



Equity Working Group

Regional Planning Working Group

Thursday, August 29, 2024

WWW.SCAG.CA.GOV

Session Logistics



The meeting will take approximately 1 hour and 45 minutes.



Closed captioning is available 



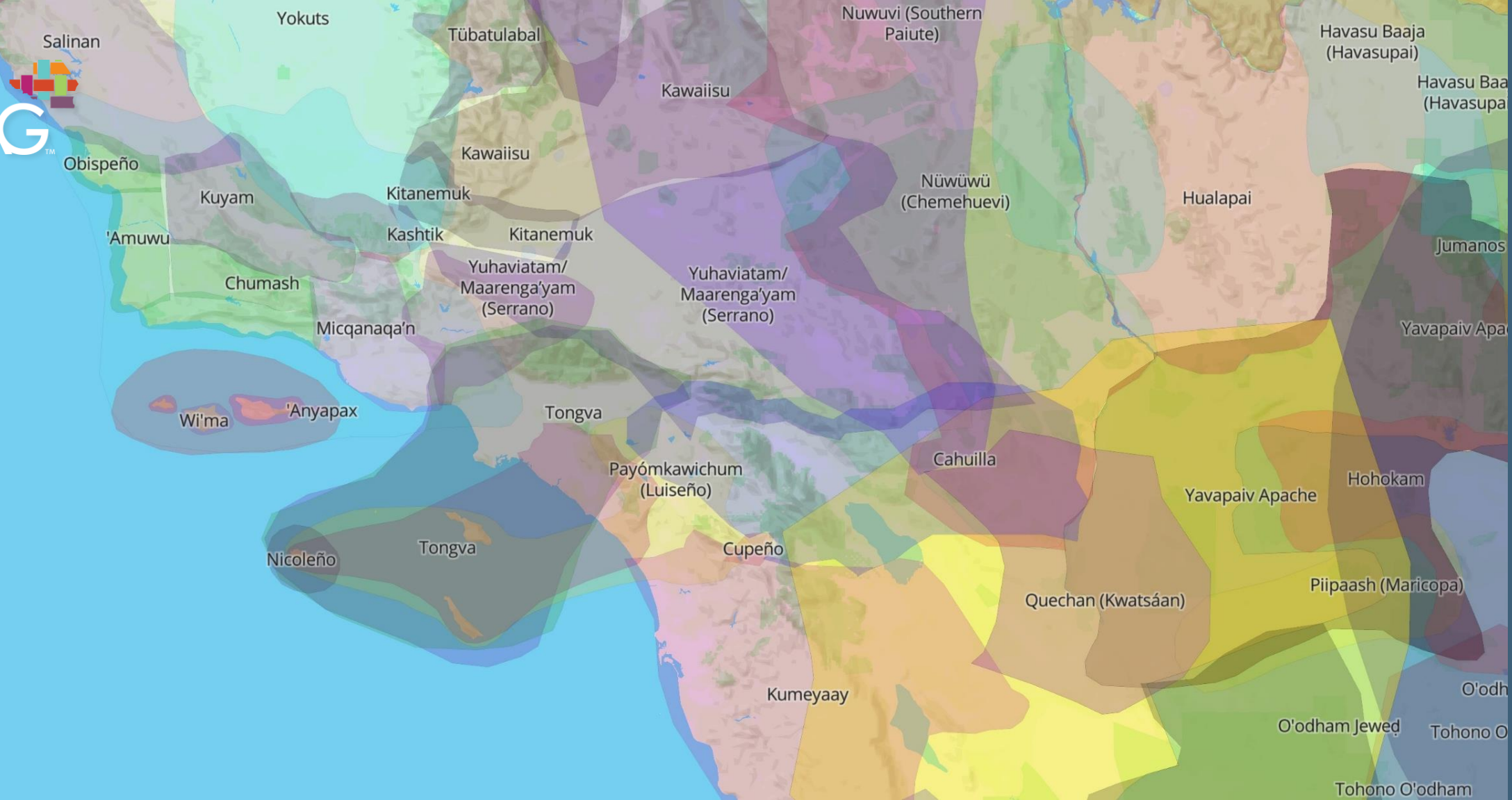
All participant lines will be muted.



At the end of today's panel, there will be a Q & A. If you have a question, please type it into the chat box.



All presentations will be posted on the SCAG website.



LAND ACKNOWLEDGEMENT

AGENDA

- 1. Welcome** **1:00 – 1:05pm**
Jeannie Ma, SCAG
- 2. Project Overviews from UCLA Student Capstone Project and Reconnecting Communities Pilot Award Recipients** **1:05 – 1:35pm**
*Itzel Vasquez-Rodriguez & Makenna Cavanaugh, UCLA,
Wendy Macias, City of Pasadena
Nancy Villaseñor & Eduardo Rivera, City of Long Beach
Monica Heredia, City of Montclair
Max Podemski, LADOT*
- 3. Panel Discussion** **1:35 – 2:15pm**
Hina Chanchlani and Jeannie Ma, SCAG
- 4. SCAG Highways to Boulevards Regional Study Update** **2:15 – 2:30pm**
Hina Chanchlani, SCAG
- 5. Announcements & Offers, Requests, and Connections** **2:30 – 2:40pm**
Jeannie Ma, SCAG

Equity Working Group History

Equity Working Group History

Presentations on SCAG Programs are indicated by the grey fill

Meeting Materials	Topic(s)	Speaker(s)
June 24, 2021 Agenda Presentation Summary	SCAG Racial Equity Early Action Plan	Courtney Aguirre, SCAG
	Equity in Action: Culver City	Serene Wright-Black and Lauren Marsiglia, Culver City
	Environmental Justice Elements: Port Hueneme and El Centro	Tony Stewart, City of Port Hueneme Lexi Journey, Rincon Consultants Angel Hernandez, City of El Centro
	Mobility Equity Framework	Hana Creger, Greenlining Institute
	SCAG Environmental Equity Definition	Emily Rotman, SCAG
September 23, 2021 Agenda Presentation Summary	Orange County Equity Map and Social Progress Index	Katie Kalvoda, Advance OC
	City of Los Angeles Equity Index	Chelsea Lucktenberg, City of Los Angeles
	Equity in Action: City of Long Beach	Katie Balderas, City of Long Beach
	SCAG Sustainable Communities Program Call for Projects 4: Civic Engagement, Equity, and Environmental Justice	Anita Au, SCAG
December 9, 2021 Agenda Presentation Summary	LA Metro Equity Tools	KeAndra Cylear-Dodds, Los Angeles County Metropolitan Transportation Authority
	Equity in Action: City of Pomona Racial Equity StoryMap	Anita Gutierrez, City of Pomona
	Environmental Justice Elements: Palmdale and Santa Ana	Megan Taggart, City of Palmdale Melanie McCann, City of Santa Ana
	SCAG Equity Indicators	Anikka Van Eyl, SCAG
	SCAG SoCal Goods Movement Impacted Communities Assessment Study	Alison Linder, SCAG

Available at:
<https://scag.ca.gov/post/equity-working-group-ewg>



Project Overviews

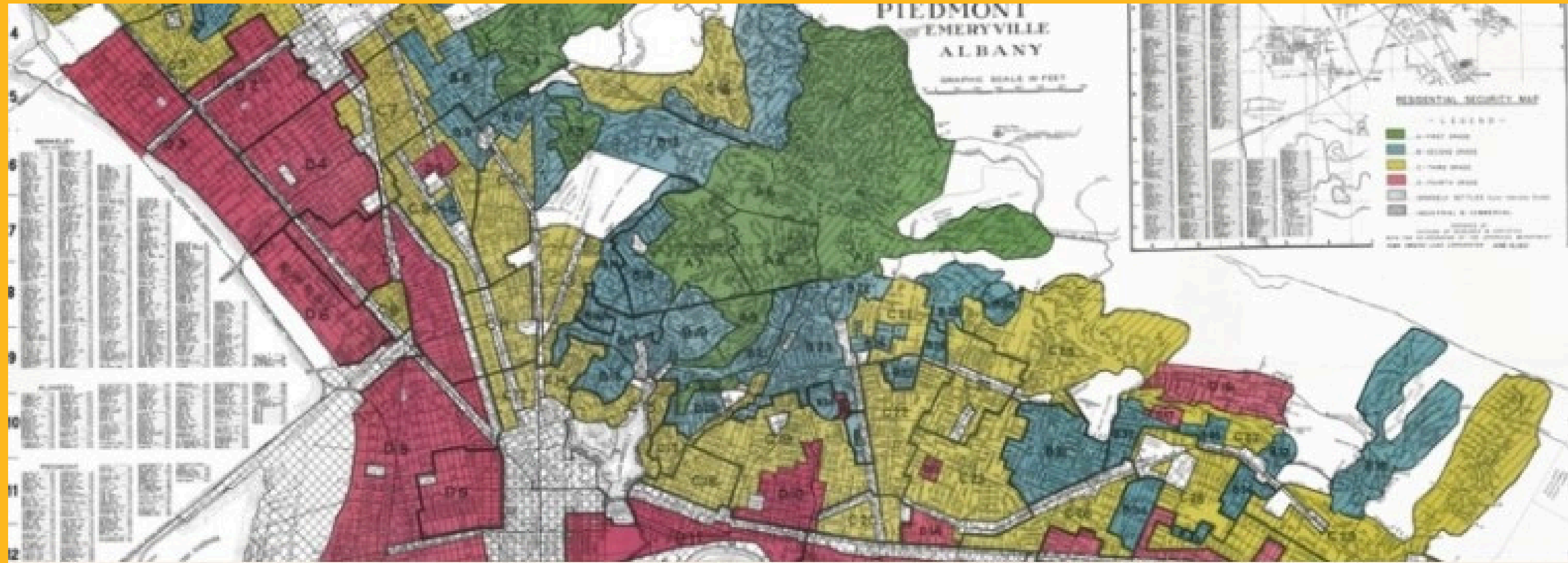
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2024 UCLA APP Capstone



*Addressing the Discriminatory
Impacts of Redlining and
Highway Development in
California*

AUTHORS: ELIZABETH FLORES, ISAAC BUSHNELL, ITZEL VASQUEZ-RODRIGUEZ, JANTZEN HALE, AND MAKENNA CAVANAUGH



Pollution and Prejudice

Redlining and Environmental Injustice in California



Research Questions

- How have redlining and similar discriminatory policy practices in California shaped regional highway development, and what are the consequential impacts on PM2.5 concentration and segregation levels in these communities?
- What policies and interventions can California State agencies advocate for to address these impacts and promote environmental justice and equity?





Methodology



Literature
Review



Geospatial
Analysis



Statistical
Analysis



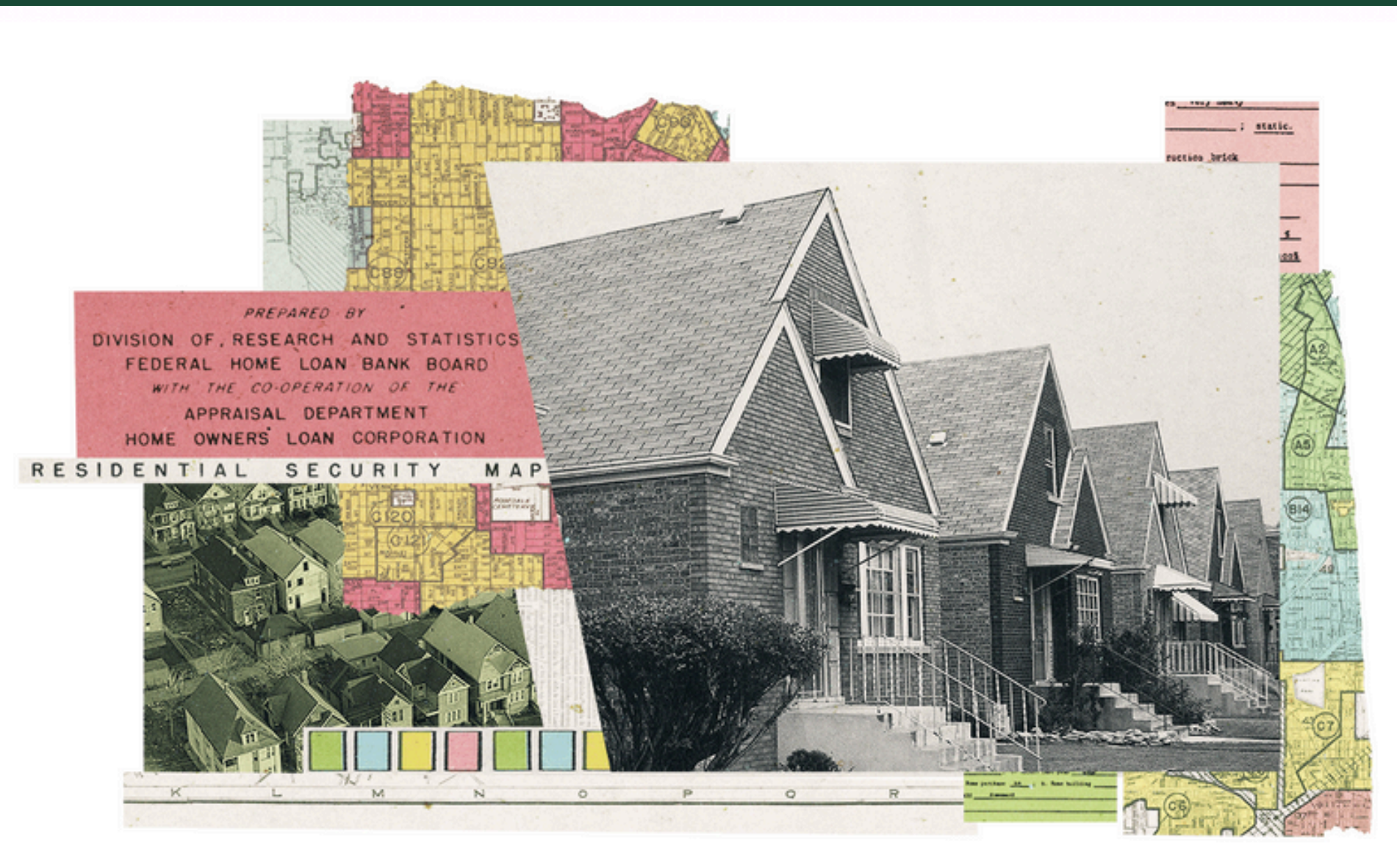
CAM
Analysis

What is Redlining?

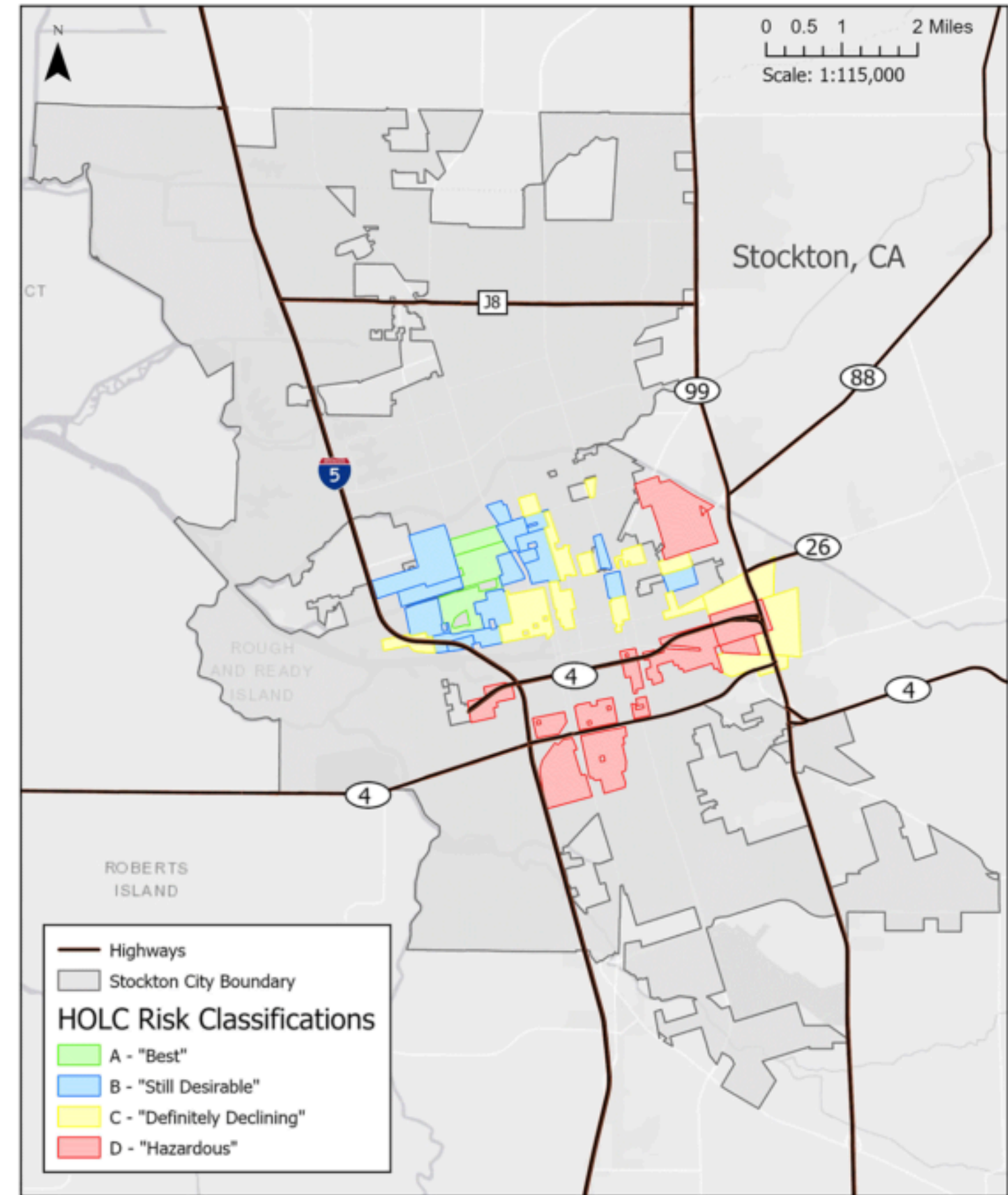
The discriminatory practice of denying financial services such as loans, insurance, and mortgages to residents of a particular neighborhood because of their race or ethnicity

Where Did it Occur in California?

Stockton, Los Angeles, San Diego, San Francisco, San Jose, Sacramento, Fresno, Oakland



Targeting Redlined Communities for Highway Development



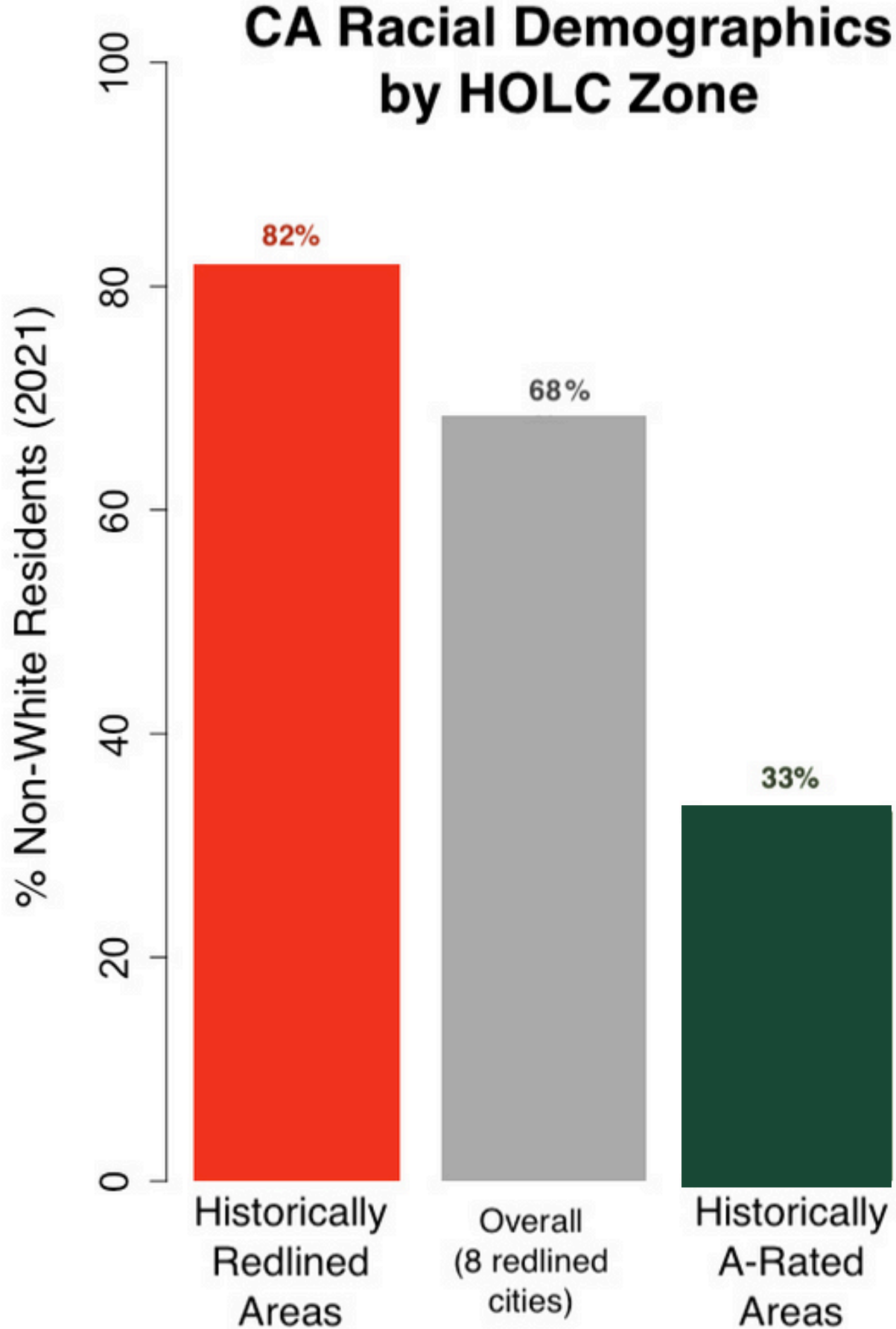
Stockton, CA

Maps by: Makenna Cavanaugh and Isaac Bushnell

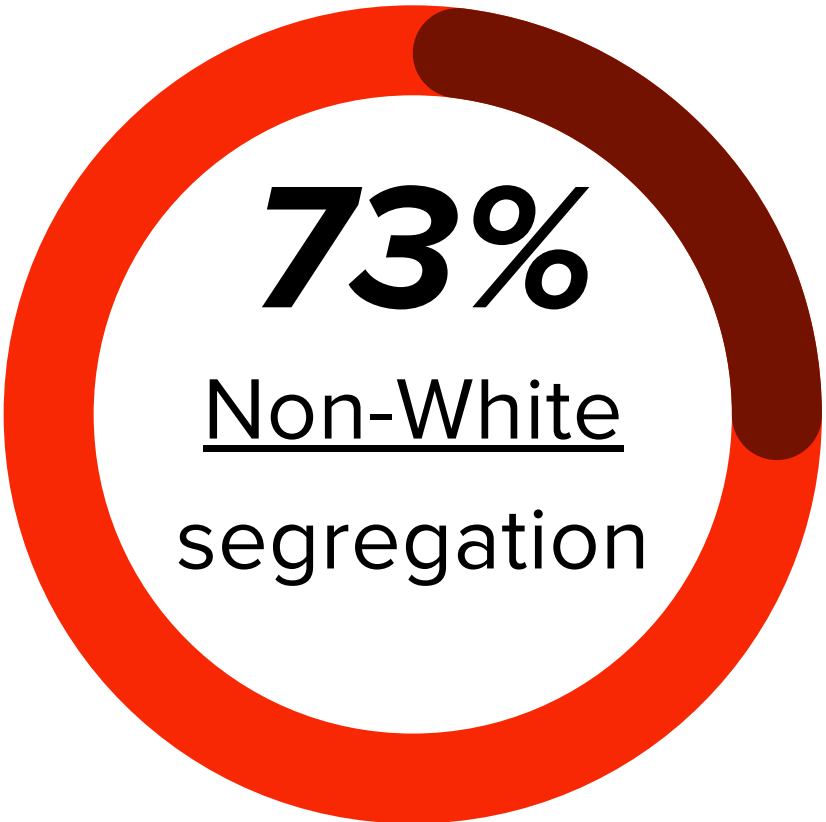
Date Created: 2/15/2024

Data Sources: LA City Boundary and Highways (City of Los Angeles, 2022), Stockton City Boundary and Highways (City of Stockton, 2022), Fresno City Boundary and Highways (City of Fresno, 2022), SF City Boundary and Highways (City of SF, 2022), HOLC Zones (University of Richmond Mapping Inequality Project, 2024)

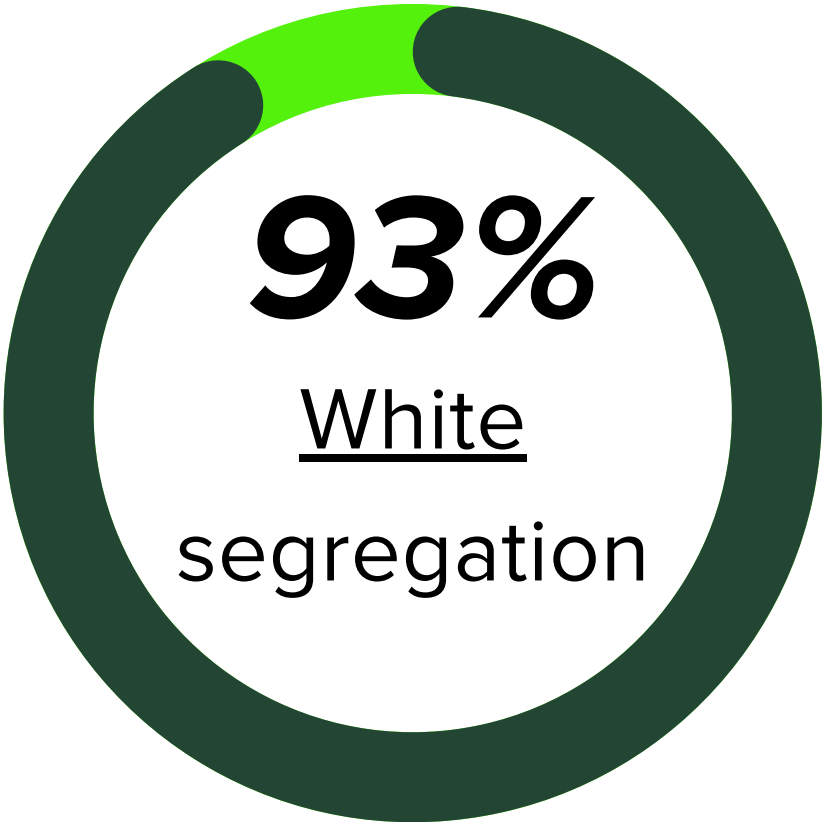
Impact Analysis: Segregation



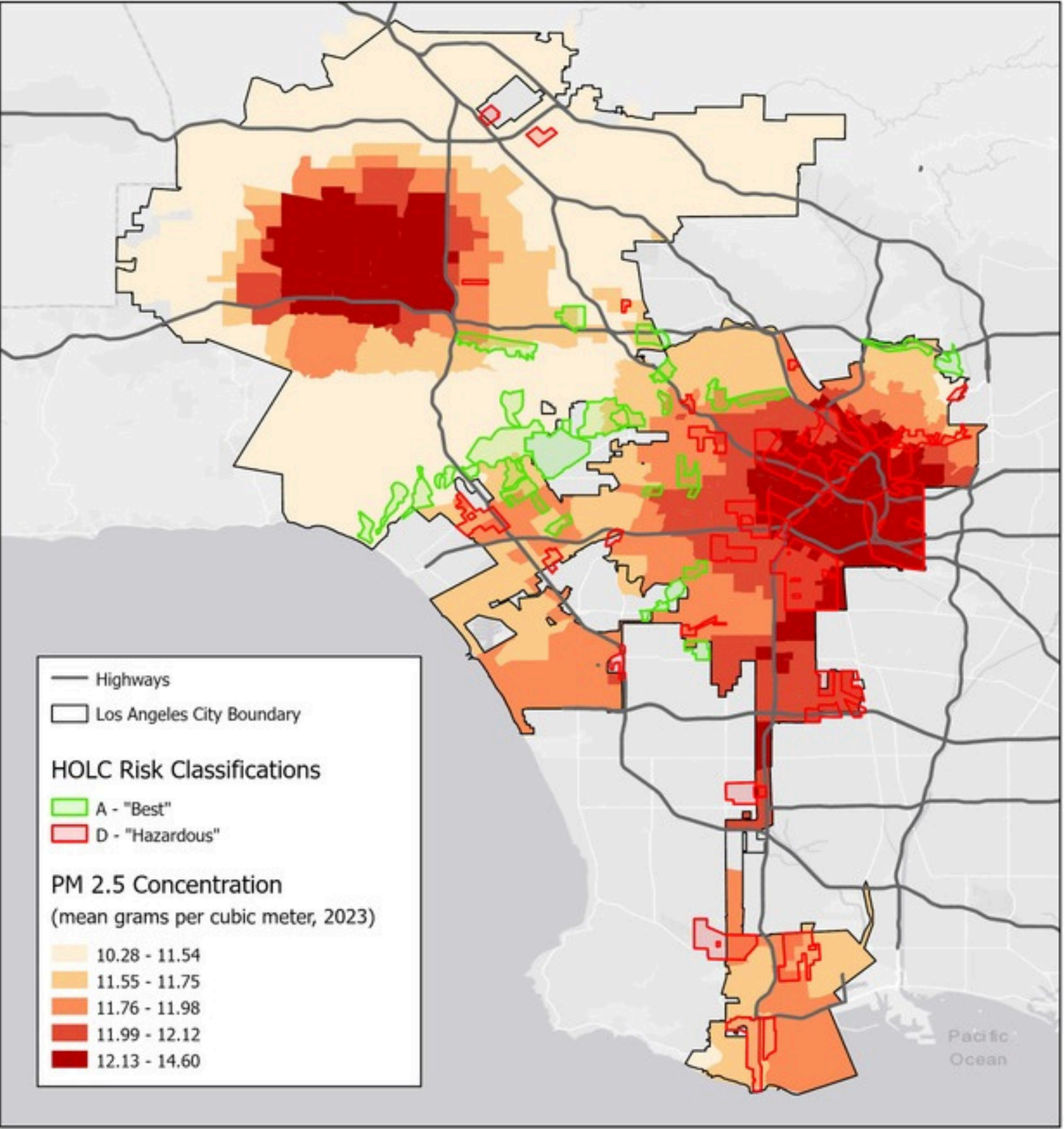
Redlined Areas:



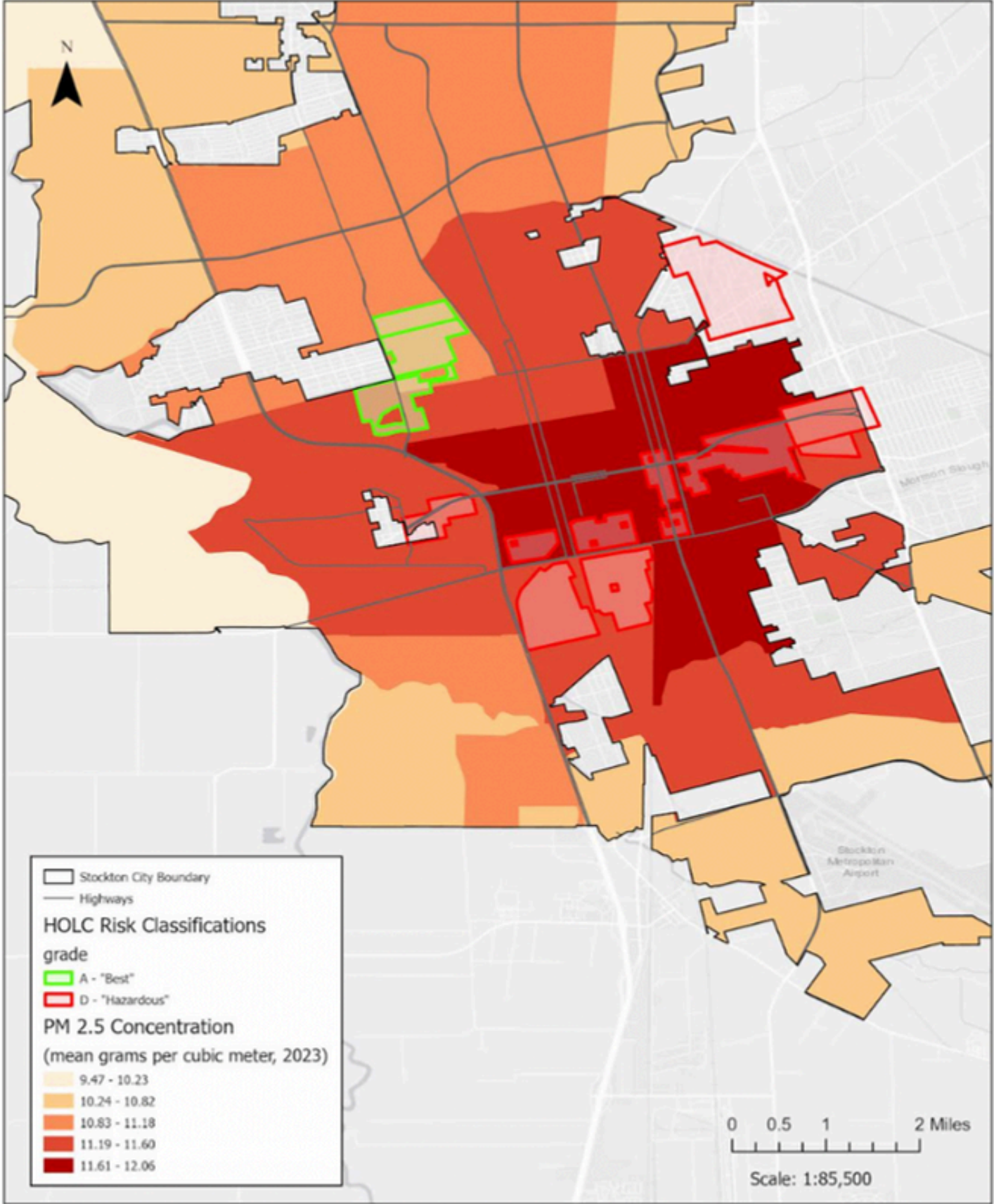
A-Rated Areas:



Impact Analysis: PM2.5 Pollution



Los Angeles, CA



Stockton, CA

Maps Created by:
Isaac Bushnell and
Makenna Cavanaugh

PM2.5 data classified
using natural breaks.

Data Sources: PM2.5
(CalEnviroScreen 4.0),
Highways (CalTrans),
HOLC zones
(University of
Richmond)

4 Policy Approaches



- Improving community empowerment and decision-making authority
- Focusing explicitly on race and ethnicity
- Changing zoning and planning goals
- Making data more accessible

4 Policy Approaches

- Improving community empowerment and decision-making authority
- Focusing explicitly on race and ethnicity
- Changing zoning and planning goals
- Making data more accessible



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Policy Options

Project Takeaways

- Highway development targeted historically redlined communities of color
- This history continues to impact non-white Californians today
- Harmful legacies need to be addressed through policy, 8 recommendations to do so



Thank you!

WE EXPRESS OUR GRATITUDE TO OEHHA, DR. MICHAEL STOLL,
PROFESSOR MICHAEL MASSERMAN, AND UCLA LUSKIN
CENTER FOR INNOVATION

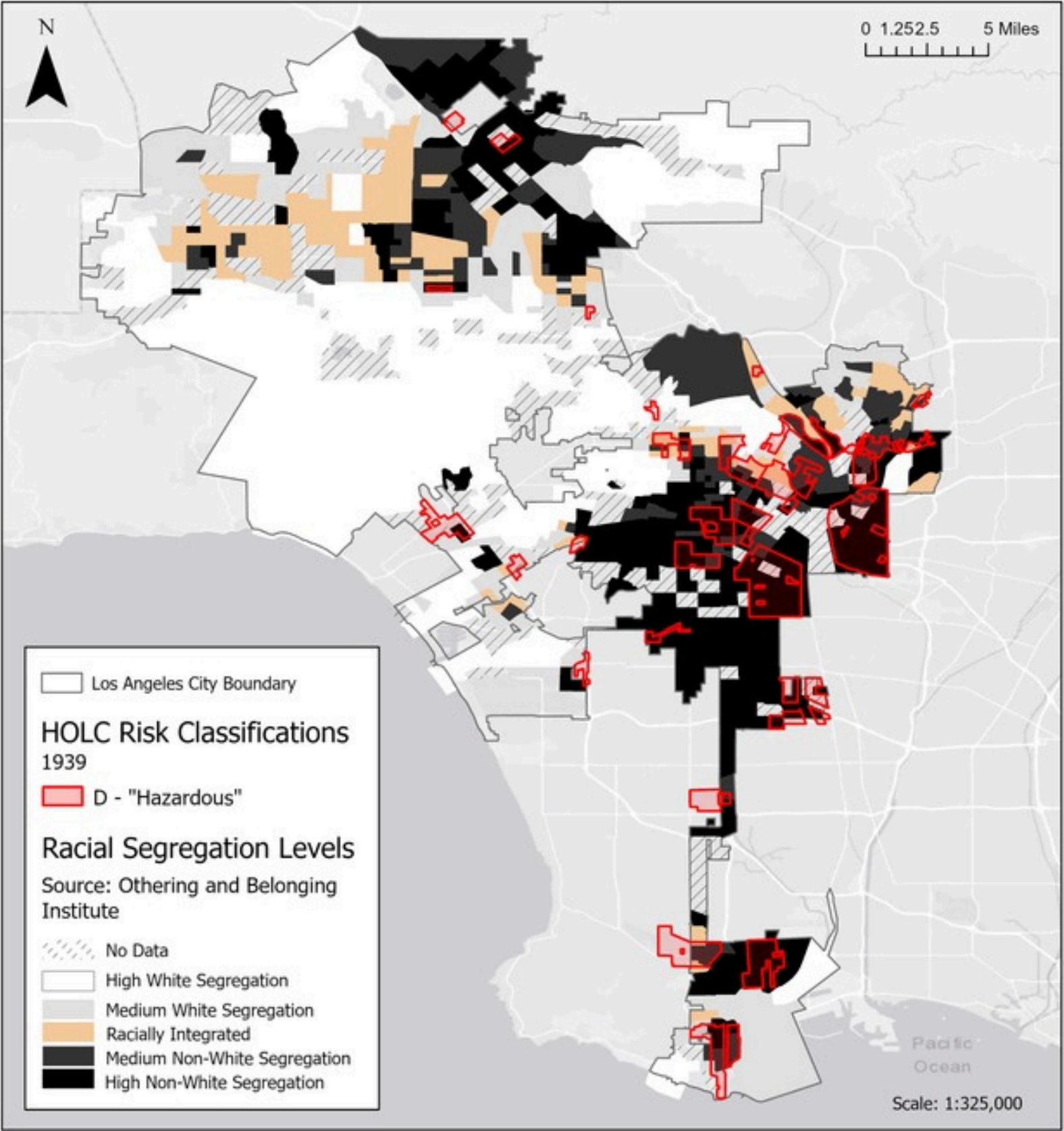
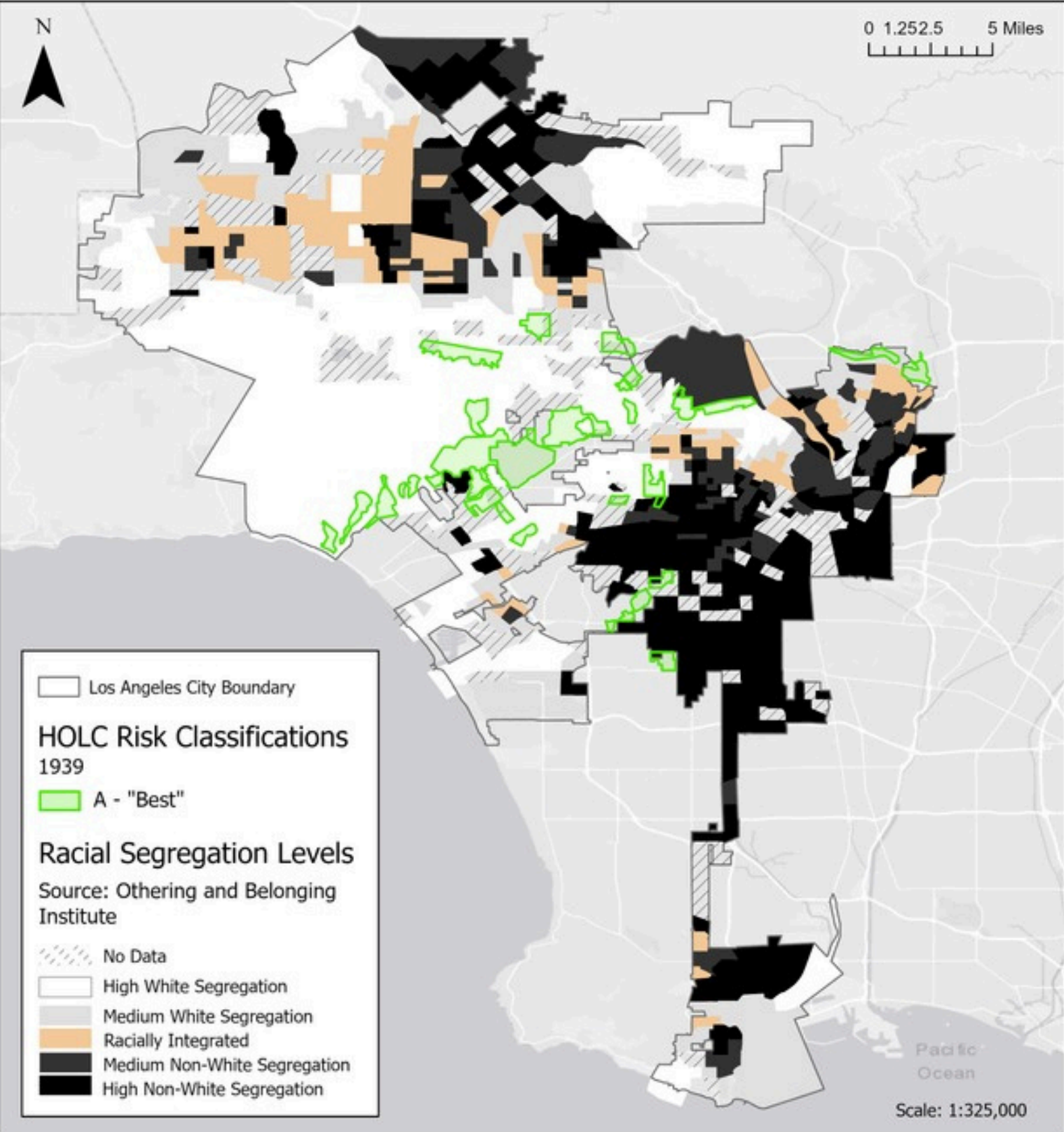
Feel free to reach out!

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Makenna Cavanaugh mcavanaugh57@gmail.com

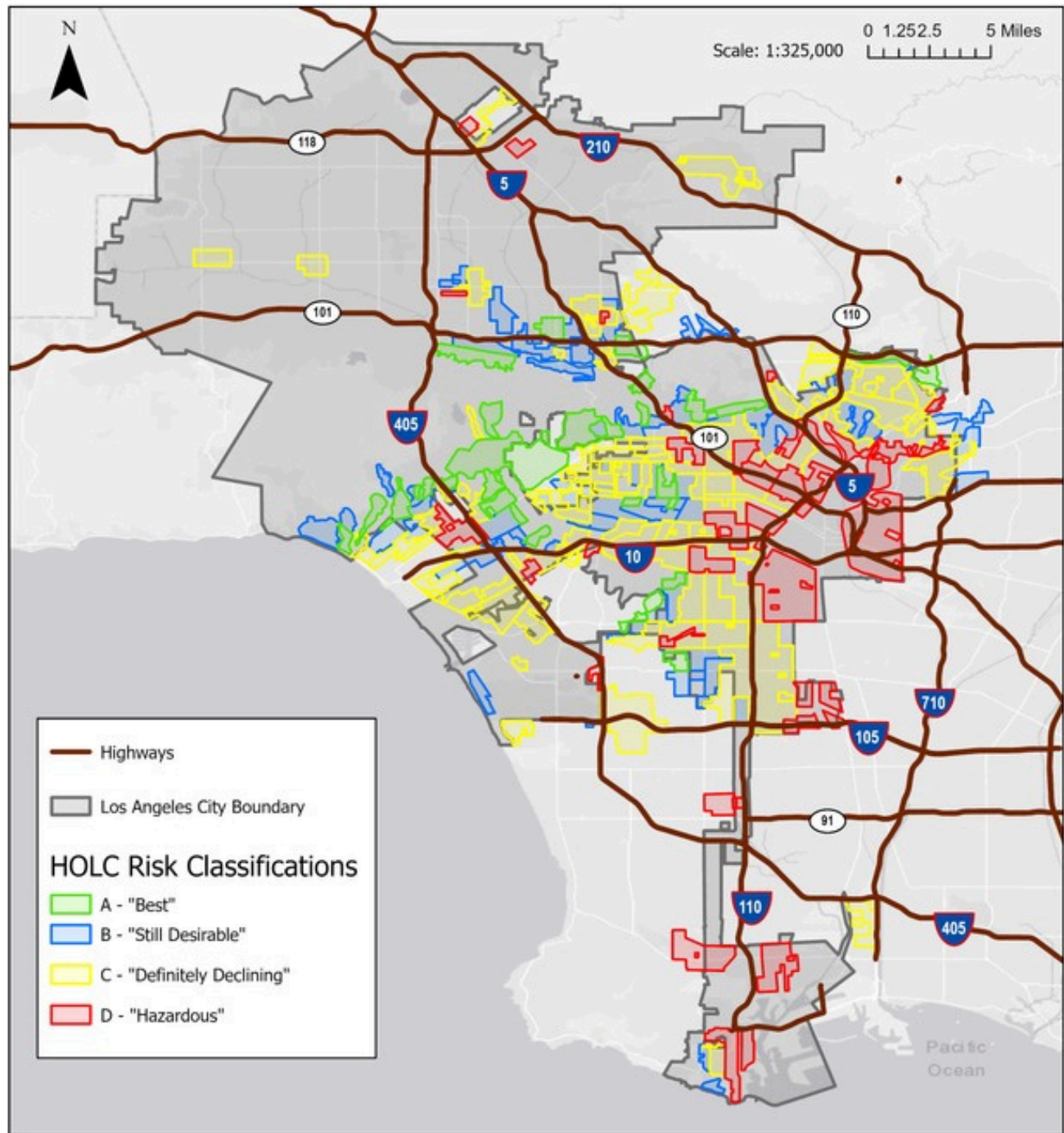


Impact Analysis: Segregation

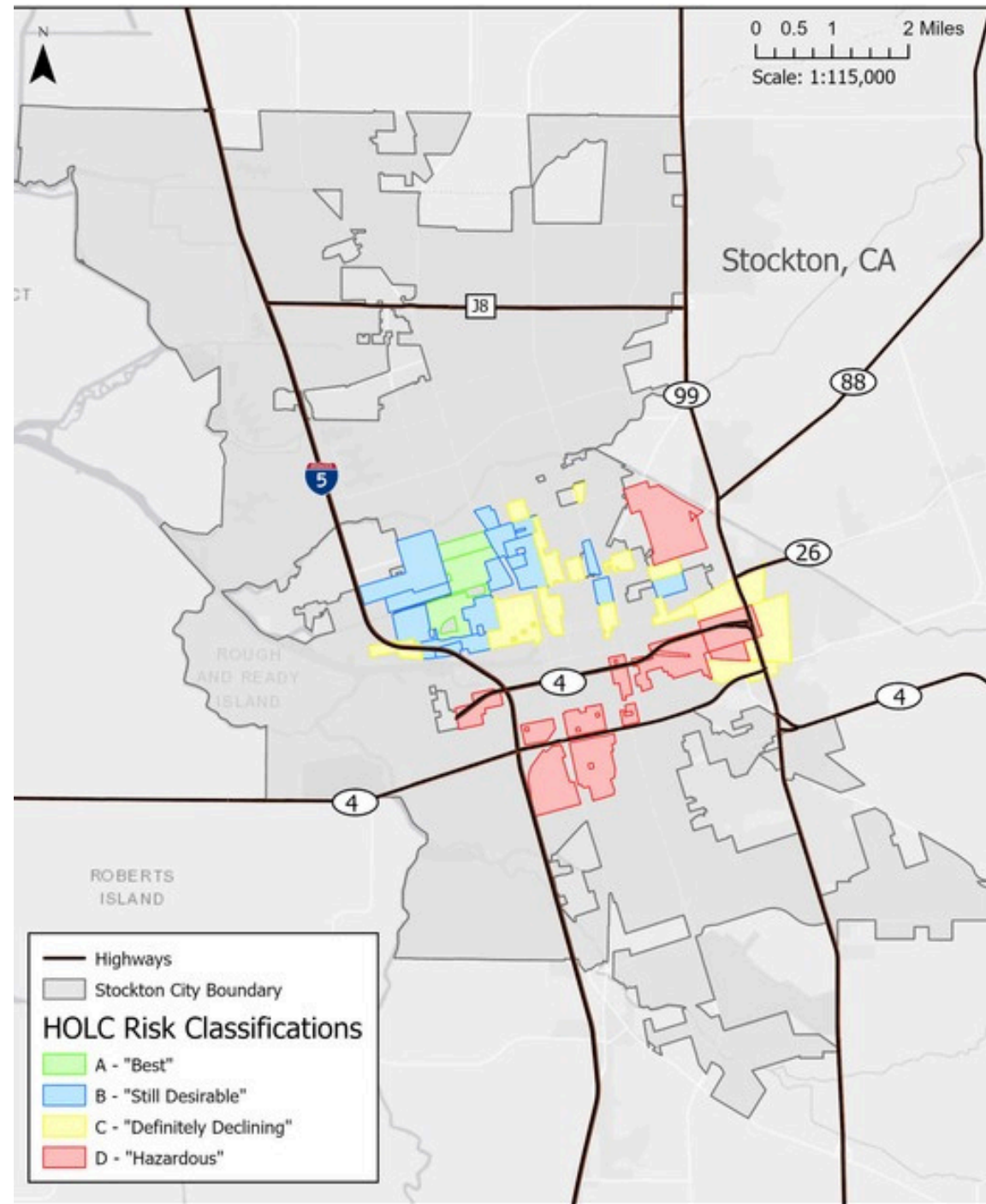


Maps Created by: Isaac Bushnell
Data Sources: LA City Boundary (City of Los Angeles, 2022), Segregation Levels (UC-Berkeley Roots of Structural Racism Project, 2021), HOLC Zones (University of Richmond Mapping Inequality Project, 2024)

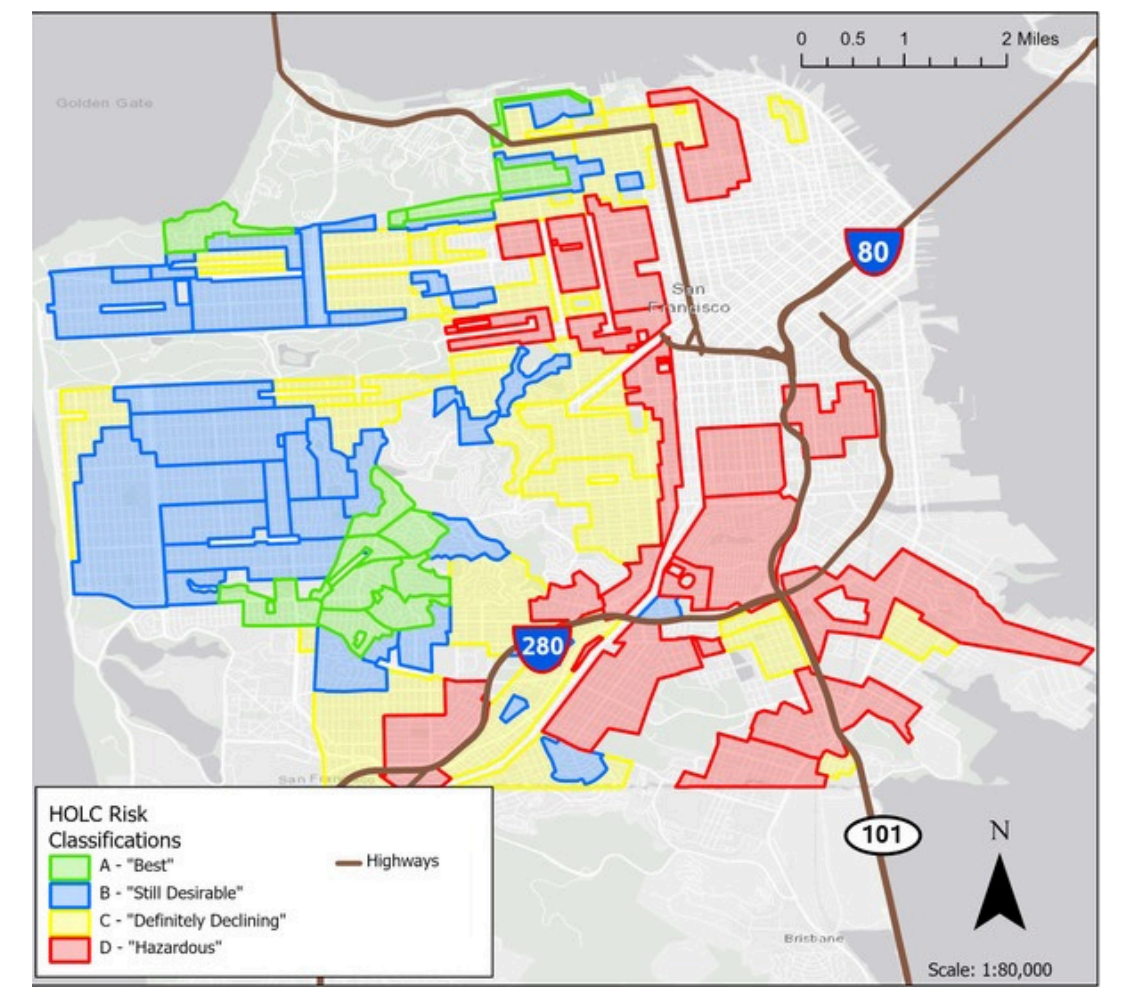
Present-Day Highways and HOLC Maps



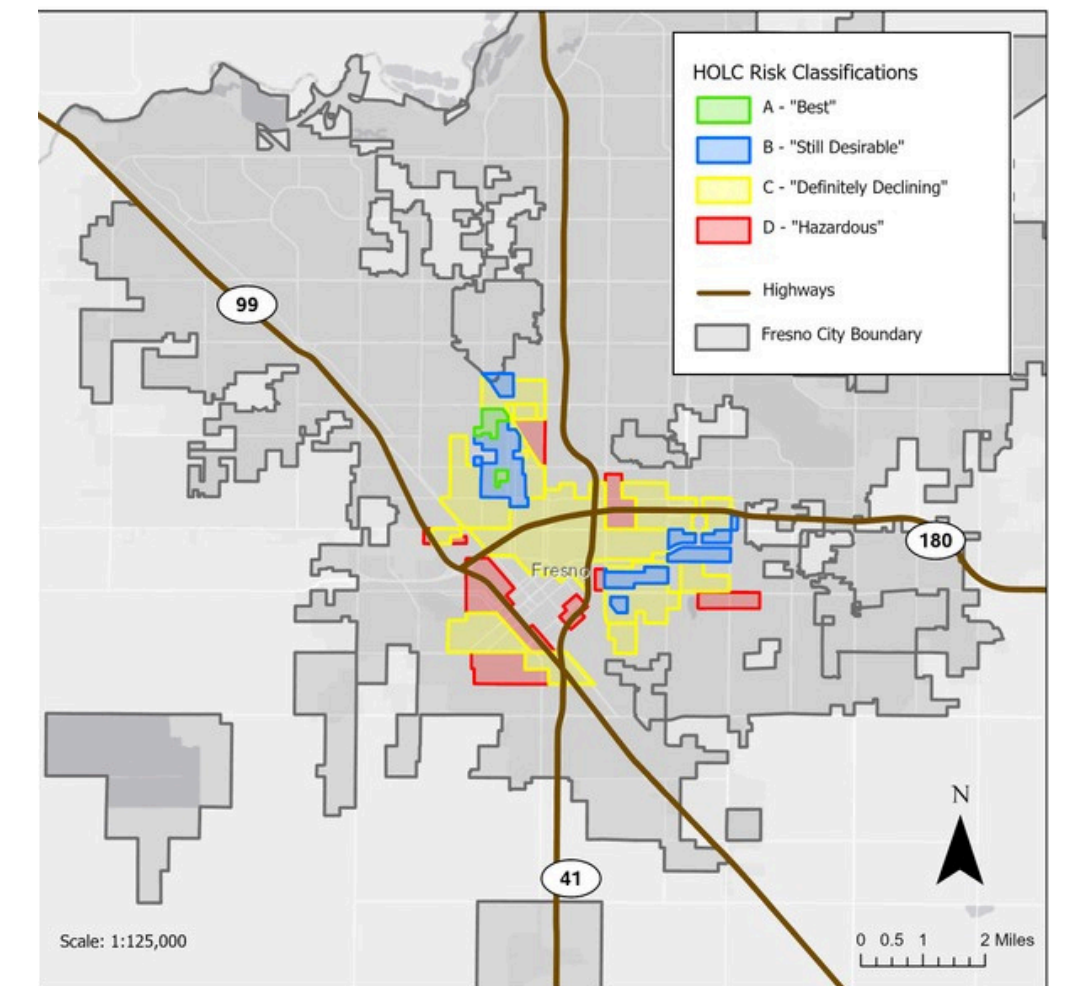
Los Angeles, CA



Stockton, CA



San Francisco, CA



Fresno, CA

Top Recommendation

Create 'Overburdened' Pollution Standard *66.5/100*

- CalEPA creates pollution burden index
- Local planning requirements to:
 - Identify which communities are overburdened
 - Prevent high-polluting land uses
 - Implement pollution-relieving land uses
- Subsidies for compliance + Fines for non-compliance



Criteria to Analyze Policy Options

<i>Criteria:</i>	<i>Weight (points out of 100)</i>
Promotion of environmental justice principles	30
Reduction of PM 2.5 pollution and/or racial segregation	30
Socio-political feasibility	20
Efficacy	14
Generalizability	6
TOTAL SCORE:	100

Policy Evaluation Results

Zoning and Planning Goals - **61**/100 avg.

Explicit Focus on Race/Ethnicity - **49**/100 avg.

Community Empowerment - **48.5**/100 avg.

Make Data More Accessible - **48.5**/100 avg.



Policy Evaluation Results

Zoning and Planning Goals - 61/100 avg.

- Create an 'Overburdened' Pollution Standard - 66.5/100
- Segregation Element Requirement - 58.5/100
- CalTrans Guidance and Funding for Highway Redesign - 58/100

Explicit Focus on Race/Ethnicity - 49/100 avg.

- Expanded Statewide Warehouse Indirect Source Rule - 58/100
- 40% of Federal Funds into Communities of Color - 55/100

Community Empowerment - 48.5/100 avg.

- Community Decision-Making Power on EJ Programs and Policies - 58/100
- Incentives for Community Participation - 55/100

Make Data More Accessible - 48.5/100 avg.

- Increase Accessibility and Support for State Grants - 52.5/100



Policies - Strong Recommendations

Segregation Element Requirement - 58.5/100

Using data from CalEPA and HCD tools as evidence, the state should require all formerly redlined cities in California to include a specific Segregation Element within their General Plan that addresses current levels of segregation in the city and establishes strategies to promote integration, such as inclusionary zoning or investment in fair housing projects. It should also establish and maintain a public database of integration planning resources and examples, managed by HCD, as well as a standing advisory board of representatives specifically from formerly-redlined communities to advise and participate in the planning process of this element. The public database should be available to all jurisdictions that want to pursue a segregation element in its General Plan, not just the mandated eight cities.

CalTrans Guidance and Funding for Highway Redesign - 58/100

In their 2025 update to the California Transportation Plan (CTP), CalTrans should:

- a. Use AB 617 funding to mandate that local governments develop plans to reroute trucks away from pollution-burdened communities
- b. Designate state funds to require Regional Transportation Planning Associations and Metropolitan Planning Organizations to conduct studies into possible freeway re-design projects – such as freeway capping to removal – and grant the CalTrans Racial Equity and Transportation Advisory Committee with ultimate authority to fund the implementation of worthy projects
- c. Strengthen measures to protect community members from displacement due to transportation development projects.
- d. Appoint the Racial Equity and Transportation Advisory Committee established in Recommendation 4.3 of the 2021 CTP as the main liaison for community input on these initiatives and as partners in all plan development and funding decisions.

Expanded Statewide Warehouse Indirect Source Rule - 58/100

CARB should use the South Coast Air Quality Management District's (AQMD) Warehouse Indirect Source Rule (WAIRE) as a statewide model to manage emissions and pollution from power plants, waste sites, ports, refineries, and vehicles. Fines collected from violators could be utilized to fund compliance activities and be directly redistributed to formerly redlined communities. As an incentive, fines collected could also go back to facilities that meet the required standards in formerly redlined communities.

Community decision-making power on EJ programs and policies - 57/100

Give the power to formerly redlined communities or communities of color to make decisions on policies related to environmental justice and equity by:

- a. Mandating approval from impacted communities for (1) any new industrial development plans or re-zoning that would increase pollution in formerly redlined areas and (2) the development of the Community Air Monitoring Plans (CAMPs), Community Emissions Reduction Programs (CERPs), and substantive actions by the Air Districts supported by California Air Resources Board (CARB) to significantly reduce emissions.
- b. Create substantial and institutionalized avenues for residents of formerly redlined communities to exercise leadership (including serving on boards, commissions, and advisory councils) within programs, grant allocations, and regulatory decision-making processes. These bodies should be allocated a portion of the city budget to pursue initiatives that address the impacts of redlining.

Policies - Tentative Recommendations

Incentives for community participation - 55.5/100

1. The state should systematically incentivize community involvement in shaping environmental justice policies and initiatives.
 - a. Enhance public notice and scoping meeting requirements under the California Environmental Quality Act (CEQA) for projects that propose the siting and expansion of polluting land uses in overburdened communities.
 - b. Increase community involvement in public forums by (1) facilitating CBO participation through accessible government stipends or honorariums and (2) providing childcare, food, and language access services at public meetings to accommodate all income levels and family dynamics. This may require creating carve-out funding or incentives in programs.
 - c. Allow agency staff more time and an increased mandate to plan meaningful public opportunities to gather community input and partner with community members on key initiatives.

40% of Federal Funds into communities of color - 55/100

In line with the Justice40 Initiative, California State agencies should ensure at least 40% of funds from major federal sources are invested into communities of color to advance efforts in environmental justice. All funds should be tracked and publicly posted to help ensure funds are being allocated as such. This includes 1) CalEPA using Inflation Reduction Act funds and 2) CalTrans using Department of Transportation Re-Connecting Communities Plan funds to redress harms and address environmental hazards.

Increase accessibility and support for State Grants - 52.5/100

All state agencies providing grant funding for environmental justice and racial equity programs should increase the level of accessibility and support for potential grant recipients to 1) improve the California Grants Portal to make programs more accessible through accessible language and multiple languages 2) provide increased technical assistance for grant applications to relieve the need for grant staff at organizations.

Explicit Focus on Race/Ethnicity

1. 40% of Federal Funds into Communities of Color (55/100): In line with the Justice40 Initiative, California State agencies should ensure at least 40% of funds from major federal sources are invested into communities of color to advance efforts in environmental justice.¹¹⁶ All funds should be tracked and publicly posted to help ensure funds are being allocated as such. This includes 1) CalEPA using Inflation Reduction Act funds and 2) CalTrans using Department of Transportation Re-Connecting Communities Plan funds to redress harms and address environmental hazards.

2. Statewide WAIRE (58/100): CARB should use the South Coast Air Quality Management District's (AQMD) Warehouse Indirect Source Rule (WAIRE) as a statewide model to manage emissions and pollution from power plants, waste sites, ports, refineries, and vehicles. Fines collected from violators could be utilized to fund compliance activities and be directly redistributed to formerly redlined communities. As an incentive, fines collected could also go back to facilities that meet the required standards in formerly redlined communities.

3. Homeownership Funds for Communities of Color (46/100): The California Department of Housing & Community Development (HCD) should provide hyper-local grants or contracts that focus on homeownership assistance to communities of color and formerly redlined communities. This will help address housing discrimination and promote the racial integration of neighborhoods throughout California.

4. Cash Reparations for Black Californians (38/100): Budget allocations for state agencies should follow the reparations Task Force recommendations to provide reparations payments to descendants of enslaved people. Because the U.S. Census does not currently identify the number of such descendants in the state, the report uses the number of census respondents who identified as Black or African American alone as a rough estimate.

Increase and Improve Community Empowerment and Decision-Making Authority

5. Decision-Making Power for Impacted Communities (57/100): Give the power to formerly redlined communities or communities of color to make decisions on policies related to environmental justice and equity by:

- a. Mandating approval from impacted communities for (1) any new industrial development plans or re-zoning that would increase pollution in formerly redlined areas and (2) the development of the Community Air Monitoring Plans (CAMPs), Community Emissions Reduction Programs (CERPs), and substantive actions by the Air Districts supported by California Air Resources Board (CARB) to significantly reduce emissions.
- b. Create substantial and institutionalized avenues for residents of formerly redlined communities to exercise leadership (including serving on boards, commissions, and advisory councils) within programs, grant allocations, and regulatory decision-making processes. These bodies should be allocated a portion of the city budget to pursue initiatives that address the impacts of redlining.

6. Incentivize Community Involvement (55.5): The state should systematically incentivize community involvement in shaping environmental justice policies and initiatives.

- a. Enhance public notice and scoping meeting requirements under the California Environmental Quality Act (CEQA) for projects that propose the siting and expansion of polluting land uses in overburdened communities.
- b. Increase community involvement in public forums by (1) facilitating CBO participation through accessible government stipends or honorariums and (2) providing childcare, food, and language access services at public meetings to accommodate all income levels and family dynamics. This may require creating carve-out funding or incentives in programs.
- c. Allow agency staff more time and an increased mandate to plan meaningful public opportunities to gather community input and partner with community members on key initiatives.

7. Flexible Budgets and Timelines (33/100): In line with the Clean Mobility Equity Playbook, “allow more flexibility for programs to manage their own budgets and timelines. Equity programs often require greater resources, capacity, and longer timelines to [achieve] their goals.”

Zoning and Planning Goals

8. Highway Redesign and Truck Rerouting (58/100): In their 2025 update to the California Transportation Plan (CTP), CalTrans should:

- Use AB 617 funding to mandate that local governments develop plans to reroute trucks away from pollution-burdened communities
- Designate state funds to require Regional Transportation Planning Associations and Metropolitan Planning Organizations to conduct studies into possible freeway re-design projects – such as freeway capping to removal – and grant the CalTrans Racial Equity and Transportation Advisory Committee with ultimate authority to fund the implementation of worthy projects, and
- Strengthen measures to protect community members from displacement due to transportation development projects.
- Appoint the Racial Equity and Transportation Advisory Committee established in Recommendation 4.3 of the 2021 CTP as the main liaison for community input on these initiatives and as partners in all plan development and funding decisions.

9. Segregation Element (58.5/100): Using data from CalEPA and HCD tools as evidence, the state should require all formerly redlined cities in California to include a specific Segregation Element within their General Plan that addresses current levels of segregation in the city and establishes strategies to promote integration, such as inclusionary zoning or investment in fair housing projects. It should also establish and maintain a public database of integration planning resources and examples, managed by HCD, as well as a standing advisory board of representatives specifically from formerly-redlined communities to advise and participate in the planning process of this element. The public database should be available to all jurisdictions that want to pursue a segregation element in its General Plan, not just the mandated eight cities.

10. Create ‘Overburdened’ Pollution Standard (66.5/100): CalEPA should create a regulatory standard that indexes pollution levels in a community and sets a threshold for what constitutes an overburdened community in California. This standard should further require city plans to establish which communities are overburdened in their Environmental Justice Elements and amend land use policies to prevent further development of high-polluting land uses (highway expansion, industrial development and promote land uses that relieve pollution (green space development, traffic reduction) in those communities. The state should offer subsidies for jurisdictions that implement these requirements and fines for those that do not.

Make Data More Accessible

11. Increase Grant Accessibility (52.5/100): All state agencies providing grant funding for environmental justice and racial equity programs should increase the level of accessibility and support for potential grant recipients to 1) improve the California Grants Portal to make programs more accessible through use of plain language and multiple languages 2) provide increased technical assistance for grant applications to relieve the need for grant staff at organizations.

12. Add Segregation and Redlining Data to CalEnviroScreen (50/100): OEHHA should incorporate the following data into the publicly accessible CalEnviroScreen tool so that communities may use it to understand the connections between past redlining and present environmental injustice and use it as evidence to help advocate to eradicate such injustices:

a. Data on segregation levels by census tract from UC Berkeley's Roots of Structural Racism Project. As this data was gathered in 2020, OEHHA should continue to periodically update such data using the latest census tract information and the methods used by UC Berkeley researchers to create this segregation index.

b. Past HOLC areas, using data from the University of Richmond's Mapping Inequality Project. This data could also be applied at the census tract level to allow users to view the former risk grade of each census tract where applicable.

13. Expand CalTrans Equity Index Data (44/100): OEHHA and CARB should work with CalTrans to develop an Equity Index with a wider range of data to include UC Berkeley's segregation index, University of Richmond's HOLC Areas, and pollution levels from CES 4.0 to consider pollution in overexposed communities. These efforts should include funding to update, improve, and maintain this data.

Subcriteria

Promotion of Environmental Justice Principles	30 total points
Does the policy help enforce the right of communities to be free from ecological destruction?	6 points
Is the policy based on mutual respect and justice for all peoples, free from any form of discrimination or bias?	6 points
Does the policy protect or establish the right of communities to participate as equal partners at every level of decision-making (needs assessment, planning, implementation, enforcement, and evaluation)?	6 points
Does the policy protect or promote the right of victims of environmental injustice to receive full compensation and reparations for damages?	6 points
Does the policy help mandate the right to ethical, balanced, and responsible uses of land and renewable resources in the interest of a sustainable planet for humans and other living things?	6 points

Subcriteria, Cont.

Socio-Political Feasibility	20 total points
How much political support is there for the policy?	3 points
How much political opposition is there to the policy?	3 points if no opposition
Is there a reason to think support for the policy might increase in the future?	2 points
Could the policy be officially adopted without the legislature or a ballot measure?	4 points
What is the level of support for the policy amongst the communities it seeks to support?	4 points
Did communities facing environmental injustice in California participate in developing and advocating for the policy?	4 points

Reduction of PM2.5 Pollution and/or Racial Segregation	30 total points
Does the policy help reduce the high levels of residential racial segregation in California connected to its histories of redlining and highway development?	10 points
Does the policy help reduce the burden of PM2.5 pollution on formerly redlined communities/communities of color in California?	7 points
Does the policy help address other harms to communities of color that stem from residential racial segregation?	5 points
Does the policy help meaningfully reduce overall levels of PM2.5 pollution levels?	4 points
Does the policy help reduce the burden of related pollutants (diesel particulate matter, PM10, etc.) on formerly redlined communities/communities of color in California?	4 points

Subcriteria, Cont.

Efficacy	14 total points
What are the monetary and social costs of the policy, relative to its designed impacts?	6 points if low
How manageable would it be to implement and administer the policy?	4 points
How long would it take for the policy to begin producing meaningful impacts?	2 points
Are there foreseeable scenarios that would cause the policy to become ineffective or irrelevant in the near future?	2 points if no

Generalizability	6 total points
Can the policy be effective across jurisdictions with different socioeconomic, environmental, and cultural characteristics in California?	3 points
Can the policy be an effective model for jurisdictions outside California?	3 points

Sensitivity Tests

Policy Option #	Original Total Score	First Round Sensitivity Test (+ or - .04 pts)	Second Round Sensitivity Test (+ or - .08 pts)*
1	0.55	0	0
2	0.58	0	0
3	0.46	0	0
4	0.38	0	0
5	0.57	0	0
6	0.555	0	0
7	0.315	0	0
8	0.58	0	0
9	0.585	0	0
10	0.665	0	0
11	0.525	0	2
12	0.50	5	5
13	0.44	0	0
Total	8 recommended	10 tests	10 tests

Additional Policy Approaches

- **Funding/resources/investment:** more funding is needed to fully address the impacts of redlining and highway development, and more investments are needed to complete projects that are alternatives to highways.
- **Research:** there is a need to produce more nuanced research that integrates spatial analysis and social sciences and humanities more broadly on this subject to better understand what solutions will be most effective.
- **Housing:** more affordable and higher-density housing is needed to mitigate the overarching housing crisis in California to, therefore, address segregation levels that have come as a result of redlining and highway development.

Regression Models and Results - Segregation:

Model 1:

$$pctNwht_{i,c} = \beta_0 + \beta_1 Red_i + \beta_2 Green_i + \beta_3 HWprox_i + \beta_4 Poverty_i + a_c + \epsilon_{i,c}$$

Model 2:

$$pctNwht_{i,c} = \beta_0 + \beta_1 Red_i + \beta_2 Green_i + \beta_3 HWprox_i + \beta_4 Poverty_i + \beta_5 Red_i HWprox_i + a_c + \epsilon_{i,c}$$

<u>Model 1</u>		
<i>Non-White Population (%)</i>		
	Coefficient:	Std. Error:
<i>Redlined</i>	12.101 ***	1.2
<i>Highway Proximity</i>	1.145 ***	0.198
<i>Green</i>	-28.027 ***	2.13
<i>Poverty</i>	0.88 ***	0.0221
$R^2 = 0.565$		$df = 2005$

Significance codes: 0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1

<u>Model 2</u>		
<i>Non-White Population (%)</i>		
	Coefficient:	Std. Error:
<i>Redlined</i>	18.558 ***	3
<i>Highway Proximity</i>	1.396 ***	0.225
<i>Redlined x Highway Proximity</i>	-1.109	0.473
<i>Green</i>	-28.002 ***	2.13
<i>Poverty</i>	0.878 ***	0.0221
$R^2 = 0.5661$		$df = 2004$

Significance codes: 0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1

Regression Models and Results - PM2.5:

Model 3:

$$PM2.5_{i,c} = \beta_0 + \beta_1 Red_i + \beta_2 HWprox_i + \beta_3 Green_i + \beta_4 PopDens_i + a_c + \epsilon_{i,c}$$

Model 4:

$$PM2.5_{i,c} = \beta_0 + \beta_1 Red_i + \beta_2 HWprox_i + \beta_3 Green_i + \beta_4 PopDens_i + \beta_6 Red_i HWprox_i + a_c + \epsilon_{i,c}$$

<u>Model 3</u>		
PM 2.5 levels (g/m ³)		
	Coefficient:	Std. Error:
<i>Redlined</i>	.176 ***	.0271
<i>Highway Proximity</i>	.0337 ***	.00444
<i>Green</i>	.0092	.0481
<i>Population Density</i>	.000006 ***	.0889e-5
$R^2 = 0.09$		$df = 2028$

Significance codes: 0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1

<u>Model 4</u>		
PM 2.5 levels (g/m ³)		
	Coefficient:	Std. Error:
<i>Redlined</i>	.0492	.0676
<i>Highway Proximity</i>	.0288 ***	.00504
<i>Green</i>	.0089	.048
<i>Redlined x Highway Proximity</i>	.0217 *	.0106
<i>Population Density</i>	.000006 ***	.0889e-5
$R^2 = 0.09$		$df = 2027$

Significance codes: 0 '***' 0.001 '**' 0.01 '*' 0.05 '.' 0.1

Highway Proximity Index

<u>Criteria</u>	<u>Weight</u>
# of Highways within 1 mi.	4
Distance of nearest highway	4
Bisecting Highway (Y/N)	2
Total:	10

# of Highways within 1 mi.	
Range:	Score:
0	0
1	1
2-3	2
4	3
5-6	4

Distance of nearest highway	
Range:	Score:
3.09 - 5.54 mi.	0
1.92-3.09 mi.	1
1.15 - 1.92 mi.	2
0.57 - 1.15 mi.	3
0.0006 - 0.57 mi.	4

Bisecting Highway (Y/N)	
Range:	Score:
No (0)	0
Yes (1)	2

- Sensitivity tests conducted by altering the weight of each component by 10%
- Ranges determined by natural breaks

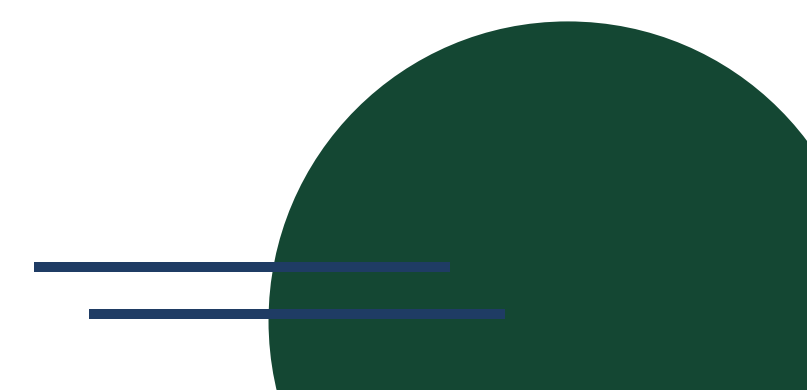
Isolated Relationships with Non-White Population

Past Redlining  **12%**

Past A-Rating  **28%**

Max. Highway Proximity  **6%**

Min. Highway Proximity  **6%**



Isolated Relationships with Non-White Population

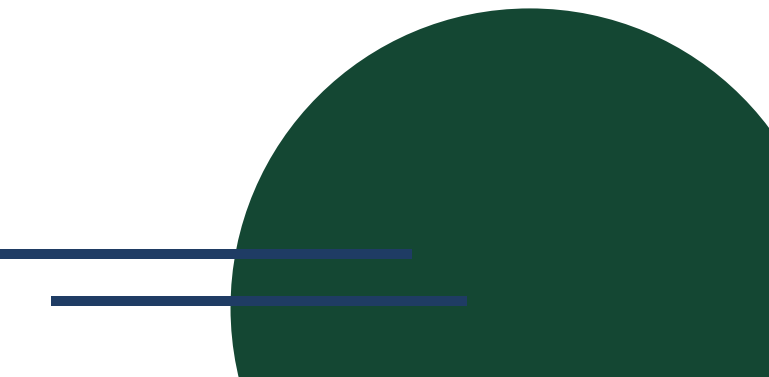
Past Redlining  12%

Past A-Rating  28%

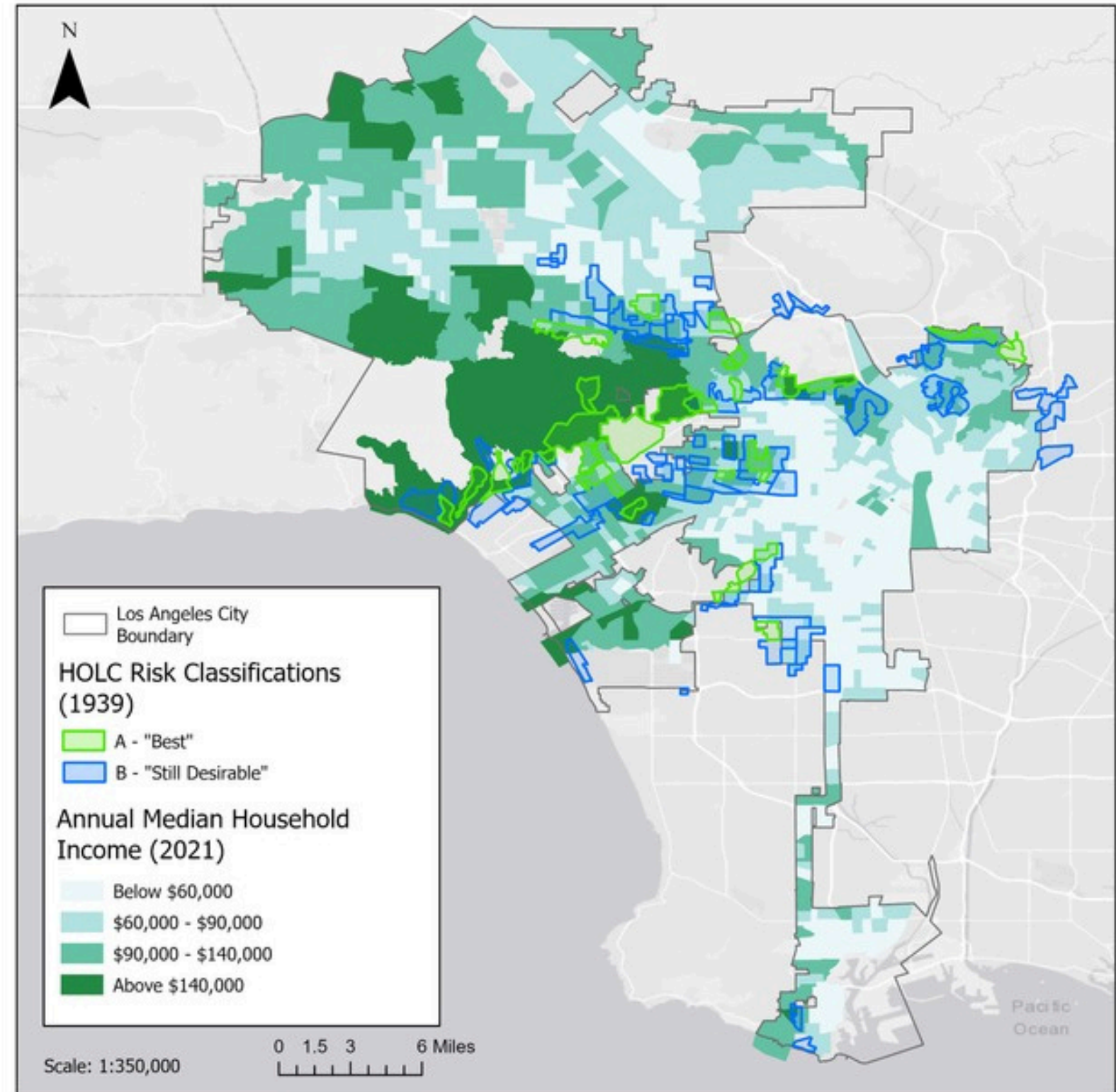
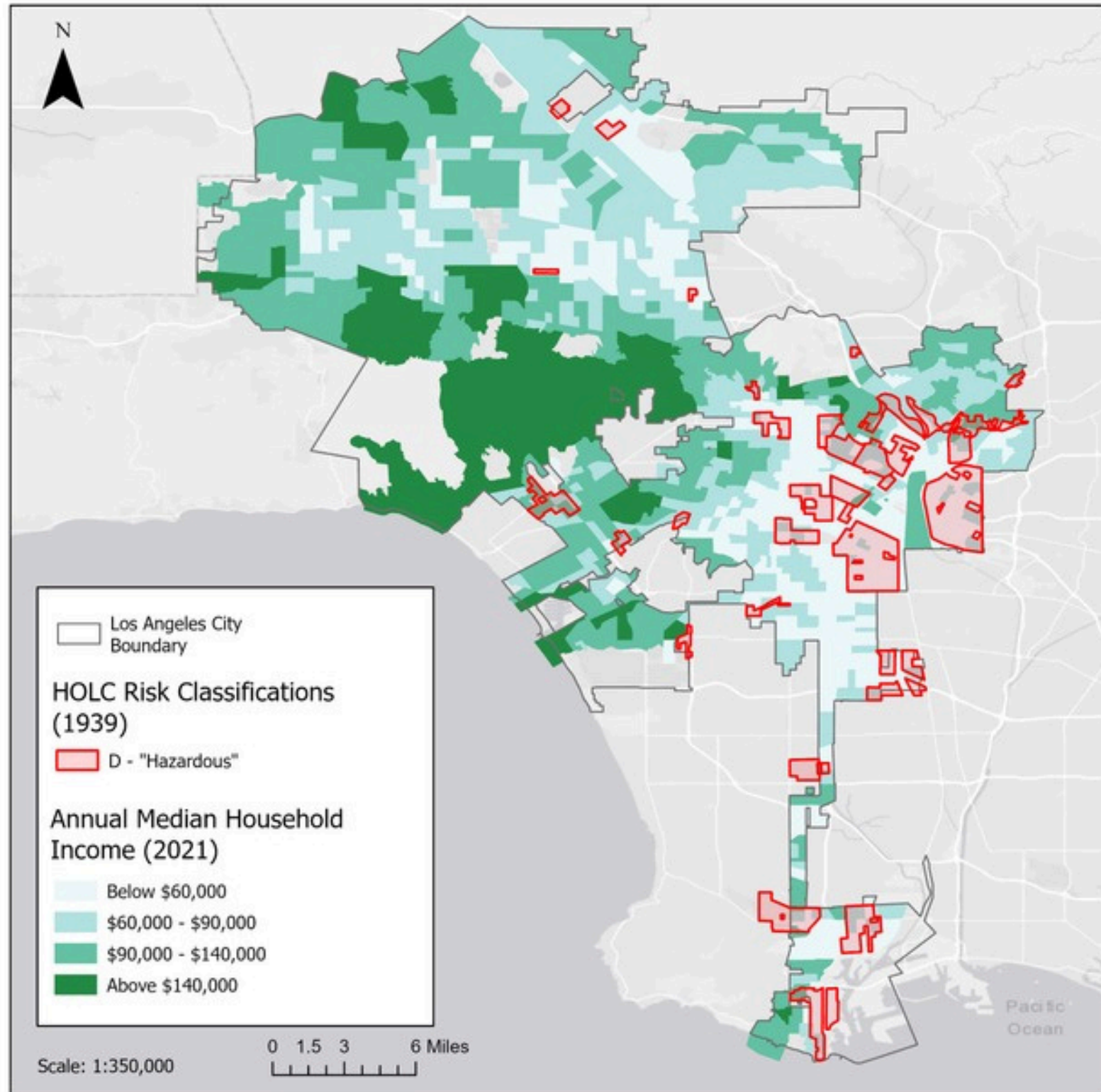
Max. Highway Proximity  6%

Min. Highway Proximity  6%

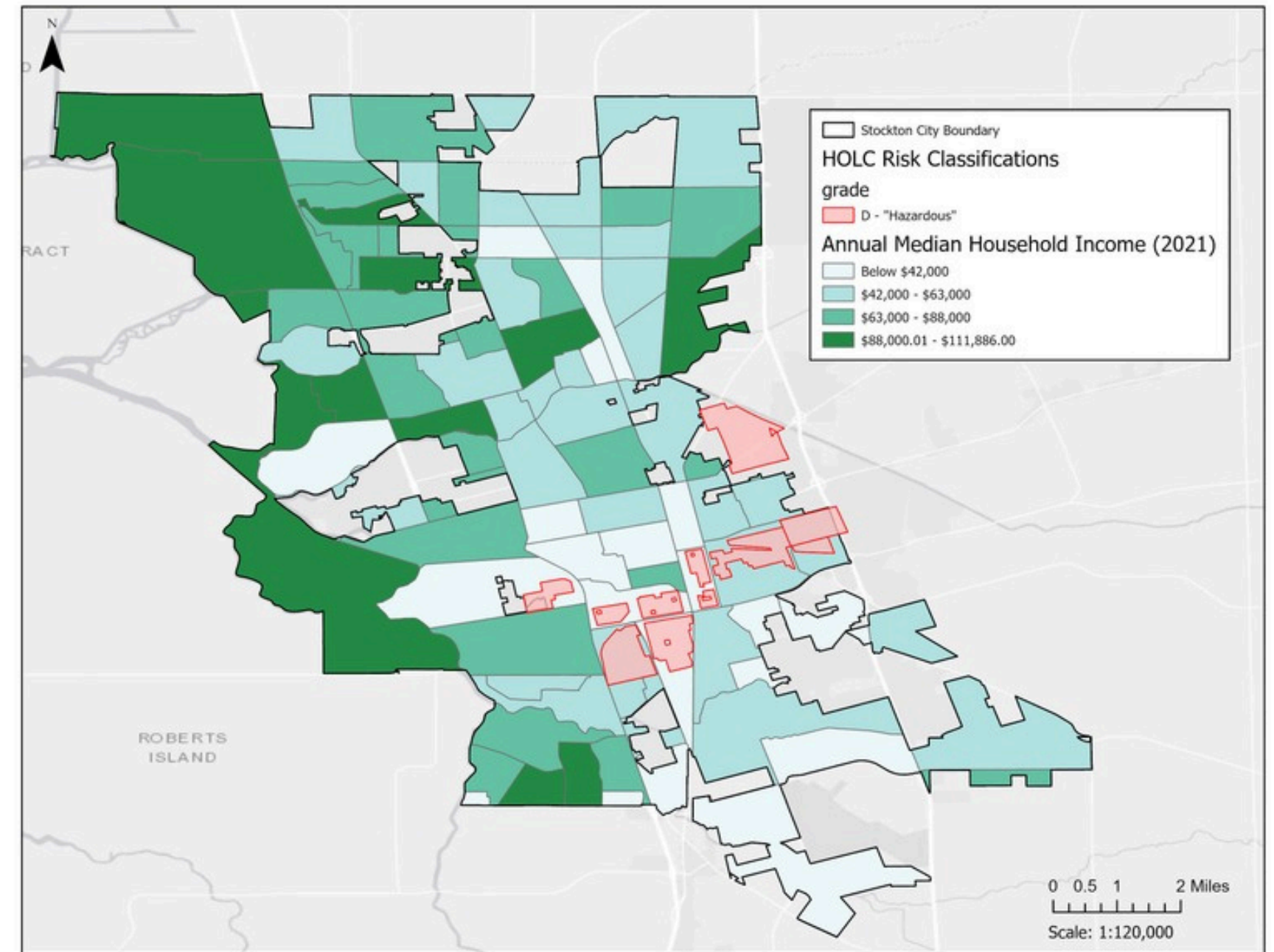
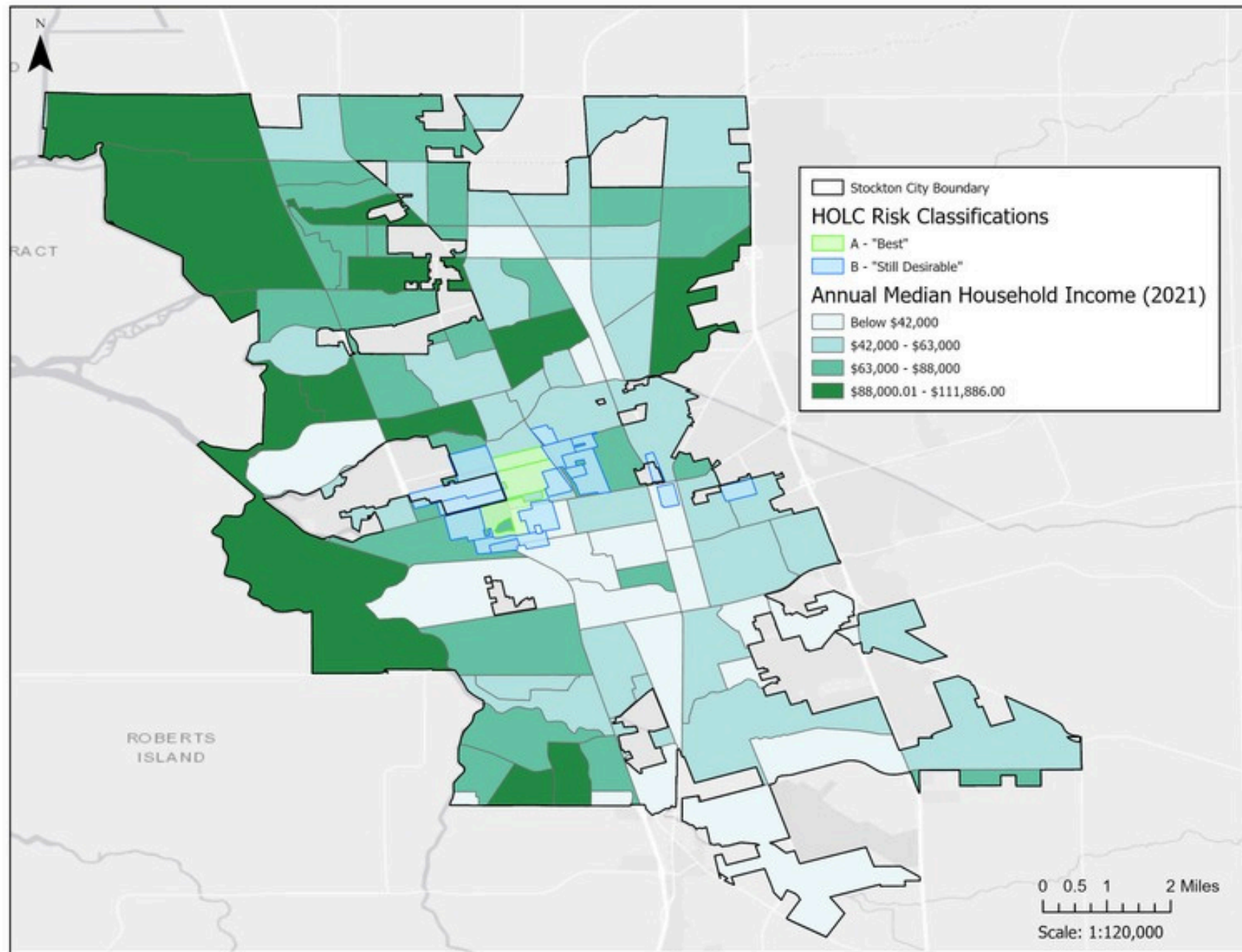
> **2.4%**
change



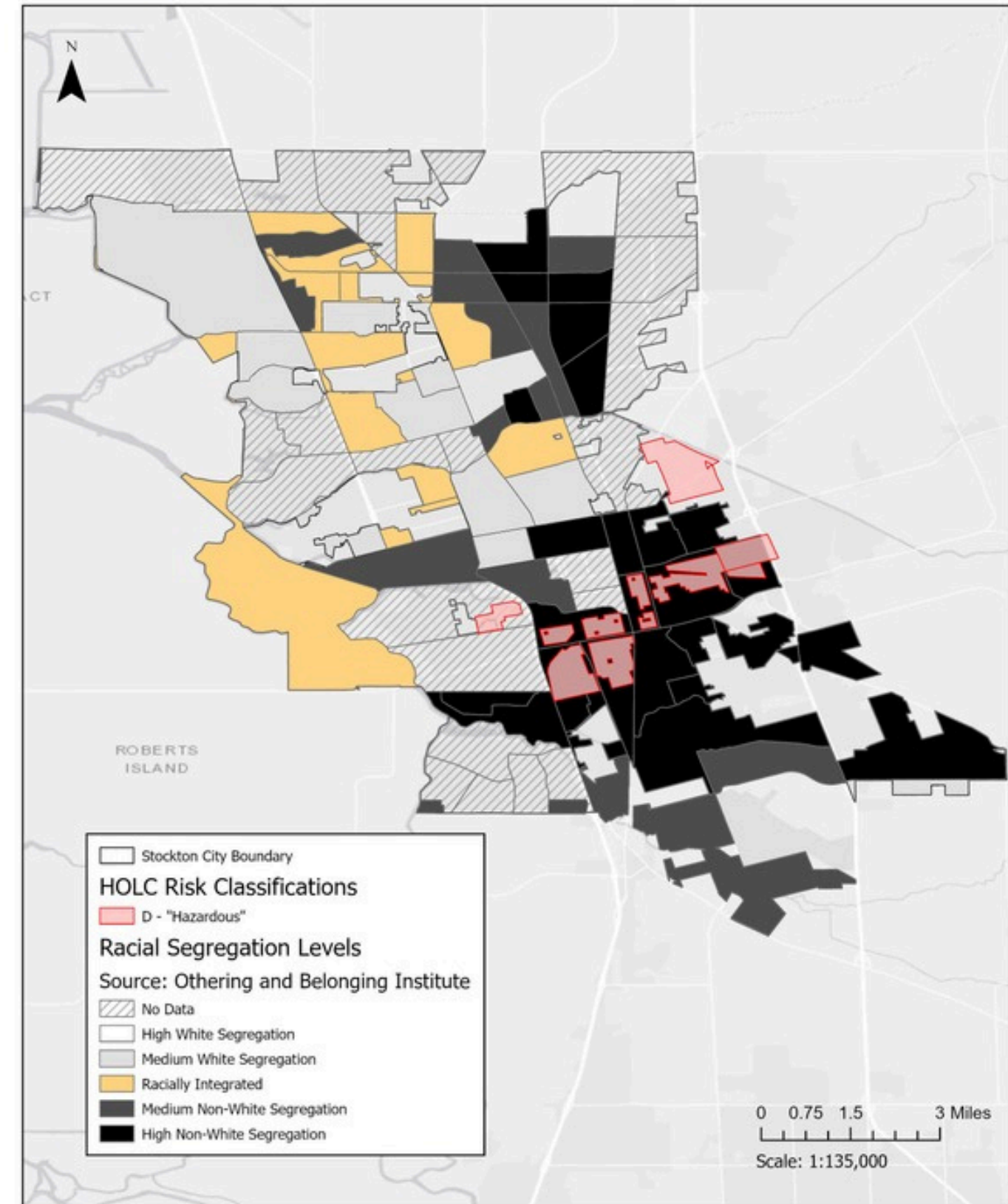
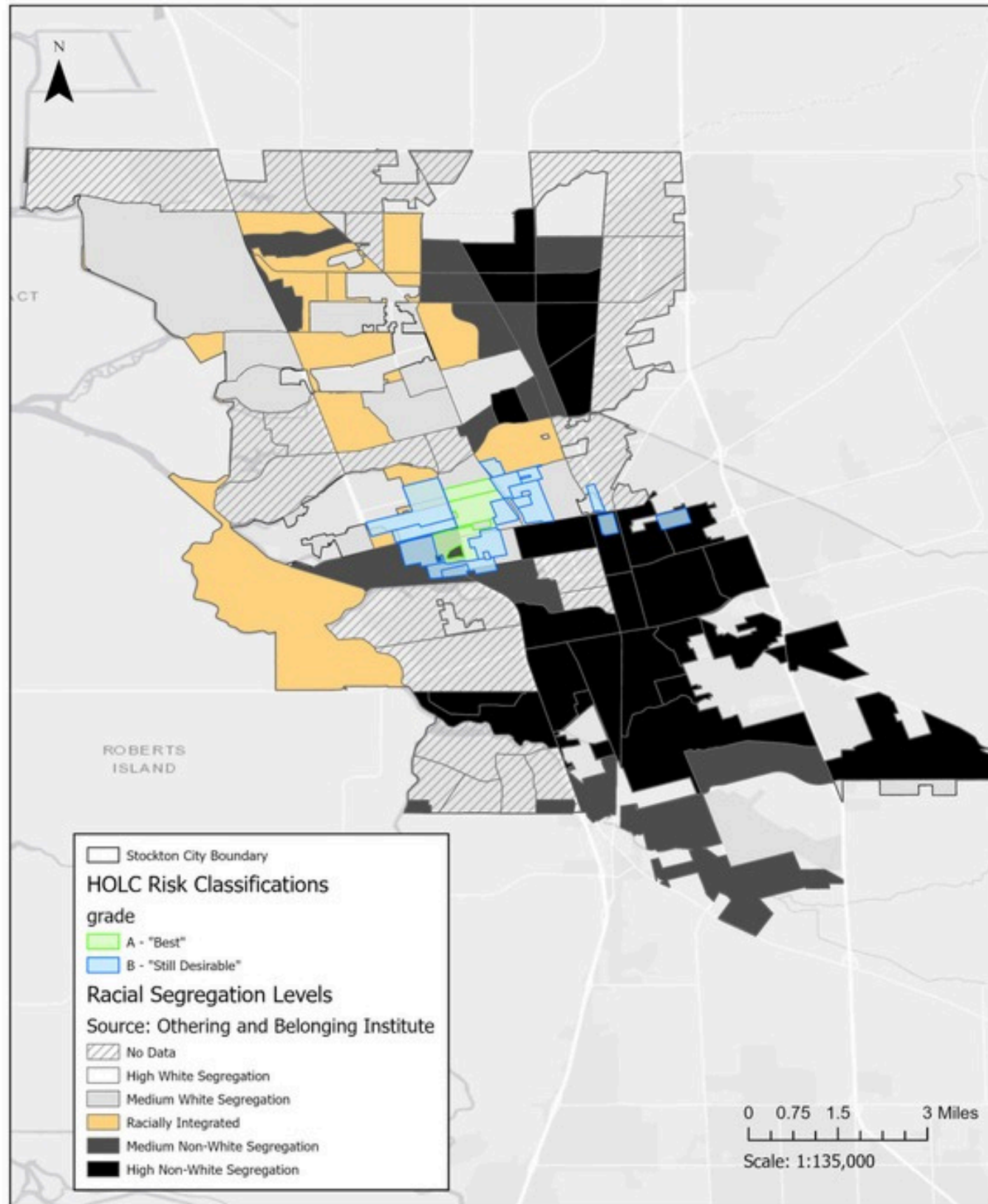
Present-Day Wealth and Redlining (Los Angeles, 2021)



Present-Day Wealth and Redlining (Stockton, 2021)



Present-Day Segregation and Redlining (Stockton, 2021)



RECONNECTING PASADENA

RECONNECTING PASADENA 710
MASTER PLAN PROCESS

AUGUST 29, 2024



BACKGROUND

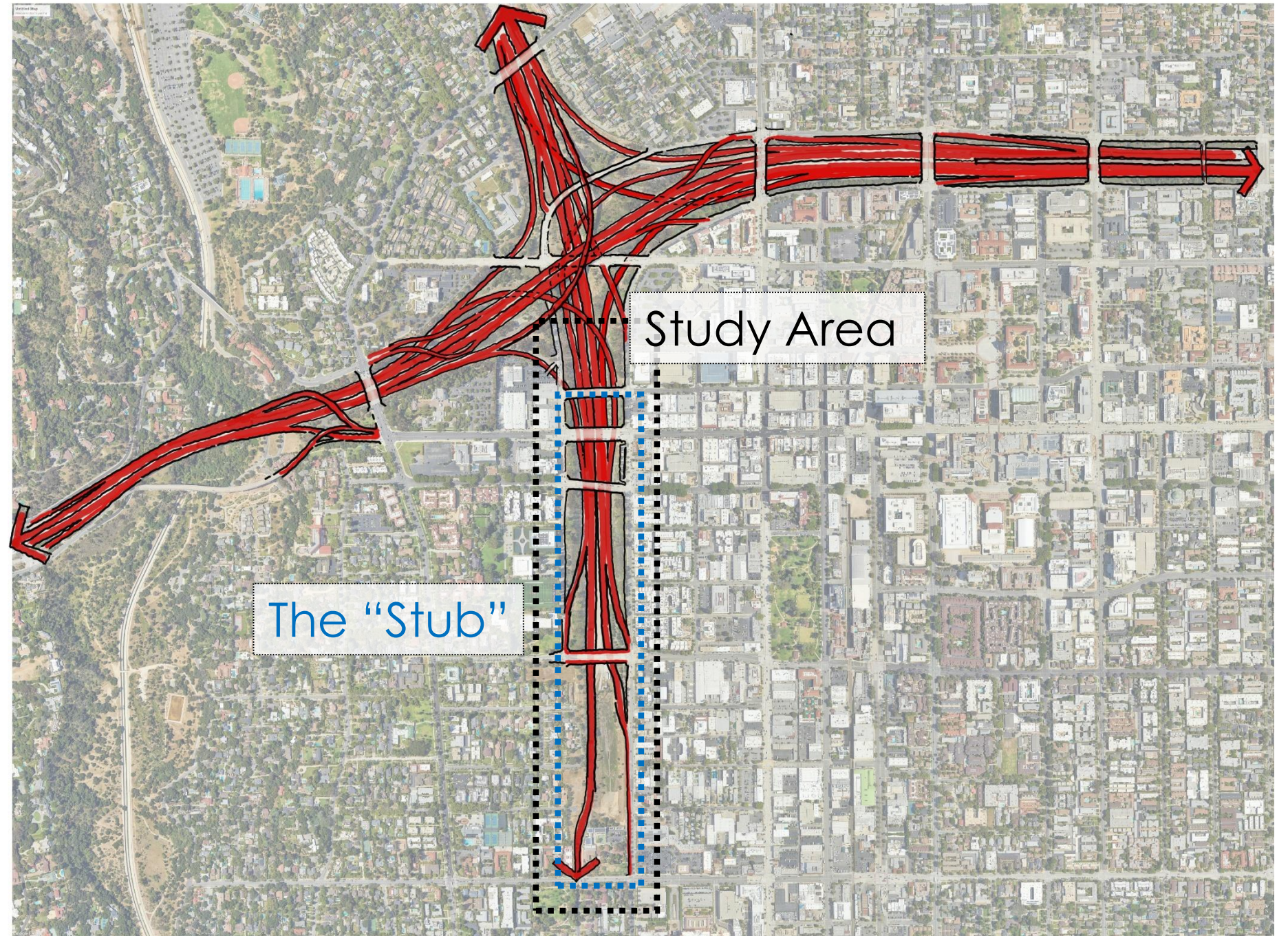
SR-710 Stub Area



THE 710 PROJECT AREA

Study Area

**Reconnecting Pasadena
Master Plan Area**



710 MASTER PLAN

- Relinquished area has no land use or zoning designations Master plan will be guiding planning document for the future development
- SR 710 Northern Stub Master Plan document must meet:
 1. City Council goals
 2. General Plan goals and policies

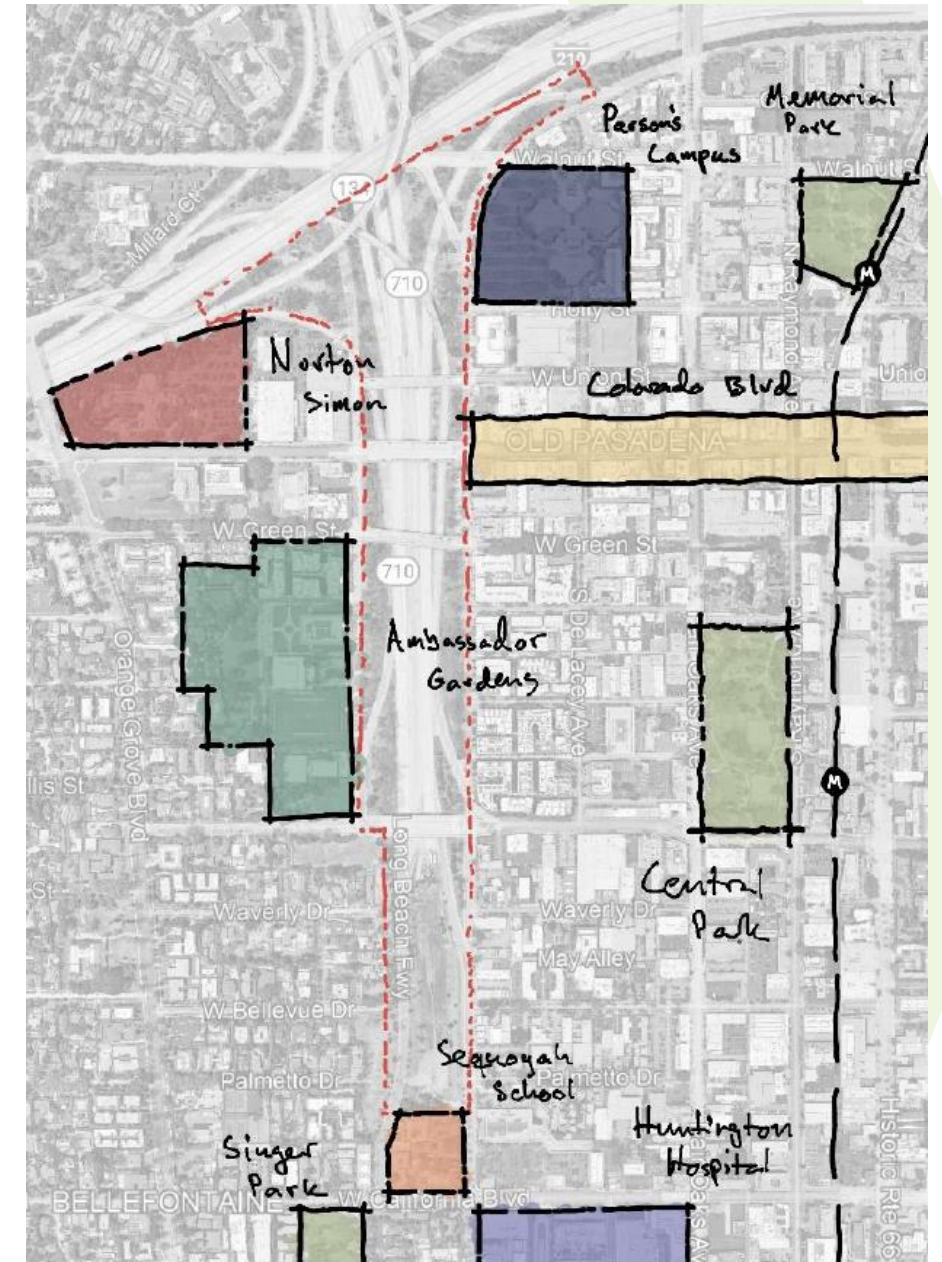
MASTER PLAN

Master Plan - seeks to explore redevelopment of Stub

- Acknowledgement of history of displaced communities
- Equitably distribute benefits
- Mitigate impacts to vulnerable populations

Identify future land uses such as:

- Housing, commercial, institutional & open space/parkland



RECONNECTING COMMUNITIES 710

- February 2023 – Pasadena City Council created the Reconnecting Communities 710 Advisory Group to:
 - *“To foster community engagement, civic participation and input on the vision, land use, transportation network, infrastructure, economics and restorative justice needed for this project and process of reconnecting the community.”*
- The Reconnecting Communities 710 Advisory Group will collaborate with City staff and consultants to create a vision and plan

HISTORIC PROJECT

EXPLORING PASADENA'S PAST

"Well, the first thing to hit me [after returning to Pasadena in the early 1970s] was physical. I didn't know that you had freeways bisecting the city. Of course, you know, I have feelings about that. I know that freeways always follow the path of least resistance and that would mean through the homes and backyards and the property of poor people. It has to follow the line of least resistance."

— Reverend Wilbur Johnson

The Heart of Pasadena's Communities of Color

Original First AME Church (1887-1910)
Fair Oaks Avenue and Chestnut Street about 1900

St. Andrews Church
Former location at Fair Oaks Avenue and Walnut Street, about 1900

Scott Methodist Episcopal Church
Mary Street, 1900

Parsons Block

Japanese Union Church (1913-1968)
Kawabuchi Place, 1925

First AME Church (1910-1974)
West Orange Blvd. at Orange Grove Blvd., 1925

Meiji Laundry
West Orange Blvd., about 1900

Friendship Baptist Church (1924-present)
West Orange Street, 1925

Carmelita Gardens
West Orange Blvd. at Orange Grove Blvd., 1925

James Woods Mortuary
South Vermont Avenue, about 1925

Morita Family Grocery
North Orange Street, about 1945

Mijares Restaurant
Patricia Street, about 1950

McAdoo's Grocery

Flores Adobe, Rancho San Pasqual
about 1900

Bellefontaine Nursery

Los Angeles Terminal Railroad

Millionaire's Row

The Prince family, about 1920

South Fair Oaks Avenue, about 1945

USAT TREE

Wind View of Pasadena, 1923
Pasadena's economic geography is clearly visible in this early view. Local industry (the Orange Grove Automobile, "Redwheels") is concentrated in the big buildings along the big streets. The big stores are concentrated in the main business district, parallel to the railroad tracks. Eastward, the middle-class residential areas are visible. The "line of least resistance" through the city is clearly visible.

Real estate boom, population grows from 25,000 in 1890 to 225,000 in 1920. Millions of acres of land were acquired during the Great Migration (1915-1930) when millions of Black people left the South to escape the threat of Jim Crow laws. But in Pasadena and elsewhere, local policies and practices continued to create where people of color were, worked, and lived in suburbs.

The map shows the Pasadena's central business district (shaded) between Orange County mansions on the west and Fair Oaks mansions on the east. It was the heart of a middle-class working-class community (shaded) along 1900. The history and geography of central Pasadena reveal a complex interplay of forces of which Adobe is the only remaining remnant.

HISTORICAL REPORT

- The Historic Report on the 710 Displacement – Awarded October 2023
Incorporated into the final master plan.
- Compile the comprehensive history of displaced neighborhoods from SR 710 and SR 210 actions

HISTORIC PROJECT WORK

a comprehensive story that includes historical information, neighborhoods that were displaced, and impacts

Data Setting

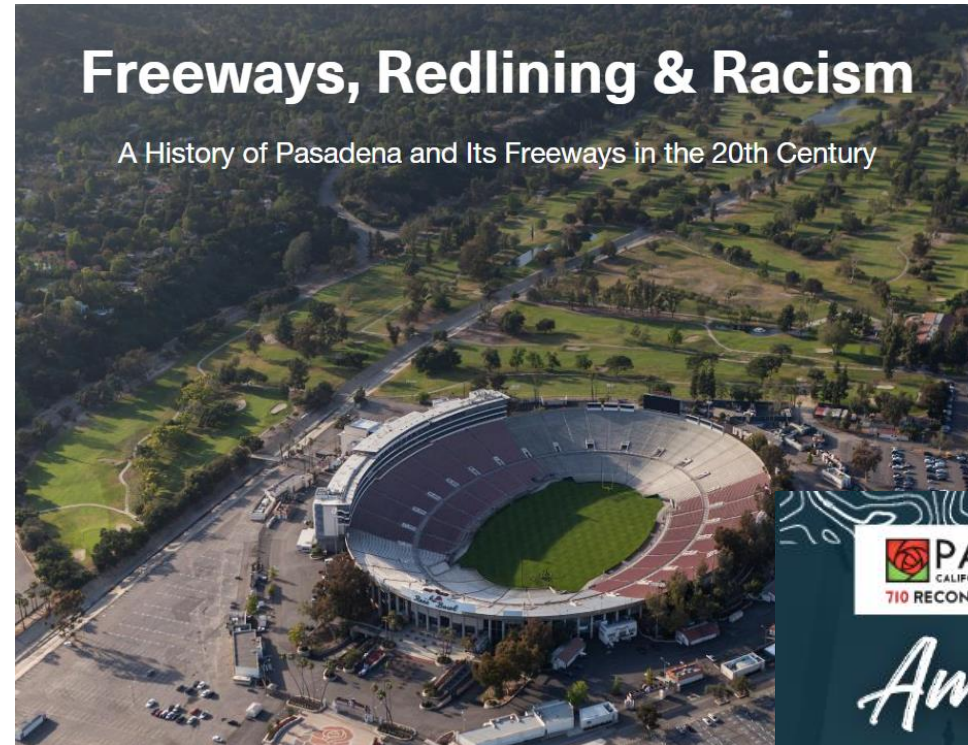
Document demographics of the people displaced & number, types of buildings, institutions

Oral History

Identify persons/sources with direct knowledge or experience

Impacts of Freeways on Pasadena

Documentation of demographic data by census tract from 1950 to Present; including pre- and post-710 and 210 construction.



The Historic Project consultant work will inform the work of the Restorative Justice Team.

A promotional flyer for Pasadena's 710 Reconnecting Communities Oral History Project. The flyer has a dark blue background with white text and a red section at the bottom. It features a QR code, a URL, and contact information. On the right side, there are three small black and white photographs of diverse people: a woman and a man smiling, a group of people sitting together, and a woman wearing a hat and smiling. The Pasadena logo is at the top left of the flyer, and the word "Amplify" is written in a large, white, cursive font in the center. The text below "Amplify" reads: "Welcome to Pasadena's 710 Reconnecting Communities Oral History Project. An initiative capturing stories shaped by the SR 710 Freeway Construction." The red section at the bottom contains the text: "If you or someone you know was impacted by the SR 710 Freeway Construction in the 1960s and 1970s, we urge you to share your story through our survey, a central community input tool." Below this text is the QR code, the URL "Bit.ly/OralHistoryInput", and the contact information: "Call us at (626) 345-5443 for a printed survey or to speak with our project consultant." The Pasadena logo is also present in the top left of the flyer, with the text "PASADENA CALIFORNIA - WWW.CITYOFPASADENA.NET 710 RECONNECTING COMMUNITIES" below it.

COMMUNITY ENGAGEMENT

- Community Engagement – The master planning process must incorporate equitable engagement
 - Youth engagement
- Community engagement events – shared with local CBO's and other stakeholders.



RESTORATIVE JUSTICE

A Restorative Justice Framework Unique to Pasadena

- The Historic Project consultant work will inform the work of the Restorative Justice Team
 - Documents & background materials related to the history of the relinquishment area
- Restorative justice work identify a framework or principles for inclusion of a social equity lens integrated throughout the Master Plan.

RECONNECTING PASADENA

- Reconnecting Communities 710 Advisory Group – Meet 3rd Wednesday of the month
- City Council Chambers – 6:30 p.m.
- <https://www.cityofpasadena.net/city-manager/reconnecting-communities-710-advisory-group/>
- Wendy Macias - Senior Project Manager
- wmacias@cityofpasadena.net

RECONNECTING  **PASADENA**



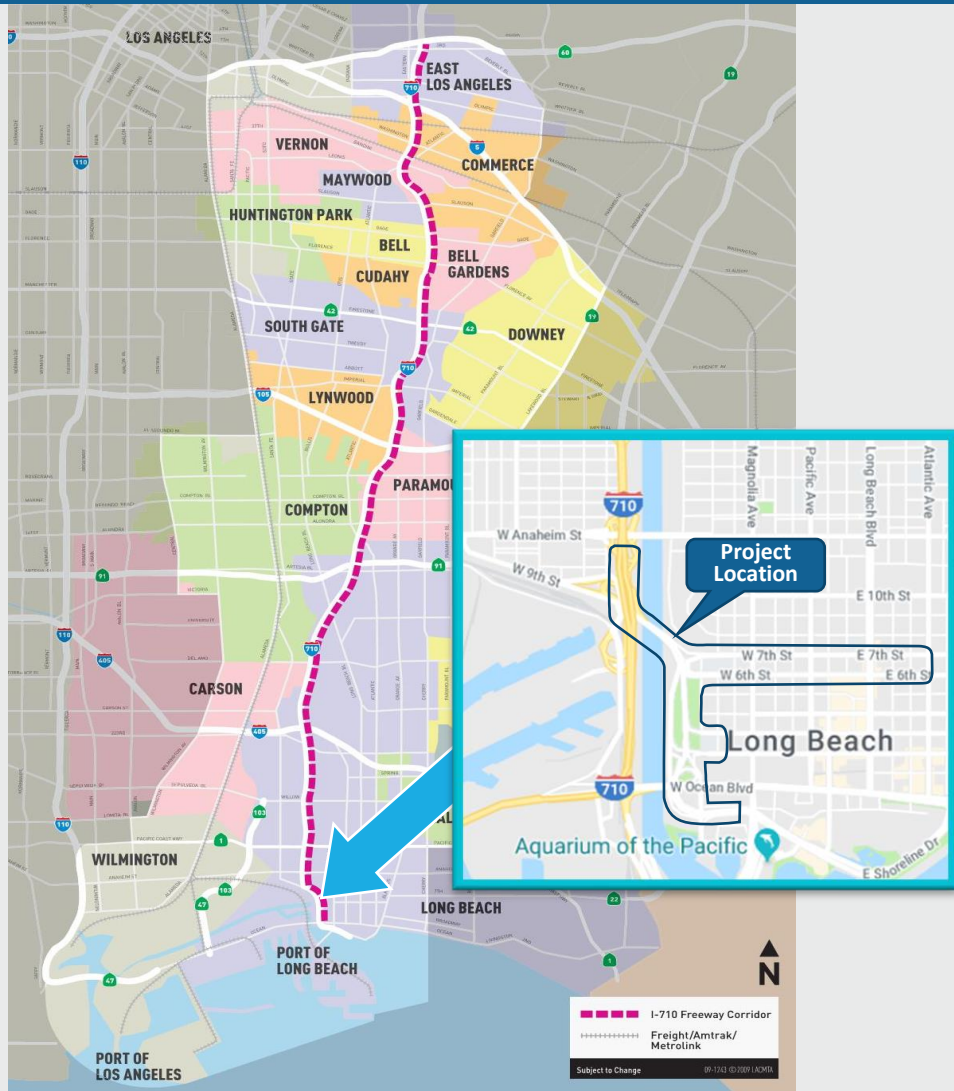
Shoreline Drive Realignment Project

SCAG: Equity Working Group

FY 2022 Reconnecting Communities Program

August 29, 2024

Shoemaker Bridge Replacement/Shoreline Drive Realignment Project



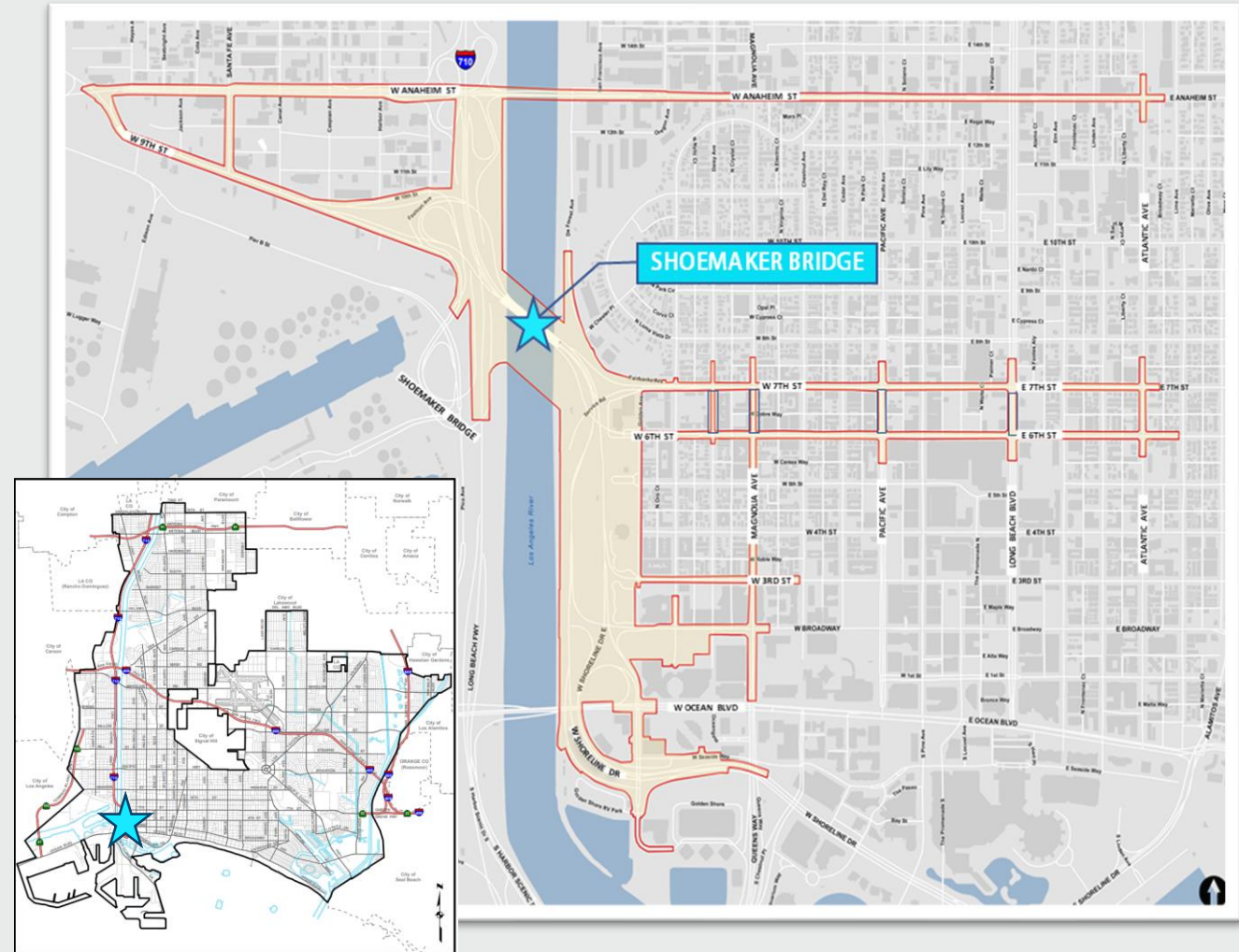
- Early Action of I-710 Corridor Project
- Existing bridge was built in 1954 and has structural and operational deficiencies.
- Construct a facility that meets current State Highway structural and geometric design standards.
- Reduce high accident rates and fatalities and improve safety and operations
- Improve connectivity from between downtown Long Beach and regional transportation facilities.
- Compatible with planned freeway improvements and downtown development projects (Drake-Chavez Park Master Plan, I-710 Corridor, LB-MUST)

Shoemaker Bridge Replacement Project

The Shoemaker Bridge Replacement Project is located on the west side of Long Beach at the southern end of the SR-710 and is bisected by the Los Angeles River.

The project limits are generally bounded by:

- 9th Street and 10th Street ramp connections and West Shoreline Drive to the west;
- Anaheim Street to the north;
- Magnolia Avenue to the east with the exception of Anaheim, 6th and 7th Streets that extend to Atlantic Avenue; and
- Ocean Boulevard and West Shoreline Drive to the south.



BEFORE - EXISTING CONDITION



AFTER - MAKING MORE USABLE SPACE

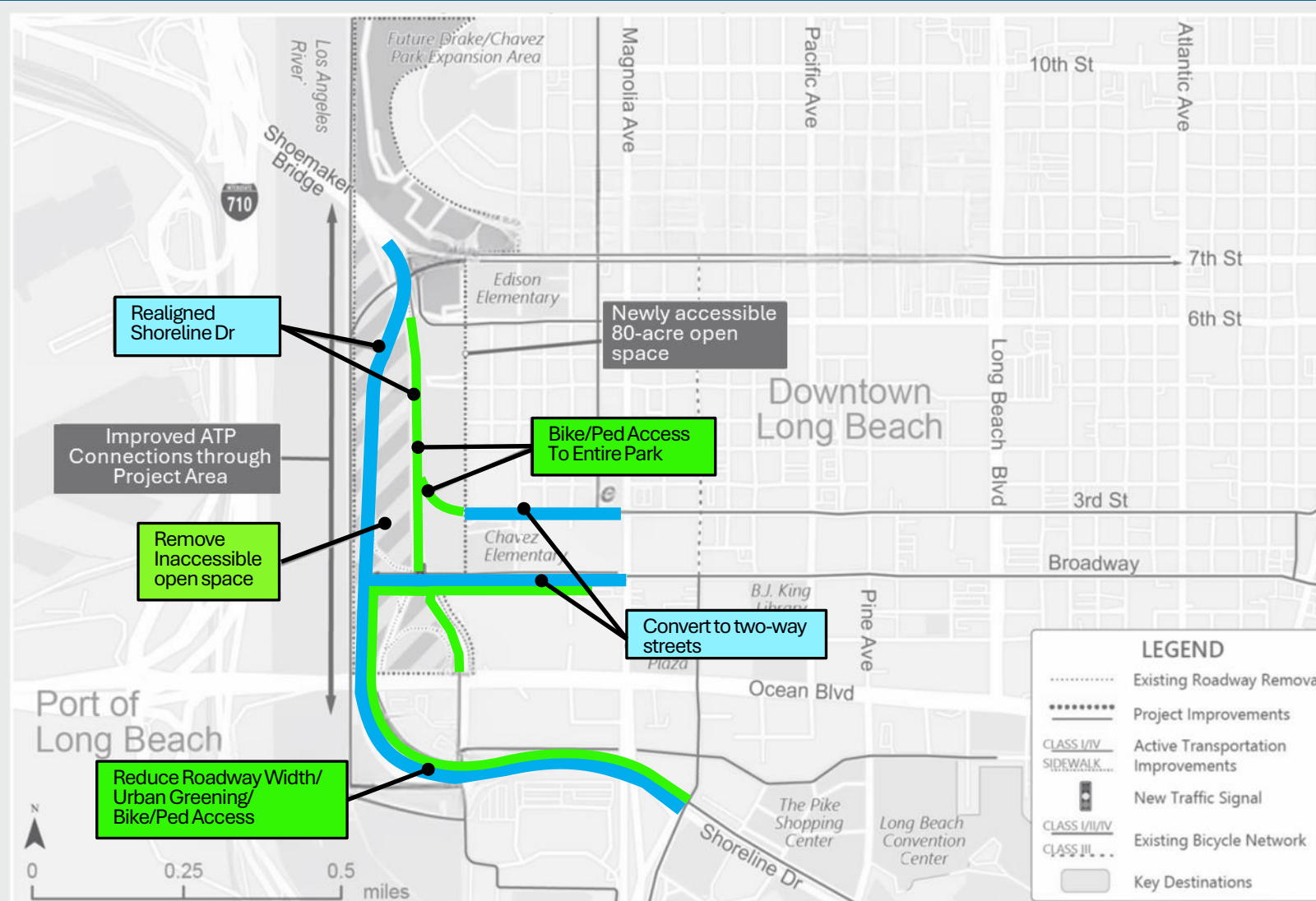


Shoreline Realignment Project

- First Phase of the Shoemaker Bridge Replacement Project.
- Realignment of Shoreline Drive will convert 5.6 acres of existing roadways into parkland.
 - ✓ Creates a more functional park space of 28.6 acres within Cesar Chavez Park.
- Helps fulfill the Drake-Chavez Master Plan and LB-MUST Master Plan
- Creates a more cohesive neighborhood
- Meet the needs for the projected increased demand for non-motorized transportation facilities within the City.
- Estimated Construction Cost: \$60M

Shoreline Drive Realignment Project

Proposed Improvements



- ✓ Realign northbound Shoreline Drive to the west, alongside the existing southbound Shoreline Drive.
- ✓ Replace northbound Shoreline Drive with a 0.35-mile bike and pedestrians shared use path.
- ✓ Add new signalized intersections, upgrading signalized intersections and expanding the fiber-optic ITS network to support safe, reliable travel along Shoreline Drive, 3rd Street and Broadway.
- ✓ Construct a 0.6-mile bike and pedestrian shared use path on southbound Shoreline.
- ✓ Convert Broadway into a two-way complete street from the newly realigned Shoreline Drive to Magnolia Avenue
- ✓ Convert Third Street into a two-way complete street from Golden Avenue to Magnolia Avenue
- ✓ Improve Safety and accessibility of Shoreline Drive by reducing speeds, improving roadway lighting, adding bicycle and pedestrian infrastructure.
- ✓ Restore access to open space.



URBAN GREENING



ACCESSIBLE & LARGER PARKSPACE



ROADWAY REALIGNMENT



PROTECTED BIKE & PEDESTRIAN PATH



NEW ICONIC BRIDGE



NEW PUMP STATION



COMMUNITY ENHANCEMENT



LONG BEACH MUNICIPAL URBAN STORMWATER TREATMENT



WETLANDS

Shoreline Drive Realignment Grant Approach

- Identify Project & Team
- Communicate & Collaborate
- Utilize Technology, Data & Resources
- Leverage Experts, Partners & Strategic Plans
- Implementation





Thank you

Eduardo Rivera

Administrative Analyst

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Eduardo.Rivera@LongBeach.Gov



Hamilton Loop Project

SCAG: Equity Working Group

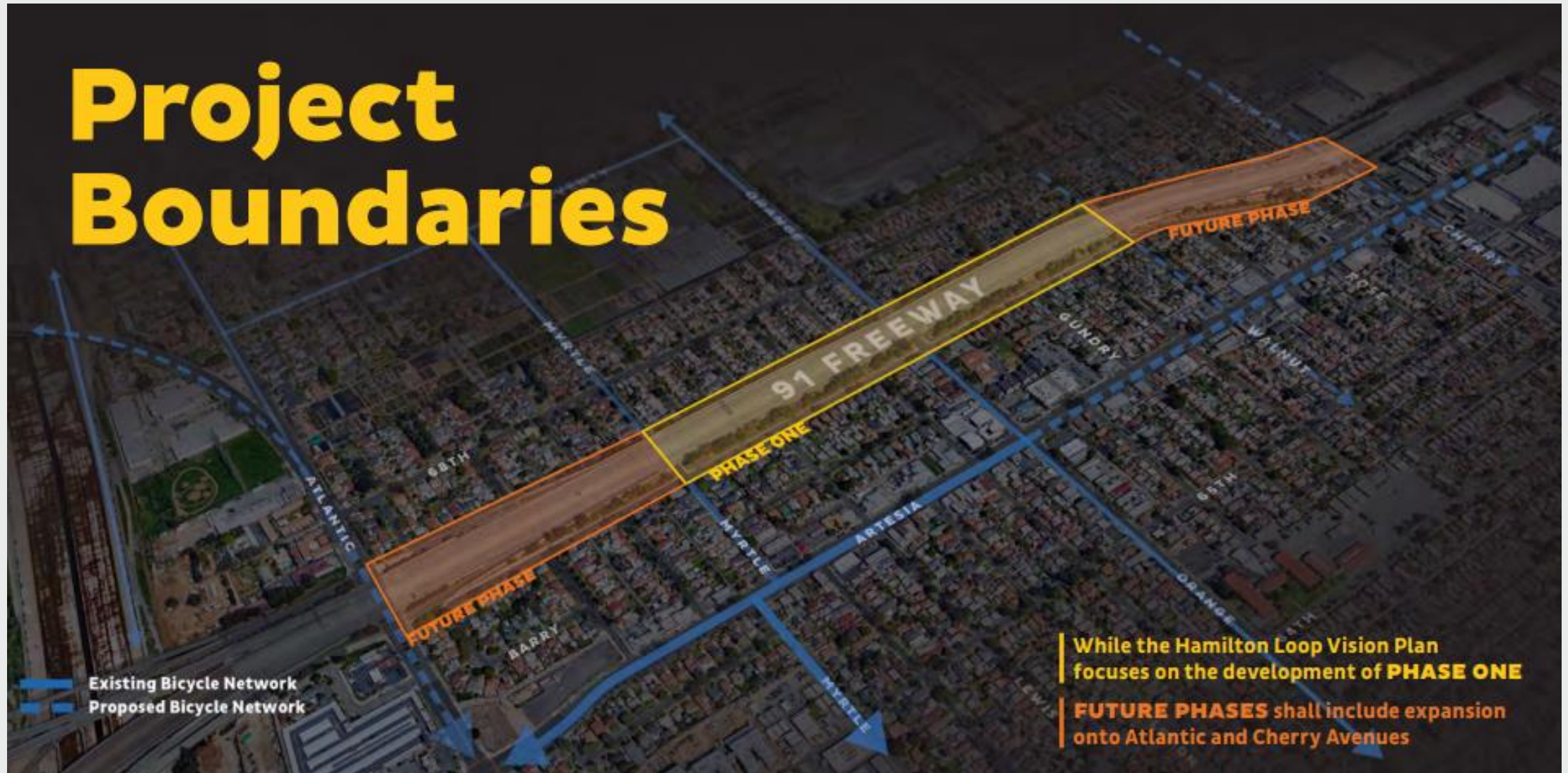
FY 2023 Reconnecting Communities Program

August 29, 2024

Project Description

- The Hamilton Loop Project will reconnect a community that has long been divided by State Route 91 (SR-91) from Atlantic to Cherry in North Long Beach. The Project is a community-driven concept that will transform the SR-91 embankment, underpasses, and nearby streets into a thriving community park space along a two-mile loop that connects both sides of the freeway. The Hamilton loop will likely include a pedestrian path, protected bike lane, community gardens, carbon-sequestering trees, landscaping, play and fitness equipment, a dog park, picnic areas, and more.

Project Boundaries



Hamilton Loop Project

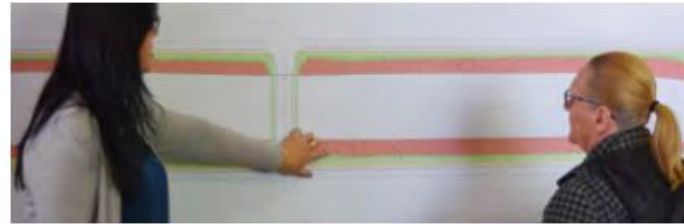
Existing Conditions



Hamilton Loop Project

Community Engagement

 **8** +  **62** =  **12**
Public Workshops & Stakeholder Meetings Community Surveys Community Identified Park Elements



Hamilton Loop Project

The Color Block Walk



PURPOSE

- Celebrate the collaborative efforts of the community.
- Inform residents about the Plan and solicit feedback.
- Prototype top vote-getting idea.

METHODOLOGY

Host a community block party/walking event by prototyping the Hamilton Loop, and soliciting community feedback in the process.

NUMBER OF PARTICIPANTS

250

OUTCOMES

- Refine priority open space projects
- Share the Plan with wider audience
- Prototype the most popular idea
- Greater community ownership of the Plan



Hamilton Loop Project

SMALLER AMENITIES



LARGER AMENITIES

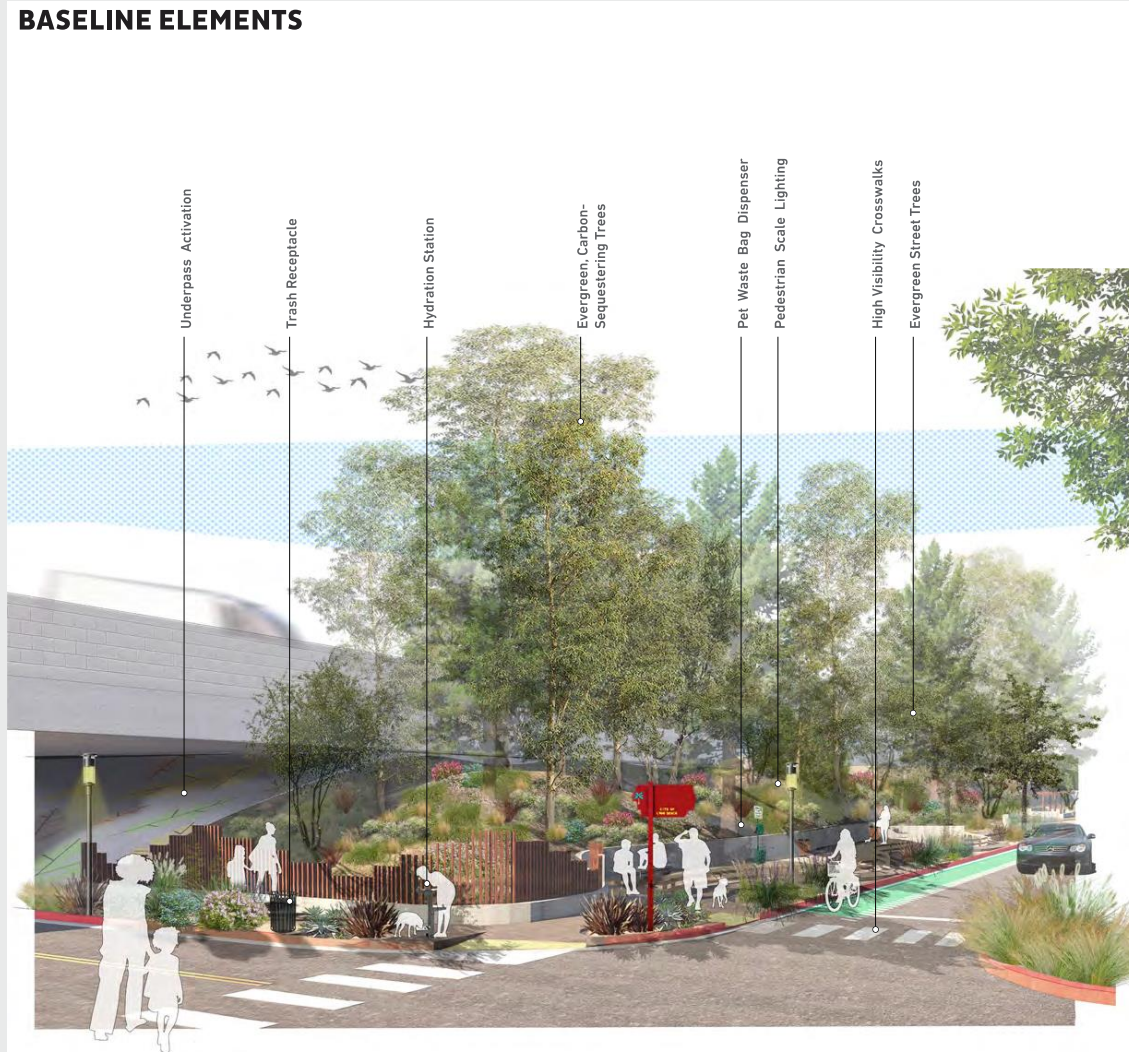


Community-Proposed Roadway Configuration

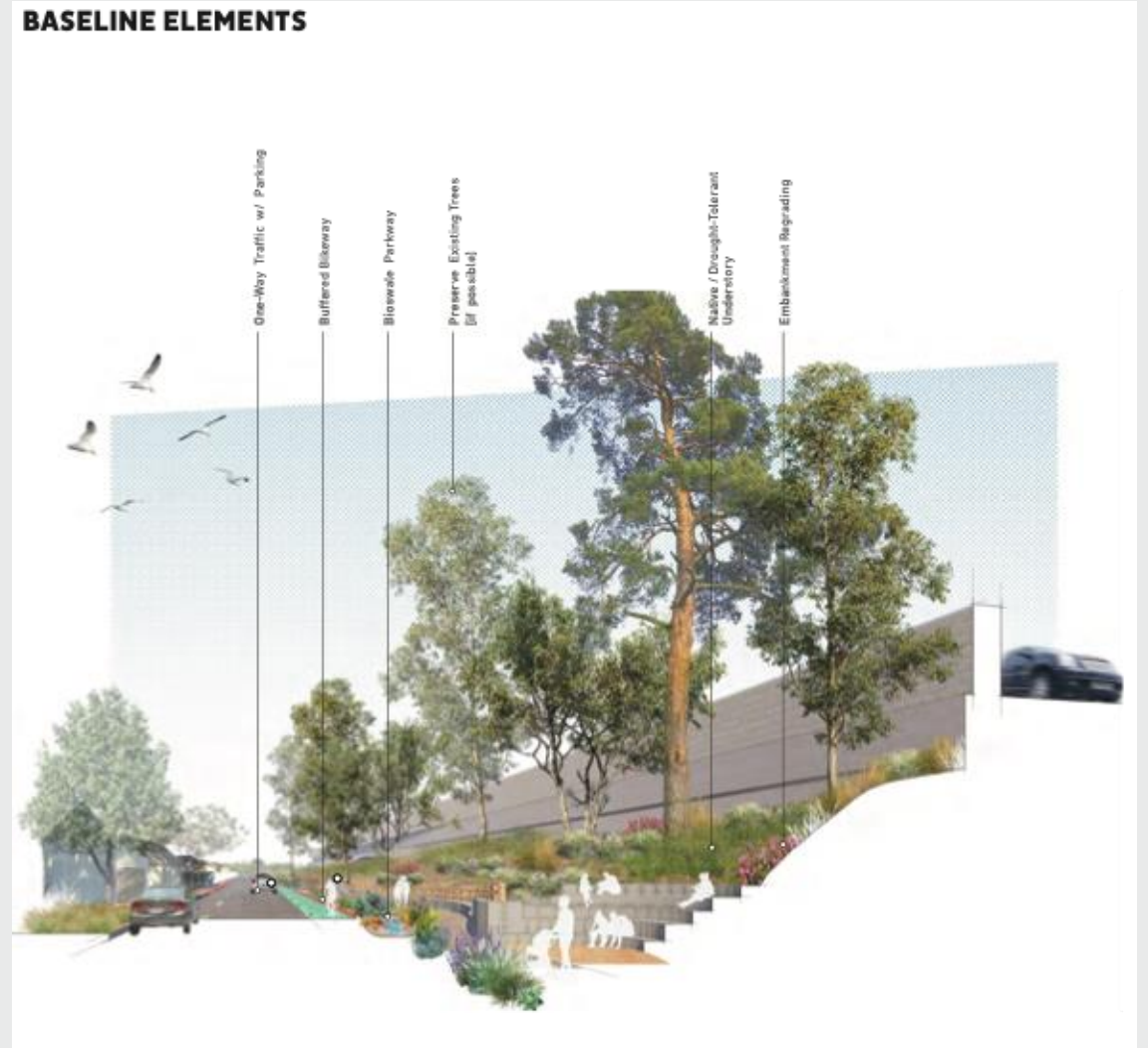


Hamilton Loop Project

BASELINE ELEMENTS



BASELINE ELEMENTS



Reconnecting Communities Planning Grant will be used for:

- Traffic studies, traffic engineering, landscape architecture
- Full PS&E
- Additional community engagement
- Environmental technical studies, if needed



Thank you

Nancy Villaseñor

Capital Projects Coordinator

562.570.4634

Nancy.Villasenor@longbeach.gov



San Antonio Creek Trail

Multimodal Connectivity Plan

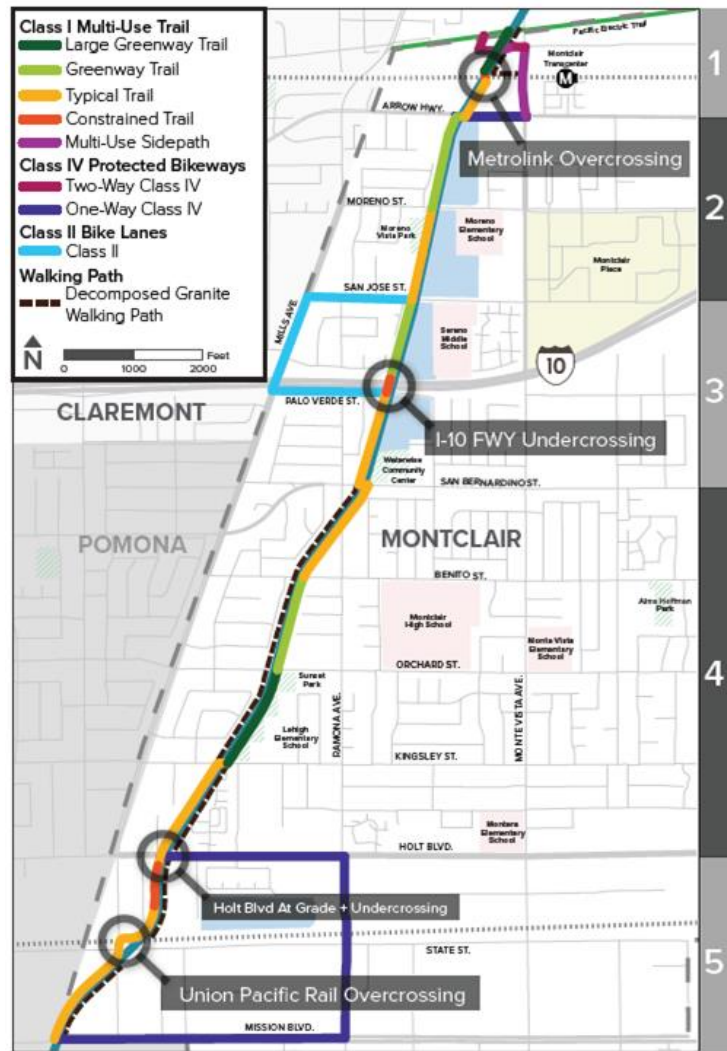
August 29, 2024

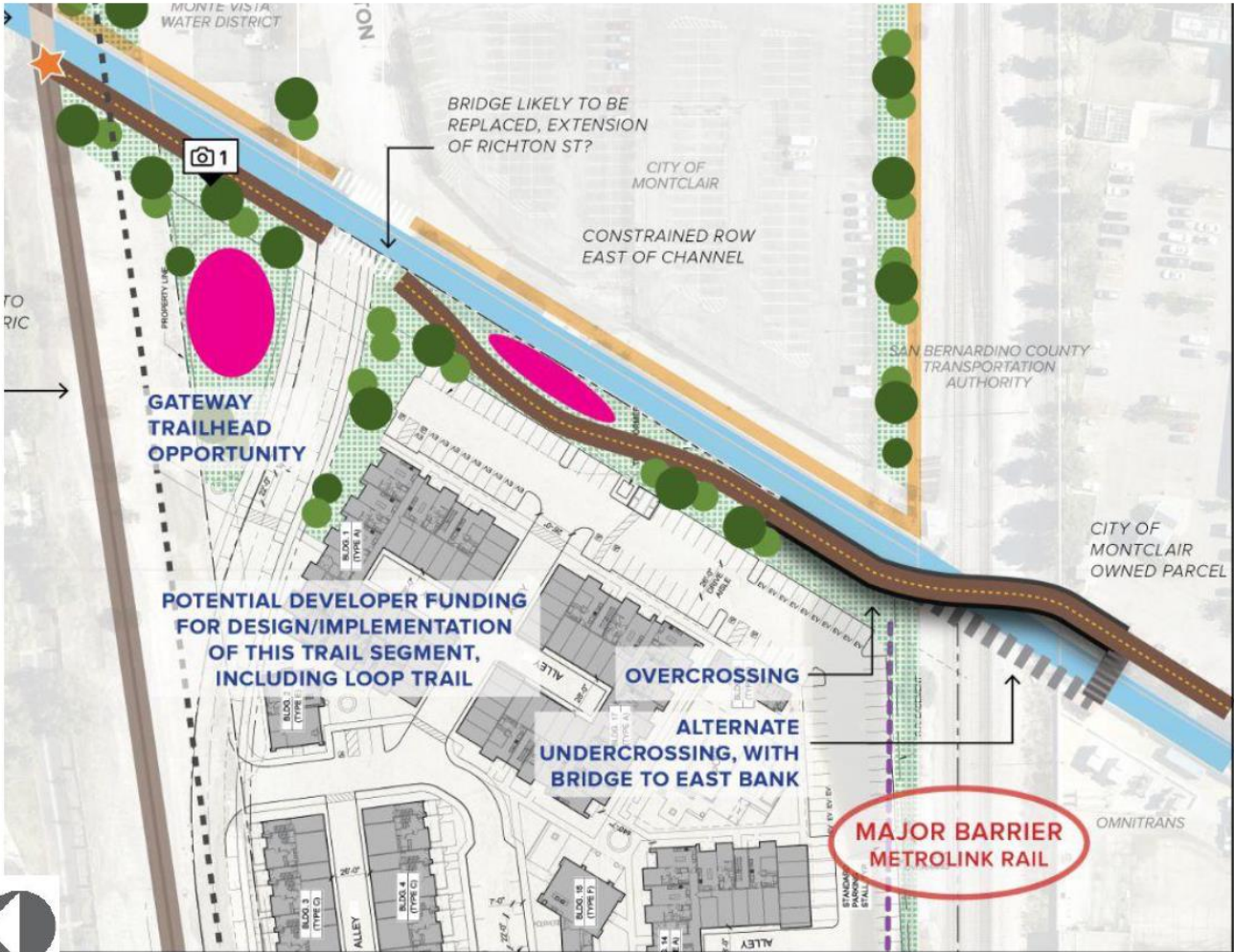


San Antonio Creek Trail Multimodal Connectivity Plan

Overview

- Trail will be a regional & local connector
- Greening/open space expansion
- Collect community & stakeholder input
- Existing Conditions & Opportunities
- Estimated Construction Costs
- Environmental Requirements
- Permitting Process





San Antonio Creek Trail

- Multi-use trail
- Multi-use overcrossing
- DG Walking path
- Alternate alignment
- Loop Trail Opportunity

Misc.

- City Boundary
- San Antonio Creek
- Development Parcel
- Class III Bikeway
- Class II or IV Bikeway

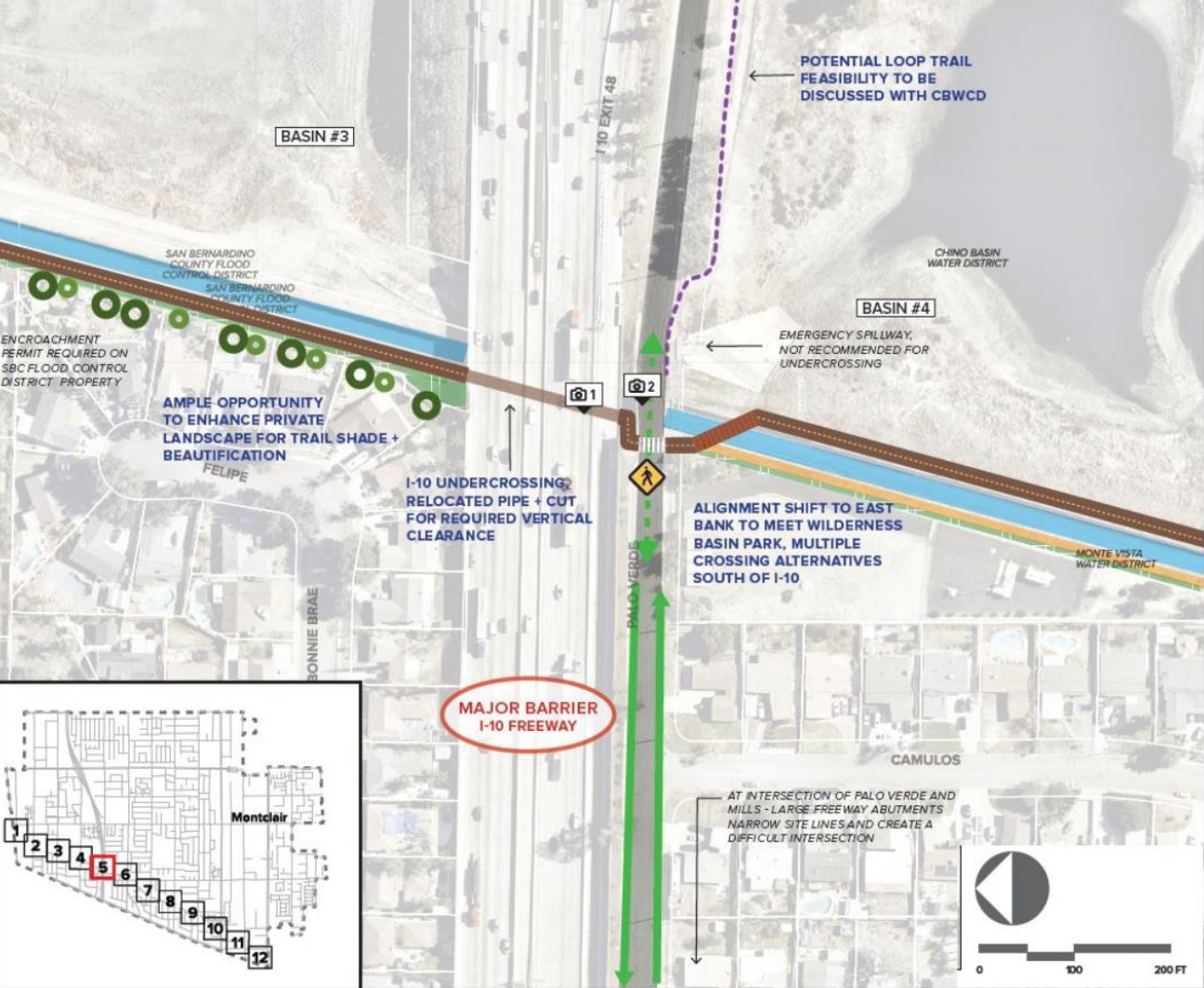
Traffic Control

- Existing Traffic Signal
- New Signal or HAWK
- New RRFB

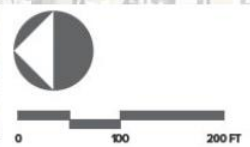
Landscape & Placemaking

- Trees & Shrubs
- Trees & Shrubs-Private
- Groundcover Planting
- Amenities/Programming
- Gateway/Signage





- San Antonio Creek Trail**
- Multi-use trail
 - Multi-use overcrossing
 - DG Walking path
 - Alternate alignment
 - Loop Trail Opportunity
- Traffic Control**
- Existing Traffic Signal
 - New Signal or HAWK
 - New RRFB
- Misc.**
- City Boundary
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 - Development Parcel
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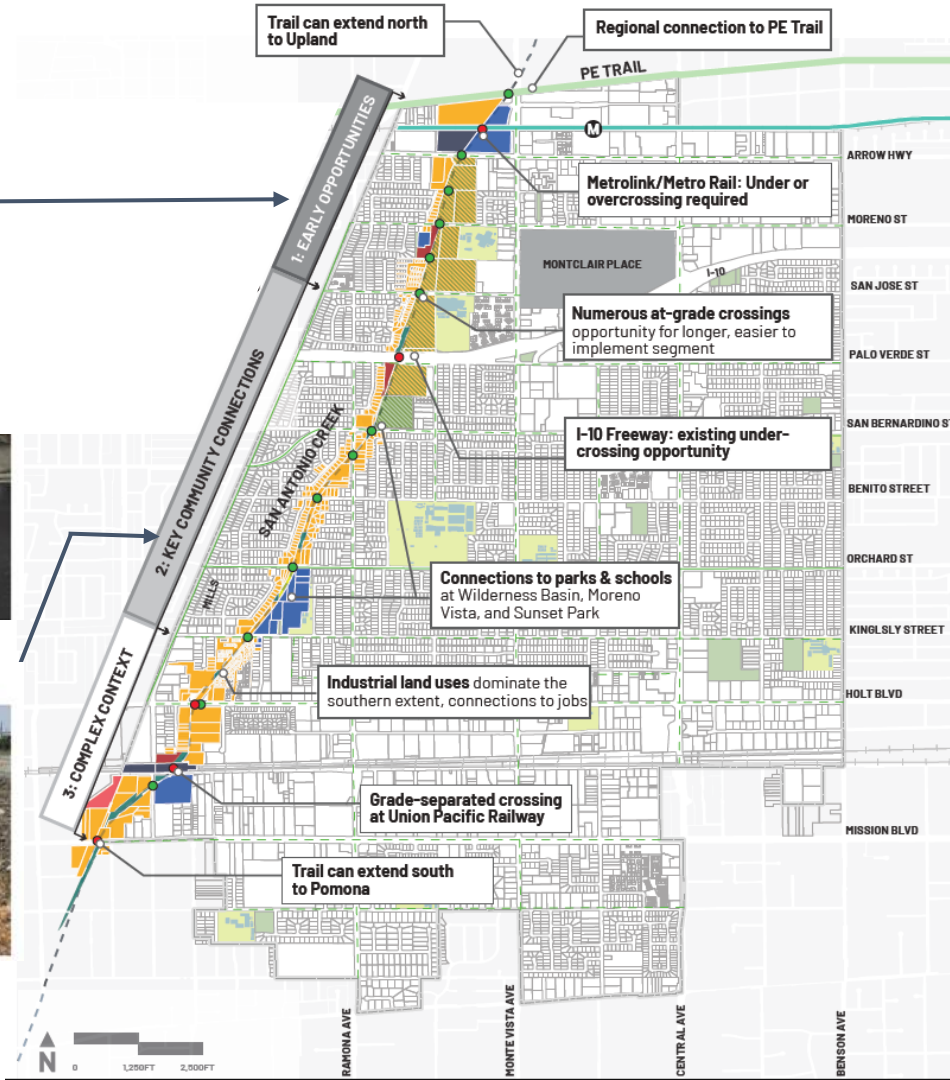


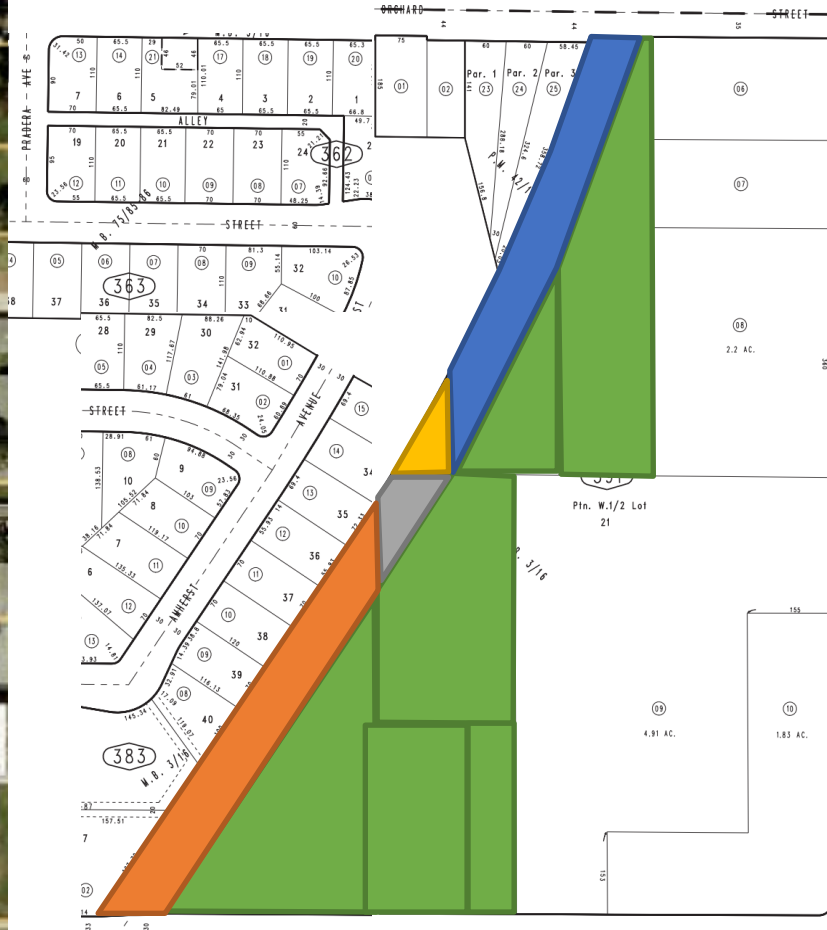
Existing Conditions & Opportunities

Area 1: PE Trail to San Jose Street



Area 2: San Jose Street to Kingsley Street





- City
- Flood Control District
- Private Owner
- Private Owner
- Private Owner

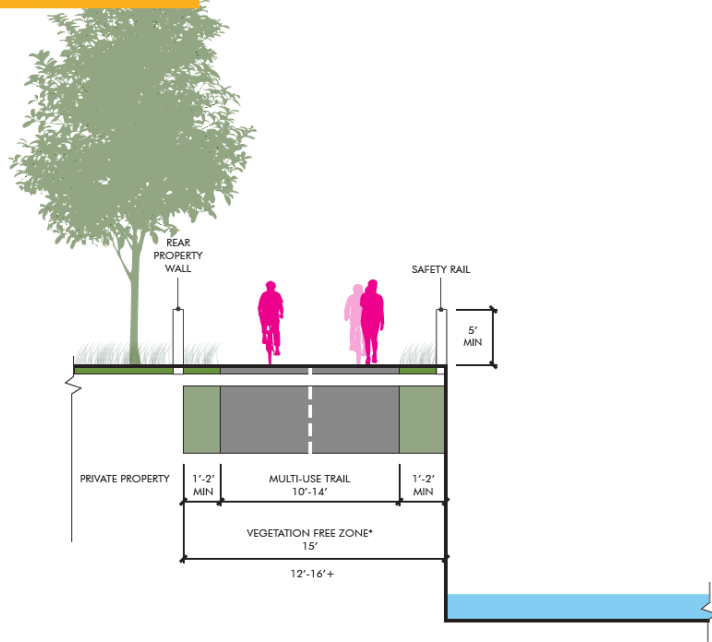
Permitting Process

Level of Government	Agency	Potential Permit or Approval
Federal	Federal Emergency Management Agency	100-year Floodplain Encroachment / 408 Permit
State	California State Water Resources Control Board	Water Quality Order 2012-0006-DWQ (General Construction Permit and SWPPP)
	Regional Water Quality Control Board	Section 401 Water Quality Certification Permit and Waste Discharge Requirement
	California Public Utilities Commission	Grade Crossing/Project Design Review
	★ Caltrans	Pre-Design Screening
Regional	Monte Vista Water District	Water Line Relocation Coordination
	San Bernardino County Flood Control District	Project Design Review
	★ Chino Basin Water Conservation District	Project Design Review
Other Agencies	San Bernardino County Transportation Authority	Project Design Review and License Agreement
	★ Southern California Regional Rail Authority	Maintenance Agreement
	★ Metro	Project Design Review
	★ Metrolink	Project Design Review

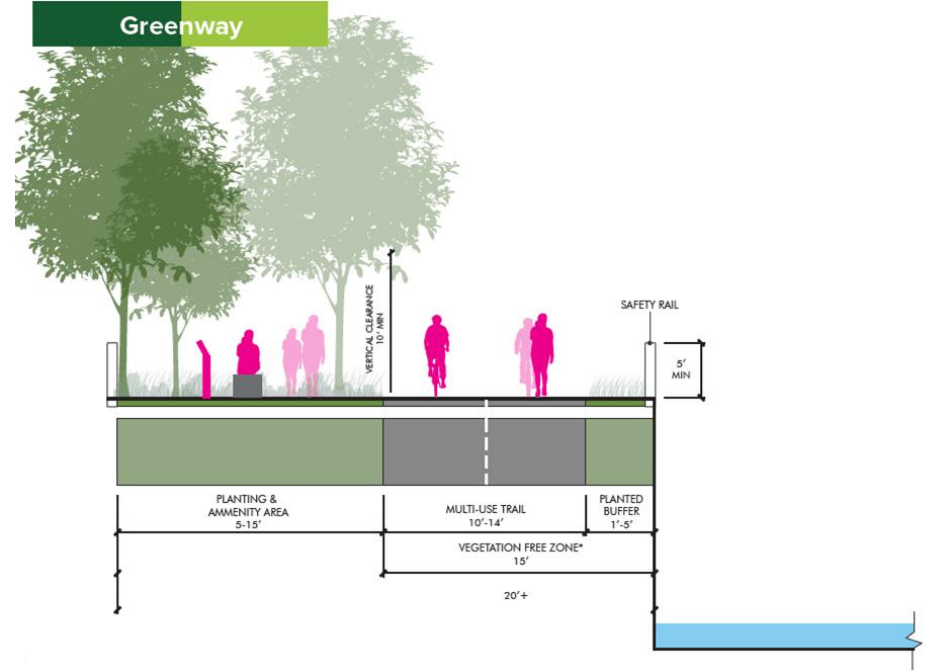
★ Involved in stakeholder engagement

Typical Cross Sections

Typical

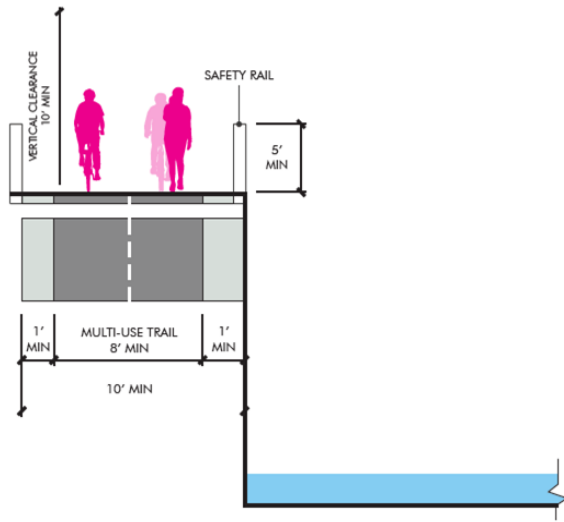


Greenway

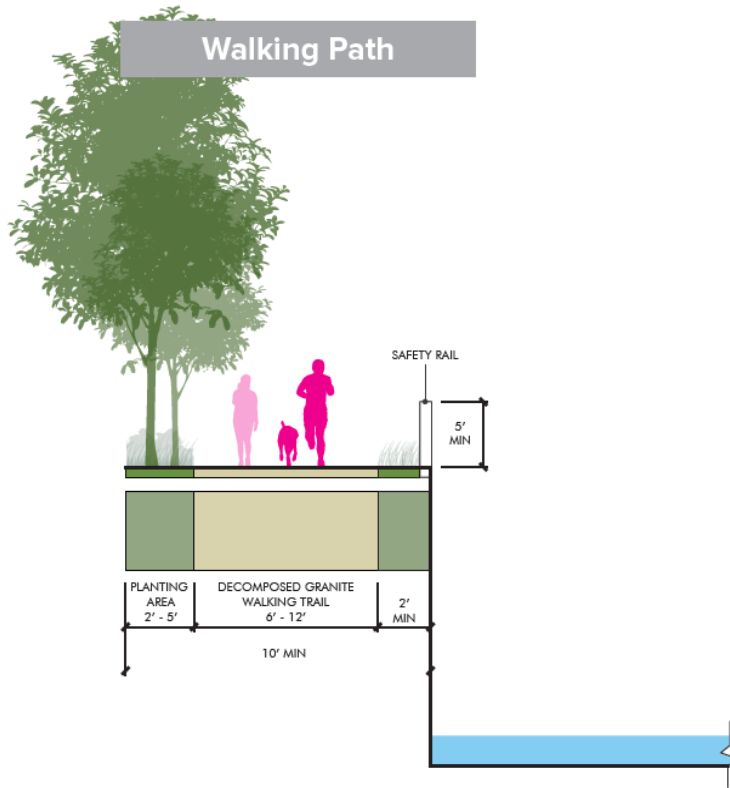


Typical Cross Sections

Constrained



Walking Path



Long-Term Vision: Grade-Separated Crossings



Hollywood Blvd.
Safety and Mobility Project

SCAG EWG MEETING

August 29th, 2024



Hollywood Blvd.

Safety and Mobility Project



Hollywood Blvd.

Safety and Mobility Project

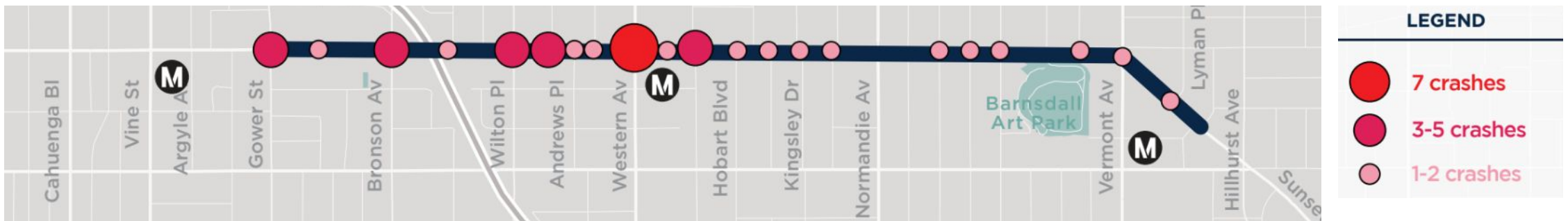


Hollywood Blvd.

Safety and Mobility Project

Vision Zero Priority Corridor: Gower St to Lyman Pl

- **56 people** killed or severely injured in **53 crashes** (2010-2019)
 - **60%** involved people walking or biking
- Speeding drivers
 - **29%** of westbound drivers between Normandie and Kingsley travel at **35 mph or more**
- High number of pedestrians/bicyclists/transit riders



Project Goals



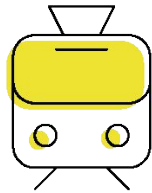
Improve traffic safety and reduce fatalities and severe injuries caused by car crashes



Enhance connectivity to jobs, social services, transit and community resources



Support sustainable modes of transportation (biking, walking, rolling, transit)



Increase access to Metro B (Red) Line



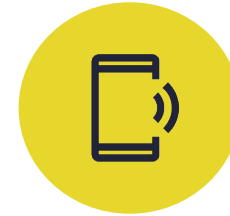
Complement future redesign of the Hollywood Walk of Fame

Marketing



~20,000

- Sent mailer to households and businesses within ¼ mi of the corridor



~60,365
unique viewers

- Launched 16 day social media ad campaign



~2,014
Mailing list

- Sent project launch email to stakeholders in project area on August 31st

Hollywood Blvd.

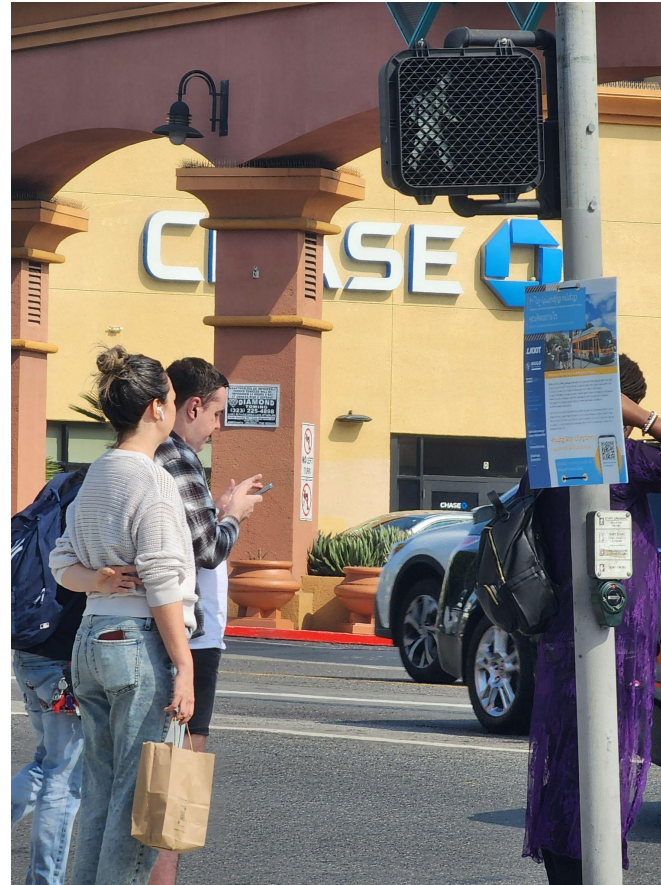
Safety and Mobility Project

Marketing



125
Posters

- Placed project posters with link to survey along the corridor in:
 - English
 - Spanish
 - Thai
 - Armenian



Hollywood Blvd.

Safety and Mobility Project

Surveys



1,834
responses

- Open from August 14th to October 22nd
- Available in multiple languages
- Majority of respondents live near the project area

Share Your Thoughts

Take the online survey:

<https://ladot.lacity.org/hollywood>



Email:

visionzero@lacity.org

Community Briefings



9

- East Hollywood NC
- Los Feliz NC
- Studio District NC
- Hollywood United NC
- Kaiser Permanente
- Thai CDC
- Los Feliz BID
- East Hollywood BID
- Tri-Hospital/Church of Scientology Partnership



On-street Outreach



500

People Engaged

Tabling + Charrettes

- CD 13 Community Resource Fair
- Hollywood Farmers Market
- Hollywood/Western Metro Station
- Ralphs Supermarket
- Salvation Army Apartment Complex



Hollywood Blvd.

Safety and Mobility Project

On-street Outreach



- Walk Audit on Oct 14th
 - 15 attendees
- Bike Audit on Nov 4th
 - 22 attendees



On-street Outreach



Business Canvassing

- October 16th to October 20th
- 201 Businesses visited
- 64 survey responses received



What We Heard



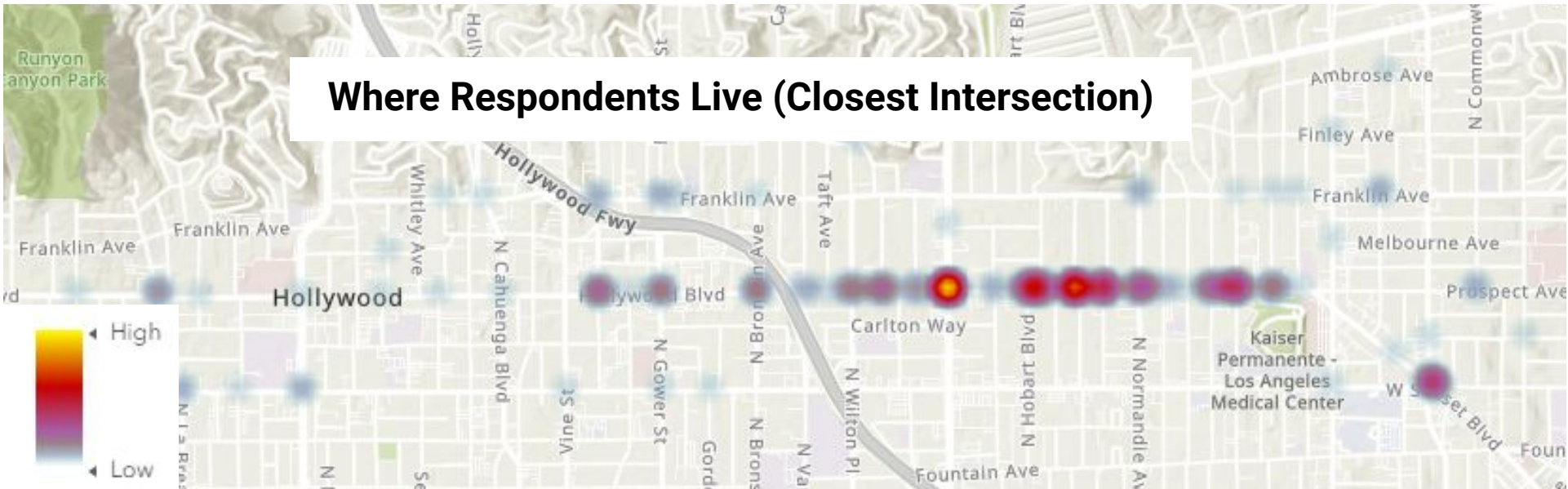
Hollywood Blvd.

Safety and Mobility Project

Survey Results

Demographics of respondents

- Approximately 60% of respondents were males
- 65% of respondents were white, 15% latinx
- 95% of respondents spoke English
- 70% were between the ages of 30 and 64
- Majority live within ¼ mile of the corridor



Hollywood Blvd.

Safety and Mobility Project

Survey Results

What makes traveling along Hollywood feel unsafe?



- **87% of respondents** said that improving safety on Hollywood Blvd is very important to them
- **76% of respondents** said that cars traveling at high speeds make them feel unsafe along the corridor
- **60% of respondents** said that a lack of bike facilities make them feel unsafe.

Hollywood Blvd.

Safety and Mobility Project

Survey Results

Is there anything else you want to share about traffic safety along Hollywood Blvd?



“Drivers **drive way too fast**, esp at night. The entire blvd should have **protected bike lanes**.”

“A **protected bike lane** would be extremely welcome along Hollywood Blvd.”

“**Speeding cars** are a huge problem. Need to remove one lane of traffic in each direction and create a **fully protected bike lane** in each direction with the other vehicle travel lane.”

“**Bike lanes** would be amazing.”

“A **protected bike lane** of some sort would mean I can do multi modal transportation, and use the 2 bus as well as metro or the bike share for work.”

“**Protected bus/bike lanes please!!!!** With real concrete barriers! Wider sidewalks and medians to **slow down cars!**”

Hollywood Blvd.

Safety and Mobility Project

Survey Results

Is there anything else you want to share about traffic safety along Hollywood Blvd?



“**Scooters** are one of the biggest hazards on the sidewalks.”

“There aren’t enough stop lights and crosswalks for pedestrian on this portion Hollywood Boulevard. **Cars don’t always stop** for pedestrians at the flashing lights only crosswalks.”

“Multiple places along Hollywood Blvd are on the verge of being viable places for retail/dining/strolling but lack sufficient protection and auto calming to do so. **Removing auto travel lanes** to add in bus or bike lanes **would do wonders** for these places.”

“**Homeless encampments, street vendors** and people sleeping on the sidewalk push pedestrians toward the curb/street. Clearing sidewalks would be an obvious solution for safety.”

Hollywood Blvd.

Safety and Mobility Project

New Street Design Benefits

- **Reduce excessive speeds**, and therefore risk of severe injury or death for people walking and biking
- **Reduce the number of travel lanes** people walking need to cross the street, therefore reducing exposure to traffic
- Provide a **safe, dedicated space for people on bikes and scooters**
- Provide a **dedicated space for drivers to make left turns** without stopping through traffic



Hollywood Blvd.

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Hollywood Blvd.

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Hollywood Blvd.
Safety and Mobility Project

THANK YOU!

Stay in Touch

Project website: <https://ladotlivablestreets.org/projects/hollywood-blvd>

Email: visionzero@lacity.org

Follow us [@ladotlivable](#)

LADOT



HUGO
Soto-Martínez
L.A. City Councilmember | District 13

**NITHYA
RAMAN**

Los Angeles
City Councilmember
★
4th District



Panel Discussion

WWW.SCAG.CA.GOV

UCLA: “Addressing The Discriminatory Impacts of Redlining and Highway Development in California”

- What specific examples from Southern California illustrate the long-term impacts of highway development on marginalized communities?
- What measures can be taken to ensure that future infrastructure development promotes equity rather than perpetuates existing disparities?

City of Pasadena: Historic Project of the Reconnecting Pasadena 710 Master Plan Process

- How important was the inclusion of the Historical Review in shaping Master Plan and guiding Community Engagement?
- How has the community responded to the Historical Review efforts?

City of Long Beach: Shoreline Drive Realignment and Hamilton Loop

- How will the proposed Shoreline Drive and Hamilton Loop projects impact the local communities in terms of transportation, access, and environmental quality?
- Did you notice if this focus on well-designed content had any impact on communicating ideas to the public or did it have any other benefits or drawbacks? Do you have any other advice for effective communication?

City of Montclair: San Antonio Creek Trail

- How have local stakeholders, including community groups and environmental organizations, been engaged in the planning process for these projects?
- Is there anything that you learned from outreach or research on this trail that surprised you? Any special significance or experiences from the current trail that could impact the design?

LADOT: Safety and Mobility Project

- Was there any input from community members that wasn't initially part of the project design but is now being integrated as a result of their feedback?
- Given the diverse demographics of Hollywood Blvd (race/ethnicity, people experiencing homelessness, language barriers, etc.), how did you ensure their voices were heard in the planning process?

Questions for all cities

- How are you framing the concept of “reconnecting communities” in public engagement? Are there any initial responses to this language that have been helpful in shaping the messaging around these types of projects?
- Has there been any concern from residents on the connection between improved infrastructure (i.e., adding bike lanes) and gentrification? If so, how did you handle that narrative?
- Are there any metrics for how successful these projects will be in reconnecting communities? Any suggestions for metrics?



Highways to Boulevards Regional Study

Hina Chanchlani – Associate Regional Planner
Mobility Planning and Goods Movement
Equity Working Group (EWG)
August 2024

WWW.SCAG.CA.GOV

Connect SoCal 2024 and SCAG's Racial Equity Early Action Plan



Mobility: Build and maintain an integrated multimodal transportation network.



Communities: Develop, connect and sustain communities that are livable and thriving



Environment: Create a healthy region for the people of today and tomorrow



Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents

"As central to SCAG's work, racial equity describes the actions, policies, and practices that eliminate bias and barriers that have historically and systemically marginalized communities of color, to ensure all people can be healthy, prosperous, and participate fully in civic life."

Federal, State, and Regional Opportunity

- Highways to Boulevards Regional Study
- Funded via \$480,000 federal earmark
- Aligned with recent federal and state support for this work:
 - **Reconnecting Communities Pilot (RCP) Program**: \$1 billion over 3 years in dedicated funding to restore community connectivity
 - **Neighborhood Access and Equity Grants**: \$3 billion allocated by FY23 to support neighborhood equity, safety, and affordable transportation access to reconnect communities divided by existing infrastructure barriers
 - **Caltrans Reconnecting Communities Highways to Boulevards Pilot Program** \$150 million for a Highways to Boulevards conversion pilot program

Defining the Project

Highways to Boulevards Regional Study

Aims to identify areas to remove, retrofit, or mitigate the negative impacts of highways and railways through highway to boulevard conversions, freeway caps, and railroad conversions.

Study Goals and Scope



Identify locations for conversion and mitigation



Develop methodology to identify potential conversions



Position the region for federal funding & implementation



Reknit communities



Lift up Priority Equity Communities



Preserve and create safer & healthier communities

- Review existing conditions
- Establish a framework and a set of metrics
- Identify and evaluate potential projects (6-10)
- Develop guide to support locals
- Robust stakeholder engagement

FEDERAL

Reconnecting Communities Program (RCP)

WHAT ARE POSSIBLE PROJECTS?

Complete Streets



Prospect Park
(Brooklyn, CA)

Bus Rapid Transit



Van Ness BRT
(San Francisco, CA)

Pedestrian Overpass



41st Street Bridge
(Chicago, IL)

... and more! Communities can apply for **planning** and **construction** grants to pursue these types of projects.

FEDERAL

Reconnecting Communities Program (RCP)

WHAT ARE POSSIBLE PROJECTS?

Highway
Caps



Klyde Warren Park
(Dallas, TX)

Highways
to
Boulevards



Mandela Parkway
(Oakland, CA)

Rails to
Trails



Atlanta Beltline
(Atlanta, GA)

... and more! Communities can apply for **planning** and **construction** grants to pursue these types of projects.

Best Practices Key Takeaways



PLAN FOR INCLUSION AND AFFORDABILITY FROM THE START

Infrastructure projects that substantially improve quality of life in a neighborhood often contribute to rising real estate values, which can price out existing residents and small businesses. Getting ahead of this by implementing anti-displacement measures early on is key. As SCAG reviews potential projects, those committed to preventing displacement may be prioritized, and early stage projects should be encouraged to do so.



PRIORITIZING UNDERSERVED COMMUNITIES

As additional relevant projects in the SCAG area are identified and considered as priority projects for this study, they should be screened to verify they are located in underserved communities.



LEVERAGE OVERLAPPING GOALS

As communities develop their project concepts and prepare their applications, considering the ways in which these projects serve the dual purpose of addressing climate change in addition to reconnecting communities may position them to be competitive for funding from a wider range of state—and federal—sources



FIND A PROJECT CHAMPION

Individuals and organizations who are passionate about reconnecting their community and will steward the project through a multi-year process are incredible assets. Projects with strong community support, especially those initiated by the community, are likely to be good candidates to undertake a major project. As projects are reviewed, existing advocates or an established framework for support, like a neighborhood group or business improvement district, should be considered a plus.



THINK BEYOND HIGHWAY CAPS

Context-sensitive solutions are key. Projects like complete streets, bus rapid transit lines to disconnected communities, pedestrian walkways and overpasses, linear parks and trails, main street revitalization, and even the redevelopment of railyards are all eligible for reconnecting communities funds and should be considered in the pool of potential priority projects.



CONSISTENCY ACROSS LEVELS OF PLANNING

Reconnecting Communities Pilot Program requires projects applying for capital construction grants to be consistent with their state's long-range transportation plan and their MPO's long-range plan (if applicable), and included in the state, MPO, or Tribal Transportation Improvement Program (TIP). As priority projects are selected, the likelihood of support from both a bottom-up and top-down perspective should be considered.

PAC 1 informs Guiding Principles

As Informed by the first meeting of PAC Phase 1 & Survey Results



Multimodal

Integrate and promote multimodal travel – improving access to opportunity and restoring community connectivity



Safe

Improve safety for all roadway users



Coordinated

Address regional issues and enhance regional coordination



Equitable

Prioritize historically disadvantaged communities and support economic empowerment



Healthy

Improve health and environmental outcomes



Resilient





Support transportation network resilience to climate impacts






Buildable

Project feasibility from a financial and deliverability point of view

Prioritization Criteria

Principle	Quantitative Criteria	Qualitative Criteria
Multimodal 	<ul style="list-style-type: none"> • Access to goods and services • Access to jobs • Average transit frequency • Availability of bike infrastructure • % of trips by mode • Population density 	<ul style="list-style-type: none"> • Proposed bike improvements • Proposed transit improvements
Safety 	<ul style="list-style-type: none"> • Severe and fatal crashes by mode • Distance from high injury network 	<ul style="list-style-type: none"> • Proposed safety countermeasures
Coordinated 		<ul style="list-style-type: none"> • Level of jurisdictional coordination
Buildable 	<ul style="list-style-type: none"> • Roadway and bridge conditions • Existing Volume to Capacity 	

Prioritization Criteria

Principle	Quantitative Criteria	Qualitative Criteria
<p>Equitable</p> 	<ul style="list-style-type: none"> • Household income • Race and Ethnicity • Educational attainment • Poverty • Linguistic Isolation • Housing tenure • Housing cost and transportation cost • CalEnviroscreen Score • % Zero Vehicle Households 	<ul style="list-style-type: none"> • Displacement risk • Anti-displacement measures • Prior outreach or community support
<p>Healthy</p> 	<ul style="list-style-type: none"> • Asthma rates • PM 2.5 Rates • Sensitive Receptors • Traffic Proximity and Volume • Proximity to Greenspace • Life expectancy from birth • Obesity 	<ul style="list-style-type: none"> • Proposed new green space
<p>Resilient</p> 	<ul style="list-style-type: none"> • Urban shade and tree canopy 	<ul style="list-style-type: none"> • Proposed new tree plantings • Proposed measures to reduce climate risk

Identification & Screening of Projects

Identify Projects



Screen Projects

1. Is this project located within or adjacent to a disadvantaged community?
2. Is this project located in an area with poor access to jobs, education, healthcare, food, and recreation?
3. Does this project include project elements that remove, retrofit, or mitigate highways or other transportation facilities that create barriers?

Prioritization

Existing Conditions Data for each project relating to the Guiding Principles



CBO-led Engagement Activities



CBO Introduction Meeting
(May 2024)

Community Event and Survey Distribution
(June/July 2024)

Summary of Discussion and Feedback
(August 2024)

Debrief Meeting
(August 2024)

Feedback on the Project Concepts
(Late 2024)

38 CBOs contacted

\$15,000 (\$2,500 each) to compensate **6 CBOs** (1 per county) for participating in meetings, hosting one work session, and distributing surveys

Additional CBO funding available

CBO Participants

County

Imperial

-

Organization

Los Amigos de la Comunidad

Los Angeles

-

Active SGV

Orange

-

Kennedy Commission

Riverside

-

Center for Community Action and
Environmental Justice

San Bernadino

-

El Sol Neighborhood Education Center

Ventura

-

House Farm Workers!

Online Survey



HIGHWAYS TO BOULEVARDS
REGIONAL STUDY

SHARE YOUR INPUT!

The Southern California Association of Governments (SCAG) is embarking on a landmark study to identify areas harmed by past transportation infrastructure decisions and position them to compete for grant funding to reconnect, reknit, and revitalize communities. This Study covers Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties.

Share your thoughts on places where there may be an opportunity to better connect communities by scanning the QR code or visiting <https://app.maptionnaire.com/q/6xv4d6dfj427>



Barriers in Los Angeles County

Instructions

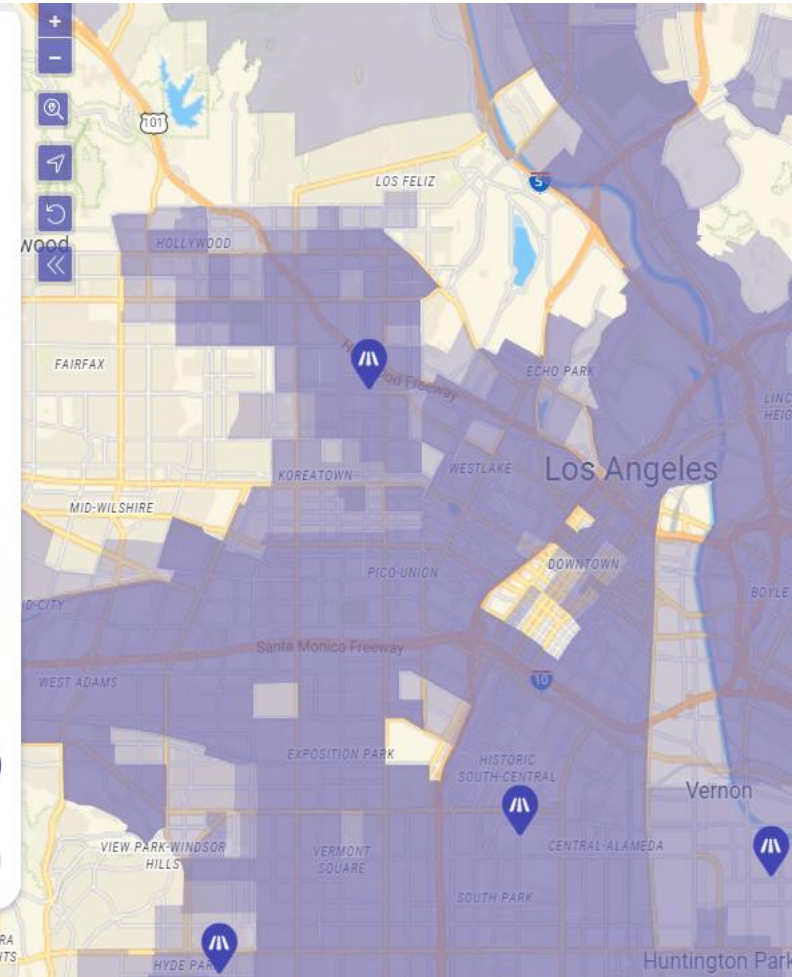
- Click the "Identify a barrier" button to drop a pin where infrastructure like a highway or rail creates a barrier in Los Angeles County.
- We are most interested in barriers located in "disadvantaged communities", denoted by the shaded areas in purple on the map.
- Answer the pop-up question to tell us the locations of connectivity challenges in Los Angeles County and ideas for alternative designs.
- You may add multiple pins.
- Use the + and - buttons to zoom in and out on the map.

If you do not live in Los Angeles County, click the right arrow → button to skip this question and go to the pages for Orange County, Riverside County, San Bernardino County, or Ventura County, or click the left arrow ← button to go to the page for Imperial County.

Identify a barrier 📍



7 / 12



Online Survey

Number of barriers identified by county

County	# Responses
Imperial	8
Los Angeles	339
Orange	27
Riverside	12
San Bernardino	31
Ventura	209
Total	626

Provided Resources

Office Hours

- Offered guidance for CBOs as they planned their events

Supporting Materials

- Provide sample agenda, discussion guide, introductory PowerPoint, and event flyer / social media postings

Online Survey



- Provide online survey and survey promotion flyer

Input on prioritization criteria

“What features are the most important in your community, and what would you like to see more of?”

Priorities	# of Responses
Improved bike infrastructure	130
Low housing and transportation costs	129
Improved bus service	111
Grocery stores, parks, medical services available within a short distance	110
More green space	109
Reduction in severe and fatal collisions	104
More street trees	103
Reduction in air pollution	95
Jobs available within a short distance	91
Better roadway condition	89
Reduced traffic congestion	85
Protection from climate risks (e.g., extreme heat, flooding, wildfire, etc.)	84
More engagement with the community	75
Protection from displacement	58

Next Steps

-  PAC mtg
-  We are here

Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr
2024 2025

6 – 10 projects identified



Concept design and final plan



CBO Engagement Part 2





QUESTIONS OR COMMENTS?

For more information on the study, please contact:

Hina Chanchlani at chanchlani@scag.ca.gov

Or

<https://scag.ca.gov/highways-boulevards-0>

Announcements

- USDOT's **Transportation Planning Capacity Building (TPCB) Program** jointly administered by FHWA and FTA to help transportation officials and decision makers resolve issues and address transportation needs in their communities.
- The program provides training, technical assistance, and support for state, local, regional, and Tribal governments, transit operators, and community leaders. For more information on the Transportation Planning Capacity Building Program, please visit https://www.planning.dot.gov/resource_search.aspx?p=1

Announcements

- The **Reconnecting Communities Pilot Program (RCP)** includes \$607 million in funding for capital construction and community planning projects that improve access to daily needs such as jobs, education, healthcare, food, nature, and recreation and foster equitable development and restoration.
- Applications are due on September 30, 2024, <https://www.transportation.gov/reconnecting>
- If you plan to apply and are looking for a SCAG support letter for your application, please reach out to chanchlani@scag.ca.gov.

Announcements

- USDOT's **Reconnecting Communities Pilot** program is now featured as part of Environmental Justice Stories on the department's EJ website
- The website highlights the Administration's actions on EJ and features stories of progress across the nation to navigate federal programs and advance EJ and empower communities.
- The website shares tools, resources, and funding opportunities.
- Visit the website: <https://www.environmentaljustice.gov/>

Announcements

- **2024 Southern California Demographic Workshop** hosted by SCAG and USC (in-person and online) will give an opportunity for local leaders, elected officials and regional demographic experts to gather and discuss:
 - Changing population growth affects regional planning
 - Accommodating development to improving quality of life and cultivating the economy.
 - Region-specific details from American Community Survey data
- Register by September 24th: <https://web.cvent.com/event/1bc4b8fb-8e61-4d87-8fb7-8f61518469d9/regProcessStep1?RefId=web>

Announcements

- **Government and Disability Summit** hosted by Ventura County presents a unique opportunity for representatives from various levels of government, non-profit organizations, and companies from all over California interested in increasing their involvement in creating inclusive environments.
- Discussion topics:
 - Explore innovative solutions addressing access barriers
 - Engage in collaborative dialogue with diverse stakeholders
 - Learn from leading experts in accessibility, policies, programs, and new and innovative ideas to increase disability inclusion
- The Summit will be from September 24th-27th, register at: <https://consortiummedia.regfox.com/2024-disability-summit>

OFFERS, REQUESTS, CONNECTIONS

Offers

Has your agency been working on any equity-related work you would like to share?

Requests

Are there any issues you have experienced since we met last that you would like resources or support on?

Connections

Are you interested in connecting with other agencies around a specific topic?



THANK YOU!

See you in March!