

**Metro**Los Angeles County  
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metro.net**PLANNING AND PROGRAMMING COMMITTEE  
NOVEMBER 16, 2011****SUBJECT: FY 2012 TRANSIT ORIENTED DEVELOPMENT GRANT PROGRAM****ACTION: APPROVE FUNDING RECOMMENDATIONS****RECOMMENDATION**

- A. Award \$5 million in Transit Oriented Development (TOD) Grants to the 5 eligible jurisdictions, as shown in Attachment A; and
- B. Authorize the Chief Executive Officer (CEO) to execute Memorandums of Understanding (MOUs) for the grant funds.

**ISSUE**

The FY 2012 budget included \$5 million for grants to local cities to facilitate the adoption of local land use controls that promote infill and TODs. In July 2011, we informed the Board of the parameters of the program, which made the funding eligible to ten cities along the following transit corridors:

- Exposition LRT Phases 1 and 2
- Gold Line Foothill Extension Phase 2A
- Crenshaw LRT Transit Corridor

On August 15<sup>th</sup> 2011, applications and draft guidelines were transmitted to all ten eligible cities and were posted on the Metro web site within the same week. We received 6 applications from 5 jurisdictions by the September 23<sup>rd</sup> due date. These applications have been evaluated based on the evaluation criteria (Attachment B) contained in the adopted program guidelines. The Board must now approve the funding recommendations and authorize the CEO to enter into MOUs with successful applicants.

## **DISCUSSION**

The TOD grant program is designed to provide funds to encourage cities along transit corridors to make the regulatory changes necessary to foster infill and TODs. Due to the amount of dollars available, the FY12 program funding was limited to the next three light rail corridors to become operational with an expectation that the program may be expanded to future and possibly existing lines. Eligibility was also restricted to ensure that the grants awarded could be of sufficient size to complete the desired regulatory changes and promote TOD. Eligible activities include amendments to local general plans and adoption or amendments of specific plans, Transit Village districts, overlay zones, parking, height or zoning ordinances, etc. Any local CEQA actions necessary for these regulatory changes are also eligible activities.

We received 6 applications from 5 of the eligible cities, requesting a total of \$5,689,006. The applications were evaluated, scored and ranked. The scores and corresponding rankings for projects are shown on Attachment A and include the average scores of the evaluation panel. During the evaluation process, some requests were reduced if and when the evaluation team felt that the grantee could achieve the desired and eligible outcomes within the revised budget.

## **FINANCIAL IMPACT**

The FY 2012 budget includes \$5 million in Cost Center 4010, Countywide Planning & Development under Project 465558, Transit Oriented Development Grant Program. It is anticipated that \$750,000 will be expended this fiscal year. Since this is a multi-year project, it will be the responsibility of the Cost Center Manager and the Executive Director, Countywide Planning to budget the appropriate expenditures in future years.

### **Impact to Budget**

Funding for the \$750,000 in FY12 expenditures will come from the State Repayment of Capital Project Loans account, which are funds derived from previous reimbursements to us from State Letters of No Prejudice agreements on various projects. These funds are eligible for bus and rail operating and capital expenses.

Other sources of funds were considered for this project. However, these funds meet the criteria for these types of projects and sufficient dollars exist to cover these expenditures. Should other funding sources become available, they may be used in place of the identified funds.

## **ALTERNATIVES CONSIDERED**

The Board of Directors may choose not to approve the funding awards and related actions as recommended. We do not recommend this alternative, as the program as designed furthers the Board objectives with regard to sustainability and land use policy,

consistent with our mission. Further, local planning agencies do not have the resources to accelerate the regulatory changes necessary to promote in-fill and TOD projects along this set of transit corridors and thus take full advantage of the transit access being made available. Finally, the recommended grant awards meet the program's objectives.

### **NEXT STEPS**

With Board approval of the recommended funding, MOUs with the awardees will be executed.

On October 27 2011, the Board approved an additional \$1,000,000 in grant funding for the TOD Grant Program. Los Angeles County cities along the Metro Green Line Extension, West Santa Ana Branch and Metrolink lines will be eligible to apply for funds to create TOD ordinances, parking overlays and specific plans. We will meet with the eligible cities to initiate the grant process, including guideline development. We will return to the Board for approval of the guidelines.

### **ATTACHMENTS**

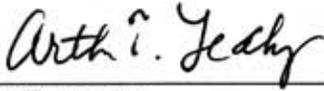
- A. Funding Recommendations for the 2012 TOD Grant Program
- B. TOD Grant Program Evaluation Criteria

Prepared by: Jenna Gulager, Deputy Executive Officer, Countywide Planning



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Martha Welborne, FAIA  
Executive Director Countywide Planning



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Arthur T. Leahy  
Chief Executive Officer

## ATTACHMENT A

### 2011 TOD Planning Grant Submission Summary

Applicant	Project Description	Grant Request	Cash Match (1)	In-kind Match	Total Grant Budget	Average Score	Recommended Funding
Santa Monica	Program EIR for a new Downtown Santa Monica Specific Plan	701,000	570,000	29,000	1,300,000	88.4	601,000
Duarte	Development of Duarte Gold Line Station Area Development Specific Plan and Project-based EIR.	400,000	50,000	25,000	475,000	84.8	400,000
Inglewood (La Brea)	Creation of TOD Overlay or Zoning District, new TOD Design Guidelines, and related EIR.	500,000		100,000	600,000	82	400,000
Culver City	TOD Overlay Zone and revision of overlapping regulatory documents, MND for new zone.	194,000		\$ 56,000	\$ 250,000	81.2	194,000
Los Angeles	Amendment of Crenshaw Corridor Specific Plan and related EIR, new Specific Plan for Century/Aviation, new Specific Plan for Exposition Corridor and related EIR.	3,494,006	-	178,092	3,672,098	78.6	3,105,000
Inglewood (West)(2)	Creation of TOD Overlay or Zoning District, new TOD Design Guidelines, and related EIR.	400,000		75,000	475,000	69.8	300,000
<b>TOTAL</b>		<b>\$ 5,689,006</b>	<b>\$ 620,000</b>	<b>\$ 463,092</b>	<b>\$ 6,772,098</b>		<b>\$ 5,000,000</b>

1. Matching funds were not a requirement of the grant program.
2. Staff is recommending that Inglewood combine their grant proposal into one product, an Overlay Zone for the Crenshaw Light Rail, to achieve economies of scale and reduce duplicative efforts.

**TOD Grant Program Evaluation Criteria**

1. Regulatory Documents: A description of the specific regulatory documents that will be revised under the program. A maximum of 5 points based on the completeness of the list to ensure all required documents are included.
2. Community and Policy Maker Support: Evidence there exists community and policy maker support for the types of regulatory changes being proposed. A maximum of 5 points based on the strength of support and thus the likelihood that the regulatory changes will be approved and implemented.
3. Regulatory Constraints: A description of the specific regulatory constraints that will be addressed in the program including height and density limitations, overly prescriptive parking standards, barriers to pedestrian movement and bicycle incentives etc. A maximum of 15 points is awarded based on the completeness of the constraints analysis and therefore the greater probability that the principles of in-fill and transit oriented development will be implemented.
4. Impact of Proposed Regulatory Changes: This section matches the regulatory solutions with the identified constraints. Solutions are suggested to be consistent with the incentives offered in the Transit Village Development Planning Act and relevant portions of SB 325. A maximum of 25 points.
5. Public Participation: The applicant is asked to describe the public outreach and engagement process that will be utilized to achieve the regulatory changes. A maximum of 5 points
6. Opportunity Sites: Regulatory change in and of itself will not ensure in-fill development. Applicants are asked to identify opportunity sites within the regulatory change area where infill development would likely occur. A maximum of 10 points.
7. Economic Development Implementation: Applicants are asked to identify any specific economic development or similar programs within the community that can additionally foster in-fill development. A maximum of 5 points
8. Project Management and Scope of Work: This section describes the work plan, milestones and responsibilities. A maximum of 20 points
9. Project Schedule and Budget: A realistic schedule consistent with the scope of work and milestones and the 24 month period in which grant activities must be completed. Innovation in accelerating the delivery of the revised regulatory documents for legislative body approval. Efficiency in the use of grant dollars is considered. A maximum of 10 points.