



# NEWS

May 25, 2000

CONTACT: RICK JAGER/MARC LITTMAN  
MTA MEDIA RELATIONS  
(213) 922-2707/922-2700  
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## MTA BOARD AUTHORIZES CEO TO PURCHASE AN ADDITIONAL 370 NEW BUSES POWERED BY COMPRESSED NATURAL GAS

The MTA Board of Directors today voted to authorize CEO Julian Burke to purchase 370 additional compressed natural gas (CNG) buses that are scheduled to begin arriving by the end of FY 2002.

The new low floor CNG buses will be purchased from North American Bus Industries (NABI) manufactured in Anniston, Alabama at a cost of \$307,694 per bus for a total of \$115,424,954.

The new purchase is required to ensure that MTA meets its service demands into the future. The bus procurement is included in the adopted Accelerated Bus Procurement Plan which calls for buying 2,095 new buses through FY 2004. This will ensure continued compliance with the plan to modernize MTA's bus fleet, improve service reliability and relieve overcrowding.

In approving the purchase of CNG buses, the Board opted not to buy diesel-powered buses as part of its policy and commitment to buy only alternate fueled buses for the region.

MTA presently operates the nation's largest fleet of alternative fueled buses with approximately 900 CNG buses now in service and 670 additional CNG buses under contract for delivery over the next two years. With the current bus purchase, by June 30, 2002 the MTA will have 1,940 CNG buses in its fleet.

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The new CNG bus procurement approved by the Board today meets and in some cases exceeds all State and Local air quality regulations, including a newly adopted California Air Resources Board (CARB) statewide transit bus rules that requires transit agencies to increase the number of cleaner-burning buses over the next 10 years.

The MTA and its contract bus lines will offer a record amount of bus service in Fiscal Year 2001, eclipsing the previous record set in mid-1980's by MTA's predecessor agency, the Southern California Rapid Transit District (SCRTD).

The MTA budget for the fiscal year that starts July 1, 2000 calls for deploying at least 2,012 buses during weekday rush hours at 7,271,125 annual bus revenue service hours between MTA and its contract carriers.

This compares to 2,009 peak hour buses deployed by SCRTD in Fiscal Year 1985 and 7,257,000 annual bus revenue service hours in Fiscal Year 1987. The MTA record stands out in sharp relief considering that 20 of the San Gabriel Valley bus lines operated by SCRTD in the 1980's are now operated by independent Foothill Transit and are not counted in the MYA service totals. Likewise, some other former SCRTD bus lines have been assumed by the 15 other municipal bus operators in Los Angeles County.

The Fiscal Year 2001 MTA budget calls for spending \$1.161 billion, or 46 percent of the total MTA budget, on MTA bus operating and capital and municipal bus operator subsidies compared to \$1.119 billion or 44 percent this year.

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