

May 17, 2002



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

TO: BOARD OF DIRECTORS

**THROUGH: ROGER SNOBLE
CHIEF EXECUTIVE OFFICER**

**FROM: JAMES L. de la LOZA, EXECUTIVE OFFICER
COUNTYWIDE PLANNING & DEVELOPMENT**

**SUBJECT: QUARTERLY REPORT ON REGIONAL EXTERNAL
ORGANIZATIONS**

ISSUE

This report is prepared in response to the October 1997 Board action that requires the CEO or designee to report quarterly to the Board on the status and progress of regional external organizations on which MTA is represented by Board members or elected-official appointees. Board members may request that any item described in this report be brought forward for discussion at a future Board meeting.

DISCUSSION

Attachment A is the Quarterly Report on Regional External Organizations: Fiscal Year 2001-02 3rd Quarter ending March 31, 2002. As a regional transportation agency, MTA participates on the boards of eight organizations.

The following report summarizes the roles and responsibilities, status, and progress of each organization.

Attachment

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2002

ORGANIZATION: 1) Southern California Regional Rail Authority (SCRRA)		LEAD MTA STAFF: Nalini Ahuja Patricia Chen	PHONE NUMBER: (213) 922-3088 (213) 922-3041
ROLES AND RESPONSIBILITIES: The Joint Powers Authority is made up of MTA, OCTA, RCTC, SANBAG, and VCTC. Mission: Plan, construct, and administer the operation of regional passenger rail lines (known as "Metrolink").		MTA REPRESENTATIVES/ALTERNATES: Michael Antonovich/.....Robert Bartlett Larry Zarian/.....James Ledford Don Knabe/.....Nathan Brogin Hal Bernson/.....Francine Oschin	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
SCRRA Development Program	At a special meeting on January 5, 2002, The SCRRA Board adopted a modified committee structure, based on the recommendations from Strategic Work Session of October 2001. The new committees are: the Operational Oversight Committee, the Planning and Development Committee, and the Executive Committee which will meet monthly, and an Audit Committee which will meet quarterly or as needed.	Planning is now underway for a follow-up Strategic Development Session in September or October 2002.	S
Legal Action regarding On-Time Performance Problems on the Riverside Line	In a Closed Session meeting on March 8, 2002, the SCRRA Board authorized staff to write a Notice of Non-Performance, the equivalent of a cure letter, to the Union Pacific Railroad (UP), stating that the UP has failed to meet its obligation to provide Metrolink trains with priority scheduling and dispatching during peak commute hours. The letter was sent out the same day. UP has 30 days to respond to the letter with improved performance or a plan to improve long-term performance. Should UP fail to respond adequately, SCRRA could move the issue to binding arbitration.	SCRRA staff has met with UP officials since the letter was sent and has received positive feedback from the UP recognizing its problems with freight congestion and delays and expressing willingness to work together to solve the problems. SCRRA will continue to meet with UP representatives to develop effective solutions to the on-time performance problems on the Riverside Line.	S
Initiation of Peak-Hour Service on the "91 Line" serving Riverside, Fullerton, and Los Angeles.	Plans are underway for a Grand Opening of the 91 Line on May 6, 2002. The new service will follow the same alignment as the Orange County Line between L.A. Union Station and Fullerton. Between Fullerton and Riverside it will follow the Burlington Northern Santa Fe Railroad (BNSF) alignment.	The Grand opening of the 91 Line will occur on May 6, 2002. Celebrations are planned at West Corona, Fullerton, and Los Angeles Union Station.	S
Potential Closure of Santa Clarita Metrolink Station	Negotiations between the City of Santa Clarita and the owner-developer of the Santa Clarita Metrolink Station continued. The negotiations are focusing on compliance with the development agreement governing the station and the properties adjacent to it. The City of Santa Clarita continues to hold a temporary injunction allowing it to keep the station open and operating.	SCRRA expects the City of Santa Clarita to keep the station open and work through issues affecting the land underlying the station.	NA

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ORGANIZATION: 2) Southern California Intercity Rail Group Joint Powers Board (SCIRG)		LEAD MTA STAFF: PHONE NUMBER:	Patricia Chen (213) 922-3041
ROLES AND RESPONSIBILITIES: Defunct Joint Powers Authority, previously made up of RCTC, SANDAG, SLOCOG, SBCAG, and SCAG. The Southern California Intercity Rail Group worked to advance an integrated and cost-effective network of all Southern California rail services, including Amtrak, Metrolink, Coaster, and future high-speed rail services with the goal of optimizing and expanding the availability of travel by rail throughout the region.		MTA REPRESENTATIVES: N/A	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Termination of SCIRG	The Southern California Intercity Rail Group (SCIRG) has been dissolved.	MTA staff will continue to monitor intercity rail issues and pursue cooperative funding and service improvement efforts primarily via the Los Angeles – San Diego Rail Corridor Agency Please see Quarterly Report for LOSSAN below.	S

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Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS *3rd Quarter, ending March 31, 2002*

ORGANIZATION: 2) Los Angeles-San Diego Rail Corridor Agency (LOSSAN)		LEAD MTA STAFF: Nalini Ahuja Patricia Chen PHONE NUMBERS: (213) 922-3088 (213) 922-3041	
ROLES AND RESPONSIBILITIES: LOSSAN is a Joint Powers Authority composed of OCTA, MTA, NTC, SANDAG, SBCAG, SLOCOG, VCTC, and Caltrans (with SCAG as an ex-officio member). The organization's mission is to provide efficient, effective inter-city rail services in the Los Angeles-San Diego Rail corridor. Specifics: Coordinate capital improvements along the corridor; develop a capital program to secure funding from state and federal governments; coordinate and conduct a legislative and lobbying program at the federal and state level for LOSSAN corridor issues, especially those that give voice to funding needs and funding inequities.		MTA REPRESENTATIVES/ALTERNATES: Beatrice Proo Jacki Bacharach	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Status of LOSSAN Projects Proposed for Funding under the FY 2002 ITIP	In June 2001, the LOSSAN Board recommended a list of 18 rail projects between San Diego and San Luis Obispo to Caltrans for consideration in the FY 2002 ITIP, which is one portion of the State Transportation Improvement Program (STIP). The State recently released the proposed list of funded projects, including 9 projects from the LOSSAN priority list. These represent more than \$35 million to the corridor. Caltrans reported at the February 2002 LOSSAN Board Meeting that there may be some project delays, as most ITIP project sponsors are requesting to complete their projects right away, but much of the funding is not available in the first two years.	Caltrans is currently working to determine whether some ITIP projects may be candidates for federal funding, or for deferment, however they stressed that no projects would be removed from the FY 2002 ITIP list.	NA

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ORGANIZATION: 3) Mobile Source Air Pollution Reduction Review Committee (MSRC)		LEAD MTA STAFF: PHONE NUMBER:	Douglas Kim (213) 922-2817
ROLES AND RESPONSIBILITIES: MSRC is an independent entity created by State law, which allocates about \$12 million annually in AB 2766 discretionary funds from a portion of an annual \$4 DMV surcharge. This revenue is used to fund programs that reduce air pollution from motor vehicles. MTA represents its interests and those of LA County jurisdictions. The MSRC is composed of eight member agencies: MTA, South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), California Air Resources Board (CARB), and Southern California Rideshare (regional rideshare agency).		MTA REPRESENTATIVE/ALTERNATE: Beatrice LaPisto-Kirtley / Margaret Clark	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Local Government Match Program	On March 28, 2002, the MSRC approved \$2.5 million in match funding for local governments to purchase alternative fuel vehicles and refueling stations. Within LA County, the following jurisdictions received \$2 million: Burbank, Port of Los Angeles, City of Los Angeles, Commerce, Culver City, Santa Monica, Bellflower, and Lawndale.	MSRC will execute contracts with these cities to help purchase alternative fuel vehicles and infrastructure.	N
Diesel Particulate Trap Program	On January 24, 2002, the MSRC awarded \$1 million to three fleets to retrofit 117 existing diesel vehicles with particulate traps. These include the City of Los Angeles and Long Beach Transit. Under this program, MSRC will pay for the entire cost of each trap along with a \$500 incentive per bus to offset the higher cost of low-sulfur diesel.	MSRC will execute contracts with these fleets to help purchase alternative fuel vehicles and infrastructure.	N
FY 2002-03 Annual Work Program	On February 28, 2002, the MSRC held a retreat to develop its funding priorities for its FY 2002-03 Work Program. Its highest priorities for funding included Expanded Freeway Service Patrol, Transit Buses, and alternative fuel vehicles.	On June 27, 2002, the MSRC is scheduled to approve RFPs that solicit funding proposals from MTA and other entities. Funding for projects would be awarded in November 2002.	N

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ORGANIZATION: 4) Alameda Corridor Transportation Authority (ACTA)		LEAD MTA STAFF: Michelle E. Smith PHONE NUMBER: (213) 922-3057	
ROLES AND RESPONSIBILITIES: ACTA is responsible for managing the design and construction of the Alameda Corridor program. ACTA is composed of the following member agencies: MTA, City of Los Angeles, City of Long Beach, Port of Long Beach, and Port of Los Angeles.		MTA REPRESENTATIVES: Yvonne Burke Don Knabe	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Alameda Corridor Program – Overall Status	Through allocations in the Transportation Improvement Program (TIP) Call for Projects and the State Transportation Improvement Program (STIP), the MTA fulfilled its commitment of \$358.8 million towards completion of the Alameda Corridor Program. The grand opening for the Alameda Corridor was held on April 12, 2002. Revenue operations for the Alameda Corridor were put into service on April 15, 2002.		

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ORGANIZATION: 5) Regional Transportation Agencies Coalition (RTAC)		LEAD MTA STAFF: Douglas Kim -- General RTAC Cosette Stark -- Rideshare/SB 836	PHONE: (213) 922-2817/(213) 922-2822
ROLES AND RESPONSIBILITIES: RTAC provides member agencies with a forum to discuss legislative mandates of mutual interest as set forth in AB 1246. RTAC addresses issues, facilitates identification, coordination, and resolution of transportation and air quality issues affecting member agencies. This includes SB 836, 1998 legislation which provided \$3 million for implementation of MTA's Regional Rideshare Program (i.e., Rideshare 2000 and Club Metro). RTAC is composed of six voting members: MTA, Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), Southern California Association of Governments (SCAG), and Caltrans. The five Southern California air districts, Imperial Valley Association of Governments, and Ventura County Transportation Commission are ex-officio members.		MTA REPRESENTATIVES: Beatrice Proo	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position *
Arbor Vitae interchange project	On March 1, 2002, the RTAC voted unanimously to support reinstating the Arbor Vitae interchange project into SCAG's Regional Transportation Plan (RTP) and short-range Transportation Improvement Program. This project involved only the southern half of the interchange on the I-405 freeway. In April 2001, the project had been deleted from SCAG's plans following vocal public opposition. The RTAC's recommendations were forwarded to the SCAG Regional Council for its consideration.	Following Regional Council approval of the project on March 7, 2002, the project is once again eligible for federal funds. Caltrans will resume work on engineering, design, and environmental clearance on the project.	S
Administration of RTAC	Since MTA is chairing the RTAC in 2002 (Beatrice Proo is Chair), MTA will also administer the program.	MTA will continue to administer the RTAC program. In 2003, RCTC will take over as Chair and administrator for the program.	N
AB 1246 Process	There was no discussion during the quarter about transferring AB 1246 interagency consultation responsibilities to a forum other than RTAC.	Discussions may continue on transferring AB 1246 consultation responsibilities to another forum	N
Arbor Vitae interchange project	On March 1, 2002, the RTAC voted unanimously to support reinstating the Arbor Vitae interchange project into SCAG's Regional Transportation Plan (RTP) and short-range Transportation Improvement Program. This project involved only the southern half of the interchange on the I-405 freeway. In April 2001, the project had been deleted from SCAG's plans following vocal public opposition. The RTAC's recommendations were forwarded to the SCAG Regional Council for its consideration.	Following Regional Council approval of the project on March 7, 2002, the project is once again eligible for federal funds. Caltrans will resume work on engineering, design, and environmental clearance on the project.	S

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ORGANIZATION: 6) SCAG Transportation and Communications Committee (TCC)		LEAD MTA STAFF: Douglas Kim PHONE NUMBER: (213) 922-2817	
ROLES AND RESPONSIBILITIES: TCC is a policy advisory committee to the Southern California Association of Governments (SCAG) Regional Council on all regional matters pertaining to the movement of goods and people. TCC reviews the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) and makes recommendations to the Regional Council. The TCC also provides recommendations on state and federal legislative proposals and administrative guidelines affecting planning and capital improvement programs for transportation and utilities.		MTA REPRESENTATIVES: John Fasana (SGVCOG) Hal Bernson (City of Los Angeles) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Vacant	
<i>Issue</i>	<i>Quarterly Actions (Including Dates of Actions)</i>	<i>6-Month Projected Actions</i>	<i>MTA Position*</i>
Status of Arbor Vitae Interchange Project in SCAG's RTP and RTIP	Following earlier decisions to remove the Arbor Vitae interchange improvements from the 2001 RTP and RTIP, SCAG's Regional Council voted on March 7, 2002 to reinstate the project in both the RTP and RTIP.	The project is once again eligible for federal funds. Caltrans will resume work on engineering, design, and environmental clearance on the project.	S
2004 Regional Transportation Plan	SCAG Task Forces began to meet to identify and address key challenges and issues.	SCAG task forces will continue to meet in 2002 to develop recommendations that will feed into the Draft 2004 RTP	N

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ORGANIZATION: 7. Advanced Transit Vehicle Consortium (formerly Fuel Cell Buyers Consortium)		LEAD MTA STAFF: Eck Chaiboonma PHONE NUMBER: (213) 922-3014	
ROLES AND RESPONSIBILITIES: 1. Improving bus service through the Fuel Cell-Powered ATTB, 2. Improving air quality through zero to low-emission Fuel Cell-Powered ATTB, 3. Capturing economic benefits from fuel cell manufacturing, 4. Creating new high technology jobs		MTA REPRESENTATIVES/ALTERNATES: Frank Roberts (Alternate: Vacant)	
<i>Issue</i>	<i>Quarterly Actions (Including Dates of Actions)</i>	<i>6-Month Projected Actions</i>	<i>MTA Position*</i>
FCBC Board Meetings	<p>The following actions were approved at the February 6, 2002 meeting:</p> <ol style="list-style-type: none"> 1) Approved minutes of Board Meeting held October 12, 2001 2) Received oral presentation-Strategic Overview-John B. Catoe, Jr.-President 3) Received oral progress report on meeting with FTA and French Government Official-Dr. Adi Arieli 4) Approved award of a professional services to Dr. Adi Arieli to provide continued services in support of the Advanced Transit Vehicle Consortium to achieve its strategic goals of commercialization of the production variants of the Advanced Technology Transit Bus (ATTB) in Los Angeles County and assure its acceptance by the Los Angeles County Metropolitan Transportation Authority and transit communities, in an amount not to exceed \$500,000. 5) Instructed Legal Counsel to amend the Bylaws of the Advanced Transit Vehicle Consortium to replace a member designated by the private sector advisory group with member-at-large and appoint Supervisor Zev Yaroslavsky as the member-at-large and Samantha Bricker as alternate. 6) Approved appointment of Mr. Naveen Berry as Vice President-Air Quality & Environmental. 	Send delegates to visit Irisbus in France to review Civis bus and BRT systems.	N

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3rd Quarter, ending March 31, 2002

ORGANIZATION: 8) Access Services, Incorporated (ASI)		LEAD MTA STAFF: Jim McLaughlin Scott Greene	PHONE NUMBER: (213) 922-2806 (213) 922-2802
ROLES AND RESPONSIBILITIES: Access Services is the provider of Americans with Disabilities Act (ADA) Complementary Paratransit in Los Angeles County and serves as a mobility facilitator for persons with disabilities and specialized transportation needs		MTA REPRESENTATIVES/ALTERNATES: Jim McLaughlin, Ex-Officio Member to the ASI Board	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
<u>Cost Containment</u> - ASI uses private companies to provide Access Paratransit. ASI selects the providers through a competitive bid process.	Demand for Access Paratransit is growing rapidly. Through the first eight months of FY 02, ridership is up 27% over last year, causing ASI to project a \$10 to \$14 million shortfall in FY 03. To close the shortfall, the ASI Board adopted the 2002 Paratransit Plan on February 25, 2002. The plan calls for several modifications including separation of same-day service from ADA service, new reservations hours, and fare modifications. Riders and the community of people with disabilities oppose most of these modifications; however, the changes will contain costs and make the system compliant with the ADA.	ASI intends to implement the service modifications described in the 2002 Paratransit Plan in early FY 2003. An extensive rider education program will precede the changes, including numerous public meetings in April. Staff will provide and update for the MTA Board in April.	S
<u>Mobility Issues</u> – the ADA emphasizes non-discriminatory access to fixed-route transit services, with ADA paratransit acting as a safety net for people who cannot use fixed-route. Some ADA paratransit customers can use fixed-route transit some of the time.	The MTA proposed to add more accessibility information to its web page. New information regarding the MTA’s bus and rail service will include Frequently Asked Questions, fare policy for seniors and persons with disabilities, bus operator responsibilities for wheelchair securement, and other helpful information. The MTA’s Accessibility Advisory Committee reviewed draft versions of the accessibility web page. Providing information about mobility options, including fixed-route, will help reduce demand on ASI. The MTA and ASI reviewed proposals for new Subregional Paratransit projects. We requested funds in the FY 03 budget for seven new projects. As some of the proposed services appear to have potential for better coordination, we met with the applicants and potential coordinating partners. The ASI Business Plan identifies expansion of the Subregional Paratransit project as a strategy to reduce demand on ADA Paratransit.	If the FY 03 budget request is approved, MTA staff will seek Board approval to fund seven new Subregional Paratransit projects. If the Board approves, we will prepare MOUs with the project sponsors/applicants. New paratransit services would begin service in FY 03.	S

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ROLES AND RESPONSIBILITIES: Access Services is the provider of Americans with Disabilities Act (ADA) Complementary Paratransit in Los Angeles County and serves as a mobility facilitator for persons with disabilities and specialized transportation needs		MTA REPRESENTATIVES/ALTERNATES: Jim McLaughlin, Ex-Officio Member to the ASI Board	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
<u>Coordination Issues</u> – Access Services as the Consolidated Transportation Services Agency (CTSA)	ASI as the CTSA held a grant-writing workshop for Section 5310 applicants in L.A. County. Section 5310 assists social service providers with capital funds to purchase vehicles for transportation of seniors and people with disabilities. These vehicles operated by social service agencies help reduce demand on ASI. Also the SB 826 Steering Committee met and reviewed the draft Action Plan update.	MTA and ASI will work together to submit the required reports to Caltrans, including the SB 826 Social Service Transportation Inventory and the Action Plan update. Review CTSA survey findings and consider next actions including integration with other planning efforts.	S
<u>New ASI Board Members</u> – since February 2001, four new members joined the Board of Directors (three voting members and one ex-officio non-voting member from MTA).	During the quarter there were two resignations from the ASI Board. Mr. Jeff Cressy (appointed by the County Commission on Disabilities) and Ms. Barbara Miyamoto (appointed by Mayor Riordan) both resigned. In March, Mayor Hahn appointed Ms. Roslyn Esposito to the City of L.A. seat. The County Commission on Disability has not yet appointed a replacement for Mr. Cressy. Other members of the ASI Board include Ms. Terri Slimmer of the City of West Hollywood (local transit systems appointee), Mr. Gordon Anthony (appointed by the Board of Supervisors), Mr. Joel Ring (Independent Living Centers appointee), Mr. Andre Colaiace of Culver City Bus (appointed by the municipal operators), and Ms. Janice Heidt (appointed by the City Selection Committee). Mr. Jim McLaughlin of the MTA serves as an ex-officio non-voting member on the ASI Board.	The County Commission on Disability is expected to appoint a new representative to the ASI Board to replace Mr. Cressy.	S