

ATTACHMENT B

Transit Oriented Communities (TOC) Activities – Transportation Nexus Research

The Transit Oriented Communities (TOC) Policy addresses activities that are not otherwise explicitly defined in existing Metro policies or guidelines. Through this Policy, these activities will be deemed to have a transportation purpose as they support, enable, and incentivize TOCs. The following research demonstrates the transportation nexus of key activities identified in the TOC Policy. Under each category, a statement is followed by data points from research, cited with footnotes.

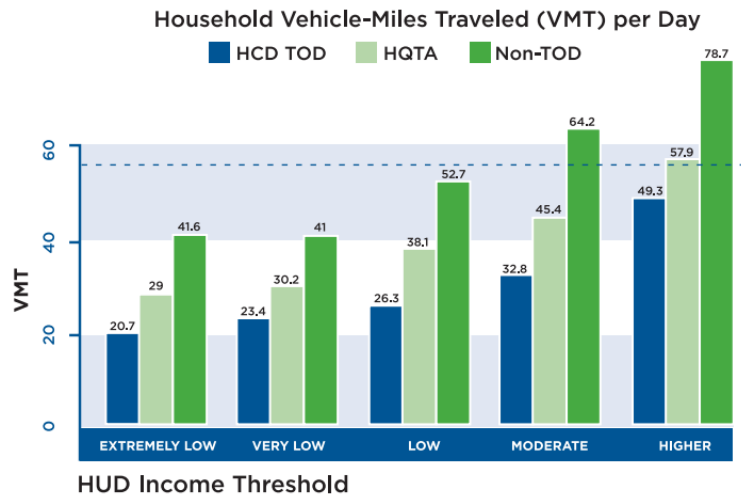
Affordable Housing

The majority of Los Angeles County transit patrons are lower income individuals.

- In 2017, the median annual income of Metro patrons was \$16,218 for bus patrons and \$24,390 for rail patrons.¹
- In Los Angeles County, close to 90% of all transit commuters are workers with household incomes of less than \$50,000, and more than 70% have household incomes less than \$25,000.²

Low income individuals have a higher propensity to take transit.

- Lower Income households drive 25-30% fewer miles when living within 1/2 mile of transit than those living in non-TOD. When living within HCD's 1/4 mile of frequent transit they drove nearly 50% less.³ (see graph below)



¹ [Metro 2017 Customer Satisfaction Survey](#)

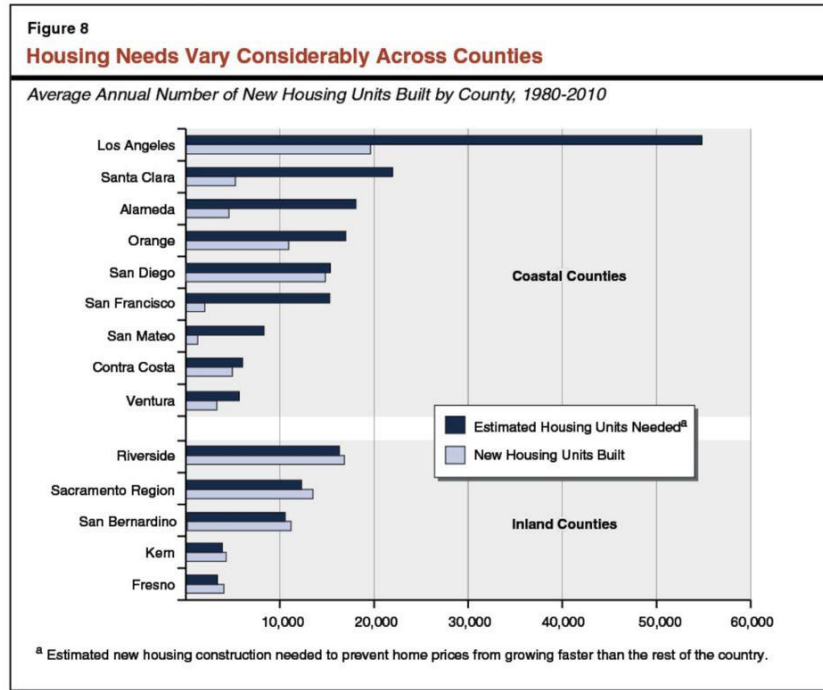
² [Incentives to Encourage Equitable Development in Los Angeles County Transit Oriented Districts](#)

³ [Why Creating And Preserving Affordable Homes Near Transit Is A Highly Effective Climate Protection Strategy](#)

- Higher Income households drive more than twice as many miles and own more than twice as many vehicles as Extremely Low-Income households living within 1/4 mile of frequent transit.⁴

There is a dire need for more housing serving households of all income levels in Los Angeles, but particularly for low income households

- *Los Angeles County leads the State in the difference between number of new housing units needed and average number of new housing units built since 1980.⁵ See chart below:*



- Los Angeles County has experienced a 64% reduction in affordable housing investment since 2008, and needs 551,807 more affordable units in order to accommodate its lowest-income renters.⁶
- More than 40% of California’s homeless population lives in Los Angeles County, while only about 25% of the state’s population live in the County.⁷

Land surrounding transit may increase in value faster than land not served by transit.

- A 2010 study concluded that all transit-rich neighborhoods show a rise in property value, with a portion rising significantly more than the regional average. It also supported the conclusion that neighborhoods with a large number of renters were more susceptible to gentrification.⁸

⁴ [Why Creating And Preserving Affordable Homes Near Transit Is A Highly Effective Climate Protection Strategy](#)

⁵ [California’s High Housing Costs: Causes and Consequences](#)

⁶ [Los Angeles County Renters In Crisis: A Call For Action](#)

⁷ [2017 Greater Los Angeles Homeless Count Results](#)

⁸ [Maintaining Diversity in America’s Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change](#)

- A map created by UCLA researchers shows gentrified neighborhoods across Los Angeles County. A significant number of these neighborhoods exist along existing and planned transit corridors.⁹

As land becomes more expensive, residents can be pushed out. Without investing in affordable housing around transit, core transit riders may be pushed further away from transit, requiring additional transit investments be made to reach them, increased frequencies of transit service to further distances, and/or resulting in lower ridership. With any of these outcomes, Metro has a vested interest in protecting, preserving and producing housing serving low income households and protecting transit rich communities from displacement.

Land Use Planning

Transit-supportive land use planning is crucial to making the most of our transit investments. Without the right uses around transit, patrons will have no housing, jobs, or amenities to travel to or from on our transit. Greater densities of such housing and amenities ensure that more trips can be made and more people can be served with the transit investment.

- Transit use is primarily dependent on local densities and secondarily on the degree of land-use mixing¹⁰
- Compact development was found to have the strongest impact on personal business trips. The relationship between dimensions of the built environment and travel demands were not inconsequential, thus supporting a city planning process that creates more compact, diverse, and pedestrian-oriented neighborhoods which can influence how people live and travel.¹¹
- In the Fargo-Moorhead community, residential density, walkability, and land use-mix were significant in predicting transit ridership.¹²
- A report prepared by TransLink in Vancouver stresses the importance of the design quality of the neighborhood environment at the street level, as it contributes to increased rates of transit use, walking, and cycling. The report also notes that land use diversity is important in providing access to transit, as well as generating ridership at both peak and off peak times.¹³

Small Business Preservation/ Neighborhood Serving Amenities

In addition to housing, it is crucial that jobs, shopping, and other amenities are located near transit in order to connect housing to those jobs and amenities.

⁹ [Mapping Neighborhood Change in Los Angeles County](#)

¹⁰ Zhang, M. (2004). "The Role of Land Use in Travel Mode Choice." Journal of the American Planning Association 70(3): 344-360

¹¹ Cervero, R. and K. Kockelman (1997). "Travel Demand and the Three D's: Density, Diversity and Design." Transportation Research D 2: 199-219.

¹² [Transit Ridership and the Built Environment](#)

¹³ [Transit-Oriented Communities: A Primer on Key Concepts](#)

- Nationwide, 87% of all public transportation trips have an economic benefit. Of those, 49% are to and from work, 21% involve shopping, and 17% are recreational spending.¹⁴

Real estate premiums associated with rail investment can alter the demographic composition of surrounding neighborhoods, and research is finding a link between residential and commercial gentrification, in relation to transit.¹⁵ Both for those who are transit dependent, and to encourage more use of transit, the system must connect people not only to their homes, but to their jobs, community amenities and facilitates and retail that meet their day to day needs. Local businesses and neighborhood amenities, particularly those serving lower income and ethnic minority communities, face displacement pressures when property values and rents rise in the wake of transportation investments. If one is a predictor of the other, we can assume that over time ridership may decrease as a result the combined effects of both forms of gentrification. Supporting these businesses and services increases access to them, which helps to stabilize and enhance these communities while preserving and increasing ridership.

¹⁴ [Who Rides Public Transportation](#)

¹⁵ [Transit-Oriented Development & Commercial Gentrification: Exploring the Linkages](#)