



MAY 2, 2003

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

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

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 2002-03 3rd Quarter ending March 31, 2003. As a regional transportation planning agency, MTA participates on the boards of eleven 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, 2003

ORGANIZATION: 1) Southern California Regional Rail Authority (SCRRA)		LEAD MTA STAFF: Nalini Ahuja Patricia Chen	PHONE NUMBER: (213) 922-3088 (213) 922-3041
ROLES AND RESPONSIBILITIES: 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").		MTA REPRESENTATIVES/ALTERNATES: Michael Antonovich/.....Robert Bartlett Larry Zarian/.....Beatrice Proo Don Knabe/.....Frank Roberts Hal Bernson/.....Francine Oschin	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Metrolink 5 Year Funding Plan	MTA and SCRRA staff met several times to identify the highest priority projects which will be incorporated into the MTA's upcoming Short Range Transportation Plan (SRTP). Projects under discussion include rolling stock vehicle acquisition, rolling stock maintenance facility, and siding and line improvement projects. The rolling stock and maintenance facility projects are critical to the goal of increasing Metrolink ridership consistent with SRTP goals.	The SRTP is scheduled for action by the MTA Board in June '03.	S
Metrolink Annual Work Program for FY '04	SCRRA, MTA and other member agencies met to develop the SCRRA preliminary budget for FY '04. MTA's proposed contribution to the '04 preliminary budget is \$37,517,162. This amount represents 15% of the total SCRRA operating and capital budget. Included in the Preliminary Budget are minor service additions, including two round trips on the busy San Bernardino line between Los Angeles Union Station and Covina.	The SCRRA Preliminary Budget is scheduled for action by the MTA Board in May 2003. The final budget is scheduled for action by the SCRRA Board in June 2003.	S
Metrolink Rail-2-Rail Program	The Rail-2-Rail Program began in September 2002 and allows Amtrak ticket holders and Metrolink monthly pass holders to use either service between Oxnard and Oceanside. It's win-win for both sides as Amtrak ridership has gone up 20+% and Metrolink riders have an additional 22 weekday trips to choose from. Metrolink can fill off-peak and reverse direction service gaps cost-effectively. Approximately 1,000 daily Metrolink riders use Rail-to-Rail each weekday. Ridership in March averaged 35,472 riders per weekday, a 7% increase over March 2002.	Continue to monitor Rail-2-Rail impact on both Metrolink and Amtrak ridership	S

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ORGANIZATION: 2) Los Angeles-San Diego –San Luis Obispo Rail Corridor Agency (LOSSAN)		LEAD MTA STAFF: Patricia Chen Jay Fuhrman	PHONE NUMBERS: (213) 922-3041 (213) 922-2810
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.		MTA REPRESENTATIVES/ALTERNATES: Beatrice Proo Jacki Bacharach	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
LOSSAN Advocacy Strategy	At its meeting on January 29, 2003, the LOSSAN Board of Directors approved a TEA-21 reauthorization advocacy strategy in which member agencies are to directly advocate on behalf of projects specific to each member agency’s jurisdiction. Three Los Angeles County-specific projects were included on a list of LOSSAN priority projects. They are: <ul style="list-style-type: none"> ■ Los Angeles to Fullerton Junction 3rd Main Track Improvements ■ Los Angeles Union Station Run Through Tracks ■ Los Angeles Union Station Improvements (Ramps) 	MTA staff will advocate on behalf of LOSSAN corridor projects as part of the MTA’s larger TEA-21 reauthorization advocacy efforts.	S
Amtrak Pacific Surfliner Ridership	With 197,227 boardings in March, Pacific Surfliner ridership was 29% higher than the previous all time high for March (1993). Ridership has increased at record rates for seven consecutive months (24% improvement over FY '02). These ridership gains are attributable to three main factors: 1) Metrolink Rail-2-Rail Program, in which Amtrak ticket-holders and Metrolink monthly pass-holders have fare reciprocity between Oxnard and Oceanside; 2) State-sponsored 50%-off promotion; and 3) higher gasoline prices.	Continue to monitor monthly ridership in the LOSSAN corridor and track ridership attributable to the Rail-2-Rail program.	N/A

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ORGANIZATION: 3) Mobile Source Air Pollution Reduction Review Committee (MSRC)		LEAD MTA STAFF: Douglas Kim Stephen Fox Cosette Stark PHONE NUMBER: (213) 922-2817 / (213) 922-2238 / (213) 922-2822	
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. MTA represents its interests and those of LA County jurisdictions. 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).		MTA REPRESENTATIVE/ALTERNATE: Beatrice LaPisto-Kirtley Margaret Clark	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
FY 2002-03 Annual Work Program	The MSRC met twice during the quarter. Awards for this year's work program were voted on. The committee accepted additional proposals in response to this year's work program that are due on April 8, 2003. The work program includes the following programs: Regional Vanpool Program (\$450,000), Rideshare Thursday Public Outreach campaign (\$800,000), Local Government Match Program for Clean Fuel Vehicles (\$2,000,000), On/Off-Road Heavy-Duty Vehicles (\$3,250,000), Alternative Fuel Transit Buses (\$2,450,000), Alternative Fuel Infrastructure Program (\$1,250,000), CNG School Bus Program (\$1,250,000), Diesel Particulate Trap Retrofit Program (\$500,000), Light-Duty Vehicle Repair Program (\$500,000), and Expanded Freeway Service Patrols (\$1,500,000). On March 31, 2003, the MSRC convened for its annual retreat, during which funding priorities for next year's work program were decided on.	Funding proposals will be solicited through April 8, 2003 from MTA and other entities. Additional funding for projects will be awarded in May 2003.	N

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ORGANIZATION: 4) Regional Transportation Agencies Coalition (RTAC)		LEAD MTA STAFF: Douglas Kim Eric Carlson Cosette Stark	PHONE: (213) 922-2817 / (213) 922-3069/ (213) 922-2822
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. 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). 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.		MTA REPRESENTATIVES: Beatrice Proo	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
2004 RTP Scheduling Update	The adoption schedule for the 2004 RTP indicates development of the RTP/EIR Alternatives by end of Spring, completion of the Alternatives-analysis during Summer, and a draft RTP/EIR to be released in the Fall 2003. RTAC Chairperson Robin Lowe re-emphasized that the RTAC would like to be more involved in the RTP process. The committee noted issues of credibility with 2 of SCAG's 5 RTP growth scenarios. A letter was drafted on behalf of the RTAC committee, outlining these concerns.	The RTAC is scheduled to meet next in May. An update will be provided on the status of the growth scenarios. In addition, SCAG facilitated a special meeting of the transportation commissions on 4/15/03, to address this area of concern.	N
OCTA Purchase of SR-91 Hot Lanes	OCTA completed the purchase of the SR-91 Hot Lanes. They are now operating the toll lanes, and can now legally pursue doing improvements along the SR-91 corridor.	No action planned. OCTA will continue to update RTAC on the status of the SR-91 Hot Lanes.	N/A
Rideshare	The Rideshare Subcommittee of the RTAC met on January 29, February 26 and March 26 to coordinate and monitor county rideshare activities. The group, consisting of the CTCs that fund rideshare activities, continued discussions regarding the transfer of rideshare functions from SCAG to the CTCs. The CTCs have been meeting on a bi-weekly basis to ensure implementation of the new rideshare services beginning July 1, with particular emphasis on implementation of the new carpool/vanpool matching system. In February, MTA staff closed out the SB 836 grant that provided partial funding for Rideshare Rewards and Club Metro. Staff submitted a final report on the programs. These activities will be continued with other grants.	Staff will continue efforts to ensure that all rideshare functions will be transferred from SCAG by July 1, 2003.	N/A

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ORGANIZATION: 5) SCAG Transportation and Communications Committee (TCC)		LEAD MTA STAFF: Douglas Kim Eric Carlson	PHONE NUMBER: (213) 922-2817 / (213) 922-3069
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.		MTA REPRESENTATIVES: John Fasana (SGVCOG) Hal Bernson (City of Los Angeles) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Vacant	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
TEA-3 Priority Projects	The TEA-3 priority projects list was finalized by SCAG and the transportation commissions. The list which is known as "Southern California's Consensus Program for TEA 21 Reauthorization" was developed to demonstrate regional unity in our lobbying efforts in Washington DC. The list included projects from the five county transportation commissions, Imperial County, and Metrolink. Among the projects included on the list were the Exposition LRT and the Eastside LRT.	Staff will monitor any updates provided on the presentation of the priority lists to policymakers in Washington DC.	N/A
2004 Regional Transportation Plan & Working Draft Baseline	The RTP TAC's recommendations on the Performance Measures for the 2004 RTP were presented to the TCC. Staff recommended modifications to the Mobility and Accessibility indicators, and the use of a new indicator, Reliability. With the exceptions of these changes, the TAC recommended adopting the existing performance measures used in the 2001 RTP. The performance measures were unanimously approved for use in the 2004 RTP. The Working Draft Baseline Financial Forecast for the 2004 RTP was presented. Adjustments since the last forecast (2001 RTP) include the addition of Riverside County's sales tax extension revenues, gas tax subvention, and Prop 42 revenues. The forecast was presented in a range of high, medium and low (\$143 B, \$122 B, and \$119 B respectively). The working Draft Baseline financial forecast was unanimously approved for the 2004 RTP.	SCAG task forces will continue to meet to develop recommendations that will feed into the Draft 2004 RTP	N/A
Planning for Integrated Land Use and Transportation (PILUT)	Staff described SCAG's new approach for integrating growth, transportation, and environmental planning. The process is designed to more efficiently coordinate SCAG's RTP, EIR, and Growth Visioning efforts. The process will start with five initial growth scenarios, which will be developed into five RTP/EIR Alternatives. Eventually one preferred alternative will be selected.	SCAG will continue to evaluate RTP/EIR Alternatives using the PILUT process.	N/A

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ORGANIZATION: 5) SCAG Transportation and Communications Committee (TCC)		LEAD MTA STAFF: Douglas Kim Eric Carlson PHONE NUMBER: (213) 922-2817 / (213) 922-3069	
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.		MTA REPRESENTATIVES: John Fasana (SGVCOG) Hal Bernson (City of Los Angeles) Pam O'Connor (City of Santa Monica) Beatrice Proo (City of Pico Rivera) MTA Seat: Vacant	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Tunnel Proposal for I-710 Gap Closure	SCAG staff was approved to work with MTA, Caltrans, the Cities of Los Angeles, Alhambra, South Pasadena, and Pasadena in further refining the concept of a tunnel option to close the I-710 Gap between I-10 and I-210.	Staff will continue to monitor progress of the parties participating in this issue.	S
Coordination of I-15 Improvements at Riverside – San Diego County Line	SCAG staff was approved to work with RCTC, SANDAG, Caltrans Districts 8 and 11, the and City of Temecula to ensure coordination of the proposed improvements on the I-15. between Riverside and San Diego Counties	Staff will continue to monitor progress of the parties participating in this issue.	N
SCAG 2003 Legislative Program	The Transportation issues included in SCAG's 2003 Legislative Program include TEA-3, Maglev, Southwest Compact, aviation and transportation financing. It was recommended that the Alameda Corridor East project also be included. The program was approved.	No specified action planned.	N/A

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ORGANIZATION: 6) Advanced Transit Vehicle Consortium (formerly Fuel Cell Buyers Consortium)		LEAD MTA STAFF: Cynthia Gibson PHONE NUMBER: (213) 922-4424	
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.		MTA REPRESENTATIVES: Frank Roberts (MTA Rep) Yvonne Burke (At-Large) John Fasana (At-Large) Michael Antonovich (At-Large) Zev Yaroslavsky (At-Large)	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position *
Evaluation of Potential BRT Vehicles	Worked with the Los Angeles County Economic Development corporation and the City of Lancaster to attract an advanced bus manufacturer to the area. Held talks with three European manufacturers. Developed a bus technology roadmap and presented it to the ATVC Board of Directors. Briefed MTA Executive management.	Develop marketing brochure for the establishment of advanced bus manufacturing in the Los Angeles County. Develop and organize an annual workshop, to include MTA, AQMD, California Coalition for fuel cell, FTA, and the fuel cell manufacturers, on the status of fuel cell commercialization. Present the bus technology roadmap to the MTA Board.	N/A

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ORGANIZATION: 7.) California Association of Councils of Governments (CALCOG)		LEAD MTA STAFF: David Yale PHONE NUMBER: (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 serves as the regional transportation planning agency under state law and as the federal metropolitan (transportation) planning organization (MPO).		MTA REPRESENTATIVES/ALTERNATES: VACANT	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position *
Increased transportation funding through legislation authorizing regional user fees.	At the February meeting, CALCOG staff presented a proposal to authorize regions to impose user fees and regulatory fees that cities and counties may impose. The primary fee that would be involved would be a pay at the pump fee.	The next steps are for CALCOG staff to identify an appropriate piece of legislation in which have this language placed. It is assumed that when it is seriously considered in the Legislature it would have to become more detailed and explain how the fees are collected, how to make sure that sales tax collected at the pump is collected on the total amount collected so that we do not lose sales tax on gasoline revenues.	MTA Position Pending Specific Legislative Proposal
Federal budget delays affecting transportation funds to California.	CALCOG continued to work on legislation to allow federal transportation funds to continue to flow during budget delays.	CALCOG will continue to work to increase understanding and support for local, regional, and state transportation planning and processes among state legislators and CTC to increase understanding and support for this process among local elected officials and city and county staff.	S
TEA-21 Reauthorization	CALCOG has completed it work on the California consensus and is working to unite California's congressional delegation behind consensus positions.	CALCOG will attend various conferences and and continue to monitor the reauthorization process in Washington. Calcog was interested in dove-tailing some activities with the Assembly Speakers annual trip to Washington DC.	S

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ORGANIZATION: 7.) California Association of Councils of Governments (CALCOG)		LEAD MTA STAFF: PHONE NUMBER:	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 serves as the regional transportation planning agency under state law and as the federal metropolitan (transportation) planning organization (MPO).		MTA REPRESENTATIVES/ALTERNATES: VACANT	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Statewide Garvee or Rvee Bonds	The MTA presented a proposal on Garvee or Rvee Bonds to Caltrans. Since Garvee bonds appeared to be preferable from Caltrans perspective, the MTA presented a proposal to CALCOG that would use Garvee bonds to pay for allocated Traffic Congestion Relief Program funds, thereby relieving the need to divert State Highway Account resources to pay for those allocations and improving the outlook for the STIP allocation plan.	No consensus could be reached with CALCOG about the usefulness of a statewide Garvee or Rvee proposal. Since it appears that allocated Traffic Congestion Relief funds (TCRP) will be funded by the State off-the-top, the MTA has stopped pursuing the proposal with CALCOG. However, the MTA remains supportive of proposals like this to improve the outlook for the State Transportation Improvement Program (STIP) allocation plan.	S

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ORGANIZATION: 8.) Regional Transportation Planning Agencies (RTPA)		LEAD MTA STAFF: Frank Flores David Yale	PHONE NUMBER: (213) 922-2456 (213) 922-2469
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.		MTA REPRESENTATIVES/ALTERNATES: David Yale	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Voting Threshold.	Members initiated an action to review the issue of decreasing the voting threshold on transportation sales tax measures to a simple majority. Because of the state funding deficit issues, this measure has taken on a higher priority.	RTPA will pursue increasing the voting threshold decrease in the State legislature	S
State Budget Crisis—RTPA and CTC STIP and Traffic Congestion Relief Program (TCRP) Surveys	During this quarter, regional agencies were asked to respond to requests for several surveys on the status of STIP and TCRP projects. The first survey requested information on the status of allocations, project phase, expenditures, the expected cash draw down amount, and the risks to other funding if TCRP funds are not provided. Information on the timing of future allocations as well as funds at risk for STIP projects programmed for FY 03 and FY 04 was sought. In addition, the CTC requested copies of all executed contracts related to all work under the allocations indicated on the TCRP list. They were looking for scope of work, termination clauses and dates of execution. In March, the CTC requested a third survey to capture future expected allocation requests for FY 2003 through FY 2008 for those TCRP projects which have not yet received an allocation for a project phase. They requested three items: 1) Phase – what the allocation is for (i.e. Env, Design, ROW, Constr); 2) Amount – the amount to be requested; and 3) Month – in which the allocation request is expected.	RTPA's, Caltrans and the CTC will continue to work together to re-evaluate transportation funding resources and project priorities.	N/A

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Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS *3rd Quarter, ending March 31, 2003*

ORGANIZATION: 8.) Regional Transportation Planning Agencies (RTPA)		LEAD MTA STAFF:	Frank Flores David Yale
		PHONE NUMBER:	(213) 922-2456 (213) 922-2469
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.		MTA REPRESENTATIVES/ALTERNATES: David Yale	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Garvee Bonds	RTPA GARVEE Task Force has been studying the processing of GARVEE Bond financing requests and project programming with CTC/Caltrans. Several GARVEE bond proposals are pending before the state, most notably large bonds for Santa Clara and San Diego counties. The revised guidelines expand the types of projects eligible for GARVEE financing to include projects financed under the STIP, SHOPP, Toll Bridge Seismic Retrofit Program, and TCRP.	Action on CTC guidelines is scheduled for May 2003. CTC/Caltrans are seeking ways to reduce amount of time it takes to process Garvee financings. Other projected actions for evaluation are: the impacts on Obligation Authority, total demand for Garvee Bonding, reducing time line for financing, impacts of county defaults, local match restrictions, and other restrictions.	N
STIP/SHOPP Allocation Plans	At the March 12 RTPA/CTC meetings, CTC staff recommended that the Commission limit allocations over the remainder of 2002-03 to \$600 million, including \$400 million for SHOPP and \$200 million for STIP projects. At the last minute, the CTC instead adopted an allocation plan that would permit all FY 2003 capacity enhancing STIP projects to move forward, about \$600 million statewide. The new level of allocations is likely to be advantageous to Los Angeles County because the Route 405 Carpool Lane project from Route 90 to Route 10 is included at this time. All FY 2004 STIP allocations to the STIP are likely to be suspended, unless new revenues can be found.	RTPA will continue to monitor allocations criteria and the State funding problems and potential solutions. The MTA is monitoring the allocation plan to insure that LA County projects are not swapped-out for other projects.	Support the Revised Allocation Plan

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ORGANIZATION: 8.) Regional Transportation Planning Agencies (RTPA)		LEAD MTA STAFF: Frank Flores David Yale	
		PHONE NUMBER: (213) 922-2456 (213) 922-2469	
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.		MTA REPRESENTATIVES/ALTERNATES: David Yale	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position *
AB 3090 Policy Considerations	The RTPA was asked to review the CTC staff recommendations to adopt an AB 3090 policy statement that discourages local agencies to use their own funds to advance delivery of a STIP projects when State funds are insufficient to support direct allocations. The AB 3090 policy discourages creative solutions to the STIP shortfall because it: Gives preference to replacement projects rather than direct reimbursement; Limits programming of direct reimbursements to cases where programming of a replacement project is not practical or would not serve the intended purpose of advancing delivery of a project; Caps AB 3090 reimbursements to \$50 million per year per County and \$200 million per year statewide; and, Requires that the local agency commit to the timely delivery of the original project with its own funds.	The AB 3090 Policy was adopted at the April 2003 Commission meeting over the opposition of the RTPA's and the MTA.	O

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ORGANIZATION: 9.) Self-Help Counties Coalition		LEAD MTA STAFF: Frank Flores David Yale	PHONE NUMBER: (213) 922-2456 (213) 922-2469
ROLES AND RESPONSIBILITIES: An advocacy organization relating to consensus positions on sales tax measures which support transportation programs.		MTA REPRESENTATIVES/ALTERNATES: David Yale	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
Streamline Cooperative Agreement Process	Team has set up measurement objects, and established ideas to breakdown "timeliness" issues and has prioritized ideas. Legal staffs met in March to discuss issues of hazardous material handling in the cooperative agreement process.	CAST plans to complete process by Summer 2003	N/A
Statewide Sales Tax Measure	Two polling efforts were put off due to the war. The plan is to begin the polling in April or May. One poll would test the relative importance of transportation when compared to other critical budget issues. The second will focus on the possibility of fixing the 2/3 vote problem, passing a statewide half-cent sales tax with an "opt out option", and the possibility of switching the 2/3rds requirement to be for general taxes and requiring only a majority vote for specified taxes.	Polling will take place in 4 th quarter of FY 02/03. Coalition is still looking into the legality of a statewide sales tax—could it be written so the tax does not apply to counties not requesting it, would it apply in counties that do not pass it, and how a requirement that each county pass an expenditure plan in advance of the statewide vote could be incorporated.	N
Caltrans 10% quality assurance fee	A draft of "Responsibilities of the Implementing Agency on STIP projects on a State Highway", which adds a 10% quality assurance fee for all STIP projects, has been circulated for comment. In the draft, Caltrans has added language that states that they will review and report the actual aggregate cost of quality assurance for the STIP projects implemented by the local agencies; will report the costs annually to the RTPA's, and the 10% factor will be adjusted in future agreements if appropriate.	Coalition will follow up to ensure Caltrans does audit the fee on a regular basis. A final agreement will be complete in June 2003.	N
Self-Help Lobby Day	Preparations were in progress during the quarter for an April 2003 Lobby Day to support various pending legislation including ACA7, ACA 9, AB 427, and SCA 7. Assemblyman Dutra will address the group in support of his measure ACA 7 to lower the vote requirement. Lobby Day will also focus on the State Budget impacts on transportation funding and efforts to protect Prop 42, the status of the fund estimate, federal reauthorization and its impact on the STIP, and fixing the truck weight fee problem.	Continue efforts to support pending legislation and other priorities impacting transportation funding in the state.	S

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ORGANIZATION: 10.) SCAG Highway and Transportation Finance Task Force		LEAD MTA STAFF: Frank Flores David Yale PHONE NUMBER: (213) 922-2456 (213) 922-2469	
ROLES AND RESPONSIBILITIES: 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.		MTA REPRESENTATIVES/ALTERNATES: Hon. Hal Bernson, City of Los Angeles Hon. Pam O'Connor, City of Santa Monica Hon. Beatrice Proo, City of Pico Rivera	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position *
Revenue Impacts from State Budget Deficit.	Activities focused on TEA-21 reauthorization, Proposition 42 suspension, and other transportation funding cuts.	Review impacts of the State shortfall, budget cuts, TCRP and Proposition 42 suspension. Innovative financing will be emphasized due to budget constraints.	N/A
2004 Regional Transportation Plan (RTP) Financial Analysis	During the third quarter the task force identified a list of potential alternative funding source options that need to be revisited and analyzed. Some of the options include: pursue passage of legislative measures that further empower local/regional agencies such as a regional gas fee with less than 2/3 rd – voter approval requirements; lower threshold for the reauthorization or imposition of local transportation sales taxes; increase the state gas tax in order to maintain a rate of growth in transportation revenues that reflects the increases in project costs over time; index the state gas tax or wholesale gas prices; initiate a study to assess the feasibility of implementing highway user fees applied to vehicle miles traveled; actively pursue private sector participation for the development of selected transportation facilities; and several others.	Over the coming months, this Task Force will be reviewing and analyzing the various options in terms of their applicability for potential inclusion in the development of the 2004 RTP financial plan. The RTP TAC is recommending a set of revised goals for the 2004 RTP – specifically to reflect key issues of system preservation and system productivity.	N
Goods Movement Projects	The Task Force reviewed the proposed list of goods movement projects which also includes projects from the 2001 RTP and 2002 RTIP. The Goods Movement Advisory Committee (GMAC), of which the MTA is a representative, presented their goods movement priorities and accompanying list of projects. This effort was conducted in conjunction with the overall SCAG Call for Projects for the purpose of the development of the 2004 RTP. Development of this element for the 2004 RTP will comprise narrative descriptions and illustrations of the proposed projects, along with a discussion of how the overall Goods Movement Element aligns with other elements of the RTP and with speculative comments considering possible future policy recommendations and desirable legislative circumstances.	The Highway and Transportation Finance Task Force will evaluate the recommended GMAC highway projects, and the actions taken by GMAC regarding the projects.	N/A

4/23/2003 *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, 2003

ORGANIZATION: 10.) SCAG Highway and Transportation Finance Task Force		LEAD MTA STAFF: Frank Flores David Yale	
		PHONE NUMBER: (213) 22-2456 (213) 922-2469	
ROLES AND RESPONSIBILITIES: 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.		MTA REPRESENTATIVES/ALTERNATES: Hon. Hal Bernson, City of Los Angeles Hon. Pam O'Connor, City of Santa Monica Hon. Beatrice Proo, City of Pico Rivera	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position*
California Transportation Plan	Plan looks at growth issues affecting the state. Task Force requests that plan focus more clearly on what strategies can actually implement some of the broad policies presented.	Task Force will review another draft in the next few months.	N/A

METROPOLITAN TRANSPORTATION AUTHORITY

Attachment A: QUARTERLY REPORT ON REGIONAL EXTERNAL ORGANIZATIONS
3rd Quarter, ending March 31, 2003

ORGANIZATION: 11.) Transportation Enhancement Activities (TEA) Advisory Committee		LEAD MTA STAFF: Frank Flores David Yale	PHONE NUMBER: (213) 922-2456 (213) 922-2469
ROLES AND RESPONSIBILITIES: This committee works to ensure that California receives an increased share of highway funding based on its contributions to the Highway Trust Fund and preeminent role in the national economy. TEA 21 Reauthorization provides an opportunity to strengthen transportation's key role in supporting national security and the global economic competitiveness of the U.S. in the 21 st Century		MTA REPRESENTATIVES/ALTERNATES: David Yale	
Issue	Quarterly Actions (Including Dates of Actions)	6-Month Projected Actions	MTA Position *
Discontinuance of separate state TEA program in favor reintegrating federal TEA funds into the STIP process.	The TEA Advisory Committee continued this quarter to question the need to re-integrate the TEA program into the STIP. Delivery has been increasing; AB 1012 restrictions have produced the desired results. The Committee is concerned that re-integration into the STIP will hamper delivery, increase administration, and erode support for the program.	CTC staff will provide an analysis of regional and State TEA project delivery; and a side-by side comparison of the current TEA process vs. the TEA/STIP process envisioned by CTC staff	N
Combine the three current statewide programs into a single statewide program.	Consensus to combine three statewide programs was reached by Advisory Committee.	CTC staff evaluating recommendation and CTC action is pending.	S
Biennial Programming Cycles	Consensus was reached by Advisory Committee to support biennial programming cycles, with ability to amend projects into the program between cycles.	CTC staff evaluating recommendation and CTC action is pending.	S
Implementation of a 20% programmatic and \$5 million per application land acquisitions cap.	Consensus was reached by Advisory Committee to recommend implementation of caps.	CTC staff evaluating recommendation and CTC action is pending.	N
Delegate allocation authority to Caltrans when allocation requests are consistent with original programming.	Consensus was reached by Advisory Committee to delegate allocation authority to Caltrans.	CTC staff evaluating recommendation and CTC action is pending.	S

4/23/2003 *S = Support, O = Oppose, N = Neutral, NA = Not Applicable, and U = Undecided