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**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 14, 2015**

**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 evaluation panel determined that the three applications which 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 new transit oriented development and therefore increased ridership. These three applications requested a total of \$1,037,670 in funds.

After the evaluation process was completed, the panel conducted a cost-reduction analysis for all of the projects 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%.

Funding Implications

At the November 5, 2014 meeting of the Planning and Programming Committee, staff presented its award recommendation for 10 projects totaling \$5,000,000. The Committee instructed staff to report back to the Board the budgetary implications of increasing the funding cap of \$5,000,000 in order to meet the "unfunded need" category and considering funding projects which scored below the eligibility requirements.

The Short Range Transportation Plan (SRTP) identified \$24,600,000 in funds for the Program from FY13 through FY19. The program is funded by a combination of Measure R 2% (Metro Rail Capital – System Improvements, Rail Yards, and Rail Cars) and Measure R 3% (Metrolink Capital Improvement Projects within Los Angeles County - Operations, Maintenance, and Expansion). To date, the Board has awarded \$15,249,997 (see Attachment B). At the February 24, 2014 meeting, the Board approved a funding cap of \$5,000,000 for Round 4 and a biennial Program cycle.

Should the Board approve \$5,000,000 in awards for Round 4, there would be no budget impact in the current fiscal year (FY15). For the release of Round 5 (FY16), a total of \$4,400,000 remains in funds. There are no funds available in the SRTP for Round 6 (FY18). Therefore, programming funds beyond 2016 would have to be considered in the next iteration of the SRTP and/or would require a reduction in funds for another SRTP-budgeted project or program.

If the Board increases the Round 4 funding cap to meet the unfunded need and/or to award funds to projects which scored below the eligibility requirements, it will reduce the availability of funding for a 5th round. If the Board awards these additional funds and still desires to offer \$5,000,000 in Round 5 and 6, funding would have to be pulled from other programmed SRTP projects.

In addition, the Office of Management and Budget requested a summary of expenditures to date for Rounds 1 – 3 and a projection of FY16 expenditures. Attachment B includes this summary.

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. Other sources of funds were considered. However, these projects meet the criteria for these types of funds. 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 \$5,000,000 in 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 increase the funding cap by an additional \$1,325,000 for the unfunded need category. However, increasing the funding cap for Round 4 would reduce the availability of future resources within the SRTP for Round 5. The Board may also provide \$907,010 in additional funds for the three projects that fell below the eligibility requirements. (Attachment C shows the cost reduction analysis for these 3 projects, which suggests a total of \$907,010 for the 3 projects). This is not recommended as the projects failed to meet the basic requirements of the Program.


NEXT STEPS

With Board approval, staff will initiate and execute Grant Agreements with Round 4 awardees. Given the biennial application cycle approved by the Board on February 24, 2014, 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
- B. Current TOD Planning Grant Program Projects: Rounds 1, 2 and 3
- C. Cost-Reduction Analysis: Three Projects Below Eligibility Requirements

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TOD Planning Grant Round 4 Summary and Funding Recommendations

| Applicants | 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 |

| Applicants | 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 | |

**CURRENT TOD PLANNING GRANT PROGRAM:
ROUNDS 1, 2, and 3**



PROJECT STATUS

| Grantees | Project Title | Total Project Cost | Grant Amount | Expenditures To Date | Budget Projections FY16 |
|-----------------------------------|--|--------------------|--------------------|----------------------|-------------------------|
| ROUND 1 | | | | | |
| City of Duarte | TOD Regulatory Changes for the Support of the Gold Line Station Area | \$475,000 | \$400,000 | \$400,000 | \$0 |
| City of Inglewood | The Florence / La Brea and Florence / West Transit Overlay District Project | \$1,119,500 | \$700,000 | \$10,000 | \$996,000 |
| City of Los Angeles | TOD Planning for Stations on the Crenshaw and Exposition Phase II Light Rail Lines | \$3,283,092 | \$3,105,000 | \$2,237,750 | \$257,250 |
| City of Santa Monica | TOD Downtown Santa Monica Specific Plan & Environmental Clearance | \$630,000 | \$601,000 | \$601,000 | \$0 |
| Round 1 Subtotal | | \$5,507,592 | \$4,806,000 | \$3,248,750 | \$1,253,250 |
| ROUND 2 | | | | | |
| Burbank Airport Authority* | Bob Hope Airport Area TOD Planning Project | \$289,700 | \$289,700 | \$285,389 | \$0 |
| City of Glendale | Tropico Station | \$705,000 | \$225,000 | \$210,907 | \$0 |
| City of Lancaster | City of Lancaster TOD Overlay Zone | \$150,000 | \$136,000 | \$132,977 | \$0 |
| City of Lawndale | Marine Avenue Green Line Station TOD Overlay Ordinance | \$87,450 | \$73,300 | \$66,668 | \$0 |
| Orange Line Development Authority | Development of Transit Oriented Development Guidebook | \$276,000 | \$276,000 | \$262,861 | \$0 |
| Round 2 Subtotal** | | \$1,508,150 | \$1,000,000 | \$958,802 | \$0 |

MILESTONES

| Agreement Execution | Consultant Procurement | Public Outreach | Draft Deliverable(s) | Final Deliverable(s) /Adoption |
|---------------------|------------------------|-----------------|----------------------|--------------------------------|
| Completed | Completed | Completed | Completed | Completed |
| Completed | In Progress | In Progress | In Progress | In Progress |
| Completed | Completed | In Progress | In Progress | In Progress |
| Completed | Completed | Completed | In Progress | In Progress |
| Completed | Completed | Completed | Completed | Completed |
| Completed | Completed | Completed | Completed | Completed |
| Completed | Completed | Completed | Completed | Completed |
| Completed | Completed | Completed | Completed | Completed |

* Project completed under budget. There was a cost savings of \$4,311.
 ** There are no budget projections for FY16. All projects will be completed and funds expended in FY15.

PROJECT STATUS

MILESTONES

| Awardees | Project Title | Total Project Cost | Grant Amount | Expenditures To Date | Budget Projections FY16 |
|----------|---------------|--------------------|--------------|----------------------|-------------------------|
|----------|---------------|--------------------|--------------|----------------------|-------------------------|

| Agreement Execution | Consultant Procurement | Public Outreach | Draft Deliverable(s) | Final Deliverable(s) /Adoption |
|---------------------|------------------------|-----------------|----------------------|--------------------------------|
|---------------------|------------------------|-----------------|----------------------|--------------------------------|

ROUND 3

| | | | | | |
|--|--|---------------------|--------------------|--------------------|--------------------|
| City of San Fernando | San Fernando Transit Oriented District Overlay Zone | \$295,698 | \$282,392 | \$3,030 | \$85,671 |
| City of Baldwin Park** | Downtown Baldwin Park Transit Oriented District Specific Plan | \$349,000 | \$289,670 | \$122,653 | \$0 |
| City of El Monte** | Main Street TOD Specific Plan | \$440,440 | \$400,400 | \$162,544 | \$0 |
| City of Huntington Park | City of Huntington Park Focused General Plan Update | \$369,000 | \$319,000 | \$533 | \$161,200 |
| City of Lynwood | Lynwood Transit Area Strategic Plan | \$887,500 | \$800,000 | \$0 | \$453,550 |
| City of Long Beach | TOD Pedestrian Master Plan | \$229,375 | \$183,500 | \$50,549 | \$99,000 |
| Los Angeles County Department of Regional Planning | Willowbrook TOD Specific Plan | \$546,035 | \$546,035 | \$144,954 | \$64,973 |
| Los Angeles Department of City Planning (DCP) | Transit Neighborhood Plans: Downtown, Wilshire Corridor and Valley | \$4,723,065 | \$4,480,000 | \$52,000 | \$826,010 |
| City of Azusa | City of Azusa TOD Master Plan and General Plan/Development Code Update | \$693,000 | \$653,000 | \$177,933 | \$70,450 |
| City of Monterey Park | S. Garfield Transit Village Plan | \$250,000 | \$250,000 | \$126,197 | \$36,950 |
| City of Palmdale | City of Palmdale Transit Oriented Development Overlay Zone and EIR | \$400,000 | \$400,000 | \$19,940 | \$107,000 |
| City of Glendale | Tropico Station Environmental Impact Report | \$537,500 | \$250,000 | \$9,810 | \$201,500 |
| Los Angeles World Airports | Century Corridor District Streetscape Plan | \$629,689 | \$590,000 | \$163,611 | \$223,435 |
| Round 3 Subtotal | | \$10,350,302 | \$9,443,997 | \$1,033,754 | \$2,329,739 |

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|-------------------------|---------------------|---------------------|--------------------|--------------------|
| Total All Rounds | \$17,366,044 | \$15,249,997 | \$5,241,306 | \$3,582,989 |
|-------------------------|---------------------|---------------------|--------------------|--------------------|

**Cost Reduction Analysis:
Three Projects Below Eligibility Requirements**

| Applicants | Amount Requested | Project Description | Ave Score | Amount with Cost Reduction | Stations |
|------------------------|-------------------------|--|------------------|-----------------------------------|---|
| City of Glendora | \$300,000 | Specific Plan Update for area surrounding Gold Line Glendora Station. | 61 | \$259,300 | 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 | \$320,000 | 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 | \$327,710 | Metrolink Station: Palmdale |
| TOTAL | \$1,037,670 | | | \$907,010 | |