Transit Oriented Development (TOD) and the Local Economy

New Challenges Facing Equitable TOD

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Director, Land Use & Environmental Planning

Topics

- About SCAG
- Progress Made to Date
- Old Challenges & Solutions Implementing TOD
- New Challenges & Solutions Implementing Equitable TOD
About SCAG

- Nation’s largest Metropolitan Planning Organization (MPO)
- Directed by a Regional Council (86 member governing board)
- 38,000 Square Miles
- 6 counties, 191 cities
- 15 Subregions
- Over 18 million residents
- Nation’s Global Gateway for Trade

SCAG FACTS

Topics

- Progress Made to Date
  - Southern California Rail Network
  - Sustainability Planning Grants
Regional Rail System (1920)

Regional Rail System (1990)
Regional Rail System (2010)

Regional Rail System (2035)
Topics

- Progress Made to Date
  - Southern California Rail Network
  - Sustainability Planning Grants

Sustainability Planning Grants

206 Projects with a total SCAG contribution of $24 million since 2005
- 43 Projects with a TOD focus

2013 Call for Applications - SCAG received 76 projects totaling a requested $10.4M in funding
- RTP/SCS Implementation Focus
  - 27 Integrated Land Use Planning
  - 26 Active Transportation Planning
  - 22 Green Regions Initiatives
Sustainability Planning Grants

Topics

- Old Challenges & Solutions
- Implementing TOD
  - Local Policy Challenges
  - SCAG Projects
## Old Challenges to TOD

<table>
<thead>
<tr>
<th>Challenges</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto-oriented traffic engineering standards &amp; mitigations</td>
<td>Increase costs, don’t capture benefits, make projects more controversial</td>
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<tr>
<td>Suburban style parking minimums</td>
<td>Greatly increase costs, reduce affordability, reduce transit usage</td>
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<tr>
<td>Fragmented jurisdictional responsibilities for station design</td>
<td>Difficult to address transit-to-transit connectivity, fragmented funding</td>
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<tr>
<td>Popular misconceptions of density</td>
<td>NIMBY-ism, lack of political support</td>
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<tr>
<td>Environmental Justice</td>
<td>Localized air quality impacts, disparate investments</td>
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## Solutions

<table>
<thead>
<tr>
<th>Challenges</th>
<th>SCAG funded efforts</th>
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<tbody>
<tr>
<td>Auto-oriented traffic standards</td>
<td>Regional working group to reform auto-oriented level of service (LOS) measures, to a more sustainable vehicle miles traveled (VMT) measures</td>
</tr>
<tr>
<td>Parking minimums</td>
<td>TOD Parking utilization studies, parking reform training sessions for local planners</td>
</tr>
<tr>
<td>Station Design</td>
<td>Station Parking Studies, Improved Kiss &amp; Ride design, Transit-to-Transit Planning</td>
</tr>
<tr>
<td>Fear of density</td>
<td>TOD Visualizations, Station Area Specific Plans, Outreach</td>
</tr>
<tr>
<td>Environmental Justice</td>
<td>2008 RTP &amp; 2012 RTP/SCS Environmental Justice Analyses</td>
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</table>
Topics

- Old Challenges & Solutions Implementing TOD
  - Local Policy Challenges
  - SCAG-funded Local Project Examples

Culver City & Los Angeles TOD Visions, Metro Expo Line (2006-2008)

<table>
<thead>
<tr>
<th>Challenges Addressed</th>
<th>Culver City &amp; Los Angeles TOD Visions</th>
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<tbody>
<tr>
<td>Auto-Oriented Traffic Standards</td>
<td>TOD District Strategies</td>
</tr>
<tr>
<td>Station Design</td>
<td>• Station Vision Plan</td>
</tr>
<tr>
<td>Fear of density</td>
<td>• Photosimulations &amp; Sketch-up</td>
</tr>
<tr>
<td></td>
<td>• Real Estate Development analyses for Catalytic Projects</td>
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</table>

Challenges Addressed

- Parking Minimums
- Station Design
- Fear of density
- One Size Fits All TOD Design

Azusa Citrus Station Area Concepts, Azusa, Los Angeles County

3 TOD Concepts for Suburban Station

- Sending station:
- Receiving Station
- Mixed-Use Destination

Topics

- New Challenges & Solutions Implementing Equitable TOD
  - New Challenges
  - Best Practices & Funding Sources
  - SCAG-funded Local Project Examples
New Challenges to TOD

<table>
<thead>
<tr>
<th>Challenges</th>
<th>New Research</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affordable housing</td>
<td>Gentrification/Displacement Analyses, Best practices for preserving/increasing affordable housing</td>
</tr>
<tr>
<td>First/Last Mile Access</td>
<td>SCAG/METRO 1st/Last Mile Study, Station Access Studies</td>
</tr>
<tr>
<td>Replacement for Redevelopment Funding</td>
<td>Cap-and-Trade; Enhanced Infrastructure Financing Districts; Active Transportation Program</td>
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</tbody>
</table>

New Challenges to TOD

- Gentrification
- Displacement
Topics

- New Challenges & Solutions
  Implementing Equitable TOD
    - New Challenges
    - **Best Practices & Funding Sources**
    - SCAG Projects

Best Practices for Equitable TOD

- **Transit-oriented affordable housing funds**
  - Housing rehabilitation
  - Small site acquisitions
  - Land banking for affordable housing
- Housing trust funds
- Inclusionary zoning
- Rent control
Best Practices for Equitable TOD

• Community benefits agreement
• Corridor-based Tax Increment Financing Districts
• Joint Development opportunities for affordable housing production

Best Practices for Equitable TOD

• CA Green Trip
  • Reduced parking
  • Unbundled Parking
  • Free transit passes
  • Shared Use Mobility Services
• Secures Affordable Housing
• Proving link between affordability & GHG reductions
Affordable Housing & Sustainable Communities (AHSC) **Funding**

Cap-and-Trade Greenhouse Gas Reduction funds

- $120M available for AHSC in FY 14-15
  - 50% min for affordable housing projects
  - 40% min for TOD projects
  - 50% min benefit disadvantaged communities
- At least 20% of the cap-and-trade funds for AHSC beginning FY 15-16

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Enhanced Infrastructure Finance Districts (EIFD) - **Funding**

<table>
<thead>
<tr>
<th>Areas</th>
<th>“Classic” IFDs</th>
<th>EIFDs</th>
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<tbody>
<tr>
<td>Voter Approval</td>
<td>multiple 2/3 approval</td>
<td>One 55% approval for bond issuance</td>
</tr>
<tr>
<td>Revenue Sources</td>
<td>only increment of tax laid on taxable property</td>
<td>broad authority to capture “net available revenue” (other than school bonds)</td>
</tr>
<tr>
<td>Investment Options</td>
<td>Only &quot;public capital facilities of communitywide significance&quot;</td>
<td>Any &quot;public capital facilities or other specified projects of community significance&quot; (education, transportation, transit priority projects, etc.)</td>
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<tr>
<td>Collaboration among Taxing Entities</td>
<td>IPD law allows other taxing entities to contribute taxes, but are has no procedure for joint governance (Joint Powers Authority presumed possible)</td>
<td>EPD governed by “Public Financing Authority” representing participating governments and members of the public</td>
</tr>
<tr>
<td>Longevity of Bonds/District</td>
<td>30 years from creation of district</td>
<td>45 years from Bond issuance</td>
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Topics

- New Challenges & Solutions Implementing Equitable TOD
  - New Challenges
  - Best Practices & Funding Sources
- SCAG-funded Local Project Examples

Orange Line Sustainability Framework, Metro Orange Line BRT (2012)

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<thead>
<tr>
<th>Challenges Addressed</th>
<th>Los Angeles, Los Angeles County</th>
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<tr>
<td>Affordable Housing Policies</td>
<td>Study area of BRT Stations Specifically address need and recommendations for:</td>
</tr>
<tr>
<td>1st/Last Mile</td>
<td>• Affordable Housing</td>
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<tr>
<td>Public Health &amp; Safety</td>
<td>• Public Health</td>
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<td></td>
<td>• Safety</td>
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<td></td>
<td>• Crime Prevention Design</td>
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<td></td>
<td>• Bus-to-BRT Transfers</td>
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### Unincorporated Area TOD Access Studies, Metro Blue, Green, & Gold Stations (2013)

**Challenges Addressed**
- Auto-Oriented Traffic Standards
- 1st/Last Mile
- Inter-Agency Funding

**Unincorporated, Los Angeles County**
- Improve Pedestrian and Bike Access at 9 rail and BRT stations:
  - Mainly disadvantaged communities
  - Focus on Public Health & Safety
  - Equitable distribution of funding
  - Improve station access
  - Supports station area investments

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### First/Last Mile Solutions

**Challenges Addressed**
- Auto-Oriented Traffic Standards
- 1st/Last Mile
- Inter-Agency Funding

**Joint SCAG/Metro Study**
- Policies & Investments to link Rail & BRT stations to neighborhood destinations
  - Rolling Lanes
  - Signage/Wayfinding
  - Public Health & Safety
  - Increased Ridership
  - Toolkit of Municipal & Metro Infrastructure Investments

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**Access Sheds**

1/2 mile, 1.3 miles, 2.3 miles, 3 miles
Active Transportation Program

SCAG collaborates with the county transportation commissions, Caltrans and the CTC to administer the ATP. As part of the 2014 ATP:

- Approximately $200 Million awarded to the SCAG region (Statewide and MPO components).
- 72% of MPO component projects were located in a HQTA.
- 60% of unfunded ATP projects are in HQTA.

Challenges Addressed

- Auto-Oriented Traffic Standards
- 1st/Last Mile
- Inter-Agency Funding
- Investment in Disadvantaged Communities

Livable Corridors Concept

Livable Corridors is a Scenario Concept being analyzed for the 2016 RTP/SCS. Focuses Sustainable development on Rapid Bus corridors in linked to Rail TOD

- Economic vitality
- Increase Affordable Housing Supply
- More inviting environment for pedestrians, bicyclists, and transit-users
Questions?

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Southern California Association of Governments

For more information visit
www.scag.ca.gov