

## **Board to Consider Transit Police Chief, Group Insurance Plans**

(Aug. 14, 2002) Having cancelled its committee meetings for August, the MTA Board will consider a shorter-than-usual agenda at its monthly meeting, Thursday. Items include the creation of a position for transit police chief and changes in employee group insurance plans.

The MTA security policy adopted by the Board in July gives a transit police chief responsibility for managing contracted security services, including those provided by the LAPD and Sheriff's Department. The Board now must establish a staff position for a transit police chief.

The police chief would be responsible for maintaining a proactive anti-terrorism program, gathering security intelligence and coordinating data collection. The chief also would be required to work closely with local, state and federal law enforcement agencies.

Since the MTA Transit Police force was folded into the LAPD and Sheriff's Department in November 1997, the agency has not had a transit police chief. MTA security requirements are managed by the Security and Law Enforcement Department.

### **Group insurance plans**

See metro.net report Aug. 2: [Change proposed in Group Insurance Plans](#)

The Board also will be asked to authorize the CEO to renew medical, dental, life, accidental death and dismemberment and long-term disability group insurance plans for non-contract employees.

Management is asking approval for a proposal under which the agency would pay 90 percent of the cost of monthly premiums for group insurance plans. Employees would pay the remaining 10 percent.

Under the 90 percent/10 percent plan proposed to the Board, monthly employee contributions to about half of the plans also would rise. Contributions to the others would decrease. If approved, the new rates for group insurance plans would take effect Jan. 1, 2003.

### **In other action:**

The Board will be asked to approve a plan to install Automatic Voice Annunciators aboard Metro Buses and to upgrade bus radios for the Advanced Transportation Management System (ATMS). MTA expects to spend up to \$99.6 million to enhance the communications systems aboard its buses.

### **Articulated buses on Wilshire**

The Board will consider certifying the final environmental impact report for the Wilshire Bus Rapid Transit project proposed for the Mid-City/Westside Transit Corridor. If approved, the plan would include an articulated bus demonstration and testing program on Wilshire Boulevard.

Under the proposed testing program, MTA would operate 97 new 60-foot articulated, low-floor buses during peak hours. The buses would provide significant additional passenger capacity for the successful Metro Rapid program. Metro Rapid bus shelters at 30 stops would be enlarged to

accommodate the three-door coaches, as well as universal fare technology, seating and other passenger features.

The proposal includes expansion of Gateway Division 10 to support the articulated buses, upgrades to MTA-owned parking lots at the Crenshaw and La Brea Metro Rapid stops and reconstruction of some intersections on Wilshire.

The Board also will consider a motion to complete the Mid-City/Exposition Transit Corridor final environmental impact report and another motion to begin preliminary engineering design for the Mid-City/Exposition Light-Rail Transit Project.

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