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## Board Committees to Consider Locally Preferred Alternative for Canoga Corridor, \$35 Million Contribution to Phase I of Expo Line and Brake System Overhauls for P2000 Vehicles

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(June 12, 2008) Spanning the breadth of Metro initiatives, the Metro Board Committees will consider 40 items, from a \$35 million contribution to Phase I of the Expo Line from the City of Los Angeles to moving forward on the Congestion Mitigation Fee program.

### Item 5, Milestone for Canoga Transportation Corridor.

The Planning and Programming Committee will weigh recommending the Board adopt the Locally Preferred Alternative (LPA) for the Canoga Transportation Corridor of the Metro Orange Line.

Now that the corridor’s Draft Environmental Impact Report has been completed, the Board must select a project LPA before the Final Environmental Impact Report and preliminary engineering may begin.

The LPA recommends extending the Orange Line on Metro rail right-of-way from the existing Canoga park-and-ride lot to the Chatsworth Metrolink station.

### Item 9, Agreement on Expo Project Funding.

The CEO would be authorized to execute an agreement with the City of Los Angeles for a \$35 million contribution for Phase I of the Expo Line light rail project in an action before the Planning and Programming Committee.

The Financial Contribution Agreement would help satisfy a funding requirement the Board established for Phase I of the project. Under the agreement, the City would be expected to provide its \$35 million share

### June Committee Meetings

#### Wednesday, June 18

1 p.m. – Planning and Programming  
2:30 p.m. — Finance and Budget

#### Thursday, June 19

9:30 a.m. — Executive Management and Audit  
11 a.m. – Construction  
12 noon – Operations

#### Thursday, June 26

9:30 a.m. – Full Board Meeting

through Fiscal Year 2010-2011.

The Board has adopted an \$862.3 million funding plan for Phase I of the Expo Line.

**Item 10, Orange Line Residential Development.**

Board approval would authorize an agreement with JPI West to develop a residential project on the Metro Orange Line Sepulveda Station park-and-ride site.

The Planning and Programming Committee will consider recommending the project, to be built on the 12.5-acre site. JPI West was selected as the most qualified responder to a Request for Proposals issued October 8, 2007.

The developer has proposed a project of 560 rental units, including 20 town homes along Erwin Street and 10 live-work units on the site's southeastern side. Retail space is proposed on the ground floor of two five-story residential buildings adjacent to the station.

**Item 24 and 25, Positions on Current Legislation.**

The Executive Management and Audit Committee will consider recommending the Board take positions on a number of pieces of state legislation and one bill in the House of Representatives.

SB 1626 – The committee will consider recommending a “support” position on SB 1626 (Padilla), which would indefinitely extend the \$1 vehicle license fee surcharge for air pollution.

The South Coast Air Quality Management District has imposed the fee on the renewal of registration for any motor vehicle registration in the district (portions of Los Angeles, Orange, Riverside and San Bernardino counties).

Proceeds from the fee, currently generating \$12 million annually, are used for pollution reduction programs. The current license fee surcharge will end on Jan. 1, 2010.

SB 1221 – The committee will weigh recommending a “support” position on SB 1221 (Ma) to modify an existing law on Transit Village Development Districts. If the legislation is approved, it would allow a city or county to create a transit village development district within a half-mile radius of a transit station; The current law allows only a one-quarter mile radius.

One argument for SB 1221 is that it would increase density around existing transit stations.

SB 2705 – The committee will consider recommending a “support” position on SB 2705 (Jones). The legislation would allow public transit services to be financed under the Mello-Roos Community Facilities Act of 1982.

Mello-Roos allows local agencies to create “community facilities districts” and impose special taxes in that district for public works projects.

SB 3021 – The committee will consider recommending a “support” position on SB 3021 (Nava), which would establish the California Transportation Financing Authority (CTFA). Chaired by the State Treasurer, CTFA would issue or approve the issuing of bonds and would

facilitate construction projects.

It would also give local agencies the authority to implement tolling projects.

CTFA bonds would be backed by revenue from transportation funds and toll revenues. Bonds would be used to construct improvements and increased capacity for the state transportation system.

HR 6002 – The committee will consider recommending an “oppose” position on HR 6002 (Miller). The committee is concerned that if HR 6002 becomes law, it may reduce the flexibility Metro needs to successfully implement a congestion reduction demonstration project. This federal legislation would prohibit charging a toll on high occupancy vehicles that were allowed to use high occupancy vehicle facilities before December 31, 2007.

#### **Item 37, Transit Database Upgrade.**

The Operations Committee will consider authorizing the CEO to commit \$234,347 to upgrade the Transit Database (TDB), the central repository for the Advanced Transportation Management System (ATMS), allowing the latest staffing schedule to be available online. Metro’s M3 maintenance system uses information from the TDB to resolve maintenance issues in real time.

The current TBD has reached the end of its useful life. The new system will allow system redundancy and increased storage capacity, as well as offer simultaneous operations reporting.

#### **Item 39, Brake System Overhaul.**

The Operations Committee will consider authorizing the CEO to award a fixed-price unit rate contract for overhaul of the P2000 light rail vehicle—in its seventh year of operation—part of regular maintenance for the light rail vehicle (LRV) fleet.

The brake systems are overhauled in keeping with the original manufacturer’s overhaul schedule. Metro performs normal wear-and-tear service on the vehicles. The \$1.8 million contract covers periodic overhaul, which is beyond in-house capability.