

Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

- City of Artesia
- City of Bell
- City of Bell Gardens
- City of Cudahy
- City of Downey
- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
- City of South Gate
- Burbank-Glendale-Pasadena Airport Authority
- Chair
- Karina Macias
Mayor
City of Huntington Park
- Vice-Chair
- Ali Sajjad Taj
Council Member
City of Artesia
- Secretary
- Sean Ashton
Councilmember
City of Downey
- Treasurer
- Vrej Agajanian
Council Member
City of Glendale
- Internal Auditor
- Jose R. Gonzalez
Mayor
City of Cudahy
- Executive Director
- Michael R. Kodama
- General Counsel
- Teresa L. Highsmith
- Ex-Officio
- William Rawlings
City Manager Representative

A G E N D A R E P O R T

TO: Members of Eco-Rapid Transit Board of Directors

FROM: Michael Kodama, Executive Director

DATE: November 13, 2019

SUBJECT: UPDATE AND/OR ACTION REGARDING METRO APPROVAL OF \$1 MILLION GRANT TO WEST SANTA ANA BRANCH/ECO-RAPID TRANSIT CITIES AND LOS ANGELES COUNTY

Public comments on items on the agenda will be taken at the time the item is called and are limited to 3 minutes per speaker

ISSUE

Under next steps, Metro staff will, this fall, release an invitation to express interest in funding under the Program, evaluate submissions, and initiate agreements with WSAB corridor jurisdictions, for TODSIP related implementation predevelopment and planning activities. Staff will report implementation progress to the Board on an annual basis, at minimum.

One of the recommended activities that can be financed under this program is Corridor Wide Governance/ Economic Development Entity Structuring - Financing/Value Capture Feasibility - Special Districts development, and corridor wide investment and marketing strategies.

WSAB corridor cities should begin a discussion for a corridor wide economic development study to create a corridor-wide development in addition to economic development plans for each jurisdiction along the corridor.

BACKGROUND

In October, the MTA Board approved making a \$1 million grant program available to the West Santa Ana Branch/Eco-Rapid Transit Cities and LA County for reasons as outlined in the attached report presented at the November Gateway COG Board of Directors meeting.

RECOMMENDATION

- It is recommended that the Board:
1. Discuss information presented and offer action items begin the process of creating a corridor wide study in addition to city specific plans; and/or.
 2. Receive and file the item

ATTACHMENT:

GCCOG Staff Report

TO: Board of Directors
FROM: Nancy Pfeffer, Executive Director
BY: Karen Heit, Transportation Analyst
SUBJECT: Metro Approval of \$1 Million Grant to West Santa Ana Branch/Eco-Rapid Transit Cities and Los Angeles County

Background

In 2016, the Metro Board engaged a consultant for the purpose of Transit Oriented Communities (TOC) predevelopment and planning activities for the West Santa Branch/Eco-Rapid Transit Corridor Project. Metro, together with the City of South Gate and the Eco-Rapid Transit JPA, was awarded a \$2 million grant from the Federal Transit Administration to develop the WSAB Transit Oriented Development Strategic Implementation Plan (TODSIP), which was completed in spring 2019. Metro staff will seek to enter into agreements with WSAB corridor cities and the County to fund up to \$1,000,000 in implementation activities including specialized studies and providing matching funds for grants.

Cities are eligible for grants up to \$200,000 per jurisdiction to:

- Conduct new planning studies related to TODSIP recommendations;
- Provide grant matching funds to enable jurisdictions to pursue grant opportunities; and
- Provide short term loans to provide jurisdictions the cash flow they need to take on typical grant reimbursement requirements.

Implementation activities for which the WSAB jurisdictions may seek funding under this Program will be limited to planning activities in the following categories, which correspond to those that have been included in the TODSIP:

Governance	Equitable Development & Community Preservation
- Corridor Wide Governance/ Economic Development Entity Structuring - Financing/Value Capture Feasibility - Special Districts Development, including TIFs, EIFDs and CRIAs - Corridor Wide Investment and Marketing Strategies	- Community Engagement/Education Initiatives - Affordable/Inclusionary Housing Policies - Rent Stabilization Ordinances - Anti-Displacement Policies - Land Trust/Property Assembly Studies - Equity Screens/Community Benefits Frameworks - Economic and Workforce Development Strategies Cultural Resource Identification and Development
Transit Supportive Planning	Placemaking
- Land Use, Zoning (Form/Use), Infill and Adaptive Reuse Studies - Parking Studies Environmental Clearance	- Design Guidelines - Public Space Activation Plans, Community Design/ Wayfinding/ Branding/ Identity Studies

Mobility, Access & Connectivity	Sustainability & Resilience
- Pedestrian/Bike/Active Transportation Plans - New Mobility/Micro Mobility Technologies Planning	- Renewable Power - Infrastructure/Smart Cities Systems: Capacity Studies, Planning, Financing - Environmental Remediation - Low Impact Development - Green Streets - Urban Greening - Green and Healthy Project Certification Planning

In addition to this Program, Metro will continue to provide grant-writing assistance to WSAB jurisdictions, focusing on funding activities that implement the WSAB TODSIP recommendations.

Metro staff will soon release an invitation to express interest in funding under the Program, evaluate submissions, and initiate agreements with WSAB corridor jurisdictions, for TODSIP related implementation predevelopment and planning activities.

Recommended Action

It is recommended that the Board receive and file this report.

Attachment

Metro TODSIP Grant Report



Recommendation

CONSIDER:

- A. RECEIVING AND FILING the West Santa Ana Branch Transit Oriented Development Strategic Implementation Plan (WSAB TOD SIP);
- B. AUTHORIZING the Chief Executive Officer or designee to enter into multiple agreements with WSAB corridor cities and the County of Los Angeles to fund implementation activities recommended in the WSAB TOD SIP in an aggregate amount not to exceed \$1,000,000.



TOD SIP Context

- 2016 Board Motion
- FTA Pilot TOD Program Grant for TOD SIP, completed in 2019
- A foundation for cities/county collaboration & to leverage the transit investment
- Includes strategies for “people to stay” in the vulnerable, high need corridor communities



TOD SIP Structure

“The West Santa Ana Branch Transit Corridor connects distinct communities that share a common desire to provide safe, walkable and compact neighborhoods around their stations, each with a mix of uses that both reflects and enhances the unique station area, and results in sustainable, equitable and interdependent economic vitality.”
Corridor Vision



Implementing the TOD SIP

Funding will be made available to WSAB jurisdictions, to complete implementation activities recommended in the WSAB TOD SIP in these six categories:



Governance



Equitable Development & Community Preservation



Transit Supportive Planning



Placemaking



Mobility, Access & Connectivity



Sustainability & Resilience



Metro