

Keeps on going and going and going...



Metro Rapid Bus at Universal City Metro Rail Station. PHOTO BY LUIS INZUNZA

Board Approves Speed-Up of Metro Rapid Expansion Plan

By ED SCANNELL

(Sept. 26, 2002) The MTA Board of Directors today unanimously approved acceleration of the planned expansion of the Metro Rapid Bus Program.

The 24-line expansion, slated to begin in December with new lines on Vermont Avenue and South Broadway, would be completed by 2008.

"The two Metro Rapid bus lines that have been in operation on the Wilshire/Whittier and Ventura Boulevard corridors for the last two years have been unqualified success stories," said Board Chairman Hal Bernson. "We are stepping up the expansion of Metro Rapid to bring the benefits of this innovative program to more L.A. County residents as soon as possible."

Today's Board action also included earmarking future regional funds to complete the expansion. CEO Roger Snoble was directed to negotiate agreements with the local jurisdictions in each Metro Rapid corridor to expedite the expansion plan.

Funding of \$110.5 million

Total one-time capital costs for implementing the entire program are estimated at \$110.5 million. The funds will be used to construct 24 corridors with 356 miles of bus signal priority in 34 cities and 11 Los Angeles County unincorporated communities. The plan will include 779 stations, all with "next trip" displays.

In addition to Vermont Avenue and South Broadway, the corridors selected for the five-year Metro Rapid expansion plan are Florence, Van Nuys, Soto, Crenshaw-Rossmore, Pico, Santa Monica, Hawthorne, Long Beach Ave., Hollywood-Fairfax-Pasadena, Western, Beverly, Vernon-La Cienega, Atlantic, Central, San Fernando-Lankershim, West Olympic, Garvey-Chavez, Manchester, San Fernando (south), Sepulveda (south), Torrance-Long Beach and Lincoln.

The Metro Rapid expansion plan would provide a net increase of 15,646 annual revenue hours over the pre-existing service levels in those corridors.

The Metro Rapid Program was initiated in June 2000 with two demonstration lines on the 26-mile Wilshire/Whittier and 16-mile Ventura Boulevard corridors. Since that time, total bus ridership on the two corridors has increased by nearly 40 percent, with one third of the increase coming from passengers new to public transit.

[Back to MTA Report](#)

