

Draft List of Potential Solutions to Address Impacts on Environmental Justice Communities

For the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), SCAG developed a toolbox of potential mitigation measures to address potential impacts to Environmental Justice communities. The toolbox presents optional mitigation recommendations that may be effective in addressing project-specific environmental justice impacts after a comprehensive review of impacts and consultation with all stakeholders. These measures were identified through a review of the literature, the PEIR, recent planning activities, and stakeholder input. Measures incorporating or referring to compliance with existing regulations are for informational purposes only, and do not supersede existing regulations. Project sponsors may voluntarily implement these measures, to the extent feasible and applicable, and where their jurisdictional authority permits.

Potential Mitigation for Air Quality Impacts Along Freeways and Heavily Traveled Corridors

- Set technology forcing new engine standards;
- Require clean fuels, and reduce petroleum dependency;
- Work with US EPA to reduce emissions from federal and state sources; and
- Pursue near-term advanced technology demonstration and deployment such as:
 - Zero emissions heavy-duty trucks (2013 and beyond)¹⁰
 - Tier 4 marine engine repowers and replacements (2014 and beyond)
 - Tier 4 and zero emissions railyard equipment (2015 and beyond)¹¹
- Pursue long-term advanced technology measures
- Consider proposed new transportation-related SIP measures including:
 - Improvements and Enhancements to California's Smog Check Program
 - Expanded Passenger Vehicle Retirement
 - Modifications to Reformulated Gasoline Program
 - Cleaner In-Use Heavy-Duty Trucks
 - Ship Auxiliary Engine Cold Ironing and Other Clean Technology
 - Cleaner Ship Main Engines and Fuel
 - Port Truck Modernization
 - Clean Up Existing Commercial Harbor Craft

Potential Mitigation for Public Health Impacts

- Fund proactive measures to improve air quality in neighboring homes, schools, and other sensitive receptors
- Provide public education programs about environmental health impacts to better enable residents to make informed decisions about their health and community
- Engage in proactive measures to train and hire local residents for construction or operation of the project to improve their economic status and access to health care

Potential Mitigation for Rail Related Impacts

- Construct sound reducing barriers, where feasible and applicable, between noise sources and noise-sensitive land uses

Potential Mitigation for Road Pricing Mechanisms

- Transit, vanpools, or other options as alternatives in locations not served by transit
- Upper limits on road pricing
- Exemptions or discounts for persons who are disadvantaged people such as those whose earnings are below a certain income level and people with disabilities
- Limits on the number of priced crossings in a period for cordon charges
- Allowances for unlimited use of priced facilities in certain periods, typically off-peak hours and holidays
- Develop detailed program design including billing and collection technology, rate structure, enforcement, spillover guards, revenues and gas tax replacement strategy, and mitigation for perceived geographic inequity before communicating with public
- Develop an explicit benefit plan for increased revenues dovetailing with goals and mitigation concerns (e.g., enhanced transit, spillover protections and better enforcement)
- Include environmental justice mitigation actions as part of the NEPA review

Potential Mitigation for Noise Impacts

- As part of the appropriate environmental review of each project, conduct a project specific noise evaluation and identify and implement applicable mitigation.
- Employ land use planning measures, such as zoning, restrictions on development, site design, and use of buffers to ensure that future development is compatible with adjacent transportation facilities.
- Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.
- Construct sound reducing barriers where feasible and applicable, between noise sources and noise-sensitive land uses. Sound barriers can be in the form of earthberms or soundwalls. Constructing roadways so as appropriate and feasible that they are depressed below-grade of the existing sensitive land uses also creates an effective barrier between the roadway and sensitive receptors.
- Maximize distance of new route alignments from Environmental Justice communities. For example, if a transit project were constructed along the center of a freeway (as opposed to a new route or along side the freeway), operational noise impacts would be reduced by the increase in distance to the noise sensitive sites and the masking effects of the freeway traffic noise.

Potential Resources Related to Gentrification and Displacement

- California Department of Housing and Community Development, Inclusionary Housing Publications
- PolicyLink, Equitable Development Toolkit
- National Association of Realtors, Field Guide to Inclusionary Zoning
- The Partnership for Working Families, Community Benefits Agreements
- Los Angeles Alliance for a New Economy, LAX Community Benefit Agreement²⁰