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Planning for Mobility Justice in Los Angeles: Client Project for Our Streets Action Committee

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PLANNING FOR MOBILITY JUSTICE IN LOS ANGELES

CLIENT PROJECT FOR OUR
STREETS ACTION
COMMITTEE

UCLA Department of Urban Planning
June 2024



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A comprehensive project submitted in partial satisfaction of the requirements for the degree of Master of Urban & Regional Planning

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EXECUTIVE SUMMARY

This report offers starting points for fulfilling objectives identified by **Our Streets Action Committee (OSAC)**, a Los Angeles-based coalition of organizations focused on transportation equity and mobility justice.

The report is organized around four topics:

Indicators of Mobility (In)Justice explores data tools for visualizing the infrastructure and safety deficits we know overburden many of Los Angeles' communities of color and low-income neighborhoods.

Change in Paradigm: Reparative Models of Engagement lays out the shift needed to move urban planning from an extractive practice to a reparative one that builds regenerative cities, as well as examples of how planners and community organizations are accelerating this transition.

The **Funding Analysis** examines how the region funds Los Angeles' street infrastructure development and maintenance and suggests directions for increasing priority investments.

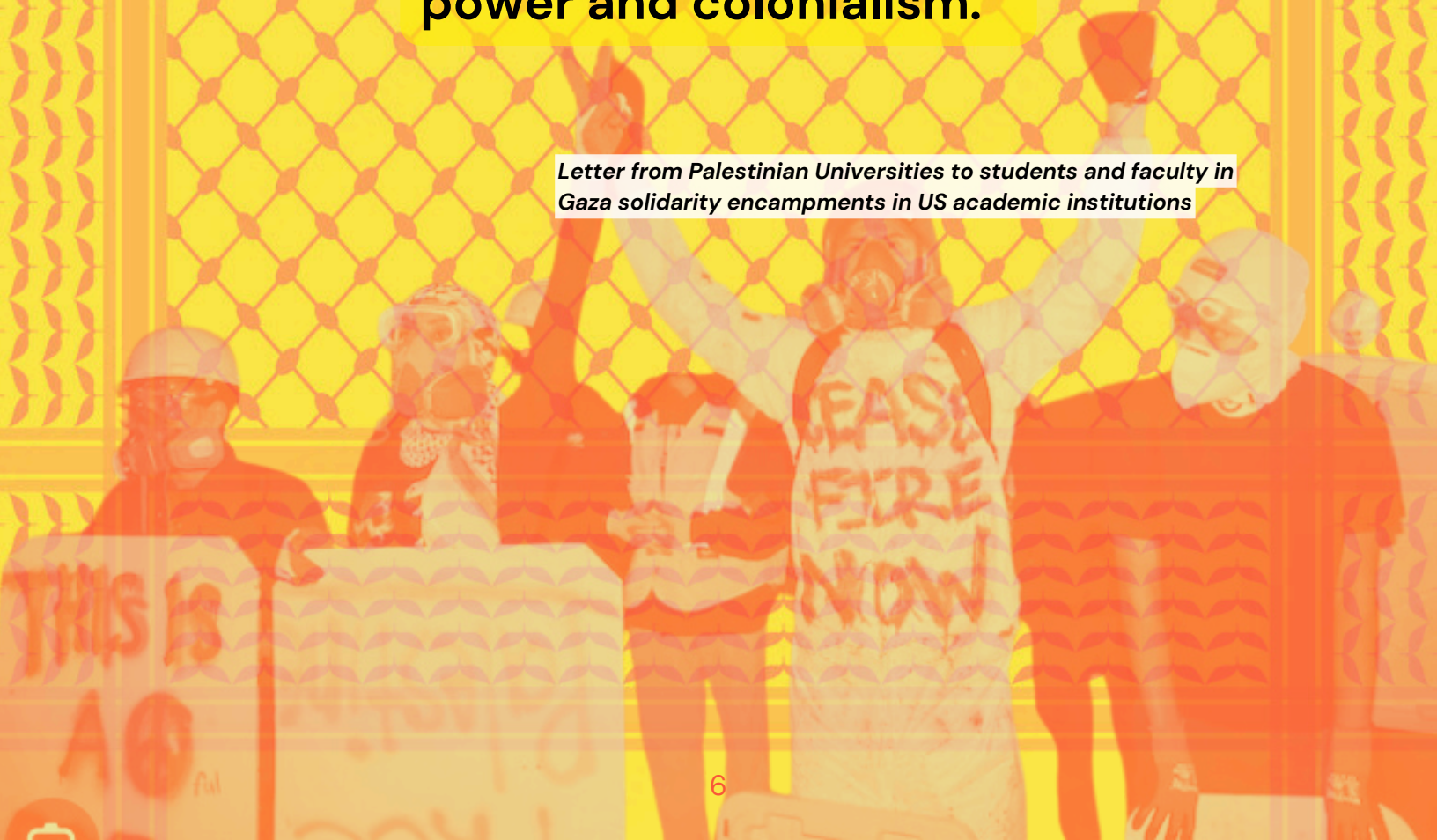
Political Strategy for Mobility Organizing offers analysis of Los Angeles City Councilmembers' voting records on mobility issues, along with analysis of opportunities for strategic organizing toward equitable and just mobility improvements.

TONGVA LAND

The Mobility Justice Team at UCLA acknowledges the Gabrielino/Tongva peoples as the traditional land caretakers of Tovaangar (the Los Angeles basin and So. Channel Islands). As a land grant institution, we pay our respects to the Honuukvetam (Ancestors), 'Ahihirom (Elders) and 'Eyoohiinkem (our relatives/relations) past, present and emerging.

“ In a moment of great darkness, (your) protests erupt and give hope for humanity that justice is not an abstract concept but a continuous struggle that connects us all. Your values are emancipating the university from structural racism and complicity with power and colonialism.”

Letter from Palestinian Universities to students and faculty in Gaza solidarity encampments in US academic institutions



ACKNOWLEDGMENTS

The following OSAC members acted as clients for this project and graciously supplied their time and expertise in Spring 2024:

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John Yi
Adé Neff (Ride On! Bike Shop & Co-Op)
Alfonso Directo (ACT-LA)

Two UCLA undergraduate students in Public Affairs, Dona Shae Leonard and Kimberly Rice, interviewed eleven OSAC members. Their work provided the basis for the “What Is Mobility Justice?” statement synthesized by Adonia Lugo.

THANK YOU!

WHAT IS MOBILITY JUSTICE?

Mobility justice is a conceptual framework for recognizing that the freedoms to move or remain in place have not been equally accessible to all. Legacies of racism and other oppressions continue to create rampant mobility injustices throughout our transportation systems and experiences. We recognize that the struggles for economic mobility and safe passage are intertwined; this makes the mobility justice movement different from typical sustainable transportation work.

In a Los Angeles with just mobility, residents use convenient and safe mobility systems to get to jobs, school, family, play, and wellness. These mobility systems make it possible for all Angelenos to participate in everyday transportation practices that reduce greenhouse gas emissions. They also offer ample opportunities to work in sustainable mobility careers that support wealth-building, including built systems, education, safety, and community programming.

INDICATORS OF MOBILITY *IN*JUSTICE

*Joanny Leyva, Cristina Teves, Ariella Ventura,
Yesenia Becerra, Michael Donovan, Kelsey Shockley*

GOALS & INPUT

Goals of the Indicator Tool

When approaching the task of assessing mobility injustice in Los Angeles, our goal was to provide an easily understandable tool that would communicate the inequities across the city and county. Additionally, the tool needed to be customizable, depending on the specific area of mobility inequality that was being compared. Lastly, we wanted to provide a selection of data broad enough that many aspects of mobility injustice could be contrasted.

After exploring other equity indicator precedents used by public agencies and nonprofits, we found that a ArcGIS based map that would provide an index that accounted for all the indicators chosen would be most useful and adaptable over time. The indicator tool allows for the addition of new data and layers, and can be used to compare data at both the city and county levels.

Incorporating OSAC's Input into the Mobility Justice Indicators Tool

The Indicators of Mobility Injustice Index Mapping Tool is intended to be a valuable resource for OSAC in its efforts to achieve mobility justice and address transportation inequities across communities in Los Angeles County.

Based on OSAC's input, we have identified four key themes to guide the development and implementation of the Mobility Justice Indicators and Index Maps:



Incorporate Narratives to Make Data Relatable and Actionable

To make the data gathered for the Index Maps more relatable and actionable, it is essential to include narratives from community members. These narratives bring a human aspect to the data, highlighting the real-world implications of transportation inequities. Personal stories about daily mobility challenges can make the statistical data more powerful to help push and advocate for policymakers to take action. Furthermore, these narratives provide insight to the challenges that are not visible through quantitative data alone, leading to more comprehensive and effective interventions.

Incorporate Narratives to Make Data Relatable and Actionable

To make the data gathered for the Index Maps more relatable and actionable, it is essential to include narratives from community members. These narratives bring a human aspect to the data, highlighting the real-world implications of transportation inequities. Personal stories about daily mobility challenges can make the statistical data more powerful to help push and advocate for policymakers to take action. Furthermore, these narratives provide insight to the challenges that are not visible through quantitative data alone, leading to more comprehensive and effective interventions.

Offer Solutions that Build Communities, Not Just Infrastructure:

Effective mobility justice solutions must go beyond merely improving infrastructure (e.g., adding another bike lane). They should also focus on building and strengthening communities. This means developing transportation systems that enhance social cohesion, economic opportunities, and overall quality of life. For example, creating community spaces around transit hubs can encourage social interaction and local business growth. Programs that promote active transportation, like walking and biking, can improve public health and reduce environmental impacts. By prioritizing solutions that integrate community development with transportation planning, OSAC can foster more resilient and equitable communities.

Create a Sustainable Framework Involving Community Leaders

Creating a sustainable framework involves engaging community leaders who are personally familiar with local issues and dynamics. By involving these leaders, OSAC can ensure that strategies and interventions are culturally appropriate and have strong community support. Community leaders can help mobilize residents, foster trust, and facilitate the implementation of solutions. This collaborative approach not only enhances the effectiveness of potential interventions but also empowers the community, building local capacity to sustain and advocate for ongoing improvements in mobility justice.

PRECEDENTS

Prior to developing our mobility injustice indicators tool, we first researched what features and data sources other equity indicator tools at public agencies and nonprofits utilized. We found four notable examples of equity needs assessments that most influenced our final tool.



Tools for Equitable Mobility Practices Guide

Center for Neighborhood Technology

The first document we reviewed was published in 2021 by the Center for Neighborhood Technology. In this guide, six tools are reviewed to assess their effectiveness and how to use them to the best effect. We found this document especially helpful because it discusses the strengths and weaknesses of each framework and also highlights whether a public agency seeking to reproduce this tool would need additional knowledge and understanding of equity principles. In the future, referencing this guide as a menu of additional indicators to add may be helpful.

Equity in Practice

TransitCenter

Equity in Practice, published in 2021, specifically focuses on the world of transit operators. It details case studies of agencies with equity programs and frameworks for others to begin working on the issue of equity. We found the case study section insightful for its discussion of agencies' programs to address equity and what specific aspects of transportation equity they sought to address. The framework section also defines five pillars that are essential steps that agencies can take to begin moving toward equity.

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- Articulate a vision of an equitable transportation system and explain why resources must be prioritized to benefit people who have been marginalized.
- Connect transportation to other aspects of people's lives, recognizing that transportation exists within broader inequities.
- Acknowledge past transportation decisions that have deepened inequity.
- Measure equitable outcomes for people and the neighborhoods where they live and work
- Create processes for the people most affected by agency actions to express their interests and exert meaningful influence over agency decisions.

DATA & METHODS

An Agenda for Equity

USC Program for Environmental and Regional Equity

Published in 2013 An Agenda for Equity explores how a strategy for “just growth” can be developed for Los Angeles. The report discusses at length the spatial disparities that exist between car-owning households, access to opportunities, and the availability of affordable housing. The concept that we found most informative from this report was the definition of transportation equity and the metric they propose using to evaluate transportation equity in a given area.

Investing in Place Policy Brief

Investing in Place

The Investing in Place Policy Brief, published in 2016, examines how to define equity communities and various data sources for equity data. Though this document also discusses “just growth” strategies, the portion of the report that we found most helpful was the data section, which explores CalEnviroScreen's strengths and weaknesses and what other indicators may be used when measuring equity communities.

The indicators we looked at were housing burden, pollution burden, poverty levels, and bus stop access. We selected these indicators based on the precedents we researched and the feedback we received from the OSAC team. There were a couple of other indicators that we explored and were hoping to be able to map, such as access to destinations, but there was not sufficient data available at the County level for some of these additional indicators to be able to map.

We also used the County of Los Angeles Open Data portal, the City of Los Angeles GeoHub, data from the UCLA Lewis Center, and data from the University of Richmond to map our additional layers for indicators that did not have census level data

The main data source we used for our maps was from **CalEnviroScreen 4.0**.

CalEnviroScreen is a tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) to identify California communities that are most affected by pollution and other environmental hazards.

The tool has scores for a variety of population and pollution indicators and gives each census tract in California an individual score for each indicator as well as a collective score combining all the indicators. We used the following indicators from the data they have available

Index Variables

PM2.5:

represents the average concentration of fine particulate matter in the air

Diesel PM:

represents how much diesel particulate matter (PM) is emitted into

Poverty

measures the percentage of people in the census tract living below twice the federal poverty level

Unemployment:

measures the percentage of people over 16 in the census tract who are unemployed and eligible for the workforce.

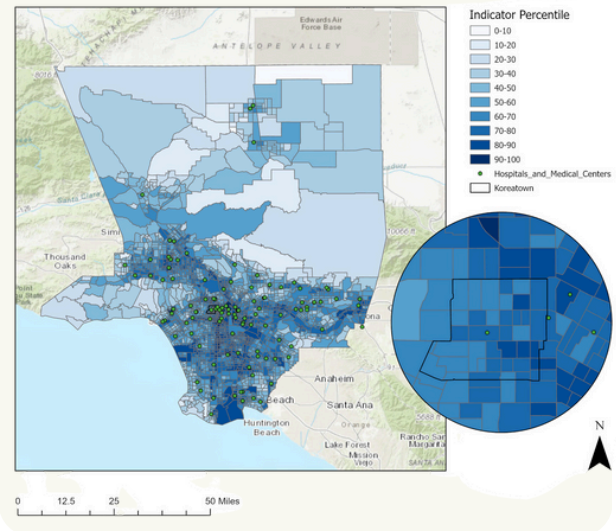
Housing Burden

measures the percent of households in a census tract that are both low income (making less than 80% its county median family income) and severely burdened by housing costs (paying greater than 50% of their income to housing costs)

----- The indicator excludes retirees, students, homemakers, institutionalized persons except prisoners, those not looking for work, and military personnel on active duty.

We used the scores of each census for these indicators in CalEnviroScreen, combined them, and gave them a new percentile score that we mapped in our index map.

Base Index Map

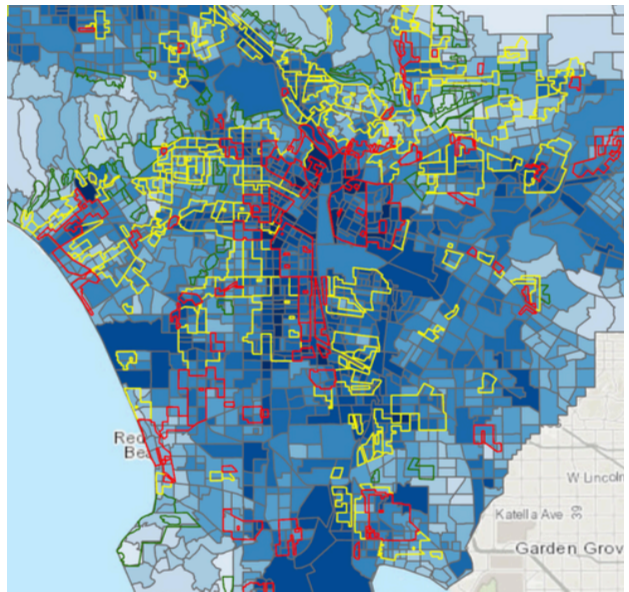
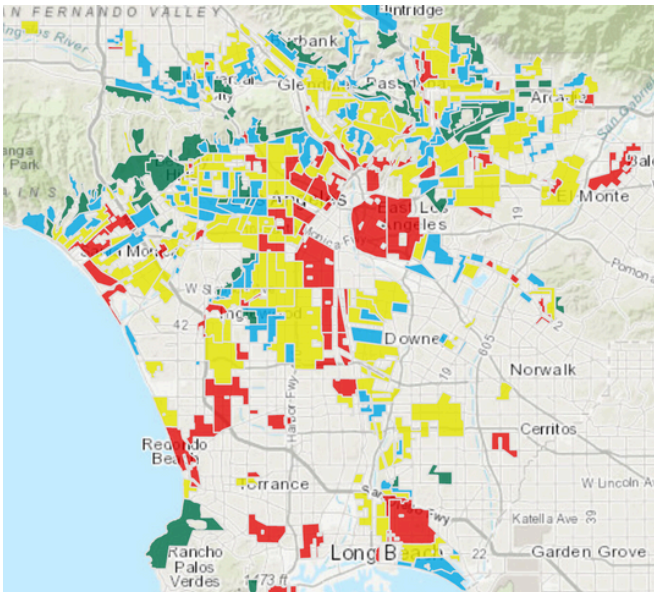


Our index map above acts as a base for our other indicator maps. Higher scores mean higher relative burdens and vulnerabilities, so a census tract in the darkest blue would have a score that is higher than 90 percent of census tracts in the county.

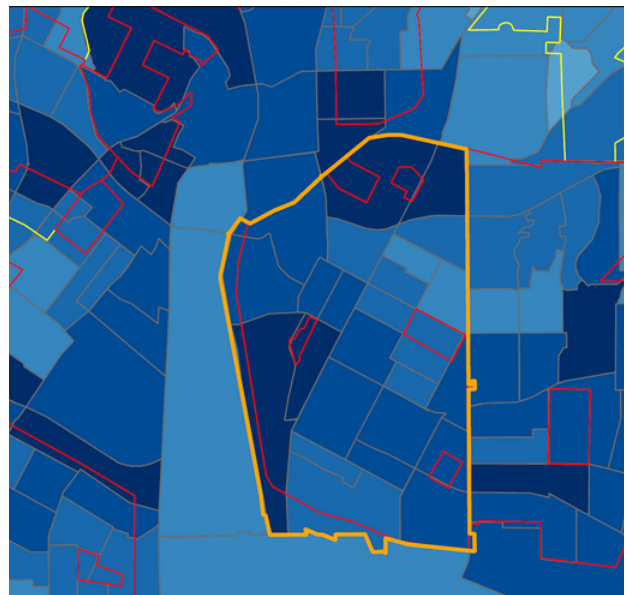
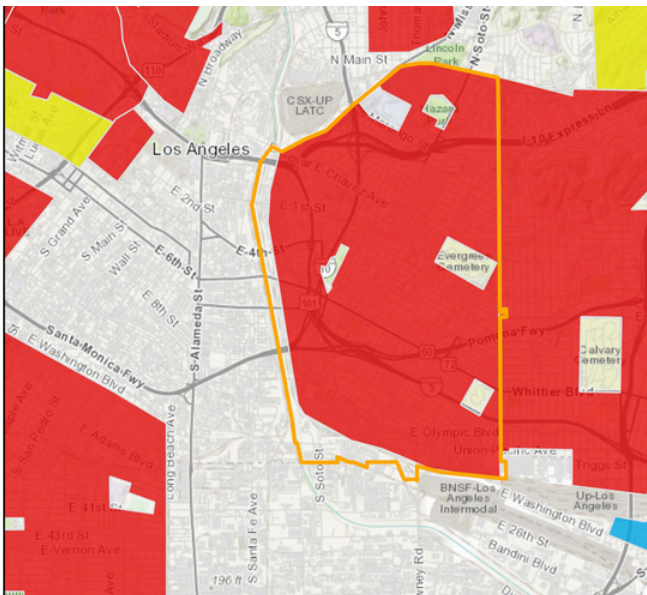
We also created a map that compares the redlined districts in Los Angeles' 1939 Home Owners Loan Corporation (HOLC) map to contextualize the current map in time and space. The **Index Map and Redlining** show (left) the redlined map of LA from the 1930's and on the right is the index map with those redlined districts outlined.

The **Boyle Heights Index Map and Redlining** is a granular analysis of a focused neighborhood. Further visualizing the felt reality of historical redlining and Segregation.

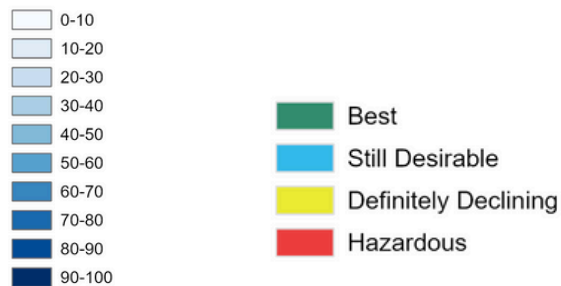
Index Map and Redlining



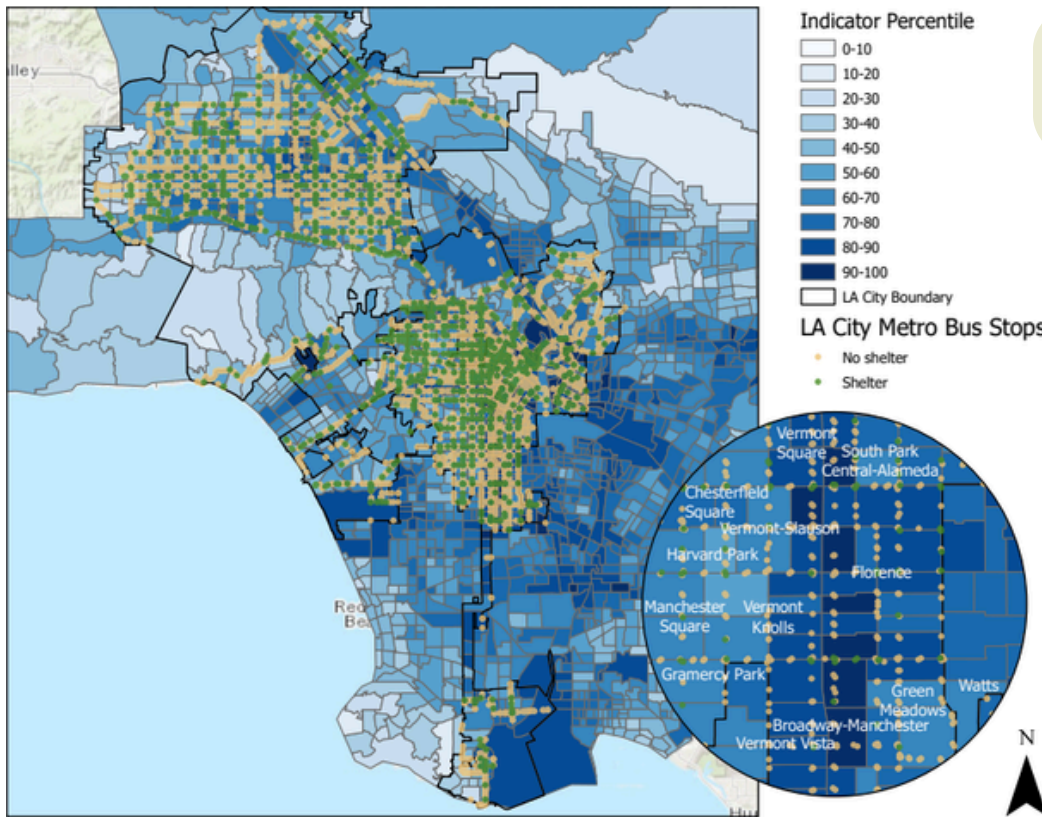
Boyle Heights



Indicator Percentile

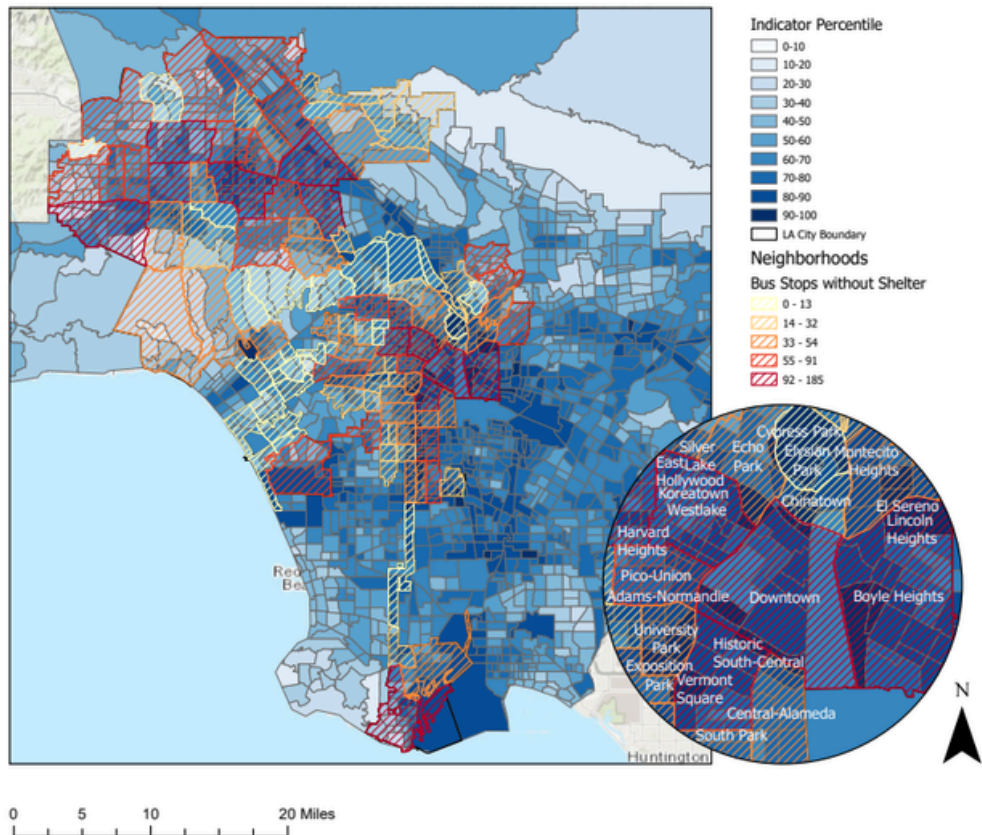


The figure above zooms into Boyle Heights. Almost all of Boyle Heights was designated as "hazardous" in the redlined map which meant "Subversive racial elements increasing."



All Metro Bus Stops within Los Angeles County

This figure maps the location of all Metro bus stops within Los Angeles County. Utilizing Metro bus stop shelter data from a study done by UCLA's Lewis Center for Regional Public Policy Studies,



Bus Stops with no Shelter by Neighborhood

The following figure shows the total number of bus stops lacking shelter by each neighborhood within the city of Los Angeles.

Each neighborhood is hatched and outlined in a color that corresponds to the total count of bus stops without shelter.



Bus Stops & Shelter

As previously mentioned, Boyle Heights is a redlined neighborhood and with the data shown here we see that Boyle Heights not only scores high on the Index, but is also the **3rd** highest ranking neighborhood in Los Angeles **lacking in bus stop shelters** with a total of **147** bus stops without shelter.

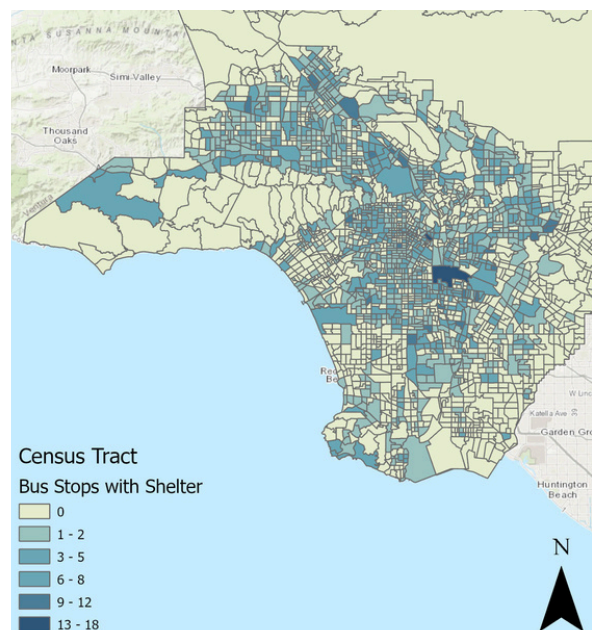
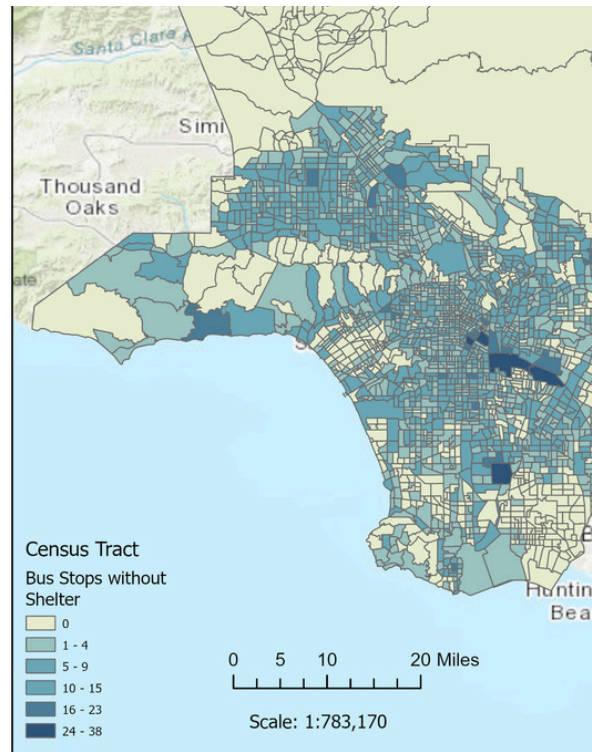
We chose to include the total counts instead of percentages because using percentages in this narrative could yield inaccurate results based on equity

Comparing both percentages, one would be led to believe that Bel Air requires prioritization because 100% of the bus stops lack shelter compared to 82% in Van Nuys.

For example, the neighborhood of Bel Air has a total of two (2) bus stops including two (2) bus stops without shelter, thus this results in a 100% of the bus stops lacking shelter.

We then have the neighborhood of Van Nuys with a total of 188 bus stops including 154 without shelter, resulting in approximately 82% of the bus stops lacking shelter.

The viewer does not see is the count of bus stops lacking shelter. By showing the counts, the viewer can make the argument that Van Nuys should be prioritized because 154 of their bus stops lack shelter compared to two (2) bus stops in Bel



Lastly, these two figures show the number of bus stops with and without a shelter by LA County census tracts. One of the largest tracts, located in Huntington Park, has one of the highest counts of both bus stops with and without shelter.

INSIGHTS with the Indicator Tool

Our Mobility Justice Indicator Tool as demonstrated by the various Index Maps above is intended to be a resource for OSAC in efforts to help achieve mobility justice and address transportation inequities across communities in Los Angeles County.

Identify Areas of Prioritization

By analyzing transportation data through indicators such as housing burden, pollution burden, poverty levels, and bus stop access, the tool can highlight regions where mobility inequities are most severe in efforts to support the members of these communities. For example, it can reveal neighborhoods with limited access to public transit or areas with unsheltered bus stops. This data-driven approach can help OSAC advocate effectively for community members by highlighting the most pressing issues and mobilizing resources to address them. The typical scenario involves using this tool to bring attention to underserved areas during policy discussions, advocacy opportunities, or funding allocations, ensuring that interventions are directed where they are needed most.

Assess Mobility Justice

It provides a detailed analysis of transportation inequities across various communities, allowing us to pinpoint specific concerns such as lack of access to safe transit, lack of affordable housing, and various public health issues.

For instance, the tool's bus stop layer can identify areas with insufficient sheltered public transportation options, while other indicators may highlight regions with higher numbers of unsheltered bus stops, which can directly affect the health of the community. This targeted analysis enables the development of tailored solutions, such as increasing sheltered bus routes in underserved areas or implementing safety measures at high-risk, heat-intensive intersections. By addressing these specific concerns, we can work towards creating a more equitable transportation system that meets the needs of all residents, especially those in marginalized communities.

Integrate Indicators and Narratives

The tool offers a comprehensive view of mobility justice. It combines quantitative data with qualitative insights, ensuring interventions are not only data-driven but also reflective of the lived experiences of community members. This approach acknowledges that numbers alone do not tell the full story; the human aspect of this data is crucial. Incorporating narratives from residents about their daily transportation challenges adds depth to the data, making it more relatable and compelling.

For example, hearing from a community member about the difficulties of commuting to work due to limited access to safe public transit can provide

a powerful complement to the statistical data, highlighting the real-world impact of transportation inequities. This holistic view supports the development of sustainable and impactful strategies that address both systemic issues and personal experiences, fostering a more equitable approach to transportation planning.

Summary Utilization

Mobility Justice Indicators & the Index provided can serve as a critical resource for OSAC by:

1. Identifying areas of prioritization to focus our efforts where they are needed most. This involves using data to highlight regions with the greatest transportation needs and advocating for targeted interventions in those areas.

2. Assessing mobility justice to identify and address transportation inequities in various communities. The tool provides detailed insights into specific issues, enabling the development of tailored solutions that enhance access, safety, and overall mobility equity.

3. Integrating indicators and narratives to provide a comprehensive view. By combining quantitative data with qualitative insights, we ensure that our strategies are both data-driven and reflective of the lived experiences of community members, making our efforts more human-centered and impactful.

Given these potential opportunities to utilize the Index Maps, we now look forward to the next steps and further scope of work necessary to continue advancing mobility justice in Los Angeles County

NEXT STEPS

& Further Scope of Work

Next steps of this research include creating or accessing more extensive data to gain further understanding of mobility injustice in Los Angeles County at large. At current, many mobility data sets exist merely at the City level, leaving researchers with little to no data beyond City borders. For example, in our own research, our analysis on bus shelters utilized data limited to the boundaries of the City of Los Angeles.

Additional data sets we sought to use but struggled to find at the County level include

- **Detailed Pedestrian and Cyclist collision data**
- **Bus Shelter/Shade data**
- **Sidewalk existence/quality**

As researchers and advocates continue to work towards mobility justice, we encourage investments and partnerships aimed at creating and gaining public accessibility of data on existing mobility factors and conditions.

CHANGE IN PARADIGM: REPARATIVE MODELS OF ENGAGEMENT

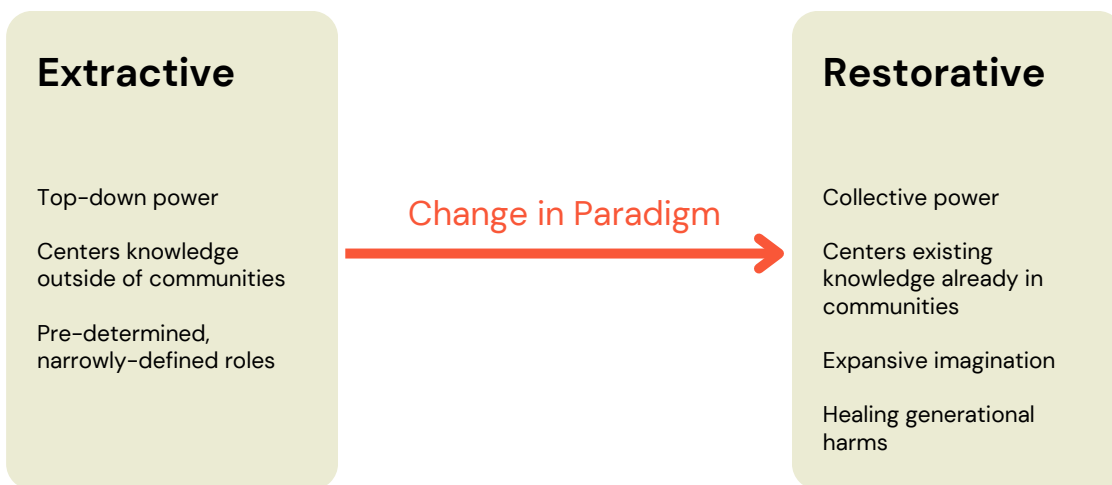
*Dilia Ortega, Divine Mutoni, Dominique Ong,
Jessica Lopez, Rebecca Saavedra Swint*

CENTERING COMMUNITY KNOWLEDGE + AGENCY

Power imbalances are inherent in the extractive, top-down planning processes dominating our current system of transportation investment. Engagement efforts focus on those with more resources who already speak the dominant language rather than those who have historically been ignored and excluded. When engagement efforts do occur in communities, the process centers knowledge originating from outside the communities they attempt to serve. Under this paradigm, people recognized as “experts” rely on secondary data and best practice norms rather than knowledge generated within communities themselves. Communities are often confined to supporting roles and predetermined solutions on narrowly-defined issues.

In contrast, reparative processes center community knowledge, agency, and power to move away from extractive forms of relations, and instead, towards methods of surviving and healing from past harms. This alternative paradigm calls for different modes of engagement in which communities are leaders in imagining and building alternatives in the present and possibilities for the future.

Although the coalition itself is relatively new, OSAC’s member organizations have already engaged communities in putting reparative processes into practice. Coalition members have years of experience in equitable community engagement in diverse communities across Los Angeles County. Each member organization brings different skills, expertise, and resources. Their roles within the coalition are aligned with their unique position to amplify OSAC’s collective capacity and influence. To inform our own thinking and lay the groundwork for future onboarding materials, we highlight existing examples of previous activities led by OSAC members.



HONORING EXISTING EXPERTISE

	Culture +Arts	Popular Education	Pop-Up & Demo	Mapping	Storytelling
Create shared future vision, set collective priorities	●	●	○	○	○
Build shared analysis of issues	●	○	●	●	●
Imagine alternatives	●	●	●	○	●
Generate new knowledge to invest in alternatives	○	○	●	○	○
Build or strengthen relationships, trust, or base of support	○	○	●	○	○

Bike or walk audits

PMJ
Quick Build Audits

Cultural, arts, open streets events

CicLavia, PMJ, Re:Ciclos

Counter storytelling

Biking While Black

Community mapping

SLATE-Z
Cultural Treasure Map

Community visioning

SLATE-Z and SCOPE
South LA Climate Commons

Community walks, bike rides

ACT-LA, PMJ, CicLAvia
Vermont Ave Ride Along

Pop-ups or demonstrations

ACT-LA
Activation

Popular education, teach-ins

Safe Street Community Promotoras



REPARATIVE ENGAGEMENT MODELS

& Case Studies

Mobility Injustice is an issue of utmost importance that we must collectively work to address. Currently, we are witnessing the impacts of urbanization and climate change within our own environments at the local level and across the globe. To address the inequities that exist within transportation

systems and as a result requires a holistic approach that prioritizes and centers reparations and healing of the various bodies of people, children, water, land, habitats, and ecosystems that have been historically silenced, exploited and disenfranchised in our country and abroad.

Framework Name	Definition	Types of Approaches
Economic Justice Approach	Emphasizes restoration of resources to communities that have bore generational harm	<ul style="list-style-type: none"> • Distribution of resources based on economic cost of reparations e.g., land-based, wage-based estimates etc.
Reparative Urban Planning	Concerned with amplifying the voices of the historically discriminate; efforts often led with community-based organizations	<ul style="list-style-type: none"> • Redistributing decision making power to people • Reframing urban problems to ensuring beneficial outcomes for all vs addressing issue of one subgroup
Abolitionist Approach	Focused on removing harmful systems and practices within spatial policies	<ul style="list-style-type: none"> • Decommodifying housing, transportation and other services diminishing the impact of market pressure in their service provision
Land Sovereignty and Indigenous Movements	Seeks to facilitate return of land and urban decision-making power to indigenous communities ensure continuity of their stewardship over natural resources	<ul style="list-style-type: none"> • Land repatriation/ land back efforts • Indigenous peoples' self-determination and sovereignty
Collective Resource Stewardship	Adopts a reparative angle focused on reimagining power structures centering all peoples' right and power to political and economical self-direction	<ul style="list-style-type: none"> • Indigenous Peoples' Communal Lands/ land trusts • Blended organizational governance structures

To understand reparative justice models, we borrow language and frameworks from land and housing as well as mobility justice research fields.

The indicator tool section explores a range of spatial injustices, including those in the mobility sub-sector such as last-mile access to public transportation infrastructure and access to shelter at bus stops. In the context of spatial injustices, there are a number of jump-off points for exploring equitable solutions in the spatial built environment – land and housing; the table below shows a number of frameworks synthesized from a 2024 PolicyLink report (Hoang et al, 2024).

In this section, we focus on reparative models for community engagement. Specifically, we explore engagement case studies and work carried out by organizations that show collaborative models in which communities have been major stakeholders in solutions that address inequalities that continue to persist in our lived environments. The reparative models of engagement we have provided encompass the following categories: Planet, Community, Equity, Play/Children, which can be utilized as models to stimulate community engagement in Los Angeles to better meet the needs of its residents through community participation.

Reparative Models of Engagement: Planet & Mobility

Mobility Justice: Prioritizing Accessible Walking Environments

Prioritizing accessible walking environments is necessary for mobility justice and for sustainable mobility (Mullen, 2021). Mobility Justice has predominantly focused on providing public transportation systems and bicycling infrastructure to enable mobility and accessibility to resources. While the expansion of public transportation systems has enhanced mobility to some degree, traffic and land use taken for these systems has had detrimental effects on flora and fauna through surface pollution and has created fragmentation (Mullen, 2021) of ecological habitats.

For this reason, mobility justice should involve reducing the harms caused by transport, (Mullen, 2021) and enable reparative solutions that create safe, walking infrastructure and the restoration of flora and fauna, and ecological habitats through the integration of nature and natural shade solutions

Mobility Justice should be understood as one that provides an equitable walking infrastructure that is safely accessible to all, whether on foot, wheelchair, mobility scooter or any other walking aid (Mullen, 2021).

Mobility Justice should enable anyone to access important places such as parks, playgrounds, trails, and all neighborhoods that would otherwise be inaccessible by a vehicle. Mobility justice should be one where everyone matters equally and one that allows every person and living organism on our planet to flourish.

To understand the walking context and needs of all requires participatory planning (Mullen, 2021) and involving people and communities to shape their environments and create accessible spaces (Mullen, 2021). The following are examples of projects that have worked to restore walking infrastructures, flora and fauna, and fragmented habitats.

Amigos De Los Rios

Amigos De Los Rios is a non-profit organization that is working to restore and create natural infrastructure networks throughout the Los Angeles Basin. Their projects include the restoration of green spaces such as parks and trails, and green schools in under-served communities. Amigos De Los Rios has made it their goal to provide equitable access to nature to all Angelenos while simultaneously working to protect and improve human and environmental health.

Amigos De Los Rios works with community members, businesses, and local government agencies. The projects they have completed include parks, trails and greenways that have connected cities and residents across Los Angeles through active transportation infrastructure such as walking and biking paths

In addition, Amigos De Los Rios integrates native landscaping, creating habitats for different species, and storm water management infrastructure.



Green Friends Initiative:

Green Friends international is an environmental nonprofit organization that is active in more than 15 countries. Green Friends leads awareness campaigns and sustainability workshops within different communities across the world that work to educate community members on sustainable living practices like organic gardening, tree planting, tree care, composting, bioremediation, and beekeeping.

Projects that are carried out are aimed to meet local needs and alongside communities Greenfriends work to restore awareness, respect, and love for nature by planting trees, plants and harvesting its fruits to feed local communities.



Reparative Models of Engagement: Community

The San Diego Regional Planning Agency (SANDAG) MetroQuest (Macgillivray 2019) is a valuable online survey instrument, particularly in the realms of planning and transportation endeavors. Its surveys, typically spanning four to five pages, can either stand as independent webpages or seamlessly integrate into existing websites. Employing mapping and visual aids, MetroQuest adeptly steers users through the journey of familiarizing themselves with a planning project and offering significant input.

Dignity-focused engagement is concerned with equipping people with decision making power. The 5 D framework of mobility justice, put forth by the People for Mobility Justice, lays out 5 principles – decolonise, decongest, decriminalize, dignify, and dream. The concept of dignity is important in acknowledging the rights to equitable transport solutions. More common in fields such as political theory, transportation advocacy of organizations like OSAC can use it as a guiding north-star. Political theorist Ronald Dworkin’s ‘The Justice of the Hedgehogs’ points to pillars of ‘(human) dignity’: self-respect – taking ownership of one’s life, and authenticity – accepting the responsibility to decide what counts as success for one’s life. Community engagement focused on healing ensures that people have the tools to advocate for the life they perceive best in their own fashion.

The San Diego case study of Metro Quest emerged as an example of equipping communities with the tools they need to shape their own outcomes – through city-funded transportation initiatives. SANDAG employed their MetroQuest platform to solicit input regarding their environmentally conscious 2019–2050 Regional Plan. Each MetroQuest site comprises a Welcome Screen, a Wrap-Up Screen, and three further question screens selected from a pool of 14 templates to suit project requirements. For their site, SANDAG opted for the Priority Ranking Screen, the Scenario Rating Screen, and the Tradeoffs Screen, empowering them to inform the public while gathering crucial feedback.

- **Priority Ranking:** The first screen asked community members to rank the most pertinent priority areas for the transportation planning department including climate change and public health
- **Scenario Rating:** Then, community members choose between alternative networks of solutions that address the areas they ranked as the most important on the priority ranking screen. This allows community members to weigh in not only on the ‘what’ but the ‘how’ as well
- **Trade-Off Screen:** Lastly, this screen serves informational purposes. It allows residents to learn more about merits and demerits of different options at hand, equipping them with the information they need to understand how planners weigh out different options



Beyond the consultative process, a concern of the reparative approach is how communities see their input reflected in decision making. Communities, especially those previously marginalized by planning and urban development institutions, need to hear back from surveys, and platforms such as MetroQuest.

The importance of the reporting process can't be overstated; it remains a valuable opportunity to communicate the nature of feedback received, from which respondent archetypes, and the feedback's impact on the final decisions.

As such, there is a need for further research on how OSAC can inspire a dynamic shift with public transportation agencies tasked with serving Angelenos.

A reparative approach to community engagement requires a shift in the internal culture of transportation agencies – planning process should start with equity-focused questions if there is to be an opportunity to seek to use community engagement down the line to repair past harms and amplify present communities' voices in transportation design. As such, a good use of resources would be understanding the agency-wide cultural changes that facilitate reparative community engagement.

Reparative Models of Engagement: Equity

Transportation Artists In-residence Programs (TAIR)

As transportation agencies strive to recognize the harms of their past actions, transportation planners require supplementary tools and methodologies to tackle the social and emotional dimensions of transportation's history of racial harm and present disparities in service provision. A UCLA Master of Urban Planning student, Lilith Winkler-Schor, studied two comparable TAIR programs at the LA Department of Transportation (LADOT) and the Minnesota Department of Transportation (MnDOT). Their thesis constructs a reparative planning framework grounded in existing

literature. Subsequently, via semi-structured interviews with 16 practitioners – 10 transportation planners, 4 artists, and 2 program coordinators., this thesis investigates the TAIR programs of two transportation agencies. It then evaluates the processes and outcomes using a reparative planning framework.

The researcher's proposed reparative planning framework, developed from literature review, consists of 6 dimensions: recognitional, distributive, relational, procedural, institutional, and environmental, and was used as an analytical tool for the extent to which the studied artist programs addressed reparative justice planning

Category	Attributes	Framework
Recognitional	Acknowledgment of past and current racial harms as the starting point for reparative planning. Prioritization of the cultural claims of marginalized social groups within spaces and institutions.	William & Stell (2023); Untokening (2017); Giamarino et al. (2022); Song & Mizrahi (2023)
Distributive	Outcomes that provide material redistribution, compensation, and restitution to communities that have been dispossessed or excluded.	William & Stell (2023); Untokening (2017); Giamarino et al. (2022); Song & Mizrahi (2023)
Relational	Approaches that heal past relational harms and build strong relationships that value the communities that have been harmed, including their joy, intersectional identities, priorities, and expertise.	William & Stell (2023); Untokening (2017); Giamarino et al. (2022); Song & Mizrahi (2023)
Procedural	Processes that respond to local need through collaboration, valuing community voices as essential data, and co-created decision making processes, such that community is ensured of non-repetition of past harm.	William & Stell (2023); Untokening (2017); Giamarino et al. (2022); Song & Mizrahi (2023)
Institutional	Institutionalized reparative practice, such that as an institution staff and leadership own and alone for past racial harm, ensure non-repetition, advance democracy and build cross-community power.	William & Stell (2023); Untokening (2017); Song & Mizrahi (2023)
Environmental	Climate solutions that prioritize those most harmed by environmental racism in their solutions to mitigate the climate crisis becoming the latest arena for racial dispossession and harm	William & Stell (2023); Untokening (2017);

TAIR successfully mobilized reparative engagement approaches through their art programs. Transportation planners, without prompt, outlined a logic model pinpointing enhanced and fairer community engagement as the remedy for previous racial injustices

Moreover, the planners in this study perceive the profession at a juncture between its historical trajectory and their envisioned direction for its future. In terms of the artist-in-residence programs themselves, this study showed that artists can, in particular, effectively offer relational methodologies absent in

in conventional planning, thereby nurturing more equitable strategies for acknowledging harm, involving the community, and embodying just values within the workforce. In an institutional setting, the presence of the embedded artists seemed to offer planners a much-needed sense of permission to try new things and assume bigger risks.

There are agency-level challenges to reparative planning that need further validation, and problem solving, beyond the TAIR study's limited scope.

Firstly, the programs' emphasis on racial redress and equity stand in contrast to the team's composition. At both LADOT and MnDOT, the administrative partners and departmental leadership that put the 4 TAIR programs together were all White. Secondly, there seems to be a lag in transferring tenets of mobility justice and reparative planning to the agency. Although artists were deeply invested in

Reparative Models of Engagement: Play/Children

Historical discriminatory policies redefined our urban landscapes which resulted in systemically segregated and disinvested communities who continue to experience disproportionate exposure to environmental hazards, and poor city infrastructure (Bole et al., 2024). Lack of access to nature and safe, health-promoting community design has hindered the ability for children to exercise, move, play and learn. The following case studies provide insights that can help Los Angeles meet the needs for children. Through civic engagement children can have the

opportunity to develop parks and playgrounds to meet their needs and to be included in planning decisions.

Playful Learning Landscapes

Playful Learning Landscapes is a broad initiative that combines the learning of science into city spaces by carefully planning and incorporating science, technology, engineering and mathematics (STEM) play experiences that will foster learning in children in underserved communities.

Playful Learning Landscapes grew out of the Child Friendly City, a movement initiated by the United Nations committed to improving the lives of children. Playful Learning Landscapes (PLL's) got its start in Philadelphia out of the desire to address the educational and environmental inequities experienced by children in low-income communities of color and to provide all children the rights outlined by the United Nations Convention on the Rights of the Child.

Educators found that PLL's had a positive impact on children and that exposure to Playful Learning Landscapes had a positive impact on children. Educators found that children gained new STEM vocabulary, significantly increased conversation with parents/caregivers on numbers, colors, and shapes while playing in PLL sites in comparison to children who did not play in PLL sites. Children gained increased mobility from PLL site event participation.

This Philadelphia case study shows us that **children have the capacity to provide feedback** to shape their play spaces. PLL's are more beneficial when they are designed by the community, parents, and children and have a stronger potential to enrich children's lives and provide learning experiences when centered by community values that would otherwise be missing.

Minecraft as a Tool for Engaging Children in Urban Planning:

What is Minecraft?

Minecraft is a video game that allows players to build a variety of structures using tridimensional blocks.

Minecraft Case Study in Tirol Town, Brazil

In this case study Minecraft was used to determine if it could be used as a potential tool to engage key important actors such as children and youth in city planning decisions (de Andrade et al., 2020).

Participants in this study ranged between the ages of 4 to 14 years old. Children and youth from rural Tirol Town, Brazil have low access to the internet and computers/laptops. To familiarize children with Minecraft, children were introduced to the game prior to its use in the experiment collectively as there was only one laptop for children to use during class time. The introduction and instructions were carried out in a public school and children were tasked to build their town during class time. A model of Tirol Town was created in Minecraft and



children were able to interact with its environment and Landscape before redesigning their city. Children were then asked to reimagine their Town called Tirocraft and redesign and correct mistakes created by their ancestors. Children worked together as a class to shape their town and also worked individually to build their homes. Because there was one laptop available for the experiment, the school teacher allotted time for each student to build their town and home.

Findings

Younger children created simple designs that were valuable for the planner and designer to understand young children's needs and capacity (de Andrade et al., 2020). Children between the ages of 7–11 years old had a greater interaction with Minecraft and were able to design a virtual town with more complex features. For example, older children designed a city that was more complex and contained the following elements:

- A dense city core versus a suburban city
- A town that upheld their heritage and cultural values. For example, homes included farms

- Children created smaller homes as opposed to larger homes using natural materials such as wood and stone
- Children created colorful structures/buildings
- Without guidance children incorporated ecological designs such as rainwater harvesting and water reuse systems, community gardens, vegetation, plants and animals
- Children prioritized access to food through gardening systems within their homes

Using a game such as Minecraft as a tool can motivate, inspire and engage very young and older children to participate in the urban planning process (de Andrade et al., 2020).

The use of technology can engage children and youth in active engagement, collaboration and generation of ideas for the future of their hometowns (de Andrade et al., 2020). Minecraft has the potential to be used as a tool for civic engagement and to include young children in city planning decisions. Considering the wide accessibility available to students across Los Angeles, Minecraft can be utilized as a tool for civic engagement and has the potential to include children's voices in planning decisions. Minecraft can be used as a bottom up civic engagement tool to empower children by giving them a platform to express their ideas and possible solutions that would be great contributions for the planning process. Currently, Minecraft is a tool utilized by the Los Angeles Unified School District (LAUSD) and is available as an application for children to utilize in school and outside of school.



POPULAR EDUCATION

Popular education is a dynamic and participatory approach to learning that centers on the experiences, knowledge, and needs of the learners themselves. Unlike traditional educational models, which often follow a top-down structure where knowledge is transmitted from teacher to student, popular education fosters a collaborative environment where all participants contribute to and shape the learning process. Rooted in the principles of social justice and empowerment, popular education aims to address and transform the socio-economic inequalities that exist within communities.

The origins of popular education can be traced to the works of influential educators and activists like Paulo Freire, whose seminal work "Pedagogy of the Oppressed" laid the foundation for this transformative approach. Freire emphasized the importance of dialogue, critical thinking, and reflection, encouraging learners to question and challenge the status quo. This method seeks to raise consciousness about social issues, empowering individuals to take collective action for change.

In practice, popular education is often used in grassroots movements, community organizing, and adult education settings. It employs a variety of interactive techniques, such as group discussions, storytelling, theater, and participatory research, to engage learners actively and holistically. These methods not only make learning more relevant and accessible but also build a

sense of solidarity and collective identity among participants.

Overall, popular education represents a powerful tool for fostering personal and social transformation. By valuing and leveraging the lived experiences of learners, it promotes a deeper understanding of social issues and encourages proactive engagement in the pursuit of a more equitable and just society.

As OSAC members continue to advocate for mobility justice and equitable infrastructure projects and processes, popular education is a tool to continue building community power. Below is a non-exhaustive template OSAC community groups can use to plan events. We recognize that OSAC has extensive experience, but we hope that this will be a useful tool when onboarding new staff and interns.



COMMUNITY EVENT CONSIDERATIONS



Brainstorm

- What is the goal of the event?
- What is your budget?
- Is the event online, in-person, or hybrid?
- Is the location adequate and accessible?

Content

- Is there an agenda/ outline for the event?
- Does the agenda help meet the goals?
- Are there activities that encourage participation?
- Does the program let people have fun/ meet others?

Materials

- Are materials free of jargon/ technical language?
- Do materials need to be translated?
- Do you have art supplies/ props to support activities?
- Do you have a sign-in sheet?

ROLES AND LOGISTICS

Roles:

Is there a notetaker?

Is there a timekeeper?

How many facilitators/ presenters do you need?

Other support roles:

- Tabling
- Food/ Refreshments
- Greeters
- Interpretation

Logistics

- Tables & Chairs
- Food & Refreshments
- Sound
- Sign-in sheet
- Childcare
- Interpretation equipment
- Transportation
- Face Masks, Sanitizer, and other COVID-19 Precautions

POST-EVENT ACTIONS

- Evaluate
- Review notes
- Update contacts database
- Follow up with any action items
- Thank you cards (if appropriate)

We recognize that there are various organizations working to challenge the current extractive harmful systemic structures that exist in Los Angeles and beyond.

In our recommendations for community engagement we have included case studies of organizations that are working to create change while engaging community members for ideas to create sustainable and just mobility infrastructures, restore balance and heal people, nature, and all of our planet's living organisms. We hope these models can help OSAC engage with community members to create meaningful change to heal LA through Mobility Justice.



COMMUNITY MOBILITY MINI-FEST

OSAC member Jimmy Lizama of **Re:Ciclos**, consulted with the UCLA team to help organize materials for an upcoming Community Mobility **Mini-Fest** that aims, among other goals, to help promote the need for a **Capital Infrastructure Plan (CIP)** in Los Angeles. While fellow OSAC members from Investing In Place have also developed materials to explain and promote creating a CIP for Los Angeles, this mini-fest may be another opportunity to drive curiosity and build a coalition of support in Los Angeles to finally develop its own CIP, while ensuring that communities' voices and infrastructure needs are centered in such a plan.

The team collaborated with Lizama and provided suggestions for both the possible landing pages and the types of "calls to action" that may be best-suited for the type of engagement that is expected at the mini-fest.

The materials that Lizama and the UCLA team created are saved in this **CIP Wordplay Matrix**. These remain available for OSAC to use as needed for events and promotions related to CIP.

While the UCLA team's input can not prevent situation-specific challenges of future events, it does aim to create some best-practices for event organizers. Creating (or designating) website landing pages and time-sensitive calls to action should be included early in any event's planning stages.

Lizama drafted this brief to explain what the mini-fest would entail.

The mini-fest, which is planned to take place in Fall 2024 at Los Angeles Trade Technical College, aims to drive community members to a CIP-explainer landing page, and a link where they can find a "call to action."

Lizama's goal for the UCLA team was to collaborate on techniques that help ensure that the mini-fest (in particular) has a lasting impact beyond the event itself. Lizama explained that, while OSAC and community organizers host events constantly, quite often, these events drive a lot of enthusiasm and are well-received, but it has been a challenge to maintain momentum after each event takes place. Due to the short deadlines and other factors, sometimes it is not possible to have materials, websites, or call-to-action plans ready in advance.

The team offered help designing print materials for the event. The team brainstormed about the term "Capital Infrastructure Plan," and worked to find ways that make that term more marketable and catchy. In its current state, it sounds somewhat dry and inaccessible. Lizama suggested using the first three letters, the team could help come up with alternative acronyms.

COMMUNITY MOBILITY MINI-FEST

The team iterated through this process as follows:

- Listed out words that started with each letter (e.g. Community, Care, Connection...)
- Combined the words into alternative acronyms (e.g. Climate In Peril, Communities Informing Possibilities, Change In Paradigm...)
- Divided the concept of CIP into broad categories that aligned with OSAC's values, as follows: Planet, Community, Mobility, Equity
- Sorted the alternate acronyms into each category
- Found factoids that broadly relate to infrastructure, and sorted them by category

Using this written material, the team helped design mock-ups of the following types of hand-outs:

- Stickers
- Postcards
- Call-to-Action flyers with QR codes
- Social Media
- Then, the UCLA team created drafts of memes related to Los Angeles' desperate need for a CIP.

The UCLA team met with Lizama at ReCiclos, which shares space with the LA EcoVillage. While onsite, the team shared drafts and mockups, and discussed ideas for social media engagement; in particular, the team discussed making TikTok videos using Lizama's puppets. The team attempted to write scripts and film some clips, however due to the timing of this project, this was out of scope

While these exercises served as an example of something that OSAC organizers may want to incorporate into their event planning protocols, there are multitudes of techniques to generate messaging that helps these types of events be more effective. Community organizers have expertise regarding the techniques that are most well-received within their communities. The UCLA team's suggestions are meant to supplement, not replace each community's own expertise.

CIP ENGAGEMENT PILLARS

PLANET

COMMUNITY

EQUITY

HOPE

MOBILITY

PLAY

CIP WORD PLAY

PLANET

Change
Is
Possible

COMMUNITY

Communities
Informing
Possibilities

MOBILITY

Clean
Infrastructure
Please

EQUITY

Creating
Inclusive
Prosperity

HOPE

Care
In
Planning

PLAY

Childen
Informing
Pathways

CIP FAST FACTS

COMMUNITY

Traveling by public transportation is 10 times safer per mile than traveling by automobile (apta).

MOBILITY

79% of all major roads and highways in the LA area are in poor or mediocre condition (tripnet).

HOPE

CicLAvia held its 50th open streets event in 2024, helping Los Angeles to envision when streets are free of cars (cicLAvia).

EQUITY

Black and Latino pedestrians account for one in three traffic deaths citywide (UCLA).

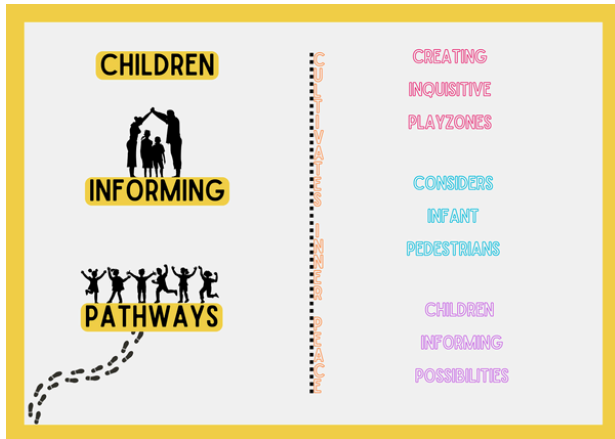
PLANET

The average car emits about 400 grams of tailpipe carbon dioxide (CO2) per mile (EPA).

PLAY

June 3 is World Bicycle Day! (UN)

SAMPLE POSTCARDS



BACK OF POSTCARDS



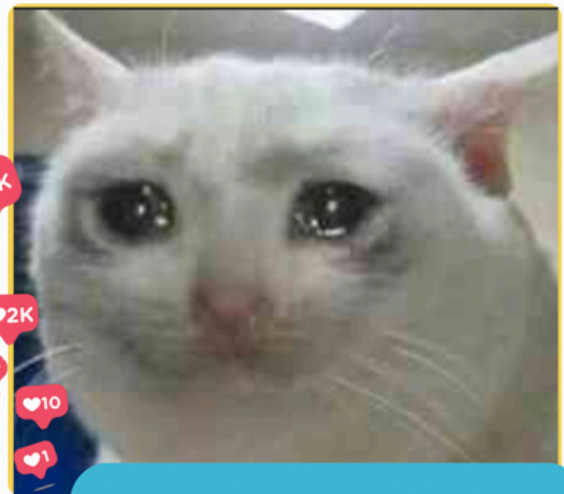
AI GENERATED POSTCARDS



MEMES



Waiting for the City of Los Angeles to develop a Capital Infrastructure Plan (CIP)...



10K
5K
2K
1K
10
1



When you learn Los Angeles is the only major city without a Capital Infrastructure Plan (CIP).

NEXT STEPS

For Reparative Engagement Practices

- Re-affirm shared vision, mission, goals during and after strategic planning retreat
- Embed into website and communication strategy

For Community Engagement Tools

- Explore the Community Engagement Case Studies Provided
- Develop community engagement tools that center restorative healing practices
- Host healing community engagement sessions during Mobility Mini-Fest
- Gather community feedback

For the Mobility Mini-Fest

- Choose a landing page for participants to learn more about CIP
- Choose a Call to Action for participants
- Choose a graphic designer who can incorporate our collaborative content
- Make TikToks and/or seek celebrity endorsements to promote CIP





FUNDING ANALYSIS

*Cristina Teves, Divine Mutoni, Dominique Ong,
Genevieve Chacon, Jessica Lopez*



THE PRICE OF MOBILITY

Introduction

The team made a set of decisions at the onset of the brief funding analysis exercise. The financial analysis was a more open-ended exercise because there was no prescriptive set of analyses. The team sought to leverage publicly available data to improve OSAC's understanding of active transportation funding, and point out patterns that the team could leverage in budget advocacy or its own fundraising. First, we had considered focusing on a set of projects that are gathering traction such as the street lamp system but instead decided that OSAC may benefit from looking at funding patterns for bureaus specializing in different aspects of transportation services. The team also wanted to keep its eyes peeled for any catalytic developments in the active transportation space behind observed changes in funding.

Framework

We believe that improved funding transparency is a step closer to bridging trust between transportation funding agencies and communities, expanding our imagination on what is possible when institutions amplify collective power in delivering equitable transportation solutions. Specifically, the team was interesting in a set of in-going questions

Guiding Questions:

1

WHERE ARE STATE AND FEDERAL FUNDS GOING?

2

WHAT CDS, PROJECTS, AND/OR PROJECT STAGES ARE MOST/LEAST FUNDED?

3

WHAT INSIGHTS EMERGE FROM THE ANALYSIS RELEVANT FOR OSAC'S TRANSPORTATION FUNDING

Methodology

The team relied exclusively on public-available resources that articulate the funding distribution around projects. While the team is yet to access a comprehensive go-to compilation of transportation funding in Los Angeles county, the next best alternative was the individual funding records of the more prominent transportation funding agencies.

There are as many as 11 different agencies across the city who either have jurisdiction or responsibilities over city street-scapes & transportation.

Specifically, the team selected the 4 bureaus, Los Angeles Department Of Transportation, Bureau of Street Services, Bureau of Street Lighting & Bureau Of Engineering), and relied on the agency-specific reports addressed to the Street and Transportation Projects Oversight Committee (STPOC) that lay out the bureaus’ project lists, the project status, funding sources, and the funding amount. Furthermore, the funding split between federal, state, and local sales tax funding sources

Next, the team organized the bureau-specific data in a standardized framework that categorizes the funding by project, and the agency that funded each individual project. The organization, and layout of the input tabs resembles the layout below across the bureaus.

We then conducted analysis on the funding data with the widely-utilized pivot table style of quantitative analysis. Specifically, we explored i) how funding is distributed across CDs (1-15), ii) the funding sources of different projects (transportation agency/ pocket fo funds) and iii) a snapshot view of the stages at of project implementation organized in a coded list format (pre-design, design, bid & approval, construction, on-hold, post-construction etc)

Findings

We begin to see where projects are concentrated, although the number of projects is a function of funding traction and type of projects.



Figure 1: 11 Agencies of LA County

We begin to observe that transportation agencies’ projects are concentrated in Council Districts 1 (DTLA, Echo Park, North Westlake, Rampart Village), 9 (DTLA, Zapata-King, North Area Neighborhood Development Council), and 14 (Eagle Rock, Boyle Heights DTLA).

Count of Street Projects by Council District

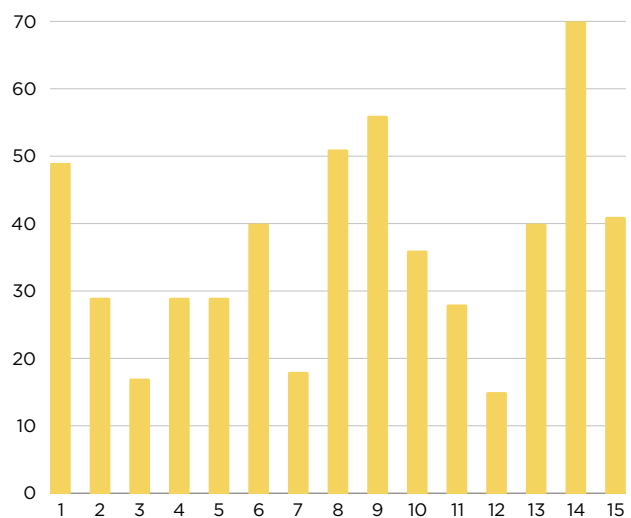


Figure 2: Street Project/ CD

Council Districts 1, 9, and 14 claim a larger share of projects.

Alternatively, **District 12** (*the Valley*) and **7** (*Sun Valley area, Mission Hills*) attract least projects. Among the CDs with the most projects, **street lighting claims a bigger share whereas street services are relatively less represented across the districts, and almost non-existent for District 12 for instance.**

This is partly because street lighting has more but smaller projects; a contrast for the street services which may be less numerous but with a higher price tag.

Limitations

However, the data lacks the **geometric/granularity at the neighborhood level for the funding – a natural extension of this analysis.**

Aside from LADOT, we weren't able to access geometric data to understand the spatial spread of each bureau's funding.

Currently, we understand each council district receives projects broadly. In other words, while council district CD 1 comprises of neighborhoods of Hermon, Greater Cypress Park, Historic Cultural North, LA-32, Lincoln Heights, MacArthur Park, Pico Union, Westlake South, we are unable to tell how many projects exist around MacArthur Park compared to the Historical Cultural North for instance, at the current level of analysis.

One can deduce the neighborhoods of the project from the project title e./g., "Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project in CD 1."

The neighborhood level of granularity allows OSAC and mobility justice community groups to engage in more meaningful discourse with transportation agencies around funding allocation across CDs.

Count of Street Projects by Council District and Agency

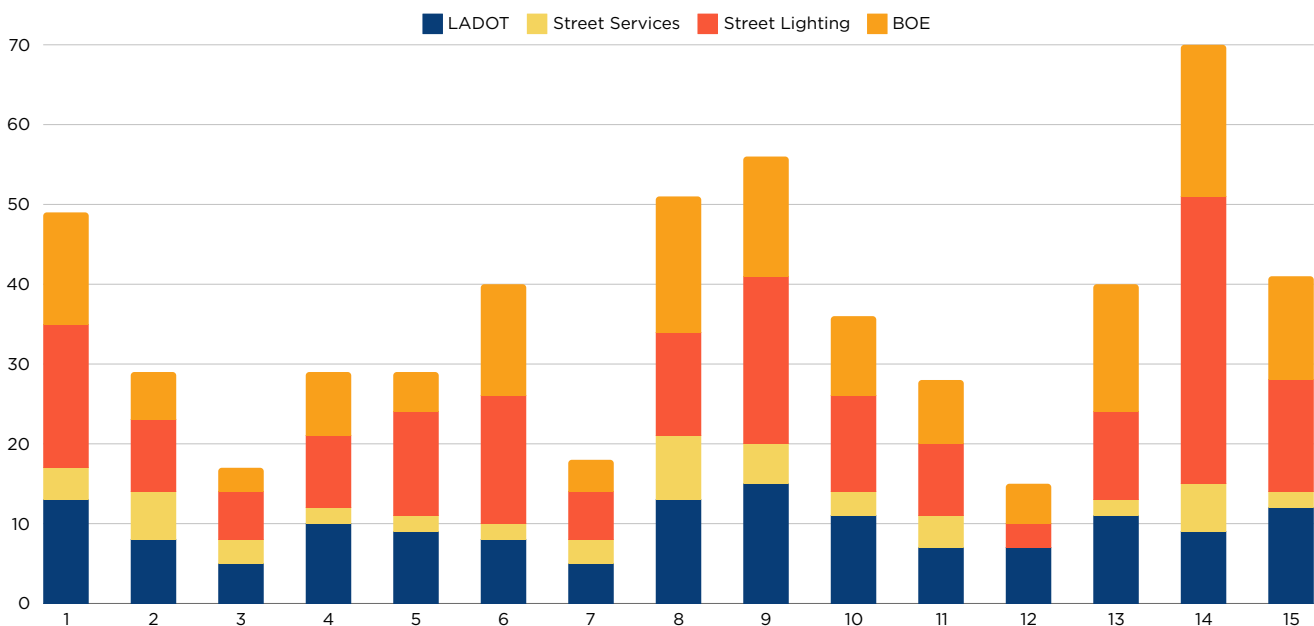
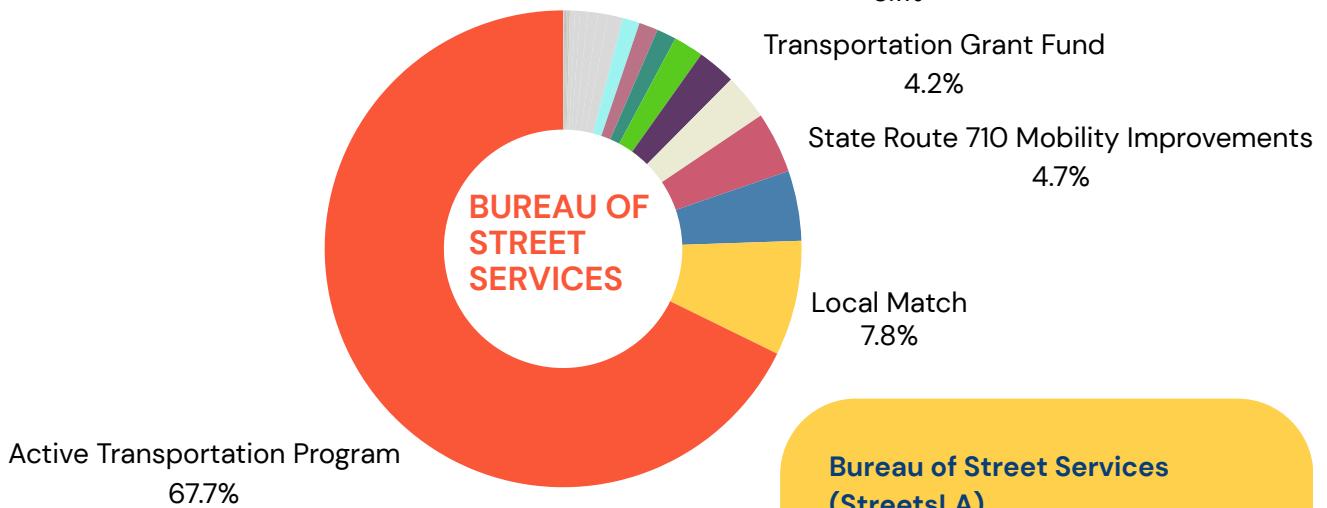
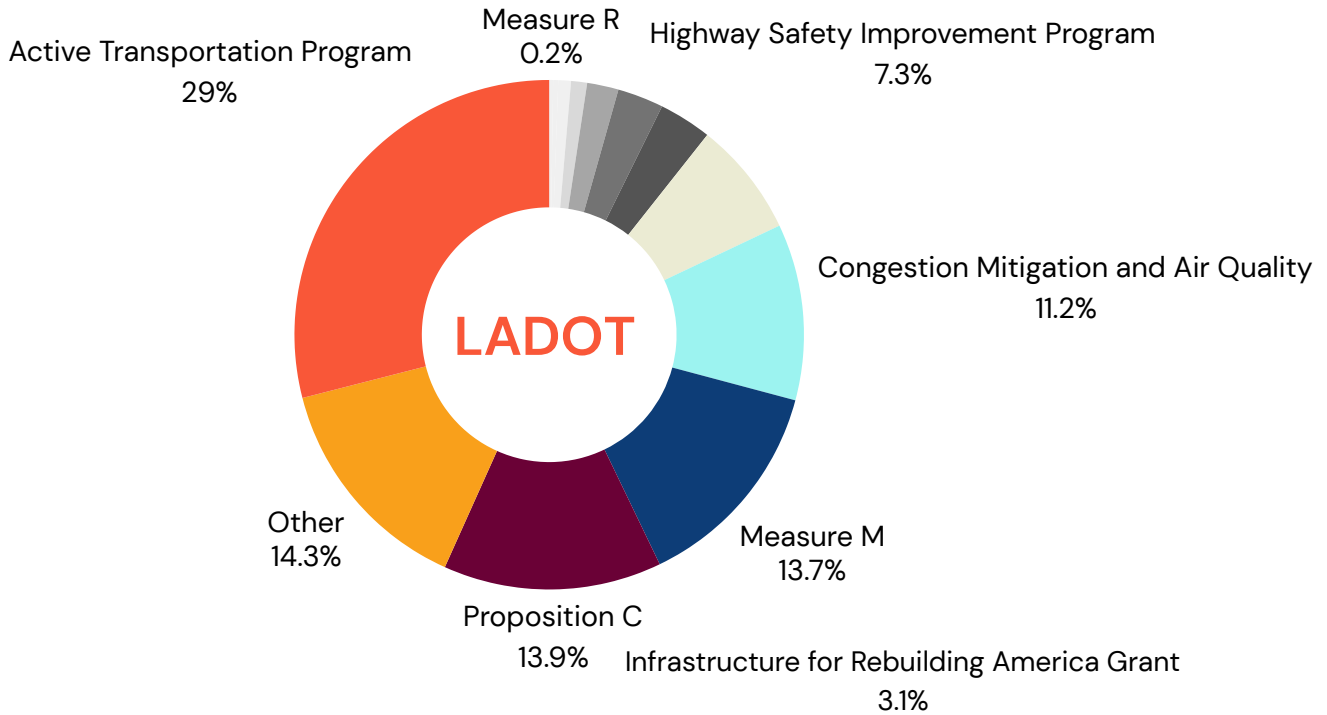


Figure 3: Street Projects / CD

SOURCES OF FUNDING

LADOT AND STREET SERVICES



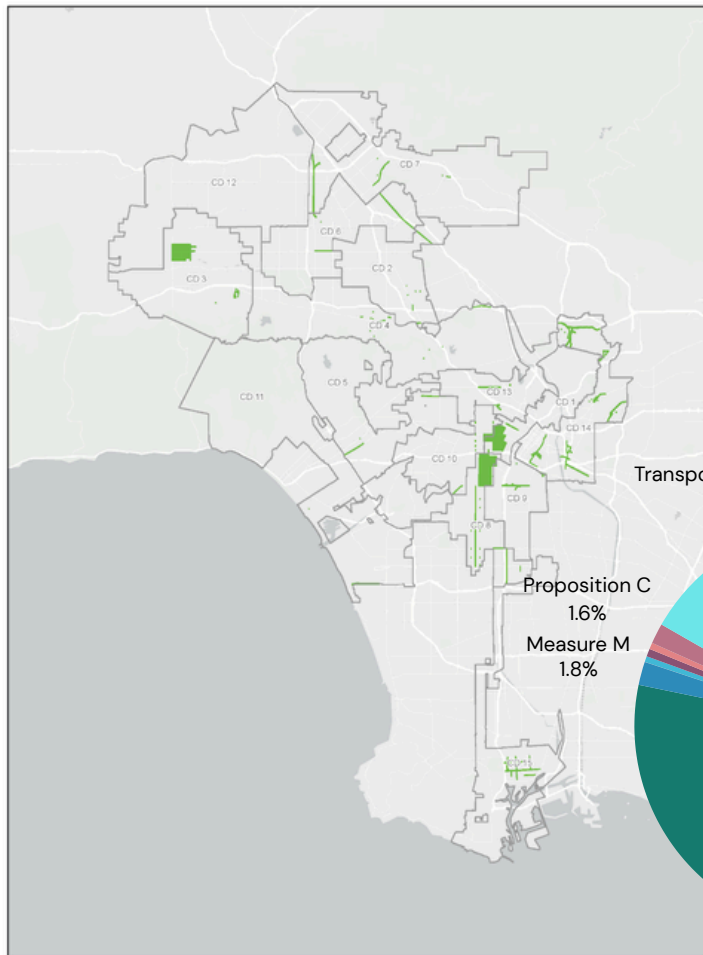
Bureau of Street Services (StreetsLA)

In Fiscal Year 2023-2024, the Active Transportation Program was the main funding source for StreetsLA-managed projects, contributing more than two-thirds (68%) of project funding.

SOURCES OF FUNDING

STREET LIGHTING AND BOE

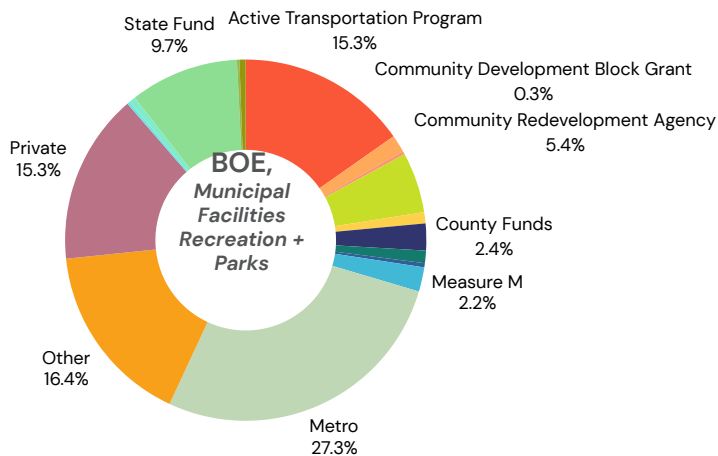
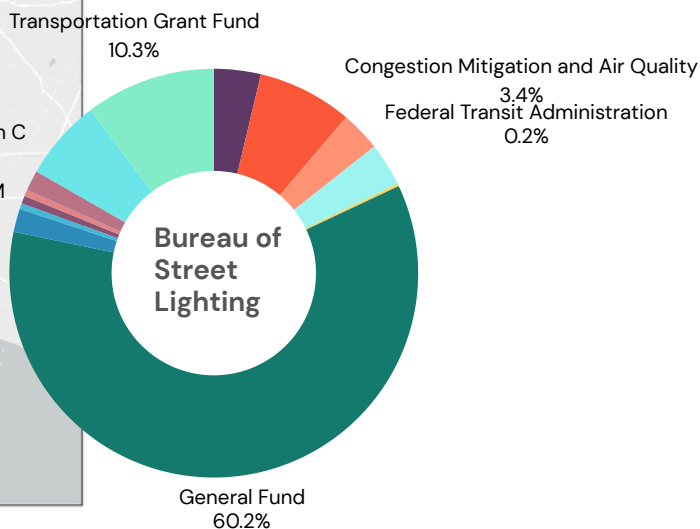
StreetsLA STPOC FY23-24 Projects - CD



6/10/2024
 Council Districts 2022
 StreetsLA STPOC Projects FY 2023-2024
 1:300,000
 Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri, Community Maps contributors, Map layer by Esri

Bureau of Street Lighting
 In Fiscal Year 2023–2024, the City’s General Fund contributed over half of the funding (60%) for the Bureau of Street Lighting’s capital projects.

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 In Fiscal Year 2023–2024, the City’s General Fund contributed over half of the funding (60%) for the Bureau of Street Lighting’s capital projects.



Proposition C (1990) and Measure M (2016) are voter-approved half-cent sales taxes in Los Angeles County. Proposition C returns 20% to local jurisdictions while the remaining 40% allocated to Metro as discretionary spending on either operating or capital purposes. The Metro Board then distributes the rest of the Proposition C revenue as follows: 5% for transit security, 10% for commuter rail, and 25% for transit-related improvements to highways.

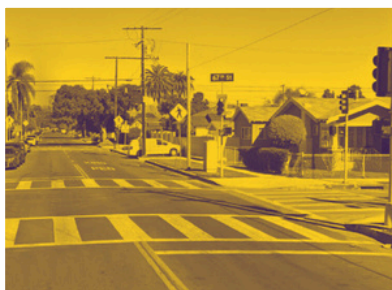
The majority of Measure M funding is earmarked for capital projects. Measure M distributes funding to local jurisdictions in three ways: Local Return, Municipal Transit Operations, and the Multi-Year Subregional Program. Local Return allocates 17% of the revenue generated by Measure M to each jurisdiction in LA County based on its population.

The Active Transportation Program (ATP)

is managed by the Los Angeles Department of Transportation (LADOT). The ATP, funded through state grants, supports projects that aim to increase active modes of transportation such as walking, biking, and transit by making it safer and more accessible to people traveling by these means.

In our findings, we could see that 29% of LADOT funds and 67.7% of BOSS funds came from ATP. Additionally, in June of 2023, it was announced that the City of LA was to receive over \$200 million from the California Transportation Commission to support six separate active transportation programs across the city.

Recently, the City of LA received over **\$200 million** from the California Transportation Commission to support six separate projects across the city.



Source: <https://ladotlivablestreets.org>

However, the outlook for Future ATP funds may be in danger after the Assembly Budget Subcommittee approved to cut nearly \$600 million in ATP funding for the state (in favor of Caltrans highway funds). This crucial funding source for active transportation programs is at risk of being defunded and vital projects in low-income communities may be halted or abandoned due to these cuts. OSAC can potentially create a campaign surrounding the importance of ATP funds and highlight the importance of investing in green, sustainable, and safe forms of multimodal transportation.

\$38.6 MILLION

**SKID ROW
CONNECTIVITY
AND SAFETY
PROJECT**

\$37.74 MILLION

**WESTERN OUR
WAY: WALK AND
WHEEL
IMPROVEMENTS**

\$23.58 MILLION

**NORMANDIE
BEAUTIFUL: CREATING
NEIGHBORHOOD
CONNECTIONS IN
SOUTH LA**

NEXT STEPS

In our research, we developed an initial line of sight into the disbursement of federal and state funding using four transportation bureaus. Through this process, we have developed a high-level and replicable framework for funding analysis that can be used to investigate and audit LA City funding. Essentially this process resembles what a CIP can look like for transportation projects in LA. Using the framework of our financial analysis can support OSAC in advocating for a CIP by demonstrating how dysfunctional and convoluted the funding process is for transportation projects.

Based on the recommendations we received from OSAC and throughout the narrative, we show opportunities to elaborate on this piece of work to create more in-depth financial analysis, and the questions further analysis would be addressing:

- **Adopt a job creation lens to evaluating transport projects:**

What are the jobs being created in these transportation bureaus and how much of the funding is going for the hiring of employees for the construction of transportation projects?

- **Collect data to facilitate neighborhood-level granularity:** Within each council district, what areas are getting funding for projects? Is it possible to create a GIS map with all current projects in progress?

- **Operationalizing the funding analysis within OSAC:** Who can OSAC be in contact with to get direct information about funding sources for different projects?

Overall, through our research we experienced the difficulty of gathering accurate and up to date information and data across the multiple transportation bureaus. The entire financial system is flawed and deliberately created in such a way that it obscures where funding is going, making it harder to keep the city accountable for their promises of investing into low-income and Black and Latinx communities. Therefore, advocating for a CIP and a more transparent funding system is integral to OSAC's mobility justice goals and we hope this information can be used to increase equity in transportation projects.

POLITICAL STRATEGY FOR MOBILITY ORGANIZING

*Zeltzin Angon, Genevieve Chacon, William Dennis
Nahl, Kimberly Fisher*

POLITICAL STRATEGY FOR Mobility Organizing

We seek to repair the harm done by the professionalization of planning and to ensure that community knowledge is centered and politicians act as public servants to the most vulnerable. We are reminded that “the master’s tools will never dismantle the master’s house”

– Audre Lorde.

OSAC’s Input

- Formalize plan to navigate political advocacy space
- Create communications templates for key issues
- Ultimately, establish and position OSAC’s political power

Goal

To provide the **Our Streets Action Committee (OSAC)** with the resources and support to generate a holistic political strategy for progressing mobility justice to ultimately develop a Mobility Justice Advocacy Toolkit.

Considerations

We recognize these are written in English, which limits access especially for the most marginalized communities that do not speak English. These materials should be translated into additional languages and especially Spanish.

These tools and examples are meant to spark ideas and curiosity from OSAC members, and provide support to OSAC in defining a more public and unified voice. These are yours to amend, restructure, and build upon.

Introduction

Historical discriminatory policies redefined our urban landscapes which resulted in systemically segregated and disinvested communities who continue to experience disproportionate exposure to environmental hazards, and poor city infrastructure (Bole et al., 2024). Lack of access to nature and safe, health-promoting community design has hindered the ability for children to exercise, move, play and learn. The following case studies provide insights that can help Los Angeles meet the needs for children. Through civic engagement children can have the

Strategy

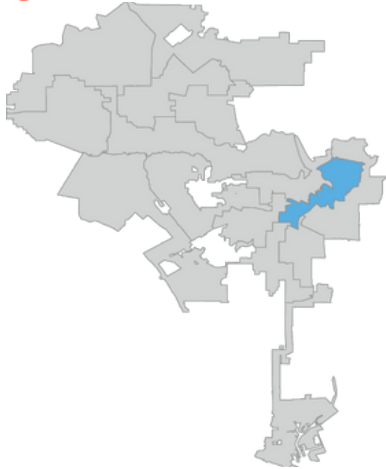
LA City Council Deep Dive

Mobility Organizing Toolkit

Mobilizing OSAC (next steps for OSAC)

MEET THE LOS ANGELES CITY COUNCIL

DISTRICT 1



Representative: Eunisses Hernandez
Term : December 12, 2022 – December 14, 2026

Key Contacts:

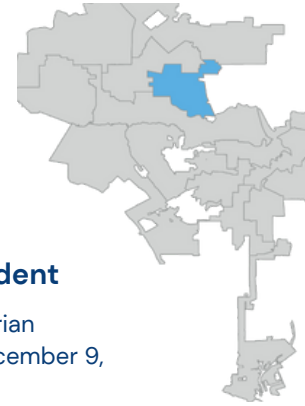
Planning Director – Helen Campbell
• helen.campbell@lacity.org
Legislative Deputy – Ashley Reyes
• ashley.reyes@lacity.org
Community Advocacy Coordinator –
Adriana Cabrera
• adriana.cabrera@lacity.org

Key Issues:

- Affordable Housing/Tenant Protection
- Police and prison abolition
- Affordable Housing; “obstruct” luxury and market rate construction

Notable Projects:

- Only member of City Council to vote against Karen Bass’ first budget, citing disagreement with the \$3.2 million given to police.
- Reversed Gil Cedillo’s effort to remove housing height limits in Chinatown.
- Stop the Gondola – allocated \$500,000 to a traffic study to Dodger Stadium.
- Rio de Los Angeles State Park Renovation



DISTRICT 2

Current Council President

Representative: Paul Krekorian
Term : January 5, 2010 – December 9, 2024.

Krekorian will be termed out at the end of 2024

Key Contacts:

Planning Deputy – Tiffany Zeytounian
• Tiffany.Zeytounian@lacity.org
Director of Community Improvements – Jackie Keene
• Jackie.Keene@lacity.org
Director of Infrastructure – Doug Mensman
• Doug.Mensman@lacity.org

Key Issues:

- While representing the 43rd district of the CA, Krekorian’s legislative priorities included making government more accessible and responsive, saving and creating jobs, protecting the environment and increasing public safety.
- Expanding renewable energy for public utilities and reducing carbon emissions.

Notable Projects:

- Krekorian has advocated for expanding rail and bus transit in the Valley, including electrifying and eventually converting the G Line (Los Angeles Metro) to light rail.
- He has also led the efforts to connect North Hollywood to Pasadena with a Bus Rapid Transit (BRT) line.
- Committee Assignments
- Chair – Budget and Finance Committee
- Vice Chair – Housing Committee, and
- Member – Energy, Climate Change and Environmental Justice Committee
- Member – Trade, Travel and Tourism Committee
- Member – Executive Employee Relations Committee

DISTRICT 3

Representative: Bob Blumenfield

Term : July 1, 2013 -
December 14, 2026

Key Contacts:

Director of Planning and Economic Development – Elizabeth Ene

- elizabeth.ene@lacity.org

Planning Deputy – Ashley Mashian

- ashley.mashian@lacity.org

Planning And Field Deputy–Woodland Hills –
Seth Samuels

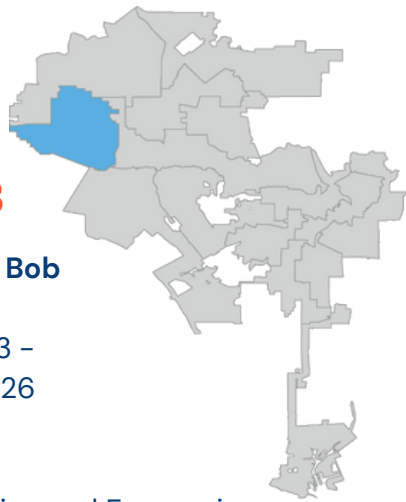
- seth.samuels@lacity.org

Key Issues:

- Transportation and Education
- Ensuring seniors are protected and can choose to stay in their homes (property tax program)

Notable Projects:

- Boost local business bidding for contracts
- District-wide transportation infrastructure improvements
 - Sherman Way Great Street
 - Reseda Blvd Street Improvements
 - Aliso Creek Confluence Park
 - Reminagine Ventura
 - Bike lanes and connections
 - [District-Wide Transportation Infrastructure Improvements | Cd3 \(Lacity.Gov\)](#)
- **Committee Assignments**
 - Chair – Budget, Finance, and Innovation, Vice Chair – Public Works , Vice Chair – Housing and Homelessness, Member – Energy and Environment, Member – Rules, Elections and Intergovernmental Relations, Member – Ad Hoc 2028 Olympic and Paralympic Games
 - Member – Ad Hoc Government Reform



DISTRICT 4

Representative: Nithya Raman

Term : December 14, 2020 -
2026

**Raman won the 2024 election against
Ethan Weaver and Levon Baronian**

Key Contacts:

Deputy Chief of Staff, Planning, Housing &
Community Development – Mashael Majid

- mashael.majid@lacity.org

Housing & Planning Deputy – Armida Reyes

- armida.reyes@lacity.org

Transportation, Infrastructure and Public
Space Director – Mehmet Berker

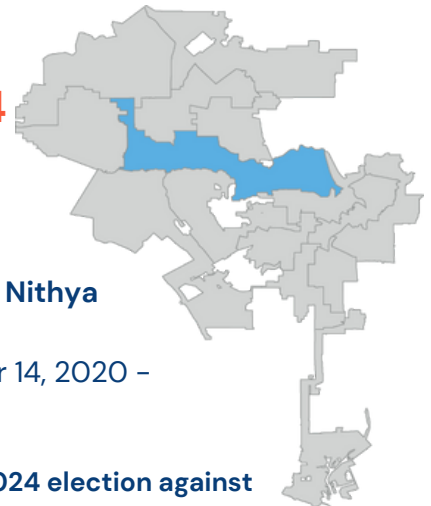
- mehmet.berker@lacity.org

Key Issues:

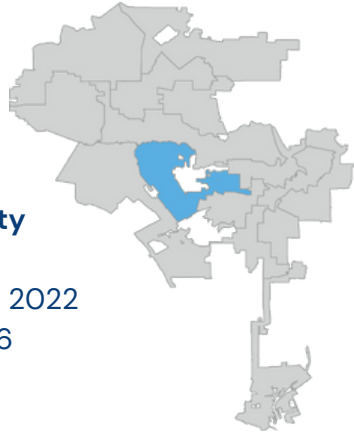
- Renters rights and protections
- Homelessness
- Housing
- Environment & sustainability
- Transit and mobility
- Public safety
- Parks
- Governance reform
- Expanding city council

Notable Projects:

- La Riverway Bike Path in the Valley
- Protected bike lane on Riverside Drive
- Mulholland Drive Safety Improvements
- Reforming city street widening policies
- Reinvesting street furniture advertising revenue into public right of way
- [Transit & Mobility | Nithya Raman | Los Angeles City Councilmember 4th District \(lacity.gov\)](#)



DISTRICT 5



Representative: Katy Yaroslavsky

Term : December 12, 2022
– December 14, 2026

Key Contacts:

Deputy Chief of Staff – Environment, Transportation, and Planning – Kristen Torres Pawling

- kristen.pawling@lacity.org

Planning Deputy – Jennifer Torres

- jennifer.torres@lacity.org

Transportation Deputy – Jarrett Thompson

- jarrett.thompson@lacity.org

Notable Projects:

- Interim Housing on Midvale
- Turned city parking lot into interim housing for homeless living in CD 5 with mental health specialists and three meals per day
- Clean Power Alliance
- a coalition of thirty-two local cities and counties that serves over 3 million ratepayers and is the largest provider of green power in the nation
- LA County Office of Sustainability
- Helped create under LA County Supervisor Sheila Kuehl, and helped lead the creation and passing of Measure W, one of the largest infrastructure and jobs programs in our region's history
- Committees
- Chair – Energy & Environment
- Vice Chair – Ad Hoc 2028 Olympic and Paralympic Games
- Member – Budget & Finance
- Member – Planning & Land Use Management
- Member – Transportation
- LA Metro Board of Directors

DISTRICT 6



Representative: Imelda Padilla

Term : July 5, 2023 – December 09, 2024

Padilla won the 2024 election against Ely De La Cruz Ayao, Carmenlina Minasova, and Richard Serrano.

Key Contacts:

Director of Planning and Land Use – Lamont Cobb

- lamont.cobb@lacity.org

Planning and Land Use Deputy – Nayda Cantabrana

- nayda.cantabrana@lacity.org

Legislative Deputy – Osvaldo Ramirez
osvaldo.ramirez@lacity.org

Key Issues:

- Coalition Building
- Labor rights
- Environmental Justice

Notable Projects:

- Created a nonprofit called Together We Do More which helps middle and high school students consider higher education and professional development
- Helped in Pacoima Beautiful
-

DISTRICT 7

Representative: Monica Rodriguez

Term : July 1, 2017 – December 14, 2026

Key Contacts:

Planning Director – Paola Bassignana

- paola.bassignana@lacity.org

Planning Deputy – William Dahlin

- william.dahlin@lacity.org

Senior Legislative Deputy – Kristina Flores

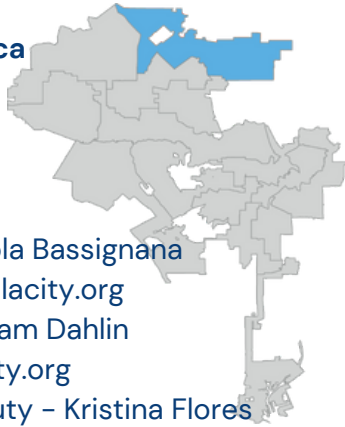
kristina.flores@lacity.org

Key Issues:

- Expanded investment of city services into her district
- Transportation Infrastructure and Safety Improvements
- Environmental Access and Conservation
- Homelessness

Notable Projects:

- Good Neighbor Policy
- standardized safety and security protocols for homeless shelter operations in the city and expanded efforts by establishing the City's first Safe Parking site for RVs.
- Launched Navigation Hub
- co-located LAUSD social workers with homeless services accelerating the process of getting unhoused families off the street and onto a better life.
- Founding President of Latinas Lead California
- Network that supports latinas seeking public office
- Secured over \$183.5 million in capital, transportation, infrastructure and new program investments for the 7th Council District, which includes establishing new parks, improving traffic safety, and fixing our aging infrastructure.
- Created Small Business Academy
- Spread contracts to minority owned businesses
- Committees
- Chair – Public Safety Committee
- Chair – MRCA's Upper Los Angeles Rivers & Tributaries Working Group



DISTRICT 8

Marqueece Harris-Dawson

Term : July 1, 2015 – 2026

Harris-Dawson won the 2024 election against Jahan Epps and Cliff Smith.

Harris-Dawson has been serving as President Pro Tempore since 2023

Key Contacts:

Policy Director – Belem Lamas

- belen.lamas@lacity.org

Capital Projects Aide – Roberto Perez

- roberto.perez@lacity.org

Legislative Deputy – Maurice Johnson

- maurice.johnson@lacity.org

Legislative Deputy – Yohanna Gaines

- yohanna.gaines@lacity.org

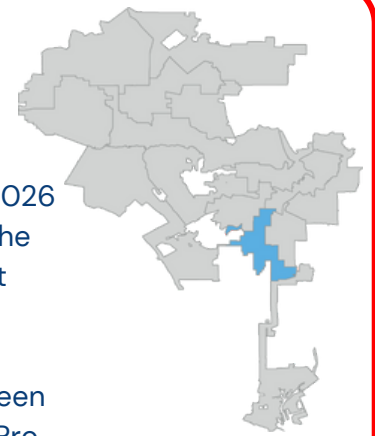
Director of Constituent Services, Community Engagement – Vrenely Garcia
vrenely.garcia@lacity.org

Key Issues:

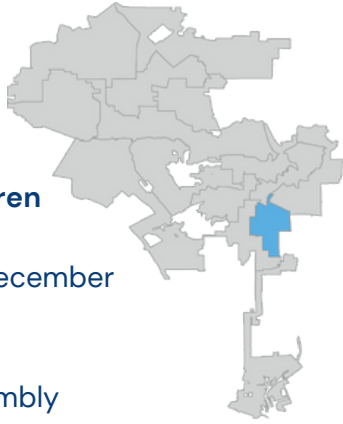
- Increase government responsiveness
- Develop economic opportunities
- Create equitable housing and transportation
- Improve public safety

Notable Projects:

- Targeted Local Hire programs
- Clean & Safe Streets Campaign
- focuses on sidewalk and road repairs as well as infrastructure improvements
- The Community Safety Initiative
- a \$1 Million investment in community based violence prevention and response. Aims to reduce over-policing through mental health services and healing circles, and Community Intervention Workers to disrupt and de-escalate violent conflict



DISTRICT 9



Representative: Curren Price

Term: July 1, 2013 – December 14, 2026

Previous member of California State Assembly and California State Senate
Has been investigated by the FBI for corruption and charged with 5 counts of embezzlement

Key Contacts:

Special Assistant Covering Transportation* – Bryce J Rosauero

- bryce.rosauero@lacity.org
- * may not be current

Legislative Director – Genevieve Arce

- genevieve.arce@lacity.org

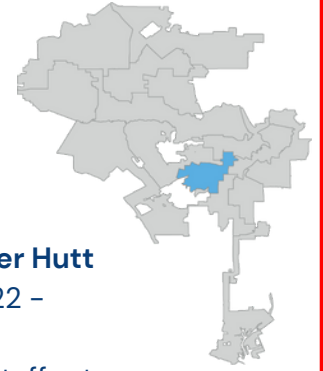
Key Issues:

- Labor issues
 - minimum wage, labor relations, workweek, worker safety, and health.

Notable Projects:

- Opening recreation centers and parks
- LAFC stadium
- Business Resource Center

DISCTRICT 10



Representative: Heather Hutt

Term: September 2, 2022 – December 9, 2024

Previously served as a staffer to Kamala Harris
Never elected by residents to serve on the City Council

Key Contacts:

Chief Deputy – Andrew Westall

- andrew.westall@lacity.org

Deputy for Planning – Hakeem Parke-Davis

- hakeem.parke-davis@lacity.org

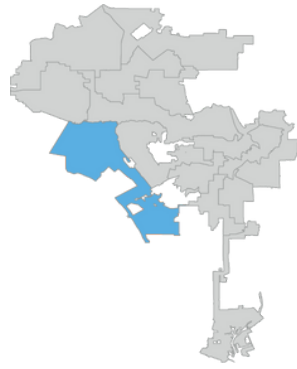
Key Issues:

- Banning cashless businesses
- Rapid rehousing
- Mental health services for those experiencing homelessness
- Pro-HLA

Notable Projects:

- La Brea Safe Streets
- Increased funding for libraries and parks

DISTRICT 11



Representative: Traci Park

Term: December 12, 2022
– December 14, 2026
Republican-turned-Democrat

Key Contacts:

Planning Deputy – Jeff Khau

- jeff.khau@lacity.org

Legislative Deputy – Kevin Brunke

- kevin.brunke@lacity.org

Constituent Services Deputy – Adam F. Acosta

adam.acosta@lacity.org

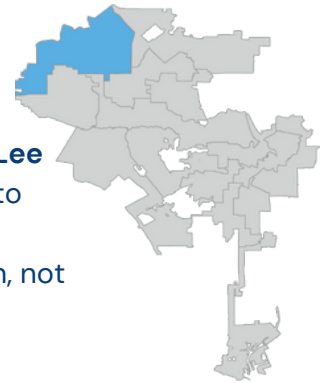
Key Issues:

- Expansion of Safe Routes to School and LANA service
- Supporting the Sepulveda line and last-mile connections
- Against city council expansion
- Largely against building affordable housing in District 11
- Anti-HLA

Notable Projects:

- Safe inside sites being offered to homeless people in District 11
- Sustainable energy plan for 2028 olympics
- Metro D Line extension being delivered on time

DISTRICT 12



Representative: John Lee

Term: August 30, 2019 to
December 9, 2024
Elected as a Republican, not
registered as an
Independent
Has been charged with
ethics violations by LA City

Ethics Commission. Has sexual harassment
and discrimination allegations. Supports
increasing police budgets

Key Contacts:

Planning Director – Dan Rosales

- dan.rosales@lacity.org

Legislative Director – Erich King

- erich.king@lacity.org

Special Projects Deputy – Jonathan Coto

jonathan.coto@lacity.org

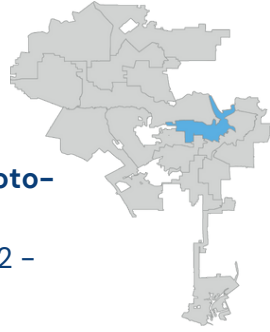
Key Issues:

- Supporting policing
- Opposing large businesses moving into District 12
- “cracking down on crime”

Notable Projects:

- Killed Nordhoff Busway
- Solar installation near Van Nuys Airport
- Maintenance of green spaces (Shadow Ranch Park)

DISTRICT 13



Representative: Hugo Soto-Martinez

Term : December 12, 2022 -
December 13, 2026

Key Contacts:

Transportation and Infrastructure Deputy -
Rogelio Pardo

- rogelio.pardo@lacity.org

Planning Deputy - Ted Walker

- ted.walker@lacity.org

Community Development and Planning
Director - Emma Howard
emma.howard@lacity.org

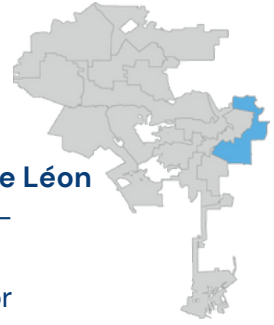
Key Issues:

- Street Vendor support
- Pro unions
- (seems to be) Critical of overspending on police funding, names rapid response hotlines, mental health/drug treatment services, and unarmed units as alternatives.

Notable Projects:

- Access to Hollywood Streetscape Plan

DISTRICT 14



Representative: Kevin de León

Term : October 15, 2020 -

December 09, 2024

Currently on the ballot for
November 2024 against Ysabel
Jurado.

Key Contacts:

Senior Planning Advisor - Gerald Gubatan

- gerald.gubatan@lacity.org

Planning Deputy & Tenant Advocate -
Steven Bautista

- steven.bautista@lacity.org

Legislative Deputy - Sarah Flaherty

- sarah.flaherty@lacity.org

Key Issues:

- Homelessness
- Parks and open space
- Clean street now
- Food insecurity
- Protecting communities by fighting gentrification
- Supporting working families

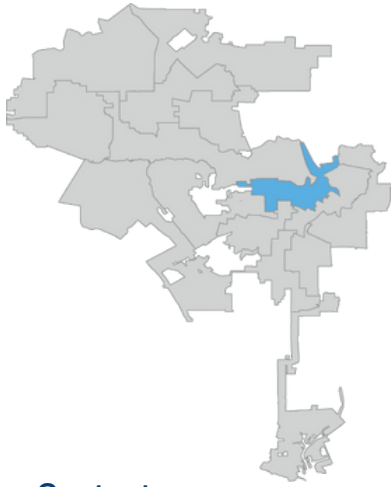
Notable Projects:

- Construction of two new parks and 18 new playgrounds
- CD cleanup team
- Local hires, trucks,
- Fund to subsidize city camp programs for working families and children
- Installation of new street and sidewalks

DISTRICT 15

Representative: Tim McOsker

Term : November 12, 2022 – December 14, 2026



Key Contacts:

Planning Director – Pamela Thornton

- Pamela.Thornton@lacity.org

Legislative Director – Anissa Raja

- Anissa.Raja@lacity.org

Senior Policy Advisor – Adam Acosta

- Adam.Acosta@lacity.org

Key Issues:

- Homelessness and Affordable Housing
- Board member of Linc Housing Corporation
- Economic recovery and effects of COVID-19
- Public Health and Safety
- Hiring of LAPD officers to authorized level
- Climate change and Environmental Justice
- Addressing climate change and pollution with ports and workers in mind
- Green jobs/ transition
- Government Trust and Transparency

Notable Projects:

- Vice Chair – Alameda Corridor Transportation Authority (ACTA)
- Chair – Personnel, Audits and Hiring Committee
- Vice Chair – Energy and Environment Committee
- Vice Chair – Trade, Travel and Tourism Committee
- Member – Budget and Finance
- Member – Public Safety
- Previously served as Chief of Staff and Chief Deputy City Attorney for LA Mayor James Hahn
- Chief Executive Officer at AltaSea

CURRENT LOS ANGELES CITY COUNCIL TERM

Voting Matrix Analysis from January 2023 – April 2024

Summary of tool: The voting matrix tool identifies agenda items related to mobility and transportation and tracks how each of the 15 council members voted on that item. The tool includes links to the official records kept of the agenda item and vote as certified.

Summary of Findings

Rarely do all board members vote in the same meeting; lots of absences even vary from one vote to the next. Because of the “racist tapes” scandal,

CD6 had no representation from January to August 2023 when Imelda Padilla was elected to the seat. Kevin de Leon similarly was absent from many meetings due to public pressure regarding his statements on the “racist tapes.” He is still seated in CD14. Unanimous presence and support is the exception and not the rule – council members may be absent for just certain votes during a single session.

Summary of Findings

Hugo Soto-Martinez and Eunisses Hernandez vote “no” more than other council members and as a “bloc,” often, but not always, with Nithya Raman. Heather Hutt and Marqueece Harris-Dawson also occasionally vote no. Lee and McOsker only voted no on a transportation-related agenda item once, when Hernandez introduced a motion for an updated traffic impact study for Dodger Stadium related to the LA ART (gondola).

Policing is one of the most contentious subjects and often touches transportation-related agenda items, including decriminalizing living in a car or RV, oversized vehicle parking, unlawful possession of a catalytic converter, and transit security on LA Metro.

Tracking voting patterns serves to identify the trajectory and direction that the city is moving towards in regards to mobility and spending. Most council members vote in favor of positive transportation improvements for both service and infrastructure.

Notable Topics Include:

23-0002-S55 AB645 that establishes a speed safety pilot program

23-0947 Building a plan to address risk prone areas of the City in need of investment in infrastructure

23-0935 Creation of a Citywide equity framework for transit-related project prioritization and resource allocation

23-1056 regarding the feasibility of an e-bike subsidy program with qualifications similar to existing federal, state and local rebates for electric vehicles (EVs), and related matters

January 2023 – April 2023 Key Takeaways

- Councilmembers Hernandez and Soto-Martinez often vote no in a bloc, especially on matters related to policing. Policing comes up as a contentious issue in many meetings.
- The City is increasing enforcement or regulation of people sleeping in the public right-of-way, which has led to many divisive votes. Once again, Hernandez and Soto-Martinez oppose increased enforcement/regulation of homelessness.
- January 18, 2023 – The council unanimously supports partnerships with LA Metro and other agencies for modern transit planning measures (LA Metro enforcement of no parking in bus lanes, installation of new speed feedback signs)

Notable Topics Include:

21-1224 Automated bus lane enforcement via camera by LA Metro

22-0390 Unlawful possession of catalytic converters (4 no-votes, 3 absences) which sent this to a second vote a month later.

16-0358-S1 Regarding proposed Seventh and Eighth Amendments to Contract No. C-129255 with the Los Angeles County Metropolitan Transportation Authority (Metro) to Provide Law Enforcement Services for the Transit System's Infrastructure, Bus, and Rail Lines

22-0229 Transportation Committee report on gender-equitable transportation (Hernandez was the solo no-vote)

23-0008-S6/7/8 are all anti-homelessness ordinances banning overnight oversized vehicles (Soto-Martinez and Hernandez voted no)

23-0919 on best management practices for a 5-year CIP for right of way projects and part of FY 2024-2025

23-0726 Areas of focus for the East San Fernando Valley Transit Corridor

17-1137 Vision Zero implementation strategy for 2023

May 2023 – August 2023 Key Takeaways

- Even within the same meeting, some council members were absent for some votes but not others, and like 5/10/2023, multiple absent members were present for a vote but not another.
- 23-0008-S6/7/8 are all anti-homelessness ordinances banning overnight oversized vehicles in CD 10 and 11. Eunisses Hernandez and Hugo Soto-Martinez were the only two to vote no on this parking ban the first time; Eunisses was absent for 7&8.
- 8/9/2023 – all 15 board members vote YES on resources needed for mapping LADOT safety programs. This appeared to be symbolic and important.

January 2024 – April 2024 Key Takeaways

- A motion, brought forward by Blumenfield and Park, regarding funding for “supplemental traffic safety measures” in CD 3 was voted No by Councilmember Hernandez and Soto-Martinez. The traffic safety measures are actually funding for more traffic police.
- Multiple motions regarding parking of oversized vehicles from the hours 2 am to 6 am were voted No on by Councilmember Hernandez and Soto-Martinez.
- A motion brought forward by Councilmembers Hernandez, Soto-Martinez, and Rodriguez to get funding to contract a consultant to conduct a traffic assessment community impact zones around Dodger Stadium in Council District One, and the suspension of any action approving advancements to the Los Angeles Aerial Rapid Transportation (LA ART) project. Councilmembers Lee and McOsker voted No.

September – December 2023 Key Takeaways

Overall looking through the votes helped establish a sort of timeline of when topics were brought up. It also serves to identify the trajectory and direction that the city is moving towards in regards to mobility and spending.

Notable motions include

23-0919 on best management practices for a 5-year CIP for right of way projects and part of FY 2024-2025

16-0358-S1 Regarding proposed Seventh and Eighth Amendments to Contract No. C-129255 with the Los Angeles County Metropolitan Transportation Authority (Metro) to Provide Law Enforcement Services for the Transit System's Infrastructure, Bus, and Rail Lines

Plans and Strategies

23-0726 Areas of focus for the East San Fernando Valley Transit Corridor

17-1137 – Vision Zero implementation strategy for 2023

23-0002-S55 – AB645 that establishes a speed safety pilot program

23-0947 building a plan to address risk prone areas of the City in need of investment in infrastructure

23-0935 creation of a Citywide equity framework for transit-related project prioritization and resource allocation

23-1023 relative to the report by the American Institute of Architects – Los Angeles entitled Livable Streets, Safety and Affordability, and the letter regarding Needed Best-Practices to Optimize Safety, Environmental Performance, Contractibility, Efficiency and Access To Affordable Housing, and related matters

Potential Programs and Ordinance Amendments

23-1056 regarding the feasibility of an e-bike subsidy program with qualifications similar to existing federal, state and local rebates for electric vehicles (EVs), and related matters.

23-1167 amending current street vending ordinance for compliance with state law; developing criteria for limited street vending zones; creating a pilot "Special Vending Zone" for Hollywood Boulevard

CURRENT PROJECTS (TCOM)

Transportation Committee

Members

Hutt (Chair)

Deputy for Planning – Hakeem Parke-Davis (hakeem.parke-davis@lacity.org)

Park (Vice Chair)

Legislative Deputy Kevin Brunke (kevin.brunke@lacity.org)

Hernández

Legislative Deputy – Ashley Reyes (ashley.reyes@lacity.org)

De León

Legislative Deputy – Sarah Flaherty (sarah.flaherty@lacity.org)

Raman

Transportation, Infrastructure and Public Space Director – Mehmet Berker (mehmet.berker@lacity.org)

Legislative Assistant Contacts:

Conrad Rodriguez

phone: (213) 978-11226

email: Conrad.Rodriguez@lacity.org

Adam Lid

phone: (213) 978-1076

email: Adam.Lid@lacity.org

Current and recent issues:

- Bus electrification
- Bus operator and passenger safety
- RV parking
- Autonomous vehicle regulation
- Traffic calming strategies
- Traffic enforcement alternatives

Member assignments were last shuffled in early May 2024

(De León replaced Yaroslavsky after being re-awarded committee assignments following his personal scandal)

Meeting Time: 1st and 3rd

Wednesday of each month at **1:30 PM** at City Hall

Public comment is not accepted online or via phone; it must be given in person

Jurisdiction

LADOT, Transportation Commission, Taxi Cab Commission, and issues involving traffic; transportation; public transportation agencies including Los Angeles County Metropolitan Transportation Authority, California High-Speed Rail Authority, Exposition Metro Line Construction Authority, Metro Gold Line Foothill Extension Construction Authority, Metrolink, and Eco-Rapid Transit; school crossings; overnight parking on rights-of-way; shared-use mobility; TDM and enforcement; parking management, enforcement, and control; State and Federal highways and freeways; traffic safety programs, including enforcement; off-street parking facilities except by the City Mall; traffic signalization and control; transportation franchises; expenditure of funds from the Prop A Local Transit Assistance Fund, Prop C Anti-Gridlock Transit Assistance Fund, Measure R Traffic Relief and Rail Expansion Ordinance, Measure M, LA County Traffic Improvement Plan, and Special Parking Revenue Fund; transportation-related matters of SCAG.

MOBILITY JUSTICE ADVOCACY TOOLKIT --

For OSAC

Example letter of support: Los Angeles Capital Infrastructure Plan (CIP)

[Place Logos Here]

[Date]

[Name of Organization or Government Agency]

[Address]

Los Angeles, CA

Sent via email to _____

Re: [Supporting the Los Angeles Capital Infrastructure Plan \(CIP\)](#)

Dear Members of the Los Angeles City Council:

We, the below signed organizations, write in support of the Los Angeles Capital Infrastructure Plan (CIP). As united members of the Our Streets Action Committee (OSAC), we are a coalition of community-based nonprofits committed to creating a Los Angeles where everyone can move by foot, bike, wheel, or car with dignity and safety. Through public education and grassroots mobilization, we urge Los Angeles City leaders to deliver safe, equitable, and sustainable transportation and infrastructure - our streets and sidewalks - Los Angeles deserves. We advocate holistically for mobility justice.

Collectively, members of the Our Streets Action Committee strive to build an inclusive culture that embraces how each person chooses to move through this city and ensures health, equity, affordability, and joy. We must prioritize the most significant needs of marginalized communities towards grassroots organizing, education, and experiences and needs of marginalized communities. Mobility justice prioritizes communities with the most significant needs over those with more resources and positions community members as the architects of their own solutions, with outside entities serving as facilitators and supporters.

[Place Logos Here]

[Date]

[Name of Organization or Government Agency]

[Address]

Los Angeles, CA

Sent via email to _____

Re: Support/Oppose Item #XX: [list agenda item]

Dear Members of the Los Angeles City Council / Metro Board of Directors / etc:

WHAT: We, the below signed organizations, write in support/opposition to [list agenda item].

WHO: As united members of the Our Streets Action Committee (OSAC), we are a coalition of community-based nonprofits committed to creating a Los Angeles where everyone can move by foot, bike, wheel, or car with dignity and safety. Through public education and grassroots mobilization, we urge Los Angeles City leaders to deliver safe, equitable, and sustainable transportation and infrastructure - our streets and sidewalks - Los Angeles deserves. We advocate for mobility justice.

Collectively, members of the Our Streets Action Committee strive to build an inclusive culture that embraces how each person chooses to move through this city and ensures health, equity, affordability, and joy. We must prioritize the communities with the highest need by establishing measurable indicators that ensure accountability. This approach requires a deliberate shift towards grassroots organizing, education, and active listening to understand the lived experiences and needs of marginalized communities to inform the built environment and capital investments made by governing bodies. Mobility justice prioritizes communities with the most significant needs over those with more resources and positions community members as the architects of their own solutions, with outside entities serving as facilitators and supporters.

WHY: [Utilize data, personal anecdotes, etc to support your argument here specific to the item or action and how it ties into OSAC's definitions of mobility justice].

Letter of support/dissent template



WHO WE ARE

OUR STREETS ACTION COMMITTEE

→ **SWIPE RIGHT**

WE ARE OSAC

OUR STREETS ACTION COMMITTEE




We are a coalition of community-based nonprofits committed to creating a Los Angeles where everyone can move by foot, bike, wheel, or car with *dignity* and *safety*

OSAC has three primary goals:

1. Bring order to how LA builds and designs streets by developing a 5-year Capital Infrastructure Plan.
2. Create an equity framework to guide the prioritization of projects and to assure agencies uniformly serve and genuinely engage the communities in most need, not neighborhoods most convenient or politically expedient.
3. Create the Department of Mobility, a new city agency that deals with all businesses on the public right of way.

From la-bike.org



To reach our goals, we need to focus on *Mobility Justice*

Mobility Justice in LA falls under the intersection of transportation, housing, environmental justice, economic justice, and health




Black and Latinx communities have an unequal access to safe and affordable public transportation.

OSAC aims to uplift and prioritize these disinvested communities to create an equitable transportation system.

OUR STREETS ACTION COMMITTEE

OSAC's Mobility Justice Goals




Inclusivity and safety for all people and all modes of travel	Green, multimodal forms of transportation should be prioritized and invested in	
Empower local leaders to drive the conversation towards community goals	Pinpoint community needs through grassroots organizing and engagement	

MOBILITY JUSTICE for Public Engagement ADVOCACY TOOLKIT

Public Support Letter for CIP (for Action Network Email – Action Network)

Call-to-action:

Broken sidewalks? Streetlights that never seem to work? Potholes you can't drive or bike over? Bus shelter without any shade or relief in the dead of summer?

We need a Capital Infrastructure Plan (CIP)! Los Angeles is the only major U.S. city without a holistic, accountable, and actionable document that aligns and guides all the spending plans for our roads, sidewalks, and other public right-of-way. A CIP lists how much infrastructure projects will cost and how they are funded. By writing to your local officials, you are telling your story and holding them accountable to their position as a public servant. A well-written and planned CIP would help distribute power, facilitate local jobs, prioritize voices of community, make government transparent and accountable, and ultimately, show how we will collectively implement the Mobility Plan across departments. Use the template below and contact [key representatives as determined by OSAC] via email. This will only take a few minutes and will make a world of difference!

Template:

[Date]

[Name of Organization or Government Agency]

[Address]

Los Angeles, CA

Sent via email to _____

Re: [Supporting the Los Angeles Capital Infrastructure Plan \(CIP\)](#)

Dear Members of the Los Angeles City Council:

My name is [insert full name] and I am a resident of [neighborhood]. [Add additional context, such as the neighborhood where you work, where you or your kids go to school, or anything else that you want to share about yourself to connect political leaders to your story and voice].



**OSAC
SUPPORTS
THE LA CIP**

SWIPE RIGHT

WHAT IS A CIP AND WHY SHOULD YOU CARE?

A Capital Infrastructure Plan, or a CIP, is a long-term plan for a city's infrastructure

In a city where Black and Latino residents account for one in three traffic fatalities, the public should know how funds are being spent.

Community focus is key

To create a CIP, the process should include:

- meaningful engagement with the public,
- transparent planning and prioritization,
- and speedy implementation.



The current budget process is too hidden

A Los Angeles Capital Infrastructure Plan (CIP) will provide much needed transparency and accountability to the where and how infrastructure projects are being funded.



A CIP will increase equitable investments into transit infrastructure, making our city safer, more sustainable, and more connected.

CALL FOR A CIP NOW!

OUR STREETS ACTION COMMITTEE



Black and Latinx communities have an unequal access to safe and affordable public transportation.

OSAC aims to uplift and prioritize these disinvested communities to create an equitable transportation system.

OUR STREETS ACTION COMMITTEE

