



## Mobility as the Foundation for “Just Growth” in Los Angeles County

### Background

Investing in Place promotes healthy, sustainable, and equitable transportation that strengthens communities. The unifying principle behind our advocacy work is that when all members of the community have the opportunity to participate fully in civic, social, and economic life, the region grows stronger.

Our approach is supported by the Just Growth economic model developed by researchers Dr. Manuel Pastor (USC) and Dr. Chris Benner (UC Santa Cruz), which posits that if investments are targeted towards communities with the fewest resources, the economy will grow stronger for the long haul. The yardstick for all of our policy goals is: “Does this policy promote opportunity for people and communities who have been historically disenfranchised?”

Transportation is a *Just Growth Sweet Spot* where strategic investments can provide good jobs, environmental benefits, and greater access to opportunity in communities that have suffered from disinvestment and environmental injustice. Investing in Place aims to put these policy opportunities to advance *Just Growth* at the center of upcoming transportation decisions, including the 2017 Long Range Transportation Plan (LRTP) and Measure M guidelines. To make the most of these opportunities, transportation equity must be baked into these policies, not sprinkled on top.

This year, the LRTP, Measure M guidelines, Metro Strategic Plan, and other documents all present opportunities to set measurable objectives and tie public investment directly to achieving those goals.

***These are the draft outcomes that Investing in Place seeks to achieve. We welcome feedback and refinement as we work to finalize these policy recommendations for consideration by Spring 2017:***

- 1. Metro promotes access to opportunity by concentrating and prioritizing investments in communities with the greatest need.**

- Metro adopts a clear definition of high-need communities (“Equity Opportunity Zones,” see page 15) that addresses historical factors of disinvestment — like race, income, and vehicle ownership — and measures both investments and outcomes in these communities.

**2. Metro engages the community as a partner in developing the transportation system.**

- Metro incorporates early and continuous stakeholder engagement in all major decisions, with demonstrated responsiveness to input.
- Metro establishes a bench of qualified community-based organizations to expand the agency’s capacity for authentic engagement.

**3. Metro supports economically stable and culturally diverse neighborhoods by promoting integrated transportation and land use policy.**

- Metro tracks housing affordability near transit projects and works with local jurisdictions to adopt policies ensuring that the median family can afford the median cost of housing.
- Metro supports value-capture near transit to invest in affordable housing and related infrastructure.
- Metro adopts anti-displacement policies to protect long-term residents and business-owners from involuntary relocation.

**4. Metro invests in a frequent network of bus and rail transit service.**

- Metro defines a frequent network of rail, rapid bus, and high-ridership local bus service with all-day 15-minute headways or better that serves at least 70% of the county’s population, and at least 85% of people living in Equity Opportunity Zones.
- Metro regularly reports on-time performance and state of good repair for the frequent network.

**5. Metro leads on transportation safety throughout Los Angeles County.**

- Metro adopts Vision Zero to reduce fatal and serious injury collisions 20% by 2020 and to zero by 2030.
- Metro prioritizes and accelerates funding and provides technical support to local jurisdictions for Vision Zero projects and reports annual progress.

**6. Metro builds an integrated, connected, and sustainable transportation system.**

- Metro supports a walkable and bikeable county by implementing the Active Transportation Strategic Plan, integrating complete streets into all projects, and investing in first/last mile connectivity as part of all transit capital projects.
- Metro integrates urban greening into all projects to capture and treat stormwater, increase tree canopy, and reduce ambient temperatures in urban areas.
- Metro measures and reports progress toward regional sustainability goals, including SCAG’s RTP/SCS greenhouse gas reduction targets, SCAQMD’s ozone and criteria pollutant targets, and LA Sustainable City pLAN’s mode shift targets.

These objectives can also be advanced through local funding sources, such as subregional programs and local return. The policies that Metro adopts shape the funding landscape throughout Los Angeles County directly through incentives and indirectly through policy leadership. Investing in Place encourages Metro to embrace this leadership role through intentional policies that promote healthy, sustainable, and equitable communities.