

## **MTA Board Sets Thursday Meeting – First Since September**

(Dec.2, 2003) The MTA Board has scheduled a meeting for 9:30 a.m., Thursday – its first regular monthly meeting since September.

Thirty-eight items, including a closed session to discuss real estate, legal and labor matters, are on the Board's agenda. Among the items are:

**Westside/Central Service Sector Council, Item 34.** The Board will consider a motion to appoint nine members of the Westside/Central Service Sector Council.

The four members nominated by the City of Los Angeles are Pressley Burroughs and Ruby Sylvestre, community activists in South Los Angeles; Helen Johnson, a public transit activist; and Peter Capone-Newton, a bus and rail patron.

The County of Los Angeles' two nominees are Stephanie Negriff, director of transit services for Santa Monica's Big Blue Bus; and Joyce Perkins, a community activist and former member of MTA's Citizens Advisory Council.

The Westside cities nominees are Carol Gross of Culver City, a member of the City Council; Brad Robinson of Beverly Hills, a real estate executive and Traffic and Parking commissioner; and Ann Semonco of West Hollywood, a transit rider and advocate for the disabled.

**New Rail Traction Substations, Item 23.** Metro Gold Line trains currently operate on electricity from 10 traction power substations placed along the line. The Board will consider a motion – postponed from September – 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.

**Remanufacture of Rail Grinder, Item 17.** The Board will consider a motion authorizing an expenditure of \$1.3 million to remanufacture MTA's rail grinder machine. Originally purchased in 1995, the machine – which has been used to "re-profile" rails on all four Metro Rail lines – is now past its remanufacture date.

If approved by the Board, the rail grinder will be completely disassembled by a contractor and rebuilt, a process that could take up to a year. Remanufacturing will extend the useful life of the machine by at least five years. New rail grinders cost about \$4 million each.

Because MTA's rail grinder is currently out of service, an outside firm has been contracted for a rail-grinding project, starting Wednesday, on a five-mile section of the Metro Gold Line.

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