

**Board Report**

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**REGULAR BOARD MEETING  
OCTOBER 27, 2016****Motion by:****Directors Solis, Fasana, Dupont-Walker and Ridley-Thomas**

October 27, 2016

Item 48: 2016-0863

**Creating Opportunities for Equitable Transit Oriented Communities around Union Station and the Civic Center**

The Union Station and Civic Center areas are the center for unprecedented investments in transit infrastructure, new civic and commercial development, housing, open space and innovative community planning. Right now, in the heart of downtown Los Angeles, regional agencies can work collaboratively to realize an amazing opportunity to address some of the short- and long-term improvements required to set the stage for a flourishing and vibrant 21st century for the region.

The Union Station and Civic Center investments and planning efforts are being carried out by several entities, including the City of Los Angeles ("City"), the Los Angeles County Metropolitan Transportation Authority ("Metro"), the California High-Speed Rail Authority ("Authority") and the County of Los Angeles ("County"). Planning efforts include the in-progress updates to the Central City and Central City North Community Plans, the anticipated Civic Center Master Plan, and the update to the Alameda District Specific Plan. Investments in transit infrastructure include the in-construction Regional Connector project, and the in-planning Link US and High Speed Rail station at Los Angeles Union Station. The Connect US Action Plan, completed in 2014 through a robust community-driven process, is a roadmap to active transportation improvements connecting transit, employment centers, and historic cultural communities, and to date over \$30 million in grant funding has been secured to implement these projects.

Combined, these investments will be the catalytic force in creating a dense, compact, bikeable and walkable urban district centered on both public transportation and a thriving employment center - a true Transit Oriented Community (TOC). Individually, each of these efforts will create tremendous

value to the private sector - together the value is magnified.

At this time these efforts are at best loosely coordinated, and there are no mechanisms in place to capture the value being created. Further, there is no clear space to strategize on how to increase the amount of transit-oriented affordable housing, and address equitable development and economic development within these efforts. At the same time, this opportunity could reduce the taxpayer burden required to deliver much needed infrastructure modernization and transportation connectivity.

This is a once in a generation opportunity that could be lost without action and foresight by a combined and committed group of agencies ready to roll up their collective sleeves and work together. Critically needed coordination is necessary to preserve key public assets, maximize value for future generations and create mechanisms to ensure that households of all income levels benefit. Preserving this opportunity requires vision, courage, commitment, and a new collaborative approach to local and regional planning. The talents and resources of multiple agencies must be joined to ultimately create a public asset much greater and more valuable than the sum of each individual agency's responsibility or interest.

**APPROVE Motion by Directors Solis, Fasana, Dupont-Walker and Ridley-Thomas** that the MTA Board direct the CEO and the Department of Planning and Programming to create a Union Station/Civic Center Exploratory Taskforce ("Taskforce") consisting of, but not limited to representatives from the City, County, Authority, and local community-based groups. Staff shall:

1. Develop a plan to formally coordinate across planning and infrastructure investments from the Taskforce member agencies in and around Union Station and the Civic Center;
2. Identify potential revenue generation opportunities, and partnerships necessary to pursue such opportunities;
3. Engage stakeholders early on and include the public, business leaders, other agencies and neighboring communities;
4. Ensure equitable distribution of benefits;
5. Seek funding opportunities, including applying for grants, that support the coordinated planning efforts;
6. Report back to the Board by February 2017 with a set of mutually agreeable goals and an action plan for achieving those goals, including potential funding sources for any needed studies or implementation efforts. The report back should also include a proposal for the future

of the taskforce as a coordinating body;

7. Thereafter, report quarterly on progress toward implementing the Taskforce's goals.