

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**

**INTROS &  
WORKSHOP 1  
DEBRIEF  
00001**

# INTRODUCTIONS



# 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?

**123456**

# WORKSHOP TWO GOALS



**articulate  
equity concerns**



**explore  
mitigation measures**



**surface opportunities  
to adapt decision-making**

# WORKSHOP ONE FEEDBACK



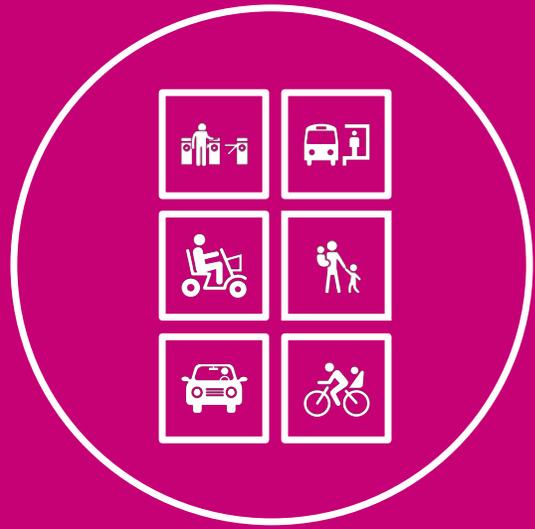
**focus on outcomes**



**focus on finance**



**focus on data**



**focus on the mobility landscape**

# TRANSPORTATION EQUITY ZONES 00002

# 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.

# EQUITY ANALYSIS PROCESS



**vulnerable communities**



**transportation equity zones**



**destination data**

# SCAG: VULNERABLE COMMUNITIES

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

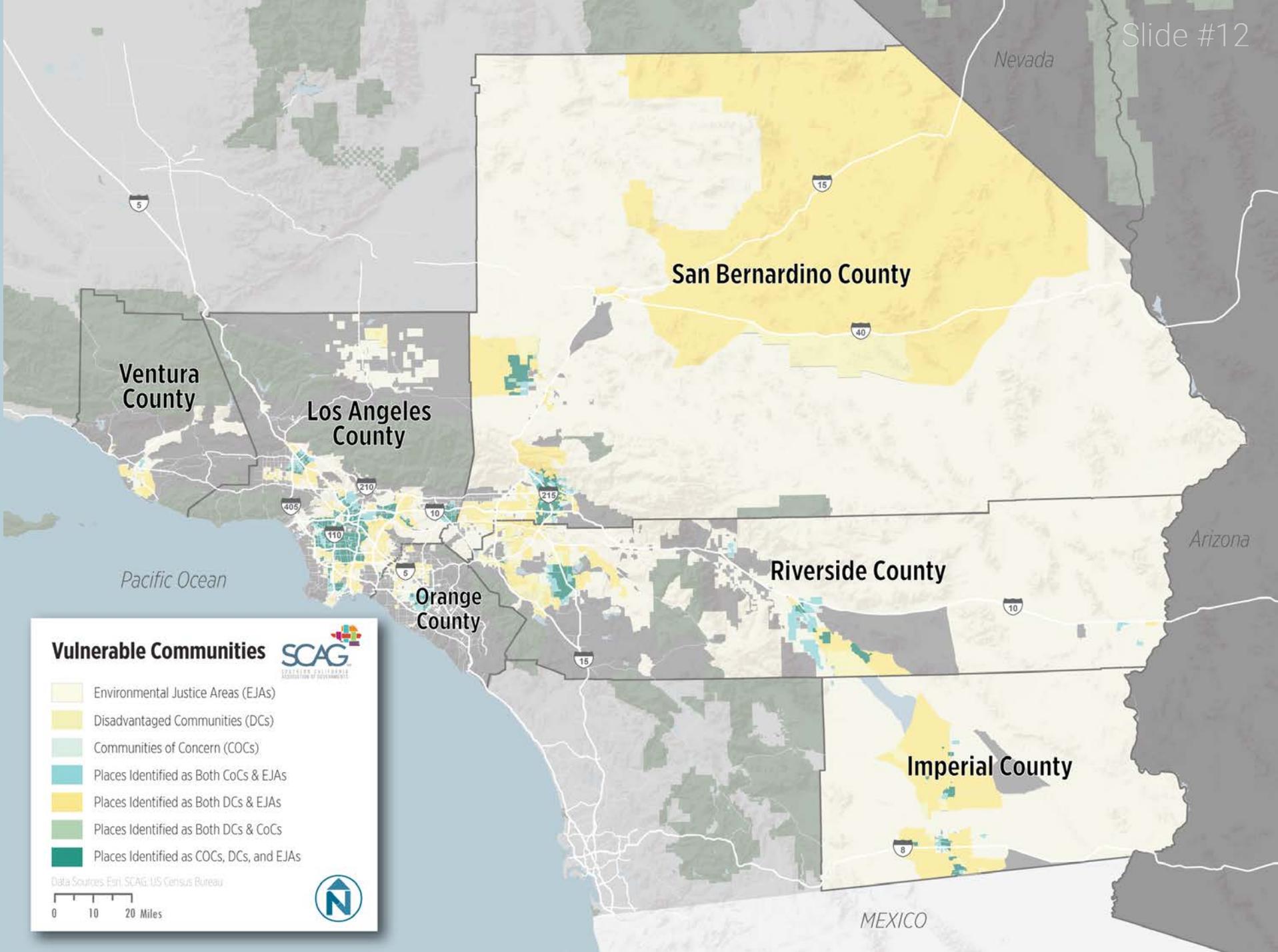
**Environmental Justice Area:** Higher concentration of communities of color OR households in poverty, compared to the region

**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



**Vulnerable Communities**

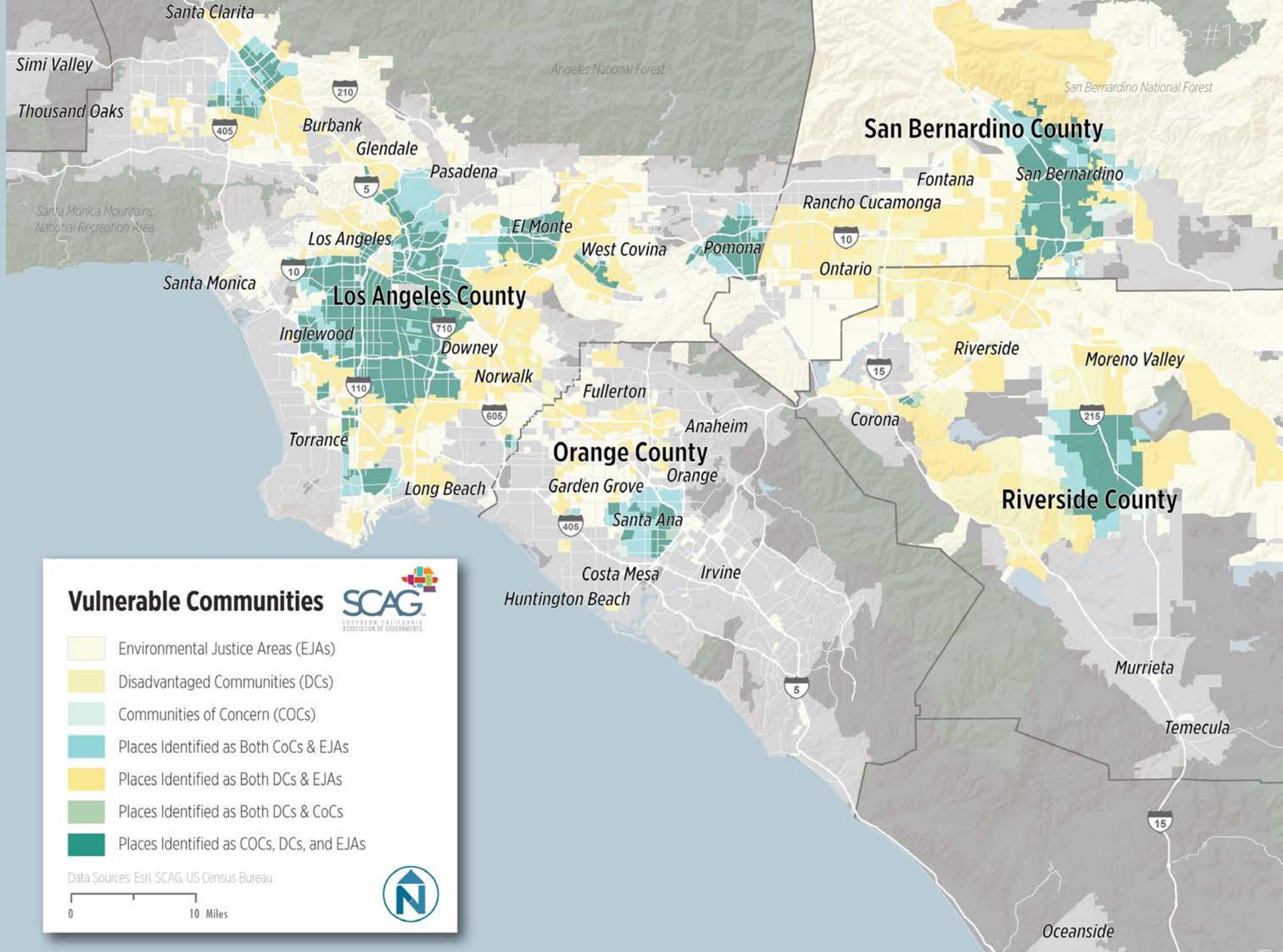


- Environmental Justice Areas (EJAs)
- Disadvantaged Communities (DCs)
- Communities of Concern (CoCs)
- Places Identified as Both CoCs & EJAs
- Places Identified as Both DCs & EJAs
- Places Identified as Both DCs & CoCs
- Places Identified as CoCs, DCs, and EJAs

Data Sources: Esri, SCAG, US Census Bureau

0 10 20 Miles





**Mapping Vulnerable Community Definitions:**  
 This map is centered on the Los Angeles, San Bernardino, and Orange County urbanized area

**Vulnerable Communities**   
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

-  Environmental Justice Areas (EJAs)
-  Disadvantaged Communities (DCs)
-  Communities of Concern (CoCs)
-  Places Identified as Both CoCs & EJAs
-  Places Identified as Both DCs & EJAs
-  Places Identified as Both DCs & CoCs
-  Places Identified as CoCs, DCs, and EJAs

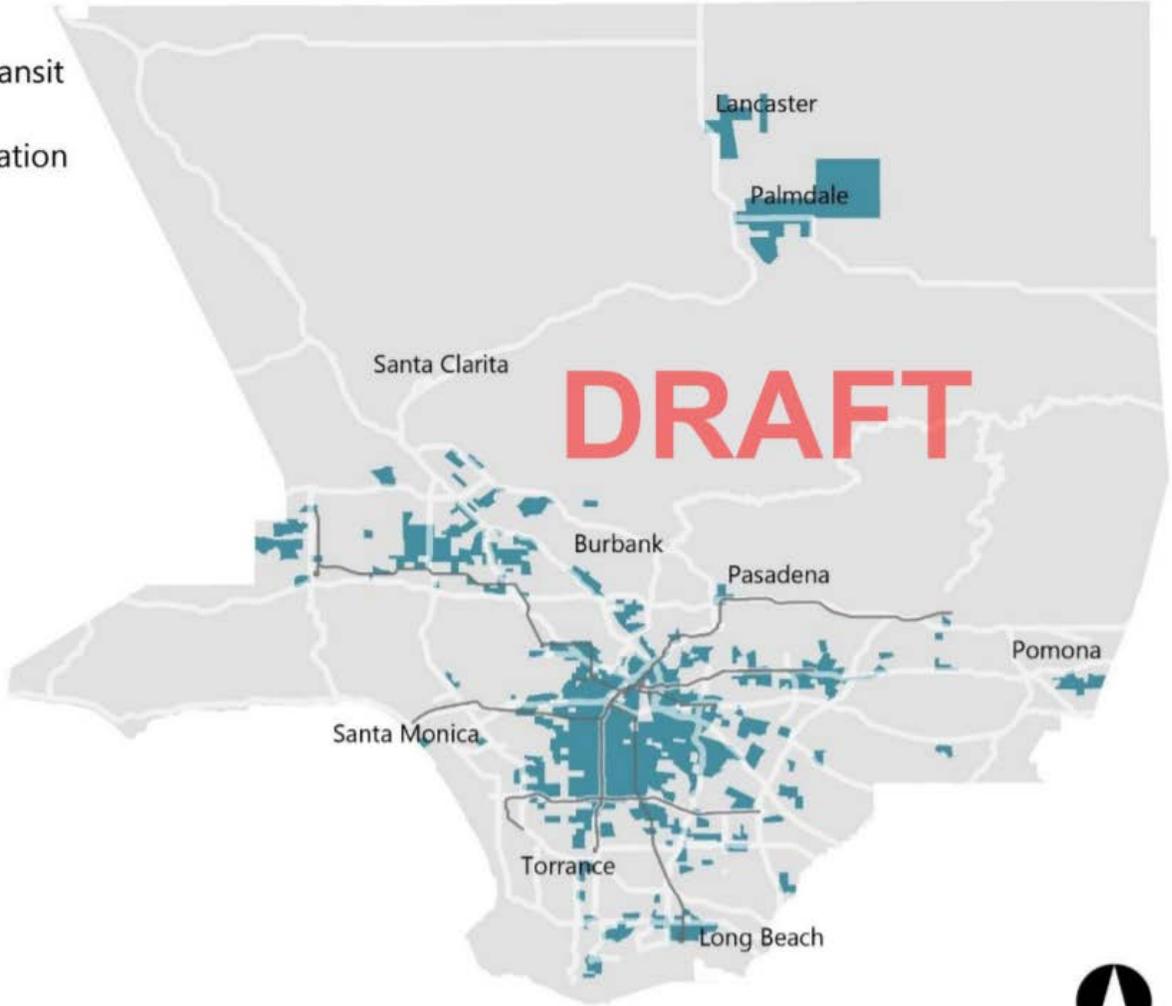
Data Sources: Esri, SCAG, US Census Bureau

0 10 Miles 

# METRO: EQUITY FOCUS COMMUNITIES

Highways  
Fixed Guideway Transit  
EFC Communities  
30% of LAC Population

Census Tract Thresholds  
>80% Non-white  
>40% Low Income  
>10% Zero Car



## LA COUNTY ONLY Components

- Household income
- Race/ethnicity
- Zero-car households

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# DRAFT TEZs

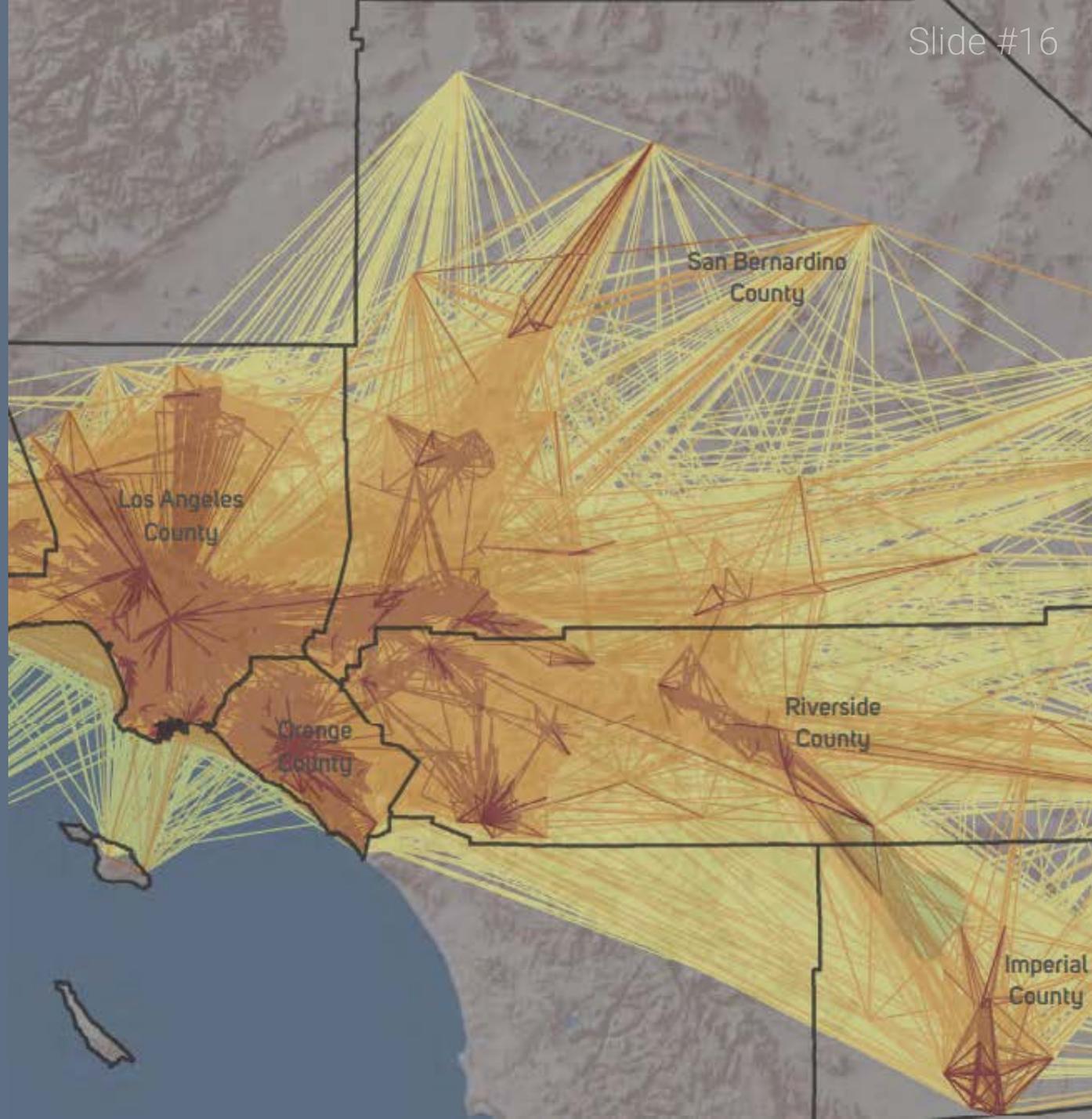
Note: **Bold** text indicates components used for SCAG or Metro area definitions.

Component	Subcomponent	Measure
Income	<ul style="list-style-type: none"> <li>• <b>Household income</b></li> </ul>	<ul style="list-style-type: none"> <li>• Percent of households below the poverty line</li> </ul>
Race/ethnicity	<ul style="list-style-type: none"> <li>• <b>People of color</b></li> </ul>	<ul style="list-style-type: none"> <li>• Percent non-white population</li> </ul>
Pollution exposure	<ul style="list-style-type: none"> <li>• <b>Diesel particulate matter</b></li> <li>• <b>PM<sub>2.5</sub></b></li> <li>• <b>Traffic Density</b></li> </ul>	<ul style="list-style-type: none"> <li>• Overall pollution exposure</li> </ul>
Access to transportation	<ul style="list-style-type: none"> <li>• <b>Zero and one-car households</b></li> <li>• Transit service</li> <li>• Pedestrian infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Percent of workers with access to one or fewer vehicles</li> <li>• Number of buses stopping per square mile</li> <li>• Number of intersections per square mile</li> </ul>

# 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.

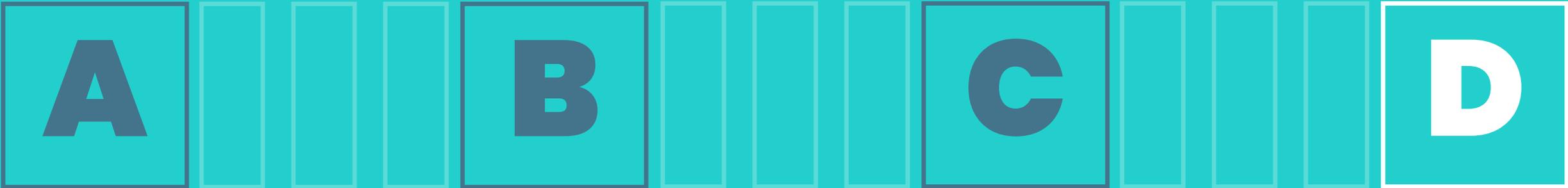


**EXERCISE:  
EXPLORING  
CONCEPTS**  
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# FINAL DESTINATION

All players must travel to the destination (D) as soon as possible!



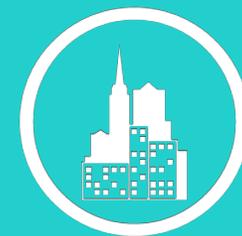
OUTER  
SUBURBS



INNER  
SUBURBS



CITY  
CENTER

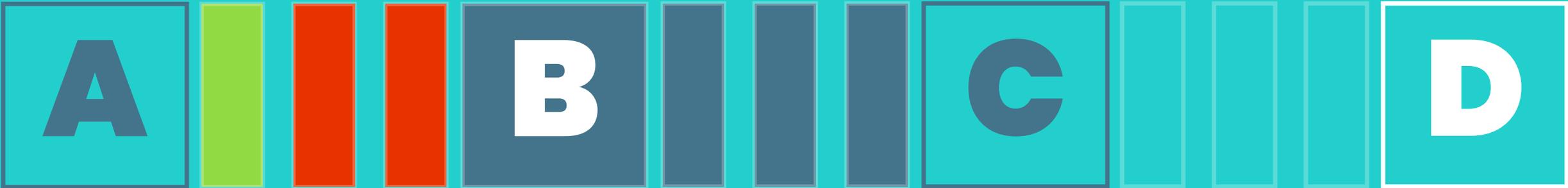


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ACTIVITY

# 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.



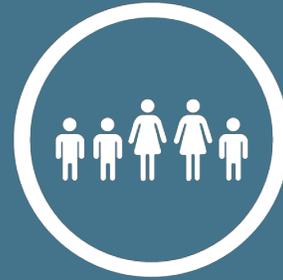
## SINGLE ARTIST

### 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

# MAKING CHOICES

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



**OUTER  
SUBURBS**

= \$

= \$\$\$

= \$



**INNER  
SUBURBS**

= \$\$\$

= \$\$

= \$

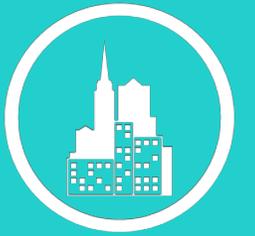


**CITY  
CENTER**

= \$\$\$\$

= \$

= \$



# 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

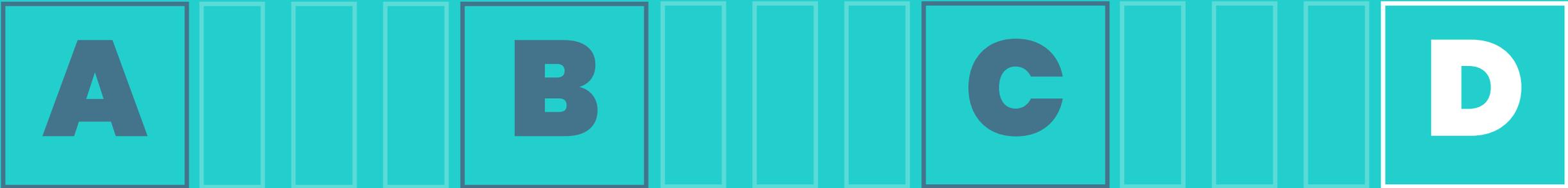
# STATUS QUO

**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.



**OUTER  
SUBURBS**

 = 2 tokens

 = 4 tokens

 = 1 token



**INNER  
SUBURBS**

 = 5 tokens

 = 3 tokens

 = 1 token



**CITY  
CENTER**

 = 8 tokens

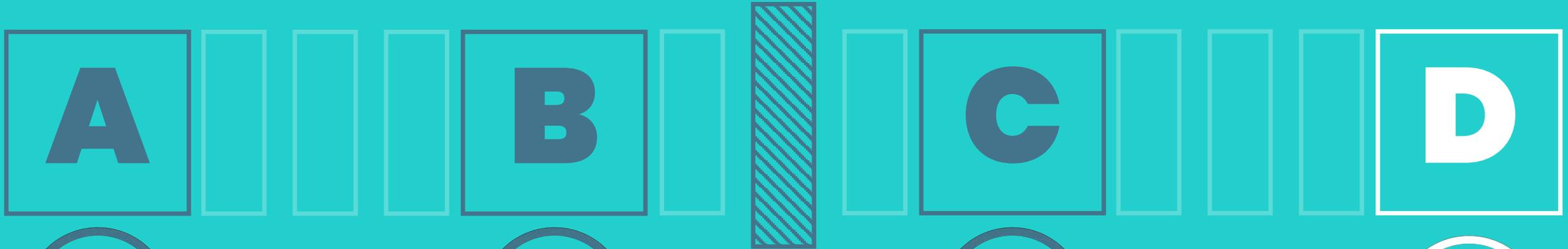
 = 2 tokens

 = 1 token



# CONGESTION PRICING

... without mitigation.



**OUTER  
SUBURBS**

 = 2 tokens

 = 4 tokens +2 token fee

 = 1 token



**INNER  
SUBURBS**

 = 5 tokens

 = 3 tokens +2 token fee

 = 1 token

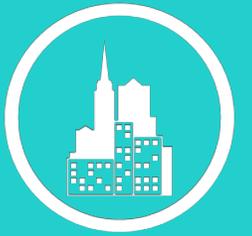


**CITY  
CENTER**

 = 8 tokens

 = 2 tokens +2 token fee

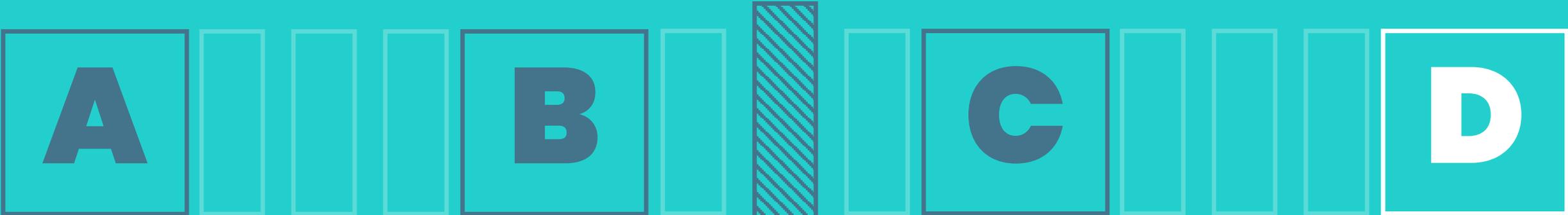
 = 1 token



**TRANSIT**  
 3 spaces per move (two moves from cordon to D)

# CONGESTION PRICING

... with mitigation.



**OUTER SUBURBS**



**INNER SUBURBS**



**CITY CENTER**



 = 2 tokens

 = 5 tokens

 = 8 tokens

 = 4 tokens +2 token fee

 = 3 tokens +2 token fee

 = 2 tokens +2 token fee

 = 0 tokens

 = 0 tokens

 = 0 tokens

 = 4 tokens +2 token fee



**TRANSIT**  
 6 spaces per move (one move from cordon to D)

# DISCUSSION

1  
What questions or issues did the exercise raise?

2  
How might we change the exercise?

# IDENTIFYING OBJECTIVES & LANDSCAPE ANALYSIS

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# 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?**

# ELEMENTS FOR SUCCESS



**political  
will**



**organized  
support**

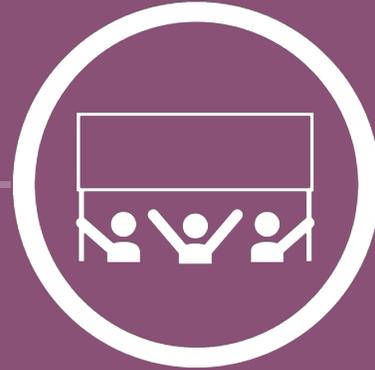


**diverse  
stakeholders**

# KEY STAKEHOLDERS



**County  
Transportation  
Commissions**  
(e.g., LA Metro and OCTA)  
**Cities and Local  
Governments**



**Community  
Based Orgs.  
Civic and  
Business  
Organizations**



**Organized Labor  
Environmental  
Advocacy  
Philanthropy**

# EXERCISE GROUPS

1  
Congestion  
Pricing

2  
Zero  
Emissions  
Areas

1 2 3 4 5 6

DISCUSSION

# EXERCISE OUTCOMES

- 1** Set Goals & Objectives
- 2** Identify Key Players
- 3** Populate a Power Map

# SAMPLE GOALS



congestion  
pricing

“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.”

# SAMPLE GOALS



zero  
emissions  
areas

“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.**”

Southern California Association of Governments

# **Advisory Committee for Mobility Innovations**

**WORKSHOP #2**