

UPDATE > Sept. 23, 2003

New Bus Division, Transit Service Policy on Board Committee Agendas

- [Item 26](#), a motion concerning construction of a new bus operating division, was forwarded to the full Board by the Operations Committee without recommendation.
- [Item 24](#), Updated Transit Service Policy, Approved, sent to full Board for Consent Calendar.
- [Item 23](#), Vandalism of MTA Property. Received and filed by Operations Committee.
- [Item 25](#), New Rail Traction Substations. Approved, sent to full Board for Consent Calendar.
- [Item 10](#), Campo de Cahuenga. Sent to full Board without recommendation.
- [Item 6](#), Easy Transit Pass Program. Approved, sent to full Board for Consent Calendar.

(Sept. 16, 2003) A motion authorizing CEO Roger Snoble to reach an agreement with a local developer for construction of a new bus operating division in West Los Angeles is among items on MTA Board committee agendas this week.

If approved by the Operations Committee and the Board, the agreement calls for the developer to build a new bus operating facility on Jefferson Boulevard between Rodeo Road and National Boulevard that would meet MTA's requirements.

Also on committee agendas are motions to update MTA's Transit Service Policy to focus on high-quality service and efficiency, and a motion providing funding for an interpretive display at historic Campo de Cahuenga near the Universal City Station.

The motion before the Operations Committee, [Item 26](#), would authorize the CEO to enter into an exchange agreement with the proposed new division's developer, RAD Jefferson, LLC.

The developer plans to build a new 4.66-acre bus operating and maintenance facility in exchange for MTA's 3.13-acre Division 6 property in Venice.

Under the terms of the agreement to be presented to the Board, the developer would be obligated to conduct a thorough environmental review and meet all mitigation requirements. Construction is to be completed by June 30, 2006 if the agreement is signed this month.

With the Venice division valued at \$12.9 million, the agreement calls for MTA to contribute \$8 million to make up the difference in the cost of the newly built bus division.

Equipped with a CNG fueling station, it would accommodate up to 157 40-foot buses or approximately 100 60-foot articulated buses. The two-story transportation and maintenance building would have 15 maintenance bays and rooftop employee parking.

Operations Committee, Sept. 18

Item 24. Approved, sent to full Board for Consent Calendar.

Updated Transit Service Policy. Item 24. The Operations Committee will consider a proposed MTA Transit Service Policy that focuses on providing high-quality service in major travel markets within LA County and improving the overall efficiency of service.

The new policy would include a greater emphasis on serving major transit markets, deploying MTA resources based on demand rather than population and the use of shopper surveys to monitor service quality. It also calls for restructuring service to a hub and spoke network, reducing minimum headways from 60 to 30 minutes when possible, and a policy of cancelling poorly performing bus lines that have been in operation for more than 18 months.

Item 23. Received and filed by Operations Committee.

Vandalism of MTA Property. Item 23. During the four-year period of 1999 to 2003, a total of 273 vandalism cases were submitted to the District Attorney for prosecution, according to a report to the Operations Committee. At least 59 percent of those resulted in guilty verdicts and restitution to MTA of about \$40,000.

To encourage more restitution by convicted vandals, Sheriff's detectives will begin including a restitution request for the amount of graffiti damage in court filings. If the convicted vandal is unable to pay, the letter will ask the court to order the individual to perform community service on behalf of MTA of a value equal to the amount of damage.

Item 25. Approved, sent to full Board for Consent Calendar.

New Rail Traction Substations. Item 25. Metro Gold Line trains currently operate on electricity from 10 traction power substations placed along the line. The Operations Committee will consider a motion to buy four more substations and two property sites for a total project cost of \$8.7 million.

With the extra substations, the Metro Gold Line could operate a mix of two- and three-car trains at 10-minute headways. The new substations also would provide redundancy in the event substations were taken off line due to power failures or other causes.

Construction Committee, Sept. 17

Item 10. Sent to full Board without recommendation. Campo de Cahuenga. Item 10. The Construction Committee will be asked to approve \$550,000 to provide an interpretive display of the archeological remains of the historic Campo de Cahuenga structure.

The foundation stones of the original tile and adobe brick building – where the signing of an 1847 peace treaty ended the Mexico-U.S. War in California – are just a few yards away from the Universal City Station in Campo de Cahuenga City Park.

The display will include a replica of portions of the structure, a walkway, fence and interpretive panels to assist the public in viewing the historical site. The site was exposed when Lankershim Boulevard was widened during construction of the Universal City station.

Planning and Programming Committee, Sept. 17

Item 6. Approved, sent to full Board for Consent Calendar.

EZ Transit Pass Program. Item 6. The Planning and Programming

Committee will consider a motion authorizing the CEO to enter an agreement with the Southern California Regional Rail Authority (SCRRA), to include Metrolink fare media in the EZ Transit Pass program.

Under such an agreement, Metrolink fare media would be accepted by MTA and other operators in the EZ Transit Pass program. Each participating agency would be reimbursed by SCRRA for Metrolink passenger boardings. The EZ Transit Pass program was launched in August 2002.

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