



February 23, 2001

Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

**TO: BOARD OF DIRECTORS**

**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.

**BACKGROUND**

Attachment A is the Quarterly Report on Regional External Organizations: Fiscal Year 2000-01 2nd Quarter ending December 31, 2000. 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.

Prepared by: Douglas Kim, Air Quality Program Manager  
Countywide Planning

Attachments

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
**2nd Quarter: ending December 30, 2000**

<b>ORGANIZATION:</b> 1) Southern California Regional Rail Authority (SCRRA)		<b>LEAD MTA STAFF:</b> Carol Inge Patricia Chen	<b>PHONE NUMBER:</b> (213) 922-3056 (213) 922-3041
<b>ROLES AND RESPONSIBILITIES:</b> 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").		<b>MTA REPRESENTATIVES/ALTERNATES:</b> Michael Antonovich/.....Robert Bartlett Larry Zarian/.....Francine Oschin Richard Riordan/.....Nathan Brogin Hal Bernson/.....James Ledford	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
Payment of Judgment in the Unocal case.	At the September 8, 2000 meeting of the SCRRA Board, action was taken authorizing payment of approximately \$7 million in expenses associated with the 1995 construction accident at the Norwalk Metrolink Station. On November 17, 2000, the SCRRA Board adopted a plan for mitigating the impact of the expenditures to the rehabilitation and renovation budget for FY 2002 and 2003 by identifying surplus operating funds and member-agency reserves where available. The interim impact over the two years for which litigation is anticipated to last is estimated at \$700,000, of which MTA would be responsible for approximately 48%.	MTA staff will monitor the development of the rehabilitation and renovation element of the SCRRA FY 2002 Budget for the anticipated impact.	S
Funding for Rolling Stock	In 1998, SCRRA applied for state Interregional Transportation Improvement Program (ITIP) grant funding for and requested a manufacturing contract option for commuter rail coaches to meet fleet need as projected at that time. Since 1998, the state has approved the ITIP funding, and ridership has grown such that fleet needs are outpacing original projections. SCRRA staff has begun working with MTA and other member agencies to identify funding to match the state ITIP grant, as well as go beyond the original amounts to purchase an additional 2 to 3 locomotives or coaches depending on availability.	In February, MTA staff anticipates presenting a request to the MTA Board for funding for its share of the required match for the ITIP grant and of the additional funding.	S
SCRRA FY 2002 Budget	NA	MTA will be working with SCRRA and other member agency staff to develop the SCRRA FY 2002 Budget. New services which may be considered could include reverse peak, or early morning trips or new peak hour service on an alignment from Riverside, via Fullerton, to Los Angeles. MTA staff anticipates requesting MTA Board approval of the SCRRA Budget in approximately May, 2001.	NA

2/7/01 \*S = Support, O = Oppose, N = Neutral, NA = Not Applicable, and U = Undecided

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2nd Quarter: ending December 30, 2000

<b>ORGANIZATION:</b> 2) Southern California Intercity Rail Group Joint Powers Board (SCIRG)		<b>LEAD MTA STAFF:</b> Patricia Chen <b>PHONE NUMBER:</b> (213) 922-3041	
<b>ROLES AND RESPONSIBILITIES:</b> Joint Powers Authority made up of RCTC, SANDAG, SLOCOG, SBCAG, and SCAG. VISION: The Southern California Intercity Rail Group will work 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.		<b>MTA REPRESENTATIVES:</b> NA	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
Termination of SCIRG	MTA staff has been attending meetings to discuss and implement the dissolution of SCIRG, and possible future forums of communication between Southern California passenger rail planning, funding, and operating agencies.	Finalization of documents to dissolve SCIRG is anticipated by February or March, 2001.  MTA staff will continue to monitor intercity rail issues and pursue cooperative funding and service improvement efforts with other Southern California passenger rail operations, planning, and programming agencies, either informally or through an alternative cooperative structure.	S

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**2nd Quarter: ending December 30, 2000**

<b>ORGANIZATION:</b> 3) Los Angeles-San Diego Rail Corridor Agency (LOSSAN)		<b>LEAD MTA STAFF:</b> <b>PHONE NUMBER:</b>	Patricia Chen (213) 922-3041
<b>ROLES AND RESPONSIBILITIES:</b> LOSSAN is a Joint Powers Authority composed of OCTA, MTA, NCTD and Caltrans (Ex officio members include: SCAG, SANDAG, VCTC, and SB-CAPC). 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 capital program to secure funding from the State and the 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.		<b>MTA REPRESENTATIVES/ALTERNATES:</b> Vacant Vacant	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
MTA Representation on LOSSAN	NA	LOSSAN may apply for or administer one or more federal grants to improve passenger rail infrastructure within Los Angeles County in the near future. MTA may need to appoint a representative to take action on grant documents.	NA

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**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
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<b>ORGANIZATION:</b> 4) Mobile Source Air Pollution Reduction Review Committee (MSRC)		<b>LEAD MTA STAFF:</b> Douglas Kim <b>PHONE NUMBER:</b> (213) 922-2817	
<b>ROLES AND RESPONSIBILITIES:</b> 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).		<b>MTA REPRESENTATIVES/ALTERNATES:</b> Beatrice LaPisto-Kirtley (Alternate: Vacant)	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
FY 2000-01 Annual Work Program	On November 30, 2000, the MSRC approved funding for \$17.2 million in projects under its annual work program. This included \$7.1 million for transit buses, \$4.9 million for heavy-duty trucks, \$600,000 for transportation control measures (e.g., bicycles, ridesharing, land use programs), \$3 million for a local government subvention match program for alternative fuel vehicles.	Contracts with successful bidders will be negotiated and executed in early 2001.	NA
MTA Proposal for MSRC Funding	MTA received \$300,000 in funding from the MSRC to expand its current Rideshare Rewards incentive program for first-time carpoolers and transit users.	MTA will work with MSRC staff to execute contracts in early 2001.	NA

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**2nd Quarter: ending December 30, 2000**

<b>ORGANIZATION:</b> 5) Alameda Corridor Transportation Authority (ACTA)		<b>LEAD MTA STAFF:</b> <b>PHONE NUMBER:</b>	Michelle E. Smith (213) 922-3057
<b>ROLES AND RESPONSIBILITIES:</b> 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.		<b>MTA REPRESENTATIVES:</b> Yvonne Burke Don Knabe	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position *</b>
Alameda Corridor Program Budget	On June 8, 2000 the Alameda Corridor Governing Board approved ACTA's revised program budget for the period covering July 1, 2000 to June 30, 2003. The revised budget increased by \$31.7 million for a total of \$2,462,922. The increase is largely due to increases in expenditures (e.g., general, administrative, professional services, engineering, construction claims reserve) offset by increases in interest earnings and miscellaneous income (plus decreases in right of way, construction and debt service costs). The Board also approved the budget for FY 2001.	None	NA
Alameda Corridor Conservation Corps	On April 20, 2000 the Alameda Corridor Governing Board approved the establishment of the Alameda Corridor Conservation Corps to train and employ corridor residents for support work adjacent to the Alameda Corridor Project. The Governing Board authorized the CEO to enter into a third party agreement with the Conservation Corps of Long Beach and Los Angeles to establish the Alameda Corridor Conservation Corps.	<ul style="list-style-type: none"> <li>• Training and future employment of corridor residents.</li> </ul>	NA
Alameda Corridor Business Outreach Program	On March 9, 2000 the Alameda Corridor Governing Board approved ACTA's contribution to the 4 <sup>th</sup> year funding for the Alameda Corridor Business Outreach Program (ACBOP) in the amount of \$90,000 for an 18 month period beginning June 20, 2000 through November 30, 2001. ACBOP provides services for local DBE firms that include capacity building, construction, and regional economic opportunity support.	<ul style="list-style-type: none"> <li>• Semi-Year Annual Progress and Financial Report</li> <li>• Quarterly Report on the status of the Job Training and Development Program.</li> </ul>	NA
Alameda Corridor Audit Plan	On February 10, 2000 the Alameda Corridor Governing Board approved the annual Audit Plan and responses to the Business Risk Assessment report from KPMG. Much of the audit plan is devoted to review of administrative controls to assure that ACTA's internal activities are properly structured and that there is adequate control. The ad hoc Oversight/Audit Advisory Committee found the annual Audit Plan to be acceptable.	None	NA

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<b>ORGANIZATION:</b> 5) Alameda Corridor Transportation Authority (ACTA)		<b>LEAD MTA STAFF:</b> <b>PHONE NUMBER:</b>	Michelle E. Smith (213) 922-3057
<b>ROLES AND RESPONSIBILITIES:</b> 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.		<b>MTA REPRESENTATIVES:</b> Yvonne Burke Don Knabe	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
Alameda Corridor-Mid Corridor Construction-Status	The mid corridor construction consists of building a 33 foot deep trench for freight trains. Construction of the mid Corridor by-pass track and storage tracks are currently underway. The by-pass track work includes construction of a temporary rail line east of the existing tracks and the future trench. By-pass traffic management plans are being developed for review by the corridor cities. The Mid-Corridor project design submittals for 60%, and 100% are underway.	<ul style="list-style-type: none"> <li>• Mid-Corridor trench under construction</li> <li>• Completion of all Mid-Corridor project design submittals for 60% and 100%..</li> <li>• Continuous construction activities.</li> </ul>	NA
South End Construction-Status	Multiple construction projects are underway including the Henry Ford Grade Separation Project, the Compton Creek project and a number of County of LA and City of Carson Ports Access Demonstration Projects.	<ul style="list-style-type: none"> <li>• Continuous construction activities.</li> </ul>	NA
North End Construction-Status	Multiple construction projects are underway including the Redondo Junction Grade Separation Project, structures construction (bridges and box culvert) and underground utility relocations at Santa Fe Avenue.	<ul style="list-style-type: none"> <li>• Continuous construction activities.</li> </ul>	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.	<ul style="list-style-type: none"> <li>• Continuous oversight activities by the committee.</li> </ul>	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 relations 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"> <li>• For each stage of construction ACTA, in conjunction with the local agency, will develop a traffic management plan for each project segment/phase.</li> </ul>	NA

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<b>ORGANIZATION:</b> 6) SCAG Transportation and Communications Committee (TCC)		<b>LEAD MTA STAFF:</b> <b>PHONE NUMBER:</b>	Douglas Kim (213) 922-2817
<b>ROLES AND RESPONSIBILITIES:</b> 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.		<b>MTA REPRESENTATIVES:</b> John Fasana (SGVCOG) Hal Bernson (City of Los Angeles) Jenny Oropeza (City of Long Beach) MTA Seat: Vacant	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
2001 RTP	Since SCAG has not resolved key policy issues for the 2001 RTP, it agreed in October to issue its draft RTP with some placeholders, pending resolution of key issues. First, the draft RTP will assume continuation of the 1998 RTP's aviation scenario until the TCC and Regional Council can agree on a new regional aviation plan. In addition, until the MTA's Board takes action in January 2001 on the draft Long Range Transportation Plan (LRTP), the Draft RTP will assume implementation of transportation improvements within LA County from the 1998 RTP. When the final Draft RTP is prepared, SCAG will incorporate the MTA's LRTP. In December, the Draft RTP was released for public review.	Several workshops are scheduled in February and March to gain closure on several key policy issues, particularly the regional aviation plan. MTA staff will work with SCAG staff to incorporate its LRTP recommendations into SCAG's revised Draft RTP. The final RTP is scheduled for adoption in April 2001.	N
Maglev Proposal to Federal Railroad Administration	SCAG's Maglev project was submitted to the Federal Railroad Administration for TEA-21 funding consideration. The project would provide high-speed ground transportation service between LAX, Downtown LA, San Gabriel Valley, Ontario Airport, and March Air Force Base. Once a business plan is accepted by the California High Speed Rail Authority (CHSRA), a Joint Powers Authority including CHSRA, airports, and key cities would be formed to issue a franchise to private participants, to design, build, and operate the system, as well as obtain environmental clearance.	The Federal Railroad Administration will award construction funding to two Maglev proposals in January 2001.	N



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<b>ORGANIZATION:</b> 7) Fuel Cell Buyers Consortium (FCBC)		<b>LEAD MTA STAFF:</b> Eck Chaiboonma <b>PHONE NUMBER:</b> (213) 922-3014	
<b>ROLES AND RESPONSIBILITIES:</b> 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		<b>MTA REPRESENTATIVES/ALTERNATES:</b> James Cragin (Alternate: Vacant)	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
MTA Citizen Advisory Committee	Presented status report to the MTA Citizen Advisory Committee and make presentation on the Hybrid Electric Bus.	Approve RFP to procure Advanced Transit Vehicles.	N

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<b>ORGANIZATION:</b> 8) Access Services, Incorporated (ASI)		<b>LEAD MTA STAFF:</b> Jim McLaughlin Scott Greene <b>PHONE NUMBER:</b> (213) 922-2806 (213) 922-2802	
<b>ROLES AND RESPONSIBILITIES:</b> 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.		<b>MTA REPRESENTATIVES/ALTERNATES:</b> ASI recently established ex-officio membership for MTA to the ASI Board; MTA response pending.	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
ADA Compliance – Litigation	The Federal Transit Administration (FTA) Office of Civil Rights (OCR) recently completed an investigation in response to a complaint made to FTA by the Western Law Center for Disability Rights. The complaint cited untimely (late) pick-ups, missed trips, and inappropriate treatment by drivers to persons with disabilities. In a written response, OCR determined that ASI's on-time pick-up rate of 93% and missed trips of less than 1% does not support a finding of a violation of ADA. Furthermore, the OCR determined that ASI's training programs meet the requirements of ADA. Despite the OCR finding, the same party continues to pursue its claims through a recently filed lawsuit against ASI and the MTA.	ASI and MTA will coordinate defense in this litigation.	NA
Ongoing Performance Assessments	ASI released an RFP in December 2000 to seek proposals from qualified firms to conduct independent performance evaluations over a five-year period. These ongoing performance evaluations will provide an objective assessment of Access Services' performance and serve as a useful internal management tool. The primary emphasis will be to improve the quality of service.	ASI will award a contract at the January Board of Directors meeting.	S
Establishment of a Technical Advisory Committee	In December 2000, the ASI Board voted to form a new Technical Advisory Committee (TAC). The 21-member TAC will include representatives from 7 fixed-route transit operators, 7 local dial-a-ride operators, private operators and social service transportation providers. The role of the TAC will be to advise ASI on technical issues, especially issues relevant to operations and coordination of specialized transportation services.	Potential members will be approved by the ASI Board from a list of individuals who submit an application for appointment.	S