



Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

AUGUST 15, 2003

**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 2002-03 4th Quarter ending June 30, 2003. As a regional transportation planning agency, MTA participates on the boards of twelve 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 4th Quarter, ending June 30, 2003

<b>ORGANIZATION:</b> 1) Southern California Regional Rail Authority (SCRRA)		<b>LEAD MTA STAFF:</b> Nalini Ahuja Patricia Chen <b>PHONE NUMBER:</b> (213) 922-3088 (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/.....Beatrice Proo Don Knabe/.....Frank Roberts Hal Bernson/.....Francine Oschin	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position *</b>
Metrolink 5 Year Funding Plan	MTA and SCRRA staff identified the highest priority projects to be included in the MTA's Short Range Transportation Plan. A highlight is the inclusion of \$21 million for rolling stock vehicle acquisition. This equipment is critical to SCRRA's goal of increasing Metrolink service.	SRTP scheduled for adoption by MTA board in July 2003. MTA to work with SCRRA staff to allocate local and state funds so that capital projects and system growth continue as planned.	S
Chatsworth Parking Lot Expansion	In May 2003, the SCRRA Board voted to approve contracts to start construction on additional parking at the Chatsworth Station. The additional parking will replace the 140 spaces which were lost when the MTA Child Care Center was built. There are 360 spaces presently at the station, and it is at 90% capacity. SCRRA is using a \$100,000 local match from MTA in addition to \$595,000 in State funds.	Staff will continue to monitor and report on the status of this project.	N/A
Metrolink Annual Work Program for FY '04	In June 2003, the SCRRA Board approved the Metrolink Annual Work Program for FY '04. LA County funding is \$37,517,162, and represents 15% of the total SCRRA operating and renovation/rehabilitation budget. FY '04 will see added service on three of the seven lines, including two round trips on the San Bernardino line between Los Angeles Union Station and Covina.	No specific action planned.	N/A

## METROPOLITAN TRANSPORTATION AUTHORITY

### Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS *4th Quarter, ending June 30, 2003*

<b>ORGANIZATION:</b> 2) Los Angeles-San Diego –San Luis Obispo Rail Corridor Agency (LOSSAN)		<b>LEAD MTA STAFF:</b> Patricia Chen Jay Fuhrman	<b>PHONE NUMBERS:</b> (213) 922-3041 (213) 922-2810
<b>ROLES AND RESPONSIBILITIES:</b> LOSSAN is a Joint Powers Authority composed of OCTA, MTA, NTCO, 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.		<b>MTA REPRESENTATIVES/ALTERNATES:</b> Beatrice Proo Jacki Bacharach	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position *</b>
LOSSAN Advocacy Efforts	At its meeting in May 2003, the LOSSAN Board of Directors received an update on member agency advocacy efforts relating to upcoming TEA-21 reauthorization. Three Los Angeles County-specific projects are on the LOSSAN priority projects list: <ul style="list-style-type: none"> <li>■ Los Angeles to Fullerton Junction 3<sup>rd</sup> Main Track Improvements</li> <li>■ Los Angeles Union Station Run Through Tracks</li> <li>■ Los Angeles Union Station Improvements (Ramps)</li> </ul>	MTA staff to write letter to Chair and ranking member of Transportation and Infrastructure Committee regarding LA Union Station Improvements (Ramps)	S
Amtrak Draft Rail Funding Policy	In May 2003 the LOSSAN Board voted to support Amtrak’s draft rail funding policy, which would require 100% of operating and capital needs for long-distance passenger rail be a federal responsibility and 100% of operating needs for shorter, corridor services (e.g., Pacific Surfliner) be a state responsibility. Capital needs for corridor services are proposed at 80% federal, 20% state. Preliminary analysis shows a net benefit to California, since many of the capital costs are presently paid by the State. Presently, 33% of Pacific Surfliner operations are funded by Amtrak.	MTA staff to continue to monitor Amtrak draft rail funding policy and evaluate impact on state funding requirements for LOSSAN corridor.	N/A
Amtrak Pacific Surfliner Ridership	The Pacific Surfliner corridor continues to be the fastest growing corridor nation-wide. April 2003 was the 8 <sup>th</sup> month of record-breaking ridership. Ridership was up 35% compared to April 2002. Much of this growth is attributable to the Metrolink Rail-2-Rail Program, California State Trains 50% off promotion, and rising gasoline prices. Ridership will surpass 2 million boardings for the year, surpassing the previous high of 1.8 million in 1993, prior to implementation of Metrolink and Coaster service.	Continue to monitor monthly ridership in the LOSSAN corridor and track ridership attributable to the Rail-2-Rail program.	N/A

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
***4th Quarter, ending June 30, 2003***

<b>ORGANIZATION:</b> 3) Mobile Source Air Pollution Reduction Review Committee (MSRC)		<b>LEAD MTA STAFF:</b> Douglas Kim Stephen Fox Cosette Stark	<b>PHONE NUMBER:</b> (213) 922-2817 / (213) 922-2238 / (213) 922-2822
<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 REPRESENTATIVE/ALTERNATE:</b> Beatrice LaPisto-Kirtley Margaret Clark	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
FY 2002-03 Annual Work Program	The MSRC met twice during the quarter. At their May 22, 2003 meeting, the MSRC approved the final eligible proposals for the FY 2003 work program, resulting in total work program funding of \$14,940,200.	MTA will help implement two of the Work Program's elements: the new Rideshare Thursday campaign, beginning September 15, 2003; and the new Vanpool program. These two programs will be launched in conjunction with Rideshare Week in October, with MTA's Marketing department offering in-kind services to increase campaign value and coverage.	N
Freeway Service Patrol	The MSRC awarded the MTA an additional \$235,000 from some unallocated monies for the Freeway Service Patrol (FSP) to bring the total award to FSP to \$860,000. This will allow the MTA to operate new FSP service on the new Foothill Freeway (SR 210) extension, and some additional new off-peak service on other freeway segments.	MTA will work with MSRC to execute contracts and prepare bids to secure new FSP service. MSRC funds will help start new service on the SR 210 in the Claremont area, which is scheduled to begin January 1, 2004. In addition, MSRC funds will help start new mid-day service on several freeways: <ul style="list-style-type: none"> <li>▪ I-405 from Normandie to Orange County line</li> <li>▪ I-210 from Orange Grove to Santa Anita</li> <li>▪ I-605 from Huntington to Telegraph</li> <li>▪ I-710 from Willow to Firestone</li> </ul> These services are set to begin August 1, 2003	S

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**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
***4th Quarter, ending June 30, 2003***

<b>ORGANIZATION:</b> 3) Mobile Source Air Pollution Reduction Review Committee (MSRC)		<b>LEAD MTA STAFF:</b> Douglas Kim Stephen Fox Cosette Stark	<b>PHONE NUMBER:</b> (213) 922-2817 / (213) 922-2238 / (213) 922-2822
<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 REPRESENTATIVE/ALTERNATE:</b> Beatrice LaPisto-Kirtley Margaret Clark	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
FY 2003-04 Work Program	The planning and development of the next funding program began to program over \$13 million in AB 2766 discretionary funds. Subcommittees met to prepare recommendations for eligible categories of funding.	MTA staff will be involved in formulating the types of programs and projects to be funded for next year's work program. Types of programs likely to be funded for next year include on and off-road alt-fuel heavy-duty vehicles, alt-fuel transit buses and school buses, alt-fuel fueling stations, light duty alt-fuel vehicle incentives and rideshare programs.	N

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## Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS *4th Quarter, ending June 30, 2003*

<b>ORGANIZATION:</b> 4) Regional Transportation Agencies Coalition (RTAC)		<b>LEAD MTA STAFF:</b> Douglas Kim Eric Carlson Cosette Stark	<b>PHONE:</b> (213) 922-2817 / (213) 922-3069/ (213) 922-2822
<b>ROLES AND RESPONSIBILITIES:</b> 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 Rewards 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.		<b>MTA REPRESENTATIVES:</b> Beatrice Proo	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
2004 RTP	The RTAC did not meet this quarter.	The RTAC is scheduled to meet next in August.	N/A
Rideshare	The Rideshare Subcommittee of the RTAC met on April 23, May 28 and June 25 to coordinate and monitor county rideshare activities. The group, consisting of the CTCs that fund rideshare activities, continued discussions regarding the transfer of rideshare functions from SCAG to the CTCs. The CTCs have been meeting on a bi-weekly basis to ensure implementation of the new rideshare services beginning July 1, with particular emphasis on implementation of the new carpool/vanpool matching system.	Staff will perform final close-out activities of the SCAG Rideshare Contracts with the CTCs. Launching of county rideshare activities will begin with media campaigns coinciding with Rideshare Week in early October.	N/A

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**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2003

<b>ORGANIZATION:</b> 5) SCAG Transportation and Communications Committee (TCC)		<b>LEAD MTA STAFF:</b> Douglas Kim Eric Carlson	<b>PHONE NUMBER:</b> (213) 922-2817 / (213) 922-3069
<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) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Vacant	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
Public Transit Smart Cards - AB 684 (Dutra)	On May 1, TCC members approved a motion to support AB 684 (Dutra), which would require transit agencies who choose to implement the smart card system to comply with certain requirements and to establish, with DOT, a committee of smart card system managers.	N/A	S
Transit Village Plan – SB 465 (Soto)	On May 1, TCC members approved a motion to support SB 465 (Soto), which permits Transit Village Plans and Development Districts up to ½ mile from a rail transit station.	N/A	N/A
Motor Vehicle Fuel License Taxes - SB 541 (Torlakson)	This bill would require tax on motor vehicle fuel be adjusted for inflation. It would also impose an additional excise tax per gallon to replace any suspended transfers of revenue to the Traffic Investment Fund or reductions to the TCRF. On May 1, a motion to support this bill failed. It was moved with MAJORITY to OPPOSE UNLESS AMENDED with the following amendments: (1) No Retroactivity, (2) Money is dedicated to the State Road Transportation Fund, (3) 3% cap on the COLA, (4) SB 541 to sunset in 5 years, (5) Criteria that would preclude the State from taking any monies for General Fund Purpose.	N/A	S
Transportation Legislation Relating to the Sales and Use Tax (ACA 7, SCA 2 and AB 427)	On April 3, TCC members approved a motion to support ACA 7 (Dutra) and SCA 2 (Torlakson), which would lower the vote threshold for imposing sales taxes for transportation purposes from 2/3 vote to 55% or simple majority. TCC also approved a motion to support AB 427 (Longville), which would eliminate the 20-year limit on the duration of local transportation sales tax.	N/A	Support ACA 7. Support SCA 2 (if amended).

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**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
***4th Quarter, ending June 30, 2003***

<b>ORGANIZATION:</b> 5) SCAG Transportation and Communications Committee (TCC)		<b>LEAD MTA STAFF:</b> Douglas Kim Eric Carlson <b>PHONE NUMBER:</b> (213) 922-2817 / (213) 922-3069	
<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) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Vacant	
<b><i>Issue</i></b>	<b><i>Quarterly Actions (Including Dates of Actions)</i></b>	<b><i>6-Month Projected Actions</i></b>	<b><i>MTA Position*</i></b>
Loans of Transportation Revenues and Funds - SCA 7 (Murray)	On April 3, TCC members approved a motion to support SCA 7 (Murray), which requires the repayment with interest of motor vehicle fuel and vehicle-related revenues or trust funds, when loaned to the General Fund, if not repaid within the same fiscal year or within 30 days after enactment of the budget bill for subsequent year.	Staff will continue to monitor progress of the parties participating in this issue.	S
2004 RTP Performance Measures	On April 3, TCC approved the RTP TAC's recommendations for the remainder of the performance measures for use in the 2004 RTP.	No specified action planned.	N/A



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**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
**4th Quarter, ending June 30, 2003**

<b>ORGANIZATION:</b> 6) Advanced Transit Vehicle Consortium (formerly Fuel Cell Buyers Consortium)		<b>LEAD MTA STAFF:</b> Cynthia Gibson <b>PHONE NUMBER:</b> (213) 922-4424	
<b>ROLES AND RESPONSIBILITIES:</b> 1. Improving bus service through Advanced Technology High Capacity vehicles. 2. Improving air quality through ultra low and/or zero emission advanced technology vehicles. 3. Capturing economic benefits from manufacturing advanced technology vehicles. 4. Creating new high technology jobs.		<b>MTA REPRESENTATIVES:</b> Frank Roberts (MTA Rep) Yvonne Burke (At-Large) John Fasana (At-Large) Michael Antonovich (At-Large) Zev Yaroslavsky (At-Large)	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
Evaluation of Potential BRT Vehicles	Continued contact with US, Canada and European-based manufacturers with the aim of establishing a Los Angeles County-based manufacturing facility. Worked with transit agencies in San Francisco, Seattle, Dayton, Boston, and Vancouver to draw on their experience with the use of zero-emissions trolleybuses. Refined, updated and enlarged the ATVC Technology Roadmap.	Arrange visits with bus and trolleybus manufacturers. Complete the trolleybus feasibility study.	N/A

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## Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS

4th Quarter, ending June 30, 2003

<b>ORGANIZATION:</b> 7.) California Association of Councils of Governments (CALCOG)		<b>LEAD MTA STAFF:</b> <b>PHONE NUMBER:</b>	David Yale (213) 922-2469
<b>ROLES AND RESPONSIBILITIES:</b> CALCOG's primary activities are to provide public policy advocacy and intergovernmental coordination with the state legislature, state agencies, the League of California Cities, California State Association of Counties, California's Congressional Delegation and federal officials. CALCOG serves as the regional transportation planning agency under state law and as the federal metropolitan (transportation) planning organization (MPO).		<b>MTA REPRESENTATIVES/ALTERNATES:</b> VACANT	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position *</b>
Increased transportation funding through legislation authorizing regional user fees.	Last quarter, CALCOG staff presented a proposal to authorize regions to impose user fees and regulatory fees that cities and counties may impose. The primary fee that would be involved would be a pay at the pump fee.	The next steps are for CALCOG staff to identify an appropriate piece of legislation in which to have this language placed. It is assumed that when it is seriously considered in the Legislature it would have to become more detailed and explain how the fees are collected, how to make sure that sales tax collected at the pump is collected on the total amount collected so that we do not lose sales tax on gasoline revenues.	MTA Position Pending Specific Legislative Proposal
SAFETEA	This quarter CALCOG Directors met with federal officials. Based on those meetings, CALCOG is realizing the need for more data on Attainment Issues, specifically the impact of new recipients of CMAQ funds. COG members also need to continue to outreach to their congressional representatives and express their approval of a fee increase, specifically the proposal by House Transportation Infrastructure Chair Don Young regarding a 10-cent gas tax increase and indexing of gas tax.	CALCOG will continue to work to increase understanding and support for local, regional, and state transportation planning and processes among state legislators and compile information on where California ranks in terms of funding and what has been the erosion of that standing in the last 20 years.	S
State Transportation Improvement Program Allocations	There are two immediate items of concern to regional transportation agencies including: 1) Planning, Programming and Monitoring Funds (PP&M) – regional agencies need assurance that they will receive the \$15 million for this program even during years when there may be no funds for STIP projects; 2) Ridesharing Programs – total funding around \$6 million annually, funded as part of RIP. If funds do not materialize, it could mean air quality violations.	CALCOG will: 1) continue to educate CTC about the importance of PP&M funds and how they are used and, 2) CALCOG's position on ride-sharing needs to be clearly expressed to Caltrans.	S

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**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
***4th Quarter, ending June 30, 2003***

<b>ORGANIZATION:</b> 7.) California Association of Councils of Governments (CALCOG)		<b>LEAD MTA STAFF:</b> <b>PHONE NUMBER:</b>	David Yale (213) 922-2469
<b>ROLES AND RESPONSIBILITIES:</b> CALCOG's primary activities are to provide public policy advocacy and intergovernmental coordination with the state legislature, state agencies, the League of California Cities, California State Association of Counties, California's Congressional Delegation and federal officials. CALCOG serves as the regional transportation planning agency under state law and as the federal metropolitan (transportation) planning organization (MPO).		<b>MTA REPRESENTATIVES/ALTERNATES:</b> VACANT	
<b><i>Issue</i></b>	<b><i>Quarterly Actions (Including Dates of Actions)</i></b>	<b><i>6-Month Projected Actions</i></b>	<b><i>MTA Position*</i></b>
Statewide Garvee or Rvee Bonds	The MTA continues to support a proposal that would use Garvee bonds to pay for allocated Traffic Congestion Relief Program funds, thereby relieving the need to divert State Highway Account resources to pay for those allocations and improving the outlook for the STIP allocation plan. The STIP Allocation Plan for FY 03 and FY 04 has identified approximately \$2 billion in ready-to-go projects. Interest rates are at record lows, and impacts of delay are substantial when considering the effects of cost escalation for shelving projects. Other considerations are growing congestion, safety and security concerns if projects are delayed.	No consensus could be reached with CALCOG about the usefulness of a statewide Garvee or Rvee proposal. Since it appears that allocated Traffic Congestion Relief funds (TCRP) will be funded by the State off-the-top, the MTA has stopped pursuing the proposal with CALCOG. However, the MTA remains supportive of proposals like this to improve the outlook for the State Transportation Improvement Program (STIP) allocation plan.	S

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***4th Quarter, ending June 30, 2003***

<b>ORGANIZATION:</b> 8.) Regional Transportation Planning Agencies (RTPA)		<b>LEAD MTA STAFF:</b> Frank Flores David Yale	
		<b>PHONE NUMBER:</b> (213) 922-2456 (213) 922-2469	
<b>ROLES AND RESPONSIBILITIES:</b> RTPA is an advocacy organization which aims to build consensus among the regions on issues impacting every regional planning agency. With a coordinated and joint position, the RTPA speaks as a unified group, advocating for key issues to the California Transportation Commission (CTC) and other bodies.		<b>MTA REPRESENTATIVES/ALTERNATES:</b> David Yale	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
Voting Threshold.	Members initiated an action to review the issue of decreasing the voting threshold on transportation sales tax measures to a simple majority. Because of the state funding deficit issues, these measures have taken on a higher priority.	Numerous pieces of legislation are attempting to address this issue this year (ACA 7 Dutra, ACA 9 Levine, ACA 14 Steingberg, and SCA 2 Torlakson).	Support
May Budget Revise	The Governor has proposed budgeting \$207 million in Proposition 42 funds for the TCRP, which is enough to keep funding all previously allocated work. The remaining \$845 million in Proposition 42 funds is proposed to be loaned to the General Fund. The May revise also proposes language allowing Letters of No Prejudice for unallocated TCRP work so that any local funds spent can still be reimbursed in the future. The May revise proposes no dollars for new allocations.	RTPA, Caltrans and the CTC will continue to work together to re-evaluate transportation funding resources and project priorities. The CTC has approved two MTA STIP amendments that backfill unallocated TCRP ready-to-go priority projects that generate jobs in L.A. County.	N/A
Garvee Bonds	RTPA GARVEE Task Force has been studying the processing of GARVEE Bond financing requests and project programming with CTC/Caltrans. Action was taken and CTC guidelines were approved in May. Several GARVEE bond proposals are pending before the state, most notably large bonds for Santa Clara and San Diego counties. The revised guidelines expand the types of projects eligible for GARVEE financing to include projects financed under the STIP, SHOPP, Toll Bridge Seismic Retrofit Program, and TCRP.	CTC/Caltrans are seeking ways to reduce amount of time it takes to process Garvee financings. Other projected actions for evaluation are: the impacts on Obligation Authority, total demand for Garvee Bonding, reducing time line for financing, impacts of county defaults, local match restrictions, and other restrictions.	N
STIP/SHOPP Allocations Plans	During April and May, the MTA received allocations for several high priority projects in Los Angeles County, including Pasadena Gold Line Light Rail Vehicle procurement, Alameda Corridor Ramona Construction and ROW, and South Bound/North Bound HOV lanes on Route 405, from Route 90 to 10. All FY 2004 STIP allocations to the STIP are likely to be suspended, unless new revenues can be found.	RTPA will continue to monitor allocations criteria and the State funding problems and potential solutions. The MTA is monitoring the allocation plan to insure that LA County projects are not swapped-out for other projects.	Support the Revised Allocation Plan

7/23/2003 \*S = Support, O = Oppose, N = Neutral, NA = Not Applicable, and U = Undecided

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<b>ORGANIZATION:</b> 8.) Regional Transportation Planning Agencies (RTPA)		<b>LEAD MTA STAFF:</b> Frank Flores David Yale	<b>PHONE NUMBER:</b> (213) 922-2456 (213) 922-2469
<b>ROLES AND RESPONSIBILITIES:</b> RTPA is an advocacy organization which aims to build consensus among the regions on issues impacting every regional planning agency. With a coordinated and joint position, the RTPA speaks as a unified group, advocating for key issues to the California Transportation Commission (CTC) and other bodies.		<b>MTA REPRESENTATIVES/ALTERNATES:</b> David Yale	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
AB 3090 Policy Considerations	The RTPA was asked to review the CTC staff recommendations to adopt an AB 3090 policy statement that discourages local agencies to use their own funds to advance delivery of a STIP projects when State funds are insufficient to support direct allocations. The AB 3090 policy discourages creative solutions to the STIP shortfall because it: Gives preference to replacement projects rather than direct reimbursement; Limits programming of direct reimbursements to cases where programming of a replacement project is not practical or would not serve the intended purpose of advancing delivery of a project; caps AB 3090 reimbursements to \$50 million per year per County and \$200 million per year statewide; and, Requires that the local agency commit to the timely delivery of the original project with its own funds.	The AB 3090 Policy was adopted at the April 2003 Commission meeting over the opposition of the RTPA and the MTA.	O
2004 STIP Fund Estimate	CTC staff recommended and the CTC approved in April to postpone adoption of the Fund Estimate until October, as permitted under state law, due to the uncertainty regarding Federal reauthorization.	Regional TIPs and Interregional TIPs are due March 1, 2004 and the STIP will be adopted in June 2004.	

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<b>ORGANIZATION:</b> 9.) Self-Help Counties Coalition		<b>LEAD MTA STAFF:</b> Frank Flores David Yale	
		<b>PHONE NUMBER:</b> (213) 922-2456 (213) 922-2469	
<b>ROLES AND RESPONSIBILITIES:</b> An advocacy organization relating to consensus positions on sales tax measures which support transportation programs.		<b>MTA REPRESENTATIVES/ALTERNATES:</b> David Yale	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position *</b>
Streamline Cooperative Agreement Process	Team has set up measurement objects, and established ideas to breakdown "timeliness" issues and has prioritized ideas. In May, the committee chair reported that they have not finished implementing the recommendation of the Cooperative Agreement Streamlining Team. The database for coops has been rebuilt and they will report on it at the September meeting. The customer survey will be ready in the next two months. The unit turnover has slowed them down.	CAST plans to complete process by 2 <sup>nd</sup> quarter FY 04.	N/A
Statewide Sales Tax Measure	Carl Guardino chairs the Taxpayers for Traffic Relief and is collecting signatures to place this initiative on the ballot. Fundraising is going well and polling still looks good for lowering the vote requirement for special elections to 55% and raising it for general elections. Focus group research indicates that it should not apply to property taxes and should be limited to, at the most, three topics.	It appears that the proposition will not be ready until the November 2004 election. Legal research is ongoing to find a way to draft the local measures that are on the same ballot in such a way that they can pass with 55% if the statewide measure passes.	N
Caltrans 10% Quality Assurance/Oversight fee	During May, the committee met to discuss funding for QA/Oversight by Caltrans on STIP Projects where Caltrans is not the implementing agency. QA is defined as a responsibility of the implementing agency, and the QA by Caltrans is in addition. QA is to be defined as limited to the portion of the project on the State Highway and funded by STIP funds. David Brewer has indicated there may be a Local Assistance budget than can pay for these costs.	Committee of regional agencies is working with Caltrans to finalize these responsibilities and its implementation. A final agreement will be complete by 2 <sup>nd</sup> quarter FY 04.	N

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2003

<b>ORGANIZATION:</b> 10.) SCAG Highway and Transportation Finance Task Force		<b>LEAD MTA STAFF:</b> Frank Flores David Yale	<b>PHONE NUMBER:</b> (213) 922-2456 (213) 922-2469
<b>ROLES AND RESPONSIBILITIES:</b> This SCAG task force explores methods to deal with today's highway and infrastructure financing challenges, and works to maintain a continuous, comprehensive, and coordinated planning process.		<b>MTA REPRESENTATIVES/ALTERNATES:</b> Hon. Hal Bernson, City of Los Angeles Hon. Pam O'Connor, City of Santa Monica Hon. Beatrice Proo, City of Pico Rivera	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
Revenue Impacts from State Budget Deficit.	Activities continue to be focused on SAFETEA (the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003). Overall, the proposal authorizes \$247 billion in funding for surface transportation programs, a modest increase over TEA-21 levels. Proposition 42 suspension, and other transportation funding cuts also continue to be a focus of this Task Force.	This SCAG Task Force is reviewing the SAFETEA change in the CMAQ apportionment formula to include nonattainment and maintenance areas that could have a substantial funding impacts on California, as well as the CO changes that could bring maintenance areas up to the same weight as nonattainment areas, thus impacting funding significantly. As the Task Force also continues to review impacts of the State shortfall, budget cuts, TCRP and Proposition 42 suspension, innovative financing will be emphasized due to budget constraints.	N/A
2004 Regional Transportation Plan (RTP) Financial Analysis	During the fourth quarter the task force identified a list of potential alternative funding source options that need to be revisited and analyzed, including indexing of the state gas tax by CPI estimated to generate about \$23 billion for the region over the time horizon of the RTP; a VMT of about 1 cent per mile generates about \$23 billion; potential regional revenue raising mechanisms to include a regional fuel use fee at 5 cents per gallon in 2010 and 1 cent per gallon through 2015 -- bringing in \$17 billion; and the levying of project-specific user fees in conjunction with debt financing.	Over the coming months, this Task Force will be reviewing and analyzing the various options in terms of their applicability for potential inclusion in the development of the 2004 RTP financial plan.	N
System Preservation Measures	In June, the Regional Council approved the 2004 RTP goals and associated performance measures. Included in the goals is the need to adequately preserve the transportation system through maintenance and rehabilitation investments. Based on preliminary results, current trends, and the expected reduction in gas tax revenues, the projected baseline expenditures on roadway preservation are likely to decline.	Over the next several months, this Task Force will review recommendations regarding future planned expenditures and strategies to meet those needs in light of state funding shortfalls.	N/A

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**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
**4th Quarter, ending June 30, 2003**

<b>ORGANIZATION:</b> 11.) Transportation Enhancement Activities (TEA) Advisory Committee		<b>LEAD MTA STAFF:</b> Frank Flores David Yale	<b>PHONE NUMBER:</b> (213) 922-2456 (213) 922-2469
<b>ROLES AND RESPONSIBILITIES:</b> This committee works to ensure that California receives an increased share of highway funding based on its contributions to the Highway Trust Fund and preeminent role in the national economy. TEA 21 Reauthorization provides an opportunity to strengthen transportation's key role in supporting national security and the global economic competitiveness of the U.S. in the 21 <sup>st</sup> Century		<b>MTA REPRESENTATIVES/ALTERNATES:</b> David Yale	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>MTA Position*</b>
Discontinuance of separate state TEA program in favor reintegrating federal TEA funds into the STIP process.	The TEA Advisory Committee continued this quarter to question the need to re-integrate the TEA program into the STIP. Delivery has been increasing; AB 1012 restrictions have produced the desired results. The Committee is concerned that re-integration into the STIP will hamper delivery, increase administration, and erode support for the program. The MTA is concerned that the proposal is shifting TEA funds to the SHOPP, thus diverting funds "off the top".	CTC staff has summarized their proposal—with one significantly new idea to allow regions to program a Transportation Enhancement lump sum, with individual project allocations delegated to Caltrans. CTC staff plans to bring this proposal to the August CTC meeting for adoption.	N
Combine the three current statewide programs into a single statewide program.	Consensus to combine three statewide programs was reached by Advisory Committee.	CTC staff evaluating recommendation and CTC action is pending.	S
Biennial Programming Cycles	Consensus was reached by Advisory Committee to support biennial programming cycles, with ability to amend projects into the program between cycles.	CTC staff evaluating recommendation and CTC action is pending.	S
Implementation of a 20% programmatic and \$5 million per application land acquisitions cap.	Consensus was reached by Advisory Committee to recommend implementation of caps.	CTC staff evaluating recommendation and CTC action is pending.	N
Delegate allocation authority to Caltrans when allocation requests are consistent with original programming.	Consensus was reached by Advisory Committee to delegate allocation authority to Caltrans.	CTC staff evaluating recommendation and CTC action is pending.	S



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**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
***4th Quarter, ending June 30, 2003***

<b>ORGANIZATION:</b> Reauthorization Steering Committee		<b>LEAD MTA STAFF:</b> Frank Flores David Yale
		<b>PHONE NUMBER:</b> (213) 922-2456 (213) 922-2469
<b>ROLES AND RESPONSIBILITIES:</b> This committee works to ensure that California receives an increased share of highway funding based on its contributions to the Highway Trust Fund and preeminent role in the national economy. SAFETEA Reauthorization provides an opportunity to strengthen transportation's key role in supporting national security and the global economic competitiveness of the U.S. in the 21 <sup>st</sup> Century		<b>MTA REPRESENTATIVES/ALTERNATES:</b> Frank Flores
<b>Issue</b>	<b><i>Quarterly Actions (Including Dates of Actions)</i></b>	<b><i>6-Month Projected Actions</i></b>
Key Issues Defined.	The preliminary meeting initially identified key SAFETEA issues for general discussion including, funding, transit, goods movement, program changes, and environmental streamlining.	Over next 6-months leading up to final reauthorization, this steering committee will focus on important issues for California including minimum guarantee, Raba, and various highway, transit, research, and planning programs.