



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS ENVIRONMENTAL JUSTICE WORKING GROUP

April 18, 2019
2:30 p.m. – 4:30 p.m.

Policy B Committee Conference Room
SCAG's Main Office
900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017

AGENDA

1. WELCOME AND SELF INTRODUCTIONS

Ping Chang, Manager of Compliance and Performance Monitoring Department, SCAG

2. UPDATES

- **EJWG JANUARY MEETING SUMMARY**
- **SCAG COMMENTS ON OPR'S UPDATED EJ CHAPTER IN GENERAL PLAN GUIDELINES**
Anita Au, Associate Regional Planner, SCAG
- **EJ REPORT UPDATE**
Tom Vo/Anita Au, Senior/Associate Regional Planner, SCAG

3. REGIONAL HOUSING NEEDS ASSESSMENT METHODOLOGY AND SOCIAL EQUITY

Ma'Ayn Johnson, Regional Planner Specialist, SCAG

4. EJ TOOLBOX DISCUSSION

TO PARTICIPATE VIA WEB CONFERENCING

To join the meeting: <https://scag.zoom.us/j/523576858>

Dial-In: 1 (669) 900-6833

Meeting ID: 523 576 858

Please RSVP here: <https://scaq.wufoo.com/forms/zd8qvur0j16z3r/>

SCAG, in accordance with the Americans with Disabilities Act, is committed to providing special accommodations to those who are interested in participating in the workshop. SCAG is also committed to helping those with limited proficiency in the English language by providing translation services at the workshop in accordance with Title VI of the Civil Rights Act. We ask that you provide your request for special accommodations or translation services at least 72 hours prior to the meeting so that SCAG has sufficient time to make arrangements. Please contact Anita Au, Associate Regional Planner, at au@scag.ca.gov or by calling (213) 236-1874.



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL PLANNING WORKING GROUPS

JOINT ENVIRONMENTAL JUSTICE & PUBLIC HEALTH WORKING GROUP

January 24, 2019

1:00 pm – 3:00 pm

Regional Council 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 at SCAG, welcomed all participants and provided the context for the Joint Working Group meeting.

SCAG Headquarters:

Leeor Alpern, SCAQMD

Carlos Barragan, EJ Advocate

Stephanie Cadena, Gateway Cities COG

Alexander Caro, Community Action Partnership OC

Marc Carrel, Breathe LA

Jessica Cervantes, LA Dept. of Public Health

Jason Douglas, LADCP

Curtis Gibbs, Community Action Partnership OC

Lori Huddleston, LA Metro

Michael Jimenez, LA County Dept. of Public Health

Jazmine Johnson, PSR-LA

Eli Lipmen, MoveLA

Sal Lopez, City of Cudahy

Mercedes Meneses, LA Metro

Christine Montes, LA County Dept. of Public Health

Shelly Quan, LA Metro

Alicia Rodriguez, SCAQMD

Jessica Wuyek, PlaceWorks

Webinar:

Leticia Alvarez

Andre Carrasquillo

Linda Cogswell, City of Santa Monica

Carolyn Coleman, CAP-OC

Ana Española, City of Pasadena

Natalie Hernandez, Climate Resolve

Lily House-Peters, CSU Long Beach

Susan Kim, City of Anaheim

Josh Lee, SBCOG/SBCTA

Beto Lugo-Martinez

Margarita Macedonio, City of Santa Ana Neighborhood Initiatives

Melanie McCann, City of Santa Ana

Bill Sadler, Public Health Alliance of Southern California

Annalisa Schilla, CARB

Gail Shiimoto-Lohr, City of Mission Viejo

Kim Stater, City of Highland

Miguel Vazquez, RUHS-PH

Warren Whiteaker, OCTA

SCAG Regional Offices:

Mairany Anaya, CivicSparks/SBCOG

Dori Baeza, San Bernardino County Dept. of Public Health

Allison Bateman, San Bernardino County Dept. of Public Health

Robert Flores, County of Riverside

Peter Hersh, County of Riverside

Elizabeth Montes, San Bernardino County Dept. of Public Health

Tab Okonkwo, Community Vital Signs

Yoli Viviana Sanchez, Imperial County Public Health Department

SCAG Staff:

Anita Au

Rye Baerg

Elisa Barrios

Hannah Brunelle

Ping Chang

Kimberly Clark

April Crain

Sarah Dominguez

Lupe Franco

Rachel Krusenoski

David Lopez

Karla Verdesoto

Tom Vo



2. CONNECT SOCAL PUBLIC HEALTH REPORT UPDATE

Hannah Brunelle, Assistant Regional Planner, SCAG

Presentation Summary:

- SCAG staff proposed a standalone Connect SoCal Public Health Report that utilizes existing health policy frameworks, including the social determinants of health and health in all policies, to expand its base year performance measures and data sources.
- The report's base year analysis areas have been expanded to include additional indicators for climate change, affordable housing, access to essential services, and additional health outcomes. The report will also introduce a new health equity policy framework, by adopting existing EJ definitions to capture five (5) vulnerable areas: environmental justice areas, disadvantaged areas, communities of concern, urban areas, and rural areas, to identify health disparities across the region.
- SCAG staff will be adopting the State Office of Health Equity's definition of health equity for the public health report.

Comments and Questions:

- Question: How specific will the data be for each jurisdiction and will it utilize data smaller than city-scale?
Answer: SCAG staff will consider any suggestions on how to better analyze the data, but it is limited by the data available. SCAG staff looked at the collective impact in EJ areas and how the communities have changed over time with the goal of creating a detailed approach while showing the impacts at the regional level. Currently, the analysis uses community planning areas to supplement the census areas.
Comment: The analysis would be best if you were able to break down large jurisdictions into smaller neighborhoods.
Comment: Potentially, the health atlas and element from the City of Los Angeles would be helpful. It includes a health and equity index, which the City of Los Angeles is currently updating and requesting feedback on their methodology. City of Los Angeles' Health Atlas is available at <http://cityplanning.lacity.org/Cwd/framwk/healthwellness/text/HealthAtlas.pdf> and accompanying Plan for a Healthy Los Angeles is available at <https://planning.lacity.org/cwd/gnlpln/PlanforHealthyLA.pdf>.
- Question: In terms of performance measures, how often do you check against the base line? Are there any trends that you could report on? Are there any targets for the performance measures (i.e. targets for gentrification and displacement)?
Answer: SCAG staff monitors each RTP cycle with ongoing monitoring metrics. For example, the gentrification analysis traditionally looked at existing conditions leading to the plan base year, but there were no specific goals. SCAG staff looked at how trends have changed over time, particularly areas in close proximity to transit, but staff will consider different approaches and will use statistical modeling to identify significant impacts as done previously. SCAG staff acknowledges that data availability limits what can be modeled.
- Question: Can you provide previous examples on how SCAG has assessed the jobs/housing imbalance? What are the considerations for areas intended to be residential?
Answer: SCAG staff analyzes the average commute distance based on each income level (low, mid, and high income).
Comment: SCAG staff should also consider food insecurity and this can be analyzed using a 4 year survey done by the regional food bank database or assessing access to food pantries.
Answer: SCAG staff will look into expanding on food access, but staff cannot address everything that would fall within the social determinants of health because the analysis is constrained by a focus on transportation and land use changes. Some things would ideally be analyzed may not fall directly within our reach. SCAG staff is also always looking for new datasets to add to our analysis but must consider data at a regional level even if there is great data available but only for one area of the region.
Comment: Consider an analysis of the quality of food available, like the concentration of liquor stores, fast food restaurants, and the proximity of locations that accept SNAP.



- Question: What pollutants were used in the criterion exposure analysis?
Answer: PM10, PM2.5, Ozone, and other pollutants used in EMFAC that are specified in the analysis.
- Question: What areas can we look into that we can tie emergency visits with extreme heat days or air quality?
Answer: SCAG staff will consider including this in further analysis.
- Question: Will SCAG expand its analysis on parks to go beyond access and include quality?
Answer: SCAG staff will look into it expanding the analysis for the data that is available.

3. ENVIRONMENTAL JUSTICE OUTREACH WORK PLAN

Anita Au, Associate Regional Planners, SCAG

Presentation Summary:

- SCAG staff has created an EJ outreach work plan for Connect SoCal outreach efforts based on the feedback from the three (3) previous working group meetings and input from stakeholders. Connect SoCal outreach efforts for EJ will primarily focus on the EJ Working Group (EJWG) and Subregional Meetings, with the option of including general public workshops and focus groups based on feedback from future EJWG meetings and the Subregional Meetings.
- The Subregional Meetings will serve as more targeted outreach to capture input from the regions with less representation at the EJWG meetings and located farther from SCAG LA offices and launch in February/March 2019.
- Other efforts include expanding to have a stronger online presence and partnering with EJ stakeholders to host/co-host pop-up events to increase public engagement and awareness.

Comments and Questions:

- Question: Can you further explain how SCAG staff will piggy-back on other organization's events?
Answer: SCAG staff is looking to partner with other EJ organizations and stakeholders who are planning or have already planned events within communities to get public feedback.
Comment: The Community Action Partnership of Orange County would like to partner with SCAG staff for pop-up events.
Comment: Climate Resolve would like to partner with SCAG staff for pop-up events.
Comment: Consider working with the American Planning Association for community engagement events.
- Question: Will SCAG staff integrate Go Human into EJ outreach?
Answer: SCAG staff will consider integrating with Go Human.
- Question: What is the time frame for the public workshops and draft release?
Answer: The public workshops is anticipated to take place in May 2019 if they are necessary and the draft release is currently scheduled for October 2019.

4. HIGH-VOLUME ROADWAYS TECHNICAL ADVISORY

Annalisa Schilla, California Air Resources Board

Presentation Summary:

- Ms. Schilla presented on the CARB Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory, which identifies ways to reduce exposure to air pollution, specifically near-roadway exposure and emissions from tire and brake wear. It suggests three (3) strategies: reducing traffic emissions, increasing dispersion of traffic pollution, and removing air pollution from the air.



- The goal for this advisory is to be a reference material for air quality and planning professionals, policy makers, and community stakeholders.
- CARB staff will be coordinating with stakeholders to track the use of the advisory and evaluate it for future updates.

Comments and Questions:

- Comment: There has been some frustration around this report because it has been interpreted to give communities license to ignore previous CARB guidance. It seems like there is some contradiction over whether there should be development along freeways or not. It is important to clarify that we do not recommend residential development near freeways, even if there is the use of sound walls or vegetation.
Answer: It is a difficult balance to strike but this report does not override the 500 foot buffer regulation. It is just intended to provide more options so long as new development complies with building codes and filtration.
- Question: Other than encouraging fleets, why is there not more said about electric vehicles?
Answer: CARB staff felt that it might dilute the helpfulness of the other suggestions if there was a large focus on electric vehicles and relate the strategies more to city planning. Other agencies have done reports on this topic, but we don't necessarily have the resources to duplicate it for our report. CARB staff had to ultimately draw the line somewhere but would be happy to those resources if anyone is interested.
- Question: Will there be any follow-up on stationary sources?
Answer: The only strategy in the advisory that is relevant to stationary sources is the filtration strategy and it will only be relevant to particulate matter. CARB staff is looking further into filtration but it is very expensive and there is not a lot of evidence that it works well, so CARB can't recommend it yet. CARB will continue to look into it.

5. CONNECT SOCAL SCENARIO DEVELOPMENT

Sarah Dominguez, Associate Regional Planner, SCAG

Presentation Summary:

- SCAG staff uses scenario planning to evaluate different pathways used to meet plan goals and SB 375 targets to demonstrate the impacts of growth patterns. Two (2) scenarios have already been developed: Scenario 1, "Trend," projects current trends and Scenario 2, "Local Input Base Case," projects the effects of current policy in the future.
- SCAG staff is currently in the scenario development process until March 2019 and policy development process until June 2019 and will provide opportunities for input on the scenario results in May 2019 with an anticipated Final Preferred Scenario in July 2019.
- SCAG will be announcing Community Based Organization (CBO) partnerships to formally engage with CBOs as part of the scenario and plan development process. These partnerships do include compensation for their time and expertise as they offer input on Connect SoCal and will occur through plan adoption.

Comments and Questions:

- Question: What is SCAG's response to SB 150 and how will you address it? What grants will be made available?
Answer: Since MPOs don't implement projects or land use, SCAG is limited by what the communities decide to do. We do, however, provide the Sustainable Communities Program where we provide grant funding to local jurisdictions that target issues like corridor development, etc.
- Question: How does SCAG intend on developing a feasible RTP/SCS with the challenges ahead like the higher CARB GHG deduction target?



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL PLANNING WORKING GROUPS

Answer: SCAG staff is looking at creative solutions (i.e. innovative technology) and learning from past experience to understand how new trends will help the region achieve its GHG emissions reductions and other statutory requirements.

- Comment: MoveLA sponsored SB 961, legislation allowing local jurisdictions to create enhanced infrastructure finance districts (EIFDs) and would like to partner with SCAG to identify cities and counties that are interested in using this tool.
- Question: With the new and more aggressive GHG reduction targets, is SCAG going to consider reducing short-lived climate pollutants that are more potent to reduce emissions?

Answer: For GHG emissions reduction, SCAG specifically looks at CO₂ from light-duty cars and trucks and focuses on that but if CARB expands the scope to include short-lived climate pollutants, we will also consider that.

- Question: Can you talk about the public workshop goals? When, where, how, who, allocated budget?

Answer: The goals for the May workshops are introducing SCAG to the general public, presenting Connect SoCal, providing a background for current conditions regionally and locally, and informing the public of what projects will be developed from now until the horizon year of 2045. We will be presenting the different scenarios and asking for input from the community. The workshops will also function as a listening session for staff to understand what is and isn't working for the community members. The feedback from these workshops will help guide staff to selecting the preferred scenario for Connect SoCal. Staff is still currently planning out the workshops and will provide additional details and information when it is available.

- Question: Are you using UrbanFootprint for the modeling? If so, how do you use the public health model to look at EJ implications?

Answer: Yes, we actually use the Scenario Planning Model which is a customization of UrbanFootprint 1.5. The outputs from the public health module will be used to help staff understand what the impacts of the outputs are for each scenario. Further information can be provided if needed.

- Question: SCAQMD, in their AQMP, proposed an accelerated deployment of zero-emissions vehicles. Will that be considered in any scenarios?

Answer: That will depend on when the legislation will pass and how far along SCAQMD is in their planning process. If the legislation will be passed before 2020 then we can consider it in the scenario development. SCAG is working closely with our stakeholders to ensure any new legislation, technologies, and such are explored and discussed for inclusion in Connect SoCal if and when applicable.

- Question: Will electric vehicles (EV) be included in any scenarios? If so, what would be the percentage?

Answer: EV will be an assumption in all scenarios. However, we are unsure as to what percentage of the cars on the road will be EV at the moment.

- Question: Are the Connect SoCal scenarios looking at what might occur or looking at a vision of where we want the region to move toward?

Answer: SCAG does normative planning (not exploratory) which looks at where the region wants to be. For that type of planning, we look for certain actions that SCAG can take to help move the region forward to that vision.

- Question: Has SCAG looked into providing free public transportation to increase public transportation use?

Answer: Yes that is one of the strategies staff is looking into but we are unsure how that will be incorporated into the scenarios. We will be developing an unconstrained scenario so it may be considered in that scenario or if we find a way to fund that strategy it may also be considered for other scenarios.



December 20, 2018

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T (213) 236-1800
www.scag.ca.gov

Governor's Office of Planning and Research
1400 Tenth Street
Sacramento, California 95814
E-mail: SB1000@opr.ca.gov

RE: SCAG Comments on OPR's Updated Environmental Justice Chapter in General Plan Guidelines

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County Transportation Authority

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Linda Parks, Ventura County

Transportation
Curt Hagman, San Bernardino
County

To Whom It May Concern:

Thank you for inviting the Southern California Association of Governments (SCAG) to review the updated Environmental Justice Chapter and example policy language in the General Plan Guidelines. The revised proposal consists of: (1) a process by which to determine if a local jurisdiction is subject to the new SB 1000 requirements, (2) new considerations regarding partnership, (3) additional information about updates when cities and/or counties have some of the policies for SB 1000, (4) example policy language and data sources, and (5) updated discussions on thematic areas to include under SB 1000 (<http://opr.ca.gov/news/2018/11-20.html>).

SCAG staff has reviewed the draft chapter and example policy language and appreciates OPR providing additional guidance for local jurisdictions to satisfy SB 1000 requirements. SCAG staff also hopes that this new statute can help further awareness of environmental justice (EJ) issues and strengthen EJ efforts in Southern California, including SCAG's Environmental Justice Program. SCAG staff comments are intended to further enhance the draft guidelines such as facilitating data access and leveraging existing regional efforts as detailed in the attachment to this letter.

If you have any questions regarding the attached comments, please contact Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov.

Sincerely,

KOME AJISE
Director of Planning

Enclosure: SCAG Staff Comments on OPR's Updated Environmental Justice Chapter in General Plan Guidelines

**SCAG STAFF COMMENTS ON OPR'S UPDATED ENVIRONMENTAL JUSTICE CHAPTER IN
 GENERAL PLAN GUIDELINES**

COMMENT #1 – HEALTHY AND ENVIRONMENTALLY JUST COMMUNITIES – EXAMPLE POLICY LANGUAGE

SCAG staff suggests adding the following in the existing table under "Counties and Cities Represented" on page 4 of the "Healthy and Environmentally Just Communities" document (http://opr.ca.gov/docs/20181120-Draft_for_public_review_example_GPG_Policy_Language.pdf):

County	City	GP Element	EJ-Related Topic	Language Type
San Bernardino	Chino	Economic Development	Career Pathways	Objective
Riverside	Murrieta	Air Quality	Career Pathways	Policy
Riverside	Murrieta	Healthy Community	Career Pathways	Policy
Los Angeles	South Gate	Healthy Community	Occupational Health and Wellbeing	Objective
Riverside	Murrieta	Circulation	Sustainable Travel to and from Work	Goal
Sacramento	Sacramento	Land Use and Urban Design	Climate Change Adaptation and Resilience	Policy
Marin	Unincorporated	Socioeconomic	Toxic and Hazardous Waste and Brownfield Revitalization	Goal

SCAG staff further suggests adding the following in the existing table under "Counties and Cities Represented" on page 4 of the "Healthy and Environmentally Just Communities" document:

- Separating the adopted year under the "General Plan" column
- Adding a map of disadvantaged communities for California
- Adding a new column that classifies counties as "urban" and "rural" for easy navigation

COMMENT #2 – ENVIRONMENTAL JUSTICE CHAPTER: DISADVANTAGE COMMUNITIES SCREENING

SCAG staff suggests to include recommendations from OPR on how to screen Disadvantaged Communities (DAC) on page 5 of the draft Environmental Justice Chapter (http://opr.ca.gov/docs/20181120-EJ_Chapter_Public_Comment.pdf). Some of SCAG staff's recommendations are including a map of each of the screening method:

- Cal Enviroscreen (<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>),
- Household median incomes by census tract at or below statewide median income, and
- Household median incomes by census tract at or below California Department of Housing and Community Development's income limit

If maps cannot be added, SCAG staff suggests adding direct links to obtain such information (i.e. the link provided next to Cal Enviroscreen above).

COMMENT #3 – ENVIRONMENTAL JUSTICE CHAPTER: POLICY AND PROGRAM ANALYSIS TOPICS

On page 8 of the *Existing Policy and Program Analysis* section, OPR suggests local jurisdictions should conduct an analysis of policies and programs on several important topics: Pollution exposure and air quality; Public facilities; Food access; Safe and sanitary homes; Physical activity; Civil or community engagement;

Language that prioritizes improvements for disadvantaged communities. SCAG staff suggests to add the following topics in the list:

- Accessibility to employment and services
- Jobs and Housing balance or mismatch
- Climate Vulnerability (i.e. high fire threat areas, sea level rise, high flood risk area, high seismic risk areas, etc.)

SCAG staff also suggests to add language saying local jurisdictions can collaborate or see assistance from other agencies such as Metropolitan Planning Organizations (MPOs). SCAG has done extensive analysis on environmental justice for the Regional Transportation Plan/Sustainable Communities Strategy and hope that local jurisdictions can use the analysis as a source for their own analyses. For more information on SCAG's 2016 RTP/SCS Environmental Justice Appendix, please visit http://scagrtpscsc.net/Documents/2016/final/f2016RTPSCS_EnvironmentalJustice.pdf.

COMMENT #4 – ENVIRONMENTAL JUSTICE CHAPTER: ADDITIONAL DATA SOURCES FOR EQUITY AND EJ

Page 29-30 of the Environmental Justice Chapter in the General Plan Guidelines provides a list of additional data sources for equity and EJ. SCAG staff suggests adding "Regional Data" from other agencies like MPOs for best practices on EJ analyses. As stated previously, SCAG has conducted extensive analysis on many environmental justice topics that can be used as a source for local jurisdictions conducting their own environmental justice analysis.



Environmental Justice Report Update

Anita Au

Compliance and Performance Monitoring

April 18, 2019

www.scag.ca.gov



Connect SoCal EJ Performance Measures



- Benefits and burdens analysis
 - Plan revenue sources in terms of tax burdens
 - Share of transportation system usage
 - Plan investments
- Distribution of travel time savings and travel distance reductions
- Geographic distribution of transportation investments
- Jobs-housing imbalance or jobs-housing mismatch*
- Impacts from funding through mileage-based user fees
- Accessibility to employment and services
- Accessibility to parks and schools
- Gentrification and displacement*
- Emissions impacts
- Emissions impacts along freeways
- Active transportation hazards
- Aviation noise impacts
- Roadway noise impacts
- Public health analysis*
- Rail-related impacts
- Climate vulnerability*

Three-tier approach

- Applicable questions
 - How will this impact quality of life?
 - How will this impact the commute?
 - How will this impact transportation expenses?
 - How will this impact community health and safety?
- General Plan Element Icons (8 required elements)
 - Land Use, Housing, Circulation, Conservation, Noise, Safety, Open Space, Environmental Justice
 - These icons will be used throughout report and in EJ Toolbox
- Level of Analysis
 - Current Condition, Regional, Community, & Local

Categorization of EJ Performance Measures



	Connect SoCal EJ Performance Measures	Applicable General Plan Element Icons	Type of Analysis
How will this impact quality of life?	Performance Measure #1	LU HO	Current Condition Analysis
	Performance Measure #2	CIR N LU	Regional & Local Analysis
	Performance Measure #3	LU HO	Regional, Community & Local Analysis
How will this impact the commute?	Performance Measure #4	LU N	Current Condition Analysis
	Performance Measure #5	HO	Regional, Community & Local Analysis
	Performance Measure #6	CIR	Regional, Community & Local Analysis

Next Steps

- Subregional Meetings
 - May–June 2019
- Connect SoCal Public Workshops
 - Late May – June 2019
- Connect SoCal Draft EJ Report Release
 - Fall 2019
- Connect SoCal Final EJ Report Adoption
 - April 2020



Thank you!

Anita Au

au@scag.ca.gov

(213) 236-1874

www.scag.ca.gov



RHNA Distribution Methodology and Social Equity

Ma'Ayn Johnson, AICP

Compliance and Performance
Monitoring



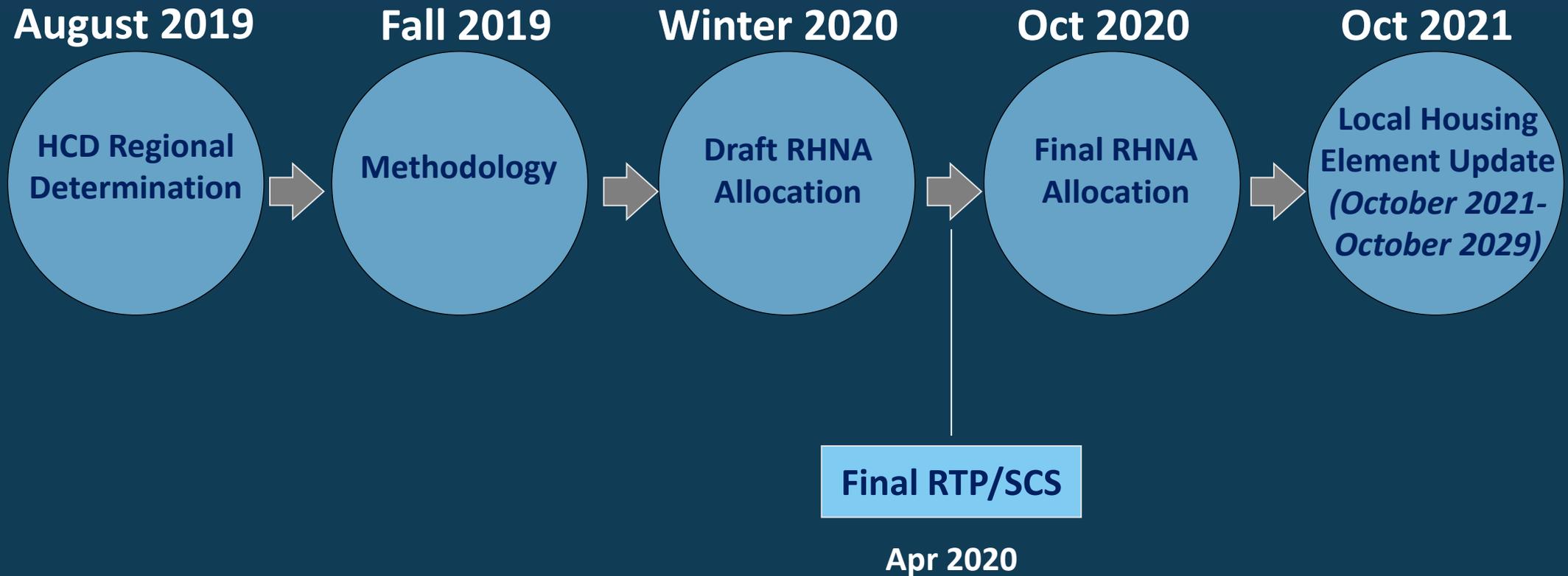
Regional Housing Needs Assessment



- State housing law requirement to determine regional housing needs
- 8 year planning period
- 5th cycle: 2013–2021
- 6th cycle: 2021–2029
- Final allocation adoption October 2020



The RHNA Process



Objectives of RHNA

- 1) To increase the housing supply and mix of housing types, tenure and affordability within each region in an equitable manner
- 2) Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns

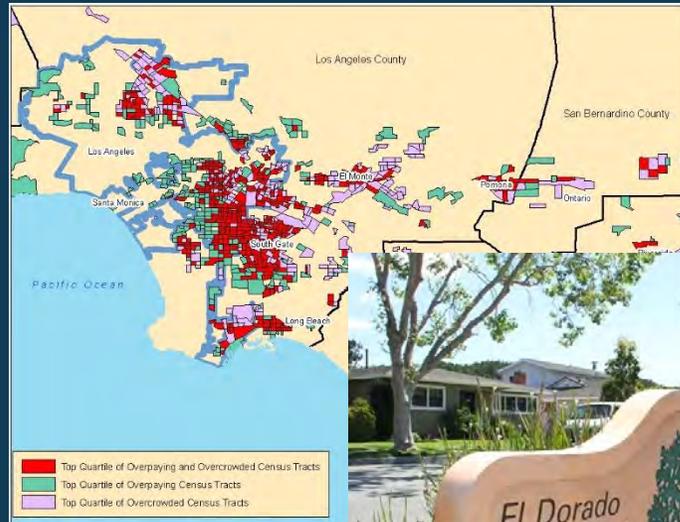


Objectives of RHNA

- 3) Promoting an improved intraregional relationship between jobs and housing
- 4) Allocating a lower proportion of housing need in income categories in jurisdictions that have a disproportionately high share in comparison to the county distribution
- 5) Affirmatively furthering fair housing



Methodology



- Applied to the regional determination to determine a draft RHNA allocation
- Developed by SCAG
- Survey of jurisdictions on local planning factors and fair housing policies

RHNA: Projected and Existing Need



Region	Projected need	Existing need
Jurisdiction	Projected need	Existing need
Jurisdiction with social equity adjustment	Projected need	Existing need

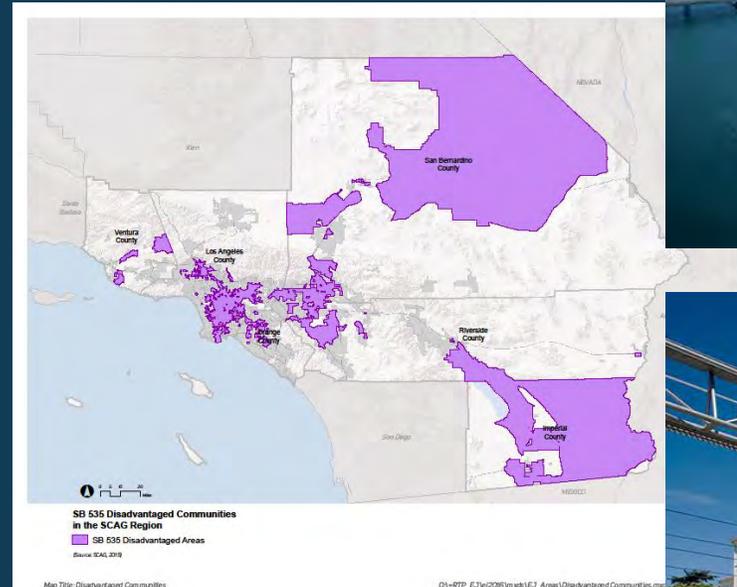
Regional Projected and Existing Need



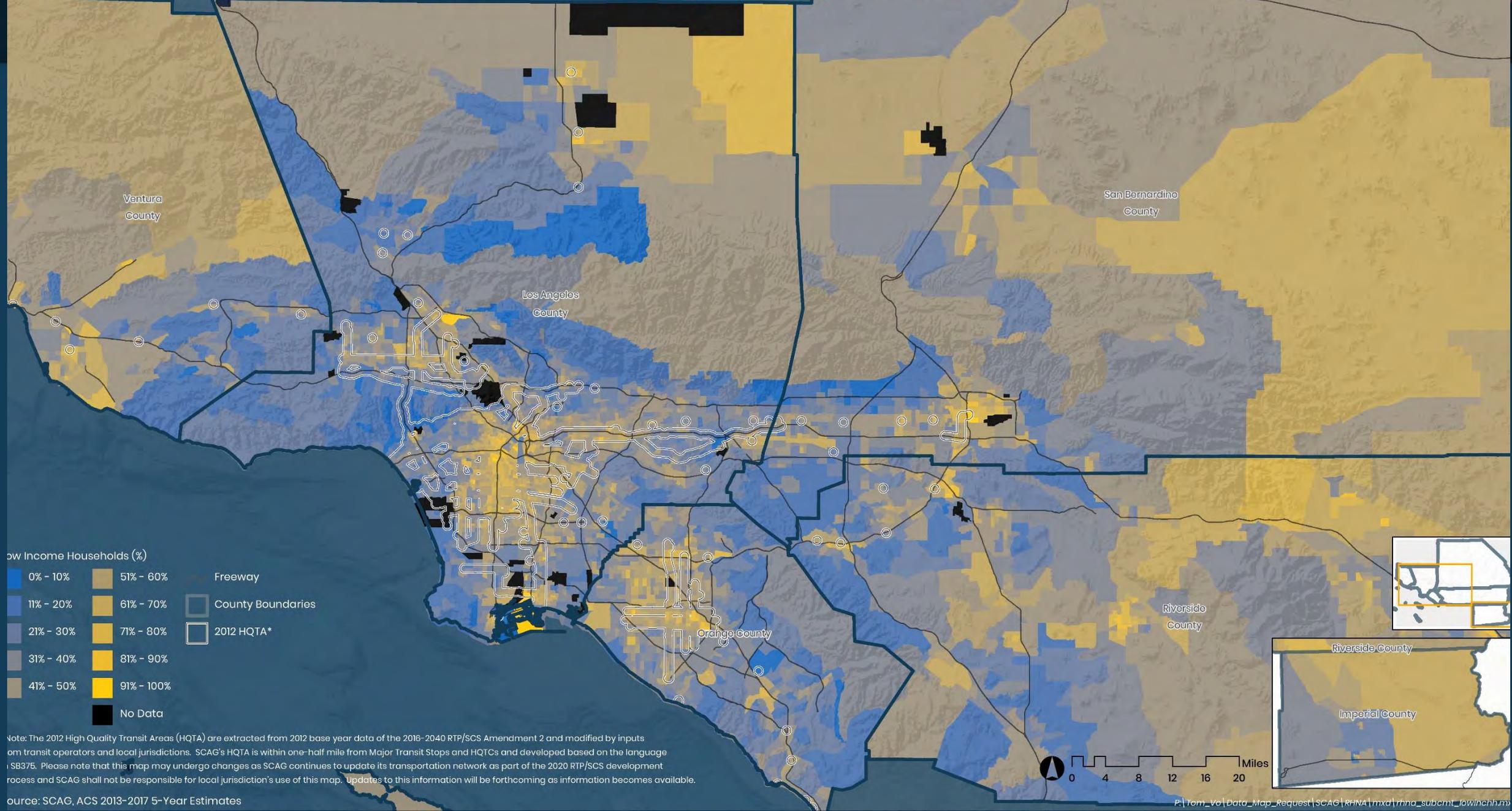
Regional Projected Housing Need	Regional Existing Housing Need
+Household growth	+Overcrowding
+Vacancy need	+Vacancy need
+Replacement need	+Cost-burdened
=Projected housing need	=Existing housing need

Modifying Existing Housing Need

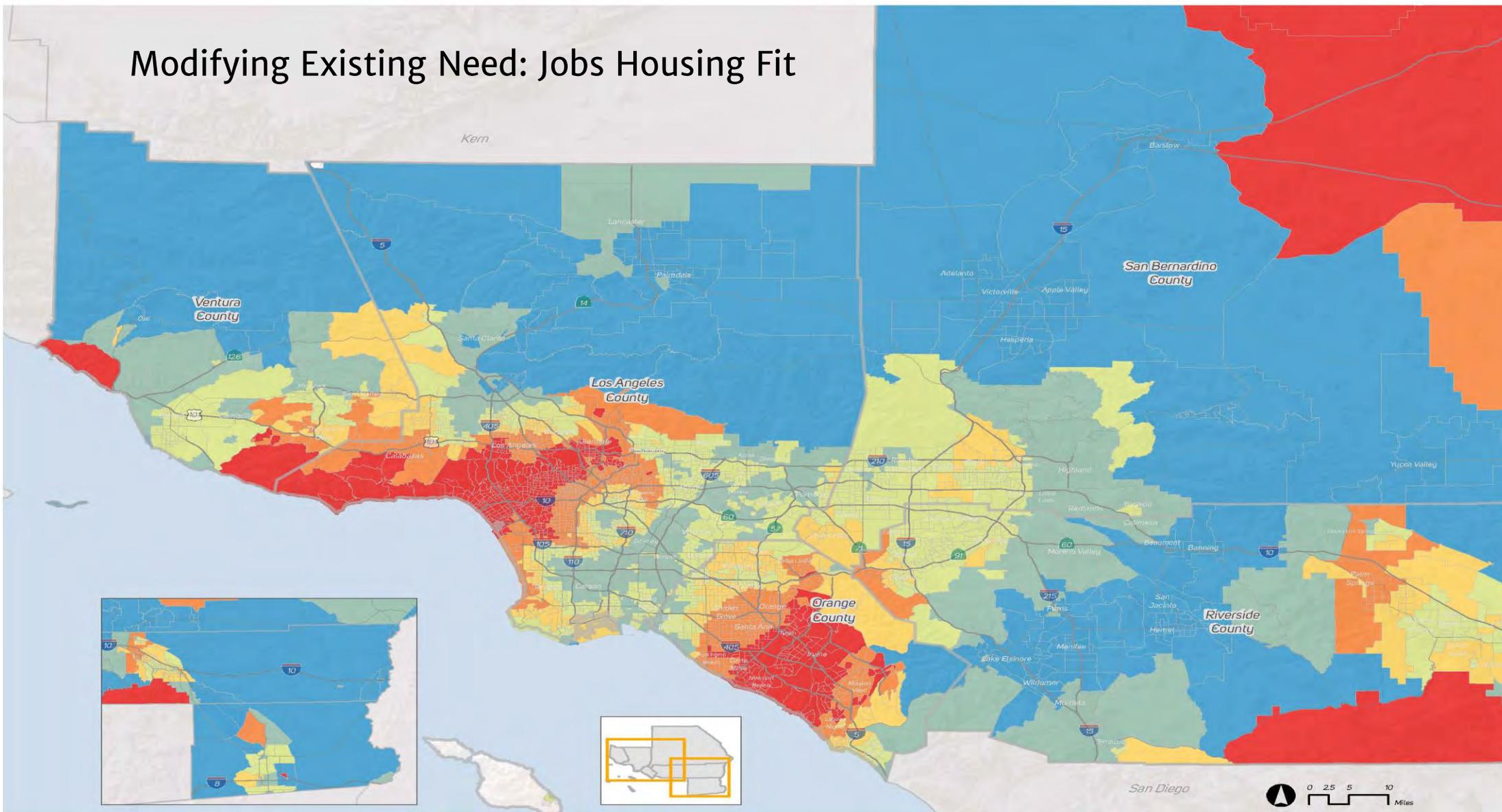
- Factors for consideration:
 - Access to transit
 - Jobs Housing fit
 - Opportunity Indices



Percent of Low Income Households Around 2012 High Quality Transit Area*



Modifying Existing Need: Jobs Housing Fit



Ratio of Low Wage Jobs to Low Wage Workers in 2012

- Less than 0.7 (More Workers)
- 0.7 to 0.9
- 0.9 to 1
- 1 to 1.1
- 1.1 to 1.3
- More than 1.3 (More Jobs)

(Source: U.S. Census Bureau, 2015. Longitudinal-Employer Household Dynamics Program.)

Modifying Existing Housing Need: Opportunity Indices



- Seven indices developed by U.S. Department of Housing and Urban Development (HUD)
- Measures various factors relating to access to opportunity, such as poverty rates, environmental health, and jobs proximity
- Directly addresses social equity and AFFH

Social Equity Adjustment



- Total draft RHNA divided into 4 income categories based on county median income
 - Very low income: less than 50%
 - Low income: 50–80%
 - Moderate income: 80–120%
 - Above moderate: more than 120%
- Social equity adjustment can be applied to avoid overconcentration of lower income households

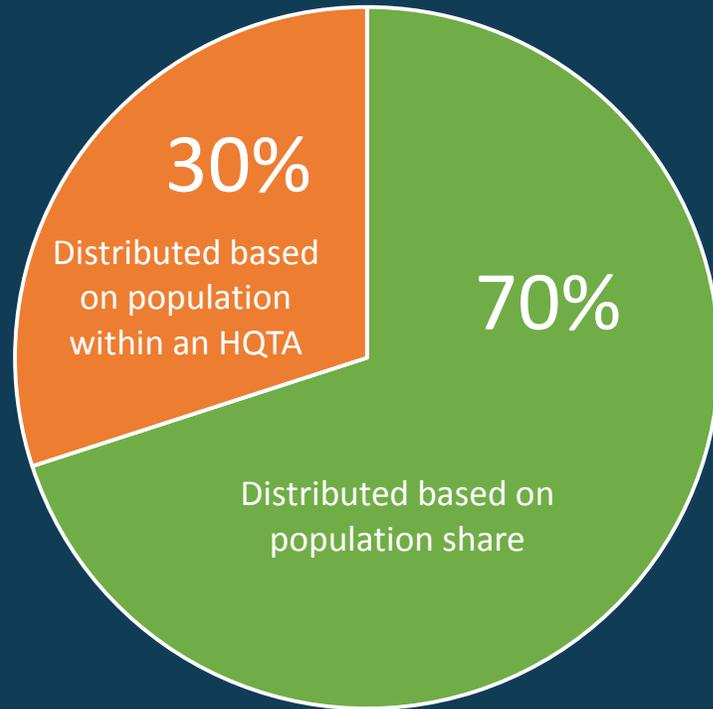
Social Equity Adjustments



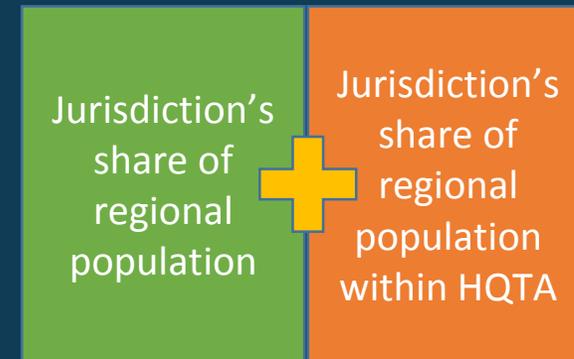
Income Category	City A Existing Distribution	County Existing Distribution/ 100% Adjustment	110% Adjustment	175% Adjustment
Very low income	36%	25%	23.9%	16.75%
Low income	19%	16%	15.7%	13.75%
Moderate	13%	15%	15.2%	16.5%
Above moderate	32%	44%	45.2%	53%

Possible Recommendation: Step 1 Determining Existing Need

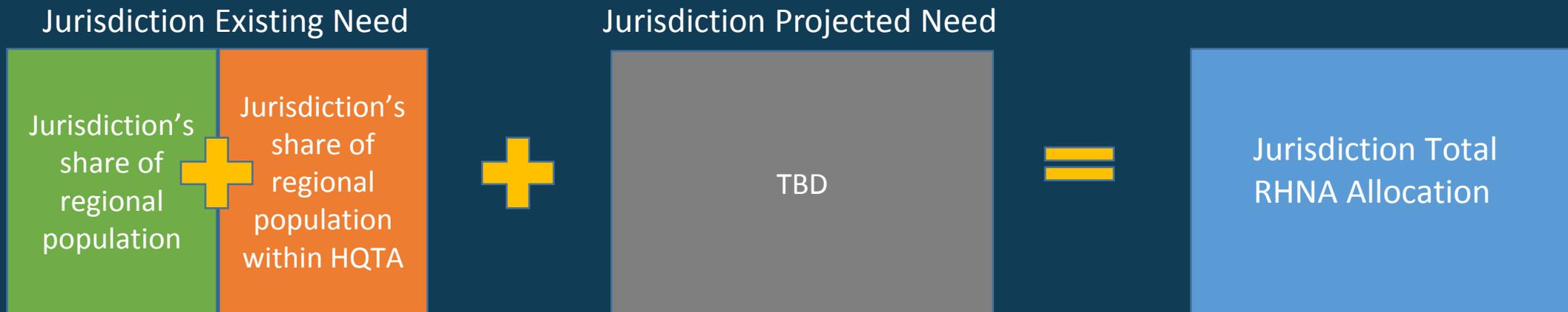
Regional Existing Need



Jurisdiction Existing Need



Possible Recommendation: Step 2 Determining Total RHNA Allocation

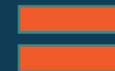


Possible Recommendation: Step 3 Determining Income Categories

Jurisdiction Total
RHNA Allocation



150% social
equity
adjustment



Jurisdiction Total RHNA Allocation

Very low
Low
Moderate
Above moderate

City A and City B: A Methodology Example



• City A

- Urbanized
- Within County X
- Most of population is within an HQTAs
- Population: Appx. 60,000
- Higher concentration of lower income households than other parts of the county

• City B

- Suburban community
- Within County Y
- No HQTAs within jurisdiction
- Population: Appx 105,000
- Higher concentration of wealthier households than other parts of the county

City A and City B: Step 1



- Example assumption: Regional existing need of 400,000
 - 280,000 (70%) will be assigned based on population share
 - 120,000 (30%) will be assigned based on population share within HQTAs

City A	Existing need
+Share of regional population (0.34%)	947
+Share of regional population within HQTAs (0.82%)	980
=Total existing need	1,927

City B	Existing need
+Share of regional population (0.59%)	1,642
+Share of regional population within HQTAs (0%)	0
=Total existing need	1,642

City A and City B: Step 2



- The mechanism to determine projected need will be recommended separately
- For illustrative purposes, projected need is based on local input on household growth and a vacancy rate adjustment

City A	
+Existing need	1,927
+Projected need	662
=Total draft RHNA allocation	2,588

City B	
+Existing need	1,642
+Projected need	2,411
=Total draft RHNA allocation	4,053

City A: Step 3



Income category	City A existing income distribution	County X income distribution	City A income distribution after 150% social equity adjustment	RHNA allocation by income category (total = 2,588)
Very low	30.1%	25.3%	22.9%	593
Low	18.6%	15.6%	14.1%	365
Moderate	18.6%	16.8%	15.9%	412
Above moderate	32.7%	42.3%	47.1%	1,219

City B: Step 3



Income category	City B existing income distribution	County Y income distribution	City B income distribution after 150% social equity adjustment	RHNA allocation by income category (total = 4,053)
Very low	15.8%	23.7%	27.7%	1,121
Low	12.2%	16.5%	18.6%	755
Moderate	16.8%	18.3%	19.1%	773
Above moderate	55.2%	41.5%	34.6%	1,404

Next Steps



- Next RHNA Subcommittee meeting
 - May 6, 10 a.m.
 - Webcasting available
- Proposed RHNA Methodology Public Hearings
 - August/September 2019
- Proposed RHNA Methodology Review by HCD
 - Fall 2019
- Comments can be sent to housing@scag.ca.gov

For more information

www.scag.ca.gov

Email: housing@scag.ca.gov





Environmental Justice Toolbox

Anita Au

Compliance and Performance Monitoring

April 18, 2019

www.scag.ca.gov



Purpose/Goals



- Toolbox of potential mitigation and resources to address potential impacts to environmental justice communities
 - Local jurisdictions – General Plan Update or project development (CEQA)
 - Local community groups – Provide examples of policies that community groups can advocate for to improve conditions for EJ communities
- User friendly and applicable

2016 RTP/SCS Potential EJ Mitigation



- Access to Parks, Schools, Shopping, Employment
- Air Quality Impacts Along Freeways and Heavily Traveled Corridors
- Active Transportation Hazards
- Public Health Impacts
- Rail-Related Impacts
- Road Pricing Mechanisms
- Noise Impacts

2016 RTP/SCS Potential EJ Resources



- Gentrification and Displacement
- EPA's Best Practices for Reducing Near-Road Air Pollution Exposure at Schools

2016 RTP/SCS Potential Mitigation for Air Quality Impacts Along Freeways and Heavily Traveled Corridors



Local air districts, local jurisdictions and project sponsors may voluntarily implement measures adopted by ARB designed to attain federal air quality standards for PM_{2.5} and eight-hour ozone. ARB's strategy includes the following elements:

- Set technology forcing new engine standards.
- Require clean fuels, and reduce petroleum dependency.
- Work with US EPA to reduce emissions from federal and state sources.
- Pursue near-term advanced technology demonstration and deployment such as:
 - Zero emissions heavy-duty trucks (2013 and beyond)¹¹
 - Tier 4 marine engine repowers and replacements (2014 and beyond)
 - Tier 4 and zero emissions railyard equipment (2015 and beyond)¹²
- Pursue long-term advanced technology measures.
- In addition, consider proposed new transportation-related SIP measures including:
 - Improvements and Enhancements to California's Smog Check Program
 - Expanded Passenger Vehicle Retirement
 - Modifications to Reformulated Gasoline Program

- Cleaner In-Use Heavy-Duty Trucks
- Ship Auxiliary Engine Cold Ironing and Other Clean Technology
- Cleaner Ship Main Engines and Fuel
- Port Truck Modernization
- Clean Up Existing Commercial Harbor Craft

- Conduct corridor-level analysis for proposed projects in areas where air quality impacts may be concentrated among environmental justice communities.
- Project sponsors should consider identifying the environmental justice impacts of each project. In consultation with the affected community, mitigation measures can be identified to best address the project's impacts.
- Participate in statewide and regional discussions seeking to balance multiple policy objectives affecting air quality and the siting of transit-oriented development.

Additional input received as part of SCAG's environmental justice public workshops:

- Provide infrastructure for electric vehicles in disadvantaged communities along heavily traveled corridors.

Access to Parks, Schools, Shopping, Employment

- Encourage siting of new parks and recreation amenities in urban and other infill locations
- Improve active transportation and transit infrastructure to promote accessibility to destinations within short distances

Active Transportation Hazard

- Adopt and institutionalize complete streets policies
- Adopt a Vision Zero Policy
- Develop or update transportation infrastructure, such as sidewalks, bicycle lanes, and street lighting to encourage bicycling or walking within communities
- Partner with local educational institutions to promote active transportation choices

Rail Related Impacts

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

Public Health Impacts

- Fund proactive measures to improve air quality in neighboring homes, schools, and other sensitive receptors
- Provide public education programs about environmental health impacts to better enable residents to make informed decisions about their health and community
- Engage in proactive measures to train and hire local residents for construction or operation of the project to improve their economic status and access to health care
- Additional input received as part of SCAG's EJ public workshops
 - Engage with local private industry to strengthen public-private partnerships
 - Encourage and sustain linear parks to connect neighborhoods and communities

Road Pricing Mechanisms

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

Noise Impacts

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

Potential Resources Related to Gentrification and Displacement



- California Department of Housing and Community Development, Inclusionary Housing Publications ¹⁷
- PolicyLink, Equitable Development Toolkit ¹⁸
- National Association of Realtors, Field Guide to Inclusionary Zoning ¹⁹
- The Partnership for Working Families, Community Benefits Agreements ²⁰
- Los Angeles Alliance for a New Economy, LAX Community Benefit Agreement ²¹

Additional input received as part of SCAG's environmental justice public workshops:

- Consider mitigation funds for local community-oriented businesses.
- Explore the applicability of community land trusts to preserve local land ownership
- Consider inclusionary zoning to minimize the displacement of low-income residents.
- Create a local housing trust fund to fund the development of affordable housing.
- Adopt policies that incentivize the creation of affordable housing near amenities such as parks, schools, transit, and jobs.
- Create homeowner assistance programs to assist low income families to purchase homes or prevent foreclosures.
- Consider community-based ownership options, such as co-ops, to encourage ownership opportunities in areas with low homeownership rates.

2016 RTP/SCS Potential EJ Resources



There are several strategies used presently across the nation to reduce the harms of pollution in and around schools. As documented in the U.S. Environmental Protection Agency's (EPA) Best Practices for Reducing Near-Road Air Pollution Exposure at Schools, some efforts include:

- Upgrading filtration systems used in classrooms
- Locating air intakes away from pollution sources
- Providing training to school staff and students on indoor air quality and ventilation
- Avoiding strenuous activities, such as physical education class and sports, during peak traffic times
- Reducing car and bus idling, upgrade bus fleets, and encourage active transportation like walking and biking to school
- Considering improvements to site layout, such as locating classrooms further from the roadway
- Considering installation of solid and/or vegetative barriers
- Input received as part of SCAG's EJ public workshops:
 - Improve safety at transit stations
 - Engage and support community groups to follow project development at all levels in the process

- Categorize mitigation/resources based on CEQA Appendix G Topic Areas (as related to EJ)
 - Air Quality
 - Land Use and Planning
 - Noise
 - Population and Housing
 - Public Services
 - Recreation
 - Transportation
- Utilize General Plan Element icons



Potential areas for enhancement or additions:

- Gentrification and displacement resources
- Transit access
- Climate vulnerability/change/adaptation
- Active Living, Active Transportation, and Physical Activity
- Increased mobility

Next Steps: Opportunities for Input



- Today's EJWG Meeting
 - Will be accepting input until May 31, 2019
 - Please send any comments, questions, or input to environmentaljustice@scag.ca.gov or au@scag.ca.gov
- Subregional Meetings
 - EJ Toolbox development is one of two main discussion items
 - May – June 2019
- Draft release of EJ Report
 - Fall 2019



Thank you!

Anita Au
au@scag.ca.gov
(213) 236-1874
www.scag.ca.gov



ENVIRONMENTAL JUSTICE TOOLBOX

Building on the foundation of the 2012 RTP/SCS, SCAG has included a toolbox of possible mitigation measures to address potential impacts to environmental justice communities. The toolbox presents optional mitigation recommendations that may be effective in addressing project-specific environmental justice impacts after a comprehensive review of impacts and consultation with all stakeholders. These measures were identified through a review of literature, the PEIR, recent planning activities, and input from stakeholders as part of the environmental justice outreach process.¹⁰ Measures incorporating or referring to compliance with existing regulations are for informational purposes only and do not supersede existing regulations.

POTENTIAL MITIGATION FOR ACCESS TO PARKS, SCHOOLS, SHOPPING, EMPLOYMENT

- Encourage siting of new parks and recreation amenities in urban and other infill locations.
- Improve active transportation and transit infrastructure to promote accessibility to destinations within short distances.

POTENTIAL MITIGATION FOR AIR QUALITY IMPACTS ALONG FREEWAYS AND HEAVILY TRAVELED CORRIDORS

Local air districts, local jurisdictions and project sponsors may voluntarily implement measures adopted by ARB designed to attain federal air quality standards for PM_{2.5} and eight-hour ozone. ARB's strategy includes the following elements:

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Additional input received as part of SCAG's environmental justice public workshops:

- Provide infrastructure for electric vehicles in disadvantaged communities along heavily traveled corridors.

POTENTIAL MITIGATION FOR ACTIVE TRANSPORTATION HAZARD

- Adopt and institutionalize complete streets policies.
- Adopt a Vision Zero Policy.
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- Partner with local educational institutions to promote active transportation choices.

POTENTIAL MITIGATION FOR PUBLIC HEALTH IMPACTS

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

Additional input received as part of SCAG's environmental justice public workshops:

- Engage with local private industry to strengthen public-private partnerships.
- Encourage and sustain linear parks to connect neighborhoods and communities.

POTENTIAL MITIGATION FOR RAIL RELATED IMPACTS

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

POTENTIAL MITIGATION FOR ROAD PRICING MECHANISMS

- Transit, vanpools or other options as alternatives in locations not served by transit.
- Upper limits on road pricing.
- Exemptions or discounts for persons who are disadvantaged people such as those whose earnings are below a certain income level and people with disabilities.
- Limits on the number of priced crossings in a period for cordon charges.
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- Develop an explicit benefit plan for increased revenues dovetailing with goals and mitigation concerns (e.g., enhanced transit, spillover protections and better enforcement).¹⁵
- Include environmental justice mitigation actions as part of the NEPA review.¹⁶

POTENTIAL MITIGATION FOR NOISE IMPACTS

Project sponsors may voluntarily, to the extent feasible and applicable, and where their jurisdictional authority permits:

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POTENTIAL RESOURCES RELATED TO GENTRIFICATION AND DISPLACEMENT

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- PolicyLink, Equitable Development Toolkit¹⁸
- National Association of Realtors, Field Guide to Inclusionary Zoning¹⁹
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- Consider community-based ownership options, such as co-ops, to encourage ownership opportunities in areas with low homeownership rates.

POTENTIAL RESOURCES FOR OTHER ENVIRONMENTAL JUSTICE IMPACTS

There are several strategies used presently across the nation to reduce the harms of pollution in and around schools. As documented in the U.S. Environmental Protection Agency's (EPA) Best Practices for Reducing Near-Road Air Pollution Exposure at Schools, some efforts include:

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- Reducing car and bus idling, upgrade bus fleets, and encourage active transportation like walking and biking to school.
- Considering improvements to site layout, such as locating classrooms further from the roadway.
- Considering installation of solid and/or vegetative barriers.

Input received as part of SCAG’s environmental justice public workshops:

- Improve safety at transit stations.
- Engage and support community groups to follow project development at all levels in the process.

ADDENDUM

This portion of the Environmental Justice Appendix provides detailed information for each of the communities included in the Communities of Concern (CoC) geography established for additional analysis. More information on historic trends in CoC’s as a whole is available in the Historic Demographic Trends section of this report.