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**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 5, 2014**

**SUBJECT: TRANSIT ORIENTED DEVELOPMENT PLANNING GRANT PROGRAM
ROUND 4**

ACTION: APPROVE FUNDING RECOMMENDATIONS

RECOMMENDATION

- A. Award \$5,000,000 in Transit Oriented Development (TOD) Grants to the 10 recommended jurisdictions, as shown in Attachment A; and
- B. Authorize the Chief Executive Officer (CEO) or designee to execute Grant Agreements for the funds.

ISSUE

On February 27, 2014, the Board approved Round 4 of the Transit Oriented Development (TOD) Planning Grant Program (Program). In April 2014, a request for applications was issued for Round 4 with a maximum of \$5,000,000 in funding. Staff received 17 applications totaling \$8,716,446 in funds. All applications have been evaluated by an internal panel and staff recommends funding for 10 projects totaling \$5,000,000. Staff requests Board approval of the funding and authorization for the CEO to execute Grant Agreements with successful applicants.

DISCUSSION

The Program spurs the adoption of local land use regulations to create a regulatory environment supportive of TOD around station areas and adjacent transit corridors. TODs increase accessibility and utilization of public transportation. Eligible activities for funding include, but are not limited to: new or amended specific plans, ordinances, overlay zones or general plans; transit village development districts, and environmental studies required for the new or amended regulatory documents.

Round 4

Round 4 funding was available to the County of Los Angeles and local governments with land use jurisdiction within one-half mile of existing, planned, or proposed Los Angeles County Metrolink, Metro Rail or Metro Transitway/Bus Rapid Transit Stations and adjacent transit corridors.

Staff conducted outreach to local jurisdictions via Metro's Technical Advisory Committee (TAC) and Subcommittees and the Councils of Government (COGs) in late March/early April. Applications were made available on April 23, 2014 and an application workshop hosted on May 14, 2014. The submittal deadline was June 15, 2014.

Evaluation

Round 4 applications were evaluated by an internal panel. Projects assigned a score of 70 points or higher are eligible for funding. Those projects are indicated in Attachment A by a solid, "qualifying" line. Staff is proposing to fund projects up to the dashed line based on Board approval of \$5,000,000 for Round 4. There is an unfunded need of \$1,325,000 for those projects between the dotted and solid line.

The application evaluation included reductions in funding awards based on cost comparison of prior grants and/or elimination of tasks that fell outside the purview of the grant program, such as infrastructure capacity studies and administrative costs over 10%.

The panel is recommending funding for 10 projects totaling \$5,000,000. The panel determined that the three applications that scored below the eligibility requirements for funding failed to provide a strong nexus between the proposed work and the subsequent regulatory changes that could lead to increased ridership.

DETERMINATION OF SAFETY IMPACT

There is no negative impact to safety of our employees and/or patrons. The transit oriented planning and development policies supported by the Program could improve safety around stations. The principles of TOD include better pedestrian and bicycle access to stations as well as clearer access to stations which can reduce accidents. Further, TOD tends to encourage walking and bicycling, both of which improve the health of patrons.

FINANCIAL IMPACT

The FY15 budget includes \$200,000 in the Subsidies to Other Budget, Cost Center 0441 Project 465561, Transit Oriented Development Grant Program Round 4.

Since this is a multi-year project, the Cost Center Manager and Chief Planning Officer, Countywide Planning and Development will be accountable for budgeting the cost in future years, including any option exercised.

Impact to Budget

The source of funds for these activities is Measure R 2% System Improvement Funds and Measure R 3% Metrolink. These funds are eligible for rail capital improvement costs.

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

ALTERNATIVES CONSIDERED

This Board may choose not to approve the funding awards and related actions as recommended. We do not recommend this alternative. The Program as designed furthers the Board objectives with regard to land use policies that support increased ridership and system wide improvements. Further, the Program's evaluation, whose findings were presented to the Board on February 24, 2014 (Item 60), revealed a need for a stable, inclusive, locally-funded, TOD specific planning grant program that funds all the tasks necessary for the adoption of regulatory land use changes that promote TOD and increased ridership.

The Board could elect to provide an additional \$1,325,000 to meet the unfunded need for those projects which scored above 70 but are below the dashed line.

NEXT STEPS

With Board approval, staff will initiate and execute Grant Agreements with Round 4 awardees. As a result of a Program evaluation completed after 3 rounds had been awarded, staff proposed a biennial application cycle to the Board on February 24, 2014. With this schedule, staff will return to the Board in 2016 seeking authorization for Round 5.

ATTACHMENTS

- A. TOD Planning Grant Program Round 4 Summary and Funding Recommendations

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**TOD Planning Grant Round 4
Summary and Funding
Recommendations**

Applicant	Amount Requested	Project Description	Ave Score	Recommended Funding	Stations
City of Compton	\$536,250	Specific Plan, Master Plan, and amendment to General Plan for area surrounding the Blue Line Artesia Station.	83	\$450,000	Metro Blue Line Station: Artesia
City of Irwindale	\$487,300	Specific Plan for areas surrounding the Metrolink Irwindale Station and northeast of the Metrolink Baldwin Park Station.	82	\$460,000	Metro Gold Line Foothill Extension Phase 2A Station: Irwindale
City of Duarte	\$325,000	Specific Plan, Zone Change Entitlement, and General Plan amendment for area north of the Gold Line Duarte Station.	81	\$325,000	Metro Gold Line Foothill Extension Phase 2A Station: Duarte
City of Pasadena	\$1,967,350	Amendment to Specific Plans, creation of Citywide Design Guidelines and Zoning Code updates for six Pasadena Gold Line Stations.	81	\$1,500,000	Six Metro Gold Line Stations
City of Claremont	\$500,000	Specific Plan and amendment to General Plan and Zoning Code for area southwest of the Metrolink Claremont Station.	80	\$418,000	Metrolink Station: Claremont
County of Los Angeles	\$675,876	Specific Plan, Design and Development Standards, and amendments to General Plan Land Use Policy Map, Community Plan, Zoning Map, and Zoning Code for area surrounding the Green Line Vermont/Athens Station.	79	\$471,000	Metro Crenshaw Line Station: Vermont/Athens
City of Covina	\$366,500	Specific Plan update and Overlay Zone for area surrounding the Metrolink Covina Station.	78	\$342,000	Metrolink Station: Covina
City of Burbank	\$450,000	Specific Plan and General Plan amendment for areas surrounding two Bob Hope Airport Metrolink Stations.	77	\$389,000	Metrolink Station: Bob Hope Airport Ventura and Antelope Valley Line
City of Downey	\$572,500	Specific Plan for area surrounding the West Santa Ana Branch Transit Corridor Gardendale Station.	76	\$425,000	West Santa Ana Branch Transit Corridor Station: Gardendale

Applicant	Amount Requested	Project Description	Ave Score	Recommended Funding	Stations
City of Pomona	\$240,000	Amendment to Specific Plan and Zoning Ordinance for area surrounding the Metrolink Downtown Pomona Station.	76	\$220,000	Metrolink Station: Downtown Pomona
Total Recommended Funding				\$5,000,000	
City of Bellflower	\$518,000	Specific Plan for area surrounding West Santa Ana Branch Transit Corridor Bellflower Station.	74	\$400,000	West Santa Ana Branch Transit Corridor Station: Bellflower
City of Inglewood	\$320,000	Overlay Zone, Design Guidelines, and amendment to General Plan Land Use and Circulation Elements for areas south and east of the Crenshaw Line Florence Hindry Station.	73	\$275,000	Metro Crenshaw Line Station: Florence and Hindry
City of Inglewood	\$320,000	Overlay Zone, Design Guidelines, and amendment to General Plan Land Use and Circulation Elements for area north of the Green Line Crenshaw Station.	72	\$275,000	Metro Green Line Station: Crenshaw
City of Artesia	\$400,000	Specific Plan, Overlay Zone, and General Plan amendment for area surrounding the West Santa Ana Branch Transit Corridor Artesia Station.	70	\$375,000	West Santa Ana Branch Transit Corridor Station: Artesia
Total Unfunded Need				\$1,325,000	
City of Glendora	\$300,000	Specific Plan Update for area surrounding Gold Line Glendora Station.	61	\$0	Metro Gold Line Foothill Extension Phase 2B Station: Glendora
City of South Pasadena	\$336,300	Amendment to Specific Plan surrounding the Gold Line South Pasadena Station.	61	\$0	Metro Gold Line Station: South Pasadena
City of Palmdale	\$401,370	Overlay Zone and amendments to Zoning Ordinance Map and General Plan Circulation, Land Use, and Housing Elements for areas south and east of the Metrolink Palmdale Station.	58	\$0	Metrolink Station: Palmdale
TOTAL	\$8,716,446			\$6,325,000	