

MTA REVIEW

NOVEMBER 1996



ROLLOUT OF FIRST PROTOTYPE TRANSIT BUS FOR THE 21ST CENTURY

After four years of research and development, MTA, Northrop Grumman Corporation and the Federal Transit Administration have unveiled the first prototype of the Advanced Technology Transit Bus (ATTB).

The lightweight, low-emission ATTB often has been referred to as the "Stealth Bus" because of its use of lightweight materials similar to those used in Northrop Grumman's famous B-2 Stealth Bomber.

The first prototype is outfitted with a hybrid propulsion system in which an engine fueled with Compressed Natural Gas (CNG) powers a

generator. In turn, the generator delivers electricity to motors located at the ATTB's two rear wheels.

The result of this new technology is a more reliable and fuel-efficient vehicle which produces lower emissions than a conventional CNG-powered bus, and ultimately will provide longer service to the MTA and other transit operators around the country.

The ATTB electric drive system is designed to accommodate other alternative fuel

The first prototype of the Advanced Technology Transit Bus (ATTB) was recently unveiled. Using proven advanced technologies developed in the aerospace industries, the ATTB is expected to be the bus of the future.

I N S I D E

Transit Police Force Merger

The Board Report

Smart Transportation Corridor

Carpool Lanes Open

Fare Lawsuit Settlement

continued on page 11

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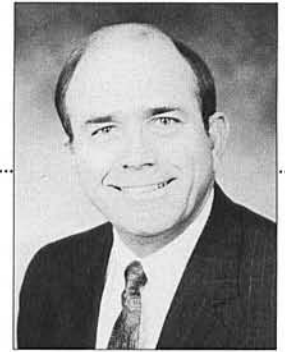
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METRO VIEW



By Joseph E. Drew
MTA Chief Executive Officer

Revolutionizing the transit industry for the 21st century is a bold concept, but in October we took a major step in making this statement a reality with the unveiling of a prototype bus of the future - the Advanced Technology Transit Bus, or ATTB.

The ATTB program was initiated in 1992 with the objective of developing a transit bus using proven advanced technologies developed in the aerospace industries. In December 1992, the MTA awarded a \$3.8 million contract to Northrop Grumman Corporation, the Los Angeles-based aerospace firm, to design a bus which will be significantly lighter in weight than conventional transit buses, have low floor for improved accessibility, produce significantly less emissions and be adaptable to a zero emissions configuration, and provide longer service life at lower operating costs.

While resembling a conventional transit bus, except that it rides low to the ground to better accommodate the elderly and disabled, it is what's beneath the surface that makes this bus a standout. Inner workings like fuel storage and air conditioners are housed on the top, allowing for the lower floor. The hull is made of laminated fiberglass, cheaper but similar to the carbon fiber materials used in Northrop's B-2 bomber. As a result, the bus weighs in at about 22,000 pounds, 9,000 pounds lighter than conventional buses. The lighter weight reduces emissions by decreasing fuel consumption. But the lightweight structure does not compromise safety, the designers say. According to Northrop, the hull withstood the impact of a 25- mph collision with virtually no damage. The good news is that Northrop hopes to price production models in the \$300,000 range, about the same as a conventional bus equipped with a compressed natural gas engine.

What's been developed is the new standard transit bus for the 21st century. Unveiled at Northrop Grumman in El Segundo on October 8 before a crowd of elected officials including U.S. Transportation Secretary Federico Pena, Senator Barbara Boxer, MTA board members and staff, the media and aerospace employees, the ATTB is not only a prototype of how to build a better bus, but of how business and government can work together successfully to benefit the public.

Working in partnership with Northrop Grumman, the Federal Transit Administration and other transit agencies nationwide, MTA has spearheaded the effort to create the ATTB and contributed \$10.3 million to its development. We have once again demonstrated our commitment to the millions of passengers who board Metro Buses every week.

The design process is a collective effort that included representatives from the FTA, the MTA and transit providers in 19 other major U.S. cities. The ATTB is a crowning achievement of a partnership between government and a defense industry giant, a partnership that we believe will pay big dividends for transportation and the environment for many years to come.

We're confident that the ATTB will become the vehicle of choice for public transportation agencies around the world. We're even more confident that the ATTB will help us achieve our goal of making the Metro Bus system better, safer and faster. After all, we're putting our customers first and they deserve the best.



The Board Report

MOBILITY ALLOWANCE DEMONSTRATION

The Board approved a two-year demonstration of three new services as part of the Mobility Allowance Demonstration Program. The principle of this program is that during periods of low demand, alternative, flexible destination service would be more viable from a cost and mobility standpoint than existing fixed-route service.

The cities of Redondo Beach and Hermosa Beach will expand their general public dial-a-ride service to include weekends and holiday service. This service, called the WAVE, will link the Metro Green Line Marine/Redondo Station with major attractions in the South Bay, including the Redondo and Hermosa Beach piers, King Harbor, the South Bay Galleria, and El Camino College.

Operation Shuttle will operate City Nightline in the corridor between the Carson Galleria and San Pedro. This service will connect with Metro Buses on Line 45 between midnight and 4:30 a.m. The City Nightline will offer flexibility for passenger pick-ups and drop-offs closer to trip origins and destinations.

Ryder/ATE Service & Management Co., Inc. will operate the Marina del Rey Shuttle. This service will combine the resources of Line 625 (presently operated by Ryder/ATE) with a segment of Metro Bus Line 220, which does not meet productivity standards, for an estimated cost savings of \$183,500 over the two-year agreement. The Marina del Rey Shuttle will connect the Metro Green Line Aviation Station with Marina del Rey, serving World Way West, Playa del Rey, and the Los Angeles International Airport City Bus Center. The Shuttle will operate into Marina del Rey to connect with regular Metro Bus Line 220 (Culver Blvd. - Robertson Blvd.) and Santa Monica Municipal Bus Line 3 (Lincoln Blvd.). The Marina del Rey Shuttle will operate flexible service in the midday and on weekends and will be on a fixed route in the peak periods.

HOLIDAY FREE FARE

The Board established a special Holiday Celebration Free Fare period as an annual event for bus and rail service. The program will be implemented on Metro Buses between the hours of 9 p.m. and 5 a.m. and on Metro Rail between the hours of 9 p.m. and 11 p.m. on the nights of December 24 and December 31. The purpose of the program is to encourage persons celebrating the holiday season to use Metro Buses or Metro Rail rather than drive cars in an attempt to promote personal safety and responsibility to others.

FEDERAL JUDGE APPROVES AGREEMENT SETTLING LAWSUIT

On October 28, 1996 Federal Judge Terry Hatter approved an agreement reached between the MTA and the class action plaintiffs, represented by the NAACP Legal Defense and Educational Fund, Inc. The agreement calls for additional bus service and continuation of the sale of the monthly pass, as well as commitment by the Authority to devote additional resources for security on the bus system.

As reported in the last issue of the MTA Review, the agreement calls for the MTA to field additional bus service to reduce the number of people who stand on a bus, a rollback on the price of monthly passes to \$42, the introduction of a weekly pass, off-peak discount fares on selected bus lines, and a two-year commitment by the MTA to maintain the current cash fare of \$1.35 and the token at 90 cents.

Funding to pay for the service improvements will be identified as the MTA updates its Long Range Plan early next year.

The settlement agreement will be implemented beginning December 1, 1996.

MTA
BOARD
ACTIVITIES
FOR
OCTOBER
1996

Putting A Human Face on th

4

Numbered
cards are
used by
the visually
impaired
to signal
passing
buses

The MTA is more than buses, trains and subway tunnels – it is people who are dedicated to serving the public and who have interesting stories to tell.

That's the aim of an MTA public art project, which will showcase agency employees in a series of interior bus posters that has begun to appear throughout the Metro Bus fleet.

"Our employees and our customers are our most important assets," said Joseph E. Drew, MTA's chief executive officer.

"We think our customers could benefit from learning more about our drivers and other frontline employees who make our system work. The MTA is not a faceless bureaucracy. We're people who not only care about delivering quality transit service but also care about our community."

The first series of five posters features two bus operators, a customer information agent, a diesel mechanic, and a transportation technical manager. Each poster features the employee in an off-duty pose and short narrative.

The posters pay tribute to the dedication and humanity of each employee profiled. Diesel mechanic Dyana Elorriaga

works a non-traditional job, and was photographed not in her coveralls but a formal gown because, she said, this time she wanted to be beautiful.

The accompanying narrative tells readers that she volunteers her time with elementary school children in an anti-graffiti program, that "when her hands aren't repairing an engine, they're learning how to play piano," and that she has worked at the MTA for 11 years.

"I wanted to give a voice to the people who go unrecognized, and to show the human element so others could relate to them on a personal level," said Marisela Norte, who wrote the narrative on the posters. "Their lives are more than their jobs."

Norte describes herself as a self-taught writer who "did my residency at Clifton's Cafeteria." *Buzz Magazine* listed her among "The 100 Coolest People in LA" and named her the "Muse on the Bus" because she uses the Metro System for transportation and inspiration. Norte has been writing



Every day Marie Tervalon is there at the MTA Headquarters building in downtown LA answering hundreds of questions and giving directions to many people moving throughout Los Angeles.

But it was after years of writing out responses to those hearing-impaired visitors who needed assistance that she decided to go back to school and learn a new language: sign language.

Marie Tervalon speaks with her hands now. She signs street names, bus routes, even a good place to eat. "This way I'm really able to help people."

Every day one woman's hands are helping people move throughout Los Angeles.

Marie Tervalon, Customer Information Agent and MTA employee for 25 years

A Metro Art project by writer Marisela Norte and photographer Willie Garcia.

professionally since 1982. She is currently working on a play commissioned by the Mark Taper Forum.

Marie Tervalon is a customer service agent at MTA headquarters. Her poster depicts her signing, a skill she learned on her own time to better serve her hearing-impaired customers.

"I enjoy photographing people," said Willie Garcia, the photographer on the project who says he learned his craft apprenticing to professional photographers. "I spent a great deal of time going to the different Metro Bus operating divisions and hanging out in driver break rooms. When I found someone interesting, I tried to capture his or her essence, more so than their jobs."

Garcia has documented youth subcultures and local music scenes; his work has been shown at more than 20 local exhibitions and shows. Publications in Mexico City, Dallas, Texas and Southern California have featured his photographs. He teaches at the Los Angeles Photography Center.

Both Norte and Garcia were given the freedom to locate and select MTA personnel they wished to profile for the project. They ultimately will feature 25 employees.

Detroit native Hank Dixon, a bus operator from the Sun Valley Division, was a tenor with the Motown group The Originals. He still tours with an oldies group, which sings "stone classic oldies to sold-out crowds."

Jesse Simon has overseen the installation of 150 bicycle lockers at Metro Rail stations while working as a transportation technical manager. He is a true believer in bicycles and has commuted to work via bike for the last 25 years.

Aldolfo "Fito" Cabrera was a teacher in El Salvador before the war there forced him to flee to a new life as a Metro Bus operator in El Monte. Fito's poster describes him as a good listener who can communicate in different languages and with many cultures.

The stories of these first five MTA employees will remain on display on 2,000 buses for three to four months. Then they will be replaced with a second group of five posters, each featuring the human face of the MTA.

Metro Art commissions projects throughout the Metro System with the objective of enhancing the transit environment and contributing to a sense of community ownership and pride.



Joselito Suarez, Rail Equipment Maintenance Specialist, and Phiel Pham, Rail Equipment Maintenance Leader, unveil a new Breda Metro Red Line car. The first of a total shipment of 74 to be delivered by December 1998, the improved car will be tested for a period of five months before it's put into service.

Los Angeles Opens Nation's Smart Transportation Corridor

6

Los Angeles

County

Metropolitan

Transportation

Authority

The Santa Monica Freeway, the nation's busiest, is getting smarter – and so are the streets that parallel it such as Olympic, Pico, Venice, Adams and Washington boulevards.

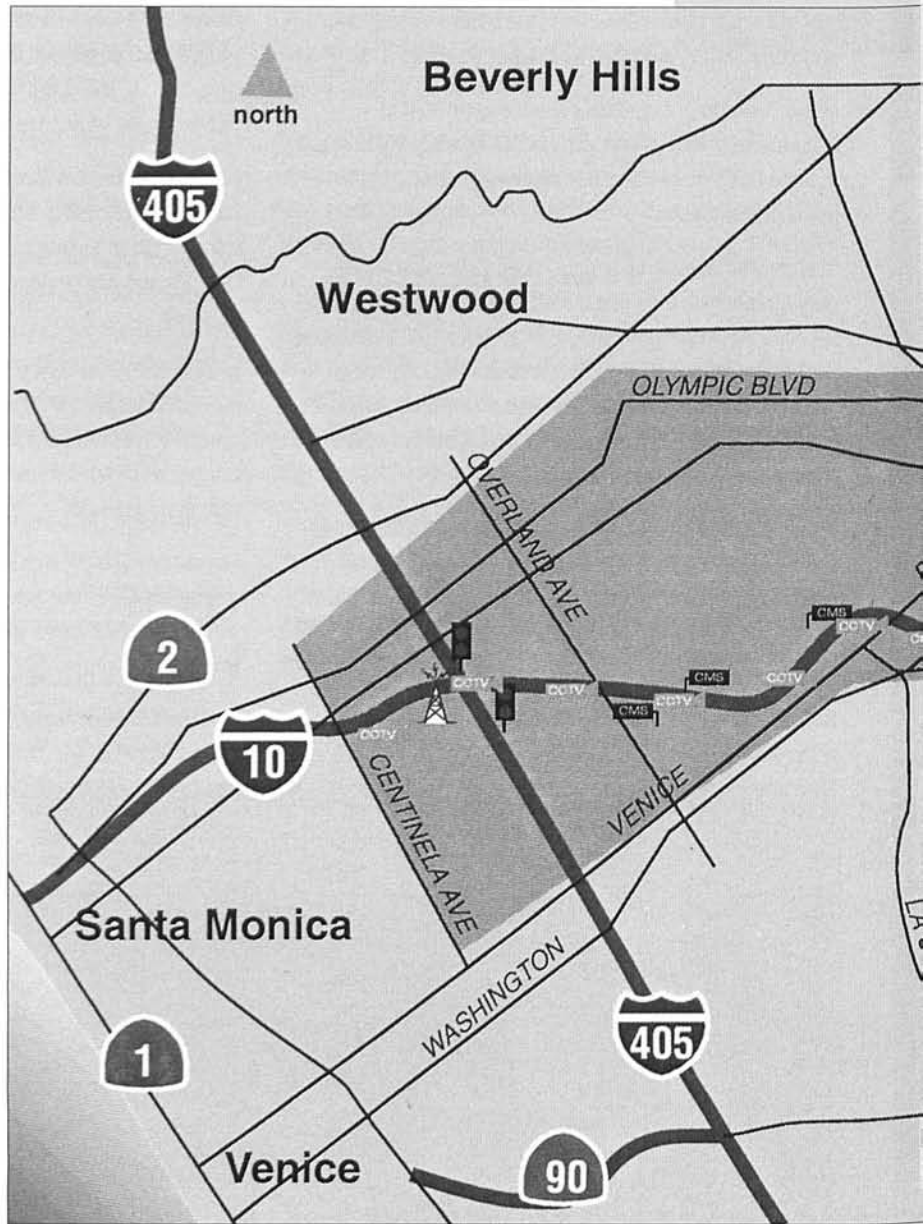
Thanks to the integration of new and existing computer systems, video cameras and roadway sensors, traffic operators at Caltrans, California Highway Patrol (CHP) and the Los Angeles Department of Transportation (LADOT), as well as millions of motorists who travel along the Santa Monica Corridor every week, now will get up-to-the-second information that should increase the average speed on the Santa Monica Freeway by 15 percent.

This \$48 million high-tech communications system, dubbed a smart transportation corridor, has been installed between Centinela Avenue to the west of the 405 Freeway and Soto Street to the east of downtown Los Angeles along 17.3 miles of the Santa Monica Freeway as well as streets parallel and perpendicular to it.

When traffic is diverted off the freeway onto major bordering thoroughfares, signals on the surface streets will be timed and controlled to keep traffic moving parallel to the freeway.

Traffic information is gathered through an automated network of closed-circuit cameras and thousands of roadway sensors. The system has been termed a smart corridor because it will use all these electronic intelligence gathering devices to help keep traffic moving more quickly.

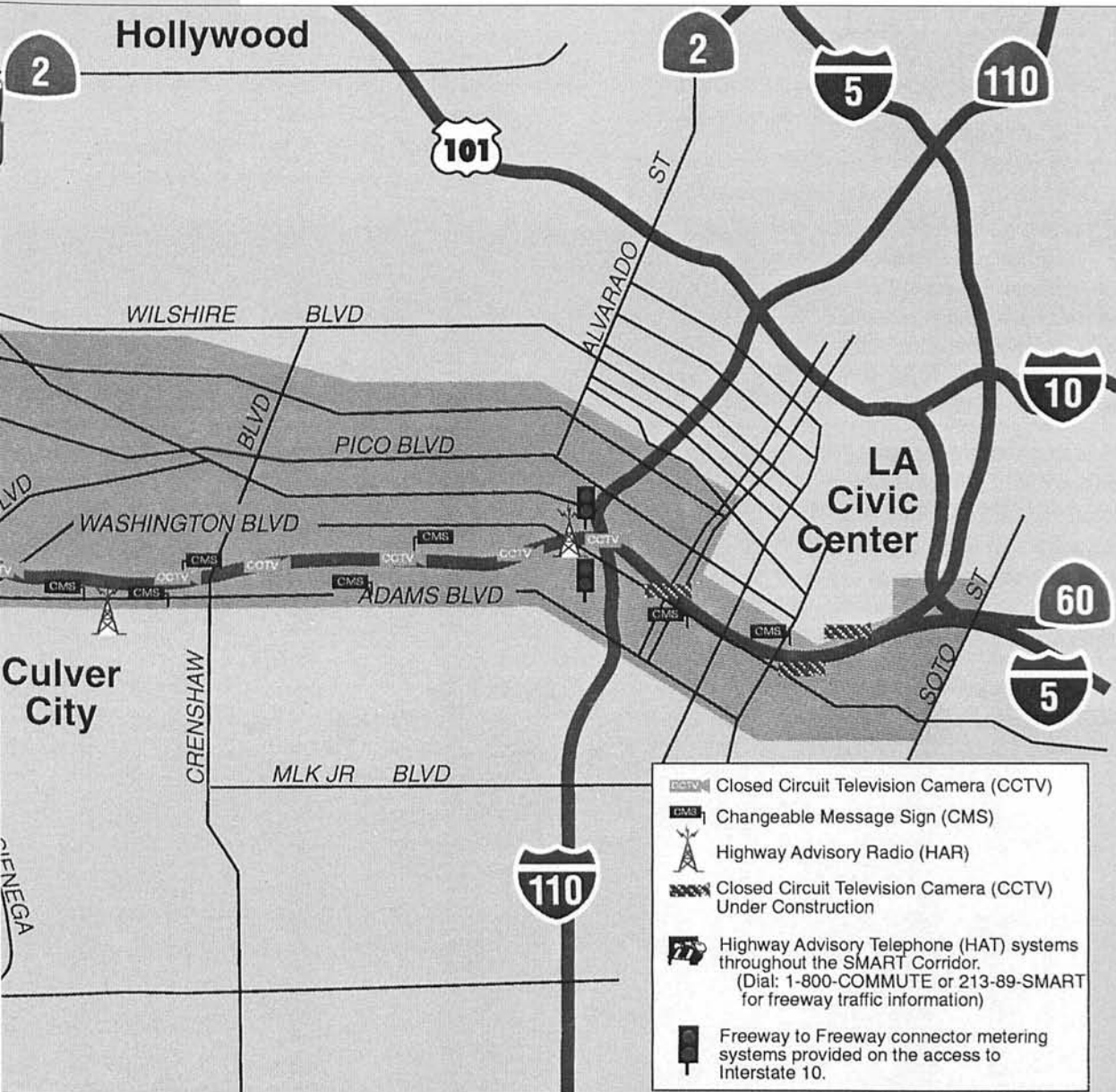
Information obtained by video cameras and roadway sensors will be integrated with other traffic management devices such as ramp meters, traffic lights and call boxes,



giving those in Caltrans, CHP and LADOT control centers the latest traffic information. The same information will be forwarded to radio and television traffic reporters who can use it to update their listeners and viewers with the latest information about traffic conditions in the Santa Monica Corridor.

Motorists will receive smart corridor information through changeable message signs, cellular phones and on two radio stations. Traffic and incident information can be retrieved with a touch-tone phone by calling the automated Smart Corridor Road Information Line at 213-89-SMART,

First or



24-hours a day. Traffic advisories are broadcast on radio stations 1510 AM and 1620 AM. Also, before leaving their home or office, motorists can check an Internet Web Page, which is updated every minute.

The automated information system is complemented by immediate response from traffic management agencies that will dispatch the CHP, city police or Freeway Service Patrol to help clear the cause of congestion. Once an incident is cleared the automated response is terminated and the message disappears from the changeable message signs as well as from the radio and phone systems.

The smart corridor applies the most modern technology available for the management of traffic conditions and speeds. Officials expect the increase of 15 percent on the average freeway speed to be even shorter along surface streets.

Expected benefits of the smart corridor will be faster traffic flow, improved travel time, improved air quality, reduced fuel consumption and fewer stops at traffic signals.

The smart corridor is a joint effort of the MTA, Caltrans, the CHP, LADOT and the cities of Culver City, Beverly Hills and Santa Monica.



FREEWAY CALL BOXES NOW AUTHORIZED FOR COUNTY ROADS

Freeway call boxes, a fixture on California freeways since the early 1960s, are now authorized for installation along county-maintained roads, thanks to a provision in the Omnibus Transportation Bill recently signed by Governor Pete Wilson.

There are presently more than 4,300 call boxes installed along Los Angeles County freeways and state highways. MTA staff are working with other responsible agencies to identify potential locations for call boxes on county roads.

The MTA, as the Los Angeles County Service Authority for Freeway Emergencies, will work closely with Caltrans, the County of Los Angeles and the CHP to ensure that motorists are safe.

Call boxes are placed in areas with no public telephones nearby. At least eight-foot wide shoulders are required and the boxes are installed to ensure that mobility impaired individuals can use them. Between 1,100 and 1,400 calls per day are currently made on Los Angeles County call boxes.

According to the Federal Highway Administration, rural areas account for only 39 percent of vehicle miles traveled, but account for 61 percent of fatal accidents. Putting call boxes in the more remote areas served by county roads is expected to increase emergency response times and ultimately save lives.



Carpool Lanes Open on San Diego Freeway

MTA praised the recent opening of carpool lanes along the San Diego Freeway from the Ventura Freeway to the Golden State Freeway in the San Fernando Valley, calling it a major transportation milestone for the region.

The completion of the carpool lanes in the San Fernando Valley represents over 100 miles of car and vanpool lanes now in existence along Southland freeways.

The recently opened carpool lanes on the San Diego Freeway stretch just over 10 miles and provide a north/south link, crossing almost the entire width of the San Fernando Valley.

The San Diego Freeway carpool lanes, built by Caltrans, were funded through MTA's Call for Projects program. The project cost \$26.1 million, of which \$23.1 million was funded by MTA.

"Completion of this project illustrates to Los Angeles taxpayers another tangible result of their sales tax dollars at

work improving transportation mobility," said MTA Chief Executive Officer Joseph E. Drew.

"Carpool lanes provide a tremendous incentive for drivers to share a ride as users can expect to save at least a minute per mile during rush hours over travelers using regular lanes along the freeway," said Drew.

The San Fernando Valley will receive additional congestion relief when carpool lanes currently under construction on the 118 Freeway open from the Ventura County line to Route 5. This will add 11.4 miles of carpool lanes before the end of the year.

In addition, motorists also benefit from other carpool lanes that opened recently, including 6.1 miles on the 170 Freeway and 12.9 miles on the 134 Freeway.

A
Major
Transportation
Milestone
for
the
Region



MTA Board Approves Transit Police Force Merger

10

The MTA Board of Directors voted in October to merge the agency's 500-member Transit Police Department, the largest transit force in the country, with the Los Angeles Police Department (LAPD) and the Los Angeles Sheriff's Department (LASD).

By eliminating overlapping functions and civilianizing some jobs, the merger will place additional officers in the field, with most of them deployed on Metro Buses.

The Board has authorized plans for five-year contracts with both the LAPD and the LASD not to exceed \$224.3 million for the total period.

Under the merger plan, the program is designed to capitalize on the strengths of the MTA Transit Police, currently the 10th largest police department in California, as well as those of the LAPD and the LASD.

The police force for the MTA will continue to operate out of the agency's headquarters. The force will gain additional services, as well as LAPD and sheriff resources, such as mobile field command post operations, traffic units, motor units, mounted units and off-road vehicle units.

"By combining the expertise and experience of MTA police officers with the law enforcement experience of the LAPD, we will be able to provide the citizens of Los Angeles with the highest quality of police services," said Los Angeles Police Chief Willie Williams. "The merger will help us accomplish the mission of fostering a transit system in the City of Los Angeles with a continued reduction of crime and disorder."

Under the merger program, overlapping administrative costs are scheduled to be eliminated. The new program also calls for placing non-police fare inspectors on the trains, rather than police personnel as at present, who will work in teams to check for fare payment by passengers.

The new partnership is already underway through negotiations with representatives from the LAPD and LASD who moved into MTA headquarters in May to work directly with MTA staff. There will be a transitional period through December 1996 as LAPD and LASD officers organize for two major units of service, one for city operations, another for county operations.

During that transition, Chief Sharon Papa of the MTA Transit Police will remain in charge of operations.

Pending approval by the governing bodies of the City of Los Angeles and County of Los Angeles, the full merger will take effect in January 1997.

"We look forward to providing the finest law enforcement services available to all Metro Bus and Metro Rail riders throughout Los Angeles County," said Los Angeles Sheriff Sherman Block. "This merger also provides new working experiences and career opportunities for both sheriff's deputies and the former MTA officers."

Joseph E. Drew, MTA Chief Executive Officer, outlined some of the benefits of the merger for the MTA: "It enhances the safety of our patrons. It increases our law enforcement capabilities by allowing us to deploy more officers in the field. And it provides better safety for the officers. In

addition, we ensure that MTA police officers also benefit. They will not lose any pay and will in fact receive increased benefits, all of this at a lower per unit cost."

The MTA Board and the CEO will retain policy oversight, and the Authority also will retain full control over the budget.

"We can maximize our capabilities and do it more efficiently," Drew said. "We can now better focus on our primary goal of implementing a multimodal transportation system for the Los Angeles region."

The MTA Board has approved the merger of the Transit Police with the Los Angeles Police Department and the Los Angeles Sheriff's Department.



BUS FOR THE 21ST CENTURY *continued from page 1*

technologies in future prototypes such as a fuel cell propulsion system which produces zero emissions.

The prototype weighs in at nearly 9,000 pounds less than a conventional CNG transit bus, with further weight reductions expected in future prototypes. This slimmed-down construction improves fuel economy, reduces emissions and lessens wear and tear on highways, streets and service facilities.

The ATTB meets Americans with Disabilities ACT (ADA) standards. Its front-door ramp and low-floor design provide easy accessibility for wheelchair-bound passengers. The front and rear door entrances are a comfortable 14 inches from ground level and the ATTB's "kneeling" capability enables the operator to lower the access an additional 3 inches.

The ATTB includes a large number of cost-saving features, including modular installation of the engine which allows a two-person maintenance crew to remove the engine for service or repair in only 15 minutes, far less than the several hours required to remove its conventional counterpart. The bus also rides on four tires instead of the customary two in front and four in the rear.

Three phases of extensive testing under real-life and simulated conditions are planned for the ATTB. In the next 13 months, the ATTB's performance and durability will be evaluated by Northrop Grumman through rigorous testing conducted at Failure Analysis Associations in Phoenix, Arizona, and at the Federal Test Center in Altoona, Pennsylvania.

Northrop Grumman plans to conduct extensive road testing of the ATTB over several months on four local routes, eight hours per day, five days per week.

MTA DONATES 180 COMPUTERS TO AREA SCHOOLS

The MTA recently donated 180 personal computers, valued at \$50,000, to four high schools and three area community colleges. The seven institutions all participate in the MTA's Transportation Careers Academy program.

These computers were surplus to MTA's needs, but still very serviceable for the over 500 students who participate in the MTA's academy program.

The program was founded in 1993, with the MTA matching a grant from the Federal Transit Administration plus additional funds from the U.S. Department of Education. The goal of the program is to prepare young people for entry-level jobs in the transportation industry through

Total cost of the ATTB project through the prototype phase is \$51 million. Eighty percent of the funds are being provided by the Federal Transit Administration. The other 20 percent are being provided by local sources, including Proposition A interest dollars and in-kind contributions from the MTA.

"As many people know, Northrop Grumman is not in the bus manufacturing business," said Ken Kresa, Northrop Grumman president and CEO. Kresa pointed out that the goal of the company's participation in the ATTB program was to explore potential application of aerospace technologies to ground participation.

"Our goal now, in addition to managing the prototype evaluation phase of the program through its completion, is to work with a manufacturer with the high-volume production capacity to produce these advanced transit vehicles in quantity and to assist in the successful transition of this technology for the benefit of our country's transportation system," added Kresa.

Local subcontractors supplying the ATTB's major subsystems and components include Ray Products Inc., of Ontario, California (rooftop cover), and Santa Barbara Dual Spectrum (fire suppression system). Among the other subcontractors is Detroit Diesel Corporation, manufacturer of the CNG engine used in this prototype.

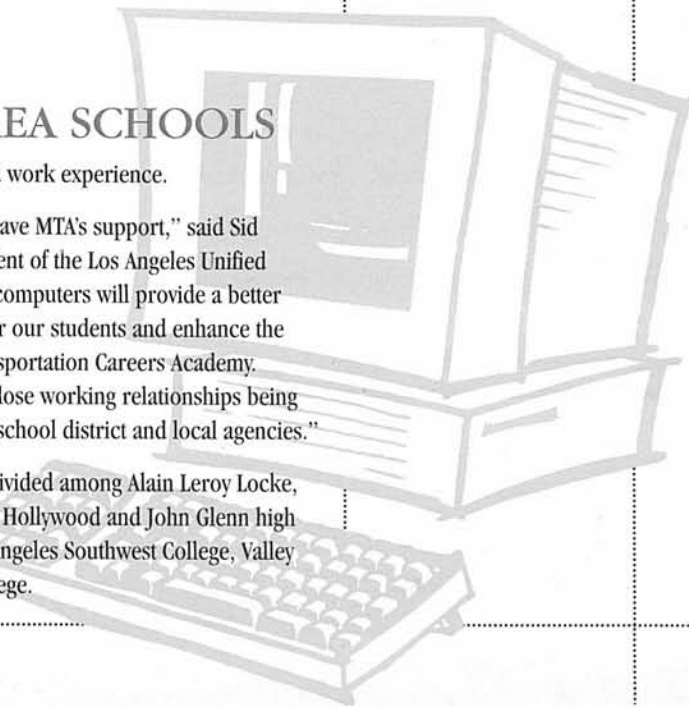
A second prototype is expected to be completed in early spring of 1997. Four more are scheduled to be built by the end of 1997, with testing to be conducted in cities across the United States.

integrated academic and work experience.

"We're very pleased to have MTA's support," said Sid Thompson, superintendent of the Los Angeles Unified School District. "These computers will provide a better learning environment for our students and enhance the effectiveness of the Transportation Careers Academy. This is a symbol of the close working relationships being developed between our school district and local agencies."

The computers will be divided among Alain Leroy Locke, Woodrow Wilson, North Hollywood and John Glenn high schools, as well as Los Angeles Southwest College, Valley College and East LA College.

MTA



MTA INVITES BIDS FOR FIBER OPTICS LICENSING



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The MTA is looking for partners to develop a countywide 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, as well as provide innovative new services in Los Angeles' highly competitive telecommunications market.

Intended to make multiple use of the MTA's rail rights-of-way and bring state of the art telecommunications services to more businesses and homes in Los Angeles, the project 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."

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 near other stations.

The MTA proposes to license rights-of-way 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 20 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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