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Board Committee Meetings:

Thursday, Feb. 15:

Executive Management and Audit Committee, 9 a.m.  
Construction Committee, 10:30 a.m.  
Operations Committee, 12 p.m.

Thursday, Feb. 22: February Board Meeting, 9:30 a.m.

Metro Rapid Express Pilot Programs Among Items on Committee Agendas

In this report:

- [Item 7. Congestion Mitigation Fee Study \(amended\)](#)
- [Item 11. Vermont/Santa Monica Development \(approved\)](#)
- [Item 29. Pavement Engineering Services](#)
- [Item 33. Metro Rapid Express](#)
- [Item 34. Design/Build Capital Projects](#)
- [Item 37. Rail Window Vandalism](#)

(Feb. 14, 2007) Approval of three Metro Rapid Express pilot programs and a new method of small Capital Program contracts are among topics before Board committees in February.

**Item 29, Pavement Engineering Services.** The Construction Committee will consider authorizing the CEO to extend a contract for pavement engineering services, in order to continue testing Metro Orange Line pavement construction.

LaBelle-Marvin Incorporated (LMI) has investigated the causes of pavement cracking on the Orange Line. If the Construction Committee authorizes the CEO to modify the contract, an amount not-to-exceed \$130,000 will be added to LMI's contract, raising the total contract value from \$150,400 to \$280,400.

**Item 33, Metro Rapid Express.** The Operations Committee will consider authorizing three additional Metro Rapid Express routes, following earlier Board approval of a Wilshire Metro Rapid Express.

Directed by a Metro Board motion in November 2006, the staff recommends implementing up to three additional Metro Rapid Express corridors: the Hawthorne Metro Rapid, the Van Nuys Metro Rapid and the Crenshaw Metro Rapid. The staff recommends that the Metro Rapid Hawthorne and Wilshire routes would be implemented first in June 2007 as a pilot program.

The staff estimates the Wilshire Metro Rapid Express limited-stop service will produce a 10 percent to 15 percent savings in travel time over the existing Wilshire Metro Rapid service. If the pilot program is successful,

the Crenshaw and Van Nuys Rapid Express service could be implemented as soon as December 2007.

**Item 34, Design/Build Capital Projects.** The Operations Committee will consider authorizing the CEO to solicit and award design/build contracts for renovation, repair and construction at Metro facilities.

Used on the Metro Orange Line, Expo Line and the Division 9 Transportation Building, design/build is a method of project delivery in which an owner contracts directly with a single entity that is responsible for both design and construction of a project.

Affected by the design/build contracts would be \$25 million in Capital Program projects previously approved by the Board. These include:

A Division 18 solar generation project, including the installation of photovoltaic panels at the division.

Yard security upgrades and closed circuit television installations at Metro bus operating facilities and passenger terminals.

**Item 37, Rail Window Vandalism.** The Operations Committee will consider authorizing the CEO to award a 24-month, firm fixed price requirements contract—not to exceed \$298,036—with Alvarez Graffiti Guards for rail window vandal protection sheets.

Rail window vandal protection sheets protect the appearance of 225 Metro rail vehicles. The sheets protect the 16 to 32 windows on each rail vehicle from graffiti and vandalism, avoiding permanent damage to the windows.

The rail window sheets also reduce labor costs for window replacement. The staff estimates that Metro uses approximately 13, 296 window vandal protection sheets each year.

In committee action on Wednesday:

**Item 7, Congestion Mitigation Fee Study.** The Planning and Programming amended a motion to approve guiding principles for the Countywide Congestion Mitigation Fee Study and delayed further action on the motion until the April committee meeting. The amendment calls for the guiding principles to be circulated as a draft document to Councils of Government, cities and the Congestion Mitigation Fee Policy Advisory Committee for review and comment.

If implemented, a mitigation fee program could generate revenue for cities to use in building local projects with regional benefit, and which would address the impact of new development. In addition, the program would help cities meet their local responsibilities under the state-mandated Congestion Management Program.

Local jurisdictions would control implementation of the program, identify transportation projects, collect and control mitigation fees and ultimately build the projects or participate in funding regional improvements.

The suggested guiding principles have been developed by the Metro staff based on outreach on the program to date.

**Item 11, Vermont/Santa Monica Development.** The Planning and Programming Committee voted to authorize the CEO to enter into a Joint

Development Agreement with a developer interested in leasing approximately 1.1 acres of Metro property adjoining the Vermont/Santa Monica Red Line station. The motion was forwarded to the full Board for action.

The developer, who owns adjacent property to the Red Line station, hopes to develop a mixed-use residential and retail project. The parcel, located on the southwest corner of Vermont Avenue and Santa Monica Boulevard, serves as a plaza and portal to the Metro Red Line station.

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