AGENDA

1. Welcome and Approval of March 9, 2023 Minutes
   Aldo Schindler, Chair
   5-10 mins.

2. Remote Participation Requests (AB 2449)
   Aldo Schindler, Chair
   5 mins.

3. Chair’s Comments
   Aldo Schindler, Chair
   5 mins.

4. Introduction and Comments from GCCOG Executive Director
   Hector De la Torre
   20-35 mins.

5. WSAB Project Update
   Meghna Khanna, Metro
   June Susilo, Metro
   Jacob Lieb, Metro
   A. Environmental Final EIR/EIS schedule
   B. May and June Outreach Meetings
   C. Overall Project Schedule
   D. First/Last Mile Plan Schedule
   10-15 mins.

6. 3% Local Contribution Guideline Revisions Update
   Adam Stephenson, Metro
   Luke Klipp, Viviana Gomez
   A. Next Steps on 3% Guideline Revisions
   B. Metro Board Motion on 3% Guideline Revisions
   5 mins.

7. CM TAC Schedule for Remainder of 2023:
   A. September 14, 2023 from 10-11:30 am; after City Manager breakfast
   B. November 9, 2023 from 10-11:30 am; after City Manager breakfast
   No meeting in August (vacation).
   5 mins.

8. Adjournment
1. Approval of March 9, 2023 Minutes
Chairperson Aldo Schindler called the meeting to order at 2:04 pm. He welcomed everyone to the meeting, and asked for approval of the minutes for the previous City Manager TAC meeting held on January 12, 2023. Chris Jeffers, City of South Gate, moved to approve, and John Moreno, City of Paramount, seconded the motion, and the minutes were approved.

Item 2. Chair’s Comments

Chair Schindler deferred making comments at this meeting.

Item 3. WSAB Project Update

Mr. Schindler welcomed Meghna Khanna, Metro Project Manager, and June Susilo, Metro Program Management Lead, to the meeting to provide an update on the WSAB Project schedule and efforts.

Ms. Khanna presented an update on Upcoming Key Milestones. The first draft of the Final EIS/EIR document will be submitted to the Federal Transit Administration (FTA) in September 2023, with the Record of Decision planned to be issued by the FTA in May 2024. The WSAB Project First/Last Mile Plan is planned to be adopted by the Metro Board in May-June 2024. Ms. Khanna provided an overview of the revisions made to the Confirmed Project Definitions made to date that will be reflected in the Final
EIS/EIR. The list of city-specific project design revisions was initially shared at the November 10, 2022 WSAB CM TAC meeting, and she highlighted additional revisions agreed upon since that presentation. Key project design revisions made include:

- Caltrans and the Union Pacific Railroad (UPRR) agreed that the I-105 freight bridge will be rebuilt as a four-span bridge.
- CPUC discussions regarding noise impacts along the project right-of-way (ROW) led to the following changes—
  - Provision of higher privacy screening to reduce noise impacts along aerial segments adjacent to residential neighborhoods.
  - Analysis of noise impacts at at-grade crossings has resulted in the extending of sound walls to the pedestrian crossing at at-grade crossings.

Over the next weeks, Ms. Khanna will be meeting with each city to review the rail project design components and agreed-upon design changes.

John Moreno, City of Paramount asked: regarding the rebuilt I-105 bridge whether there would be any changes to the bridge alignment that will impact adjacent cities? Ms. Khanna said there would be no impacts to adjacent cities from the rebuilt bridge. Any bridge width changes would be within the I-105 Freeway ROW.

Ms. Khanna then turned the presentation over to Ms. Susilo who spoke about the utility and geotechnical efforts still being in the early stages, with 85 potholes completed-to-date in the southern portion, or south of the I-105 Freeway. Potholing efforts in the northern segment will occur from April to July. Metro will begin preparation of a Categorical Extension environmental document intended to clear light rail transit (LRT) operations on the freight rail ROW in the northern portion of the WSAB Corridor in April with completion scheduled for the Fall. Metro is working with the UPRR in developing a Memorandum of Understanding regarding LRT operations on the freight rail ROW. The MOU contents have been accepted by UPRR and Metro, and the MOU is now in the execution phase.

Ms. Susilo stated that Metro is working on advancing Preliminary Engineering (PE) and Light Rail Transit (LRT) Evaluation & Procurement efforts with the upcoming key milestones:

- Q4 2024 – Completion of 30% Advanced PE for utilities, freight and grade crossings.
- Q4 2025 – Completion of LRT system design, which will be the basis for identification of the 3% contribution obligation amounts for the cities.

Procurement efforts will include release of RFPs for Final Design, Project Management Construction Management, Construction Manager General Contractor (CMGC) for Utility Relocation, and CMGC for freight relocation. The LRT delivery model is still under evaluation, and the Q3 2024 procurement date will depend on the delivery model selected by the Metro Board.

Chair Schindler thanked Ms. Khanna and Ms. Susilo for their presentations, and asked for city manager questions and comments.

Al Noyola, City of Cudahy, spoke about his concerns about future traffic impacts at the Otis/Salt Lake at-grade crossing, which falls within three jurisdictions. Currently, there are no traffic signs. Metro needs to prepare traffic studies and develop plans for this future at-grade rail crossing, as adding rail tracks will require evaluation of signage, signalization and possible queuing impacts. Ms. Khanna said that she is
currently coordinating with the impacted city engineers on this crossing, as well as the Santa Ana/Salt Lake crossing. She will send the design drawings, with the proposed design/operational revisions, to all jurisdictions for review and comment. Ms. Khanna spoke to the upcoming procurement efforts for two parallel efforts – utility and freight relocation – in order to be ready for issuance of the Record of Decision anticipated to be released in June 2024 by the FTA. Per the Master Cooperative Agreements signed with the Corridor cities, Metro will work with the cities to review plans as the design advances.

Chris Jeffers, City of South Gate, asked that with the 30% LRT design efforts starting in Q4 2025, when will the shovels start work? Ms. Susilo responded that project groundbreaking will occur in 2025. Early utility relocation and soil remediation will help the project start by the identified date. She reiterated that Metro cannot advance project design until the ROD is received. Mr. Jeffers rephrased his question:: when will Metro start property acquisitions? Ms. Khanna replied property acquisition cannot start until after the ROD in May 2024.

Mr. Moreno asked if it is true that the project is still underfunded by $3 billion? Ms. Khanna said Metro staff will be presenting the WSAB Project Funding Plan in March. Craig Hoshijima said Metro staff would be happy to come back to the next WSAB CM TAC meeting to present the funding plan.

Ms. Khanna asked if Metro staff could move forward on presenting Item 4. 3% Local Contribution Guideline Revisions. Chair Schindler asked for final questions on Item 3, and hearing none asked Ms. Khanna to move on to her presentation of the next item.

**Item 4. 3% Local Contribution Guideline Revisions Update**

Ms. Khanna started the presentation by stating that at the February 2022 Metro Board meeting, the Board members approved the 3% Local Contribution Guideline revisions and responses to comments. She handed the presentation over to Adam Stephenson, Metro’s lead for 3% Local Contribution issues. The Metro Board approved a motion for staff to make further guideline edits – many of which were requested by the WSAB CM TAC. Metro staff will report back to the Board by June 2023 on proposed draft final guideline revisions. At that time, Metro plans to circulate the draft final guideline edits for public review and comment. Mr. Stephenson anticipates having Final 3% Local Contribution Guidelines approved by the Metro Board in December 2023.

Luke Klipp, Transportation Deputy for Supervisor Hahn, provided an update on other 3% Local Contribution Guideline revision efforts. A motion is being prepared to be introduced at the February 2023 Metro Board meeting directing Metro staff to make guideline revisions in response to requests from the WSAB CM TAC and Gateway Cities COG. The motion will be introduced by Supervisor Hahn and Director Dutra with support from Directors Butts and Sandoval. In addition to including the requested guideline text revisions, the motion will request that the guidelines make it explicit that cities with 3% local contribution projects can use ATP funding to fund those projects. The Regional Significance issue related to the I-105 Station, which was raided in the CM TAC letter, will be addressed. Other Metro Board members have concerns about the Regional Significance issue and want it clarified that it is not a unique condition, i.e., a special, one-off project funding issue for the Gateway Cities Subregion. Metro staff has been requested to dig into this issue, and return with further information and a possible resolution.

Chair Schindler asked if there were any meetings on this issue that CM TAC members should attend to speak or listen? Mr. Klipp requested that CM TAC members consider speaking at the June Metro
committee and Board meetings, and he will come back to the CM TAC in May to clarify the motion and further CM TAC actions at that time. Ms. Khanna stated that Mr. Stephenson will also return to the CM TAC in May as well.

Len Gorecki, City of Bellflower, asked if the issue of extending the time period for and number of the 3% local contribution obligation payments was included in the guidelines discussion? Mr. Moreno said that had not been part of the 3% Guideline requests at this time. Mr. Klipp clarified that the focus of the current issues was only on what the guidelines prescribe for all rail projects. Future negotiations with Metro will address the number and start date for the 3% local contribution obligation payments.

Chair Schindler thanked Mr. Klipp and Mr. Stephenson for their presentations and comments, and asked for city manager questions and comments. Hearing none, he moved on to the next agenda item.

Item 5. Overview of Transit Oriented Communities (TOC) Program

Chair Schindler introduced Nicholas Saponara and Wells Lawson of Metro to provide an overview of Metro’s TOC Program.

Mr. Saponara started the presentation with the mission statement of Metro’s TOC Program: to provide equitable access to high-quality transportation system allowing people to drive less and access transit more. He provided a brief overview of the TOC Policy adopted by the Metro Board in 2018, which formalized Metro’s commitment to partner with local jurisdictions to foster TOCs along Metro’s growing transit system. TOC activities are intended to provide local jurisdictions with resources to encourage transit-supportive planning along transit lines. The TOC program provides technical assistance grants, grant writing assistance, TOC convenings, and TOC Baseline Assessment. Other TOC activities include transportation workforce development and community engagement, pedestrian streetscape improvements, affordable housing, small business preservation, and provision of neighborhood-serving amenities. The program provides assistance with land use planning and value capture studies and formation, such as the current Metro Value Capture Study.

For the WSAB Branch Project, Metro’s TOC Program has provided resources to encourage early transit-supportive planning efforts, primarily led by Metro, along the future rail line:

- TOD Planning Grants ($1.1 M)
- WSAB TOD Strategic Implementation Plan (FTA, $2.5 M)
- TOC Implementation Grants ($780k)
- Value Capture Technical Support (Ongoing, FTA $1M grant).

Wells Lawson spoke about Metro’s Joint Development Program that partners with local jurisdictions, stakeholders, and developers to implement transit oriented development (TOD) through their Joint Development Program. He provided an overview of Metro’s Joint Development Portfolio, which has a goal of building 10,000 housing units on Metro-owned sites by 2031. Mr. Lawson then spoke about Metro Joint Development Opportunity Sites, which are sites that Metro acquires for a transit purpose, with some sites providing long-term development potential. An example is the Vermont/Santa Monica Station on the A/Red Line. Metro purchased land for the station and line construction. The land remained vacant until recently when the agency teamed with another station area land owner to develop a TOD project. Land acquired along the WSAB Corridor for construction may provide catalytic development opportunities in the future. As the WSAB project construction is wrapping up, Metro staff
will meet with local jurisdictions to begin the Joint Development process where appropriate. Mr. Lawson then walked through the multi-step Joint Development Process followed by Metro.

Chair Schindler asked how the joint development efforts aligned with value capture EIFD tools? The efforts do not appear to intersect. Mr. Hoshijima will clarify at the next CM TAC meeting.

Karen Lee, City of Artesia, asked if Metro has clarified their role and policies related to land banking? Mr. Lawson responded that yes, Metro clarified their housing role in a Board action taken on October 2022. He clarified that providing housing through land banking is a County Program. Metro acquires land only for transit purposes.

Mr. Noyola asked that for communities with a high level of rentals – how can the housing policy be adjusted to allow for housing options beyond just providing rental options? What about encouraging first-time home buyers? Mr. Lawson said that the Metro housing policy does not address nor include the issue of property acquisition. For example, for the Taylor Yard project, condominiums were built, but the condominium owners do not own the land. The project serves as an entry point for home ownership. There are state and other housing programs that provide wider housing option support.

Mr. Noyola asked if Metro acquired the land and was seeking to build housing, but the city zoning plans identified industrial uses? Mr. Lawson responded that the city zoning rules. Metro is flexible in working with cities, but land use zoning is a city responsibility.

Ms. Lee asked if Metro has worked with the County Housing Authority to provide housing? Mr. Lawson said building housing is the County’s role; Metro has performed the joint development role for the County. Ms. Lee asked so Metro does not just work with private developers? Mr. Lawson said Metro works more with agencies who bring in developers.

Mr. Lawson highlighted that the next steps in the Metro work effort will include –
- Continue to work with the WSAB cities to evaluate and implement financing efforts.
- Use TOD grant to procure consultants for ongoing technical advice.
- Provide TOD grant funding for counsel, advisors, consultants, underwriters for bond issuance.

Chair Schindler asked for questions and comments on the TOC presentation. He thanked Mr. Saponara and Mr. Lawson for their presentations, and asked if there were any other issues for the good of the order? Marisa Perez, Executive Staff to Director Dutra requested to speak on two upcoming issues:
- All the project work is leading to the ROD. We need to show strong, unified support for the WSAB Project. She is preparing a letter to send to the Washington delegation showing the unified support for the WSAB Project as it moves forward in the approval and funding process. Ms. Perez is requesting letters be signed by mayors and city managers. A draft letter will be sent out shortly.
- Regarding the Metro list of vacant and excess properties by city – there are properties on the list located along the WSAB Corridor. Is there any interest by the cities to pursue the properties? Please let her know as soon as possible. The list will be a Receive and File Board item in March.

Chair Schindler asked if local control of planning for the sites acknowledged by Metro? The land may be underutilized now, but it may be located in future station areas. Ms. Perez indicated that Metro had purchased the land for other projects, not the WSAB Project. Melani Smith said such as land for parking lots along the Orange Line in the San Fernando Valley.
Mr. Jeffers asked if the list provides current use and address of the excess properties? And if it is used for parking, the percentage use of parking capacity? Ms. Perez said the list shows current use and address, but has no parking information.

Mr. Gorecki asked a question about the request for support letters – don’t the signed MCAs demonstrate city support for the project? Ms. Perez clarified that the requested support letters were intended to secure a funding earmark through Senate action from the Federal Capital Investment Grant (CIG) Program. This federal funding commitment would support securing of state transportation funding now under discussion.

**Item 6. Next City Manager TAC Meeting**

Chair Schindler said the next WSAB City Manager TAC meeting is planned for May 11, 2023.

**Item 7. Adjournment**

Chairperson Schindler moved to adjourn the meeting at approximately 3:35 pm.