



# West Santa Ana Branch City Manager Technical Advisory Committee

Tuesday, November 10, 2020, 2:00 PM – 3:30 PM

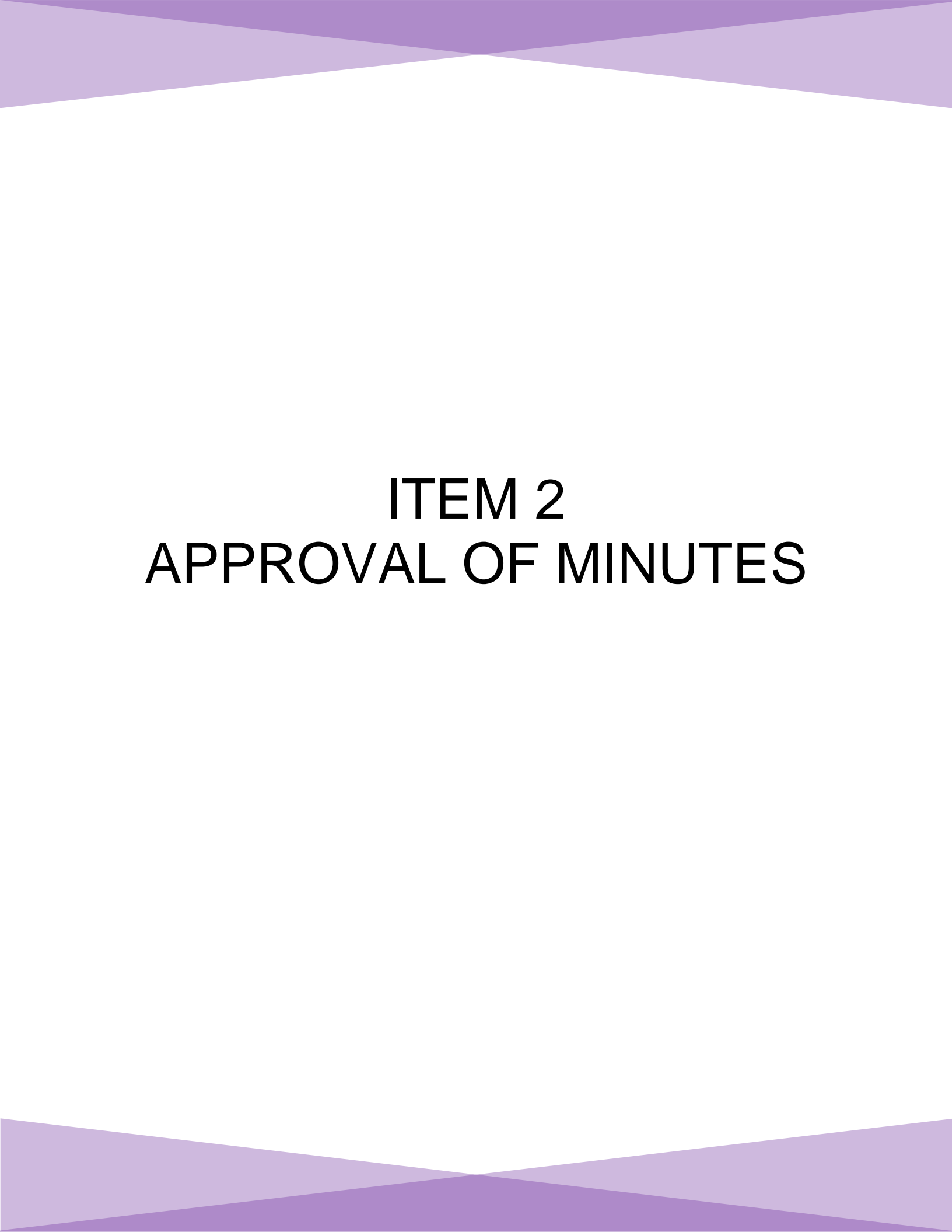
**TELECONFERENCE MEETING VIA ZOOM**

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## AGENDA

- |         |  |  |
|---------|--|--|
|         | 1. Welcome   | John Moreno, Chair   |
|         | 2. Approval of Minutes   |  |
| 30 Min. | 3. REAP Funding Plan Update – Modeling of WSAB Station Areas                         | Melani Smith, Gateway Cities Council of Governments, Director of Regional Planning |
| 40 Min. | 4. 3% Local Contribution Discussion<br>A. Response to TAC Questions<br>B. Next Steps | John Moreno, Chair<br>Gilbert Livas, Vice Chair                                    |
|         | 5. TAC Member Discussion   |  |
|         | 6. Next TAC Meeting – Tuesday, December 8, 2020 Via Zoom                             |  |
|         | 7. Adjournment   |  |



**ITEM 2**  
**APPROVAL OF MINUTES**

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

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

**October 13, 2020**

**Teleconference Meeting Via ZOOM**

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

**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  
Carlos Fandino, City of Vernon

**ALSO PRESENT:** **Electeds:** Jocelyn Rivera Olivas, Rachel Roque, *Office of Supervisor Hahn*; Kimberly Ortega, *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, Delfino Consunji, *City of Downey*; Cesar Roldan, *City of Huntington Park*; Rafael Casillas, *City of Paramount*; Dianne Guevara, *City of South Gate*; and Bruno Naulls, *City of Lynwood*.  
**Metro:** Meghna Khanna, Fanny Pan, Shawn Atlow, Adam Stephenson, 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, Erica Copeland, *GCCOG staff*.  
**Other:** Norman Emerson, ERT and GCCOG consultant; Anthony V., Solutions International USA.

Chairperson John Moreno called the meeting to order at 2:06 pm. He started the meeting and asked for approval of the minutes for the September 15 WSAB City Manager TAC meeting. Gilbert Livas, City of Downey, moved to approve and Len Gorecki, City of Bellflower, seconded the motion. There were no objections, and the September CM TAC minutes were approved.

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

Chairperson Moreno introduced the 3% Local Contribution discussion item by stating that last month Metro staff provided us with an informative overview of identifying how much the WSAB cities will need to contribute to the construction of the WSAB project. Last month, we requested examples of 3% local contributions from other Metro project cities, so we can prepare for this big ticket cost. The request was for two examples from other cities and two possible examples for WSAB Corridor cities. He then turned the discussion over to Adam Stephenson, Senior Director, Countywide Planning & Development.

#### **Previous Measure R 3% Local Contribution Table Discussion**

Mr. Stephenson's presentation focused on a table titled "Previous Measure R 3% Local Contribution Agreements." This table presented side-by-side local contribution terms from previous Measure R projects, and included a projected WSAB scenario under Measure M requirements. The Measure R projects included the Gold Line Foothill 2B, Expo II, Crenshaw/LAX, Purple Line 1 and Regional Connector. The table presented local contribution information on: construction duration, 3% agreement date, the original project budget, the total 3% contribution, the contribution sources and the agreement terms – cash, in-kind and/or funding of First/Last Mile projects.

It is important to understand that the WSAB project will received funding from both Measure R and Measure M. The main difference between the two measures is that Measure M requires prompt payment of the local contribution, while Measure R guidance was more lenient. Under Measure M guidance, local contribution payments must be completed by the 50% construction point. The construction duration period was not as key a factor for Measure R projects as it will be under new Measure M guidance. Past local contributions included cash, in-kind staff time and First/Last Mile (FLM) project funding. For example, the Gold Line Foothill 2B contribution sources were in-kind staff time and FLM project funding. The estimate of staff time was negotiated between Metro and the Gold Line Construction Authority, and the FLM project funding was consistent with the First/Last Mile plans developed for each station area by Metro and the cities. WSAB FLM planning efforts will kick off next year after the Metro Board's decision on the Locally Preferred Alternative (LPA).

Meghna Khanna, Metro WSAB Project Manager, clarified that the Gold Line staff time contribution was not reimbursed under Master Cooperative Agreement (MCA) terms. Under the terms of the MCAs negotiated and executed with the WSAB cities, Metro will be reimbursing staff and consultant time reviewing advanced design (30% and onwards) and support during construction based on an agreed-upon work plan. Metro MCA-reimbursed city staff time cannot be counted as a local contribution. Accordingly, Mr. Stephenson stated that there may not be an opportunity for staff time as in-kind contribution for the WSAB project. Given that Measure M guidance requires the local contribution must be made by 50% project construction point, and given the short WSAB projected construction timeframe – cities may have only four to five (4 to 5) years for the local contribution payment to be completed. For the Crenshaw/LAX project, the City of Inglewood had a lengthy timeframe to pay their local contribution as compared to other agreements, and thus had 40 annual payments versus 14 annual payment agreements, or immediate repayment, for other cities.

Ms. Khanna pointed out that Chairperson Moreno and Vice Chairperson Livas had asked for city examples, and Mr. Stephenson's table provides some ideas. For the WSAB project, the cities of Bellflower and Paramount have the potential of contributing city-owned land to the maintenance yard facility depending on the final location decision. She identified the construction duration dates as being

2024-2031 for the WSAB project as an identified as one of the four Pillar Projects. The LPA selection action by the Metro Board determines the project description and associated capital cost.

Vice Chair Livas asked if the “Previous Measure R 3% Local Contribution Agreement” table shows the total construction cost for each line? Mr. Stephenson answered no – the table identifies the original project budget and the contribution amount. Mr. Livas asked – the table shows the Regional Connector local contribution as \$41,984,000. Was that amount totally the responsibility of the City of Los Angeles? Mr. Stephenson replied that yes as the Regional Connector construction occurred within one city, the local contribution was the responsibility of one city – the City of Los Angeles. If a project occurred within the boundaries of two cities then the local contribution cost would be allocated between the two cities.

Mr. Livas asked if some cities contributed cash only? Mr. Stephenson responded that the City of Los Angeles contributed cash only for their local contribution on projects within their city. Mr. Livas then asked about the WSAB project that those cities which have more stations will be required to provide a larger local contribution? Mr. Stephenson responded that was the case, and pulled up the formula presented at the September TAC meeting to show the local contribution was based on track miles and a to be determined portion of a station area.

Mr. Livas stated his intent to obtain a better idea of the possible amount of funding that each city will be responsible for and put it on each city’s radar. Based on the example table, the average WSAB project city’s contribution will be approximately \$43 million – a large amount to be cognizant of and plan ahead for. He asked for a total project cost and Mr. Stephenson identified a preliminary project construction cost. Ms. Khanna stepped in to clarify that the number he was using was in 2018 dollars and based on the 5% level of design available at that time. The total WSAB project budget in 2018\$ was estimated at \$6.5 to \$6.6 billion, but that currently cost estimates are being prepared to reflect the 15% design and the cost is expected to go up. Also, she added that the 3% contribution will be calculated on the project cost at 30% design and the cost of the FLM projects. Mr. Livas requested that the table should show total project cost and miles; Mr. Stephenson said he would make the requested revisions.

### **Other Project Local Contributions**

Chairperson Moreno asked Mr. Stephenson to return to the table: the Gold Line project appears to be closest to the WSAB project in the number of cities who participated. How did the local contribution work for the Gold Line cities? Mr. Stephenson responded that in 2017-18, all of the cities estimated the staff time that they would contribute to the project, and then the city estimates were rolled up into one local contribution number. Mr. Moreno asked why the staff time estimate as a local contribution was not included on the table for the WSAB project cities? Mr. Stephenson responded that the WSAB staff time and permit fees were to be reimbursed by the MCA and could not also be included as a local contribution as it would mean double counting. Mr. Moreno asked how that worked for the Gold Line cities – and Ms. Khanna responded that the MCA negotiated by the Gold Line cities did not provide for reimbursement of staff time.

Mr. Moreno asked for information about the local contribution made by Culver City on the Expo Line. Mr. Stephenson stated that he did not know what local contribution was collected from Culver City; Santa Monica contributed \$16.5 million and Los Angeles contributed \$28.34 million. Mr. Moreno requested information on how the city of Culver City provided its 3% Local Contribution. Ms. Atlow

responded that current staff was not involved in that project, and did not have the background to answer the question. Ms. Michali, TAC Consultant, pointed out that the Metro staff member that negotiated the agreement with Culver City is still on staff (David Mieger), and that the team should reach out to him. She stated that it was her understanding that Culver City contributed station area land to the Expo Project. Ms. Khanna said that they would check and respond back to the TAC with the requested information.

### **WSAB Project Local Contribution Discussion**

Elaine Kunitake, County of Los Angeles, asked for clarification on why five (5) annual local contribution payments were identified for the WSAB Project on the “Previous Measure R 3% Local Contribution Agreements” table. Other projects were shown as having between 14 and 40 annual payments. Mr. Stephenson responded that the number of payments would be negotiated with individual cities/entities. The other projects shown in the table were negotiated under Measure R guidance, and the WSAB project would be negotiated under the more stringent Measure M guidance requiring payment by completion of 50% of construction. Ms. Kunitake requested clarification: if the Metro Board-approved LPA only addresses construction of Phase 1 of the WSAB project, will the 3% Local Contribution agreement address only Phase 1 costs? Mr. Stephenson answered yes, that was the case, and Ms. Kunitake asked if there would be a separate agreement for Phase 2 construction costs? Mr. Stephenson answered in the affirmative – different timing, phases, and costs would result in different agreements; it is easier to have two agreements. The question was then asked: would additional local contributions be required of the Phase 1 cities, even if Phase 2 construction occurred only in the City of Los Angeles, or the Gateway Cities COG cities depending on the LPA decision? Ms. Khanna stated that the local contribution agreements are dependent on the cost of the Metro Board-selected LPA and further discussion would occur then. She added that Fall 2023 is the anticipated timeframe for establishment of the Basis of Design/refined project cost (30% design level), which will provide the basis for the 3% Local Contribution agreements.

Torrey Contreras, City of Cerritos, asked why the table showed five (5) annual payments for the WSAB Project, while the Westside Purple Line 1 and Regional Connector projects had 14 annual payments? Mr. Stephenson responded that under Measure R guidance, there was no written limitation on how long cities had to make their local contribution payments, while under Measure M, the local contributions must be completed half-way through project construction. Using the projected WSAB project construction time period, five annual payments by 50% construction were identified. Mr. Contreras asked, beyond the \$240 million identified in Measure R for the WSAB project, what is committed to the project in Measure M funding? Ms. Atlow responded that the Measure M funding amount will not be known until a finalized WSAB project funding plan is prepared; there are many demands on Measure M and she cannot commit to a specific amount. Mr. Moreno asked: can Metro commit to a Measure M funding amount by the 30% level of design for the project. Metro staff said no. Measure M funding amounts depend on sales tax receipts, which vary from year to year; commitments of these funds will occur through Board approvals of contracts and funding agreements subsequent to the 30% design level for the WSAB project. Mr. Contreras asked if it was possible to use the Measure R funds allocated to the WSAB Project to reduce the required 3% Local Contribution for all cities? Ms. Atlow said she would get back to the TAC on this question.

### **Local Contribution Process**

Michael Flad, City of South Gate, asked what was the process for determining the terms of each city's local contribution? Mr. Stephenson stated that the process would start with meeting with him; he would work with each city to look at realistic, financially feasible local contribution sources and the timing of their availability. Metro is open to creative ideas. They will work with the WSAB cities on FLM funding and in-kind opportunities. While there can be initial discussions with the cities, a majority of the local contribution discussions will take place in 2023.

Mr. Flad then asked if the local contribution agreements would require Metro Board approval? Metro responses indicated that the process has not been clarified and that they will return to the TAC with more detailed information. Ms. Atlow emphasized the ability to memorialize what each city may offer as a local contribution. Mr. Flad stated that it was important for the cities to understand who they would be negotiating with and seeking approval from – different decision-makers could contribute to challenges in reaching successful agreements.

Mr. Flad asked that as Metro refines the project cost, is there any process that allows for resolution of project cost that includes the WSAB project cities? Ms. Khanna responded that cities can provide feedback at several points in the project design process: 1) cities reviewed the plans at the 15% level of design; 2) First/Last Mile plans and costs will be reviewed with the cities before agreements are reached between Metro and the cities; 3) at the 30% enabling work design level, cities can provide feedback; and 4) pre-P3 contract, the cities can provide feedback. Mr. Flad stated that his question was that as Metro refines the project cost, is there any process for the WSAB cities to discuss and agree on which project elements are included? For example, if the Rio Honda River Station is added by one city, other cities may not want to support the increase in the project construction cost. Ms. Khanna stated that the Rio Hondo Station Study is a separate study, and that it will not be merged into the WSAB project. Mr. Flad asked again about resolving cost decisions. Ms. Khanna responded that the project elements are different for each city. For example, if a city wants a betterment, they are responsible for that additional cost. Each city is responsible for their own FLM project costs.

Mr. Flad then asked: Metro staff stated that there was a connection between the P3 process and the 3% Local Contribution process. What is the connection between the two processes? During the operational phase, does the revenue generated stay with the WSAB project, or flow into Metro general funds? Mr. Stephenson responded the milestones are different under the design and P3 project processes. The 30% design level has an equivalent step in the P3 process and project costs are settled before the project moves into final design under the P3 contractor. Ms. Khanna clarified that the project funding agreements are not tied to operating costs. Project financial close-out occurs with close-out of the P3 efforts. Mr. Flad responded that cities will have a hard time with a negative 3% local contribution impact and P3 process. Ms. Khanna said she would follow-up on Mr. Flad's P3 questions and return with responses at the next TAC meeting.

Mr. Moreno asked about the City of Los Angeles requiring tunneling in their portion of the WSAB project. Their decision will increase the cost exponentially, and yet the WSAB TAC member cities have no input into their decision. Is there a way that the City of Los Angeles cost can be identified and separated out from the Gateway Cities contribution? Mr. Stephenson said that it may be possible, but it is challenging to parse out the 3% cost across the entire project per project element/per segment. The Metro-recommended formula is consistent with the Measure M Ordinance and Guidance, which use

track miles and station area as a basis for the 3% contribution allocation. Calculating location-based project costs, and then allocating them to specific jurisdictions would go beyond the approach that was discussed and vetted regionally in preparation of the Measure M Guidelines. However, the Metro-recommended formula is not set in stone. Jurisdictions along an alignment may collectively arrive at an alternative formula as long as the overall 3% obligation is met. Regarding the City of Los Angeles project costs, for example, the other WSAB jurisdictions would need to initiate discussions with the City of Los Angeles to potentially shift a portion of the 3% contribution to the City of Los Angeles where the TAC expects project costs to be relatively higher. Ms. Khanna requested that the TAC wait until the LPA is determined by the Metro Board in the middle of 2021 – wait until Board direction is clear and then discuss this project cost and 3% agreement issue further.

Chairperson Moreno asked where the City of Bellflower local contribution example was as proposed by Metro staff? Mr. Stephenson said it was a misunderstanding and, that while he can do a Bellflower local contribution example, he was not prepared to do so today. Ms. Khanna clarified that there are two vehicle maintenance and storage locations being considered for the project – one in Bellflower and one in Paramount. If the Bellflower location were to be selected, the city could use the land value towards their local contribution. Ms. Atlow stated that Mr. Stephenson had built a “contribution calculator” to use for different scenarios and that he would share it with the cities. Mr. Stephenson clarified that it was a spreadsheet, and the cities could use it to input project budgets and possible contributions.

Mr. Moreno asked for further questions and hearing none, he closed out the local contribution discussion by echoing comments by Mr. Livas that there are certain efforts that each city can do to prepare for the local contribution cost. He thanked Mr. Stephenson for his presentation.

#### **Item 4. Status of Environmental Document and the Master Cooperative Agreements**

Mr. Moreno turned the meeting over to Ms. Khanna to present an update on the WSAB Project Environmental Document and the Master Cooperative Agreement efforts.

##### **Status of the WSAB Environmental Document**

Ms. Khanna started with a quick update on the WSAB project status sharing a presentation prepared for the Metro Board’s Planning and Programming Committee for October 14, 2020. The first administrative draft environmental document will be sent to the Federal Transit Administration (FTA) on November 20<sup>th</sup> for review and comment. Based on past experience, it is anticipated that there will be a minimum of three rounds of FTA review before the document is approved for release to the public for review and comment.

In a separate effort, Supervisor Hahn and Metro, based on a request from the City of Cerritos, have agreed to study a potential station location at/near 183<sup>rd</sup> Street and Gridley Road in the City of Cerritos. Work sessions are being held between Metro and Supervisor Hahn staff and City staff and the Los Cerritos mall owner/developer. If consensus is reached on a station location, it will be added to the environmental review process between the draft and final environmental documents.

Coordination with the Union Pacific Railroad regarding future freight interface decisions along the 10 miles of shared WSAB rail corridor that are either UP-owned or that UP has freight operating rights for, remains a critical path item. Metro has a consultant on board who previously worked with UP for more than 20 years who will lead the design, technical issues and negotiation efforts. Chairperson Moreno



asked if there was anything that the cities could do to help with the coordination issues with UP? Ms. Khanna replied that the negotiations are in a sensitive phase and that any political pressure at this time may jeopardize the process.

#### **Discussion of Status of Master Cooperative Agreements**

Ms. Khanna provided an update on the status of execution of master cooperative agreements with the WSAB Corridor cities. Two cities – Downey and Paramount – have completed the process through city council approval. She is working with the other cities, but still has not heard from Cudahy and Vernon. She is planning on taking the first set of approved MCAs to the Metro Board in January 2021. Ms. Khanna offered to meet with the cities as needed and to make city council presentations.

Chairperson Moreno emphasized how helpful it was for his city council to receive a preview of the intent and scope of the MCA from Ms. Khanna before bringing the MCA to them for approval two weeks later – it was much easier to secure approval. The supporting staff reports prepared by the cities of Downey and Paramount are available to share with the other WSAB cities. Mr. Flad was appreciative and requested that the reports be sent to all cities. Ms. Khanna also offered to share the Paramount City Council presentation that she prepared. Mr. Moreno reiterated how important it is for the WSAB cities to show the Metro Board that the WSAB Corridor cities want the project to happen and are working closely with Metro and each other.

Chairperson Moreno asked for further questions or comments on this issue, and hearing none moved on to the next agenda item.

#### **Item 5. Federal Advocacy Initiative Supporting Funding for the WSAB Project**

Chairperson Moreno introduced Michael Flad, City Manager, City of South Gate, who is leading the COG efforts to support securing of federal funding for the WSAB Project.

Mr. Flad discussed the intent of the COG federal funding advocacy efforts. Everyone knows the project is underfunded and bringing in new federal funding could be a strong source for helping construction of the entire WSAB project move forward. Federal funding discussions are now underway regarding a new federal transportation funding act as the current federal transportation funding bill ends in 2020. Mr. Flad is coordinating federal lobbying efforts by first identifying what cities/entities have federal lobbyists in-place, and whether they would be willing to dedicate lobbyist time to efforts for securing federal funding for the WSAB project. While several cities/entities have federal lobbyists, no one is coordinating securing federal funding specifically for the WSAB project. Lobbyists identified so far include those from Metro, the County of Los Angeles, and the cities of Downey, Los Angeles and South Gate.

An initial federal advocacy memorandum has been prepared by Norm Emerson working for the Gateway Cities COG and Eco-Rapid Transit. There are two options for moving the advocacy efforts forward:

1. Talk with lobbyists in order to coordinate the project funding message; no additional cost to cities.
2. Hire someone to “quarterback” lobbyist efforts; there would be an additional cost for this effort.

Mr. Flad will return to the next WSAB CM TAC Meeting with a list of lobbyists and a detailed plan for further discussion.

Vice Chairperson Livas spoke to the fact that this proposed federal funding advocacy effort was discussed at the joint Eco-Rapid Transit-WSAB City Manager TAC meeting held in August. At that

meeting, it was decided that it was more effective for ERT to take the leadership on the lobbying efforts as ERT is composed of elected officials. This proposed lobbying effort should reside with ERT.

Mr. Flad said he had discussed this decision with Mr. Emerson as he had participated in the joint meeting, and understood that funding advocacy would be a major function led by ERT. Mr. Flad said that the effort would not include many trips to Washington, DC, and that cities might want to be involved in the developing the message and tactical approach. Mr. Livas stated his concern about not stepping on ERT's toes, and that it is important for elected officials to be involved in the discussion and development of the tactical approach. He understands that the advocacy efforts need to happen and supports the effort. Mr. Moreno pointed out that there could be roles for both groups. The WSAB City Manager TAC could coordinate and then communicate with Metro. If Metro needs lobbyist assistance, then ERT Board would take the lead and energize electeds.

Mr. Flad said he wanted to ensure that the WSAB cities take a leading role – Metro is lobbying for many projects not just the WSAB Project. Ms. Khanna clarified that Metro does have lobbyist staff on call who are working with Metro to position this project for federal funding.

Jocelyn Rivera, Office of Supervisor Hahn, stated that the WSAB project advocacy needs to happen and involve all corridor groups – the COG, City Manager TAC and ERT all should be involved in the advocacy efforts even if the leadership role resides with one group. The more advocacy the better! The TAC has the technical strength and ERT has the elected official strength. Rachel Roque, Office of Supervisor Hahn, stated that there has been a lot of discussion on project advocacy efforts – and the agreement was all hands on deck. The more perspectives that are involved, and the more efforts are made to pull together – the more successful the funding advocacy efforts will be.

Mr. Flad clarified that he felt that advocacy for federal funding for the WSAB project is not a global effort, but requires more of a surgical approach. Currently there is no coordination among lobbyists, no structure and no action plan. Mr. Livas stated that as you describe, I agree with the advocacy approach and will participate in the coordination. Mr. Moreno stated that the City Manager TAC will communicate directly with Metro directly and work on action plan, and then ERT will lead the advocacy efforts. Ms. Khanna added that the city managers have the advantage of technical experience. In January, she will ensure that Michael Turner, Metro Director of Government Affairs, will update the TAC on Metro's approved legislative program (planned for approval by Metro Board in December) regarding lobbying for this project. In her opinion, the TAC should develop strategy and ERT should advocate.

In closing, Mr. Emerson made a few points related to developing advocacy efforts –

- Focus on supporting and advocating for Metro's legislative program.
- Focus on securing New Starts funding; currently, the House's federal legislative agreement is to double the amount of funding previously available. The House proposal will move on to the Senate; much depends on the November election results.
- Build on the funding conversations already held; Nancy Pfeffer, Executive Director, Gateway Cities Council of Governments, has been in on-going discussions with Metro staff.
- Grow the federal funding pot to allow all of the Pillar Projects to be built (reduce local project infighting).
- Complement each other's efforts – add one more layer of "horsepower."

Ms. Khanna added that Metro is performing the New Starts rating process in-house to see how the Pillar projects will compete on a national level. Several projects rate highly in several New Starts evaluation categories. She will return in January-February to share the rating results.

**Item 6. REAP Funding Plan Update – Modeling of WSAB Station Areas**

Melani Smith, Director of Regional Planning, Gateway Cities Council of Governments was scheduled to make a presentation on the REAP Funding Plan which offers the opportunity to perform land use modeling for the WSAB station areas. While her full presentation was deferred to the next CM TAC Meeting in November, she did provide several introductory remarks:

- The Gateway Cities COG was allocated \$1.3 million for housing and land use analysis by SCAG.
- REAP funding will support COG cities as they update their housing plans.
- The first effort will focus on developing computerized land use models to allow COG cities to assess impacts of various land use decisions on a local and regional basis.
- The WSAB Corridor cities have been identified for the pilot project for the applying the land use modeling software.

Chairperson Moreno said it sounds great, and to ensure Ms. Smith is on the next agenda, and TAC members should consider encouraging Planning Directors to attend.

**Item 7. TAC Member Discussion**

Chairperson Moreno asked for final questions and comments from TAC members, and hearing none moved on to adjourn the meeting.

The next CM TAC meeting is scheduled for Tuesday, November 10, and Chairperson Moreno said it will be a very important meeting to attend as it will focus on hearing more detail about 3% Local Contribution efforts. He urged TAC members to attend and be proactive in the discussion.

Chair Moreno made a final call for comments and hearing none, adjourned the meeting at 3:32 pm.