

## “Transportation and People” Public & Private Sector Workshop Notes

September 26, 2018

### Summary

The following are comments from the “Transportation and People” workshop held on September 26, 2018 at Metro Headquarters in downtown Los Angeles. 71 attendees representing 54 public agencies, private sector entities, and transportation providers (see Appendix A) participated throughout the three and a half-hour workshop via a plenary session, three breakout activities, an anonymous feedback activity, and a dot-voting prioritization activity. This compilation represents all of the comments that we were able to capture through butcher paper notetaking, computer laptop transcription, and written notes. Because facilitators asked participants to share individual opinions, in some cases comments may conflict or be duplicative.

### Discussion on Goals

Workshop participants met in breakout groups to provide feedback on general transportation goals that were included in the briefing and framed the discussion. Facilitators led the conversation and took notes on butcher paper and in a typed document.

#### **Goal A: Enhance communities and lives through mobility and equitable access to jobs and economic opportunity**

- Community benefits rather than environmental impacts. Need to bring this to the forefront. Example of the blue line. Add language on “Community building”
- Need to move away from the focus on ‘commute’ People travel for other reasons: flexible work habits (gig economy), education
- Lancaster residents commit enormous share of household income to transit costs
  - 3 hour commutes => limited time with family => quality of life impacts
  - This ties in with Goal B
- South Bay doesn’t have much transit or high density. Worry about Vehicle miles travelers and clean vehicles. Need to include sharing. Need to embed this in Goal A. Add a distance component that does not require fixed-route transit.
- Need for community engagement on transportation, including active transportation. Include access and influence on Decision making process.
- Be more targeted to underserved or disenfranchised communities
- Can be split in half...”Enhance lives through mobility and equity.” “Equitable access to jobs and economic opportunity.”

- The goal is too broad - this is written like a policy statement
- “Enhance” gives for creative freedom to service communities

**Goal B: Improve transportation system reliability, accessibility, user experience, and resiliency to support high-quality mobility options that enable people to spend less time traveling.**

- Many participants agreed with the importance of Goals A and B, and felt they are linked
  - Link between transportation system and quality of life
  - B has to come before A, and B is how you get to A
- Goal B is a little bit word-soup. In particular, why are we pointing toward less time traveling. That’s not the right metric to should push toward. Rather better user experience and reduced impact on the environment.
- Make [it] more comprehensive and pull out some of the subjects identified
- Too many components to it, break it down
- Reduce it down to just “quality”
- Thinking about the “sticks” on how to reach sustainability
- Define “transportation system” - too generic
- Pull out resiliency and put it separately
- “Spend less time traveling” reads to support expansion of highways
  - “more streamlined” instead of “spend less time traveling”
- Need to add carbon emissions to goal B
- It’s not really about time travelled, it’s about access to destinations. Walkable neighborhoods are not about transit time, it’s about accessibility through a density of destinations. It’s not just access to jobs and economic opportunity, it’s access to daily destinations.
- Less time traveling shouldn’t be the goal. Sometime train takes longer, but is preferable.
- Though travel time is important to many communities. Example is distance from junior college - two hour travel time.
- Question on what resiliency of the system means. Could be shocks to the system, could also be my car broke down and I need to get to work.
- There should be an education portion for Goal B. Most residents don’t know how things work. Or are very set in their ways and unwilling to change. Collaborate with beach cities health district as liaison with people.
- Surprise at focus on vehicle miles travelled and less-time traveling. Could do that and not get to sustainability. Need for overarching goal like Goal E.
- Quality of life improvements on the train. Improve quality of commute or quality of life.
- Capture the affordability aspect of transportation.
- Shared mobility- the one thing that jumps out when I see B. Remove the barriers to implementing. A system is a hub. Need to have new options available in the right places. Putting parking meters in the

right places and spaces for shared mobility devices, like Uber and Lyft and Bird, to be incorporated into the system. Need to get through red tape and make that happen.

- Shared mobility piece is interesting – merits discussion of who owns - is it public private, high occupancy vehicle? This is an important element for the user experience.
- Some places have a gap between first and last mile options. Some of those links could make the overall transit system more helpful.
- More emphasis on congestion relief. People would be happy to travel 70 miles if there was no traffic
- Add “dignity”
- Making the system appealing
- “...spend less time traveling.” no and less transfers and being seamless and increase user experience
- specifically acknowledge reliability that is not feasible for all systems (it’s not?)
- Proximity to a service or device is not enough... change behavior for multimodal services
- Being near transit is not enough, it needs to be next to transit with high frequencies... half mile is still too far- high quality transit with higher frequency transit

### **Goal C: Improve transportation-related health and safety outcomes**

- Look at language like “reduce injuries and fatalities” maybe add in equity and disparity language since that is a key part of traffic fatalities
- Young and elderly (i.e. those not traveling for work) bear the brunt of safety issues
  - Therefore C is very important, but needs to make the distributional impacts of safety risks more explicit
- Need to consider the health of the region as a whole, and the role of transportation within that
- Need to refine the metrics: is it possible to have quality without safety?
- Remove “outcomes”
- Include public health impacts
- More aggressive phrasing - public transportation with improve public health and wellbeing
- “... safety outcomes, *and pedestrian realms.*” - specifically crosswalks, increases jaywalking and illegal crossing

### **Goal D: Decarbonize freight corridors**

- Participants generally agreed that Goal D should be folded into goal E.
- D is very specific but could be a strategy of E.
- Need to include more than just freight corridors. Ex. Metrolink still uses clean diesel. Include all transportation corridors.
- Important to look at whether carbon is tailpipe or overall emissions. Also look at infrastructure, like charging stations. Some amount of picking winners and losers. Especially when looking at decarbonizing freight, those aren’t large markets. They might be polluters but how do you help them become better actors?

- Need to consider how transportation systems interacts with the community
  - Therefore D&E are very important for Long Beach communities
- D & E important from a leadership perspective
- Why just “freight corridors” and not all modes of transportation
- Goal D and E can be combined...why are they separated?
- Focus on operational outcomes
- Goal D can become a strategy
- Goal D can be more aggressive
- Should add the term “commercialization” ...differentiation between commercial and public transportation
- Goods movement in a better, efficient, healthy way

**Goal E: Reduce energy consumption and carbon emissions by transportation sector**

- “Reduce energy consumption...” is in conflict with other goals and can be a strategy
- Whether E can be an overarching goal rather than one of several goals. Or could it be a lens for looking at all of the other goals.
- “Greenhouse gas emissions” instead of carbon emissions
- Specify energy source. Ex. electric vehicles... reduce fossil fuel as energy source

**Goal F: Amplify regional efforts to achieve a sustainable transportation system**

- Goal F needed to make it all happen. Failure to consider finance an important aspect of this, but also need to consider land use across the region
- Needs an educational aspect. F could add “amplify regional education efforts” Need to keep network of people in this room interacting with each other and with public.
- Can be clarified with the term “governance”
- 1 source of accountability
- Streamline decision making
- Bring in “funding” into the goal
- Instead of sustainable include the term resilient
- “...regional...” is this term interchangeable with County?
- change language to specify interagency collaboration for sustainable transportation systems

**Other goal-related feedback:**

- Need goal language that focuses on increasing public transit usage
- Get people out of single occupancy vehicles
- Lack of talk about land use. Need goal language to stop bad land use
- Goals needed to specifically address maintaining existing infrastructure

- Natural resource conservation and habitat - reducing environmental impact
- Focusing more on developing effective first mile- last mile strategies
- Vision Zero and creative uses of sidewalks and open spaces, very uneven design guidelines
- Where is the focus on 'prosperity'? Need to broaden emphasis to aim to enhance lives through improved transportation
- Expansion of the definition of transit-oriented communities
  - should include access to services other than work and housing (i.e. education, entertainment, healthcare, etc.)
- Need more attention to workforce and jobs
- Missing an aspect of communication: picking the right transit mode for each trip. How do you get people to try something different?
- Add charging infrastructure to goals.
- Suggestion there need to be numbers and indicators: Need to put hard numbers in the goal itself. Should the goal say "zero fatalities" or be moving towards a target. X reduction by x year.
- Question: to what extent is county working with SCAG? SCAG focuses on VMT. Metric based-strategies are important to SCAG; perhaps the county should be coordinating with groups like SCAG to make sure goals align.
- Goals should be more limited and high-level - pick three high level things.
- A lot of residents have disdain for city staff, unreliable, untrustworthy, have their own agenda. County should encourage partnerships to communicate on behalf of the residents.
- Too much focus on 'improving', without 'understanding'. Focus needs to shift to understanding the nature of the problem and potential impacts before moving forward in an effort to 'improve'
- Could have greater emphasis on multi-modality
- Language in goals needs to be less specific (i.e. pathways to opportunity as opposed to jobs). Truncate: Let's get a system that works
- How are these goals going to interact with existing activities? Need ensure that efforts by other agencies are aligned / synchronized
- Change car culture- car has too much status- address single car ridership
- People addicted to the American Dream: car use is a vestige of suburban lifestyle
  - Careful not to conflate lifestyle *choices* with factors that force particular groups to live in certain locations, often distant from places of employment



## Discussion on Strategies

This breakout session featured a series of prompts evoking cross cutting sustainability themes. Participants anonymously voted on the three prompts they felt L.A. County should focus on most in relation to Transportation. Participants then developed a list of Transportation-related sustainability strategies relating to each of the prompts. Facilitators asked groups to develop strategies for as many prompts as time allowed for and vote for the strategies they felt L.A. County should most prioritize.

### **Cross-cutting prompts that received the most anonymous votes were:**

- Public health & Well-being – 23
- Funding & financing – 17
- Resilient infrastructure – 17
- Housing – 15
- Economy – 12
- Energy – 11
- Racial Justice – 10
- Landscapes & Ecosystems – 2
- Waste – 1
- Water – 1

### **Developed Strategies categorized by Prompt:**

#### **Public Health & Well-being Improve well-being in all communities by reducing disparities in health outcomes in the face of a changing climate:**

- Create safer active transportation. Safer to walk or bike
- Another strategy centered on air quality.
- Importance of connectivity to vital resources like food markets, services, etc.
- Access to opportunities, including medical care, health care, active transportation.
- Need to look at how we provide better bus service. How do we provide transit priority for buses, like through bus-dedicated lanes? How do we prioritize transit and improve customer experience? Since there are a lot of downsides, transfers, accessibility, etc. - we can expand transit.
- Pushback/ challenge: transit is not moving the most people. Don't even have the capacity to move the most people. Going to get to 20% of people at best. 70% of people will not use it.
- Tradeoffs between expanding freeways and active transportation infrastructure. At what point do we prioritize active transportation? Right now, it is generally tied to freeway expansion, need to be independently prioritized.

- Fund projects that move people quickly through communities. Need to consider health consequences of sitting in traffic.
- Encourage technology as it relates to how we manage transit system, so we have more flexible, on-demand systems that don't serve a highly planned route.
- No one wants to take a second bus. Need to get alternative modes, like ride-sharing or shared transport. "Create a culture of testing and iterating new technologies."
- This is the most important as everything we do is for the residents of the region. All other prompts support this one
- Active transportation is key
- Curb develop of infrastructure in "sensitive" places that will be endangered in 30/40 years due to climate change
  - Infill development should be prioritized
- Consider creating "no drive zones" in particularly high-density areas
  - Travel can promote physical activity by walking, etc.

**Racial Justice: Dismantle structural racial inequity and create equitable outcomes for all:**

- Prioritize projects in historically underserved communities.
- Connect historically underserved communities to opportunities. Need to connect designation to origin.
- More infrastructure beyond typical transportation - think of green path, artwork, community.
- Look beyond employment centers to workforce development centers.
- Ensure project labor agreements.
- Need go beyond transporting people in disadvantaged communities, to bringing jobs to the community themselves.
- Education: reach adults through their children. Use schools in disenfranchised communities and teach how to appreciate transit.
- Racial justice and bring in public health. Access to green space, fresh food, other opportunities.
  - Overarching issue: why are they disadvantaged? Resources and funding - so, funding is necessary to make it more equitable.
- Need for active planning of infrastructure that can be resilient in the face of disasters.
- Equity analysis of impacts and what community are [we] serving
- Prioritize investments for communities of color and low-income communities that are impacted with GHGs and emissions
- Use a larger equity "lens" with projects and developments
- Multi-governmental agencies should help represent communities - engage communities
- Ensure the inclusion of robust community engagement in project development
- Change burdensome fine amounts and level of enforcement
- Offer free passes for those who need it rather than punish people for not being able to pay



- More meaningful engagement rather than symbolic
- Help reclaim spaces that have been used to segregate communities in disadvantaged spaces
  - Highways have been used to bisect and cross communities of color

**Economy: Accelerate a diverse, prosperous economy built on a competitive, skilled workforce employed at living wages under safe working conditions, and support innovation for green industry:**

- Bring more economic opportunities closer to people's homes.
- Encourage employers to support telecommuting.
- Connections to learning institutions
- Improve freight mobility and add strategies that improve goods movement. How are we providing for better mobility? Especially with regard to blossoming of local delivery.
- Focus on changing delivery patterns in the urban core.
- Fiscal responsibility. Public does not trust government. Concern over amount of red tape that wastes dollars that could be put into the system.
- Create land use policies that prioritize transit corridors
- Stable operation once you innovate. Somebody has to provide for ongoing maintenance.
- More thought on what the future workplace is
- Asset mapping of EV (electric vehicle) companies operating in the LA area
- Linking local companies an important strategy in order to create the economy that aligns with a positive environmental future
- Access to education- providing affordable transportation
  - Connect communities to schools, community colleges, and universities
- Public partnerships
  - Expedite housing projects
- Ensuring a mechanism for legacy businesses so they are not displaced
- Prepare for the loss of jobs and how to address that
  - Ex. autonomous vehicles and loss of bus drivers, etc.
- Transportation infrastructure can be used to add in telecommunication infrastructure
- Support alternative ways to get students to school safely
- Traffic infrastructure supports local businesses through design interventions
- Local hiring and job training
- Mixed use development close to transportation hubs
- Workforce development- career pathways spread across the county.



**Funding and Financing: Develop innovative funding and financing tools:**

- Find opportunities to pool resources
- Allow for more flexibility in terms of funding, maybe fewer restrictions on the way its spent and allocated
- Let electric vehicles and renewable energy projects have first place in funding and financing. Prioritize low carbon methods
- Link between goals and how public agency allocates budget. That has to be carried through from goals to budget.
- Increase transparency in budget and goals of county.
- Build on flexibility and trust: be able to try pilot project and be honest about how failure happened. Increase transparency and accountability too pilots that both succeed and fail.
- Facilitate cross agency collaboration to increase project impact.
- Allow more funding to be spent on community engagement, especially with respect to disadvantaged communities.
- Support user-based fees to address supply and demand.
- Capture value in a way that supports broader objectives:
  - There is already a tremendous amount of fees per unit, such as park fees and linkage fees – this may discourage construction of affordable housing
  - Need to align incentives: for example, parks may increase value for developers
- Provide free transit passes to encourage use
- Create a neighborhood pass program, where communities commit to bulk purchase of passes at a greatly discounted rate
- Focus on pricing and allocation
- Ensure strategies and financial incentives are aligned
- Identify projects that are “ripe” for public/private partnerships
- Bikeshare/scooter-share infrastructure should be taxed to fund public infrastructure
- Strategize to make sure affordable housing in low income communities are funded – EIFD (Enhanced Infrastructure Financing Districts)

**Housing: Ensure all people can secure healthy, safe, accessible and affordable housing:**

- Make housing accessible and affordable.
- Ensure housing is where the jobs are.
- Intelligent use of policies and incentives to increase housing supply.
- Add affordable, low income housing that is responsive to community-level needs.
- Having communities that are more economically and racially diverse.
- Begin to engage and think about where we want the region to be in terms of density.

- Draw on LA City TOC (Transit Oriented Community) guidelines:
  - incentivize housing near transit
  - reduced parking requirements
- Create policies and programs to ensure transportation investment does not lead to displacement
- Developer fees can be used to fund transit in a way that minimizes displacement
- Relax regulatory obligations for developers building affordable housing
  - Affordable housing more expensive per unit due to current regulatory landscape
- Subsidies for affordable housing
- Eliminate minimum parking requirements
- Allowing EV charging to count as a parking space
  - currently do not count toward parking minimums
- Improved availability of curbside space
- Addressing potential impacts from reducing metered parking
  - Need to synchronize parking-related revenue with aspects of housing development
  - Permitting as one option
  - Consider flexible curbside use to increase curbside space productivity
  - also need to be attentive to curbside variations across the County
- Need to consider cascading effects of housing inaccessibility
  - Need to take the onus for housing provision away from the (typically financially-constrained) individual
- Much greater innovation needed housing policy
  - Too much unwillingness to deviate from the status quo
- Given the extent of the housing prices, need to consider options for those who earn too much to qualify for low-income housing yet still cannot afford home in core areas
- Need to address economic segregation breeds broader forms of segregation
- Need policies that promote economic diversity
- TOD (Transit Oriented Development) creates displacement and insecurity for tenants
- Create more renter protections; particularly focus along emerging transit corridors
- “...healthy, safe...” ensure housing is enjoyable- wall insulation for noise, etc.
- Zoning and ordinance action
- Affordable housing units
- More housing- higher density
- Prioritize where housing is going

**Energy: Support greater access to renewable, reliable, efficient, and affordable energy for all communities:**

- Ensure all transportation investments made by L.A. County are zero-emissions projects
- Charging infrastructure, particular that works for shared use
- Tying electric buses to energy storage

**Waste: Accelerate a waste free future through a comprehensive approach for resource recovery:**

- Drawing on existing efforts to reduce vehicle and freight-related pollution, particularly in EJ communities

**Resilient Infrastructure: Invest in infrastructure to maintain and enhance services, even when facing shocks and stresses:**

- Consider the impacts of urban heat island and its impact on transit
- Consider climate impacts when building new infrastructure (i.e. risks of sea level rise, extreme heat); shady bike paths, shady bus stops
- Support less infrastructure-intensive projects => less to maintain
- Prioritize vulnerable infrastructure and its impact
- Economic resilient as well
  - Charging infrastructure
  - Natural disasters and everyday wear and tear
- Support projects that encourage multi-use of highways
- Retrofit existing infrastructure to make it resilient
  - Old systems that did not include resiliency
- Financial planning for infrastructure
  - Plan for shocks and stress on the economy

**Landscapes and Ecosystems: Ensure parks and open spaces are accessible for all, integrate natural and urban needs, and account for the inherent value of the environment:**

- Integrate green space and open space in current and future transportation infrastructure
  - Shades and trees
  - Make sure biking/pedestrian infrastructure includes shade to allow people to use it comfortably
- Transportation infrastructure can be multi use- broader urban design goals
- Open and green spaces should be included in every TOD and at stations

**Additional comments**

- Support bus rapid transit and bus-only rapid lanes

- Where does getting people out of personal cars fit in with these prompts?
  - More attention to behavior change measures that can break the automobile addiction
  - How to get people to think 'shared': designated lanes for autonomous fleets? Legislate shared mobility
- Need to draw on examples from other contexts (i.e. bicycle super highways in Copenhagen)
- Seems a tension between dedicated space for autonomous vehicles (which are still vehicles) as opposed to efforts allowing multi-modal transportation options

**Top vote-getting strategies:**

- Create policies and programs to ensure transportation investment does not lead to displacement
- Eliminate minimum parking requirements
- Provide free transit passes to encourage use and to not penalize those who cannot afford it with heavy fines
- Ensure all transportation investments made are zero-emissions projects
- Support bus rapid transit and bus-only rapid lanes
- Ensure the inclusion of robust community engagement in project development
- Incentivize housing near transit
- Make sure biking/pedestrian infrastructure includes shade to allow people to use it comfortably
- Need for active planning of infrastructure that can be resilient in the face of disasters
- Ensure strategies and financial incentives are aligned
- Prioritize projects in historically underserved communities

## Public & Private Partnerships Notes

A final breakout session had one attendee from the public sector pair off with an attendee from the private sector. Each pair were handed one of the cross-cutting prompts and developed a concept for a transportation-focused public-private partnership opportunity relating to the prompt, wrote it down on a sticky note, and shared it with the full group.

### Public-Private Partnership Sticky Notes

#### Public Health + Well-Being

- Partner with hospitals and health care providers to provide special transit access to health care facilities with subsidized fares for senior/disabled riders

#### Energy

- A power supply for transport that works off grid if there is a blackout

#### Housing

- Provide incentives--motive fees, shorten review + permit times--for housing that is infill, TOC-converted, and can serve more people (Lancaster's next 50 year plan)
- Target large employers to collaborate to subsidize public transit networks in order to improve employment (i.e. Antelope Valley Transit Authority)

#### Resilient Infrastructure

- Development Impact fee that funds resilient infrastructure as open space and community gardens
- Redundancy measures for when there is a problem w/ transportation

#### Landscapes & Ecosystems

- Repurpose defunct transit vehicles in park(s) -specifically Taylor Yard- for kids to play/referencing its historical use
- Create a program to convert underutilized parking lots to open/green space (public agency can provide tax credits to private landlords to fund/incentivize transition)
  - Based on specific allocation by neighborhood or a bonus towards a mixed-use development project
- Highway capping through land value capture
- Park/Plaza at every station
- Policy/incentive for public spaces in new developments along transit corridors
- Adding a surcharge on parking for parks and open spaces

#### Waste

- Create franchise/contract system to create clean fuel fleets in private sector that recycle compost
- Work with recyclers to use recycled materials for transportation infrastructure

- Creating a new Channel Island out of waste

## Economy

- Capitalize on excess parking supply (resulting from shared autonomous fleets) to create co-working spaces to incubate small businesses near transit lines.
- Support workforce development in clean transportation; for example, skilled workforce on electric bus maintenance + development
  - partner w/ local colleges to include in curriculum
  - partner w/ utilities
    - for example, SCE can offer free courses on electric fleet maintenance
  - Use County funding for trade schools + community colleges
- Re-skill late career professionals for Green Economy jobs w/ workforce development funds
- Measure business employees work vehicle miles

## Other prompt areas (prompt not noted)

- Reduce match requirements for funding for projects focused on electrification
- Public-private forum for coordination + discussion at the county level on advanced transportation infrastructure needs (EV charging, AV needs, etc.)
- Create a micro-transit project that brings together a Transit agency, electric chargers/stations, advertising revenue, and micro-transit operators
- Increased charging infrastructure and standardized charging equipment
- Private EV/Clean Fuel installation for Public Fleets
- Private “take back” programs partnered with public institutions (required)
- Create a smartphone app: SmartTrip that incorporates advocacy and public info for target market & public subsidy
  - Private sector through advertising public sector
  - Public sector through subsidy
  - R&D subsidy
  - Targeted users subsidy
  - Scalability Model
  - Sustainable beyond market demand



## Appendix A: Workshop Attendee List by Organization

- AECOM
- Alta Planning
- American Planning Association
- Arup
- Big Blue Bus
- Bird
- BlueLA
- BYD
- CalTrans Division 7
- Center for Sustainable Energy
- Central City Association
- Chariot
- City of Baldwin Park
- City of Culver City
- City of Inglewood
- City of Irwindale
- City of Irwindale
- City of Lancaster
- City of Los Angeles
- City of Pasadena
- City of Redondo Beach
- City of Santa Monica
- City of West Covina
- Culver City Bus
- Ford
- Gateway Cities COG
- Global Green
- Green Commuter
- Greenlots
- GM
- HDR
- HUD



- Hollywood Burbank Airport
- LA Clean Tech Incubator
- L.A. County Dept of Regional Planning
- L.A. County Dept of Public Works
- L.A. County PLACE Program (Policies from Livable, Active Communities and Environments)
- LADOT
- LAEDC
- Long Beach Transit
- Los Angeles Area Chamber of Commerce
- Los Angeles World Airports
- Maven
- Metro
- Metrolink
- San Gabriel Valley COG
- Siemens
- SoCalGas
- South Bay Cities COG
- Southern California Association of Governments
- Studio MLA
- Studio One Eleven
- Tesla
- Verdical Group