





Metro

March 19, 2004

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 2003-04 2nd Quarter ending December 31, 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
2nd Quarter, ending December 31, 2003

<p>ORGANIZATION: 1) Southern California Regional Rail Authority (SCRRRA)</p>	<p>LEAD MTA STAFF: Nalini Ahuja Patricia Chen (213) 922-3088 (213) 922-3041</p> <p>PHONE NUMBER:</p>
<p>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").</p>	<p>MTA REPRESENTATIVES/ALTERNATES: Michael Antonovich/.....Robert Bartlett Larry Zarian/.....Beatrice Proo Don Knabe/.....Frank Roberts Hal Bernson/.....Francine Oschin</p>
<p>Issue</p> <p>Strategic Work Session</p> <p>The SCRRRA Board held a Strategic Work Session in La Quinta on October 24-25. Three main work sessions focused on: 1) improved member agency coordination and regional planning efforts; 2) mission refinement and strategic growth for the future; and 3) future changes to fare policy. Mission refinement focused on improved transit connectivity, station parking needs, and greater synergy through use of the "Metrolink" name.</p> <p>On fare policy, the Metrolink zone system for calculating fares has not been uniformly implemented. Many stations have been discounted over the years. There was general consensus of the Board to move away from the zone concept, to a distance or highway mileage based system. This will promote greater equity and consistency of ticket pricing. There was also consensus to phase in fare restructuring over time, with annual increases of 3% to 8% per year.</p>	<p>6-Month Projected Actions</p> <p>A special Board workshop and public hearings are planned for Spring 2004. With Board concurrence, and pending the results of public hearings, a new fare policy could be implemented in Fall 2004.</p>
<p>Rolling Stock Procurement</p> <p>SCRRRA is proceeding with a major rail vehicle procurement. This procurement will provide passenger cars, cab cars and locomotives to meet future ridership growth needs. Most of the funding will be contributed by the member agencies. MTA's share was approved through the 2001 Call for Projects and the 2003 Short Range Transportation Plan.</p>	<p>The Board is scheduled to award a contract in June 2004 and take delivery of the vehicles in 2005 and 2006. In the interim, SCRRRA is seeking to lease vehicles to address immediate capacity needs.</p>
<p>Ticket Vending Machines (TVM's)</p> <p>In Fall 2003 new and improved TVMs underwent beta testing to ensure they would operate efficiently and as specified. The new TVM's have a simplified screen and interface process, allow joint Metrolink-Amtrak ticketing, and ticketing for all possible station pairs in the system. They are scheduled for installation during Spring 2004.</p>	<p>New TVM's are to be installed at high volume Metrolink stations starting in January 2004. These include Los Angeles Union Station, Lancaster, San Bernardino, and Riverside. Once completed, installation at the remaining stations will be completed.</p>
	<p align="center">MTA Position *</p> <p align="center">S</p>
	<p align="center">S</p>
	<p align="center">N/A</p>

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<p>Issue</p>	<p>6-Month Projected Actions</p>
<p>Quarterly Actions (Including Dates of Actions)</p> <p>Ridership in November 2003 averaged more than 36,000 boardings per day, a 3% increase over November 2002. Ridership was down 4% on the San Bernardino Line, and 9% on the Antelope Valley Line, which may have been due to the MTA work stoppage and difficulty transferring to connecting transit. However ridership was up 22% on both the Ventura County Line and Burbank trains which provided important alternatives to the Metro Red Line. Overall, Metrolink ridership in November was strong, in spite of the work stoppage.</p>	<p>MTA Position *</p> <p>N/A</p> <p>Starting January 26, 2004, new service is being added as follows: 1) a new morning and evening round trip between Los Angeles and Covina, which will help relieve current standee conditions on the San Bernardino Line; 2) an extension of two Ventura County Line trips from Moorpark to Montalvo (Ventura); and 3) a new trip between Los Angeles and Burbank at 7:15 a.m. to facilitate morning transfers to Burbank from Orange County, Riverside and San Bernardino Lines.</p>

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<p>ORGANIZATION:</p> <p>2) Los Angeles-San Diego –San Luis Obispo Rail Corridor Agency (LOSSAN)</p>	<p>LEAD MTA STAFF: Patricia Chen Jay Fuhrman (213) 922-3041 (213) 922-2810</p> <p>PHONE NUMBERS:</p> <p>MTA REPRESENTATIVES/ALTERNATES: Beatrice Proo Jacki Bacharach</p>
<p>ROLES AND RESPONSIBILITIES: LOSSAN is a Joint Powers Authority composed of OCTA, MTA, NCTD, 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.</p>	
<p>Issue</p>	<p>6-Month Projected Actions</p> <p>The LOSSAN "Road Show" will be presented to interested parties this Spring.</p>
<p>Quarterly Actions (Including Dates of Actions)</p> <p>The LOSSAN Board will meet next on January 7, 2004 at MTA Headquarters. The Board will discuss ways for member agencies to better promote internal and external advocacy of the LOSSAN corridor. The Board will decide on a slide presentation and accompanying script which discuss the history of the LOSSAN corridor and role of LOSSAN which will be presented to member agencies, elected officials and other interested groups. These efforts are expected to raise the visibility of LOSSAN and increase funding for important capital projects in the corridor.</p>	<p align="center">MTA Position *</p> <p align="center">S</p>
<p>LOSSAN Advocacy Efforts</p> <p>The Board approved the Technical Advisory Committee's (TAC) recommendation to develop five themes which are key to LOSSAN's support of federal legislation related to federal funding of Amtrak. The themes are:</p> <ul style="list-style-type: none"> • a stable, multi-year funding source for Amtrak operations • separate rail capital and/or operating program for long-term federal funds for rail • dedicated funding which does not impact earmarks such as the highway trust fund • geographic equity between corridors nationwide • diversity of rail projects eligible for funding 	<p>The TAC will continue to monitor all currently proposed TEA-21 reauthorization legislation. The Chair will submit letters of support where applicable.</p>
<p>TEA-21 Reauthorization</p>	<p align="center">S</p>

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<p>ORGANIZATION:</p> <p>2) Los Angeles-San Diego --San Luis Obispo Rail Corridor Agency (LOSSAN)</p>	<p>LEAD MTA STAFF: Patricia Chen Jay Fuhrman (213) 922-3041 (213) 922-2810</p> <p>PHONE NUMBERS:</p>
<p>ROLES AND RESPONSIBILITIES:</p> <p>LOSSAN is a Joint Powers Authority composed of OCTA, MTA, NCTD, 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.</p>	<p>MTA REPRESENTATIVES/ALTERNATES:</p> <p>Beatrice Proo Jacki Bacharach</p>
<p>Issue</p>	<p>6-Month Projected Actions</p> <p>N/A (information only)</p>
<p>Selection of 2004 Chair and Vice Chair</p>	<p>Quarterly Actions (Including Dates of Actions)</p> <p>The Board elected Art Brown, Councilmember from the City of Buena Park, and LOSSAN Board member representing OCTA, as chair for 2004. Ms. Jacki Bacharach, Board member representing LACMTA, will remain as vice chair for 2004.</p>
<p>Amtrak Pacific Surfliner Ridership</p>	<p>Continue to monitor monthly ridership in the LOSSAN corridor and track ridership attributable to the Rail-2-Rail program.</p>
	<p>MTA Position *</p> <p>N/A</p>

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ORGANIZATION:	<p>3) Mobile Source Air Pollution Reduction Review Committee (MSRC)</p> <p align="right">Douglas Kim Stephen Fox Cosette Stark (213) 922-2817 / (213) 922-2238 / (213) 922-2822</p>	
ROLES AND RESPONSIBILITIES:	<p>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.</p> <p>MTA REPRESENTATIVE/ALTERNATE: Beatrice LaPisto-Kirtley Margaret Clark</p>	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions
FY 2003-04 Annual Work Program	<p>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).</p> <p>In October, the MSRC approved the FY 04 Work Program. This Work Program totals roughly \$14 million and includes funding for alternative fuel vehicles and infrastructure, a local government matching program for cities' use of AB2766 funds, a CNG taxi incentive, and a park-and-ride lot improvement element. RFPs and solicitations were sent out to interested parties. MTA is providing input on the development of the MSRC vanpool project to ensure that it is coordinated with MTA's vanpool planning efforts.</p>	<p>MTA staff will assist the MSRC TAC in evaluation of proposals submitted for the FY 04 Work Program. The second wave of radio advertisements for the new rideshare theme: "Pick-A-Day, Anyday," will air on local radio stations in January. MTA staff has added in-kind effort to this campaign, including free advertising on MTA buses.</p>
MSRC Grant Application for MTA Buses	<p>MTA staff submitted a grant application to help fund the 100 composite 45-foot buses. Word of award is forthcoming.</p>	<p>MTA staff will submit a grant application to help fund the 200 articulated buses to be placed into Metro Rapid Service.</p>
Freeway Service Patrol	<p>MSRC funds helped start new service on the new SR-210 extension in the Claremont area on January 1, 2004.</p>	<p>New freeway service patrols for the SR-210 freeway will begin on January 1, 2004.</p>

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<p>ORGANIZATION: 4) Regional Transportation Agencies Coalition (RTAC)</p>	<p>LEAD MTA STAFF: Douglas Kim Eric Carlson Cosette Stark (213) 922-2817 / (213) 922-3069/ PHONE: (213) 922-2822</p>
<p>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 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.</p>	<p>MTA REPRESENTATIVES: Beatrice Proo</p>
<p>Issue</p>	<p>6-Month Projected Actions The comment period for the Draft 2004 RTP ends on Feb 9, 2004. Staff will present MTA's comments on the RTP to the MTA Board on Jan 22, and will submit comments to SCAG before the deadline.</p>
<p>Quarterly Actions (Including Dates of Actions) At the November 21, 2003 meeting, SCAG presented various elements of the draft RTP and identified some of the challenges of developing an RTP that meets Air Quality Conformity requirements. Of particular concern to SCAG is getting federal approval for the land use elements of the RTP. The feds will not accept a Plan that takes credit for land use benefits unless there are specific measures identifying how these benefits will be accomplished. Regarding the "Operation Jumpstart" initiative, SCAG indicated that all references to Operation Jumpstart were being removed from the Plan, but that the projects affiliated with this program would be retained.</p>	<p>Position * N/A</p>
<p>Regional Rideshare Services</p>	<p>Staff will work with CTCs to develop an interagency agreement outlining roles and responsibilities for the provision of rideshare services on a regional level.</p>

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<p>ORGANIZATION:</p> <p>5) SCAG Transportation and Communications Committee (TCC)</p>		<p>LEAD MTA STAFF: Douglas Kim Eric Carlson (213) 922-2817 / (213) 922-3069</p> <p>PHONE NUMBER:</p>	
<p>ROLES AND RESPONSIBILITIES:</p> <p>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.</p>		<p>MTA REPRESENTATIVES: John Fasana (SGVCOG) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Vacant</p>	
<p>Issue</p>	<p>Quarterly Actions (Including Dates of Actions)</p>	<p>6-Month Projected Actions</p>	<p>MTA Position *</p>
<p>Draft 2004 RTP</p>	<p>On October 2, 2003, TCC members previewed the major components of SCAG's Draft 2004 RTP, and recommended the release of the draft Plan, scheduled for mid October. The Plan includes Baseline Revenue projections through its 2030 horizon, and assumes the adoption of new revenue sources.</p> <p>On December 4, 2003, TCC approved staff's recommendation to dissociate "Operation Jumpstart" from the 2004 RTP, and further direct staff to continue evaluating Operation Jumpstart as a process for facilitating the implementation of qualifying Plan products. The significance of the dissociation is unclear. SCAG indicated they would remove references to the name Operation Jumpstart, but would not eliminate any projects from the RTP, including those projects originally included under the guise of the Jumpstart process (e.g. Maglev, High Speed Rail, and Truck Lanes).</p>	<p>The comment period for the Draft 2004 RTP ends on Feb 9, 2004. Staff will present MTA's comments on the RTP to the MTA Board on Jan 22, and submit comments to SCAG before the deadline.</p>	<p>N</p>
<p>Draft 2004 RTP Financial Plan</p>	<p>On December 4, 2003, SCAG staff provided an update on the Draft 2004 RTP financial plan. The plan forecasts revenues of \$211 Billion over the 2002-2030 time horizon. This includes \$120 billion in baseline revenues and assumed \$31 billion in public revenues and another \$60 billion in private funding.</p>	<p>Staff will include any comments on the RTP funding strategies in the MTA comment letter being prepared on the Draft RTP.</p>	<p>N/A</p>

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<p>ORGANIZATION: 5) SCAG Transportation and Communications Committee (TCC)</p>	<p>LEAD MTA STAFF: Douglas Kim Eric Carlson (213) 922-2817 / (213) 922-3069</p> <p>PHONE NUMBER:</p>
<p>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.</p>	<p>MTA REPRESENTATIVES: John Fasana (SGVCOG) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Vacant</p>
<p>Issue</p>	<p>6-Month Projected Actions</p>
<p>Quarterly Actions (Including Dates of Actions)</p> <p>On December 4, 2003, staff presented the 2004 State and Legislative Program which outlines SCAG's top legislative priorities. Number one is the reauthorization of TEA-21 in which SCAG is seeking the inclusion of \$4.26 billion for regionally significant projects, including dollars for Maglev predeployment and a decentralized aviation system. Towards that end, SCAG developed the Southern California Consensus Program which includes various regional projects valued at \$11 billion dollars, which will be the basis for SCAG's federal lobbying.</p> <p>SCAG staff will continue to evaluate Operation Jump-Start as a means of developing a regional economic stimulus program. SCAG will advocate for transportation Finance reforms such as ACA 7 (Dutra) and SCA 7 (Murray) to lower the two-thirds vote threshold on transportation sales tax programs to a simple majority, and to ensure repayment with interest of funds borrowed from the transportation Investment Fund, respectively.</p>	<p>Staff will continue to monitor the progress of the State and Legislative Program.</p> <p>SCAG staff will continue to evaluate Operation Jump-Start as a means of developing a regional economic stimulus program. SCAG will advocate for transportation Finance reforms such as ACA 7 (Dutra) and SCA 7 (Murray) to lower the two-thirds vote threshold on transportation sales tax programs to a simple majority, and to ensure repayment with interest of funds borrowed from the transportation Investment Fund, respectively.</p>
<p>Status of I-710 Gap Tunnel Proposal</p>	<p>N/A</p>
<p>Comments on LAX Master Plan/EIR</p>	<p>No actions planned.</p>

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<p>ORGANIZATION: 6) Advanced Transit Vehicle Consortium (formerly Fuel Cell Buyers Consortium)</p>	<p>LEAD MTA STAFF: Cynthia Gibson PHONE NUMBER: (213) 922-4424</p>
<p>ROLES AND RESPONSIBILITIES: 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.</p>	<p>MTA REPRESENTATIVES: Frank Roberts (MTA Rep) Yvonne Burke (At-Large) John Fasana (At-Large) Michael Antonovich (At-Large) Zev Yaroslavsky (At-Large)</p>
<p>Issue</p>	<p>6-Month Projected Actions</p>
<p>Evaluation of Potential BRT Vehicles</p>	<p>Develop specifications for advanced hybrids and initiate talks with interested manufacturers.</p>
	<p>MTA Position * N/A</p>

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<p>ORGANIZATION: 7) California Association of Councils of Governments (CALCOG)</p>	<p>LEAD MTA STAFF: David Yale (213) 922-2469</p> <p>PHONE NUMBER:</p>	<p>MTA REPRESENTATIVES/ALTERNATES: VACANT – The MTA Chairman and/or the MTA Board needs to assign an elected official to the CALCOG organization. MTA staff cannot serve in a voting capacity.</p>
<p>ROLES AND RESPONSIBILITIES: 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).</p>	<p>Quarterly Actions (Including Dates of Actions) CALCOG is considering two strategies to increase transportation revenues in 2004. The first is to promote legislation such as SCA 7, which would put into the Constitution a requirement that any loans from transportation funds be paid back with interest, or be altogether prohibited. The second is to increase the gas tax directly or provide authorization for CTC and regions to increase it. In November 2003 CALCOG set its Priority Actions for 2004 to include opportunities and proposals to increase transportation funding. In addition, a committee was formed to develop an issue paper on "Making the Case for Increased Transportation Revenues". The committee is chaired by Pete Hathaway, SACAOG with representatives from MTA, MTC, SCAG, SANBAG, and SANDAG CALCOG continues to monitor and address issues on the TEA-21 Reauthorization. However, it's become increasingly clear that there will not be legislation enacted to reauthorize federal transportation programs for another six-year period this year. The current extension to TEA-21 will expire in February 2003. There is an emerging consensus that the revenue increases necessary to develop a bill that could be broadly supported is not politically achievable this year and probably won't be until 2005. Therefore, CALCOG is now focusing on appropriations provided under legislation that will continue the existing law over the next two years.</p>	<p>6-Month Projected Actions CALCOG will focus on: (1) a ballot measure to reduce vote requirements for local tax measures on transportation from 2/3 to 55%, (2) a constitutional amendment to protect existing transportation funding and prevent the state from borrowing without prompt pay-back with interest, and (3) legislation to directly increase transportation through "user fees" which require only a majority vote of Legislature and no vote of the people, instead of the traditional gas tax increase.</p>
<p>Increased transportation funding through legislation authorizing regional user fees.</p>	<p>Reauthorization of Federal Transportation Programs</p>	<p>MTA Position * MTA Position Pending Specific Legislative Proposal</p>
<p>Truck Weight Fees</p>	<p>SB 1055 signed on October 12, 2003 seeks to correct the drop in revenue created by SB 2084 by increasing weight fees on vehicles over 10,000 pounds by approximately 20 percent in 2003-04, and through a second increase in the fee schedule if a revenue target is not met.</p>	<p>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.</p> <p>The success of this legislation will be monitored over the next quarter to reinstate truck weight fee revenues to what they were before 2000.</p>

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<p>ORGANIZATION: 8) Regional Transportation Planning Agencies (RTPA)</p>	<p>LEAD MTA STAFF: Frank Flores David Yale (213) 922-2456 (213) 922-2469</p> <p>PHONE NUMBER:</p>
<p>ROLES AND RESPONSIBILITIES: 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.</p>	<p>MTA REPRESENTATIVES/ALTERNATES: David Yale</p>
<p>Issue</p>	<p>6-Month Projected Actions</p>
<p>2004 STIP Fund Estimate</p>	<p>RTIPs and ITIPs are due to the CTC on April 12, 2004. The STIP will be adopted on August 5, 2004. This schedule is coordinated with the MTA's schedule for Board adoption of the Regional Transportation Improvement Program in February 2004.</p>
<p>2004 STIP Guidelines</p>	<p>MTA will adhere to stipulations in the 2004 STIP Guidelines.</p>
<p>Project Monitoring and Planning</p>	<p>The Task Force will present its conclusions at the January 2004 CTC meeting.</p>
<p>B 1335 Letter of No Prejudice Guidelines</p>	<p>The CTC did not address the Guidelines during this quarter, even though the MTA had asked the CTC to review the MTA request. Legislation WILL BE pursued.</p>
	<p>Supports amendment to Guidelines to allow STIP backfill qualification</p>

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ORGANIZATION:		LEAD MTA STAFF: Frank Flores David Yale (213) 922-2456 (213) 922-2469
8) Regional Transportation Planning Agencies (RTPA)		PHONE NUMBER: David Yale
ROLES AND RESPONSIBILITIES: 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.		MTA REPRESENTATIVES/ALTERNATES:
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions
Garvee Bond County Caps	The Garvee Bond Policy was adopted by the CTC in December 2003. They approved a policy that limits annual debt service to 15% of qualifying Federal revenues. As a result of MTA staff input, the policy did not contain limits on the size of projects eligible for GARVEE bonding, nor did it contain limitations on combined AB 3090 Cash Reimbursements and GARVEE debt service.	The MTA and the regions oppose placing a tighter limit on the use of GARVEE's, not wanting to artificially constrain the ability of projects to move forward. The MTA will have a \$188 million GARVEE financing proposal before the CTC for notice in October and approval in December.
STIP/SHOPP Allocations	The CTC approved three Los Angeles County projects for GARVEE bond financing at the December 2003 meeting, and approved the Route 101/Center Street Project for an AB 3090 replacement project. The CTC forecasts no further state funding allocations for FY 2004. LA County has 59 STIP projects totaling \$332 million programmed to be allocated in FY 2004. Statewide there are nearly \$2 billion in STIP projects programmed for allocation in FY 2004.	RTPA will continue to monitor allocations criteria and the State funding problems and potential solutions. The MTA is preparing another GARVEE/AB 3090 proposal during the next quarter that will keep critical transportation construction projects on schedule in LA County.
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.	Support the Revised Allocation Plan
		Position* S
		Numerous pieces of legislation are attempting to address this issue this year (ACA 7 Dutra, ACA 9 Levine, ACA 14 Steinberg, and SCA 2 Torlakson). All measures are scheduled for the Nov. 2004 ballot.

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ORGANIZATION:		Frank Flores David Yale (213) 922-2456 (213) 922-2469
9) Self-Help Counties Coalition		LEAD MTA STAFF: PHONE NUMBER:
ROLES AND RESPONSIBILITIES: An advocacy organization relating to consensus positions on sales tax measures which support transportation programs.		MTA REPRESENTATIVES/ALTERNATES: David Yale
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions MTA Position *
Streamline Cooperative Agreement Process	The customer survey issued last quarter revealed that the average time to complete a cooperative agreement from inception through execution is approximately 220 calendar days. The team has developed and implemented the Cooperative Agreement Fact Sheet to streamline the initiation of the cooperative agreement process. The Cooperative Agreement Tracking system is available on the Caltrans Intranet Site. There are 55 standardized forms available. These forms have been pre-approved by Caltrans legal office.	CAST plans to complete establish a common database to measure the process in the next quarter. The goal is to reduce the average time to complete a cooperative agreement by half. By July 2004, the team plans to develop a computer-based cooperative agreement training and update the manual to reflect the revised process. S
Statewide Sales Tax Measure	Polling completed by Self Help Counties in November 2003, indicated that the public mood has changed and to proceed at this time with a statewide sales tax measure to reduce the threshold to 55% is unadvised at this time. Specifically, the poll was for a statewide ballot measure reducing the vote requirement for specific local tax measures to 55% and raising it for general taxes.	Staff will continue to monitor the progress of this measure. N
Caltrans 10% Quality Assurance/Oversight fee	A final agreement was reached in November 2003. The completed document outlines the responsibilities of "Implementing Agencies" on State Highway projects funded from the STIP.	Caltrans will review the actual aggregate costs of quality assurance for STIP projects implemented by local agencies and will report those costs annually to the RTPA. The 10 percent amount withheld will be adjusted in future cooperative agreements if appropriate. N

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
2nd Quarter, ending December 31, 2003

ORGANIZATION:		LEAD MTA STAFF: Frank Flores David Yale PHONE NUMBER: (213) 922-2456 (213) 922-2469
9) Self-Help Counties Coalition		
ROLES AND RESPONSIBILITIES: An advocacy organization relating to consensus positions on sales tax measures which support transportation programs.		MTA REPRESENTATIVES/ALTERNATES: David Yale
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions
Transportation Reorganization	A reorganization committee was formed during October 2003. They recommend that initial legal work be done by the Nossaman firm to help the committee understand what can be done legislatively. The timeline is to have something in January 2004. The recommendation is to allocate \$5,000 of Self-Help Coalition money to match the same amount from CCTA. The reorganization would create a California Transportation Authority as a separate State Transportation Authority independent of General State Government.	Legal opinions on potential legislative actions due in January 2004.
Project Red Tape	An RFP was advertised in December 2003 by SANBAG on behalf of the Self Help Counties to develop a work program for Project Red Tape Attack. Bureaucratic and/or "red tape" hurdles have led to lengthy delays in the delivery of vital transportation projects. Despite the best efforts of Self-Help Counties to build coalitions to address federal and state programs and regulations, there is not an ongoing substantial effort to document and resolve many of these unnecessary procedures and barriers. Thus, costly delays continue to plague the project delivery process. This project proposes to approach red tape issues (on a case by case basis) that directly cause unnecessary and increased delay of transportation projects and to establish a process that facilitates the resolution of the barriers.	Bids will be evaluated throughout the next quarter and hopefully will be awarded in February 2004.
		MTA Position * N
		N

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
2nd Quarter, ending December 31, 2003

<p>ORGANIZATION: 10) SCAG Highway and Transportation Finance Task Force</p>	<p>LEAD MTA STAFF: Frank Flores David Yale (213) 922-2456 (213) 922-2469</p> <p>PHONE NUMBER:</p>
<p>ROLES AND RESPONSIBILITIES: 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.</p>	<p>MTA REPRESENTATIVES/ALTERNATES: Hon. Hal Bernson, City of Los Angeles Hon. Pam O'Connor, City of Santa Monica Hon. Beatrice Proo, City of Pico Rivera</p>
<p>Issue</p>	<p>6-Month Projected Actions</p>
<p>Revenue Impacts from State Budget Deficit</p>	<p>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.</p>
<p>2004 Regional Transportation Plan (RTP) Financial Analysis</p>	<p>Further review the baseline revenue forecast and the proposed public and private funding strategies will take place in January 2004. The Task Force will approve the public funding initiative and direct staff to continue exploring the proposed private funding strategy for developing the Draft 2004 RTP.</p>
	<p align="center">MTA Position *</p> <p align="center">N/A</p>
	<p align="center">N</p>