

Environmental Justice at SCAG

EJ Program, EJ Report, EJ Toolbox, EJWG, SCAG Technical Assistance & Go Human

Anita Au

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www.scag.ca.gov



Southern California Association of Governments



- Founded in 1965, SCAG is a Joint Powers Authority
- Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO)
- Under state law, SCAG is a Regional Transportation Planning Agency and a Council of Governments



SCAG Region



- Nation's largest Metropolitan Planning Organization (MPO)
- Governed by a Regional Council of 84 elected officials
- Nation's Global Gateway for Trade

6
COUNTIES

48.1%
STATE POPULATION

SCAG Facts

191
CITIES

5.8%
U.S. POPULATION

19.1
MILLION
RESIDENTS

15th
LARGEST
ECONOMY
IN THE WORLD

\$1.2T
REGIONAL
GDP

40%
NATION'S
CONTAINER
IMPORTS



EJ Regulatory Compliance

- Title VI of the Civil Rights Act of 1964
 - Disclose benefits and burdens of proposed projects on minority populations
- California Government Code Section 11135
 - Any state funded program or activity cannot deny access to benefits or discriminate against specific populations

SCAG's Environmental Justice Program



EJ Policy:

- Identify areas with disproportionately high and adverse impacts on minority and/or low-income populations and consider alternative approaches/propose mitigation for the SCAG region
- Continue to evaluate and respond to environmental justice issues that arise during and after the implementation of SCAG's regional plans
- Analyze disproportionate impacts and identify potential solutions to incorporate into the long-range transportation plan

Regional Transportation Planning Context:

- Ensure that low-income and minority communities have ample opportunity to participate in the decision-making process when transportation decisions are made
- Identify whether such communities receive an equitable distribution of benefits and not disproportionate share of burdens

SCAG's Environmental Justice Program



- Main Elements:
 - Public Outreach
 - Technical Analysis
 - Policy Coordination
- Products/Collaborations
 - Environmental Justice Technical Report (every 4 years)
 - Environmental Justice Toolbox
 - Environmental Justice Working Group
 - SCAG Technical Assistance
 - Go Human

Environmental Justice Technical Report



PLAN PERFORMANCE

ENVIRONMENTAL JUSTICE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



TECHNICAL REPORT

DRAFT | NOVEMBER 2019

Connect SoCal EJ Report Performance Indicators

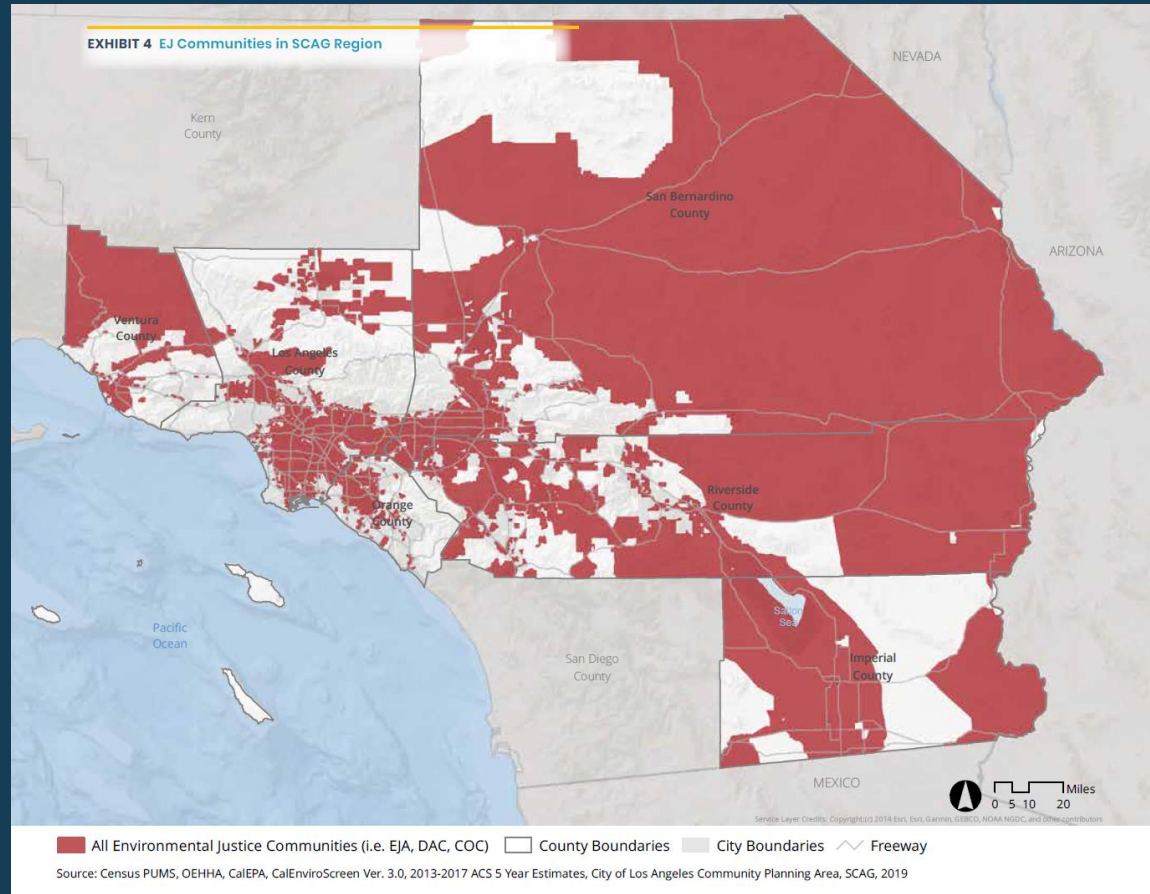
- CI** = Circulation **CO** = Conservation **H** = Housing
- LU** = Land Use **N** = Noise **OS** = Open Space
- S** = Safety

How will this impact quality of life?	Jobs-Housing Imbalance	LU H
	Gentrification and Displacement	CI H
	Accessibility to Employment and Services	CI LU
	Accessibility to Parks and Natural Lands	CI CO LU OS
How will this impact health and safety?	Active Transportation Hazards	CI LU S
	Climate Vulnerability	LU S
	Public Health Analysis	S
	Aviation Noise Impacts	CI LU N S
	Roadways Noise Impacts	CI LU N S
	Emissions Impacts Analysis	CI LU S
	Emissions Impacts Along Freeways	CI LU S
How will this impact the commute?	Travel Time & Travel Distance Savings	CI
	Rail-Related Impacts	CI
How will this impact transportation cost?	Share of Transportation System Usage	CI
	Connect SoCal Revenue Sources in Terms of Tax Burdens	CI LU
	Connect SoCal Investments vs. Benefits	CI LU
	Geographic Distribution of Transportation Investments	CI
	Impacts from Funding Through Mileage-Based User Fees	CI

Environmental Justice Technical Report

Three areas of analysis

- EJ areas, Disadvantaged Communities, Communities of Concern



Eighteen (18) Performance Indicators

How will this impact quality of life?

- Jobs-Housing Balance
- Neighborhood Change and Displacement
- Accessibility to Employment and Services
- Accessibility to Parks and Educational Facilities

How will this impact health and safety?

- Active Transportation Hazards
- Climate Vulnerability
- Public Health Analysis
- Aviation Noise Impacts
- Roadway Noise Impacts

How will this impact the commute?

- Travel Time and Travel Distance Savings
- Rail-Related Impacts

How will this impact transportation costs?

- Share of Transportation System Usage
- Revenue Sources In Terms of Tax Burdens
- Investments vs. Benefits
- Geographic Distribution of Transportation Investments
- Impacts from Mileage-Based User Fee

Toolbox of recommended practices and approaches to address potential impacts to environmental justice communities

- Optional policy and strategy recommendations
- Resource document to local jurisdictions and community-based organizations

EJ TOOLBOX

Building on the foundation of the 2012 RTP/SCS and 2016 RTP/SCS, SCAG is committed to provide a toolbox of recommended strategies and resources to address potential impacts to EJ Areas, Disadvantaged Communities, Communities of Concern, and other EJ related communities. The toolbox presents optional policy recommendations that may be effective in addressing EJ impacts after a comprehensive review of impacts and consultation with all stakeholders. These recommendations were identified through a review of literature, recent planning activities, and input from stakeholders as part of the EJ outreach process.

With the passage of SB 1000, which requires local jurisdictions with disadvantaged communities to develop a separate EJ Element or incorporate EJ policies and goals throughout their General Plan, this toolbox can also function as a resource document for local jurisdictions when developing EJ-related goals and policies and EJ community organizations when advocating for solutions for EJ-related community issues. Disadvantaged communities are defined as the top 25 percent scoring areas from CalEnviroScreen along with other areas with high amounts of air pollution and low populations. The SB535 Disadvantaged Communities map and various resources can be found here: <https://oehha.ca.gov/calenviroscreen/sb535>.

The format of this EJ Toolbox follows the organization of Connect SoCal EJ Report Performance Measures with consideration of the Governor's Office of Planning and Research's (OPR's) required contents in EJ Elements and includes the applicable General Plan Element icons used throughout the EJ report. This EJ Toolbox also draws from many sources, especially OPR's General Plan Guidelines and California EJ Alliance and PlaceWork's SB 1000 Implementation Toolkit.

The EJ Toolbox is meant to be a dynamic document that will change with time and the landscape of EJ. SCAG will continue to collect input from local jurisdictions, community-based organizations, and other EJ stakeholders on an ongoing basis to ensure this toolbox is relevant and accurate after the adoption of Connect SoCal in April 2020.

These recommended practices and approaches can be developed into policies and strategies based on the user's/reader's needs. All recommendations are optional and up to the discretion of the user/reader. Recommendations incorporating or referring to compliance with existing regulations are for informational purposes only and do not supersede existing regulations.

HEALTHY, SAFE, AND SANITARY HOUSING

Promoting healthy, safe, and sanitary homes requires three components: housing conditions, housing affordability, and land-use compatibility. Households living in EJ areas could potentially face disproportionately higher housing in poor condition, burdens of housing costs, and proximity to pollutant sources near their homes. These conditions can lead to unsafe housing, gentrification, and displacement. The following recommended practices and approaches can be considered to reduce these impacts in addition to many more provided in the resources section listed below.

Recommended Practices and Approaches:

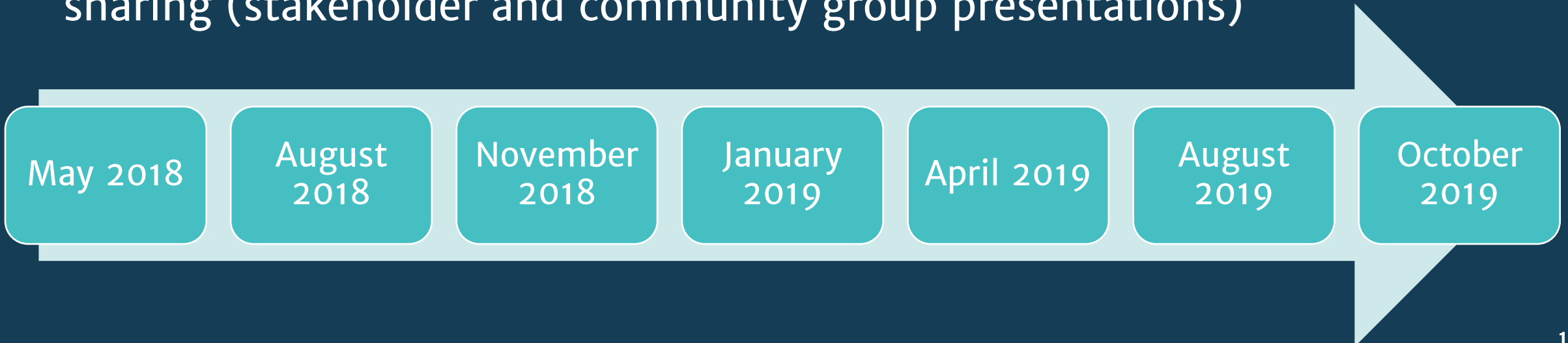
- Establish protections for low-income renters, including requiring 60-day notice for rent increases and funds/programs that focus on outreach, information, and enforcement of tenant protection laws
- Create requirements to promote the construction of affordable housing in conjunction with market-rate development in disadvantaged communities
- Include rent control policies in disadvantaged communities
- Create a local housing trust fund that leverages developer fees and other fees to fund new affordable housing projects
- Consider anti-displacement strategies like inclusionary zoning, rent stabilization policies, no net loss of affordable housing (within ½ mile of public investments), incentive rezoning regulations that fund inclusionary housing, jobs-housing linkage fees or foreclosure assistance
- Consider replacement housing policies to minimize the displacement

Example Recommended Practices and Approaches:

- Explore the applicability of community land trusts to preserve local land ownership [Housing]
- Set up school- or community-based programs that integrate gardening and nutrition, and make the connection between healthy food choices and locally-grown fresh produce [Public Health]
- Coordinate emergency response and transportation resources available to vulnerable communities and populations [Climate Vulnerability]
- Devise strategies to reduce traffic emissions like speed reduction in neighborhood streets like roundabouts and speed bumps, traffic signal synchronization, or speed limit reduction on high-speed roadways [Air Quality]

Environmental Justice Working Group

- Kick-start SCAG’s ongoing EJ Program and facilitate continuous discussions on EJ related areas
- Requested by stakeholders
- Membership includes advocacy groups, local jurisdictions, regional and subregional agencies and academics
- Meeting content include RTP/technical analysis updates and information sharing (stakeholder and community group presentations)





GENERAL PLAN DATA PREPARATION FOR THE CITY OF SANTA ANA (DRAFT)

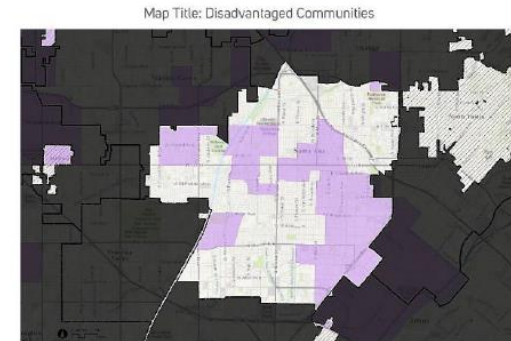
ABSTRACT

This document is intended to provide necessary data and/or maps to assist local jurisdictions with General Plan update. The City of Santa Ana is used as a case study.

Tom M. Vo
Research & Analysis Dept.



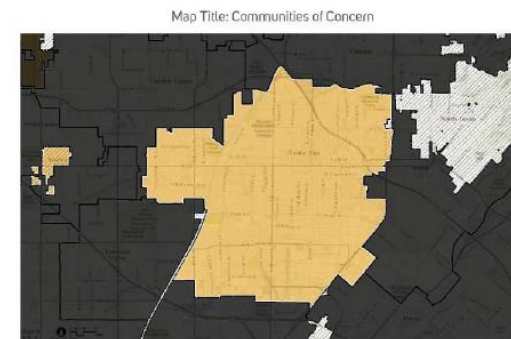
Environmental Justice (based on RTP/SCS EJ Appendix) Disadvantaged Communities



SB 686 Disadvantaged Communities
in the SCAG Region
SB 686 Disadvantaged Areas
Date: 10/10/2017
File: \\scag\h1\h1\GIS\MapServer\Projects\AppendixEJ\SantaAna\MapServer\Layers\686_02017

Source: <https://oehha.ca.gov/calenviroscreen/sb535>

Community of Concern



Environmental Justice
Communities of Concern
Communities of Concern
Date: 10/10/2017
File: \\scag\h1\h1\GIS\MapServer\Projects\AppendixEJ\SantaAna\MapServer\Layers\686_02017

Source: SCAG



- Reduce collisions, create safer streets
- Increase rates of active transportation
- Reduce greenhouse gases
- Improve public health
- Support ATP and other active transportation investments
- Change the reputation of the region



What is Go Human? It's a 3 piece set.



Advertising Campaign



Open Streets & Demonstration Projects



HOW TO CONDUCT WALKING AND BIKING AUDITS

Walk and bike audits that capture qualitative and quantitative data on active transportation infrastructure at specific locations through counts and surveys.

Audits are useful because they:

- **Demonstrate need to decision makers.** Audits highlight how many people use existing infrastructure and indicate priority locations for improvement.
- **Facilitate partnership development with community groups, schools, workplaces, or other stakeholders.** Partnerships increase participation in the active transportation planning process and invite buy-in for recommendations and improvements.

Benefits of Undertaking an Active Transportation Audit

- | | |
|---|--|
| <p>Support grant writing</p> | <ul style="list-style-type: none"> • Grant writing often requires a significant amount of supporting data. • Surveys provide a snapshot of the community's needs and desires. • Actual count data emphasizes the need for active transportation improvements. |
| <p>Kick start projects and provide insight</p> | <ul style="list-style-type: none"> • Data on the number of people walking and biking at certain locations, as well as an up-to-date map of active transportation infrastructure, provides a boost to projects in terms of timeline and budget. |
| <p>Empower local Community Groups</p> | <ul style="list-style-type: none"> • Local jurisdictions can engage the community through counts and other data collection techniques. Demonstrating the community has supported the development of a grant application illustrates local support for the requested funding. |
| <p>Identify gaps in the network</p> | <ul style="list-style-type: none"> • Identifying the scale of the gaps within the existing infrastructure with accurate locations and distance, can help support new initiatives. • Accurate maps indicating where improvements are needed helps make the case using evidence. |

The basic process of conducting a walk or bike audit takes a number of steps:



Tip: Check with your local jurisdiction to see if they have a readily available tool that you can use to collect bicycle and pedestrian data, like SCAG's Active Transportation Database at bikecounts.luskin.ucla.edu.

Toolbox and Trainings

Pop-Up Safety Demonstrations



Go Human Quick Stats

38 Events
(and counting)

~ 1 Billion
Impressions

1 of out 5
People
Recognize
Go Human

~ 30% of
Demos are
Funded or
Permanent

Of the ten events we hosted last year:

- **70% of attendees reported they had never been to a community meeting about transportation**
- **85% of attendees supported the infrastructure improvements**

Thank you!

Anita Au

au@scag.ca.gov

(213) 236-1874

www.scag.ca.gov

