

March 7, 2003



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE
CHIEF EXECUTIVE OFFICER

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

SUBJECT: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS

ISSUE

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

DISCUSSION

Attachment A is the Quarterly Report on Regional External Organizations: Fiscal Year 2002-03 2nd Quarter ending December 31, 2002. As a regional transportation planning agency, MTA participates on the boards of eleven organizations. The following report summarizes the roles and responsibilities, status, and progress of each organization.

Attachment

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Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
2nd Quarter, ending December 31, 2002

ORGANIZATION: 1) Southern California Regional Rail Authority (SCRRA)		LEAD MTA STAFF: Nalini Ahuja Patricia Chen	
		PHONE NUMBER: (213) 922-3088 (213) 922-3041	
ROLES AND RESPONSIBILITIES: The Joint Powers Authority is made up of MTA, OCTA, RCTC, SANBAG, and VCTC. Mission: Plan, construct, and administer the operation of regional passenger rail lines (known as "Metrolink").		MTA REPRESENTATIVES/ALTERNATES: Michael Antonovich/.....Robert Bartlett Larry Zarian/.....Beatrice Proo Don Knabe/.....John Fasana Hal Bernson/.....Francine Oschin	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Metrolink 5 Year Funding Plan	MTA and SCRRA staff met several times this quarter in an effort to identify and further refine service levels and funding needs for the six years which will be incorporated into the MTA's upcoming Short Range Transportation Plan (SRTP). Given the State budget crisis, MTA management and the Board will need to prioritize which LA County projects are to be funded.	Obtain consensus on funding availabilities, prioritize capital projects and incorporate funding plan into SRTP to be adopted by MTA Board in June '03. Approval of annual operating MOU for FY '04 (June 03).	S
Metrolink Ridership	Ridership continues to grow and now averages 35,000+ riders per weekday. In 2002, total ridership increased 6% over 2001. This is partially attributable to the opening in May '02 of the new Riverside/Fullerton/LA ("91 Line") Line which now carries 1,500+ riders per day, 30% of which are new Metrolink riders. The other 70% previously took the Inland Empire/OC and Orange County lines.	Work closely with SCRRA and other member agency staff to identify capital funds for purchase of rolling stock to meet continued ridership demands.	S
Metrolink 10 Year Anniversary	Metrolink held a well attended Celebration Breakfast on October 18 th to commemorate its 10 th Anniversary of service in the region. The breakfast recognized the people who created, built, developed and sustained Metrolink from its inception to the present. Early Metrolink memorabilia, pictures and historical artifacts were on display and several past Board members spoke. MTA had two tables for past and present Board members.	N/A	N/A

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ORGANIZATION: 2) Los Angeles-San Diego –San Luis Obispo Rail Corridor Agency (LOSSAN)		LEAD MTA STAFF: PHONE NUMBERS:	Patricia Chen Jay Fuhrman (213) 922-3041 (213) 922-2810
ROLES AND RESPONSIBILITIES: 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.		MTA REPRESENTATIVES/ALTERNATES: Beatrice Proo Jacki Bacharach	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
LOSSAN Advocacy Strategy	At its meeting on September 20, 2002 the LOSSAN Board of Directors approved the fall advocacy meetings with Congressional elected officials and directed staff to coordinate the meetings to take place soon in anticipation of upcoming Congressional reauthorization efforts.	MTA staff will be going to Washington in late January and plan to discuss the LOSSAN corridor as part of the larger funding needs for the region.	N
Amtrak Pacific Surfliner Ridership	Monthly ridership for October’02 was 146,309 along the Pacific Surfliner route, an increase of 16% over FY ’02 ridership. This is attributable, in part, to the new Metrolink Rail-2-Rail program in which 15,000 riders took advantage of the program in October. Rail-2-Rail is a new program in which Amtrak ticket-holders and Metrolink monthly pass-holders have fare reciprocity between the two systems between Oxnard and Oceanside. Also included is a 3-month agreement with Southwest Airlines to allow travel on any train free of charge between Burbank Airport and LA Union Station with proof of Southwest Airline travel into or out of Burbank Airport on the same day.	Continue to monitor monthly ridership in the LOSSAN corridor and track ridership attributable to the Rail-2-Rail program.	S

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ORGANIZATION: 3) Mobile Source Air Pollution Reduction Review Committee (MSRC)		LEAD MTA STAFF: Douglas Kim / Stephen Fox Cosette Stark	PHONE NUMBER: (213) 922-2817 / (213) 922-2238 / (213) 922-2822
ROLES AND RESPONSIBILITIES: MSRC is an independent entity created by State law, which allocates about \$12 million annually in AB 2766 discretionary funds from a portion of an annual \$4 DMV surcharge. This revenue is used to fund programs that reduce air pollution from motor vehicles. MTA represents its interests and those of LA County jurisdictions. The MSRC is composed of eight member agencies: MTA, South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), California Air Resources Board (CARB), and Southern California Rideshare (regional rideshare agency).		MTA REPRESENTATIVE/ALTERNATE: Beatrice LaPisto-Kirtley Margaret Clark	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
FY 2002-03 Annual Work Program	The MSRC met twice during the quarter. No major items were voted on. The committee is currently accepting proposals in response to this year's work program, due on January 10, 2003. The work program includes the following programs: Regional Vanpool Program (\$450,000), Rideshare Thursday Public Outreach campaign (\$800,000), Local Government Match Program for Clean Fuel Vehicles (\$2,000,000), On/Off-Road Heavy-Duty Vehicles (\$3,250,000), Alternative Fuel Transit Buses (\$2,450,000), Alternative Fuel Infrastructure Program (\$1,250,000), CNG School Bus Program (\$1,250,000), Diesel Particulate Trap Retrofit Program (\$500,000), Light-Duty Vehicle Repair Program (\$500,000), and Expanded Freeway Service Patrols (\$1,500,000).	Funding proposals will be solicited through January 10, 2003 from MTA and other entities. Funding for projects will be awarded in February 2003.	N

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ORGANIZATION: 5) Regional Transportation Agencies Coalition (RTAC)		LEAD MTA STAFF: PHONE:	Douglas Kim Eric Carlson (213) 922-2817 / (213) 922-3069
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.		MTA REPRESENTATIVES: Beatrice Proo	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
SCAG 2002 RTIP	RTAC met on October 17, 2002. Agenda items included: updates on the SCAG 2002 RTIP and 2004 RTP, the AB 1246 Consultation process, and the SB836 Rideshare Project reimbursement requests for MTA and RCTC. Federal agencies approved the 2002 RTIP on October 4, 2002 with minor revisions.	The RTAC is scheduled to meet next in February 2003.	N
Interagency Consultation Process	Mark Pisano drafted a memo for CTC executive staff, addressing the possibility for changing the AB 1246 Consultation Process. The CTCs are currently reviewing the memo. Until all the commissions reach agreement on any modifications to the current process, RTAC will remain the forum for AB 1246 Consultation.	The RTAC will be updated on the status of discussions between SCAG and the transportation commissions, regarding any potential changes to the AB 1246 consultation process.	N
Rideshare	The Rideshare Subcommittee of the RTAC met on October 23 and December 4 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. This included an ad hoc meeting on November 14 with the Partnership, the SCAG Department currently providing these rideshare functions. The group has agreed that the CTCs will not continue contracting with the Partnership for any rideshare services beginning July 1. The Partnership is developing a proposal on the disposition of related assets. The CTCs are currently meeting regularly and executing agreements to expand the new Inland Empire ridematch system to include Los Angeles, Orange and Ventura Counties. Finally, MTA staff has begun closing out the SB 836 grant currently funding Rideshare Rewards and Club Metro. MTA's final report on the SB 836 Rideshare programs is due next quarter. These activities will be continued with other grants.	The MTA SB 836 voluntary rideshare project is scheduled to be closed out in February. Planning efforts to ensure that all rideshare functions will be transferred from SCAG by July 1, 2003 will continue.	N/A

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ORGANIZATION: 6) SCAG Transportation and Communications Committee (TCC)		LEAD MTA STAFF: Douglas Kim Eric Carlson	PHONE NUMBER: (213) 922-2817 / (213) 922-3069
ROLES AND RESPONSIBILITIES: TCC is a policy advisory committee to the Southern California Association of Governments (SCAG) Regional Council on all regional matters pertaining to the movement of goods and people. TCC reviews the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) and makes recommendations to the Regional Council. The TCC also provides recommendations on state and federal legislative proposals and administrative guidelines affecting planning and capital improvement programs for transportation and utilities.		MTA REPRESENTATIVES: John Fasana (SGVCOG) Hal Bernson (City of Los Angeles) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Vacant	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Maglev Deployment of Initial Operating Segment (IOS)	The TCC held meetings on November 7 and December 5, 2002. Action items included: consideration of Maglev Deployment of Initial Operating Segment (IOS), approval of the SCAG RTP revised goals, and approval of the RTP Baseline and 2 nd tier list of projects. The items related to the RTP revised goals and RTP Baseline were continued to the next TCC meeting, but a motion was passed to approve the recommendations of the Aviation Task Force with regards to the Maglev IOS. The task force had recommended the Maglev initial operating corridor known as Segment #32 (LAX- W. LA- Union Station- Ontario-San Bernardino- March) be selected with two additional caveats: (1) the IOS must include Ontario Airport and should connect W. LA, Union Station and Ontario Airport; (2) the IOS should not include LAX.	MTA staff will continue to monitor TCC meetings and stay involved in issues related to the development of the 2004 RTP and motions related to the Maglev Initial Operating Segment (IOS).	N/A
2004 Regional Transportation Plan	SCAG Task Forces continue to meet to identify and address key challenges and issues for their upcoming 2004 RTP, which identifies regional funding priorities through 2030.	SCAG task forces will continue to meet to develop recommendations that will feed into the Draft 2004 RTP	N
2001 Regional Transportation Improvement Program (RTIP)	On October 4, 2002, the required federal agencies approved the \$24.8 billion RTIP, with only minor revisions.	None. The next RTIP will be adopted in 2004..	S

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ORGANIZATION: 7. Advanced Transit Vehicle Consortium (formerly Fuel Cell Buyers Consortium)		LEAD MTA STAFF: Cynthia Gibson PHONE NUMBER: (213) 922-4424	
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.		MTA REPRESENTATIVES: Frank Roberts (MTA Rep) Yvonne Burke (At-Large) John Fasana (At-Large) Michael Antonovich (At-Large) Zev Yaroslavsky (At-Large)	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Evaluation of potential BRT Vehicles	The group evaluated advanced technology buses manufactured by Irisbus (France), APTS (Netherland), New Flyer (Canada), and NABI (USA) for potential contract award in the 1 st quarter of FY 2003-04. The emphasis was on environmental aspects, namely emissions, noise and visual pollution. Worked with the AQMD on the next generation hybrid bus. Developed preliminary specification for a demonstration and validation for fuel cell bus.	Follow-up with City and county on bringing bus manufacturer to Los Angeles. Follow-up with AQMD on potential funding	N/A

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ORGANIZATION: California Association of Councils of Governments (CALCOG)		LEAD MTA STAFF: PHONE NUMBER:	David Yale (213) 922-2469
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).		MTA REPRESENTATIVES/ALTERNATES: VACANT	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position *
Increased transportation funding through legislation authorizing regional user fees.	At the Nov. 2002 meeting, staff distributed a draft of legislation proposed to be sponsored by CALCOG to implement pay-at-the-pump revenue sources that are fees and not taxes. Initial concern was voiced about any policy that could be construed as a tax increase, specifically a gas tax. COG directors asked staff to include in the draft legislation some language giving the CTC the same fee authority that applies to state highway maintenance and intercity transportation projects.	Staff will meet with key trade association lobbyists among the business and labor communities to review the draft legislation. Staff will work with the California State Association of Counties (CSAC) and the California League of Cities for their support.	N
Federal budget delays affecting transportation funds to California.	CALCOG continued to work on legislation to allow federal transportation funds to continue to flow during budget delays.	CALCOG will set up a joint meeting with the Department of Finance and Caltrans to explore this issue. CALCOG will also work on other issues of State Budget shortfalls and their impacts on transportation funding. They will continue to work to increase understanding and support for local, regional, and state transportation planning and processes among state legislators and CTC to increase understanding and support for this process among local elected officials and city and county staff.	N
TEA-21 Reauthorization	CALCOG is working closely with other California transportation interests to unite California's congressional delegation behind the California consensus of position on the reauthorization of ISTEA/TEA 21 in a manner that preserves the successes of ISTEA and TEA 21 for regional agencies and improves the funding for California transportation projects and programs.	CALCOG will continue to monitor the reauthorization process and focus on a joint position that emphasizes goods movement either through a new formula factor or other increased funding options, and provide for expediting federal environmental review.	N

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ORGANIZATION: Regional Transportation Planning Agencies (RTPA)		LEAD MTA STAFF: Frank Flores David Yale	PHONE NUMBER: (213) 922-2456 (213) 922-2469
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: David Yale	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Voting Threshold.	Members initiated an action to review the issue of increasing the voting threshold on transportation sales tax measures to a simple majority.	RTPA will pursue increasing the voting threshold in the State legislature.	N
State Budget Crisis	All members were asked to prepare a study on the impacts of the Governor's proposed transportation cuts and the STIP shortfall to the regions	In January 2003, studies will provide detailed information on the specific transportation cuts and funding shortfalls. Caltrans/CTC and local transportation agencies will work together to re-evaluate transportation funding resources and project priorities.	N/A
Garvee Bonds	RTPA Garvee Task Force has been studying the processing of Garvee Bond financing requests and project programming with CTC/Caltrans	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

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ORGANIZATION: Self-Help Counties Coalition		LEAD MTA STAFF: Frank Flores David Yale	
		PHONE NUMBER: (213) 922-2456 (213) 922-2469	
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	Initiate team, establish goals and objectives for Cooperative Agreement Streamlining Team (CAST) and set up agenda items, measurement objectives, and ideas to breakdown "timeliness" and prioritize ideas.	CAST plans to complete process by Summer 2003	N/A
Statewide Sales Tax Measure	At December, 2002 meeting, subcommittee decided to spend up to \$80k for research via polling data that will show threshold for statewide sales tax increase length and amount.	Coalition will look into the legality of a statewide sales tax—could it be written so the tax does not apply to counties not requesting it, would it apply in counties that do not pass it, and how a requirement that each county pass an expenditure plan in advance of the statewide vote could be incorporated.	N
Caltrans 10% quality assurance fee	Coalition recommended that Caltrans put in writing their spoken assurance that the fee charged will be backed up with figures demonstrating the actual cost, and if that cost is on average less, the fee would be re-negotiated.	Coalition will follow up to ensure Caltrans does audit the fee on a regular basis.	N

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ORGANIZATION: SCAG Highway and Transportation Finance Task Force		LEAD MTA STAFF: Frank Flores David Yale PHONE NUMBER: (213) 22-2456 (213) 922-2469	
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.		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	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Revenue Impacts from State Budget Deficit.	Activities focused on TEA-21 reauthorization, Proposition 42 suspension, and other transportation funding cuts.	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	The RTP contains a set of adopted regional goals and transportation policies that lay out the framework for the transportation projects and programs that constitute the RTP. During the 2nd quarter, the Task Force reviewed the 2001 RTP financial plan, presented some context and issues for the update, and reviewed the preliminary 2004 RTP financial forecast range. Issues discussed included: the failure of gas tax revenues to keep up with other measures of growth; the importance of sales tax revenues, and the implications of our aging society.	The range of revenues for 2004 RTP will be reevaluated in light of the State budget deficits. Possible innovative financing strategies will include the continuation of the state sales tax on gasoline, the continuation of local sales tax measures where needed, and adjusting the state motor vehicle excise fuel tax to maintain historical purchasing power. The RTP TAC is recommending a set of revised goals for the 2004 RTP – specifically to reflect key issues of system preservation and system productivity.	N

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ORGANIZATION: SCAG Highway and Transportation Finance Task Force		LEAD MTA STAFF: Frank Flores David Yale	
		PHONE NUMBER: (213) 22-2456 (213) 922-2469	
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.		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	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Productivity Losses on highways	<p>The Task Force reviewed the proposed highway work program—including mixed flow lanes, the HOV System, connector improvements on interchanges, arterials, etc. The program will serve as a benchmark for measuring the rest of the plan and provide a primary basis for identifying the key regional choke points and bottlenecks. The Task Force approved the Highway Work Program at the October 23, 2002 meeting.</p> <p>In December, 2002 the Task Force looked at how the system is performing today and how it will perform in the future assuming only the baseline projects are implemented. Initial modeling indicates that under a no-build scenario, congestion will double in the next 10 years, effectively doubling the number of annual hours of delay from 72 million to 140 million per year.</p>	<p>In February 2003, focus will be on System Management and Demand Management aspects of the highway system and will consider key issues related to highway operation, maintenance, technology applications, strategies for improving system efficiency, and management strategies identified by the Task Force.</p> <p>In April, primary highway alternatives will be presented as well as primary analysis for the alternatives that will eventually lead to a preferred strategy. May is the target date to bring forward recommendations on the preferred strategy.</p>	N/A

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ORGANIZATION: Transportation Enhancement Activities (TEA) Advisory Committee		LEAD MTA STAFF: Frank Flores David Yale	PHONE NUMBER: (213) 922-2456 (213) 922-2469
ROLES AND RESPONSIBILITIES: 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 st Century		MTA REPRESENTATIVES/ALTERNATES: David Yale	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Discontinuance of separate state TEA program in favor reintegrating federal TEA funds into the STIP process.	Majority of Advisory Committee oppose any change that would discontinue the state TEA program.	CTC action to discontinue separate state TEA program is pending.	N
Combining 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.	N
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.	N
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.	N