



NEWS

Sept. 26, 1996

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MTA INVITES BIDS FOR FIBER OPTICS LICENSING

The MTA is looking for partners to develop a county-wide fiber optics system along more than 300 miles of rail right-of-way.

The agency has invited interested telecommunications providers, public and private, to submit proposals for a fiber optics system that could expand data transmitting capacity, and provide innovative new services, in Los Angeles' highly competitive telecommunications market.

"This is an opportunity to make multiple use of the MTA's rail right of way and bring state of the art telecommunications services to more businesses and homes in Los Angeles," said Larry Zarian, MTA Chairman. "This will mean more jobs and business opportunities for the entire region."

The MTA is interested in proposals that will offer access points at all existing or planned rail stations and at key locations in undeveloped corridors.

"We are looking at ways to encourage high technology development around rail stations," said Joseph Drew, MTA CEO. "These transit centers of the future will be more than transfer points for rail or bus riders. They will be destinations for working, shopping, and communicating in the high tech fields of the next century. They will become points along the information superhighway."

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The MTA has already developed a TeleVillage at the Martin Luther King Jr. Transit Center in Compton on the Metro Blue Line. The TeleVillage provides a wide range of computer-assisted educational and business opportunities. The MTA would like to see similar projects at other stations.

The MTA proposes to license right-of-ways, in exchange for a fee, or in partnership with a provider who can set up communications facilities needed by the agency.

The MTA is also interested in any reciprocal arrangement with other public agencies that offers access to MTA's future fiber optics network in exchange for comparable access rights to their networks.

Instruction packages are available to interested applicants. Proposals must be delivered by December 20th and will be reviewed on a competitive basis. Final recommendations will be made to the MTA Board at the February 1997 Board meeting.

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