



San Gabriel Valley Council of Governments

AGENDA AND NOTICE OF THE REGULAR MEETING OF THE TRANSPORTATION COMMITTEE

Thursday, May 18, 2017 – 4:00 PM

Upper San Gabriel Valley Municipal Water District Office
(602 E. Huntington Drive, Suite B, Monrovia, California, 91016)

The Transportation Committee encourages public participation and invites you to share your views on agenda items.

Chair

John Fasana, Duarte

Vice-Chair

Sam Pedroza,
Claremont

Members

Alhambra
Claremont
Diamond Bar
Duarte
El Monte
Glendora
La Cañada Flintridge
Monterey Park
Rosemead
San Gabriel
South El Monte
South Pasadena
Temple City
Walnut
First District, LA County
Unincorporated
Communities
Fifth District, LA County
Unincorporated
Communities

MEETINGS: *Regular Meetings of the Transportation Committee are held on the third Thursday of each month at 4:00 PM at the Upper San Gabriel Valley Municipal Water District Office (602 E. Huntington Drive, Suite B, Monrovia, California, 91016).* The Transportation 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. Copies are available via email upon request (sgv@sgvcog.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 Transportation Committee meetings. Time is reserved at each regular meeting for those who wish to address the Committee. SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane or disruptive remarks.

TO ADDRESS THE TRANSPORTATION 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 Transportation Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Transportation Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Transportation 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 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 comments*)
5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

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

6. Transportation Meeting Minutes - Page 1
Recommended Action: Approve Transportation Committee minutes.

PRESENTATIONS (*It is anticipated that the Transportation Committee may take action on the following matters*)

7. Los Angeles-San Bernardino Inter-County Transit and Rail Study – Stephen Fox, Senior Regional Planner, Southern California Association of Governments (SCAG) – Page 3
Recommended Action: For information.
8. Emerald Necklace Programmatic Environmental Impact Report – Page 7
Recommended Action: For information.

DISCUSSION ITEMS (*It is anticipated that the Transportation Committee may take action on the following matters*)

9. SB 268 (Mendoza) – Page 11
Recommended Action: For information.

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT (*It is anticipated that the Transportation Committee may take action on the following matters*)

10. Transit Oriented Development (TOD) Grant Program – Round 5 – Page 20
Recommended Action: For information only.
11. Oral Report
Recommended Action: For information only.

UPDATE ITEMS

12. Update on Measure M Draft Guidelines
Recommended Action: For information only.
13. SB 1 (Beall) – Page 43
Recommended Action: For information.
14. Metrolink Update
Recommended Action: For information only.
15. Update on Active Transportation Planning Efforts
Recommended Action: For information only.
 - 15.1 SGV Greenway Network Coordination Efforts
Recommended Action: For information.

EXECUTIVE DIRECTOR'S REPORT (*It is anticipated that the Transportation Committee may take action on the following matters*)

16. Oral Report
Recommended Action: For information only.

COMMITTEE MEMBER ITEMS

ANNOUNCEMENTS

ADJOURN



SGVCOG Transportation Committee Unapproved Minutes

Date: April 20, 2017

Time: 4:00 PM

Location: USGVMWD

PRELIMINARY BUSINESS

1. Call to Order
The meeting was called to order at 4:09 p.m.

2. Pledge of Allegiance

3. Roll Call

Members Present

Alhambra	B. Messina
Claremont	S. Pedroza
Diamond Bar	C. Herrera, D. Liu
Duarte	J. Fasana
San Gabriel	C. Ho Liao
South Pasadena	D. Mahmud
Temple City	A. Avery
Walnut	M. Su

Members Absent

El Monte
Glendora
La Canada Flintridge
Rosemead
South El Monte (Excused)
LA County District 1
LA County District 5

Staff

P. Hawkey
M. Creter
M. Christoffels
C. Cruz
E. Wolf

4. Public Comment
5. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting

CONSENT CALENDAR

6. Transportation Meeting Minutes

There was a motion to approve the consent calendar (M/S: B. Messina/ M. Su).

[MOTION PASSED]

AYES:	Alhambra, Claremont, Diamond, Duarte, San Gabriel, South Pasadena, Temple City, Walnut
NOES:	
ABSTAIN:	
ABSENT:	El Monte, Glendora, La Canada Flintridge, Rosemead, South El Monte, LA County District 1, LA County District 5

PRESENTATIONS

7. 626 Golden Streets Recap
S. Zneimer (South Pasadena) and A. Yipp (Bike SGV) presented on this item.
8. Metro Bike Share Update
A. Shavit (Metro) presented on this item.

ACTION ITEMS

9. Measure M Draft Guidelines

There was a request to clarify that the comment regarding programming of funds only apply to subregional programmatic funds and not “major projects.”

There was a motion to approve the letter with the following revisions:

- **Under Comment #1: Change “subregional funds” to “subregional programmatic funds” and**
- **Add a footnote which states, “This does not apply to “Major Projects” identified in Measure M, for which Metro serves as the project sponsor (M/S: D. Mahmud / C. Herrera).**

[MOTION PASSED]

AYES:	Alhambra, Claremont, Diamond, Duarte, San Gabriel, South Pasadena, Temple City
NOES:	
ABSTAIN:	
ABSENT:	El Monte, Glendora, La Canada Flintridge, Rosemead, South El Monte, Walnut, LA County District 1, LA County District 5

10. Letter of No Prejudice for Lemon Avenue/ SR-60 Project

M. Christoffels presented on this item.

There was a motion to approve the request the LONP (M/S: D. Mahmud/ C. Herrera).

[MOTION PASSED]

AYES:	Alhambra, Claremont, Diamond, Duarte, San Gabriel, South Pasadena, Temple City, Walnut
NOES:	
ABSTAIN:	
ABSENT:	El Monte, Glendora, La Canada Flintridge, Rosemead, South El Monte, LA County District 1, LA County District 5

DISCUSSION ITEMS

11. SB 1 (Beall)

Metro staff presented on this item.

METROPOLITAN TRANSPORTATION AUTHORITY (MTA) REPORT

12. Oral Report

The Chair reported on this item.

UPDATE ITEMS

13. Metrolink Update

14. Update on Active Transportation Planning Efforts

M. Creter reported on this item.

EXECUTIVE DIRECTOR’S REPORT

15. Oral Report

There was no report on this item.

COMMITTEE MEMBER ITEMS

ANNOUNCEMENTS

ADJOURN

The meeting was adjourned at 6:00 PM.

REPORT

DATE: May 18, 2017

TO: SGVCOG Transportation Committee

FROM: Phil Hawkey, Executive Director

RE: **LOS ANGELES-SAN BERNARDINO INTER-COUNTY TRANSIT AND RAIL STUDY**

RECOMMENDED ACTION

For information only.

BACKGROUND

Southern California Association of Governments (SCAG), in cooperation with the San Bernardino Associated Governments (SANBAG) and the Los Angeles County Metropolitan Transportation Authority (Metro) has initiated a transit and rail planning study for the corridor connecting the eastern San Gabriel Valley in Los Angeles County with the western San Bernardino Valley in San Bernardino County.

There are a number of significant transportation improvements have been or are currently being planned in this corridor, including Metro Gold Line light rail transit, Metrolink San Bernardino Line commuter rail, bus rapid transit and Interstate 10 carpool and ExpressLanes, and SCAG is seeking to develop a coordinated transit and rail strategy that best serves the transportation needs of the residents, workers, and businesses that rely on this corridor.

STUDY OBJECTIVES

The study's objectives are to:

- Understand the market for transit and rail travel in the corridor, including travel to and from Ontario International Airport (ONT),
- Estimate the potential benefits and costs associated with different transit and rail improvement options for the corridor, and
- Recommend a path forward for cost-effective transit and rail improvements, with a focus on coordinating plans for the Metro Gold Line, Metrolink, and access to ONT

STUDY AREA

The study corridor area includes portions of the cities of Claremont, La Verne, Montclair, Ontario, Pomona, Rancho Cucamonga and Upland and focuses on the Metro Gold Line Foothill Extension, the Metrolink San Bernardino Line, and the San Bernardino (I-10) freeway.

STUDY SCHEDULE

The schedule for this study is as follows:

- **Study Initiation:** Winter 2015-Spring 2016
- **Alternatives Development & Refinement:** Summer 2016 – Fall 2016
- **Alternatives Evaluation:** Winter 2016-Spring 2017
- **Study Conclusion & Recommendations:** Summer 2017

Attachment A provides a fact sheet with additional information. Stephen Fox, project manager from SCAG, will present an overview of the study at the May Transportation Committee meeting.

ATTACHMENTS

Attachment A: Project Fact Sheet

Prepared by: Marisa Creter
 Marisa Creter
 Assistant Executive Director

Approved by: Phil Hawkey
 Phil Hawkey
 Executive Director

ATTACHMENTS

Attachment A –Project Fact Sheet



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Los Angeles-San Bernardino Inter-County Transit and Rail Planning Study

PROJECT OVERVIEW

The Southern California Association of Governments (SCAG), in cooperation with the San Bernardino Associated Governments (SANBAG) and the Los Angeles County Metropolitan Transportation Authority (Metro), is beginning a transit and rail planning study for the corridor connecting the eastern San Gabriel Valley in Los Angeles County with the western San Bernardino Valley in San Bernardino County.

A number of significant transportation improvements have been or are currently being planned in this corridor, including Metro Gold Line light rail transit, Metrolink San Bernardino Line commuter rail, bus rapid transit and Interstate 10 carpool and ExpressLanes. SCAG is seeking to develop a coordinated transit and rail strategy that best serves the transportation needs of the residents, workers, and businesses that rely on this corridor.

The study's objectives are to:

- ▶ Understand the market for transit and rail travel in the corridor, including travel to and from Ontario International Airport (ONT),
- ▶ Estimate the potential benefits and costs associated with different transit and rail improvement options for the corridor, and
- ▶ Recommend a path forward for cost-effective transit and rail improvements, with a focus on coordinating plans for the Metro Gold Line, Metrolink, and access to ONT.

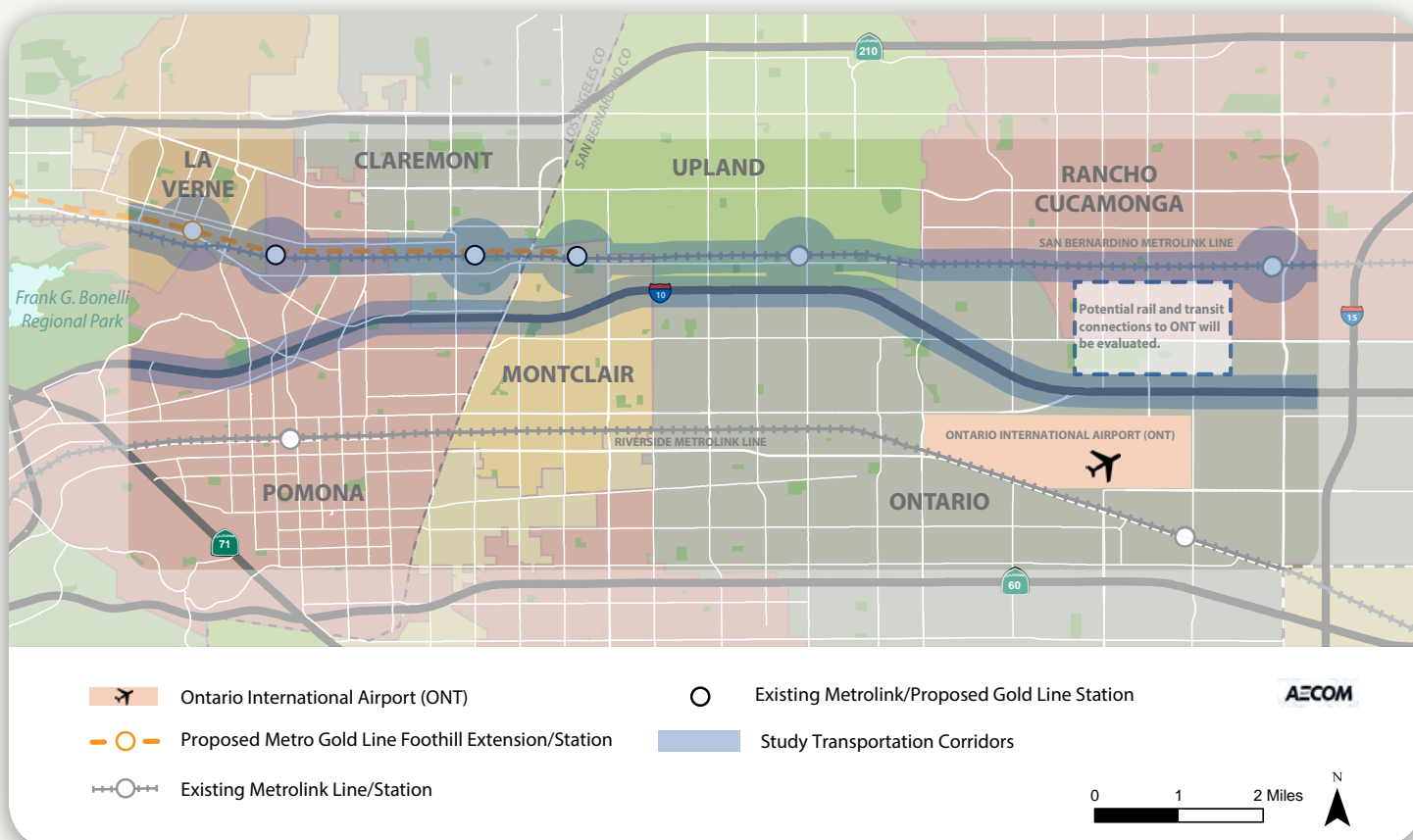


INTER-COUNTY STUDY PROCESS

The Inter-County Study will evaluate the current and future travel needs in the corridor and will make recommendations concerning the optimum mix of different services, including commuter rail, light rail transit, bus rapid transit, and express bus service on the Interstate 10 carpool and ExpressLanes facilities. Potential direct transit and rail connections to ONT will also be identified and evaluated. The study conclusions will be presented to the SCAG Regional Council for approval and the approved recommendations will then be forwarded to Metro and SANBAG. As the implementing agencies in their respective counties, Metro and SANBAG have the discretion to advance any recommended strategies into project development, engineering, and environmental phases consistent with federal and state requirements.

PUBLIC INVOLVEMENT

There will be ongoing opportunities including an on-line survey for public involvement in the study. Two rounds of community meetings will be scheduled at key stages in the study to share information and solicit input and feedback from residents, businesses, and other stakeholders along the corridor.



STUDY AREA

The study corridor area includes portions of the cities of Claremont, La Verne, Montclair, Ontario, Pomona, Rancho Cucamonga and Upland and focuses on the Metro Gold Line Foothill Extension, the Metrolink San Bernardino Line, and the San Bernardino (I-10) freeway.

STUDY SCHEDULE

Note: Schedule Subject to Change

Study Initiation

- Winter 2015 to Spring 2016

Alternatives Development & Refinement

- Summer 2016 to Fall 2016

Alternatives Evaluation

- Winter 2016 to Spring 2017

Study Conclusion & Recommendations

- Summer 2017

CONTACT US

For more information about the study or to learn about upcoming opportunities for public participation, please contact Steve Fox, Project Manager at (213) 236-1855 or fox@scag.ca.gov.

DATE: May 17, 2018

TO: Transportation Committee

FROM: Phil Hawkey, Executive Director

RE: **EMERALD NECKLACE PROGRAM ENVIRONMENTAL IMPACT
REPORT (PEIR)**

RECOMMENDED ACTION

For information.

BACKGROUND

The Emerald Necklace is a 17-mile long network of existing and future parks, greenways, and trails located along the Rio Hondo and San Gabriel River between Peck Road Water Conservation Park to the north and Whittier Narrows Recreation Area to the south. the Watershed Conservation Authority (WCA) is the lead agency for the Feasibility Study & Implementation Planning Project. This planning project has identified a series of proposed trail and greening projects which would provide a continuous, looped network of bike paths and multi-use trails while providing improved connections to communities within and adjacent to the San Gabriel Valley.

The Watershed Conservation Authority was designated to coordinate and advance project-level planning. The purpose of this planning has been to 1) evaluate the existing elements of the Emerald Necklace, 2) identified feasible projects that support the Emerald Necklace Vision, and 3) begin the necessary planning and design to advance project implementation. A 2013 Emerald Necklace Master Plan resulted in the identification of 44 projects. The Emerald Necklace Steering Committee identified 29 priority projects, and then further prioritized 16 projects for an initial phase of implementation and development. The Committee developed a set of consensus goals that were used when assessing the priority of each project. The goals are as follows:

- Completion of a trail loop through a “Clasp” at the northern portion of the loop
- Connecting Whittier Narrows to the trail loop
- Providing access to the Emerald Necklace for surrounding communities
- Providing access points, missing multi-use/equestrian trail elements, and other park elements.

The PEIR for the Emerald Necklace Implementation Plan – Phase I evaluates at a program level the environmental effects that would result from the development of the sixteen (16) prioritized projects. The projects that best met the goals listed above compose Phase I of the Emerald Necklace Implementation Plan. Future phases may be composed of the projects that remain from the original 44. Since the Initial Study was completed, Project 4 - The Rio Hondo Multi-Use Trail and Class I Bicycle Path Connection in the Peck Road Water Conservation Park located in the

REPORT

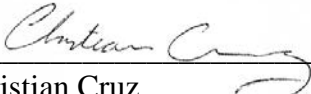
Quarry Clasp area, was analyzed under a separate CEQA document. As a result, the remaining fifteen (15) projects are being carried forward for analysis and collectively make up the Proposed Project.


The PEIR assessed the environmental impacts of the Proposed Project based on the following environmental factors:

- Aesthetics
- Air Quality
- Biological Resources
- Geology and Soils
- Greenhouse Gas
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems
- Cultural and Paleontological Resources

Over time, the implementation of the Emerald Necklace Master Plan will provide an improved regional network of linear greenways, parks, and multi-use trails. The Emerald Necklace will also provide educational benefits to the community through its interpretative signage illustrating information about the rivers, their habitats, and cultural heritage. Finally, the Emerald Necklace Plan would promote healthy lifestyles and establish biking and walking as a healthy alternative for a significant portion of daily trips and this Plan advances those priorities.

The SGVCOG submitted a letter of support for the Draft Environmental Impact Report in November. The final PEIR was certified in March 2017 and can be accessed here: http://www.wca.ca.gov/final_program_environmental_impact_report_for_the_emerald_necklace_implementation_plan_phase_1.

Prepared by: 
Christian Cruz
Management Analyst

Approved by: 
Marisa Creter
Assistant Executive Director

ATTACHMENTS

Attachment A – Emerald Necklace Project Map

EMERALD NECKLACE

FEASIBILITY STUDY & IMPLEMENTATION PLAN - PHASE I

The Emerald Necklace is an extraordinary 17-mile loop of bicycle and multi-use trails which links parks and open spaces along two waterways, the San Gabriel River and the Rio Hondo. Phase I's 16 projects will close gaps in this regional recreational trails network and increase access to hundreds of thousands of constituents. Ongoing efforts will also add gateways, signage and greening. Further phases identified in the feasibility study will continue to expand the system in following years, contingent on funding and public support.


Westside Multi-Use Trail:

A Trail for All User Groups

The primary benefit of this trail would be to create a continuous loop around the Emerald Necklace for equestrians, and improve recreational potential for all user groups. The secondary benefit is improving access to the Emerald Necklace system for west side communities.


- 12

Multi-Use Trail:
Alhambra Wash from
State Route 60 to the
Garvey Community
Center with Gates,
Signage, etc.




13

Street Access Ramps
at Rosemead Blvd.
with Gates & Signage




14

Underpass at Rosemead
Blvd.




15

Multi-Use Trail:
Rosemead Blvd. to
Valley Blvd.



16

10 Freeway Underpass
Improvements



Whittier Narrows Connectivity:

Linking Existing Park Resources

Trail connections at the southern end of the necklace involve strategic placement of Class I bike path segments and new Multi-Use Trails within the area. Internal circulation within the Whittier Narrows area will be improved so pedestrians and bicyclists can access all park areas currently inaccessible without a car.

- 5

Class I Bicycle Path:
Adjacent to Rosemead Blvd. to Legg Lake



7

Class I Bicycle Path:
From the Rio Hondo to Legg Lake through the Southern California Edison Easement



6

Class IV Bicycle Path:
From El Bosque del Rio Hondo to Lincoln Ave. on San Gabriel Blvd. with Enhanced Signalized Crossing, Signage & Wayfinding



8

Multi-Use Trail:
Pellissier Village from State Route 60 to Peck Road Bridge

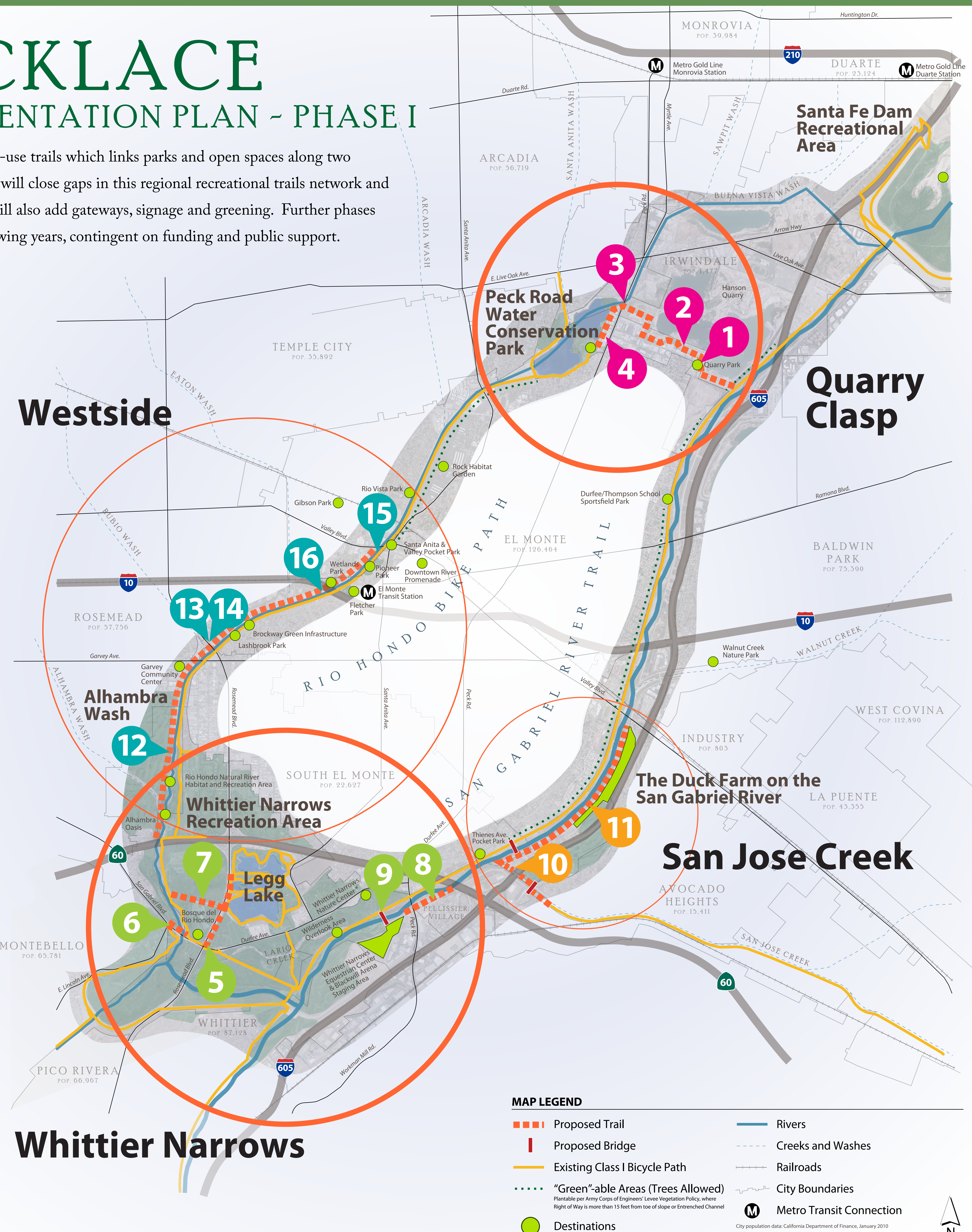
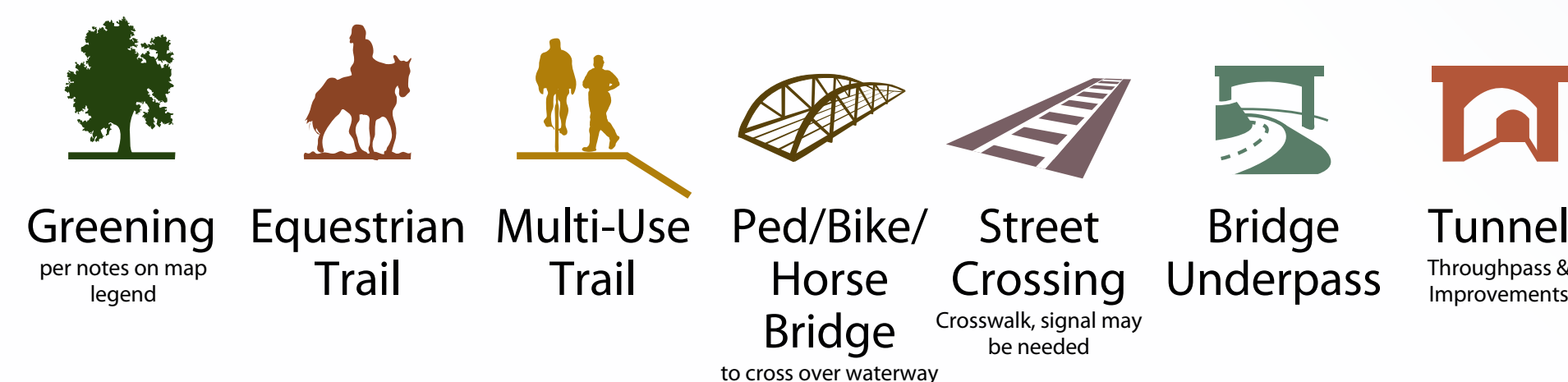


9

Multi-Use Bridge:
Pellissier Bridge at Blackwill Arena Staging Area



PROJECT COMPONENTS



Quarry Clasp: *Completing the Loop*

Multi-Use Trail extension projects from Peck Road Water Conservation Park east to the San Gabriel River will connect the trail gap between the Class I bike paths on the Rio Hondo and the San Gabriel Rivers.

- 1 Park Development with Trail, Gates, Signage and Amenities**

- 2 Multi-Use Trail and Bike Paths**

- 3 Signalized Crossing at Peck Road with Signage and Wayfinding**

- 4 Rio Hondo Multi-Use Trail and Class I Bicycle Path: Connection in Peck Road Water Conservation Park**


San Jose Creek Regional Access:

Connecting Communities East of the San Gabriel River

Trail completions and creek/bridge crossings will improve access to the Emerald Necklace for a significant population east of the San Gabriel River.

- 10** **Multi-Use Trails and
2 Multi-Use Bridges:
From San Jose Creek Trail
to San Gabriel River Trail**



11 **Multi-Use Trail:
From San Jose Creek to
the Duck Farm on the San
Gabriel River**



EMERALD NECKLACE STEERING COMMITTEE:



PLANNING CONSULTANTS:



REPORT

DATE: May 18, 2017

TO: Transportation Committee

FROM: Phil Hawkey, Executive Director

RE: **SB 268 (Mendoza)**

RECOMMENDED ACTION

For information only.

BACKGROUND

Under existing law, the Metro Board of Directors is comprised of 14 members as follows:

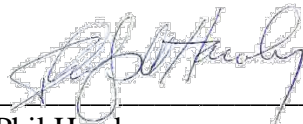
- Five members of the Los Angeles Board of Supervisors
- The Mayor of Los Angeles
- Two public members and one Los Angeles City Council Member, appointed by the Mayor of Los Angeles
- Four members selected by the Los Angeles County City Selection Committee
- One non-voting member appointed by the Governor

SB 268 (Mendoza) would modify the Metro Board as follows:

- Adds the Los Angeles County Auditor-Controller as a non-voting member to the METRO Board.
- Reduces the number of County Supervisors on the METRO Board from five to two Supervisors with one Supervisor representing the largest population of the unincorporated area within Los Angeles County.
- Removes the appointment of two public members to the METRO Board.
- Increases Los Angeles Councilmember appointments by the Los Angeles Mayor from one to five. Further specifies that each Councilmember must represent three contiguous groups of council districts. Additionally specifies the Los Angeles City Council is to determine the grouped council districts.
- Requires all appointed members to the METRO board to serve four-year terms, as specified.

In 2016, Senator Mendoza proposed similar legislation (SB 1472). The SGVCOG Governing Board opposed that legislation, and it was ultimately pulled by the author.

Prepared by: Marisa Creter
Marisa Creter
Assistant Executive Director

Approved by:  _____
Phil Hawkey
Executive Director

ATTACHMENTS

Attachment A – SB 268 (Mendoza)
Attachment B – SB 268 Bill Analysis

AMENDED IN SENATE MAY 1, 2017

AMENDED IN SENATE MARCH 28, 2017

SENATE BILL

No. 268

Introduced by Senator Mendoza

February 8, 2017

An act to amend Section 130051 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 268, as amended, Mendoza. Los Angeles County Metropolitan Transportation Authority.

Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in *the County of Los Angeles County: Angeles*. The authority is governed by a 14-member board of directors ~~which~~ *that* consists of the Mayor of the City of Los Angeles, 2 public members and one Los Angeles ~~city council~~ *City Council* member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the ~~board of supervisors~~, *Los Angeles County Board of Supervisors*, and a nonvoting member appointed by the Governor.

Existing law requires the authority to submit a plan to the Legislature for revising the composition of the authority, if the number of members of the board of supervisors is increased, within 60 days of the increase.

This bill would delete this ~~requirement~~. *requirement and would add the county auditor as a nonvoting member of the board of directors. The bill would also reduce the members of the board of supervisors from 5 to 2 members and would require that one supervisor represent the largest population in the unincorporated area of the County of Los*

Angeles. The bill would delete the appointment of 2 public members and require the Mayor of the City of Los Angeles to appoint 5 members of the City Council of the City of Los Angeles who represent contiguous clusters of 3 council districts. The bill would require the city council to determine contiguity. The bill would require every appointee to serve a 4-year term without limitation or until the expiration of the term of his or her elected office.

By imposing new duties on local government within the County of Los Angeles, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: no. Fiscal committee: ~~no~~-yes.
State-mandated local program: ~~no~~-yes.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 130051 of the Public Utilities Code is
- 2 amended to read:
- 3 130051. The Los Angeles County Metropolitan Transportation
- 4 Authority consists of 14 members, as follows:
- 5 (a) ~~Five~~Two members of the Los Angeles County Board of
- 6 Supervisors. *One supervisor shall represent the largest population*
- 7 *in the unincorporated area of the County of Los Angeles.*
- 8 (b) The Mayor of the City of Los Angeles.
- 9 (c) ~~Two public members and one member~~Five members of the
- 10 City Council of the City of Los Angeles ~~appointed by the Mayor~~
- 11 ~~of that city.~~ *Angeles, appointed by the Mayor of the City of Los*
- 12 *Angeles, who represent contiguous clusters of three council*
- 13 *districts. The city council shall determine contiguity.*
- 14 (d) (1) Four members, each of whom shall be a mayor or a
- 15 member of a city council, appointed by the Los Angeles County
- 16 City Selection Committee. For purposes of the selection of these
- 17 four members, the County of Los Angeles, excluding the City of
- 18 Los Angeles, shall be divided into the following four sectors:

1 (A) The North County/San Fernando Valley sector.

2 (B) The Southwest Corridor sector.

3 (C) The San Gabriel Valley sector.

4 (D) The Southeast Long Beach sector.

5 (2) The League of California Cities, Los Angeles County
6 Division, shall define the sectors. Every city within a sector shall
7 be entitled to vote to nominate one or more candidates from that
8 sector for consideration for appointment by the Los Angeles
9 County City Selection Committee. A city's vote shall be weighted
10 in the same proportion that its population bears to the total
11 population of all cities within the sector.

12 (3) The members appointed pursuant to this subdivision shall
13 be appointed by the Los Angeles County City Selection Committee
14 upon an affirmative vote of its members who represent a majority
15 of the population of all cities within the county, excluding the City
16 of Los Angeles.

17 (4) ~~The All members selected by the city selection committee~~
18 ~~appointed pursuant to this section shall serve four-year terms~~
19 ~~terms, with no limitation on the number of terms that may be served~~
20 ~~by any individual. The city selection committee may shorten the~~
21 ~~initial four-year term for one or more of the members for the~~
22 ~~purpose of ensuring that the members will serve staggered terms.~~
23 ~~individual, or until the expiration of the term of the elected office.~~

24 (e) One nonvoting member appointed by the Governor.

25 (f) *The county auditor shall serve as a nonvoting member.*

26 (f) ~~If the population of the City of Los Angeles, at any time,~~
27 ~~becomes less than 35 percent of the combined population of all~~
28 ~~cities in the county, the position of one of the two public members~~
29 ~~appointed pursuant to subdivision (e), as determined by the Mayor~~
30 ~~of the City of Los Angeles by lot, shall be vacated, and the vacant~~
31 ~~position shall be filled by appointment by the city selection~~
32 ~~committee pursuant to subdivision (d) from a city not represented~~
33 ~~by any other member appointed pursuant to subdivision (d).~~

34 *SEC. 2. If the Commission on State Mandates determines that*
35 *this act contains costs mandated by the state, reimbursement to*
36 *local agencies and school districts for those costs shall be made*
37 *pursuant to Part 7 (commencing with Section 17500) of Division*
38 *4 of Title 2 of the Government Code.*

O

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING**Senator Jim Beall, Chair****2017 - 2018 Regular**

Bill No: SB 268
Author: Mendoza
Version: 5/1/2017
Urgency: No
Consultant: Manny Leon

Hearing Date: 5/9/17

Fiscal: No

SUBJECT: Los Angeles County Metropolitan Transportation Authority.

DIGEST: This bill makes various changes to the governing board of the Los Angeles Metropolitan Transportation Authority (METRO), as specified.

ANALYSIS:

METRO is a multimodal transportation agency providing a variety of transportation-related services and functions for Los Angeles County. These services/functions include transportation planning, transit services (both bus and light rail), capital construction projects, and administering several local sales tax measures.

Existing law:

- 1) Establishes the County Transportation Commissions Act, which provides for the creation of county transportation commissions in the Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura, with various powers and duties relative to transportation planning and funding, as specified.
- 2) Establishes METRO, which is the successor agency to the Southern California Rapid Transit District and the Los Angeles County Transportation Commission.
- 3) Provides METRO with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles.
- 4) Requires METRO to submit a plan within 60 days to the Legislature relative to revising the composition of METRO's governing board if the membership on the County Board of Supervisors is increased.

- 5) Specifies the METRO Board of Directors is comprised of 14 members consisting of:
- a) Five members of the Los Angeles Board of Supervisors
 - b) The Mayor of Los Angeles
 - c) Two public members and one Los Angeles City Council Member, appointed by the Mayor of Los Angeles
 - d) Four members selected by the Los Angeles County City Selection Committee
 - e) One non-voting member appointed by the Governor

This bill:

- 1) Deletes METRO's requirement to draft a plan and submit it to the Legislature within 60 days relative to Board composition if the Los Angeles County Board of Supervisor's membership increases.
- 2) Adds the Los Angeles County Auditor-Controller as a non-voting member to the METRO Board.
- 3) Reduces the number of County Supervisors on the METRO Board from five to two Supervisors with one Supervisor representing the largest population of the unincorporated area within Los Angeles County.
- 4) Removes the appointment of two public members to the METRO Board.
- 5) Increases Los Angeles Councilmember appointments by the Los Angeles Mayor from one to five. Further specifies that each Councilmember must represent three contiguous groups of council districts. Additionally specifies the Los Angeles City Council is to determine the grouped council districts.
- 6) Requires all appointed members to the METRO board to serve four-year terms, as specified.

COMMENTS:

- 1) *Author's statement.* According to the author, "SB 268 will provide proportional representation, improved access, and accountability within the Los Angeles County Metropolitan Authority Transportation Board of Directors (MTA Board) and ensure that all areas of LA County are represented fairly during the allocation of local, state, and federal funds.

The Los Angeles County Metropolitan Transportation Authority serves more than 9.6 million people. Nearly one-third of California's residents live and work within its 1,433 square-mile service area. The Metropolitan Authority Transportation develops and oversees transportation plans, policies, and funding programs. The agency proposes both short-term and long-range solutions that address the County's increasing mobility, accessibility, and environmental needs. Unfortunately, under the current distribution of MTA Board members, the 87 cities outside of the City of Los Angeles, which represent 51% of the county's total population, only account for 31% of the MTA Board. The current distribution of the MTA Board is unrepresentative of LA County and has resulted in uneven allocation of resources and services. SB 268 will realign and expand the MTA Board to provide better representation for the entire County of Los Angeles, including the unincorporated areas."

- 2) *Other local transportation boards.* The governing boards of local transportation agencies vary across the state. For example, the Orange County Transportation Authority is comprised of 18 board members that include members from the County Board of Supervisors; members selected by the city selection committee, with several board members selected based on population and several others based on city representation; two public members appointed by the board; and the State Department of Transportation (Caltrans) district director (nonvoting member). Whereas the Bay Area Metropolitan Transportation Commission (MTC) is comprised of 21 commissioners that include members from various Bay Area counties and cities, Mayor's appointees from the cities of Oakland, San Francisco, and San Jose, a member representing the Council of Governments, and the Caltrans district director for the region (non-voting member). Thus, the board composition of these respective agencies is reflective of the regional needs and functions they carry out and is typical of other local transportation agencies throughout the state.
- 3) *State's existing role.* Governing boards for local county transportation commissions (CTC) and regional transportation planning agencies (RTPA) are identified in statute and primarily consist of locally elected officials and public members who are either appointed by an elected official, selected by a county/city selection committee, or who have a designated seat specified in statute (e.g., Mayor of Los Angeles). While the Governor does have a designated appointment on most CTCs and RTPAs throughout the state, those appointments are non-voting (ex officio) board members and are typically the State Department of Transportation's (Caltrans) district director for that specific region/county.

- 4) *Second time around.* SB 1472 was introduced last year by the author which similarly attempted to change METRO's governing board structure. At that time, METRO was pursuing an increase of an existing sales tax measure to fund a contentious transit expansion program. The point of contention surrounded the program's geographic balance of projects when some regions within the county argued their projects were not adequately prioritized in the transit program. In response, the author introduced SB 1472 to expand METRO's governing board to ensure geographic representation. SB 1472 remained in the Senate and did not move through the legislative process. Over the past year, the author has engaged with local stakeholders and introduced SB 268 aimed at ensuring the entire county is reasonably represented on METRO's governing board.

RELATED LEGISLATION:

SB 1472 (Mendoza, 2016) — would have expanded METRO's governing board of from 14 to 22 members with new members including one additional public member, the Mayor of Long Beach, four additional members selected by the city selection committee, and one member each by the Speaker of the California State Assembly and the Senate Rules Committee. This bill was held on the Senate Floor at the request of the author.

FISCAL EFFECT: Appropriation: No Fiscal Com.: No Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, May 3, 2017.)

SUPPORT:

None received.

OPPOSITION:

None received.

-- END --



Board Report

File #: 2017-0049, Version: 1

REVISED
PLANNING AND PROGRAMMING COMMITTEE
APRIL 19, 2017

SUBJECT: TRANSIT ORIENTED DEVELOPMENT PLANNING GRANT PROGRAM

ACTION: APPROVE RECOMMENDATIONS AND ROUND 5 PROGRAM GUIDELINES

RECOMMENDATION

CONSIDER:

- A. APPROVING release of **Round 5 of the Transit Oriented Development (TOD) Planning Grant Program**, offering an amount not to exceed \$3,100,000;
- B. APPROVING the Round 5 TOD Planning Grant Program Guidelines (Attachment A), which include the Transit Supportive Planning Toolkit and the creation of the Transit Oriented Communities Tax Increment Financing Pilot Program; and
- C. ADOPTING AND CERTIFYING the Strategic Growth Council Final Grant Report as accurate.

ISSUE

Staff is recommending a series of actions that will lead to release of the fifth round of the TOD Planning Grant Program (Program) in an amount not to exceed \$3,100,000, the remainder of the funds programmed for this initiative. The Program supports Los Angeles County municipalities in the adoption of transit-supportive regulatory plans. Round 5 continues the funding of transformative land use regulations and proposes to include creation of the Transit Oriented Communities Tax Increment Financing Pilot (TOC TIF Pilot) Program, which will fund feasibility studies for eligible cities and/or the County to consider tax increment financing districts around transit stations.

DISCUSSION

Metro developed the TOD Planning Grant Program in 2011 to spur the adoption of regulatory planning documents that remove barriers to transit-supportive planning. Since then, Metro has funded 35 projects in 29 cities and the County of Los Angeles, totaling \$21.6 million dollars.

Round 5

Funding for Round 5 would be available to the County of Los Angeles and all cities with land use regulatory jurisdiction within a one-half mile of Metrolink, Metro Rail, or Metro Transitway/Bus Rapid Transit stations and adjacent transit corridors. The Program will fund two types of activities:

1. Using the newly created Transit Supportive Planning Toolkit (Toolkit) as the guiding framework, continue to fund the development of regulatory documents that result in the elimination of regulatory constraints to transit-supportive planning. These activities include, but are not limited to, new or amended specific plans, ordinances, overlay zones or general plan amendments; transit village development districts; and environmental studies required for adopting the new or amended regulatory documents.
2. Through the new TOC TIF Pilot Program, fund initial feasibility analyses for formation of tax increment financing (TIF) districts in areas around transit stations that have transit-supportive regulatory documents in place or under development.

The Program has \$3.1 million remaining in funding; this remaining funding will be allocated to Round 5. The Program does not require local matching funds.

Round 5 Program Guidelines - Attachment A

Over the last six years, grantees in Rounds 1-4 have requested examples of good plans, best practices and parameters to support their efforts. In response to that need, Metro secured a grant from the Strategic Growth Council (SGC) and over the course of two years, Metro, supported by Global Green (as the strategic advisor) and IBI Group (lead consultant), developed the Toolkit.

The Toolkit is an online research-based resource rich with tools, best practices, and locally relevant case studies. The Toolkit is grounded in 10 characteristics of transit-supportive places that together create environments that lead to a reduction in vehicle miles travelled and increase in transit ridership. To support the development and adoption of holistic plans that meet Metro and State sustainability goals, the Guidelines have been revised to incorporate the Toolkit as a central tenet of transit-supportive planning work funded by the Program.

Staff also recommends an amendment to Section IX, Deobligation Process, to allow staff to informally approve administrative time extensions for a period of up to 6 months if a grantee can meet the conditions outlined in the Administrative Extensions section of the Program Guidelines. Informal administrative approval will be granted via a signed letter from the Metro Project Manager, with concurrence of the Senior Executive Officer.

Typically, time extensions are requested due to unforeseen community concerns that require grantees to undertake additional stakeholder engagement and/or additional studies. Allowing for administrative time extensions, with just cause, will allow for more efficient and expeditious project implementation. Time extension requests that extend beyond the 6-month period will require a formal amendment to the grant agreement.

Finally, staff recommends eliminating duplicative Lapsing Policy language, as the language is included in its entirety in the Program Guidelines and in the grant agreements that are executed with grantees.

TOC TIF Pilot Program

In support of Metro's effort to promote TOCs and expand the impacts of Metro's transit stations within a broader community context, the Round 5 Program Guidelines include creation of the TOC TIF Pilot Program. The TOC TIF Pilot offers funding for TIF feasibility studies for cities that have transit-

supportive regulatory documents in place or under development. The focus of these feasibility studies are two recent tax increment programs adopted by the State: Enhanced Infrastructure Financing Districts (EIFD) and Community Revitalization and Investment Authority (CRIA) districts.

These districts offer the potential for financing projects that meet TOC goals, including affordable housing, transit and related infrastructure, public improvements (in particular first/last mile connections) and other community-serving uses. Metro will effectuate the TOC TIF Pilot in partnership with the Southern California Association of Governments (SCAG) and with support from the Los Angeles County Office of the Chief Executive Officer.

SCAG Partnership: SCAG has been at the forefront of convening experts and providing trainings on TIF district formation, specifically EIFDs and CRIAs. Through the Metro/SCAG Joint Work Program, Metro will leverage SCAG's institutional framework to offer trainings to interested grantees on eligibility for TIF districts as well as the components of a feasibility study. The Metro/SCAG partnership will be realized through the following activities:

1. **Statement of Work.** TIF districts (EIFDs and CRIAs) are a new undertaking for Los Angeles County municipalities. As such, Metro and SCAG partnered to develop a template Statement of Work (SOW) that can be used by successful grantees in soliciting Requests for Proposals for TIF feasibility studies.
2. **Trainings.** Metro and SCAG staff will hold up to three trainings on TIF districts. The trainings will include an overview on EIFDs and CRIAs, critical eligibility criteria, Metro's TOD Planning Grant Program, and the Round 5 application process.
3. **Screening Tool.** SCAG has created a screening tool that can be used to assess TIF district viability through a parcel-level database that gauges whether a particular area has the unemployment rate, household income, and crime rates required for CRIAs or the property tax capture rate and surrounding development capacities needed for EIFDs. Metro staff will use SCAG's screening tool as part of the Round 5 application process to vet eligibility and ensure that both Metro and municipalities are only expending effort and funding on evaluating TIF districts in areas that are legislatively and financially viable.

LA County CEO's Office (OCEO) Support: As the single largest recipient of property taxes eligible to participate in EIFDs and CRIAs, LA County is a critical participant in evaluating the feasibility of new TIF districts. Metro staff has consulted with the County OCEO to determine parameters for a successful rollout of the TOC TIF Pilot Program. The following summarizes the collaborative effort:

- Staff from the OCEO's office reviewed and provided comments on both the Round 5 Program Guidelines and the TIF study sample SOW.
- Staff from the OCEO's office attended meetings with SCAG to review the screening tool that will be used to determine TOC TIF Pilot funding eligibility.
- The OCEO plans to bring a set of criteria to the County Board of Supervisors for adoption that the County will consider when asked to contribute all or a portion of its share of tax increment to a new TIF district. This criteria is referenced in the Program Guidelines and will be attached to the Guidelines upon adoption by the County Board of Supervisors and prior to release of the grant application.

- The OCEO will support Round 5 grantees in need of up-to-date assessor's and audit-controller data to complete the TOC TIF feasibility studies.

Disadvantaged Communities: The TOC TIF Pilot Program will prioritize project areas that will serve the most Disadvantaged Communities as defined by CalEnviroScreen. According to the State Office of Environmental Health Hazard Assessment, CalEnviroScreen is an online mapping tool that uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. An area with a higher score is reflective of a community that is more disadvantaged and facing higher burden of challenging environmental and socioeconomic factors. Projects with a higher CalEnviroScreen will be a factor in prioritizing applications.

SGC Final Grant Report

Metro secured a grant from the SGC in 2013 to develop the Transit Supportive Planning Toolkit. The SGC Grant is administered by the California Department of Conservation, Division of Land Resource Protection (the Department). The Grant Agreement between the SGC and Metro requires that Metro's Board of Directors adopt and verify as accurate the Final Plan Report prior to its submission to the Department. The Final Report (Attachment B) includes a project summary, summary of relevant local and regional plans and grantee assessment of how the project (in this case, the Toolkit) can measure a series of sustainability objectives and indicators over time.

Metro cannot measure a majority of the indicators outlined in the Final Report. Many of the indicators relate to land use authority and development actions, activities for which Metro has no authority. As appropriate, Metro has noted that we can track the number of Metro-funded transit supportive regulatory plans that are adopted by local jurisdictions that support the objectives and indicators outlined in the Final Report.

The SGC grant is a reimbursement-based grant and the administrative procedures required that the Department retain 15% of Metro's funds until Toolkit completion and Board adoption of the Final Report. A total of \$ 134,000 has been retained by the SGC.

DETERMINATION OF SAFETY IMPACT

There is no negative impact to the 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 transit-supportive planning include better pedestrian and bicycle access to stations as well as clearer access to stations which can reduce accidents. Further, transit-supportive planning tends to encourage walking and bicycling, both of which improve the health of patrons.

FINANCIAL IMPACT

There is no impact to the FY17 budget. Grants will be awarded in FY18 and funds will be requested in that and future budget years. 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.

Impact to Budget

The Program was identified in the Short Range Transportation Plan (SRTP). Source of funds are

identified at the time of grant award. Funding for prior rounds included Measure R 2% System Improvement Funds, Measure R 3% Metrolink, and State Repayment of Capital Project Loans account. The \$3.1 million recommended for Round 5 will exhaust the SRTP funds identified in the SRTP for the TOD Planning Grant Program.

ALTERNATIVES CONSIDERED

The Board may choose not to approve Round 5 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 systemwide improvements and creation of transit oriented communities, and funds for the Program are part of the 5-year SRTP.

The Board may also choose not to approve the revised Guidelines. We do not recommend this alternative. The revised Guidelines are focused on the research-based Toolkit, which is grounded in elements of transit-supportive places that have demonstrated positive impacts on increasing transit ridership and reducing vehicle miles travelled.

The Board may choose to not allow the informal time extensions. Staff does not recommend this alternative. Time extensions currently require a formal grant agreement amendment and can be very time consuming and labor intensive. Allowing for administrative time extensions (for up to 6 months) when a grantee has demonstrated compliance with the conditions identified in the Administrative Extensions section of the Guidelines, will allow grantees to focus efforts and resources on advancing the project and resolving any outstanding issues that triggered the request.

The Board may choose to not include the TOC TIF Pilot Program in the Program Guidelines. Staff does not recommend that alternative. With the loss of redevelopment, municipalities are grappling with viable funding streams to support community-serving projects, and TIF district creation offers a means to capture and reinvest the value created by Metro's investment in the transit system. This Program will fund the preliminary analysis needed by municipalities to explore TIF viability and is an innovative program that is in line with the TOC Demonstration Program.

Additionally, the Board may not choose to adopt and certify the SGC Final Report. Staff does not recommend this alternative as doing so would result in forfeiting Metro's \$134,000 retention. The commitments that staff has made in the Final Report are specific to tracking Metro-funded regulatory plans that align with the Toolkit, which is something that staff will do as part of procedural grant administration.

NEXT STEPS


With Board approval, staff will reach out to eligible applicants throughout May and June. The call for applications will be released in May and staff will host application workshops in June in order to strengthen participation and the quality of the applications. Applications will be due in late July with recommendations for grant awards being brought to the Board in fall 2017.

ATTACHMENTS

Attachment A - Round 5 TOD Planning Grant Program Guidelines
Attachment B - SGC Grant Final Report

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Phillip A. Washington
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Los Angeles County Metropolitan Transportation Authority

Transit Oriented Development Draft Planning Grant Program Guidelines

Round 5

11/29/2016

DRAFT

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 as

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 <http://scag.maps.arcgis.com/apps/webappviewer/index.html?id=70469a5af25540b78337a89d7adeb407>.

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 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 CalEnvironScreen.

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.

- 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 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 <http://scag.maps.arcgis.com/apps/webappviewer/index.html?id=70469a5af25540b78337a89d7adeb407> 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 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,
- 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, HQT/ 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):

- 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.

- 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:

- a. 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.
- b. 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

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

VIII. GENERAL AND ADMINISTRATIVE CONDITIONS

- a. **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.

- 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
- 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 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 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 & 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 & 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 & 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 & 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 & 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>

City	New SB 1 Revenues over 10 years
Alhambra	\$19.86M
Arcadia	\$13.86M
Azusa	\$11.32M
Baldwin Park	\$17.25M
Bradbury	\$0.26M
Claremont	\$8.29M
Covina	\$11.28M
Diamond Bar	\$13.06M
Duarte	\$5.07M
El Monte	\$26.06M
Glendora	\$11.98M
Industry	\$0.10M
Irwindale	\$0.33M
La Canada Flintridge	\$4.70M
La Puente	\$9.27M
La Verne	\$7.60M
Monrovia	\$8.59M
Montebello	\$14.63M
Monterey Park	\$14.04M
Pasadena	\$32.27M
Pomona	\$35.61M
Rosemead	\$12.64M
San Dimas	\$7.81M
San Gabriel	\$9.25M
San Marino	\$3.10M
Sierra Madre	\$2.52M
South El Monte	\$4.76M
South Pasadena	\$5.96M
Temple City	\$8.36M
Walnut	\$6.90M
West Covina	\$24.69M
LA County	\$173M (STIP) + \$1.405B (County Road Share)