

December 7, 2001



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 1st Quarter ending September 30, 2001. As a regional transportation agency, MTA participates on the boards of nine 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

1st Quarter, ending September 30, 2001

| | | | |
|---|---|--|----------------------|
| ORGANIZATION: 1) Southern California Regional Rail Authority (SCRRA) | | LEAD MTA STAFF: Karen Heit Patricia Chen PHONE NUMBER: (213) 922-3086 (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* |
| Potential Closure of Santa Clarita Metrolink Station | In early August, 2001 the developer-owner of the land underlying the Santa Clarita Metrolink Station sent a 30-day notice evicting the City of Santa Clarita from the station by August 31 st 2001. This action is part of larger ongoing negotiations between the City of Santa Clarita and the developer regarding the schedule for mitigation of hazardous waste and the pace of development of properties adjacent to the station. On August 31 st 2001, the City of Santa Clarita obtained a temporary restraining order preventing the eviction. On September 24 th the City obtained a temporary injunction against the developer, further delaying the eviction, and will be negotiating with the developer in arbitration or pursuing a permanent injunction through the courts. The SCRRA Board is very concerned about the possibility of a station closure inconveniencing regular passengers. A special subcommittee of Board members has been formed and has contacted City officials to encourage them to take necessary steps to resolve the matter and ensure that the station continues in operation. | SCRRA expects the City of Santa Clarita to keep the station open and work through issues of ownership of the land underlying the station. | N/A |
| Ticket Vending Machine Procurement/Upgrade Strategy Approval | On August 10 th , 2001 the SCRRA Board voted to award a sole source contract to its existing Ticket Vending Machine (TVM) supplier for the modification and upgrade of all Metrolink TVM's to be compatible with the MTA Universal Fare System (UFS). The Board approval also includes other actions, such as acquiring additional TVM's, and upgrading all TVM's to vend Amtrak and joint Amtrak-Metrolink fares. | SCRRA will work with MTA, as it finalizes its UFS specifications, to ensure timely and well-coordinated implementation of the UFS-upgrade to the Metrolink TVM's | S |
| SCRRA Board Strategic Work Session | SCRRA's Executive Committee met on Friday September 7, 2001 to discuss the issues and topics to be included in the Strategic Work Session to be held October 12 and 13, 2001. The Work Session was initiated by Director Bernson to provide direction and energy for his two-year Chairmanship. The session is to be facilitated by Doug Eadie Presents, Inc. | Following the October 12 th and 13 th Strategic Work Session, the facilitator will produce a report and work with SCRRA committees to initiate identification of key issues and solutions. | S |

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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. VISION: The Southern California Intercity Rail Group works 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 rail travel throughout the region. | | MTA REPRESENTATIVES: N/A | |
| <i>Issue</i> | <i>Quarterly Actions (Including Dates of Actions)</i> | <i>6-Month Projected Actions</i> | <i>MTA Position*</i> |
| Termination of SCIRG | Pursuant to the dissolution of the Southern California Intercity Rail Group (SCIRG), MTA received approximately \$15,000 as a reimbursement for its share of unexpended SCIRG dues. | 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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| ORGANIZATION: 3) Los Angeles-San Diego Rail Corridor Agency (LOSSAN) | | LEAD MTA STAFF: PHONE NUMBER: | Karen Heit Patricia Chen (213) 922-3086 (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 the following: 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* |
| Submittal of a New Starts Funding Request to the Federal Transit Administration | At their August 7, 2001 meeting, the LOSSAN Technical Advisory Committee agreed that LOSSAN should submit a New Starts Report to the Federal Transit Administration. TAC members discussed the projects to be included and decided that 2 projects; the Del Mar Bluffs Stabilization Project and the Santa Barbara Siding Project would be the best suited for submittal. The LA Union Station Ramps were considered, but not included because the concern was raised that if the work were done in the next year or so, it may have to be re-done in FY 2003-04 when the Union Station Run-Through project is constructed, due to structural changes and changes in the elevation of the platforms associated with the Run-Through project. | The LOSSAN Board Approved the draft LOSSAN funding request and report at their October 5, 2001 meeting. Caltrans staff indicated to the LOSSAN Board that the ramps will become ADA-compliant as part of the Union Station Run-Through track project. Design for the Run-Through, including the ramp work, is soon to begin. A substantial portion of the funding needed for the Run-Through project has been programmed. Construction is anticipated to begin by 2003-2004. A Final Draft will be submitted to the FTA. | S |

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| ORGANIZATION: 4) Mobile Source Air Pollution Reduction Review Committee (MSRC) | | LEAD MTA STAFF: Douglas Kim PHONE NUMBER: (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 REPRESENTATIVES/ALTERNATES: Beatrice LaPisto-Kirtley / Margaret Clark | |
| Issue | Quarterly Actions (Including Dates of Actions) | 6-Month Projected Actions | MTA Position* |
| FY 2001-02 Annual Work Program | On July 20, 2001, the MSRC released its FY 2001-02 Call for Projects budgeted at \$13,765,000. This includes funding for the following programs: <ul style="list-style-type: none"> ✓ TCM Programs (\$1.765 million) <ul style="list-style-type: none"> • Regional Bicycle Locker Program (\$215,000); • Development of an Internet Bicycle Mapping System (\$400,000); • Regional Guaranteed Ride Home Program (\$200,000); • Corridor Commuter Vanpool Demonstration Program (\$650,000); • Commuter Rail Station Rideshare Incentive Program (\$300,000); ✓ Clean Fuels Programs (\$10.5 million) <ul style="list-style-type: none"> • Local Government Match Program for Alternative Fuel Vehicles and Fueling Stations (\$2 million); • CNG School Bus Buydown Program (\$2 million); • Heavy-Duty Alternative Fuel Vehicles (\$2.5 million); • Transit Buses (\$3 million); • Retrofitting Diesel Trucks with Particulate Traps (\$1 million); ✓ \$1.5 million to reduce the cost of alternative fuel vehicles (\$3,000 incentive for CNG light-duty vehicles and \$500 for gas/electric hybrid vehicles). | Funding recommendations will be considered by the MSRC on October 25, 2001. Contracts could be executed for successful proposers starting in 2002. | N |
| Local Government Match Program | None | Starting November 1, 2001, local governments will be able to receive matching funds for the purchase of alternative fuel vehicles and refueling stations. Up to \$2 million in matching funds will be allocated to local governments throughout the region on a first-come, first-served basis. | N |

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| ORGANIZATION: 4) Mobile Source Air Pollution Reduction Review Committee (MSRC) | | LEAD MTA STAFF: Douglas Kim PHONE NUMBER: (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 REPRESENTATIVES/ALTERNATES: Beatrice LaPisto-Kirtley / Margaret Clark | |
| Issue | Quarterly Actions (Including Dates of Actions) | 6-Month Projected Actions | MTA Position* |
| Diesel Particulate Trap Program | None | Starting October 1, 2001, fleets will be able to request funding to retrofit diesel vehicles with particulate traps. MSRC will pay for up to \$8,000 per trap along with a \$500 incentive per bus to offset the higher cost of low-sulfur diesel. | N |

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| ORGANIZATION: 5) Alameda Corridor Transportation Authority (ACTA) | | LEAD MTA STAFF: PHONE NUMBER: | | Michelle E. Smith (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 | Construction activities are continuing at a rapid pace at the North End, Mid-Corridor and South End of the project. Twenty of the twenty-one construction contracts representing more than 98% of the total construction dollars for the program have been awarded (9 contracts are underway and 11 are complete). ACTA will advertise the last contract in September 2001. Revenue operations for the corridor are scheduled to begin in April 2002. All construction activities will be completed by December 2002. | <ul style="list-style-type: none"> • ACTA Governing Board approval and acceptance of the Alameda Corridor Program. | NA | |
| Alameda Corridor Conservation Corps | On September 13, 2001 the Alameda Corridor Conservation Corps presented a status report (quarterly) to the Alameda Corridor Governing Board on the Conservation Program. | <ul style="list-style-type: none"> • Training and future employment of corridor residents. • Next quarterly progress report. • Completion of the program. | NA | |
| Alameda Corridor Business Outreach Program (ACBOP) | On September 13, 2001, the Tutor Saliba Team (TST) presented a status report (quarterly) to the Alameda Corridor Governing Board on the Job Training and Development Program (JTDP) covering April 1 through June 30, 2001. ACBOP staff gave and update on the ACTA DBE program and objectives for 2001-2002. | <ul style="list-style-type: none"> • Union apprenticeship placement of the JTDP graduates. • Next quarterly progress report. • Completion of the program. | NA | |
| Alameda Corridor-Mid Corridor Construction-Status | <p>The mid-corridor construction consists of building a 33- foot deep and 50- foot wide trench for freight trains. Construction of the mid-corridor by-pass track and storage tracks is currently underway. Over nine miles of the ten-mile long trench are excavated and all 30 bridges are in service.</p> <p>Obtain resolution of outstanding items of work (i.e., punch-list items) with corridor cities and railroad companies to complete the remaining construction activities.</p> | <ul style="list-style-type: none"> • Completion of trench excavation (all bridges in service). • Completion of most roadway work (i.e., paving, hardscape, drainage) and signal work by March 2002. • Completion of wall construction. | NA | |
| South End Construction-Status | Multiple construction projects are underway including the Henry Ford Grade Separation Project and a number of County of LA and City of Carson Ports Access Demonstration Projects (PADP). | <ul style="list-style-type: none"> • Completion of the Henry Ford Grad separation by April 2002. • Continuous construction activities on the County and PADP projects. • Completion of punch-list items. | NA | |

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| ORGANIZATION: 5) Alameda Corridor Transportation Authority (ACTA) | | LEAD MTA STAFF: PHONE NUMBER: | Michelle E. Smith (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 | <i>Quarterly Actions (Including Dates of Actions)</i> | <i>6-Month Projected Actions</i> | <i>MTA Position*</i> |
| North End Construction-Status | Multiple construction projects are underway (including structures construction such as bridges and box culvert and underground utility work). Santa Fe Avenue was opened to traffic in late May. Redondo Junction structure was completed and is open to traffic. Segments of the new Washington Boulevard structure are open to traffic. | <ul style="list-style-type: none"> • Complete construction of the ACTA bridge. • Completion of all construction activities at the north end. | NA |
| Alameda Corridor Risk Management | On November 18, 1999 the Governing Board approved and authorized implementation of the Charter for an Ad Hoc Oversight/Audit Advisory Committee. The Audit Advisory Committee will provide a forum for monitoring and discussing internal and external audit matters. The committee is comprised of three members of the Governing Board representing the POLA, POLB and MTA. Don Knabe and Thomas Warren were appointed as new members to the Ad Hoc Oversight/Audit Advisory Committee. | <ul style="list-style-type: none"> • Continuous oversight activities by the committee until completion of the program. | NA |
| Corridor Cities-Construction Impact Mitigation Measures | Construction impact mitigation measures are in process and ongoing. Direct traffic management plans for the segment of the project in Compton is under review. ACTA will report on-going construction related activities at monthly Engineering Review Panel meetings. ACTA's website will contain notices, detours and other project related activities. | <ul style="list-style-type: none"> • Development and implementation of traffic management plan(s) for each project segment/phase until completion of the program. | NA |

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| ORGANIZATION: 6) Regional Transportation Agencies Coalition (RTAC) | | LEAD MTA STAFF: PHONE: | Douglas Kim -- General RTAC Cosette Stark -- Rideshare/SB 836 (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: Vacant | |
| Issue | Quarterly Actions (Including Dates of Actions) | 6-Month Projected Actions | MTA Position* |
| Meeting schedule | None | RTAC will meet on October 26, 2001. | NA |
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| ORGANIZATION: 7) 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 | |
| Issue | Quarterly Actions (Including Dates of Actions) | 6-Month Projected Actions | MTA Position* |
| Status of Arbor Vitae Interchange Project in SCAG's RTP and RTIP | Following the Regional Council's April 12, 2001 decision to remove the Arbor Vitae interchange improvements from the 2001 RTP, MTA staff met with SCAG to address concerns about the removal of a project that has already been programmed into the RTIP. SCAG subsequently adopted the RTIP on August 2, 2001 and deleted the project from this program as well (see below). MTA submitted written comments protesting these actions and cited the lack of proper consultation before taking both actions on the RTP and RTIP. On September 6, 2001, SCAG's TCC and Regional Council concluded that the RTIP was not properly reviewed by the RTAC and directed SCAG staff to undertake appropriate consultation through the RTAC process. An RTAC meeting is scheduled for October 26, 2001 to discuss the Arbor Vitae project. | MTA and SCAG staff will continue to meet to resolve concerns about the Regional Council's removal of the Arbor Vitae project from the RTP and RTIP. The RTAC is scheduled to review and discuss the removal of the Arbor Vitae project at its October 26, 2001 meeting. CEOs from the County Transportation Commissions and SCAG will meet to try and prevent similar conflicts in the future. | N |
| Regional Transportation Improvement Program (RTIP) | On August 2, 2001, the TCC and Regional Council approved the 2001 RTIP, which programs \$22 billion for transportation projects within the next six years. However, in doing so, both committees removed the Arbor Vitae southern interchange project from the RTIP, making the project ineligible for federal funding or approvals. | Based on SCAG's TCC direction to revisit the (see above) | N |
| Reauthorization of the Federal Transportation Equity Act of the 21 st Century (TEA 21) | On September 6, 2001, the TCC approved several principles for reauthorizing TEA 21. Included were priorities on environmental justice and freight and goods movement. | None | N |

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| ORGANIZATION: 8) Fuel Cell Buyers Consortium (FCBC) | | 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> |
| Meeting Dates | No meetings during first quarter | Next meeting schedule for October 12, 2001 | N |

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| ORGANIZATION: 9) 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. | The existing contract in the San Fernando Valley, with United Independent Taxi Drivers (UITD), expires 3/31/02. Access Services released an RFP for the San Fernando Valley service area on September 6, 2001, including an option to provide ADA paratransit to the Santa Clarita region. In order to encourage competition and provide more reliable service, the RFP encourages subcontracting to provide a portion of the trips. ASI held a pre-proposal conference on September 21, 2001. | Proposals to provide ADA paratransit service in the San Fernando Valley are due November 9, 2001. After proposals are reviewed and site tours completed, the ASI Board will award a contract in December 2001 with the contract start date of March 31, 2002. | 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. | Access Services continued to develop and implement strategies to reduce demand on Access Paratransit. Staff established an agreement with the Glendale Beeline to accept the ASI identification card as valid fare media (free fare program). In addition, a quarterly telephone survey of 500 ASI riders showed that 4% of those surveyed had attempted to board regular fixed-route buses and trains with the ASI i.d. card. The survey also indicated increased use of buses and trains. | Access Services will continue to work towards expanded mobility options for people with disabilities. The free fare program will include the Glendale Beeline beginning November 1, 2001. ASI will work to recruit the Santa Monica Big Blue Bus and Metrolink to the free fare program. Participation of these systems will enhance mobility options for ADA eligible customers who can use fixed-route at least some of the time. | S |
| <u>Coordination Issues</u> – Access Services as the Consolidated Transportation Services Agency (CTSA) | In response to legislative requirements for a Social Service Transportation Inventory to be conducted every four years, ASI with consultant assistance surveyed specialized and social service transportation providers in L.A. County with guidance from the Transportation & Human Services Executive Council. | MTA and ASI will work together to submit the required reports to Caltrans by December 31, 2001. The required reports include the Social Service Transportation Inventory and the Action Plan update. | S |

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| ORGANIZATION: 9) 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 | |
| <i>Issue</i> | <i>Quarterly Actions (Including Dates of Actions)</i> | <i>6-Month Projected Actions</i> | <i>MTA Position*</i> |
| <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). | In July 2001, the municipal operators selected Mr. Andre Colaiace of Foothill Transit to serve on the seven-member ASI Board. Other members of the ASI Board include Ms. Terri Slimmer of the City of West Hollywood (local transit systems appointee), Mr. Jeff Cressy (appointed by the County Commission on Disabilities), Mr. Gordon Anthony (appointed by the Board of Supervisors), Mr. Joel Ring (Independent Living Centers appointee), and Ms. Janice Heidt (appointed by the City Selection Committee). The seventh position is vacant as Mayor Hahn has yet to name the City representative. Mr. Jim McLaughlin of the MTA serves as an ex-officio non-voting member on the ASI Board | The City of Los Angeles will appoint a new representative to the ASI Board. In addition, a new advisory group composed of transportation professionals will be established to provide input to the ASI Board. | S |