



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
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ENVIRONMENTAL JUSTICE WORKING GROUP

January 9, 2020

10:00 a.m. – 12:00 p.m.

Policy B Committee Conference Room
SCAG's Main Office
900 Wilshire Boulevard, Suite 1700, Los Angeles, CA 90017

MEETING SUMMARY

1. WELCOME AND SELF INTRODUCTIONS

Ping Chang, Manager of Compliance and Performance Monitoring Department at SCAG, welcomed all participants.

SCAG Headquarters:

*Leeor Alpern, South Coast AQMD
Curtis Gibbs, CAP OC
Christine Montes, LA County DPM
Alicia Rodriguez, South Coast AQMD
Vanessa Olivas, LA County Public Works*

SCAG Staff:

*Anita Au
Karen Calderon
Ping Chang
John Cho
Kimberly Clark
Lorianne Esturas
Meg Healy
Hiroshi Ishikawa
Na Yoon Jung
Ellen Jisu Lee
Jae Min Lee
Shannon McAlpine
Jung Seo
Tom Vo*

Regional Offices:

*Peter Hersh, County of Riverside
Charlene Saxton, City of Palmdale
Ruben Villabondo (?), County of Riverside
One Attendee at CVAG Office*

Webinar:

*Deborah Allen, City of Rancho Cucamonga
Jenny Chen, RCTC
Demi Espinoza, Safe Routes Partnership
Amanda Fagan, VCTC
Lorna Foster, Caltrans District 8
Tom Grahn, City of Ontario
Charles Guiam, City of Anaheim
Mayra Jimon, Caltrans
Asia Powell, California Public Utilities Commission
Ricky Rivers, Caltrans
Gail Shiimoto-Lohr, City of Mission Viejo
Miguel Vazquez, Riverside County Department of Public Health*

2. ENVIRONMENTAL JUSTICE TECHNICAL REPORT OVERVIEW

Anita Au & Tom Vo

- The EJ Technical Report can be accessed online at www.connectsocial.org/Documents/Draft/dConnectSoCal_Environmental-Justice.pdf during the comment period which ends on Friday, January 24, 2020.

- The EJ Technical Report includes an EJ Toolbox at the end of the report which functions as a resource document comprised of recommended practices and approaches to combat adverse environmental impacts on disadvantaged communities.
- The EJ Toolbox will continuously be updated with input from EJ stakeholders and relevant legislation requirements and best practices.
- The EJ Technical Report conducts analyses at the region, EJ areas, disadvantaged communities, and communities of concern levels using 18 different performance indicators (four of which will be discussed in detail in the next presentation)
- Draft EJ results are presented in Table 1 of the EJ Technical Report. This table provides a summary of the impacts each indicators has on their respective communities.
- Please review the EJ Technical Report or see the meeting presentation for more information.

3. EJ PERFORMANCE INDICATORS

SCAG Staff

- SCAG staff presented on four performance indicators: Jobs-Housing Balance, Neighborhood Change and Displacement, Aviation Noise Impacts, and Travel Time Savings and Distance Reductions

Jung Seo, Lead on Jobs-Housing Balance analysis:

- The jobs-housing imbalance/mismatch analysis looked at median wages for workers by place or residence and place of work, median commute distance by wage, job-to-worker ratio by wage, and jobs-housing ratio and low-wage jobs-housing fit (JHFIT) and included data from ACS, LEHD, LODES, and Census.
- Some conclusions show that inland counties show a lower job-t-worker ratio than coastal counties which indicates there are more long-distance commuters in the inland counties and job-housing balance in the SCAG region may be improved due to faster growth of employment over population in the inland counties through 2045.

John Cho, Lead on Neighborhood Change and Displacement analysis:

- The neighborhood change and displacement analysis included a literature review and data analysis. To identify changed neighborhoods, four criteria were applied: change in percentage of college education, change in percentage of non-Hispanic white, change in median household income compared to the county and change in median gross rent versus change in county median gross rent.
- Analysis and research shows that displacement is not experienced wholesale in changing neighborhoods therefore special attention should be given on a case-by-case basis to ensure equitable access to the benefits of improved infrastructure.

Hiroshi Ishikawa, Lead on Aviation Noise Impacts analysis:

- SCAG staff conducted a qualitative analysis on aviation noise impacts as all data and modeling is done by the Federal Aviation Administration and individual airports.
- Analysis shows that aircraft operations have been declining/flattening due to bigger planes with more seats and operating at higher load factors and newer plane technology has led to reduced

noise and emissions but many airlines are still in the process of updating their fleets.

Tom Vo, Lead on Travel Time Savings and Distance Reductions analysis:

- The travel time savings and distance reductions analysis is generated from SCAG's regional travel demand model for each demographic group and GIS is utilized to spatially analyze each EJ community.
- Based on the analysis, all EJ communities experience an improvement in travel time and reduction in travel distance by automobiles as a result of the strategies embedded in Plan and improvements in public transportation system have encouraged more people to use the system, more so in EJ communities than the region as a whole. But the overall travel distance and time will likely have a minor increase in DAC and COC; additional analysis is needed to further analyze the impacts in these EJ communities.

4. QUICK ANNOUNCEMENTS (NOT ON AGENDA)

- SCAG and San Bernardino County Transportation Authority are conducting a study to better evaluate alternative fuel options for both heavy duty and passenger vehicles in the San Bernardino County. SCAG staff is conducting a brief survey to collect input from community members on how they might benefit from clean vehicles and fuels. The survey is open to all communities throughout the SCAG region, not only San Bernardino County, as results can be applicable to other counties. If you are interested, please complete the survey online by Friday, January 31, 2020: <https://sur-vey.typeform.com/to/cBuwdv>
 - For more information regarding the study and survey, please contact Alison Linder, linder@scag.ca.gov
- South Coast AQMD has two AB 617 Community Steering Committee meetings scheduled for this month:
 - The Wilmington, Carson, and West Long Beach Community Steering Committee meeting and CARB workshop will be on Thursday, January 16, 2020 at 6:00pm to 8:30pm at the Wilmington Senior Center, located at 1371 Eubank Avenue, Wilmington, CA 90744.
 - The Boyle Heights, East Los Angeles and West Commerce Community Steering Committee meeting and CARB workshop will be on Thursday, January 30, 2020 at 6:00pm to 8:30pm at the Resurrection Church, located at 3324 East Opal Street, Los Angeles, CA 90023.

5. QUESTIONS AND CLARIFICATIONS

- Question: Is there a section that discusses environmental injustices like access, infrastructure, etc. as new mobility technologies emerge?
Answer: There are several sections in the EJ Technical Report that analyzes access to jobs, shopping, parks and open space. Connect SoCal also takes new technologies, like Uber and Lyft, into account during the modeling process. In addition, as new technologies emerge, the EJ Toolbox will also update as these issues/solutions become relevant to EJ communities. There is also an Emerging Technologies Technical Report that can provide more information.
- Question: Will the maps provided in the EJ Technical Report be interactive and available on a GIS platform for download?

Answer: That is one of the future improves that staff would like to move towards; having an application with all EJ analysis data, maps and tables for public access. We want our EJ Technical Report to be a living document that updates and changes with time so this will be one component of it.

- Question: What metrics are used to project the growth of jobs in inland counties by 2045?

Answer: It was actually a very complicated process and included many sources of data. Firstly, population, jobs and household data gathered from the census and inputted into SCAG's forecast model plays a part in our EJ analysis. SCAG staff also gather data and input from local jurisdictions through the Local Input Process and held a panel of experts to discuss economic trends and projections to aid SCAG's modeling and analysis. Lastly, population, jobs and household assumptions inputted into SCAG's modeling are discussed in detail in the Sustainable Communities Strategy Technical Report. Additional details can also be found in the Demographics and Growth Forecast Report.

- Comment: There is lacking discussion on low income households and solar. There needs to be more analysis or discussion on how low income communities can benefit from solar power and infrastructure. More investment should be made in transportation nodes as well especially in low income communities.

Answer: Thank you for your comment. Please submit that through the Connect SoCal Commenting System.

- Question: Can you clarify the level of detail in Table 1 and how that relates to the narrative because there seems to be some discrepancy?

Answer: The EJ Technical Report does two types of analyses: current conditions analyses and disproportionate impact analyses. Most performance indicators fall under the disproportionate impacts analyses because we have present and future data to determine whether EJ communities will have a disproportionate impact in the future. For the performance indicators that don't have future data, we conduct current conditions analyses that only look at what's currently happening in the EJ communities. So if a current condition analysis states a certain EJ community will incur adverse impacts, it only means based on current data, there are negative impacts but that does not indicate there will be negative impacts in the future. Any ambiguous or confusing language will be revisited and hopefully clarified for the Final EJ Technical Report.

- Question: Can you address increase travel of semi-trucks as a result of the rise of Amazon and warehouse development? How do we engage with that area?

Answer: The EJ Technical Report currently does not include a section on truck and warehouse impacts but SCAG staff is always looking for new opportunities to collaborate with other departments, like Goods Movement. There may be additional detail provided in the Goods Movement Technical Report. SCAG staff will work towards conducting more interdepartmental activities, meetings, surveys, etc. to cover more EJ issue areas.

- Question: Can you address your discussion related to impacts to school children in EJ communities?

Answer: The EJ Technical Report does include children in the populations analyzed and also touches upon accessibility to essential services which includes schools. However, it is a great point and SCAG staff can potentially look into expanding analyses to look more into impacts to school children. The Active Transportation Technical Report also discusses safe routes to schools.

- Question: Is there any funding that will be dedicated through the sustainable communities program or other SCAG programs that can fund EJ projects like EJ element planning or anything outlined in the toolbox?

Answer: As mentioned in the EJ Toolbox Overview, that is an area that SCAG staff is working on to include into the toolbox. There are some funding resources emerging like the Sustainable Transportation Equity Program (STEP) so with EJ becoming a bigger issue, more funding opportunities will be available and staff will try to compile a list and be a resource for it. SCAG is also initiating the Future Communities Pilot Program which provides funding to local jurisdictions to promote more advanced technology to integrate with their existing planning practices. In addition, not really a funding source but more money and time savings, SCAG is in the process of developing a General Plan Update report/tool that provides local jurisdictions with the necessary data to update their General Plans easier and quicker. This report/tool will enable local jurisdictions to have the data readily available to conduct necessary analysis to streamline the General Plan update process.

- Question: Does the EJ report define what is an acceptable jobs/housing balance or fit? For example, Page 59 of the report discusses employment and shopping destinations within 30 minutes commute by auto and 45 minutes by transit. Is this the performance goal of a good jobs/housing balance?
Answer: The 30 minute commute by auto and 45 min by transit number was used in the analysis based on a literature review of existing studies. However, with ever changing transportation conditions, staff will continue to do research and use the most appropriate metric to measure what is a good jobs/housing balance for future reports.
- Question: Would it be appropriate to include a discussion about living wages as part of the equation of affordability? Or include it as a policy recommendation?
Answer: That is a possibility (Tom is nodding 😊). The EJ Technical Report includes analysis broken down into different quintiles but there is definitely room for expansion and further elaboration that can be considered in future analyses.
- Question: Does the aviation noise impacts include goods movement usage of air transport?
Answer: The operations data includes air cargo so that is considered in the analyses. The Aviation Technical Report also includes data on cargo specifically.
- Question: Can we have an EJWG meeting that is solely focused on goods movement impacts and invite goods movement staff to a future meeting?
Answer: Yes, absolutely!
- Comment: I really like the interactive GIS clearinghouse for EJ data that Tom mentioned and would like staff to keep the group posted about when that might happen.
- Comment: There needs to be more funding opportunities and/or larger incentives for organizations that want to invest in a cleaner fleet (i.e. more clean energy/electric trucks).
- Question: Will any questions and comments presented now be able to change the Plan or is this a disclosure exercise?
Answer: It is a disclosure exercise as all analysis done is reflective of the Plan. And of course, if we find any disproportionate impacts, we are legally required to disclose it and to the best of our ability minimize, mitigate or avoid it.