



NEWS

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MTA BOARD COMMITTEES BEGIN EVALUATING 20-YEAR TRANSPORTATION PLAN SCENARIOS AT JOINT WORKSHOP JAN. 20

Two MTA Board committees, Friday, will conduct a workshop to begin evaluating three possible scenarios that address the future of transportation in Los Angeles County for the next two decades.

The workshop will begin at 9 a.m. at the Kenneth Hahn Hall of Administration, Board of Supervisors Hearing Room on the third floor, 500 W. Temple Street, in downtown Los Angeles.

"This long-range plan will be the blueprint for transportation solutions and improvements for decades to come," said MTA's Chief Executive Officer Franklin White. "It will be fiscally prudent, as well as achievable."

White recently outlined a fiscally sound 20-year plan in a paper entitled "A Vision for the MTA." In the paper, White stated that the MTA plans to spend more than \$60 billion in the next 20 years to fund the agency's operational needs and build new transportation systems.

The MTA's Finance, Budget & Efficiency Committee and the Planning and Programming Committee will discuss three long-range scenarios put forth by MTA staff. Each scenario has been thoroughly tested with travel demand simulation models, taking into account available funds.

Each scenario provides extra bus service, using between 300 and 627 more buses, plus various levels of rail service. Specifically:

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20-YEAR PLAN WORKSHOP

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Scenario 1 -- Calls for 300 more buses in service at peak travel hours, builds an East-West Valley rail line, a western extension to Westwood, an eastern extension to Atlantic Boulevard, and an HOV lane on Interstate 5 from Rte. 134 to the San Bernardino Freeway.

Scenario 2 -- Calls for 627 more buses in service at peak travel hours, and builds the East-West Valley rail line only.

Scenario 3 -- Calls for 500 more buses in service at peak travel hours, and builds the East-West Valley rail line as well as the western extension to Westwood.

All scenarios provide for the following:

- Reallocation of transit service in low-ridership areas to high-ridership areas to alleviate overcrowding.
- Funding for alternative transit service such as SMART shuttles, subscription services, shared-ride taxis, and jitneys.
- Elimination of bus lines that duplicate rail lines and reassigning the buses to higher-demand lines.
- Nearly 130 miles of arterial bus lanes on surface streets to improve service.
- Transit System Management (TSM) improvements on all major arterials.
- Numerous freeway HOV lanes and freeway gap closures.
- MTA's contribution to the Alameda Corridor project.

"Our projections show an estimated 3 million more people will reside in Los Angeles County by the year 2015," said Judith Wilson, MTA Executive Officer for Planning and Programming. "All of our scenarios would result in an improved mode split, in terms of transit versus auto use, in the county."

The MTA Board of Directors is scheduled to adopt a 20-year plan in the next few months.

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