



West Santa Ana Branch City Manager Technical Advisory Committee

Thursday, January 12, 2023, 2:00 PM – 3:30 PM

Vía Zoom

https://us02web.zoom.us/webinar/register/WN_27RIfOgGRxCmQS2PSHjbFQ

AGENDA

- | | | |
|-------------|---|------------------------|
| | 1. Welcome and Approval of Minutes | John Moreno, Chair |
| 5-10 mins. | 2. Chair's Comments
A. 2022 Accomplishments and 2023 Efforts
B. WSAB Construction Liaison Job Posted | John Moreno, Chair |
| 20-30 mins. | 3. First/Last Mile Plan Introduction and Orientation
A. Introduction to Planning Efforts
B. WSAB Planning Efforts and Schedule | Jacob Lieb, Metro |
| 15-20 mins. | 4. 3% Local Contribution Obligations
A. Next Steps on Requested 3% Guideline Revisions
B. Subregional Equity Program (SEP) Funding Efforts | Nancy Michali, Staff |
| 20-30 mins. | 5. Overview of TOD Grant and Value Capture Efforts
A. Metro Receipt of Federal TOD Grant
B. Update on Value Capture Efforts | Craig Hoshijima, Metro |
| | 6. Next CM TAC Meeting:
A. Scheduled for Thursday, March 9, 2023. | |
| | 7. Adjournment | |



1. 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, 2022

In-person Work Session

PRESENT: Representatives from the cities of: Bellflower, Cudahy, Downey, Huntington Park, Paramount and South Gate.

ALSO PRESENT: Electeds: Viviana Gomez, *Office of Supervisor Hahn*.
Cities: Gabriel Linares, *City of Lynwood*.
Metro staff: Meghna Khanna, June Susilo, Adam Stephenson and Fanny Pan.

Item 1. Welcome

Chairperson John Moreno called the meeting to order and welcomed everyone.

Item 2. Chair's Comments

Mr. Moreno thanked everyone for attending this important discussion of 3% local contribution obligations that will have significant financial impacts on every city along the WSAB Project Corridor. We also have an important Project update from Metro staff as they work towards completing the environmental document and starting project construction.

Item 3. WSAB Project

Mr. Moreno welcomed Meghna Khanna, Metro WSAB Project Manager, to the meeting and turned it over to Ms. Khanna to provide an update on the Project Schedule and Project Definition efforts. Ms. Khanna said she would be joined in her presentation by June Susilo, the WSAB Project Program Management (Construction) lead.

Update on Project Schedule

Ms. Khanna started her presentation on the updated Project Schedule (Attachment A) by highlighting key project milestones –

Metro Board certification of Final EIS/EIR	March 2024
FTA issues Record of Decision (ROD)	March 2024
Completion of 30% design documents	September 2024
Start first phase of construction	2025

She noted that the Federal Transit Administration (FTA) has indicated that they may request Metro to recirculate the Final EIS/EIR document due to the level of project design changes. Issuance of the ROD, if not combined with the Final EIS document, may be delayed until June 2024.

Ms. Khanna also clarified that WSAB Project construction will occur in two phases –

Advanced Preliminary Engineering (APE) Works, including utility potholing and geotech drilling, working on grade crossing issues, and relocating freight tracks.

Light Rail Transit (LRT) Project Construction, including the building the LRT tracks, stations and maintenance and storage facility (MSF).

APE construction efforts will start primarily in 2025 with some efforts planned for 2023. Construction will occur on the Metro-owned right-of-way (ROW) from the future Pioneer station in the City of Artesia north to the I-105 Station located in the City of South Gate and withing Caltrans right-of-way (ROW).

Two other key project milestones are –

Completion of 30% LRT, MSF and station design in September 2024. This is when the 3% local contribution obligations will be established.

Completion and approval of First/Last Mile (FLM) plans during Quarter 2 (April-June) 2024.

Projects identified in the approved FLM plans will count towards meeting the 3% local contribution obligations. FLM planning efforts will start in March 2023, and be completed in March 2024.

Critical efforts are now underway to confirm the WSAB Project design through outreach to the Corridor cities, the Ports of Long Beach and Los Angeles, and the Union Pacific Railroad (UPRR). Project design confirmation is key to completion of the environmental review process, and completion of a 15% level of design is planned to occur by March 2023.

Metro staff is continuing to work with the UPRR through bi-weekly meetings and on-going design discussions. UPRR continues to have additional project design questions that will impact the completion of the 30% design of freight, grade separations and utilities. Freight line grade separations along the rail lines below the I-105 Freeway are being requested by the Ports not the UPRR.

Chair Moreno asked if the grade separations were “nice to have” or were they a “must have?” Ms. Susilo responded that the grade separation requests were coming from the from the Ports as real estate staff is seeking to preserve future access to customer rail facilities located on the west side of the rail ROW through LRT grade separations. Metro does not see these requests as a “make or break” issue. Staff is studying possible solutions, and will have a decision on this issue by December 12.

Chris Jeffers, City of South Gate, asked if the UPRR was proposing any freight ideas in his city? Ms. Susilo responded that the Metro team had explored building separate freight and light rail bridges over the I-105 Freeway adjacent to South Gate, but the decision was not to proceed with this design concept. The freight bridge will be demolished, and the design of the new freight bridge was aided by Caltrans reducing the I-105 permanent shoulder width requirements. The UPRR did request grade separation in two locations within the City of South Gate –

Downey Avenue – which was explored and determined to not be viable due to major utility conflicts and local business impacts.

Rio Avenue – she will send the drawings to the city and would like their input as the Metro team has been reviewing zoning and current land uses.

Update on Project Definition Confirmation Efforts

Ms. Khanna presented efforts related to addressing agency and city project design concerns that impact completion of the environmental document, and will be reflected in the project design documents –

Environmental project definition changes – approximately 30 project design changes agreed to by Metro as of October 2022.

Environmental in-discussion project changes requested by the UPRR, Ports, CPUC and four cities still under consideration.

Ms. Khanna stated that Master Cooperative Agreements have been executed with every WSAB Project city except the City of Cerritos. Metro is continuing to pursue signing this last MCA. Nancy Michali, WSAB TAC Consultant, asked if Metro typically signs a MCA with the County of Los Angeles? Ms. Susilo said Metro uses project-specific cooperative agreements with the County.

Upcoming Project Work Plan Efforts

Ms. Susilo spoke regarding upcoming project construction-related efforts. The Metro team is starting pot-holing efforts along the Metro-owned right-of-way working north from the future Pioneer Station area to the I-105 Freeway. Pot-holing efforts are undertaken to identify the location of underground utilities, and these efforts may impact city streets. Ms. Susilo will be requesting encroachment permits to support utility pot-holing efforts in three cities – Artesia, Bellflower and South Gate. She presented an overview of the pot-holding work scopes and impacted areas (Attachment A). The pot-holing work will start November 28 and take several days. She will be working with the cities to define work plans and to complete the Form 60s required to reimburse the cities for their staff time and any required permits. Ms. Susilo will be available to walk city staff through the pot-holing work plans and Form 60 reimbursement process.

Project Funding Agreements

Ms. Khanna spoke to the issue that Metro reimbursement funding is still available to the WSAB Project cities to pay for their staff time during the environmental/planning phase. She presented the remaining funding available to each city through December 31, 2024 (Attachment A). Ms. Khanna urged cities to charge staff time against the funding. Cities can be refunded for their work by submitting an invoice to the Gateway Cities COG, who administers the funding agreement. She noted that project construction is planned to begin in 2025, and city-specific work plans will be identified and funded before the end of 2024.

Item 4. City Manager 3% Local Contribution Discussion

Ms. Khanna introduced the Metro staff leading the 3% local contribution obligation efforts – Adam Stephenson and Fanny Pan.

Update on 3% Guidelines and Efforts

Mr. Stephenson presented an overview of the revised 3% Local Contribution Obligation Guidelines. He started by noting the importance of the 3% local contribution to Metro's funding plan for the WSAB Project. Any 3% funding not provided by the WSAB Corridor cities must be backfilled from other constrained funding sources. The cities' provision of the 3% funding also is important to the Federal Transit Administration (FTA) as it shows local commitment to the project. This funding is important to Project's ranking when competing nationally for funding under the federal New Starts Program.

Ms. Stephenson provided a background on why the 3% Local Contribution guidelines were revised as directed by Metro Board action in April 2022. The *Measure M Ordinance* was approved by voters in November 2016. *Measure M Guidelines*, providing guidance on how Measure M projects were to be funded, was approved by the Metro Board in 2017. The Ordinance and the Guidelines differ on how the 3% local contribution obligations were identified. In April 2022, the Metro Board directed staff to revise the *Measure M Guidelines* to match with the voter-approved *Measure M Ordinance*. Also, the Board directed that the guidelines incentivize cities to provide First/Last Mile projects by providing credit for those projects against their 3% local contribution obligation.

Mr. Stephenson shared the 3% agreement process that Metro will follow after completion of the 30% level of project design document. Under the 3% negotiation process, Metro staff will –

Notify each city of their 3% local contribution obligation.

Request city to designate their representatives for negotiating the 3% obligation agreement.

Notify the Metro Board that the 3% local contribution process has been initiated with the cities.

Start the negotiation of agreements with each city; the agreements must be in place by start of construction.

Revised 3% Calculator

Mr. Stephenson presented the revised WSAB 3% calculator (Attachment B), which reflects the revised 3% obligation as only applying to jurisdictions where a new station is to be constructed. For the WSAB Project, the jurisdictions responsible for the 3% local contribution obligation will be: the cities of Artesia, Bellflower, Downey, Huntington Park, Paramount and South Gate; and the County of Los Angeles.

The discussion then focused on ideas: 1) to provide the funding flexibility needed by the WSAB cities in meeting their significant financial obligation, and 2) to mitigate the resulting inequity between the jurisdictions – with not all cities required to contribute to the 3% obligation. The CM TAC members discussed proposed guideline revisions and clarifications to address these two issues. Metro staff was helpful in sharing their thoughts on the proposals, and how to strengthen them and make them more acceptable to Metro. The proposals and Metro’s responses are documented in detail in Attachment C.

City Manager Discussion of 3% Local Contribution Efforts

The CM TAC members recused themselves for a closed work session about the 3% local contribution obligation issue and possible solutions to meeting this significant financial obligation. A discussion framework, including possible solutions, was provided with two presentations:

Overview of 3% Local Contribution Issues (Attachment D) – Presenting an overview of the projected total 3% obligation, including possible solutions at two levels –

- **Corridor level** – Using the political power of all of the jurisdictions and the COG in revising the 3% guidelines, negotiating the number and term of the 3% payments, and securing Measure M SEP funding and other regional state resources for the cities to meet their obligations.
- **City level** policy, funding and other project-related efforts to identify local resources: 1) to meet the 3% obligation; 2) to implement future FLM station access projects; and 3) to identify viable in-kind project-related contributions that each city could make.

Overview of Subregional Equity Program (Attachment E) – Presenting the purpose of these Measure M funds, how they have been secured for other major rail capital projects, and a proposed request to be made by the Gateway Cities COG to Metro for WSAB Project-related SEP funding.

The CM TAC discussion and proposals, along with Metro staff input, is documented in Attachment C. This memo was distributed to all CM TAC members, along with lists of possible FLM projects and In-kind contributions for their consideration. In summary, the CM TAC proposed the following actions:

1. Revise 3% Local Contribution Guidelines and Confirm WSAB Project 3% obligations

Revise the 3% Guidelines to allow greater funding flexibility for cities.

Clarify WSAB Project-specific issues to address 3% obligations.

Specific areas that would allow greater flexibility for WSAB cities, include the ability to –

- Allow the transfer of First/Last Mile station access project credits between cities located in the same station area.
- Allow the transfer of In-Kind project-related credits between cities located in the same station area.
- Allow cities to dedicate less than 100% of their Measure M Local Return funds to meet their 3% obligation.
- Allow cities to retroactively include First/Last Mile projects that were recently completed and that meet the WSAB Corridor’s station access needs.

Confirm two issues with major 3% local contribution impacts:

Designate the I-105 Station as a Regionally Significant Project, similar to the Crenshaw/LAX station. This station will serve three rail lines: the B/Green, K/Crenshaw/LAX and WSAB Line.

Secure other funding for this station, and remove it from the WSAB 3% Local Contribution Obligation calculations.

Clarify 3% obligation responsibility for future WSAB rail stations. Clarify that any future 3% obligation required for the Cerritos and Rio Hondo stations will be borne by the jurisdictions planning and funding those future projects.

2. Expand the list of viable city contributions counting towards the 3% obligation.

Work with Metro and the WSAB Project cities to increase the list of viable First/Last Mile station access projects and In-Kind project-related contributions eligible for meeting each city’s 3% obligation.

3. Increase available fund sources available to cities to meet their 3% obligations.

Work with the COG and Metro to ensure a wide range of funding of funding sources are available.

Identify a list of available funding sources matched to city needs.

Develop an integrated funding strategy at two levels –

- Project Corridor-level funding strategy incorporating regional, state and federal funding resources.
- Local, city-level funding strategy.

Identify elected official support to secure the funding.

Next 3% Guideline Efforts

Several actions were identified to move forward on securing revisions to the draft 3% Local Contribution Obligation Guidelines –

Request postponement of Metro Board consideration of the 3% Local Contribution Obligation Guidelines from January to February 2023.

- Metro staff’s guidelines presentation raised concerns with Supervisor Hahn’s staff that the guidelines do not follow the intent of the Board’s motion (April 28, 2022).
- The CM TAC is seeking to include several policy changes that will require further clarification and discussion among the cities – city managers and electeds. Allow time to brief and seek input from Supervisor Hahn, Director Dutra, the Gateway Cities COG Board and Eco-Rapid Transit.

Clarify SEP funding availability to meet WSAB city 3% obligations. Based on this information, request that the COG submit a SEP funding request to meet WSAB city needs.

Initiate discussions with Metro staff to clarify viable In-Kind project-related contributions, and to reflect this funding option in the Guidelines (it currently has a one sentence discussion).

Initiate discussions with Metro staff to identify a full set of viable First/Last Mile station access projects, including WSAB Project station area-specific projects.

Chair Moreno asked if there were any further issues for the good of the order. Hearing none he moved to adjourn the meeting.

Item 5. Next City Manager TAC Meeting

The next CM TAC meeting is tentatively scheduled for December 8, 2022, and will focus in more detail on 3% local contribution obligation issue and efforts.

Item 6. Adjournment

Chairperson Moreno adjourned the work session at approximately 3:45 pm.



4. 3% Local Contribution Obligation

Transportation Committee Agenda

January 4, 2023

TO: Gateway Cities Council of Governments Transportation Committee and Board

FROM: Nancy Pfeffer, Executive Director

BY: Nancy Michali, West Santa Ana Branch City Manager Technical Advisory Committee Consultant

SUBJECT: WSAB Project 3% Local Contribution Obligation Guidelines

Background

The West Santa Ana Branch (WSAB) Corridor Project is a Metro light rail line being planned to connect the cities of the Gateway Cities subregion to Downtown Los Angeles and to the countywide Metro rail system.

The Measure M Ordinance, planned to generate transportation funding through new sales tax revenue for transportation improvements throughout Los Angeles County, was approved by voters in November 2016. The Ordinance included a list of and funding for planned projects, including the WSAB Project. Following its passage, Measure M Guidelines were developed to provide a framework and guidance to support implementation of Measure M, and were approved by the Metro Board in June 2017.

The Measure M Ordinance included a provision for 3% local contributions to fund major rail transit capital projects. The 3% local funding contribution is a critical element of a full funding plan for future rail transit projects. Countywide, the 3% local funding contribution represents approximately \$1 billion in funding to support the project delivery as identified in the Expenditure Plan.

As stated in the Measure M Ordinance and Guidelines, the 3% local contribution is calculated based on the “centerline track miles within a local jurisdiction with a new station in those jurisdictions.” After Metro Board adoption of the First/Last Mile Policy in 2016, the 3% calculation was revised to be based upon “a local agency’s land area within a one-half mile radius of a new station.”

In April 2022, an approved Metro Board action directed staff to make clarifications to the Section VIII. 3% Local Obligation Guidelines to ensure consistency with the voter-approved Measure M Ordinance Guideline clarifications were also intended to ensure that local jurisdictions fully understand their 3% Contribution calculation, and that Metro fully incentivizes local jurisdictions to make First/Last Mile improvements that will benefit Metro projects and increase transit ridership. Revised 3% Local Obligation Guidelines were prepared by Metro staff, and the Metro Board approved release of the revised guidelines for a 60-day public review period beginning August 26, 2022 (Attachment 1).

Transportation Committee Agenda

January 4, 2023

The WSAB City Manager Technical Advisory Committee (CM TAC) has been reviewing and discussing the implications of the revised 3% Local Contribution Obligation guidelines since their release in August. The CM TAC submitted a letter to the Metro Board on October 25, 2022 providing general guideline text clarity comments to meet the Metro public review deadline.

Since submittal of the CM TAC's initial comments, more detailed review and discussion efforts have occurred, including discussions with staff from Metro and Supervisor Hahn's office at the CM TAC meeting held on November 12, 2022. This additional review and discussion raised several areas of concern for WSAB Corridor jurisdictions requiring input from other stakeholders, including the Board of the Gateway Cities Council of Governments (COG). The CM TAC requested that Metro Board discussion and approval of the revised 3% Local Contribution Guidelines be deferred from January to February 2023. This request was granted, and the CM TAC is presenting their issues and possible solutions to the COG Board for discussion and support on proposed solutions to resolving these issues with Metro, and ensuring the greatest funding flexibility and equity for the WSAB Corridor jurisdictions in meeting their 3% Local Contribution Obligation.

Issue

The WSAB Corridor jurisdictions will be the first to implement the revised 3% local contribution obligation guidelines. Meeting the significant financial obligation will be challenging for this project segment's small cities, with their limited financial resources. The revised guidelines create an additional unintended financial burden where now all Corridor cities are not required to pay the 3% obligation that must be addressed. The WSAB CM TAC has developed proposed solutions to address this inequity and other 3% obligation funding issues.

The Slauson to Pioneer segment (Phase 1) of the WSAB Project also faces unique station area jurisdictional challenges. Within this segment, there are:

- 10 cities and the County of Los Angeles.

- Seven (7) jurisdictions that will be responsible for providing the 3% local contribution obligation.

- Nine (9) rail stations, with five (5) station areas falling under multiple jurisdictions. For example, the Florence station area falls within the boundaries of the cities of Bell, Cudahy and Huntington Park.

Transportation Committee Agenda

January 4, 2023

Under the previous interpretation of the 3% local contribution boundaries, the 3% obligation would have been distributed proportionately among the jurisdictions. With the revised guidelines, a funding inequity has been created with only seven of the Corridor's jurisdictions responsible for the 3% obligation. For example, in the Florence station area, the rail station will be located within the boundaries of the city of Huntington Park – making the city solely responsible for the 3% contribution.

The revised 3% obligation guidelines incentivize the provision of First/Last Mile (FLM) projects with the creation of “FLM credits” which can contribute towards meeting the 3% obligation amount. This credit is available to all jurisdictions whether they are responsible for meeting the 3% obligation, or not. The inequity between the cities could be addressed by allowing the transfer of FLM station access project credits, as well as In-Kind project-related improvement credits, between cities located in a single station area to the city responsible for making the 3% obligation contribution.

Another funding issue to be addressed is the use of local agency Measure M Local Return Funds. Under the 3% Local Contribution Obligation guidelines, there is an opt-out option where “Metro will withhold up to 15 years of Measure M Local Return Funds for local agencies that fail to reach a timely agreement on their 3% contribution.” This is a viable option, principally for smaller cities, where the “default withholding of 15 years of local return from only Measure M local Return Funds will be less than a formal 3% contribution.” CM TAC member cities requested the ability to potentially use a portion of their Measure M Local Return funds to meet their 3% local contribution obligation.

In summary, the WSAB CM TAC requests the following revisions to the draft 3% local contribution obligation guidelines to address the funding inequity between cities and to increase financial flexibility for cities in meeting their 3% obligation:

Allow transfer of FLM station access project credits between cities located in the same station area.

Allow transfer of In-Kind project-related credits between cities located in the same station area.

Allow cities to dedicate less than 100% of their Measure M Local Return funds to meet their 3% obligation.

Allow for FLM credits for cities planning and/or replacing pedestrian and bicycle path projects along the WSAB Project right-of-way.

Transportation Committee Agenda

January 4, 2023

As part of the 3% guidelines discussion, the WSAB CM TAC requests clarification of WSAB Project-specific issues that will impact 3% local contribution obligations:

Designate the I-105 Station as a Regionally Significant Project. This station will serve three rail lines: the B/Green, K/Crenshaw and WSAB lines. Secure other funding for this major Metro rail system station, and remove it from the WSAB 3% Local Contribution Obligation calculations.

Clarify 3% obligation responsibility for future rail stations. The guidelines reflect jurisdictional 3% responsibility for only the Slauson-Pioneer segment, but are silent on future WSAB project stations being planned. Clarify that any future 3% obligation required for potential Cerritos and Rio Hondo stations will be borne by the jurisdictions planning those future projects.

Clarify City of Cerritos station issues. The current WSAB project cost includes provision of the track work through the city and for a future aerial Cerritos station. As proposed, the 3% obligation will be paid for by corridor cities but not Cerritos. Consider including Cerritos in the current 3% obligation requirements.

The requests for revisions to the 3% local contribution obligation guidelines have been discussed with Metro staff who have provided helpful comments and recommendations on framing future formal requests. Clarification of the WSAB Project-specific issues was deferred by Metro staff to discussions with Metro Executive staff and/or Board members.

Concurrent with discussion of the guideline revision and clarification requests, the WSAB CM TAC respectfully requests formal recognition of a partnership and commitment from the COG and Metro that is required to ensure that a wide range of funding sources are made available to the WSAB cities to meet their 3% financial needs. These efforts are requested to include securing of Subregional Equity Program (SEP) funds, and supporting the cities in securing regional and state resources to ensure timely implementation of FLM projects.

At their January 12, 2023 meeting, WSAB CM TAC members will be discussing sending a formal letter to the Metro Board with the requested revisions and clarifications identified above. The CM TAC will be requesting a supporting letter from the COG. The COG Board will receive an oral presentation on this issue at the February 1, 2023 Board meeting.

Transportation Committee Agenda

January 4, 2023

Recommended Action

Forward this report to the COG Board with a recommendation that the COG Board prepare and submit a letter requesting identified revisions to the 3% Local Contribution Obligation Guidelines.



WSAB 3% Local Contribution Issues and Proposed Actions Gateway Cities COG Transportation Committee

January 4, 2023

WSAB 3% Obligation Overview

WSAB 3% Local Contribution Obligations will be addressed by –
Providing cities with greater flexibility and funding support in meeting their 3% obligations. This requires COG support for the CM TAC's recommendations to –

- 1. Revise the 3% Local Contribution Guidelines and Confirm WSAB Project Definition to be considered by the Metro Board in February.**
- 2. Expand the list of viable contributions that count towards meeting the WSAB cities' 3% obligations.**
- 3. Ensure a wide range of funding sources are available to cities to meet their financial needs.**

WSAB Corridor 3% Context

In the WSAB Corridor (Slauson to Pioneer segment) –

10+ cities¹ + County of Los Angeles are affected.

7 jurisdictions will have responsibility for providing the 3% local contribution.

9 station areas – 5 with multiple jurisdictions and 4 with single jurisdictions.

Under the revised Measure M 3% Local Contribution Obligation Guidelines, the WSAB cities –

With 3% obligations are: Artesia, Bellflower, Downey, Huntington Park, Paramount and South Gate, along with the County of Los Angeles.

Without 3% obligations are: Bell, Cudahy and Vernon.

This results in an inequity in 3% obligation requirements between the WSAB Corridor cities.

¹ The City of Cerritos does not have a station in this initial phase.

1. Revise 3% Local Contribution Guidelines

Revise 3% guidelines to ensure funding equity and flexibility.

Requested Guideline Revisions	Estimated Funding Benefits
Allow transfer of First/Last Mile station access project credits between cities located in the same station area.	Could generate \$20-40 million for cities to meet their 3% requirement
Allow transfer of In-Kind project-related credits between cities located in the same station area.	Could generate \$20-30 million
Allow cities to dedicate less than 100% of their Measure M Local Return funds to meet their 3% obligation.	\$50-135+ million
Allow cities to “retroactively” include FLM projects that were recently completed and that meet the WSAB Corridor’s station access needs.	\$4-8+ million

1. Clarify WSAB Project-Specific Obligations

Confirm two issues with major 3% local contribution impacts..

Actions	Possible Benefits
<p>Designate the I-105 Station as a Regionally Significant Project. Similar designation as for Crenshaw/LAX station. This station will serve three rail lines: the B/Green, K/Crenshaw and WSAB lines. Secure other funding for this major Metro rail system station. Remove from WSAB 3% Local Contribution Obligation calculations.</p>	<p>TBD I-105 Station Cost Estimate = \$80-120 million Possible 3% obligation reduction = \$2.4-3.6 million</p>
<p>Clarify 3% obligation responsibility for future WSAB rail stations. Clarify that any future 3% obligation required for the Cerritos and Rio Hondo stations will be borne by the jurisdictions planning and funding those future projects.</p>	<p>Removes future 3% obligation responsibilities from initial segment cites.</p>

Recommended Action

Forward the staff report to the COG Board with a recommendation that a letter be prepared communicating requested revisions to Metro's updated 3% Local Contribution Obligation Guidelines, and clarifications of the WSAB Project Definition.