


[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

Only Glimmer of Light at End of Tunnel for Proposed Subway Extension

- Major hurdles still ahead for line to Santa Monica
- Transit group suing state to prevent loss of funding
- Metro Rail team speeds recovery after Gold Line incident



CEO Roger Snoble

By CEO ROGER SNOBLE

With recent congressional action lifting the prohibition against tunneling beneath Wilshire Boulevard and all the discussion about extending the subway to Santa Monica, some people may have the impression that the project is a go. Unfortunately, however, there are many roadblocks yet to negotiate before we can expect to board a "subway to the sea."

Right now, we're holding what's called "scoping meetings" to gauge public interest and support for various route options. The most talked about is building an extension west from Wilshire/Western.

Another would be to extend the subway from Hollywood/Highland across Hollywood to Santa Monica. And still others would be routed to capture areas of West Hollywood, with a stop at Cedars-Sinai Medical Center.

But, we still face major hurdles before we ever could break ground on this project. Despite congressional movement, there's still a prohibition against spending federal funds for tunneling along Wilshire.

The second hurdle is local Proposition A, passed by the voters some years ago, that prevents us from using revenues from the half-cent sales tax for subway construction. Obtaining state funding also is problematic. As you can see, it's going to be difficult to come up with non-federal, non-local money even to carry us through the environmental review process.

I don't want to be too gloomy about this, even though it's probably five to ten years before we'll know for sure how we will build the subway extension. But, if enough people get behind it and feel it's an important addition to our transportation system, then somehow we'll figure out how to get it built.

Recouping lost funding

And while we're talking about funding, the California Transit Association – of which Metro is a member – recently filed a lawsuit to prevent the illegal transfer of \$1.3 billion out of the Public Transportation Account into the state budget. Over an eight-year period, state raids on the PTA have amounted to \$3 billion.

The state wants to use the money to help solve the budget deficit. Both Democrat and Republican legislators apparently have decided that transportation funding isn't a very high priority and they preferred to fund education, health care and other statewide programs.

The state's actions transferring the funds won't impact Metro's FY 2008 budget, but it will affect us in FY 2009 when we'll need the money for bus and rail service, improvements and maintenance. We strongly support the CTA's lawsuit and hope it's successful in recouping the lost transportation funds.

Tip 'o the Hat to Metro Rail

I want to conclude this month's column by offering my sincere appreciation to the 43 members of a Metro Rail group who responded so quickly and professionally, Aug. 19, when a Gold Line train lost power, its pantograph became entangled in the catenary system and brought down about a half-mile of 750-volt power line and hanger wires.

It was a daunting task to repair the damage and the Metro Rail team – made up of employees from Wayside Systems, Signals and Traction Power, Gold Line Rail Fleet Services and the Rail Operations Center, along with Rail Transportation – really stepped up to the plate.

Working overtime for the next six days, the team got the system back in good working order. They did a great job and gained experience that will allow them to improve their response even more. I was very proud to stand with this remarkable team when they were recognized last week by the Board's Operations Committee.

September 26, 2007

| [Home](#) | [Phone Directory](#) | [Forms Online](#) | [FIS Online](#)