

RECAP/DRAFT MINUTES

NOTE CORRECTED MEETING START TIME

Regular Board Meeting Board of Directors

One Gateway Plaza
3rd Floor Board Room

Called to Order at: 9:48 a.m.

Directors Present:

Antonio Villaraigosa, Chair
Michael Antonovich, 1st Vice Chair
Diane DuBois, 2nd Vice Chair
John Fasana
José Huizar
Richard Katz
Don Knabe
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

1. APPROVED **Consent Calendar** Items: 2, 5, 10, 11, 12, 25, 26, 34, 40B-D, 45, 52, 53, 62, 63 and 65.

Consent Calendar Items were approved by one motion except Item 40A, which was removed from Consent Calendar.

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

2. APPROVED ON CONSENT CALENDAR **Minutes of Regular Board Meeting held February 23, 2012.**

3. **Chair's Report** – none.

4. RECEIVED **Chief Executive Officer's Report.**

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

5. APPROVED ON CONSENT CALENDAR:

A. adopting the resolution authorizing the Chief Executive Officer to submit a grant application for the State of California's **Sustainable Communities Planning Grant and Incentives Program** (the "Grant"); and

B. authorizing execution and implementation of the Grant agreement, if awarded.

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

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

10. APPROVED ON CONSENT CALENDAR:
- A. authorizing the Chief Executive Officer to establish a **Regional Rail planning bench** of qualified firms to conduct studies, engineering, and environmental work in support of passenger railroad efforts in Los Angeles County;
 - B. releasing a Request for Qualifications/Request for Proposals for the bench that will have a \$1,000,000 cap per project and a \$20,000,000 overall cap; and
 - C. receiving and filing the Regional Rail Update through March 2012.
11. APPROVED ON CONSENT CALENDAR:
- A. the following actions for the **2013 Countywide Call for Projects Call**):
 - 1. recommended changes to 2013 Call process;
 - 2. add \$170,000 to the FY13 budget for the Information Technology Services Department to develop and maintain the on-line application;
 - 3. initiate the 2013 Call process; and
 - B. receiving and filing report on the 2011 Call for Projects Survey.
12. APPROVED ON CONSENT CALENDAR:
- A. **renaming the Metro Green Line to LAX to "Airport Metro Connector"**; and
 - B. receiving and filing the Metro Green Line to LAX Alternatives Analysis (AA) Report.

Attachment A of the board report contains the Executive Summary. The full AA Report is available upon request; or at www.metro.net/greenlinetolax. The Build alternatives recommended for advancement to the environmental review process are based on the AA Report as well as additional consultation with Los Angeles World Airports (LAWA).

13. APPROVED AS AMENDED BY VILLARAIGOSA, YAROSLAVSKY AND KATZ:

A. the Project Definition for the **Westside Subway Extension Project** through the Wilshire/La Cienega station, which is based on a portion of the Locally Preferred Alternative (LPA) of a 9.0 mile Heavy Rail subway project previously designated by the Board in October 2010 and which incorporates several station, alignment and phasing refinements, including:

1. An Initial Construction Segment Interim Terminus extended from Wilshire/Fairfax to Wilshire/La Cienega. ~~to be effectuated in the event that funding can only build less than the full 9-mile project;~~
2. ~~Station locations and alignments for the westernmost three stations as follows:~~
 - a) ~~Century City Station~~ location under ~~Constellation Boulevard~~ at Avenue of the Stars with corresponding subway alignments between Beverly Hills and Westwood;
 - b) ~~Westwood/UCLA Station~~ under Wilshire Boulevard at Westwood Boulevard with corresponding subway alignment;
 - c) ~~Westwood/Veterans Administration (VA) Hospital Station~~ south of Wilshire Boulevard between the I-405 Freeway and Bonsall Avenue with corresponding subway alignment.
2. 3. Station entrances and construction staging sites for three ~~seven~~ stations as follows:
 - a) Wilshire/La Brea Station entrance on the northwest corner with two construction staging sites on the north and south sides of Wilshire Boulevard between La Brea and Detroit Avenue;
 - b) Wilshire/Fairfax Station entrance on the southeast corner of Wilshire and Orange Grove Avenue ~~northwest corner (west of Johnie's)~~ with two construction staging sites on the northwest corner and on the south side of Wilshire Boulevard between Orange Grove and Ogden Drive;
 - c) Wilshire/La Cienega Station entrance on the northeast corner with two construction staging sites on the northeast corner and on the northwest corner of Wilshire Boulevard and Gale Drive; (Continued)

(Item 13 – Continued)

~~d) Wilshire/Rodeo Station entrance on the southwest corner of Wilshire Boulevard and Reeves Drive (Ace Gallery site) with two construction staging sites on the southwest corner of Wilshire/Reeves and on the northeast corner of Wilshire/Canon Drive;~~

~~e) Century City Station entrance on the northeast corner of Constellation/Avenue of the Stars with two construction staging sites on the northeast corner of Constellation/Avenue of the Stars and on the east corner of Constellation/Century Park East;~~

~~f) Westwood/UCLA Station entrances at three locations with a full entrance at UCLA Lot #36 and split entrances on the northwest and southwest corners of Wilshire/Westwood Boulevards and construction staging site on UCLA Lot #36;~~

~~g) Westwood/VA Hospital Station entrance on the southeast corner of Wilshire Boulevard and Bonsall Avenue with construction staging sites in the VA Hospital north parking lot, within the Caltrans I-405 right-of-way and within the Westwood Federal Building property.~~

3. 4- Rail Storage and Maintenance Facility expansion of Metro Division 20 located in Downtown Los Angeles and other support facilities including special track work (crossovers, tail tracks, etc.), traction power substations, emergency generators and vent shafts as identified in the FEIS/FEIR volume 3 - Appendices A and B.

B. certifying the Westside Subway Extension Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR);

C. authorizing the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and State of California Clearinghouse; and

D. adopting the:

1. Finding of Fact and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (CEQA); and
2. Mitigation Monitoring & Reporting Plan.

(Continued)

(Item 13 – Continued)

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

25. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to execute **multiple award audit services agreement**:
- A. execute a five-year, fixed rate multiple award agreement, with the firms listed, inclusive of two one-year options, effective July 1, 2012 for a cumulative total amount not to exceed \$8,800,000;
 - B. execute Task Orders under these contracts for services for a total amount not to exceed \$8,800,000; and
 - C. execute contracts with additional qualified firms during the course of the five-year agreement within the above total amount not to exceed \$8,800,000, should there be a need to expand the panel.

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

26. APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer to purchase **All Risk Property and Boiler and Machinery insurance policies** for all property for a not to exceed price of \$2.33 million for the 12-month period May 10, 2012 through May 10, 2013.

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

34. APPROVED ON CONSENT CALENDAR:

- A. the introduction of an **Ordinance for Enforcement of Toll Violations** for consideration and adoption by the Board of Directors at the next regular meeting occurring April 26, 2012; and
- B. the establishment of toll evasion penalties for a violation of this ordinance in the initial amount of \$25 for each violation and a delinquent penalty of an additional \$30 for each unpaid violation deemed delinquent. These penalty amounts, may be increased or decreased by Metro's Chief Executive Officer up to 5% annually provided the calculated amount does not exceed the amount set forth in California Vehicle Code Section 40258(A). Any amendments to the penalty amounts shall be posted on the Metro website 90 days in advancement of enactment.

35. AUTHORIZED the Chief Executive Officer to:

- A. negotiate and execute Amendment No. 2 to Contract No. PS40102178-19-03-01, with Lee Andrews Group, for **public education and market research consulting services**, in the not-to-exceed amount of \$656,000 increasing the Total Contract Amount from \$498,966 to \$1,154,966; and
- B. exercise options in a not-to-exceed amount of \$98,000.

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

40. CARRIED OVER adopting the following **position on State Legislation:**

- A. **AB 1446 (Feuer)** – Would remove the sunset date in Measure R and authorize an extension to be placed on the ballot. **SUPPORT**

APPROVED ON CONSENT CALENDAR adopting the following **positions on State Legislation:**

- B. **AB 2247 (Lowenthal)** – Would authorize Metro’s Transit Court to administratively process violations for vending on our system. **SUPPORT WORK WITH AUTHOR**
- C. **TBD (TBD)** - Retention of revenues from sale of properties in the SR710 Corridor. **SUPPORT**
- D. **SB 1117 (Desaulnier)** – Would require CTC to prepare a statewide passenger rail transportation plan for adoption by September 2014. **SUPPORT**

41. APPROVED AS AMENDED the following actions related to the systemwide **State of Good Repair program:**

- A. approving:
 - 1. The strategy for improving existing and future rail and fixed guideway stations signage and wayfinding, including pedestrian and bicycle connectivity, and customer amenities as directed by the Board in February 2012 (Item 31A);

RECOMMENDATIONS A2, A3 AND A4 WILL BE INCLUDED IN THE FY13 BUDGET:

- ~~2. \$8,800,000 Life-of-Project (LOP) capital budget in FY13 to overhaul signage at 20 Metro Blue Line stations and park & ride lots. This will be the initial phase of a systemwide **State of Good Repair program** that will cover Metro Green, Red, Purple, Orange and Gold Lines and commence in FY14;~~
- ~~3. \$937,000 in operating costs required for the State of Good Repair program in the FY14 and future budgets;~~
(Continued)

(Item 41 – Continued)

~~4. a total of four FTEs to be added in the FY13 budget, two in Countywide Planning and two in Creative Services to develop, implement, and manage the Customer Facilities State of Good Repair program, and advance the recruitment process so that the positions are filled at the start of FY13. An additional two positions will be requested in the FY14 Facilities Maintenance budget to maintain the Customer Facilities; and~~

B. receiving and filing status report on the efforts to date to address the Board directive.

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

45. APPROVED ON CONSENT CALENDAR:

- A. adopting the proposed **Labor Compliance Program** as detailed in Attachment A of the board report;
- B. adopting the Resolution in Attachment B of the board report;
- C. authorizing submittal of the program to the State of California Department of Industrial Relations; and
- D. authorizing the Chief Executive Officer to amend the Labor Compliance Program as necessary to comply with regulatory changes.

52. APPROVED ON CONSENT CALENDAR:

- A. authorizing the Chief Executive Officer (CEO) to negotiate and execute a contract agreement with Kinetic Traction Systems, Inc. to utilize South Coast Air Quality Management District (SCAQMD) grant from the Rule 1309.1 Mitigation Fund that will fund the design, manufacture, installation, testing, and monitoring of a one-megawatt wayside energy storage system and a two-kilowatt photovoltaic system for the Metro Gold Line; and
- B. establishing Project 500012 (**Gold Line Renewable Energy Systems**) and allow existing staff to support this project, commencing in FY12 until completion.

53. APPROVED ON CONSENT CALENDAR:

- A. authorizing the Chief Executive Officer to execute contract modification No. 21 to Contract No. E0117, **Advance Conceptual/Preliminary Engineering for Crenshaw Transit Corridor**, with Hatch Mott MacDonald, to exercise the option for Phase III Design Services During Construction, in the amount of \$13,235,158;
- B. authorizing the Chief Executive Officer to execute contract modification No. 27 to Contract No. E0117 for Phase II Third Party coordination and Southwestern Yard engineering support for an amount not to exceed \$1,959,247; and

The total of recommendations A and B is a NTE amount of \$15,194,405, increasing the total contract value from \$37,126,312 to \$52,320,717.

- C. approving contract modification authority (CMA) for Contract No. E0117 for Phase II, Preliminary Engineering, Construction Contract Development and Bid Period Services in the amount of \$1,959,247, increasing the total CMA for Phase II from \$6,038,754 to \$7,998,001 and establish CMA authority in the amount of \$1,985,274 for Phase III Work.

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

62. APPROVED ON CONSENT CALENDAR the **"Bus2Bus" program between Metro Silver Line and Foothill Transit Silver Streak** contingent upon Foothill Transit Board approval on April 27, 2012.

63. APPROVED ON CONSENT CALENDAR:

- A. extending the **Transit Service Operation Agreement** between LACMTA and the City of Glendale for the Glendale Beeline Route 3 for an additional five years;
- B. extending the Transit Service Operation Agreement between LACMTA and the City of Los Angeles for Dash 601, Dash 602 and Commuter Express 422 for an additional five years;
- C. authorizing the Chief Executive Officer or his designee to negotiate and execute all necessary agreements between LACMTA and the City of Glendale for funding approval; and
- D. authorizing the Chief Executive Officer or his designee to negotiate and execute all necessary agreements between LACMTA and the City of Los Angeles for funding approval.

65. APPROVED ON CONSENT CALENDAR the **amount budgeted for Access Services in FY13** an increase of \$6,962,500 (13.93%) for a total of \$56,962,500 in Proposition C Discretionary (Prop C 40%) funding to provide the mandated paratransit service as well as the Free Fare and Travel Training Programs which are above the Americans with Disabilities Act of 1990 (ADA) regulations.

71. RECEIVED **Civil Rights Progress Update.**

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

72. APPROVED the following **nominees for membership on the San Gabriel Valley Service Council and San Fernando Valley Service Council:**

- A. Rosie Vasquez, Re-Appointment, San Gabriel Valley Service Council
Nominated by: Los Angeles County Supervisor Gloria Molina
Term Ending: June 30, 2015
- B. Michael Cano, Re-Appointment, San Fernando Valley Service Council
Nominated by: Los Angeles County Supervisor Michael Antonovich
Term Ending: June 30, 2015

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

73. APPROVED the following actions related to the **Long Range Transportation Plan financial forecast update:**

- A. amending the Measure R Contingency Policy to stipulate that it applies to net bond interest costs after:
 - 1) Adding Measure R interest earnings, and
 - 2) Exempting interest costs for the Build America Bond (BABs)/tax exempt bond package that predated the policy.
- B. amending the Fiscal Year (FY) 2011 Budget Policy to Reimburse Funding Sources Used as Advance Funding to Accelerate Measure R Projects to:
 - 1) Permit reimbursements at the end of the Measure R scheduled funding period for each project;
 - 2) Permit the planned use of the funds reimbursed to the State Repayment of Capital Project Loans funds for subsequent project segments included in the funded Long Range Transportation Plan (LRTP), but require that such planned uses be brought to the Board for specific approval when a life of project budget including such funds is adopted;
 - 3) To include the definitions and assumptions described in Attachment A of the Board report; and (Continued)

(Item 73 - Continued)

- C. receiving and filing the report in Attachment B of the Board report, which includes a summary status on the use of authority delegated to the Chief Executive Officer.

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

FAILED: FASANA AND RIDLEY-THOMAS MOTION to defer the item to May.

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

74. APPROVED RECOMMENDATIONS A-D AS AMENDED:

- A. the Project Definition for the **Regional Connector Transit Corridor**, which is based on the Locally Preferred Alternative (LPA) of a 1.9 mile Light Rail project with three stations previously designated by the Board in October 2010 and which incorporates several design refinements, including:

1. Creating an enhanced pedestrian walkway along the east side of Flower Street between 4th and 7th Streets;
2. Relocating the Little Tokyo/Arts District underground station to minimize property required and eliminate the cut-and-cover segment on 2nd Street in Little Tokyo originally required for construction;
3. Launching the Tunnel Boring Machine (TBM) from the northeast corner of 1st and Alameda Streets, the Mangrove property formerly known as the Nikkei development, instead of 2nd Street;
4. Tunneling to Flower and 4th Streets in the Financial District, further reducing cut/cover in the area;
5. Maintain access from Flower Street between 5th and 6th Streets to the West Lawn Garage;
6. Any areas adjacent to the Maguire Gardens and Central Library impacted by construction will be returned to their original or improved state, with oversight by the Library Gardens Committee;
7. The width and length of any construction worksite on Flower Street south of 4th Street will be minimized to the greatest extent feasible;
8. South of 4th Street, construction decking shall be no higher than 10", if feasible, above the existing grade, and flush with existing curb on the east and west side of Flower Street with a maximum cross gradient of 3%; (Continued)

(Item 74 - Continued)

9. No construction worker parking on Flower and adjacent streets during construction. Consider obtaining temporary parking in the West Lawn Garage for construction workers;
10. Enhancements to the pedestrian walkway along the east side of Flower Street between 4th and 7th Streets shall not permanently eliminate a southbound traffic lane on Flower Street;
11. Preserve the opportunity to install a future station north of 5th and Flower Streets;
12. Restore Flower Street travel lanes after construction to the existing six lane condition from 4th to 6th Streets and the existing four lane condition from 6th to 7th Streets;
13. Along Flower Street, accelerate the construction schedule to the greatest extent feasible, consistent with budgetary and other constraints;
14. Minimize surface disruptions along Flower Street from truck trips, utility relocation, decking installation and removal, street restoration, or TBM removal, when feasible;
15. Detailed surveys of Flower Street properties shall be performed prior to and at the end of construction;
16. Shoring design for cut and cover construction along Flower Street will account for adjacent buildings;
17. Noise and vibration levels will be monitored at Flower Street properties;
18. If construction and or operational ground-borne noise limits or ground-borne vibration limits are exceeded according to CEQA's significance thresholds, Metro will take action to reduce noise and vibrations to less than significant levels at the property lines of sensitive uses;
19. No pile drivers will be used along Flower Street during construction. If necessary, piles will be drilled or vibrated, but not driven;
20. With property owners' consent, install and monitor deformation monitoring systems along Flower Street during construction;
21. Reduced noise mufflers, air-inlet silencers, shrouds or sound walls will be used for generators, compressors, fans, exhaust systems and other inherently noisy construction equipment;
22. Provide assistance for Flower Street businesses to maintain visibility during construction, including signage and advertisements;
23. Ensure there is daily cleaning/washing during non-peak hours of Financial District streets affected by excavation and hauling;
24. Provide protective measures, such as pipe and conduit support systems, vibration and settlement monitoring, trench sheeting, and shoring to avoid potential damage to utilities during construction;
25. Maintain access to utilities for technicians, at all times during construction; and
26. Assign a full-time ombudsperson who is authorized to resolve complaints relative to the Project. (Continued)

(Item 74 - Continued)

- B. certifying the Regional Connector Transit Corridor Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR); Attachment B of the Board report contains the Executive Summary. The full report is available upon request or at www.metro.net/regionalconnector;
- C. authorizing the Chief Executive Officer (CEO) to file a Notice of Determination (Attachment C of the Board report) with the Los Angeles County Clerk and State of California Clearinghouse.
- D. adopting the:
 - 1. Finding of Fact and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (Attachment D).
 - 2. Mitigation Monitoring & Reporting Plan (MMRP) as modified by the Findings of Fact and Statement of Overriding Considerations (Attachment E).
 - a. Staff further recommends that the following mitigation measures, if adopted, apply to the Japanese Village Plaza in Little Tokyo, and read as follows:
 - i. NV-19 – The construction contractor shall minimize vibration from jacking or pressing operations (if applicable, the action could be smoothed out to avoid a sharp push), and maintain machinery in good working order.
 - ii. NV-21 – Speed: Delivery train speeds shall be limited to 5 MPH in the vicinity of the Walt Disney Concert Hall, the Colburn School, and the Broad Art Foundation Museum, currently under construction, which would reduce the GBN to the lower range, or 5 dBA from the maximum. At the Japanese Village Plaza, one of the following or similar mitigations shall be used: a resilient mat or limiting train speeds to 5 MPH.

(Continued)

(Item 74 - Continued)

- iii. NV-22 - Resilient Mat: A resilient system to support and fasten the delivery train tracks shall be used during construction which would reduce GBN levels by at least 4 dBA. Such a system would include a) resilient mat under the tracks and b) resilient grommet or brushing under the heads of any track fasteners (assuming some kind of anchor or bolt system). The hardness of the resilient mat should be in the 40 to 50 durometer range, and about 1 to 2" thick, depending on the load of the cars. The contractor would need to select the mat thickness so that the rail doesn't bottom out during a car pass-by.

- iv. NV-23 – Conveyor: The delivery train shall be replaced with a conveyor system to transport materials in the tunnel if GBN exceeds the FTA annoyance criteria at the Walt Disney Concert Hall, the Colburn School, or the Broad Art Foundation Museum, which is currently under construction. At the Japanese Village Plaza, one of the following or a similar method shall be used: a resilient mat, slower train speeds, or a conveyor system.

- v. NV-27 – In the vicinity of the Walt Disney Concert Hall, the Japanese Village Plaza and the Colburn School, Metro shall use resiliently supported fasteners, isolated slab track, or other appropriate measures as needed to eliminate impacts and to reduce GBN below FTA annoyance criteria.

- vi. TR-1 – Prior to the initiation of localized construction activities, a traffic management and construction mitigation plan shall be devised. The closure schedule in the construction traffic plan shall be coordinated to minimize impacts to residences, businesses, special events, and traffic flow. During these times, traffic shall be re-routed to adjacent streets via clearly marked detours. The traffic management and construction mitigation plan shall identify, for instance, proposed closure schedules and detour routes; construction traffic routes, including haul truck route, and hours so as to avoid peak hours where feasible. It shall also account for the provisions below.

(Continued)

(Item 74 - Continued)

Traffic flow shall be maintained via existing or temporary driveways at all times during business hours, and residences at all times. Access to the Japanese Village Plaza parking garage located on Central Avenue shall be maintained from the existing entry and exit points on Central Avenue at all times. Access to the Japanese Village Plaza service alley shall be maintained from the existing entry and exit point on Second Street at all times. Metro shall provide signage to indicate new ways to access businesses and community facilities affected by construction. Metro shall post advance notice signs prior to construction in areas where business access could be affected. Metro shall notify Los Angeles Department of Transportation (LADOT) in advance of street closures, detours, or temporary lane reductions. Metro shall also inform advisory committees of known road closures during regularly scheduled meetings. If, for whatever reasons, Metro is unable to maintain access to the Japanese Village Parking garage from the existing entry and exit points on Central Avenue at all times, Metro shall provide valet parking from vehicle pickup/drop-off points immediately adjacent to Japanese Village Plaza.

3. Per EJ-3 in the MMRP and the Findings of Fact and Statement of Overriding Considerations, two acres of land shall be provided on the Mangrove property for the purposes of providing alternative parking services during construction which would include satellite parking served by shuttle buses or other parking services in the business area of Little Tokyo. Any parking services shall be operated by a licensed/bonded parking company selected through a Request for Proposal (RFP) process. The appropriate parking service provided will be determined with the participation of the Regional Connector Community Leadership Council (RCCLC) and/or other subcommittee. Through the RCCLC, LTCC, and other community groups it shall be assessed the feasibility of establishing a shuttle service connecting local parking lots and Little Tokyo/Arts District with destinations in downtown.

(Continued)

(Item 74 - Continued)

4. Per EJ-16 in the MMRP and the Findings of Fact and Statement of Overriding Considerations, targeted advertising and marketing campaigns shall be provided determined by the RCCLC, LTCC and/or other community based groups. An MOU agreement shall be developed to implement and compensate the process. The MOU will include but not limited to provide the following:
 Marketing and Merchant Support
 Technical and Business Assistance
 Business Interruption Program to provide an expeditious standard for claims resolution and reimbursement
 Marketing Services and Branding Campaign
 Merchant Discounts and Incentives/Rewards Program
 Signage (for businesses and access)
 Special Event Planning (including support)
5. The designation of a Construction Relations Manager to serve as the point person for all community concerns regarding the project prior to construction. This person will be responsible for the entire project area and funded from the project budget.
6. Reports will be made to the Board in June and August 2012 with the implementation strategy for the above activities, with quarterly reports to the Board thereafter, and throughout the duration of the construction period.

HUIZAR, KNABE AND NAJARIAN AMENDMENT that Staff should examine various value engineering and cost methods to determine if the aforementioned mitigation methods can be incorporated without an increase in the Life of Project (LOP) Budget and report back in 60 days.

Further move that the MTA Board amend the Locally Preferred Alternative (LPA) of the Regional Connector Transit Corridor Project to include the above design features if it can be completed within the current LOP budget. If Metro staff determines that inclusion of these design features will exceed the LOP budget, the design features shall be included as proposal options during the construction procurement to allow proposers a process to include each feature and determine if it can be accomplished within the LOP budget.

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

(Continued)

(Item 74 - Continued)

APPROVED RECOMMENDATION E:

E. authorizing the CEO to:

1. Exercise modification No. 14 to Contract No. PS4320-1985 with Camp Dresser & McKee (CDM) for assistance with our application for entry into Final Design and preparation of documents related to the Full Funding Grant Agreement (FFGA) after receipt of the Record of Decision (ROD) from the Federal Transit Administration (FTA) for the period of 17 months in the amount not-to-exceed \$850,324, increasing the total contract amount from \$15,702,178 to \$16,552,502; and
2. Increase contract modification authority for Contract No. PS4320-1985 in the amount not-to-exceed \$127,549, increasing the total contract modification authority from \$2,071,179 to \$2,198,728 to cover the cost of any potentially unforeseen issues that may arise.

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

75. APPROVED FASANA MOTION that the MTA Board **reconsider Metro position on AB 2405 (Blumenfield) – Alternative Fuel Vehicles.**

ADOPTED a “SUPPORT” position on **AB 2405 (Blumenfield)** – Would authorize alternative-fuel vehicles to use the Express Lanes without being subject to a toll.

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

RECEIVED public comment.
 Prepared by: Michele Chau
 Board Specialist

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