

## Draft TOC Policy – Section 1 for Brainstorming

### I. PURPOSE

This purpose of this policy is to:

- a. Define the concept of TOCs for Metro and develop the goals and objectives of Metro’s approach to enabling TOCs
- b. Define those “TOC Activities” that will be considered a “Transportation Purpose” and thus are eligible activities for funding under the Measure M guidelines, by Metro and by its municipal partners through Local Return and other regionally controlled funds.
- c. Establish a set of criteria to determine which TOC Activities Metro will fund and implement directly as opposed to allowing, enabling, and incentivizing local partners to fund and implement.

### II. DEFINITION OF TERMS

**Transit Oriented Communities:** Transit oriented communities create land use planning and community development policies that maximize equitable access to the transportation network as a key organizing principle.

TOCs promote equity and sustainable living by: (a) offering a mix of uses that support households at all income levels (e.g. housing, jobs, retail, services and recreation); (b) ensuring building densities, parking policies, and design orientation support walkable neighborhoods connected by transit; and (c) ensure that transit related investments provide equitable benefits to those affected.

**Geographic Boundaries of TOC:** The span of Metro’s TOC program is LA County, with a focus on activities, programs and projects within the 0-½ mile walk-shed and 0- to 3-mile bike shed around High Quality Transit Stops.

**High Quality Transit Stops:** a fixed guideway transit station or the intersection of two buses with 15 minute headways, or fewer, at the peak. *(definition from State of CA)*

### III. GOALS OF POLICY

The overarching goals of the TOC Policy are to clarify Metro’s priorities for its transportation investments under Measure M as well as how it operates the public transportation system from a holistic, community perspective. The policy will also set direction for how Metro plans and implements new transit corridor projects, as well as encouraging and incentivizing municipal and community partners to pursue the same goals. Specific agencywide TOC goals include *(in no particular order)*:

- **Ridership:** Increase system ridership and promote usage of alternate, non-motorized, modes of transportation
- **Transportation Choice:** Leverage land use and urban design to encourage non-auto transportation choices both on and off Metro property, through enhanced walkability and bikeability, travel demand management, and seamless transit connectivity
- **Equitable Outcomes:** Ensure transportation investments create opportunities to improve social, economic and health outcomes in local, disadvantaged and underrepresented communities
- **Complete Communities:** Partner with municipalities and community stakeholders to promote and realize complete communities that support a mix of incomes, uses, transportation choices, and equitable access to safe and healthy living
- **Community Engagement:** Ensure that stakeholders across a broad spectrum, including those that are harder to reach through traditional outreach strategies, are meaningfully engaged in the planning, funding and delivery of Metro's transit system.
- **Foster Partnerships:** Through planning, coordination, policy advocacy and funding, foster relationships and partnerships with municipal entities, community based organizations, the private sector, philanthropy, local residents and businesses, to realize TOC goals.
- **Housing Affordability:** Work with key partners to increase the amount of housing serving households of all income levels, and prioritize development and preservation of transit-adjacent affordable housing
- **Value Capture:** Capture the value generated through Metro's transit investments and re-invest that value into TOC activities
- **Neighborhood Stabilization:** Protect and support local residents and businesses from displacement