

## **Construction Projects, Anti-Graffiti Motions Before MTA Board**

(Oct. 23, 2002) The Board will consider three motions concerning MTA transit construction projects at its monthly meeting, Oct. 24. Two other motions are aimed at preventing graffiti from defacing MTA vehicles and facilities.

The Board will be asked to authorize the CEO to award a \$1.059 million contract to The Design Build Consulting Group of Beaverton, Ore., to manage the Eastside Light Rail project. The project will be an extension of the Metro Gold Line from Union Station into East Los Angeles. (Item 24)

### **East-West Busway**

A second motion would reconfirm the CEO's authority to execute a contract for design and construction of the East-West Busway in the San Fernando Valley. Authorized by the Board last February, the bidding and bid evaluation process should be completed in time for a mid-December notice to proceed with construction. (Item 12)

The \$329.5 million busway will be built along the Burbank/Chandler rail right-of-way to connect the North Hollywood Metro Rail station with Warner Center. The project also is to include an \$11 million bike path.

### **Universal City Underpass**

The third motion calls for Board approval of a \$26.4 million budget for construction of a pedestrian underpass and other site improvements at the Universal City Metro Rail station. (Item 33)

The underpass would connect the station and the entrance to Universal Studios across Lankershim Boulevard. Construction is expected to begin in December.

### **Preventing graffiti damage**

MTA plans more aggressive action to prevent graffiti damage to window glass on Metro Buses and at Metro Rail stations.

For some time now, MTA has used a tough transparent film as a barrier to protect windows from permanent damage by vandals using etching tools. The Board will be asked to approve an amendment to a \$250,000 contract with XLNT Tint that will allow the agency to more frequently replace the film. (Item 30)

More frequent changes are needed to combat increased vandalism attributed to higher ridership and also to meet MTA's goal of improving the appearance of its vehicles and facilities.

Replacing the film is much more cost-effective than replacing window glass. Installing a 42 in. by 42 in. sheet of elevator glass would cost \$665, compared with the \$17 cost of replacing the protective film.

A companion motion would award an amendment to a \$330,000 contract with Acme Glass & Mirror for replacement of damaged glass panels at Metro Rail stations. Many of the panels to be replaced predate the use of protective film. (Item 31)

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