

SCAG August 2015 Environmental Justice Workshops Overview and Input Received

Overview

The Southern California Association of Governments (SCAG) held two public workshops on environmental justice (EJ) on Tuesday, August 18, 2015 and Monday, August 31, 2015, representing the final two official EJ workshops before the release of SCAG's Draft 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The purpose of the workshops was to provide updates and receive input on environmental justice as part of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) process and development. The August 18th workshop was held at SCAG's downtown Los Angeles office with video-conferencing made available from SCAG's satellite offices in Imperial County, Orange County, Riverside County, San Bernardino County and Ventura County. The August 31st workshop was held at the Ovitt Family Community Library in the City of Ontario. Both workshops were held in the evening from 5:30 – 7:30 p.m. to accommodate the schedules of a wider number of participants. A combined total of over 45 participants attended the two workshops.

Input/Comments Received

Following a brief introduction regarding the principles of environmental justice, SCAG staff facilitated two breakout sessions to maximize input opportunities for the workshop participants. The two breakout sessions focused on five topics: (1) Air Quality; (2) Gentrification; (3) Transit, Access and Land Use; (4) Active Transportation and Public Health; and (5) Other environmental justice solutions. While the breakout input session format was similar to the April 2015 environmental justice workshops format, the designated topics were focused on strategies and solutions to these issues. Attendees were asked to choose a topic and provide input to a SCAG staff facilitator who transcribed input received on their respective topic onto a flipchart. After the first breakout session, participants were encouraged to select another topic and provide further input.

A wide range of comments were received. Below are some highlights from the breakout session input, divided by topic. The full set of input received during the breakout session, transcribed verbatim, is attached to this summary report.

Air Quality

- 1) Coordinate with State policies and goals.
- 2) Address all sources of air pollution.
- 3) Identify and promote best practices and success stories.
- 4) Create a methodology to address air quality impacts for sensitive land uses.

Gentrification

- 1) Inclusionary zoning could be a solution for gentrification.
- 2) Consider business strategies for environmental justice communities.
- 3) Increase funding options for local jurisdictions to build affordable housing.
- 4) Use a comprehensive approach to gentrification in communities to avoid displacement.

Transit, Access, and Land Use

- 1) Incentivize modal split with combined multi-governmental agency efforts.
- 2) Promote first mile/last mile strategy plans for environmental justice communities.
- 3) Environmental justice communities that do not have transit access should have greater consideration for funding.
- 4) Consider best practices for active transportation in rural areas.
- 5) Coordinate with educational institutions to promote transit usage.

Active Transportation and Public Health

- 1) Convene public and private partners and engage subregions and other stakeholder groups.
- 2) Change the image of what future successful communities look like.
- 3) Coordinate with educational institutions to promote active transportation.
- 4) Increase collaboration between governmental agencies, particularly for regional strategies.

Other Environmental Justice Solutions

- 1) Increase engagement with community groups
- 2) Engage partners and stakeholders in the overall transportation planning process.
- 3) Freight should pay more for infrastructure repair and maintenance.
- 4) Consider emission capture technology for heavily traveled roadways.
- 5) Review differing agency definitions of environmental justice.

Concerns also varied by geography. For example, participants from meeting locations in Riverside and San Bernardino Counties shared concerns regarding rural geographies, and suggested different outreach approaches to environmental justice communities in rural areas than their urban counterparts.

Next Steps

SCAG staff has reviewed the input received from the breakout sessions and will continue to develop the Draft 2016 RTP/SCS in consideration of these comments. While these are the final environmental justice workshops before the release of the Draft 2016 RTP/SCS in December 2015, SCAG staff will continue to meet with stakeholders to discuss concerns and updates to the environmental justice analysis. SCAG staff also intends to continue informing SCAG's Regional Council and Policy Committees regarding the key aspects of the environmental justice analysis for the 2016 RTP/SCS. Additionally, SCAG staff will further explore tailoring its environmental justice outreach efforts to rural communities in an effort to maximize participation from stakeholders.

**2015 Environmental Justice Workshops
Summary of Breakout Group Public Input
August 18 and August 31, 2015**

As part of the August 18 and August 31, 2015 Environmental Justice workshops conducted as part of the Southern California Association of Governments (SCAG)' development of its 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), participants were asked to select one of five topics concerning environmental justice and provide their input in a small group breakout format. There were a total of two breakout sessions of 20 minutes each for each workshop. The five topics were: (1) Air Quality; (2) Gentrification; (3) Transit, Access and Land Use; (4) Active Transportation and Public Health; and (5) Other Environmental Justice Solutions. The table below is input received during the breakout input sessions, transcribed verbatim. Due to shared properties, specific topic comments may overlap with and apply to other topics.

Disclaimer: The comments and viewpoints expressed below are solely those of the workshop participants and do not necessarily represent the views of Southern California Association of Governments (SCAG) or any specific government agency.

August 18, 2015 – Los Angeles Workshop	
<p><u>(1) Air Quality</u></p> <ul style="list-style-type: none"> • Identify air pollution sources <ul style="list-style-type: none"> ○ Need to address all sources (ocean going vessels/OGV, rail, airplanes) • Enhancements to buffer zones? (Currently 500 feet) <ul style="list-style-type: none"> ○ Sensitive receptors/areas • Making non-diesel the norm (County transportation commissions/CTC) <ul style="list-style-type: none"> ○ Ex: California Air Resources Board/CARB land use document/guidelines <ul style="list-style-type: none"> ▪ Build on it • Coordinate with State policies and goals <ul style="list-style-type: none"> ○ Ex: zero emission freight • Transition time and funds <ul style="list-style-type: none"> ○ Continue Prop 1B ○ Fund for truck drivers • Bring up success stories • Incentive funds (CTC) <ul style="list-style-type: none"> ○ Identify previous and future funds • Provide infrastructure for electric, etc. in disadvantaged communities <ul style="list-style-type: none"> ○ Programs need to be expanded • Sensitive land uses- create methodology to address air quality impacts <ul style="list-style-type: none"> ○ Be strategic- methods are available (research) ○ Be clear of cost of mitigation 	<p><u>(2) Gentrification</u></p> <ul style="list-style-type: none"> • Is there anything to measure effectiveness? <ul style="list-style-type: none"> ○ Gentrification: <ul style="list-style-type: none"> ▪ master gardening programs ▪ aesthetic improvements ▪ get community more involved ▪ Loma Linda Humpty Dumpty Community Garden handicap accessible ▪ Oleander Sunset Park in Bakersfield as an example ▪ Neighborhoods USA • How to get low income residents sitting at SCAG EJ workshop <ul style="list-style-type: none"> ○ Start with young person and start with social media • “Public councils local tools to stop gentrification” • Transportation agency • Encourage local jurisdictions • Tracking rents over time to measure displacement • Funding for new affordable housing • Rent control successful examples • Demolishing control • Alternative development strategies ex: Eco Village • Mitigation fund during construction for business • Limited local revenue for affordable housing <ul style="list-style-type: none"> ○ Increase funding options for local jurisdictions

- Improving technical assistance for competitive Affordable Housing Sustainable Communities (AHSC) grants
- Local hire; construction career
- “Whole community” approach to avoid displacement
 - Cultural competency
 - Law enforcement strategies
- Community land trusts
- Developers promote large gated communities and larger houses – does not serve the low income community, actually force them out of their communities ... disconnect with existing residents.
 - What kind of mandates can be implemented regionally and locally that would ensure homes that maximize sustainability i.e., water recycling, energy generation, etc. which maintain value as state requirements come into play. Smaller houses with built-in cost savings instead of the current standard “per square foot” equations. **[comment received via email]**
 - With gated communities, access to public transportation rather than individual car ownership becomes a problem. Walking, biking, and the ability to get to the public transit is blocked or made circuitous because of the gated nature of developments. This creates more automobile use, which aggravates air quality. **[comment received via email]**
 - Review how community land trusts have been used in other regions to see if a land trust model would be an option for low income and agricultural workers. **[comment received via email]**
- Displacement of local businesses is a concern and should be tracked.
- Keeping the young in the Valley is a concern – lack of high quality schools, jobs, housing, and transportation options.
 - Actually what is happening is that many of the area’s youth have returned to the Eastern Coachella Valley to work to improve the area. Many schools are

	<p>improving and there are now multiple higher education choices here.</p> <p>Congressman Ruiz is an example. We need to harness this youth to find what they are looking for in a place to live in order to get them to stay. A good public transportation system is key. [comment received via email]</p> <ul style="list-style-type: none"> ○ Hold roundtable discussions with students and young adults in the area so that developers and city planners know what types of businesses to work to attract. [comment received via email] • A good example of a growing community which considers/plans for the needs of their residents. <ul style="list-style-type: none"> ○ The city of Coachella has agriculture in their general plan. This would be a good way to incorporate a food industry incubator. [comment received via email] • Desire to maintain agriculture and open space within the Valley – pressured by large developments. <ul style="list-style-type: none"> ○ Food-oriented business incubator could be developed “a la ShareKitchen” in Cathedral City. [comment received via email] ○ The Coachella Valley Multiple Species Habitat Conservation Plan is a good example of business and environmental groups working together. Something similar could be developed to maintain a strong agricultural area. [comment received via email] ○ If agriculture is to remain within the urban environment strong organic and/or permaculture requirements should be implemented so that pesticide use is not an issue. [comment received via email] •
<p><u>(3) Transit, Access, and Land Use</u></p> <ul style="list-style-type: none"> • Transportation in San Bernardino mountains is not just Mountain Area Regional Transit (MARTA) Bus • Coachella Valley Link Project (CV Link): <ul style="list-style-type: none"> ○ Project started as an active transportation project, but later added personal electric vehicles. What effect will the inclusion of electric vehicles have on other non-motorized users? Does adding electric 	<p><u>(4) Active Transportation and Public Health</u></p> <ul style="list-style-type: none"> ○ Active transportation and public health: San Manuel Band of Mission Indians support public/private partnership ○ Public/private engagement ○ While we have plans have we connected communities e.g. Walmart, Home Depot ○ SCAG should convene public/private partners ○ Has the City and County of San Bernardino done this?

<p>vehicles significantly affect the overall project cost?</p> <ul style="list-style-type: none"> ○ Connectivity to CV link – Valley needs a true multimodal system to realize the potential of the proposed CV Link. Connectivity to other modes is key to the success of CV Link. Otherwise, CV Link will only be a recreational trail and not reach full potential. Health benefits may be realized if implemented correctly. ○ What are the linkages and effects on communities in need (how will CV Link address EJ needs)? ○ Concern - Competition of funds between CV Link and other modes serving low income communities ... is this the most effective use of scarce funds? ○ Concern – Cities are backing out of project, not in my neighborhood attitude. Can SCAG play a role? ○ The bus system and routes need to be scrutinized to ensure they are serving the needs of EJ communities. Also, connectivity to activity centers and other modes is a concern. ● Need to pursue passenger rail solutions for inter-regional travel. ● Zip car or Car-to-Go solutions should be pursued in the Coachella Valley. ● Overall need to focus on building a true integrated transportation system in the Coachella Valley. ● Diamond Bar <ul style="list-style-type: none"> ○ Route timing ○ Routes not connecting to employment centers ○ Speed and connectivity (travel time) ○ Safety ○ Trip changing- distance between destinations ○ American Disability Association (ADA) and Limited English Proficient (LEP) information/access at/to transit station stops ○ School age populations ○ Car sharing/shared mobility ○ Tying outputs to local general plans ○ Tool kits (air quality elements) 	<ul style="list-style-type: none"> ○ San Bernardino Associated Governments (SANBAG) can bring all public/private together ○ SR-38 and loss of alternative route ○ Is there anything to measure effectiveness? <ul style="list-style-type: none"> ○ Bike & Walk <ul style="list-style-type: none"> ▪ Look at land use patterns ▪ Tour Lake Arrowhead event so have to close roads for the event ▪ Bus transmission replacement due to mountainous terrain ○ Bike & Pedestrian <ul style="list-style-type: none"> ▪ Need to change culture ▪ Also need access meaning resources for wide variety of activities e.g. vanpool, Uber, shared transportation models ▪ Incentives for shared transportation ▪ Change image of what successful communities look like in the future ▪ San Manuel bus pools that have changed the environment ○ General lack of non-motorized infrastructure – Coachella Valley is lacking sidewalks, crosswalks, bike lanes, and lighting. ○ Include safety in the Environmental Impact Report (Active Transportation) ○ Barrier for physical separation (bike lane, parking) ○ SWITRS (traffic accident data) ○ Education for all road users ○ Cars, bikes, pedestrians ○ Needs to be culturally sensitive ○ Multi-lingual ○ Put bike lanes at the appropriate locations where people actually use it ○ How can we get more people (disadvantaged communities) to bike and walk? ○ Accessibility to high quality infrastructure ○ Sidewalks ○ ADA ○ Separated bikeways ○ Access to transit for bike/pedestrian ○ Matrices for fatality/injury by different EJ groups ○ Heat map to compare the fatality rate ○ Take in consideration of land use and transportation ○ Integrate both into planning process ○ First/Mile last mile strategy ○ Better sidewalk, lighting, security ○ Safer bus stations
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<ul style="list-style-type: none"> • Track origins and destination at recreation/entertainment areas • Is anyone capturing social media (e-mail) to communicate with the public 	
<p><u>(5) Other Environmental Justice Solutions</u></p> <ul style="list-style-type: none"> • Regarding communities of concern are unincorporated areas of San Bernardino County included? • California Department of Education (CDE) data utilized? • Title II [California Department of Education] money tracked? • Re: Federal prison in Adelanto- How to get this population to this EJ meeting? • General – Most comments focused on the Coachella Valley, however many comments may have Regional relevance. • Protecting/preserving natural resources • Excellent that EJ is considered at the Regional level – need similar effort at the local level where projects are actually planned and implemented. <ul style="list-style-type: none"> ○ Zoning along county and city borders should be watched and integrated. If one locality zones industrial on one side of a border and the other residential the residential can be adversely affected leading to environmental justice issues. [comment received via email] • Performance Indicators – How is “Active Transportation Hazards” being done ... what are the goals. Also, suggest identifying and linking communities that have adopted Vision Zero to this Performance Measure. Which steps have been the most successful at reducing safety risks? • How are brownfields (former industrial) addressed? <ul style="list-style-type: none"> ○ Expensive ○ Still a liability ○ Federal agency involvement <ul style="list-style-type: none"> ▪ Environmental Protection Agency (EPA)/ Superfund ▪ Carrot approach with property owner liability release ▪ Gut-owned lots= different set of strategies ▪ SCAG voice with local governments ▪ Empty lots • How to engage community groups <ul style="list-style-type: none"> ○ Funding for robust public participation 	

- Project listed at county level more funding at county project level
- Every community has different EJ issue
 - Engage partners in transportation planning process
 - SCAG should be more explicit with the process to maximize engagement especially with EJ communities
 - Community engagement funding for advocacy groups
 - Increase awareness for CTC role in regional planning (not just an EJ problem)
 - Target technical assistance mapping
 - Census-level analysis in RTP/SCS document
 - Bringing in resources to improve quality of life
 - Analysis/data on commute times for low-income communities overtime
- Support California State policy of zero emission technology
- Buses: Identify zero emissions technology (community not necessarily accepting of all projects)
- Public should have the right to submit projects like the cap and trade funds
 - SCAG policy should be changed
- Freight should pay more for infrastructure repair and maintenance
 - Create mitigation fund
 - SCAG should say to ports that they should fund it
 - User should pay not just public
 - Formulas for freight need to be updated
- Checklist at SCAG
 - Air Quality impact? If yes, indicate source
 - Then mitigation measures
- Scrutinize projects and impacts
- Review projects and allow public to review projects
- Emission capture technology e.g. Advanced Maritime Emissions Control System (AMECS)

August 31, 2015 – Ontario Workshop

(1) Air Quality

- Progress has been made since 1980s
 - Auto efficiency (statewide mandates)
 - Corporate Average Fuel Economy (CAFÉ) standards doesn't match needs in desert areas...raising gas costs
- 500 foot buffer
 - Do we shrink 500 foot buffer as air quality improves
 - Focus on sensitive receptors
 - Local solutions have been looking at filtration systems for multi-family
 - Looked at vibration impacts
 - Money/funds came from project applicant
 - How to do transit oriented development (TOD) without health impacts
 - Noise impacts also a factor
- Family, affordable housing
- Separating freight and commuter rail (electric; Metrolink with diesel)
- Tier 4 locomotives to improve future conditions
- Update 2005 state land use guidance since land use guidance since land use decisions are long term
- More effective outreach strategies for communities near heavy impacts
 - At schools, easy to access

(2) Gentrification

- Effects of gentrification in your community?
 - Gentrification vs. displacement
- Make jobs available so that residents can afford
- Gentrification is a natural cycle
- Child care is more expensive than mortgage in my neighborhood
 - Cannot afford to live
 - Look at affordability for an area, not just housing
- Job types vs. economic factors
- Housing program
- Require city to allow affordable housing
- Inclusionary zoning
 - Could be a solution for gentrification
- Impact on businesses
 - Reasonable tax
 - Business strategies for those specific EJ areas

(3) Transit, Access, and Land Use

- Incentivizing mode split with combined (multi-agency) efforts
- Broader variety of rideshare/carpool
 - How to look at formal/ less formal
- Need better coordination between transit agencies
 - Helping transfers especially for communities with few options
- Promoting first mile/last mile strategy plans for EJ communities
 - Peak time and non-peak time
- TOD...forgetting the TOD
 - Missing walkway communities
 - Use transit
- Working with private sector to ensure ridership

(4) Active Transportation and Health

- Strong Complete Street Policies "Consider" vs. "Shall"
- Collaboration between agencies
 - Regional strategies (public health departments, transit agencies)
- Freeways and railroads
- Update older infrastructure
- Maintenance standard (funding strategy)
- First/ last mile strategies
- Bus shelters
- End of trip facilities (racks; links)
- Security (notifying authorities)
- Education- how to use the facilities
- Encouragement
- Integrate into K-12 education

<ul style="list-style-type: none"> • Regional agencies to work with local agencies to coordinate standards (bike parking, connections to transit, residential) • Rural communities won't have density for TOD. Have rural standards. <ul style="list-style-type: none"> ○ Infrastructure for non-motorized ○ Issue of defining rural ○ Transit as backbone for transit to connect transit • Better integrating with public school for EJ focus and transit use <ul style="list-style-type: none"> ○ Ex: Metrolink as school field trip ○ "Promotoras" model in public health ○ Diversifying • Are auto-free households looked at or incentivized the same as EJ (without low income or minority) • Multiple EJ communities (that don't have transit access) should have greater consideration for funding <ul style="list-style-type: none"> ○ Especially short trips as regionally significant • Best practices for active transportation in rural areas <ul style="list-style-type: none"> ○ "Promotoras" model • Define rural/suburban place types <ul style="list-style-type: none"> ○ Especially considering funding opportunity • High schools/colleges/universities big opportunity <ul style="list-style-type: none"> ○ Ex: Riverside Transit Agency (RTA) free passes especially for late classes • Disaster preparation <ul style="list-style-type: none"> ○ First responses ○ Driverless transit 	<ul style="list-style-type: none"> ○ To transit and school • Incentives -> games, activities, competition • Bikeshare access for low income <ul style="list-style-type: none"> ○ Cash/TAP card • Ensure destinations are close • Connect transit/Info day to day <ul style="list-style-type: none"> ○ (Grocery stores, etc.) • Street trees/ benches • Neighborhood connections <ul style="list-style-type: none"> ○ (Active Transportation and Public Health)
<p><u>(5) Other Environmental Justice Solutions</u></p> <ul style="list-style-type: none"> • Increase opportunities for transit funding/services (ridership follows frequency) • Funding from Cap and Trade • Implemented by transit agencies but SCAG allocates funding • Refine household data <ul style="list-style-type: none"> ○ PECAS [Simulation of modelling system] to pinpoint/ finer analysis • Goods movement related to agricultural • Education K-8/K-12 to promote mode choices and impacts • Diversify community engagement and outreach • Partner with community based organizations <ul style="list-style-type: none"> ○ "Promotoras" model, develop trust 	

- Informal programs -> integrate with planning
- Engage local universities/colleges
 - Funding and incentives
 - Partner for innovation in transportation planning
- Interim work with EJ communities
 - Educational sessions
 - What SCAG is, connection to funding and projects
- Campaign- who SCAG is
 - “SCAG cares”
- Multiple definitions of EJ; need consistency in definition
 - Are there communities that qualify for one program but not another?
- Coordination among agencies/ geographies
- Toolkit for coordination
- Climate adaptation (Salton Sea)
 - Wildfire accessibility
 - SCAG looks at communities in those areas
- Analysis on Baby Boomer’s generation and the impacts on housing
- Open/Green Space
 - Urban vs preserved open space
 - Different strategies on improvement
 - SCAG analyzes park accessibility (0.25 mile walk) by different modes
 - CPAD (California Protected Area Database)
 - Neighborhood greenways
 - Linear parks (encouraging and sustaining)
 - Sustaining parks