



Our County

# Transportation and People: An 'Our County' Workshop

September 26, 2018

# Stakeholder Process and Today's Agenda

# Stakeholder Engagement Equity Statement



## Equity

### Goal

Reduce disparities across geographies due to race, class, gender, and other social differences

### Strategy

Commit resources to include those often left out of policy and planning discussions

### Indicators

<b>Distributional</b>	Actions that repair current and historical imbalances
<b>Procedural</b>	Participatory decisionmaking with vulnerable communities
<b>Transformational</b>	Strategies securing future benefits for at-risk populations

# Stakeholder Engagement Plan



# Stakeholder Engagement Timeline



# Today's Team Leaders



## Stakeholder Engagement

- UCLA: Laurel Hunt & Ari Simon
- Liberty Hill: Michele Prichard, Ben Russak & Chuy Flores
- Estolano LeSar Advisors: Cynthia Guzman
- Fehr & Peers: Jeremy Klop & Rachel Neumann

## Data & Analysis and Topic Teams

- UCLA: Sean Kennedy & Stephanie Pincetl
- BuroHappold: Adam Friedberg & Patti Harburg-Petrich

# Today's Agenda



## 9:10 **Welcome**

- Welcome (Laurel Hunt & Ari Simon, UCLA)
- Metro Welcome (Stephanie Wiggins, Metro Deputy Chief Executive Officer)
- Introduction to Our County (Gary Gero, LA County Chief Sustainability Officer)
- Transportation Overview (Sean Kennedy, UCLA)
- Nonprofit Workshop Summary (Michele Prichard, Liberty Hill Foundation)

## 9:45 **Breakout #1: Goals**

## 10:30 **Break**

## 10:40 **Breakout #2: Strategies**

## 12:05 **Breakout #3: Cross-sector Collaboration**

## 12:20 **Closing Remarks**

- (Kristen Torres Pawling, LA County Chief Sustainability Office)

## 12:30 **Survey and Adjournment**

# Stephanie Wiggins

Deputy Chief Executive Officer  
Metro



# The Team

# Consultant Team



Topic and data collection and analysis leadership and stakeholder engagement co-leadership



Stakeholder engagement  
co-leadership



Topic expert: open space



Topic expert: housing,  
economy & workforce development



Topic expert:  
health and wellbeing



Topic expert:  
transportation



Topic expert:  
air quality



Advisors

# Los Angeles County Chief Sustainability Office

A wide-angle landscape photograph showing a vast valley. In the foreground, there are green fields with some orange wildflowers. In the middle ground, a large solar farm with rows of photovoltaic panels is visible. Further back, a series of white wind turbines are scattered across the valley floor. The background consists of rolling hills and mountains under a clear blue sky.

**The Chief Sustainability Office provides comprehensive and coordinated policy support and guidance for the Board of Supervisors, County departments, the unincorporated areas, and the region to make our communities healthier, more liveable, economically stronger, more equitable, more resilient, and more sustainable.**

# The Plan

# The County's Aims



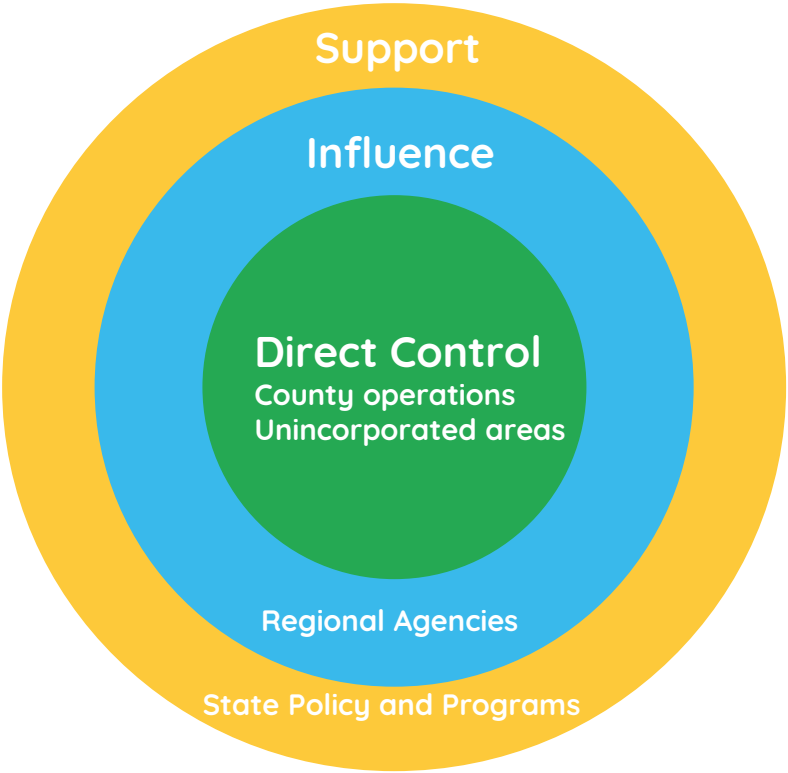
The plan should be:

- Aspirational, Comprehensive, Long-Term, Regional, Actionable

The task:

- Develop a comprehensive framework for County and City sustainability initiatives
- Serve as template for local cities when preparing sustainability/climate action plans
- Prepare the region to be competitive for funding

# The County's Sphere of Influence



# Countywide Sustainability Plan Framework



- Water
- Energy
- Climate
- Air Quality
- Land Use and Transportation
- Open Space, Recreation and Habitat/Biodiversity
- Resource Recovery and Waste Management
- Public Health and Well-Being
- Economy and Workforce Development
- Housing

**Equity &  
Resilience  
woven  
throughout**

# Organizing Principles



**Nurturing Healthy Communities**



**Cultivating a Just Economy**



**Fostering a Healthy Relationship with the Environment**



**Making It Happen**



# Key Terms



## Vision

A core value or values at the heart of the plan – the “why”

## Goals

Broad, aspirational statement of what we want to achieve

## Strategies

Approach or approaches that we take to achieve a goal (strategies may support multiple goals)

## Actions

Specific policy, program, or tool we take to achieve a strategy

*PERFORMANCE MONITORING*

## Indicators

Quantitative measures used to assess performance on a regular basis

## Targets

Levels of performance that are sustainable

# Key Terms

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## Strategies

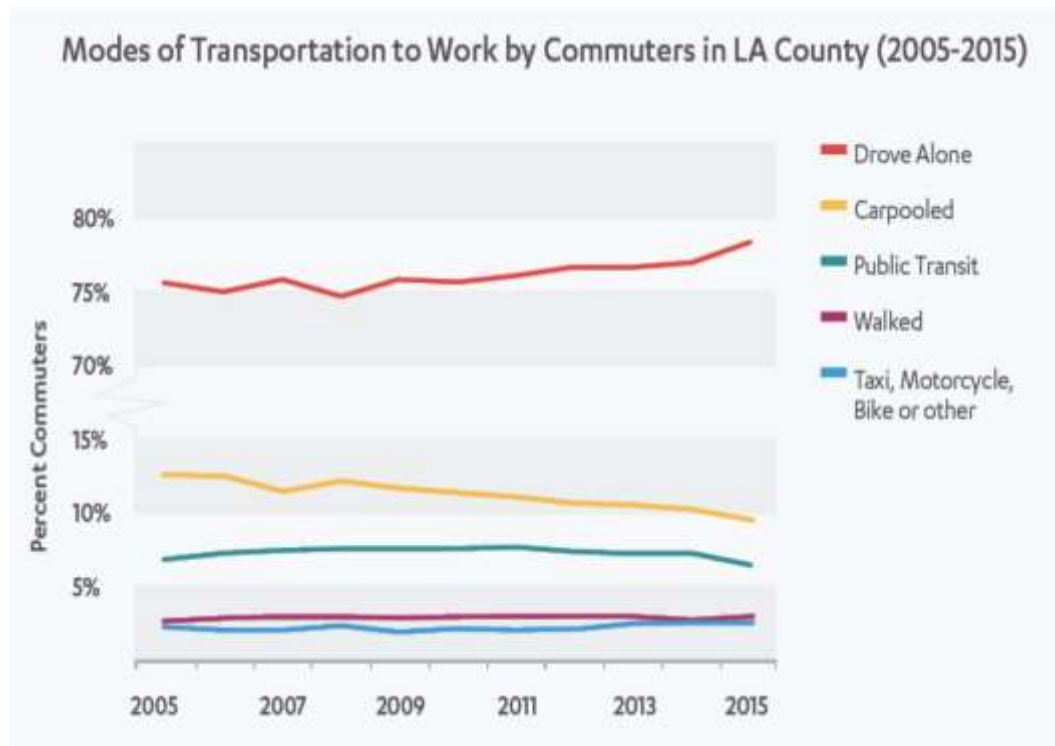
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# Today's Focus

# LA County Transportation Overview

# What We Know About How We Travel

- In 2015, 3.5% more people reported driving alone and 2.4% fewer people reported carpooling compared to 2005.
- Public transit use increased from 2005 to 2011, but decreased from 2011 to 2015.
- Key driver of this trend is increased access to vehicles by lower income residents



Federico, F., Rauser, C., & Gold, M. (2017). *2017 Sustainable LA Environmental Report Card for Los Angeles County: Energy & Air Quality*. Data from 2015 American Community Survey.

# Commuter Travel Time by Mode

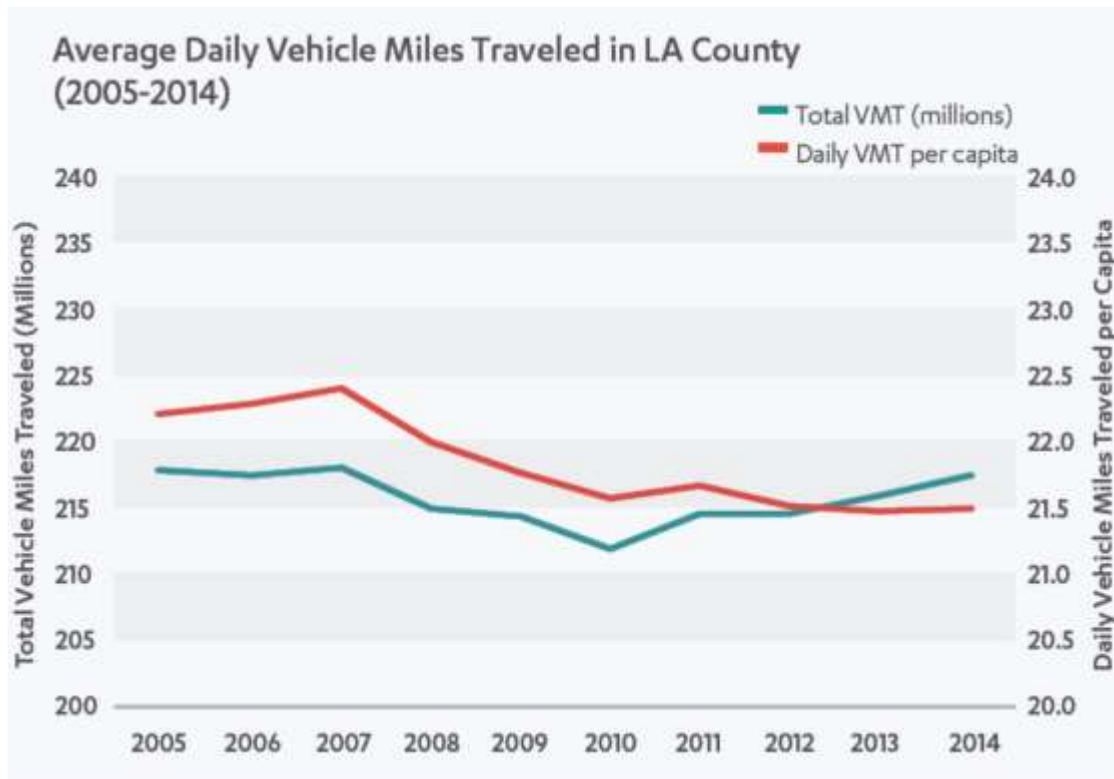


- The mean commute time in 2015 was 31 minutes, which was about a 3% increase from the 2013 mean commute of 30.0 minutes.
- Average commute time by public transportation greatly exceeds the commute time for other modes, a figure that is in line with other major urbanized areas.

Los Angeles County Travel Times and Modes of Transportation to Work (2015)						
Source: ACS						
	Total	Drove Alone	Carpooled	Public Transportation (excl. taxicab)	Walked	Taxicab, motorcycle, bicycle, or other means:
Workers 16 years and over	4,454,851	3,489,716	426,493	287,562	133,636	117,444
0-19 minutes	31%	31%	28%	9%	77%	44%
20-59 minutes	55%	57%	57%	52%	22%	43%
60 or more minutes	13%	12%	15%	39%	1%	13%
Mean travel time to work (min)	30.9	29.8	32.6	50.3	--	--

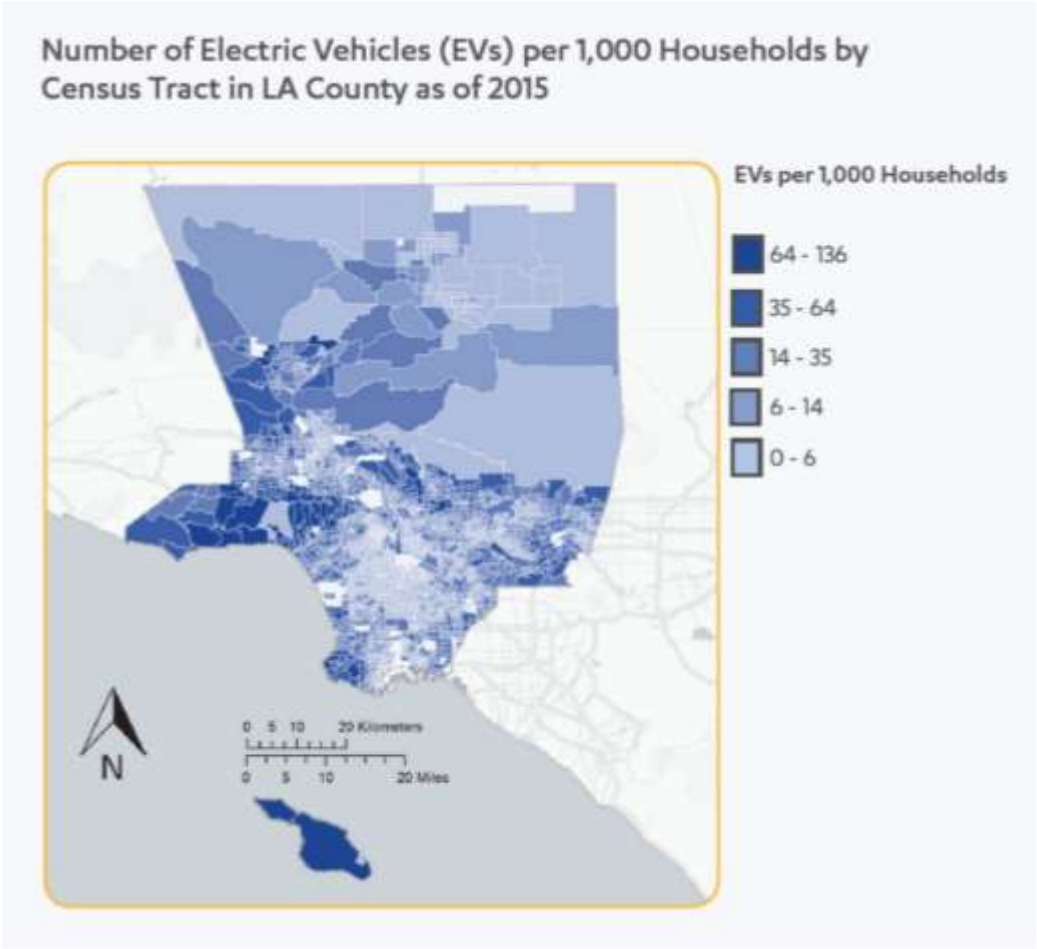
Federico, F., Rauser, C., & Gold, M. (2017). 2017 Sustainable LA Environmental Report Card for Los Angeles County: Energy & Air Quality

# Vehicle Miles Traveled and GHG Emissions



- Private and freight vehicle travel accounted for **33.5%** of L.A. County's GHG emissions in 2010 and is rising.
- Regional truck vehicle miles traveled (VMT) are estimated to increase by over 80% by 2035, relative to a 2008 baseline, growing from 6.8% of total VMT in 2008 to 10% by 2035.

# Electric Vehicles



Federico, F., Rauser, C., & Gold, M. (2017). 2017 Sustainable LA Environmental Report Card for Los Angeles County: Energy & Air Quality

# Transportation Costs



- For a typical household in the Los Angeles/Long Beach/Anaheim area, with an annual income of \$60,252 and 1.28 commuters per household, transportation costs accounted for \$12,292 annually in 2016.
- Generally, transportation costs increase as housing costs decrease.

Transportation costs as a percentage of total income for selected regions		
	21%	San Diego County
Los Angeles Metropolitan Region	20%	
	15%	Chicago
San Francisco	11%	
	9%	New York City

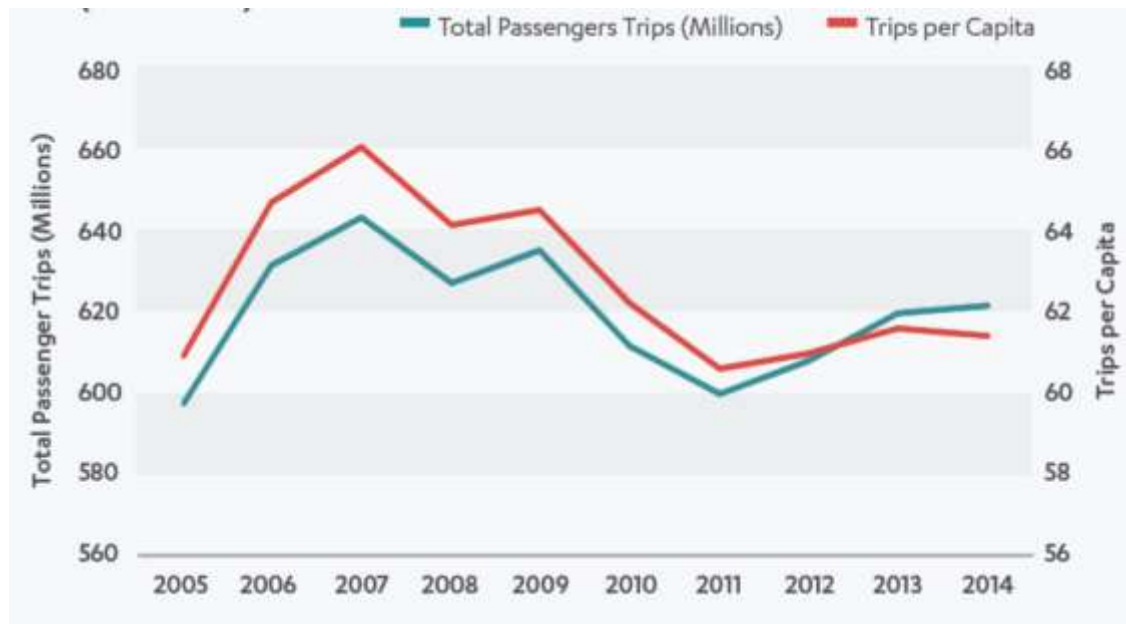
Federico, F., Rauser, C., & Gold, M. (2017). 2017 Sustainable LA Environmental Report Card for Los Angeles County: Energy & Air Quality



# Transit Ridership is Decreasing



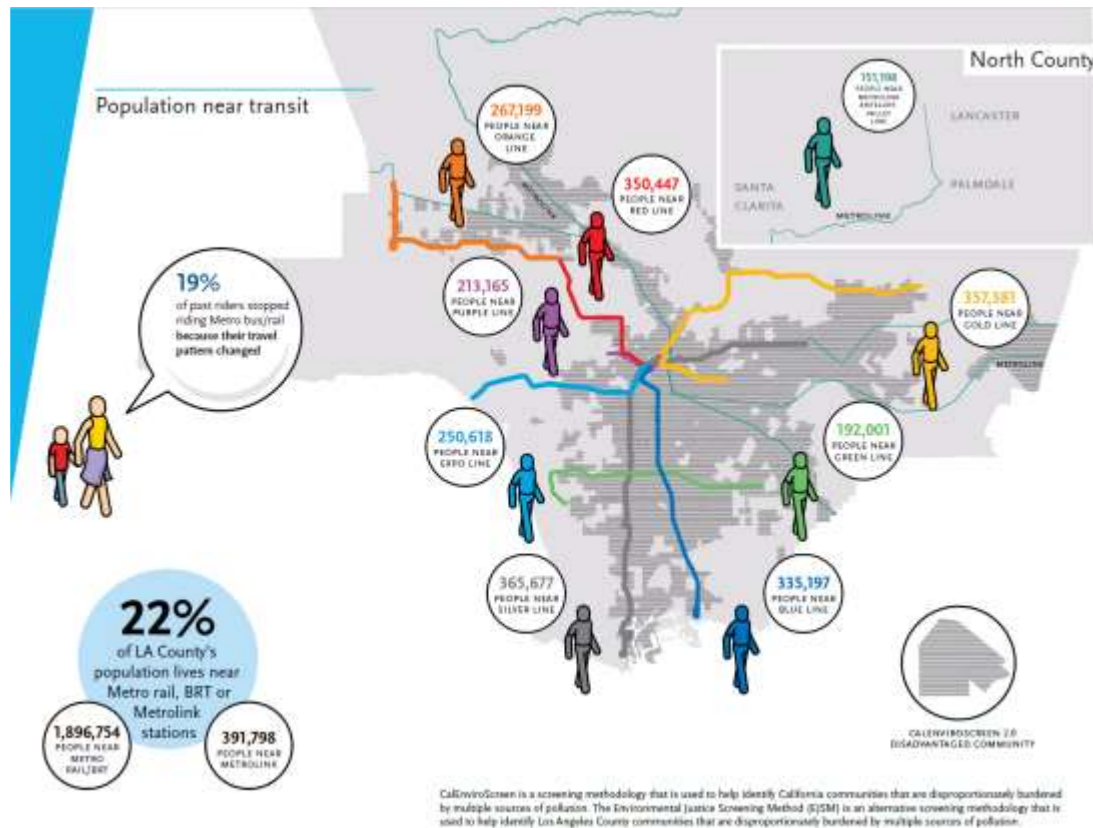
- Passenger trips decreased by 3.4% since reaching a peak of 642.8 million passenger trips in 2007.
- Rail ridership steady
- Bus ridership
  - Metro: declined 12% between 2008-2015
  - Municipal Operators: declined 8% between 2008-2015



Annual Passenger Trips in LA County (2005-2014)

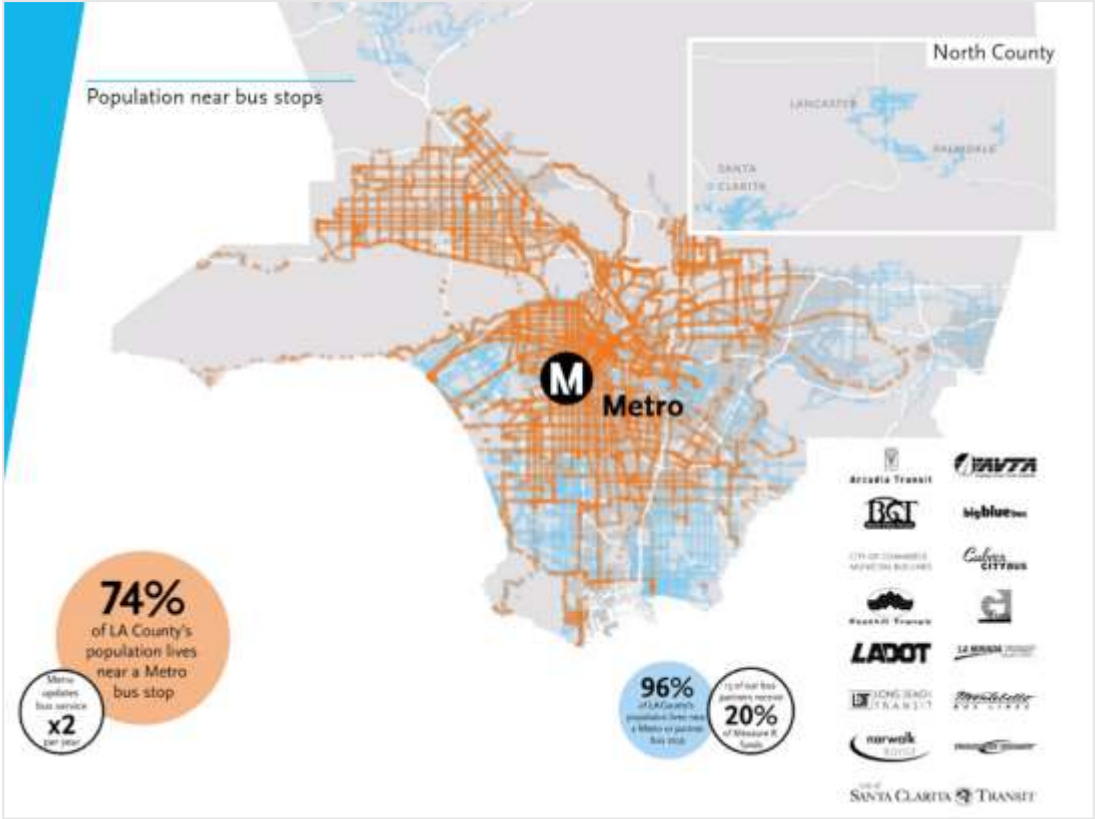
# Access to Transit: Rail

- Approximately 40% of jobs in L.A. County are within a half-mile of Metro rail, BRT, or Metrolink stations.

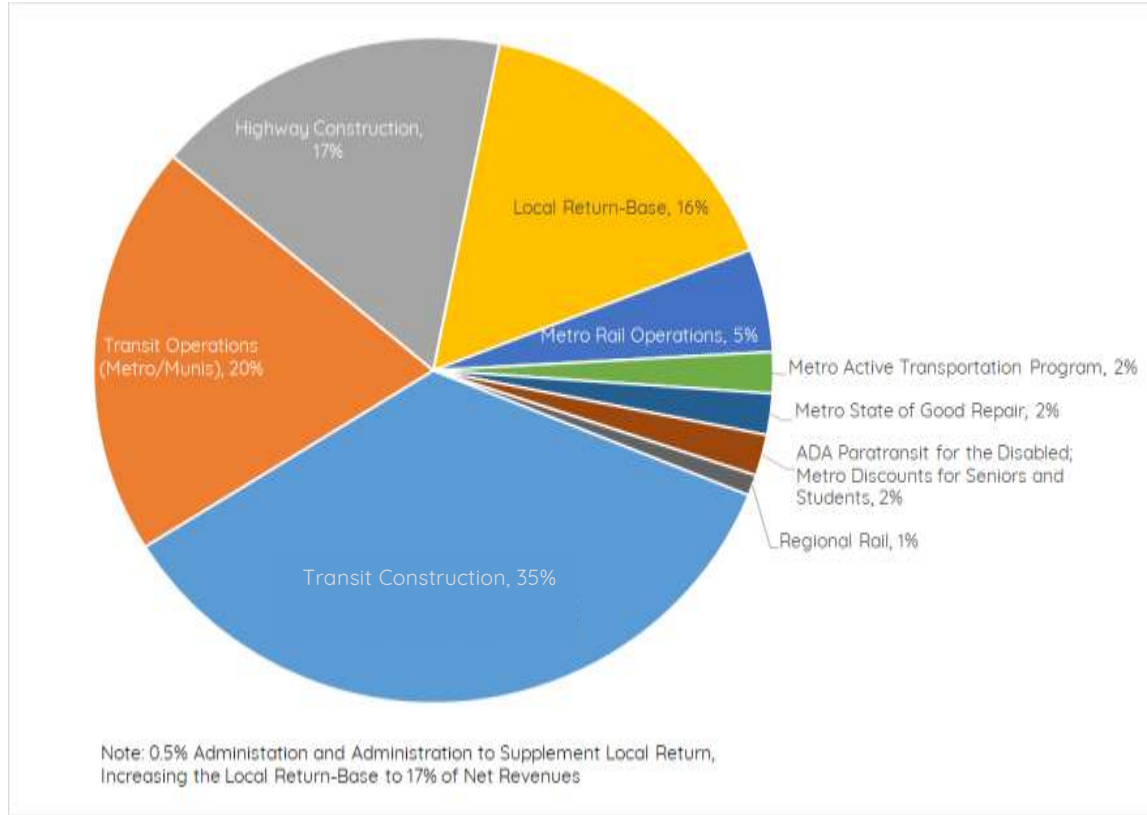


# Access to Transit: Bus

- The local bus network carrying the majority of daily transit trips, but only 41% of County residents live within a quarter-mile of high-frequency bus stops.



# New Transportation Investment



- Local return funds go directly to municipalities for flexible spending
- SB1 - 12 cent per gallon gas tax increase will provide \$52 billion statewide over the next decade

## Measure M Expenditure Plan (\$133.6 B over 30 years)

Source: Measure M Ordinance

# Planned Projects



## Transit Oriented Communities

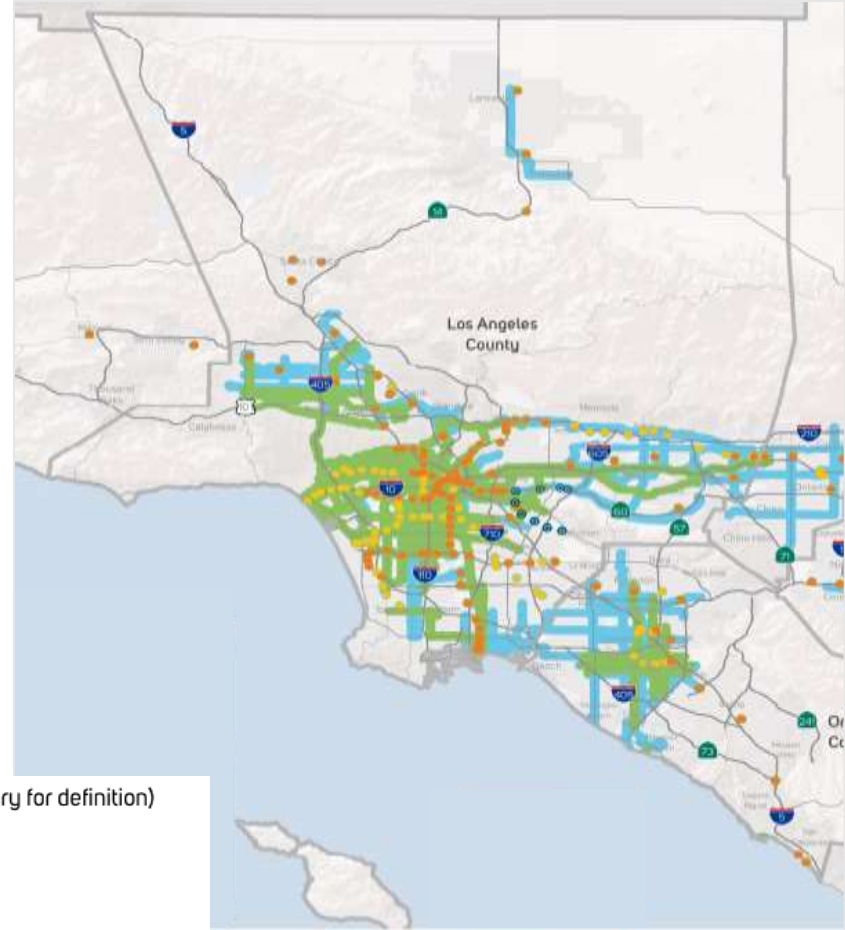


- Increase in housing near transit
  - 12,200 housing units added within ½ mile of stations between 2009 and 2015
  - 25% of all multi-family units built in 2008 and 2015 were within ½ mile of transit

High Quality Transit Areas (including rail stations and qualifying bus corridors, see glossary for definition)



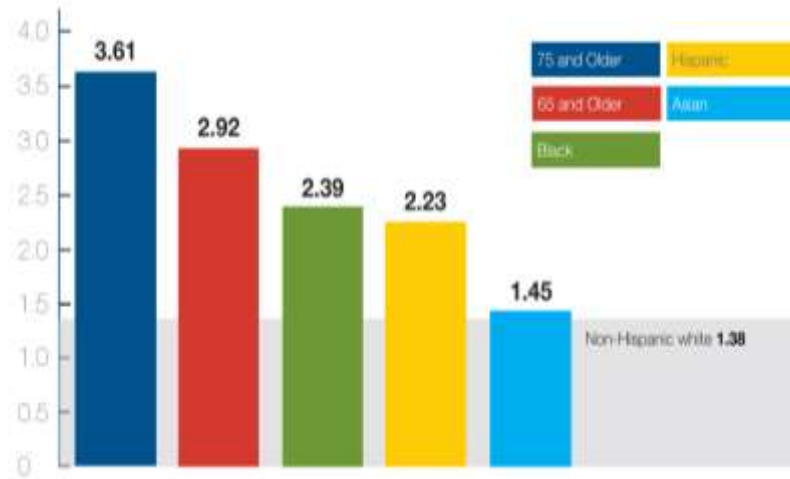
(Source: SCAG)



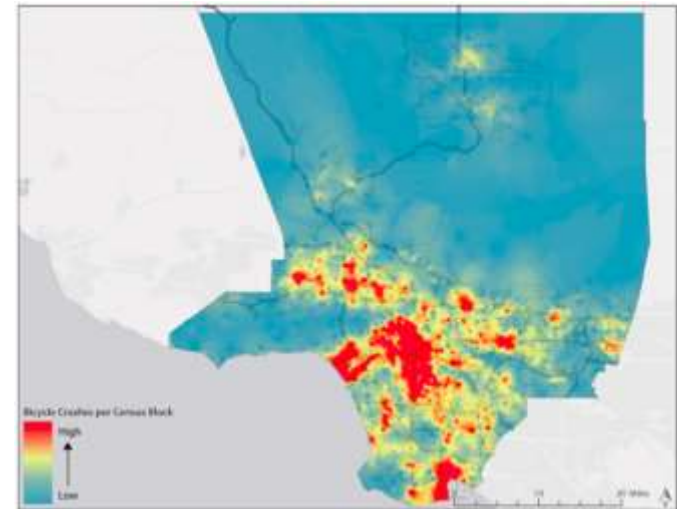


# Active Transportation and Safety

- In 2015, 3% of L.A. County commuters walked to work, and less than 1% of residents commuted regularly by bicycle, although the absolute number of cyclists (47,075) was nearly double that of 2005 (25,477).



Pedestrian Fatality Rate per 100,000 Persons by Race and Age

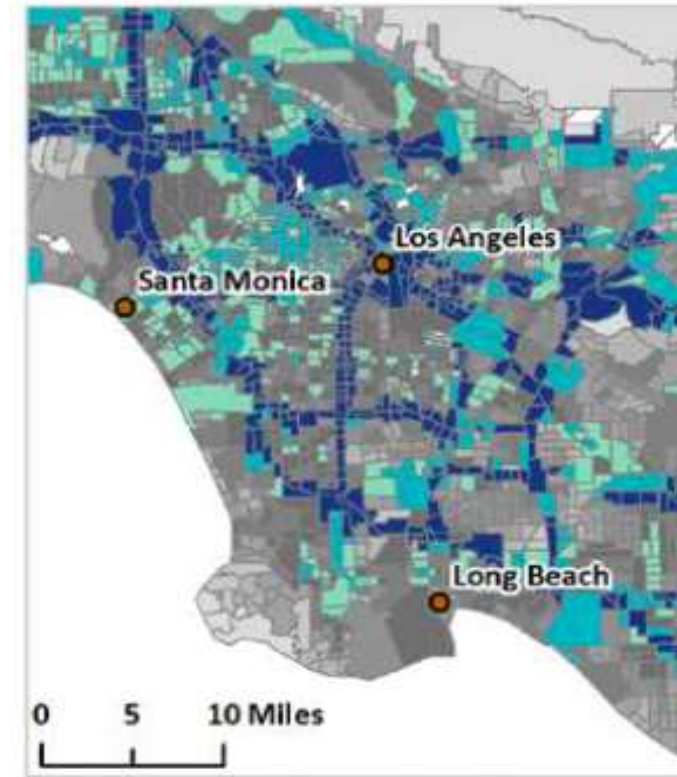


Heat Map of Cyclist Crashes in Los Angeles County

Source: The CDC's Web-Based Injury Statistics Query and Reporting System ,  
<https://www.lewis.ucla.edu/publication/bicycle-crash-risk-how-does-it-vary-and-why/>

# Congestion

- Congestion costs the L.A. metropolitan region economy \$13.3 billion in lost productivity in 2014 or \$1,711 for each peak hour commuter
- Congestion is correlated with economic activity



Traffic Density in Greater Los Angeles

Source: Cal Enviroscreen 3.0



# Freight Impacts on Air Quality

- The San Pedro Bay Ports Clean Truck program, led to a 97% decrease in diesel particulate matter from trucks and a 91% decrease in sulfur oxides from 2005 to today.
- The I-710 goods movement corridor is home to communities that are made up of 90% people of color and have some of the County's lowest human development scores.



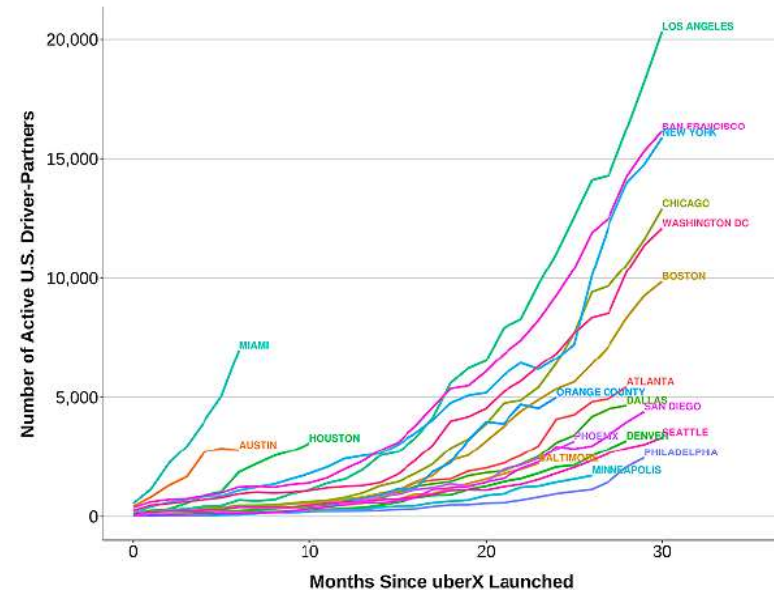
Source: <https://www.metro.net/projects/i-710-corridor-project/>

# New Mobility: Promises and Challenges



- Ride Hailing
  - During each month in fall 2016, L.A. County customers hailed an average 2.1 million Lyft trips per month.
- Bike and Scooter Sharing
  - Governance challenges to integrate
- Autonomous Vehicles
  - Unknown impacts, but will likely require policy interventions

**Total Active Uber Drivers Over Time (by US City)**



Krueger, Alan B., and Jonathan V. Hall. "An Analysis of the Labor Market for Uber's Driver-Partners in the United States." Princeton University Industrial Relations Section Working Paper 587 (2015).

# The Role of the County in Transportation



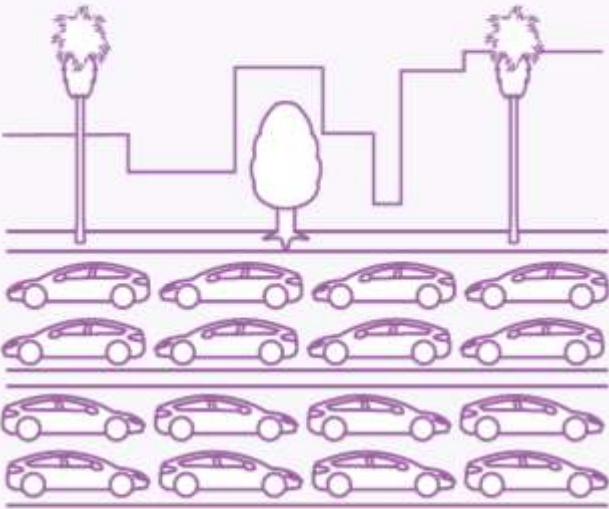
- While the County is not a major transit provider, the five County Supervisors make up a portion of Metro's 13-member Board of Directors. Given the limits of its direct control, **the County primarily seeks to influence and support regional initiatives in order to achieve its sustainability goals.**
- The County of Los Angeles has varying levels of influence on the region's transportation system.
  - The Department of Public Works (DPW) manages 3,100 miles of roadways in unincorporated areas and 1,700 miles of roadways in 22 cities.
  - DPW also operates the Unincorporated County of Los Angeles Transit Services.
  - The County can coordinate land use actions with transportation planning.
  - The County of Los Angeles has limited influence over the region's ports.

# Regional Planning Initiatives

- Several regional transportation efforts are currently underway or recently completed, offering an opportunity to rethink the fundamental aspects of L.A. County's transportation system:
  - SCAG Regional Transportation Plan / Sustainable Communities Strategies
  - Metro Vision 2028
  - Metro Equity Platform Framework policy
  - Metro Long Range Transportation Plan Update

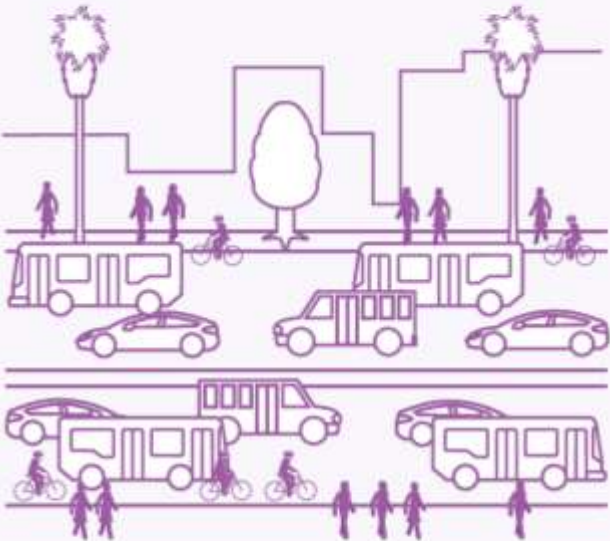


Finite and precious, our street space can be better used.



Sixteen solo drivers in traffic congestion

VS



Many more people moving smoothly when we make better use of street space

# Draft Goals for Discussion



- A. Enhance communities and lives through mobility and equitable access to jobs and economic opportunity
- B. Improve transportation system reliability, user experience, and resiliency to support high-quality mobility options that enable people to spend less time traveling
- C. Improve transportation-related health and safety outcomes
- D. Decarbonize freight corridors
- E. Reduce energy consumption and carbon emissions by transportation sector
- F. Amplify regional efforts to achieve a sustainable transportation system

# Nonprofit Workshop Feedback



# Nonprofit Water Workshop

## June 28, 2018 – The California Endowment





# Nonprofit Energy Workshop July 13, 2018 - LATTC



## Morning Small Group Discussions on Cross-cutting Issues



## Afternoon Breakouts on Environment, Health, Economy, & Equity



# Transportation Workshop

July 27, 2018

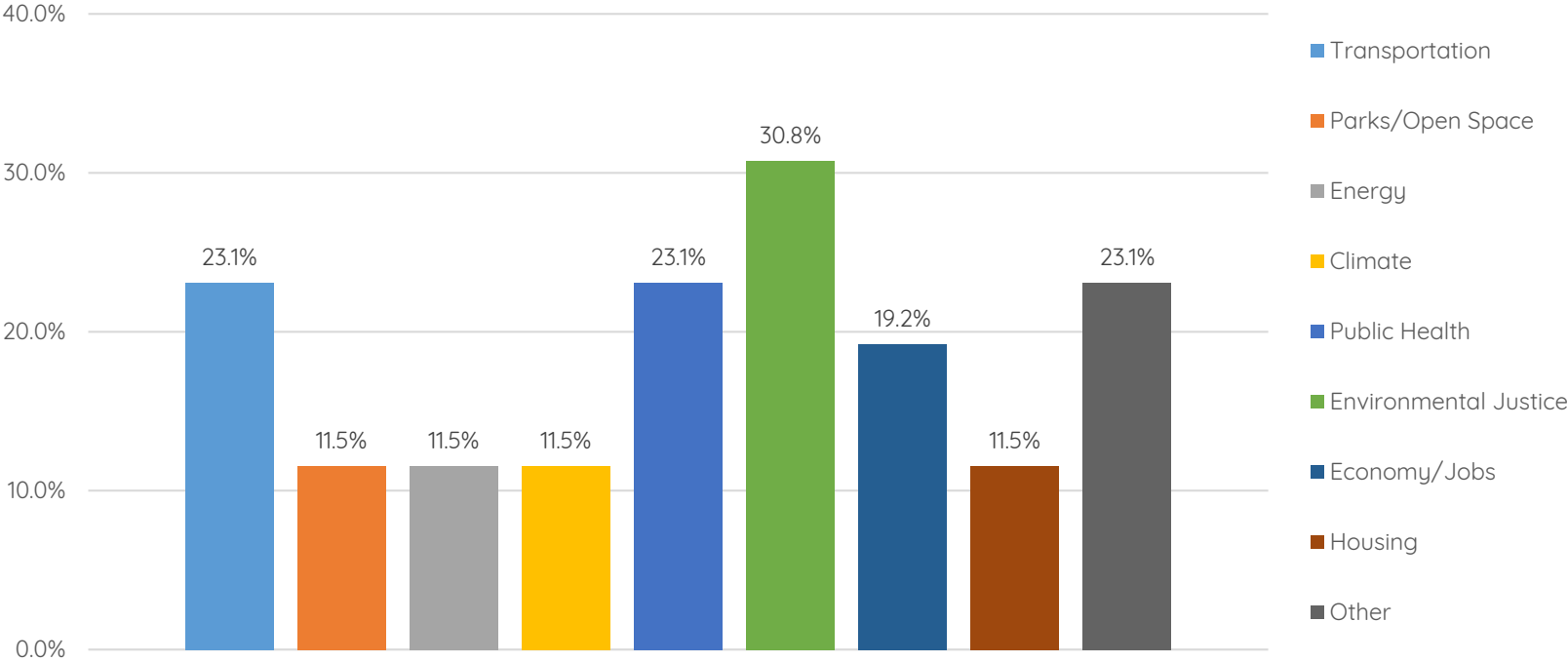
# Nonprofit Transportation Workshop

## July 27, 2018 - LATTC

### “Dot Democracy” Activity



# Nonprofit Transportation Workshop Participant Issue Focus



55 individuals representing 42 nonprofit organizations

# Draft Goals Presented from Transportation Briefing Received Most Comments



- A.** Enhance communities and lives through mobility and equitable access to jobs and economic opportunity
- B.** Improve transportation system reliability, user experience, and resiliency to support high-quality mobility options that enable people to spend less time traveling
- C.** Improve transportation-related health and safety outcomes
- D.** Decarbonize freight corridors
- E.** Reduce energy consumption and carbon emissions by transportation sector
- F.** Amplify regional efforts to achieve a sustainable transportation system

# Key Themes Identified

1. Transportation System Safety and Reliability
2. Equitable Mobility Access and Affordability
3. Elimination (not just reduction) of Transportation Related Health Impacts
4. **Coordination, Community Engagement, and Accountability (New)**
5. **Housing Insecurity and Displacement (New)**



Others:

Local workforce development and hiring, Climate Resiliency, Local business development and preservation, Transportation and Land Use related research, Emergency preparedness.

# Example Strategies



- Provide **free or very low cost transit fares** for students and senior citizens
- Implement **community-supported safety enforcement measures** that provide alternatives to relying solely on policing
- Design **transit infrastructure** to better meet the needs of people with diverse disabilities
- Incentivize the **electrification of goods movement vehicles and equipment**, particularly along the 710 corridor, with a priority on assisting independent truckers to finance non-polluting vehicles
- Adequately fund and diversify **stakeholder engagement processes**, including resident mapping activities, participatory budgeting, etc.
- Increase funding for **affordable housing near transit** for all low income levels through financing mechanisms such as land value capture and community benefit agreements
- Preserve **all types of affordable units**, including rent-controlled and accessory dwelling units



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