

BB

TRANSPORTATION

HOUSING & HOMELESSNESS

MOTION

PLANNING & LAND USE MANAGEMENT

The City of Los Angeles is currently updating its Transportation Demand Management (TDM) Ordinance (CF: 15-0719-S19) to better align land use, transportation, climate, and equity goals by reducing vehicle miles traveled (VMT) and increasing access to sustainable transportation options. A central component of the TDM framework assigns Point Targets for new projects and establishes point values for various TDM strategies.

At the same time, the City has expanded the use of housing incentive programs, including the Citywide Housing Incentive Program (CHIP), Affordable Housing Streamlining Ordinance [formerly Executive Directive 1 (ED1)], and State Density Bonus Law that allow increased density, height, floor area, and reduced parking requirements in exchange for the development of covenanted affordable housing units. These programs have accelerated housing production, particularly affordable and income-restricted housing, often in transit-rich areas.

Many residents of affordable and mixed-income housing developments are transit-dependent and would directly benefit from guaranteed, ongoing access to public transportation. However, existing requirements do not consistently ensure that projects utilizing housing incentives provide meaningful transit benefits to residents. Requiring the provision of transit passes as a condition of utilizing these incentives would advance the City's transportation, climate, and equity objectives, reduce parking demand and neighborhood traffic impacts, and strengthen the effectiveness of the updated TDM program.

The Los Angeles County Metropolitan Transportation Authority (Metro) administers the Low-Income Fare Is Easy (LIFE) Program, which offers discounted transit fares to income-qualified riders. Aligning City requirements for affordable housing developments with the LIFE Program presents an opportunity to provide cost-effective, equitable transit access while minimizing administrative burden for developers and the City.

**I THEREFORE MOVE** that the City Council instruct the Department of City Planning, in coordination with the Los Angeles Department of Transportation (LADOT), the Los Angeles Housing Department (LAHD), the Office of the City Attorney, and the Los Angeles County Metropolitan Transportation Authority (Metro), to report back within 90 days with recommendations for new housing developments, including but not limited to those that provide zero on-site parking, to be required to provide Metro TAP Cards or subsidized transit passes to residents.

**I FURTHER MOVE** that the report evaluate standards for transit pass provisioning based on objective metrics, including but not limited to:

- Per dwelling unit;

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- Per bedroom; and/or
- Per income-restricted household;

and include a recommended minimum duration for transit pass provisioning following the issuance of a certificate of occupancy or initial lease-up.

**I FURTHER MOVE** that the report assess options for integrating or aligning this requirement with Metro’s LIFE Program, including automatic enrollment, bulk purchasing, or other partnership mechanisms that maximize affordability and ease of implementation.

**I FURTHER MOVE** that the report address compliance, monitoring, and enforcement mechanisms, including but not limited to whether required transit pass provisioning may be credited toward a project’s TDM point requirements under the updated TDM Ordinance and Program Guidelines.

**I FURTHER MOVE** that the recommendations prioritize equity, feasibility for affordable housing developers, and measurable reductions in VMT, while ensuring that transit benefits provided to residents are meaningful and durable.

PRESENTED BY: \_\_\_\_\_

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