



Metro

Metropolitan Transportation Authority

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TO: BOARD OF DIRECTORS

**THROUGH: ROGER SNOBLE
CHIEF EXECUTIVE OFFICER**

**FROM: JOHN B. CATOE, JR.
DEPUTY CHIEF EXECUTIVE OFFICER**

SUBJECT: HIGH CAPACITY BUS DEPLOYMENT

ISSUE

Metro is procuring high capacity buses to improve the operational efficiency of the bus system. These buses will operate on the busiest bus routes, starting with the June 2005 Service Change.

Consistent with the 10-year Financial Forecast and Proposed FY 06 Operating Budget, high capacity buses will be deployed in a manner that maintains current seating capacity, and reduces vehicle requirements. To realize savings, service frequencies must be adjusted and new schedules developed.

DISCUSSION

There are two active procurements for high capacity vehicles. These include the purchase of 100 45-foot composite buses and another order of 200 60-foot articulated buses. The typical bus in the Metro bus fleet seats 40 passengers. The 45-foot buses will provide seating for 46 passengers, while articulated buses will seat 57. North American Bus Industries (NABI) is manufacturing both the 45-foot and 60-foot buses and all of the vehicles will be CNG powered.

The 45 foot buses will be deployed on Metro Rapid Line 720 (Wilshire/Whittier) starting with the June 2005 Service Change. This deployment will reduce vehicle requirements from ninety-one 40-foot vehicles to seventy-eight 45-foot vehicles. To adapt the schedule to the new vehicle allocation, headways on this route will be widened by approximately one minute.

The initial 30 articulated buses are being painted silver and will be deployed on the Orange Line in September 2005. Another 60 articulated buses are expected to be delivered in time for the December 2005 Service Change and will be deployed on Metro Rapid Line 754 (Vermont) and future Metro Rapid Line 757 (Western). These deployments will reduce vehicle requirements on Line 754 from thirty-two 40-foot vehicles to 22 articulated buses, and on Line 757 from twenty 40-foot vehicles to fourteen articulated vehicles. To adapt schedules to the new vehicle allocations, headways on each of these bus routes will be widened by approximately two minutes.

NEXT STEPS

Over the next several months staff will be finalizing new schedules for the bus routes that will be operated with high capacity buses, conducting operator and mechanic training, preparing public notification materials, and developing monitoring activities.