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Policing, Rebuilding and Tapping Receive Board Approval Oct. 23

- **Presentations:** Director Yvonne Burke retires, Director Bonnie Lowenthal departs, and Metro San Gabriel Valley 'green' building goes gold. [Photos](#)

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By NED RACINE, Editor

(Oct. 28, 2008) During its Oct. 23 meeting, the Metro Board took steps toward negotiating a new contract with the Los Angeles Sheriff's Department, agreed to purchase parts for new rail cars and revitalized buses and approved a 12-month pilot program to introduce a new form of TAP card.

The Board also voted to replace vehicles used to move Metro staff to their service responsibilities and service changes to bus lines 33/333.

Item 14, Authorize Direct Negotiations with Sheriff's Department.

The Board authorized direct negotiations between Metro's CEO and the Los Angeles Sheriff's Department Transit Services Bureau (LASD-TSB) to pursue a new contract for transit community policing.

The current contract between Metro and the TSB expires on December 31, 2008.

The Board approved an amendment by Director Mike Antonovich that Metro staff and the LASD give the Board a presentation at its December 2008 meeting. Both groups were charged with examining and evaluating Metro's safety and security expenditures, policies and priorities (current and proposed). The presentation would include:

- Increasing efficiency and effectiveness of current and proposed resources

- New capital improvements that could improve efficiency or effectiveness
- Consolidation, coordination and/or integration of information flow and command
- Emergency management and responsiveness
- Complete breakdowns of all costs associated with different types of security provisions
- Long-term versus short-term models for Metro security
- Coordination with future gating and TAP program implementation

In March 2008, the Board approved a six-month extension of the TSB contract through December 31, 2008 in an amount not to exceed \$31,860,969.

If negotiations do not result in an approved contract by January 1, 2009, another contract extension may be necessary.

Item 19, Carry Over Budget Increase for Eastside Extension Enhancements.

The Board carried over a decision to raise the Metro Gold Line Eastside Extension's budget for Enhancements and Mitigations by \$8.7 million, increasing the budget from \$42.7 million to \$51.4 million.

Board approval of the budget increase would allow funding of the estimated cost of a 200-plus vehicle parking structure at the Pomona/Atlantic station, the eastern terminus of the six-mile light-rail line.

If the Board does not recommend the increase, a surface parking lot for 127 transit-dedicated spaces would be built instead. Metro staff anticipates that the need for additional parking spaces will grow beyond the surface parking lot's capacity within a few years of the Eastside Extension's scheduled opening date of mid-2009.

Item 21, Procure P2550 Rail Car Fleet Spare Parts.

The Board approved purchasing \$522,476 in parts for the P2550 rail car through a firm fixed-price contract.

The contract purchases Automatic Train Protection (ATP) and Train to Wayside Communication (TWC) spare parts. The combined ATP/TWC electronics offers a safety/protection system for each light-rail car. The ATP stops trains from running into each other from behind or head on. The TWC provides safe train separation and allows train control from the Rail Operation Control center.

Item 22, Purchase Mid-Sized Hybrid Vehicles.

The Board approved the Operations Committee recommendation that Metro purchase 31 vehicles to replace mid-size utility vehicles and provide similar vehicles for servicing the expanding Metro Rail system.

The firm fixed-price contract will purchase 31 hybrid vehicles. Twenty-

seven vehicles are replacements, and four would be devoted to the rail support fleet. The not-to-exceed price of the contract is \$1.11 million, including sales tax.

Item 23, Procure 12-Passenger Vans.

To address a need similar to item 22, the Board approved an Operations Committee recommendation to purchase 19 full-size (12-passenger) vans.

Sixteen of the vans will replace vehicles nearing six years or 100,000 miles of service. Three of the vans will expand the existing rail fleet and will serve as relief vehicles at pre-determined locations along rail routes.

If approved, the vans will be purchased through a fixed-price contract not-to-exceed \$500,865, including sales tax.

Item 24, Purchase Final Drive Assembly Kits for Buses.

The Board approved the Operations Committee recommendation to purchase 200 rear-axle planetary final-drive assembly kits, most of which will be used in the midlife update program for the 5300 New Flyer low-floor buses.

What is a rear-axle planetary final-drive assembly? It transfers power from the drive shaft through the differential to the wheels.

Besides being used in the midlife program, some kits will be held in inventory for later use by bus divisions maintaining the 5300 series buses.

Cost of the firm fixed-price contract will be \$778,509.

Item 25, Award Contract for Servicing Elevators and Escalators.

The Board approved the Operations Committee recommendation that Metro award a five-year fixed-price contract for elevator and escalator maintenance in the Gateway Headquarters building.

The \$2 million firm fixed-price contract will maintain the four escalators and 19 elevators in the Metro Gateway Headquarters building. The contract will be effective December 1, 2008 and follows a five-year contract due to expire on November 30, 2008.

Item 26, Approve Service Changes to Lines 33/333.

Approving the Operations Committee recommendation, the Board changed the routes of bus lines 33/333.

The affected Service Sector Governance Councils had approved the changes, which will alter service between Downtown Los Angeles and Santa Monica (via Venice Blvd.).

Part of the December 2008 Service Change Program, the changes switch the routing of the local (Line 33) and limited (Line 333) lines.

Consequently, Line 333 will provide service from 2nd St./Santa Monica Blvd. to Patsaouras Plaza, while Line 33 will only provide service between Main St./Sunset Ave. in Venice to 6th St./Main St. in Downtown Los Angeles. Both lines would operate 24 hours/day and 7 days/week.

Metro staff believes the service change would simplify and improve speed

for commuters connecting with Union Station and City Hall via Venice Blvd.

Item 29, Authorize TAP Smart Card Pilot Program.

Following the Operations Committee’s recommendation, the Board authorized a 12-month pilot program to introduce a dual Visa payWave-TAP smart card.

Requiring no capital costs from Metro, the prepaid card would bring advantages to riders who do not have a relationship with mainstream banks, according to Metro staff. Besides being used to ride public transit, the card could be used as a general purpose payment card.

All Metro TAP products, such as Metro Weekly and Metro Monthly passes, can be loaded onto the Visa payWave-TAP smart card.