

MOTION BY:

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Executive Management Committee Meeting

November 6, 2014

Item 60: Public Transportation, Affordable Housing, & Environment

Since 2009, the Los Angeles County Metropolitan Transportation Agency (MTA) has made significant contributions toward reducing air pollution through investments in compressed natural gas (CNG) buses, new and expanded transit lines, additional bicycling programs, and rideshare projects. However, to achieve 25 percent reduction in Greenhouse Gas emissions (GHG) by 2020—following the goal set forth by the U.S. Environmental Protection Agency (EPA)—Los Angeles County needs to do more.

The integration of transportation and housing is a key part of Federal and State strategies for reducing auto-related GHG emissions. Ensuring that households of all income levels, especially low-income households who use transit most, are able to live near transit is crucial to that effort.

Additionally, recent Federal Transit Administration (FTA) guidance on New Starts and Small Starts applications includes scoring criteria for affordable housing in transit corridors.

MTA has been a national leader among major transportation agencies in working with local jurisdictions and affordable housing developers in the production of affordable housing through MTA's Joint Development Program.

To date, nearly 550 units, or 25% of all units, developed through MTA's Joint Development Program are affordable units.

Last year, MTA joined with the California Community Foundation and the California Endowment to study:

- A. The status of affordable housing financing resources in Los Angeles County;
- B. The role that other major transit agencies nationwide have played in affordable housing support;
- C. The options available to MTA to continue its successful inclusion of affordable units in MTA Joint Development Projects; and,
- D. What can MTA and others do to support and protect affordable housing near transit throughout the County.

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While MTA cannot shoulder the burden of affordable housing creation alone, it can work in partnership with local communities to protect and create affordable housing near transit in order to preserve ridership and the associated greenhouse gas benefits.

It is now time to consider policy and program implementation that ensures MTA's success in affordable housing production continues.

WE THEREFORE MOVE that the CEO report back to the Board at the February 2014 meeting with a preliminary assessment of the following:

1. An inventory of current MTA Joint Development sites and potential future affordable housing joint development opportunities resulting from the Gold Line and Expo Extensions and the Crenshaw/LAX, Regional Connector, and Purple Line Extension Projects.
2. The efficacy of developing a memorandum of understanding with local cities and the County of Los Angeles to promote co-investment along transit corridors, such as leveraging municipally-controlled affordable housing dollars for MTA's Joint Development affordable housing sites.
3. Establishing a goal within the MTA's Joint Development Policy that, in the aggregate, affordable housing units represent 30% of all residential units developed on MTA-owned property.
4. Amending the Joint Development policy to allow proportional discounts to the fair market value of MTA owned property for the purpose of contributing towards the cost of affordable housing development.
5. Participating in the collaborative creation of a multi-partner Countywide Transit Oriented Affordable Housing (TOAH) loan fund, potentially in collaboration with local Community Development Financing Institutions, whose primary goal is to develop or preserve affordable housing within a ½ mile of a MTA Rail station, Bus Rapid Transit or Rapid Bus stop. Through the loan fund, developers would be able to access flexible, affordable capital to purchase or improve available property near transit lines for the development or preservation of affordable housing.
6. Establishing a TAP purchase program that provides passes to occupants of MTA joint developments. This purchase program could be modeled on MTA's Business TAP program, making passes available for purchase in whole or shared by entities including but not limited to occupants, property owners, and property managers.

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