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Downtown Rail Connector, Cleaner Bus Shelters Among Items on Committee Agendas

- [Item 7](#). Regional Rail Connector.
- [Item 27](#). Bus Shelter Maintenance.
- [Item 29](#). Upgrade SCADA Equipment.
- [Item 35](#). Program \$618 Million.

(Nov. 15, 2005) Board committees will take up a range of topics at their meetings, this week, that include a possible downtown connector for the Metro Blue and Gold Lines, cleaner bus shelters, an upgrade for subway control equipment and the disposition of \$618 million in state and federal funds.

Board Committee Meetings

- **Wednesday, Nov. 16**
Planning and Programming, 1 p.m.
Finance and Budget, 2:30 p.m.
- **Thursday, Nov. 17**
Executive Management and Audit, 9 a.m.
Construction, 10:30 a.m.
Operations, 12 Noon

Item 7, Regional Rail Connector.

Planning, designing and building a rail line through downtown Los Angeles to connect the Metro Blue and Gold Lines would cost between \$120 million and \$250 million, or more, and would take seven to nine years, according to a staff report to the Planning and Programming and the Executive Management and Audit committees.

Although more study needs to be done, previous studies focused on various ways to build a light-rail line from 7th and Metro station that could include "at-grade" tracks and "street running," but no specific alignment was recommended. However, a fully underground alignment was not considered financially practical, the report says.

In September, the Board directed the staff to submit a more comprehensive report, no later than December 2005, that includes the impact of the connector on current ridership, provides an implementation timeline and costs, and indicates possible funding sources.

Item 27, Bus Shelter Maintenance. At the Operations Committee meeting in August, Councilman Bernard Parks directed the Metro staff to "develop a protocol requiring bus operators to monitor bus stop conditions and report broken and/or soiled bus benches."

In a motion to be considered this month by the Operations Committee, Parks notes that, although Metro doesn't own or have jurisdiction over most bus stops, "it is important that safe and clean facilities are

provided for Metro riders.” The motion calls for “more aggressive measures” to keep bus stops, benches and shelters clean and protected from vandalism.

The motion would direct the staff to “bring together all agencies” responsible for bus shelters to discuss a model shelter design, a strategy to provide shelters at all bus stops and a “comprehensive rehabilitation and maintenance protocol.”

Parks’ motion also directs the staff to provide a status report on the South Bay Service Sector’s “See it, Report it” program and plans to implement the program agency-wide as soon as possible. The South Bay program encourages bus operators and field staff to file reports identifying shelters that need cleaning or other work.

Item 29, Upgrade SCADA Equipment. The Operations Committee will consider a motion awarding a \$1.34 million contract to an Annapolis, Md., company to replace remote units that help control the movement, and report the status, of Metro Red Line trains in Segment 1, which opened in 1993.

The Remote Terminal Units (RTUs) are part of the SCADA automated train control system used throughout the subway system. The new RTUs will replace outdated equipment at Union Station; Civic Center; Pershing Square; 7th and Metro; and Westlake/MacArthur stations; at the Rail Operations Center and at the Metro Red Line yard.

Item 35, Program \$618 Million. The Planning and Programming Committee will consider a motion authorizing the CEO to program \$618 million in state and federal funds.

Among the provisions of the motion, a sum of \$608 million would be slated for highway and transit capital improvement and support. Another \$10 million would be used as back-up funding to “leverage” up to \$19 million in unused federal appropriations for countywide transit projects. The motion also would reauthorize \$68.7 million advance of Metro’s 17 percent contribution to the Alameda Corridor East Phase II project.