



TRANSPORTATION AND PEOPLE: AN “OUR COUNTY” WORKSHOP

JULY 27, 2018

Summary

The following are comments from the “Transportation and People” workshop held at the Los Angeles Trade Technical College in downtown Los Angeles on July 27, 2018. 55 attendees representing 42 nonprofit organizations (see Appendix A) participated throughout the 5-hour workshop via three morning breakouts, afternoon focus group discussions, and a dot-voting prioritization activity. This compilation represents all of the comments that we were able to capture through butcher paper notetaking and computer laptop transcription. Written comment cards were also collected throughout the day. Because participants were asked to share their respective organization’s perspectives and opinions, in some cases comments may conflict or be duplicative.



Morning Breakouts on Cross-Cutting Topics:

Housing and Land Use Comments

Discussion on Goals

Goal A:

- Address transit oriented development/communities displacement
- Urban greening as opportunity to address trees on sidewalks

Goal B:

- Better traffic planning for residents during transit construction

Goal D:

- Electrify (not decarbonize) - zero emissions is goal

Goal F:

- Over-policing on transit, especially in affluent white communities for small annoyances, criminalizing transit dependent users

New Goals:

- Homelessness, ensure affordable housing for local residents
- Stop relying on only market-based strategies
- Support what's already in place and serve those who already exist in communities
- Housing and transit as a public good

Discussion on Strategies

- Preservation, not just production of affordable housing (Extremely Low Income/Very Low Income) and small businesses
- Preserve affordable housing covenants near transit
- Ensure people who already live in community are competitive/have access to new housing
- Institutionalize community benefits agreements
- Clear terms to define affordability
- Preserving informal housing (accessory dwelling units), specifically in low income communities
- More regulation of land use around transit (Measure JJJ) to encourage affordable housing
- Development around transit 50-80% low income or extremely low income
- Parking maximums instead of minimums
- Explicit acknowledgement that market strategies cannot be the only solution, there must be strong government regulation
- Public housing near transit
- Partnering with public and community institutions
- Encourage Metro to capture value on property for affordable housing
- Create policy around empty lots owned by investors
- Free public transportation
- Housing that also target economic and social development, like local hire with living wage
- More cooling centers

- Parks that are safe and provide services
- Reclaiming public right of way
- Superblock implementation: closing off internal streets but keeping large arteries on perimeter
- Repair and maintain sidewalks
- Road diets
- Prioritize mixed use
- Incorporate edible land use
- Reduce/cap certain land uses: auto dealerships, brownfields, speculation
- Make public spaces accessible 24/7
- Counteract privatization of public goods, keep them public
- Electrification of all rapid transit (metro system)
- Coordination county-wide of curb use

Bike Rack

- Bike share is insensitive to specific communities

Economy and Workforce Development Comments

Discussion on Goals

- Related to Goal A: Ensure communities are going to benefit and have input
- More community engagement to identify locally-needed solutions
- Leverage incoming economic / infrastructure developments into workforce development strategies (e.g. construction opportunities)
- Identify just transition strategies to move towards zero emission goals
- Build resilience and disaster and climate change preparedness for residents and businesses
- Support the needs of specific populations with additional burdens with free, accessible transportation

Discussion on Strategies

- Community benefit agreements for new construction projects
- Local hire, including contractors
- Guaranteed employment
- Workforce training
- Resources available that prioritize people who are threatened by displacement and/or experiencing displacement
- Project labor agreements to ensure there is inclusive hiring
- “Develop workforce training programs to prepare workers for job opportunities in the advanced vehicle technology and construction sectors” (Edit from Energy Briefing)
- Coalition of community colleges who are preparing young people / re-entry population create a certificate program
- Create a communication / participation body for communities, cities, and law enforcement around Metro portals
- Free transit passes and reduced fares play a role for low income communities

- Educate communities on infrastructural improvements
- Incentives for truckers
- Create business incubators and business development that has local hire and local economy in mind (versus extractive forces)
- Conduct a new emerging technology job assessment and subsequent training programs (ex. There won't be diesel, so diesel mechanics will be displaced from their jobs, meaning there needs to be EV training)
- Include the US Employment Plan tool in all LA County procurement decisions
- Bring available resources / infrastructure for small businesses and entrepreneurs closer to where transportation development is happening
- Use Small Business Administration hub zones to encourage local hire
- Expand small business disruption / relocation funding around transportation development areas
- Offer mobility methods for blind/disabled with as few transfers and walking as possible and no/low cost

Bike Rack

- “Best effort” isn't good enough as it doesn't ensure local hire
- Funding that is allocated for workforce development needs to focus on the barriers to entry
- We need clarity on what the jobs of the future will actually look like
- Vision Zero Safe Routes to School program
- Community input will be essential to reconcile tension between needing increased safety and not over-policing
- ‘Our County’ should show tangible job benefit - quantifying them
- Major safety and harassment issues for blind / low vision community

Public Health and Safety, Air Quality, and Resilience Comments

Discussion by Goals

Goal A:

- Add affordable transportation as part of accessibility
- Take into account not just jobs but economic opportunity
- Free public transportation paid through sales tax

Goal C:

- Safety should go beyond Vision Zero, include harassment on public transit
- Safety should reflect community needs, not necessarily more policing of people of color
- Take into account historically disinvested
- Be wary of harming other communities to better our own, think more globally

Goal D:

- Move towards zero emission freight corridors
- be wary about natural gas emissions
- Electrify entire transportation system

Goal E:



- Include improve air quality as separate measure
- Zero emission transportation

Goal B:

- Should specifically improve non-motorized/active transportation

Goal B&F:

- Add people with disabilities explicitly

Goal F:

- Need to talk about access to transportation

New:

- Additional goal to encourage negative emissions technology
- Accessibility for all
- Public health standards should be reflected across goals
- Board of Supervisors should not receive funds from fossil fuel industry

Discussion on Strategies

- Education on different forms of transportation (single motorist, pedestrian, cyclist)
- Engaging with non-traditional partners in mental health services, housing, homelessness
- Education for planners/engineers on how to best impact community safety
- Targeted strategies toward disadvantaged communities
- Long term impacts into intentional investments for disadvantaged communities, not just policing
- Create short and long term plan for safety and air quality
- More accessibility for cyclists on buses
- Regulations on mapping apps to improve safety on residential trips
- All freeway and highway projects should be reassessed by Our County goals
- Work on transparency and enforcement on communities of color
- Ensure safety in riding experience
- Align bus routes to community needs
- Electeds take into account total cost (health, economic, social impacts) of transportation projects
- Community should define safety
- Integrate deterrent lighting
- Walk/Pedestrian safety accommodations (e.g. crosswalk sound technology) for non-sighted folks
- Consistency between strategies and our goals, should not fall short of our goals
- Use stronger language
- Be more technology neutral sector by sector so we don't negatively affect indigenous communities through mining
- Add more time on crosswalk signal
- County should electrify their own fleet
- Create a short and long-term plan for high injury network that looks at safety and air pollution
- Start conversation with criminal justice system and re-evaluate criminal justice strategies
- Require projects to have an additional benefit to communities



Comment Cards

- Strategy - Reserve prerogative of government to regulate (for-profit transportation) ride-hailing, scooter, rental, etc. as part of the transportation ecosystem (because hailing/idling can increase greenhouse gas emissions, especially in residential areas)
- Look at impacts of implementing transportation projects on: displacement, air quality, land use (on the ground) changes - what is lost, require projects to address impacts through mitigation

Afternoon Breakout ‘Focus Group’ & Voting Activity:

Comments on ‘Climate, Resilience, Fuels and Air Quality’

Discussion on Goals

- Using actual health metrics to track and decrease health impacts
- Mindful of the consequences in electrification in the context of resiliency
- Enhance the culture of cycling through infrastructure improvements
- Create resiliency hubs (cooling centers)
- Improve interconnectivity between resiliency hubs and transit and offer resources to fixing bikes, trainings
- Disaster preparedness for all modes of transportation
- Electrification of school buses
- Increasing access to charging stations
- Making existing stock capital improvements to ensure climate resiliency (retrofitting, insulation)
- ID funding, bus traffic transit, sustainable transit communities

Discussion on Strategies

Long Term:

- Infrastructure hardening, know where to make specific improvements for resiliency
- Inter-county agreement for an electric train depot, place to transfer cargo from heavy duty trains to electric
- Undock electric trains at the port
- Equity-focused strategy for access to charging stations in low income communities
- Bikes on board - bike culture
- Provide low-cost, reliable, and low carbon mobility alternatives to privately-owned vehicles
- Prioritizing crime-detering lighting at stations
- Van sharing, car sharing, using LA County sharing to subsidize
- Hours of operations for ride-sharing
- Ban internal combustion engine (ICE) vehicles within zero emission vehicles (ZEV) goals
- Create centralized incentives, one-stop shop supported by the County
- Shuttle buses for smaller routes like DASH, EV’s, etc. using local workforce
- Community inclusive processes
- Consider airport impacts
- Increase affordability index as requirement in Transit Oriented Developments (TOD)

Short Term:

- Partnering with regional healthcare providers
- Regulations for converting compost into energy
- Create a biofuels strategy, not near sensitive receptors
- Increase supply of renewable energy, not gas
- Informal housing market strategies not enough

- Revisit regulation of gas pipelines
- Moving buses to zero emission
- Invest in public transit to be free/low cost
- County should work more with Metro to facilitate access to public transit, shelter, shade inconsistent at times
- County should convert entire fleet of cars to electric vehicles
- Be strategic with the placement of charging infrastructure, such as creating a County strategy for light duty charging infrastructure that includes hydrogen.
- Incentivize funding for medium duty zero emission vehicles
- creating a County strategy for light duty charging infrastructure
- Pilot late-hour bus service program
- Limit development of luxury housing along Expo Line

Bike Rack:

- Different things that the county can do to incentivize projects/equipment
- Creating public space for developing a charging infrastructure and programs beyond
- Explore container fee for bus electrification
- Explore the role of cost with transit why is ridership decreasing
- Planning issues related to transportation
- Create programs that better connect people's residences to their places of employment
- Strengthen California Environmental Quality Act

Priority Goals

- Goal A: Enhance communities and lives through mobility and equitable access to jobs and economic opportunities
- Goal B: Provide high-quality mobility options that enable people to spend less time traveling
- Goal D: Zero emission freight corridors

Priority Strategies (vote count)

- Provide low-cost, reliable, and zero emission mobility alternatives to privately-owned vehicles (8)
- Moving buses to zero emission investment in public transit - free/low cost, access to public transit, improvements to shade, shelter, consistent pick up (18)
- Zero emission shuttle for smaller routes
- creating a County strategy for light duty charging infrastructure (4)
- Enhance bike culture as a serious mode of mobility (12)
- Electrify cargo corridors - zero emission 710 lane, electrify trains (11)
- Increase affordability index for TOD projects and better connect working class to their residents (2)
- Create checklist with environmental review that cannot be waived (3)

Priority Bike Rack

- County strategies to incentivize ZEV equipment
- Creating a public space for developing charging infrastructure (pilot) programs
- Explore container fee for funding (school) bus electrification

- Explore role of cost on transit ridership
- Airline route assessment

Comments on ‘Active Transportation, Safety and Connectivity’

General Discussion

- Accessibility and timing are issues when it comes to public transportation and routes.
- Free public transportation (goal) and how to we achieve that goal of free public transportation (strategy)
- Buses and trains should have more room for bikes
- Community mapping project; mapping out where community members walk, how do they get to the grocery store, using this community driven data to make decisions about safety and connectivity.
- People do not feel comfortable traveling on foot or bike; what barriers do they encounter.
- Looking at how data is reported, so that we can make changes and improve quality of life.
- Making sure that key stakeholders are in the room so that they can influence and be informed; making sure that all crimes are being captured. Undocumented communities are less likely to report crime; how can we recommend policies if we have no clear data, no engagement. Leadership and police department buy-in is important. Referral training for PD.
- Developing a collection of allies/partners (Community based organizations, academic institutions, etc.) to support collecting data to look at what other strategies and procedures we have to look at.
- Rails along the sidewalk; protected bike lanes, bike racks, bike rails. Looking at what other countries have done. (e.g. Venezuela Bike Rail)
- Buses and trains should have more room for bikes
- Having transparency when it comes to transportation budget (e.g. LAPD budget)
- Data Based Safety Funding on a Community Safety (e.g. Current Police Budget is allocated on perceived dangers, not actual dangers or data)
- More capacity building trainings for communities to assess and strategize on crime data.
- Community safety means more community, less police. Using restorative justice, remedy would be more peace givers. Restorative Justice Units, Peacekeepers in the community.
- Infrastructure, installing pedestrian-counts (machines that count how many cyclists and pedestrians are walking) to encourage people walking.
- Emergency Kiosks that they have at colleges, blue light campaigns.
- Converting parking lots into bike parking.
- Working with county departments to make it easier to use other, healthier forms of transportation (eg., bus passes, bike racks at county buildings)
- Piloting innovative modes of transportation in disadvantaged communities, they should not lead to gentrification. City of LA incentivized the Bird Scooter Company to put scooters in disadvantaged communities.
- Looking at where injustices are happening before we bring in new systems, such as emergency services (police/fire) for safety.
- Buses and trains should have more room for bikes

- Set up educational programs within schools; spreading conversation to more people.
- Implement alternative bike paths/ zones like at Berkeley to build a culture of biking.
- Equity strategies that are culturally sensitive and make us aware; integrate anti-displacement strategies.
- Prioritizing other modes of transportation, taking into account safety and health.
- Carpool lanes that are restricted to only carpools during peak hours.
- Putting funding behind our Complete Streets; not losing sight of what we have already done. Looking at political will behind it.
- County needs to take a more active role, be more proactive in investing in low-income cities to help them develop their active streets.
- Incentives given to schools for more students who are participating in active transportation and bike safety education given in PE.
- Ensure that funding is used how it should be used; all funds that should go towards active transportation do not necessarily go there.
- There needs to be alignment between public transit and public spaces.
- Not just looking at safer streets, but streets that are more comfortable, designing streets to increase folks walking/biking in extreme weather (heatwaves, rain) including shading, lighting, trash bins, water stations, trees, art. Accessibility to public amenities (bathrooms, charging stations)
- Requiring schools to have a bike safety class; (i.e. before high school)
- Looking at existing, natural bike paths like Rio Hondo, San Jose Creek, etc.
- Pedestrian and Bike Improvements should be prioritized before road maintenance; road maintenance has a root cause with people using cars.
- Regional Connectivity across all the small cities.
- Need an Active Transportation Coordinator within cities, or at the County that could work at the county for unincorporated areas, pedestrian plans, bike master plan that implement these initiatives. Easier for accountability and implementation.
- Need more Open Streets LA County Wide.
- Utilize open streets to help promote initiatives
- Taking into account traffic calming
- More traffic circles in Plazas; innovative public design.
- Investments have an equity lens.
- Providing proper budget to include community engagement; ensuring that youth, seniors and disabled are engaged.
- Looking at it from a lens of improving the streets who already use the streets, then getting to a place of encouraging other folks to use the streets.
- Encouraging regional agencies to contract out to community-based organizations to ensure effective community engagement.
- Build safe, interconnected networks that accommodates all (8 to 80; an 8 year old or an 80 year old should feel comfortable and safe using)
- Looking at the effects of EV's and having no engine sound, folks who are blind cannot hear EV's, it becomes a safety issue.

Priority Goals

- Free public transportation
- In Goal C, having transparency to transportation budget -Police budget, funding community safety practices, Use restorative justice practices
- Equity strategies that are culturally sensitive and aware
- Integrate anti-displacement strategies
- Secure funds and political will for complete streets
- Build capacities of smaller cities to compete for transportation resources
- Cultivate culture around active transportation
- Increase Metro resources for active transportation
- Build safe interconnected networks that accommodates all

Priority Strategies (vote count)

- Affordability
- Improve timing of routes (3)
- More 24/7 routes (3)
- High need population (students, elders, disabled) should have free public transportation (5)
- Education about how we pay for transportation (sales tax)
- Increase access for bikes on buses/trains, allow bikes on board during off-peak
- Community-led/driven input on data that informs safety strategies -Use people's experiences, barriers to transportation, key stakeholders informing assessment, referrals training for police department, leadership and buy in by police department (4)
- Increase protected bike lanes/bike paths - River paths, waterways e.g. Venezuela bikeway (12)
- Build community's capacity to assess and strategize on crime data - introduce community-centered safety
- Restorative Justice Units - peacekeepers in the community, accountability to community (1)
- Permanent bike/pedestrian count machines to promote active transportation (e.g. Barcelona)
- More emergency kiosks (2)
- Converting car-centric spaces into bike parking
- Pilot shared mobility in disadvantaged communities -accessibility and no gentrification
- Analyze the equity of emergency services (3)
- Educate community to engage in non-traditional transportation amenities
- Prioritize other modes of transportation over single occupant cars (3)
- Train county (and city) staff in state of the practice
- Restricted car pool lanes
- Integrate active transportation education in schools -incentives, funding, make requirement in curriculum (2)
- County Vision Zero in unincorporated areas
- Routes that reflect community needs/assets (4)
- Safer/comfortable design of streets shading, lighting, trees, trash bins, water stations, traffic calming (12)
- Accessibility to public amenities - bathrooms, charging stations (1)

- Shared active transportation coordinator for small cities countywide (1)
- More open streets to promote active transportation/EV
- Holding developers accountable to improve active transportation programs on their properties
- Use climate resilient materials for infrastructure - cool streets (3)
- Rumble strips for ADA compliance

Bike Rack

- Strategies around homelessness

Comments on 'Freight and Goods Movement Corridors'

Discussion on Goals

- Goal A, add indirect sources rule to include environmental impacts of from freight such as factories and warehouses on disadvantaged communities
- Goal C, clarify meaning of health and safety
- Goal D, electrify all sources: 1) water ports, airports, country border ports, inland ports 2) Freight corridors 3) Freight Hubs (warehouses, transit-loading facilities, etc.)
- Electrify (not decarbonize) transportation
- Prioritize electric rail over on-road freeway transportation
- Prioritize underutilized Alameda Corridor for electrification and mandate maximum use
- As California increases electronic tech, import electric power from out of state so County must be self-sufficient in generating own electric power
- Goal G: Preservation of what currently exists instead of creating new routes
- Missing: democratization of transit, bottom up approach in engagement/participation/representation
- Incentives for truckers
- County assist small businesses in application/incentive funding/tax for conversion to electric
- Enforcement/mandate ensuring incentives prioritize small independent contractors versus bigger trucking companies that filter down incentives

Discussion on Strategies

- Establish zero emission database, Coalition for a Safe Environment (CFASE) survey of zero emission technologies
- Adopt and approve zero emission technologies, support pilot projects
- Extend/ Mandate compliance to all employment procedures
- Expand health protections
- Air monitoring in areas with high levels of truck movement until we reach zero emissions
- Address fumigation of freight as health hazard to workers
- Worker safety
- Identify/assess benefits and co-benefits of transitioning to electrification
- Require local community benefits agreements
- Create master workforce policy that sets standards for design, construction, ongoing maintenance across all sustainability areas

- Link to institutions like Los Angeles Trade Technical College
- Expand worker education and training
- Community education on reporting truck idling, what sustainability around transit looks like
- Mandate new building/ health standards for energy efficiency for warehouse facilities
- All freight warehouses, parking lots should be solar
- Public health studies that focus on freight communities
- Ensure right of return, relocation assistance that is sufficient
- Unit for unit (no net loss) but with same level of affordability/accessibility
- Use County Purchasing Power to buy locally (US made)
- Expand health protections near corridors (e.g. air filtration) and air monitoring with pollution limits
- Assess benefits and co-benefits of Freight/Goods Movement projects - Invest in Disadvantaged communities is required

Priority Goals

- Goal D: Expand sources to include: air/water/border/inland ports, freight corridors, freight hubs (warehouse, trans loading, fumigation) and Twenty foot Container Unit(TCU)/Storage
- Goal D: Electrify (not decarbonize) freight corridors (over on-road freeway) with electric railroads (in state) with non-fossil fuel energy sources
- Goal A: Indirect source impacts of Freight/Goods Movement on disadvantaged communities
- Goal G: New versus Restoration of infrastructure avoid displacement
- New: Democratize planning of transportation systems (community participation/representation)

Priority Strategies (Votes)

- Electrify the Alameda Corridor and require maximum use - avoids displacement (10)
- Adopt and approve Zero Emission Vehicle (ZEV) technology for all new LA County projects, pilot demos (3)
- Develop and update ZEV database for heavy-duty equipment (1)
- Expand worker education and training on ZEV technologies and mandate fair employment standards in all LA County (e.g. San Gabriel/Pomona) and worker health protection standards (5)
- LA County require local community cost/co-benefit analysis of freight/GM projects including "right to return" for residents and businesses (9)
- Expand community resident education, health and built environment protections, including LADPH to study corridor impacts (7)
- Assist and enforce small business incentives, technical assistance with applications to convert to ZEV technology (e.g. independent contractors, truckers) (10)
- Use LA County's purchasing power to buy local (U.S. made) to reduce freight/Goods movement (3)

Bike Rack

- Require new Particulate Matter 1.0 standard (State)
- Correct CalEnviroScreen tool that now bypasses low density/resident tracts with high pollution exposure
- Nano-Crystal batteries (not lithium) - explore new storage technologies, flexible, "window", solar or wall materials ("phase change material"), insulation

Comments on 'Access, Mobility and Shared Use

General Discussion

- Be cognizant of different needs of people with diverse abilities
- Access services should call on arrival rather than have people wait in the heat
- Important consider families who travel together, stroller as a mobility device
- Need for better technology to provide access to our streets, such as feedback sound when you hit crosswalk button
- Better street design, particularly curb cuts
- Accessibility of public transit usually need to think about equipment that is inclusive of all people (do not only display real-time information, also audible information)
- Budget should be reflective of County's statement of values
- Need a user experience that is reliable for everyone (Goal F)
- Important to have several different voices and experiences
- Good to put information about sexual assault and violence, collaborate with other organizations and agencies
- Engineers are one of the few specialized occupations that aren't required to renew their certifications, big opportunity to train that workforce
- Strengthen language in Goal C: something about investments and benefits
- More emphasis and consideration in visionary change in the spirit in wanting Los Angeles to be a trendsetter/leader
- Goal G: "Lead" regional efforts to achieve a sustainable transportation system, be more visionary, have more loftier goals, be more aspirational
- A sustainable transportation system "that works for all"
- Goal B: important that people have options, are not necessarily dependent
- New way to think about "road diet," we're not taking away, we're giving back
- Need to think about other alternatives to transportation besides a car and thinking about whether it is accessible, is it safe
- Youth, young men of color access is compromised
- Important to think about affordability as key to access, stopping displacement
- Education and information sharing to improve mobility
- Expose people to decision makers, planning at a grassroots level
- Address conflicts with new mobility shared uses and access and mobility
- Lack of data on transportation holistically, only data on commuters
- Strengthen alliances with shared use transportation that is already existing

Priority Goals

- Goal F: Improve user experience and reliability for everyone
- Goal C: Invest in improvements and educate the public on the needs
- Goal G: Be a leader in regional efforts "... that works for all -be more visionary and aspirational, raising standards



- Goal B: High quality mobility options distributed equitably
- New: Champion allocating funding based on historical disinvestment and currently still disenfranchised communities

Priority Strategies (Vote Count)

- Create street design that accommodates people with disabilities - higher standard of requirements LA Co uses when implementing and funding (6)
- Educate the public and increase enforcement of wide range of mobility needs (1)
- Create implementations to curb distracted driving and prioritize pedestrian safety
- Ensure wide range of voices are part of the implementation process - inclusive (3)
- Encourage transit providers to partner with supportive services agencies (2)
- Make public transit an access point for services and let riders know (1)
- Require more training of County's workforce (public works)
- Invest in inclusive infrastructure
- Provide cost analysis of how improvements will benefit populations and save dollars (7)
- Partner with agencies to expand shared mobility (e.g. Metro Office of Extraordinary Innovation)
- Support vehicle speed-reducing street design (6)
- Increase mobility literacy
- Build and strengthen alliances between mobility users with same mobility time/space needs
- Educate mobility providers about specific user needs (e.g. kids, seniors, disabled, etc.) (3)
- Establish regulatory policies around dockless mobility (2)

Comments on 'ZEV/NZEV and Charging Infrastructure'

General Discussion

- "Electrify" everything as opposed to decarbonize
- Connect labor issues to consider impacts on truck drivers, avoid having burden fall on individuals
- Incentivize port area transitions, coordinate with rest stops and distribute along corridors
- Regenerative brake technology
- Build out infrastructure for buses, more battery storage and solar for public fleets: shade, parking lots
- Electrified micro transit and fleets for less demand
- Decentralized system of charging during peak hours, as to not burden grid
- Skip "near zero" for public agencies, only zero emissions
- For personal cars and low-income households, focus on incentive programs for buying electric personal cars and publicizing/outreach
- Coordinate Time of Use and California Alternative Rates for Energy (CARE) benefits
- Analyze where we overproduce and incentivize to avoid
- Ensure jobs are good quality high-paying green jobs to allow for a just transition to replace the current extractive economy

- Coordinating outreach with community based organizations, multilingual and accommodating a range of tech abilities (e.g. more streamlined one stop shop)
- Create tools like a cost savings/affordability calculator
- Goal C - Collaborating with non-traditional/cross-sector partners like GRID Alternatives (e.g. sustainability energy providers)
- Deploy chargers where there's less infrastructure, responsibly as many as possible as quickly as possible so to avoid "green-ification" where people will want to flock to areas with new amenities (near or at affordable housing, community centers)
- Goal C - address respiratory/public health issues in areas with worse/worst pollution and health disparities through investments in electric vehicle (EV) tech
- Charging infrastructure owned by county and operated as public county
- Wireless charging infrastructure technology for convenience, same stations for personal/private cars and larger vehicle fleets
- Landlord incentives for electric vehicle chargers
- County incentives to Uber/Lyft for electric vehicles
- County incentives for business start-ups and attraction and production in LA County, especially Southeast LA
- Public education via county/public agencies, community-based organizations, public-private partnerships
- Policy needs to be in line with technology
- Neighborhood Electric Vehicles along with low-speed connectivity corridors. All new development should require and integrate EVSE (electric vehicle supply equipment)
- Charging station Transportation-Grid blueprint for the county, ensure focus is on areas of greater need

Priority Goals

- Don't "decarbonize" - electrify everything
- Reduce energy consumption
- Improve Health
- Access to Economic opportunity
- Increase mobility options
- Improve reliability, user experience
- Support regional sustainability

Priority Strategies (Vote Count)

- Skip near zero emission vehicle (NZEV) for public fleets, go straight to zero emissions vehicles (ZEV) - address public health through EV investments, target most polluting vehicles (6)
- Electrified micro transit and flexible routes (1)
- Neighborhood EV's and connecting low-speed corridors
- Infrastructure dollars where little exists, @ community centers, affordable housing, and churches (5)
- Ensure T-grid blueprint prioritizes high need areas (2)
- Charging infrastructure owned by County - incorporate into Community Choice Aggregation (1)
- Coordinate California Alternative Rates for Energy (CARE) benefits and Time Of Use (1)

- Charging peak hours with renewables
- ZEV freight charging - coordinate with rest stop, distribute along corridors, port area transitions
- Coordinated outreach and promotion of programs -County & public agencies, one stop shops not just online, multilingual, calculators for affordability, cross-sector with sustainable energy (2)
- Just transitions - quality green jobs to replace dirty jobs, operations and maintenance, installation, and local hire (5)
- Battery storage solar for public fleets, shade, coordinate public charging with public accessibility
- Landlord incentives for EV chargers - charge-ready, streamlining permitting
- County incentives to Uber/Lyft for EVs - permitting based on clean fleet, incentives for drivers
- County incentives for small business start-ups & attraction in LA County (especially Southeast LA) producing EV vehicles - compete with lower county rents in neighboring Counties
- Policy align with tech - standardize tech (1)
- Countywide free charging (like Pasadena)
- EV charging integrated into all new development

Comments on ‘Affordable Housing, Transit Infrastructure and Displacement’

General Discussion

- Anti-displacement and place-keeping as a goal
- Working with surrounding counties to create economic opportunities
- Aligning our policies with state policies
- County has to recognize inequities in their processes
- Language matters: framing of issues needs to incorporate disenfranchised viewpoints (e.g. stop framing decision making through white middle/upper-middle class lens)
- Transit and transport operate in/on public rights-of-way, investments/policy should benefit the public
- Recognize historic wrongs and work to address those systemic disparities first
- Recognize how political/financial/social systems operate, who wins and loses under those systems, make policy decisions that re-shape system for more equitable outcomes
- Equity lens
- Working with surrounding counties
- Alignment with state policies, especially around housing
- Goal A: "Better neighborhoods and lives through mobility and equitable, stable, and healthy communities."
- Increase mobility to support equitable, stable, and healthy communities
- Using mobility to advance mobility and support stable and healthy communities
- Make connectivity between Goal B and F more explicit
- Explicit strategy around right of return, If people are pushed out we must have housing to serve people that left
- Net gain provision for housing and jobs
- Value capture strategies for the public good with equity lens

- Thinking broadly and proactively about public investments from county
- Renter protection laws, Rent Stabilization Ordinance and just cause
- Improving Public housing
- Incorporate models of resilience that low income communities are already using, such as social networks
- Identify communities at risk of displacement from climate change
- Recognize displacement as a public health risk
- Inclusive model of planning and decision making, e.g. choice of architecture in planning
- Protections for the local culture of communities
- Pre-emptive policies that prohibit financial gain post disaster
- Transportation demand management for residents
- Language that operationalizes community based orgs to do the engagement instead of the county
- Financing structures to target deep affordability
- Reallocating assistance to support staff that can help make communities more competitive in financial process
- Anti-displacement strategies: how do we utilize what is already here?

Priority Goals

- Modify Goals B and F to speak to Transportation's role as a facilitator/connector
- Using mobility to advance equity and support stable and healthy communities

Priority Strategies (Vote Count)

- Transportation demand strategies for local transportation networks
- Explicit strategy around the right to return - all developments include anti-displacement strategies (2)
- Go beyond no net loss and require net gain (3)
- Value capture strategies (tax increment, land use incentives) for the public good that focus on historically marginalized groups (11)
- Align investments to promote multi-benefit investments that coordinate with other entities that have land use and transportation authority/oversight (2)
- Renter protection laws with proactive enforcement (8)
- System for public housing (6)
- Incorporate models of resilience that recognize, support, and amplify models that communities are already using (8)
- Identify communities at greatest risk of displacement, implement strategies that respond to specific community (12)
- Inclusive model for planning and decision-making that respects and supports local culture(s), communities (12)
- Disincentive post-disaster price gouging (1)
- Community-serving public spaces that incorporate community-identified green infrastructure improvements

- Choice architecture, framing community decision-making processes to elicit specific, technical outcomes that accurately reflect community needs
- Operationalize community-based organization strategies that enable community groups to meaningfully engage communities and shape outcomes
- Build in mechanisms for affordability and report benefits
- Target deep affordability (extremely low-income) and include policies to preserve affordability for existing residents (1)
- Public health considerations for placing housing near freeways (1)
- Specific preservation/protection of tenants policy (10)

Priority Bike Rack

- No Olympics
- Speculator's Tax
- Vacancy tax, to fund affordable housing

Comments on 'Economy & Workforce Development and Displacement'

General Discussion

- Goal 1- Workforce development infrastructure, add actions/strategy for vocational training coordination between LAUSD and County or other workforce development entities/programs
- Goal 1 - Types of businesses - no franchises, no hipsters in community-serving zones
- standards for manufacturing - high road jobs, relationship to community, investing in workforce development
- U.S. employment plan - add "adopt" for procurement meeting standards should be as important as building the infrastructure in evaluating success

Priority Goals

- Goal 1: leverage incoming economic/infrastructure developments into development and preservation strategies for local workforce and jobs, businesses and entrepreneurship
- Goal 2: ensuring communities can benefit from opportunities and are protected from negative impacts through increased strategic community engagement, accountability, and centralized/improved communication, anti-displacement measures, access to high road jobs
- Goal 3: Increase resident decision-making to target and prioritize community-specific needs
- Goal 4: Utilize a community-driven, decolonial just transitions framework as we build sustainable transportation
- Goal 5: Funding strategies in coordination with other dollars to maximize Return on Investment (ROI)

Priority Strategies

Goal 1: Workforce and Jobs

- Centralizing existing workforce development infrastructure and resources (1)
- Improving access to information on infrastructure for training (2)



- Local and targeted hire policies/goals based on assessment of community-specific barriers to job (3)

Goal 1: Businesses and entrepreneurship

- Policies that support existing businesses near investments (4)
- Enforce alignment with US Employment Plan and other federal goals (2)
- Bring training, resources, and infrastructure closer to where investment is (1)

Goal 2:

- Localized effort to educate communities, schools etc. (places where infrastructure for outreach and education already exists) at every stage of development planning (2)
- Ongoing assessment and quality assurance of community impacts (3)
- Create and fund in-county positions for coordination and enforcement

Goal 3

- Institute advisory groups or other resident bodies with a voice in decisions (and necessary education/education and training to participate fully) with teeth (3)
- Conduct community needs assessment with mechanisms to force County accountability to residents (4)

Goal 4

- Training and retraining for workers in sectors that are shrinking/declining into emerging sector (5)
- Conduct new emerging technology jobs tracks/skills/needs assessment to prioritize investment in specific training
- Research other successful models for best practices to implement in LA (1)

Goal 5

- Target funding to low income, low access communities (8)

Bike Rack

Goal 1:

- Increase business interruption fund
- Divest from globalization of supply chain when investing in local businesses and entrepreneurship
- Federal goals (Small Business Enterprise, Disadvantaged Business Enterprise, Disabled Veteran Business Enterprise) should be specific to these targets

Goal 2

- Specify what "negative impacts:" displacement or local resources/people/businesses, regressive taxation, adds barriers for specific populations like undocumented
- Outreach and Education: Culturally relevant/language accessible, accessible terminology, include weighing of negative and beneficial impacts for lay-in
- Assessment, quality assurance at each stakeholder level (schools, workers, etc.) scheduled at intervals, and public disclosure and access to assessment process (giving input) and outcomes (reports)
- Connecting divestment to Goal 1
- We have been advocating for these strategies for years, why is transportation (Metro) still not responsive to these goals and strategies?
- Advisory groups - caution to avoid using CPC (City Planning Commission?) as model because it's used by developers and electeds as cover
- Procurement/purchasing at city level in addition to County level (for US Employment Plan)

Appendix A: “Transportation and People” Workshop Attendee List (Option A)

- Anisha Hingorani (Advancement Project)
- David Diaz (Bike San Gabriel Valley)
- Marissa Chan (Black Women for Wellness)
- Tamika Taylor (Business Resource Group)
- Dylan Thomason (City Project)
- Natalie Hernandez (Climate Resolve)
- Jesse Marquez (Coalition for a Safe Environment)
- Juana Perez (Coalition for a Safe Environment)
- Chris Chavez (Coalition for Clean Air)
- Kevin Estrada (Coalition for Responsible Community Development)
- Raymond Diaz (Community Health Councils)
- Michelle Kinman (Environment CA)
- Nancy Halpern-Ibrahim (Esperanza Community Housing)
- Max Podemski (First 5 LA)
- Andrea Leon-Grossmann (Food & Water Watch)
- Walker Wells (Global Green)
- Steven Echor (Hunger Action LA)
- Amanda Staples (Investing in Place)
- Abhilasha Bhola (Jobs to Move America)
- Barbara Lott-Holland (Labor Community Strategy Center)
- Aayushi Jain (LACI)
- Denny Zane (MOVE LA)
- America Aceves (Proyecto Pastoral)
- Jesus Alvarez (Pukuu Cultural Community Services)
- Yolanda Davis-Overstreet (RIDE in Living Color)
- Valerie Acevado (SCANPH)
- Paul Pulido (Slate-Z)
- Michael Huff (Slate-Z)
- Collin Evenson (Slate-Z)
- Catherine Sander (Slate-Z)
- Derek Steele (Social Justice Learning Institute)
- Kathy Cabrera (Solidarity Center / Latino-Latina Round Table)
- Javier Gomez (Solidarity Center / Latino-Latina Round Table)
- Sissy Trinh (Southeast Asian Community Alliance)
- Ignacio Gonzalez (Southern CA Resource Services for Independent Living)
- Cynthia Strathmann (Strategic Actions for a Just Economy)
- Damian Kevitt (Streets are for Everyone)
- Dayna Galbreath (Streets are for Everyone)



- Pharaoh Mitchell (The Community Action League)
- Fernando Cazares (Trust for Public Land)
- Gregory Pierce (UCLA Luskin)
- Leonardo Vilchis (Union de Vecinos)
- Dominique Hargreaves (US Green Building Council)
- Jose Trinidad Castaneda (William C. Velasquez Institute)
- Stephanie Castellanos (Youth Policy Institute)

Community-Based Organization Anchor Representatives:

- Milton Hernandez-Nimatuj (Communities for a Better Environment)
- Alfredo Camacho-Gonzalez (Day One)
- Jessica Prieto & Janet Valenzuela (East Yard Communities for Environmental Justice)
- Andres Ramirez & Felipe Fuentes (Pacoima Beautiful)
- Jessica Medina (SCOPE)

Public Agency Representatives:

- Justin Robertson (LA County, Public Health)
- Christopher Sheppard (LA County, Public Works)
- Elaine Kunitake (LA County, Public Works)

Appendix A: “Transportation and People” Workshop Attendee List (Option B)

- Advancement Project
- Bike San Gabriel Valley
- Black Women for Wellness
- Business Resource Group
- City Project
- Climate Resolve
- Coalition for a Safe Environment
- Coalition for Clean Air
- Coalition for Responsible Community Development
- Communities for a Better Environment*
- Community Health Councils
- Day One*
- East Yard Communities for Environmental Justice*
- Environment CA
- Esperanza Community Housing
- First 5 LA
- Food & Water Watch
- Global Green
- Hunger Action LA
- Investing in Place
- Jobs to Move America
- Labor Community Strategy Center
- LACI
- MOVE LA
- Pacoima Beautiful*
- Proyecto Pastoral
- Pukuu Cultural Community Services
- RIDE in Living Color
- SCANPH
- Slate-Z
- SCOPE*
- Social Justice Learning Institute
- Solidarity Center / Latino-Latina Round Table
- Southeast Asian Community Alliance
- Southern CA Resource Services for Independent Living
- Strategic Actions for a Just Economy
- Streets are for Everyone
- The Community Action League



- Trust for Public Land
- UCLA Luskin Center
- Union de Vecinos
- US Green Building Council
- William C. Velasquez Institute
- Youth Policy Institute

*Community-Based Organization Anchor