

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

West Santa Ana Branch City Manager Technical Advisory Committee

Teleconference Meeting Via ZOOM

September 15, 2020

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

ABSENT: William Rawlings, City of Artesia
Paul Phillips, City of Bell
Michael O’Kelly, City of Bell Gardens
Sal Lopez, City of Cudahy
Jennifer Vasquez, City of Maywood
Michael Flad, City of South Gate
Carlos Fandino, City of Vernon

ALSO PRESENT: **Electeds:** Jocelyn Rivera Olivas, Rachel Roque, *Office of Supervisor Hahn*; Martin Reyes, *Office of Supervisor Solis*; Justin Ramirez, *Office of Metro Director Mayor Garcia*.
County/Cities:, Karen Lee, *City of Artesia*; Len Gorecki, *City of Bellflower*; Manuel Acosta, *City of Bell*; Aldo Schindler, *City of Downey*; Cesar Roldan, *City of Huntington Park*; Rafael Casillas, Bill Pagett, *City of Paramount*; and Dianne Guevara, *City of South Gate*.
Metro: Meghna Khanna, Craig Hoshijima, Fanny Pan, Shawn Atlow, Adam Stephenson, Jeeseong Chung, Steven Lee, Mark Dierking, *Metro Staff*.
Eco-Rapid Transit: Allyn Rifkin.
Gateway Cities COG: Nancy Michali, *WSAB City Manager TAC staff*; Karen Heit, Joel Arevalos, *GCCOG staff*.

Chairperson John Moreno called the meeting to order at 2:05 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 Jeff Stewart, City of Bellflower, seconded the motion. There were no objections, and the minutes were approved.

Item 3. State of the Committee

Chairperson Moreno provided an overview of the discussion held with the Joint Eco-Rapid Transit JPA Board on how to move the WSAB project forward from the perspective of the corridor cities. The elected officials from several cities dropped out of the Eco-Rapid Transit group, but are participating in the WSAB City Manager TAC. In 2019, City Managers from the WSAB Corridor cities approached the

Gateway Cities Council of Governments (COG) about forming a Technical Advisory Committee (TAC) to provide a venue for these key city staff to engage with the project and corridor development. In December 2019, the COG approved formation of the TAC and funded consultant support for their efforts. The WSAB City Managers TAC held their first meeting in February 2020 and have been meeting on a monthly basis since then.

As the WSAB project and City Manager TAC efforts proceeded, there was a growing concern about a lack of coordination in Corridor project efforts between the Eco-Rapid Transit JPA (ERT) and the WSAB City Manager TAC. A joint meeting was agreed to and held on August 24, 2020 and hosted by the City of Downey. The attendees from ERT were: Karina Macias, ERT Chair and Mayor of Huntington Park; Ali Sajjad Taj, ERT Vice Chairperson and Mayor of Artesia; Maria Davila, Gateway Cities COG Chair, ERT Chairperson Emeritus and Mayor of South Gate; and Michael Kodama, ERT Executive Director. The attendees from the CM TAC were: John Moreno, CM TAC Chair and City Manager of Paramount; Gilbert Livas, CM TAC Vice Chair and City Manager of Downey; Michael Flad, City Manager of South Gate; William Rawlings, City Manager of Artesia; and Nancy Michali, CM TAC Consultant.

The meeting focused on a discussion of how the two project groups can work together effectively to deliver the WSAB Project and related economic development opportunities for all WSAB Corridor cities. Working together, the two groups have the demonstrated political strength and technical skills to advocate for and deliver the WSAB rail project. Upcoming key project efforts were identified, and the two groups clarified leadership roles for WSAB Project efforts, or which group would lead each project effort. The ERT JPA will lead advocacy efforts, as they have successfully in the past. They will handle advocacy efforts for: expedited WSAB Project Phase 1 funding and construction, Phase 2 funding and construction decisions; and seeking additional funding from federal, state and regional sources. The CM TAC will be responsible for providing technical assistance and project design and working directly with Metro. They will also lead the Master Cooperative Agreement (MCA) and 3% Local Contribution efforts. These issues are better handled by city managers, planning directors and public works directors who are familiar with the city-specific issues and will be working with Metro on a daily basis. It was a good and productive meeting. The focus of an upcoming second joint meeting will be economic development and funding. Vice Chairperson Livas added that the main point of the meeting was that Corridor groups and groups should not be competitive as we forward on the WSAB Project and related projects, and that City Managers should be active participants in the decision-making process. Chairperson Moreno closed by saying the next joint meeting will focus on economic development, and he will work with other CMs on how to approach this important issue. He asked the CM TAC members if there were any other issues from their elected official that should be addressed at the next or other joint meetings with ERT, and to let him know.

Chairperson Moreno discussed upcoming CM TAC actions and agenda items, and stated that developing the agenda is an inclusive effort and to please share ideas on issues that need to be addressed. Looking ahead, the CM TAC will be discussing the following items:

- October – Continue the 3% Local Contribution discussion and the status of MCA approvals.
- November – CM TAC discussion of the 3% Local Contribution and the status of MCA approvals; seek economic development input.
- December – Placeholder of the MCA approval and other items to be determined by the CM TAC.

Please reach out to Gil, me or Nancy about other meeting agenda items you would like to see added.

Project Updates

Chair Moreno then introduced Meghna Khanna, Metro WSAB Project Manager to present an update on the Master Cooperative Agreements.

Discussion of Status of Master Cooperative Agreements

Ms. Khanna provided an overview of the status of her meetings with WSAB project cities regarding the execution of Master Cooperative Agreements (MCAs). The MCA approval process is going well with the City of Paramount completing their City Council approval in early September. The City of Downey will be next with their City Council presentation and approval scheduled for during September. Ms. Khanna has participated in at least one individual meeting with the other WSAB cities, except Cudahy and Vernon. She is available to schedule meetings with other cities, including to provide an overview of the MCA purpose and project update to any city council prior to MCA approval in order to address any questions.

Chairperson Moreno emphasized how helpful it was for his city council to receive a preview of the MCA from Ms. Khanna before bringing the MCA to them for approval two weeks later – it was much easier to secure approval. Mr. Moreno is happy to share Paramount’s MCA-related staff report with other cities. It is important for the WSAB cities to show elected officials who approve project funding that the WSAB Corridor cities want the project to happen, are cooperating with Metro and are working together.

Jeff Stewart, City of Bellflower, asked what the preferred MCA approval timeline is. Ms Khanna responded that the first round of MCAs should be approved and sent to the Metro Board during the December-January time period. This will demonstrate to the Metro Board that all WSAB project cities want the rail project and are demonstrating their project commitment by signing the MCAs.

Chairperson Moreno asked for further questions or comments on this issue, and hearing none asked Ms. Khanna to provide an update on the WSAB Project environmental document.

Status of the WSAB Environmental Document

Ms. Khanna provided an update on two major environmental challenges that she had discussed at the previous WSAB CM TAC – coordinating with the Union Pacific Railroad (UP) and the State Office of Historic Preservation (SHPO) on three historic bridges over the I-105 Freeway.

Ms. Khanna and Metro staff are working on the coordination of future freight interface decisions with UP along the 10 miles of shared WSAB rail corridor that are either UP-owned or that UP has freight operating rights for. Recent efforts included development of a Memorandum of Understanding that was sent to UP. This memo provides an overview of all alternative studies to date, including previous WSAB project study efforts extending back to the 1990s. It also provided a detailed description of the purpose and intent of the WSAB rail project, and information on why the decision was made for the WSAB project to operate on railroad right-of-way rather than along city streets. Currently, staying engaged with UP is challenging due to staff. Their participation and approval are critical to project schedule and cost and the goal is to obtain “approval in concept” from the UP as soon as possible.

Chairperson Moreno asked if there was anything that the cities could do to help with coordination issues with UP? Ms. Khanna replied not at this time. Metro is establishing a project-specific relationship with UP staff and would appreciate no political pressure at this time.

Ms. Khanna then provided an overview of the latest decision on the I-105 historic bridge issue. (Caltrans and SHPO had identified the “Century Freeway – Transitway Historic District.” The Historic District Boundaries included the three bridges proposed to be demolished and rebuilt by the WSAB project. The existing bridges are identified as character-defining historic elements.) Metro staff met with SHPO staff and SHPO agreed with Metro’s proposed “Finding of No Adverse Effects/Impacts” which will allow for demolition and reconstruction of the three bridges. This decision saves time for the project as without this agreement, the historic review and documentation effort could have added approximately one year to the project timeline.

Over the next months, Ms Khanna will be focusing on finalizing and submitting the environmental document to the Federal Transit Administration (FTA) for review and approval with three rounds of FTA review before release of the draft document.

Chairperson Moreno asked, that while the environmental document is based on a 15% level of design, when will the preparation of 30% project design documents begin? Ms. Khanna replied that the start of 30% design work will occur after: 1) the Metro Board certifies the Final document in early 2022; and 2) the Record of Decision (ROD) is issued by FTA which documents federal approval of the document. The P3 Request for Proposals (RFP) will be issued at that time to select a P3 developer. The 30% design for the light rail transit (LRT) elements will be advanced after the P3 developer is on-board.

Chairperson Moreno asked for final questions and comments on these two updated and receiving none, moved the agenda forward to the next presentation.

3% Local Contribution Discussion

Chairperson Moreno introduced the TAC’s first detailed discussion of the 3% Local Contribution issue – the issue had been initially raised during the February TAC meeting. This “local contribution” is basically the “charge” to individual cities for construction of the rail project. It is important for cities to understand the future cost contribution before we receive the invoice. This is the first of several TAC conversations on this issue, and he requested Ms. Khanna to begin the presentation.

Ms. Khanna started by stating that the 3% Local Contribution is one of the key reasons that the TAC was formed, and to please listen and be involved in a discussion of the 3% Local Contribution with open minds. She introduced the Metro 3% Local Contribution team – Adam Stephenson, Fanny Pan and Shawn Atlow. – who initially presented this issue to the TAC in February.

Adam Stephenson, Metro Senior Director of Grants Management and Oversight, started the presentation with an overview of the policy’s background. Current Local Contribution efforts build on similar requirements identified in both Measure R and Measure M, which required a local contribution to Metro’s Transportation Expenditure Plan by the project corridor cities. There have been previously executed local contribution agreements for the Exposition, Regional Connector and Crenshaw-LAX rail projects. The current version of the local contribution requirement applies to ten capital rail and bus projects, and together these projects are anticipated to generate approximately \$900 million for future project construction.

Local Contribution Calculation

Each WSAB project’s local contribution amount will be calculated by multiplying the project’s total cost by 0.03 (3%) and then will be divided among the contributing jurisdictions. The total project cost will be

based on the project cost as estimated at the completion of the 30% final design plans, and is capped for local contribution purposes even if the total project cost increases. Ms. Khanna reminded the TAC that the current level of design is at 15% in support of the environmental review process.

Mr. Stephenson continued with an overview of the Metro Guidance related to how the local contribution is calculated. The Measure M Ordinance provides a centerline track mile-based framework for calculating the 3% contribution. Current Measure M Guidelines base the contribution on the local agency's land area within a ½-mile radius or "access shed" around each planned station, which expands the criteria to tie proximity to a future station to benefit. Through the future Metro-led First/Last Mile (FLM) efforts, station area plans will be prepared for same ½-mile radius at a 30% level of design with cost estimates. This planning effort will be initiated after the Metro Board adopts a Locally Preferred Alternatives (LPA). Local contribution agreements will be developed and executed with each jurisdiction. The definition of the ½-mile radius of each new station is based on the *2014 Metro First Last Mile Strategic Plan* and the *2016 Active Transportation Strategic Plan*, which specifically identified an access shed of ½-mile around each station. The ½-mile radius reflects the nexus between the mobility benefits provided by the future capital project to a jurisdiction and identifies the equitable share of the local contribution.

Chairperson Moreno asked why a ½-mile radius is used, and why not a ¼-mile or even ¾-mile? Mr. Stephenson answered that the ½-mile radius is based on the walk shed distance identified in the *2016 Active Transportation Strategic Plan*. Ms. Khanna added that this ½-mile radius also will have a majority of the TOD development benefits as identified during preparation of the WSAB Transit Oriented Design Strategic Implementation Plan (TOD SIP) study efforts, and that the FLM pedestrian efforts will be focused in the ½-mile walk shed.

Mr. Stephenson continued his presentation with a discussion of the local contribution calculation methodology. The overall approach is to first calculate the local jurisdiction's share of the project cost based on centerline track mileage, and then factor in the cost share based on the ½-mile station area radius located within each jurisdiction's boundaries. These two factors are weighted equally and are added together and then divided by two to identify the local contribution. He then shared a table presenting the local contribution shares for each WSAB jurisdiction based on a GIS analysis of the WSAB project's conceptual alignment design documents (15% level of design). The resulting information was presented in a table with two columns: the first column shows the 3% Local Contribution as a percent share of the total project cost, and the second column shows the resulting city-based local contribution share estimate with all of the individual city estimates adding up to the required 3% local contribution. For example, for the City of Cerritos, the city's share of total project cost is 0.0360% in the first column and the city's estimated local contribution is shown as 0.04% in the second column.

Jeff Stewart, City of Bellflower, asked if there was a total estimated WSAB project cost? Ms. Khanna stated that based on the 5% level of design, and including the addition of project revisions, such as grade separations, the project cost is estimated at \$6.3 to \$6.5 billion in 2018\$. The project cost is currently being updated for the 15% level of design.

Aldo Schindler, City of Downey, asked if the first column of the table would be multiplied against the total project cost to identify each city's local contribution? Ms. Khanna said yes and clarified that each city's project cost share will include the 3% Local Contribution of the project capital cost plus the

First/Last Mile project costs per city. She added that the project capital cost reflected in the calculation of the 3% Local Contribution is the “Life of the Project” cost – the city’s required local contribution will not increase if the total project cost increases after the cost is determined for the 30% level of design.

Chairperson Moreno asked for clarification that every city will have its own FLM plan? Ms. Khanna responded that after the Locally Preferred Alternative (LPA) selection in mid-2021, Metro will work with individual cities to develop FLM plans and prioritize FLM projects that then will be included as part of the overall project cost.

Local Contribution Timeline

Mr. Stephenson moved on to discussing the schedule for the local contribution process. In summary, the 3% Local Contribution discussion and agreements are anticipated to occur to be initiated in early summer of 2023 (Quarter 2) and be completed in early 2024. As discussed by Mr. Stephenson and Ms. Khanna, the following project efforts will contribute to the total project cost and local contribution decisions:

1. Environmental/Advanced Conceptual Engineering (15%) efforts will result in the Locally Preferred Alternative (LPA) in mid-2021 and then a Record of Decision (ROD) by the FTA by the end of 2021/beginning of 2022.
2. After the LPA decision is made by the Metro Board, the First/Last Mile planning will start and result in 30% level of design and cost estimates for each city’s First/Last Mile projects. The FLM project costs will be agreed upon and added to each city’s local contribution amount in mid-2023.
3. Design Review/Betterments efforts will result in a Metro-City agreement on betterments not included in the project scope by late 2021/early 2022. The betterment costs will be added to each city’s local contribution amount in mid-2023.
4. P3 project efforts will start in mid-2021 and will advance the project efforts to a 30% level of design and an updated project cost estimate that will provide the basis for calculation of the local contribution amount for each city.

Funding Options

Mr. Stephenson presented a discussion of eligible contributions that could satisfy the 3% local contribution. Eligible funds include any **funds controlled by the local agency or local agencies**, such as: General Fund; State Gas Tax Subventions; Prop A, Prop C and Measure R and M Local Return Funds; and Measure M Subregional Program Funds. Contributions of Measure M Subregional Program Funds must be accompanied by documented agreements from all jurisdictions that would otherwise be eligible for those sub-regional funds. **In-kind contributions** eligible to satisfy the 3% local contribution can include, but are not limited to, project specific right-of-way, waiver of permitting fees, and local agency staff time (incurred and forecast), but these costs must be specifically included in the project cost and contribution amount by the conclusion of 30% final design. Mr. Stephenson emphasized that **project betterments identified by the cities are not eligible** to be counted towards a jurisdiction’s 3% local contribution.

He also discussed **Active Transportation Capital Improvement Contributions**, which could allow for local jurisdictions to meet all or a portion of their 3% local contribution obligation through active transportation capital improvements and first/last mile investments that are included in the project

scope and cost estimate at the conclusion of the 30% of final design. In addition, all local first/last mile improvements must be consistent with FLM station area plans that will be developed by Metro in coordination with each jurisdiction.

Chairperson Moreno asked when will cities be expected to write their local contribution checks? Ms. Stephenson replied by using the example of the City of Inglewood on the Crenshaw-LAX Line, now under construction. Their local contribution agreement had a 30-year term of payment and their first payment was due 10 years after the agreement was executed. It should be noted that Measure M guidelines state that the entire local contribution payment should be paid by the 50% construction point. Given the current financial constraints, Metro will accept input from the cities on negotiated payment terms. Fanny Pan, Deputy Executive Director, Countywide Planning & Development, expanded by stating that recent payment plans with cities have allowed a wide degree of flexibility negotiated as part of the funding agreement process, but that the Measure M Administrative Procedures are more restrictive on the timing of repayments (i.e., by the 50% construction point).

TAC Member Discussion and Questions

A request was made for Metro staff to describe again how utility improvements are included in the project process. Ms. Khanna responded that utilities are currently being addressed as part of the Enabling Works efforts. The enabling works design will be advanced further in the next year or so and before the P3 developer is on-board. Betterments associated with enabling works or LRT elements are not part of the project cost. The project cost is established at the 30% level of design, if the project cost increases, the city's 3% local contribution does not increase.

Vice Chairperson Livas, City of Downey, had a concern regarding "sticker shock" using the city of Downey's 3% Local Contribution as an example with the identified 0.04% of \$6.5 billion. He requested clarification on how the local contribution is structured. Mr. Stephenson answered that Metro can work with each city based on recent experience. Shawn Atlow, Executive Officer, Countywide Planning and Development, stated that Metro staff will work with each city based on specific situations and find mutually beneficial solutions – past local contribution agreements can provide possible options.

Mr. Livas asked can Metro show a typical agreement structure to clarify the agreement process and contents? Mr. Stephenson said Metro will sit down with each city to work out agreement – it is time-consuming, but the effort pays off. Ms. Atlow stated that Metro wants to work with each city and will entertain city ideas.

Mr. Livas stated that the local contribution conversations need to happen now. Ms. Khanna indicated that Metro staff will provide examples from other cities – not to replicate, but to show the agreement structure. Mr. Livas said that will be important as there are many questions, such as more details on what goes into the local contribution. It is important for Metro to lay out the conceptual agreement framework and meet with individual cities as the local contribution agreement process is unclear and nebulous as presented. Mr. Stephenson stated that he will be happy to sit down with individual cities and talk about tentative calculations.

Mr. Livas reiterated the importance of understanding how to identify and calculate project-specific contributions that can go toward the 3% local contribution. Cities need to start planning now so they

can fund and build station area improvements strategically and appropriately. We need to clarify how to codify and capture city project costs.

Mr. Stephenson stated that eligible funding contributions are: 1) funds controlled by the local agency, such as General Fund, State Gas Tax Subventions, Prop A, Prop C and Measure R and M Local Return funds; 2) Measure M Subregional Program Funds with buy-ins from all affected jurisdictions; and 3) in-kind contributions such as waiving of permit fees. Betterments are not eligible to count toward a jurisdiction's 3% contribution. Funding contributions and eligible projects will be captured at the 30% of final design and the FLM projects will be identified through each city's adopted FLM plans. Ms. Khanna stated once Locally Preferred Alternative decision made, Metro will work with cities on the FLM plans which will result in 30% level of design plans and cost estimates.

Len Gorecki, City of Bellflower, asked: were FLM plans developed for and how were the local contributions covered for the Gold Line project? Ms. Pan stated that the Gold Line stations did have FLM plans. Mr. Stephenson said that Gold Line local contributions primarily were covered through in-kind contributions. Ms. Khanna said Mr. Stephenson and his team are available to do follow-up meetings with cities.

Chairperson Moreno asked if it were possible for Metro staff to present local contribution agreement examples at next month's TAC meeting? Ms. Khanna replied yes, the team would work together to bring several examples back. The updated project cost will be shared before release of the draft environmental document. Mr. Livas said it would be much appreciated and that he and other TAC members understand that the project cost will evolve, and that they will not hold Metro to any number. Chairperson Moreno emphasized the importance of talking and planning now. For example, the City of Paramount needs to understand if their planned bike path is considered part of the WSAB project as they move forward on funding and construction.

Update on Value Capture Study Efforts

Mr. Moreno moved the meeting forward and requested Metro's next presentation providing an update to the TAC on Metro's Value Capture Study. Ms. Khanna introduced Craig Hoshijima, Metro Deputy Executive Officer, Strategic Financial Planning to do the presentation.

Mr. Hoshijima provided an update on the Value Capture Study efforts since his last presentation to the TAC two months ago. He reminded TAC members that value capture is defined as the recovery of revenue from Metro's transportation investments. The study has completed an assessment of potential tax revenue that could be captured from development in future rail station areas. There has been an identification of increased development activity through discussion with developers. The resulting projections show a significant amount of tax revenue capacity - \$14 to \$22 billion – that could assist in funding Metro capital projects.

He presented an overview of the assessment approach used to identify the tax revenue capacity in future station areas. Assessments were identified for eight future Metro rail and bus capital projects with projected opening dates ranging from 2022 (Crenshaw/LAX) to Sepulveda Transit Corridor (2057), including the WSAB Project projected to begin operations in 2028. The number of future stations per project also were identified from a low of two (Green Line to Torrance and Purple Line Extension to Westwood) to a high of 11 for the WSAB Project and 14 for the East San Fernando Valley BRT Line. The

current assessed value/tax increment was then identified, and then the assessed value/tax increment once the capital projects are operational was calculated over a 45-year timeframe. Based on construction of the eight rail and bus capital projects, the assessed value/tax increment was projected to increase from \$160.1 billion today to a range of \$230.1-258.9 billion in the future. This represents an increase of \$46.3 to \$56.4 billion tax revenue that potentially could be used for transportation infrastructure improvements.

The study efforts then assessed 45 years of present value tax revenue generated by each project and an eight project total based on the formation of either an Enhanced Infrastructure Financing District (EIFD) or a Community Facilities District (CFD). The WSAB Project was projected to generate a range of \$1.9-2.3 billion over 45 years under an EIFD, and a range of \$1.6-2.3 billion under a CFD. Mr. Hoshijima emphasized that it must be understood that these are the upper levels of potential tax revenue as there will be fluctuating property assessment values and economic cycles. The estimated tax revenue is based on both the individual cities and Los Angeles County contributing their tax revenue share.

The projected tax increment revenue could then be used to either fund individual infrastructure projects or to finance issuance of debt to fund larger projects. (For example, if the tax increment revenue were evenly distributed per year over 45 years, which never happens, the WSAB Corridor tax revenue generated could range from \$35.6 to \$51.1 million per year. It should be noted that in the presentation made to the Metro Board, one possible use of the tax increment revenue could be to fund individual city's local contributions.)

The team has a focused work plan for completing the Value Capture study efforts including:

- Holding a Metro working group meeting
- Coordinating with Transit Oriented Community (TOC) studies and planning activities
- Developing legislative strategies
- Outreaching to local government, including meeting with WSAB city representatives
- Providing technical assistance

The project's measure of success will be completed value capture financings.

TAC Member Discussion and Questions

Chairperson Moreno asked for questions and comments. Vice Chairperson Livas asked: clarify that this analysis was prepared for corridors, but not for cities? Mr. Hoshijima said yes for corridors with the expectations that this tax revenue input would be used for Active Transportation, TOC and station area development plans. Mr. Livas asked that the tax revenue calculations were similar to redevelopment analyses? He responded: yes, they were analogous to redevelopment district around stations. The projections include the city and county tax revenue share, but not the protected school share. He stated that the revenue stream could be used for individual city's 3% Local Contribution. Metro could lead the Benefit Assessment District formations with city council approval. Formation of a tax benefit assessment district is challenging as it is based on benefit received. Ms. Khanna stated that it is also dependent on the county agreeing to contribute their share to the district. Mr. Hoshijima stated that a Tax Increment Finance (TIF) District would retain less tax revenue – they assumed 50% of the increase in tax assessment revenue. In the Redondo Beach EIFD example, the proposed district development resulted

in a significant increase in tax revenue exceeding county needs and they were willing to share tax revenue.

Mr. Livas asked if Metro has implemented benefit districts were implemented on any other lines? Mr. Hoshijima said no, though a Mello-Roos District was formed to provide funding for the Downtown Streetcar project. The effort was led by the Business Improvement District (BID) and the funding will cover construction and operation costs. In downtown Los Angeles, the Arts District BID is exploring formation of some type of revenue tool to fund construction of a Metro Red/Purple line rail station within their district.

General TAC Member Discussion

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

Next TAC Meeting

The next CM TAC meeting is scheduled for Tuesday, October 13, and Chairperson Moreno said it will be a very important meeting to attend as it will focus hearing about 3% Local Contribution examples from other Metro projects. 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 3:25 pm.