

Appendix U



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Te
metro.net

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**REGULAR BOARD MEETING
JUNE 27, 2013**

SUBJECT: FARE CHANGE FOR YOUTH ON THE MOVE PROGRAM

ACTION: APPROVE THE FARE CHANGE FOR THE YOUTH ON THE MOVE PROGRAM

RECOMMENDATION

A. Approve the proposed fare change to be implemented in July 2013 to provide EZ and Metro passes to the Youth On The Move program.

ISSUE

The Youth on the Move (YOTM) Program provides free transit media (Metro and/or EZ passes) to foster youth aged 18-21 participating in the Los Angeles County Youth Self-Sufficiency Program that helps them transition from foster care to independent living. The Board-approved YOTM program was initiated on July 1, 2012, as a demonstration program for one year and was approved to continue as a regular program, similar to the Immediate Needs Transportation Program (INTP), Support for Homeless Re-Entry (SHORE) and Rider Relief Transportation Programs (RRTP) on April 25, 2013.

A Title VI evaluation is required if this program is to be extended beyond one year, and a public hearing must be held because giving free transit media under this program is considered a fare change. The Title VI evaluation in Attachment A shows no disparate adverse impact on minorities, nor a disproportionate burden on low income Metro passengers attributable to this program.

DISCUSSION

In August, 2011, the Metro Board approved a motion to establish a one-year pilot transportation program to provide Metro or EZ Transit passes to foster youth participating in the Los Angeles County's Youth Self-Sufficiency (CYSS) Program. Staff worked collaboratively with the Department of Children and Family Services to develop a workable program which has been in effect since July 1, 2012. This program is open to about 1,300 youths who have aged out of the foster care system and provides a major breakthrough in helping a vulnerable population in the County achieve stability and autonomy.

In April 2013, the Board approved continuing the Youth on the Move Program and authorized a public hearing for a fare change to continue to provide Metro or EZ Transit passes to foster youth in this program.

Title VI Data

The formal Fare Change Analysis Methodology & Results for the Youth on the Move program was completed in May and is included in this report as Attachment A. The Youth on the Move Program's beneficiaries represent a higher minority and lower income population than Metro's fare paying riders. Therefore, there is no disparate adverse impact on minorities, nor a disproportionate burden on low income Metro passengers attributable to this program.

Recommendations

Staff recommends approving the proposed fare change to be implemented in July 2013 to continue to provide EZ and Metro passes to the Youth on the Move program. It benefits a vulnerable group of youth who are transitioning from foster care to independence by giving them access to transit for school, work or recreation.

DETERMINATION OF SAFETY IMPACT

There is no safety impact from this report.

FINANCIAL IMPACT

The financial impact is minimal to Metro. There is no direct outlay of funds; the agency simply provides fare media to the youth in the program. Currently, about 1,300 transit TAP cards have been issued, with about 600 youths using the card on a regular basis. All non-Metro trips not provided by municipal operators and EZ passes will be covered by EZ Transit Pass revenues.

Since this is a multi-year program, the cost center manager and SBU Chief or Executive Director will be accountable for budgeting the cost in future years.

ALTERNATIVES CONSIDERED

The Board may decide not to provide Metro or EZ passes to youths in the YOTM program. However, the data suggest that the marginal cost is minimal and the benefits are valuable to a vulnerable group of young adults transitioning from foster care to independence. This program provides them access to transit to attend school, work or recreation.

If the Board decides to discontinue providing Metro or EZ passes to the YOTM program, the Department of Children and Family Services will have to identify funding from their budget to provide transit passes for these youth.

NEXT STEPS

If the Board approves proposed fare change, it will be implemented in July 2013 to continue to provide EZ and Metro passes to the Youth On The Move program.

If the Board approves the proposed fare change, Staff will provide the Board with an annual update of progress on this program.

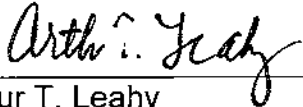
ATTACHMENTS

- A. Fare Change Analysis, Methodology & Results, Youth On The Move Program, May 2013

Prepared by: April McKay, Director, Metro Commute Services, (213) 922-2290



Lynda Bybee
Interim Chief Communications Officer



Arthur T. Leahy
Chief Executive Officer



ATTACHMENT A

**Fare Change Analysis
Methodology & Results**

**YOUTH ON THE MOVE Program
May 2013**

Service Planning and Scheduling
Civil Rights Programs Compliance

Contents

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Metro

1. PROGRAM OVERVIEW

The Youth on the Move Program provides free transit media (TAP cards or E-Z passes) to foster youth participating in the Los Angeles County Youth Self-Sufficiency Program. The program was initiated on July 1, 2012, as a demonstration for one year. A Title VI evaluation is required if the program is to be extended.

Data on program participants as of February 2013 indicates that there are 1,133 program participants. Of those who responded to a survey, 976 of 1,029 or 94.85% are minorities, and all are presumed low income by virtue of their foster care status. Program participants are between 18 and 24 years of age. A separate survey of users provided a breakdown of former methods of fare payment (Table 1).

Fare Category	# of Users
30-Day Pass	376
30-Day EZ Pass	196
30-Day EZ Pass + 1 Zone	340
30-Day EZ Pass + 2 Zones	3
30-Day EZ Pass + 3 Zones	60
30-Day EZ Pass + 4 Zones	1
30-Day EZ Pass + 5 Zones	32
30-Day EZ Pass + 9 Zones	10
30-Day EZ Pass + 10 Zones	65
	1,084

Table 1
Former Methods of Fare Payment
Youth On The Move Participants

2. METHODOLOGICAL APPROACH

A Title VI Equity Evaluation is presented herein in accordance with the requirements of Federal Transit Administration Circular 4702.1B. The evaluation assesses whether or not there are adverse disparate impacts on minority passengers and/or disproportionate burdens on low income riders arising from the Youth On The Move program.

Data Sources

Data on the ethnicity and prior fare media usage of program participants was provided by County staff. Metro fare media usage was obtained from the FY2012 Fare Media Mix which identifies boardings by method of payment and unit sales data that can be used to estimate revenue per boarding for each method of payment. The FY2012 Customer Satisfaction Survey was used to determine ethnicity and low income ridership by method of fare payment. Low income for this analysis is defined as annual household income less than \$26,000. Poverty level data on Metro's patrons is not currently available.

Step By Step Methodology

Because Youth On The Move participants use the services of multiple operators, we first had to determine Metro usage by program participants.

- We obtained the number of participants using each form of fare payment
- Annual boardings for participants using each method of payment were determined from Fare Media Mix data
- Annual fare revenue from participants was calculated from adding the number of participants x 12 months x media cost for all fare media previously used by participants
- Metro boardings by program participants were determined from Fare Media Mix usage data
- Finally, the average revenue per boarding for program participants was calculated from annualized fare revenue divided by annual boardings

The resulting statistics for program participants are shown in Table 2.

Fare Category	# of Users	Annual Boardings		Annual Revenue	Annual Boardings Metro only
		All Operators			
30-Day Pass	376	444,056		\$338,400	444,056
30-Day EZ Pass	196	286,944		\$197,568	95,648
30-Day EZ Pass + 1 Zone	340	497,760		\$432,480	165,920 (1)
30-Day EZ Pass + 2 Zones	3	4,392		\$4,608	1,464 (1)
30-Day EZ Pass + 3 Zones	60	87,840		\$108,000	
30-Day EZ Pass + 4 Zones	1	1,464		\$2,064	
30-Day EZ Pass + 5 Zones	32	46,848		\$74,496	
30-Day EZ Pass + 9 Zones	10	14,640		\$33,840	
30-Day EZ Pass + 10 Zones	66	96,624		\$240,768	
	1,084	1,480,568		\$1,432,224	707,088
				Avg. Revenue per Boarding	\$0.97
				Minority Percentage	94.85%
				Low Income Percentage	100.00%

(1) Assumes usage will be 50% local / 50% express

Table 2
Metro Ridership and Revenue per Boarding
Youth On The Move Program Participants

The next step was to determine ethnicity and low income ridership for all of Metro's methods of fare payment.

- Fare Media Mix data was used to identify Metro annual boardings by method of payment
- The Youth On The Move program was added as an additional method of fare payment with its identified Metro ridership
- Youth On The Move Metro ridership by former payment method was removed from the ridership data for each method of payment so that it would not be double counted
- Minority and Low Income boardings for each method of payment were calculated from Customer Satisfaction Survey data

Table 3 depicts ridership by fare payment method together with minority and low income usage .

Category	ABSOLUTE USAGE		
	Minority Boardings	Low Income Boardings	Overall Boardings
Cash - Regular	59,874,367	45,462,643	74,248,967
Cash - E&D (Peak) (2)	9,695,295	10,179,991	13,848,443
Cash - E&D (Off-Peak) (2)	9,695,295	10,179,991	13,848,443
Cash - K-12 (1B)	18,563,866	13,548,407	19,606,956
Cash - College (1C)	2,330,669	1,944,962	2,693,481
Token			
Cash Express - Regular (1A)	1,445,353	1,097,458	1,792,353
Cash Express - E&D (Peak) (2) (3)	179,984	188,982	257,084
Cash Express - E&D (Off-Peak) (2)(3)	179,984	188,982	257,084
Transfer to Muni - Regular (4)	2,600,137	2,139,349	3,400,650
Transfer to Muni - E&D (4)(5)	288,904	297,705	377,850
Day Pass - Regular (6)	47,957,311	37,869,794	53,685,560
Day Pass - E&D (6)	9,475,496	8,095,724	10,572,971
7-Day Pass	63,536,127	49,613,536	69,370,157
30-Day Pass	35,635,255	25,835,560	41,244,508
30-Day Express Pass (7)(10)	1,634,121	1,184,738	1,891,344
Annual Pass	10,427,638	7,560,037	12,069,025
E&D 30-Day Pass	42,811,602	36,413,951	56,021,463
E&D Annual Pass	27,421	23,323	35,882
K-12 30-Day Pass (8)	30,186,265	21,491,621	32,024,469
College 30-Day Pass (8)	8,522,217	6,790,348	9,589,532
EZ Pass Monthly - Regular	8,187,367	5,122,760	10,054,485
EZ Pass Monthly Express - Regular (7)	155,967	97,587	191,535
EZ Pass Monthly - E&D	3,304,620	2,067,671	4,058,235
Youth On The Move	670,673	707,088	707,088
Free (9)	17,621,542	13,681,461	20,341,155
All Other	4,759,174	3,695,048	5,493,679
excludes All Other and Silver Line	385,007,480	301,723,670	452,188,722
	85.1%	66.7%	100.0%

Table 3
Metro Ridership by Fare Payment Method
Including Minority and Low Income Usage

The evaluation of potential disparate impacts on minorities, and disproportionate burdens on low income riders, requires a comparison of minority and low income ridership shares by method of payment with the share of all ridership using each method of payment.

3. RESULT

The Board adopted threshold for disparate impact and/or disproportionate burden requires that the share of minority (or low income) riders using a method of payment differ from that method of payment's overall ridership share by at least 5%, or alternatively that the minority (or low income) share of riders using a method of payment differ from that method of payment's overall ridership share by at least 35% of the ridership share. If either of these conditions exists for a method of payment, then the possibility of a disparate impact, or disproportionate burden, exists depending upon the extent, if any, to which the fare for that method of payment is proposed to be changed.

Table 4 depicts the minority, low income, and overall shares of riders for all methods of payment. Only the Youth On The Move method of payment exceeds the Board adopted thresholds. Specifically, the share of low income riders using this method of payment is nearly 50% higher than the share of all riders using this method of payment. This could result in a disproportionate burden upon low income riders if the fare for this method of payment is increased. There is no such finding as the fare for this method is being considered for a significant reduction.

The overall results of this evaluation are summarized in Table 5. There is no disparate impact, or disproportionate burden, imposed by the Youth On The Move fare program.

Category	PERCENT USAGE			MINORITY		LOW INCOME	
	Share of Minority Boardings	Share of Low Income Boardings	Share of Overall Boardings	Absolute Difference in Share of Minority Boardings	Minority Difference from Share of Overall Boardings	Absolute Difference in Share of Low Income Boardings	Low Income Difference from Share of Overall Boardings
Cash - Regular	15.4%	14.9%	16.2%	0.9%	5.3%	1.3%	8.2%
Cash - E&D (Peak) (2)	2.5%	3.3%	3.0%	0.5%	17.8%	-0.3%	-10.2%
Cash - E&D (Off-Peak) (2)	2.5%	3.3%	3.0%	0.5%	17.8%	-0.3%	-10.2%
Cash - K-12 (18)	4.3%	4.4%	4.3%	-0.5%	-11.2%	-0.2%	-3.5%
Cash - College (1C)	0.6%	0.6%	0.6%	0.0%	-1.6%	0.0%	-8.2%
Token							
Cash Express - Regular (1A)	0.4%	0.4%	0.4%	0.0%	5.3%	0.0%	8.2%
Cash Express - E&D (Peak) (2) (3)	0.0%	0.1%	0.1%	0.0%	17.8%	0.0%	-10.2%
Cash Express - E&D (Off-Peak) (2)(3)	0.0%	0.1%	0.1%	0.0%	17.8%	0.0%	-10.2%
Transfer to Muni - Regular (4)	0.7%	0.7%	0.7%	0.1%	10.2%	0.0%	5.7%
Transfer to Muni - E&D (4)(5)	0.1%	0.1%	0.1%	0.0%	10.2%	0.0%	5.7%
Day Pass - Regular (6)	12.3%	12.4%	11.7%	-0.6%	-4.9%	-0.7%	-5.7%
Day Pass - E&D (6)	2.4%	2.7%	2.3%	-0.1%	-5.2%	-0.3%	-14.7%
7-Day Pass	16.3%	16.2%	15.2%	-1.1%	-7.5%	-1.1%	-7.2%
30-Day Pass	9.1%	8.5%	9.0%	-0.1%	-1.5%	0.6%	6.1%
30-Day Express Pass (7)(10)	0.4%	0.4%	0.4%	0.0%	-1.5%	0.0%	6.1%
Annual Pass	2.7%	2.5%	2.6%	0.0%	-1.5%	0.2%	6.1%
E&D 30-Day Pass	11.0%	11.9%	12.2%	1.3%	10.3%	0.3%	2.6%
E&D Annual Pass	0.0%	0.0%	0.0%	0.0%	10.3%	0.0%	2.6%
K-12 30-Day Pass (8)	7.7%	7.0%	7.0%	-0.7%	-10.7%	0.0%	-0.6%
College 30-Day Pass (8)	2.2%	2.2%	2.1%	-0.1%	-4.4%	-0.1%	-6.1%
EZ Pass Monthly - Regular	2.1%	1.7%	2.2%	0.1%	4.4%	0.5%	23.6%
EZ Pass Monthly Express - Regular (7)	0.0%	0.0%	0.0%	0.0%	4.4%	0.0%	23.6%
EZ Pass Monthly - E&D	0.8%	0.7%	0.9%	0.0%	4.4%	0.2%	23.6%
Youth On The Move	0.2%	0.2%	0.2%	0.0%	-11.4%	-0.1%	-49.9%
Free (9)	4.5%	4.5%	4.4%	-0.1%	-1.7%	0.0%	-0.8%
All Other	1.2%	1.2%	1.2%	0.0%	-1.7%	0.0%	-0.8%
	100.0%	100.0%	100.0%				

Table 4
Minority, Low Income, and Overall Ridership Shares
For Metro Fare Payment Methods

	MINORITY	LOW INCOME
Cash - Regular	No Disparate Impact	No Disproportionate Burden
Cash - E&D (Peak) (2)	No Disparate Impact	No Disproportionate Burden
Cash - E&D (Off-Peak) (2)	No Disparate Impact	No Disproportionate Burden
Cash - K-12 (18)	No Disparate Impact	No Disproportionate Burden
Cash - College (1C)	No Disparate Impact	No Disproportionate Burden
Token	No Disparate Impact	No Disproportionate Burden
Cash Express - Regular (1A)	No Disparate Impact	No Disproportionate Burden
Cash Express - E&D (Peak) (2) (3)	No Disparate Impact	No Disproportionate Burden
Cash Express - E&D (Off-Peak) (2)(3)	No Disparate Impact	No Disproportionate Burden
Transfer to Muni - Regular (4)	No Disparate Impact	No Disproportionate Burden
Transfer to Muni - E&D (4)(5)	No Disparate Impact	No Disproportionate Burden
Day Pass - Regular (6)	No Disparate Impact	No Disproportionate Burden
Day Pass - E&D (6)	No Disparate Impact	No Disproportionate Burden
7-Day Pass	No Disparate Impact	No Disproportionate Burden
30-Day Pass	No Disparate Impact	No Disproportionate Burden
30-Day Express Pass (7)(10)	No Disparate Impact	No Disproportionate Burden
Annual Pass	No Disparate Impact	No Disproportionate Burden
E&D 30-Day Pass	No Disparate Impact	No Disproportionate Burden
E&D Annual Pass	No Disparate Impact	No Disproportionate Burden
K-12 30-Day Pass (8)	No Disparate Impact	No Disproportionate Burden
College 30-Day Pass (8)	No Disparate Impact	No Disproportionate Burden
EZ Pass Monthly - Regular	No Disparate Impact	No Disproportionate Burden
EZ Pass Monthly Express - Regular (7)	No Disparate Impact	No Disproportionate Burden
EZ Pass Monthly - E&D	No Disparate Impact	No Disproportionate Burden
Youth On The Move	No Disparate Impact	No Disproportionate Burden
Free (9)	No Disparate Impact	No Disproportionate Burden
All Other	No Disparate Impact	No Disproportionate Burden

Table 5
Determination of Disparate Impact
And Disproportionate Burden
For Youth On The Move Fare Program



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
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NOTICE OF PUBLIC HEARING
Los Angeles County Metropolitan Transportation Authority

The Los Angeles County Metropolitan Transportation Authority will hold a public hearing on June 27, 2013 to receive community input on a proposed fare change. Approved changes will become effective July 1, 2013 or later.

The public hearing will be held on June 27, 2013 at 9:00 am in the MTA Board Room on the 3rd floor of the Gateway Plaza Building, One Gateway Plaza, Los Angeles, CA 90012.

The upcoming public hearing is being held in conformance with federal public hearing requirements outlined in Section 5307 (d) 1 of Title 49 U.S.C., and public hearing guidelines adopted by Metro's Board of Directors in 1993, as amended.

Listed below is the fare change proposal to be considered at the hearing.

Youth on the Move offers free Metro or EZ passes to foster youths participating in the LA County Youth Self-Sufficiency Program that helps them transition from foster care to independent living. The approximately 1,100 – 1,300 potential beneficiaries of the program are significantly more minority and lower income than comparable, fare paying Metro riders. Therefore, there is no disparate adverse impact on minorities, nor a disproportionate burden on low income Metro passengers attributable to this program. In general, the proposed fare change will help a vulnerable group of youth by giving them free access to transit so they can attend school or go to work or recreation. The public can attend this hearing and comment on proposals of interest to them.

Note this proposal may be approved in whole or in part at a date following the public hearings. Approved changes may also include other alternatives derived from public comment. Interested members of the public are encouraged to attend the upcoming hearing and provide testimony on any fare change proposal under consideration. All public comment received will be forwarded to the Board, and considered prior to taking action on the fare change proposal. Persons unable to attend the hearing may submit written testimony postmarked through mid-night, June 20, 2013, the close of the public record.

Comments sent via U.S Mail should be addressed to:

Metro Customer Relations
Attn: Youth on the Move Fare Changes
One Gateway Plaza, 99-PL-4
Los Angeles, CA 90012-2932

Comments via e-mail should be addressed to:

customerrelations@metro.net

Attn: "Youth on the Move Fare Changes"

Facsimiles should be addressed as above and sent to: 213-922-6988. Upon request, foreign language translation, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday.



AGENDA

PUBLIC HEARING

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY**

**Thursday, June 27, 2013
9:00 a.m.
Board Room - 3rd Floor
One Gateway Plaza
Los Angeles, California**

[Youth on the Move Program](#)

Call to Order:

Hearing Officer: Chair Michael Antonovich

1. Statement by the MTA Board Secretary concerning publication of notices and dissemination of public information.
2. Remarks by April McKay, Director of Communication Services.
3. Public Comment
4. Motion to Close Hearing

The Hearing Officer will determine order of appearance before the Board. Speakers will be limited to one minute. If available, a written copy of testimony should be presented to Secretary.

Thursday, June 27, 2013 9:00 AM

RECAP of Proceedings

Regular Board Meeting Board of Directors

One Gateway Plaza
3rd Floor Board Room

Called to Order at 9:33 a.m.

Directors Present

Michael Antonovich, Chair
Diane DuBois, 1st Vice Chair
Richard Katz, 2nd Vice Chair
John Fasana
Don Knabe
Tom LaBonge
Gloria Molina
Ara J. Najarian
Pam O'Connor
Mark Ridley-Thomas
Antonio Villaraigosa
Mel Wilson
Zev Yaroslavsky
Gregg Magaziner, non-voting member

Officers

Arthur T. Leahy, Chief Executive Officer
Michele Jackson, Board Secretary
Karen Gorman, Ethics Officer
Karen Gorman, Acting Inspector General
County Counsel, General Counsel



Metro

Los Angeles County
Metropolitan Transportation Authority

1. APPROVED **Consent Calendar** Items: 2, 9, 13, 14, 15, 18, 23, 24, 25, 29, 39, 41, 42, 43, 44, 45, 54, 55, 64, 65, 66, 67, 71, 72, 73 and 75.

Consent Calendar items were approved by one motion except item 55 which was pulled by a director for discussion and item 66 which initially failing and was subsequently approved under reconsideration.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	A	Y	A	A	Y	Y	Y	Y	A	Y	A

2. APPROVED ON CONSENT CALENDAR **Minutes of the Regular Board Meeting held May 23, 2013.**

3. RECEIVED Chair's Report.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
P	P	P	P	A	A	P	P	P	P	A	P	P

4. RECEIVED Chief Executive Officer's Report.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
P	P	P	P	P	P	P	P	P	P	P	P	P

9. APPROVED ON CONSENT CALENDAR:

A. amending the LACMTA Budget for FY 2013-14 to reflect the programming of funds to the Southern California Regional Rail Authority (SCRRA) FY 2013-14 Budget,

1. \$52,746,000 for Metrolink Operations;

(Continued on next page)

AN = A. Najarian	PO = P. O'Connor	DD = D. DuBois	MW = M. Wilson
JF = J. Fasana	RK = R. Katz	DK = D. Knabe	
TL = T. La Bonge	MA = M. Antonovich	AV = A. Villaraigosa	
ZY = Z. Yaroslavsky	MRT = M. Ridley-Thomas	GM = G. Molina	

LEGEND: Y = YES , N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT
C = Soft Conflict; C = Hard Conflict

(Item 9 – continued from previous page)

2. \$2,094,759 for Right of Way (ROW) Security;
 3. \$4,500,000 ROTEM reimbursement, using Measure R 3% funds;
 4. \$250,000 for a Joint Development Station Project, using Measure R 3% funds;
- B. authorizing the Chief Executive Officer to add additional funding of \$2.2 million should the proposed 5% fare increase not pass;
- C. reprogramming \$1,098,159 in FY 2010-11 and FY 2011-12 Proposition C 10% prior year operating surplus funds;
- D. reprogramming \$500,000 in project savings from the Lang Siding project, to the Doran Street grade crossing improvement project;
- E. programming \$16,006,500 to SCRRA for LACMTA's contribution to the renovation and rehabilitation program for FY 2013-14;
- F. extending the lapsing date one year, from June 30, 2013 to June 30 2014, for \$4,877,284 in FY 2010-11 Proposition C 10% funds previously allocated to SCRRA for the FY 2010-11 Rehabilitation/Renovation Program;
- G. approving for FY 2013-14, the Transfers to Other Operators payment rate of \$1.10 per boarding to LACMTA and an EZ Pass reimbursement cap to LACMTA of \$5,592,000 pending an evaluation of TAP data after the subway gates are latched in 2013; and
- H. authorizing the Chief Executive Officer or his designee to amend LACMTA's Commuter Rail Program budget and to negotiate and execute all necessary agreements between LACMTA and the SCRRA for the approved funding.

10. APPROVED BY 2/3 VOTE **KATZ AND O’CONNOR MOTION** to amend the Measure R Ordinance and Expenditure Plan to advance “Funds available beginning” dates on Measure R transit corridor projects contingent upon:
- A. Securing program funding for all Measure R “First Decade” transit projects. Complete all first decade Measure R transit environmental planning and preliminary engineering, without utilizing any funding for second and third decade Transit and Highway projects.
 - B. Directing the CEO on the following:
 - 1. Report by the September 2013 Board meeting on the status of all Measure R second and third decade projects and include the following information: phase of work currently being completed, necessary steps to complete the current phase, and anticipated completion date.
 - 2. Do not proceed with any future project phases until receiving direction from the Board in September 2013.
 - C. Approving the Measure R Acceleration financing plan to advance all Measure R second and third decade projects, except 710 North, contingent upon:
 - 1. Identification of full funding plans for the second and third decade projects.
 - 2. Securing a Transportation Infrastructure Finance and Innovative Act (“TIFIA”) loan and accompanying Master Credit Agreements as detailed in the MTA Measure R Acceleration Plan.
 - 3. Securing Federal, State or other similar funding consistent with the MTA Measure R acceleration financing plan denoted as America Fast Forward (“AFF”) Tax Credit Bond Program.
 - 4. Secure Full Funding Grant Agreement (“FFGA”) for the Regional Connector and the Westside Subway (Segment 1).

(Continued on next page)

(Item 10 – continued from previous page)

- D. Directing the CEO to report back to the Board at the September 2013 Board Meeting on estimated completion dates for the Measure R Highway Program – with analysis of the likelihood of receiving TIFIA and proposed AFF or similar funding for highway projects.
- E. Directing the CEO to report back within six months with a recommended ballot initiative for the November 2014 or November 2016 election that, if approved by the voters of Los Angeles County, would enable acceleration of all Measure R highway and transit projects.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	N	Y	Y	Y	Y	N	Y	Y	N	Y	Y	Y

FAILED: ANTONOVICH AMENDMENT: To update the expenditure plan to reflect full information for all of our projects including true cost and schedule of the Gold Line Foothill Extension to Claremont as part of the Measure R Expenditure Plan – given the fact that Measure R defines the line to Claremont.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
N	Y	N	N	N	N	Y	Y	Y	N	N	N	N

- 11. **APPROVED Motion by Directors O’Connor, Najarian, Dubois and Knabe to approve the “Highway Capital Subfund Protection Policy 2013” as an amendment to the previously Board adopted 2011 Measure R Fiscal Responsibility Policy** to allow Measure R Highway Operational Improvement Programs the option to opt-out of any Highway Acceleration program at their own discretion.

We therefore move that the Metro Board incorporate the following recommendations as permanent Board Policy to the 2011 Measure R Fiscal Responsibility Policy as follows:

Metro will focus on transit project acceleration and provide flexibility to allow a subregion the choice to opt out of highway-related acceleration:

(Continued on next page)

(Item 11 – continued from previous page)

- A. concurrently protect the subregion’s share of Highway Contingency/Escalation Funds (as reflected in Line 39, Measure R Highway Expenditure Plan) used for acceleration in proportion to the subregional share of Measure R funds allocated to each subregion in the 2008 Measure R Expenditure Plan, i.e. as reflected in the original 2008 Measure R Expenditure Plan *Subregional Comparison – Highway Projects FY 2010-2039*; and
- B. if (in 2019) a Subfund Transfer (from Highway to Transit, or vice versa) is approved, the proportionate amount of the subregion’s Subfund Contingency/Escalation funding will also be available for transfer and allocated to the project being funded; and
- C. having originally set forth in 2011 the policy protections contained in the O’Connor/Molina/Dubois *Measure R Fiscal Responsibility Policy*, i.e. Highway Capital Project Contingency/Escalation funds will have equal access to Measure R Contingency funds in the later decades; staff is hereby directed to conform those provisions to reflect the above updated policy amendments.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	A	A	Y

12. APPROVED AS AMENDED BY ANTONOVICH AND ITEM 70:

- A. approving the updated **Long Range Transportation Plan (LRTP) Financial Forecast**, including:
 - 1. additional “up to” cost assumptions for the following LRTP programs:
 - a. State of Good Repair: \$750 Million;
 - b. Accelerated Regional Transportation Improvement Project (ARTI) [Assumes toll based borrowing]: \$410 Million;

(Continued on next page)

(Item 12 – continued from previous page)

- c. A summary of the use of fund assignment authority delegated to the Chief Executive Officer (CEO);

Recommending Approval of the CEO's recommendations contained in Item No. 12, Sections A (1) (a), (b), and (c) above, under the following conditions:

The LACMTA Board of Directors hereby instructs the CEO to change the LRTP Financial Forecast to more accurately reflect the anticipated cash flow needs of the highway and transit programs expected to utilize Proposition C 25% funds in FY 2013 and through FY 2019 such that the modifications below can be funded through a combination of more accurate forecasting and increased borrowing, **if necessary**; and

2. Changes portions of the Measure R Project Cost Control Process and Policy compliance recommendations in item 12 – A (2) of the staff report by instructing staff to identify up to **\$377.91** million in alternative Proposition C 25% funds (or bonds backed by Proposition C 25%, if necessary) through FY 2019, consistent with the following:

Approve all recommendations in Item No. 12 Attachment B (pg. 35) of the staff report except that the following projects' costs are to be funded with Proposition C 25% funds (or bonds backed by Proposition C 25% funds, if necessary) **instead** of other proposed Measure R corridor or subregional trade-offs, as follows::

- a. Crenshaw/LAX (LACMTA funds, base project): \$160 Million as follows:
 - i. \$149.91 million from Proposition C 25% funds instead of other funds proposed through subregional and corridor trade-offs involving the Central Area Call for Projects and the Airport Metro Connector; and
 - ii. \$10.9 million from Proposition C 40% (Wilshire Bus Rapid Transit Project);

(Continued on next page)

(Item 12 – continued from previous page)

- ~~b. Interstate 5 South (LACMTA funds): \$153 Million;~~
- b. The I-5 South is to receive \$153.00 million from Proposition C 25% funds instead of other funds proposed through subregional and corridor trade-offs involving Measure R reserves from I-5 South and I-5 South at Carmenita;
- c. Interstate 5 South (Excess ROW, State, & Other): \$50 Million;
- d. Interstate 405 Northbound HOV Lane: The I-405 project is to receive \$75 Million from Proposition C 25% funds instead of other funds proposed through subregional and corridor trade-offs involving Measure R reserves from Expo and I-5 North; and

Stipulates that the above Proposition C 25% direct funding and borrowing (if necessary) be planned in a manner that does not impact the schedule and scope of work funded in the LRTP for the Las Virgenes/Malibu, North County, San Gabriel Valley, San Fernando Valley and Arroyo Verdugo and South Bay; and

Approval of the following to cover cost increases using the following available funds:

- ~~e. Westside Subway Section 1 (LACMTA funds): \$73 Million;~~
- e. \$73.11 million for the Westside Subway Extension Project from Lease Revenues (Wilshire Bus Rapid Transit Project)
- ~~f. Regional Connector (LACMTA funds): \$32 Million;~~
- f. \$32 million for the Regional Connector Project from Lease Revenues (Wilshire Bus Rapid Transit Project)
- ~~g. Exposition Ph. 1 (LACMTA funds, Expo. Auth. costs): \$32 Million;~~

(Continued on next page)

(Item 12 – continued from previous page)

g. \$39 million for Exposition Line Phase I from Proposition C 25% (Exposition Phase II Line)

~~h. Exposition Ph. 1 (LACMTA funds and costs): \$7 Million.~~

In conclusion, the changes cited above in this Motion hereby supersede the staff recommendations presently contained in Items No. 12 Sections A-2 and Attachment B (The Updated LRTP Financial Forecast), No. 52 Sections C (1), (2), and (3) (The Crenshaw/LAX Transit Corridor Project) and No. 55 by striking the words “subject to” through “Evaluation” (The I-405 Sepulveda Pass Improvement Project and upon Approval of this Motion will be immediately conformed to reflect the changes to items No.12, No. 52, and No. 55 respectively, as instructed in this Motion.

ANTONOVICH AMENDMENT: That staff come back next month with a feasibility study on implementing a congestion pricing toll program for the 405 HOV lanes between I-10 and US 101 to cover the overruns on the project.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
N	Y	A	Y	Y	Y	Y	Y	Y	Y	A	A	Y

13. APPROVED ON CONSENT CALENDAR:

A. adopting findings and recommendations for using fiscal year (FY) **2013-14 Transportation Development Act (TDA) Article 8 funds** estimated at \$23,462,835 as follows:

1. in the City of Avalon there are unmet transit needs that are reasonable to meet, and the City of Avalon chooses to use \$141,093 of their Article 8 funds for their services; therefore, TDA Article 8 funds will be used to meet the unmet transit needs;

(Continued on next page)

(Item 13 – continued from previous page)

2. in the Antelope Valley, which includes the Cities of Lancaster and Palmdale, and in the Los Angeles County Unincorporated areas of the Antelope Valley, transit needs are met using other funding sources, such as Proposition A and Proposition C Local Return; therefore, their transit needs can be met with other funding sources. Hence, TDA Article 8 funds in the amount of \$5,894,535 and \$5,742,396 (Lancaster and Palmdale, respectively), may be used for street and road purposes and/or transit;
3. in the Santa Clarita Valley, which includes the City of Santa Clarita and the Los Angeles County unincorporated areas of the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return, and TDA Article 8 funds in the amount of \$7,615,778 for the City of Santa Clarita may be used for street and road and/or transit purposes, as long as their transit needs continue to be met; and
4. in the Los Angeles County Unincorporated areas of North County, the areas encompass both the Antelope Valley and the Santa Clarita Valley, the allocation is \$4,069,061 and may be used for street and road purposes and/or transit.

B. adopting a resolution making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

14. APPROVED ON CONSENT CALENDAR:

- A. establishing **Proposition C Local Return funded Capital Reserve Accounts for the Cities of El Monte, Lynwood and South El Monte;**
- B. approving extensions for existing Local Return Capital Reserve Accounts as prescribed in their Agreements for an additional three years for the Cities of Arcadia, Lomita, Manhattan Beach, and Santa Monica; and

(Continued on next page)

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- C. authorizing the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority and the City for their Capital Reserve Account as approved.

15. APPROVED ON CONSENT CALENDAR:

A. **\$1.9 billion in FY2014 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations.**

These allocations comply with federal and state regulations and LACMTA Board policies and guidelines;

1. Planning and Administrative allocations of Transportation Development Act (TDA), Proposition A, Proposition C and Measure R in the amount of \$69.0 million;
2. Bus Transit Subsidies of State, Local and Federal funds in the amount of \$1.4 billion and includes:
 - a. \$6.0 million for the continuation of the Tier 2 Operators Funding Program;
 - b. \$102,243 additional funding for LADOT in accordance with the 2-Year Lag policy previously adopted by the Board;
3. Proposition A Incentive Programs in the amount of \$12.9 million including a \$50,000 increase in Avalon's Ferry Subsidy Program from \$600,000 to \$650,000;
4. Proposition A Local Return, Proposition C Local Return, Measure R Local Return, TDA Article 3 (Pedestrian and Bikeways) and TDA Article 8 (Street and Highways) for \$445.4 million; and

(Continued on next page)

(Item 15 – continued from previous page)

- B. authorizing the Chief Executive Officer to adjust FY2014 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionment from the Federal Transit Authority and amend FY2014 budget as necessary to reflect the aforementioned adjustment;
- C. fund exchange in the amount of \$8.9 million of Santa Monica’s Big Blue Bus’ FY2014 Federal Section 5307 formula share allocation with Metro’s TDA Article 4 revenues, to be adjusted upon receipt of final apportionment and disbursed in FY2015;
- D. fund exchanges in the amount totaling \$19.9 million of Metro’s share of Federal Section 5307 with municipal operators’ shares of Federal Sections 5339 and 5337;
- E. adopting a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations in compliance to the terms and conditions of the allocation; and
- F. upon approval, authorizing the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

18. **ADOPTED ON CONSENT CALENDAR the FY14 Proposed Audit Plan.**

21. **APPROVED WILSON MOTION AS AMENDED** to have the Inspector General contract with an outside firm to audit the Sheriff’s Department contract and report back in 90 days to 6 months.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	ABS	Y	Y	Y	A	A	A	Y

22. CARRIED OVER TO SEPTEMBER 2013:

~~A. allowing the **County to receive Measure R equity funds**;~~

B. requiring the cities of Burbank, Glendale, La Canada Flintridge, and the County of Los Angeles to jointly develop a recommended project list for future programming years that will allow the County to "catch up" with its population share of the Arroyo Verdugo Subregion Highway Operational Funds; and

~~C. requiring all other subregions that receive Highway Operational Funds to continue developing future recommended projects using the need-based, instead of population-based, methodology~~

22.1 APPROVED **NAJARIAN MOTION** AS AMENDED BY ANTONOVICH that item 22 be moved to the September 2013 Board meeting with a full report to respond to inconsistencies/questions raised by the report;

FURTHER MOVE that the term "catch up" be removed from the staff report as this will harm the cities' programmed funding plan;

FURTHER MOVE that the CEO direct staff to identify supplemental funding to make the County whole for its proportional share of the Measure R Highway Capital Subfund for Highway Operational Improvements in the Arroyo Verdugo subregion retroactive to 2008 and to allocate any 5-year funds awarded to the county for years 2008-2013 prior to policy approval from funds other than equity funds for this time period; and

FURTHER MOVE that the Highway Advisory Committee be reconvened to begin the process established in 2008.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	A	Y	ABS	A	A	Y

23. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:
- A. negotiate the **integration of the Willowbrook/Rosa Parks Station**, formerly known as Imperial/Wilmington/Rosa Parks Station, within an adjacent parcel owned by the Los Angeles County Community Development Commission (Commission), including the potential purchase of part of the parcel, contingent on availability of funds; and
 - B. approve Contract Modification Authority specific to Contract No. PS4320-2763, Rosa Parks Transit Station Improvement and Transit Oriented District Integration Professional A&E Services, with Jenkins/Gales and Martinez, Inc. (JGM) in the amount of \$500,000 for a total contract value of \$799,006 to refine the design of a Metro facility and associated station improvements.
24. APPROVED ON CONSENT CALENDAR the updated **Measure R I-710 Early Action Project List**.
25. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:
- A. execute modification No. 6 to Contract No. PS4320-2006 with Arellano Associates to provide **outreach services for the Eastside Phase 2 Draft Environmental Impact Statement/Report (DEIS/R)** for an additional term of nine months the firm-fixed price of \$105,254, increasing the total contract value from \$1,933,771 to \$2,039,025; and
 - B. increase the Contract Modification Authority specific to Contract No. PS4320-2006, Eastside Phase 2 Outreach, with Arellano Associates in the amount of \$100,000.
29. APPROVED ON CONSENT CALENDAR the **preliminary project funding strategy for the 2013 Countywide Call for Projects**.

32. RECEIVED REPORT ON ANTONOVICH request for the **cost to run special Metrolink Sunday service on the Antelope Valley Line until regular Sunday service starts.**

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	A	A	Y

37. APPROVED **ANTONOVICH MOTION** that the Board directs the CEO to work with the legislature to increase the penalties for assaults against our bus and rail operators, with a report back to the Board in 30 days.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	A	A	Y

39. APPROVED ON CONSENT CALENDAR **HUIZAR MOTION** that the Board direct the CEO to relocate the current bus layover on La Loma Road and Figueroa Street in Eagle Rock to Colorado Boulevard east of Figueroa Street or another appropriate location.

40. APPROVED AS REVISED AND AMENDED adopting the **revisions to Metro’s Advertising Content Guidelines**. The Advertising Guidelines are a section of the Board-approved Metro System Advertising policy.

REVISION: Replace “Governmental Entity” with “LA County Governmental Agency.”

YAROSLAVSKY AMENDMENT: In Attachment B, the Statement of Approval for placement of advertising from Non-Profit Organizations on the Metro system, add the two following criteria to strengthen the policy:

5. The above – named Governmental Agency:
 - d. is funding in whole or in part the advertising message
 - e. is funding in whole or in part the event promoted by the advertising message

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	N	A	N	A	A	A	Y

41. APPROVED ON CONSENT CALENDAR the **nominees for membership on Metro San Fernando Valley, San Gabriel Valley, South Bay, and Westside/Central Service Councils.**

42. APPROVED ON CONSENT CALENDAR:
 - A. canceling Board recommendation presented at March 2013 Board meeting for award of contract OP33673016 for Trash & Vegetation Removal Services for Metro's Right of Way (ROW);

 - B. rejecting all bids received in response to IFB OP33673016 for ROW Trash & Vegetation Removal Services and issuing new IFB for these services; and

 - C. executing Modification No. 5 in the amount of \$3,368,700 for a new contract value not-to-exceed \$9,633,946 for the existing ROW **Trash and Vegetation Removal Services to Woods Maintenance Services**, OP33442103 providing on-going maintenance services throughout Metro properties and ROWs. This modification extends the period of performance through March 31, 2014 while the new procurement is completed.

43. APPROVED ON CONSENT CALENDAR:
 - A. ratifying the Advanced Transit Vehicle Consortium's award of Contract No. OP33202790 to BYD Company Ltd (BYD), Los Angeles, CA for the **manufacturing and delivery of up to twenty-five Zero Emission Buses** for a total contract value not to exceed of \$20,739,250, including tax and delivery;

 - B. establishing a Life-of-Project (LOP) budget for this ATVC project in the amount of \$30,000,000 for Zero Emission Buses in CP201071 – 30 Zero Emission Buses/SLEB Buy;

 - C. authorizing ATVC staff to initiate a new RFP for the conversion of six existing Metro gasoline electric hybrid buses to Super Low Emission Bus standards.

44. APPROVED ON CONSENT CALENDAR awarding a 24-month, firm fixed price contract under Bid Number 13-0036 to the following lowest responsive and responsible bidders for **air dryers** for an amount not-to-exceed \$2,329,076, inclusive of sales tax and a one-year option:
- A. Vehicle Maintenance Program, Inc. for the line items 1, 3 and 4 (Various Air Dryers), for a total contract value of \$859,930 and;
 - B. NABI for line item 2 (Dryer Assembly) for a total contract value of \$1,469,146.
45. AUTHORIZED ON CONSENT CALENDAR:
- A. the Chief Executive Officer to execute a ten (10) year lease agreement commencing July 1, 2013 for a **customer service center for the Purple Line Extension**, including two (2) five year options, with Klein Financial Corporation for the use of approximately 2,469 square feet of retail space located at 3183 Wilshire Boulevard, Unit 174, Los Angeles at an estimated payment of \$1,500,000 over the initial ten year term of the lease for rent and operational expenses; and
 - B. a one-time expenditure of an amount not to exceed \$375,000 for METRO's share of tenant improvement costs including construction management fees.
52. APPROVED AS AMENDED:
- A. awarding a 57 month, firm fixed price contract under Request-for-Proposal No. C0988, to Walsh/Shea Corridor Constructors for the **final design and construction of the Crenshaw/LAX Transit Corridor Project**, in the amount of \$1,177,032,356 for the base project;
 - ~~B. authorizing the Chief Executive Officer to execute individual contract changes and modifications to Contract No. C0988 in an amount not to exceed \$10,000,000 per change within the Board approved contract modification authority;~~

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(Item 52 – continued from previous page)

C. approving an increase to the life-of-project (LOP) budget for the base Crenshaw/LAX Transit Corridor Project, No. 865512, by \$160,100,000, from \$1,762,900,000 to \$1,923,000,000, consistent with the LACMTA Board’s Unified Measure R Cost Management Process, using the following fund sources:

1. ~~\$47,100,000~~ \$149.91M in Proposition C 25% funds ~~from the South Bay sub-region’s Ramps and Interchanges project;~~
2. ~~\$47,480,000~~ in Measure R 35% funds ~~from the South Bay’s Green Line Extension to LAX project (AKA the Airport Metro Connector);~~
3. ~~\$55,330,000~~ in Proposition C 25% funds ~~to be derived from de-obligating all existing Call for Project grants in the Central Area sub-region;~~
4. ~~\$10,190,000~~ \$10.09M Proposition C 40% funds from Central Area sub-region’s Wilshire Bus Rapid Transit project;

D. approving an increase to the life-of-project budget for options for Leimert Park Station and Hindry Station in the amount of \$135,000,000 from \$1,923,000,000 to \$2,058,000,000 and direct the CEO to obtain and execute grant agreements and grant and loan amendments to fund the increase; and

E. authorizing the CEO to execute options for Leimert Park Station and Hindry Station in the amount of \$95,600,000, increasing the contract amount to \$1,272,632,356 and extending period of performance by 3 months to 60 months for Contract No. C0988 conditional upon execution of the necessary grant agreements and loan amendments.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

53. APPROVED AND ADOPTED:

- A. project definition changes, **CEQA Addendum and Findings for the Crenshaw/LAX Transit Corridor Project**; and
- B. the second set of definition changes, CEQA Addendum and Findings.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

54. AUTHORIZED ON CONSENT CALENDAR the CEO to negotiate and execute a Contract Modification No. 20 to Contract No. E0119 with The Connector Partnership Joint Venture (CPJV) Inc. to continue providing bid phase engineering support services during the solicitation process, and to provide design support services during construction through FY14 for the **Regional Connector Transit Corridor Project**, in the amount of \$7,852,815, increasing the total contract value from \$39,594,562 to \$47,447,377.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
						C						

55. APPROVED AS AMENDED BY ITEM 70 an **increase to the LOP budget for the I-405 Sepulveda Pass Improvements Project by \$78.7 million**, increasing the LOP budget from \$1,070.7 million to \$1,149.4 million. ~~subject to the funding transfers and borrowing strategies.~~

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	N	C	Y	Y	Y	N	A	Y	Y	A	A	Y

64. APPROVED ON CONSENT CALENDAR:
- A. **approving the revised Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency Joint Powers Agreement (JPA);** and
 - B. amending the LACMTA Budget for FY 2013-14 to include up to \$350,000 in new Measure R 3% funds for LOSSAN JPA start up costs.
65. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:
- A. execute contract modification No. 2 to Contract No. PS6940-2992, **Temporary Contract Administration Staffing Support Services Bench** (Bench), to increase the cumulative contract value of Bench contracts in an amount not-to-exceed \$3,000,000, increasing the cumulative contract value from \$500,000 to \$3,500,000; and
 - B. extend the period of performance up to 24 months;
 - C. add or replace other qualified firms on the bench.
66. APPROVED UNDER RECONSIDERATION awarding a ten year, indefinite delivery/indefinite quantity contract under Bid No. PS64403026 with Iron Mountain Information Management, LLC, the lowest responsive and responsible bidder for **off-site storage and maintenance of inactive records**. The recommended award is for an amount not-to-exceed \$2,890,533 inclusive of sales tax and five one-year options, effective August 1, 2013.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	C	C	Y	Y	C	Y	Y	A	A	A	Y

67. APPROVED ON CONSENT CALENDAR:

- A. **funding of \$67,172,267 for FY14 for Access Services** (Access), including \$2,000,000 which will be paid directly to the Southern California Regional Rail Authority (Metrolink) for its participation in the Board-adopted Free Fare Program; and
- B. authorizing the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority and the Southern California Regional Rail Authority for Metrolink’s Free Fare Agreement for a period of five years.

68. APPROVED **ANTONOVICH AND DUBOIS MOTION** that the CEO return to the Executive Management Committee and Full Board in September with an evaluation of and implementation plan for the recommendations proposed by the organizational study consultants.

69. RECEIVED **Civil Rights update**.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
P	A	P	P	P	P	P	P	P	A	A	A	P

~~70. CONSTRUCTION COMMITTEE FORWARDED WITHOUT RECOMMENDATION **KNABE AND O’CONNOR MOTION** that the MTA Board of Directors:~~

- ~~A. approve a waiver of Metro Prop C 25% debt ceiling policy not to exceed the lower amount of 5% or \$60 million for the purpose of fully funding the \$12.5 million restoration of the Bus Facility at the Aviation/Century station (previously eliminated in the value-engineering process) into the LAX/Crenshaw baseline LOP and restoring the \$47.5 million needed to avoid reduction of the funding for the Measure R Airport Metro Connector project; and~~
- ~~B. allocate \$47.1 million in Measure R Highway 20% (surplus) to restore the Prop C 25% previously programmed for the South Bay Ramps and Interchanges project.~~

70. APPROVED **KNABE, O'CONNOR, DUBOIS AND KATZ SUBSTITUTE MOTION that the Metro Board of Directors Amend Items No. 12, No. 52 and No. 55 as follows:**

Recommending Approval of the CEO's recommendations contained in Item No. 12, Sections A (1) (a), (b), and (c), under the following conditions:

The LACMTA Board of Directors hereby instructs the CEO to change the LRTP Financial Forecast to more accurately reflect the anticipated cash flow needs of the highway and transit programs expected to utilize Proposition C 25% funds in FY 2013 and through FY 2019 such that the modifications below can be funded through a combination of more accurate forecasting and increased borrowing, **if necessary**; and

Changes portions of the CEO's *Measure R Project Cost Control Process and Policy* compliance-recommendations in Item No. 12 - A (2) of the staff report by instructing staff to identify up to **\$377.91** million in alternative Proposition C 25% funds (or bonds backed by Proposition C 25%, if necessary) through FY 2019, consistent with the following: Approve all recommendations in Item No. 12 Attachment B (pg. 35) of the staff report except that the following projects' costs are to be funded with Proposition C 25% funds (or bonds backed by Proposition C 25% funds, if necessary) **instead** of other proposed Measure R corridor or subregional trade-offs, as follows:

- The Crenshaw/LAX project is to receive a total of **\$160** million as follows:
 - ✓ **\$149.91** million from Proposition C 25% funds **instead** of other funds proposed through subregional and corridor trade-offs involving the Central Area Call for Projects and the Airport Metro Connector;
 - ✓ \$10.09 million from Proposition C 40% (Wilshire Bus Rapid Transit Project)
- The I-5 South is to receive **\$153.00** million from Proposition C 25% funds **instead** of other funds proposed through subregional and corridor trade-offs involving Measure R reserves from I-5 South and I-5 South at Carmenita;

(Continued on next page)

(Item 70 – continued from previous page)

- The I-405 project is to receive **\$75.00** million from Proposition C 25% funds **instead** of other funds proposed through subregional and corridor trade-offs involving Measure R reserves from Expo and I-5 North; and,

Stipulates that the above Proposition C 25% direct funding and borrowing (if necessary) be planned in a manner that does not impact the schedule and scope of work funded in the LRTP for the Las Virgenes/Malibu, North County, San Gabriel Valley, San Fernando Valley and Arroyo Verdugo and South Bay; and

Approval of the following to cover cost increases using the following available funds:

- \$73.11 million for the Westside Subway Extension Project from Lease Revenues (Wilshire Bus Rapid Transit Project)
- \$32 million for the Regional Connector Project from Lease Revenues (Wilshire Bus Rapid Transit Project)
- \$39 million for Exposition Line Phase I from Proposition C 25% (Exposition Phase II Line)

In conclusion, the changes cited above in this Motion hereby supersede the staff recommendations presently contained in Items No. 12 Sections A-2 and Attachment B (The Updated LRTP Financial Forecast), No. 52 Sections C (1), (2), and (3) (The Crenshaw/LAX Transit Corridor Project) and No. 55 by striking the words “subject to” through “Evaluation” (The I-405 Sepulveda Pass Improvement Project and upon Approval of this Motion will be immediately conformed to reflect the changes to items No. 12, No. 52, and No. 55 respectively, as instructed in this Motion.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N

(Continued on next page)

(Item 70 – continued from previous page)

WITHDRAWN: ANTONOVICH, RIDLEY-THOMAS AND FASANA

MOTION that the Board of Directors amends Item #70 to include a timely financial commitment of \$100.0 million in Prop C 25% (or other such local funding) to the Gold Line Foothill Extension project for construction of Phase 2B (Azusa to Claremont) within Los Angeles County:

~~FURTHER MOVE~~ that the CEO shall amend any documents necessary (i.e., Fund Transfer Agreement) to reflect these new funding commitments to the Gold Line Foothill Construction Authority for the project between Pasadena and Claremont.

ANTONOVICH requested that the CEO complete a report on the cost estimates and descriptions of the unfunded scope-of-work for all Measure R projects within 60 days for distribution to the Board, the COG's and all interested parties with the final report back to the Board in 90 days.

71. APPROVED ON CONSENT CALENDAR **KATZ MOTION** that the MTA Board of Directors direct the CEO to work with our Sacramento delegation to investigate, hold hearings and ascertain whether, the CMP is still an appropriate, useful and consistent tool aligned with our state and regional objectives.

FURTHER MOVE to direct the CEO to report to the Board regarding any State findings and legislative changes to CMP statute, and in consultation with the business and environmental communities, local jurisdictions and the Southern California Association of Governments, return to the Board with a recommendation on meeting CMP requirements no later than the February 2014 Board meeting, when the Board must determine local jurisdiction conformity with CMP statute.

72. APPROVED ON CONSENT CALENDAR **VILLARAIGOSA, MOLINA, NAJARIAN AND WILSON MOTION** that the MTA Board of Directors direct the CEO to use the following framework in order to create an “open streets” program:

A. identify an eligible source of funds to allocate annually up to \$2 million to support the planning, coordination, promotion and other related organizational costs;

(Continued on next page)

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- B. report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional “open streets” events throughout Los Angeles County; and
 - C. develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.
73. **APPROVED ON CONSENT CALENDAR VILLARAIGOSA, KATZ, KNABE AND WILSON MOTION** that the MTA Board of Directors adopt and direct the CEO to do the following:
- A. adopt as policy a rail alignment alternative that connects the existing Crenshaw/LAX and Green Line alignments to the ITF;
 - B. include the rail ITF connection to the Airport Metro Connector Environmental Impact Report & Study (EIR/EIS); and authorize up to \$600,000 in Airport Metro Connector Measure R 35% funds;
 - C. determine construction cost of project as described above;
 - D. conduct a modeling/ridership analysis to determine passenger and employee ridership in coordination with LAWA;
 - E. explore and recommend a financial plan to fully fund the Airport Metro Connector which includes but is not limited to the following sources:
 - 1. eligible airport revenues
 - 2. federal Transit Administration and/or Federal Aviation Administration eligible funds;
 - 3. Transit Oriented Development & Property leases
 - 4. Public Private Partnerships

(Continued on next page)

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F. by the September 2013 Board Meeting, in cooperation with LAWA, transmit to Federal Aviation Administration a formal request to allow initiation of the EIS/EIR and report to the Board in October 2013 the results of this request.

74. AUTHORIZED the Chief Executive Officer to award three 18-month, firm fixed price contracts (Contract No. PS71303092A, B & C), effective August 1, 2013 to Holland & Knight, Kadesh & Associates and Cliff Madison Government Relations, for **federal legislative advocacy services** in a cumulative amount not to exceed \$943,425, inclusive of a one-year option for each contract.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	C	Y	Y	Y	Y	Y	Y	A	A	A	Y

75. APPROVED ON CONSENT CALENDAR **KNABE, ANTONOVICH AND KATZ MOTION** that the MTA Board of Directors approve the Access budget for Fiscal Year 2014 subject to the following:

Instruct the CEO to:

- A. Ensure that any future discussions regarding changes to any fixed-route service include a thorough cost benefit analysis of the impact to our ADA paratransit services.
- B. Closely coordinate with local transit providers, including municipal dial-a-rides and other paratransit service to assist patrons.
- C. Identify supplemental federal and state funds, including grants, to augment the Access budget that can be used in the near-term to Grandfather-In current Access clients that now find themselves out of the service area.
- D. Return at the December Board with an independent review using an outside contractor that includes the following:

(Continued on next page)

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- Customer satisfaction survey of Access patrons.
- Review and analysis of projected demand for Access for the next five years.
- Listing of all federal and state funds eligible for Access and their projected uses.
- Funding plan, including cost and demand mitigation strategies.
- Performance and financial review of Access, including review
- of their eligibility certification criteria, Access service provided compared to the ADA requirements.
- Longer term strategy and options to apply future service changes to current Access clients.

E. Work with Access to incorporate findings and recommendations of the above review into Access operations and budget request for Fiscal Year 2015.

77. **APPROVED ANTONOVICH MOTION AS REVISED** that the MTA Board of Directors adopts as a standing policy the conducting of an annual independent Safety Culture review of the agency.

This review shall:

- Be procured under the authority of and overseen by the System Safety and Operations Committee with the goal of maintaining independence of the report within the agency
- Include recommendations for considerations by the Board to improve Safety Culture within the agency
- Include a review of roles and responsibilities of the Board to provide top-down leadership in implementing Safety Culture within the agency

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- Be presented to the System Safety and Operations Committee and Full Board every January for consideration by the Board

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	A	A	Y

78. APPROVED BY 2/3 VOTE:

- holding a public hearing on the proposed Resolution of Necessity; and
- adopting the Resolution of Necessity authorizing the commencement of an eminent domain action to **acquire Parcel SW-0104 (APN 4125-020-005) for the Crenshaw/LAX Transit Corridor Project**, consisting of the real property.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	A	Y	Y	Y	Y	Y	Y	Y	Y	A	A	Y

79. APPROVED BY 2/3 VOTE:

- holding a public hearing on the proposed Resolution of Necessity; and
- adopting the Resolution of Necessity authorizing the commencement of an eminent domain action to **acquire Parcel SW-0103 (APN 4125-020-016) for the Crenshaw/LAX Transit Corridor Project**, consisting of a fee interest in the real property.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	A	A	Y

80. APPROVED BY 2/3 VOTE:

- A. holding a public hearing on the proposed Resolution of Necessity; and
- B. adopting the Resolution of Necessity authorizing the commencement of an eminent domain action to **acquire Parcel CR-3101 (APN 4005-007-026) for the Crenshaw/LAX Transit Corridor Project**, consisting of the real property and site improvements.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	A	A	Y

81. APPROVED BY 2/3 VOTE:

- A. holding a public hearing on the proposed Resolution of Necessity; and
- B. adopting the Resolution of Necessity authorizing the commencement of an eminent domain action to **acquire Parcels RC-464 and RC-465 (APN's 5161-018-001; 5161-018-002; 5161-018-008; 5161-018-009; 5161-018-010; and 5161-018-021) for the Regional Connector Project**, consisting of the real property and the immovable fixtures and equipment.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	A	A	Y

82. APPROVED BY 2/3 VOTE:

- A. holding a public hearing on the proposed Resolution of Necessity; and
- B. adopting the Resolution of Necessity authorizing the commencement of an eminent domain action to **acquire Parcels CR-4503 and CR-4505 (APN's 5044-002-006, 008 & 009) for the Crenshaw/LAX Transit Corridor Project**, consisting of the real property and the immovable fixtures and equipment.

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AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	A	A	Y

83. APPROVED BY 2/3 VOTE:

- A. holding a public hearing on the proposed Resolution of Necessity; and
- B. adopting the Resolution of Necessity authorizing the commencement of an eminent domain action to **acquire Parcel SW-0101 (APN 4125-020-001) for the Crenshaw/LAX Transit Corridor Project**, consisting of the real property.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	A	A	Y

84. APPROVED the proposed fare change to be implemented in July 2013 to provide **EZ and Metro passes to the Youth On The Move program.**

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y

85. APPROVED **NAJARIAN MOTION** that the CEO directs staff to reconvene the Highway Advisory Group to address cost overruns and other needs for COG highway projects by utilizing accumulated Measure R Highway 20% Equity funds; and

FURTHER MOVE that the Las Virgenes/Malibu COG be awarded \$10 million in Measure R 20% funds, to be paid out of its share of future Equity funds, to complete the Lost Hills bridge/intersection and the Lindero Canyon Road Interchange Project. The funds are needed in the first quarter of fiscal year 2014.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	A	A	A

86. **CLOSED SESSION:**

A. Public Employee Performance Evaluation – G.C. 54957:
Chief Executive Officer

NO REPORT.

B. Conference with Legal Counsel – Existing Litigation – G.C. 54956.9(a):

1. Chris Bates v. LACMTA, Case No. NC 056009

NO REPORT.

2. Crenshaw Subway Coalition v. LACMTA, Case No. CV 11-9603-FMO (JCx) consolidated with CV 12-01672-FMO (JCx)

NO REPORT.

C. Conference with Labor Negotiator – G.C. 54957.6:
Agency Representatives: Richard Hunt and Don Ott
Employee Organizations: TCU, AFSCME & ATU

APPROVED Collective Bargaining Agreements with TCU and AFSCME.

AN	JF	TL	ZY	PO	RK	MA	MRT	DD	DK	AV	GM	MW
A	Y	Y	A	Y	Y	Y	A	Y	A	A	A	Y

RECEIVED public comment.

ADJOURNED at 3:30 p.m. in memory of Olivia Gamboa.

Prepared by: Collette Langston, Board Specialist



Appendix V