


[Home](#)
[CEO Hotline](#)
[Viewpoint](#)
[Classified Ads](#)
[Archives](#)
[Metro.net](#) (web)

Resources

[Safety](#)
[Pressroom](#) (web)

[Ask the CEO](#)
[CEO Forum](#)
[Employee Recognition](#)
[Employee Activities](#)
[Metro Projects](#)
[Facts at a Glance](#) (web)

[Archives](#)
[Events Calendar](#)
[Research Center/Library](#)
[Metro Classifieds](#)
[Bazaar](#)

Metro Info

[30/10 Initiative](#)
[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[Contact myMetro.net](#)

CEO UpDate

Metro's Heritage: Division 3 Celebrating 100th Anniversary

- History shows parallel between the old days and today
- State and federal funding remain an issue for Metro



By CEO ROGER SNOBLE

One hundred years ago – May 22, 1907 – the Los Angeles Railway Company opened a new streetcar yard in Cypress Park. Key streetcar lines emanated from the 8.7-acre facility, which boasted a massive brick car house. LA's population had begun expanding into the suburbs and the Yellow Cars operated by LARy were incredibly important in the development of the county.

CEO Roger Snoble

Over the 100 years that followed, the Cypress Park yard saw hundreds of employees and many types of transit vehicles come and go. Today that facility, Metro's North Los Angeles Division 3, has some 500 employees who operate and maintain more than 200 modern low-floor, CNG buses. Division 3 continues to be a major asset in the region's mass transit system.

Congratulations to all the members of our Division 3 team and Happy 100th Anniversary! It's important to remember that Metro has a strong heritage of moving people efficiently and safely.

Looking back on Metro's history helps put into perspective some of the issues the agency is facing today. Early LA transit companies were privately funded, a factor that eventually contributed to their demise. Today, local sales taxes and fares, state and federal funding make up Metro's revenues. The funding sources may be different, but the problem of staying financially solvent remains.

Last fall, you'll recall, voters approved a \$19.9 billion transportation bond issue that included \$3.6 billion in public transit funding. Also, as we all know, gasoline and diesel fuel prices have skyrocketed, creating what's called a "spillover" of \$827 million in fuel tax revenues.

'Spillover' funds to offset costs

Governor Schwarzenegger is asking the legislature to include the \$827 million in spillover money, plus \$450 million in other transit money, in the state's general fund, rather than spending it on transit. Under state law, those funds should be allocated to transit agencies to help offset rising vehicle fuel prices and the higher operating costs associated with the increased ridership that has resulted.

If the governor's proposal to put spillover and other funds in the general fund is accepted, Metro will have to spend bond money that was intended for highway programs and some transit programs to pay for increased fuel and operating costs – a big loss to us and our customers. Metro, along with the state's transit industry, is working hard in Sacramento to hold on to the spillover funds, but the outcome is still in doubt.

On the federal front, I was in Washington earlier this month to visit with members of our congressional delegation and to testify before a House subcommittee on transportation and infrastructure.

I described the Federal Transit Administration's cumbersome approval process for new-starts projects like our Eastside Extension and told subcommittee members that the process can add as much as 15 percent to construction costs and up to two years to the completion of a project. The subcommittee members cited my testimony several times during their discussion, and I hope it will help change the way FTA does things.

In my meetings with members of our congressional delegation, we talked about our need for the \$80 million included in the Full Funding Grant Agreement for the Eastside Extension and another \$10 million in funds for purchasing new buses.

Of course, Congress is dealing with a number of other major issues just now and that's causing a delay in moving the transportation appropriations legislation. But, the members of our delegation and our senators are very supportive of our efforts and, with their backing, I think we'll be in good shape.

May 24, 2007