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| **Wednesday, June 27, 2012120627-1****In this Issue:****Metro Conducts Kick-off Meeting For Countywide Bus Rapid Transit Study****Los Angeles Times Article on Metro Orange Line Extension Should Run Tomorrow****Metro Orange Line Extension Construction Notice** |
| **Metro Conducts Kick-off Meeting For Countywide Bus Rapid Transit Study** Yesterday, the Countywide Bus Rapid Transit & Street Design Improvement Study officially began with a kick-off meeting with the special project technical advisory committee. The purpose of the study is to develop recommendations for a countywide bus rapid transit system. The meeting yesterday was only the first of several meetings to be conducted throughout the study. The project committee will help guide the study by lending their assistance and advice related to bus lanes, bus speed improvements, and street design improvements. The project committee consists of representatives from the Los Angeles Department of Transportation (LADOT), the Los Angeles County Department of Public Works (LACDPW), the Bus Riders Union (BRU), some select transit agencies, and a number of other key stakeholders. The study is projected to take approximately nine months to complete. **Los Angeles Times Article on Metro Orange Line Extension Should Run Tomorrow**The Los Angeles Times is expected to run an article on the Metro Orange Line (MOL) extension tomorrow. A reporter was given a tour of the four mile extension from Warner Center to the Chatsworth Metrolink/Amtrak station. Staff discussed various aspects of the project including the fact it’s being completed ahead of schedule and under budget, ridership projections, safety, economic impact, connectivity with the Metro bus and rail system and the regional and national rail network. The article likely will take a broader look at bus rapid transit. Staff noted Metro has nearly 400 miles of bus rapid transit including the Metro Orange Line. There is a mix between rail and bus rapid transit projects in Los Angeles County. While the Metro Orange Line has been a great success in many areas, staff took issue with a transit expert interviewed by the Times who allegedly argued that bus rapid transit is cheaper to build and operate than a rail line. Staff noted that the Metro Orange Line busway was definitely cheaper to build than a rail line but is more expensive to operate. The FY13 budget shows the subsidy per passenger mile for the MOL is 66 cents compared to 45 cents for bus, 44 cents for light rail and 27 cents for the subway. The reason for the higher cost is that expenses for maintaining the busway, the bikeway and landscaping, servicing the ticket vending machines and security costs are factored in. Staff underscored the right transit mode for the right corridor. There are no silver bullets. Bus rapid transit is the right choice for some corridors but not all. Same holds true for rail. We need a balanced transportation system that gives the public many options. **Metro Orange Line Extension Construction Notice**A portion of the Chatsworth Station Park and Ride Lot will be closed beginning Friday morning, June 29, 2012. The partial closure of the Chatsworth Station Park and Ride Lot will start at 12:00 a.m. on Friday, June 29, 2012 through 9:00 p.m. on Saturday, June 30, 2012. Metrolink/Amtrak patrons are encouraged to park in the north parking lot (the parking spaces closest to Devonshire). Please note that disabled parking will be maintained at the Chatsworth Station Park and Ride Lot. Please click [here](http://libraryarchives.metro.net/DB_Attachments/120627_Chatsworth_Station_Park_and_Ride_Partial_Closure.pdf) to view the complete construction notice. [**http://libraryarchives.metro.net/DB\_Attachments/120627\_Chatsworth\_Station\_Park\_and\_Ride\_Partial\_Closure.pdf**](http://libraryarchives.metro.net/DB_Attachments/120627_Chatsworth_Station_Park_and_Ride_Partial_Closure.pdf) |
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