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## Board Improves Non-Contract Retirement Plan; OKs Other Motions

- [Expansion of Division 1](#)
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(March 30, 2004) The MTA Board has approved the addition of a Deferred Retirement Option Program (DROP) to the non-contract employees' Retirement Income Plan.

DROP would allow a member of the RTD/MTA Retirement Plan to "retire" for pension purposes, but continue active employment. The DROP plan is identical to that provided union employees.

The Board also voted to eliminate the \$133.33 currently deducted from the monthly annuity paid to retired members of the RTD/MTA plan. The elimination of this deduction is consistent with improvements given to union employees.

The Board's vote also permits members of the RTD/MTA retirement plan to purchase up to five years' additional service credit called "Air Time." Members of CalPERS currently have this benefit.

Representatives of CalPERS will be at MTA Headquarters, Tuesday, April 6 to answer employees' questions about "Air Time." Two sessions are planned for the Board room from noon to 1:30 p.m. and again from 2 to 3:30 p.m.

Information about "Air Time" also can be found on the CalPERS web site at [www.calpers.ca.gov](http://www.calpers.ca.gov).

## Division 1 Expansion

Following a public hearing, the Board agreed to begin an eminent domain action to acquire a 2.3-acre parcel of land just to the south of Central City Division 1.

Metro plans to expand Division 1, increasing the division's capacity from its current 183 to 283 buses and adding as many as 120 employee parking stalls. Once the property is purchased, the agency will ask the City of Los Angeles to close a portion of Industrial Street, which will be included in the bus yard.

The Board's motion also directed MTA staff to negotiate with the property owner for the development of adequate, mutually agreeable parking to meet the needs of the area and Metro's bus requirements.

## Regional Clearinghouse

The Board also approved a motion budgeting \$16 million for a regional clearinghouse and service center to handle the Regional Transit Access Pass (TAP), also called the "smart card."

The funds will be used for technical design, program development and implementation of the Regional Universal Fare System (UFS).

MTA will purchase a data collection system and hire a contractor to operate the regional clearinghouse and Transit Access Pass (TAP) service center. The facility will serve Metro and the 11 municipal operators participating in UFS.

Metro will install bus and rail UFS equipment beginning this summer. The municipal operators have completed their purchase of UFS equipment and expect to take delivery late this year.

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