Technical Working Group

A Presentation by the Southern California Association of Governments
Overview

- Outreach updates
- Methodology/analysis updates
- Next Steps
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
Background on Environmental Justice

Guiding Documents:

- Title VI of the Civil Rights Act of 1964
- Executive Order 12898 (1994)
- US Department of Transportation Order (1997)
  - Federal Highway Administration Order (1998)
  - Memorandum: Implementing Title VI Requirements in Metropolitan and Statewide Planning (1999)
    - FTA Circular 4703.1 on Environmental Justice (2012)
  - SCAG’s Environmental Justice Compliance Procedures (2000)
  - SCAG’s Public Participation Plan (2014)
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.
Will low income and racial/ethnic minority groups bear “disproportionately high and adverse effects” from a project?

- Depends on effects being:
  - Predominately borne by an EJ population group
  - Appreciably more severe than suffered by the non-EJ population

Questions to Consider:
- Will the adverse effects on EJ populations exceed those borne by non-EJ populations?
- Will cumulative or indirect effects adversely affect an EJ population?
- Will mitigation and enhancement measures be taken for EJ and non-EJ populations?
- Are there off-setting benefits to EJ populations as compared to non-EJ populations?

Sources: National Transit Institute, Federal Transit Administration
Background on 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

- Avoid
- Minimize
- Mitigate
- Enhance

Sources: National Transit Institute, Federal Transit Administration
Outreach Efforts to Date

- **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
Regional, Local, and Community Analysis

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

Localized 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
Regional Analysis Example - Benefits and Burdens

Share of Retail & Gasoline Taxes Paid & RTP Investments by Ethnicity (2012 RTP/SCS)

- Share of investments outpace retail & gasoline taxes paid by Hispanic and Non-Hispanic Black populations

<table>
<thead>
<tr>
<th>Ethnicity</th>
<th>Share of Retail &amp; Gasoline Taxes Paid</th>
<th>Share of Transportation Investments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hispanic</td>
<td>40%</td>
<td>35%</td>
</tr>
<tr>
<td>Non-Hispanic White</td>
<td>35%</td>
<td>30%</td>
</tr>
<tr>
<td>Non-Hispanic Black</td>
<td>10%</td>
<td>5%</td>
</tr>
<tr>
<td>Non-Hispanic NA</td>
<td>5%</td>
<td>0%</td>
</tr>
<tr>
<td>Non-Hispanic Asian</td>
<td>15%</td>
<td>10%</td>
</tr>
<tr>
<td>Non-Hispanic Other</td>
<td>5%</td>
<td>5%</td>
</tr>
</tbody>
</table>
Localized Analysis Example

• Minority and low-income population is *concentrated* if the percentage of minority and low-income population of the affected area is "*meaningfully greater*" than the percentage of minority and low-income population in the general population.
Neighborhoods in Close Proximity to Highways/Railways

- Guidance and recommendations from various organizations
- 500 ft
- 1,000 ft
- Analysis for the upcoming plan will build on the 2012 RTP/SCS
Gentrification/Displacement Analysis

• Population changes in areas close to rail transit stations
  • ¼ Mile
  • ½ Mile
  • 1 Mile
• Analysis for the upcoming plan will build on the 2012 RTP/SCS
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*.
Draft Proposed Environmental Justice Areas

Environmental Justice Areas are Tier 2 TAZs that have a higher percentage of minority population OR households in poverty than is seen in the greater SCAG region.
SB 535 Disadvantaged Communities in the SCAG Region

Census tracts that have been identified by CalEPA 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.

Sources: SCAG, 2014-2013 American Community Survey (ACS), U.S. Census Bureau
Environmental Justice Communities of Concern in the SCAG Region

Draft Proposed Communities of Concern
Other CDPs or CPAs (Not Qualifying)

Note: Environmental Justice Communities of Concern are Census Designated Places (CDPs) or City of Los Angeles Community Planning Areas (CPAs) that have the highest concentration (top 1/3rd) of minority population AND households in poverty compared to all other CDPs or CPAs in the region as a whole.

Sources: SCAG, 2014, 2009-2013 American Community Survey (ACS), U.S. Census Bureau

4.2 Million People
23% of Region

Minority Population
Households in Poverty

91%
40%
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
- Emissions impacts
- Aviation noise impacts
- Roadway noise impacts
- Active transportation hazards (NEW in 2016)
- Public Health Impacts (NEW in 2016)
- Rail-related impacts
- Climate Vulnerability (NEW in 2016)
Performance Indicators - Benefits and Burdens

Share of Retail & Gasoline Taxes Paid & RTP Investments by Ethnicity (2012 RTP/SCS)

- Examines who will pay for the RTP/SCS and who will benefit from the Plan.
Performance Indicators – Travel Time Savings

- Examines the potential savings in travel time that results from the 2016 RTP/SCS based on each group’s usage of the transportation system.

Sources: la.streetsblog.org, OCTA
Performance Indicators – Job Housing Balance

- Looks at the travel behavior of commuters and their relative incomes
- The 2012 RTP/SCS specifically examined the median incomes of inter-county commuters

Sources: Metro, OCBC, Metrolink
Performance Indicators – Accessibility to Employment and Services

- Looks at the accessibility to employment, shopping destinations, and hospitals within a 45 minute travel area by car and transit (rail and bus)

Sources: Metro, OCBC
Performance Indicators – Accessibility to Parks and Natural Lands

- Looks at the accessibility to local and regional parks within a 45 minute travel area by car and transit (rail and bus)

Sources: ClimateResolve.org, National Park Service, OCTA
Performance Indicators – Gentrification and Displacement

- Examines historical trends in high quality transit areas and neighborhoods in close proximity to rail transit stations

Sources: la.streetsblog.org, cp-dr.com
Performance Indicators – Air Quality Impacts Along Highways

- Examines air quality impacts of the RTP/SCS for areas in close proximity to highways

![Map of air quality impacts near freeways]

**Pollution high near freeways**

<table>
<thead>
<tr>
<th>Nitrogen dioxide levels</th>
<th>(January-March 2014 average, in parts per billion)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Near freeway</td>
<td>31.7</td>
</tr>
<tr>
<td>Basin average</td>
<td>19.8</td>
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</tbody>
</table>

Sources: South Coast Air Quality Mgmt. District, ESRI

Sources: latimes.com
Performance Indicators – Emissions Impacts

- Examines air quality impacts for particulate matter and carbon monoxide of the RTP/SCS at the regional level and for SCAG’s environmental justice areas.

Sources: ARB, sparetheair.org, Medscape.com
Performance Indicators – Aviation Noise Impacts

- Examines population in areas incurring aviation noise at or above 65 dB Community Noise Equivalent Level (CNEL), a measure of noise that takes into account both the number and the timing of flights, as well as the mix of aircraft types.

Sources: Qantas, jetBlue, SCAG
Performance Indicators – Roadway Noise Impacts

- Examines population in areas incurring noise along roadways at or above 65 dB Community Noise Equivalent Level (CNEL), which accounts for traffic volume, speed, and vehicle types including heavy duty trucks.

Sources: RCTC, FHWA, SCAG
Performance Indicators – Active Transportation Hazards

- Examines population in areas that experience the highest levels of bicycle and pedestrian collisions in recent periods

Sources: SCAG
Performance Indicators – Public Health Impacts

- Examines existing public health conditions throughout the region based on Cal/EPA’s CalEnviroScreen data, along with potential impacts of the Plan for future years.

Sources: Cal/EPA, California Office of the Attorney General, SCAG
Performance Indicators – Rail Related Impacts

- Examines population living in close proximity to freight and commuter rail lines

Sources: Port of Long Beach, SCAG
Performance Indicators – Climate Vulnerability

- Examines conditions in environmental justice communities related to potential climate vulnerability (e.g. sea level rise, wildfire risk)

Sources: Cal-adapt.org
SCAG 2016-2040 RTP/SCS Timeline

- **SPRING 2015**
  - 2016 RTP/SCS workshop series

- **FALL 2015**
  - Selection of preferred scenario

- **DECEMBER 2015**
  - Release of Draft 2016 RTP/SCS for public review

- **WINTER 2015-2016**
  - Address public comments

- **APRIL 2016**
  - Adopt 2016 RTP/SCS
Thank you!

Learn more by visiting www.scag.ca.gov
Contact us at: EnvironmentalJustice@scag.ca.gov.