

## Summary of Public Comments

### Environmental Justice Workshop

Thursday, June 30, 2011

1. Beth Steckler, representing Move LA, inquired about the development process of the performance indicators, and the performance measures in terms of evaluating equity impacts. Ms. Steckler expressed concern that in the presentation none of the performance measures related to housing. Mr. Butala explained that the presentation does not provide a complete list of the performance measures, but rather an overview of the types of areas that will be explored, which historically were not in previous RTPs. Mr. Butala further explained that in terms of the development process of the performance indicators, staff is working closely with the Regional Council, the three policy committees, and various other task forces and subcommittees, one being the Technical Advisory Committee (TAC), in terms of developing a final list of performance indicators. Mr. Butala stated that staff's final recommendation will be presented at a future TAC meeting.
2. Jesse Marquez, representing the Coalition for A Safe Environment, inquired about the existing 2008 RTP in terms of Environmental Justice recommendations, and the status of those recommendations. SCAG staff responded that SCAG considers all input provided and incorporates changes as agreed to through regional consensus.
3. Judy Brooks Dresser inquired about the resource areas and what makes them such. In addition, the speaker inquired if the two cities that chose to develop their own SCS were open to input and comments. Mr. Butala stated that both of the subregions that took on delegation have now adopted their SCS, and the public comment period is closed. However, Mr. Butala emphasized that comments are welcome on the overall regional SCS, in which the two subregional SCSs will be incorporated.
4. Mark Jolles referenced SANDAG and a map they used showing regional long range forecasting, and inquired if it is possible to create a screen line map of regional trip projections out to 2035 and then overlay it with the system plan so the public can see whether or not what is being planned addresses the need. Mark Butala stated that SANDAG is a pioneer of the smart growth concept map, and SCAG is doing similar analyses. Mr. Butala encouraged the EJ members to attend the upcoming RTP/SCS workshops, wherein strategic opportunities, growth areas and the transportation infrastructure will be discussed. Mr. Butala further stated

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- that screen line maps are being developed and they will be part of the presentation at the workshops.
5. Luis Cabrales, representing Coalition for Clean Air, inquired how SCAG will insure that the decisions made at the workshops will be implemented by local governments, particularly those that may lack resources and/or expertise to implement the decisions. Mr. Butala emphasized that the plans and strategies will be adopted by the Regional Council, which is made up of 84 elected officials from throughout the Southern California region. And through the Compass Blueprint Demonstration Project and other new initiatives, staff will provide both technical and financial resources to local governments that initiate planning and development activities consistent with the goals of the RTP/SCS.
  6. Jocelyn Vivar, representing East Communities for EJ, inquired how the public comments will be incorporated into the SCS, and if staff responds to all comments received and how that is done. Naresh Amatya stated that a formal process exists, which requires staff to document all comments received and explain how the comments are being addressed in the final plan, which will be adopted in April 2012.
  7. Ezequiel Gutierrez referenced a Department of Transportation (DOT) order, which states in part “Procedures shall be established or expanded as necessary to provide meaningful opportunities for public involvement, including identification of potential effects, alternatives, and mitigation measures by members of minority populations and low income populations during the planning and development of programs, policies, and activities”, and expressed concern that there should be more ongoing dialogue with those affected communities pursuant to this DOT order. Jacob Lieb stated that staff is aware of the requirement and asked for input from the EJ representatives. Mr. Lieb further stated that staff has made a commitment to the EJ community to support any suggestions or recommendations they may have that would be helpful in this regard.
  8. In response to Jonathan Nadler’s presentation, an unidentified speaker asked if the transportation model and pricing model included bike ways. Mr. Nadler stated that bikes are included in the non-motorized category,

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and further stated that staff is doing a major pricing study in order to determine how different pricing strategies might affect people's behavior. Mr. Nadler stated that an activity based model is another concept that attempts to look at an individual and determine what their activities are in a given day. Councilmember Margaret Clark inquired how that would be possible for all the people in the region. Mr. Nadler stated that it requires synthesizing the entire population based on the data.

9. Mark Jolles inquired if the model would reflect geographic distribution of use, to indicate what areas use which modes of transportation. Mr. Nadler stated that this is done through traffic analysis zone (TAZ) studies.
10. Luis Cabrales, representing the Coalition for Clean Air, inquired about freight train movement and how it impacts commuter traffic and passenger traffic, and if it is a concern to these growth patterns. He further inquired about potential growth in freight train movement, and the impact it may have on certain regions. Mr. Cabrales provided an example of when going west there are areas with no grade separation, which constitutes more traffic. Mr. Cabrales inquired if that movement and traffic is incorporated into the model. Mr. Nadler stated that staff has the growth forecast from the ports, including their trip tables. He further stated that staff codes the grade separation, so if grade is there, the model will reflect that.
11. Jesse Marquez inquired about the peer-to-peer review of the models and how many EJ organizations or individuals participated in those reviews. Mr. Nadler stated that the EJ interests and concerns are brought forth at meetings such as today. He further stated that peer review for modeling is very specific and done by modeling experts, who look at the model to determine if it is doing what it is supposed to do.
12. Mr. Marquez inquired if the 2012 RTP will include an analysis of the socio-economic impacts that are part of the transportation system. Mr. Marquez further inquired if today's meeting would address the fact that in the 2008 RTP, EJ communities specifically asked for a zero emissions Maglev demonstration project, and it still has not been done. Mr. Marquez stated that the inclusion of Maglev in the 2012 RTP is a major priority for the EJ

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community. Hasan Ikhata, SCAG's Executive Director, stated that the ports hired the Keston Institute at USC to look at the demonstration project for Maglev. Mr. Marquez stated that he believes the Keston Institute was wrong when they chose a military standard for project selection. Mr. Ikhata stated that SCAG has no authority to go beyond its planning responsibilities and cannot force the ports or institute they hire to move any faster. Mr. Ikhata stated that SCAG will support the strategy and the RTP that meets both the Environmental Justice and the air-quality requirements and infrastructure needed in this state.

13. Mr. Marquez stated that he was not made aware or invited to participate in the Southern California National Freight Gateway Collaboration. Mr. Ikhata stated that SCAG meetings are open to the public and everyone is invited to participate.
14. Ricardo Pulido, representing Coalition for A Safe Environment, stated that there are health assessment policies implemented within the EJ community that must be addressed. He further stated that in looking at the maps, he can see areas where a Maglev or monorail project could be implemented, and because of the imminent economic policies, the time is right. Mr. Pulido also recommended implementing our water ways and using ferries up and down the coast and river beds. Mr. Pulido stated that our region has enough black top, and we need to get back to using our dirt roads and encourage more walking and biking. Mr. Pulido also recommended getting more involved in freeway beautification. Mr. Pulido also inquired about 'hot spots' and what is being done to clean up these areas. Mr. Ikhata stated that MTA has contributed funds toward a freeway beautification project and expects other funds forth coming to address the other issues.
15. Mr. Ikhata stated that the region has many challenges to move forward and provide infrastructure to keep the economic activity moving and at the same time mitigate the impacts. Mr. Ikhata further stated that this is the first RTP that will have a Sustainable Community Strategy (SCS), which are requirements of SB 375 and AB 32. Mr. Ikhata stated that SCAG is a planning organization, working very closely with implementing agencies to accomplish these goals.

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16. Judy Brooks Dresser inquired about plans to create an east/west corridor along the 60 freeway and if those plans will be included in the 2012 RTP. Mr. Ikhata stated that staff is recommending an east/west corridor with full mitigation. Ms. Dresser stated that this project has a great deal of EJ implications and she believes the outreach to the EJ community has not been appropriate. Ms. Dresser inquired about what steps will be taken to communicate this to the public. Mr. Ikhata stated that there are many steps involved in building such a system, and if the Regional Council approves it, it will go to the CTCs in charge of the implementation. Mr. Ikhata further stated and the CTCs will do an alternatives analysis and an Environmental Impact Report (EIR), which will be outreached to the EJ community.
17. Ms. Dresser stated that in terms of goods movement, the region continues to foster and support a very flawed and obsolete model that has not been changed since the containerization of the 1960s. Mr. Ikhata stated that the truck lane system is not just to accommodate the port traffic, because there is heavy truck activity in the region outside of the ports. Mr. Ikhata emphasized that SCAG is trying to create a system that will meet the existing demands because goods movement is very critical. He further stated that he does not support building anything that is not fully mitigated in terms of air-quality impact, and emphasized the importance of creating a balance between the needs of the region and the EJ community.
18. Jesse Marquez pointed out that in Europe they have electric trains that carry freight out of the ports, and countries that are building tunnels under the sea to transport freight. Mr. Ikhata stated that a tunnel is being built under the 710 freeway. Mr. Ikhata also agreed that the region should go to electrification and get rid of combustion, and stated that steps are being taken in that direction. Mr. Marquez stated that he believes the situation is very desperate and the problem is growing faster than the approach to rectify it.
19. Margaret Clark encouraged everyone to take their concerns to Sacramento and Washington because SCAG is only a planning organization.

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20. Beth Steckler stated that in regard to planning versus implementing, the information from the Environmental Justice report should be prepared in a way that is useful for the decision makers at the CTCs. Ms. Steckler further stated that in the last report there was not much in terms of mode breakout or mode of investment. She asked that the environmental justice report be enriched so that it provides an accurate portrayal of what is happening in the region, such as gentrification, displacement, health issues, and the conditions of people living near the ports.
21. In response to Dr. Frank Wen's presentation, Ezequiel Gutierrez inquired about Dr. Wen's statement that the core of the analysis would be gentrification, displacement, and mitigation. Mr. Gutierrez stated that he would like to see a measurement of diversity and inclusiveness of strategies.
22. Ricardo Pulido stated that it is time to stand up for Southern California and let the rest of the nation know that we will not tolerate big industry killing our communities and our children.
23. Beth Steckler inquired if wages match housing costs, or housing plus transportation costs. Dr. Wen responded that SCAG would consider including this analysis in the environmental justice report for the 2012 RTP/SCS.
24. Seth Strongin, representing The City Project, stated that the RTP/SCS and the EJ analysis is an opportunity to provide benefits to low income communities. Mr. Strongin requested that the 2012 RTP/SCS include a report on the major issues in the 2008 RTP and EJ analysis and what progress has been made on those issues.
25. Graciela Cruz-Sierra inquired how the RTP/SCS will be used once it is completed. Dr. Wen stated that the RTP/SCS is a very significant regional planning document, and every piece of information in the Plan, including the EJ analysis, provides the region with a blueprint in terms of future transportation investment.

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26. Ms. Cruz-Sierra also inquired about the use of PM 10 rather than PM 2.5 in the EJ report. Dr. Wen explained that the PM 10 numbers are from a previous analysis, and staff is working on PM 2.5 numbers. She further inquired if the 500 foot buffers include low-income housing. Dr. Wen stated that they did.
27. Councilmember Clark reiterated her position that it is very important to take these issues and concerns to Sacramento and Washington because very often the laws that get passed do not take into consideration the impact on low income communities. Councilmember Clark asked that VMT tax be considered because the low income groups will be impacted the most by this. Councilmember Clark also asked if the projections based on the census will be revisited because in her City of Rosemead, there was a marginal population increase. Dr. Wen stated that staff did revisit the population growth and the growth was revised downward compared to the growth estimate from the DOF. The DOF overestimated the population growth by one million in the SCAG region.
28. Councilmember Clark stated that the preliminary alternatives for the high speed rail route were released and it shows a possible alignment along the 10 freeway either north or south, which would take approximately 300 homes by eminent domain. Councilmember Clark expressed concern about the impact this will have on low income communities.
29. Jesse Marquez stated that the EJ community supports forming focus groups for bike riders, bike rider associations, bus riders, and freight transportation. Mr. Marquez further stated that since the RTP/SCS is being released in December, it should have a minimum 90-day comment period. Mr. Lieb noted that SCAG will provide numerous opportunities for public input prior to scheduled adoption of the final 2012 RTP/SCS in April 2012 (See SCAG Public Participation Plan).
30. Mr. Ikhata stated that high speed rail is a big issue, and there is \$5.5 billion in the bank from the federal government ready to be spent. Mr. Ikhata stated that the decision was made that the first segment would be done in the San Joaquin Valley, and SCAG opposed this because of the location. Mr. Ikhata further stated that he would like to see a clean high

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- speed rail linking San Francisco to Los Angeles. Mr. Ikhata further stated that staff will continue to meet with SCAG's partners, the CTCs and with the High Speed Rail Authority to negotiate a high speed rail system that makes sense.
31. Linda Tang, representing the Kennedy Commission, stated that her organization is an advocate for the development of affordable housing in Orange County. Ms. Tang recommended that housing be incorporated as a performance indicator in the EJ analysis, particularly jobs/housing fit, which goes beyond jobs/housing balance. Ms. Tang stated that the average income in Orange County is \$31,000 per year and many residents cannot afford a two-bedroom apartment. Ms. Tang stated that there is an opportunity for the EJ analysis to address housing and jobs/housing fit and to create positive impacts that benefit everyone, specifically low income minority communities.
  32. Pauline Chow, representing the Public Law Center, inquired if the two cities that chose to develop their own SCS were open to input and comments. Jacob Lieb reiterated Mr. Butala's earlier response that both of the subregions that took on delegation have now adopted their SCS, and the public comment period is closed. However, comments are welcome on the overall regional SCS, in which the two subregions will be incorporated.