

## **Update, Nov. 30 NoHo Parking, Rail and Bus Project Dominate Committee Meetings**

(Nov. 13) Four issues could dominate MTA Board committee agendas in November. Committees will discuss expanding parking at the Metro Red Line's North Hollywood station, engineering services for transportation projects in three major corridors and a permanent increase in Metro Rail service hours.

The Executive Management committee will consider a motion by Mayor Richard Riordan that calls for the CEO to provide in January a plan to purchase and use articulated buses on high-ridership bus lines.

The Board also has scheduled a workshop at 10 a.m., Wednesday, Nov. 15, to discuss the Year 2000 Long-Range Transportation Plan. The staff's presentation will include recommendations and projects proposed for various regions of the county. A draft of the plan will be presented to the Board in January.

**North Hollywood Parking, Item 18: Approved by Board.** The motion would authorize the CEO to spend up to \$352,000 to increase the amount of patron parking by paving a lot on MTA-owned land across Lankershim Boulevard, west of the North Hollywood station. Paving the lot, formerly a Pacific Red Car station, would add about 210 spaces to those on the station property, which recently was restriped to increase the capacity from 850 to 919 vehicles.

Plans for accommodating patrons at North Hollywood also include adding bike racks and bike lockers, establishing a taxi stand and placing signs directing patrons to a nearby 63-space LADOT parking lot.

**Engineering Services, Item 41: Approved by Board subject to resolution of protests by unsuccessful bidders.** With this motion, the committee will consider whether to proceed on a light-rail project for the Eastside transportation corridor, a rail project and a Bus Rapid Transit project in the Mid-City/Wilshire corridor, and a Bus Rapid Transit project for the San Fernando Valley. The motion would provide contracts totaling \$36.7 million for three firms to provide preliminary engineering and engineering design for the projects.

**Increasing Metro Rail Hours, Item 33: Approved by Board.** For most of 2000, Metro Rail has conducted a Board-authorized pilot program that extended rail operating hours from 11 p.m. to 11:30 p.m. The MTA staff has recommended making the extended hour permanent, citing late-night passenger counts that show the pilot program exceeded a passenger count baseline by 119 percent on weeknights and 197 percent on weekends.

**Articulated Buses, Item 42: Approved by Board with amendment requiring compliance with MTA alternative fuels policy and the use of composite materials in manufacture of buses.** A July 7, 2000, staff report concluded that replacing standard, 40-foot buses with articulated buses on high-ridership bus lines could reduce operating costs by 15 percent. The report suggested that the 58-seat buses would be best used on Bus Rapid Transit or Metro Rapid lines, or on such high-volume routes as Line 204 serving Vermont Avenue.

According to the staff report, articulated buses currently produced by

U.S. manufacturers are equipped only with diesel engines, not with CNG-powered engines. Purchasing diesel-powered articulated buses would require an exception to the Board's alternative fuel policy, the report said. AQMD rules requiring alternative fuel vehicles also permit exemptions when no low-emission engines are available for a certain type of vehicle.

[Back to MTA Report](#)