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February Board Actions

(Feb. 25, 2005) The Board took a preliminary step to consider a possible revival of subway construction, Thursday, by passing a motion to include it in Metro's Long Range Transportation Plan (LRTP).

In other action, the Board approved motions to bolster the FY 2005 budget and to direct the staff to consider the Metro Gold Line Foothill Extension in the LRTP.

Item 14, Subway Tunneling. The Board approved a motion by LA City Councilman Tom LaBonge directing the CEO to include in the Long Range Transportation Plan a countywide policy, standards and criteria on "where best to construct underground rail."

The motion directs the CEO to work to remove the federal prohibition on use of federal funds for rail tunneling in "gas risk areas."

The motion also called for analyzing the impact on the transportation sales tax if the tunneling restrictions were removed, as well as assessing the "potential financial implications" on such projects as the Eastside Extension and the Exposition Line if there were no restriction on tunneling.

Item 26, FY 2005 Budget Amendment. The Board approved a motion aimed at meeting Metro's anticipated FY 2005 budget shortfall of approximately \$42.2 million.

The motion approves the transfer of \$19.2 million from the capital program to the operating program and amend the FY 2005 budget to move up to \$8.2 million from the General Fund into the Enterprise Fund for additional bus operations fuel costs.

The motion included moving up to \$8 million in Proposition A 35 percent funds to be used for rail operations. The motion also called for eliminating 14 positions as a result of the capital program changes.

Item 39, Metro Gold Line Foothill Extension. The Board voted to refer three sections of a motion by directors Michael Antonovich, John Fasana and Frank Roberts to the Metro staff for consideration as part of development of the Long Range Transportation Plan.

The first of the three sections to be considered would support completion of the Metro Gold Line Foothill Extension to Montclair by 2014, subject to the availability of federal funds consistent with FTA guidelines.

The second would direct the staff to work with the Gold Line Construction Authority to revise the line's "ridership model" and develop a financial plan. The third would direct Metro to enter a Memorandum of Understanding with the Construction Authority reflecting those actions no later than April 2005.

A fourth section of the motion to replace the Pasadena, South Pasadena and San Gabriel Valley Council of Government seats on the Construction Authority was designated "receive and file."

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