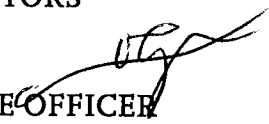





**Metro™**

September 24, 2004

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE  
CHIEF EXECUTIVE OFFICER 

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

SUBJECT: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS

**ISSUE**

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

**DISCUSSION**

Attachment A is the Quarterly Report on Regional External Organizations: Fiscal Year 2003-04 4th Quarter ending June 30, 2004. As a regional transportation planning agency, MTA currently participates on the boards of ten 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, 2004

<p><b>ORGANIZATION:</b> 1) Southern California Regional Rail Authority (SCRRA)</p>	<p><b>LEAD MTA STAFF:</b> Nalini Ahuja Patricia Chen (213) 922-3088 (213) 922-3041</p>	<p><b>PHONE NUMBER:</b></p>
<p><b>ROLES AND RESPONSIBILITIES:</b> The Joint Powers Authority is made up of MTA, OCTA, RCTC, SANBAG, and VCTC. Mission: Plan, construct, and administer the operation of regional passenger rail lines (known as "Metrolink").</p>	<p><b>MTA REPRESENTATIVES/ALTERNATES:</b> Michael Antonovich/.....Robert Bartlett Larry Zarian/.....Beatrice Proo Don Knabe/.....Frank Roberts Hal Bernson/.....Francine Oschin</p>	<p><b>MTA Position *</b> N/A</p>
<p><b>Issue</b></p>	<p><b>Quarterly Actions (Including Dates of Actions)</b></p>	<p><b>Projected Actions</b></p>
<p>Metrolink Fare Adjustment and Fare Restructuring</p>	<p>On April 23, 2004, the SCRRA Board conducted a public hearing and approved two changes in fare policy: 1) an across-the-board 4% fare adjustment to keep pace with inflation, effective July 1, 2004; and, 2) a 10-year fare restructuring program beginning July 1, 2005 which will change the method for calculating fares to one based on driving mileage between stations. The 4% fare adjustment is the first fare adjustment since 2002. It is expected to generate \$1.8 million in additional revenues. By Board policy, the 10-year fare restructuring will not increase any individual patron's fare by more than 8% in a single year. The average increase will be 3.5% or less.</p>	<p>Implementation</p>
<p>Lease of Rolling Stock to Relieve Overcrowding Conditions</p>	<p>On April 23, 2004, the SCRRA Board authorized staff to negotiate with Seattle's Sound Transit for the lease of vehicles to relieve current overcrowding conditions on several Metrolink lines. Approximately 12 coaches and one locomotive will be leased on an as needed basis, not to exceed \$134,706 per month for the total lease. SCRRA is currently conducting a procurement for new vehicles, but they are not expected to be delivered prior to 2006. (See Rail Car Procurement item below.)</p>	<p>The Sound Transit vehicles may be placed in service as early as October, 2004. The 12 train-sets identified contain the highest Metrolink ridership lines, including those currently at 95% or higher seated capacity. The leased vehicles will be returned to Sound Transit once new vehicles are placed in service (2006).</p>
<p>Rail Car Procurement</p>	<p>On May 16, 2004, the SCRRA Board determined that two proposers were technically qualified and eligible to participate in the Invitation to Submit Sealed Bids for a two-step rail car procurement. A third firm was disqualified. The two firms qualified to move forward on the procurement are Kawasaki Rail Car, Inc. and United Transit Systems. Bombardier, the maker of the coaches in the current Metrolink fleet, was disqualified.</p>	<p>Staff was to begin step 2 of the procurement process, the Invitation to Submit Sealed Bids, however this step is currently delayed due to several requests for briefing and documents which were initiated by the disqualified proposer.</p>

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4th Quarter, ending June 30, 2004

<p><b>ORGANIZATION:</b> 1) Southern California Regional Rail Authority (SCRRA)</p>	<p><b>LEAD MTA STAFF:</b> Nalini Ahuja Patricia Chen (213) 922-3088 (213) 922-3041</p>
<p><b>ROLES AND RESPONSIBILITIES:</b> The Joint Powers Authority is made up of MTA, OCTA, RCTC, SANBAG, and VCTC. Mission: Plan, construct, and administer the operation of regional passenger rail lines (known as "Metrolink").</p>	<p><b>MTA REPRESENTATIVES/ALTERNATES:</b> Michael Antonovich/.....Robert Bartlett Larry Zarian/.....Beatrice Proo Don Knabe/.....Frank Roberts Hal Bernson/.....Francine Oschin</p>
<p><b>Issue</b></p> <p><b>Quarterly Actions (Including Dates of Actions)</b></p> <p>Ticket Vending Machine (TVM) Update</p> <p>Fiscal Year 2004-05 Budget</p>	<p><b>6-Month Projected Actions</b></p> <p>MTA retrofitting is slated for completion by August 4, 2004.</p> <p>Not applicable.</p>
	<p><b>MTA Position *</b></p> <p>N/A</p> <p>N/A</p>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2004

<p><b>ORGANIZATION:</b></p> <p>2) Los Angeles-San Diego –San Luis Obispo Rail Corridor Agency (LOSSAN)</p>	<p><b>LEAD MTA STAFF:</b></p> <p>Patricia Chen Jay Fuhrman (213) 922-3041 (213) 922-2810</p> <p><b>PHONE NUMBERS:</b></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>MTA REPRESENTATIVES/ALTERNATES:</b></p> <p>Beatrice Proo Jacki Bacharach</p>
<p><b>Issue</b></p>	<p align="center"><b>Quarterly Actions (Including Dates of Actions)</b></p>
<p>LOSSAN FY 2005 Work Program</p>	<p><b>6-Month Projected Actions</b></p> <p>Not Applicable.</p>
<p>California High Speed Rail Authority Draft EIR Comments</p>	<p><b>MTA Position *</b></p> <p>S</p>
<p>LOSSAN Road Show</p>	<p>Comments to be forwarded to the California High-Speed Rail Authority.</p> <p>S</p>
<p></p>	<p>MTA staff continues to work with MTA Board staff to schedule a presentation of the LOSSAN Road Show in summer 2004. The LOSSAN Road Show is presently scheduled for presentation at the MTA Planning and Programming Committee in July 2004.</p> <p>S</p>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2004

<p><b>ORGANIZATION:</b> 3) Mobile Source Air Pollution Reduction Review Committee (MSRC)</p>	<p><b>LEAD MTA STAFF:</b> Douglas Kim Stephen Fox Cosette Stark (213) 922-2817 / (213) 922-2822</p> <p><b>PHONE NUMBER:</b> 922-2238 / (213) 922-2822</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. MTA represents its interests and those of LA County jurisdictions.</p> <p>The MSRC is composed of eight member agencies: MTA, South Coast Air Quality Management District (SCAQMD), Southern California Association of Governments (SCAG), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), California Air Resources Board (CARB), and Southern California Rideshare (regional rideshare agency).</p>	<p><b>MTA REPRESENTATIVE/ALTERNATE:</b> Beatrice LaPisto-Kirtley Margaret Clark</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>FY 2003-04 Annual Work Program</p> <p>MTA staff provided input into the formulation of the MSRC FY 05 Work Program. This Work Program totals roughly \$14 million and includes funding for alternative fuel vehicles and infrastructure, a local government matching program for cities' use of AB 2766 funds, CNG transit vehicles, and CNG fueling station infrastructure. The "Pick A Day, Any Day" ridesharing radio campaign will be funded for a second year. Last year MTA added in-kind work efforts to this campaign, including free advertising on MTA buses. The "Guaranteed Ride Home" campaign will also be funded for an additional year.</p>	<p>Staff will review and evaluate grant applications received for the FY 05 Work Program. Included in these categories are program ideas sponsored by MTA staff.</p>
<p>MSRC Grant Application for MTA Buses</p>	<p>Staff will work with the MSRC to administrate the AB 2766 grant.</p>
	<p align="right"><b>MTA Position *</b></p> <p align="center">S</p>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2004

<p><b>ORGANIZATION:</b> 4) Regional Transportation Agencies Coalition (RTAC)</p>	<p><b>LEAD MTA STAFF:</b> Douglas Kim Eric Carlson Cosette Stark (213) 922-2817 / (213) 922-3069/ (213) 922-2822</p>	<p><b>PHONE:</b> (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. 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).</p> <p>RTAC is composed of six voting members: MTA, Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), Southern California Association of Governments (SCAG), and Caltrans. The five Southern California air districts, Imperial Valley Association of Governments, and Ventura County Transportation Commission are ex-officio members.</p>	<p><b>MTA REPRESENTATIVES:</b> Beatrice Proo</p>	<p><b>6-Month Projected Actions</b> The RTAC will meet to review the Draft 2004 RTP on August 3<sup>rd</sup>, 2004.</p>
<p><b>Issue</b> Draft 2004 RTP</p>	<p><b>Quarterly Actions (Including Dates of Actions)</b> The RTAC did not meet during the 4<sup>th</sup> quarter.</p>	<p><b>MTA Position*</b> N/A</p>
<p>Regional Rideshare Services</p>	<p>MTA and the other CTCs completed development and received AQMD approval for the new electronic employer commute/AVR survey product. The electronic survey was launched in May and Los Angeles County businesses began using the product for purposes of meeting trip reduction requirements and developing employee rideshare programs. The new product will help reduce survey processing costs related to keypunching paper surveys for MTA and the other CTCs. May Bike-to-Work Day events were also coordinated by the CTCs and MTA documented an increase in employer participation in the event due to enhanced program promotion. The MOU between the CTCs and SCAG outlining the terms of the transfer of rideshare services is still awaiting signature from SCAG. In relation to this agreement, Riverside County Transportation Commission (RCTC) has initiated discussions with SCAG over concerns over SCAG's Transtar licensing agreement with the Partnership. Negotiations continue between RCTC and SCAG on this issue. The Regional Rideshare Implementation Committee met in April, May and June to continue to coordinate rideshare service provision.</p>	<p>N/A</p>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2004

<p><b>ORGANIZATION:</b> 5) SCAG Transportation and Communications Committee (TCC)</p>	<p><b>LEAD MTA STAFF:</b> Douglas Kim Eric Carlson (213) 922-2817 / (213) 922-3069</p> <p><b>PHONE NUMBER:</b></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>MTA REPRESENTATIVES:</b> John Fasana (SGVCOG) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) Yvonne Burke (County of Los Angeles) MTA Seat: Vacant</p>
<p><b>Issue</b></p>	<p><b>6-Month Projected Actions</b></p>
<p>Draft 2004 RTIP</p>	<p>The comment period for the Draft 2004 RTIP will end on July 19, 2004. The SCAG region must adopt an updated RTIP by October 4, 2004, or risk a conformity lapse. Before the region can adopt the 2004 RTIP, however, the region must demonstrate to the federal agencies that projects in the 2002 RTIP are still financially constrained and are being implemented in a timely manner; or, failing this, that projects classified as Transportation Control Measures (TCMs) are being given funding priority over all other projects.</p>
<p>AB 2628 (Pavley) Hybrid Vehicle Use of HOV Lanes</p>	<p>Staff will continue to monitor the status of AB 2628.</p>
<p>California High Speed Rail Draft EIR/EIS Comments</p>	<p>Comments will be forwarded to the California High Speed Rail Authority.</p>
	<p align="right"><b>MTA Position *</b></p> <p align="center">N</p>

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**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2004

<p><b>ORGANIZATION:</b> 5) SCAG Transportation and Communications Committee (TCC)</p>	<p><b>LEAD MTA STAFF:</b> Douglas Kim Eric Carlson (213) 922-2817 / (213) 922-3069</p> <p><b>PHONE NUMBER:</b></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>MTA REPRESENTATIVES:</b> John Fasana (SGVCOG) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) Yvonne Burke (County of Los Angeles) MTA Seat: Vacant</p>	
<p><b>Issue</b></p>	<p align="center"><b>Quarterly Actions (Including Dates of Actions)</b></p>	<p><b>6-Month Projected Actions</b></p>
<p>Southern California Consensus Program for TEA-21</p>	<p>On May 6, 2004, the TCC approved additions (and reductions) to the FY'05 Federal Appropriations requests, which were initially approved by the TCC at the March 4, 2004 meeting. The changes to the list included the following:</p> <p>Reduced Appropriations for the following projects:          State Route 98 (Imperial) from \$8 to \$3 million          State 78 / Brawley Bypass (Imperial) from \$20 to \$10 million          I-8 Imperial Avenue (Imperial) from \$10 to \$3 million          I-710 Completion (LA) from \$15 to \$10 million          Maglev Deployment Program from \$15 to \$9.6 million</p> <p>Removed one project from the list:          San Jacinto Commuter Rail Line (Riverside) at \$20 million</p> <p>Increased Appropriations for one project:          Eastside Light Rail Transit Project (LA) from \$70 to \$80 million</p> <p>Added three projects to the list:          Universal Fare System (LA) for \$5 million          SR-57 Truck Climbing Lane (OC) for \$9.7 million          I-405 Widening Project (OC) for \$30.2 million</p>	<p>Staff will continue to monitor the progress of the TEA-21 Reauthorization.</p> <p align="right"><b>MTA Position *</b> N</p>



**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2004

<p><b>ORGANIZATION:</b> 6) Advanced Transit Vehicle Consortium (formerly Fuel Cell Buyers Consortium)</p>	<p><b>LEAD MTA 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>MTA 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> Evaluation of advanced technology vehicles.</p> <p><b>Quarterly Actions (Including Dates of Actions)</b> Our technical consultant made a presentation on the history of trolley bus and prior plans for implementation in Los Angeles focusing on technologies, costs, routes, and aesthetic considerations.  Attended technical presentation and meeting with Pentadyne on the operation and integration of flywheels into hybrid energy storage systems.  Our consultant attended a meeting with Collier Technologies on HCNG (blended hydrogen and CNG) fuel systems and technologies</p>	<p><b>6-Month Projected Actions</b> Staff will review proposals for hybrid electric vehicles and make a recommendation presentation.  Staff will travel to Ireland to visit with Optare to discuss and witness their advances in hybrid vehicle technologies.  Staff was asked to help give the ATVC greater visibility to the MTA board and requested staff to make regular reports to the MTA board.</p> <p align="right"><b>MTA Position *</b> N/A</p>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2004

<b>ORGANIZATION:</b> 7) California Association of Councils of Governments (CALCOG)		<b>LEAD MTA STAFF:</b> Frank Flores David Yale (213) 922-2469
<b>ROLES AND RESPONSIBILITIES:</b> CALCOG's primary activities are to provide public policy advocacy and intergovernmental coordination with the state legislature, state agencies, the League of California Cities, California State Association of Counties, California's Congressional Delegation and federal officials. CALCOG member agencies serve as regional transportation planning agencies under state law and as metropolitan (transportation) planning organizations (MPO) under federal law.		<b>MTA REPRESENTATIVES/ALTERNATES:</b> VACANT – The MTA Chairman and/or the MTA Board needs to assign an elected official to the CALCOG organization. MTA staff cannot serve in a voting capacity.
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>
Increased transportation funding through legislation authorizing regional user fees.	CALCOG directors continue to monitor the progress of the following transportation bills to be considered for a support position: AB 2032 (Dutra) Congested Highway Corridors report; AB 2847 (Oropeza) 5-cent gas/diesel fee; ACA 24 (Dutra) conditions for revenue loans; and SB 1614 (Torlakson) 10-cent gas/diesel fee.	It is not likely that any of the major transportation funding issues will be resolved before August 2004. CALCOG will support all proposals which (1) increase flexibility and efficiency in planning, environmental review, project development, delivery and oversight; (2) strengthen Prop 42 and protect existing funds from being diverted to other purposes; and (3) increase revenues and revenue raising authority for the state and regions.
Policies needed to address issues of future patterns of development in major metropolitan areas.	In May, COG Directors developed recommendations for regions to be funded and directed to complement and supplement regional transportation plans which identify locations and criteria for intensified infill development to reduce vehicle trips, increase housing supply and affordability, and improve regional economies. COG officers in reviewing the recommendations in June recognize there is clear need to increase revenues for transportation, however, they also believe that no realistic amount of increased funding will enable the state to build road or transit systems that accommodate the projected number of vehicle trips without causing unacceptable congestion.	The interregional partnership plans have successfully identified the problems, but additional work and discussion is required over the next several months to identify solutions.
		<b>MTA Position *</b> N

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4th Quarter, ending June 30, 2004

<p><b>ORGANIZATION:</b> 7) California Association of Councils of Governments (CALCOG)</p>	<p><b>LEAD MTA 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>MTA REPRESENTATIVES/ALTERNATES:</b> VACANT – The MTA Chairman and/or the MTA Board needs to assign an elected official to the CALCOG organization. MTA staff cannot serve in a voting capacity.</p>
<p><b>Issue</b></p>	<p><b>6-Month Projected Actions</b> CALCOG will continue to work to increase understanding and support for local, regional, and state transportation planning and processes among state legislators, and will compile information on where California ranks in terms of funding.</p> <p>The CALCOG consensus position must now be incorporated into a letter from Governor's office to California's Congressional Delegation. As of June 30, 2004, that letter had not been released.</p>
<p><b>Quarterly Actions (Including Dates of Actions)</b></p> <p>CALCOG continues to monitor and address issues on the TEA-21 Reauthorization. A sub-committee of the CALCOG organization is meeting by conference call every Monday to determine California consensus positions on reauthorization issues. Overall, the CALCOG consensus is for the Senate Bill.</p> <p>Most recently, the subcommittee reviewed and reached a consensus on draft Conference Report and statutory language clarifying that Congress would apply the graduated new eight-hour ozone standard in CMAQ's weighted population formula even after the now one-hour standard is revoked. This is in the best interest of California and the South Coast Air Basin (including Los Angeles, Orange, Riverside and San Bernardino Counties) allowing funds to continue to be directed to the areas with the most serious ozone pollution problems.</p>	<p><b>MTA Position *</b> S</p>

8/10/2004 \*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, 2004**

<b>ORGANIZATION:</b>	<b>LEAD MTA STAFF:</b> <b>PHONE NUMBER:</b>	
<b>ROLES AND RESPONSIBILITIES:</b>	<b>MTA REPRESENTATIVES/ALTERNATES:</b>	
<b>Issue</b>	<b>6-Month Projected Actions</b>	<b>MTA Position *</b>
<p>8) Regional Transportation Planning Agencies (RTPA)</p>	<p>Frank Flores David Yale (213) 922-2456 (213) 922-2469</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>David Yale</p>	
<p><b>Quarterly Actions (Including Dates of Actions)</b></p> <p>The MTA submitted the 2004 LA County TIP to CTC on April 12, 2004. The MTA Plan proposes to locally fund 39 non-Caltrans projects valued under \$5 million from the 2002 LA County TIP; as well as 13 ready-to-go projects from the 2002 LA County TIP through AB 3090 funding in the 2004 LA County TIP.</p> <p>On June 17, 2004, the CTC held a Southern California Hearing on the 2004 STIP. Roger Snoble stressed the importance of the Interstate 5 project, particularly from Orange County Line to Route 605.</p>	<p>CTC Staff will review regional STIP submittals and distribute staff recommendations on July 16, 2004. The STIP will be adopted on August 5, 2004.</p>	<p>S</p>
<p><b>GARVEE Bonds</b></p>	<p>The MTA has proposed a second GARVEE bond for the I-5 Carmentia Interchange project. If approved, bonds will be issued after August 2004.</p>	<p>S</p>
<p><b>Project Monitoring and Planning</b></p>	<p>AB 2456 (Spitzer) establishes a baseline for state funding a regional transportation agency or county transportation commission can receive to cover certain project-related costs. This bill allows funds to be used for transportation project development and delivery (PD&amp;D) instead of for project planning, programming and monitoring (PP&amp;M). This bill seeks to guarantee a baseline level of state RTP funding that can be used by local transportation agencies for PD&amp;D. This bill maintains the current percentage-based formula but seeks to guarantee that state funding for PD&amp;D will be no less than those levels in the 2002 STIP. Counties that benefit from the baseline funding level established by this bill are: Madera, San Mateo, Fresno, Orange, Tuolumne, Santa Clara, Nevada, Alpine/Amador/Calaveras, King, Monterey, Butte, and Sacramento.</p>	<p>MTA staff is analyzing this bill to determine how this formula will work as compared to the current County Share formula.</p> <p>S</p>

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4th Quarter, ending June 30, 2004

<p><b>ORGANIZATION:</b> 8) Regional Transportation Planning Agencies (RTPA)</p>	<p><b>LEAD MTA STAFF:</b> Frank Flores David Yale (213) 922-2456 (213) 922-2469</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>PHONE NUMBER:</b> David Yale</p>
<p><b>Issue</b></p>	<p><b>MTA REPRESENTATIVES/ALTERNATES:</b> David Yale</p>
<p><b>Quarterly Actions (Including Dates of Actions)</b></p> <p>During the 4<sup>th</sup> quarter Caltrans revised this plan. The Governor's May Revise has dropped the proposal to utilize cash management to recoup \$800 million in federal reimbursements and then divert the funds to (1) Repay the General Fund \$406 million for debt service on current transportation GO bonds and (2) Loan \$200 million to GF for up to three years. Instead, Caltrans is proposing to change management of Federal OA in order to get approximately \$200 million that would be used only for transportation. Caltrans has indicated that the concurrence of regional agencies will be necessary to implement the plan. Since the plan no longer diverts transportation funds to the State's General Fund, the regional agencies will consider the proposal. However, achieving this one-time benefit would create ongoing workload for Caltrans.</p>	<p><b>6-Month Projected Actions</b> MTA Staff will work with regional agencies statewide to review the plan once it is formulated by Caltrans.</p>
<p><b>STIP/SHOPP Allocations</b></p>	<p>Assuming the budget passes by August, the Commission can start allocations. Most likely, there will be caution in the early months until there is a better handle on dollar levels. Instability remains the central problem of transportation funding in California, and this problem remains unaddressed in the May Revision. MTA Staff will continue to monitor the funding situation.</p>
<p><b>Voting Threshold.</b></p>	<p>Numerous pieces of legislation are attempting to address this issue (ACA 7 Dutra, ACA 9 Levine, ACA 14 Steinberg, and SCA 2 Torlakson), although there has been no activity on these bills since September 2003. Only the Torlakson bill remains in active status. MTA staff continues to monitor status.</p>
	<p><b>MTA Position *</b> O</p>
	<p>N/A</p>
	<p>N</p>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2004

<b>ORGANIZATION:</b>		<b>LEAD MTA STAFF:</b> Frank Flores David Yale (213) 922-2456 (213) 922-2469
8) Regional Transportation Planning Agencies (RTPA)		<b>PHONE NUMBER:</b>
<b>ROLES AND RESPONSIBILITIES:</b> RTPA is an advocacy organization which aims to build consensus among the regions on issues impacting every regional planning agency. With a coordinated and joint position, the RTPA speaks as a unified group, advocating for key issues to the California Transportation Commission (CTC) and other bodies.		<b>MTA REPRESENTATIVES/ALTERNATES:</b> David Yale
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>
Local Assistance Obligation Authority Task Force	This task force held two conference calls in June to determine the issue and a plan of action. The issue is that Caltrans does not have the ability to fully utilize regional OA, in the event regions are not able to use the regional OA. Caltrans may not have enough apportionment to capture all regional OA from being lost to other states. This is because Advance Construction funding is not at the level it was in prior years.	In the next quarter, the goals are to develop a process that (1) meets the FTIP financial constraint requirements, (2) complies with AB 1012, (3) allows Caltrans and the regions to program and deliver all federal apportionments at the OA level, (4) complies with Section 182.6 and 182.7, and (5) is a cooperative partnership with Caltrans and the regions.
		<b>MTA Position *</b> N

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2004

<b>ORGANIZATION:</b>		LEAD MTA STAFF:	Frank Flores David Yale
9) Self-Help Counties Coalition		PHONE NUMBER:	(213) 922-2456 (213) 922-2469
<b>ROLES AND RESPONSIBILITIES:</b>		<b>MTA 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>MTA Position*</b>
Streamline Cooperative Agreement Process	This task force has completed its work and is no longer active. Most of the recommendations made by the task force have been implemented by Caltrans over the past several months. Work now will turn to development of Cooperative Agreement software.	By December 2004, Caltrans, headed by Mark Leja, is working to complete a software program similar to Turbo Tax for Cooperative Agreements. Locals and Caltrans will be able to use it.	S
Board of Equalization Reimbursement Caps	Self Help Counties Coalition members met with the Legislative Analyst Office (LAO) in May and convinced LAO staff to recommend that the BOE committee put off any changes to the reimbursement caps until they have a better understanding of how the BOE allocate costs. BOE also said they were in the middle of a study and asked the committee to take no action at this time Last quarter the LAO recommended removal of the cap on reimbursements from special taxing districts and allow for full reimbursement of associated administrative costs. Currently there is a maximum reimbursement amount.	Self Help Counties Coalition will monitor the BOE studies as they are developed and released.	O
Statewide Sales Tax Measure	Polling completed by Self-Help Counties in November 2003, indicated that the public mood has changed, and advised against proceeding with a statewide sales tax measure to reduce the threshold to 55% at this time.	Staff will continue to monitor the progress of this measure.	N

**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2004

<b>ORGANIZATION:</b>		<b>LEAD MTA STAFF:</b> Frank Flores David Yale (213) 922-2456 <b>PHONE NUMBER:</b> (213) 922-2469
9) Self-Help Counties Coalition		<b>MTA REPRESENTATIVES/ALTERNATES:</b> David Yale
<b>ROLES AND RESPONSIBILITIES:</b> An advocacy organization relating to consensus positions on sales tax measures which support transportation programs.		
<b>Issue</b>	<b>Quarterly Actions (Including Dates of Actions)</b>	<b>6-Month Projected Actions</b>
Project Red Tape	The consultant team of Wes McDaniel and Stan Lisiewicz are developing a work program and plan of action for Project Red Tape Attack. The consultant team has met with several of the regional agencies, including the MTA, to determine major problems and potential solutions. They have been in the information-gathering stages and have not yet issued a preliminary report. Bureaucratic and/or "red tape" hurdles have led to lengthy delays in the delivery of vital transportation projects. Despite the best efforts of Self-Help Counties to build coalitions to address federal and state programs and regulations, there is not an ongoing substantial effort to document and resolve many of these unnecessary procedures and barriers. Thus, costly delays continue to plague the project delivery process. This project proposes to approach red tape issues that directly cause unnecessary and increased delay of transportation projects (on a case by case basis) and to establish a process that facilitates the resolution of the barriers.	Consultant recommendations will continue to be developed in the next quarter with a final report and recommendations due in the second quarter (November 2004) of FY 05.
Transportation Reorganization	The reorganization would create a California Transportation Authority as a separate State Transportation Authority independent of General State Government. Mike Evanhoe is heading up the activities leading to potential legislative actions.	Legal opinions on potential legislative actions were postponed and are now due in August 2004.
		<b>MTA Position*</b> N



**METROPOLITAN TRANSPORTATION AUTHORITY**

**Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS**  
4th Quarter, ending June 30, 2004

<p><b>ORGANIZATION:</b> 10) SCAG Highway and Transportation Finance Task Force</p>	<p><b>LEAD MTA 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> This SCAG task force explores methods to deal with today's highway and infrastructure financing challenges, and works to maintain a continuous, comprehensive, and coordinated planning process.</p>	<p><b>MTA REPRESENTATIVES/ALTERNATES:</b> Hon. Pam O'Connor, City of Santa Monica Hon. Beatrice Proo, City of Pico Rivera</p>	
<p><b>Issue</b></p>	<p><b>6-Month Projected Actions</b></p>	<p><b>MTA Position*</b></p>
<p>SCAG Proposal for Regional Authority for Investment in Transportation</p>	<p>MTA will continue to monitor this legislation.</p>	<p>N/A</p>
<p>2004 Regional Transportation Plan (RTP) Financial Analysis</p>	<p>The work of this Task Force is complete for the 2004 RTP.</p>	<p>N</p>
<p><b>Quarterly Actions (Including Dates of Actions)</b></p> <p>In order to work towards implementing the funding strategies included in the 2004 RTP, SCAG has been working with several state and federal legislators on efforts to facilitate public private partnerships for transportation infrastructure development. Currently at the state level, AB 3048 (Oropeza) includes provisions for establishing an institutional framework – enabling the creation of regional authorities to finance and implement user-fee backed regional projects in coordination with private sector stakeholders and local transportation partners. AB 3048 was heard in the Senate Transportation Committee on June 29.</p> <p>The Highway and Transportation Finance Task Force has completed all work activities in connection with the development of the 2004 Regional Transportation Plan. SCAG's Regional Council approved the 2004 RTP in April 2004 and FHWA/FTA conformity determinations were issued on June 7, 2004 for all areas with the exception of Ventura County and the Southeast Desert area. Subsequently, on June 16, 2004 these remaining areas received their federal conformity determinations.</p>		