



**Metro**

# Daily Brief

**Wednesday, November 30, 2005**  
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**CEO Roger Snoble**

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## Consent Decree Update

Today, the Special Master issued an order approving the New Service Plan that was submitted on September 30, 2005. The ruling stated that Metro has taken action to address the three key components of the 1996 Consent Decree that include the New Service Implementation Plan, our fare policy that has met the Consent Decree requirements, and substantial resources committed to improving the quality of bus service. The Special Master's only change to the Plan requires some slightly more frequent Rapid Bus Service on a few lines. Staff is evaluating this aspect of the order.

We are still awaiting an order on one outstanding issue dealing with a challenge made by the BRU regarding past service curtailments of the 13 contracted bus lines. We anticipate this order from the Special Master soon.

In addition, the Los Angeles Times, Daily News and City News Service inquired about this latest ruling by the Special Master. The reporters were told that the ruling approved Metro's New Service Implementation Plan and found that we were in compliance in areas brought into question by the BRU regarding our plan. Stories may appear tomorrow.

## Los Angeles City Council Approves Expo Financial Contribution

The Los Angeles City Council today approved the Transportation Committee's report for funding of the Exposition Light Rail Project. The report recommends the preparation of a financial contribution agreement between the City and Metro that will allow for payment of \$40 million over five years, inclusive of \$5 million for Grand Avenue mitigations in front of Los Angeles Trade Tech College. The report also says the payments may exceed Metro's five-year proposed schedule and that the City will not issue debt to provide the payments. The agreement must

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also include language that the City's payments are conditional on including both the Flower Street alignment with a subsurface grade separation and the \$5 million Grand Avenue mitigations. In addition, the City would not be responsible for any cost overruns and would receive a prorated amount of any surplus resulting from the project being delivered under budget.

### **North Hollywood Parking**

In response to Metro Orange Line passenger and customer feedback, we are changing the North Hollywood passenger discharge location. Beginning today, we are discharging our Metro Orange Line passengers closer to the Metro Red Line station and the Lankershim pedestrian cross walk, directly across the plaza from the passenger boarding platform. This will shorten the walk to the connecting bus locations and to the Metro Red Line station access portal. Richard Hunt, San Fernando Valley Sector General Manager indicated that "this is one of many suggestions that we have received over the last several weeks. We want to do everything we can to make the Metro Orange Line experience a pleasant and safe one."

### **Rosa Parks Tribute**

KFWB news radio and the Inland Daily Bulletin interviewed Media Relations staff today about Thursday's tribute to civil rights pioneer Rosa Parks. Director Bonnie Lowenthal, Caltrans director Doug Failing, and I along with Arthur Winston and other Metro staff will be on hand to unveil a commemorative poster that will be displayed on more than 2,200 Metro buses.

### **Of Note**

On this day in 1925, a grand opening ceremony was held by Pacific Electric for Los Angeles' first subway, reaching from Beverly and Glendale Boulevard, to 4th and Hill's Subway Terminal Building. In planning stages for 10 years and under construction for one year, Pacific Electric hoped to attract investment for future extensions. Cultural and demographic changes led to the demise of the privately run rail system in Los Angeles. In 1955, the last train ran through the tunnel. The tunnel was then used for a number of years by the Federal government for civil defense supply storage. There was a proposal to re-use the tunnel for a downtown people mover system linked to park and ride lots, but the tunnel was later rendered unusable for transit purposes when new high-rise building foundations severed it.

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