

Los Angeles County
Metropolitan Transportation Authority

Transit Oriented Communities 2022 Annual Report

January to December 2022



Metro

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TOC Annual Report

The Metro Board of Directors (Board) adopted the Transit Oriented Communities (TOC) Policy in 2018 and the accompanying TOC Implementation Plan in 2020. Both were developed in partnership with the TOC Policy Working Group which included advocacy organizations, representatives from Los Angeles County jurisdictions (cities and County of Los Angeles), the Southern California Association of Governments (SCAG), and Council of Government (COGs) representatives. Both the TOC Policy and Implementation Plan included a commitment to track progress over time. The TOC Annual Report is the mechanism through which Metro reports on the implementation of TOC programmatic and place-based programs.

Background

The TOC Policy defined TOCs for Metro and eligible TOC activities that local jurisdictions could fund using Measure M Local Return, as well as identified when Metro leads activities directly and when Metro partners and supports others. The TOC Policy included five goals that Metro seeks to implement through the TOC Implementation Plan:

1. Increase transportation ridership and choice
2. Stabilize and enhance communities surrounding transit
3. Engage organizations, jurisdictions, and the public
4. Distribute transit benefits to all
5. Capture the value created by transit

The TOC Implementation Plan (TOC Plan) is organized by four initiatives, described below:

- **Initiative 1: Creating TOC Corridor Baselines Assessments for Metro Transit Corridors** Highlights community characteristics, opportunities and needs to support communities in leveraging the positive benefits of the transit investment and preparing for potential unintended consequences.
- **Initiative 2: Continually Improving Metro TOC Programmatic Areas** Includes a series of actions that Metro will undertake to ensure that Metro TOC Programs align with the policy goals and outcomes.

- **Initiative 3: Enhancing Metro's Internal Coordination** Activities that Metro will undertake to enhance internal coordination in support of creating TOCs in LA County, including in the delivery Measure M transit projects.
- **Initiative 4: Strengthening Coordination and Collaboration with Metro's Partners** Many of the activities that are critical to TOCs are outside of Metro's jurisdiction. This initiative calls for the essential ongoing coordination and collaboration with municipalities, local communities, and advocacy organizations for the region to realize equitable TOCs.

What are TOCs?

Transit Oriented Communities (TOCs) are places that, by their design, allow people to drive less and access transit more.

A TOC maximizes equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development. TOCs differ from Transit Oriented Development (TOD) in that TOD is a specific building or development project that is fundamentally shaped by proximity to transit.

TOCs promote equity and sustainable living in a diversity of community contexts by:

- Offering a mix of uses that support transit ridership of all income levels (e.g., housing, jobs, retail, services and recreation);
- Ensuring appropriate building densities, parking policies and urban design that support accessible neighborhoods connected by multi-modal transit;
- Elevating vulnerable users and their safety in design; and
- Ensuring that transit-related investments provide equitable benefits that serve local, disadvantaged and underrepresented communities

Metro's TOC Approach

Where Metro Leads

- Plan, build, and operate mobility services
- Real estate and asset management
- TOC Policies and Programs

Where Metro Partners

- Incentivize transit-supportive planning and policies
- Encourage equitable community development

Funding

Measure M Local Return allows LA County jurisdictions to utilize local return funding for TOC Activities, as defined in the TOC Policy. TOC Activities are largely community development activities ranging from affordable housing, land use planning and first/last mile improvements. In FY22, less than 1% of the Measure M Local Return funds were used for TOC Activities for projects in LA County, Glendora and Pomona.

Measure M contains additional funding opportunities for TOC related activities, especially related to FLM and other improvements to the public right-of-way. This includes Multiyear Subregional Programs (MSP) which are programmed at the discretion of subregional Councils of Governments, and discretionary programs, notably the Metro Active Transport, Transit and First/Last Mile (MAT) program.

In 2021, the Joint Development policy was updated and directed that revenues from joint development be reinvested in TOC activities. Since the adoption of the Policy in June 2021, approximately \$9.9 million in revenue has been received from the JD projects and is being held in reserve including approximately \$6.1 million accrued during the 2022 calendar year reporting period.

In December 2022, the Board approved the TOC Economic Development Program (EDP) and committed \$5 million to a TOC Investment Fund to provide access to capital for small businesses, beginning with a pilot along the recently opened K Line and in the Little Tokyo community, proximate to the impending Regional Connector. This resource will serve as an anti-displacement strategy stabilizing businesses that are core to LA County communities and ensuring a sense of place in Metro station areas.

Equity

Equity is critical to realizing TOCs in Los Angeles County. As such, Metro strives to embed equity in TOC Plan implementation as both a process and an outcome. The TOC Plan included the equity definition and a commitment to prioritize resources, such as the TOC Grant Writing Assistance and Technical Assistance programs, in Equity Focus Communities (EFCs) and other high-need communities. The soon-to-launch TOC Corridor Baseline Assessments (Initiative 1) will be carried out along all Metro transit corridors, starting with Measure M, with EFC designations informing the sequencing. In addition, the consultant team will include Community Based Organizations (CBOs) to ensure that the Baselines and stakeholder engagement is equitable and leverages local community voices in the process.

Of the 32 actions in the TOC Plan, 17 are programmatic in nature and 15 are place-based programs. Examples of how equity has shaped the programmatic actions include:

- Increased application resources (Action 4.2a) for the TOC Grant Writing Assistance and TOC Technical Assistance Program to support LA County jurisdictions in the application process. Resources include a web map that allows all jurisdictions, regardless of staff resources, to easily identify eligible project areas for Metro's TOC funding.
- Using equity as a process and outcome to both track and support legislative options (Actions 4.3a and 4.3b) for affordable housing which specifically serve lower income individuals.

In 2022, the 15 place-based programs included 20 project sites in jurisdictions with EFCs.

Examples include:

- FLM plans in station areas which overlap with EFCs and MAT funding for communities located in proximity to EFCs
- Developing the TOC Economic Development Program Investment Fund, which prioritized EFCs in identifying initial pilot corridors
- Joint development sites, of which over half are in EFCs
- Providing technical assistance services, including consulting on value capture and plan development, to jurisdictions with EFCs

As a living document, the TOC Implementation Plan will continue to adapt to improve and enhance Metro's TOC program in order to increase impact in realizing equitable TOCs in LA County.

TOC Annual Report Structure

Each of the four TOC Plan initiatives include an introductory section with an overview of the strategies, a tally of the total number of actions, completed actions, notable success, key lessons learned, and a list of actions that have not yet been initiated. The introductory section for each initiative is followed by a tracking table that includes the status of each action, including whether an action is complete, ongoing, in-process, or pending.

- **Complete:** An action that has reached conclusion.
- **Ongoing:** An action that will continue over multiple years.
- **In Process:** An action that is in development, but not fully operational.
- **Pending:** An action that has not yet been initiated.

Initiatives 2 through 4 will be tracked through a series of strategies, actions, and measures, defined below:

- **Strategy:** Outcomes that Metro seeks to achieve through plan
- **Action:** Programs that will be continued or created to achieve the initiative strategies
- **Measures:** Activities that Metro will achieve, track, and report on in the TOC Annual Reports

STRATEGY #:

Outcome that Metro seeks to achieve through plan

ACTION	MEASURE	STATUS
Program that will be continued or created to achieve the initiative strategy	Activities that Metro will achieve, track and report in on the TOC Annual Reports	(I.e., Ongoing)

Initiative 1: **Create TOC Corridor Baseline Assessments for Metro Transit Corridors**

Metro will prepare TOC Corridor Baseline Assessments (Baselines) for all Metro transit corridors, starting with the Measure M corridors. The Baselines provide a snapshot of where communities are at the time of Baseline preparation. They will be informed by collaboration with station area jurisdictions, deep and inclusive stakeholder engagement, data, policy inventories and assessments, and a series of TOC recommended implementation strategies. The fundamental goal of the Baselines is to support transit corridor communities in equitably leveraging the positive benefits that come with transit investments while simultaneously supporting them to prepare for the potential unintended consequences of issues like gentrification and displacement. In addition, Metro has committed to partnering with Community Based Organizations and with academic institutions on the Baseline data development.

Annual Report Update: The Baselines consultant scope of work was prepared during the reporting period, however, release of the solicitation was delayed due to staffing constraints. A Request for Proposals is expected to be release in early 2023 with an anticipated start date for the first Baseline in late 2023. Updates will be provided in the next Annual Report.

TOC PROGRAM HIGHLIGHT

TOC Economic Development Program

The TOC Economic Development Program (EDP) is designed to prevent the displacement of small businesses near transit and Equity Focus Communities (EFCs). This program incorporates community feedback and addresses common challenges facing small businesses and unprecedented economic and social disruptions of this decade.

Metro's partnership with small businesses began early in its history, starting with the Construction Impact Response Program created in the 1990s for businesses near the B (Red) and L (Gold) Lines. As Metro expanded, so has the agency's support of local enterprises. In 2014, the Board authorized two new construction mitigation programs providing technical support (Business Solution Center) and access to capital (Business Interruption Fund), which have served over 300 small businesses impacted by the construction of the K Line and portions of the Regional Connector and Purple Line Extension. Metro also contributed \$1 million to the COVID-19 Recovery Loan Program for businesses affected by the global pandemic and related shutdowns, in partnership with the Los Angeles County Development Authority.

Now, with the success of these programs and lessons learned, Metro is renewing its commitment to local legacy businesses and entrepreneurs through the EDP. Extensive stakeholder outreach played a critical role in the development of the program with insight from community-based organizations, state and local government, private financial institutions, and other public sector entities that support small business ownership and growth. Staff has convened several departments to analyze input provided by external stakeholders.

The EDP has two components. First, the Investment Fund (Fund), a pilot program that will make loans available to support small business preservation and sustainability within a half mile radius of the K Line and Little Tokyo community, proximate to the Regional Connector. It builds upon Metro's multi-billion-dollar infrastructure investments, the success of our construction mitigation programs, and the community relationships developed during construction. The Fund provides capital and technical assistance to small businesses and eligible nonprofits in acquiring real estate, making improvements to properties, or as working capital loans.



Owners of Small Businesses who participated in Metro's Business Interruption Fund Program throughout the construction of the K Line share their experiences on a panel

The second component of the EDP is Station Area Activation, which merges some of Metro's ongoing work, including the Small-Scale Retail Pilot Program (Willowbrook/Rosa Parks Station) and the Plaza Vending Program (Westlake/MacArthur Park Station). Station Area Activation allows another opportunity for Metro to partner with local communities and small businesses to promote transit-supportive commercial activity near transit.

Statistics from Civic Economics indicate that 68 percent of small business revenue circulates back into their respective communities. In LA County, small businesses employ 43 percent of the workforce. Local enterprises are integral to placemaking, ensuring Metro riders reach a destination in which they can eat, shop, or play. Supporting these businesses as they rise to face the challenges of a changing world is essential to providing quality transportation to LA County.

INITIATIVE 2

Continually Improving TOC Programmatic Areas

This initiative includes actions prompting Metro to focus on TOC Policy Goals and constantly learn and improve our efforts.



Initiative 2: Continually Improving TOC Programmatic Areas

Initiative 2 is specific to Metro's TOC work which includes Joint Development, First Last Mile (FLM), Transit Supportive Planning/ Strategic Initiatives, and Systemwide Design (SWD). This initiative includes two strategies and 16 actions. Of the 16 actions, one is completed, 12 are ongoing, and three are pending.

The Initiative 2 strategies encompass implementing TOC programs in alignment with the TOC Policy Goals and improving the effectiveness of TOC programs.

Notable successes from the reporting period include:

- **Action 2.1a (Joint Development):** 464 new units planned, and 188 additional units began construction in 2022.
- **Action 2.1c (FLM Plans):** Data collection on existing conditions, local plans/projects, points of contact for coordination, and schedule for core first/last mile planning activities for the West Santa Ana Branch corridor is complete.
- **Action 2.1f (MAT program):** All Metro-led projects started the early planning phases (Sepulveda, Culver City, Western/ Slauson, Aviation, and East LA Civic Center).
- **Action 2.1g (Transit to Parks funding):** In coordination with the Regional Park and Open Space District (RPOSD), Metro accepted applications for Regional Access Competitive Grant Program with the goal of advancing Transit to Parks projects in LA County.
- **Action 2.1i (Design Review):** Design Review of 80 Metro transit stations which are open or are under construction.
- **Action 2.1k (Value Capture):** Metro was awarded \$1 million in November 2022 from the FTA Transit-Oriented Development Planning grant program to fund value capture technical advice for the West Santa Ana Branch transit project.
- **Action 2.1m (TOD Planning Grant Program):** Four TOD Planning Grant funded plans and one study were completed and adopted by jurisdictions in 2022.
- **Action 2.2a (Transit Supportive Planning):** Launched TOC Implementation email marketing campaign to promote TOC funding and resources.

Key lessons learned include

- CBO partnerships have proven to enhance the value of the community outreach and engagement processes for MAT Projects.
- More specific Systemwide Station Design (SWSD) standards for lighting design are both needed and under development for light poles, handrails, and specialized art lighting.
- Cities that have experienced staffing challenges also experience delays in TOD Planning Grant projects.
- Jurisdictions require a period to hold internal conversations to determine if the city will pursue funding. Staff's goal is to design a TOC funding and resources schedule to provide additional advance notice of upcoming funding opportunities.

STRATEGY 2.1:

Implement Metro TOC Programmatic Areas, including programs and tools in alignment with Policy Goals

ACTION	MEASURE	STATUS
2.1a. In alignment with the Joint Development Policy, build 10,000 housing units by the year 2031, at least 5,000 of which would be income restricted.	<p># Units planned, in-construction, completed (total and in reporting period) and affordability levels</p> <p>To date, Metro has completed construction of 2,221 total housing units, 793 of which are income-restricted and 1,383 are in EFCs.</p> <p>377 units are currently under construction, of which 373 are income-restricted and 328 are in EFCs.</p> <p>2,650 units are in negotiation, 1,121 are income-restricted and 975 are in EFCs.</p>	Ongoing
2.1b. Evaluate Metro Joint Development Policy to strengthen commitment to addressing the affordable housing crisis through additional tools and policies.	<p>> Memo summarizing tools/policies to increase affordable housing production</p> <p>Joint Development Policy Paper and Policy Update</p> <p>> Board adoption of update Joint Development (JD) Policy</p> <p>Adopted in June 2021</p>	Completed
2.1c. Develop First/Last Mile Plans for Metro transit projects	<p># FLM plans by station areas</p> <p>FLM plans currently in-development include the West Santa Ana Branch (WSAB) Transit Corridor Project, for which seven of the eight station area plans will be in a city with an EFC.</p>	Ongoing
2.1d. Support municipalities in implementing First/Last Mile Plans for existing and new Metro transit stations.	<p># Grant writing assistance provided</p> <p>Two applicants (Metro, City of Los Angeles) to USDOT's Safe Streets for All program received grant writing assistance support.</p> <p># Funded projects</p> <p>Both projects were awarded, receiving \$15.3M total.</p>	Ongoing
2.1e. Implement Measure M Active Transport (MAT Program) and fund active transportation projects using the MAT program.	<p># Projects selected for funding</p> <p>None. The next cycle for MAT Projects will begin in FY25.</p>	Ongoing
2.1f. Support implementation of active transportation projects using the MAT program.	<p># Transit stations/stops funded for FLM improvements</p> <p>11 rail and bus stops, and, in many cases, other adjacent transfer stops. Projects funded through the MAT Program are ongoing with individual projects at specific milestones, including planning, design, and construction.</p> <p># Linear miles of corridor funded projects</p> <p>Active Transportation Corridors: 23.6 miles</p>	Ongoing

STRATEGY 2.1:

Implement Metro TOC Programmatic Areas, including programs and tools in alignment with Policy Goals (continued)

ACTION	MEASURE	STATUS
2.1g. Pursue discretionary funding opportunities for Transit to Parks Strategic Plan activities, including providing grant writing assistance to eligible partner agencies and nonprofits.	# Grant applications, inclusive of grant writing assistance and grants applied for directly 2 applications received for the Recreation Access Competitive Grant Program, a program supporting transit to parks connections.	Ongoing
2.1h. Collaborate with LA County Parks and Rec to determine a baseline number of LA County residents who lack a 10-minute walk or ride to a park. Support LA County Parks and Rec in updating the data in congruence with the LA County Park Needs Assessment every five to eight years.	> One report within five years with ongoing updates on five year cycles Per TOC Plan-identified timeline, anticipated to begin five years after TOC Plan approval.	Pending
2.1i. Conduct Design Review for new Measure M station as part of the Systemwide Design Process to ensure compliance with systemwide station design standards and transit station design best practices.	# Stations Approximately 80 new stations that are open or are under construction or design, including BRT and rail, comply with SWSD Standards and transit station design best practices.	Ongoing
2.1j. Deploy Metro Affordable Transit Connected Housing (MATCH) Program.	# MATCH loans Three loans provided to housing projects in LA County. \$ Loans provided \$3M (of which \$1M is Metro contribution) # Units Funding was provided for 254 additional units.	Ongoing
2.1k. Provide Technical Assistance around value capture to Measure M cities.	# Meetings held with municipalities where technical assistance was provided 13 meetings held in which technical assistance was provided. # Potential districts advanced for further study One district was advanced or further study.	Ongoing
2.1l. Summarize Lessons Learned from TOD Planning Grant Program Rounds 1-5 and evaluate need for land use planning funding in LA County upon administering grant writing and technical assistance program for one year.	> TOD Planning Grant Program Lessons Learned Lessons Learned will be prepared in 2023 upon administering multiple rounds of the TOC Grant Writing and Technical Assistance programs in order to have adequate experience to draw lessons from. > Funding need findings	Pending

STRATEGY 2.1:**Implement Metro TOC Programmatic Areas, including programs and tools in alignment with Policy Goals (continued)**

ACTION	MEASURE	STATUS
2.1m. Support Rounds 1-5 of the TOD Planning Grant Program Grantees in advancing equitable transit supportive plans.	<p># Metro staff coordination meetings with Grantees 18 meetings with seven grantees</p> <p># Technical assistance provided with Strategic Advisor The Strategic Advisor provided technical assistance on four different occasions on draft technical documents in alignment with the Transit Supportive Planning Toolkit.</p>	Ongoing
2.1n. Support the retention of small businesses with loans that leverage public, private and philanthropic partnerships to catalyze investment in and preservation of small businesses near transit.	<p># Loans The Small Business Assistance Loan Program funding was reallocated in May 2020 to the Recovery Loan Program, created in partnership with the Los Angeles County Economic Development Corporation, to assist LA County businesses impacted by COVID-19.</p> <p>This program issued 42 loans expected to mature between August and October 2025. 34 loans have been partially or fully repaid.</p>	Ongoing

STRATEGY 2.2:**Improve effectiveness of existing TOC programmatic areas and respective programs and tools**

ACTION	MEASURE	STATUS
2.2a Increase partner awareness of the existing programs and tools and establish process to receive stakeholder input on the effectiveness of TOC programs/ tools and potential improvements.	<p># Partners briefed on available TOC programs and tools as part of the TOD Planning Grant Program and the TOC Corridor Baseline Assessment processes Reached over 350 stakeholders including municipal staff and COGs through email marketing campaigns.</p>	Ongoing
2.2 b. Use the TOC Corridor Baseline Assessments to inform TOC Programmatic Area improvement areas such as updates to the Transit Supportive Planning Toolkit tools, based on feedback.	<p># Tools TOC Corridor Baseline assessment has not started. Tools to be identified after Baseline are underway.</p>	Pending

TOC PROGRAM HIGHLIGHT

Transit to Parks Summit

Metro hosted a two-day Transit to Parks Summit (Summit), along with the Los Angeles County Department of Parks and Recreation, at the Earvin “Magic” Johnson Recreation Area in the Willowbrook community of South Los Angeles. The Summit was designed to generate momentum for transit to parks initiatives around the region through facilitated networking, project work shopping, and partnership opportunities. Guests attended from a variety of geographic regions and disciplines, received insight from experts on how to improve transit service to parks and open spaces, and collaborated on transit to parks project concepts.

Metro CEO Stephanie Wiggins and Metro Board Director Jacquelyn Dupont-Walker set the tone with opening remarks, highlighting local park access challenges and the importance of continued inter-agency coordination. Day One of the Summit included presentations on techniques for centering equity in all phases of project delivery, identifying transit-to-park connections using an interactive mapping application, and a nuts-and-bolts breakdown of transit service planning and cost estimating. Summit participants were also placed on teams corresponding with their geographic region (Central Los Angeles, San Fernando Valley/North County, San Gabriel Valley, etc.) to workshop potential transit to park project

concepts. Attendees with different professional backgrounds, including transit providers, park planners, and community organizers, were also represented throughout the teams and tasked with ideating on transit to park project concepts to present at the end of the event.

Day Two opened with a panel that spoke to lessons learned on providing connections to parks in LA County. Participants were invited to attend breakout sessions on funding opportunities, grant writing best practices, and wayfinding, marketing, and other place-keeping tools.

The Summit culminated with the presentation of feasible transit solution concepts for communities with much-needed transit access to a park. Proposals included projects for the Baldwin Hills Parklands, the San Gabriel River, Whitter Park, Griffith Park, and Santa Monica to Trancas Point via PCH. The Transit to Parks Summit successfully demonstrated how collaboration between various stakeholders can spur momentum for innovative transit to park solutions, benefiting riders across the county.



Day One of Transit to Parks Summit

INITIATIVE 3

Enhance Metro's Internal Coordination

This initiative includes activities that help Metro better align its work to support the creation of transit oriented communities.



Initiative 3: Enhance Metro's Internal Coordination

Initiative 3 leverages strategic areas where Metro can enhance internal coordination to realize equitable TOCs in LA County. This initiative includes three strategies with six actions and encompasses several Metro departments including Communications (Community Relations, Government Relations, and Marketing), Planning, and the Office of Equity and Race (OER). The strategies are focused on incorporating TOC into the Measure M transit corridor delivery process, enhancing Community Based Organization partnerships, and building staff capacity around TOC. Of the six actions, one is completed, four are ongoing, and one is pending.

Notable successes from the reporting period include:

- **Action 3.2a (CBO Partnering Strategy):** Metro has partnered with over 30 CBOs for the Vermont Transit Corridor and East LA to Long Beach Corridor Investment Plan projects. These connections have enhanced community engagement throughout each corridor allowing or valuable input on project development.
- **Action 3.3b (Equity Platform):** The TOC Grant Writing and Technical Assistance Program Guidelines continue to incorporate the Board approved equity definition and embed equity into their program evaluation criterion.

Key lessons learned include

- As Metro continues to charter partnerships between the agency, consultants, and Community Based Organizations (CBOs), the process becomes better defined and sets up future partnerships for stronger success.

STRATEGY 3.1:

Integrate TOC planning into the Measure M corridor delivery process

ACTION	MEASURE	STATUS
3.1a. Identify opportunity sites for joint development in each Measure M transit corridor	# Potential sites identified Five opportunity sites were identified on Measure M Transit Corridors through coordination between joint development and the corridors teams. These sites will continue to be analyzed for potential joint development.	Ongoing
3.1b. Incorporate TOC Goals and tasks (ex FLM planning, SWD review) into contractor scopes of work for corridor delivery process.	# Scopes of work that include TOC elements/tasks in corridor planning contracts One new corridor (West Santa Ana Branch)	Ongoing
3.1c. Work with the Mobility Corridor Planning Group and Communications to improve Metro’s coordination through development of Standard Operating Procedures (SOPs) during the development of the TOC Corridor Baseline Assessments for Measure M Corridors.	> Establish coordination SOPs for TOC integration into corridor planning projects > Establish approach to coordinating TOC Corridor Baseline Assessments with the Mobility Corridor stakeholder engagement process, as feasible. # Corridor planing meetings that include TOC Corridor Baseline Assessment engagement To be developed upon Baseline initiation.	Pending

STRATEGY 3.2:

Increase equitable partnership opportunities with Community-Based Organizations

ACTION	MEASURE	STATUS
3.2a. Work with Community Relations, County Counsel, Office of Equity and Race, Procurement, and other Metro departments to develop an equitable, agency wide CBO Partnering Strategy.	> CBO Partnering Strategy CBO Partnering Strategy was approved in June 2021.	Completed

STRATEGY 3.3:

Expand Metro staff capacity and training in TOC areas

ACTION	MEASURE	STATUS
3.3a. Train Metro on TOC Policy goals through provision of annual trainings	# Annual TOC staff trainings In partnership with qualified CBOs, Metro's Office of Sustainability and Community Relations hosted a training series for Metro staff on environmental justice issues in LA County in fall 2022. The Countywide Planning Department trained Metro staff on TOC topics, also held fall 2022. # Metro staff in attendance 536 Metro staff	Ongoing
3.3b. Coordinate with Equity Officer on TOC Plan implementation and opportunities to maximize Equity Platform integration, including operationalizing Metro's Equity definition and related tools.	> Metro Equity definition Five projects are currently piloting the Metro Equity Planning and Evaluation Tool (EPET), which assists staff in understanding and mitigating disparities in Metro's services, programs, and projects. One of these projects is the Alameda Street Mobility PSR/PDS under TOC Strategic Initiatives. Staff, consultants, and CBOs on this project are collaborating to ensure equity in the study process and outcomes.	Ongoing

TOC PROGRAM HIGHLIGHT

Joint Development Housing Lab

Launched in 2022 with Regional Early Action Planning (REAP) funding from the Southern California Association of Governments (SCAG), the Metro Housing Lab is a proving ground for housing innovations that will deliver units faster, cheaper, and more equitably with pilot projects in the design, finance, and construction disciplines of housing production.

Since the launch, staff has prepared a work plan and framework for activities in 2023, which include:

- Exploring partnerships with LA City and LA County to build interim housing on Metro sites
- Identifying potential sites for interim housing development using modular construction techniques
- Developing a draft Community Land Trust (CLT) strategy that will include recommendations for organizing specific CLTs and contributing funding to CLT acquisitions
- Small and large convenings to build alliances across public agencies and private stakeholders



Left (Top + Bottom): Taylor Yard; Right (Top): Solair Condos at Wilshire/Western; Right (Bottom): One Santa Fe

INITIATIVE 4

Strengthening Collaboration with Metro's Partners

This initiative focuses on Metro's partnerships with LA County municipalities and local communities.



Initiative 4:

Strengthening Collaboration with Metro's Partners

Partnership is essential to creating equitable TOCs in Los Angeles County. Initiative 4 includes five strategies and 10 actions that focus on improving technical capacity, funding, resources and information and legislation that supports TOCs in LA County. Of the 10 actions, three are complete, six are ongoing, and one is pending.

Notable successes from the reporting period include:

- **Action 4.1c (TOC Grant Writing Assistance Program):** 2 applications submitted to the FTA Pilot Program for Transit Oriented Development secured almost \$2M in funding. 2 applications submitted to USDOT Safe Streets for All Program; secured \$15.3M in funding.
- **Action 4.1d (TOC Technical Assistance Program):** Round 1 proposed projects awarded almost \$240k in funding. Round 2 opened in fall 2022, applications to be evaluated and awarded in 2023.
- **Action 4.1e (Convenings):** Held a two-day, in person convening around Transit to Parks initiatives.
- **Action 4.3a (TOC Supportive Policy):** This year, several bills were passed at the federal, state, and local levels that support the financing and construction of affordable housing and remove barriers to building housing near transit more quickly and cost-effectively, including parking reform.

Key lessons learned include:

- Staff will continue to iterate on the application process for the TOC Technical Assistance Program (TOC TAP), providing educational and supportive resources especially for cities with smaller staffing capacity.
- For future convenings, consultants may be able to support staff in event planning, event recording, and other logistics allowing staff further bandwidth to develop program content.
- Collaboration and coordination with partners across the state is necessary to advocate for continued support of housing affordability and streamlining.

STRATEGY 4.1:

Improve technical capacity and increase funding for TOC projects by providing grant writing and technical assistance

ACTION	MEASURE	STATUS
<p>4.1a Establish a TOC grant writing assistance program grounded in TOC incentives and requirements to support municipalities in securing funding for TOC activities. EFCs will be a prioritization measure.</p>	<p>> Established grant writing assistance program Launched in June 2021</p> <p>> EFC considerations incorporated Yes, Program Guidelines and evaluation criteria include equity considerations.</p>	<p>Completed</p>
<p>4.1b. Establish a TOC Technical Assistance program for municipalities to:</p> <p>> Support TOC feasibility studies</p>	<p>> Establish TOC Technical Assistance Program Launched in September 2021</p> <p>> EFC considerations incorporated Yes, the TOC Program Guidelines prioritize funding in high need communities and call for funding recipients to prioritize equity as a process and outcome.</p>	<p>Completed</p>
<p>4.1c. Provide TOC Grant Writing services to support municipalities in advancing equitable TOCs in LA County.</p> <p>*Utilize Equity Focus Communities (EFC) index to inform prioritization of program recipients.</p>	<p># Annual grant writing assistance support provided Four applications: Metro submitted two applications to FTA TOD Program for two projects, Metro applied to USDOT Safe Streets for All Program, City of LA applied to USDOT Safe Streets for All Program</p> <p># Grants secured All four grant applications were awarded funding.</p> <p># Grant dollars leveraged \$1.96 million from FTA to Metro for two projects to be carried out with local jurisdiction partners. \$15.3 million from USDOT to pursue street improvements.</p> <p># of TOC plans/programs in place The first successful applications submitted through this program were awarded this year. There will be more to report as these projects launch.</p> <p># of affordable housing units produced/preserved (as data is available) N/A</p>	<p>Ongoing</p>
<p>4.1d. Provide TOC Technical Assistance Program (TOC TAP) to support municipalities in advancing equitable TOCs in LA County.</p> <p>*Utilize Equity Focus Communities (EFC) index to inform prioritization of program recipients.</p>	<p># TOC TAP assistance provided Round 2 applications received December 2, 2022. All are pending review and award.</p> <p># of TOC TAP plans/programs in place TOC TAP was launched in 2021, no plans have been completed to date.</p> <p># of affordable housing units produced/preserved (as data is available) N/A</p>	<p>Ongoing</p>

STRATEGY 4.1:

Improve technical capacity and increase funding for TOC projects by providing grant writing and technical assistance (continued)

ACTION	MEASURE	STATUS
<p>4.1e. Organize TOC convenings for LA County municipal staff, elected officials and commissioners to facilitate an exchange of ideas around TOC topics and best practices, provide joint training opportunities in a time- and cost-effective manner and structure and deliver targeted TOC technical assistance around topics that include but are not limited to the Transit Supportive Planning Toolkit Communications and Messaging, Community Stabilization, Affordable Housing and similar Community Development activities.</p>	<p># Convenings completed</p> <p>One convening; The Transit to Parks Summit, co-hosted by Metro and LA County Parks and Recreation in November, was a two-day event held at the Earvin “Magic” Johnson Recreation Area intended to generate momentum for transit to parks initiatives around the region through facilitated networking, project work shopping, and partnership opportunities.</p> <p># Municipalities that participated in convenings</p> <p>100 people representing transit providers, park planners, park facility staff, and community organizations participated in the Summit, including 14 LA County jurisdictions.</p>	<p>Ongoing</p>

STRATEGY 4.2:

Improve education, information and training around TOC issues and TOC supportive policies

ACTION	MEASURE	STATUS
<p>4.2a. Identify topics of community concern and develop educational resources that addresses concerns, using case studies/messaging guides that demonstrate the importance of TOC investments and/or TOC support policies.</p> <p>Make educational resources available on Metro online portal.</p>	<p># Informational resources developed and shared with community</p> <p>With the support of the LRTP team, staff developed and made available an ArcGIS Web Application displaying Major Transit Stops and relevant radii highlighting areas eligible for funding through the Grant Writing and Technical Assistance programs.</p> <p>In response to feedback that local staff capacity was a barrier, Metro developed template scopes for the Technical Assistance program, each in line with TOC Activities, for applicants to utilize and customize for their own contexts.</p>	<p>Ongoing</p>

STRATEGY 4.3:

Support state and federal policy and funding legislation to advance TOC goals and outcomes

ACTION	MEASURE	STATUS
<p>4.3a. In conjunction with partners, identify state and federal funding efforts that would provide municipal partners with substantial policy and/or funding support to implement equitable TOCs in LA County.</p>	<p>> Summary of items reviewed 28 TOC-related legislative items were reviewed and tracked relative to Metro's 2022 Legislative Program. Bills were largely focused on streamlining or supporting housing production, but others included land use, parking, first last mile, transportation funding, and the Surplus Land Act.</p> <p>The 2023 State Legislative Program goals were approved by the Board on December 1, 2022, and included the following:</p> <p><i>Goal #11: Advocate for policies and funding that increase the supply and affordability of housing in Los Angeles County and other transit supportive uses near Metro corridors.</i></p> <p>In fall 2022, Metro received a \$960,000 FTA TOD Planning Grant award for the LA Union Station/ Civic Center Transit District Study to be completed in partnership with the City and County.</p>	<p>Ongoing</p>
<p>4.3b. As appropriate, engage the Metro Board to support policy and funding efforts that would provide municipal partners with substantial policy and/or funding support to implement TOCs.</p>	<p>> Summary of items elevated for Board consideration With support from Board offices and other elected officials, Metro sought and received two FTA TOD Planning Grants (totaling \$1.96M) to facilitate TOD/ TOC in partnership with local jurisdictions.</p> <p>No additional TOC-specific policy or funding efforts were elevated for Board consideration during this reporting period.</p>	<p>Ongoing</p>

STRATEGY 4.4:

Collaboration with partners to leverage TOC Corridor Baseline Assessments to support TOC implementation in Measure M transit corridors

ACTION	MEASURE	STATUS
<p>4.4a. Support municipalities in realizing recommended strategies from TOC Corridor Baseline Assessments.</p>	<p># Grant writing assistance provided to LA County municipalities</p> <p># Technical assistance provided</p> <p># of TOC plans/programs in place</p> <p>To be initiated after Baseline Assessments are completed</p>	<p>Pending</p>

STRATEGY 4.5:

Improve the accessibility of Metro resources and funding opportunity information for Metro partners

ACTION	MEASURE	STATUS
4.5a. Work with Grants Department, Policy and Programming, Strategic Financial Planning, OMB, Marketing, and others to develop a consolidated, user-friendly portal of Metro resources and funding opportunities.	> Launch Portal New metro.net website launched in August 2021 with new 'Funding and Resources' section of the website. > Measure traffic volumes The new Funding and Resources section received 3,020 unique page views.	Completed