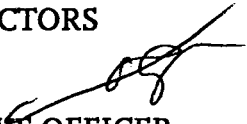


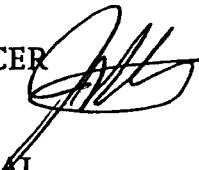


Metro

May 18, 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 3rd Quarter ending March 31, 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
3rd Quarter, ending March 31, 2005

<p>ORGANIZATION: 1) Southern California Regional Rail Authority (SCRRRA)</p>	<p>LEAD STAFF: Nalini Ahuja Patricia Chen (213) 922-3088 (213) 922-3041</p> <p>PHONE NUMBER:</p>	<p>METRO REPRESENTATIVES/ALTERNATES: Michael Antonovich/.....Robert Bartlett Frank Roberts/.....Maureen Micheline Don Knabe/..... Beatrice Proo Hal Bernson/.....Francine Oschin</p>
<p>ROLES AND RESPONSIBILITIES: 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>6-Month Projected Actions Staff is preparing a response (board box) to the Directors' requests.</p>	<p>Metro Position * N/A</p>
<p>Issue</p>	<p>Quarterly Actions (Including Dates of Actions)</p>	
<p>January 26, 2005 Glendale Metrolink Derailment</p>	<p>On January 26, 2005, a southbound Ventura County Line train struck an automobile that was illegally and intentionally parked on the tracks. The train derailed, hit a Union Pacific train, jackknifed, and sideswiped a northbound Metrolink train. Eleven people were killed and 200 injured. At the Metro Board meeting of January 28, 2005, Directors Yaroslavsky, Molina and La Bonge requested reports from SCRRRA on issues relating to the incident.</p>	
<p>January/February Storm Damage</p>	<p>The heavy rains of January and February 2005 caused significant damage to tracks in the Metrolink service area in Moorpark (Ventura County) and San Clemente (Orange County). This resulted in significant service disruptions, cancellations and delays throughout the system. On-time performance was 89% for January and 91% for February, significantly less than the 95% typical on-time performance. On-time performance and ridership have since returned to normal.</p>	<p>N/A</p>
<p>Rail Car Procurement</p>	<p>At its February 25, 2005 meeting, the SCRRRA Board approved the use of a Competitive Low Bid/Invitation for Bid procurement process for the acquisition of commuter rail cars. The Board also directed staff to return to the Board for approval of specifications and minimum requirements necessary for bidders to be considered responsive. Additionally the Board directed staff to initiate a separate emergency procurement of five rail cars to replace those damaged in the Glendale derailment incident.</p> <p>SCRRRA had initiated a previous procurement process in 2003 using a Lowest Priced Technically Acceptable (LPTA) process. Due to protests, this process had been cancelled in 2004 and the Board directed staff to recommend a new procurement method.</p>	<p>S</p>

5/16/2005 *S = Support, O = Oppose, N = Neutral, NA = Not Applicable, and U = Undecided

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2005

ORGANIZATION:	LEAD STAFF:	Metro Position *
<p>2) Los Angeles-San Diego --San Luis Obispo Rail Corridor Agency (LOSSAN)</p>	<p>Patricia Chen Jay Fuhrman (213) 922-3041 (213) 922-2810</p>	<p>PHONE NUMBERS:</p> <p>METRO REPRESENTATIVES/ALTERNATES: Beatrice Proo Jacki Bacharach</p>
<p>ROLES AND RESPONSIBILITIES: 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>Quarterly Actions (Including Dates of Actions)</p> <p>In February 2005, the LOSSAN Board re-elected Art Brown, Councilmember from Buena Park, as LOSSAN Chair for 2005. Jacki Bacharach, representing Metro, was re-elected Vice-Chair for 2005.</p> <p>In February 2005, the Board voted to request that the CTC fund two intercity rail projects in FY '05 that are in the CTC's prioritized project list. One of these projects is to complete the seismic retrofit of Tunnel 26, adjoining the LA/Ventura County Line.</p> <p>On March 2, 2005, CTC voted to approve \$9.5 million for the Tunnel 26 rehab. Project – a significant achievement, given the State's current scarce funding for rail capital projects.</p> <p>In February 2005, the Board voted to approve a legislative program for 2005 that defines priorities for local, state and federal funding. The Board also voted to organize support for a Joint Resolution of the California Assembly and Senate for a stable source of federal funds for Amtrak.</p> <p>Assembly Joint Resolution 18 (Jones, Leslie, Kehoe, Maldonado, Ducheny) was introduced on March 31, 2005. AJR 18 requests that Congress provide adequate operating (\$1.8 billion annually) and capital funding for Amtrak to preserve and improve the four Amtrak routes currently serving California, and establish a multi-year capital funding program to initiate, improve, or expand passenger rail services for Amtrak to sustain mandated rail passenger services.</p>	<p>6-Month Projected Actions</p> <p>N/A – information only</p> <p>LOSSAN staff to continue to work with the State legislature to secure capital funds for LOSSAN corridor improvements.</p> <p>LOSSAN and member agency staff to work with the State legislature in support of AJR 18 (passed the Assembly Transportation Committee on May 2, 2005.) and other legislation in support of the LOSSAN corridor.</p>
<p>Issue</p> <p>Selection of Chair and Vice-Chair</p> <p>State Funding for Intercity Rail Projects</p> <p>2005 Legislative Program</p>		<p>N/A</p> <p>S</p> <p>S</p>

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METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2005

<p>ORGANIZATION: 2) Los Angeles-San Diego –San Luis Obispo Rail Corridor Agency (LOSSAN)</p> <p>ROLES AND RESPONSIBILITIES: 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>LEAD STAFF: Patricia Chen Jay Fuhrman (213) 922-3041 (213) 922-2810</p> <p>PHONE NUMBERS:</p> <p>METRO REPRESENTATIVES/ALTERNATES: Beatrice Proo Jacki Bacharach</p>
<p>Issue</p>	<p>6-Month Projected Actions N/A – information only</p>
<p>Quarterly Actions (Including Dates of Actions)</p> <p>Pacific Surfliner Ridership</p> <p>Prior to January 2005, the Pacific Surfliner continued to achieve record ridership, and was the second highest ridership line in the Amtrak system. Due to the January/February 2005 storm damage, ridership declined 14% over the prior year. Ridership has since rebounded and the March 2005 ridership was the highest in Surfliner history.</p>	<p>Metro Position * N/A</p>

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2005

<p>ORGANIZATION: 3) Mobile Source Air Pollution Reduction Review Committee (MSRC)</p>		<p>LEAD STAFF: Douglas Kim Stacy Alameida (213) 922-2817 (213) 922-7414</p>
<p>ROLES AND RESPONSIBILITIES: MSRC is an independent entity created by State law, which allocates about \$12 million annually in AB 2766 discretionary funds from a portion of an annual \$4 DMV surcharge. This revenue is used to fund programs that reduce air pollution from motor vehicles. 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>METRO REPRESENTATIVE/ALTERNATE: Todd Campbell / Cameron Smyth</p>
<p align="center">Quarterly Actions (Including Dates of Actions)</p>		
<p>Issue</p> <p>FY 2004-05 Annual Work Program</p>	<p>The second flight of the "Pick A Day Any Day marketing campaign began in late January, 2005. An accompanying telephone survey was conducted and found that awareness of carpooling and the related benefits on congestion and air pollution increased.</p> <p>In March, the MSRC initiated the FY05-06 Work Program Process to determine funding categories for this years work program. Between \$16 and \$20 million will be available to fund programs that reduce air pollution from motor vehicles. Staff worked with internal departments to identify funding needs that could be accommodated through this air quality-funding program. Needs identified included truck stop electrification, FSP expansion, fueling infrastructure and rideshare programs.</p>	<p>6-Month Projected Actions</p> <p>The third and final marketing flight for the Pick A Day Any Day marketing campaign will begin in August 2005.</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.</p>
<p>FY 2005-06 Annual Work Program</p>	<p>In March, the MSRC initiated the FY05-06 Work Program Process to determine funding categories for this years work program. Between \$16 and \$20 million will be available to fund programs that reduce air pollution from motor vehicles. Staff worked with internal departments to identify funding needs that could be accommodated through this air quality-funding program. Needs identified included truck stop electrification, FSP expansion, fueling infrastructure and rideshare programs.</p>	<p>Metro Position *</p> <p>S</p> <p>S</p>

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METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2005

<p>ORGANIZATION: 3) Mobile Source Air Pollution Reduction Review Committee (MSRC)</p>	<p>LEAD STAFF: Douglas Kim Stacy Alameida (213) 922-2817 (213) 922-7414</p> <p>PHONE NUMBER:</p>	<p>METRO REPRESENTATIVE/ALTERNATE: Todd Campbell / Cameron Smyth</p>
<p>ROLES AND RESPONSIBILITIES: MSRC is an independent entity created by State law, which allocates about \$12 million annually in AB 2766 discretionary funds from a portion of an annual \$4 DMV surcharge. This revenue is used to fund programs that reduce air pollution from motor vehicles. Metro represents its interests and those of L.A 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>Quarterly Actions (Including Dates of Actions)</p> <p>In January 19, 2005, Metro received the executed contract from MSRC for an amount not to exceed \$854,050 for 50 compressed natural gas buses (CNG) from the AB2766 program. The procurement will be for 60-foot CNG low-floor articulated transit coaches to be built by NABI. These buses will be the first articulated CNG buses to be used in the United States. These coaches will initially be put into service on the Orange Line in the San Fernando Valley, and along other high demand Metro Rapid corridors.</p> <p>On February 4, 2005 the AQMD executed a Carl Moyer contract for \$800,000 to fund 100 45-foot body low-floor CNG buses, also built by NABI. These buses have increased seating capacity and lighter weight composite material bodies. Prior to the delivery of the 60-foot articulated buses, they will be deployed along the Wilshire-Whittier Metro Rapid line exclusively in June 2005, and on other high demand Metro Rapid corridors.</p>	<p>6-Month Projected Actions</p> <p>Staff will work with the MSRC to administer the AB 2766 and Moyer grants.</p>
<p>Issue</p> <p>MSRC and AQMD Funding Award for MTA Buses</p>	<p>Projected Actions</p> <p>Staff will work with the MSRC to administer the AB 2766 and Moyer grants.</p>	<p>Metro Position *</p> <p>S</p>

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2005

<p>ORGANIZATION: 4) Regional Transportation Agencies Coalition (RTAC)</p>	<p>LEAD STAFF: Douglas Kim Eric Carlson Cosette Stark (213) 922-2817 / (213) 922-3069/ (213) 922-2822</p>	<p>PHONE:</p>
<p>ROLES AND RESPONSIBILITIES: RTAC provides member agencies with a forum to discuss legislative mandates of mutual interest as set forth in AB 1246. RTAC addresses issues, facilitates identification, coordination, and resolution of transportation and air quality issues affecting member agencies.</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>METRO REPRESENTATIVE: Beatrice Proo</p>	<p>6-Month Projected Actions</p> <p>Fully execute SCAG MOU regarding transfer of rideshare services. Begin implementing new regional GRH program.</p>
<p>Issue</p> <p>Regional Rideshare Services</p>	<p>Quarterly Actions (Including Dates of Actions)</p> <p>Metro and the other CTCs transmitted to SCAG the final MOU between the CTCs and SCAG outlining the terms of the transfer of rideshare services for execution. Metro and the other CTCs launched the new CommuteSmart.info commute assistance website for commuters and businesses covering Los Angeles, Orange, Riverside, San Bernardino and Ventura County areas. The website was timed to be operational with the January flight of the "Pick A Day" regional rideshare marketing campaign and was promoted through that campaign. A new electronic monthly newsletter was also launched concurrently titled CommuteSmart News. The Regional Rideshare Implementation Committee met in January, February and March to continue to coordinate rideshare service provision. Metro and CTC staff developed a plan for continuing a regional guaranteed ride home (GRH) program that will replace the program funded by MSRC that is scheduled to end June 2005.</p>	<p>Metro Position *</p> <p>N</p>

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METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2005

ORGANIZATION:		LEAD STAFF: Douglas Kim Eric Carlson (213) 922-2817 / (213) 922-3069
5) SCAG Transportation and Communications Committee (TCC)		PHONE NUMBER:
ROLES AND RESPONSIBILITIES: TCC is a policy advisory committee to the Southern California Association of Governments (SCAG) Regional Council on all regional matters pertaining to the movement of goods and people. TCC reviews the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) and makes recommendations to the Regional Council. The TCC also provides recommendations on state and federal legislative proposals and administrative guidelines affecting planning and capital improvement programs for transportation and utilities.		METRO REPRESENTATIVES: John Fasana (SGVCOG) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Yvonne Burke
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions
State Budget Update	At the Feb. 3 rd , 2005 TCC Meeting, SCAG staff reported that the Governor released his Fiscal Year 2005-06 Budget on Monday, January 10 th , and proposed a suspension of the Proposition 42 motor vehicle fuel sales tax revenues. A total of \$3.4 billion in transportation revenues have been lost during the three years of Prop 42 suspensions. The Governor proposed a 15-year repayment schedule beginning in 2007. The Governor also proposed a constitutional amendment starting in FY 07-08 to eliminate the ability to borrow Prop. 42 funds, but the budget is silent on an FY 06-07 suspension.	Metro Legislative Affairs staff will continue to monitor state and federal legislation, including a proposal by Democrats to reduce the State's 5% gas tax by 11 cents a gallon and raise the sales tax by one-quarter percent.
GoCalifornia Proposed Legislation	Staff also reported that the Governor proposed a new program in the Budget called "GoCalifornia", a program broadly defined as a comprehensive 10-year strategy for transportation improvements covering all modes. A key component of GoCalifornia is project delivery efficiency, incorporating elements for design-build and design-sequencing. It also places emphasis on public-private partnerships, and private toll lanes.	Metro Legislative Affairs staff will continue to monitor state and federal legislation.
Southern California Consensus Program Update	On Feb. 3 rd , staff reported that the third annual Southern California Consensus Program advocacy visit to Washington DC would be February 16 th and 17 th . Representatives from SCAG, LACMTA, OCTA, RCTC, SANBAG, SCRRA, and VCTC attended the event.	Metro Legislative Affairs staff will continue to monitor state and federal legislation.
		Metro Position * N
		N
		N

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2005

<p>ORGANIZATION: 5) SCAG Transportation and Communications Committee (TCC)</p> <p>ROLES AND RESPONSIBILITIES: TCC is a policy advisory committee to the Southern California Association of Governments (SCAG) Regional Council on all regional matters pertaining to the movement of goods and people. TCC reviews the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) and makes recommendations to the Regional Council. The TCC also provides recommendations on state and federal legislative proposals and administrative guidelines affecting planning and capital improvement programs for transportation and utilities.</p>	<p>LEAD STAFF: Douglas Kim Eric Carlson (213) 922-2817 / (213) 922-3069</p> <p>PHONE NUMBER:</p> <p>METRO REPRESENTATIVES: John Fasana (SGVCOG) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Yvonne Burke</p>
<p>Issue</p> <p>Quarterly Actions (Including Dates of Actions)</p> <p>On March 3rd, SCAG staff provided TCC members with the final version of the policy paper that was delivered to Secretary of Business, Transportation & Housing Sunne Wright McPeak on February 14. The policy paper was developed in response to a request by the Governor's office, following the Governor's Fall 2004 trip to Japan, in which he was criticized by government and business leaders for allowing congestion at the San Pedro Bay ports to impede the flow of goods from Asia to U.S. markets.</p> <p>The paper (available on SCAG's website) describes the current regional goods movement system in Southern California, the specific improvement needs as they are now understood (which total over \$26 billion), and potential financial mechanisms to pay for them.</p>	<p>6-Month Projected Actions</p> <p>Metro staff will continue to monitor any updates on the Goods Movement policy paper.</p> <p align="right"><i>Metro Position*</i> N</p>
<p>2007 RTP Accelerated Schedule</p> <p>On March 3rd, the TCC approved an accelerated schedule for the 2007 RTP that would accommodate any potential need for an amendment or update. Under the traditional triennial update schedule the current RTP must be updated and adopted by April of 2007. However, fiscal uncertainties resulting from changes in the State Budget since the adoption of the last Plan may warrant an early amendment or update. Specifically, the Governor's latest unveiled budget suspends more Prop 42 funds, revenue from Indian Gaming has not materialized, and LA County's initiative to add a half-cent sales tax was not moved forward.</p> <p>The amended schedule would accelerate the timeframe for each phase of the RTP by approximately 6 months. Metro staff do not anticipate that this will impact the LRTP development schedule, since the draft LRTP is scheduled for release in late 2005.</p>	<p>Metro staff will continue to be involved in the development of the 2007 RTP, and will provide updates on any changes to the development schedule.</p> <p align="right">N</p>

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2005

<p>ORGANIZATION: 5) SCAG Transportation and Communications Committee (TCC)</p>	<p>LEAD STAFF: Douglas Kim Eric Carlson (213) 922-2817 / (213) 922-3069</p> <p>PHONE NUMBER:</p>
<p>ROLES AND RESPONSIBILITIES: TCC is a policy advisory committee to the Southern California Association of Governments (SCAG) Regional Council on all regional matters pertaining to the movement of goods and people. TCC reviews the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) and makes recommendations to the Regional Council. The TCC also provides recommendations on state and federal legislative proposals and administrative guidelines affecting planning and capital improvement programs for transportation and utilities.</p>	<p>METRO REPRESENTATIVES: John Fasana (SGVCOG) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Yvonne Burke</p>
<p>Issue</p>	<p>6-Month Projected Actions No Actions planned.</p>
<p>Quarterly Actions (Including Dates of Actions)</p> <p>On March 3rd, TCC members approved a document defining the Southern California Regional ITS Architecture. The document is intended to comply with FHWA Rule and FTA Policy. 23 CFR 940.0 and 940.11, which require that a region that is currently implementing ITS projects must develop a regional ITS Architecture to guide their deployment by April 8, 2005.</p> <p>The document was developed during several months of consultation with representatives from the county transportation commissions, as well as the SCRRA and Caltrans. Staying in compliance with the FHWA Rule will help the region maintain eligibility for the use of Federal funds in programming regional projects.</p>	<p>Metro Position* N</p>
<p>Go21 Statement of Principles</p> <p>Some of the Go21 Principles include: Freight rail improves quality of life. Rail relieves highway gridlock and makes highways safer. Rail is fuel efficient and better for the environment. Rail yields financial benefits.</p>	<p>Staff will monitor any developments with Go21 as they relate to Freight movement plans for the region.</p> <p>N</p>

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2005

ORGANIZATION:		LEAD STAFF: Richard Hunt
6) Advanced Transit Vehicle Consortium (formerly Fuel Cell Buyers Consortium)		PHONE NUMBER: (213) 922-5815
ROLES AND RESPONSIBILITIES:		
1. Improving bus service through Advanced Technology High Capacity vehicles. 2. Improving air quality through ultra low and/or zero emission advanced technology vehicles. 3. Capturing economic benefits from manufacturing advanced technology vehicles. 4. Creating new high technology jobs.		
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions Metro Position *
Evaluation of advanced technology vehicles.	Staff reviewed formal bid and technical specifications, and initial cost breakdowns for the purchase of up to five CNG hybrid articulated vehicles from New Flyer. Staff and the ATVC consultant met with Collier Technologies to discuss the benefits and possibilities of operating HCNG engines, and a potential test of a Daewoo HCNG engine in a Metro vehicle, and the possibility of Daewoo as a replacement CNG engine supplier Staff met with Metro executive management and presented both projects and obtained concurrence to proceed further.	Staff will work with Metro finance department to reinstate local funds to proceed with outlined projects Staff will prepare recommendations for the ATVC and Metro Board to enter into a contract for the purchase of 2-3 vehicles. Staff anticipates receiving a formal proposal from Collier Technologies for a HCNG engine test program, and evaluation of Daewoo CNG engines as a replacement engine candidate. N/A

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2005

ORGANIZATION: 7) California Association of Councils of Governments (CALCOG)		LEAD STAFF: Frank Flores David Yale (213) 922-2469
ROLES AND RESPONSIBILITIES: CALCOG's primary activities are to provide public policy advocacy and intergovernmental coordination with the state legislature, state agencies, the League of California Cities, California State Association of Counties, California's Congressional Delegation and federal officials. CALCOG member agencies serve as regional transportation planning agencies under state law and as metropolitan (transportation) planning organizations (MPO) under federal law.		PHONE NUMBER: METRO REPRESENTATIVES/ALTERNATES: 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.
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions
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	Action deferred pending outcome of Prop. 42 measures in the legislature.
Reauthorization of Federal Transportation Programs	CALCOG has become more proactive in discussions surrounding reauthorization. During the quarter members participated in conference calls and meetings convened by Caltrans Director Will Kempton.	CALCOG representatives and Caltrans staff have been working to identify consensus positions on the emerging reauthorization legislation. Will Kempton is drafting an administration letter on the matter.
		Position * N (Metro staff will recommend support) S

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2005

<p>ORGANIZATION: 8) Regional Transportation Planning Agencies (RTPA)</p>	<p>LEAD STAFF: Frank Flores David Yale (213) 922-2456 (213) 922-2469</p>	<p>PHONE NUMBER: METRO REPRESENTATIVES/ALTERNATES: David Yale</p>
<p>ROLES AND RESPONSIBILITIES: RTPA is an advocacy organization which aims to build consensus among the regions on issues impacting every regional planning agency. With a coordinated and joint position, the RTPA speaks as a unified group, advocating for key issues to the California Transportation Commission (CTC) and other bodies.</p>	<p>6-Month Projected Actions Legislation to protect Prop 42 funds for transportation will continue to be reviewed by this group. Caltrans will present updated assumptions to the CTC for feedback and approval during Spring 2005.</p>	
<p>Issue 2006 State Transportation Improvement Program (STIP)</p>	<p>Quarterly Actions (Including Dates of Actions) At the April 2005 CTC meeting, Caltrans presented assumptions that will lead to two-tiered 2006 STIP Fund Estimate outlining the following possible programming capacity levels: Tier 1 would be a conservative estimate that would lead to actual reductions in programming by as much as one half. Key variables were the state excise fuel tax, weight fees and Federal revenues. Tier 2 would be a less conservative estimate based on existing law. Programming capacity would include revenues from Tier 1 and additional capacity from realizing Transportation Investment Funds (TIF) Transfers, Transportation Congestion Relief Fund (TCRF) Loan Repayments and Transportation Deferred Investment Fund (TDIF) repayments.</p>	<p>Metro Position * N/A</p>
<p>Project Monitoring and Planning</p>	<p>The RTPA is developing support legislation to insure that planning, programming, and monitoring funds are available with consistent funding.</p>	<p>N (Metro staff will recommend support)</p>
<p>STIP/SHOPP Allocations</p>	<p>Two major SHOPP freeway maintenance projects (one on Interstate 710 and the other on Route 91) could not be approved given the \$400 million allocation level.</p>	<p>N/A</p>

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2005

ORGANIZATION: 9) Self-Help Counties Coalition		LEAD STAFF: Frank Flores David Yale (213) 922-2456 (213) 922-2469
ROLES AND RESPONSIBILITIES: An advocacy organization relating to consensus positions on sales tax measures which support transportation programs.		PHONE NUMBER: METRO REPRESENTATIVES/ALTERNATES: David Yale
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions
Project Red Tape	The project team met with Will Kempton who agreed to set up the Red Tape Attack Committee, which includes various Caltrans staff and district directors, and representatives from various agencies.	The committee will meet quarterly and will be responsible for identifying and recommending solutions to specific problems raised by the membership.
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.
		Metro Position * N N (Metro staff will recommend support)