

# **Metro**

*Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
3rd Floor Board Room*



## **Agenda - Final**

**Thursday, December 5, 2019**

**10:00 AM**

**One Gateway Plaza, Los Angeles, CA 90012,  
3rd Floor, Metro Board Room**

### **Crenshaw Project Corporation**

*James Butts, Chair  
Eric Garcetti, Vice Chair  
Hilda Solis, 2nd Vice Chair  
Kathryn Barger  
Mike Bonin  
Jacquelyn Dupont-Walker  
John Fasana  
Robert Garcia  
Janice Hahn  
Paul Krekorian  
Sheila Kuehl  
Ara Najarian  
Mark Ridley-Thomas  
John Bulinski, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

## **METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES**

### **(ALSO APPLIES TO BOARD COMMITTEES)**

#### **PUBLIC INPUT**

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

**CONDUCT IN THE BOARD ROOM** - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

**REMOVAL FROM THE BOARD ROOM** The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

#### **INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at [www.metro.net](http://www.metro.net) or on CD's and as MP3's for a nominal charge.

## DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

## ADA REQUIREMENTS

Upon request, 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. Our TDD line is (800) 252-9040.

## LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876.



**323.466.3876 x2**

*Español*

**323.466.3876 x3**

한국어

日本語

中文

русский

ភាសាខ្មែរ

ภาษาไทย

Tiếng Việt

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General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - [www.metro.net](http://www.metro.net)

TDD line (800) 252-9040

**NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA**

**CALL TO ORDER****ROLL CALL**

1. **SUBJECT: MINUTES OF THE CRENSHAW PROJECT CORPORATION BOARD MEETING HELD DECEMBER 6, 2018** [2018-0785](#)

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held December 6, 2018.

Attachments: [December 6, 2018 CPC MINUTES](#)

2. **SUBJECT: CRENSHAW PROJECT CORPORATION ANNUAL FINANCIAL REPORT** [2019-0739](#)

**RECOMMENDATION**

RECEIVE AND FILE the Crenshaw Project Corporation (CPC) Annual Financial Report for the fiscal year (FY) ended June 30, 2019 (Attachment A).

Attachments: [Attachment A- Crenshaw Project Corporation Financial Statements for Fiscal Year](#)

3. **SUBJECT: TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA) LOAN ADMINISTRATION ACTIVITIES** [2019-0748](#)

**RECOMMENDATION**

RECEIVE AND FILE status report on Crenshaw Project Corporation (CPC) Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan administration activities during calendar year 2019.

Attachments: [Attachment A - CrenshawLAX Project Funding Table](#)

4. **SUBJECT: FISCAL YEAR BUDGET** [2019-0749](#)

**RECOMMENDATION**

APPROVE the Fiscal Year 2019-2020 (FY20) budget in the amount of \$51,240 for the operation and administration of the Crenshaw Project Corporation (CPC).

Attachments: [Attachment A - Proposed Fiscal Year 2019-2020 Budget Summary](#)

**SUBJECT: GENERAL PUBLIC COMMENT**[2019-0824](#)

RECEIVE General Public Comment

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.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S  
SUBJECT MATTER JURISDICTION

**Adjournment**



Metro

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA

## Board Report

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**File #:** 2018-0785, **File Type:** Minutes

**Agenda Number:** 1.

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### CRENSHAW PROJECT CORPORATION BOARD MEETING DECEMBER 5, 2019

**SUBJECT: MINUTES OF THE CRENSHAW PROJECT CORPORATION BOARD MEETING  
HELD DECEMBER 6, 2018**

#### **RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held December 6, 2018.

# **Metro**

Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
3rd Floor Board Room



## **RECAP of Proceedings**

**Thursday, December 6, 2018**

**9:30 AM**

**One Gateway Plaza, Los Angeles, CA 90012,  
3rd Floor, Metro Board Room**

### **Crenshaw Project Corporation**

#### **DIRECTORS PRESENT:**

Sheila Kuehl, Chair  
Eric Garcetti, 2nd Vice Chair  
Kathryn Barger

Mike Bonin  
Jacquelyn Dupont-Walker

Janice Hahn  
Ara Najarian

Hilda Solis  
Shirley Choate, non-voting member

Phillip A. Washington, Chief Executive Officer

**CALLED TO ORDER: 9:43 A.M.**

## **CALLED TO ORDER:**

## **ROLL CALL**

1. **SUBJECT: MINUTES OF THE CRENSHAW PROJECT CORPORATION 2017-0809  
BOARD MEETING HELD NOVEMBER 30, 2017**

### **RECOMMENDATION**

APPROVED Minutes of the Regular Board Meeting held November 30, 2017.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
A	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y	A

2. **SUBJECT: CRENSHAW PROJECT CORPORATION ANNUAL FINANCIAL REPORT** 2018-0631

### **RECOMMENDATION**

RECEIVED AND FILED the Crenshaw Project Corporation (CPC) Annual Financial Report for the fiscal year ended June 30, 2018 (see Attachment A).

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
A	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y	A

3. **SUBJECT: CRENSHAW PROJECT CORPORATION FISCAL YEAR BUDGET** 2018-0624

### **RECOMMENDATION**

APPROVED the Fiscal Year 2018-2019 (FY19) budget in the amount of \$36,406 for the operation and administration of the Crenshaw Project Corporation (CPC).

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
A	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y	A

PK = P. Krekorian	HS = H. Solis	KB = K. Barger	RG = R. Garcia
JF = J. Fasana	JB = J. Butts	JDW = J. Dupont-Walker	
JH = J. Hahn	EG = E. Garcetti	MRT = M. Ridley-Thomas	
MB = M. Bonin	SK = S. Kuehl	AN = A. Najarian	

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



4. **SUBJECT: TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA) LOAN ADMINISTRATION ACTIVITIES** 2018-0625

**RECOMMENDATION**

RECEIVED AND FILED report on Crenshaw Project Corporation (CPC) Transportation Infrastructure Finance Innovation Act (TIFIA) Loan administration activities during calendar year 2018.

PK	JF	JH	MB	HS	JB	SK	EG	KB	JDW	MRT	AN	RG
A	A	Y	Y	Y	A	Y	Y	Y	Y	A	Y	A

ADJOURNED at 9:46 a.m.

Prepared by: Eric Chun  
Administrative Analyst, Board Administration

  
Michele Jackson, Board Secretary



## Board Report

**File #:** 2019-0739, **File Type:** Informational Report

**Agenda Number:** 2.

### Crenshaw Project Corporation



One Gateway Plaza  
Los Angeles, CA 90012

### CRENSHAW PROJECT CORPORATION BOARD MEETING DECEMBER 5, 2019

**SUBJECT: CRENSHAW PROJECT CORPORATION ANNUAL FINANCIAL REPORT**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE the Crenshaw Project Corporation (CPC) Annual Financial Report for the fiscal year (FY) ended June 30, 2019 (Attachment A).

#### **ISSUE**

The CPC bylaws require that an annual financial report be prepared for review by the CPC Directors no later than 120 days after the close of the CPC's fiscal year (June 30), or such later date permissible by Public Benefit Corporation Law. Attachment A presents this required financial report.

#### **BACKGROUND**

The CPC was formed on March 23, 2012 to act as the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan conduit borrower for the Crenshaw/LAX Transit Corridor Project (Crenshaw/LAX Project).

#### **DISCUSSION**

In September 2012, the CPC secured a \$545.9 million TIFIA loan from the United States Department of Transportation (USDOT). The TIFIA loan is secured by Measure R sales tax revenues allocated to the Crenshaw/LAX Project. As of June 30, 2019, USDOT has disbursed the maximum total of \$545.9 million in TIFIA loan funds. All loan disbursements were advanced to Metro for the purpose of reimbursing the agency for eligible Crenshaw/LAX Project expenses. In addition, during FY19 the CPC's paid \$24 thousand in expenses that consist of loan fees and other charges. The CPC was reimbursed for these expenditures by Metro. The Annual Financial Report states that the net position

of the CPC as of June 30, 2019 was \$0. Total assets of \$594.8 million represent advances to Metro and the total liabilities represent the note payable to USDOT. Attachment A contains the CPC Audited Financial Statements for fiscal year ended June 30, 2019.

### **FINANCIAL IMPACT**

The administrative costs associated with preparing the CPC annual financial report was funded in Metro's adopted FY20 budget in various cost centers.

### **NEXT STEPS**

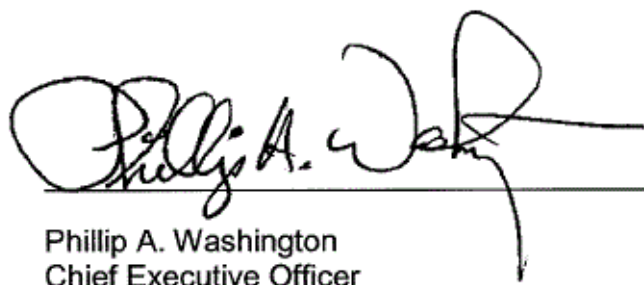
Staff will continue to provide CPC financial reports to the Board on an annual basis as required by the bylaws.

### **ATTACHMENTS**

Attachment A - Crenshaw Project Corporation Financial Statements for the Fiscal Year Ended June 30, 2019

Prepared by: Jesse Soto, Executive Officer, (213) 922-6861

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington  
Chief Executive Officer

# **Crenshaw Project Corporation**

**(A Component Unit of the Los Angeles County  
Metropolitan Transportation Authority)**

## **Financial Statements**

**For the Year Ended June 30, 2019**

**Crenshaw Project Corporation**  
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)  
**Financial Statements**  
**For the Fiscal Year Ended June 30, 2019**

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**Table of Contents**

	Page
<b>Independent Auditor's Report .....</b>	<b>1</b>
<b>Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with Government Auditing Standards .....</b>	<b>3</b>
<b>Management's Discussion and Analysis .....</b>	<b>5</b>
<b>Financial Statements:</b>	
Statement of Net Position .....	7
Statement of Revenues, Expenses, and Changes in Net Position .....	8
Statement of Cash Flows .....	9
Notes to the Financial Statements .....	10

## **INDEPENDENT AUDITOR'S REPORT**

To the Board of Directors  
Crenshaw Project Corporation  
Los Angeles, California

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the Crenshaw Project Corporation (CPC), a blended component unit of the Los Angeles County Metropolitan Transportation Authority, as of and for the year ended June 30, 2019 and the related notes to the financial statements, which collectively comprise the CPC's basic financial statements as listed in the table of contents.

#### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

#### ***Auditor's Responsibility***

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

**Opinion**

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the CPC, as of June 30, 2019, and the changes in its financial position and its cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

**Other Matter*****Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 5 and 6 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated October 4, 2019 on our consideration of the CPC's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the CPC's internal control over financial reporting and compliance.

  
Crowe LLP

Los Angeles, California  
October 4, 2019

**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING  
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL  
STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Board of Directors  
Crenshaw Project Corporation  
Los Angeles, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Crenshaw Project Corporation (CPC) as of and for the year ended June 30, 2019, and the related notes to the financial statements, which collectively comprise the CPC's basic financial statements, and have issued our report thereon dated October 4, 2019.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the CPC's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the CPC's internal control. Accordingly, we do not express an opinion on the effectiveness of the CPC's internal control.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.



## **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the CPC's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

A handwritten signature in black ink that reads "Crowe LLP". The script is cursive and fluid.

Crowe LLP

Los Angeles, California  
October 4, 2019

**Crenshaw Project Corporation**  
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)  
**Management's Discussion and Analysis (Unaudited)**  
**For the Fiscal Year Ended June 30, 2019**

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As management of the Crenshaw Project Corporation (CPC), we offer readers of our financial statements this narrative overview and analysis of the financial activities of the CPC for the fiscal year ended June 30, 2019. This discussion and analysis is designed to assist the readers in focusing on the significant financial issues and activities of the CPC.

We encourage the readers to consider the information presented herein in conjunction with the financial statements beginning on page 8. The financial statements, the notes to the financial statements, and this discussion and analysis were prepared by management and are the responsibility of management.

All amounts are expressed in thousands of dollars unless otherwise indicated.

### **Background**

The Crenshaw Project Corporation (CPC) was formed on March 23, 2012 for the sole purpose of participating in financing public transportation projects of the Los Angeles County Metropolitan Transportation Authority (LACMTA).

The CPC currently serves as the conduit borrower as part of a financing agreement with the United States Department of Transportation (USDOT) under its Transportation Infrastructure Finance and Innovation Act (TIFIA) program to partially finance the construction of LACMTA's Crenshaw/LAX Transit Corridor Project (Project).

### **Financial Highlights**

- In September 2012, the CPC secured a \$545,900 TIFIA loan from the USDOT to partially finance the Project. The loan under the TIFIA program is secured by Measure R sales tax revenues allocated to the Project. As of June 30, 2019, CPC has drawn down the full amount of TIFIA loan proceeds.
- Total assets of \$594,799 represent advances to LACMTA while total liabilities of \$594,799 consist of the principal amount of \$545,900 and the aggregate interest accretion of \$48,899 on the TIFIA loan. Therefore, there is no net position as of June 30, 2019.
- Total expenses of \$24 consist mostly of loan fees and other administration charges which were reimbursed by LACMTA.
- As of June 30, 2019, \$2.02 billion has been expended on the Project and included in LACMTA's Comprehensive Annual Financial Report (CAFR) under the Capital Assets section of the Statement of Net Position of the Enterprise fund.

**Crenshaw Project Corporation**  
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)  
**Management's Discussion and Analysis (Unaudited)**  
For the Fiscal Year Ended June 30, 2019

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**Overview of the Basic Financial Statements**

This Management's Discussion and Analysis serves as an introduction to the CPC's basic financial statements. The CPC's basic financial statements are: 1) the Statement of Net Position, 2) the Statement of Revenues, Expenses, and Changes in Net Position, 3) the Statement of Cash Flows, and 4) the Notes to the Financial Statements.

The CPC's basic financial statements are prepared on the accrual basis of accounting in accordance with U.S. generally accepted accounting principles as promulgated by the Government Accounting Standards Board (GASB). The CPC is structured as an Enterprise Fund. Revenues are recognized when they are earned and expenses are recognized when they are incurred. See the notes to the financial statements for the summary of the CPC's significant accounting policies.

The Statement of Net Position presents information on all of the CPC's assets and liabilities, with the difference between the two reported as net position. The Statement of Revenues, Expenses, and Changes in Net Position presents the results of the CPC's operations. The Statement of Cash Flows presents the cash flows generated by the CPC to meet its current maturing obligations. The Notes to the Financial Statements provide additional information that is essential to a full understanding of the data provided in the basic financial statements.

Presented below are the condensed Statement of Net Position and condensed Statement of Revenues, Expenses, and Changes in Net Position as of and for the year ended June 30, 2019.

<b>Condensed Statement of Net Position</b>	
Non-current assets	\$ 594,799
Total assets	594,799
Non-current liabilities	594,799
Total liabilities	594,799
Net position	\$ —
<b>Condensed Statement of Revenues, Expenses, and Changes in Net Position</b>	
Revenues	\$ 24
Expenses	24
Change in net position	—
Net position - beginning of year	—
Net position - end of year	\$ —

**Crenshaw Project Corporation**  
 (A Component Unit of the Los Angeles County Metropolitan Transportation Authority)  
**Statement of Net Position**  
**June 30, 2019**  
 (Amounts expressed in thousands)

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**Assets**

Non-current assets	
Advances to LACMTA	\$ 594,799
Total Assets	<u>594,799</u>

**Liabilities**

Non-current liabilities	
Notes payable	594,799
Total Liabilities	<u>594,799</u>

<b>Net Position</b>	<u><u>\$ —</u></u>
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The notes to the financial statements are an integral part of this statement.

**Crenshaw Project Corporation**  
 (A Component Unit of the Los Angeles County Metropolitan Transportation Authority)  
**Statement of Revenues, Expenses, and Changes in Net Position**  
**For the Fiscal Year Ended June 30, 2019**  
 (Amount expressed in thousands)

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<b>Operating revenues</b>		
Charges for services	\$	24
<b>Operating expenses</b>		
Professional, technical and other services		24
<b>Change in net position</b>		<hr/> —
Net position - beginning of year		<hr/> —
<b>Net position - end of year</b>	<b>\$</b>	<hr/> <hr/> —

The notes to the financial statements are an integral part of this statement.

**Crenshaw Project Corporation**  
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)  
**Statement of Cash Flows**  
**For Fiscal Year Ended June 30, 2019**  
(Amounts expressed in thousands)

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<b>Cash flows from operating activities</b>	
Receipts from LACMTA	\$ 24
Payments to vendors	(24)
Net cash flows from operating activities	<u>—</u>
<b>Net increase (decrease) in cash and cash equivalents</b>	—
<b>Cash and cash equivalents - beginning of year</b>	—
<b>Cash and cash equivalents - end of year</b>	<u><u>\$ —</u></u>
<b>Non-cash financing activity</b>	
Interest accretion on notes payable	\$ 14,135

The notes to the financial statements are an integral part of this statement.

**Crenshaw Project Corporation**  
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)  
**Notes to the Financial Statements**  
**June 30, 2019**

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The notes to the financial statements are a summary of significant accounting policies and other disclosures considered necessary for a clear understanding of the accompanying basic financial statements.

Unless otherwise stated, all dollar amounts are expressed in thousands.

**Note 1 - Summary of Significant Accounting Policies**

**Reporting Entity**

The Crenshaw Project Corporation (CPC) was formed for the specific purpose of securing a loan from United States Department of Transportation (USDOT) under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program for the construction of LACMTA's Crenshaw/LAX Transit Corridor Project (Project). The Project has an approved life-of-project (LOP) budget of \$2.05 billion that covers the design and construction of a new 8.5-mile double-track Light Rail Transit (LRT) line, including eight transit stations, procurement of a minimum of 20 light rail vehicles, and the construction of a full service maintenance facility known as the "Southwestern Yard". The Project will extend from the EXPO Line (at the intersection of Exposition and Crenshaw Boulevards) and the Metro Green Line near the existing Aviation/LAX Station.

The CPC is governed by a Board of Directors (CPC Board) consisting of the same members of the Board of Directors of LACMTA (Metro Board). The Chair, First-Chair and Second-Chair of the Metro Board shall have the corresponding positions on the CPC Board. The Board members may serve only as long as they are members of the Metro Board. Each Director shall serve a term commensurate with his or her term on the Metro Board. The CPC is a blended component unit of LACMTA because it is financially dependent upon LACMTA, and LACMTA's approval is needed for the CPC to expend its budgets or charges and issue long-term debt. Although the CPC is a legally separate entity, it is in-substance part of LACMTA's operations, and therefore the data from the CPC is included in LACMTA's financial data. These financial statements present only the CPC and do not purport to, and do not, present fairly the financial position of LACMTA, as of June 30, 2019, or the changes in the financial position for the year then ended.

**Fund Accounting**

The proprietary fund type is used to account for ongoing operations and activities similar to those found in the private sector, where the determination of net income is necessary or useful for sound financial administration. The CPC uses the proprietary fund type to account for the goods and services provided to LACMTA on a cost reimbursement basis. Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues include reimbursements from LACMTA for operating expenses. Operating expenses include professional services and administrative expenses. The CPC applies all applicable Government Accounting Standard Board (GASB) pronouncements in accounting and reporting for its

**Crenshaw Project Corporation**  
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)  
**Notes to the Financial Statements**  
**June 30, 2019**

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proprietary operations. Revenues are recorded when earned and expenses are recorded when incurred, regardless of the timing of related cash flows.

**Cash and Cash Equivalents**

For purposes of the statement of cash flows, all highly liquid investments, including restricted assets with an original maturity date of 90 days or less, are considered to be cash and cash equivalents. Otherwise, they are considered to be investments.

**Receivables and Payables**

Interagency receivables/payables are amounts owed to/due from other LACMTA funds for services performed. Payables are amounts due to vendors for goods or services received. There were no accounts payable to vendors outstanding as of June 30, 2019.

**Effect of New Pronouncements**

The following summarizes recent GASB pronouncements and their impact, if any, on the financial statements:

In November 2016, GASB issued Statement No. 83, Certain Asset Retirement Obligations. This Statement addresses accounting and financial reporting for certain asset retirement obligations (AROs). An ARO is a legally enforceable liability associated with the retirement of a tangible capital asset. GASB Statement No. 83 establishes criteria for determining the timing and pattern of recognition of a liability and the corresponding deferred outflows of resources for AROs. The determination of when the liability is incurred should be based on the occurrence of external laws, regulations, contracts, or court judgments, together with the occurrence of an internal event that obligates a government to perform asset retirement activities. This Statement requires the measurement of an ARO to be based on the best estimate of the current value of outlays expected to be incurred and to be adjusted for the effects of general inflation or deflation at least annually. The requirements of this Statement are effective for reporting periods beginning after June 15, 2018. There was no impact on the changes in net position as a result of the adoption of this statement.

In April 2018, GASB issued Statement No. 88, Certain Disclosures Related to Debt, Including Direct Borrowings and Direct Placement. The primary objective of this Statement is to improve the information that is disclosed in notes to government financial statements related to debt, including direct borrowings and direct placements. It also clarifies which liabilities governments should include when disclosing information related to debt. This Statement defines debt for purposes of disclosure in notes to financial statements as a liability that arises from a contractual obligation to pay cash (or other assets that may be used in lieu of cash) in one or more payments to settle an amount that is fixed at the date the contractual obligation is established. This Statement requires that additional essential information related to debt be disclosed in notes to financial statements, including unused lines of credit; assets pledged as



**Crenshaw Project Corporation**  
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)  
**Notes to the Financial Statements**  
**June 30, 2019**

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collateral for the debt; and terms specified in debt agreements related to significant events of default with finance-related consequences, significant termination events with finance-related consequences, and significant subjective acceleration clauses. For notes to financial statements related to debt, this Statement also requires that existing and additional information be provided for direct borrowings and direct placements of debt separately from other debt. The requirements of this Statement are effective for reporting periods beginning after June 15, 2018. There was no impact on the changes in net position as a result of the adoption of this statement.

In June 2018, GASB issued Statement No. 89, Accounting for Interest Cost Incurred Before The End of a Construction Period. The objectives of this Statement are (1) to enhance the relevance and comparability of information about capital assets and the cost of borrowing for a reporting period and (2) to simplify accounting for interest cost incurred before the end of a construction period. This Statement establishes accounting requirements for interest cost incurred before the end of a construction period. Such interest cost includes all interest that previously was accounted for in accordance with the requirements of paragraphs 5-22 of Statement No. 62, Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements, which are superseded by this Statement. This Statement requires that interest cost incurred before the end of a construction period be recognized as an expense in the period in which the cost is incurred for financial statements prepared using the economic resources measurement focus. As a result, interest cost incurred before the end of a construction period will not be included in the historical cost of a capital asset reported in a business-type activity or enterprise fund. This Statement also reiterates that in financial statements prepared using the current financial resources measurement focus, interest cost incurred before the end of a construction period should be recognized as an expenditure on a basis consistent with governmental fund accounting principles. The requirements of this Statement are effective for reporting periods beginning after December 15, 2019. The CPC early implemented this statement for the fiscal year ending June 30, 2019. There was no impact on the changes in net position as a result of the adoption of this statement.

**Note 2 - Advances to LACMTA**

Advances to LACMTA consist of cash advances to partially finance the construction of the Project. As of June 30, 2019, the outstanding balance of advances to LACMTA totaled \$594,799.

**Note 3 - Notes Payable**

In September, 2012, the CPC secured a direct loan not to exceed \$545,900 from the United States Department of Transportation (USDOT) under the TIFIA program to partially finance the construction of the Project. The loan, secured by a portion of LACMTA's Measure R sales tax revenues allocated to the Project, bears interest at 2.43% per annum on the outstanding balance with maturity date of June 1, 2034. At June 30, 2019, CPC has fully drawn the \$545,900 principal amount. On each June 1 and December 1, interest accrued in the six-month period

**Crenshaw Project Corporation**  
(A Component Unit of the Los Angeles County Metropolitan Transportation Authority)  
**Notes to the Financial Statements**  
**June 30, 2019**

ending on such date is added to the outstanding balance of the TIFIA loan. The principal amount is payable in annual installments on June 1 of each year commencing on June 1, 2021, while the interest payments are payable semi-annually on June 1 and December 1 of each year commencing on December 1, 2020. As of June 30, 2019, the outstanding balance of the TIFIA loan, including \$48,899 in interest accretion, was \$594,799.

In the event of default described under the provisions of the TIFIA Loan Agreement, the TIFIA Lender, by written notice to LACMTA, may declare the unpaid principal amount of the TIFIA loan to be immediately due and payable, together with the interest accrued thereon and all fees, costs, expenses, indemnities and other amounts payable under the Agreement and other TIFIA Loan Documents. The TIFIA Lender may suspend or debar LACMTA from further participation in any Government program administered by the TIFIA Lender and to notify other departments and agencies of such default.

The CPC's annual debt service requirements (including future interest accretion to principal) are as follows:

<b>Year Ending</b>		<b>Principal</b>	<b>Interest</b>	<b>Total</b>
<b>June 30</b>				
2020	\$	(13,387)	\$ 13,387	\$ —
2021		(59)	14,759	14,700
2022		8,620	14,780	23,400
2023		8,829	14,571	23,400
2024		9,024	14,376	23,400
2025-2029		219,520	63,380	282,900
2030-2034		362,252	29,197	391,449
	\$	594,799	\$ 164,450	\$ 759,249

The annual debt service requirements were calculated based on allocation of loan payments from the principal amount of \$545,900.



## Board Report

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**File #:** 2019-0748, **File Type:** Informational Report

**Agenda Number:** 3.

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### Crenshaw Project Corporation



One Gateway Plaza  
Los Angeles, CA 90012

### CRENSHAW PROJECT CORPORATION BOARD MEETING DECEMBER 5, 2019

**SUBJECT: TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)  
LOAN ADMINISTRATION ACTIVITIES**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE status report on Crenshaw Project Corporation (CPC) Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan administration activities during calendar year 2019.

#### **ISSUE**

The Crenshaw Project Corporation (CPC) reports to the Board annually the loan administrative activities that have taken place during the current calendar year.

#### **BACKGROUND**

The Crenshaw Project Corporation was formed in June 2012 to act as the TIFIA Loan conduit borrower and the Transportation Investment Generating Economic Recovery (TIGER) II TIFIA Payment grant sub-recipient for the Crenshaw/LAX Transit Corridor Project (Crenshaw/LAX).

This report provides an update to the Board about CPC administrative actions taken pursuant to the loan agreement since the last update at the CPC Annual Meeting held December 6, 2018. As of August 25, 2016, the CPC had drawn all of the \$545.9 million TIFIA Loan available to the Crenshaw/LAX Project.

#### **DISCUSSION**

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Subsequent to the last CPC Annual Meeting held December 6, 2018, staff has completed the following actions in 2019 to administer the TIFIA Loan:

- Obtained annual credit rating;
- Paid the annual TIFIA Lender Loan Servicing Fee;
- Submitted to TIFIA:
  - Reports and presentations material sent to rating agencies for rating on any indebtedness secured by Proposition A, Proposition C, and Measure R sales taxes and General Revenues;
  - Preliminary Official Statements and Official Statements filed for all LACMTA bond issuances;
  - Unaudited Quarterly Financial Statements of LACMTA and CPC;
  - Audited Annual Financial Statements of CPC;
  - LACMTA Consolidated Annual Financial Report for the period ended June 30, 2018
  - Monthly Construction Progress Reports;
  - Monthly FTA Project Management Oversight Reports;
  - Quarterly List of Approved Contract Modifications for Design-Build Contractor in addition to uploading all approved contract modifications to a Metro FTP site that TIFIA staff has access to.
  - Seventh Annual Financial Plan for the Crenshaw/LAX Transit Corridor Project.
- Hosted a representative from the Build America Bureau, responsible for the oversight of the Crenshaw/LAX Project TIFIA Loan during the required annual site visit. The site visit included a tour of the project as well as an update provided by senior project management staff. Additional activities included a discussion on the Disbursement Schedule, the status of the projects' key legal actions by Metro's legal counsel, an update on Metro's financial status, Measure R revenue trends and debt secured by Measure R revenues presented by the Treasury Department and Strategic Financial Planning and Programming, a discussion regarding an amendment to the Crenshaw Loan Agreement, participation in the FTA Quarterly Review Meeting, and tours of the other Metro projects with TIFIA loans. (May 2019).

## **FINANCIAL IMPACT**

Actual expenditures in FY19 for CPC TIFIA Loan activities totaled \$23,989 to pay for the United States Department of Transportation annual fee, trustee fees, ratings fees, and accounting fees. These activities are included in the FY20 proposed CPC Budget at an estimated cost of \$51,240.

## **NEXT STEPS**

Staff will continue to take all actions required of the borrower under the Crenshaw/LAX Project TIFIA Loan and to provide annual updates to the CPC Board. Additionally, staff will return to the Board in the event there are any amendments required to the Crenshaw/LAX Project TIFIA Loan.

## **ATTACHMENTS**

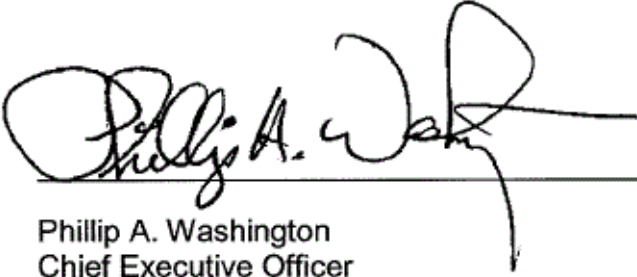
Attachment A - Crenshaw/LAX Project Funding Table

Prepared by:

Emma Nogales, Manager, Transportation Planning (213) 418-3454  
Cosette Stark, DEO, Countywide Planning & Development, (213) 922-2822  
Matthew Wingert, Senior Financial Analyst, Treasury, (213) 922-2553  
Donna Mills, Treasurer (213) 922-4047

Reviewed by:

Nalini Ahuja, Chief Financial Officer (213) 922-3088



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Phillip A. Washington  
Chief Executive Officer



One Gateway Plaza  
Los Angeles, CA 90012

**CRENSHAW/LAX PROJECT FUNDING TABLE**

<b>Project Cost \$</b>	\$2,058,000,000
<b>Cost Type</b>	LOP

**Revenue**

<b>Funding Source</b>	<b>Type</b>	<b>Amount</b>	<b>Status</b>
<b>Federal Funds</b>			
	CMAQ	\$54,000,000	Approved
	TIGER II	\$13,903,535	Approved
	Section 5309 Earmark	\$8,563,010	Approved
	RSTP	\$28,213,840	Approved
	Federal - Sec 5339 AA Prog	\$1,200,000	Approved
	STP	\$71,683,130	Approved
<b>Fed Subtotal</b>		<b>\$177,563,515</b>	
<b>State Funds</b>			
	STIP PPM	\$178,569	Approved
	AB3090 Reimbursement	\$34,400,000	Approved
	STIP	\$2,200,000	Approved
	Prop 1B SLPP	\$49,529,000	Approved
	Prop 1B PTMISEA	\$128,949,506	Approved
<b>State Subtotal</b>		<b>\$215,257,075</b>	
<b>Local Funds</b>			
	Proposition A 35%	\$4,850,151	Committed
	Proposition C 25%	\$429,142,069	Committed
	General Fund	\$54,300,000	Committed
	City Contributions	\$101,707,000	Committed
	Measure R TIFIA Loan	\$545,900,000	Approved
	Measure R 35%	\$529,280,190	Committed
<b>Local Subtotal</b>		<b>\$1,665,179,410</b>	
<b>Total Sources</b>		<b>\$2,058,000,000</b>	



## Board Report

File #: 2019-0749, File Type: Budget

Agenda Number: 4.

### Crenshaw Project Corporation



One Gateway Plaza  
Los Angeles, CA 90012

### CRENSHAW PROJECT CORPORATION BOARD MEETING DECEMBER 5, 2019

**SUBJECT: FISCAL YEAR BUDGET**

**ACTION: APPROVE THE CRENSHAW PROJECT CORPORATION (CPC) FY20 BUDGET**

#### **RECOMMENDATION**

APPROVE the Fiscal Year 2019-2020 (FY20) budget in the amount of \$51,240 for the operation and administration of the Crenshaw Project Corporation (CPC).

#### **ISSUE**

CPC Bylaws, Article 5.2(b), require preparation of an annual budget for administrative support. A summary of the proposed budget is provided as Attachment A.

#### **BACKGROUND**

The CPC was formed in 2012 to act as the Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan conduit borrower for the Crenshaw/LAX Transit Corridor Project (Crenshaw/LAX Project).

#### **DISCUSSION**

The CPC has drawn the entire \$545.9 million TIFIA loan available to the Crenshaw/LAX project. All loan disbursements were advanced to Metro for the purpose of reimbursing the agency for eligible Crenshaw/LAX Project expenses.

In FY19, the CPC paid \$23,989 in expenses for trustee services and loan administration fees as well as other charges. The CPC was reimbursed for these expenditures by Metro.

#### **DETERMINATION OF SAFETY IMPACT**

There is no safety impact related to this action.

**FINANCIAL IMPACT**

The CPC Annual Budget was funded in Metro's adopted FY20 budget in various cost centers for services related to debt management.

**NEXT STEPS**

Staff will monitor actual payments to ensure CPC expenses are fiscally responsible.

**ATTACHMENTS**

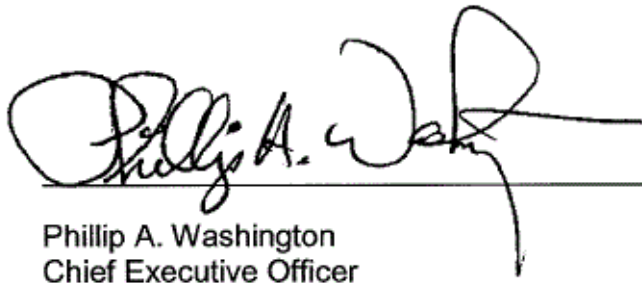
Attachment A - Proposed Fiscal Year 2019-2020 Budget Summary

Prepared by:

Susan Carias-Ginsberg, Manager, Admin. & Financial Services, 213-922-6162  
Donna Mills, Treasurer, Treasury, 213-922-4047

Reviewed by:

Nalini Ahuja, Chief Financial Officer, (213) 922-3088



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Phillip A. Washington  
Chief Executive Officer





One Gateway Plaza  
Los Angeles, CA 90012

Fiscal Year 2019-2020  
Budget Summary  
(in dollars)

	<b><u>FY19</u></b> <b><u>Actual</u></b>	<b><u>FY20</u></b> <b><u>Budget</u></b>
US DOT annual fee	13,500	15,000
Annual rating fees	2,500	2,500
Trustee fees	3,000	3,000
Financial audit fees *	4,989	5,740
Legal services fees **		25,000
Grand Total	23,989	51,240

\*Budget by MASD

\*\*Budgeted by County Counsel