

# LONG RANGE TRANSPORTATION PLAN

## DRAFT - BASELINE UNDERSTANDING

### FRAMEWORK

## 3.1 Understanding Our Communities

### 1. Who are our communities?

#### How do we define our communities?

This section provides baseline year data (2017) divided into demographics, social, and geographic information. The section discusses what constitutes a community and how best to serve them by identifying their needs.

#### Social

- What creates community?
  - Community spaces and (cultural) historic establishments
  - Connected activities
  - Community based organizations

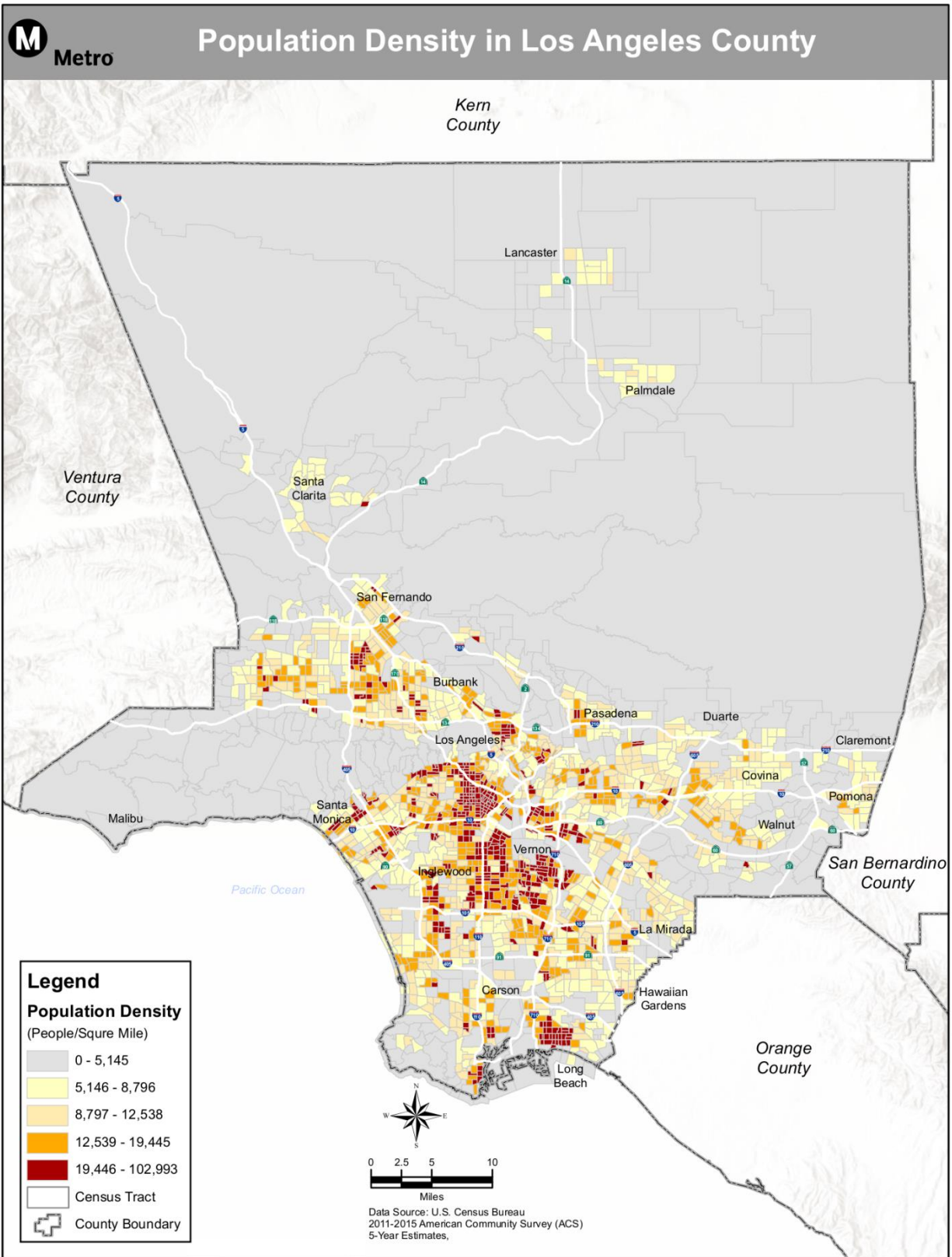
#### Geographic

- How do we examine communities?
  - Blocks
  - Neighborhoods and community planning areas
  - Cities
  - Subregions
  - County

#### Demographics

- Los Angeles County Demographics
  - Most populous county in the US, but density varies (Figure 3-1)
  - Ethnically diverse, i.e., majority minority population (Figure 3-2)
    - Non-English prevalence (Figure 3-3)
  - Other Demographic Details
- Economic Conditions
  - Federal Poverty Line is a national guideline (\$25,750 for 4-person household 2019)
  - Poverty must be adjusted in LA County for area housing & cost of living factors
  - 200% Federal Poverty (\$37,750 for 3-people family size, \$48,500 for 4-people family size, weighted average poverty threshold in 2015, Figure 3-4)
  - Severely Rent Burdened is part of the State housing crisis (Figure 3-5)

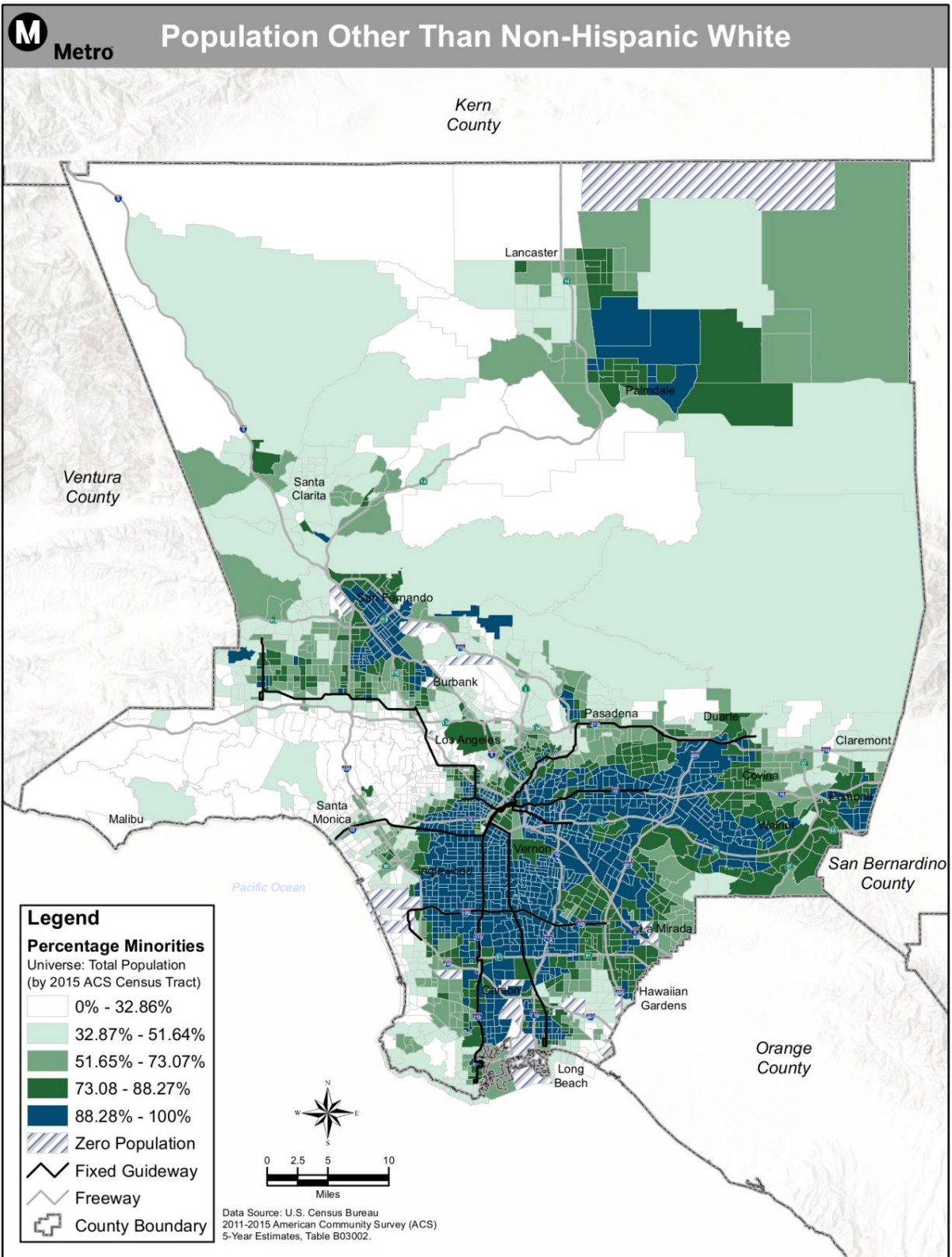
Figure 3-1. Population Density (2015)



Map Produced By Countywide Planning and Development, LACMTA, January, 2018  
 Thomas Bros. Data Used With Permission

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Figure 3-2. Majority Minority Population (2015)

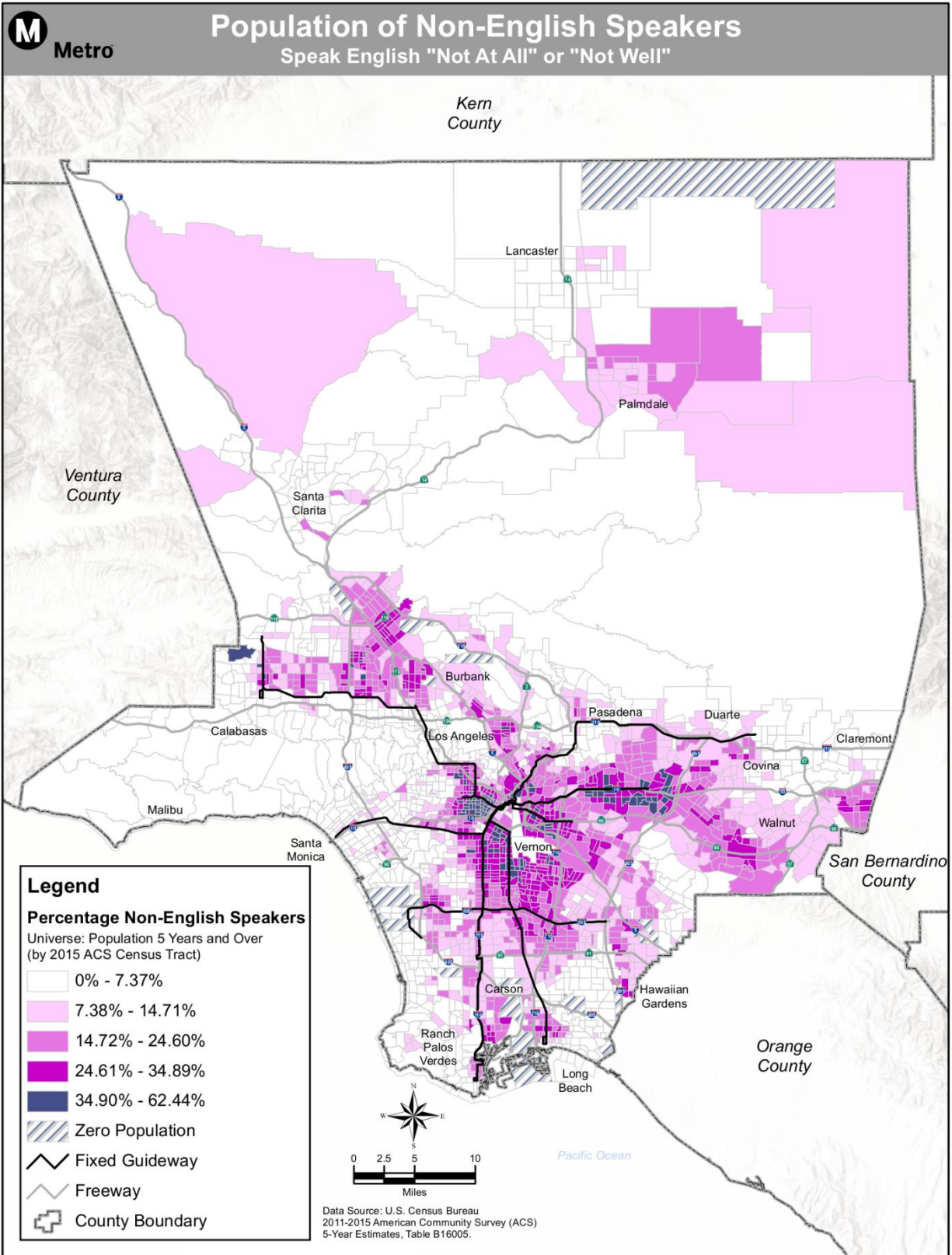


Map Produced By Countywide Planning and Development, LACMTA, November, 2017  
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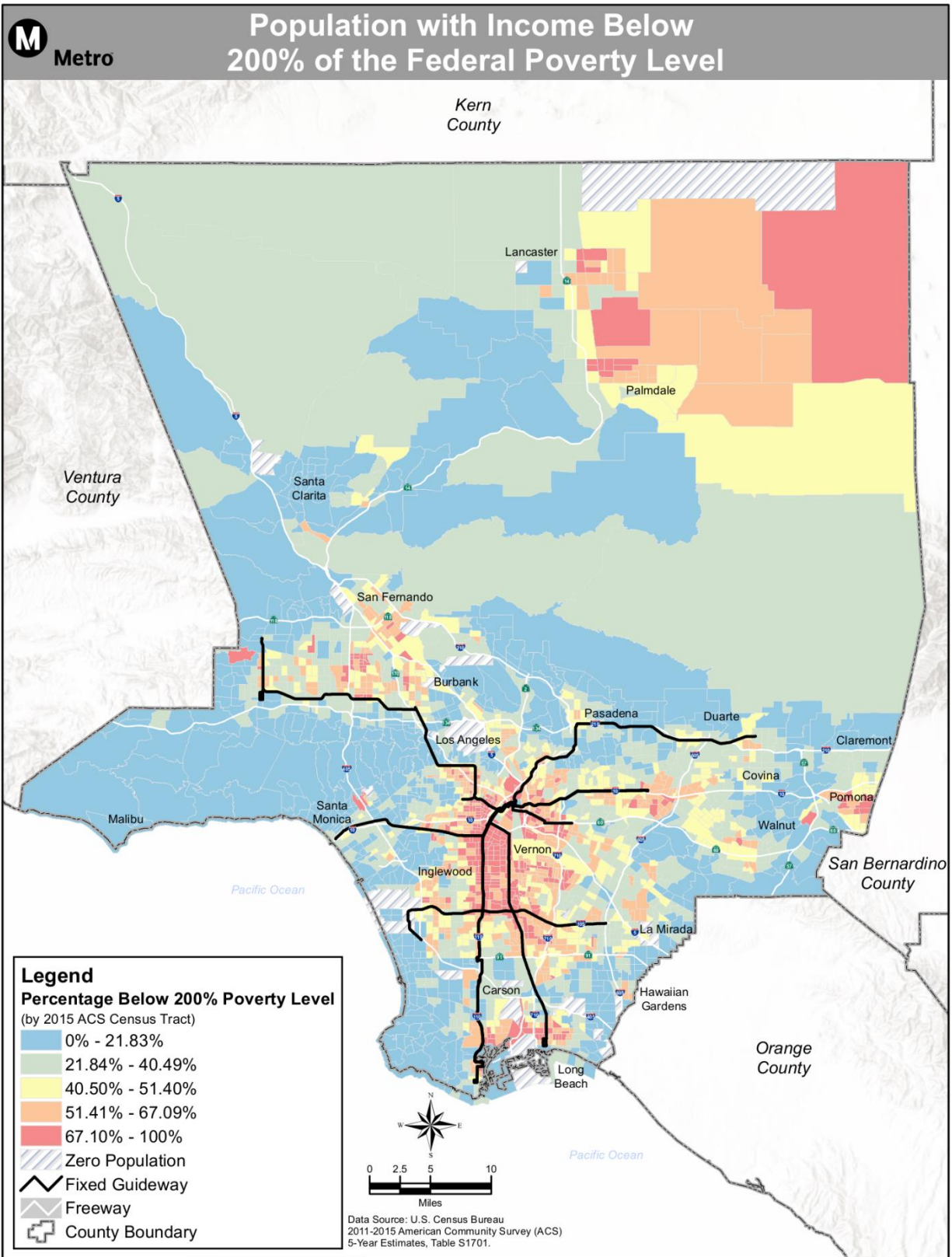


**Figure 3-3. Non-English Speaking Population (2015)**



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Figure 3-4. Federal Poverty Level (2015)

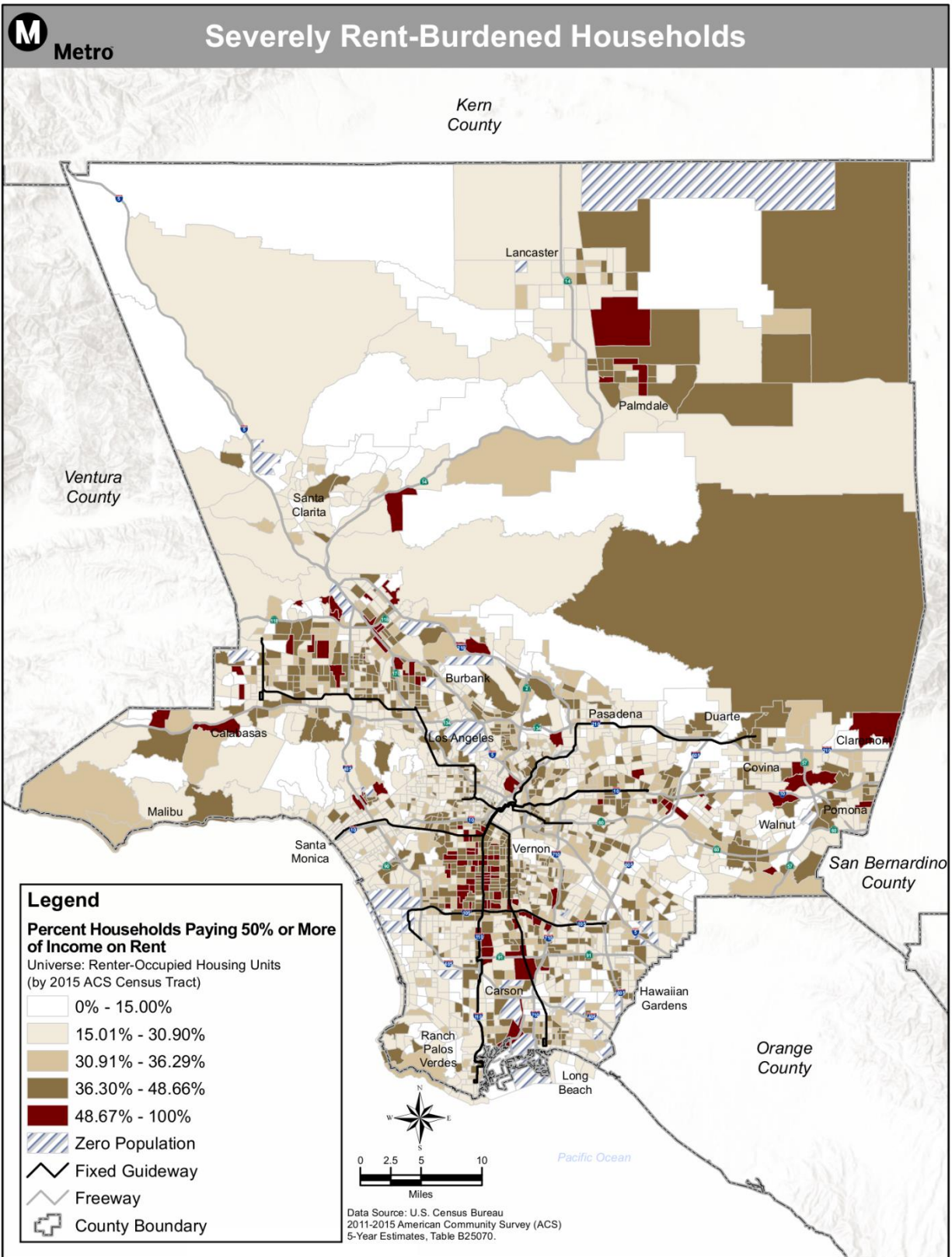


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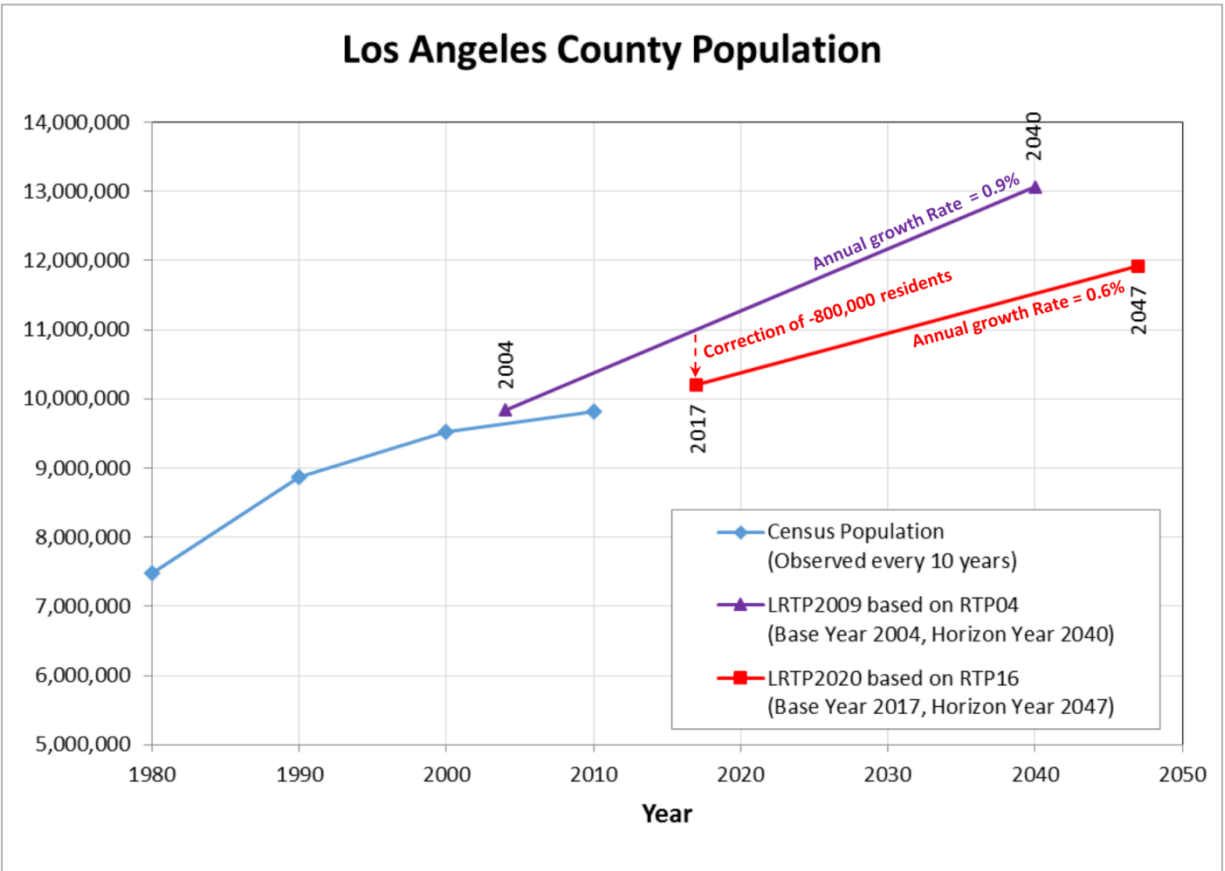


Figure 3-5. Rent-Burdened Population (2015)



- Demographic Trends
  - Historic Forecast Adjustments
    - Past SCAG forecasts were adjusted following the Recession
    - Current population is approximately 800,000 lower than projected (Figure 3-6)
    - Current jobs are approximately 680,000 lower (Figure 3-7)

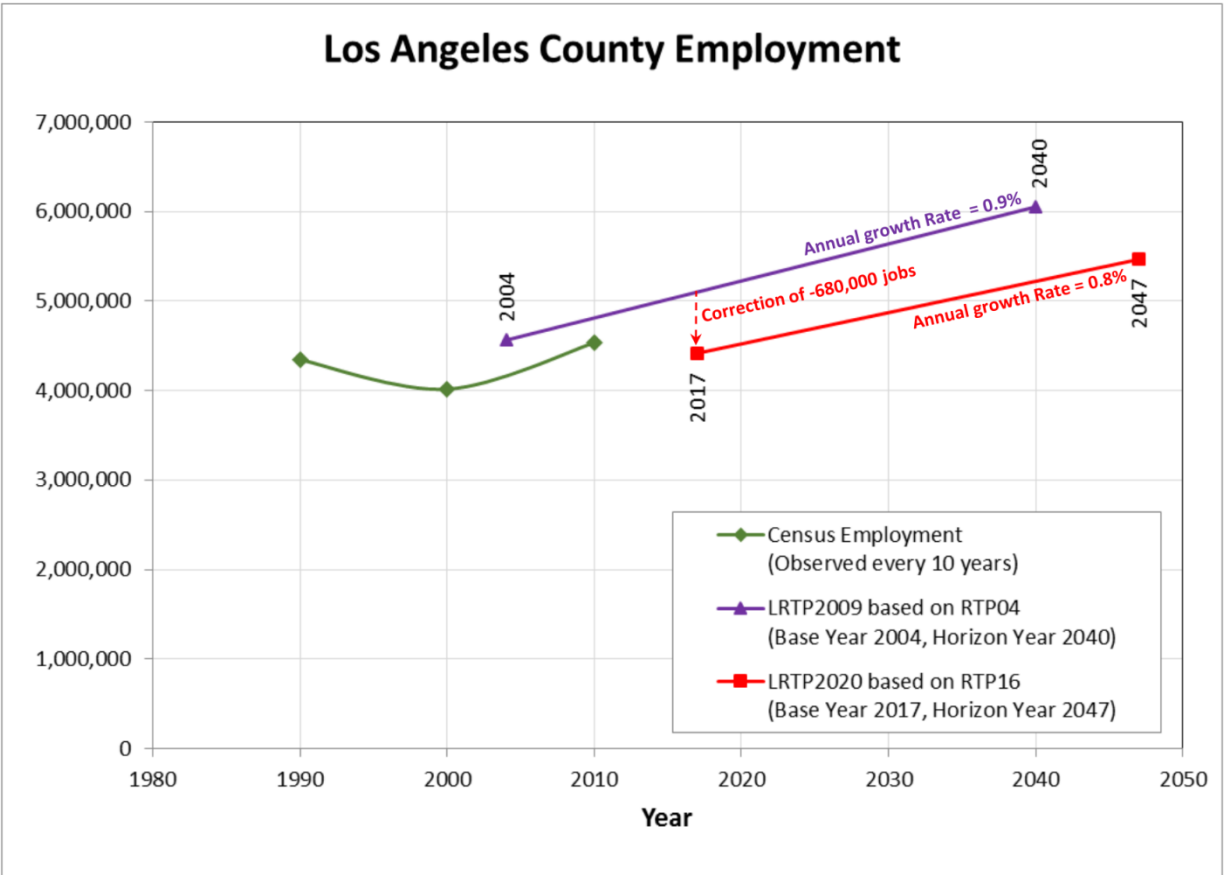
**Figure 3-6. Population Projection**



**Notes:**

1. L RTP 2009 was based on SCAG 2004 RTP, whereas L RTP 2020 is based on SCAG 2016 RTP. The latter has applied 800,000 population correction to base year 2017, and a more conservative annual growth rate of 0.3% in the next 30 years.

Figure 3-7. Employment Projection



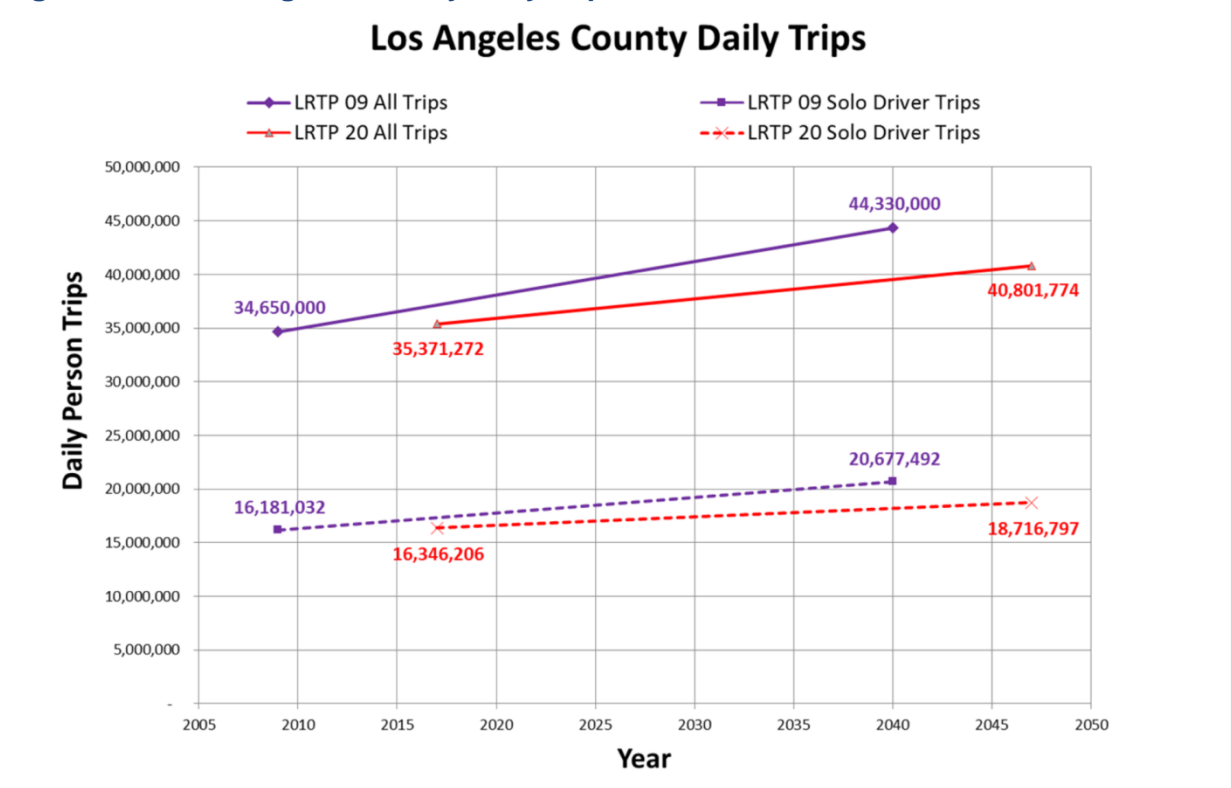
Notes:

1. L RTP 2009 was based on SCAG 2004 RTP, whereas L RTP 2020 is based on SCAG 2016 RTP. The latter has applied 680,000 job correction to base year 2017, and a more conservative annual growth rate of 0.8% in the next 30 years.

- Population and economic shifts (see Appendix 3A)
  - Homeless
  - Birth rate decrease
  - Work from home and other mode choices
  - Immigration
  - Other
- How does this affect our Ridership?
  - LA County Daily Trips (Figure 3-8)
  - Metro ridership demographics (see Appendix 3B)
    - Rail versus bus demographics – who precisely is riding each mode?
    - Customer satisfaction survey responses
  - Other Trip and travel mode information



Figure 3-8. Los Angeles County Daily Trips



How do we subdivide the county for LRTP purposes?

Metro Subregions (Figure 3-9)

- Established for plan analysis purposes;
- Subregions self-select their groupings and changed for Measure M;
- No specific boundary requirements; and
- SCAG has different subregions because they conduct different analyses.

**Figure 3-9. Metro Subregions**  
 Metro Measure M Subregions



**Subregional Detail**

- Detailed demographic information and travel analysis for each of the nine subregions is included as Appendix 3C to this chapter. The following information is provided for each area:
  - Intro
    - a. List of jurisdictions, geography, locations
    - b. population and employment by jurisdictions
    - c. median household income
    - d. highway facilities, transit services
  - Land Use
    - a. Discussion by land use types
    - b. Discussion by jurisdictions
  - Travel Demand Factors
    - a. Population density by jurisdictions
    - b. Employment density by jurisdictions
    - c. Trip density by jurisdictions
    - d. Employment Centers (based on 2010 census)
  - Transit Dependent Communities
    - a. Zero-car ownership
    - b. Low income households
    - c. Senior Citizens with medium-low income
    - d. Transit Dependent Population

- Traffic Congestion
  - a. AM and Midday traffic volumes
  - b. AM and Midday traffic speeds

## Travel Demand Model

The Metro Travel Demand Model analyzes average daily travel using eight major groupings: four trip purposes by two time periods. The four major travel purposes are:

- Home-Based-Work (HBW);
- Home-Based-University (HBU);
- Home-Based-Other (HBO); and
- Non-Home Based (NHB).

These purposes are further separated into travel during two time periods:

- Peak (6AM to 9AM and 3PM to 7PM); and
- Off-Peak (9AM to 3PM and 7PM to 6AM).

Of the purposes described above, the Peak Home-Based-Work is the most illustrative, as it reflects the general trend of travel in the AM rush hour and is indicative of the primary transit market. Appendix 3D presents the 2017 Peak Period Home-Based-Work trip exchange flows between the 9 Los Angeles County Sub-Regions.

## 2. How do we serve our communities?

Understanding the commonalities and the differences in the Communities we serve.

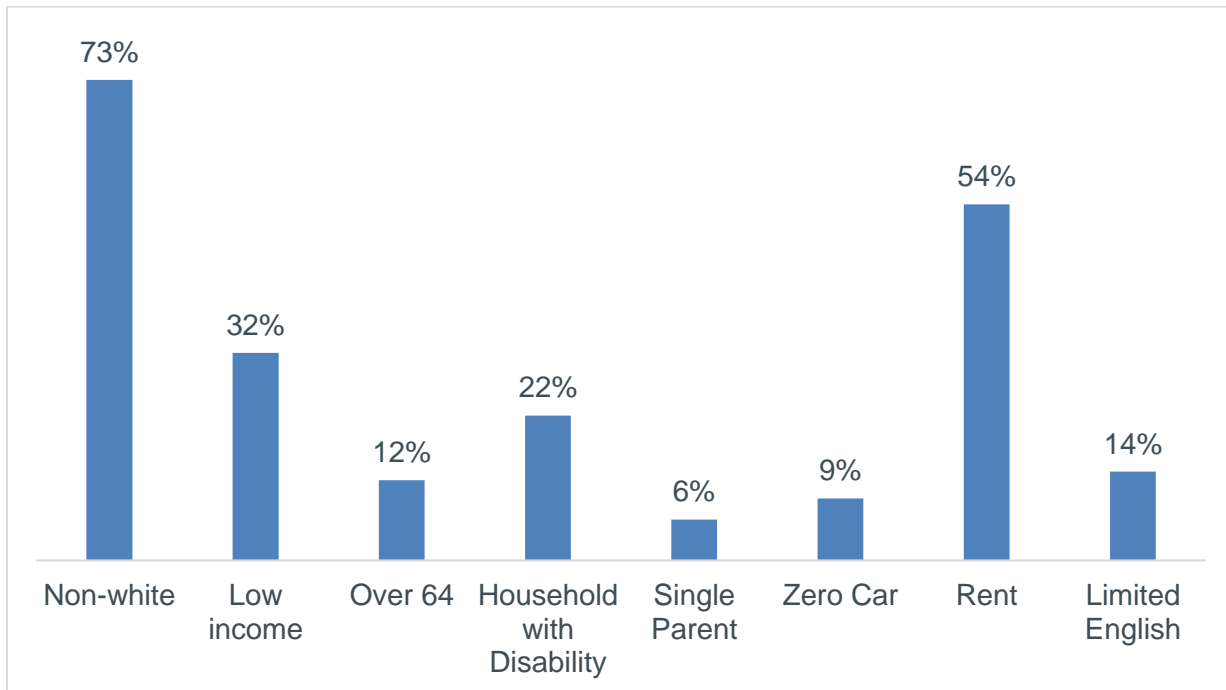
### Equity Lens on LA County Demographics

Research shows that tying personal well-being to demographic factors and locational geography can be used to develop a tool to identify priorities and track progress over time (e.g., *A Portrait of Los Angeles County*, Measure of America of the Social Science Research Council). Metro can use this tool to allocate transportation resources to a community based on need.

To understand the demographic backdrop in LA County, we identified the percent of the population with a variety of factors. Figure 3-10 shows LA County demographics with respect to each demographic factor. As of 2016, the LA County population was over 10 million with more than 3.2 million households. LA County is a “majority minority” county, with 73 percent of the population identifying as non-white. Nearly one third of LA County households earn less than \$35,000 annually. The \$35,000 annual income threshold is 60 percent of area median income and 140 percent of the federal poverty level. Notably, more than half of households are renters, nearly a quarter of households have at least one person with a disability, and nearly 10% of households own no car.



**Figure 3-10. LA County Demographic Details as a Percentage of Total Population, 2016**



Geographically, low-income, non-white, and zero-car populations are concentrated in certain regions. The highest concentrations of low-income households are located near Downtown, South LA, and portions of the Gateway Cities, San Fernando Valley, and North County (Figure 3-4). The highest concentrations of non-white residents are clustered in similar areas, with the addition of much of the San Gabriel Valley (Figure 3-2).

### **Inequity**

Intuitively, the disparate conditions and demographics lead to uneven distribution of resources and gaps in access to opportunity within the County.

#### How has inequity shaped our communities?

- Redlining
- Gentrification and Urban Displacement
- Opportunity Gaps

#### How has Metro addressed inequity in the past?

- Title VI – prohibits discrimination on race, color, etc.
- Expanding programs to serve the most disadvantaged
  - Low Income Fare and other subsidy programs
  - Sustainability programs (e.g., clean air buses to address health concerns, etc.)
- Equity Platform – See Values Framework

## Equity Baseline Next Steps

Equity is difficult to measure because it means different things to different people. In order to measure the performance of transportation plans or projects, inequity is easier to quantify. Performance will flow from the needs and wants of the communities, as identified by public engagement and other policy considerations. A full discussion on equity and performance measures is presented in the Values Chapter.

### 3. What are the needs and wants of our communities?

LRTP outreach is exploring this question. This area will support what is working and what is not working. In order to assess community needs we engage stakeholders throughout the County. The LRTP will have to address the needs as identified by the communities, as well as the scale, scope and location of the needs. The following Public Engagement effort is ongoing:

#### Outreach conducted

- Online surveys, polls, questionnaires
- Onboard surveys
- Workshops and working groups
- Innovative public engagement events

#### What are LRTP public engagement efforts?

- PAC
- Concurrent Metro studies engagement (i.e. NextGen Study)
- LRTP Survey

#### What are our communities saying?

The following areas were identified as the most frequent focus areas for future transportation related investment:

- Better transit (more frequent, secure, reliable, better customer experience, etc.)
- Less congestion (options to bypass traffic, better traffic flow, and improved travel times)
- More Affordable (improved/affordable access to housing, jobs and more)
- Innovative Mobility Choices (mobility services, apps and other innovations)
- Safer/Complete Streets (better roadways, including greener, rolling, walking, etc.)

## 3.2 Understanding our Partners

### 1. Who are our Partners?

#### What do we mean by a partnership?

A working definition of a partnership is “a collaborative relationship between entities to work toward shared objectives through a mutually agreed upon division of labor.” This section introduces the idea of a partnership as context to better understand Metro’s interdependence with its partners.

#### Inventory Partners by Category

*Inventory is a sampling of key partners but is not exhaustive.*

- Community Based Organizations
- Non-profits
- Private Sector Organizations (Innovators, economic development, business community, private transportation providers both goods movement and service providers)
- Government Agencies:
  - Municipal Operators
  - Cities
  - County
  - SCAG
  - State
  - Federal

#### PAC

- Roles and responsibilities
- Membership
  - Consumers
  - Providers
  - Jurisdictions

### 2. Why does Metro partner?

Metro’s Vision 2028 Strategic Plan sets a goal to transform Los Angeles County through regional collaboration and national leadership. While only a portion of the needs identified by the communities throughout LA County can be addressed directly by Metro alone, the LRTP identifies those partners who can also assist in meeting these needs. Metro’s Strategic Plan acknowledges that while Metro own and operate significant components of the County’s transportation system, the remaining elements, particularly street and highways, are governed by other jurisdictions. While Metro does not direct the actions of its partners, Metro does distribute a substantial portion of the County’s transportation funds to these organizations. In this capacity, Metro can provide incentives for partner organizations to help in addressing the mobility needs identified.

Metro funds allocated to our partners include:

- Transportation Sales Taxes: Local Return
  - Program derives from the four half-cent sales tax that Metro placed where funds will be re-allocated back to the county’s local governments to address specific transportation needs of each jurisdiction



- Measure M: Multi-year Subregional Program
  - Intended to provide sub-regions flexibility in using fund allocated through Measure M to develop a five-year program of projects. Requirements include community engagement, performance metrics, MSP nexus discussion, and mobility matrices.

What are the different forms that partnerships can take?

Here a brief exploration of the universe of partnerships is offered, informal and formal, voluntary and obligatory. This section will not be exhaustive but offer insight into a typology of partnerships including:

- Compliance
- Mutual-aid
- Collaboration
- Information sharing
- Public-private
- Interdisciplinary
- Donor/recipient
- Funding alliances
- Cost-sharing

Metro is an interdependent agency

Metro does not operate in a vacuum but within and among cities and other agencies with varied, complex regulatory systems and infrastructure in shared public spaces. Not only does Metro share this responsibility in terms of daily operations, planning, funding, constructing, compliance, etc.

What is under Metro’s control/authority?

See Metro’s statutory authority in Orientation and Context chapter.

What guides our relationship with our partners?

Our relationship with our partners will be guided by Goal 4 of the Vision 2028 Strategic Plan: Transform LA County through regional collaboration and national leadership

Summary of Strategic Plan Principles of partnerships

- Trust
- Encourage
- Lead
- Work to advance mobility goals
- Incentivize
- Collaborate to achieve co-benefits
- Legislative Advocacy

See Vision 2028 Action Matrix for partnership goals, objectives and plans.

What is outside our scope? Who are the partners that influence outcomes in the transportation space?

Opportunity to briefly explain how other disciplines and public sectors intersect with transportation: land use, housing, public right of way, local connections, urban design, healthy communities etc.

**3. What are the wants/needs/requirements of our partners?**

Our partners represent every local agency in Los Angeles County where every neighborhood matters and all are working aggressively to provide opportunities for their residents and businesses to thrive. Our partners have acknowledged that transportation is critical to facilitating the growth of their local economies and connecting residents to jobs. It is critical to ensure that the plans for the region's transportation infrastructure is coordinated and aligned

See Appendix 3C for a detailed description of the Travel Demand by Subregion

**4. Partner Plan Inventory**

How do the plans of our partners relate to the LRTP?

As part of the effort to develop a comprehensive baseline we contacted the 89 jurisdictions (including local governments, Council of Governments and municipal transit operators) in the County to self-identify the adopted plans and policies that are most important to their organization. The plans and policies of our partners help define the universe of possibilities across the County. This section sets the stage for stating shared goals/values in how we collaborate with partners prospectively.

What are our shared values?

- Conflicts
- Consistencies
- Opportunities