

MTA Bus and Rail Capital Improvements

(Vehicles, Equipment, Facilities, Security, Rapid Bus Expansion And Other Capital Needs)

> PROJECT DESCRIPTION:

MTA provides a wide range of customer services to increase mobility throughout Los Angeles County. These services include transit operations, freeway services, roadway construction, and transportation information. MTA directly operates three modes of transit: bus, light rail, and heavy rail, carrying over 1.2 million passengers per weekday.

Among the main capital projects currently under development are: the Universal Fare System (UFS) and the Advanced Transportation Management System (ATMS), which will provide a broad array of improvements in bus service. The UFS will allow customers greater flexibility in their transportation options and facilitate better and more expeditious accounting of fares and ridership. The ATMS project will replace obsolete radio communication systems, provide automatic vehicle location, computer aided dispatch, automatic passenger counters and interface with the UFS.

MTA is the largest operator of alternative fueled buses. As of June 2002, 1,758 or 76% of the 2,316 buses in the active fleet are powered by engines using clean-burning compressed natural gas (CNG). The MTA continues acquiring CNG vehicles in the range of 200 buses a year at an annual cost of \$100 million, to replace the older fleet and help reduce air contaminants. In its ongoing effort of improving service to our patrons, the MTA introduced Metro Rapid as the new MTA bus service designed to provide faster regional travel for patrons. The key features of Metro Rapid that make it faster and easier to use include simple route layout, frequent service, less frequent stops, level boarding and exiting, color-coded buses and stops and bus priority at intersections.

MTA operates three different rail lines in Los Angeles County. The Metro Blue Line light rail operates from Long Beach to Downtown Los Angeles along a 22-mile route, Metro Green Line light rail operates along a 20-mile route from the City of Norwalk to Redondo Beach and Metro Red Line is a 17-mile subway extending from Union Station in Downtown Los Angeles to North Hollywood in the San Fernando Valley. These three rail lines require ongoing maintenance and capital outlay to operate. A fourth rail line called the Metro Gold Line will open in July 2003 and extend from Union Station to Pasadena a distance of 14-miles. The annual operating costs for all four lines are projected to be \$220 million for fiscal year 2004. Capital costs for system maintenance and rehabilitation will be increasing in the next few years as the rail line age.

> STATUS:

The acquisition of up to 200 CNG articulated buses is expected for contract award in the second quarter of fiscal year 2003. Implementation of both the UFS and the ATMS projects is expected to be completed by fiscal year 2005. The expansion of the Rapid Bus program to 24 routes is planned over the next five years. Funding will be used to construct 24 corridors with 356 miles of bus signal priority in 34 cities and 11 Los Angeles County unincorporated communities.

During the TEA-3 reauthorization period the Metro Blue Line will become twenty years old and requires substantial rehabilitation and modernization including new and revamped rail cars and system ground improvements in excess of \$50 million. The MTA is in immediate need of 50 new light rail cars at a cost of \$3.8 million each or \$190 million for the Metro Blue Line and overall fleet replacement. This combined with an identified shortage of at least 20 heavy rail cars for the Metro Red Line at a cost of \$80 million requires extensive capital outlay and needed funding. MTA anticipates that over \$75 million will be needed for capital maintenance of the rail lines over the next five years.

> ESTIMATED COST:

\$2.7 Billion countywide

> CONGRESSIONAL DISTRICTS:

All County Congressional Districts

