



# San Gabriel Valley Council of Governments

## AGENDA AND NOTICE

### OF THE **REVISED** MEETING OF THE SGVCOG PUBLIC WORKS

#### TECHNICAL ADVISORY COMMITTEE

**Monday, May 15, 2017 – 12:00 PM**

#### 2016/2017 OFFICERS

**Chair:** Rene Guerrero

**Vice Chair:** David Liu

**Treasurer:** Chino  
Consunji

**Member-at-Large:** Daniel  
Bobadilla

**Immediate Past Chair:**  
Phil Doudar

#### Voting Members:

*Arcadia*

*Azusa*

*Claremont*

*Diamond Bar*

*El Monte*

*Irwindale*

*Pomona*

*San Dimas*

*West Covina*

*LA County DPW*

Thank you for participating in today's meeting. The Public Works Technical Advisory Committee encourages public participation and invites you to share your views on agenda items.

**MEETINGS:** *Regular Meetings of the Public Works Technical Advisory Committee are held on the third Monday of each month at 12 PM at the Upper San Gabriel Valley Municipal Water District-602 E. Huntington Dr., Suite B, Monrovia, CA 91016.* The Public Works Technical Advisory Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, [www.sgvkog.org](http://www.sgvkog.org). Copies are available via email upon request ([sgv@sgvkog.org](mailto:sgv@sgvkog.org)). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

**CITIZEN PARTICIPATION:** Your participation is welcomed and invited at all Public Works Technical Advisory Committee meetings. Time is reserved at each regular meeting for those who wish to address the Board. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane or disruptive remarks.

**TO ADDRESS THE PUBLIC WORKS TECHNICAL ADVISORY COMMITTEE:** At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Public Works Technical Advisory Committee may not discuss or vote on items not on the agenda.**

**AGENDA ITEMS:** The Agenda contains the regular order of business of the Public Works Technical Advisory Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Committee can be fully informed about a matter before making its decision.

**CONSENT CALENDAR:** Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Public Works Technical Advisory Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



## **PRELIMINARY BUSINESS**

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comment (*If necessary, the Chair may place reasonable time limits on all public comments*)

## **CONSENT CALENDAR** (*It is anticipated that the Committee may take action on the following matters*)

5. Review Public Works TAC Meeting Minutes: 4/17/2017  
*Recommended Action: Review and approve.*

## **PRESENTATIONS**

### **ACTION ITEMS**

### **UPDATE ITEMS**

### **INFORMATION ITEMS**

6. LACDPW Changes to ITS and Traffic Synchronization Funding  
*Recommended Action: for information.*
7. Metro Bike Share  
*Recommended Action: for information*
8. Transportation Oriented Development Planning Grant  
*Recommended Action: for information.*
9. Transit Oriented Communities Tax Increment Financing Pilot Program  
*Recommended Action: for information.*

## **EXECUTIVE DIRECTOR'S COMMENTS**

### **ANNOUNCEMENTS**

- June 19th: PW TAC meeting

### **ADJOURN**



## **SGVCOG Joint Special Meeting of the Public Works/Planners TAC Meeting**

### **Minutes**

Date: April 17, 2017

Time: 12:00 P.M.

Location: Upper San Gabriel Valley Municipal Water District  
602 E. Huntington Dr., Monrovia, CA 91016

### **PRELIMINARY BUSINESS**

1. Call to Order. The meeting was called to order at 12:07 P.M.
2. Pledge of Allegiance. R. Guerrero led the TAC in the Pledge of Allegiance.
3. Roll Call

#### **Public Works TAC Members Present**

D. Bobadilla, Azusa  
D. Liu, K. Young, Diamond Bar  
N. Syed, T. Bu, El Monte  
D. Co, Irwindale  
A. Tachiki, Monrovia  
B. Janka, Pasadena  
R. Guerrero, Pomona  
K. Patel, San Dimas  
C. Consunji, West Covina  
H. Hsing, J. Young, P. Doudar, M. Adhami, Y.  
Sim, LACDPW

#### **Public Works TAC Members Absent**

Alhambra  
Arcadia  
Duarte

#### **Planners TAC Members Present**

J. Kasama, Arcadia  
A. Harbin, S. Gutierrez, Baldwin Park  
B. Desatnik, Claremont  
M. Nakajima, Diamond Bar  
H. Frederickson, La Verne  
M. Huntley, Monterey Park  
B. Johnson, Pomona  
K. Garcia, Rosemead  
L. Stevens, San Dimas  
D. Grilley, San Gabriel  
V. Gonzalez, J. Carlson, Sierra Madre  
R. Casillas, K. Courdey, South Pasadena  
S. Reimers, M. Forbes, Temple City  
J. Anderson, West Covina

#### **Planners TAC Members Absent**

Alhambra  
Azusa  
Covina  
Duarte  
El Monte  
Glendora  
Irwindale  
Monrovia  
Pasadena  
Walnut

#### **Guests**

G. Jaquez, MNS Engineers	S. Ariannia, Geo-Advantec
B. Jong, LACMTA	J. Martinez, NCE
F. Lao, SCST	F. Alamolhoda, LAE Associates

#### **SGVCOG Staff**

E. Wolf

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C. Cruz  
M. Creter

4. Public Comment.

H. Hsing reported on LACDPW's close out of the San Gabriel Blvd/Paramount Blvd TSSP project.

**CONSENT CALENDAR**

5. Review Public Works TAC Meeting Minutes: 3/20/2017

There was a motion to approve the minutes (M/S: C. Consunji/P. Doudar).

**[Motion Passed]**

Ayes	Azusa, Diamond Bar, El Monte, Irwindale, Monrovia, Pasadena, Pomona, San Dimas, West Covina, LACDPW
Noes	
Abstain	
Absent	Alhambra, Arcadia, Duarte

6. Review Planners TAC Meeting Minutes: 3/23/2017

There was a motion to approve the minutes (M/S: A. Harbin/M.Huntley).

**[Motion Passed]**

Ayes	Arcadia, Baldwin Park, Claremont, Diamond Bar, Irwindale, La Verne, Monterey Park, Pomona, Rosemead, San Dimas, San Gabriel, Sierra Madre, South Pasadena, Temple City, West Covina
Noes	
Abstain	
Absent	Alhambra, Azusa, Covina, Duarte, El Monte, Glendora, Monrovia, Pasadena, Walnut

**PRESENTATIONS**

7. Measure M – Mark Christoffels, CEO, The ACE Project

M. Christoffels presented an overview of the Measure M Guiding Principles then focused in on the draft SGVCOG comment letter identifying concerns the COG has with the draft Guiding Principles.

**ACTION ITEMS**

**UPDATE ITEMS**

**INFORMATION ITEMS**

8. ACE Ad Hoc Committee

There was no update on this item.

9. SB 649: Wireless Telecommunications Facilities

L. Stevens brought and distributed a handout that outlined the League of California Cities arguments in opposition to SB 649. The handout included photographs of various configurations of small cell sites mounted on public infrastructure.

10. Future Visioning

E. Wolf reviewed the COG planning efforts for the General Assembly. He discussed four future vision topic areas and an idea for a panel discussion format.

**EXECUTIVE DIRECTOR'S COMMENTS**

**ANNOUNCEMENTS**

- May 15: PW TAC meeting
- May 25: Planners TAC meeting

# Los Angeles County Subregional Traffic Signal Synchronization Program

May 2017

# Los Angeles County Subregional Traffic Signal Synchronization Program Background

- ▶ 1995 – LA Metro Call for Projects began, including Signal Synchronization and Bus Speed improvement modal category
- ▶ Metro's Call for Projects Signal Synchronization and Bus Speed improvement mode required a 20% local match.
- ▶ LA County committed \$2.5 million dollar per year to match available grant funds using the unincorporated County area's Proposition C Local Return funds - funds technically allocated to the unincorporated County areas.

# Traffic Signal Synchronization

- ▶ Upgrade traffic signals
- ▶ Full traffic actuation
- ▶ Time based coordination
- ▶ Countywide completed 144 projects on 112 routes representing 2,890 intersections
- ▶ 9 routes involving 220 intersections under construction
- ▶ 6 routes involving 148 intersections under design



# Benefits

- ▶ Improves air quality by preventing 10,000 tons of pollutants from being generated each year
- ▶ Saves 39 million gallons of fossil fuels annually
- ▶ Improves commute times by reducing motorists' travel times by as much as 29 percent





# Intelligent Transportation Systems

In addition to TSSP, County has committed to ITS improvements with the \$2.5 million match.

- ▶ Closed-circuit television cameras and video distribution systems
- ▶ Communications
- ▶ Monitoring and control systems for traffic signals
- ▶ Assisting in the development of the Cities' Traffic Management Centers

# Current Status

- ▶ Since 1995 in the San Gabriel Valley, the program has or is in the process of synchronizing 46 routes representing over 705 intersections, including 4 routes representing 78 intersections under construction
  - ▶ Colima Road
  - ▶ Grand Avenue
  - ▶ Foothill Blvd
  - ▶ San Gabriel/Paramount Blvd
- ▶ 1 route involving 29 intersections under design.
  - ▶ Valley Blvd/Holt Ave
- ▶ The current \$2.5 million has been committed to future grants through FY 2021-22.
- ▶ \$500K annually is now being used to operate the County's Traffic Management Center
- ▶ Due to this and commitments from other projects, the local match is now overcommitted.

# Recommendations

- ▶ To offset and reduce the over commitment for County grants, Public Works will be seeking local match commitments for traffic signal improvements as a part of TSSP.
- ▶ In order to maintain the integrity of the TSSP, Public Works will continue to pay for all traffic signal timing and any component required for coordination timing at no cost to cities.
- ▶ For remaining traffic signal improvements, Public Works seeking the 20% local match contribution from the cities
- ▶ Cities will receive traffic signal upgrades at 20% of the cost.
- ▶ Cities to begin funding their 20% local match for infrastructure upgrades in their jurisdiction, starting with projects currently in design (Valley Blvd/Holt Ave)

# Recommendations

- ▶ Cities will be able to choose which improvements they want to contribute match
- ▶ Funds available up to the grant amount
- ▶ Cities can elect to do more, but will need to pay 100% of the cost

# Categories

- ▶ Category 1 – Recommended traffic signal controller upgrades that will be completed in order to coordinate the traffic signal. County will provide the 20% match.
- ▶ Category 2 – Recommended traffic signal safety related improvements (i.e. median nose cutbacks, non-standard vehicle head upgrades, installing vehicle detection, left-turn phasing) that **should** be completed with the available grant funds. City will need to provide the 20% match.
- ▶ Category 3a – Additional traffic signal upgrades (i.e. larger vehicle heads, countdown pedestrian heads, ADA compliant pedestrian push buttons) that the County recommends be completed within the available grant funds. City will need to provide the 20% match.
- ▶ Category 3b – Other additional traffic signal upgrades (i.e. bicycle detection, larger traffic signal poles, ADA compliant access ramps) which may be completed in lieu of, or in addition to, Category 2 and 3a items. City will need to fund 100% of any items over the grant amount.

# Questions?



**Jane White**  
**Los Angeles County Department**  
**of Public Works**  
**Traffic and Lighting Division**  
**1000 South Fremont Avenue**  
**Building A-9E, 4<sup>th</sup> Floor**  
**Alhambra, CA 91803-1331**  
**(626) 300-4774**  
**[jwhite@dpw.lacounty.gov](mailto:jwhite@dpw.lacounty.gov)**

*Thank You!*



## **Metro Bike Share Overview**



# What is Bike Share?

- Public shared use fleet of bikes
- Users pick up bike at one location and park it at another
- Used for 1st/last mile and short trips





# Bike Share Station – 2.0



Large Map and  
Advertisement  
Panels

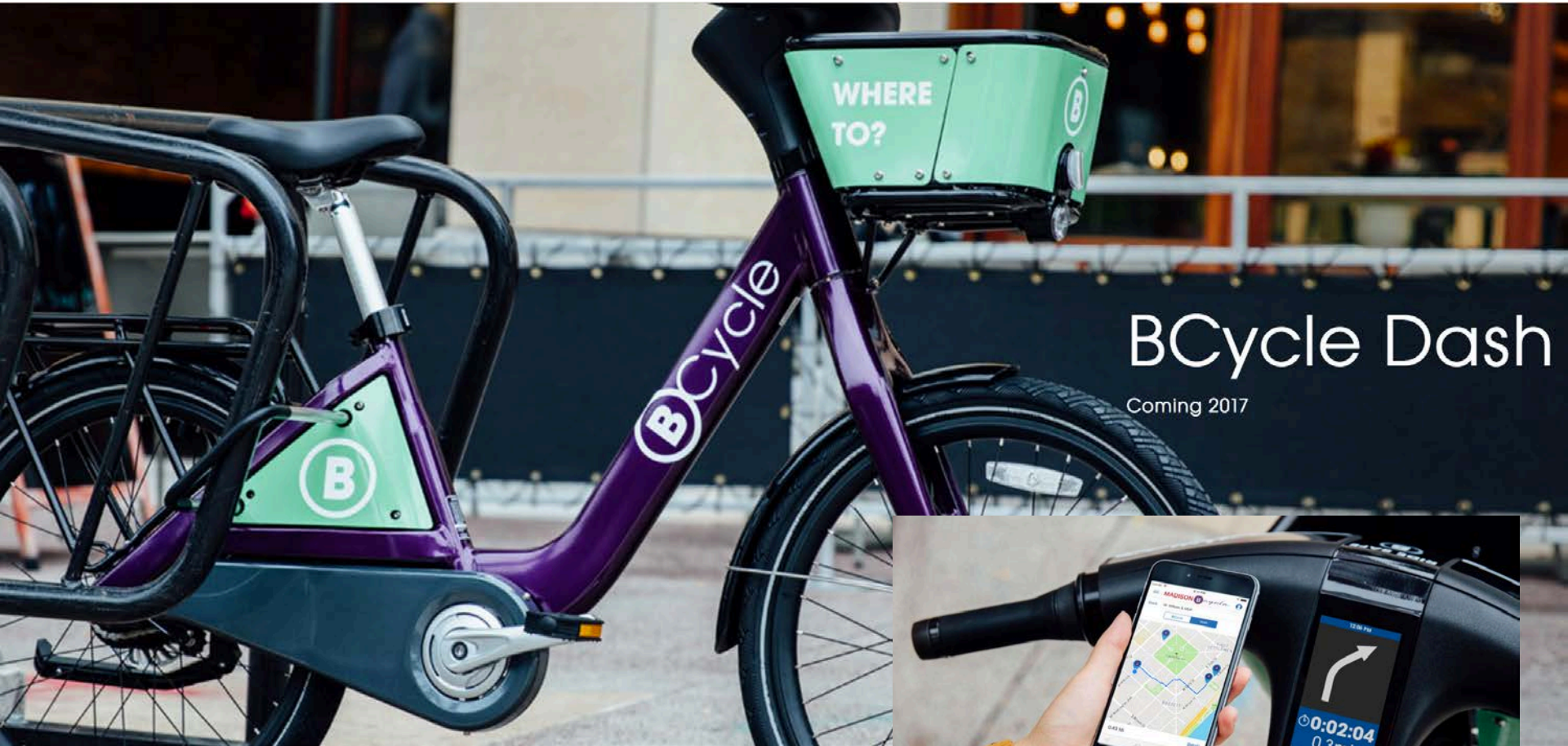
Walk-up User  
Interface

TAP Card Reader  
for Pass Holders

Secure Dock



# Bike Share Options - Dash



BCycle Dash

Coming 2017

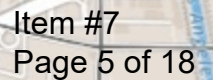


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# A New Way to See DTLA



# 6 Month Ridership Data

Total Trips



135,466

Passes Sold



3,740

Calories Burned



9,425,859

Miles Traveled



340,054

Emissions Reduced  
Pounds of CO<sub>2</sub>



323,052

\* Data is based on estimation using trip duration and origin/destination location. Total passes sold includes annual flex and monthly passes.



# Bike Share Is A Catalyst



**Build**  
network of cycling  
and e-bike  
infrastructure



**Implement**  
large-scale bike-  
share programs



**Invest**  
in sidewalks,  
footpaths, and  
public transport



**Plan**  
urban growth to  
prioritize cycling,  
walking, and  
public transport



**Remove**  
motor vehicle  
incentives,  
such as parking  
requirements  
and fuel subsidies



**Adopt**  
management  
policies such as  
congestion pricing

The Institute for Transportation and Development Policy works around the world to design and implement high quality transport systems and policy solutions that make cities more livable, equitable, and sustainable.

# Transit Fare Integration: Fare Structure

## Monthly Pass

30 days, unlimited half-hour trips

30-Day Pass:

**\$20**

Unlimited **FREE**

trips up to  
30 minutes each

+

**\$1.75**

per extra half hour

## Flex Pass

Pay per trip

Annual fee:

**\$40**

**\$1.75**

per trip up to  
30 minutes each

+

**\$1.75**

per extra half hour

## WalkUp

Pay per trip

Pass Charge:

**None**

**\$3.50**

per trip up to  
30 minutes each

+

**\$3.50**

per extra half hour

### Bike Share For Everyone:

Rider Relief Participant: \$0 Annual Flex Pass Fee, \$1.75 per half hour

First 2 Months Promotion: Walk-up rate is 1/2 off (\$1.75) per half hour

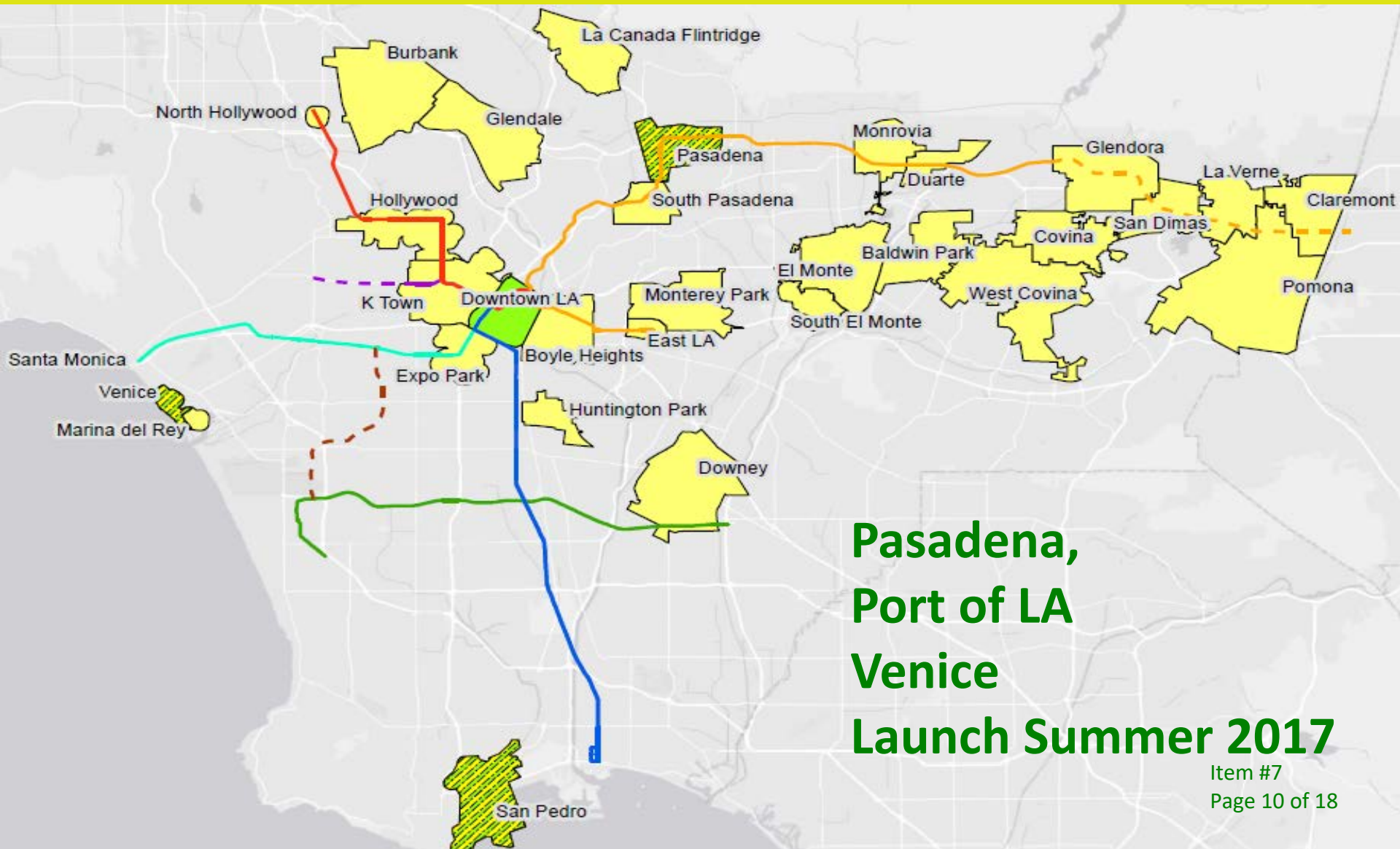
# Business Model

- Regional planning lead
- Metro owns and manages equipment
- Metro manages contract
- Metro financial commitment:
  - Up to 50% capital
  - Up to 35% net O&M
- City MOU sets terms
- Operations management – BTS contract





# Metro Bike Share Plans



**Pasadena,  
Port of LA  
Venice  
Launch Summer 2017**



# Summary of Ridership and Financial Estimates

## Bike Share Financial Plan

### San Gabriel Valley Metro Bike Share Expansion

Scenario	Stations	Bikes	Docks	City Capital Costs	City's Net O&M	Min FBR	Max FBR	Rides / Bike	Annual Ridership	Pass Holders
Baldwin Park	10	70	140	\$239,000	\$352,000	0%	10%	0.58	15,000	150
Claremont	10	70	140	\$239,000	\$352,000	0%	10%	0.58	15,000	150
Covina	10	70	140	\$239,000	\$352,000	0%	10%	0.58	15,000	150
Duarte	5	35	70	\$119,000	\$182,000	0%	7%	0.38	5,000	50
El Monte	10	70	140	\$239,000	\$352,000	0%	10%	0.58	15,000	150
Glendora	13	91	182	\$310,000	\$463,000	0%	9%	0.55	18,000	170
La Canada Flintridge	10	70	140	\$239,000	\$352,000	0%	10%	0.58	15,000	150
La Verne	10	70	140	\$239,000	\$352,000	0%	10%	0.58	15,000	150
Monrovia	7	49	98	\$167,000	\$240,000	0%	12%	0.79	14,000	130
Monterey Park	10	70	140	\$239,000	\$352,000	0%	10%	0.58	15,000	150
Pomona	15	105	210	\$358,000	\$497,000	0%	15%	0.93	36,000	340
San Dimas	10	70	140	\$239,000	\$377,000	0%	3%	0.19	5,000	50
South El Monte	10	70	140	\$239,000	\$352,000	0%	10%	0.58	15,000	150
South Pasadena	8	56	112	\$191,000	\$276,000	0%	11%	0.74	15,000	140
West Covina	10	70	140	\$239,000	\$352,000	0%	10%	0.58	15,000	150
<b>SCV Total</b>	<b>148</b>	<b>1,036</b>	<b>2,072</b>	<b>\$3,526,000</b>	<b>\$3,949,000</b>	<b>0%</b>	<b>13%</b>	<b>0.60</b>	<b>230,000</b>	<b>2,200</b>

# Transit Fare Integration

**DTLA Pilot Launch:  
TAP Card as Key**

**Next Step:  
Seamless User Experience**



**Makes possible:**

- **multimodal account system**
- **transfer fares**
- **Metro senior/ low-income/ student fare recognition**
- **opportunities for interoperability between systems**



# TAP

## *Where is TAP?*

- All Metro Rail
  - Onboard all Metro Buses
  - 26 Municipal Bus Systems
  - And now Metro Bike
- 
- Can buy fare at 400+ local shops, customer service centers, online, Ticket Vending Machines



# Outreach Opportunities

## Bundle Transit & Bike Share Pass Purchase

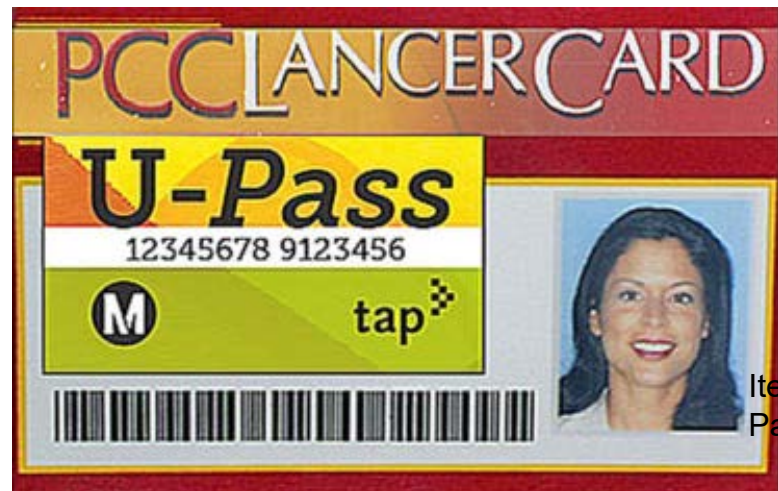
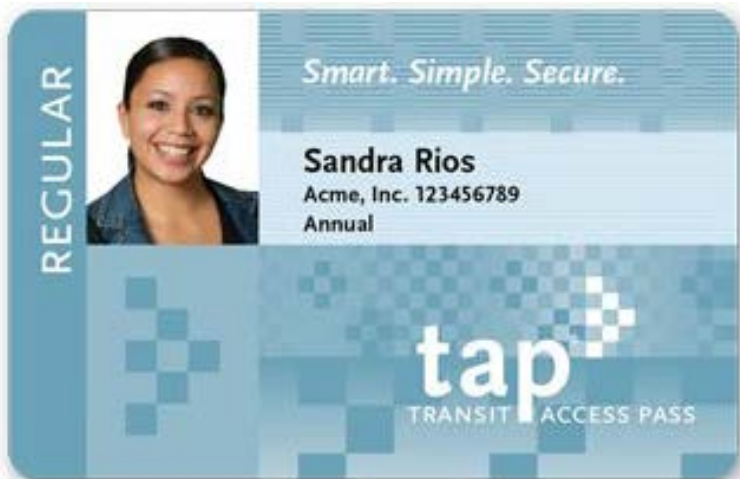
### Metro sales outreach programs

**U-Pass (University)**  
**B-TAP (Employers)**  
**Rider Relief Program**  
**Senior Pass**

Are you eligible  
for a lower fare?



Metro's reduced fare programs  
can help you save!



# Cash Payment Opportunities

## Brick & Mortar / Special Municipal Operator Pop-Up

### Metro sales outlets

400+ local shops

LADOT Service Center & Other Muni  
Store pop-ups

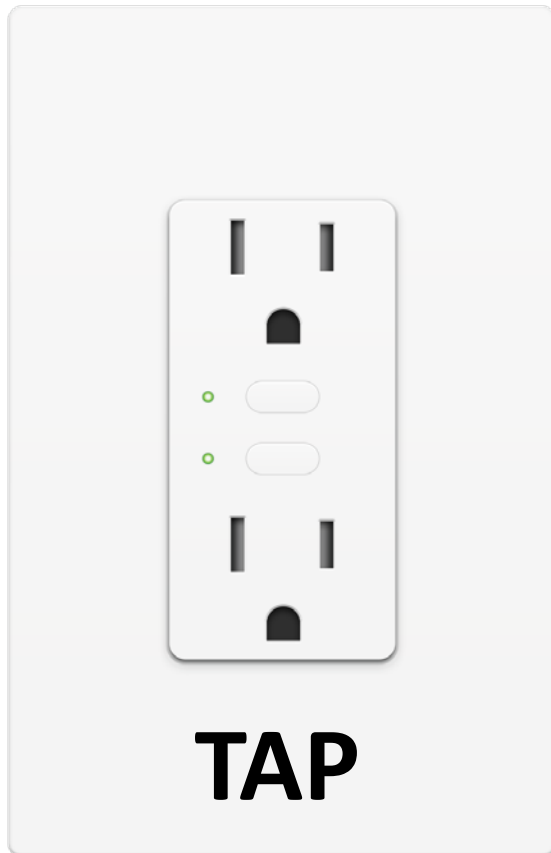


ACF CASH EXPRESS®

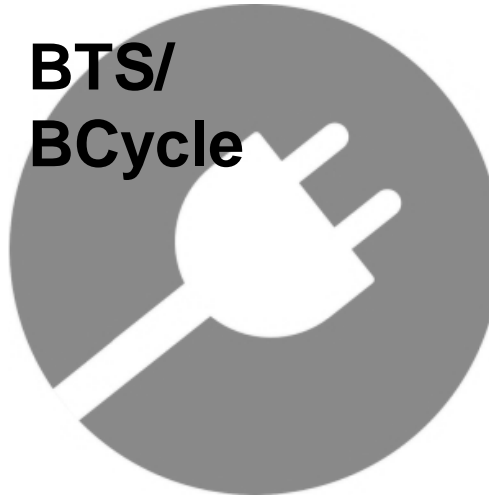


# Multimodal Account in TAP

## Other systems plug in



**BTS/  
BCycle**

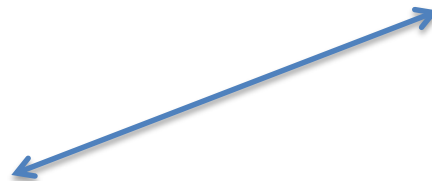
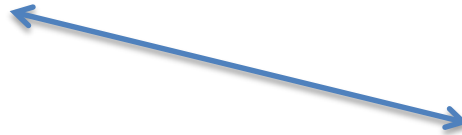


**FUTURE**

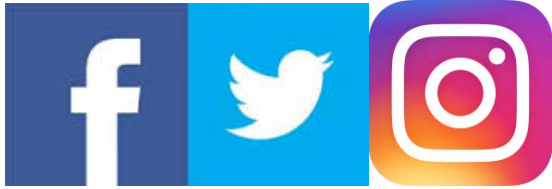
Parking  
Ride Share / Hail  
Micro Transit  
& Beyond



# Transfer Policies for Bike Share



# Contact



@bikemetro

@metrolosangeles

[Avital Shavit](#)

[Shavita@metro.net](mailto:Shavita@metro.net)

[213-922-7518](tel:213-922-7518)

[www.Metro.net/Bike](http://www.Metro.net/Bike)

[www.metro.net/bikeshare](http://www.metro.net/bikeshare)



[‘Metro Bike Share’ App](#)







# TOD PLANNING GRANTS

Round Five Overview

# Background

- Metro created the TOD Planning Grant program in 2011 in order to spur the creation and update of Transit Supportive documents and regulations including,
  - *Specific Plans, Ordinances, Overlay Zones, General Plans, Development Districts, associated environmental studies*
- Between 2011 and 2016, Metro released four rounds of funding awarding \$21.6 million in 35 grants to 30 cities
- This presentation introduces Round Five of the TOD Planning Grant Program

# Program Objectives

- Support municipalities in implementing complimentary transit-supportive infrastructure projects and affordable housing
- Increase transit ridership
- Increase the number of comprehensive, community-driven transit supportive planning efforts
- Increase utilization of public transit by reducing the number of modes of transportation necessary to access regional and local lines
- Reduce green house gases by encouraging in-fill development

# New for Round Five

- [Transit Supportive Planning Toolkit](#) – the toolkit is a set of 10 best practices, as well as other tools and case studies that must be woven into round five applications
  
- [Transit Oriented Communities \(TOC\) Tax Increment Financing \(TIF\) Pilot Program](#)
  - *The pilot program will look at the feasibility of establishing a TOC TIF*
  - *This is in partnership with SCAG, who will fund the effort*
  - *This program is only open to cities that have adopted or are in the process of adopting Transit Supportive Regulations*

# Eligible Applicants and Activities

- Cities with jurisdiction over land use
  - *within ½ mile of a Metrolink, Metro Rail, or Bus Rapid Transit Station*
  - *Within ½ mile of planned Metrolink, Metro Rail, or Bus Rapid Transit Station*
- Cities seeking funding along transit corridors must demonstrate the corridor's relevancy to TOD development
- Eligible Activities
  - *New or Amended Transit Supportive Documents*
  - *Tax Increment Financing Feasibility Studies*
- Applicants may apply to one or both categories however, TIF Feasibility Study requires that Transit Supportive land use documents are already complete or under development.

# Evaluation Criteria: Project Scope

- Clear description of the project area, targeted communities, and stations
- Description of equity concerns
- Significance to local community and larger region
- Description of constraints (i.e. outdated parking requirements, density restrictions, lack of bike or pedestrian access)
- Proposed new or updated regulatory documents (i.e. General Plan, Zoning Ordinances, Parking codes, Specific Plans)
- Impact of proposed changes

# Evaluation Criteria

- Public Participation
  - *Outreach Plan to all impacted community members and stakeholders*
  - *Demonstration of Community and Policy Maker Support*
  
- Future Implementation
  - *Link updated documents to near-term potential for implementing TOD*
  - *Demonstrate long-term plan for building a successful TOD area*
  
- Project Implementation Plan
  - *Schedule, Tasks, Budget*
  - *Project Management Plan*

# TOD Planning Grant Program Awards in LA County





# Round Four Awards

Round	Applicant	Project Description	Funding	
1	Duarte	Gold Line Specific Plan	\$	400,000
3	Baldwin Park	Downtown TOD Specific Plan	\$	289,670
3	El Monte	Specific Plan for area around Metrolink Station	\$	400,400
3	Azusa	TOD Master Plan and General Plan updates for areas around two Metro Stations	\$	653,000
3	Monterey Park	Transit Specific Plan for area around Metrolink Station	\$	250,000
4	Irwindale	Specific Plan for area around Metrolink Station	\$	460,000
4	Duarte	Specific Plan, Zone Change, and General Plan amendment for area around Gold Line Station	\$	325,000
4	Pasadena	Amendments to Specific Plans, creation of Citywide Design Guidelines and Zoning Code updates for six Gold Line Stations	\$	1,500,000
4	Claremont	Specific Plan and amendments to tGeneral Plan and Zzoning Code for area around Metrolink Station	\$	418,000
4	Covina	Specific Plan update and Overlay Zone for area around Metrolink Station	\$	342,000
4	Pomona	Amendment to Specific Plan and Zoning Ordinanecne for area around Metrolink Station	\$ Item #8	220,000



# **Los Angeles County Metropolitan Transportation Authority**

## **Transit Oriented Development Planning Grant Program Guidelines**

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### **Round 5**

4/27/17

## I. BACKGROUND AND OBJECTIVES

### TOD Planning Grant: Background

Los Angeles County is experiencing a transformational expansion of the public transit system that will dramatically change the options and opportunities that people travelling to, from, or through Los Angeles County will have to get around. The Los Angeles County Metropolitan Transportation Authority (Metro) has a vested interest in planning and investment efforts around transit stations that create an environment that promotes, encourages, and supports transit riders and the interface between public transportation and surrounding communities.

As a result, in 2011 Metro created the TOD Planning Grant Program (Program), a competitive grant program that funds local governments to develop and adopt transit supportive regulations that promote equitable, sustainable, transit-supportive planning.

Transit-supportive places are places where the presence of effective and predictable transit can be enhanced through appropriate patterns and types of development. This can be achieved through practices such as community-scaled density, diverse land use mix, reduced reliance upon private automobiles, and enhanced infrastructure for pedestrians, bicyclists and people of all ages and abilities.

Between 2011 and 2016, Metro released four (4) rounds of the TOD Planning Grant, and awarded \$21.6 million in 35 grants, to 30 cities across LA County.

### TOD Planning Grant: Round 5

#### *Transit Supportive Planning Toolkit*

In 2016, Metro released the Transit Supportive Planning Toolkit (Toolkit). Funded by a grant from the Strategic Growth Council, and as part of a broader study on Climate Change Adaption Strategies, the Toolkit is a comprehensive research-based resource that includes best practices, tools and case studies that local municipalities can use to advance Transit Supportive Planning in Los Angeles County. The Toolkit identifies 10 characteristics of transit supportive places that collectively are shown to reduce vehicle miles travelled and increase transit ridership (see Attachment A for brief overview). Round 5 of the TOD Planning Grant will require grantees to utilize the Toolkit as a resource and apply the 10 characteristics of transit supportive planning in grant funded efforts. The Toolkit is a web-based program that can be found on Metro's website at <https://www.metro.net/projects/tod-toolkit/>

#### *Transit Oriented Communities (TOC) Tax Increment Financing (TIF) Pilot Program*

In 2011, the California State legislature abolished redevelopment and the state's only effective TIF vehicle. Since then, the legislature has created new enabling legislation to support tax increment financing (TIF). Unlike redevelopment, the new TIF programs (EIFDs & CRIAs) cannot include property taxes from education entities (approximately ½ of all property taxes). Property tax contributions from the other taxing entities are voluntary. TIF can be an important tool in the creation of transit supportive communities, as it can be used to finance infrastructure improvements.

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well as affordable housing. With Round 5 of the TOD Planning Grant program, Metro is partnering with SCAG to offer funding to municipalities seeking to study the feasibility of forming TIF districts (either an Enhanced Infrastructure Financing District (EIFD) or a Community Revitalization and Investment Authority (CRIA)). Study funding may be available to examine areas around transit stations for municipalities that:

- Have adopted or are in progress with creating a transit supportive regulatory environment; and
- Measure favorably against the Southern California Association of Governments (SCAG) online Screening Criteria that can be found at [EIFD/CRIA Technical Assistance Tool](#)

As a partner in this effort, SCAG will provide training on the formation and study of the EIFD and CRIA districts as well as use of their TIF screening tool. The County of Los Angeles will provide support by providing updated and accurate tax assessment and collection information.

## **PROGRAM OBJECTIVES**

- Support municipalities in implementing complimentary transit-supportive infrastructure projects and affordable housing.
- Increase transit ridership.
- Increase the number of comprehensive, community-driven transit supportive planning efforts around Metro light rail, Metrolink stations, and Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors in Los Angeles County.
- Improve local and regional efforts that enhance an equitable integration of transportation and community planning.
- Improve the transit network and increase utilization of public transit by reducing the number of modes of transportation necessary to access regional and local transit lines;
- Further the reduction in greenhouse gases through encouraging in-fill development along transit corridors and transit use;
- Support and implement sustainable development principles.
- Increase opportunities to meaningfully engage diverse stakeholders, especially underserved and vulnerable communities, in advancing transit supportive planning efforts across the region.

## **III ELIGIBLE APPLICANTS**

Cities and the County of Los Angeles with land use regulatory authority:

- Within 1/2 mile of Metro Light Rail, Metrolink Stations and/or Transitway/Bus

Rapid Transit stations and adjacent transit corridors in Los Angeles County

- Within 1/2 mile of the existing, funded, planned (priority will be given to station area planning efforts that are nearer-term) Metro rail or bus rapid transit stations and/or adjacent transit corridors. Grantees are not required to focus on a circular 1/2 mile radius around a transit facility. Adjacent transit corridors refer to proposed planning areas that are less circular and more corridor-based. Grantees must make the case for the corridor-level approach.

Applicants seeking funds along transit corridors **MUST** demonstrate the corridor's relevancy to the development of transit supportive planning around the station area. The corridor may, for example, connect the station area to significant activity centers, carry significant pedestrian traffic to and from the station area, and/or connect the station area to other areas with significant transit service.

#### **IV. ELIGIBLE ACTIVITIES**

Round 5 of the Program offers two categories of activities: (1) Transit supportive regulatory documents, which will result in the elimination of regulatory constraints and the development of regulatory documents that promote transit supportive planning that can be adopted by governing bodies; and (2) TIF Feasibility Studies, which will study the feasibility of pursuing either an EIFD or CRIA within 1/2 mile of Metro Light Rail, Metrolink Stations and/or Transitway/Bus Rapid Transit stations and adjacent transit corridors in Los Angeles County, create a vision/objectives for such a district, and determine the amount of TIF that could be generated under several scenarios. Applicants may apply to one or both of the categories; however the TIF feasibility study requires that transit supportive land use regulations are already in place or under development, so an applicant cannot apply for the regulatory change and TIF feasibility study in the same area at the same time. Robust and inclusive multilingual community engagement shall be an integral component of all Metro-funded planning efforts.

##### Transit Supportive Regulatory Documents

Regulatory documents must include a land use component (with corresponding zoning code updates). However, Applicants and Grantees are required to advance comprehensive plans that encompass the 10 Toolkit characteristics to ensure that the region is advancing holistic, transit supportive plans and which are consistent with Metro adjacent development requirements where applicable. Eligible Regulatory Documents include, but are not limited to:

- New or amended specific plans;
- New or amended ordinances;
- New or amended overlay zones;
- New or amended general plans;
- Transit Village Development Districts; and
- Environmental studies required to support the new or amended regulatory

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documents

### TIF Feasibility Studies

- Through the TOC TIF Pilot, Round 5 of the Program will fund TIF Feasibility Studies. Grantees may explore the formation of an Enhanced Infrastructure Financing District (EIFD) or a Community Revitalization Investment Authority (CRIA), including engaging with stakeholders to determine vision and objectives for a TIF district. The Round 5 Grant application includes a sample scope of work for such studies to provide guidance on eligible activities.
- To be eligible, Grantees must (1) demonstrate that a transit supportive regulatory document is in place or under development; (2) show eligibility for one or both TIF districts (EIFD or CRIA) using the SCAG TIF Screening Criteria; (3) meet the criteria for TIF formation adopted by the County Board of Supervisors in spring 2017, included as Attachment B; and (4) Priority will be given to the most Disadvantaged Communities as defined by CalEnviroScreen.

## **V. EVALUATION CRITERIA**

Proposals will be evaluated according to the following criteria. The first section applies to regulatory documents (Specific Plans, General Plan Amendments, Overlays, etc.), the second set of criteria apply to TIF Feasibility Studies. More detailed scoring criteria are provided in the grant application.

### Transit Supportive Regulatory Documents Criteria

#### Section 1. Project Scope

##### *a. Project Area/Targeted Communities:*

- Concise and clear description of the project area, targeted communities, and specific transit stations and/or corridors the project will impact.
- Clear description of the prominent equity concerns in the community (such as lack of affordable housing, economic development, environmental justice, safety, active transportation needs, public health disparities, and so forth).
- Description of the station and/or corridor significance to the local community and larger region including importance for the transit network and ridership.
- Description of the most pressing barriers to public transportation usage and non-private vehicle multi-modalism (walking, rolling, biking).

##### *b. Regulatory Constraints:*

- Clear description of the specific regulatory constraints and/or general land use challenges/ barriers in the project area to advancing an equitable transit supportive planning effort. (Does current zoning support transit-supportive development patterns? Has the jurisdiction adopted a Complete Streets Policy?)
- Description of the regulatory barriers that preclude the jurisdiction from addressing the equity issues identified in Section 1.a.

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- Degree to which constraints and barriers are aligned with the Toolkit's 10 characteristics of Transit Supportive Places (i.e. outdated parking requirements, height or density restrictions, incompatible land uses, lack of bicycle and pedestrian access and utilization incentives, etc.).

*c. Proposed Regulatory Documents:*

- Clear description of the regulatory documents that will require revision and/or new regulatory documents. Documents may include a community's general plan, zoning ordinances, parking codes, specific plans, Transit Village District documents, etc. If General Plan land uses are proposed, a clear description of whether or not zoning code updates will be included should be noted.
- Extent to which regulatory documents promote Program objectives as identified in these Guidelines and the Toolkit and are consistent with Metro Adjacent Development requirements where applicable.

*d. Impact of Proposed Regulatory Changes:*

- Thoroughness in explaining how the regulatory changes directly mitigate the constraints previously identified; how they will improve community-specific equity concerns; how they will result in an increase in transit-ridership; and how they will improve the overall interface between the public transportation system and the surrounding community.

## Section 2 Public Participation

*a. Outreach Plan:*

- Clear identification of all impacted communities and stakeholders affected by the proposed regulatory changes, including description of key community organizations (advocacy groups, business groups, religious/social organizations, etc.) that will be engaged and the role that they will play in the process.
- Demonstration of a comprehensive and meaningful public participation and outreach program necessary to bring the regulatory changes forward.
- Clear description of how disadvantaged and/or underserved communities will be engaged in the process and the proactive activities that will be undertaken to engage these populations (translators, preparing materials in multiple languages, hosting meetings in the evenings and/or weekends, etc.).

*b. Community and Policy Maker Support:*

- Demonstration that community stakeholder and policy maker support for the types of regulatory changes being proposed exist. This could be evidenced by prior actions implementing similar changes elsewhere in the community, specific direction by elected officials, letters of support, etc.

## Section 3 Future Implementation

*a. Opportunity Sites:*

- Ability to link regulatory changes with the near term potential for

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implementing transit supportive projects through the availability of suitable opportunity sites, particularly if controlled by the applicant.

*b. Next Steps:*

- Demonstration of a well thought out long term plan for building a successful transit supportive area once grant funded regulatory changes are adopted.

Section 4 - Project Implementation Plan

*a. Project Schedule, Tasks, and Budget:*

- Schedule demonstrates the overall approach for project completion and that the project can be completed in 36 months.
- Principle tasks that will be undertaken to complete the project are identified, reasonable, and realistic.
- Overall expenditures (local and grant) as well as expenditures per task are both realistic and highly cost efficient, maximizing the impact of the funds requested.

*b. Project Management:*

- Clear description of team composition, including the roles and responsibilities of city/county staff and/or consultants.

*c. Prior Grant Performance:*

Demonstrated performance that does not include:

- Project delays to due unreasonable schedule proposals,
- Numerous untimely or incomplete quarterly reports and invoices.

TOC TIF Feasibility Studies Criteria

Applicants seeking funding for TIF Feasibility Studies must utilize SCAG's Screening Criteria available at [EIFD/CRIA Technical Assistance Tool](#) to assess TIF District viability and grant program eligibility. SCAG will offer training on this tool as well as technical assistance to applicants. TIF Feasibility Study applications will require data collection from the City, SCAG, the County Assessor, the County Auditor-Controller, and as appropriate, the State Department of Finance.

A. Screening Criteria

Applicants are required to perform an initial screening of their proposed TIF district in order to ensure that the feasibility study is for an area that meets the State's legal requirements and also that has the capacity to generate enough investment and TIF to create the desired impacts. The TOC TIF grant application will include questions that closely align with the SCAG screening criteria. Interested parties will be required to advise on how their proposed project fares against the screening criteria. The SCAG Screening Criteria will be critical to vetting applications and informing on potential project viability. The screening criteria will be discussed further in a pre-application workshop. An overview is

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provided below.

### *1: EIFD/CRIA Successor Agency Prerequisites*

- Clear description of any former redevelopment project areas that overlap with the proposed TIF project boundaries.
- If overlap exists, a **Receipt of Finding of Completion** must be secured from the Department of Finance and submitted along with grant application.
- Provide detailed overview of current ROPS obligations (include most recent report submitted to the Department of Finance) and whether the City is producing residual revenues that could be applied toward the EIFD/CRIA. Lack of residual revenues post-dissolution could disqualify a proposed area for lack of property taxes if they are pledged to repay the debts of the former CRA in the foreseeable future.

*Resource: City to obtain from the State Department of Finance and City Finance Department*

### *2: Economic Development Potential*

Demonstrated potential for economic development and therefore, a financially viable TIF district. This can be demonstrated by identifying underutilized and/or publicly owned parcels, planned projects, and looking at changes in parcel values over time:

- Identify underutilized and/or publicly held properties and planned projects within the study area.
- Clearly describe existing parcel values within the potential project area(s) and any significant changes over time (past 5-15 years).
- Clear demarcation and description (size, location, zoning, current use, obligation status) of publicly held properties within the potential TIF district that can be leveraged for economic development purposes.

*Resource: SCAG GIS Land Use Data and Parcel Data (Screening Site)*

### *3: Current Zoning and Density in Project Area*

- Clear description of the adopted or in-progress transit supportive regulatory document (Specific Plan, Overlay, etc.) with adoption date. Including:
  - The current or proposed zoning and General Plan principles and how they align with the 10 elements of the Transit Supportive Toolkit.
  - The nexus with the transportation network,

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- Clear description of regulatory principles that lend themselves to TIF district formation (infrastructure, economic development, sustainability, affordable housing, etc.).
- Whether an updated environmental clearance would be required.

*Resource: City documents and SCAG GIS data (including General plan, Specific Plans, existing land uses).*

#### *4: Project Location and Infrastructure Needs*

Proposals must demonstrate a strong and compelling nexus to public transportation and how project implementation will advance accessibility, integration, and usability of the public transportation system. This can be demonstrated by:

- Half-mile from a Metro Light Rail Station, Metrolink Station, and Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors.
- Description the infrastructure needs such as bike and pedestrian improvements with map(s) that shows the project area, transit network, and 'infrastructure need' areas. Data should be gathered from the Metro Active Transportation Strategic Plan.
- Clear description of how a TIF district could improve infrastructure needs, improved connectivity to public transportation, district-scale sustainable infrastructure improvements, and encourage redevelopment of underutilized properties.

*Resource: SCAG GIS data, HQTA/ TPP/ TPA maps, City documents*

#### *5: Potential Infrastructure Financing Solutions*

- Using SCAG's Screening Criteria, Projects must demonstrate a Tax Increment Capture Rate of 15 cents (.15) for every dollar (\$1) for the Project Area. Taxing entity proportional shares should be current (redevelopment era shares were pre-ERAF) and come from County Auditor-Controller.
- Clear demonstration of project area viability to secure grant funding to advance early implementation of TIF District activities, such as location in a disadvantaged community, other demographic data, safety statistics, etc.

*Resource: SCAG Property Tax Data, GIS Data, TPA, Disadvantaged Community Maps*

#### *6: CRIA Eligibility*

Clear description of the Project Area's eligibility to form a Community Revitalization Investment Authority (CRIA):

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- 80% of land (calculated by census tracts or block groups) must have median household income of less than 80% of statewide median
- Must exhibit at least three of the following conditions:
  1. Non-seasonal unemployment rate 3% higher than statewide median
  2. Crime rates 5% higher than statewide median
  3. Deteriorated or inadequate infrastructure
  4. Deteriorated commercial or residential structures
- Note: AB 2492 (NEW) to qualify under CalEPA designation as disadvantaged community (based on geographic, socioeconomic, public health, environmental factors).

*Resource: SCAG Socioeconomic Data, GIS Data, including Disadvantaged Community Maps*

## **B. Project Description and Stakeholder Engagement**

### *Section 1: Project Description*

- While a specific, defined boundary for the TIF district would be determined through the feasibility study, applicant must offer a clear, concise description of the targeted geographic area under consideration, the transit station(s) within the area, and the kinds of projects/programs that would be funded if a TIF district were in place
- The application must describe how it has positioned itself to advance a successful TIF district and transit supportive investments, through regulatory plan adoption or proposed plan under development, economic development efforts, early TIF exploration, and/or securing other funding sources to implement transit supportive projects.
- Describe how the proposed TIF district could support increased transit access and ridership. This can be based on anticipated public improvements, new development and community serving facilities, etc.

### *Section 2: Stakeholder Engagement*

#### *a. Outreach Plan:*

- Clear identification of impacted communities and stakeholders affected by the proposed TIF district, including description of key community organizations (advocacy groups, business groups, religious/social organizations, etc.) that will be engaged and the role that they will play in the process
- Demonstration of a comprehensive and meaningful public participation and outreach program necessary to identify support and create a vision/objectives for a TIF district.

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- Clear description of how disadvantaged, underserved communities will be engaged in the process and the proactive activities that will be undertaken to engage these populations (translators, preparing materials in multiple languages, hosting meetings in the evenings and/or weekends, etc.).

A panel of LACMTA staff will evaluate all applications. TIF applications may include evaluators from SCAG. Applicants who do not receive award will have an opportunity to appeal to Metro's Technical Advisory Committee following Board of Directors' action on staff recommendations for award. Unsuccessful applicants will receive an email by LACMTA notifying them of the opportunity to appeal. Unsuccessful applicants interested in presenting their appeal should reply to LACMTA's project manager.

***Disclaimer:*** Please note that successful award does not imply County participation in future TIF District.

## **VI. ELIGIBLE COSTS**

Applicants will develop and submit a budget as part of the application. Funds awarded will not exceed the budget submitted and may be less if the key objectives can be achieved at lower costs. Any cost overruns shall be the responsibility of the applicant. The grant can fund:

- Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding. Such eligible costs shall not include overtime costs.
- Costs associated with community outreach may include food, and non-cash incentives. Such proposed expenditures must be approved by Metro in advance of incurring costs.

## **VII. NON-ELIGIBLE COSTS**

- Third party consultants and contracted staff costs such as equipment, furniture, rental vehicles, mileage, food, office leases or space cost allocations.
- Applicant staff overtime costs, mileage reimbursements, food and use of pool cars.

## **VIII. GENERAL AND ADMINISTRATIVE CONDITIONS**

- Duration of Grant Projects.** Projects' schedules must demonstrate that the projects can be completed, including related actions by the governing body (if any), within 36 months of award.

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- b. **Governing Body Authorization.** Completed TOD Planning Grant Program and TOC TIF Feasibility Study applications must include authorization and approval of the grant submittal and acceptance of award by the governing body, if required, within three months of notification of award.
- c. **Grant Agreement.** Each awarded applicant must execute a Grant Agreement with Metro. The Agreement will include the statement of work, including planning objectives to be achieved, the financial plan reflecting grant amount and any local match, if applicable, as well as a schedule and deliverables. The schedule must demonstrate that the project will be completed within 36 months from the date of execution.
- d. **Funding Disbursements.** The Program is reimbursement-based. Funding will be disbursed on a quarterly basis subject to satisfactory compliance with the expenditure plan and schedule as demonstrated in a quarterly progress/expense report supported by a detailed invoice demonstrating the staff and hours charged to the project, any consultant hours, etc. An amount equal to 5% of each invoice will be retained until final completion of the project and audits. In addition, final scheduled payment will be withheld until the project is complete and approved by Metro and all audit requirements have been satisfied. All quarterly reports will be due on the last day of the months of October, January, April, and July. Project expenditures that reach 75% of grant budget will be put on suspension when they are behind in submitting a series of quarterly reports and deliverables. Grantees are responsible for submitting on-time completed quarterly reports and invoices. Reports that are delayed or incomplete will result in payments being suspended until the work is on schedule and deliverables are provided according to the Scope of Work and Attachment A.
- e. **Audits.** All grant program funding is subject to Metro audit. The findings of the audit are final. At the Project Manager's discretion, informal audits will be administered by the project manager for grant awards under \$750,000. Grant awards above the \$750,000 threshold will be assigned a formal audit.
- f. **Contract Management.** Program and contract grant management shall be administered by the City staff. City staff must clearly define roles of staff administration and management and may budget through the grant to hire contract staff to assist in managing the program. The contractor or consultant must be defined in the grant application and scope of work. Contractor or consultant staff shall not be associated with the hiring of consultants to perform the development of the regulatory documents.
- g. **Design Guidelines-** Program outreach activities will adhere to Metro's logo and design requirements and standards by clicking on the following link:  
[https://media.metro.net/projects\\_studies/tod/images/Metro Logo Guidelines.pdf](https://media.metro.net/projects_studies/tod/images/Metro_Logo_Guidelines.pdf)
- h. **Program Conditions-** Delivery of draft work products at significant milestones and quarterly project briefings will be coordinated with Metro grant administrator.

- Grant recipients are required to share their proposed draft RFP, draft Item #8

consultant contract and draft regulatory documents to Metro project staff prior to City approval.

- Quarterly briefings will be conducted with Metro staff throughout the project schedule at significant milestones, i.e., kick off meetings, draft documents, outreach events and committee approvals, etc.
- Grantee shall demonstrate that it can meet project milestones and stay within the budget identified in the Grant Agreement. If at the time Grantee has expended seventy-five percent (75%) of the Grant Funds and Grantee has not demonstrated that the work is sufficiently complete consistent with Grant Agreement, LACMTA's Project Manager will notify Grantee's Project Manager through written notice that payments will cease until a mutually agreed-to cost control plan is in place. In the case of insufficient Funds to complete the Project, no further payments will be made and Grantee will identify and secure additional funds to complete the project identified in Attachment A.

**IX Deobligation of Funds.** Grantee must demonstrate timely use of the funds and effective implementation of project scope of work by:

- i. Executing the Agreement within sixty (60) days of receiving formal transmittal of the Agreement from LACMTA.
- ii. Meeting the Project milestone and deliverable due dates as stated in the Project Schedule and Budget, and Scope of Work.
- iii. Timely submitting of the Quarterly Progress/Expense Reports as defined in Part II, Section 2 of the Agreement and the Reporting and Expenditure Guidelines; and
- iv. Expending funds granted within thirty-six (36) months from the date the Grant Agreement is fully executed.
- v. Procuring contract/consultant to complete grant Scope of Work within six (6) months of agreement execution with LACMTA.
- vi. Notifying LACMTA as soon as grantee is aware of any changes and circumstances which alter the eligibility of the Board approved project.

In the event that timely use of funds and effective implementation of the project scope of work is not demonstrated, the Project will be reevaluated by LACMTA as part of its annual budget recertification of funds/TOD Planning Grant Program deobligation process and the Funds may be deobligated and reprogrammed to another project by the LACMTA Board of Directors. Prior to LACMTA Board of Directors' action to deobligate funds, Grantees recommended for deobligation will have an opportunity to appeal to Metro's Technical Advisory Committee. Grantees will receive a letter by LACMTA

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notifying them of the opportunity to appeal. Grantees interested in presenting their appeal should reply to LACMTA's project manager.

Administrative extensions may be granted under the following conditions:

- (i) Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (legal challenge, act of God, etc).
- (ii) Project delay due to an action that results in a change in scope of work or project schedule that is mutually agreed upon by LACMTA and the project sponsor prior to the extension request.
- (iii) Project fails to meet completion milestone, however public action on the proposed regulatory change(s) has been scheduled and noticed to occur within 60 days of the scheduled completion milestone.
- (iv) Administrative time extensions longer than 6 months will require a formal written amendment of the grant agreement.









Informal administrative amendments may be granted under the following conditions:

- (i) Project that requires a one-time 6-month time extension based on the Administrative extensions conditions noted above may be eligible for an informal administrative approval. Informal administrative approval will be provided via a signed letter from Metro Project Manager. The Metro Project Manager must secure concurrence from the Senior Executive Officer.



Upon full execution of agreement, Grantee has committed to having the staffing necessary to fulfill the scope of the project. Therefore, inadequate staffing shall not be considered a basis for administrative extensions or appeal of deobligation of funds.

If Grantee does not complete an element of the Project, as described in the Scope of Work, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. In the event that all the Funds are reprogrammed, the Project shall automatically terminate.

## Transit Supportive Planning Toolkit

10 Transit Supportive Planning Elements			
 <p>Compact Design</p>	<p>Higher density, especially within a quarter or half mile of a transit facility, can impact travel behavior by providing more opportunities to live in close proximity to transit.</p>	 <p>Complete Neighborhoods</p>	<p>Complete neighborhoods include a variety of housing options, retail and commercial services, and community services. Complete neighborhoods bring land uses and amenities closer together, reduce travel distances, and allow for more non-automobile trips.</p>
 <p>Street &amp; Network Connectivity</p>	<p>Well-connected streets and non-automobile networks bring destinations closer together, reduce travel distances, and improve pedestrian and bicycle access to adjacent areas and uses.</p>	 <p>Site Layout, Parking Layout &amp; Building Design</p>	<p>Placing building towards the edges of streets and public spaces help create walkable urban environments.</p>
 <p>Affordable Housing</p>	<p>Low-income residents often have some of highest rates of transit ridership. Adding new affordable housing near transit can improve access to employment, health care, and education opportunities and reduce commuting cost for low-income families.</p>	 <p>Commercial Stabilization, Business Retention &amp; Expansion</p>	<p>Commercial stabilization measures can help protect and encourage existing small, local businesses that serve the needs of neighborhood residents.</p>
 <p>Transit Prioritization, Accessibility &amp; Area Design</p>	<p>Prioritizing transit and active transportation as the first and highest priority of a circulation network may result in increased transit service, through better travel times and speeds, which can result in significant transit ridership</p>	 <p>Parking Management</p>	<p>Efficient parking management can reduce the parking supply needed, allowing an increase in land use intensity, mix of uses, wider sidewalks, and bike networks.</p>



	improvements.		
 <p>Transportation Demand Management</p>	<p>TDM strategies influence a variety of factors to encourage greater transportation system efficiency, including trip mode, trip timing, travel safety, and trip cost.</p>	 <p>Pedestrian &amp; Bicycle Circulation</p>	<p>Adding pedestrian and bicycle amenities to station areas and connecting those facilities to the surrounding area can create a more accessible transit environment, encouraging new riders.</p>

- **What is Metro's TOD Planning Grant Program?**

Metro's TOD Planning Grant Program awards competitive grants to Los Angeles County local jurisdictions in order to encourage the adoption of local land use regulations that create a regulatory environment supportive of TOD.

- **What is the difference between the Metro's TOD Planning Grant Program and Joint Development Program?**

The Metro Joint Development (JD) Program is a real estate management program that collaborates with qualified developers to build transit-oriented developments (TODs) on Metro-owned properties. These properties are often parcels of land that contain Metro Rail station portals or platforms or that were acquired for parking or construction staging for transit projects. Metro's TOD Planning Grant Program is not involved in any specific development or construction projects. The TOD Planning Grant Program awards grants to local government to encourage TOD planning around eligible station areas.

- **What types of projects are eligible for funding?**

Eligible projects must result in the elimination of regulatory constraints to TOD and/or the development of specific regulatory documents that can be adopted to promote transit oriented planning principles. These activities include, but are not limited to: new or amended specific plans, ordinances, overlay zones or general plans; transit village development districts; and environmental studies in support of the new or amended regulatory documents. Activities such as streetscape plans are not eligible as standalone projects. Capital projects or other construction activities are not eligible for funding.

- **Who is eligible to apply?**

Funding for Round 4 was available to the County of Los Angeles and all cities with land use regulatory jurisdiction within a one-half mile of existing, planned, or proposed Metrolink, Metro Rail, or Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors. Please note that the eligible Transitway/Bus Rapid Transit (BRT) lines are Metro's Orange, Silver, and Wilshire BRT lines. This does not include Metro's Rapid Bus system. Also, cities and the County of Los Angeles were eligible for funding only if their proposed project area(s) is partially or fully within the ½ mile radius of a qualifying station(s).

- **What is an eligible planned or proposed station?**

A TOD planning grant can be awarded prior to project approval and EIR certification. Eligible planned or proposed stations must be within a transit project that has at least completed an alternative analysis (AA) and the proposed location of the station(s) must be consistently identified in all the alternatives.

- **Can former awardees apply for funding again?**

Yes, as long as no previous efforts are duplicated.

- **Can a jurisdiction submit more than one application?**

No. Jurisdictions who wish to apply for funding for more than one station area are encouraged to submit only one application for all stations in order to achieve economies of scale and reduce duplicative efforts.

- **Can two or more jurisdictions submit a joint application?**  
Yes. One of the jurisdictions though must be identified as the primary contact for the agreement execution.
- **Is there a local match requirement?**  
No local match is required but any local match amount provided may be considered in evaluating the efficiency of the proposed grant effort.
- **Is there a maximum amount of funding a project can receive?**  
There is no maximum limit per application although one criterion for selection is the efficient use of the grant in terms of dollars spent and regulatory change to be achieved.
- **How many months do awardees have to complete their project?**  
Awardees have 36 months to complete their projects.
- **How are applications evaluated?**  
Applications are evaluated by an internal panel representative of the County's different regions.
- **When will grant agreements between Metro and the Grantee be executed?**  
Following award approval by Metro's Board of Directors, Grantees must develop a Scope of Work, Schedule, and Budget. Agreements will be executed once Metro approves these documents and the appropriate executing signatures are obtained.
- **Can the grant agreement be modified?**  
No.
- **When can work commence?**  
Upon final execution of agreement with Metro.
- **How are funds disbursed?**  
Disbursements of funds are made on a quarterly reimbursement basis.

# TOD Planning Grant Program Awards in LA County





# Metro Transit Oriented Development Planning Grant Program

## ROUND 5 WORKSHOPS

Metro is launching Round 5 of its Transit Oriented Development Planning Grant Program (TOD Grant) to fund the advancement of comprehensive transit supportive planning in Los Angeles County. The TOD Grant will fund the following:

- 1) Adoption of transit supportive regulatory plans, using the Transit Supportive Planning Toolkit, and
- 2) Transit Oriented Communities Tax Increment Financing (TIF) District pilot program feasibility studies.

Please visit [www.metro.net/projects/tod](http://www.metro.net/projects/tod) to download the TOD Planning Grant Program Guidelines.

Metro will review application requirements at the following workshops:

- > **Metro Headquarters Los Angeles – Wednesday, June 7<sup>th</sup>, 1–4 pm**  
Transit Supportive Planning/TIF Combined Workshop  
One Gateway Plaza, Henry Huntington Room, 3<sup>rd</sup> Floor  
Los Angeles, CA 90012  
*Parking is available off Vignes Street. Please bring ticket with you for validation. Transit options include Metro Red, Purple, Gold, and Silver Lines.*
- > **Gateway Cities Council of Governments – Tuesday, June 20<sup>th</sup>, 1–4 pm**  
Transit Supportive Planning Workshop only  
16401 Paramount Boulevard, Clearwater Building  
Paramount, CA 90723  
*Parking is available on site.*
- > **San Gabriel Valley Council of Governments – Thursday, June 22<sup>nd</sup>, 1–4 pm**  
Transit Supportive Planning/TIF Combined Workshop  
602 East Huntington Drive, Suite B, Shamrock Conference Room  
Monrovia, CA 91016  
*Parking is available on site.*
- > **SCAG Headquarters Los Angeles – Tuesday, June 27<sup>th</sup>, 10 am–12 pm**  
Transit Supportive Planning/TIF Combined Workshop  
818 W 7<sup>th</sup> Street, Boardroom, 12<sup>th</sup> floor  
Los Angeles, CA 90017  
*Parking lot entrance on Flower Street off of 7<sup>th</sup> Street  
Transit options include 7<sup>th</sup> /Figueroa station on Metro Red, Purple, LADOT, Metro buses*

Please contact Desiree Portillo Rabinov at 213.922.3039 with any questions.



**Metro**





# TAX INCREMENT FINANCING

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TOD-Based TIF District

# What is Tax Incremental Financing?

- TIF Process splits tax revenue generated from property within the district into two categories:
  - Base Revenues – the amount available before the TIF district was established.
    - These are shared among a mix of local government agencies
  - Incremental Revenues – new revenues in excess of the base revenue generated by the TIF development.
    - These are allocated to the agency that sponsored the TIF development

# What is a TIF District?

- A geographic area bounded for the purpose of development
- The District receives specific funding for the stated purpose of the development
- Current funding is underwritten based on the likelihood of future revenue dedicated to the agency that established the district

# How large? How long?

- How large
  - Should be large enough to support the intended TOD development
  - The larger the geographic area, the more tax revenue that will be captured
  - A larger area may result in reduced credit risk assessment
  - A larger TIF will capture more incremental revenue at the expense of other agencies (i.e. school district)
- How long
  - Can be statutorily determined and set
  - Should extend for the length of time necessary to recoup the costs associated with the development
  - Can depend on the term of supporting TIF project bonds
  - Can be stopped early in order to share incremental revenues with other agencies

# Benefits of a TIF District

- Self Financing – the incremental revenue provides the resources needed to execute the TIF projects, alleviating the need to establish a separate tax
- Local Control – project initiation and management is carried out at the local level. Not dependent on state or federal funding
- Flexibility – can be used for a broad array of activities.
- Matching Funds – TIF can be layered upon non-TIF subsidies offered by the state or federal government



# TIF Disadvantages and Controversies

- May not be successful if poorly designed or implemented
- Even a successfully executed, TIF development project may not provide overall economic benefit to the jurisdiction
- Schools and other agencies sharing the same tax base will not share the incremental revenues
- Other agencies with a stagnant tax base may respond by increasing other rates/fees
- TOD land use is favored over other land use creating potential inequality among property owners
- Creates an unequal playing field between development within the district that that outside the district

# Process for establishing a TIF District

- Established by SB 628 (Beall, 2014)
- **Phase One – Determine project feasibility**
  - Metro is establishing a Transit Oriented Communities Tax Increment Financing Pilot Program
- Phase Two – Create a redevelopment plan
- Phase Three – Adopt the plan and create the TIF District
- Phase Four – Implement the plan through financing and construction
- Phase Five – Monitor and evaluate the performance of the TIF District. Dissolve the district upon completion of the terms of the TIF