

## **Update: Feb. 22 Board Approves Bond Sale, New Cars, Service Changes, Other Agenda Items**

(Feb. 22) In action at its February session, the MTA Board approved a proposed \$270 million bond sale, the purchase of 224 new cars, service changes for Metro Bus lines and a number of other agenda items.

The \$270 million bond sale will provide funds to retire about \$55 million in short-term loans the MTA negotiated last June. The sale also will refinance some \$200 million in bonds at an immediate savings of \$30 million and a future savings of about \$2.4 million per year. **Item 20 was approved by the Board.**

The 224 new cars the MTA plans to buy would be replacements for high-mileage cars purchased in 1988 through 1992. For the \$3.688 million expenditure, the agency would receive 207 four-door, mid-size sedans for general use and another 17 sedans for use by security officers. **Item 11 was approved by the Board.**

The MTA currently operates more than 985 non-revenue vehicles, of which 685 are five or more years old. This item will go before the Operations Committee on Wednesday.

### **Proposed service changes**

**Item 30 was approved by the Board with an amendment. The Board directed the Operations Committee to further consider the proposed cancellation of Line 497. The Board also asked for a report in six months on the effectiveness of the ordered line changes.** The Board approved service changes on a total of 34 lines, including increasing service on the Harbor Transitway Line 445. The agency is recommending cancellation of Line 402 to Pasadena, Line 436 Venice Boulevard freeway express, Line 466 to Downey, Norwalk and La Mirada and the Line 497 express from Montclair and Pomona to Los Angeles.

Other items approved by the Board include:

**Report on UTU and ATU Contract Implementation, Item 7: In a separate action, Feb. 22, the Board approved Item 35 giving formal approval to labor contracts with the UTU, ATU and TCU. Both the Board and the unions' members already had ratified the contracts.** A report on the UTU and ATU contracts indicates that several cost-saving measures have been implemented. The savings were realized through changes in work rules, scheduling and manpower planning. More savings are expected in coming years.

The report notes that, under the new UTU contract, the number of 4/10 assignments for bus operators increased from 45 to 100, beginning in December. Operators bidding for the 4/10 shifts averaged 13.5 years' seniority, compared with an average of 9.5 years' seniority for all full-time operators. No operators were required to accept 4/10 assignments, the report said.

**Expansion of Division 1, Item 12: Approved by the Board with amendments that direct the staff to report back in 60 days about the possibility of joint development in the area and about how the MTA could prevent noise and bus traffic from disturbing Division 1 neighbors.** The Board approved the

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purchase of five parcels adjacent to Division 1, totaling 115,000 square feet. Expansion of the division will provide space for 67 more coaches, 120 more employee parking spaces and a CNG pumping facility.

**Universal Fare System Consultants, Item 14: Approved by the Board.** The CEO was authorized to sign a three-year, \$4.5 million contract with Booz-Allen & Hamilton of McLean, Va., to assist in implementing the Universal Fare System project.

For the past decade, the MTA has been developing a countywide "universal" fare system that would provide integrated automatic fare collection and centralized data processing. Such a system would link the MTA's fare collection system with those of municipal and other transit agencies in the region.

**Route 10 HOV Project, Item 28: Approved by the Board.** The Board approved an additional \$5.5 million in funding for construction of high-occupancy lanes on Route 10 between Baldwin Avenue and Rt. 605. The additional funding will cover a project shortfall.

**Transportation Corridor Preliminary Engineering, Item 31: Approved by the Board.** The Board approved an additional \$16.4 million to fund accelerated preliminary engineering for the Eastside, Mid-City/Wilshire and San Fernando Valley East-West Transit Corridors.

The staff also requested \$5.94 million to complete five "major investment studies" in the transportation corridors, a required step to receive federal funding.

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