Southern California Association of Governments

Advisory Committee for Mobility Innovations

WORKSHOP #2
AGENDA

1. Intros + Workshop #1 debrief

2. Transportation equity zones

3. Presentations:
   (i) Transportation finance & equity implications and
   (ii) City of Los Angeles: zero emissions areas

4. Exercise: congestion pricing and low- and zero-emissions zones in practice

5. Identifying objectives + landscape analysis

6. Next steps + Workshop #3 preview
INTRODUCTIONS

1. Name
2. Pronouns
3. Organization
GROUND RULES

1. one mic, one speaker
2. assume good intent
3. move up, move back
4. respect confidentiality
5. challenge with care
6. be present
7. be mindful of time
8. others?
WORKSHOP TWO GOALS

- Articulate equity concerns
- Explore mitigation measures
- Surface opportunities to adapt decision-making
WORKSHOP ONE FEEDBACK

- Focus on outcomes
- Focus on finance
- Focus on data
- Focus on the mobility landscape
TRANSPORTATION EQUITY ZONES
EQUITY ANALYSIS GOALS

1. Pinpoint the most transportation-disadvantaged communities, using existing SCAG and LA Metro vulnerable community definitions.

2. Identify communities that may be most impacted by road pricing.

3. Understand travel needs of target communities to document where a pricing program may exacerbate inequities.
SCAG Vulnerable Communities

LA Metro Equity Focus Communities

vulnerable communities

Expand definition of vulnerable communities to identify the most transportation-disadvantaged areas

transportation equity zones

Identify where TEZ residents travel to and from

destination data
Communities of Concern: Upper 1/3 of communities of color and low-income households

Environmental Justice Area: Higher concentration of communities of color OR households in poverty, compared to the region

Disadvantaged Communities (Cal EPA): Disproportionate burden and vulnerability to pollution sources
Communities of Concern: 4.2 million people, 23% of the region’s population

Environmental Justice Areas: 12.4 million people, 68% of the region’s population

Disadvantaged Communities (Cal EPA): 6.4 million people, 35% of the region’s population, when refined by environmental justice areas
Mapping Vulnerable Community Definitions:
This map is centered on the Los Angeles, San Bernardino, and Orange County urbanized area.
**METRO: EQUITY FOCUS COMMUNITIES**

**LA COUNTY ONLY**

Components
- Household income
- Race/ethnicity
- Zero-car households
## DRAFT TEZs

Note: **Bold** text indicates components used for SCAG or Metro area definitions.

<table>
<thead>
<tr>
<th>Component</th>
<th>Subcomponent</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Income</td>
<td>• Household income</td>
<td>• Percent of households below the poverty line</td>
</tr>
<tr>
<td>Race/ethnicity</td>
<td>• People of color</td>
<td>• Percent non-white population</td>
</tr>
<tr>
<td>Pollution exposure</td>
<td>• Diesel particulate matter</td>
<td>• Overall pollution exposure</td>
</tr>
<tr>
<td></td>
<td>• PM$_{2.5}$</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Traffic Density</td>
<td></td>
</tr>
<tr>
<td>Access to transportation</td>
<td>• Zero and one-car households</td>
<td>• Percent of workers with access to one or fewer vehicles</td>
</tr>
<tr>
<td></td>
<td>• Transit service</td>
<td>• Number of buses stopping per square mile</td>
</tr>
<tr>
<td></td>
<td>• Pedestrian infrastructure</td>
<td>• Number of intersections per square mile</td>
</tr>
</tbody>
</table>
DESTINATION DATA

Road pricing and/or low- and zero-emissions zones must be sensitive to TEZ resident destinations, as well.

Understanding where people in Transportation Equity Zones travel will allow for development of road pricing equity mitigations.
EXERCISE:
EXPLORING
CONCEPTS
00004
apply congestion pricing and zero emissions areas concepts

explore trade-offs and test mitigation measures

keep your traveler happy

EXERCISE OVERVIEW
All players must travel to the destination (D) as soon as possible!
FINAL DESTINATION
You’ve got three ways to get there.

ACTIVE TRANSPORTATION
1 space per move (12 moves from A to D)

TRANSIT
2 spaces per move (6 moves from A to D)

PRIVATE VEHICLE
4 spaces per move (3 moves from A to D)
MAKING DECISIONS

There are three set budgets.

$ 6 TOKENS

$ 8 TOKENS

$ 10 TOKENS
PROFILES
Meet our travelers.

SINGLE ARTIST

Housing:
- [C]: City Center
- [A]: Outer Suburbs
- [B]: Inner Suburbs

Transportation:
- Active
- Transit
- Driving

LARGE FAMILY

Housing:
- [A]: Outer Suburbs
- [B]: Inner Suburbs
- [C]: City Center

Transportation:
- Driving
- Active
- Transit

SENIOR COUPLE

Housing:
- [B]: Inner Suburbs
- [C]: City Center
- [A]: Outer Suburbs

Transportation:
- Transit
- Driving
- Active

= 2 points = 1 point = 0 points

Meet our travelers.
Each household will pick a location based on their budget and preferences.

**OUTER SUBURBS**
- House = $
- Car = $$$$
- Bus = $

**INNER SUBURBS**
- House = $$$$
- Car = $$$$
- Bus = $

**CITY CENTER**
- House = $$$$$
- Car = $
- Bus = $

**MAKING CHOICES**
SCORING

MOVES
<5 moves = 6 points
5-9 moves = 3 points
10+ moves = 0 points

HAPPINESS
HOUSING PREFERENCE
😊😊 = 2 points
😊 = 1 point
😊 = 0 points

TRANSPORTATION
😊😊 = 2 points
😊 = 1 point
😊 = 0 points

SAVINGS
EACH REMAINING TOKEN is worth 1 point
Let’s do a test run.

1. **Select a Profile:** split up into teams of four (this is your household); they will help you decide where to live and what travel options you’ll pursue.

2. **Receive a Budget:** choose a playing card to receive six, eight, or ten tokens.

3. **Decide Where You’ll Live:** consult with your household to determine where you’ll live and what travel options you can afford.

4. **Select Your Travel Options:** determine if you’ll invest in a car, transit pass, or both.

5. **Move to Your Starting Location:** based on the location your household chose.

6. **Roll the Dice for Travel Instructions:** if you roll a one or a six, proceed as planned. Otherwise, your trip may be delayed.
 STATUS QUO

Let’s do a test run.

**A**

- OUTER SUBURBS
  - House = 2 tokens
  - Car = 4 tokens
  - Bus = 1 token

**B**

- INNER SUBURBS
  - House = 5 tokens
  - Car = 3 tokens
  - Bus = 1 token

**C**

- CITY CENTER
  - House = 8 tokens
  - Car = 2 tokens
  - Bus = 1 token
CONGESTION PRICING

... without mitigation.

OUTER SUBURBS
- House = 2 tokens
- Car = 4 tokens +2 token fee
- Bus = 1 token

INNER SUBURBS
- House = 5 tokens
- Car = 3 tokens +2 token fee
- Bus = 1 token

CITY CENTER
- House = 8 tokens
- Car = 2 tokens +2 token fee
- Bus = 1 token

TRANSIT
- 3 spaces per move (two moves from cordon to D)
CONGESTION PRICING

. . . with mitigation.

A: OUTER SUBURBS
- House: 2 tokens
- Car: 4 tokens +2 token fee
- Bus: 0 tokens
- Electric Vehicle: 4 tokens +2 token fee

B: INNER SUBURBS
- House: 5 tokens
- Car: 3 tokens +2 token fee
- Bus: 0 tokens

C: CITY CENTER
- House: 8 tokens
- Car: 2 tokens +2 token fee
- Bus: 0 tokens

TRANSIT
6 spaces per move (one move from cordon to D)
What questions or issues did the exercise raise?

How might we change the exercise?
IDENTIFYING OBJECTIVES & LANDSCAPE ANALYSIS
EFFECTIVE AGENCY ENGAGEMENT

What are effective strategies agencies can deploy to engage with community organizations on issues of road pricing and low- or zero-emission areas?

What strategies, techniques, or methods should agencies avoid?
ELEMEHTS FOR SUCCESS

- political will
- organized support
- diverse stakeholders
KEY STAKEHOLDERS

1. County Transportation Commissions (e.g., LA Metro and OCTA)
2. Cities and Local Governments
3. Community Based Orgs.
4. Civic and Business Organizations
5. Organized Labor
6. Environmental Advocacy
7. Philanthropy

DISCUSSION
EXERCISE GROUPS

1. Congestion Pricing
2. Zero Emissions Areas

DISCUSSION
EXERCISE OUTCOMES

1. Set Goals & Objectives
2. Identify Key Players
3. Populate a Power Map
"Implement congestion pricing in a way that provides more mobility options for low-income communities of color."

"Design a congestion pricing program that reinvests revenues in a manner that directly benefits marginalized communities and vulnerable road users."
“Create low- and zero-emissions areas that enhance air quality, safety, and public health outcomes for pollution-burdened communities.”

“Implement more low- and zero-emissions mobility options that are accessible to low-income communities.”
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