



# NEWS

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## **MTA TO HOLD PUBLIC WORKSHOP ON LONG RANGE TRANSPORTATION PLAN**

The MTA Board of Directors will hold a public workshop regarding the proposed 20 year Long Range Transportation Plan at 5 p.m. Thursday, March 2. The workshop will be held in the Supervisors Hearing Room of the Hall of Administration, 500 W. Temple Street in Los Angeles. This is the fifth in a series of workshops that began last August.

"All of our workshops have been open to the public, and public comment and input is a key element of the Board's deliberations," said MTA Chair and Los Angeles County Supervisor Mike Antonovich. "We're holding this workshop in the evening to give the maximum number of people a chance to participate."

The Long Range Transportation Plan, which was presented to the MTA Board of Directors February 15, is a 20 year, \$74.2 billion blueprint for public transportation designed to reverse increasing congestion and declining air quality, even as the population of Los Angeles County increases by an estimated three million persons.

"If present trends continue, average freeway speeds will be under 10 miles per hour by 2015," said MTA Chief Executive Officer Franklin White. "We have no choice but to plan for the future. Our collective responsibility is to build a system where it will do the most good."

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The Plan calls for:

- ◆ Adding 300 buses to the total countywide peak bus fleet; eliminating bus routes that duplicate rail; transferring service from low-ridership areas to high-ridership areas; funding for alternate transit services such as SMART shuttles, jitneys, subscription services, and shared-ride taxis.
- ◆ Continuing to develop Los Angeles County's rail network by opening the Metro Green Line later this year, completing the Pasadena Blue Line, building a rail line in the San Fernando Valley and completing the eastern and western extensions of the Metro Red Line. Additional lines are possible in the second decade if funding becomes available.
- ◆ Building 279 more miles of high-occupancy vehicle (HOV) lanes and adding 130 miles of dedicated bus lanes on surface streets, and improving traffic signal synchronization on major thoroughfares.
- ◆ Use existing rights of way to provide lower-cost alternatives such as railbus technology in corridors such as Glendale/Burbank and the Pasadena Line extension.
- ◆ Promoting changes in commuting behavior by advancing policies such as ridesharing, telecommuting and greater reliance on transit, and eliminating subsidies that make single-occupancy vehicle use attractive.

Final adoption of the Long Range Plan is expected by the MTA Board in March or April. The plan is subject to review every two years.

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