



February 15, 1995

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**MTA BOARD TO CONSIDER 20-YEAR TRANSPORTATION
PLAN AT REGULAR MEETING FEBRUARY 22**

The MTA Board of Directors will begin deliberations February 22 on a long-range transportation plan for Los Angeles County that presents a balanced mix of rail construction and additional buses and service, while acknowledging the reality of the fiscal constraints the agency is likely to face in the next 20 years.

"Rail lines, more regional bus service and numerous other traffic mitigation and air quality improvement measures play a major role in the plan," said Franklin White, MTA's chief executive officer. "This long-range plan will be the blueprint for transportation solutions and improvements for decades to come. It is fiscally prudent, as well as achievable."

The cost of the transportation programs outlined in the plan is estimated to be \$74.2 billion. This includes approximately \$67 billion in MTA-planned projects and services, and \$5.4 billion in local return funds. Local return funds are provided through the MTA to Los Angeles County and its 89 cities for local transportation-related projects.

White said the plan is based on the "basic premise that county residents will use public transportation if it is safe, convenient, clean, on time, and affordable. The MTA intends to make sure that the Los Angeles County transportation system is all of these."

Specifically, the plan calls for:

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- Maintaining existing revenue sources and aggressively pursuing new ones. The MTA seeks to maintain at least a 50 percent federal contribution to the cost of building its future rail projects.
- Adding 300 buses to the total countywide peak bus fleet; eliminating duplicative bus routes; reallocating transit service in low-ridership areas to high-ridership areas to alleviate overcrowding; and funding for alternative transit service such as SMART shuttles, subscription services, shared-ride taxis, and jitneys.
- Continuing to develop Los Angeles County's rail network by opening the Metro Green Line system later this year; completing the Pasadena Line; building a rail line in the San Fernando Valley and completing the eastern and western extensions of the Red Line. Additional lines are possible in the second decade if necessary funding becomes available.
- Building 279 more miles of high-occupancy vehicle (HOV) lanes and freeway gap closures on freeways and major streets; adding 130 miles of arterial bus lanes on surface streets to improve service; and improving traffic signal synchronization on major thoroughfares.
- Better identifying customer needs, and implementing programs and services that directly meet those needs. This will be done with market research of transit and non-transit users and improved passenger information systems.
- Using existing rights-of-way to provide lower-cost alternatives, such as railbus technology, in corridors such as Glendale/Burbank and the Pasadena Line extension.
- Continuing MTA's contributions to the Alameda Corridor project to help ensure the economic success of the region by facilitating the efficient movement of goods.

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- Promoting changes in commuting behavior by advancing policies such as ridesharing, telecommuting and greater reliance on transit to reduce single-occupancy vehicle use.
- Implementing cost savings measures within the MTA to increase cost-efficient delivery of service and capital projects.

In January, two MTA Board committees conducted a workshop to begin evaluating three possible scenarios for the long-range plan. Following committee input and public comment, MTA staff prepared a single recommendation that the MTA Board is now scheduled to consider. The plan has been thoroughly tested with travel demand simulation models, taking into account available funds.

"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. "This plan will result in an improved mode split, in terms of transit versus auto use, in the county."

The MTA Board of Directors will schedule another public workshop in March, followed by probably final adoption of the plan in either March or April.

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