



PLANNING AND PROGRAMMING COMMITTEE  
FEBRUARY 21, 2002

**SUBJECT: REPROGRAMMING OF FY 2000-01 SUBSIDY TO SCRRA**

**ACTION: APPROVAL**

Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

**RECOMMENDATION**

- A. Authorize Chief Executive Officer (CEO) to amend the Subsidies Budget to include \$2,517,550 in reprogrammed FY 1999-2000 subsidy to the Southern California Regional Rail Authority (SCRRA) for the projects described in Attachment A.
- B. Approve the reprogramming and authorize CEO to amend into the Subsidies Budget up to \$4,679,000 in prior year subsidy to SCRRA from FY 2000-01, for projects described in Attachment B.

**ISSUE**

At its May, 1997 meeting, the MTA Board adopted a policy allowing SCRRA to use surplus subsidy funds for capital expansion projects. MTA approval is required for each individual reprogramming action.

**POLICY IMPLICATIONS**

The reprogramming of subsidy funds has been an ongoing practice in accordance with Board policy. Consistent with the 2001 Long Range Transportation Plan, beginning next year, staff intends to review and recommend future funding for SCRRA's capital projects through a more comprehensive planning process. This analysis will be incorporated in the development of MTA's Short Range Transportation Plan (SRTP).

**OPTIONS**

One option would be not to reprogram the subsidy funds back to SCRRA. Staff does not recommend this option, as it would delay the allocation of these funds for projects to improve mobility and safety in the region.

## **FINANCIAL IMPACT**

The funds proposed for reprogramming were originally programmed as part of MTA's FY 1999-2000 and 2000-01 allocations to SCRRA for Metrolink operations, rehabilitation and renovation, using Prop C 10% funds in cost center 0441. The original allocations are prior to the time horizon of the 2001 Long Range Transportation Plan. Although the funds themselves are derived from unused prior year subsidies, budget authority will be required to disburse these funds to SCRRA during FY 2001-02.

## **BACKGROUND**

Metrolink is operated by the Southern California Regional Rail Authority (SCRRA). The SCRRA is a Joint Powers Authority, with a Board of Directors consisting of 20 members and alternates. Four of these members and four alternates are appointed by the Chair of the MTA. Other member agencies include the Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino Association of Governments (SanBAG), and Ventura County Transportation Commission (VCTC), with ex-officio advisory membership for Caltrans and the San Diego Association of Governments (SANDAG). The Metrolink system operates over 416 track miles, of which 199 are in Los Angeles County. One hundred twenty-eight train trips operate per weekday, serving 49 stations, 25 of which are in Los Angeles County, 31,000 passenger trips are carried per average weekday, with revenues covering approximately 52% of operating costs.

Metrolink was originally administered by MTA (previously LACTC) staff. Thus, for the first several years of Metrolink operation, MTA funded its share of SCRRA projects directly through the MTA Budget. Subsequently, the JPA formed its own staff, and in May 1997, the MTA Board adopted a policy including annual subsidy for Metrolink operations, renovation and rehabilitation, and directed that SCRRA's capital expansion needs be met either through the Call for Projects or other competitive opportunities, or using surplus subsidy. Through the 2001 update of the Long Range Transportation Plan, the Board approved additional funding for SCRRA for capital expansion. Staff anticipates allocating the additional funding to SCRRA via a near-term plan, which will be coordinated with the MTA Short Range Transit Plan. The projects programmed through this item, as well as the 2001 Call for Projects will be counted toward MTA's funding of the initial five-year capital plan.

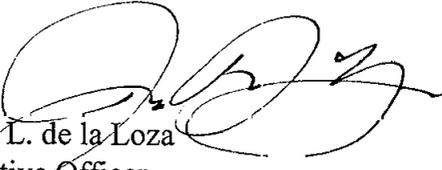
## **NEXT STEPS**

SCRRA will transmit its Comprehensive Annual Financial Report to MTA for review by January 31, 2002. Upon completion of its review, MTA staff will amend the FY 2001-02 subsidy agreement with SCRRA, allocating funding to SCRRA for the projects in order of priority, as listed in Attachment B.

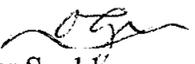
**ATTACHMENT(S)**

- A. List of Projects Reprogrammed from FY 1999-2000 Subsidy to SCRRA, Requiring Budget Authority for Disbursement
- B. Priority List of Projects for Reprogramming of FY 2000-01 Subsidy to SCRRA

Prepared by: Patricia Chen, Project Manager



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Countywide Planning and Development



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ATTACHMENT A

**List of Projects Reprogrammed from FY 1999-2000 Subsidy to SCRRRA, Requiring Budget Authority**

1. \$596,950 to match a state Interregional Transportation Improvement Program (ITIP) grant to purchase 5 cab coaches: Board approval was received for this use in a February, 2001 board item.
2. \$1,920,600 for additional high priority rolling stock needs. As with item 1 of this list, Board approval was received for this use in a February, 2001 board item.

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## ATTACHMENT B

### Priority List of Projects for Reprogramming of FY 2000-01 Subsidy to SCRRA

1. \$680,000 additional funding for the Chatsworth Siding Project: Board approval was received for this use in the July, 2001 board item regarding the Call for Projects.
2. \$141,092 safety and security: additional funding is needed to improve the safety of SCRRA facilities. A number of needs have been identified since the events of September 11, 2001.
3. \$303,000 for MTA's 34.4% share of costs for an overnight storage and minimal janitorial servicing facility south of the Riverside Station: This is needed for the new Riverside-Fullerton-L.A. service now slated to begin in May, 2002. The MTA share is based on the proportion of train-miles to be operated within L.A. County. SCRRA may either idle trains on active track at Riverside during the night, or incur deadhead costs to park them elsewhere until a storage facility can be constructed. Thus, the need for these funds is urgent.
4. \$1,084,000 to initiate an annual capital replacement program: funds will be accumulated to provide the local match for state and federal grants for replacement rolling stock.
5. \$270,000 for MTA's 60% share of costs for grading and abutments needed to allow the Ramona Grade Separation to include an additional track on the San Bernardino Line: The Alameda Corridor East Construction Authority (ACE) is planning to grade separate the railroad tracks at Ramona Blvd. in the City of El Monte. The tracks are part of the Metrolink San Bernardino Line, and are used by the Union Pacific Railroad as well as Metrolink. Metrolink intends to add another track adjacent to or on this bridge when funding is available. It will be important to assure that design for the bridge that ACE plans to build will accommodate the future Metrolink bridge. Furthermore, significant cost savings are anticipated in the Metrolink bridge project by performing the grading and construction of the Metrolink bridge abutments and street curbs concurrently with the ACE bridge construction project. Therefore, MTA and SANBAG have agreed to contribute funds to ACE for grading and construction of abutments, curbs, and gutters for the future Metrolink bridge project.
6. \$2,200,000 for platform extensions to allow for longer train consists, and/or for match to state or federal funds: The extension of platforms on the San Bernardino, Riverside, and Orange County Lines, would accommodate up to 8 passenger cars in a single train consist. Longer trains would allow SCRRA to carry additional passengers with less additional operating cost than would be incurred by running additional trains. \$3 million would allow \$600,000 for design of the 7 high priority platforms, and \$1,600,000 for platform construction at the three highest priority stations. The San Bernardino Association of Governments (SANBAG) has programmed funds to design and construct platform extensions at all 6 of the stations on the San Bernardino Line within the San Bernardino County.

The total of items 1 through 5 of the list above is approximately \$4,678,092. Approximately \$4,679,000 in FY 2000-01 subsidy is anticipated to be available for

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reprogramming. Upon review of SCRRA's Comprehensive Annual Financial Report (CAFR), MTA staff will apply the available subsidy funds to the list above in priority order. SCRRA has submitted applications for a number of state and federal grants. It is not yet known how much funding may be granted to SCRRA, and what matching requirements will apply. Should SCRRA succeed in obtaining grants and require matching funds from its member agencies, SCRRA would use all or part of the \$2,200,000 identified in item 6 above to meet match requirements rather than for platform extensions.