

RECAP/DRAFT MINUTES

Regular Board Meeting
Board of Directors

One Gateway Plaza
3rd Floor Board Room

Called to Order at: 9:07 a.m.

Directors Present:

Don Knabe, Chair
Antonio Villaraigosa, 1st Vice Chair
Michael Antonovich, 2nd Vice Chair
Diane DuBois
John Fasana
José Huizar
Richard Katz
Gloria Molina
Ara J. Najarian
Pam O'Connor
Mark Ridley-Thomas
Mel Wilson
Zev Yaroslavsky
Michael Miles, 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



Los Angeles County
Metropolitan Transportation Authority

Metro

Pledge of Allegiance

Reading of the Agenda

I. PRESENTATIONS/SET MATTERS

S-1. Chair’s Report – none.

S-2. RECEIVED Chief Executive Officer’s Report.

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

II. BOARD OF DIRECTORS ITEM 1

1. APPROVED KNABE MOTION that the MTA Board direct the CEO to review the **Breaking Down Barriers initiative** being advanced by the Orange County Transportation Authority (OCTA), pending the OCTA Board’s action on the initiative later this month, and provide a written and oral report to the Board within one month that includes a recommendation as to whether or not the MTA Board should endorse this initiative.

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

MW = M. Wilson	AN = A. Najarian	RK = R. Katz	JF = J. Fasana
JH = J. Huizar	MA = M. Antonovich	DD = D. DuBois	
PO = P. O’Connor	DK = D. Knabe	MRT = M. Ridley-Thomas	
ZY = Z. Yaroslavsky	AV = A. Villaraigosa	GM = G. Molina	

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

III. APPROVED CONSENT CALENDAR ITEMS 2, 5-6, 8-9, 12, AND 14-15

Consent Calendar Items were approved by one motion except Items 3, 4, 7, 10, 11 and 13 which were held by a Director for discussion.

Items 3, 4, 10 and 11 Required a 2/3 Vote.

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

2. APPROVED ON CONSENT CALENDAR **Minutes** of the February 24, 2011 Regular Meeting.

CONSTRUCTION COMMITTEE

3. APPROVED BY A 2/3 VOTE:
- A. finding that use of the design-build process pursuant to Public Utilities Code Section 130242(a) will achieve certain private sector efficiencies in the integration of the design, project work and components of the **Crenshaw/LAX Transit Corridor Project**; and
 - B. finding that the use of the design-build process pursuant to Public Contract Code 20209.5 et seq. will accomplish a reduction in project costs, or will expedite project completion, or will provide design features not achievable through the design-bid-build method.

The action(s) pursuant to these findings is contingent upon Board certification of the Crenshaw Transit Corridor Final Environmental Impact Statement/Environmental Impact Report (Crenshaw/LAX Transit Corridor Project).

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

4. APPROVED BY A 2/3 VOTE:

- A. finding that awarding pursuant to Public Utilities Code Section 130242(b) will achieve certain private sector efficiencies in the integration of the design, project work and components related to the real property renovation, repair and construction work at transit facilities in Los Angeles County as defined by the projects listed on Attachment B of the Board report;
- B. authorizing the Chief Executive Officer to solicit and award Design-Build contracts for **Pasadena Gold Line Construction Repairs** pursuant to Public Utilities Code Section 130242 (a), (c), (d) & (e);
- C. approving an increase for the Life of Project Budget from \$2,729,000 to \$9,079,000 for Project 809005 - Pasadena Gold Line Closeout; and
- D. amending the FY11 Budget to add \$500,000 for immediate repairs.

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

EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE

5. ADOPTED ON CONSENT CALENDAR the following **positions on State Legislation:**

- A. **SB 867 (Padilla)** – Would establish the Build California Bonds Program to be administered by the California Transportation Finance Authority. **SUPPORT**
- B. **AB 1229 (Feuer)** – Would authorize the California Transportation Finance Authority to direct the Treasurer to utilize unrestricted moneys held by the California Transportation Finance Authority to subsidize the payment of interest by those local or regional agencies on revenue bonds issued by those agencies pursuant to these provisions. **SUPPORT**

(Continued on next page)

(Item 5 – Continued)

- C. **AB 426 (Lowenthal)** – Would authorize MTA’s Transit Court to pursue a specific administrative process and also requires the revenues from fines collected from offenses on our system to be deposited in the MTA’s general fund. **SUPPORT**
- D. **AB 650 (Blumenfield)** – Would establish the Blue Ribbon Task Force on Public Transportation for the 21st Century. **SUPPORT**

EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE & OPERATIONS COMMITTEE

- 6. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to exercise Option No. 1 to MOU PS2610LASD with the County of Los Angeles Sheriffs Department to provide **law enforcement services** for the period covering July 1, 2012 through June 30, 2013. Subject to obtaining the agreement of the County of Los Angeles Sheriffs Department to exercise the option, authorize the Chief Executive Officer to execute, on a single source basis, Option 1 to MOU PS2610LASD. Staff will return to the Board for funding authorization to exercise FY13 Transit Community Policing Services, Option 1.

FINANCE AND BUDGET COMMITTEE

- 7. AUTHORIZED the CEO to amend the **Gold Line Foothill Extension Funding Agreement** to:
 - A. increase the Phase 2A budget by \$45 million from \$690 million to a total revised Life-of-Project (“LOP”) budget of \$735 million;
 - B. allocate \$27.4 million of the revised LOP budget to MTA to cover the estimated cost of Measure R bond financing to meet Phase 2A’s accelerated schedule; and
 - C. make all necessary modifications to the Agreement consistent with the discussions outlined.

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

8. ADOPTED ON CONSENT CALENDAR a resolution and authorizing MTA to enter into a joint powers agreement with the County of Los Angeles allowing MTA to **deposit temporary excess funds in the Los Angeles County Treasury Pool.**

FINANCE AND BUDGET COMMITTEE & OPERATIONS COMMITTEE

9. APPROVED ON CONSENT CALENDAR:

VILLARAIGOSA, KNABE AND ANTONOVICH MOTION that the MTA Board direct the CEO to develop a recommended strategy and timeline, subject to future review and approval by the MTA Board, for **transitioning to super low/zero emission buses.**

OPERATIONS COMMITTEE

10. APPROVED BY A 2/3 VOTE:

- A. finding that the **procurement of 40' advanced transit buses** under Public Utilities Code Section 130232 does not constitute a procurement method adequate for MTA's needs. The Board hereby authorizes procurement of these 40' advanced transit buses pursuant to Public Contracts Code (PCC) Section 20217 for procurement by competitive negotiation;
- B. authorizing the Chief Executive Officer to solicit a Best Value Request for Proposal (RFP) for a contract to purchase up to 700 advanced transit buses as a competitive negotiation pursuant to PCC Section 20217 and MTA's Procurement Policies and Procedures;
- C. authorizing staff to include RFP terms and conditions, evaluation criteria and proposal requirements designed to create employment opportunities in Los Angeles County. These solicitation requirements will be introduced as an Alternate Proposal path that will only be used for source selection and award if the Federal Transportation Authority grants approval of these unconventional requirements prior to May 31, 2011;

(Continued on next page)

(Item 10 – Continued)

- D. approving recruitments to add one FTE beginning April 1, 2011 to Transit Operations to provide dedicated project management and engineering support and one FTE also beginning April 1, 2011 to Administrative Services - Procurement to provide dedicated project and procurement support for the life of the capital project; and
- E. In a separate action, the Advanced Transit Vehicle Consortium (ATVC) will seek authorization from its Board to approve a separate RFP that would be released simultaneously to this Best value RFP to obtain up to 30 zero emission revenue vehicles that can be assessed as a pilot prototype program.

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

11. APPROVED BY A 2/3 VOTE:

- A. finding that awarding design-build contracts pursuant to Public Utilities Code Section 130242(b) will achieve for MTA certain private sector efficiencies in the integration of the design, project work, and components related to the real property renovation, repair, and construction work at Metro facilities in Los Angeles County; and
- B. authorizing the Chief Executive Officer to solicit and award design-build contracts for renovation, repair and construction at Metro rail facilities, pursuant to Public Utilities Code Section 130242(a), (c), (d) & (e), and approving use of design-build contracting delivery approach for **CP 204123 Division 11 Body Shop Ventilation and CP 205063 MBL pedestrian and swing gates installation.**

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

12. ADOPTED ON CONSENT CALENDAR the **Revised Metro Service Council Bylaws.**

PLANNING AND PROGRAMMING COMMITTEE

13. AUTHORIZED the Chief Executive Officer to:

A. award and execute a firm fixed cost contract with options, Contract No. PS10-4320-2618, to HDR Engineering, Inc. to provide professional services for an amount not to exceed \$2,260,000 for the **Restoration of Historic Streetcar Service in Downtown Los Angeles**. The initial tasks, for an amount not to exceed \$1,160,000, include Documentation of Alternative Analysis, Advanced Conceptual Engineering, and Environmental Technical Studies. Upon request by, and predicated on the approval of funds by, and receipt of funds from, the Community Redevelopment Agency-City of Los Angeles and execution of reimbursement agreements with LACMTA, the options, when executed would not exceed an amount of \$1,100,000 and are as follows:

- Option A for an amount not to exceed \$218,182 for completion of a Draft and Final Environmental Study/Report/Assessment;
- Option B for an amount not to exceed \$268,299 for completion of Federal Transit Administration Small Starts Application;
- Option C for an amount not to exceed \$613,519 for additional Scope and Service: Geotechnical Report Summary, Utility Relocation, and Traffic Signal Modification Design; and

B. amend the FY11 Budget by adding 1 Project Manager for the duration of the project to provide project management support. The FTE will be re-evaluated through the budget process, once the project is completed.

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

14. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and execute:
 - A. a firm fixed-price Contract No. PS114330-2636 to STV/PB-ConnectLAX Joint Venture for an amount not to exceed \$4,770,585 for professional services to complete the Alternatives Analysis (AA), Draft Environmental Impact Statement/Report (DEIS/R), and Conceptual Engineering (CE) for the **Metro Green Line to LAX project**. This contract includes an option for future final environmental clearance and advanced CE that could be exercised subject to Board approval. Final contract value is subject to the completion of a pre-award audit and corresponding negotiations currently underway; and
 - B. contract modifications up to 20% of the final contract value to cover the cost of any unforeseen issues that may arise during the AA/DEIS/R.

15. APPROVED ON CONSENT CALENDAR the following actions for the **2011 Countywide Call for Projects**:
 - A. Preliminary Transportation Modal Category Funding Marks and Preliminary Fund Estimate of \$102 million;
 - B. reprogramming \$5 million from the 2010 Countywide Call for Projects Recertifications and Deobligations and any funds deobligated during the 2011 Countywide Call for Projects Recertifications and Deobligations process to the 2011 Call for Projects;
 - C. assigning first priority for 2010 and 2011 deobligated funds from the Signal Synchronization and Bus Speed Improvements modal category to the County of Los Angeles projects for Gateway Cities (# F1312) and San Gabriel Valley (# F1321), and the North County ITS project (# F1300); and
 - D. Process for Final Action on the 2011 Call for Projects.

IV. DISCUSSION ITEMS 16 THROUGH 22

16. APPROVED AS AMENDED BY DIRECTOR RIDLEY-THOMAS TO ADD ITEMS 1D AND E:

VILLARAIGOSA, MOLINA, KATZ & O'CONNOR MOTION that the MTA Board direct the CEO to:

1. Prepare a Union Station Master Plan with the following goals:
 - A. Integration of all transportation services serving Union Station and surrounding areas, including but not limited to: MTA rail and bus, municipal operators, Metrolink, Amtrak, and high speed rail
 - B. Inclusion and integration of pedestrian and bicycle access and facilities
 - C. Incorporation of green/sustainable principles in planning, design, and implementation (construction)
 - D. Identify and develop a program for potentially compatible building elements including retail, housing, office space, open space, hotel and other possible uses, and develop a marketing plan for attracting these uses
 - E. Plan for linkages and connections with El Pueblo, Chinatown, The California Endowment, the Los Angeles Civic Center and other local destinations
2. Create an oversight committee to oversee the development of the master plan with the following characteristics:
 - A. Members shall include, at a minimum, representatives from: MTA, Metrolink, Amtrak, the California High Speed Rail Authority, City of Los Angeles, County of Los Angeles, and Caltrans
 - B. The committee shall meet at least quarterly

(CONTINUED ON NEXT PAGE)

IV. DISCUSSION ITEMS - Continued

(ITEM 16 - CONTINUED FROM PREVIOUS PAGE)

3. Initiate a design competition with the following characteristics:
 - A. MTA shall consult with leading U.S. real estate, planning, and architectural institutions
 - B. The design competition shall produce conceptual level design and visioning for a world-class Union Station inter-modal station
4. Report back during the June 2011 MTA Board cycle with the following:
 - A. Implementation plan
 - B. Project schedule
 - C. Funding necessary to ensure that the master plan and design competition can be completed
5. Ensure that Union Station's historic status is taken into account in the MTA's master planning activities, including both the positive and negative implications of such a designation.

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

17. **APPROVED the FY12 Budget Planning Parameters.**

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

IV. DISCUSSION ITEMS - Continued

18. APPROVED RECOMMENDATIONS B AND E AS AMENDED BY DIRECTOR WILSON, AND CARRIED OVER RECOMMENDATIONS A, C AND D:
- A. CARRIED OVER approving the **updated Los Angeles County Transportation Improvement Program (TIP) priorities** for use in programming fiscal year (FY) 2010-11 to FY 2018-19;
 - B. APPROVED the programming of \$236.9 million in federal operating and capital funds for Access Services; \$70.2 million in Congestion Mitigation and Air Quality Improvement program funds for new rail corridor operations; and \$35.3 million for the Countywide Rideshare/Vanpool program for FY 2011-12 through FY 2014-15;
 - C. CARRIED OVER authorizing the Chief Executive Officer, when necessary, to assign or reassign when necessary, federal, state and local funds to support Board-approved projects and programs so long as the priorities of the LACMTA Board approved Long Range Transportation Plan (LRTP) and this report are not changed by the assignment or re-assignment;
 - D. CARRIED OVER authorizing the Chief Executive Officer to negotiate and execute funding contracts or agreements as needed with Los Angeles County jurisdictions, agencies or other entities to provide funds programmed as authorized, consistent with the priorities of the LRTP and this report; and
 - E. APPROVED the programming of \$50.1 million in FY 2010-11 federal State of Good Repair Funding for projects shown in Attachment C of the Board report.

Wilson Amendment to recommendation B directing staff to revise the evaluation criteria requiring transition from current emission vehicles to vehicles with low and/or zero emission levels.

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

IV. DISCUSSION ITEMS - Continued

19. AUTHORIZED the Chief Executive Officer to:
- A. negotiate and execute contract No. PS4710-2647 to AECOM Technical Services, Inc. to provide for professional services to prepare **an I-710 South Corridor Project - South End Utility Relocation Study**, for an amount not to exceed \$6,987,317. Final contract value is subject to the completion of a pre-award audit and corresponding negotiations currently underway. In the event an agreement cannot be reached with the recommended proposer, we will proceed to the next highest evaluated proposer; and
 - B. approve contract modification authority for up to \$1,500,000 to cover the cost of any potentially unforeseen issues that may arise during the performance of the work.

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

20. APPROVED AS AMENDED **service changes to Tier I bus lines** scheduled to be implemented effective June 26, 2011. Also included are proposed Tier 1 bus lines which are proposed to change upon the Expo Rail Line opening in November 2011.

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

(Continued on next page)

(Item 20 – Continued)

APPROVED MOTION BY DIRECTORS VILLARAIGOSA, MOLINA, AND WILSON, AS AMENDED BY DIRECTORS DUBOIS AND MOLINA:

MTA is the second largest bus operator in the U.S. and has made significant improvements in both the quantity and quality of bus service it provides since voluntarily entering into a federal consent decree.

On an average weekday, MTA has 1.4 million daily transit boardings, including 1.1 million bus boardings (12-month averages through February 2011).

Many MTA bus riders are low income and transit dependent, including students, seniors, and the disabled.

While MTA operated bus service continues to be the backbone of the county's transit system based on today's ridership, MTA's mandate is not just that of a bus operator.

MTA also funds and operates other transit service, including municipal operators, Metrolink commuter rail, and our own heavy rail and light rail systems.

Many of the people who use these services also are low income and transit dependent.

This month the CEO is recommending reducing MTA operated bus service by a net of 305,287 revenue service hours (-4.4% versus current levels) starting June 26, 2011.

This is the fifth straight service reduction in a row since June 2009.

Additional reductions are proposed for FY 2012, with a total reduction of 566,000 revenue service hours (another -4.1% versus the proposed June 2011 service levels), inclusive of the 305,287 proposed in June.

The proposed June 2011 service cuts would result in a cumulative 12.2% service reduction versus December 2008 (7.6 million revenue service hours) and a cumulative 15.8% service reduction in the FY 2012 budget parameters are adopted. (Continued on next page)

(Item 20 – Continued)

**MOTION BY DIRECTORS VILLARAIGOSA, MOLINA, AND WILSON,
AS AMENDED BY DIRECTORS DUBOIS AND MOLINA (Continued)**

However, because MTA now is operating a bus fleet with larger vehicles with more seats compared to 1997 (first year after the consent decree), the total MTA bus system capacity is larger than revenue service hours suggest.

The rationale for the proposed changes needs to be understood better and the change needs to be understood within the larger context of overall transit service levels and utilization throughout Los Angeles County.

I THEREFORE MOVE that the MTA Board direct the CEO to:

1. **Recent service changes** – Report on the following related to recent service changes:
 - A. Net service changes (revenue service hours) from July 2009 through March 2011 (inclusive of the current recommendation)
 - B. Change in service quality metrics (e.g. on-time performance) over the same period since a basis for the recommended reductions is improved service quality
 - C. Total cost savings generated from each service change (shake-up) since July 2009
 - D. Description of how savings were used and reinvested to improve bus service, including savings generated by the June 2011 shake-up
2. **Future service changes** – Report on the following:
 - A. Proposed new or modified policy criteria that ensure continued service to regionally significant destinations, including but not limited to health care and educational facilities, is maintained
 - B. New policy for reinvesting savings from bus service reductions not made for budgetary reasons

(Continued on next page)

(Item 20 – Continued)

MOTION BY DIRECTORS VILLARAIGOSA, MOLINA, AND WILSON,
AS AMENDED BY DIRECTORS DUBOIS AND MOLINA (Continued)

- C. Five-year vision for the overall level MTA operated transit services (including future service changes) in light of new busway and light rail lines that are opening in the next five years (e.g. Expo Phase 1, Orange Line Canoga, Foothill Extension, and Expo Phase 2)
3. **Service levels** – Report on the change in service levels based on total passenger capacity provided (service hours x seats x load factor) between 1997 and current for transit service funded by MTA:
- A. MTA bus service (excluding Orange Line)
 - B. Municipal operator bus service
 - C. Total bus service (MTA + municipal operator)
 - D. MTA rail service (heavy rail + light rail + Orange Line)
 - E. Metrolink service
 - F. Total transit service
4. **Service quality** – Report on current service quality by mode (local bus, limited bus, express bus, rapid bus, busway, light rail, heavy rail, and commuter rail) for metrics below. Where applicable, analyze the specific management practices that have led to increases in service quality for each metric:
- A. Travel speed
 - B. Service frequency (headway)
 - C. Hours of operation
 - D. On-time performance
 - E. Cleanliness

(Continued on next page)

(Item 20 – Continued)

MOTION BY DIRECTORS VILLARAIGOSA, MOLINA, AND WILSON,
AS AMENDED BY DIRECTORS DUBOIS AND MOLINA (Continued)

5. **Cost effectiveness** – Report on the cost effectiveness of each mode (i.e. cost per passenger mile)
 - A. MTA bus service (excluding Orange Line)
 - B. Municipal operator bus service
 - C. MTA heavy rail
 - D. MTA light rail
 - E. MTA busway (Orange Line)
 - F. Metrolink

6. **Service enhancements** – Evaluate potential changes to MTA’s current fare and transfer policy, including but not limited to:
 - A. Unlimited transfers within a fixed time window (to mitigate new forced transfers created by service reductions and restructuring)
 - B. Restoration of reduced cost transfers
 - C. Reduction in the price of the MTA day pass

7. Report back on Items 1 and 3 at the April Operations Committee and Board meeting.

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

21. RECEIVED AND FILED information regarding the **America Fast Forward initiative.**

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

22. RECEIVED AND FILED report on a **proposed congressional effort to create a new federal bond program** to support the construction of highway, transit and other infrastructure projects.

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

V. MISCELLANEOUS

23. Additions to the agenda which were posted more than 72 hours in advance of the meeting, as indicated on the supplemental agenda.
24. Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

Item 24.1 read into the record by Director Antonovich for consideration at the April Finance & Budget and Executive Management & Audit Committee Meetings.

ANTONOVICH MOTION:

Proposition 1B, an infrastructure bond program approved by California voters in 2006, promised to fund many transportation projects that would improve mobility and economic development statewide. In Los Angeles County, for example, one project that would receive over \$300 million under the Prop 1B Trade Corridor Improvement Fund (TCIF) is the San Gabriel Trench.
(Continued next page)

(Item 24.1 – Continued)

ANTONOVICH MOTION (Continued)

Without this funding, this project of major significance which was supposed to be put out to bid for construction work this year will not be able to move forward as planned. Other projects in Los Angeles County also are counting on Prop 1B for funding to move forward as well. Customarily the State of California has held biannual bond sales to support the funding promised under Prop 1B for projects like the San Gabriel Trench. However, the current fiscal crisis in the State forced the legislature to cancel the planned Spring 2011 bond sale. The planned Fall 2011 bond sale is also threatened to be cancelled if voters do not approve a proposed tax plan to be placed on the ballot by the Governor. Cancellation of the Fall 2011 Prop 1B bond sale will have a detrimental impact on several projects that are MTA priorities. Now is the time to develop strategies to implement should this happen.

I THEREFORE MOVE that the Board directs the CEO to return within 30 days with a report that provides at minimum the following elements:

1. a full assessment of which Los Angeles County projects are impacted by the potential cancellation of Prop 1B bond sales in Fall 2011, including impacts to project schedules, funding and associated cost increases and mobility reductions due to project delays;
 2. a comprehensive legislative strategy that outlines proactive steps that MTA staff and Board can take to ensure to the best of our ability that Prop 1B bond sales proceed as planned in a manner that supports Los Angeles County projects;
 3. a comprehensive mitigation strategy, should the Fall 2011 Prop 1B bond sales be cancelled, that will help keep Los Angeles County projects on current construction schedules as much as possible; and
 4. an outreach plan to our Los Angeles County state legislative delegation that will allow the Board to advocate for keeping the Fall 2011 Prop 1B bond sales in place and protecting the funding for our affected projects.
25. Opportunity for members of the public to address the Board on items of interest that are within the subject matter jurisdiction of the Board.

RECEIVED public comment.

VI. CLOSED SESSION

CS-1. Personnel Matters - G.C. 54957
 Public Employee Appointment
 Consider appointment of Inspector General

NO REPORT.

CS-2. Conference with Legal Counsel - Pending litigation - G.C. 54956.9(a)

1. Bing Fu Huang v. L.A.C.M.T.A., Case No. BC432787

APPROVED settlement in the amount of \$480,000.

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

2. Scott Redman v. L.A.C.M.T.A., Case No. BC425430

APPROVED settlement in the amount of \$325,000.

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

CS-3. Conference with Labor Negotiator - G.C. 54957.6
 Agency Representative: Richard Hunt and designated staff
 Employee Organizations: ATU, UTU, TCU, Teamsters

NO REPORT.

ADJOURNED at 12:55 p.m.

Prepared by: Michele Chau
 Board Specialist

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