

MTA Disappointed in Decision Denying Consent Decree Appeal

(March 19, 2002) The U.S. Supreme Court has declined to consider the MTA's appeal of the Consent Decree. The agency had sought a clarification of how bus load factor compliance should be measured and the federal court's role in solving transportation problems.

In a statement released Monday, Board Chairman John Fasana expressed disappointment in the high court's ruling, but said the MTA will continue to comply with the Consent Decree. [Read> Statement](#)

He said the "MTA remains optimistic that differences in tracking violations and measuring compliance of the Consent Decree can be resolved." The full text of Fasana's statement is presented below.

Talking with local media, CEO Roger Snoble stressed that the MTA was prepared to comply with the Consent Decree and continue improving Metro Bus service, no matter how the Supreme Court reacted to our appeal.

Dispute resolution process

He said the MTA hopes to work out its differences with the Bus Riders Union through the Joint Working Group, but noted that there a process is in place to resolve disputes.

Emphasizing that this is not a bus vs. rail debate, Snoble said construction of the Metro Gold Line, the expansion of the Metro Rapid bus program, the Eastside light-rail extension and the San Fernando Valley East-West Busway will go forward as scheduled.

An eight-member majority of the MTA Board voted in January to appeal the issue to the Supreme Court. The Board also directed the MTA staff to develop a plan to present to the Special Master on how the agency will further implement the Consent Decree.

Following the Board's January action, Fasana said in a statement that the MTA is "not seeking to dissolve the agreement, but instead (has) plans underway to move forward with Metro Bus improvements."

<p>Statement by MTA Board Chairman John Fasana Re: Bus Consent Decree</p>
<p>March 18, 2002</p>
<p>The MTA is disappointed that the United States Supreme Court has opted not to review the federal Consent Decree to improve Metro Bus service in Los Angeles County.</p> <p>While underscoring that the MTA will continue to comply with the Consent Decree, the MTA Board felt it was important for the court to clarify how compliance should be measured. Equally important was to define what authority the federal court and the special master, who oversees compliance, has in deciding how the MTA should comply if violations occur.</p> <p>The MTA remains optimistic that differences in tracking violations and measuring compliance of the Consent Decree can be resolved. The MTA is committed to complying with the decree and will continue our efforts to improve the</p>

Metro Bus system.

In the past five years, the MTA has purchased and taken delivery of nearly 2,000 new compressed natural gas buses. Many of these were used to replace aging diesel buses but the agency has added almost 500 peak hour buses into service to reduce overcrowding and to expand service.

The MTA is expanding its popular Metro Rapid Bus lines, is planning new busways, and, starting this summer, will decentralize bus operations to be more responsive to local communities as part of an ongoing effort to improve Metro Bus service.

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