



PLANNING & PROGRAMMING COMMITTEE
January 22, 1998

Los Angeles County
Metropolitan
Transportation
Authority

**SUBJECT: QUARTERLY REPORT ON REGIONAL
EXTERNAL ORGANIZATIONS**

ACTION: RECEIVE AND FILE

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Los Angeles, CA
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BACKGROUND

This report is prepared in response to the October 1997 Board action that requires the CEO or designee to report quarterly to the appropriate committees(s) and the full Board on the status and progress of regional external organizations on which MTA is represented by Board members or elected-official appointees.

Attachment A is the Quarterly Report on Regional External Organizations: Fiscal Year 1997-98 2nd Quarter ending December 31, 1997. As a regional transportation agency, MTA participates on the boards of eight organizations.

The following report summarizes the roles and responsibilities, status, and progress of each organization.

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Deputy Executive Officer
Countywide Planning

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Executive Officer
Regional Transportation Planning &
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Attachment(s)

- A. Quarterly Report on Regional External Organizations

[kw12087a]

METROPOLITAN TRANSPORTATION AUTHORITY

QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS

2nd Quarter: ending December 31, 1997

Attachment A

ORGANIZATION: 1) Southern California Regional Rail Authority (SCRRA)		LEAD MTA STAFF: Steve Lantz PHONE NUMBER: (213)922-3046	
ROLES AND RESPONSIBILITIES: Joint Powers Authority made up of LACMTA, OCTA, RCTC, SBAG, and VCTC. Mission: Plan, construct, and administer the operation of regional passenger rail lines (what came to be known as "Metrolink").		MTA REPRESENTATIVES/ALTERNATES: Michael Antonovich/.....Judy Wright Larry Zarian/.....Eileen Givens Jan Heidt/.....Vacant Hal Bernson/.....Mike Hernandez	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Develop Annual Budget; Obtain Approval by Member Agencies	The FY 98 Budget was approved in June. SCRRA staff is preparing budget calendar for next fiscal year. MTA supports the orderly approval process as it exists since it involves ongoing participation by representatives of member agencies. MTA's position is that it will continue to support the operating and capital maintenance program at the current level of service but that a capital expansion program will be considered on a project by project basis in the context of other projects competing for currently scarce funds.	January: review of Maintenance of Way (MOW) assumptions; review of Operating assumptions; review of Capital Maintenance and New Capital projects; review farebox projections and dispatching revenues. February: review non-Amtrak expenditures, review preliminary Operating budget. March: review Capital Maintenance and New Capital budgets, TAC approval of the three budgets, Planning and Finance Committee approval of Preliminary Budget. April: Board Approval of Preliminary Budget. May: Approval of Preliminary Budget by member agency boards.	S
Develop a Strategic Plan	Prior to quarter: After both a Staff TAC and a Board retreat, it became apparent that the SCRRA is opting for three expansion scenarios labeled "Near Term", "Intermediate" and "Long Term". The scenarios have concomitant capital expansion projects. MTA staff has pointed out, as have some other members, that new funding for expansion of any kind, much less the expansion of the magnitude envisioned in the Strategic Plan, is problematic. The consensus reply has been that SCRRA should be prepared with a well defined program should any funding become available. Insofar as this "wish list" does not commit MTA to specific funding, MTA staff have not opposed the exercise.	Board approval of components of the plan elaborated subsequent to the retreats. Possible revisiting of the plan during the January Board retreat. Board adoption of Strategic Plan and submittal to member agencies.	N

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Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position *
Fare Increase	A fare increase has been discussed in almost every TAC meeting this quarter. The conflicting parameters of the issue are as follows: There has not been a fare increase in the 5 year existence of Metrolink services. The farebox return is over 42%, outperforming every other transit provider in the region. Funds for expansion are becoming less available, and even though a fare increase could not support a significant capital expansion in itself, it could provide increased frequency of service on current lines or pay for the \$1 million additional costs of transfers by Metrolink riders to MTA lines should the MTA rail fare be increased. MTA staff has taken no position on whether to support a fare increase. But it has suggested, given its past experience with large fare increases, that a program of small increases over several years is preferable to a single large increase, especially if public hearings could be held well in advance of the overall program. The program could phase in increases in the base fare first and then increase zone fares in subsequent years.	TAC will define a short list of fare increase scenarios (including a non-increase option) in time for the January Board retreat. MTA will support the orderly consideration of alternatives, which ultimately must be reviewed by member agencies.	S
Applying for Federal Funds	In November the Board authorized the Executive Director to execute FTA grants. The step is necessary to receive a \$1 million grant for natural gas engines included in an Authorization bill signed by President Clinton on October 28. It is also necessary for receipt of Section 5309 funds under ISTEA-2. SCRRA has applied for a variety of projects under this section. On December 2 the CEO's of member agencies asked SCRRA to withdraw all Federal applications and to seek state support from Intercity and Interregional rail funds instead.	SCRRA actions pursuant to the CEO meeting directives.	S
Union Pacific Performance Issues	SCRRA representatives have testified to the U.S. Surface Transportation Board that the UP has not lived up to its obligations on its lines. On-time performance of Metrolink service on UP owned track suffers in comparison to analogous service on track owned by member counties.	Continue to work with both UP and regulatory agencies.	S
Fencing	SCRRA does not own the rights-of-way over which it operates. It can provide information on trespassing and related activities to the owners, which will use this information to develop their own fencing policies and implement fencing where and when appropriate.	SCRRA will provide information as requested.	S

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2nd Quarter: ending December 31, 1997

ORGANIZATION: 2) Southern California Intercity Rail Group Interim Joint Powers Board (IJPB)		LEAD MTA STAFF: Jesse Simon PHONE NUMBER: (213)922-2807	
ROLES AND RESPONSIBILITIES: Joint Powers Authority made up of LACMTA, OCTA, RCTC, SBAG, SDAG, SLOCOG, SBCAG, VCTC and SCAG. Mission: Determine the net benefit or cost of transferring Caltrans-administered intercity rail service (Amtrak) responsibility and state funding to a Southern California Rail Joint Powers Agency which would administer the operation of intercity rail service between San Diego and San Luis Obispo.		MTA REPRESENTATIVES: Robert Arthur Hal Bernson	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Develop work plan and funding to study impacts, develop RFP for consultants	Actions all completed prior to this quarter. Consultants have been hired and work plan implemented.	See below.	S
Analyze existing San Diegan intercity rail operation; Initiate analysis of potential cost efficiencies; Bus feeder operational analysis; Funding analysis; Amtrak status	<p>These activities are ongoing. Progress is reported to the IJPB TAC and Board for further direction. No formal findings or recommendations have been made to date.</p> <p>The analysis of the existing San Diegan intercity rail operation is essentially complete and will feed into four scenarios in which relative cost efficiencies will be compared: (1) existing operation; (2) crew integration (commuter and intercity rail operations); (3) crew and equipment integration (but commuter and intercity rail are still distinguishable operations) and two variants in which commuter and intercity rail operations are transformed into a regional rail operation: (4a) in which costs are minimized and (4b) in which service is maximized.</p> <p>The bus feeder analysis is almost complete. An analysis of the level and stability of state and federal funding under SB 45 and Amtrak legislation is currently underway.</p> <p>Potential cost savings with competitive solicitation of services, allowed under proposed Amtrak legislation, is under review.</p>	<p>The Board will make recommendations as to:</p> <p>Whether regionally controlled rail will be more cost-effective than current state-administered service.</p> <p>A preferred scenario both from a cost and a marketing/growth perspective.</p> <p>Whether to take over the bus feeder operation.</p> <p>Whether funding will be available to support this operation, including consideration of whether State funding will continue after the 3-year guarantee (in SB 45) if regional control is undertaken.</p>	S
Monitor the progress of the other two allowable Intercity JPAs in California.	The San Joaquin corridor has opted not to form a JPA. The Capital Corridor is in the process of forming one and is meeting Caltrans staff resistance over equipment leasing, liability, executing an Amtrak agreement, and proof of cost savings.	These issues will be resolved via negotiation and possible legislation with the active participation of legislators sponsoring the original enabling legislation.	NA

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2nd Quarter: ending December 31, 1997

ORGANIZATION: 3) Los Angeles-San Diego Rail Corridor Agency (LOSSAN)		LEAD MTA STAFF: Jesse Simon PHONE NUMBER: (213)922-2807	
ROLES AND RESPONSIBILITIES: Joint Powers Authority of made up of OCTA, LACMTA, NTC and Caltrans. (Ex officio members include: SCAG, SanDAG, VCTC, and SB-CAPC.) Mission: Provide efficient, effective inter-city rail services in the Los Angeles-San Diego Rail corridor. Specifics: Coordinate capital improvements along the corridor; develop capital program to secure funding from the State and the Federal governments; coordinate and conduct a legislative and lobbying program at the federal and state level for LOSSAN corridor issues, especially those that give voice to funding needs and funding inequities.		MTA REPRESENTATIVES/ALTERNATES: Robert Arthur Vacancy	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Develop a list of projects to incorporate into the STIP	A list of projects was developed in the first half of the year. The list involved \$32.9 million in State Intercity funds (\$5.1 for projects in LA county) leveraging \$114.9 in combined State and Federal funds (\$20.5 million for projects in LA county). Subsequently the large number of projects proposed by San Diego county were reduced, resulting in a \$69.3 million request. Since Intercity funds are being requested, the final list to be presented to the CTC was determined by Caltrans. The two Los Angeles projects were not included in the final list presented to Caltrans' director (by Caltrans Staff) on December 5. (A Los Angeles service facility directly sponsored by Caltrans was included.)	Caltrans to submit its prioritized list of nominations for Intercity Projects to CTC in December. See below.	S
LOSSAN request for federal funding in ISTEA-2	Initial request testimony by Robert Arthur to California Task Force of the House Subcommittee on Surface Transportation (May 12, 1997). Initial request identical to initial program of projects listed above.	See below.	S
Downsizing ISTEA-2 request	List reflects San Diego's changes mentioned above. Package sponsored by Congressman Packard. List intentionally includes the 2 Los Angeles projects. Programming ISTEA-2 is a multi-year function. Intercity rail state matching funds would be sought in the subsequent year if the projects are earmarked.	Federal approval pending.	S
Review IJPB study on cost-efficiency of regional control of inter-city rail service	No action yet taken. Staff welcomes the LOSSAN administrator's comments from a LOSSAN perspective. The members of LOSSAN, however, are all represented on the IJPB.	NA	NA

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2nd Quarter: ending December 31, 1997

ORGANIZATION: 4) Mobile Source Air Pollution Reduction Review Committee (MSRC)		LEAD MTA STAFF: Douglas Kim	PHONE NUMBER: (213) 922-2817
ROLES AND RESPONSIBILITIES: Represent interests of MTA and LA County jurisdictions in allocating AB 2766 discretionary fund grants. This grant program is funded by DMV surcharges and is designed to fund programs that reduce air pollution from motor vehicles.		MTA REPRESENTATIVES/ALTERNATES: Beatrice LaPisto-Kirtley	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Approve work plan for FY 1998-1999	On November 20, 1997, MSRC approved work plan and authorized release of RFPs on December 12, 1997. The \$12 million grant program includes \$10 million earmarked for clean fuel heavy-duty truck and bus engines, with \$2 million allocated for transportation control measures that will reduce vehicle travel.	Approve funding for FY 1998-1999 projects on May 28, 1998	NA

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QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS

2nd Quarter: ending December 31, 1997

ORGANIZATION:		LEAD MTA STAFF: MICHELLE E. SMITH	
5) Alameda Corridor Transportation Authority (ACTA)		PHONE NUMBER: (213) 922-3057	
ROLES AND RESPONSIBILITIES:		MTA REPRESENTATIVES/ALTERNATES:	
ACTA is responsible for managing the design and construction of the Alameda Corridor Program.		Don Knabe Yvonne Brathwaite Burke	
<i>Issue</i>	<i>Quarterly Actions (Including Dates of Actions)</i>	<i>6-Month Projected Actions</i>	<i>MTA Position*</i>
Alameda Corridor Funding Agreement	On October 31, 1997, the Interim CEO of MTA signed and executed the funding agreement with ACTA providing \$218.7 million for a mutually agreed upon scope of work. (On June 25, 1997 the MTA Board of Directors approved the motion to execute this funding agreement).		S
Design/Build Competitive Contract Process	On November 13, 1997, the Governing Board of ACTA approved the list of prequalified design/build teams for the construction of the Mid-Corridor segment of the Alameda Corridor.		NA
Design/Build Competitive Contract Process	On July 23, 1997, the Los Angeles City Council approved an ordinance authorizing ACTA to use a competitive sealed proposal method (negotiated design/build contract process) for portions of the Alameda Corridor as an alternative to the traditional competitive bid process.		NA
Alameda Corridor North End Project Right-of-Way		Authorize execution of a cooperative agreement between MTA, POLA, POLB, SCRRA and ACTA for construction of the north end improvements for the Alameda Corridor- Redondo Junction Bridge, the Corridor rail connections and other non-rail improvements. ACTA shall go before its Governing Board regarding this item in December. This is an agenda item for the MTA Board of Directors meeting scheduled for January 1998.	NA
Alameda Corridor North End Construction		Begin construction of the Redondo Junction Bridge - Spring 1998.	S
Alameda Corridor Mid-Corridor Design & Construction		Approval of selection of the design/build team for the Mid-Corridor segment of the Alameda Corridor.	NA
Corridor Cities-Agreements		Ports of Los Angeles and Long Beach are meeting with the corridor cities to negotiate applicable MOU's.	NA

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2nd Quarter: ending December 31, 1997

ORGANIZATION: 5) Alameda Corridor Transportation Authority (ACTA)		LEAD MTA STAFF: MICHELLE E. SMITH	
		PHONE NUMBER: (213) 922-3057	
ROLES AND RESPONSIBILITIES: ACTA is responsible for managing the design and construction of the Alameda Corridor Program.		MTA REPRESENTATIVES/ALTERNATES: Don Knabe Yvonne Brathwaite Burke	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Corridor Cities-Mitigation Measures		The Alameda Corridor Engineering Team is meeting with the corridor cities to develop traffic maintenance plans during construction, resolve utility relocation issues and establish an expedited permit process.	NA

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2nd Quarter: ending December 31, 1997

ORGANIZATION: 6) Regional Transportation Agencies' Coalition (RTAC)		LEAD MTA STAFF: Karen Wenzel -- General RTAC Cosette Stark -- Rideshare/SB 836	PHONE NUMBER: (213)922-2560
ROLES AND RESPONSIBILITIES: RTAC provides member agencies with a forum to discuss legislative mandates of mutual interest as set forth in AB 1246. The mandates include SB 836, overseeing the implementation of the Regional Rideshare Program. Moreover, RTAC addresses issues of common interest in the areas of transportation, mobility, and air quality with the intent of facilitating identification, coordination, and resolution of issues affecting more than one of the member agencies.		MTA REPRESENTATIVES/ALTERNATES: Jan Heidt	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
RTAC Bylaws Development	RTAC approved revision of the Draft Bylaws on Oct. 24, 1997. At its November 21, 1997 meeting, RTAC asked members to review the draft with this appointing authority and select its preferred voting scenario (see below).	The RTAC Bylaws are projected to be adopted by February or March 1998. An action item has been placed on the January MTA Planning and Programming Committee Agenda requesting review of the draft Bylaws and voting scenarios (see below).	U
RTAC Bylaws Voting Structure	The Draft RTAC Bylaws were revised on Oct. 24, 1997 to include three scenarios for voting members: 1) Only County Transportation Commissions (CTCs) and Imperial County 2) CTCs, Imperial County, Caltrans, and SCAG 3) CTCs, Imperial County, Caltrans, SCAG, and Air Districts voting on SB 836 issues and only CTCs and Imperial County voting on other issues.	Request for review of the three voting scenarios and for the selection of the preferred voting structure is included in the Draft RTAC Bylaws action item on the January MTA Planning and Programming Committee Agenda.	U
Review of SB 836 Project Invoicing Process	On Sept. 26, 1997, RTAC approved the SB 836 Invoicing/Reimbursement Format and Process developed by staff at Ventura County Transportation Commission (VCTC). \$1.5 million in SB 836 funds was transferred from AQMD to SCAG in April 1997 for implementation of voluntary rideshare programs. These program will be implemented by MTA, OCTA, RCTC and SANBAG.	Invoices and progress reports are scheduled to be submitted for approval for Periods 1 through 6, from March 1997 through April 1998.	NA

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2nd Quarter: ending December 31, 1997

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		PHONE NUMBER: (213)922-2560	
ROLES AND RESPONSIBILITIES: RTAC provides member agencies with a forum to discuss legislative mandates of mutual interest as set forth in AB 1246. The mandates include SB 836, overseeing the implementation of the Regional Rideshare Program. Moreover, RTAC addresses issues of common interest in the areas of transportation, mobility, and air quality with the intent of facilitating identification, coordination, and resolution of issues affecting more than one of the member agencies.		MTA REPRESENTATIVES/ALTERNATES: Jan Heidt	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Selection of Consultant to Analyze SB 836 Data	On Sept. 26, 1997, RTAC authorized SCAG to enter into a contract agreement with Haug International, the prime contractor, and its subcontractor, LDA Consulting, to perform an analysis of the multiple data sources used to evaluate the effectiveness of voluntary ridesharing.	Final SB 836 Study results are scheduled to be released in February 1998.	NA
Reallocation of SCAG TSM Funding (for SB 836 Study)	RTAC approved the reallocation of SCAG TSM funding on Sept. 26, 1997 for State of the Commute Efforts from SCAG FY 1996-97 to FY 1997-98. The State of the Commute is one of three surveys being conducted to measure the effectiveness of voluntary ridesharing efforts in 1997. Data collection is being conducted by Strategic Consulting and Research (SCR) who will produce 3,425 surveys.	Final SB 836 Study results are scheduled to be released in February 1998.	NA
Critique of SCAG's Draft Regional Transportation Plan (RTP)	No action has been taken during the quarter. However, transportation policies outlined in the Draft RTP have been debated at all RTAC meetings and at the meetings of its Technical Advisory Committee (RTAC TAC). SCAG's "Regional Checkbook" concept, RTP planning assumptions, air quality conformity, and inclusion of CTC programmed projects in the Draft RTP have been discussed by member agencies.	RTAC will continue to discuss policy issues relating to the Draft RTP, which is being reviewed through March 15, 1998. Policy consensus developed on the Draft RTP may be presented to SCAG as a formal RTAC position. Simultaneously, MTA is currently reviewing the document and is preparing formal comments.	U

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QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS

2nd Quarter: ending December 31, 1997

ORGANIZATION: 7) SCAG Transportation and Communications Committee (TCC)		LEAD MTA STAFF: Karen Wenzel PHONE NUMBER: (213)922-2560	
ROLES AND RESPONSIBILITIES: TCC is the policy advisory committee to the Southern California Association of Governments (SCAG) Regional Council (RC) on all regional matters pertaining to the movement of goods and people. The SCAG region includes the following six counties: Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial. TCC reviews and recommends to the Planning Committee the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP). The Committee also provides recommendations to SCAG's Planning Committee on state and federal legislative proposals and administrative guidelines affecting planning and capital improvement programs for transportation and utility development.		MTA REPRESENTATIVES/ALTERNATES: Vacant	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Urban Rail Projects Included in Draft RTP	The MOS 3 Red Line Eastern Extension from Union Station to 1 st and Lorena was added to the Draft RTP with the condition that prior the project must be included in MTA's Recovery Plan as approved by FTA prior to adoption of the Final RTP. As a result of these discussions, Red Line extensions MOS 4 East-West San Fernando Valley and MOS 4 Eastside were also added to the Draft RTP at the Nov. 6 th Regional Council meeting at SCAG. Adding the MOS 4 segments is also subject to their inclusion in the Recovery Plan.	The approval of MTA's Recovery Plan by FTA should occur prior to the adoption of the Final RTP in April 1998. Inclusion of the MOS 3 and MOS 4 segments in the approved Recovery Plan will determine if these projects have committed funds and thus if they will be included in the RTP. The projects must be in the RTP to obtain federal funds.	U
Toll Lanes: Pricing Strategy for Draft RTP	The TCC approved a recommendation to include user charges (tolls) as a method of financing for selected highway construction. Tolls have been included as a planning strategy in the draft RTP.	MTA is currently preparing a formal response to SCAG on the Draft RTP, and the use of tolls roads to finance selected highway construction will be considered in MTA's review.	U

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Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Draft RTP Release and Review	On November 6 th , 1997, the TCC approved the Draft RTP and accompanying Master Environmental Impact Report (MEIR) for release. Also called CommunityLink 21, the RTP is a long range transportation plan which covers the period from 1998 to 2020. The Draft RTP review period ends March 15, 1998. This item will be brought to the MTA Planning and Programming Committee in January in preparation for a formal response to SCAG. Once the MEIR document is distributed and the Notice of Completion is on file with the State Clearinghouse, the 90-day review period begins which is required under CEQA.	The Draft RTP is scheduled to be adopted in April 1998. If the plan is not adopted by April 30, 1998, an RTP Conformity Lapse will occur, triggering a conformity lapse with the Regional Transportation Improvement Program (RTIP). In that event, the only project types which may be implemented from the first three years of the FY 1996-2003 RTIP are the following: exempt projects, traffic signal synchronization projects, TCM projects (HOV, Rail and Bus, etc.), and non-FHWA/FTA regionally significant projects used in modeling. Several projects in L.A. County which are currently in the TIP would be delayed.	U

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2nd Quarter: ending December 31, 1997

ORGANIZATION: 8) Fuel Cell Buyers Consortium (FCBC)		LEAD MTA STAFF: Eck Chaiboonma PHONE NUMBER: (213) 922-3014	
ROLES AND RESPONSIBILITIES: 1. Improving bus service through the Fuel Cell-Powered ATTB, 2. Improving air quality through zero to low-emission Fuel Cell-Powered ATTB, 3. Capturing economic benefits from fuel cell manufacturing, 4. Creating new high technology jobs		MTA REPRESENTATIVES/ALTERNATES: James Cragin	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
	There was no action by the FCBC Board in the 2 nd Qtr of FY 97.	1. Appoint Supervisor Antonovich Alternate	S
		2. Appoint Councilman James Cragin Alternate	S
		3. Appoint Councilwoman Nell Soto Alternate	S
		4. Appoint Chief Financial Officer	S
		5. Continue working on Fuel Cell Power Plant System Architects	
		6. Begin work on System Modeling & Subsystem Modeling	
		7. Continue dialogue with Fuel Cell Manufacturers	

