \$0.90, with additional zone cash fares as the distance traveled increases, up to a maximum Zone 4 cash fare of \$3.10. LADOT offers unlimited ride Base and Zones 1- 4 monthly passes as well as individual ride trip tickets. As of January 1, 2008, Metro passes are no longer honored due to the fact that Metro terminated its pass reimbursement agreement with LADOT as of that date. LADOT continues to honor the countywide EZ Transit Pass. LADOT also offers reduced cash fares to seniors and to persons with disabilities. **Appendix A**, attached, lists each of the Commuter Express routes with their initial year of LADOT operation and route length.

Overall, Commuter Express and the Downtown Metrolink Shuttle served approximately two million passenger trips in FY 2006-07. The average subsidy per passenger mile for Commuter Express is \$0.20 (although the variation between routes is wide: from as low as \$0.06 to as high as \$0.62 per passenger mile); this compares to an average subsidy per passenger mile on DASH of approximately \$0.74. However, DASH operates at a subsidy per passenger of approximately \$1.13, compared to \$2.95 for Commuter Express. The lower relative subsidy per passenger mile for Commuter Express is due primarily to the longer passenger trip lengths and higher fares compared to DASH. The relatively lower subsidy per passenger for DASH is primarily due to the larger total volume of passengers per service hour (higher turnover due to shorter passenger trip lengths) compared to Commuter Express. The budgeted operating cost of Commuter Express for FY 2007-08 is approximately \$13 million.

DISCUSSION

Context

Employment Centers

The primary employment concentrations within City boundaries remain Downtown Los Angeles, Century City, Warner Center and the LAX area. Westwood, the Van Nuys Civic Center, the Chatsworth Industrial, Hollywood and the Mid-Wilshire areas are secondary employment centers. **Appendix B**, attached, depicts employment densities citywide, including adjacent jurisdictions. Concentrations of employment densities in excess of 20 jobs per acre are typically necessary as destinations for commuter express type bus service if the service is to be cost-effective. Just outside City boundaries, the Burbank Media District and Santa Monica's Olympic / Colorado corridor have emerged as major employment centers. Where employment is concentrated along an extended corridor (e.g., Wilshire Blvd., Ventura Blvd. or Santa Monica's Olympic and Colorado corridors), that land use pattern is typically less supportive of commuter express type service. Transit service along such a corridor is more effectively provided by traditional line haul local bus service or Rapid Bus, due to multiple destinations spread along the corridor, requiring multiple stops.

LADOT Commuter Express Lines (6/30/07)

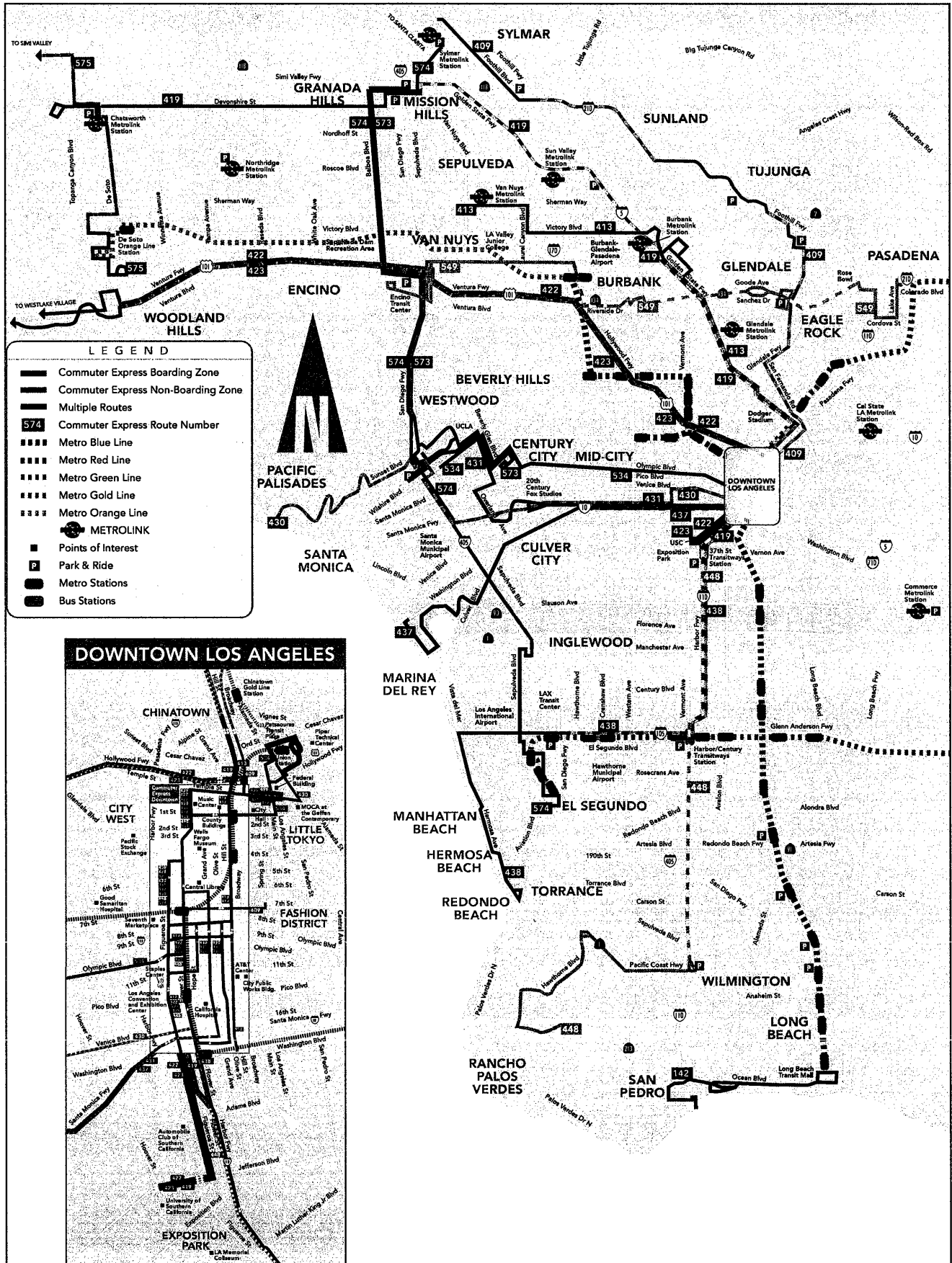


Figure 1

Commuter Express-type Services

There is a substantial amount of commuter express-type service available throughout the City [and county] provided by the various transit operators - principally Metro, but also several municipal operators. LADOT's 16 Commuter Express routes are a subset of a much larger collection of regional commuter transit services. **Appendix C**, attached, lists the various commuter transit services available, sorted by major employment center served. Each of the four major employment centers in the City of Los Angeles served by Commuter Express is also served by multiple other commuter express-type bus services and/or rail. Note that Downtown Los Angeles, as the largest regional employment center, is also served by Metrolink commuter rail [Metrolink] from outlying counties (Ventura, Riverside, San Bernardino and Orange) as well as from northern Los Angeles County. As recently reported (November 2007) to the Metro Board, approximately 60% of Metrolink riders reside outside of Los Angeles County. While Metro, the primary provider of bus transit service in the City (and county), has dramatically reduced its number of express bus services (route series 400 - 500: currently only 15 routes) over the past twenty years, it now offers over 87 miles of urban rail/busway service as well as extensive Rapid Bus service (20 routes, along with two Rapid Express lines) to City residents. Metro is in the process of implementing a comprehensive restructuring of its bus services through its Metro Connections Program, which is discussed further in a subsequent section of this report.

Commuter Express Service Performance

Fixed route transit services operated by LADOT are evaluated on the basis of transit service performance measurement standards adopted by City Council [CF 98-1121]. Three equally-weighted evaluation criteria are measured: utilization of resources (passengers per revenue hour); cost-effectiveness (subsidy per passenger mile); and fiscal responsibility (operating ratio). This measurement results in a Performance Index (PI) score - and all routes are evaluated on an annual basis utilizing 100% ridecheck data. A PI score of 1.0 indicates that a route has an average performance compared to the family of routes / services [which includes all Commuter Express, six Downtown DASH, and 27 Community DASH routes, as well as the Metrolink Shuttle]. A PI score of less than 0.70 indicates that a route is performing marginally; a PI score of less than 0.50 (i.e., less than half of the system average) indicates that a route is performing poorly and is subject to cancellation. **Appendix D**, attached, provides the most recent system-wide performance rankings for all LADOT fixed route transit services. It should be noted that the performance rankings for Commuter Express are expected to decrease next year due to a significant increase (60%) in Commuter Express operating costs that will take effect on February 1, 2008.

Systemwide, Commuter Express averages about 24 passenger boardings per revenue hour. The combined overall system (Commuter Express plus all of the DASH routes) average is approximately 45 passengers per revenue hour. CE 422 (Downtown LA - San Fernando Valley - Thousand Oaks) has been the highest ridership route since its inception, while CE 438 (Hermosa Beach - Downtown LA) and CE 448 (Rancho Palos Verdes - Downtown LA) have consistently performed well above the Commuter Express system average in recent years in terms of ridership. The following Commuter Express routes currently have a PI score below the system-average for all Commuter Express and DASH services:

- * CE 142 San Pedro - Terminal Island - Long Beach
- * CE 413 Van Nuys - North Hollywood - Burbank - Downtown LA
- * CE 423 Newbury Park [Ventura County] - Thousand Oaks - Westlake Village - Agoura - Calabasas - Woodland Hills - Encino - Downtown LA - Expo Park
- * CE 430 Pacific Palisades - Brentwood - Westwood - Loyola HS - Downtown LA
- * CE 431 Westwood - Rancho Park - Palms Downtown Los Angeles
- * CE 549 Encino - Sherman Oaks - NoHo Red Line - Burbank - Glendale - Pasadena
- * CE 575 Simi Valley - Warner Center

It should be noted that no Commuter Express routes are currently rated as poor performers, and only one route (CE 575) is rated as a marginal performer. Note also that CE 413 (Van Nuys - North Hollywood - Burbank - Downtown LA) has experienced a dramatic decline in passenger boardings per revenue hour beginning in 2001. This appears to be a result, at least in part, of the availability (and increasing attractiveness) of transit alternatives such as the Red Line subway from North Hollywood to Downtown and Metrolink commuter rail service from the Van Nuys and Burbank stations into Union Station. Remedial actions which have been implemented to improve cost-effectiveness / performance for these routes are described below.

In addition to the annual PI evaluation of routes, LADOT also routinely performs analysis on a line-by-line, run-by-run basis. In recent years, on a number of routes, substantial adjustments have been made to route alignments and to schedules in order to attract more riders and/or to improve cost-effectiveness. During the mid- to late-1990's, five Transit Restructuring Studies were conducted jointly by LADOT and Metro on a sub-regional basis, covering the entire City. In addition, a consultant firm assisted in performing a line-by-line analysis of all LADOT fixed route services in 1997. Each of the five restructuring studies and the line-by-line analysis included recommendations for modifications to Commuter Express service, many of which have been implemented. Per the City's adopted Transit Service Notification Policy [CF 04-0110], only service modifications which would result in a 25% or more reduction in the number of revenue vehicle miles of the affected route are subject to a public hearing process and ultimately City Council approval. The following are selected modifications to Commuter Express services implemented by LADOT:

Summary of Selected Commuter Express Service Modifications

Route	Service Modification	Initial Impl. Date
409	Rerouted to serve Sunland, Tujunga, Montrose, east Glendale following cancellation of Metro service	FY 97/98
413	Reduced number of daily runs from 10 to 8	FY 03/04
422	Added new reverse commute service	FY 98/99
423	Re-routed to serve Thousand Oaks Transit Center	FY 05/06
430	Re-routed to serve Loyola HS	FY 05/06
431	Rerouted to serve Brentwood VA park-n-ride	FY 04/05
437	Re-routed to serve Culver Blvd / eliminate Fwy 405 (closed door) segment [related to CE 438 re-route]	FY 99/00
438	Re-routed to take advantage of Fwy 105 opening / Century Frwy. and Harbor Frwy. HOV lanes	FY 98/99
448	Increased number of daily runs from 8 to 12 due to high ridership demand	FY 04-05
549	Re-routed to directly serve NoHo Red Line station	FY 06/07
575	Reduced daily runs from 10 to 6; upgraded to larger vehicles; Re-routed to serve Chatsworth Metrolink station	FY 05/06 FY 06-07

This list does not include minor adjustments over this period such as relocation of bus stops, re-routings due to temporary construction impacts, schedule adjustments in response to travel time changes, and modifications regarding discharge-only operational segments.

It should also be noted that in recent years the quality of Commuter Express service has suffered at times due to contractor issues and to the age of the Commuter Express vehicle fleet. With the exception of three recently purchased CNG-fueled vehicles (2004 model year) and the pending purchase of five used CNG buses (2002 model year), all of the vehicles date to the 1987 - 1992 period and are diesel-fueled. There are currently 105 vehicles in the Commuter Express fleet. The Department implemented a major refurbishment of the older diesel fleet during 2001 - 2004 and retrofitted each bus with new clean diesel engines and particulate traps to minimize emissions. The Department is currently in the process of replacing the entire fleet of diesel powered Commuter Express buses with new, clean burning CNG buses.

Financial Context

Although recent (November 2007) Metro Board actions regarding Formula Allocation Procedure (FAP) funding and allocation of State Bond 1B funding have improved the City's transit funding picture, the City's Proposition A fund (the sole City source of LADOT transit operations funding) is still facing significant projected deficits that restrict LADOT's ability to expand its public transit program. The Department's updated Proposition A ten year forecast indicates a projected \$8.2 million shortfall beginning in FY 2010/11, with the shortfall increasing each year thereafter through the ten year forecast period ending FY 2016-17. The projected FY 2016-17 shortfall in FY 2016-17 is estimated to reach approximately \$118 million (see **Appendix E**, attached). The Department has prepared a separate report dated December 20, 2007 concerning the updated Proposition A ten year forecast (CF 05-1107 S-1; 05-2057).

While the Commuter Express family of routes receives regional FAP funding, that funding along with farebox revenue is still insufficient to cover operating costs (typically covers 50% of the operating cost). This FAP funding is also dedicated to the specific family of Commuter Express routes operated by LADOT, and would not be transferrable to any new routes implemented by LADOT. This leaves LADOT with virtually no ability to expand Commuter Express service, without exacerbating the projected Proposition A deficit, unless a new, stable long-term funding source is identified. This looming deficit in point of fact exerts significant pressure to reduce service by eliminating underperforming runs and routes and/or to increase fares.

The cost to replace the Commuter Express fleet is a contributing factor to the projected Proposition A shortfall. As previously discussed, the Department is in the process of replacing its existing Commuter Express fleet with new CNG powered buses. This fleet replacement, which involves approximately 102 buses and will take several years to complete, is expected to cost the City an estimated \$40 million (approximately \$400,000 per bus). LADOT is actively pursuing outside grant funding to reduce the City's share of the cost for these vehicles.

Analysis

Barriers: Factors Influencing Performance

In addition to the contractor and vehicle fleet age issues mentioned above, there are a number of other critical factors which impact Commuter Express performance. These factors are discussed below.

Ridership Profile : With the exceptions of CE 422 (a reverse commute route linking central Los Angeles residents with employment centers in the San Fernando Valley and Thousand Oaks), CE 142 (San Pedro - Long Beach) and CE 534 (which connects Century City to Union Station), all of the other Commuter Express routes originate in, and draw ridership from, census tracts where household income levels and automobile ownership rates are substantially higher than the Los Angeles County median. Our few student riders notwithstanding, the vast majority of Commuter Express riders on these lines are indeed discretionary transit riders who typically have other options available for their commute trip on any given day or during any given week or month. CE 422 riders, however, are drawn from census tracts where income levels are lower (as many as 40% of the residents living in poverty) and where 33% or more of the households do not have access to an automobile. On most days, the daily ridership on CE 422 alone is approximately 20% of the total ridership of the sixteen Commuter Express routes.

Travel time/HOV Lanes: As congestion on area freeways has increased and peak hour freeway travel times have diminished, the factor of the presence or absence of freeway high occupancy vehicle (HOV) lanes on a Commuter Express route alignment has become key. Commuter Express routes use HOV lanes on freeways, when available, to increase operating speed and improve reliability. Two Commuter Express routes with consistently good and/or growing ridership, CE 438 and CE 448, both take advantage of freeway HOV lanes for most/all of the freeway portion of their routes (for CE 438, the Century Freeway HOV lanes and the Harbor Freeway Transitway; for CE 448, the Harbor Freeway Transitway). CE 573 and CE 574 both take advantage of the Freeway 405 southbound HOV lane for a portion of their freeway segments between Ventura Boulevard and Sunset Boulevard, while CE 419 (134 Freeway), CE 549 (134 Freeway) and CE 575 (118 Freeway) also operate in HOV lanes for a portion of their freeway segments.

The remaining Commuter Express routes operate on freeways which do not have HOV lanes; thus, the buses contend with all other traffic in the mixed flow lanes of freeway (with the exception of CE 142 and CE 534, which do not utilize the freeway system). The routes with no available HOV lanes include CE 409 (2 Freeway) CE 413 (5 Freeway), CE 422 and 423 (101 Freeway), and CE 430, 431 and 437 (10 Freeway). Ridership on these Commuter Express routes has been relatively flat over the past several years. Commuter Express service can be far more attractive to discretionary riders if a travel time advantage is evident, e.g, the buses are moving along in the HOV lane(s) while cars are stop-and-go in the adjacent mixed-flow freeway lanes.

Appendix F, attached, depicts the existing and programmed freeway HOV network in Los Angeles County. Note that between now and 2010, the only programmed freeway HOV projects which could directly benefit Commuter Express operations are on the 405 Freeway [Santa Monica Blvd to 10 Freeway, southbound only; plus 10 Freeway to the Marina Freeway - a total of just over 4 miles of the 405 Freeway in West Los Angeles].

Demographic Factors / Employment Trends: Since the early 1990's, population growth has been substantial in the north (Lancaster / Palmdale) and northwest (Santa Clarita) county areas, but also in the ring of counties outside Los Angeles County (Ventura, San Bernardino, Riverside, and Orange). To a far lesser extent, employment-generating economic activities have located or re-located to these peripheral areas. Transit services (e.g., Metrolink, Antelope Valley Transit, Santa Clarita Transit - but also Foothill Transit) have expanded to connect these outlying populations with the established major employment centers in central Los Angeles County (see **Appendix C**). The dispersal of some of the economic (non-retail) activity has not, to this point, created any

employment centers of the magnitude of a Warner Center or a Century City (let alone a Downtown Los Angeles) outside of central Los Angeles County or the coastal areas of Los Angeles and Orange Counties.

Other trends in employment since the early 1990's have included the growth in flexible work schedules, telecommuting, and independent contracting - along with the downsizing of the manufacturing sector concurrent with the accelerated growth of the service and retail sectors. These trends generate employment and work schedule patterns for which weekday peak hour Commuter Express bus service is often not a good fit as a commute option.

Alternative Services: As discussed above and documented in **Appendix C**, there is a substantial amount of commuter bus service, as well as rail / busway service, available for the four major employment centers in the City (Downtown, Century City, Warner Center and LAX). Commuter Express serves each of these four major employment centers, as do a number of other transit operators in the county. **Appendix C** also lists the Metro Rail, Metrolink and Rapid bus services which serve other employment centers throughout Los Angeles County [Metrolink also serves employment centers outside Los Angeles County].

It should be noted that Metro has recently taken steps to reinvigorate the countywide Vanpool Program. Through that program, a monthly subsidy of up to \$400 is offered to vanpools of seven to 15 passengers whose destinations are worksites within Los Angeles County. Carpools also remain a viable option for many potential Commuter Express riders. According to SCAG, the region's carpool (including vanpool) share of commute trips increased from 11.4% in 2004 to 12.6% in 2006. That share is the highest among the nation's nine most populous metropolitan regions. Riverside County (16.7%) and San Bernardino County (14.2%) lead the region.

Operating Costs: The ability of LADOT to continue (or to initiate new) Commuter Express bus service when the former SCRTD could not operate the same service in a cost-effective manner has largely been the result of historically significantly lower hourly operation costs offered by LADOT's contractor compared to SCRTD's [or now, Metro's] hourly costs. The current competitive contracting process for the next Commuter Express service contract (beginning in February 2008), however, has yielded revenue service hourly rates which are 60% higher than in the current contract period and which are substantially higher than the Metro systemwide average hourly bus operation cost. Metro does not break out operating costs for individual routes, so comparison of peak period express-type service hourly costs (typically significantly higher than system average costs) is not possible. LADOT is currently evaluating the cost factors in the recent cost proposals for Commuter Express and will report back to the City Council with recommendations how best to proceed, including a potential restructuring of the RFP (CF 07-2798-S1).

Fare Integration: Until the recent decision by Metro (effective January 1, 2008) to no longer reimburse LADOT for honoring Metro fare media on Commuter Express buses, fare integration did not pose itself as a potential barrier to increased ridership. With that change in policy, Commuter Express riders (and potential Commuter Express riders) who need to ride Metro as part of their commute must now purchase the EZ transit pass, pay a cash fare for each boarding, or purchase an inter-agency transfer for each trip (CF 07-3104). Ridership on the Commuter Express routes will be monitored closely over the next several months to analyze impacts of the revised pass acceptance policy. CE 422, with its high percentage of transit dependent / lower income riders, is likely to see the greatest impact.

Conclusion

The initial twenty years of Commuter Express has seen the service mature into a sixteen route program with stable ridership levels. The employment/housing concentrations and demographics of Los Angeles County (and the region, for that matter) and their trends have not changed dramatically during this period: the centrifugal forces exerted by the housing market (affordable and/or starter homes being built in increasingly peripheral areas relative to employment opportunities) remain significant, while employment remains concentrated in central Los Angeles County and some of the coastal areas of Los Angeles and Orange Counties. The options available to commuters, however, have changed dramatically during this period, as indicated in **Appendix C**. It is significant that none of the Metro Rail network, the Metrolink inter-city commuter rail service, Metro Rapid Bus or the Orange Line Busway existed when LADOT initiated its Commuter Express program in 1987.

The greater availability of commuter options, along with greater flexibility in work schedules and the rising costs of providing bus transit service, poses particular challenges to the continued operation of LADOT's Commuter Express program in a cost-effective manner. Metro, as Los Angeles County's (and the City's) primary provider of bus transit service, has been forced to face similar challenges; its bus service restructuring program - *Metro Connections* - has already entered its implementation phase. Commuter Express-type bus service operated by Metro does not appear to be an area of growth in their system; Metro will continue to seek to eliminate under-performing routes in the name of cost savings / re-allocation of resources to more cost-effective bus services (such as Rapid Bus). Metro is also seeking to reinvigorate its Vanpool Program.

In the financial context of looming City Proposition A deficits and substantial increases in operating costs (especially for the Commuter Express program), LADOT is in the process of conducting a line-by-line, run-by-run analysis of its family of transit services with the dual objectives of maximizing cost-effectiveness and cost savings throughout its transit services. Potential service changes in the Commuter Express program are of particular importance as they may also impact vehicle replacement requirements over the next five years; virtually the entire fleet (approximately 100 vehicles) needs to be replaced if LADOT continues to operate all of its existing Commuter Express services. Vehicle replacement costs are responsible for a substantial portion of the projected Proposition A deficit.

It should also be noted that the manner in which regional FAP funds are allocated constitutes another obstacle to any plans to expand Commuter Express or cut back any current Commuter Express routes and redeploy the resources to new Commuter Express routes serving other suburbs and/or other employment centers. Any new Commuter Express route would not receive FAP funding; currently 15 of the 16 Commuter Express routes receive FAP funding [CE 575 being the sole exception]. In the absence of FAP funding (and/or any direct operating subsidy from Metro), virtually no new Commuter Express route can be implemented without exacerbating the City's projected Proposition A shortfall. A new, stable long-term funding source would need to be identified by the City before any expansion of transit service can be considered financially prudent.

Proceeding from this background/contextual analysis, LADOT will complete its line-by-line analysis of its entire family of transit services, with particular attention focused on the Commuter Express program, given the immediate challenges this program faces due to dramatically rising operations costs and due to fleet replacement requirements. The cost savings targeted shall be, by necessity, City Proposition A savings.

IMPACT ON THE BUDGET

This report is informational only. Therefore, there is no impact on the budget.

Attachments: Appendix A - Commuter Express Routes
Appendix B: Employment Density Map
Appendix C: Inventory of Commuter Transit Services to Major City
Employment Centers
Appendix D: Commuter Express/DASH 2007 Performance Rankings
Appendix E: City Proposition A Ten Year Forecast
Appendix F: Freeway HOV Network (L.A. County)

APPENDIX A

COMMUTER EXPRESS ROUTES

- service area**
- route length**
- initial year of LADOT operation**

COMMUTER EXPRESS ROUTES

Route	Service Area	Route Length	Initial Yr. of LADOT Operation
142	San Pedro - Terminal Island - Long Beach	9.6 miles	1991
409	Sylmar - San Fernando - Sunland - Tujunga - Montrose - Glendale - Downtown Los Angeles	33.7 miles	1992
413	Van Nuys - N. Hollywood - Burbank - Downtown Los Angeles	23.2 miles	1987
419	Chatsworth - Northridge - Granada Hills - Mission Hills - Downtown Los Angeles - Expo Park	36.3 miles	1987
422	South LA - Hollywood - Sherman Oaks - Tarzana - Warner Center - Thousand Oaks	49.2 miles	1998
423	Newbury Park - Thousand Oaks - Westlake Village - Agoura - Calabasas - Woodland Hills - Encino - Downtown LA - Expo Park	52 miles	1987
430	Pacific Palisades - Brentwood - Westwood - Loyola HS - Downtown	27.1 miles	1987
431	Westwood - Rancho Park - Palms - Downtown Los Angeles	19.9 miles	1987
437	Venice - Marina del Rey - Mar Vista - Culver City - Downtown LA	19.2 miles	1987
438	Redondo Beach - Hermosa Beach - Manhattan Beach - El Segundo - Downtown Los Angeles	28.5 miles	1987
448	Rancho Palos Verdes - Rolling Hills Estates - Lomita - Harbor City - Wilmington - Expo Park - Downtown Los Angeles	31.5 miles	1987
534	Union Station - Downtown LA - Midtown - Century City - Westwood	15.6 miles	1994

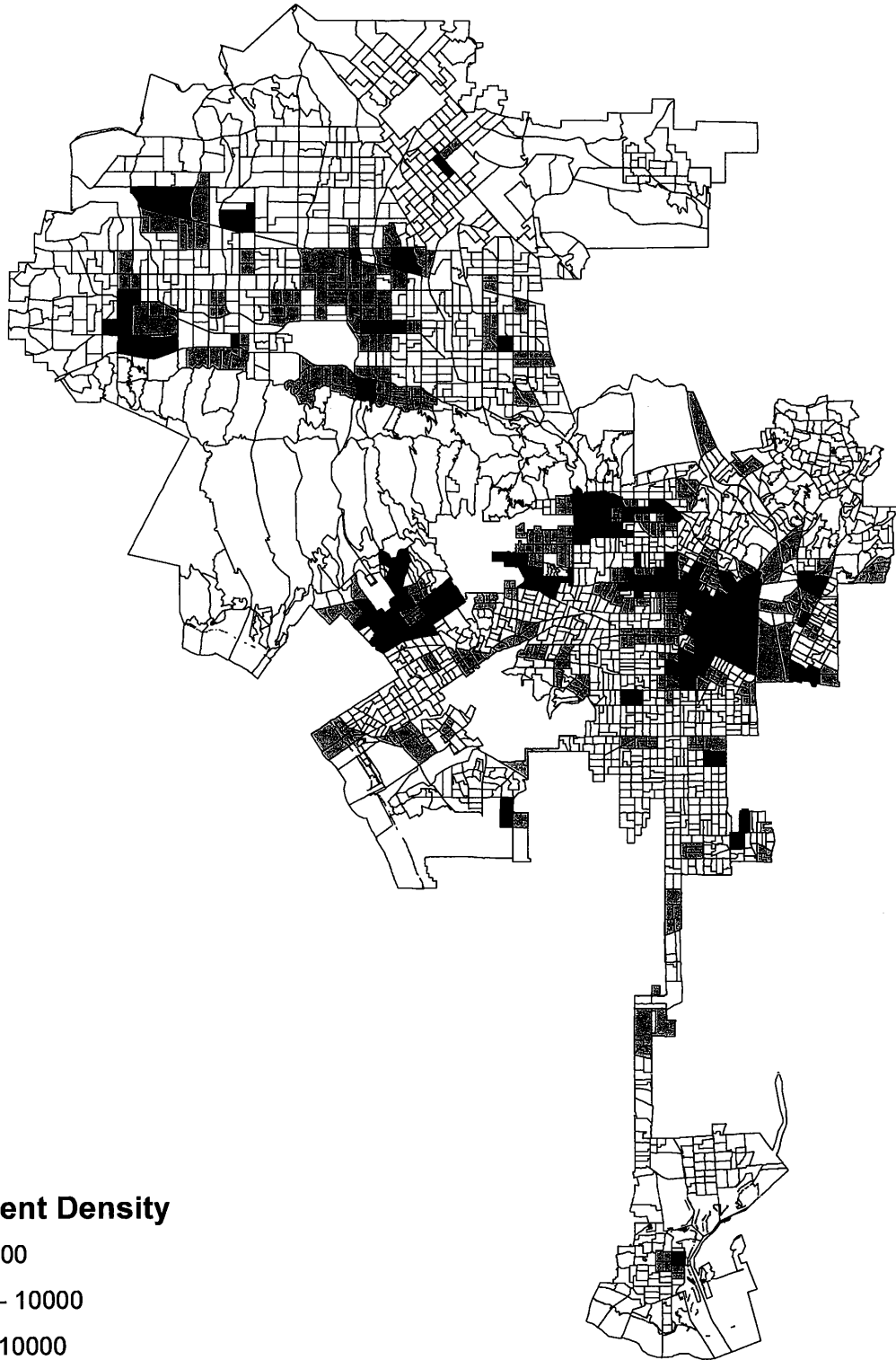
549	Encino - Sherman Oaks - NoHo Red Line - Burbank - Glendale - Pasadena	27.1 miles	1992
573	Mission Hills - Granada Hills - Northridge - North Hills - Reseda - Encino - Westwood - Century City	24.6 miles	1992
574	Sylmar - Granada Hills - North Hills - Reseda - Encino - LAX - El Segundo	37.8 miles	1992
575	Simi Valley - Warner Center	21 miles	1993

APPENDIX B

EMPLOYMENT DENSITY MAP

APPENDIX B

CITY OF LA EMPLOYMENT DENSITY PER SQUARE MILE



Employment Density

- 0 - 5000
- 5001 - 10000
- Over 10000



0 1.5 3 6 9 12 Miles

01/08/08

LADOT
Moving LA Forward

APPENDIX C

**INVENTORY OF COMMUTER TRANSIT SERVICES
TO MAJOR CITY EMPLOYMENT CENTERS**

COMMUTER BUS SERVICES TO EMPLOYMENT CENTERS

The following table inventories all of the current bus services / routes (including Commuter Express) sorted by major employment center served:

DOWNTOWN LOS ANGELES

Operator / Route #	Origin	Service Span	Pk Hr Runs
LADOT 409	Sylmar	peak hours only	7 am / 7 pm
LADOT 413	Van Nuys	peak hours only	4 am / 4 pm
LADOT 419	Chatsworth	peak hours only	8 am / 8 pm
LADOT 423	Newbury Park	peak hours only	11 am / 11 pm
LADOT 430	Pacific Palisades	peak hours only	2 am / 2 pm
LADOT 431	Westwood	peak hours only	4 am / 4 pm
LADOT 437	Venice	peak hours only	6 am / 6 pm
LADOT 438	Redondo Beach	peak hours only	8 am / 8 pm
LADOT 448	Rancho Palos Verdes	peak hours only	6 am / 6 pm
Metro 439	Aviation / Imperial	all day / bi-direct'nl	4 am / 5 pm
Metro 442	Hawthorne	peak hours only*	6 am / 6 pm
Metro 444	Rancho Palos Verdes	all day / bi-direct'nl	4 am / 4 pm
Metro 445	San Pedro	all day / bi-direct'nl	5 am / 5 pm
Metro 446/447	San Pedro	all day / bi-direct'nl	5 am
Metro 450X	Artesia Tr. Center	peak hours only*	8 am / 8 pm
Metro 460	Anaheim (Disneyland)	all day / bi-direct'nl	5 am / 6 pm
Metro 484	Pomona	all day / bi-direct'nl	9 am / 8 pm
Metro 485	Pasadena (Lake Ave)	all day / bi-direct'nl	8 am / 8 am
Metro 487	Pasadena (S.MadreVilla)	all day / bi-direct'nl	8 am / 8 pm
Metro 489	Temple City	peak hours only	5 am / 4 pm
Metro 490	Pomona	all day / bi-direct'nl	9 am / 11 pm
Metro 920**	Santa Monica	peak hours only*	15 am / 15 pm

Metro 940	South Bay Galleria	peak hours only	4 am / 4 pm
AVTA 785	Lancaster	peak hours only	7 am / 7 pm
Foothill 481	El Monte	peak hours only	10 am / 10 pm
Foothill 493	Phillips Ranch	peak hours only	18 am / 18 pm
Foothill 497	Chino	peak hours only	13 am / 13 pm
Foothill 498	Azusa / Citrus College	peak hours only	23 am / 23 pm
Foothill 499	San Dimas	peak hours only	13 am / 13 pm
Foothill 699	Montclair	peak hours only	22 am / 22 pm
Gardena 1	147 th / Hawthorne	all day /bi-direct'nl	7 am / 7 pm
Montebello 341	Taylor Ranch	all day / bidirect'nl	5 am / 5 pm
Montebello 342	Norwalk Blvd	peak hours only	1 am / 1 pm
Montebello 343	Telegraph Rd / Gage	peak hours only	2 am / 2 pm
OCTA 701	Huntington Beach	peak hours only*	3 am / 3 pm
OCTA 721	Fullerton	peak hours only*	8 am / 8 pm
Santa Clarita 799	Santa Clarita	peak hours only*	9 am / 9 pm
SMMBL 10	Santa Monica	all day / bi-direct'nl	10 am / 10 pm
Torrance T1	Dei Amo Fashion Ctr.	all day/ bi-direct'nl	2 am / 2 pm

* peak hour bi-directional service

** requires transfer to / from Metro Red Line at Wilshire / Vermont

NOTE that Downtown Los Angeles is also served by Metrolink (SCRRA) with origins in Ventura, Riverside, San Bernardino and Orange counties as well as by a line from Lancaster / Palmdale (north Los Angeles county). Metro Rail and eight (8) Metro Rapid routes also serve Downtown.

CENTURY CITY

Operator / Route #	Origin(s)	Service Span	Pk Hr Runs
AVTA 786*	Lancaster	peak hours only	2 am / 2 pm
LADOT 534*	Union Station	peak hours only	4 am / 4 pm
LADOT 573*	Mission Hills	peak hours only	11 am / 12 pm
Metro 704	Santa Monica / Dwntrn	all day/bi-directn'l	15 am / 15 pm
Metro 728	Union Station	all day/bi-direct'n'l	15 am / 15 pm
Santa Clarita 797*	Santa Clarita	peak hours only**	4 am / 4 pm

* also serves Westwood

** peak hour bi-directional service

WARNER CENTER

Operator / Route #	Origin	Service Span	Pk Hr Runs
AVTA 787	Lancaster	peak hours only	9 am / 9 pm
LADOT 575	Simi Valley	peak hours only	3 am / 3 pm
Metro 901 (Orange)	No Ho Red Line station	all day/bi-direct'n'l	24 am / 24 pm
Metro 750	Universal City	all day/bi-direct'n'l	16 am / 12 pm
Santa Clarita 796	Santa Clarita	peak hours only*	5 am / 5 pm
VISTA Conejo Conn.	Ventura / Oxnard	peak hours only*	6 am / 6 pm

* peak hour bi-directional service

LAX

Operator / Route #	Origin	Service Span	Pk Hr Runs
LADOT 574*	Sylmar	peak hours only	5 am / 5 pm
LAWA Fly-Aways	Union Station	all day/bi-direct'nl	6 am / 6 pm
	Van Nuys Airport	all day/bi-direct'nl	12 am / 12 pm
	Westwood	all day/bi-direct'nl	6 am / 6 pm
Metro 439	Downtown LA	all day/bi-direct'nl	4 am / 4 pm
SMMBL Rapid 3	Santa Monica	peak hours only**	10 am / 10 pm

* also serves El Segundo

** peak hour bi-directional service

NOTE : LAX (Aviation Boulevard station) is also served by the Metro Green line, which originates in Norwalk.

OTHER COMMUTER TRANSIT SERVICES / CENTERS SERVED

Metrolink (lines which serve Union Station)

Line	Bi-Directional?	Centers Served
Antelope Valley	yes	Sun Valley, Glendale, Burbank, Santa Clarita, Newhall, Lancaster, Palmdale
Orange County	yes	Fullerton, Anaheim, Irvine, Tustin, Norwalk / Santa Fe Springs
Riverside	no	City of Industry, Pomona, Riverside
San Bernardino	yes	El Monte, Fontana, Claremont, San Bernardino
Ventura County	yes	Glendale, Bob Hope Airport, Burbank, Camarillo, Oxnard, Moorpark

Metro Rapid Bus (all lines operate bi-directionally) (lines with * also serve Downtown LA)

Line	Centers Served
704* (Santa Monica Blvd)	Santa Monica, Century City, Beverly Hills, West Hollywood, Hollywood
705 (La Cienega / Vernon)	West Hollywood, Crenshaw CRA, Culver City
710 (Crenshaw)	Mid-Wilshire, Crenshaw CRA, Redondo Beach, Gardena
711 (Florence Ave)	Inglewood, Huntington Park
714* (Beverly Blvd)	Beverly Center / Cedars, Beverly Hills
720* (Wilshire)	Mid-Wilshire, Miracle Mile, Beverly Hills, Santa Monica
728* (Olympic Blvd.)	Century City, Union Station
734 (Sepulveda Blvd)	Sherman Oaks, Sylmar, San Fernando
740* (Hawthorne/ Crenshaw/ MLK)	Torrance, Crenshaw CRA, USC, Inglewood
741 (Reseda Blvd)	Northridge / CSUN, Encino
745* (Broadway)	Broadway / Manchester
750 (Ventura Blvd)	Sherman Oaks, Universal City, Studio City, Encino, Tarzana , Woodland Hills, Warner Center
751 (Soto / Long Beach Bl)	Boyle Heights, Vernon, Huntington Park
754 (Vermont Ave)	Hollywood, USC, Koreatown, Wilshire Center
757 (Western Ave)	Hollywood, Mid-Wilshire, Koreatown
760* (Long Beach Blvd)	Huntington Park, Lynwood
761 (Van Nuys Blvd)	Sylmar, Van Nuys Civic Center, Sherman Oaks
770* (Garvey)	Monterey Park, El Monte
780 (Hollywood Bl / Los Feliz / Colorado Bl)	Hollywood, Glendale, Pasadena

Metro Rail (Centers served in addition to those previously noted)

Line	Bi-Directional?	Centers Served
Red*	yes	Hollywood, Universal City, North Hollywood
Purple*	yes	Mid-Wilshire
Blue*	yes	Long Beach
Green	yes	Norwalk, Hawthorne, Redondo Beach
Gold*	yes	Pasadena
Expo* (2010)	yes	Culver City, USC
Gold E* (2009)	yes	Boyle Heights, East Los Angeles

(lines with * also directly serve Downtown LA)

SOUTHERN CALIFORNIA'S COMMUTER TRAIN



METRO • OCTA • RCTC • SANBAG • YCTC



Map not to scale

- Amtrak Stops North of Santa Barbara**
- San Luis Obispo
 - Grover Beach
 - Guadalupe
 - Surf/Lompoc
 - Goleta
 - Santa Barbara
 - Carpinteria

Effective September 4, 2007

- Metrolink/Amtrak Rail 2 Rail® Joint Stations
- Ventura County Line
- Antelope Valley Line
- San Bernardino Line
- Riverside Line
- Orange County Line
- Inland Empire-Orange County Line
- 91 Line (Riverside • Fullerton • Downtown LA)
- Amtrak Pacific Surfliner Only
- Rail 2 Rail® Corridor

Operated by Metro

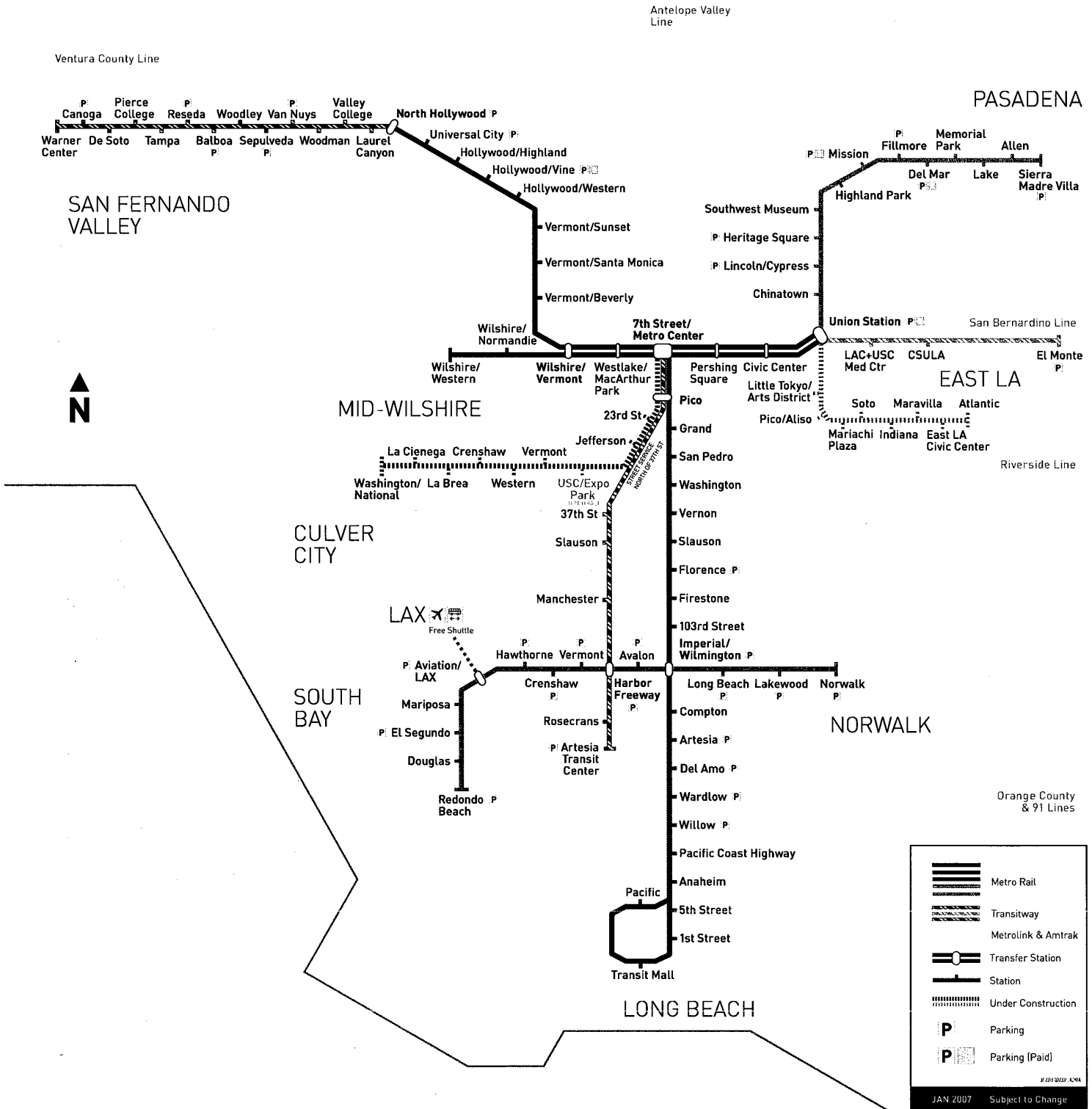
- Metro Red Line (Subway)
- Metro Blue Line (Light Rail)
- Metro Green Line (Light Rail)
- Metro Gold Line (Light Rail)
- Metro Purple Line (Subway)

Southern California Regional Rail Authority

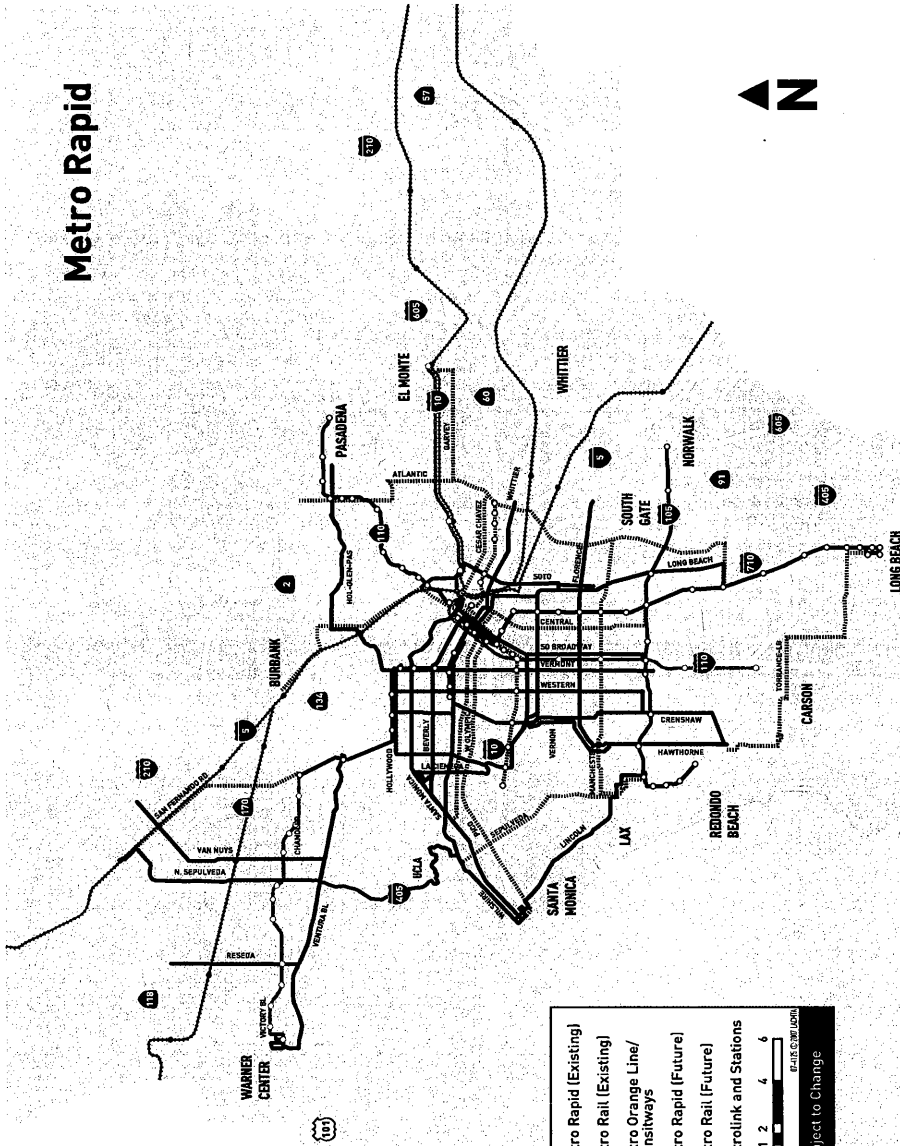
metrolinktrains.com

Go Metro

metro.net



Metro Rapid



	Metro Rapid (Existing)
	Metro Rail (Existing)
	Metro Orange Line/ Transitways
	Metro Rapid (Future)
	Metro Rail (Future)
	Metrolink and Stations
	Scale/Miles: 0 1 2 4 6
JUL 2007 Subject to Change	



APPENDIX D

**COMMUTER EXPRESS / DASH
2007 PERFORMANCE RANKINGS**

2007 TRANSIT SERVICES PERFORMANCE RANKING

draft 10/19/2007

LINE	SCORE			TOTAL* SCORE	LAST RANKING (08/10/06)	UPDATED RANKING
	PASS./ REV.HR.	TOTAL SUBSIDY /PASS MI.	OPER. RATIO			
Metrolink-Bunker Hill	2.57	1.66	4.10	2.78	1	1
448 Rancho Palos Verdes-LA	0.78	1.91	3.33	2.01	2	2
DASH Pico Union-Echo Park	1.93	1.29	2.14	1.78	3	3
438 Hermosa Beach-Culver City-LA	0.78	1.71	2.25	1.58	4	4
409 Sylmar-Downtown LA	0.63	1.53	2.40	1.52	6	5
534 Downtown LA-Century City-Westwood	0.77	1.42	2.04	1.41	19	6
419 Chatsworth-Downtown LA-USC	0.44	1.60	2.11	1.38	7	7
574 Sylmar-Encino-LAX-El Segundo	0.47	1.56	2.07	1.37	8	8
DASH Chesterfield Square	1.56	1.09	1.42	1.36	17	9
DASH Vermont/Main	1.58	1.04	1.39	1.34	10	10
DASH El Sereno-City Terrace	1.21	1.22	1.36	1.26	9	11
DASH Wilmington	1.58	1.02	1.17	1.26	13	12
573 Mission Hills-Encino-Century City	0.55	1.40	1.51	1.15	14	13
437 Venice-Downtown LA	0.55	1.23	1.52	1.10	25	14
DASH Panorama City/Van Nuys	1.44	0.89	0.88	1.07	5	15
DASH Southeast	1.23	0.93	1.00	1.06	12	16
422 LA-Thousand Oaks	0.50	1.46	1.20	1.06	15	17
DASH Watts	1.07	1.04	0.97	1.02	11	18
DASH Wilshire Center/Koreatown	1.26	0.67	0.96	0.96	23	19
DASH E City West-Fashion Dist.	1.29	0.77	0.78	0.95	31	20
DASH Crenshaw	1.17	0.74	0.87	0.93	16	21
549 Encino-Burbank-Glendale-Pasadena	0.40	1.15	1.24	0.93	28	22
430 Pac Palisades-Brentwood-Westwood-LA	0.29	1.18	1.31	0.92	38	23
423 Newbury Park-LA	0.29	1.27	1.19	0.92	26	24
DASH Highland Park/Eagle Rock	1.00	0.88	0.80	0.89	21	25
DASH F Financial Dist.-Expo Park/USC	1.10	0.88	0.70	0.89	27	26
DASH Midtown	1.01	0.90	0.77	0.89	22	27
DASH Boyle Heights/East LA	0.88	0.77	0.96	0.87	30	28
DASH San Pedro	0.96	0.88	0.68	0.84	34	29
431 Westwood-Palms-Downtown LA	0.39	1.07	1.02	0.83	20	30
DASH Leimert Slauon	0.92	0.83	0.71	0.82	32	31
413 Van Nuys-Downtown LA	0.41	1.03	0.95	0.80	35	32
142 San Pedro-Long Beach	0.49	0.89	0.90	0.76	43	33
DASH Lincoln Heights/Chinatown	0.89	0.70	0.69	0.76	24	34
DASH King East	0.87	0.70	0.67	0.75	29	35
DASH Northridge	0.90	0.71	0.62	0.74	18	36
DASH Hollywood	0.82	0.67	0.64	0.71	33	37
DASH Pueblo del Rio	0.90	0.49	0.69	0.69	44	38
DASH A Little Tokyo-Convention Ctr.	0.98	0.52	0.57	0.69	45	39
DASH D Union Station-South Park	0.83	0.61	0.62	0.69	42	40
DASH Los Feliz	0.74	0.57	0.57	0.63	36	41
DASH Hollywood/Wilshire	0.64	0.49	0.49	0.54	37	42
575 Simi Valley-Warner Ctr	0.16	0.80	0.65	0.54	39	43
DASH B Chinatown-Financial Dist.	0.72	0.43	0.43	0.53	41	44
DASH Van Nuys/Studio City	0.65	0.50	0.40	0.52	40	45
DASH Hollywood/West Hollywood	0.52	0.55	0.44	0.51	47	46
DASH Fairfax	0.56	0.46	0.44	0.49	46	47
DASH Beachwood Canyon	0.54	0.31	0.45	0.43	48	48
DASH C Financial Dist.-South Park	0.34	0.08	0.17	0.20	49	49
DASH Warner Center	0.11	0.00	0.07	0.06	50	50

* Total Score=(pass./rev.hr score+subsidy/pass.mi. score+oper ratio score)/3

Note: City Hall Shuttle not included.

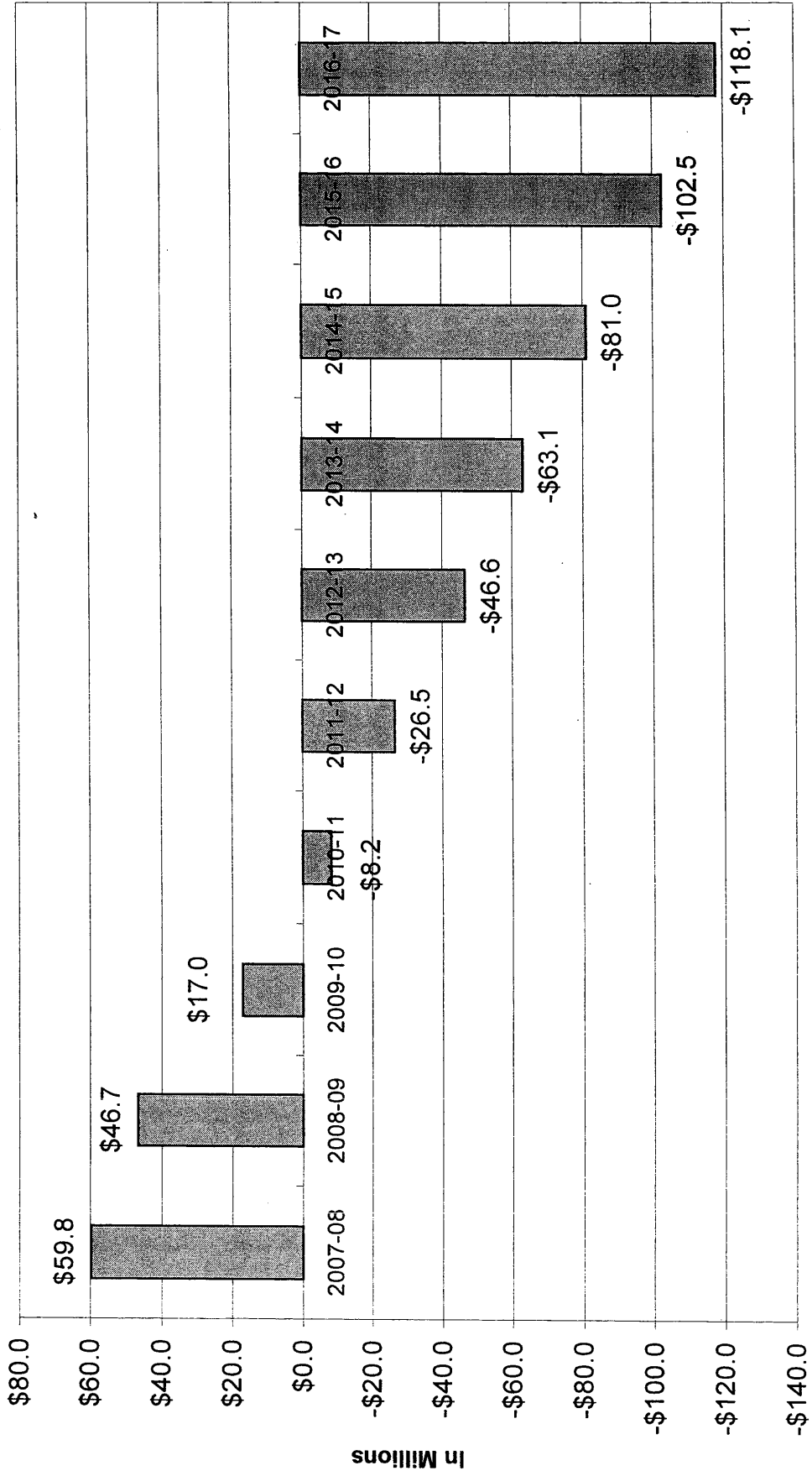
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APPENDIX E

CITY PROPOSITION A TEN YEAR FORECAST
Revised December 20, 2007

APPENDIX E

Proposition A - Baseline Ten-Year Forecast



Fiscal Year 2007-08 to 2016-17

PROPOSITION A FORECAST -- BASELINE

2006-07

Estimate 2007-08 2008-09 2009-10 2010-11 2011-12 2012-13 2013-14 2014-15 2015-16 2016-17

	1	2	3	4	5	6	7	8	9	10	
Revenue											
Adjusted Beginning Cash Balance	\$ 110.6	\$ 51.1	\$ 59.8	\$ 46.7	\$ 17.0	\$ (8.2)	\$ (26.5)	\$ (46.6)	\$ (63.1)	\$ (81.0)	\$ (102.5)
Prop A Sales Tax Receipts	\$ 63.4	\$ 65.8	\$ 68.3	\$ 70.9	\$ 73.5	\$ 76.3	\$ 82.3	\$ 85.4	\$ 88.6	\$ 92.0	
Prop A, MTA/FTA reimbursements	25.7	56.6	39.2	39.3	43.6	43.4	40.1	38.6	38.9	39.1	
Advertising Revenue	-	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
Other Revenue											
Prop A, Farebox Revenue(1)	6.4	7.5	8.1	8.2	9.1	9.1	9.2	9.3	9.4	9.5	
Prop A, Transit Scrip	1.1	1.1	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.3	
Interest	3.2	3.3	1.1	1.1	0.6	0.1	-	-	-	-	
Other	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Total Receipts	\$ 99.9	\$ 134.9	\$ 118.5	\$ 121.3	\$ 128.7	\$ 130.7	\$ 133.6	\$ 135.3	\$ 138.9	\$ 142.7	
Total Revenue	\$ 210.5	\$ 186.0	\$ 178.4	\$ 167.9	\$ 145.7	\$ 122.5	\$ 103.7	\$ 87.0	\$ 72.3	\$ 57.9	\$ 40.2
Expenditures											
City Transit Service(2)	\$ 69.9	\$ 64.3	\$ 68.3	\$ 70.8	\$ 73.5	\$ 76.3	\$ 82.2	\$ 85.3	\$ 88.5	\$ 91.9	
Specialized Transit(3)	31.2	27.2	28.7	29.9	31.1	32.4	34.7	36.5	38.0	39.5	
New/Replacement Bus Purchase	11.5	13.2	13.4	28.3	26.8	17.1	8.7	6.3	8.0	0.1	
Rail Transit Facilities											
Metro Rail/Blue-Gold Line(4)	12.6	3.5	3.6	3.7	3.8	3.9	4.0	4.1	4.2	4.5	
Pasadena Gold Line Work Program											
Metrolink Crossing Improvements	36.3	18.0	17.7	18.2	18.7	19.3	20.4	21.0	21.6	22.3	
Support Programs											
Matching Funds	-	-	-	-	-	-	-	-	-	-	
Matching Funds	-	-	-	-	-	-	-	-	-	-	
Front Funds	-	-	-	-	-	-	-	-	-	-	
Total Expenditures	\$ 161.5	\$ 126.2	\$ 131.7	\$ 150.9	\$ 153.9	\$ 149.0	\$ 150.3	\$ 150.1	\$ 153.3	\$ 160.4	\$ 158.3
Ending Balance	\$ 49.0	\$ 59.8	\$ 46.7	\$ 17.0	\$ (8.2)	\$ (26.5)	\$ (46.6)	\$ (63.1)	\$ (81.0)	\$ (102.5)	\$ (118.1)

(1) Farebox revenue includes DASH, prepaid fare media and Commuter Express fares.
 (2) Fixed Route and support projects
 (3) Specialized Transit includes Cityride, Charter Bus and Department of Aging's Van Program.
 (4) Annual work program that is fully reimbursed and is included in the MTA/FTA Reimbursement
 (5) Assumes no earmarks, discretionary grant funds or expansion of transit services
 (6) Transit costs increase at 3.8%

APPENDIX F

FREEWAY HOV NETWORK

Los Angeles County

APPENDIX F

