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**OPERATIONS COMMITTEE
MARCH 18, 2004**

SUBJECT: CALIFORNIA STATE POLYTECHNIC UNIVERSITY BUS ACCESS ROAD

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this report on the California State Polytechnic University Bus Access Road.

ISSUE

At the February 19, 2004 Operations Committee, staff was requested to report on the status of rehabilitating the bus access road to California State Polytechnic University and determine whether the funds for the roadway improvements can be returned if they are not used for transit purposes.

BACKGROUND

Approximately one year ago, representatives of California State Polytechnic University coordinated with Foothill Transit to solicit support from Congressman David Dreier and State Assemblyman Robert Pacheco to obtain a Federal Highway Administration (FHWA) grant of \$2 million. These funds are for the rehabilitation of university roads that were being used by Metro and Foothill Transit buses to serve the on campus transit center. The funds were earmarked in the 2002 Federal Appropriations Act and approved. The specific language found in Title III, Section 330 of the Act states " California State Polytechnic University roadways to transit center, California." The Los Angeles County Department of Public Works (LAPDW) coordinated and administered the grant on behalf of the university. LAPDW staff indicates that they expect the road construction to be completed by May 1, 2004. Until that date, buses will not be allowed to operate on university roadways.

Mr. Doran Barnes, Executive Director of Foothill Transit, indicates that the university also plans to construct a 2,600 car-parking garage on the campus where the transit center had existed.

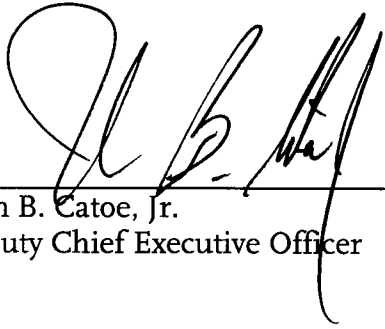
As this new parking structure will be located adjacent to the transit center, Metro and Foothill Transit staff expressed concern regarding the impact the increased traffic would have on bus service.

NEXT STEPS

Foothill Transit staff indicates that State Assemblyman Bob Pacheco has agreed to take the lead in conducting meetings with affected agencies to plan for a new central transit center location which could be easily accessed by buses.

If negotiations are unsuccessful with California State Polytechnic Pomona, a determination on whether the funds could be withdrawn if the university does not cooperate with affected transit agencies requires discussion with FHWA and legal review. Staff will report back to the Board at the conclusion of the negotiations.

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