



# West Santa Ana Branch City Manager Technical Advisory Committee

Tuesday, January 12, 2021, 2:00 PM – 3:30 PM

TELECONFERENCE MEETING VIA ZOOM

Register in advance for this webinar:

[https://us02web.zoom.us/webinar/register/WN\\_u-9xUjsUTnKqXmV5LMC4qw](https://us02web.zoom.us/webinar/register/WN_u-9xUjsUTnKqXmV5LMC4qw)

Phone: 669.900.6833 Meeting ID: 812 7927 9744

## AGENDA

1. Welcome John Moreno, Chair
2. Approval of Minutes
- 45 min. 3. Update on WSAB Project Meghna Khanna, Senior Director,  
Mobility Corridor, Countywide Planning  
June Susilo, DEO,  
Program Management  
Colin Peppard, Senior Director, OEI  
Craig Hoshijima, DEO,  
Grants Management and Funds  
Administration,  
Countywide Planning & Development
  - A. Environmental Document Status and Review
  - B. Third Party Engagement Including UPRR
  - C. Enabling Works Sequence
  - D. P3 Timing
  - E. TAC Member Questions and Discussion
- 25 min. 4. Update on Federal Advocacy Efforts Gilbert Livas, Vice Chair  
Michael Turner, LA Metro Deputy  
Executive Officer Government Relations  
Raffi Hamparian, LA Metro Senior  
Director for Federal Affairs Government  
Relations
  - A. Introductory Remarks
  - B. Metro Presentation
  - C. TAC Member Discussion
5. Other CM TAC Items and Discussion
6. Next CM TAC Meeting – Tuesday, February 9, 2021 Via Zoom  
Focus: New Starts Rating Analysis and SCAG Value Capture Study – Final Recommendations
7. Adjournment

## **2. Approval of Minutes**

**MINUTES OF THE MEETING OF THE  
GATEWAY CITIES COUNCIL OF GOVERNMENTS**

**West Santa Ana Branch City Manager Technical Advisory Committee**

**November 10, 2020**

**Teleconference Meeting Via ZOOM**

**PRESENT:** Chair, John Moreno, City of Paramount  
Vice Chair, Gilbert Livas, City of Downey  
Art Gallucci, City of Cerritos  
Raul Alvarez, City of Huntington Park  
Elaine Kunitake, Los Angeles County  
Jennifer Vasquez, City of Maywood

**ABSENT:** William Rawlings, City of Artesia  
Paul Phillips, City of Bell  
Jeff Stewart, City of Bellflower  
Michael O’Kelly, City of Bell Gardens  
Sal Lopez, City of Cudahy  
Michael Flad, City of South Gate  
Carlos Fandino, City of Vernon

**ALSO PRESENT:** **Electeds:** Jocelyn Rivera Olivas, *Office of Supervisor Hahn*; Martin Reyes, *Office of Supervisor Solis*; Justin Ramirez, *Office of Metro Director Mayor Garcia*.  
**County/Cities:** Karen Lee, Jeremy Bates, *City of Artesia*; Len Gorecki, *City of Bellflower*; Manuel Acosta, *City of Bell*; Torrey Contreras, Sabrina Chan, *City of Cerritos*; Vaniah De Rojas, Aldo Schindler, *City of Downey*; Cesar Roldan, *City of Huntington Park*; Raphael Casillas, *City of Paramount*; and Dianne Guevara, *City of South Gate*.  
**Metro:** Mark Dierking, *Metro Staff*.  
**Eco-Rapid Transit:** Allyn Rifkin.  
**Gateway Cities COG:** Nancy Michali, *WSAB City Manager TAC staff*; Karen Heit, Joel Arevalos, Melani Smith, Sandra Mora, Stephanie Cadena, Erica Copeland, *GCCOG staff*.  
**Other:** Norman Emerson, ERT and GCCOG consultant.

Chairperson John Moreno called the meeting to order at 2:04 pm. He welcomed everyone to the meeting and said that we have two substantial issues to discuss and let’s get started. Mr. Moreno asked for approval of the minutes for the October 13 WSAB City Manager TAC meeting. Jennifer Vasquez, City Manager of Maywood moved to approve and Manuel Acosta, City of Bell, seconded the motion. There were no objections, and the October CM TAC minutes were approved.

**Item 3. REAP Funding Plan Update – Modeling of WSAB Station Areas**

Chairperson Moreno introduced the REAP Funding Plan Update item, welcoming Melani Smith, Director of Regional Development for the Gateway Cities Council of Governments (GCCOG). He thanked her for

returning to City Manager TAC to present this important item regarding a \$1.3 million grant from SCAG to develop a computerized land use model to the CM TAC members.

Ms. Smith thanked Mr. Moreno for the introduction and said her presentation was intended to provide a context for the funding that the GCCOG had received from SCAG, and the planned use of the housing and land use funding. The California Housing and Community Development (HCD) provided one-time Regional Early Action Planning (REAP) funding to SCAG and other Metropolitan Planning Organizations (MPOs). The funding resources are for planning activities that will “help regional entities and governments facilitate and accelerate local housing production, have a net-positive effect on housing supply by increasing housing planning, and assist local governments in meeting their regional housing needs allocation (RHNA).”

The Gateway Cities COG is eligible for \$1.316 million from this one-time funding source over the next three years. Up to \$200,000 is available in Phase 1 beginning November 20, 2020, with the remainder of funding available after April 2021. SCAG is asking COGs to prioritize their funded activities around housing element support given that the sixth (6<sup>th</sup>) Cycle of Housing Elements is due October 2021. COG staff developed a COG Board-approved work program, application and plan that was submitted to SCAG. The work approach was approved, and a formal agreement is being negotiated with SCAG staff who have been supportive of the COG’s proposed approach and efforts. As this work effort moves forward, Ms. Smith will be requesting the support of city managers and planning directors throughout the GCCOG subregion on how to best support the breadth of housing and land use-related activities that cities must undertake, including the RHA survey and follow-up efforts, such as attracting developers and implementing housing programs.

An overview of the “State Housing Funding Landscape” falls into two basic categories: 1) Planning and 2) Implementation. The State HCD statewide estimate of housing needs, in all income categories, was used to identify the SCAG RHNA sixth cycle increase, which will be reflected in the sixth cycle housing elements being developed by each city. In the SCAG region, planning efforts have been funded under sources including Senate Bill 2/Predevelopment Loan Program (PLHA), Assembly Bill 101/Local Early Action Planning (LEAP) and the now REAP Program. Funding for implementation of the resulting housing plans will come from a wide range of sources, including Multifamily Housing Program (MHP), CDBG/Cares/CalHome, Affordable Housing Sustainable Communities (AHSC), Veterans Housing/Homeless Preventions, Local Housing Trust Fund and Infill Infrastructure Grants (IIG). Many GCCOG cities are in the process of preparing housing updates and identifying critical housing needs, and have used Senate Bill 1 and LEAP funding for these efforts.

GCCOG housing efforts are focused on planning, preservation and production, as follows:

- **Planning efforts** include fifth/sixth cycle housing elements, general plan updates, zoning code updates, specific plans and inclusive community engagement.
- **Preservation efforts** include anti-displacement policies, rent stabilization ordinances and equitable development policies.
- **Production efforts** include funding/financing strategies, inclusionary housing programs and land banking.

Ms. Smith shared a table showing the groups and efforts that will support the GCCOG in each of these categories and with the RHNA/REAP Survey and follow up efforts.

The Phase 1 work program includes three efforts: 1) Regional Study of Inclusionary Housing Policy Feasibility, 2) Regional Accessory Dwelling Unit (ADU) Encouragement Strategies, and 3) Support for the 6<sup>th</sup> Cycle Housing Elements development and implementation. A key work effort in the support for 6<sup>th</sup> Cycle Housing Elements, will be development of parametric land use and development modeling services and products. Ms. Smith has spoken with many parametric modeling service providers and GCCOG area stakeholders to identify a robust work plan, collaborative program and resulting set of modeling tools.

She is excited at the possibility of working with the cities of the WSAB CM TAC on developing this land use modeling tool as the cities-based group is formed and working together – and has expressed interest in future housing, land use and development issues. The modeling effort will use the WSAB Corridor cities to develop station area land use scenarios that can be used to update housing production, including housing allocation in future transit station areas. The starting point for the modeling work will be the WSAB Transit Oriented Development Strategic Implementation Plan (TOD SIP) efforts that Metro developed with the WSAB Corridor cities. While at Metro, Ms. Smith led the development of the transit oriented land use plans, and is very familiar with the station area city land use input through outreach efforts and the resulting station area typologies.

Once the REAP funding agreement with SCAG is approved and the funding is made available, Ms. Smith would like to get started on the first phase of this work process which is anticipated to take three months. The identified study process will focus on both a corridor-wide level and a city-specific level following six steps:

1. **Convene** a working session of city/county stakeholders (WSAB CM TAC members) to establish goals and parameters to be studied, as well as the criteria to be used to evaluate land use scenarios.
2. **Determine and prioritize** the land use issues that are most important to consider and model in the station areas and along the WSAB Corridor.
3. **Organize modeling land use scenarios** by typologies, e.g., modeling parameters for large scale redevelopment, main street, arterial infill and industrial/hybrid infill (as identified for each station area in the *WSAB TOD SIP*).
4. **Convene a virtual workshop** to review model structure, changes from existing conditions, and outcomes generated from the set of identified criteria.
5. **Hold monthly meetings** involving COG and WSAB City Manager TAC staff to refine the modeling approach, organize modeling workshops and develop presentation of findings.
6. **Develop/package scenario outcomes and impact analysis**, suitable for sharing with elected officials, city staff and other stakeholders.

Through participation in this planning study process, WSAB CM TAC members will be the leaders in developing the model for the GC COG region, as what is developed for the WSAB Corridor cities then will be used for future planning in all COG area cities. Participation in this modeling process offers cities the opportunity to locate and revise future station area land use scenarios, and collaboratively develop and assess corridor-level land use, housing and transit ridership impacts.

The model will provide the ability to study data-driven housing, land use and infrastructure policies, plans and concepts at two levels:

1. **Corridor-wide level** – address decisions such as where best to locate new and higher density housing in the WSAB Corridor; identify infrastructure needs to support additional development; support efforts to balance Corridor station area development to increase transit ridership along with meeting local community needs; and define where and how to strengthen and attract businesses, employers and developers.
2. **City-specific** – support finer grain planning efforts to support housing, development and public space decisions within and adjacent to the future LRT station areas, such as creating walkable station areas with First and Last Mile improvements, identifying local infrastructure needs and supporting city value capture efforts.

Data sets for the modeling scenarios can be customized to meet city concerns and city-specific issues to support informed analysis, including factors such as population characteristics, city vulnerabilities, destinations/attractors and vacant/underutilized land.

Chairperson Moreno thanked Ms. Smith for her informative presentation on this exciting opportunity for the WSAB Corridor cities. He asked if the proposed modeling and study process had been used for similar programs/projects elsewhere? Ms. Smith responded that the Metro TOD SIP study efforts had explored potential land use scenarios of various station locations and fit with city-approved housing programs using a basic model developed for the WSAB station areas. This effort also evaluated the fit transit stations and access paths with multi-modal facilities and connecting to station area destinations and points of interest. The proposed modeling process will enable WSAB Corridor city members to quickly identify and model different scenarios, and assess the outcomes resulting from each proposed future land use scenario. In another effort, the City of Carlsbad used the proposed model to evaluate job generation, viable housing location and identify development opportunity parcels. The modeling tool and process is flexible and allows for different approaches by different cities/agencies.

Mr. Moreno said that it was important to move forward on this land use planning and modeling effort, but that it needed to involve different staff than city managers. As this effort moves forward, it should be coordinated with and involve planning and community development directors and staff with city manager support. This effort could provide a potential economic development tool for all cities.

Vice Chair Livas concurred on moving this study effort forward and liked that it could provide data-driven decisions. It was important for Ms. Smith to work with city planning directors on this effort. The City of Downey will participate, and Aldo Schindler will coordinate efforts for the City of Downey. Mr. Moreno stated that the City of Paramount also was on-board,. He tasked Ms. Michali, WSAB CM TAC consultant, to reach out to the city managers and planning directors, and to report back to the CM TAC on the progress and results.

Mr. Moreno requested that Ms. Smith, who has been on-board since late July, introduce herself to the CM TAC members. She has been a long-term urban planning professional working in the private sector for and leading a downtown Los Angeles multi-discipline design firm. Ms. Smith left the private sector to join Metro where she led the WSAB TOD SIP planning efforts. She is pleased to be able to continue working on the WSAB project with the Corridor cities for the GCCOG. Mr. Moreno thanked her and said she brings much-needed knowledge, and it is a perfect time to move forward on this study effort. He then asked CM TAC members for further questions or comments on this issue, and hearing none moved on to the next agenda item.

#### **Item 4. 3% Local Contribution Discussion**

Chairperson Moreno started the 3% Local Contribution discussion by stating Meghna Khanna, Metro Project Manager, and her team were not in attendance today, and it was due to a good sign that WSAB Project made significant progress in moving forward. The Metro team members were attending a pre-submittal meeting for the draft EIS/R document with Federal Transit Administration (FTA) staff. The initial draft EIS/R is due to FTA on November 20, 2020 for its first round of federal review – three rounds are required, and additional rounds may be requested by FTA. Submittal of the second draft document is anticipated to occur in late December/early January. Ms. Khanna and the Metro team will return to participating in the CM TAC meetings in January 2021.

Mr. Moreno updated CM TAC members that a list of 13 questions raised by CM TAC members at the October meeting related to Metro staff's presentation on the 3% Local Contribution issue was sent to Metro staff for response. Ms. Khanna and Adam Stephenson, Senior Director, Countywide Planning and Development, provided responses to the questions. The questions and responses were distributed to all CM TAC members prior to today's meeting. Rather than discuss the responses one-by-one, Chair Moreno wanted to highlight and discuss their responses to two key questions with CM TAC members that he felt required further CM TAC discussion. He requested that if there were any additional questions and concerns regarding Metro's answers to bring them to his attention.

#### **Question 3 – For the next WSAB CM TAC meeting, provide a Bellflower local contribution example as proposed by Metro staff.**

Metro response: *It is important to Metro to avoid causing any confusion about future project contributions – including, but not limited to, the possible future contribution of an individual jurisdiction. With the 3% local contribution amount unknown until the 30% design level, further estimation of these potential contributions might be most appropriate coming from the City of Bellflower. Metro staff met with the City of Bellflower on November 3, 2020 to discuss various scenarios under which the City might meet their 3% contribution. Examples discussed during that meeting included land to be potentially used as a site for the MSF facility, as well as FLM projects that might be included in the upcoming FLM planning efforts.*

Mr. Moreno spoke with Len Gorecki, City of Bellflower, who was first to request a meeting with Metro staff to discuss possible local contributions. With an estimated WSAB project cost of \$7.0 billion (\$2018, 5% level of design), the City of Bellflower estimated it would have a \$22.4 million local contribution requirement. He discussed using a land contribution (for the maintenance/storage facility) and a First Last Mile (FLM) project (relocation of interim bike/pedestrian path along rail right-of-way and other projects identified in the FLM plan efforts) to meet the city's contribution requirement. Mr. Gorecki felt the meeting with Metro staff, Meghna Khanna and Adam Stephenson, was productive – it allowed for him to plan ahead/budget for the future financial requirement. He stated that it is important for the cities to understand that the FLM process starts mid-2021 and be ready for it.

#### **Question 5 – Clarify can the 3% Local Contribution include contributions to the future operation of the project, such as providing new city shuttle vehicles and/or additional service hours to connect passengers to/from the rail project?**

Metro response: *Only projects included in the 30% design scope and cost estimate are eligible as sources for the 3% local contribution. To the extent that such First-Last Mile or similar projects are included in the 30% scope and cost, then they may be included.*

Chair Moreno said that he will be working with Metro to ensure the City of Paramount's bicycle trail along the rail line is included in the construction documents. Mr. Gorecki said that proactive discussion with Metro is what the City of Bellflower has done with their own bicycle trail along the rail line. He discussed including a station area parking structure as a local contribution, but Metro staff felt that station parking issues were already addressed by a proposed parking lot on the north side of station. Also, Metro staff said any proposed local contribution improvement must be documented in an approved City Transit Oriented Specific Plan. Mr. Gorecki mentioned that Metro staff told him to review the FLM projects identified in the *WSAB TOD SIP* document – inclusion in that document counts as being listed in an approved plan.

Vice Chair Livas said it was imperative that the cities be proactive in identifying and planning for projects immediately in order to have strong possible FLM project contributions – and provide informed, city-specific input to the upcoming FLM process.

Further CM TAC member discussion focused on whether the WSAB cities can request a longer timeframe than the proposed five payments/five years identified by Metro staff. Measure R projects were allowed a much longer time frame to pay out their local contribution (typically 14 years commencing 2 years after the agreement was signed). Discussion focused on whether we should request an extension of the local contribution timeframe given the pandemic-related economic challenges faced by the WSAB Corridor cities. They will have great difficulty with resulting economic hardships in coming up with the anticipated local contribution amounts given the economy.

Torrey Contreras, City of Cerritos, asked as this project will be partially funded by Measure R, why can't the Measure R requirements govern the local contributions, rather than the more stringent Measure M guidance? Or can we do a hybrid of the Measure R and Measure M requirements?

Chair Moreno said the WSAB CM TAC should get a legal opinion from the GCCOG attorney on the viability of extending the local contribution timeframe. He asked for further questions or comments on this issue, and hearing none moved on to the next agenda item.

#### **Item 5. TAC Member Discussion**

Chairperson Moreno asked for final questions and comments from CM TAC members, and hearing none moved to adjourn the meeting. The next WSAB CM TAC meeting is scheduled for Tuesday, December 8, and the agenda will focus on a more detailed discussion of 3% Local Contribution requirements. He urged members to attend and be proactive in the discussion. Chair Moreno made a final call for comments and hearing none, adjourned the meeting at 2:52 pm.