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TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *AL*
CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, F.A.I.A. *MW*
EXECUTIVE DIRECTOR
COUNTYWIDE PLANNING AND DEVELOPMENT

SUBJECT: TOD PLANNING GRANT PROGRAM

ISSUE

As LACMTA seeks to accelerate the implementation of Measure R transit programs, there is concern that changes to local land use policies and regulations to promote transit oriented development may not keep pace. As a result, opportunities may be lost to maximize the catalytic impact transit facilities can have in stimulating responsible development that is less auto-dependent, more sustainable, and more likely to provide increased demand for, and greater accessibility, to transit. Currently, many local governments do not have the resources to undertake the efforts to make the regulatory changes necessary to promote Transit Oriented Development (TOD).

Recognizing this, the Board approved, as part of the fiscal 2012 budget, \$5 million for a new TOD planning grant program.

DISCUSSION

Given the relatively small amount of funding for the program, it became necessary to limit the eligibility of the current year grant program such that it can be efficiently administered in a timely manner. Eligibility for participation in the program for FY 12 will be limited to communities with jurisdiction over property with ¼ mile of transit stations along the next three lines to be placed in service;

- Exposition LRT Phases 1 and 2
- Foothill LRT Extension 1
- Crenshaw LRT Transit Corridor

Communities in which these corridors are located will be eligible to apply for the current year grant program. They include:

Arcadia
Azusa
Culver City
Duarte

Glendora
Inglewood
Irwindale
Los Angeles

Monrovia
Santa Monica

A priority for the grants will be those proposals that will result in amendments to the local land use regulations that currently act as constraints to transit oriented development principles. This would include outmoded general plans, specific plans, overlay zones and zoning and parking codes. Regulatory changes that also explore various value-capture techniques to fund transit improvements and operations will also be a priority. Additional selection criteria will include the ability to expeditiously undertake the process of regulatory change, evidence of policy maker predilection to transit oriented development design principles, efficient use of grant funds, geographic distribution of the grant program fund, and likelihood of near term TOD development opportunities within the proposed transit development area. In the unlikely event the program is undersubscribed, applications from these communities for work that may be a precursor to changing the regulatory documents will also be considered including TOD feasibility studies, station area design efforts and similar planning work.

The grant program will require the scope of work to be completed within 24 months of grant award, and progress payments will be made based on achieving milestones in accordance with the conditions of the grant. Eligible costs will include consultant and city staff costs of drafting changes to the regulatory documents, community outreach efforts, and costs associated with meeting CEQA requirements.

Meetings have been held with the eligible communities to discuss the program and to seek input to ensure a successful outcome.

NEXT STEPS

The goal is to expedite the grant application and award process such that the TOD regulatory work can begin as soon as possible. Applications are scheduled to be made available to eligible communities in mid-August and applications due in late September. Staff expects to make recommendations to the Board for grant funding at the December/November meeting.

If you have any questions or comments please contact Cal Hollis (213) 922-7319