



SOUTHERN CALIFORNIA ASSOCIATION of GOVERNMENTS

Environmental Justice Workshop

June 30, 2011

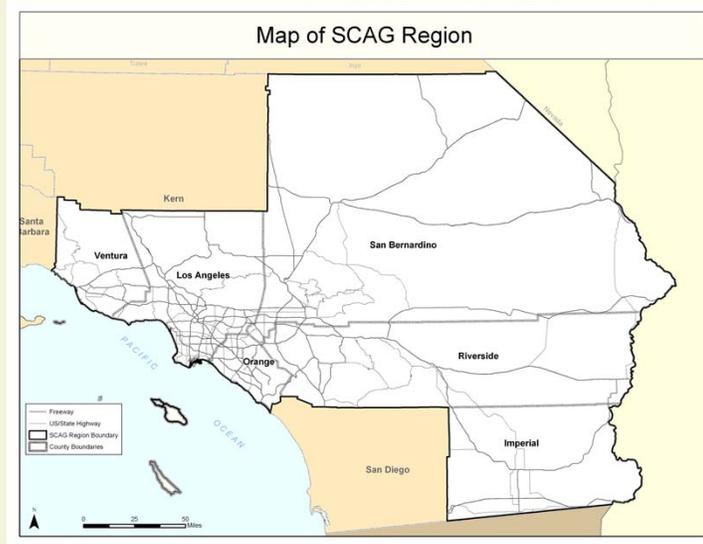
Agenda

- Welcome / Introductions
- Purpose of the Workshop
- Overview of SCAG's Environmental Justice responsibilities and past analysis
- Status of the 2012 Regional Transportation Plan and Sustainable Communities Strategy
- Proposed Technical Analysis Overview
- Comments / Discussion

Meeting Purpose and Objectives

- Overview of SCAG's Environmental Justice responsibilities
- Summarize previous workshop comments
- Provide an orientation to the 2012 RTP/SCS
- Solicit input on the proposed environmental justice analysis for the 2012 RTP
- Request contact information and offer further dialogue

The SCAG Region



Environmental Justice

Fundamental Principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

- U.S. Department of Transportation, An Overview of Transportation and Environmental Justice

Environmental Justice

Guiding Documents:

- Title VI of the Civil Rights Act of 1964
- Executive Order 12898 (1994)
- CEQA Environmental Justice Guidance Under the National Environmental Policy Act (1997)
- US Department of Transportation Order (1997)
- Federal Highway Administration Order (1998)
- Memorandum: Implementing Title VI Requirements in Metropolitan and Statewide Planning (1999)
- FTA Circular Title VI Guidelines (2007)
- SCAG's Public Participation Plan (2009)

SCAG's Environmental Justice Policy

- Committed to being a leader in our analysis of the environmental, health, social, and economic impacts of our programs on minority and low-income populations in the SCAG region.
- Provides early and meaningful public access to decision making processes for all interested parties, including minority and low-income populations.
- Seeks out and considers the input of traditionally underrepresented groups, such as minority and low-income populations, in the regional transportation planning process.
- When disproportionately high and adverse impacts on minority or low-income populations are identified, SCAG takes steps to propose mitigation measures or consider alternative approaches for the SCAG region.
- Continues to evaluate and respond to environmental justice issues that arise during and after the implementation of SCAG's regional plans.

SCAG's Analysis

Framework:

- System-wide, region-wide analysis for RTP
- Compare RTP Plan ("the Plan") vs. without the Plan ("Baseline" or No Project")
- The core questions:
 - Are people worse or better off with or without the Plan?
 - Is there a disproportionate negative impact of the Plan on any group?

SCAG's Analysis

Overview:

- Geographic Level: Traffic Analysis Zone (TAZ)
- Socioeconomic Variables
- Regional Transportation Plan
- Tools
 - SCAG Regional Travel Demand Model & Networks
 - Direct Transportation Impact Model (DTIM)
- Performance Indicators

SCAG's Analysis

Socioeconomic Variables:

- Ethnicity/Race
- Minority (Hispanic, Asian & Pacific Islanders, African Americans, Native Americans, Others)
- Non-Hispanic White
- Income/Poverty Level
- Age
- Gender
- Disabled (per Census)

SCAG's Analysis

New in 2008 RTP:

- Non-work trip analysis
- Accessibility based on same travel time (30 minutes) for different modes
- Accessibility to parks
- County-level analysis

Results of SCAG's 2008 Analysis

Overall Improvements In:

- Accessibility (employment and parks)
- Air pollution
- Travel time savings (transit and auto)
- Auto travel distance reductions
- Plan expenditures/investment (RTP)
- Sales and gasoline tax burdens

June 2010 Workshop Comments Summary

- Requested information on modeling
- Focus more on bicycling and walking for all ages
- Take steps to benefit impacted communities, not only mitigating adverse impacts
- Identify and quantify the primary environmental justice challenges in the region; identify baseline
- Bring public health to the forefront
- Address gentrification and both formal and informal economies
- Further discussion needed to disseminate information to the appropriate decision-makers

June 2010 Workshop Comments Responses

- SCAG is providing more information on modeling today
- SCAG staff reviewed of suggested analysis areas and will comment today
- SCAG intends to address public health in SCS scenario development process
- Presentations have been received by SCAG policy and technical committees

Regional Transportation Plan (RTP)

Purpose of the RTP

- Required by Federal and State Laws
 - Without a federally approved transportation conformity determination, projects can be delayed or funding restricted
 - Transportation Projects must be included in the RTP (and FTIP) before they can be implemented
- Collective long-term vision to address our transportation needs and improve environment/ quality of life
 - Balancing revenues with our investment needs
 - Prioritizing transportation investment decisions for the region

Key Requirements of the RTP

- Developed through a cooperative, collaborative and continuous (3C) process
- Financially constrained
- Transportation conformity (Clean Air Act)
- Comply with SB 375 (State law)
- 20-year horizon (minimum)

Draft 2012 RTP Goals

- Maximize mobility and accessibility
- Ensure travel safety and reliability
- Preserve and ensure a sustainable system
- Maximize transportation security
- Protect the environment, improve air quality, promote energy efficiency
- Encourage land use and growth patterns that complement transportation investments

Key Components of the RTP

Two Primary Plans:

- Financially Constrained Plan:
 - Used to demonstrate transportation conformity and compliance with the GHG reduction targets
- Strategic Plan:
 - Projects and strategies lacking funding, political consensus, adequate technical information, or beyond 2035 horizon year

Key Components of the RTP

- Existing System Performance/Needs Assessment
- Growth Forecast/Demographic context
- Policy Element (goals and policy objectives)
- Sustainable Communities Strategy (SCS) that achieves the GHG reduction targets
- Action Element (strategies, plans, and projects)
- Financial Element (costs and how do we pay)
- Plan performance (performance objectives, transportation conformity tests)

Draft 2012 RTP Status

- Completed list of projects for the Transportation Baseline (No Project Alternative)
- Finalizing project input from CTCs for financially constrained plan
- Focused on developing alternative transportation and land use scenarios

Critical Issues to Consider for RTP/SCS

- Transportation Funding
 - Single most funding challenge we face is our declining revenues while our needs are growing. How do we close the gap?
- Pricing Strategies
 - How can we reach consensus on implementing pricing strategies that help maximize the performance of the transportation system in an equitable manner?
- Goods Movement
 - How can we continue to maintain our region's economic competitiveness and ensure quality of life?

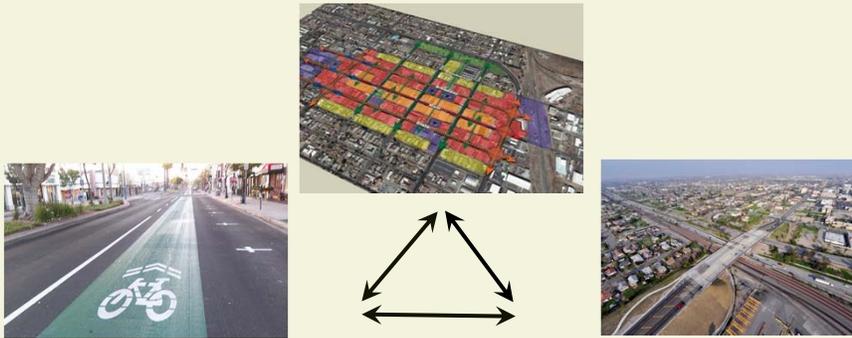
Critical Issues to Consider for RTP/SCS

- **High Speed Rail**
 - How can we balance local concerns with potential benefits of HSR System?
 - No consensus has been reached on the state HSRT System
 - What system should we support and include in the RTP?
- **Clean Air Act/Transportation Conformity**
 - 14 non-attainment areas in 4 air basins administered by 5 air districts
 - Ever changing air quality requirements
 - Litigation
- **Meeting GHG Targets**
 - What are the best combination of strategies to meet the adopted 2020 and 2035 targets for the SCAG region

Sustainable Communities Strategy (SCS)

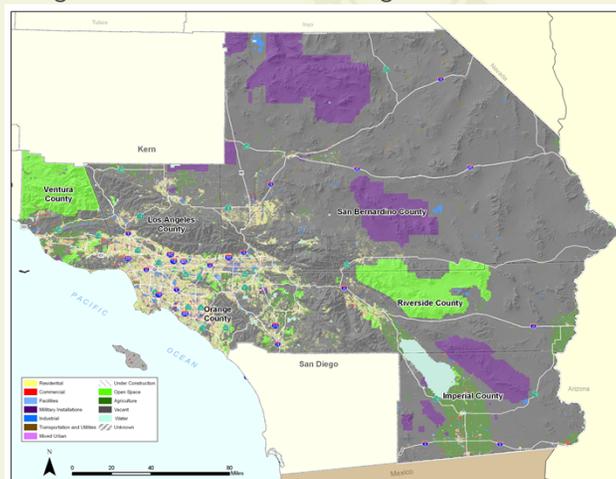
Purpose of the Sustainable Communities Strategy

- Per SB 375, RTP must now incorporate a SCS that will meet the regional Greenhouse Gas emission targets
- SCS to include eight required elements that integrate regional and local land use & housing strategies with transportation investments and transportation policies



Sustainable Communities Strategy Element One – Land Use Designations & Densities

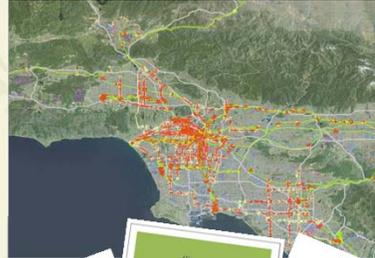
1. Identify the general location of land uses, residential densities, and building intensities within the region.



Sustainable Communities Strategy

Elements Two, Three and Six – Housing Needs

- Identify areas sufficient to house all the population of the region, including all economic segments over the RTP planning timeframe.
- Identify areas sufficient to house an 8-year projection of the regional housing need.
- Consider state housing goals: expand housing opportunities, and accommodate the housing needs of Californians of all economic levels.



Sustainable Communities Strategy

Element Four – Transportation Needs

- Identify a transportation network to service the transportation needs of the region.



How Do We Measure Success?

ARB's target for the SCAG region (relative to 2005)

- 8% per capita reduction in GHG by 2020
- 13% per capita reduction in GHG by 2035



Performance Measures

- VMT, VHT, mode split
- Congestion relief
- Economic impacts
- Land consumption
- Public health



Working with Our Partners

Outreach to Date

- One-on-one meetings with local jurisdictions on growth forecast
- 12 Planning Sessions with ~90% attendance from local jurisdictions
- Surveys to gather data needed to build SCS (transportation, land use, housing strategies)



Check www.scag.ca.gov/rtp2012
for updates

Upcoming Outreach

- Public Workshops (Summer 2011)
- Elected Officials Workshops (Fall 2011)
- Public Hearings (Early 2012)

Key 2012 RTP/SCS Milestones

- Develop, evaluate and discuss alternative scenarios
→ thru September 2011
- Release Draft 2012 RTP/SCS for Public Comments
→ December 2011
- Regional Council to adopt 2012 RTP/SCS
→ April 2012
- Federal concurrence of transportation conformity determination
→ June 2012

Stay Involved!

Attend upcoming RTP and SCS meetings

- Check RTP website for schedule.
- www.scag.ca.gov/rtp2012

Regional Transportation Demand Model

What is a Transportation Model?

- Mathematical Abstraction of Transportation System
- Tool to Forecast Future Travel

Typical Uses of Transportation Models

- Supports Transportation and Air Quality Planning
 - Transportation System Design
 - Transportation Facility Design
 - Evaluate Policy/Operational Decisions
 - Environmental Impact Analysis
 - Corridor Studies
 - AQMP/SIP Development
 - Transportation Conformity (Clean Air Act)

Strengths of Transportation Models

- Analytical Basis/Common Foundation for Regional Transportation Planning
- Ability to Test Policy and Planning Proposals
- Good Estimator of Incremental Changes and Relative Changes between Alternatives
- Interface with Environmental Analysis Tools

SCAG's Modeling Role

- Develop/Maintain the Regional Model
- Develop/Utilize Adopted Growth Forecast
- Coordinate Regional Modeling Activities
- Apply Model to RTP/RTIP/Planning Projects
- Transportation Conformity Determination
- Promote/Support Subregional Models

Overview Of Modeling Process

- Conduct Travel Survey & Gather Data
- Develop Model Inputs:
 - Define Study Area
 - Define Traffic Analysis Zones (TAZs)
 - Develop Networks
 - SED/Land Use Data
- Model Calibration
- Model Validation
- Model Applications

Modeling Area

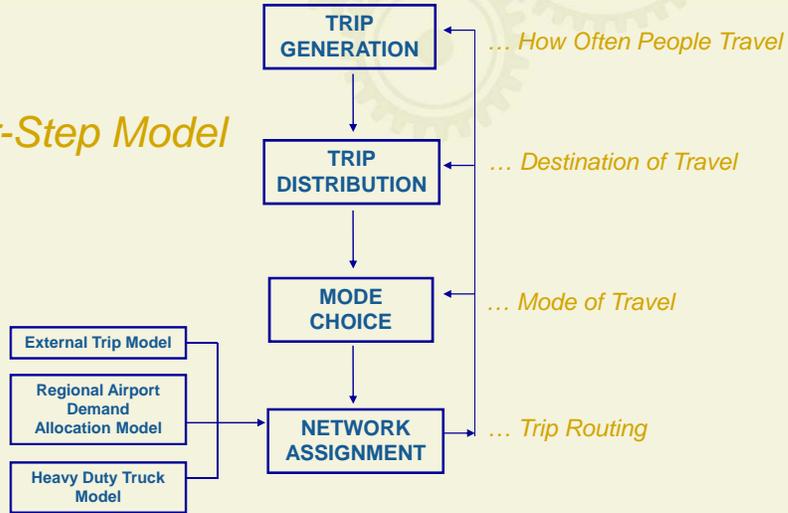
- SCAG's Modeling Area
 - 38,000 square miles
 - 4 air basins
 - 6 counties (IM, OR, RV, SB, VN, LA)
 - 56 Regional Statistical Area (RSA)
 - 302 Community Statistical Area (CSA)
 - 11,000+ Traffic Analysis Zones (TAZ)

Model Components

- Transportation Model
 - Passenger Car
 - Transit
 - Non-Motorized
- Truck Model
- Pricing Model
- Air Passenger Model
- Air Cargo Model
- Air Quality Model (ARB's EMFAC Model)

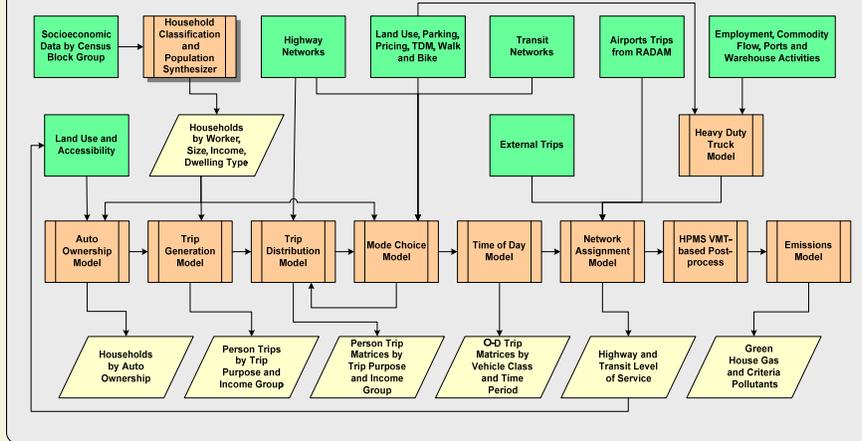
Model Structure

Four-Step Model



Modeling Process

SCAG Trip-based Regional Travel Demand Modeling Process



Legend
■ Input Module Output

Note:
 Population Synthesizer (shaded) is a new component.
 All the model modules and input data are updated for 2008 model validation and 2012 RTP analysis.

Model Inputs & Outputs

Model Inputs

- Socio-Economic Data
- Transportation Networks
- External Data
- Special Generators
- Model Parameters



Model Outputs

- Trips by Mode
- Traffic Volumes
- Congested Speed
- Transit Volumes
- Bike/Ped Info
- Transportation Summaries

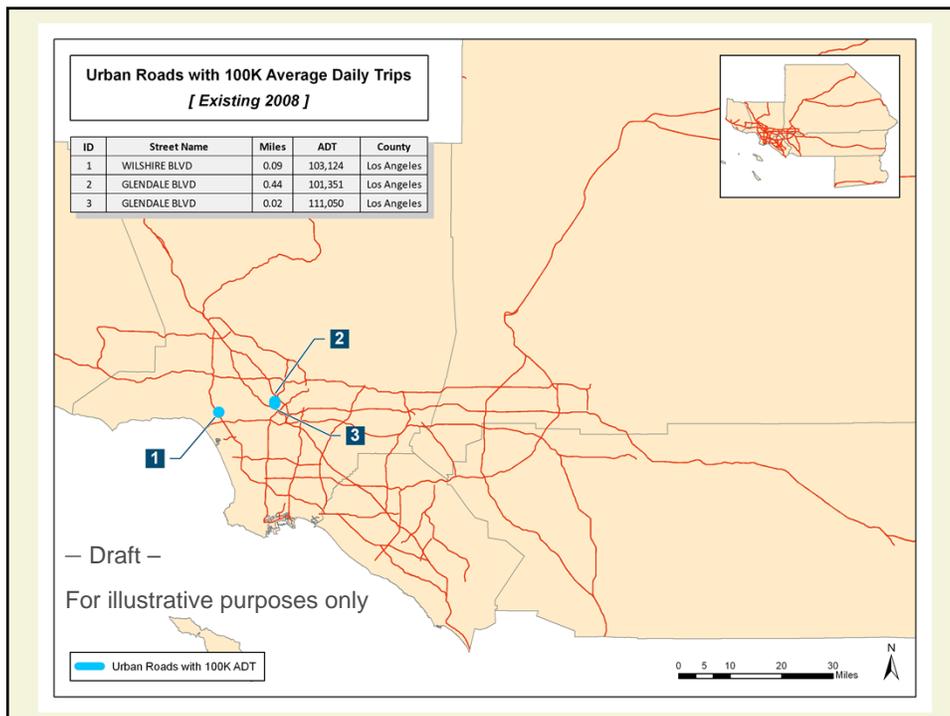
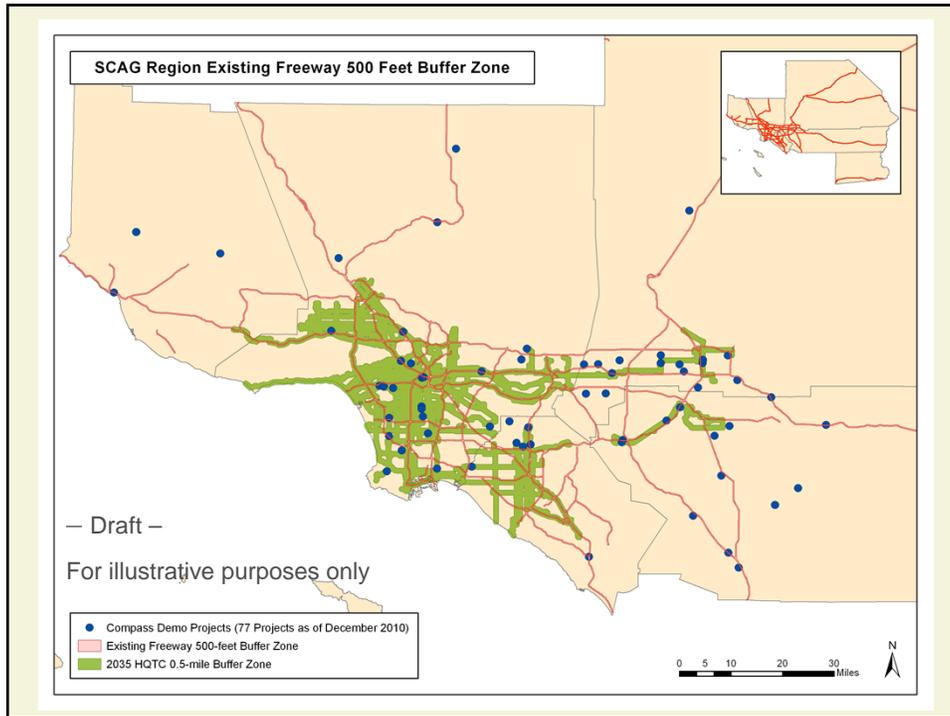
Model Products

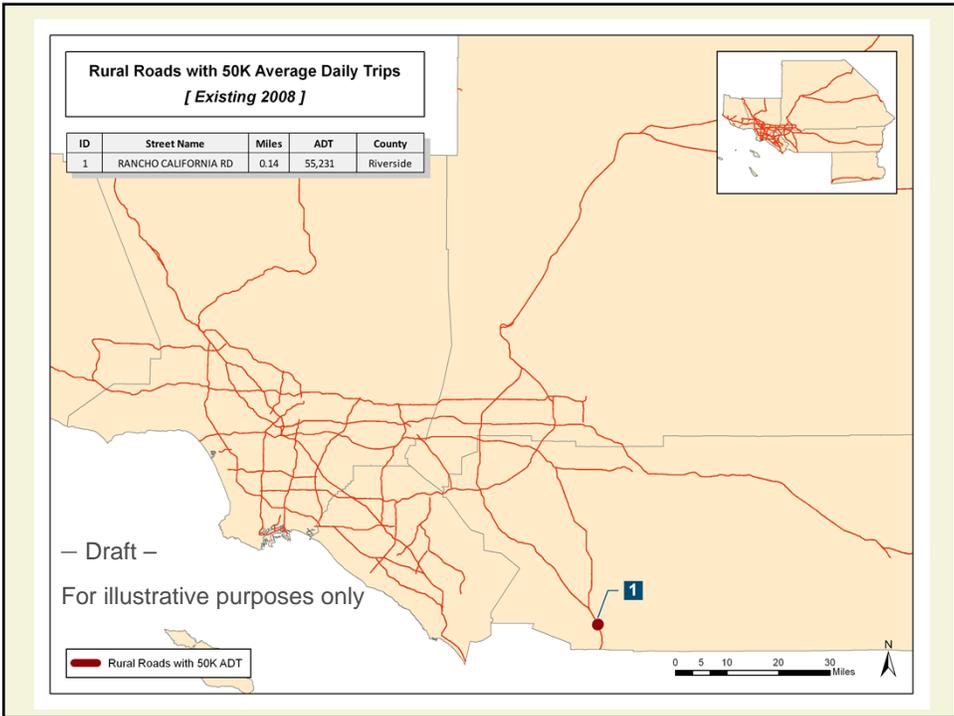
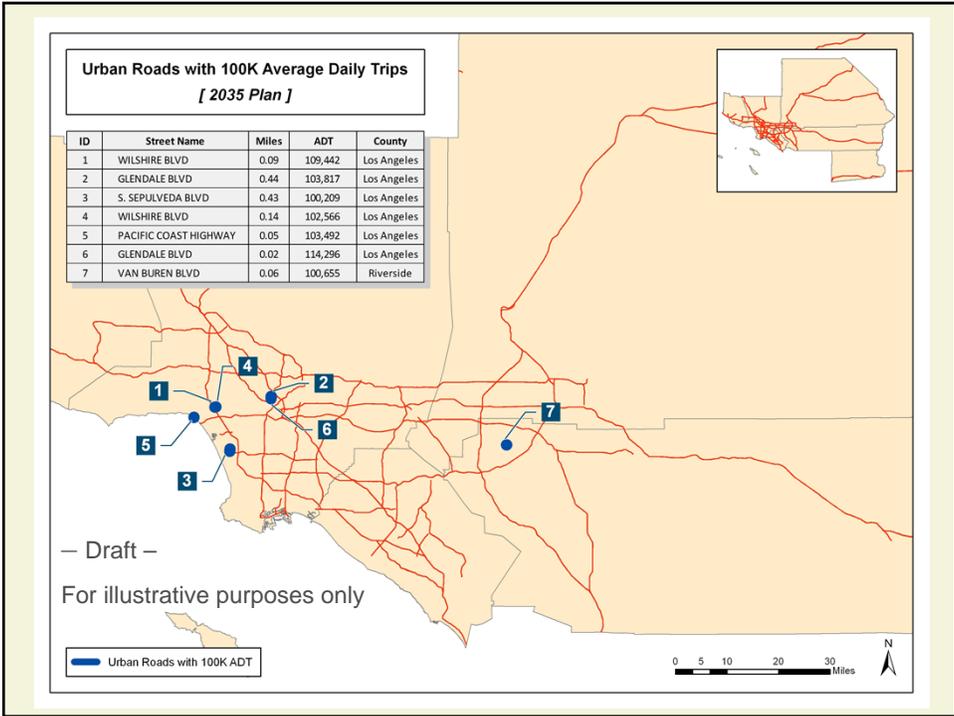
- Examples of useful model outputs:
 - VMT
 - Traffic volumes
 - Hours of delay
 - Average speed
 - Mode share
- Examples of useful indicators derived from model output:
 - Mobility (speed and delay)
 - Accessibility (access to opportunities)
 - Reliability (day-to-day trip time variation)
 - Productivity (system performance during peak hours)

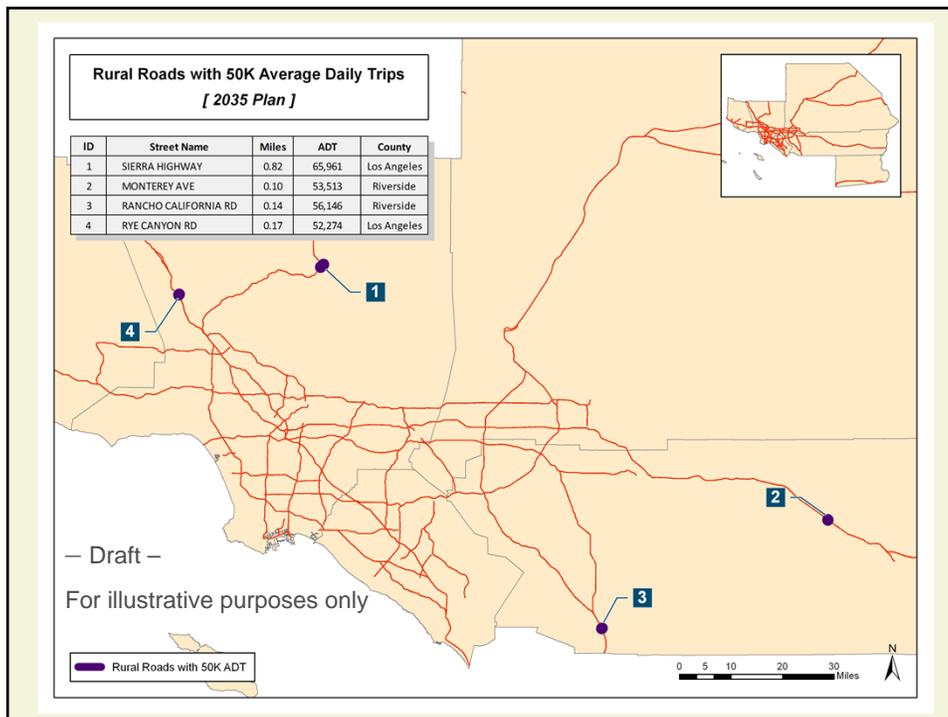
Next Generation Models

- Activity-based Model
- Traffic Simulation Model
- Land-Use Model

Proposed Technical Approach

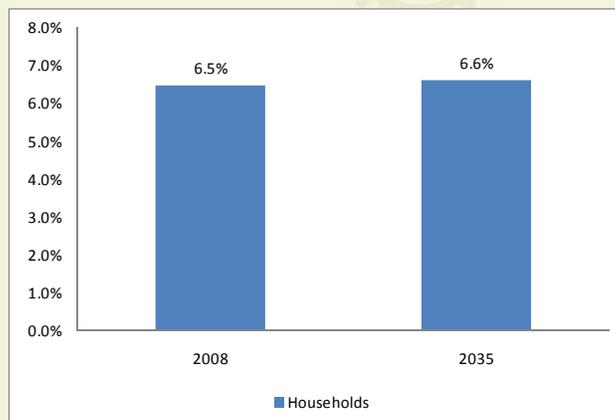






Households Share

- 6.5 % of SCAG households in 2008 are within buffer zone, and 6.6 % in 2035



Race & Ethnicity

- In 2008, 45% of SCAG Region population are Hispanic. In 500' buffer zone, about 50% are Hispanic. This disproportion is carried to 2035.
- The growth of Hispanic % between 2008 and 2035 is about 8% for both SCAG region and buffer zone.

	SCAG Region			500' Buffer		
	2008	2035	08-35	2008	2035	08-35
Hispanic	45%	53%	8%	50%	58%	8%
NH-White	34%	25%	-9%	28%	21%	-8%
NH-Black	7%	6%	-1%	7%	6%	-1%
NH-Asian	11%	12%	1%	12%	13%	1%
NH-Other	3%	3%	0%	3%	3%	0%

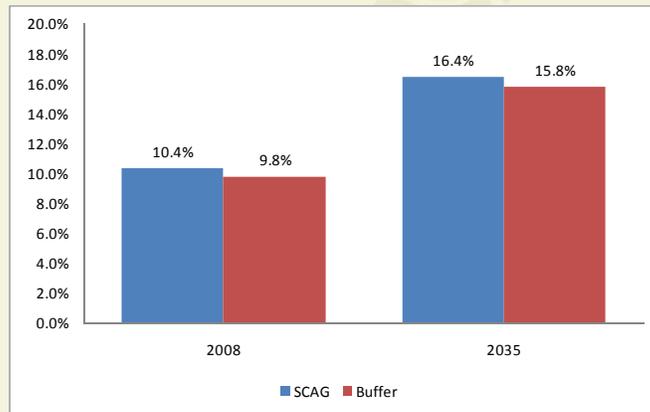
Low-Income Households

- Of 106,504 households growth in buffer zone, 12.5% are lowest-income households, which is 1.5% high than SCAG region.

Income Quintile	SCAG 08-35	Buffer 08-35	DIFF 08-35
Households	1,479,078	106,504	
%			
First (lowest 20%)	11%	12%	1%
Second (20%-40%)	18%	18%	1%
Third	20%	20%	0%
Fourth	23%	23%	0%
Fifth	28%	26%	-2%

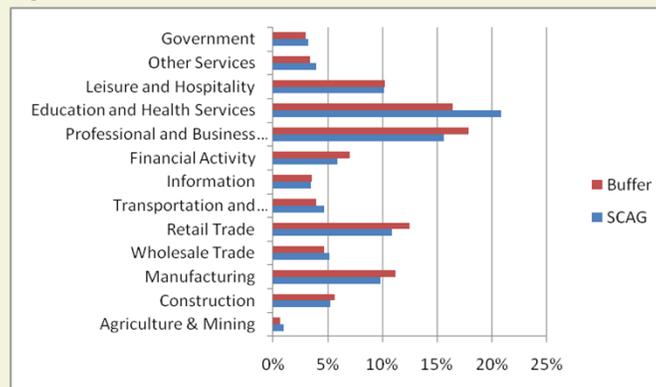
Elderly (aged 65 and older)

- Share of the elderly population is about the same between SCAG region and 500' buffer



2008 Job Share

- About 13.5% of SCAG region jobs are within the buffer zone
- Below shows 2008 job share by sectors for SCAG region and buffer zone



Job Growth

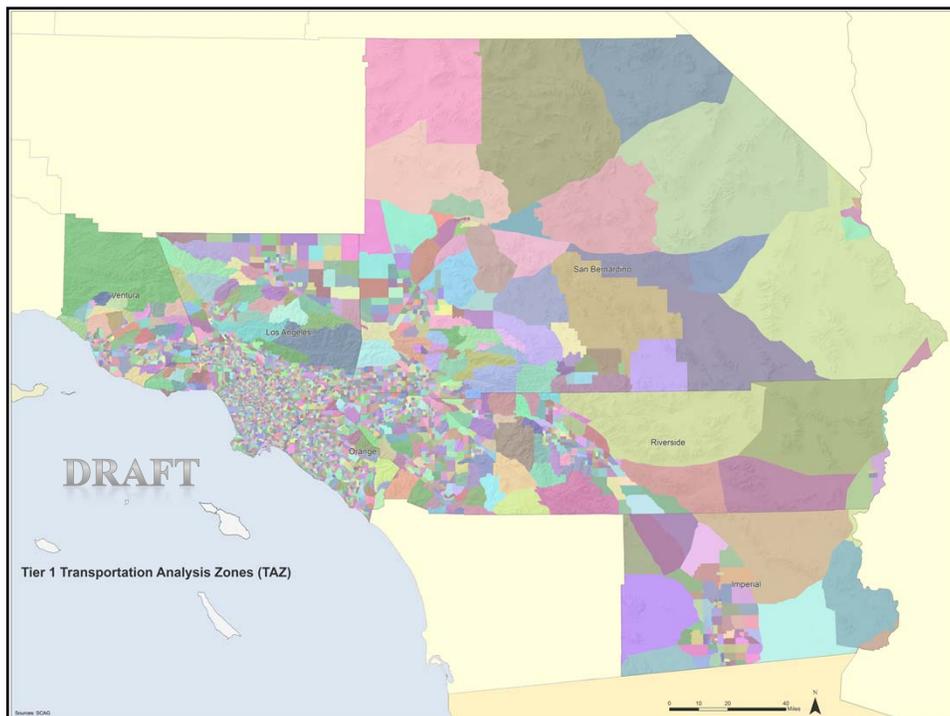
- Of 270,000 job growth in buffer zone, 24% are business service jobs, which is 2% high than that of SCAG region.
- There is no significant difference to other sectors

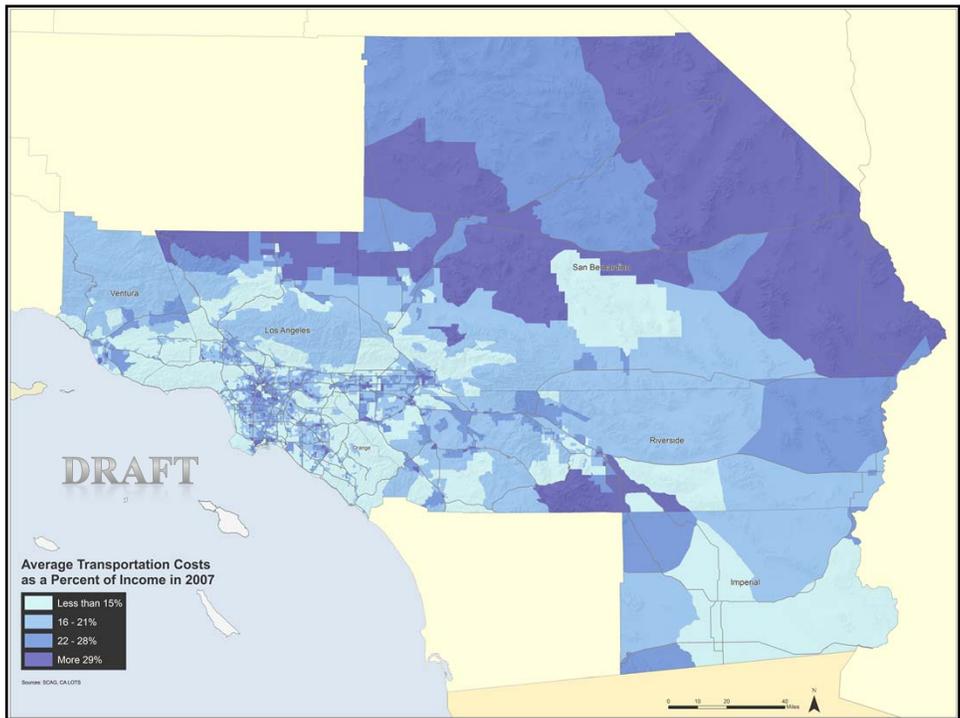
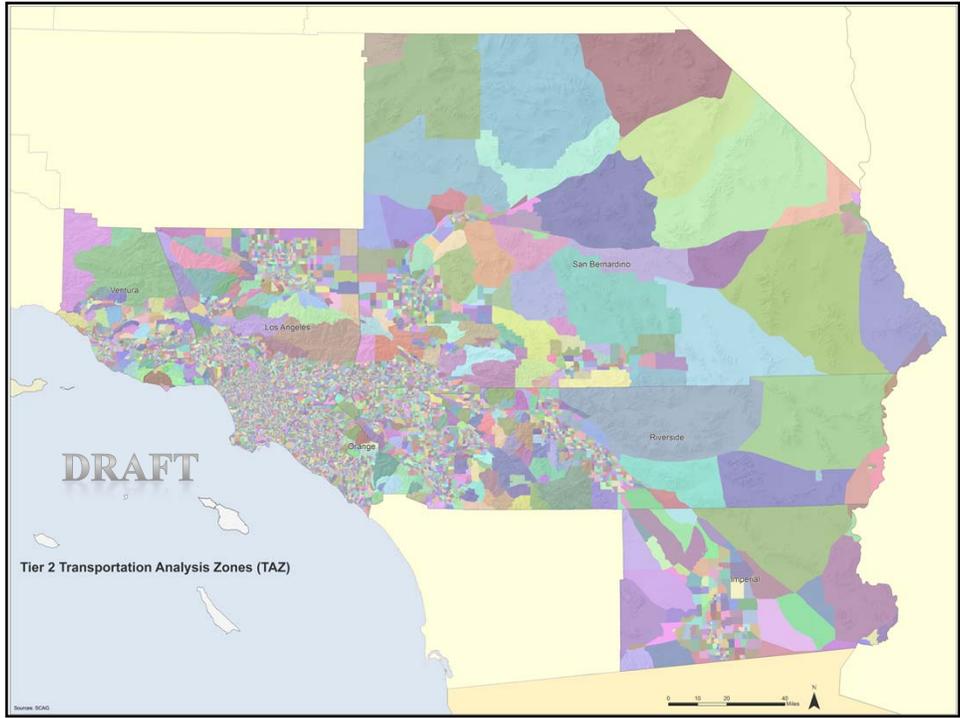
	SCAG 08-35	Buffer 08-35	DIFF 08-35
Jobs Growth	1,995,221	269,658	
%			
Wholesale	4%	4%	0%
Retail	9%	9%	0%
Finance	4%	4%	0%
Business Serv.	22%	24%	2%
Education/Health	28%	27%	0%

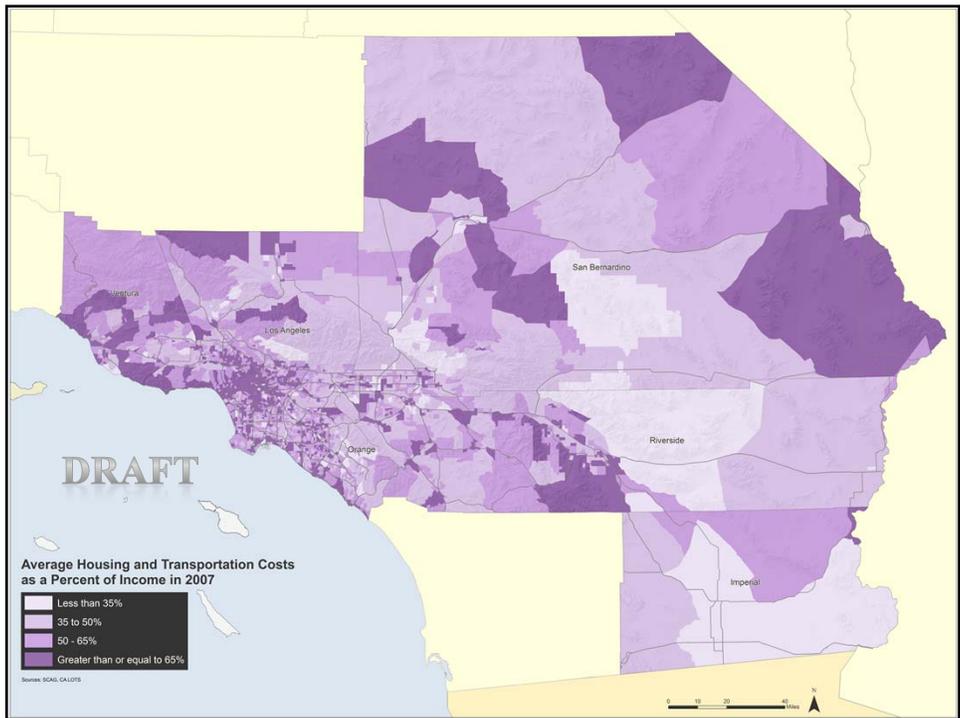
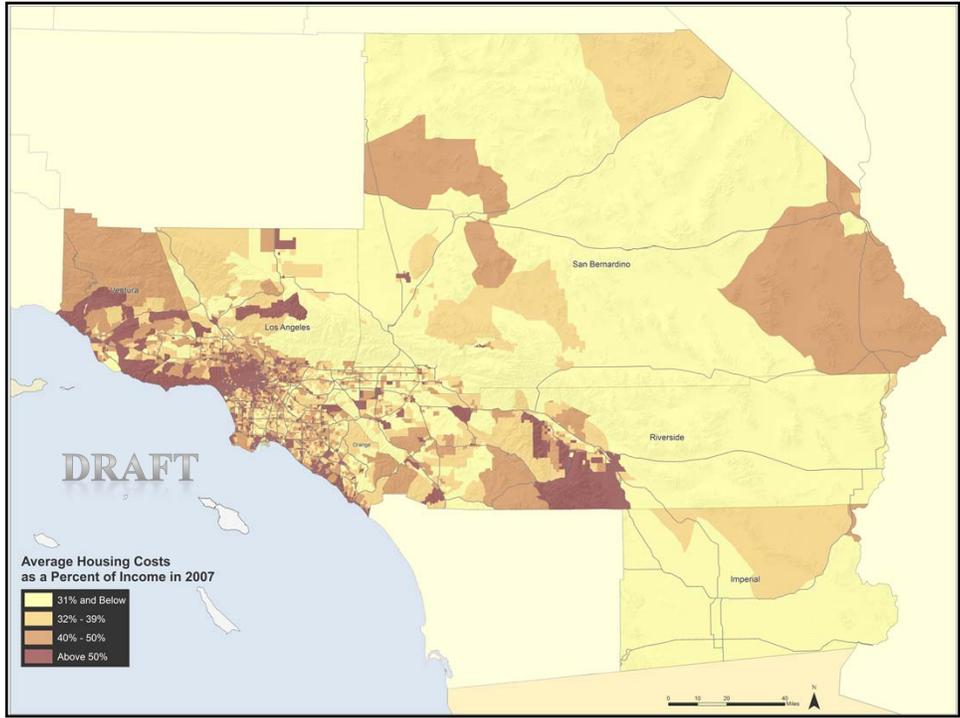
Air Quality Impact - PM10

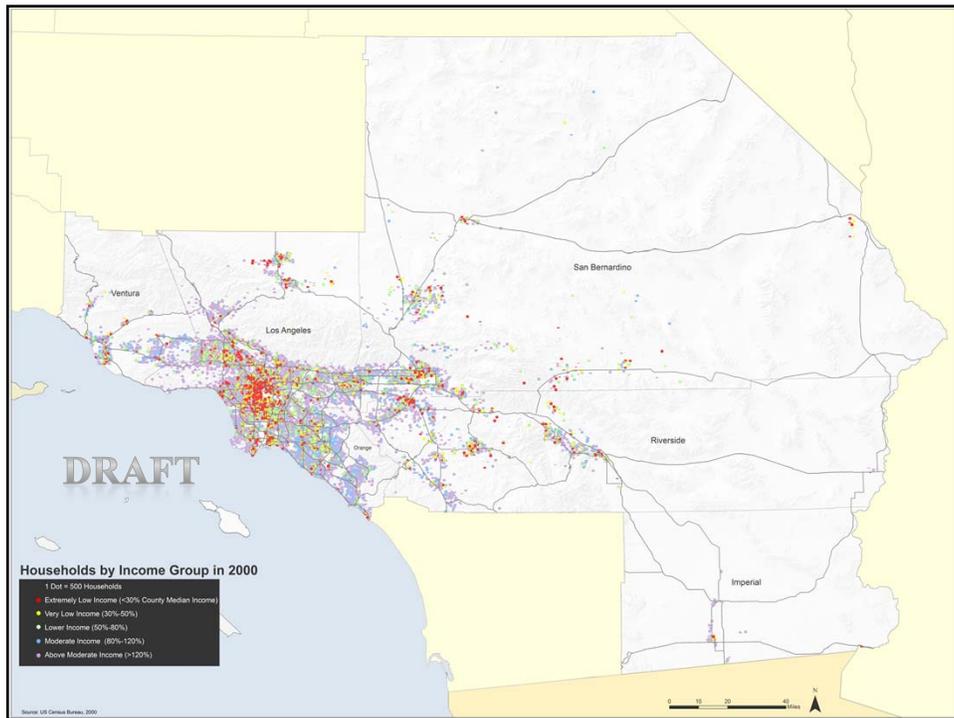
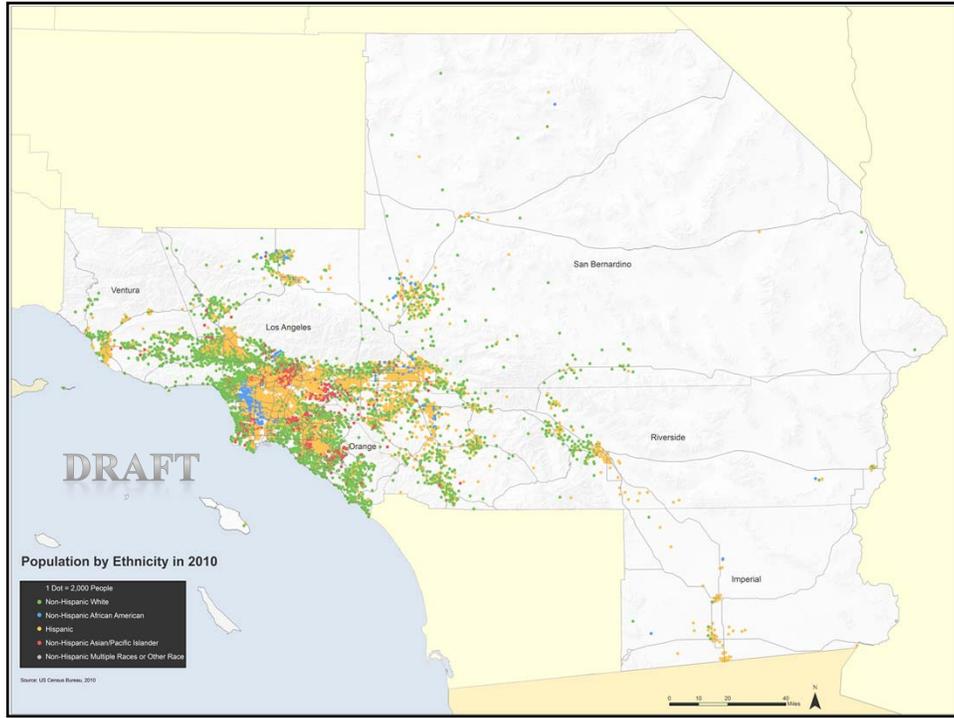
- PM10 emission in buffer zone is 11% - 12% of total emission of SCAG regional
- PM10 emission in buffer zone is slightly higher (about 2%) for Plan than for the Baseline

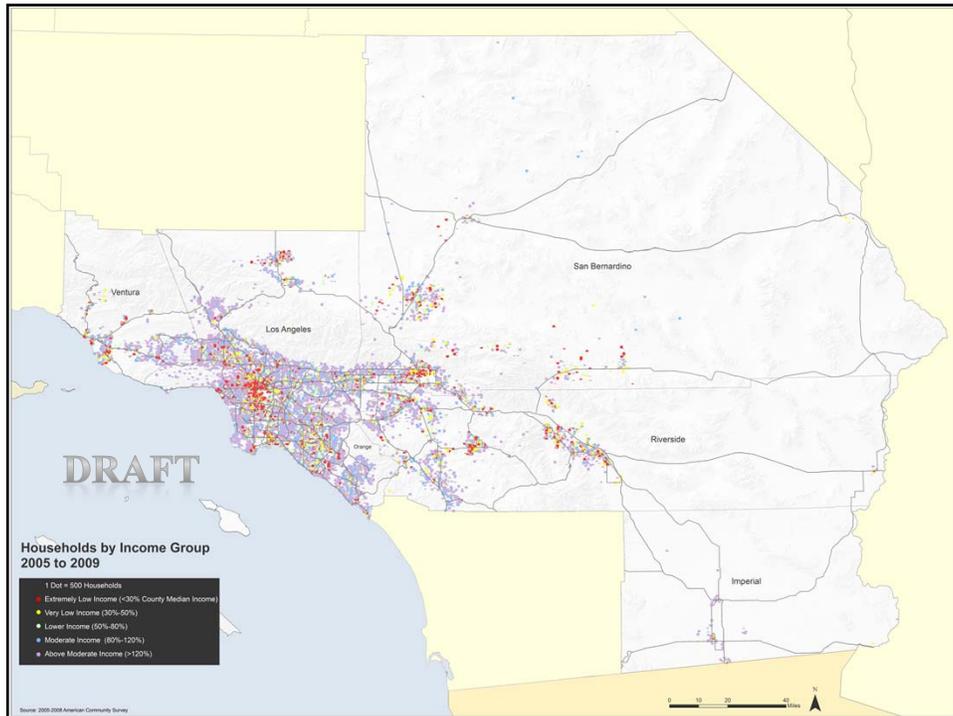
	SCAG	Buffer	Buffer/SCAG
2035 Baseline	23,819	2,623	11%
2035 Plan	22,890	2,674	12%
Plan - Baseline	-930	51	
<i>EMISSION IN KILOGRAMS</i>			











Comments

Open for comments

Please fill out a public comment card to accompany your verbal comment.

Please make sure to sign the sign-in sheet before you leave.

For more information
please contact

Jennifer Sarnecki
Senior Planner
sarnecki@scag.ca.gov

THANK YOU

