



**Metro**

January 28, 2005

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE  
CHIEF EXECUTIVE OFFICER 

FROM: JAMES L. de la LOZA, 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 2nd Quarter ending December 31, 2004. 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**  
2nd Quarter, ending December 31, 2004

<p><b>ORGANIZATION:</b></p> <p>1) Southern California Regional Rail Authority (SCRRA)</p>	<p><b>LEAD STAFF:</b> Nalini Ahuja Patricia Chen (213) 922-3088 (213) 922-3041</p> <p><b>PHONE NUMBER:</b></p>	<p><b>METRO REPRESENTATIVES/ALTERNATES:</b> Michael Antonovich/.....Robert Bartlett Frank Roberts/.....Maureen Micheline Don Knabe/..... Beatrice Proo Hal Bernson/.....Francine Oschin</p>
<p><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").</p>	<p><b>6-Month Projected Actions</b></p> <p>Member agencies will continue to work on the strategic plan which will address the topics discussed at the work session.</p>	<p><b>Metro Position *</b></p> <p>N/A</p>
<p><b>Issue</b></p>	<p><b>Quarterly Actions (Including Dates of Actions)</b></p>	<p><b>Connex will begin operating Metrolink service on July 1, 2005.</b></p>
<p><b>Board Strategic Work Session</b></p>	<p>On October 22-23, 2004 the SCRRA Board met at Indian Wells to participate in an annual strategic work session. The four primary areas of discussion included market research, financing Metrolink services, accomplishments/challenges, and goods movement.</p>	<p>S</p>
<p><b>Metrolink Operator Services</b></p>	<p>On November 12, 2004, the SCRRA Board awarded a contract to Connex Railroad LLC to operate Metrolink commuter rail services. The contract will take effect July 1, 2005 and have a ten-year term (five years plus one five-year option).</p> <p>Connex replaces Amtrak which had operated Metrolink since its inception in 1992. Amtrak did submit a proposal but it was found to be non-responsive due to written exceptions relating to liability.</p> <p>The \$210 million contract includes conductors and engineers, plus management, administrative and training services required to support commuter rail operation.</p>	<p>S</p>

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2nd Quarter, ending December 31, 2004

<p><b>ORGANIZATION:</b> 1) Southern California Regional Rail Authority (SCRRRA)</p>	<p><b>LEAD STAFF:</b> Nalini Ahuja Patricia Chen (213) 922-3088 (213) 922-3041</p>	<p><b>PHONE NUMBER:</b> (213) 922-3088 (213) 922-3041</p>
<p><b>ROLES AND RESPONSIBILITIES:</b> SCRRRA 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").</p>	<p><b>METRO REPRESENTATIVES/ALTERNATES:</b> Michael Antonovich/.....Robert Bartlett Frank Roberts/.....Maureen Micheline Don Knabe/..... Beatrice Proo Hal Bemson/.....Francine Oschin</p>	<p><b>6-Month</b> <b>Projected Actions</b> Metrolink, Amtrak and Caltrans staff will monitor ridership and work towards scheduling an additional Amtrak train stop at the Norwalk/Santa Fe Springs station, beginning Spring 2005.</p>
<p><b>Issue</b></p>	<p><b>Quarterly Actions (Including Dates of Actions)</b></p>	<p><b>Position *</b> N/A</p>
<p>Amtrak/Caltrans/Metrolink Service Expansion and Fare Integration Initiatives</p>	<p>On November 12, 2004, the SCRRRA Board was informed of final plans to implement service expansion and fare coordination changes effective November 17, 2004. The changes are as follows:  1) A new, joint Metrolink/Amtrak train will now operate one round trip daily from Los Angeles to San Luis Obispo, making all local Metrolink stops en route (and replacing current Metrolink trains #103 and #108 which previously only operated as far north as Moorpark);  2) Amtrak trains #590 and #573 will now stop at the Norwalk/Santa Fe Springs station (Previously, only Metrolink trains stopped at Norwalk/Santa Fe Springs.); and,  3) Rail-to-Rail will expand to include an Amtrak 10-trip ticket which will be good on the Orange County Line (with limitations).</p>	<p>Replacement changeable message signs to be installed at Metrolink stations on an as-needed basis, starting with the San Bernardino Line.</p>
<p>Changeable Message Signs</p>	<p>On December 10, 2004, the SCRRRA Board awarded a \$275,000 contract to Mark IV for changeable message signs at Metrolink stations. Many of the existing changeable message signs are at the end of their useful life and it is no longer cost-effective to repair them. As many as 120 new changeable message signs will be procured on an as-needed basis in order to keep the current system functioning as is. In three to four years SCRRRA plans to implement a more comprehensive, real-time station signage and information system will be implemented.</p>	<p>S</p>

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<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>PHONE NUMBER:</b>  <b>METRO REPRESENTATIVES/ALTERNATES:</b> Michael Antonovich/.....Robert Bartlett Frank Roberts/.....Maureen Micheline Don Knabe/..... Beatrice Proo Hal Bemson/.....Francine Oschin
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b> <b>Metro Position *</b>
FY 2003-04 Comprehensive Annual Financial Report (CAFR) and Single Audit	On December 10, 2004, the SCRRA Board received the FY 2003-04 CAFR and Single Audit. The auditor issued an unqualified opinion, concluding the CAFR presents fairly, the financial position of the SCRRA.  The Single Audit concluded that SCRRA complied with federal grant requirements for FY 2003-04. Neither audit identified any needed improvements; therefore, a management letter was not issued.	The CAFR identified a surplus of FY 2003-04 funds. Staff will take an item to the Metro Board in May/June 2005 requesting reprogramming of this surplus.  S
APTA Commuter Rail Conference Update	An update was provided on the upcoming APTA Commuter Rail Conference, scheduled for April 2-5, 2005 in Los Angeles. Highlights of the conference include an Opening General Forum, featuring senior executives from freight railroads in discussion of ways to work collaboratively between the public and private sector for mutual benefit. Also scheduled is a keynote address by Governor Schwarzenegger (invited). There will be many interesting workshops and tours to Union Station, the Central Maintenance Facility, Orange County, Alameda Corridor, etc. Also, in planning, are workshops and tours to Union Station, the Central Maintenance Facility, Orange County, Alameda Corridor, etc.	SCRRA will host the next APTA Commuter Rail Conference, scheduled for April 2-5, 2005 in Los Angeles. SCRRA staff will continue to work with APTA staff to finalize the schedule, logistical details, staffing, etc.  N/A

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<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>ROLES AND RESPONSIBILITIES:</b> LOSSAN is a Joint Powers Authority composed of OCTA, MTA, NTC, 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> Beatrice Proo Jacki Bacharach</p>
<p><b>Issue</b></p> <p>Corridor wide Strategic Business Plan</p> <p>Pacific Surfliner Ridership</p>	<p><b>Quarterly Actions (Including Dates of Actions)</b></p> <p>On December 1, 2004 the LOSSAN Board reviewed the scope of work for the Strategic Business Plan, which will develop a business plan for the Los Angeles - San Luis Obispo segment of the corridor. This Caltrans funded plan will complement the business plan recently done for the Los Angeles - San Diego segment of the corridor. A key component of the plan will be to identify priority capital projects and their schedule for implementation.</p> <p>Pacific Surfliner trains continue to experience record ridership. Ridership in FY 2003-04 was 2.3 million (an all-time high) and was up 13% November 2004 vs. November 2003. Almost all of the ridership increase is in coach (14%) vs. business class (1%). November 2004 on-time performance was 82% vs. 85% in November 2003.</p>
	<p><b>6-Month Projected Actions</b></p> <p>Significant public outreach to LOSSAN member agencies, freight interests, other stakeholders and the general public will occur this Winter/Spring. The consultant (IBI) is expected to complete work in September 2005.</p> <p>N/A – information only</p>
	<p><b>Metro Position *</b></p> <p>S</p> <p>N/A</p>

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*2nd Quarter, ending December 31, 2004*

<p><b>ORGANIZATION:</b> 3) Mobile Source Air Pollution Reduction Review Committee (MSRC)</p>	<p><b>LEAD STAFF:</b> Douglas Kim Stacy Alameida (213) 922-2817 (213) 922-7414</p> <p><b>PHONE NUMBER:</b></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><i>Quarterly Actions (Including Dates of Actions)</i></p> <p>FY 2004-05 Annual Work Program</p> <p>Staff participated on the MSRC TAC and helped to evaluate proposals submitted in response to the \$15 million FY 2004-05 Work Program. The Work Program included funding for alternative fuel vehicles and infrastructure, a local government matching program for cities' use of AB 2766 funds, CNG transit vehicles, and CNG fueling station infrastructure.</p>	<p><b>6-Month Projected Actions</b></p> <p>Staff will work with the MSRC to negotiate and execute contracts for the FY04-05 Work Program. In February, the MSRC will initiate the FY05-06 Work Program Process to determine how this year's funding allocation of \$13 million will be spent. Staff will work with the MSRC TAC in Spring 2005 to develop the funding parameters for the next Work Program. Staff will also work with internal departments to identify funding needs that could be accommodated through this air quality funding program.</p> <p>The "Pick A Day" Regional Rideshare campaign will begin in late January. The Regional Guaranteed Ride Home Program is scheduled to end June 2005.</p> <p>The AQMD Board will consider MTA's \$405,000 award in February 2005, after which contracts can be drawn up. If funds are granted, staff will work with the MSRC to administer the AB 2766 grant.</p>
<p>MSRC Funding Award for MTA Buses</p> <p>On November 18, 2004, the MSRC approved a contract with MTA in an amount not to exceed \$405,000 for up to 75 compressed natural gas buses. The procurement will be for 75 CNG 40-foot low-floor transit coaches to be built by NABI. The coaches will be put into service to reduce overcrowding. Generally, the service will be operated within South Bay, Westside/Central and Gateway Cities Metro Operations Service Sectors.</p>	<p><b>Metro Position *</b></p> <p>S</p>

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<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>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.  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>METRO REPRESENTATIVE:</b> Beatrice Proo</p>
<p><b>Issue</b>  Regional Rideshare Services</p>	<p><b>Quarterly Actions (Including Dates of Actions)</b>  Metro and the other CTCs continued to work with SCAG to modify the draft MOU between the CTCs and SCAG outlining the terms of the transfer of rideshare services. Metro and the other CTCs continued to develop the electronic regional commuter newsletter to improve distribution and reduce production costs. Staff also continued development of the regional online commute assistance service for commuters and businesses covering Los Angeles, Orange, Riverside, San Bernardino and Ventura County areas. The Regional Rideshare Implementation Committee met in October and December to continue to coordinate rideshare service provision. Metro and CTC staff also began work on a regional guaranteed ride home (GRH) program that will replace the program funded by MSRC and is scheduled to end June 2005.</p>
<p><b>6-Month Projected Actions</b></p>	<p>Launch of a regional rideshare electronic commuter newsletter and online commute assistance service. Continue development of regional GRH program.</p>
	<p><b>Metro Position *</b> N/A</p>

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<p><b>ORGANIZATION:</b></p> <p>5) SCAG Transportation and Communications Committee (TCC)</p> <p><b>ROLES AND RESPONSIBILITIES:</b></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><b>LEAD STAFF:</b></p> <p>Douglas Kim Eric Carlson (213) 922-2817 / (213) 922-3069</p> <p><b>PHONE NUMBER:</b></p> <p><b>METRO REPRESENTATIVES:</b></p> <p>John Fasana (SGVCOG) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Yvonne Burke</p>
<p><b>Issue</b></p> <p><b>Quarterly Actions (Including Dates of Actions)</b></p> <p>On November 4, SCAG staff presented an End of Session update. Staff indicated that the reauthorization of TEA-21 and state transportation funding were of primary concern. Constitutional amendments ACA 24 (Dutra) and ACA 29 (Harman), regarding Proposition 42 projections, did not advance, but AB 2628 (Pavley), authorizing the use of the HOV lanes by certain hybrid vehicles, was enacted and signed by the Governor. SCAG opposed AB 2628.</p> <p>Both houses of Congress approved a stopgap spending measure to fund all federal programs through the first seven weeks of the 2005 fiscal year, based on FY 2004 spending terms. New Starts rail projects that have Full Funding Grant Agreements (FFGA) or that are expected to sign an FFGA within the next six months were the only earmarks. Of the projects listed in the SCAG Six County Appropriations Request for FY 2005, only the LACMTA Eastside Light Rail Transit Project received an earmark of \$60 million. Highway earmarks are to be dealt with at a later time.</p> <p>TEA-21 Reauthorization received a sixth temporary extension, until May 31, 2005.</p>	<p><b>6-Month Projected Actions</b></p> <p>Metro Legislative Affairs staff will continue to monitor state and federal legislation.</p> <p align="right"><b>Metro Position *</b></p> <p align="right">N</p>
<p>2005 State and Federal Legislative Program</p> <p>The 2005 Legislative Program identifies MAGLEV as an advocacy priority, and seeks federal, state and local funds to complete pre-deployment of the initial Operating System (IOS). Metro's member representative Beatrice Proo indicated that the MTA has not addressed MAGLEV yet so may have some concerns with its inclusion in the Program.</p>	<p>Metro Legislative Affairs staff will continue to monitor SCAG's Legislative Program and the inclusion of MAGLEV in this, or other documents which could be perceived as consensus documents.</p> <p align="right">N</p>



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**2nd Quarter, ending December 31, 2004**

<b>ORGANIZATION:</b> 5) SCAG Transportation and Communications Committee (TCC)		<b>LEAD STAFF:</b> Douglas Kim Eric Carlson (213) 922-2817 / (213) 922-3069
<b>ROLES AND RESPONSIBILITIES:</b> TCC is a policy advisory committee to the Southern California Association of Governments (SCAG) Regional Council on all regional matters pertaining to the movement of goods and people. TCC reviews the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) and makes recommendations to the Regional Council. The TCC also provides recommendations on state and federal legislative proposals and administrative guidelines affecting planning and capital improvement programs for transportation and utilities.		<b>METRO REPRESENTATIVES:</b> John Fasana (SGVCOG) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Yvonne Burke
<b>Issue</b>	<b>6-Month Projected Actions</b>	
Statewide Transportation Performance Measures	<p>On November 4, SCAG reported that under the direction of Business, Transportation and Housing Secretary, Sunne McPeak, Caltrans is in the process of developing statewide transportation system performance measures that are designed to help influence policies, practices and decision making of transportation agencies and system users.</p> <p>Nine performance measures, which are believed consistent with SCAG's measures, were identified: 1) Mobility/Reliability/Accessibility, 2) Productivity, 3) System Preservation, 4) Safety, 5) Environmental Quality, 6) Coordinated Transportation and Land Use, 7) Economic Development, 8) Return on Investment, and 9) Equity.</p>	
HOV Lane Performance Study	<p>On October 7, 2005, staff presented the results of their review of HOV lane policies and operations in Orange, San Bernardino, and Riverside Counties. The Study provided 10 findings/conclusions and 8 recommendations that emerged from the study, all consistent with the 2004 Regional Transportation Plan and with the work conducted by the LACMTA in 2002.</p> <p> polling results confirm that 76% of respondents in the study area support HOV lanes. Favored are the 24-hour 7-days a week operation, with HOV lane separation from mixed flow lanes and 2+ HOV lane occupancy requirements.</p>	
I-710 (San Pedro Ports to SR-60) Community Involvement milestone	<p>On October 7, 2004, Earnest Morales (Metro) reported that the Tier 2 Community Advisory Committee (CAC) recommended a hybrid improvement strategy for the I-710, which proposes a facility with 10 general purpose and 4 dedicated truck lanes.</p>	
		<b>Metro Position *</b>
		N
		N
		N

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<b>ORGANIZATION:</b> 5) SCAG Transportation and Communications Committee (TCC)		<b>LEAD STAFF:</b> Douglas Kim Eric Carlson (213) 922-2817 / (213) 922-3069
<b>ROLES AND RESPONSIBILITIES:</b> TCC is a policy advisory committee to the Southern California Association of Governments (SCAG) Regional Council on all regional matters pertaining to the movement of goods and people. TCC reviews the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) and makes recommendations to the Regional Council. The TCC also provides recommendations on state and federal legislative proposals and administrative guidelines affecting planning and capital improvement programs for transportation and utilities.		<b>METRO REPRESENTATIVES:</b> John Fasana (SGVCOG) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Yvonne Burke
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>
2004 RTIP	On October 4, 2004, the FHWA and the FTA approved the Federal State Transportation Improvement Program (FSTIP) for California, including the SCAG RTIP and the \$10.7 billion in funding for the LA County portion of the TIP.	SCAG subcommittees will begin meeting regularly to start planning for the 2007 RTP and RTIP cycles. In February 2005, the OCTA will determine if the scope of the Centerline project will be modified. A change in the project scope of this TCM could force SCAG to amend the RTP and RTIP sooner than 2007.
		<b>Metro Position *</b> N

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<p><b>ORGANIZATION:</b> 6) Advanced Transit Vehicle Consortium (formerly Fuel Cell Buyers Consortium)</p>	<p><b>LEAD STAFF:</b> Richard Hunt <b>PHONE NUMBER:</b> (213) 922-5815</p>	
<p><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.</p>	<p><b>METRO REPRESENTATIVES:</b> Frank Roberts (MTA Rep) Yvonne Burke (At-Large) John Fasana (At-Large) Michael Antonovich (At-Large) Zev Yaroslavsky (At-Large)</p>	
<p><b>Issue</b></p>	<p><b>Quarterly Actions (Including Dates of Actions)</b></p>	<p><b>6-Month Projected Actions</b> Metro Position * N/A</p>
<p>Evaluation of advanced technology vehicles.</p>	<p>Staff received formal bid and technical specifications, and initial cost breakdowns for the purchase of up to five CNG hybrid articulated vehicles from New Flyer.</p>	<p>Staff and the ATVC consultant will review the bid package and begin building executive support for recommended action.  Staff will prepare recommendations for the ATVC and MTA Board to enter into a contract for the purchase of 2-3 vehicles.  Staff and the technical consultant will meet with Collier Technologies in Los Angeles to further discuss a proposed HCNG engine test program, using a Metro vehicle as a platform and an alternative replacement CNG engine supplier.</p>

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<b>ORGANIZATION:</b>		<b>LEAD STAFF:</b> Frank Flores David Yale (213) 922-2469
7) California Association of Councils of Governments (CALCOG)		<b>PHONE NUMBER:</b>
<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.		
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>
Public Policy Priorities for 2005	CALCOG directors worked to develop CALCOG's Public Policy Priorities for 2005: Transportation Financing, Regional Growth Strategy Legislation, Regional Housing Needs and Support for Affordable Housing Development, and Reauthorization of Federal Transportation Law.	Priority Actions for 2005 will be adopted. CALCOG will support or sponsor legislation to insure that planning, programming, and monitoring funds are available with reasonably consistent funding. Also will insure that federal transportation planning funds are available to regional agencies throughout the year and are not made unavailable due to delays in adoption of a state budget.
Transportation Financing Reform Protection and Expansion	CALCOG members reviewed legislation proposed for the November 2006 ballot, which would maintain an absolute firewall on Proposition 42 and transportation revenues. The revenue part of the initiative is the most controversial and will be difficult to move forward.	CALCOG will continue to review the initiative and make certain it is drafted in a way that is not likely to drive well-funded opposition.
CALCOG sponsored growth legislation	COG Directors reviewed legislation that would require all infrastructure investments to be compatible with regional transportation plans. For example, state and federal funded infrastructure would have to be in locations previously identified in these regional plans.	COG Directors do not want this legislation to usurp local planning; the localities will have already identified places where infill should be, and the state will fund it.
Reauthorization of Federal Transportation Programs	CALCOG has become more proactive in discussions surrounding reauthorization. During the quarter members, attended and participated in receptions for California Congressional Delegation	In the next quarter, CALCOG will unite with the West Coast Corridor Coalition (includes CA, OR, WA, and AK) to discuss policies such as goods movement. CALCOG will convene a meeting in Washington, D.C. in March 2005 with Secretary McPeak and Washington lobbyists. The goal is to put together a united front on transportation issues.
		<b>Metro Position *</b> N N N S

1/24/2005 \*S = Support, O = Oppose, N = Neutral, NA = Not Applicable, and U = Undecided

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<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>6-Month Projected Actions</b></p>
<p><b>Quarterly Actions (Including Dates of Actions)</b></p> <p>At the December meeting, Chairman Balgenorth spoke of the 2004 Annual Report to the Legislature, which in part summarizes the impact of loans from transportation funds to the General Fund. He reported that at the August 2005 meeting, the California Transportation Commission (CTC) would adopt the fund estimate for the 2006 STIP (for the five-year period ending 2010-11). Annual transfers of Prop 42 funds are in jeopardy for the fifth year in a row. With this loss of over \$3.6 billion to the 2006 STIP, it could mean the deletion of many, perhaps most, projects from the current program.</p> <p>The 2004 STIP adoption set aside a \$65 million reserve to provide the match for GARVEE bonding, without designating any specific projects for bonding. CTC staff recommendations included one LACMTA project (I-5 Carmenita Interchange) on their list of potential GARVEE candidate projects for FY 2004-05.</p>	<p>Legislation to protect Prop 42 funds for transportation will continue to be reviewed by this group.</p>
<p>Grant Anticipation Revenue Vehicle (GARVEE) Bonds</p>	<p>CTC will bring back this item for further discussion in March 2005.</p>
<p>Project Monitoring and Planning</p>	<p>Legislation will be fine-tuned during the next six-months. Metro staff will review for impacts to LA County.</p>
<p>STIP/SHOPP Allocations</p>	<p>The CTC will hold a workshop on January 19, 2005 in Sacramento to work with RTPA and Caltrans to determine how the \$400 million should be allocated. RTPA representatives stressed the important need for Planning, Programming and Monitoring (PPM) funds.</p>
	<p align="center"><b>Metro Position *</b></p> <p align="center">N/A</p> <p align="center">N</p> <p align="center">N</p> <p align="center">N/A</p>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
2nd Quarter, ending December 31, 2004

<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>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>Metro Position *</b>
Goods Movement	RTPA members attended a Goods Movement Round Table in December that focused on: (1) Enhancing transportation to support greater mobility and access, reduced congestion, and delay, improved reliability, increased safety; (2) Supporting the economy with sustained economic growth and jobs, reduced transportation costs; and (3) Increased community livability and quality environment with reduced movement-related congestion, air pollution, noise and energy consumption, and increased community involvement and social equity.	N/A
	<b>6-Month Projected Actions</b> Follow-up workshops will focus on additional strategies, but more important will work toward putting plans into action	

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<b>ORGANIZATION:</b>		Frank Flores David Yale (213) 922-2456 (213) 922-2469
9) Self-Help Counties Coalition		<b>LEAD STAFF:</b> <b>PHONE NUMBER:</b>
<b>ROLES AND RESPONSIBILITIES:</b> An advocacy organization relating to consensus positions on sales tax measures which support transportation programs.		<b>METRO REPRESENTATIVES/ALTERNATES:</b> David Yale
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>
Board of Equalization (BOE) Reimbursement Caps	Self-Help Counties Coalition developed Alternative 4C, described as the Revenue Line Approach for Returns Element. Under this simple and fair solution each component of the sales tax program is allocated on a pattern representative of that element's cost. Last year, the member agencies contributed over \$2.4 billion to California's transportation system, close to the \$2.9 billion raised by the gasoline tax and truck weight fees. The Self-Help Counties Coalition believes these contributions to State resources should also be considered as part of any equation to reevaluate administrative fees charged for the collection of our local measure tax revenues.	Self-Help Counties Coalition has presented its recommended option to the legislature. In the next few months, they need to find out which legislators are interested in carrying a bill on the topic and begin meetings to draft legislation.
Statewide Sales Tax Measure	Seven out of ten counties passed County Sales Tax Measures during the November election. All ten counties were 4-8% above predicted support. In the counties where the measures failed, there was little consensus, and significant activism around the "no" campaign.	Staff will continue to monitor the progress of legislation to change the voting threshold.
Project Red Tape	The draft report entitled "Project Red Tape Attack: First Aid Followed by Major Surgery" was issued in November 2004. Some of the recommendations include better and more frequent communications/meetings. For newly emerging projects, they recommend carefully organized pre-project goals and methods workshops with key members from project sponsor, consultants and Caltrans. Counties and Caltrans should develop a timely and effective clearinghouse for sharing successful solution strategies around the state. Other key solutions include better training, problem solving flexibility, better communication of legal requirements, assignment stability, and exceptional performance rewarded.	Now that the draft report has been issued, the key to successful implementation will be meetings and workshops with Self-Help Counties and Caltrans, to prioritize and begin adopting the recommendations.
		<b>Metro Position *</b> N N N

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<b>ROLES AND RESPONSIBILITIES:</b> An advocacy organization relating to consensus positions on sales tax measures which support transportation programs.		<b>PHONE NUMBER:</b>  <b>METRO REPRESENTATIVES/ALTERNATES:</b> David Yale
<b>Issue</b> Transportation Reorganization	<b>Quarterly Actions (Including Dates of Actions)</b> "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. Specifically, the initiative (possibly in November 2006) would (1) maintain an absolute firewall on Prop 42 and transportation revenues, (2) eliminate oversight role of Dept. of Finance and Personnel Board, (3) create stronger CTC which hires/fires Director of Caltrans, (4) promote a more competitive labor market, (5) on the revenue side, every two years, the CTA would look at indices (weight fees, expanded fuel taxes including taxes on CNG and hydrogen) as a kind of surrogate for goods movement, (6) on a bi-annual basis, the proposal would go forward to adjust rates, and (7) establish 6-year tenures for Commissioners.  During the quarter, this proposal was widely discussed within the various organizations including CALCOG, RTPA, CTC, Self-Help Counties Coalition and others.	<b>6-Month Projected Actions</b> The revenue part of the initiative is the most controversial and will be difficult to move forward. The initiative must be drafted in a way that is not likely to drive well-funded opposition.
		<b>Metro Position *</b> N