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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 and which activities Metro will allow, enable and incentivize local partners to fund and implement.

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II. DEFINITION OF TERMS

Transit Oriented Communities: Transit-Oriented Communities (TOCs) are places (corridors, neighborhoods, municipalities) that by their design, allow people to drive less and access transit more. A transit oriented community maximizes equitable access to a multi-modal transit network as a key organizing principle of land use planning and community development. TOCs differ from Transit Oriented Development (TOD) in that a TOD is a specific building or development project that is fundamentally shaped by close proximity to transit.

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TOCs promote equity and sustainable living in a diversity of community contexts by: (a) offering a mix of uses that support transit riders of all income levels (e.g. housing, jobs, retail, services and recreation); (b) ensuring appropriate building densities, parking policies, and urban design that support accessible neighborhoods connected by multi-modal transit; and (c) ensure that transit related investments provide equitable benefits that serve local, disadvantaged and underrepresented communities.

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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. This definition may change to match changes at the State level.

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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 plans, delivers and 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 agency-wide 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 first/last mile options, travel demand management, and seamless transit connectivity.
- **Equitable Outcomes:** Ensure transportation investments consider local cultural and historical contexts and improve social, economic and health outcomes that serve and benefit local, disadvantaged and underrepresented communities.
- **Complete Communities:** Promote and realize complete communities that support a mix of incomes, uses, transportation choices, and equitable access to safe, sustainable 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, construction and operation of Metro’s transit system.
- **Foster Partnerships:** Through planning, coordination, policy advocacy and funding, foster relationships and partnerships with municipal and institutional entities, community based organizations, the private sector, philanthropy, and local residents and businesses, to realize TOC goals.
- **Housing Affordability:** Prioritize development and preservation of transit-adjacent affordable housing with an emphasis on serving low and very low income households.
- **Value Capture:** Capture the value of properties adjacent to Metro’s transit investments and re-invest that value into TOC activities.
- **Neighborhood Stabilization:** Protect and support local residents and businesses from displacement

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