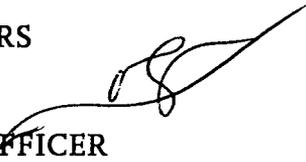




**Metro**

August 18, 2005

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE  
CHIEF EXECUTIVE OFFICER 

FROM: CAROL INGE, INTERIM CHIEF PLANNING 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 Metro 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 2004-05 4th Quarter ending June 30, 2005. As a regional transportation planning agency, Metro currently participates on the boards of nine organizations. The following report summarizes the roles and responsibilities, status, and progress of each organization.

Attachment

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
*4th Quarter, ending June 30, 2005*

<b>ORGANIZATION:</b> 1) Southern California Regional Rail Authority (SCRRA)		<b>LEAD STAFF:</b> Nalini Ahuja Patricia Chen (213) 922-3088 (213) 922-3041
<b>ROLES AND RESPONSIBILITIES:</b> SCRRA is a Joint Powers Authority is made up of MTA, OCTA, RCTC, SANBAG, and VCTC. It's mission is to plan, construct, and administer the operation of regional passenger rail lines (known as "Metrolink").		<b>METRO REPRESENTATIVES/ALTERNATES:</b> Michael Antonovich/.....Robert Bartlett Frank Roberts/.....Maureen Micheline Don Knabe/..... Beatrice Proo Hal Bernson/.....Francine Oschin
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>
FY '06 Fare Adjustment	<p>At the May 13, 2005 SCRRA Board meeting, the Board approved a 4.5% fare increase, effective July 1, 2005. Mid day/off peak discounts will also be eliminated, at a savings to SCRRA of \$400,000 per year.</p> <p>As background, in April 2004, the Board approved a 10-year fare restructuring plan with annual fare increases of 3.5% per year, not to exceed 8% annually for any station pair. The Board's action is consistent with the fare restructuring, plus an additional 1% fuel surcharge (4.5% total) due to recent increases in fuel costs.</p> <p>Had the Board not taken these fare adjustment actions, significant cuts in service levels would have been required for FY '06.</p>	SCRRA and Metro staff will continue to monitor fuel costs and ridership impacts.
Adoption of FY '06 Metrolink Budget	<p>On June 24, 2005, the SCRRA Board adopted the 2005-06 Budget. The FY '06 Budget represents a 4% increase in revenue miles and a 9% increase in operating costs compared to FY '05. Ridership is assumed to increase 8% over FY '05. Farebox revenue will increase 9% over FY '05, in part due to the 4.5% fare adjustment (see above). Operating costs will be \$.32 per passenger mile. Operating subsidy per rider will decline from \$5.17 to \$5.07. Farebox recovery will be 43%, a high amount compared to other transit operators.</p> <p>(On May 26, 2005, the MTA Board approved \$46,558,460 in MTA funding for the Metrolink Work Program for FY '06. This represents approximately 26% of the cost of operating the Metrolink service for FY '06. The other 74% will be funded by farebox revenues and other member agency contributions.)</p>	N/A -- Information Only
		<b>Metro Position *</b> S

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2005

<b>ORGANIZATION:</b>		<b>LEAD STAFF:</b> Nalini Ahuja Patricia Chen (213) 922-3088 (213) 922-3041
1) Southern California Regional Rail Authority (SCRRA)		<b>PHONE NUMBER:</b>
<b>ROLES AND RESPONSIBILITIES:</b> SCRRA is a Joint Powers Authority is made up of MTA, OCTA, RCTC, SANBAG, and VCTC. It's mission is to plan, construct, and administer the operation of regional passenger rail lines (known as "Metrolink").		<b>METRO REPRESENTATIVES/ALTERNATES:</b> Michael Antonovich/.....Robert Bartlett Frank Roberts/.....Maureen Micheline Don Knabe/..... Beatrice Proo Hal Berson/.....Francine Oschin
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>
Transfer of Metrolink Operator Services from Amtrak to Connex	On June 26, 2005, SCRRA transferred operations from Amtrak to Connex. Amtrak had been SCRRA's sole provider of Metrolink operator services since 1992. The transition was smooth, with no major service disruptions.	SCRRA staff to work with Connex staff to ensure a smooth transition and report back to the Board on a regular basis.
June 9, 2005 Cure letter to the Union Pacific (UP) Railroad	On June 9, 2005, SCRRA CEO David Solow sent a cure letter to the UP on behalf of the SCRRA Board. The letter was sent in response to numerous delays in service experienced on the Metrolink Riverside Line. The cure letter stated that the UP is in violation of its' obligations to SCRRA and member agencies under Section 9 of the Riverside Operating Agreement.  UP is to advise within 30 days as to what specific actions will be taken to increase capacity and perform their obligations to SCRRA and member agencies as stated in the Riverside Line Agreement.  If the UP response is not satisfactory the matter will move to arbitration.	Staff to brief Board members as needed. UP is to advise within 30 days as to what specific actions will be taken to increase capacity and perform their obligations to SCRRA and member agencies as stated in the Riverside Line Agreement.  If the UP response is not satisfactory the matter will move to arbitration.
		<b>Metro Position *</b> S  S

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
*4th Quarter, ending June 30, 2005*

<p><b>ORGANIZATION:</b></p> <p>2) Los Angeles-San Diego –San Luis Obispo Rail Corridor Agency (LOSSAN)</p>	<p><b>LEAD STAFF:</b></p> <p>Patricia Chen Jay Fuhrman (213) 922-3041 (213) 922-2810</p>	<p><b>PHONE NUMBERS:</b></p> <p>(213) 922-3041 (213) 922-2810</p>
<p><b>ROLES AND RESPONSIBILITIES:</b></p> <p>LOSSAN is a Joint Powers Authority composed of OCTA, MTA, NTCD, 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><b>METRO REPRESENTATIVES/ALTERNATES:</b></p> <p>VACANT</p> <p>Jacki Bacharach</p>	<p><b>METRO REPRESENTATIVES/ALTERNATES:</b></p> <p>VACANT</p> <p>Jacki Bacharach</p>
<p><b>Issue</b></p> <p>State Budget Proposal for FY '06 and Impact to LOSSAN Corridor</p>	<p><b>Quarterly Actions (Including Dates of Actions)</b></p> <p>At the June 1, 2005 LOSSAN Board meeting, it was announced that the Governor has decided to restore \$1.3 billion in Proposition 42 TCRP funds previously programmed (but suspended) for transportation projects. Workshops will be held soon to discuss funding levels and allocations. Caltrans hopes to proceed with applications to fund two projects of significance to the LOSSAN corridor: 1) 5<sup>th</sup> Lead Main track into LA Union Station (\$7 million) – to expand capacity at Union Station; and 2) Triple Track and grade separation at Valley View (\$86 million) – this will grade separate a major intersection, resulting in safer vehicle movement, and added track capacity.</p>	<p><b>6-Month Projected Actions</b></p> <p>Staff will follow up on upcoming workshops and Caltrans' application for 5<sup>th</sup> Lead Main and Triple Track projects. Both projects represent major capital improvements to heavily congested areas of the LOSSAN corridor.</p>
<p>Amtrak Strategic Reform Initiatives</p> <p>The four basic strategies are to: 1) develop rail corridors using a 80% federal/20% state match; 2) return the Northeast Corridor infrastructure to state-of-good repair and operational reliability; 3) establish phased-in financial performance standards for Amtrak's 15 long-distance trains; and 4) create markets for competition, private commercial participation and industrial reform.</p> <p>The Board voted to support these reform initiatives in principal, as well as a federal appropriations request for \$1.8 billion for Amtrak for FY '06.</p>	<p>At the June 1, 2005 LOSSAN Board meeting, the Board received an update on strategic reform initiatives recently announced by Amtrak. As background, the President proposed \$0 in funding for Amtrak for FY '06, while Amtrak received \$1.2 billion in '05 and is asking for \$1.8 billion for '06. Strategic reform initiatives are proposed to help introduce competition, efficiency and cost-savings into the Amtrak operation.</p> <p>The four basic strategies are to: 1) develop rail corridors using a 80% federal/20% state match; 2) return the Northeast Corridor infrastructure to state-of-good repair and operational reliability; 3) establish phased-in financial performance standards for Amtrak's 15 long-distance trains; and 4) create markets for competition, private commercial participation and industrial reform.</p> <p>The Board voted to support these reform initiatives in principal, as well as a federal appropriations request for \$1.8 billion for Amtrak for FY '06.</p>	<p>TAC staff will work with State Division of Rail and Amtrak staff to work through details of matching program for impact to the State, since the State currently already invests both operating and capital funds.</p>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
**4th Quarter, ending June 30, 2005**

<p><b>ORGANIZATION:</b></p> <p>2) Los Angeles-San Diego –San Luis Obispo Rail Corridor Agency (LOSSAN)</p>	<p><b>LEAD STAFF:</b>                  Patricia Chen                  Jay Fuhrman                  (213) 922-3041                  (213) 922-2810</p> <p><b>PHONE NUMBERS:</b></p>	<p><b>METRO REPRESENTATIVES/ALTERNATES:</b>                  VACANT                  Jacki Bacharach</p>
<p><b>ROLES AND RESPONSIBILITIES:</b></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><b>Quarterly Actions (Including Dates of Actions)</b></p> <p>The LOSSAN Board received an update on the Strategic Business Plan (North) document. As background, a detailed, long-range vision for the southern part of the corridor was completed in 2003. With LOSSAN Board direction, Caltrans agreed to fund the second half of the study, to the north, from Los Angeles Union Station to San Luis Obispo.</p> <p>Objectives of the plan include: 1) foster better communication and understanding among stakeholders at all levels; 2) develop business plan which complements the LOSSAN South plan; 3) develop an expanded summary document which integrates both South and North into one document for the entire corridor; and 4) create a timeline and schedule for future capital and operational needs.</p> <p>Stakeholder meetings, informational sessions and public meetings were held this Spring and the draft document was released for public comment on June 8, 2005. It's available for review at <a href="http://www.lossan.org">www.lossan.org</a>. Comments will be due back in early August.</p>	<p><b>6-Month Projected Actions</b></p> <p>N/A – information only</p>
<p><b>Issue</b></p> <p>LOSSAN Corridor North Strategic Business Plan</p>	<p><b>6-Month Projected Actions</b></p> <p>N/A – information only</p>	<p><b>Metro Position *</b></p> <p>N/A</p>
<p><b>Issue</b></p> <p>Pacific Surfliner Ridership</p>	<p>Ridership has rebounded nicely from the weather and service delays of last quarter. January, February and March ridership totals were down due to the heavy rains, but April recorded the highest ridership figures in history. May 2005 was 6% higher than May 2004. At the half way point, ridership projects to approximately 2.3 million boardings for FY '05. Internet bookings now account for 22% of total bookings. On-time performance is at 72% and is still below the targeted goal of 85%.</p>	<p><b>6-Month Projected Actions</b></p> <p>N/A – information only</p>

8/19/2005 \*S = Support, O = Oppose, N = Neutral, NA = Not Applicable, and U = Undecided

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2005

<p><b>ORGANIZATION:</b> 3) Mobile Source Air Pollution Reduction Review Committee (MSRC)</p>	<p><b>LEAD STAFF:</b> Douglas Kim Stacy Alameida <b>PHONE NUMBER:</b> (213) 922-2817 (213) 922-7414</p>
<p><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. Metro represents its interests and those of LA County jurisdictions.</p> <p>The MSRC is composed of eight member agencies: Metro, 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><b>METRO REPRESENTATIVE/ALTERNATE:</b> Todd Campbell / Cameron Smyth</p>
<p><b>Issue</b></p> <p>FY 2005-06 Annual Work Program</p>	<p><b>6-Month Projected Actions</b></p> <p>Staff will continue to work with MSRC staff and its TAC to further refine each of the work program categories as well as determine the funding parameters for the developing Work Program. The MSRC is expected to take action on the recommended work program in July. RFP's will be released in September and awards made in the early part of next year. Development for Phase II of this years work program will begin in January 2006.</p>
<p>MSRC and AQMD Funding Award for MTA Buses</p>	<p>Staff will work to assemble the AB 2766 and Moyer grant proposals.</p>
<p><b>Quarterly Actions (Including Dates of Actions)</b></p> <p>Staff worked with the MSRC subcommittees and MSRC TAC to forward MTA funding recommendations for phase I of the FY05-06 Work program. Between \$16 and \$20 million will be available to fund programs that reduce air pollution from motor vehicles. Recommendations going forward include: FSP, Transit Stop Signage/Wayfinding, and CNG infrastructure,</p>	<p><b>Metro Position *</b></p> <p>N</p>
<p>No new activity to report.</p>	<p>N</p>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2005

<p><b>ORGANIZATION:</b> 4) Regional Transportation Agencies Coalition (RTAC)</p>	<p><b>LEAD STAFF:</b> Douglas Kim Eric Carlson Cosette Stark (213) 922-2817 / (213) 922-3069/ (213) 922-2822</p> <p><b>PHONE:</b></p> <p><b>METRO REPRESENTATIVE:</b> None</p>
<p><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.</p> <p>RTAC is composed of six voting members: Metro, 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><b>Issue</b> Regional Rideshare Services</p> <p><b>Quarterly Actions (Including Dates of Actions)</b> The MOU between Metro and the other CTCs, and SCAG outlining the terms of the transfer of rideshare services was executed. In addition, Metro and the other CTCs began development of a regional guaranteed ride home program to continue a low-cost program now being funded by MSRC but will terminate at the end of July 2005. Metro and the CTCs will continue with the existing program and contractor through January and in the meantime will develop a new program that expands program eligibility. Guaranteed ride home programs provide a ride home for people who use transit or carpool to work in the event of an emergency such as illness of the employee or employee's child. The Regional Rideshare Implementation Committee met in April, May and June to continue to coordinate rideshare service provision.</p>	<p><b>6-Month Projected Actions</b> Release RFP to develop and implement a new regional GRH program.</p> <p align="right"><b>Metro Position*</b> S</p>

8/19/2005 \*S = Support, O = Oppose, N = Neutral, NA = Not Applicable, and U = Undecided

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
*4th Quarter, ending June 30, 2005*

<p><b>ORGANIZATION:</b> 5) SCAG Transportation and Communications Committee (TCC)</p>	<p><b>LEAD STAFF:</b> Douglas Kim Eric Carlson (213) 922-2817 / (213) 922-3069</p>	<p><b>PHONE NUMBER:</b>  <b>METRO REPRESENTATIVES:</b> John Fasana (SGVCOG) Pam O'Connor (City of Santa Monica) Bonnie Lowenthal (City of Long Beach) MTA Seat: Yvonne Burke</p>
<p><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.</p>		
<p><b>Issue</b></p>	<p><b>Quarterly Actions (Including Dates of Actions)</b></p>	
<p>State Budget Update</p>	<p>At the April 7th, 2005 TCC Meeting, SCAG staff reported that the Governor was proposing to restore \$1.2 billion in Prop 42 transportation funds. At the June 2 Regional Council meeting, staff reported that the Governor pledged to fully fund Proposition 42 in the coming year's budget, to the amount of \$1.3 billion.</p>	
<p>GoCalifornia Proposed Legislation</p>	<p>On May 5, 2005, TCC recommended a position of support on AB 850 and a position of "support if amended" on ACA 4X, two of the bills in the Governor's proposed GoCalifornia Legislation.</p> <p>AB 850 (Canciamilla) would authorize Caltrans to enter into 35-year franchise agreements to develop toll lanes with public and private entities. ACA 4X (Keene) provides the constitutional amendment needed to protect Proposition 42 revenues from reallocation to the General Fund. Staff noted however, that the Governor's support of the bill likely includes a Proposition 42 suspension in FY0 6-07. An amendment is being sought to provide an inflationary factor and protection against a FY 06-07 suspension.</p>	
<p>RTIP Expedited Project Selection Procedure</p>	<p>On May 5, 2005, TCC recommended approval of a mechanism to accelerate programmed projects without an amendment. The expedited project selection procedures are permissible under Federal regulations and basically allow projects from the second and third year of the RTP to move forward. The procedure will allow projects to move from the second or third year of the approved RTIP into the first year without an RTIP amendment.</p>	
	<p><b>6-Month Projected Actions</b> Metro Legislative Affairs staff will continue to monitor state and federal legislation.</p>	<p><b>Metro Position *</b> N</p>
	<p>No further action planned.</p>	<p>N</p>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
**4th Quarter, ending June 30, 2005**

<p><b>ORGANIZATION:</b> 5) SCAG Transportation and Communications Committee (TCC)</p>	<p><b>LEAD STAFF:</b> Douglas Kim Eric Carlson (213) 922-2817 / (213) 922-3069</p>	<p><b>PHONE NUMBER:</b>  <b>METRO REPRESENTATIVES:</b> John Fasana (SGVCOG) Pam O'Connor (City of Santa Monica) Bonnie Lowenthal (City of Long Beach) MTA Seat: Yvonne Burke</p>
<p><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.</p>	<p><b>6-Month Projected Actions</b> No further action planned.</p>	<p><b>Metro Position *</b> N</p>
<p><b>Issue</b> <i>Quarterly Actions (Including Dates of Actions)</i></p>	<p>On May 5, 2005, TCC recommended approval of revised language that grants the SCAG Executive Director authority to approve a conformity determination, and transmit amendments associated with conformity determination.</p> <p>In October 2004, the Regional Council approved the RTIP Amendment Approval Procedure, which authorized the SCAG Executive Director to approve and transmit RTIP Amendments to the state and federal agencies. However, the FHA recently indicated that SCAG's RTIP Amendment Approval Procedure did not state that the Executive Director has the authority to make the conformity determination. This change will potentially eliminate weeks of delay in processing time.</p>	<p><b>Projected Actions</b> Metro Legislative Affairs staff will continue to monitor the status of the TEA-21 Reauthorization.</p>
<p>RTIP Amendment Approval Procedure</p>	<p>On April 7, 2005, Fred Abouseman of the National Association of Regional Councils (NARC) provided an update on the status of SAFETEA. He reported that the bill could be delayed another 2-3 months and might not be reauthorized until September or October. He indicated that the legislators are currently battling over who ultimately controls decisions regarding the bill, and noted that presently the appropriators have more control over the bill than the authorizers.</p>	<p><b>Metro Position *</b> N</p>
<p>SAFETEA: TEA-21 Reauthorization</p>	<p>On May 5, 2005, TCC recommended a position of "Watch and Provide Comments" with regards to the Assembly Democrat's Transportation Proposal. The proposal (which had not yet been assigned a bill number) would eliminate the 11-cent gas tax created by Prop. 42, and raise the state general sales tax by a quarter cent, with revenues earmarked for future road projects.</p> <p>Staff noted that the bill would represent a policy departure for SCAG, which currently favors the commitment of motor vehicle fuel tax to pay for transportation projects, but noted that it could benefit transportation by repaying borrowed Prop 42 funds.</p>	<p><b>Metro Position *</b> N</p>
<p>Assembly Democrat's Transportation Proposal</p>	<p>Staff will monitor any legislative developments related to this Proposal.</p>	<p><b>Metro Position *</b> N</p>

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS  
 4th Quarter, ending June 30, 2005

<b>ORGANIZATION:</b>		<b>LEAD STAFF:</b> Richard Hunt
6) Advanced Transit Vehicle Consortium (formerly Fuel Cell Buyers Consortium)		<b>PHONE NUMBER:</b> (213) 922-5815
<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>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>
Evaluation of advanced technology vehicles.	Staff presented a recommendation to the Board to initiate a procurement to purchase gasoline hybrid electric vehicles.  Staff and the ATVC consultant met to determine the technical path forward the agency.  Staff traveled to Austin, Texas to participate in the BRT vehicle demonstration and symposium.	Staff will work with Metro finance department to reinstate local funds to proceed with outlined projects  Staff will prepare reports to the ATVC Board answering financial questions raised at the last Board meeting.  Staff will present a recommendation to the Board authorizing the purchase of gasoline electric hybrid vehicles.  Staff will work with the AQMD to underwrite HCNG engine test program.
		<b>Metro Position *</b> N/A

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**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
*4th Quarter, ending June 30, 2005*

<p><b>ORGANIZATION:</b> 7) California Association of Councils of Governments (CALCOG)</p>	<p><b>LEAD STAFF:</b> Frank Flores David Yale (213) 922-2469</p> <p><b>PHONE NUMBER:</b></p>
<p><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 member agencies serve as regional transportation planning agencies under state law and as metropolitan (transportation) planning organizations (MPO) under federal law.</p>	<p><b>METRO REPRESENTATIVES/ALTERNATES:</b> VACANT – The MTA Chairman and/or the MTA Board needs to assign an elected official to the CALCOG organization. Metro staff cannot serve in a voting capacity.</p>
<p><b>Issue</b></p>	<p><b>6-Month Projected Actions</b> CALCOG will not support Gov's "Live Within Our Means Act".</p>
<p><b>Quarterly Actions (Including Dates of Actions)</b></p>	<p><b>Metro Position *</b> N (Metro staff will recommend support)</p>
<p>Transportation Financing Reform Protection and Expansion</p>	<p>CALCOG members reviewed legislation and a paper regarding Prop 42 and other related legislation proposed for the November 2006 ballot, which would maintain an absolute firewall on Proposition 42 and transportation revenues. CALCOG asked Caltrans to support an increase in PL funds and oppose any move by AASHTO to object.</p>
<p>Reauthorization of Federal Transportation Programs</p>	<p>CALCOG representatives and Caltrans staff will work to identify consensus positions on the emerging reauthorization legislation. Will Kempton is drafting an administration letter on the matter.</p>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2005

<p><b>ORGANIZATION:</b> 8) Regional Transportation Planning Agencies (RTPA)</p>	<p><b>LEAD STAFF:</b> Frank Flores David Yale (213) 922-2456 (213) 922-2469</p>	<p><b>PHONE NUMBER:</b> <b>METRO REPRESENTATIVES/ALTERNATES:</b> David Yale</p>
<p><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.</p>		
<p><b>Issue</b></p>	<p><b>Quarterly Actions (Including Dates of Actions)</b></p>	<p><b>6-Month Projected Actions</b></p>
<p>2006 State Transportation Improvement Program (STIP)</p>	<p>Caltrans presented the two-tiered 2006 STIP Fund Estimate outlining the following possible programming capacity levels:  <b>Tier 1</b> would be a conservative estimate that would lead to actual reductions in programming of up to \$3.7 billion. Key variables were the state excise fuel tax, weight fees and Federal revenues. None of the 2004 STIP in FY 2007 and beyond would be funded resulting in an approximate risk to LA County of \$500 million.  <b>Tier 2</b> would be a less conservative estimate based on existing law. Programming capacity would increase by up to \$5.7 billion with approximately \$2.0 billion in new STIP programming capacity over the 2004 STIP program level. Most of the additional capacity comes from realizing Prop 42 sales tax on gas transfers, Transportation Investment Funds (TIF) Transfers, Transportation Congestion Relief Fund (TCRF) Loan Repayments and Transportation Deferred Investment Fund (TDIF) repayments. The approximate benefit to LA County would be \$300 million in programming authority for the Metro Board of Directors.</p>	<p>Legislation to protect Prop 42 funds for transportation will continue to be reviewed by this group.                   CTC voted to delay the Fund Estimate by two months due to the following issues:</p> <ul style="list-style-type: none"> <li>• Gov. still pursuing Tribal Gaming Compact for GF Loan</li> <li>• Congress has yet to reauthorize TEA-21</li> <li>• New STIP capacity appear to be wholly dependent on TIF transfers and PTA spillover revenues</li> <li>• AB 144 had not yet been approved (was approved 7/18/05)</li> </ul>
		<p><b>Metro Position *</b> N/A</p>
<p>TCRP Allocation Plan</p>	<p>The CTC has not made any Traffic Congestion Relief Program (TCRP) allocations since November 2002. The Governor's FY 2005-06 budget proposal includes \$968 million for TCRP projects. The statewide funding available consists of \$678 million from Proposition 42 and \$290 million from Tribal gaming bond proceeds. The CTC approved a set of criteria to prioritize the allocation of these limited FY 2005-06 TCRP funds for projects ready to proceed for construction.</p>	<p>Staff will continue to monitor the status of the Governor's TCRP allocation plan.</p>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2005

<b>ORGANIZATION:</b>		<b>LEAD STAFF:</b> Frank Flores David Yale <b>PHONE NUMBER:</b> (213) 922-2456 (213) 922-2469
8) Regional Transportation Planning Agencies (RTPA)		
<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>METRO REPRESENTATIVES/ALTERNATES:</b> David Yale
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>
Project Monitoring and Planning	The RTPA is developing support legislation to insure that planning, programming, and monitoring funds are available with consistent funding.	The CTC continues to raise concerns about allocating Planning, Programming and Monitoring (PPM) funds given their inability to fully allocate freeway maintenance work in the SHOPP. The RTPA group heard a proposal to take PPM funds directly from the Highway Users Tax Account without a CTC allocation instead. The proposal uses the standard STIP formula to determine the amount available to each county.
STIP Transportation System Performance Measures	As part of the Governors Go California vision, the Business Transportation and Housing Agency developed a Performance Improvement Initiative designed to provide the state with a performance measurement tool for future transportation investments. The result has been the development of a set of Transportation System Performance Measures. These measures will be used to guide investment decisions on the: <ul style="list-style-type: none"> <li>• State Highway Operations and Protection Plan (SHOPP),</li> <li>• Inter-Regional Transportation Improvement Program (ITIP), and</li> <li>• the</li> <li>• Regional Transportation Improvement Program (RTIP).</li> </ul> <p>In addition, these measures will be used to inform and guide the long range planning programs of the state's highway and regional rail network.</p> <ol style="list-style-type: none"> <li>1. CTC approved STIP/AB3090 reimbursement for the Metro Gold Line Eastside Light Rail Transit Extension for \$174.4 million.</li> <li>2. CTC approved \$29.2 million for the Light Rail Vehicle Acquisition Project.</li> </ol>	The CTC approved the draft amendment to include system performance measures for the 2006 STIP.
STIP/SHOPP Allocations		RTPA representatives stressed the important need for Planning, Programming and Monitoring (PPM) funds. New SHOPP funding should go to deferred maintenance projects.
		<b>Metro Position *</b> N (Metro staff will recommend support)

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
**4th Quarter, ending June 30, 2005**

<p><b>ORGANIZATION:</b> 8) Regional Transportation Planning Agencies (RTPA)</p>	<p><b>LEAD STAFF:</b> Frank Flores David Yale (213) 922-2456 (213) 922-2469</p> <p><b>PHONE NUMBER:</b></p>
<p><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.</p>	<p><b>METRO REPRESENTATIVES/ALTERNATES:</b> David Yale</p>
<p><b>Issue</b></p>	<p><b>Quarterly Actions (Including Dates of Actions)</b></p>
<p>Obligation Authority</p>	<p>The Local program representative announced that out of the \$1 billion in local Obligation Authority (OA) funds available in FFY 2005, only 15% of \$1.0 billion or approximately \$150 million had been obligated so far. As a result of these findings, the CTC took action at the meeting to only allocate half of the Local Assistance (CMAQ and RSTP) for FY 05/06, pending the close-out of expenditures for FY 04/05. Their decision was based on the fact that only 30% of projects have been delivered so far in the Federal FY 2005 ending on September 30. Los Angeles County, in contrast, delivered almost 130% of its Federal FY 2004 target, and is again seeking to exceed its target in Federal FY 2005.</p>
<p><b>6-Month Projected Actions</b></p>	<p>No actions planned.</p>
<p><b>Metro Position *</b></p>	<p>N/A</p>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2005

<b>ORGANIZATION:</b>		<b>LEAD STAFF:</b>	Frank Flores David Yale (213) 922-2456 (213) 922-2469
9) Self-Help Counties Coalition		<b>PHONE NUMBER:</b>	
<b>ROLES AND RESPONSIBILITIES:</b>		<b>METRO REPRESENTATIVES/ALTERNATES:</b>	
An advocacy organization relating to consensus positions on sales tax measures which support transportation programs.		David Yale	
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>	<b>Metro Position *</b>
Project Red Tape	The Red Tape Implementation Committee, which includes various Caltrans staff and district directors, and representatives from various agencies, requested the SHCC members to bring examples of the "red tape" problems that they have encountered while doing business with the department. The committee is preparing the "Red Tape Implementation Committee Report" that will provide tangible solutions to the issues raised by the committee including recognizing and rewarding red tape cutting by Caltrans staff and others.	The committee will meet quarterly and will be responsible for identifying and recommending solutions to specific problems raised by the membership.	N
Transportation Reorganization	"Rescue Transportation" is a proposal that utilizes Article XIX of the State Constitution as a template for presenting proposed changes to transportation's legal, institutional and financial framework. The most recent version deletes the revenue-raising authority of the California Transportation Commission in recognition of the difficulty of creating such authority.	Staff will continue to monitor the "Rescue Transportation" proposal.	N (Metro staff will recommend support)
Rescue Transportation	Another major effort sponsored by the Self Help Counties Coalition is the "Rescue Transportation" Proposal. This proposal is for consideration as a constitutional amendment on the November 2006 statewide ballot. The most recent version deletes the revenue-raising authority of the California Transportation Commission in recognition of the difficulty of creating such authority. Rescue Transportation seeks to address the following problems: Diversion of transportation revenues, a cumbersome project delivery process, general inefficiencies and the increasing politicization of Caltrans, and the growth of travel demands and its negative effects on sustaining reasonable mobility in California.	The Rescue California proponents discussed the need to resolve perceived inequities between the rural and urban counties with respect to the TCRP earmarked projects.	