Environmental Justice Update for SCAG’s Upcoming 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

August 31, 2015

Ma’Ayn Johnson
Housing & Land Use Planner, and
Kimberly Clark
Regional Planner Specialist
Southern California Association of Governments

Overview

- Outreach updates
- Methodology/analysis updates
- Next Steps
What is an RTP/SCS?

- Represents the long-term vision to address regional transportation and land use challenges and opportunities
- Includes a corresponding investment framework
- Federal Requirements for all Metropolitan Planning Organizations (MPO) such as SCAG
  - Must be updated every 4 years to maintain eligibility for federal funding
  - Must be long-range: 20+ years into the future
  - Must be financially-constrained: Revenues = Costs
  - Must pass regional emission standards (Conformity)
- State Requirements
  - Must meet SB 375 requirements (address GHG reductions)

Fundamental Principles

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

- U.S. Department of Transportation, An Overview of Transportation and Environmental Justice
Federal Guidance for Metropolitan Planning Organizations (MPOs)

- Analysis is Plan Specific - MPOs must conduct an evaluation of system-level environmental justice impacts from a collection of projects in long-range plans.
- Environmental justice should also be considered when long-range plans are moved into the short-range Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP).

### Assessment Process

1. Define Action and Study Area
2. Develop Community Profile
3. Analyze Impacts
4. Identify Solutions
5. Document Findings
6. Avoid
7. Minimize
8. Mitigate
9. Enhance

Sources: National Transit Institute, Federal Transit Administration

---

SCAG’s Environmental Justice Policy

- When disproportionately high and adverse impacts on minority or low-income populations are identified, SCAG takes steps to consider alternative approaches or propose mitigation measures for the SCAG region.
- Continues to evaluate and respond to environmental justice issues that arise during and after the implementation of SCAG’s regional plans.
- If disproportionate impacts are found, SCAG will analyze the impacts and identify potential solutions to incorporate into the long-range transportation plan.
SCAG 2016-2040 RTP/SCS Timeline

SPRING 2015
- 2016 RTP/SCS workshop series

FALL 2015
- Selection of preferred scenario

Nov/Dec 2015
- Release of Draft 2016 RTP/SCS for public review

WINTER 2015-2016
- Address public comments

APRIL 2016
- Adopt 2016 RTP/SCS

EJ Outreach Status

NOVEMBER 2014
- EJ Workshop #1

APRIL 2015
- EJ Workshop #2
- EJ Workshop #3

JULY 2015
- 8 Focus Groups
- 2 Interviews

AUGUST 2015
- EJ Workshop #4
- EJ Workshop #5
Identifying EJ Population Groups

**Minority:**
- A person who is African American, Hispanic or Latino, Asian American, American Indian, Alaskan Native, Native Hawaiian and Other Pacific Islander

**Low-Income:**
- A person whose median income is at or below the Department of Health and Human Services (HHS) poverty guidelines

**Other Groups:**
- Non-English speakers, Households without vehicles, Population without a high school degree or equivalent, Disabled individuals, Seniors, ages 65 and over, Young children, ages 4 and under

---

**Technical Analysis Introduction**

**Performance Indicators**
- Benefits and Burdens Analysis
  - RTP revenue sources in terms of tax burdens
  - Share of transportation system usage
  - RTP/SCS investments
- Distribution of travel time savings and travel distance reductions
- Jobs-housing imbalance or jobs-housing mismatch
- Accessibility to employment and services
- Accessibility to parks and natural lands
- Gentrification and displacement
- Air quality impacts along freeways
- Environmental impacts of plan and baseline scenarios
- Aviation noise impacts
- Roadway noise impacts
- Active transportation hazards (NEW in 2016)
- Public Health Impacts (NEW in 2016)
- Rail-related impacts
- Climate adaptation (NEW in 2016)
Regional, Local, and Community Analysis

**Regional Analysis:**
- Appropriate when determining system-wide impacts (e.g. Financial Benefits and Burdens)

**Local Analysis:**
- Appropriate for determining adverse impacts at the community level (emissions, noise, etc.)

**Community Analysis:**
- Appropriate for tabulating impacts of the RTP/SCS in selected places according to a “Communities of Concern” approach

---

**Technical Analysis Introduction**

**Community Analysis**

- **Environmental Justice Areas** - Transportation Analysis Zones (TAZs), which are similar to block groups, that have a higher concentration of minority OR low income households than is seen in the region as a whole. The inclusion of this geography helps to fulfill SCAG’s Title VI requirements, along with other state and federal environmental justice guidelines.

- **SB 535 Disadvantaged Areas** – Census tracts that have been identified by Cal/EPA as Disadvantaged Communities based on the requirements set forth in SB 535, which seek to identify areas disproportionately burdened by and vulnerable to multiple sources of pollution.

- **Communities of Concern** – Census Designated Places (CDPs) and City of Los Angeles Community Planning Areas (CPAs) that fall in the upper 1/3rd of all communities in the SCAG Region for having the highest concentration of minority population AND low income households.
Technical Analysis Introduction

Draft Proposed Environmental Justice Areas

Technical Analysis Introduction
Technological Analysis Introduction

Workshop Input

1. Active Transportation and Public Health
   • How can we increase opportunities for bicycling and walking for EJ communities and improve public health impacts?

2. Air Quality
   • How can we minimize the effects of air pollution on communities that live close to freeways and railways?

3. Transit, Access, and Land Use
   • How can we improve access to transit and access to jobs, schools, parks, shopping, and other amenities particularly for EJ communities?

4. Gentrification
   • How can we avoid or offset the effects of gentrification on low-income and minority communities?

5. Other Potential Solutions for EJ
   • What other measures should SCAG include as part of its EJ Toolbox to minimize or avoid impacts to EJ communities?
Thank you!

Questions?

EnvironmentalJustice@scag.ca.gov

Thank you!