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

<table>
<thead>
<tr>
<th>Distributional</th>
<th>Actions that repair current and historical imbalances</th>
</tr>
</thead>
<tbody>
<tr>
<td>Procedural</td>
<td>Participatory decisionmaking with vulnerable communities</td>
</tr>
<tr>
<td>Transformational</td>
<td>Strategies securing future benefits for at-risk populations</td>
</tr>
</tbody>
</table>
Stakeholder Engagement Plan

UCLA
Environmental NGOs, Public Sector, Private Sector

Liberty Hill Foundation
Equity-Focused NGOs

Estolano LeSar Advisors
Public Sector, Private Sector

County of Los Angeles
Internal Stakeholders

NGO SECTOR

PUBLIC SECTOR

PRIVATE SECTOR
Stakeholder Engagement Timeline

Prepare Stakeholder Engagement Plan
NGO, Public, and Private Sector Workshops

Prepare Discussion Draft
Sustainability Summits
Summary Report
Plan Finalization

PREPARE
Spring 2018

LEARN
Summer-Fall 2018

CREATE
Winter 2018-Spring 2019

FINALIZE
Summer 2019
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-Petricch
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

BuroHappold Engineering

UCLA

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

Topic expert: open space

STUDIO-MLA

Estolano LeSar Advisors

Stakeholder engagement co-leadership

Topic expert: housing, economy & workforce development

Liberty Hill

ramenti+associates

Fehr & Peers

Global Green USA

Topic expert: health and wellbeing

Topic expert: transportation

Topic expert: air quality

Advisors
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

Support

Influence

Direct Control
- County operations
- Unincorporated areas

Regional Agencies

State Policy and Programs
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

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

**Goals**
Broad, aspirational statement of what we want to achieve

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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.

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.

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
<th>Drove Alone</th>
<th>Carpoled</th>
<th>Public Transportation (excl. taxicab)</th>
<th>Walked</th>
<th>Taxicab, motorcycle, bicycle, or other means:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workers 16 years and over</td>
<td>4,454,851</td>
<td>3,489,716</td>
<td>426,493</td>
<td>287,562</td>
<td>133,636</td>
<td>117,444</td>
</tr>
<tr>
<td>0-19 minutes</td>
<td>31%</td>
<td>31%</td>
<td>28%</td>
<td>9%</td>
<td>77%</td>
<td>44%</td>
</tr>
<tr>
<td>20-59 minutes</td>
<td>55%</td>
<td>57%</td>
<td>57%</td>
<td>52%</td>
<td>22%</td>
<td>43%</td>
</tr>
<tr>
<td>60 or more minutes</td>
<td>13%</td>
<td>12%</td>
<td>15%</td>
<td>39%</td>
<td>1%</td>
<td>13%</td>
</tr>
<tr>
<td>Mean travel time to work (min)</td>
<td>30.9</td>
<td>29.8</td>
<td>32.6</td>
<td>50.3</td>
<td>--</td>
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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.

Source:
Electric Vehicles

Number of Electric Vehicles (EVs) per 1,000 Households by Census Tract in LA County as of 2015

- 64 - 136 EVs per 1,000 Households
- 35 - 64 EVs per 1,000 Households
- 14 - 35 EVs per 1,000 Households
- 6 - 14 EVs per 1,000 Households
- 0 - 6 EVs per 1,000 Households
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.

<table>
<thead>
<tr>
<th>Transportation costs as a percentage of total income for selected regions</th>
<th>21%</th>
<th>San Diego County</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Los Angeles Metropolitan Region</strong></td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>15%</td>
<td>Chicago</td>
</tr>
<tr>
<td></td>
<td>11%</td>
<td>San Francisco</td>
</tr>
<tr>
<td></td>
<td>9%</td>
<td>New York City</td>
</tr>
</tbody>
</table>

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.
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
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
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).

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

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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