APPENDIX G

Environmental Justice

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ENVIRONMENTAL JUSTICE

I. Introduction

The public expects government agencies to execute programs and administer federal funds fairly. The law requires it, as stated in Title VI of the Civil Rights Act of 1964, which says that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

As a government agency that receives federal funding, SCAG is responsible for implementing Title VI and conforming to federal environmental justice principles, policies, and regulations. SCAG is proud of its longstanding policy to actively ensure nondiscrimination in all of its activities. Furthermore, it is SCAG's continuing practice to identify and prevent discriminatory effects by actively administering its programs, policies, and activities to ensure that social impacts to communities and people are recognized early and continually throughout the transportation decision-making process – from early planning through implementation.

In the 1990's, the federal executive branch issued orders on environmental justice that amplified Title VI, in part by providing protections on the basis of income as well as race. These included President Clinton's Executive Order 12898 (1994), a U.S. Department of Transportation order (1997), and a Federal Highway Administration order (1998). SCAG is expected to conduct environmental justice analyses, as well as public outreach, to comply with these orders and with federal planning regulations.

Under these Department of Transportation regulations, SCAG is the designated Metropolitan Planning Organization (MPO) for a six-county region, including the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As an MPO, SCAG must produce a long-term regional transportation plan every three years.

The transportation projects that comprise SCAG's plans and programs have benefits and burdens. The adoption of plans involves tradeoffs between these benefits and burdens. SCAG uses the environmental justice analyses described in detail in this appendix to help its elected officials make these decisions fairly. The analyses are designed to assure that benefits and burdens are not distributed unfairly across populations in the region. However, the goal of federal environmental justice policy is not to guarantee entitlements but rather to prevent discriminatory effects.

The SCAG region is uniquely large – about the size of Kentucky – with geographically dispersed commercial and residential centers. The region includes heavily urban and entirely rural areas, as well as terrain features that make air quality goals difficult to achieve. Demographically, it is one of the most diverse regions in the country, already becoming the first to experience a white minority, and encompassing the extremes in household income. Furthermore, it is projected to continue to experience dramatic population growth, adding about 6 million more people by 2030.

Federal environmental justice guidance documents direct SCAG to analyze impacts on "minority" populations, and define "minority" specifically to mean all ethnic and racial groups other than white. SCAG's demographic projections for the 2004 Regional Transportation Plan (see Table G.1) show that population growth in the SCAG region will come almost exclusively from two minority groups — Hispanics and Asian/Pacific Islanders. Viewed another way, minorities will account for nearly all of the region's population growth through the year 2030.

Table G.1

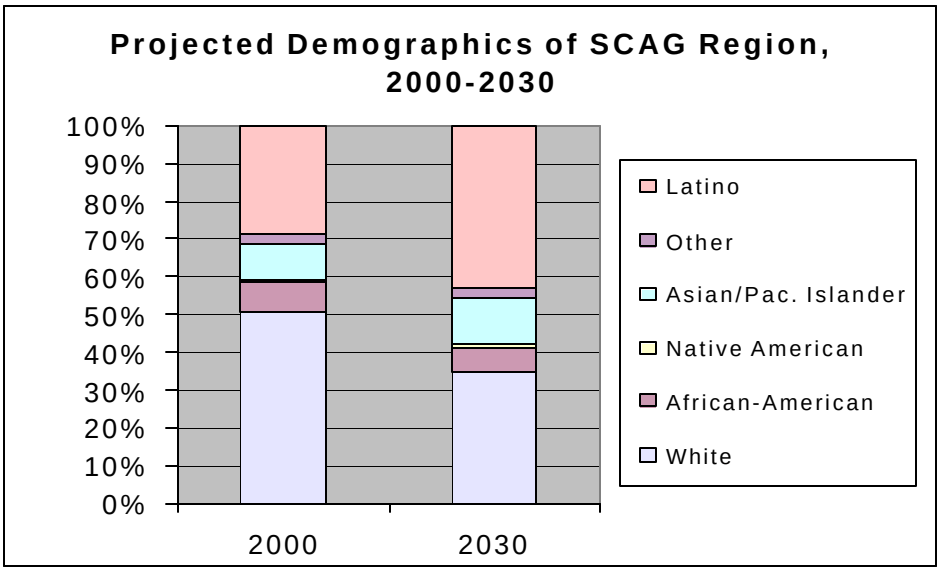
Projected Demographic Changes in the SCAG Region, 2000 – 2030		
Region	**2000**	**2030**
Population (July 1)	16,630,349	22,890,109
Households (July 1)	5,400,631	7,476,287
White	50.7%	34.4%
Non-white	49.3%	65.6%
African-American	8.0%	7.1%
Native American	0.4%	0.6%
Asian/Pac. Islander	9.8%	12.3%
Other	2.3%	2.9%
Hispanic	28.8%	42.7%
Over 65	9.9%	17.1%
Disabled	7.9%	9.0%
Below Poverty*	13.6%	13.7%
Below 1.5 x Poverty	8.2%	8.3%
Below 2 x Poverty	8.3%	8.4%
Income Quintile 1**	20%	20%
Quintile 2	20%	20%
Quintile 3	20%	20%
Quintile 4	20%	20%
Quintile 5	20%	20%

NOTE: All data and analysis is based on householder characteristics, except for Over 65 and Disabled.
* Based on household income as reported in 2000 Census. Poverty level is $13,880 for a household of 3 persons, as defined by U.S. Department of Health & Human Services (as required by Federal environmental justice guidance documents).
** Based on household income as reported in 2000 Census. The income quintiles are defined as follows, based on 2000 U.S. Census household income data: Quintile 1: Below $19,360; Quintile 2: $19,361-$36,340; Quintile 3: $36,341- $57,323; Quintile 4: $57,324 - $91,402; Quintile 5: $91,403 and up. By definition, one-fifth of households fall into each quintile.

Environmental justice guidance documents also say that "minority populations should be identified where either…the minority population of the affected area exceeds 50 percent or [where] the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis."[1] These analyses assume that the SCAG region is the appropriate unit of comparison for geographic analysis. Since the region as a whole exceeds 50% minority population even today (see Figure G.1), SCAG addresses this guidance requirement simply by conducting analysis of the impacts on all ethnic groups. In this way, impacts can be compared for all groups no matter what their representation in the region. In its environmental impact analyses (discussed in Section IV of this Appendix), SCAG uses the "meaningfully greater" criterion for all of the listed demographic categories, even though it is not specific.

1 "Environmental Justice Guidance Under the National Environmental Policy Act," White House Council on Environmental Quality, December 10, 1997.

Figure G.1



In another significant trend for environmental justice, the number of persons aged 65 or over in the SCAG region will grow from about 10% of the region's residents today to over 17% in 2030. Thus, travel demand, mode choice, transportation security and safety concerns for the elderly will become more important in the future.

Statistics in Table G.1 also indicate that the percentage of households in poverty will remain approximately constant in the future. This is an assumption by SCAG; it is possible that the distribution of income will change over time. SCAG has also assumed that the distribution of households among the five income quintiles will be the same in 2030 as in the 1990 Census. Past trends in income distribution for SCAG region counties are inconclusive. They generally show that, in constant dollars (i.e., disregarding inflation), median household income is quite steady over time. However, other analyses have suggested that those in the top 25% of household income are gaining in earning power, while those in the middle 50% are declining somewhat and the lowest 25% are holding steady. Given the inconclusive nature of these data, SCAG assumed that the income distribution that prevailed in 1990 would be maintained through 2030, for the purposes of the analyses conducted here.

II. Distribution of Overall Plan Benefits and Costs

In the development of the 1998 and 2001 Regional Transportation Plans, SCAG used a number of analyses designed to assess the equity of the plan for minority and low-income populations in the region. Initial analysis focused on the distribution of overall plan benefits and costs. Benefits were evaluated by calculating plan expenditures for various travel modes, as well as the time savings resulting from the plan. The analysis looked at how these benefits were distributed across different population groups. Costs were evaluated by examining the taxes – sales, gasoline, and income – that fund most transportation expenditures, and how these tax burdens fall on various populations. The underlying concept is that the share of benefits should be roughly in line with the share of costs paid. These analyses are documented in detail in Section 4 of the Technical Appendix to the 1998 Regional Transportation Plan and in Appendix I of the 2001 RTP.

The initial analyses conducted for the 1998 Plan showed that lower-income groups would receive a larger share of plan benefits in the form of plan expenditures. However, plan benefits in the form of time savings would accrue overwhelmingly to high-income groups. This finding was at least partly due to the assumption, supported by the literature, that travel time should be valued as a portion (normally half) of the wage rate. This finding led SCAG to ask whether the apparent inequity was caused entirely by this assumption, or whether the underlying cause was an actual inequity in travel time.

To answer this question, another analysis was conducted to assess the plan's effects on "accessibility," defined as the ease with which desired activities can be reached from any location. In this analysis, travel time was held constant for everyone so that differences could be seen in the extent of opportunities reachable by (or accessible to) various population groups. This analysis showed that the Regional Transportation Plan would result in disproportionate accessibility gains for minority and low-income residents of the region. The accessibility analysis is described in detail and updated in Section III of this Technical Appendix.

The remainder of Section II will describe the benefit and cost distribution analyses in more detail and present the most recent available data (generally, fiscal year 2000-2001) on tax burdens.

Distribution of Plan Expenditures by Mode

The 2004 Regional Transportation Plan will entail expenditures on a variety of modes of travel, including highways, urban rail, commuter rail, and bus. U.S. Census data indicates travel mode usage by income level and race or ethnicity. This data can be used to assign a portion of the RTP expenditures (by mode) to various income and ethnic or racial groups. Table G.2 shows the approximate RTP expenditures and baseline expenditures by mode (some estimates were made on the allocation of expenditures among modes). "Baseline" expenditures are those that are already committed and are reflected in the 2002 Regional Transportation Improvement Program. "Plan" expenditures are new expenditures in the 2004 RTP. "Total" refers to the total of Baseline and Plan expenditures. Table G.3 shows mode usage by income category, based on 2000 Census data, the most recent available, while Table G.4 shows mode usage by ethnic and racial group.

Table G.2

Estimated 2004 RTP Expenditures by Mode (in 2002 $millions)			
	Plan	**Baseline**	**Total**
Bus	$6,166.71	$47,558.50	$53,725.20
HOT/HOV/HOV Connectors*	$2,217.50	**	$2,217.50
Commuter Rail	$1,930.80	$4,105.26	$6,036.06
Highways/Arterials	$21,366.12	$35,845.37	$57,211.49
Light/Heavy Rail	$1,871.00	$11,814.39	$13,685.39
TDM/Non-Motorized	$2,114.90	**	$2,114.90
Total	$35,667.03	$99,323.51	$134,990.54

NOTE: Table does not include debt service costs reflected in total RTP expenditures.
* HOT = High-Occupancy Toll; HOV = High-Occupancy Vehicle; TDM = Transportation Demand Management.
** Included in Highways/Arterials.

Table G.3

Mode Usage by Income Category					
	Household Income				
	Quintile I	**Quintile II**	**Quintile III**	**Quintile IV**	**Quintile V**
Bus	22%	28%	23%	18%	10%
Carpool	9%	18%	23%	27%	23%
Commuter Rail	3%	9%	17%	32%	39%
Drive Alone	7%	14%	20%	28%	31%
Urban Rail	13%	18%	21%	27%	21%
Walk	21%	25%	23%	18%	13%

Note: *Only rows sum to 100%, since one mode choice is not necessarily exclusive of others.* *Source: 2000 Census*

Table G.4

Mode Usage by Ethnic/Racial Category						
	White	**African-Amer.**	**Asian-Pac. Isl.**	**Native Amer.**	**Other**	**Hispanic**
Bus	12%	10%	7%	0.4%	2%	68%
Carpool	30%	6%	12%	0.4%	2%	50%
Commuter Rail	49%	12%	13%	0.3%	2%	24%
Drive Alone	49%	12%	13%	0.3%	2%	24%
Urban Rail	34%	12%	12%	0.3%	4%	38%
Walk	33%	5%	10%	0.4%	3%	49%

Note: *Only rows sum to 100%, since one mode choice is not necessarily exclusive of others.* *Source: 2000 Census*

These data were combined to produce the results summarized in Tables G.5 and G.6 and in Figures G.2 and G.3. These data show that total 2004 RTP expenditures will be distributed quite equitably on the basis of income, and generally in line with system usage by racial or ethnic group. For example, the lower three income quintiles, who represent 60% of the SCAG region's population, would receive the benefit of 57% of total Plan expenditures. Put another way, 57% percent of Plan expenditures would go to transportation modes likeliest to be used by the lowest 60% of the region in terms of annual household income. As shown in Figure G.3, the share of plan expenditures by ethnic and racial category shows that for most non-white groups, the share of system usage is less than the share of total Plan expenditures.

Table G.5

Share of 2004 RTP Expenditures by Income Category				
Income Group	**Baseline Expenditure**	**Plan Expenditure**	**Total Expenditure**	**Percentage of Region's Households**
Quintile I	15.7%	10.5%	14.5%	20%
Quintile II	22.6%	17.7%	21.5%	20%
Quintile III	21.7%	21.0%	21.6%	20%
Quintile IV	21.8%	25.2%	22.6%	20%
Quintile V	18.1%	25.7%	19.9%	20%

Figure G.2

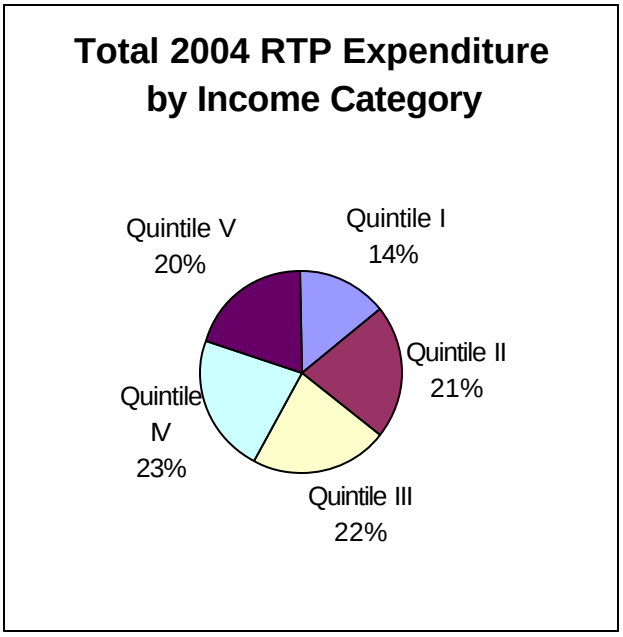
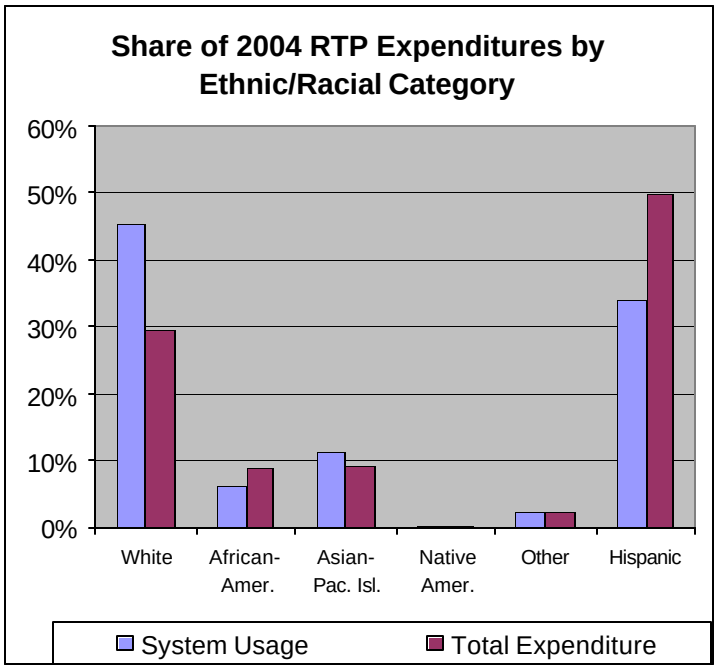


Table G.6

Share of 2004 RTP Expenditures by Ethnic/Racial Category				
	Baseline Expenditure	**Plan Expenditure**	**Total Expenditure**	**System Usage**
White	26.4%	39.6%	29.5%	45.6%
African-Amer.	9.0%	7.5%	8.6%	6.4%
Asian-Pac. Isl.	9.0%	10.5%	9.3%	11.2%
Native Amer.	0.4%	0.4%	0.4%	0.4%
Other	2.2%	2.4%	2.3%	2.6%
Hispanic	53.1%	39.6%	49.9%	33.9%

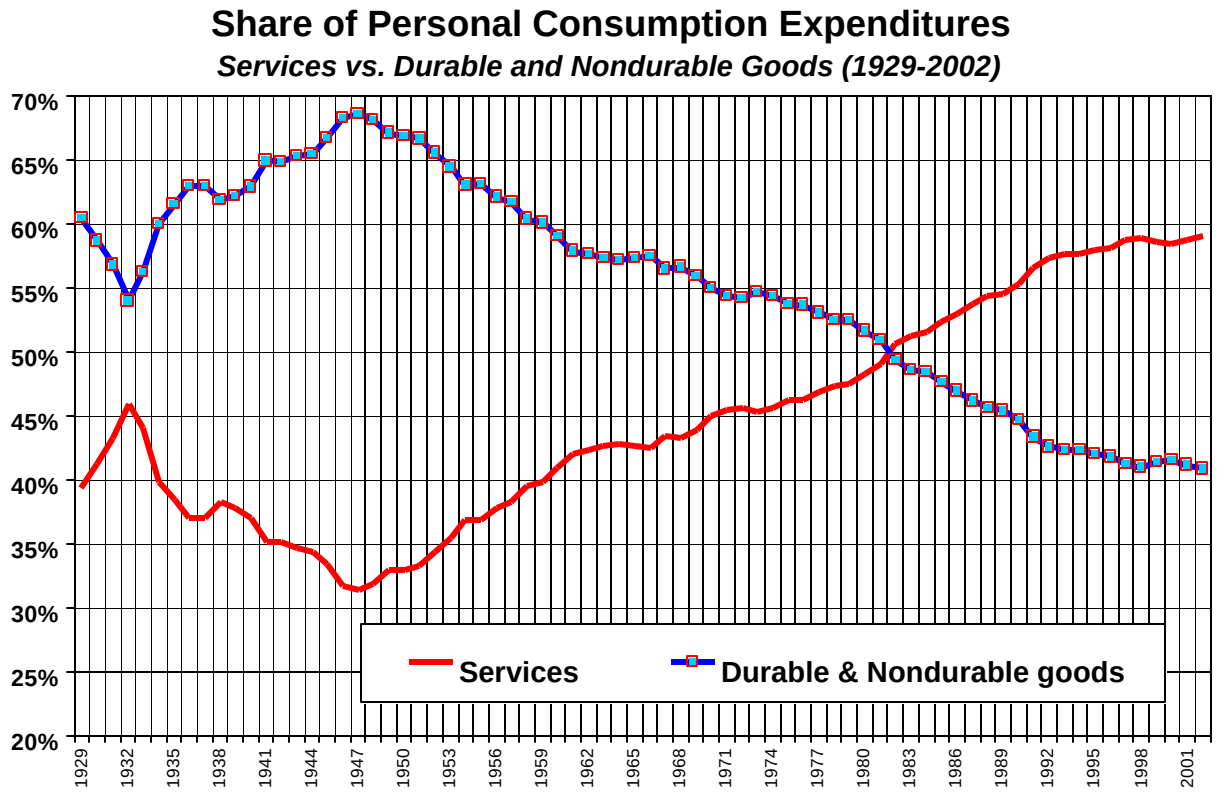
Figure G.3



Distribution of Plan Costs (Taxes)

The prior 1998 and 2001 equity analyses examined in detail the incidence, or distribution of the burden, of taxation. Sales and gasoline taxes, along with a portion of income taxes, are the primary sources of funding for the region's transportation system. That analysis began by demonstrating the long-term shift away from a manufacturing economy and towards a service economy. This continuing trend is demonstrated in Figure G.4.

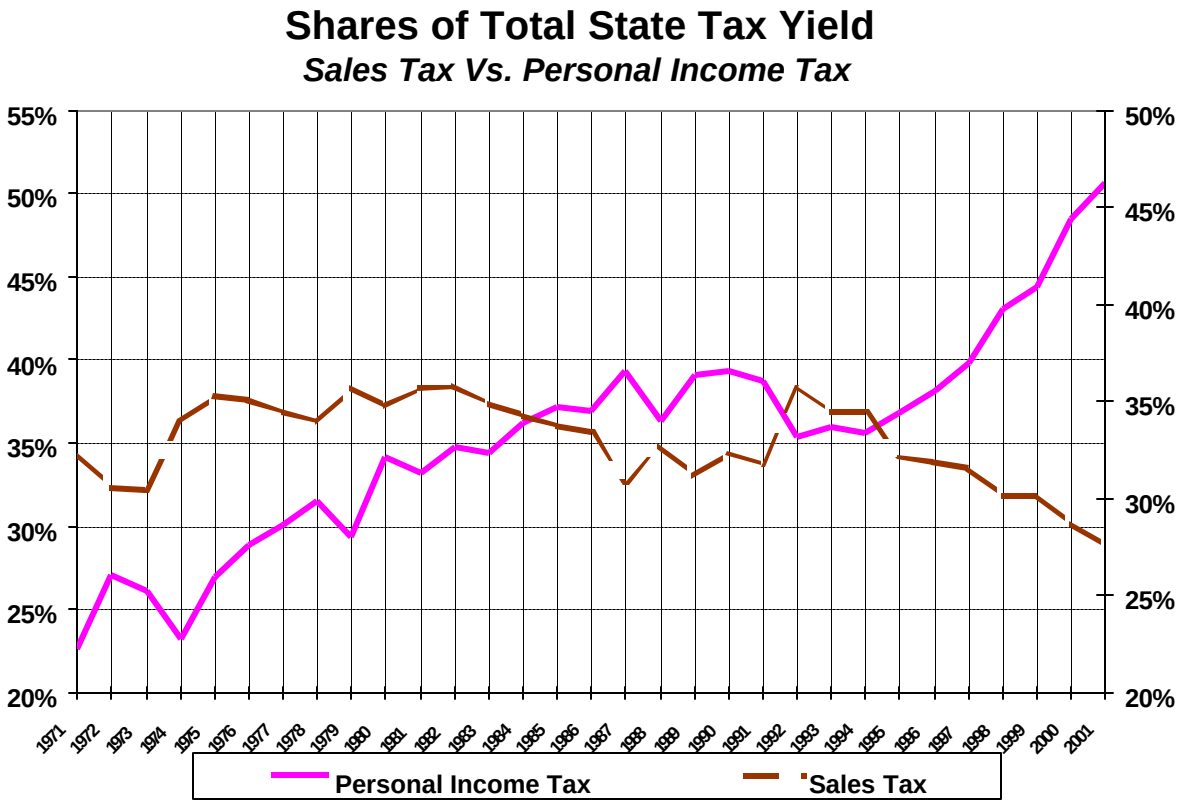
Figure G.4



Source: National Income and Product Account (NIPA) historical series, Bureau of Economic Analysis.

This shift implies that the sources of public revenue are changing. Revenues from gasoline taxes may be expected to diminish as gasoline consumption drops with fuel economy advances and increased market penetration of alternative-fuel vehicles. Revenues from sales taxes on durable and non-durable goods will also decline, as these sales constitute less and less of the economy. Figure G.5 shows how the share of state tax income from sales tax continues to decline.

Figure G.5



Source: California Department of Finance, State Board of Equalization and U.S. Bureau of Economic Analysis.

Moreover, the fuel tax (technically, an excise tax) and sales tax that are the foundation of transportation revenue funding inherently raise equity concerns for lower income groups. While sales taxes are, by definition, a percentage of the price of a fairly broad range of taxable goods, excise taxes are imposed on a narrow band of goods. Excise taxes are typically based on volume rather than price, e.g., per gallon, per pack, and so forth. So better-off people pay the same absolute tax on an expensive premium beer, cigars or gasoline as low-income families pay on a generic variety. As a result, excise taxes are the most regressive kind of taxes.[2]

Because graduated tax rates are almost impossible in a sales tax system, sales tax inevitably takes a larger share of income from low- and middle-income families than from high-income families. Thus, while a general sales tax may appear on its face to be a "flat-rate" tax, its practical impact is different. Since the sales tax effectively exempts all unspent income, and since the rich are able to save a much larger portion of their incomes than middle-income families (while the poor can rarely save at all), the tax is inherently regressive.

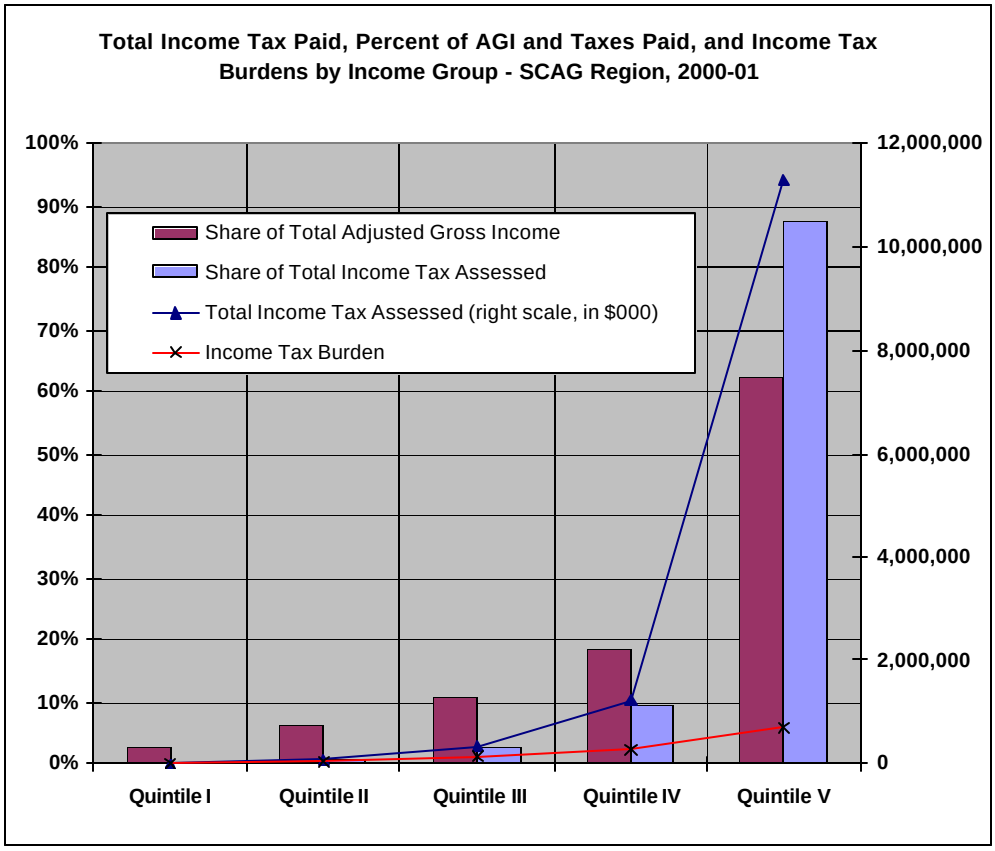
Sales and excise taxes are the main regressive element of most state and local tax systems. Spending as a percentage of income falls as income rises, and upper income people tend to spend more on services—which mostly are not taxable.

California's income taxes, by contrast, are the most progressive in the country. As shown in Figure G.6, in 2000-01 the highest two income quintiles together paid nearly 97% of the region's total income tax, while earning only 80% of the total Adjusted Gross Income of the region. The highest income quintile alone contributed over 87% of the region's total income tax, while earning only about 62% of gross

2 In addition to state and federal excise taxes on gasoline, California imposes ordinary sales tax on gasoline consumption.

income. The two lowest income quintiles earned less than 10% of the region's total AGI, while contributing less than one percent of the region's income tax.

Figure G.6



Figures G.7 and G.8 show the incidence, or distribution, of California sales and fuel taxes by income quintile, respectively, for 2000-01, the most recent year for which data is available. Figure G.9 summarizes the 2000-01 tax data, showing the total burden of the state's regressive sales and fuel taxes combined with its progressive income tax as a percentage of AGI. The burden of state sales, fuel, and income taxes still falls most heavily on the lowest income group; overall, the burden ranges from a high of 19 percent of AGI for the lowest income group, to a low of about 9 percent for the highest income group.

Figure G.7

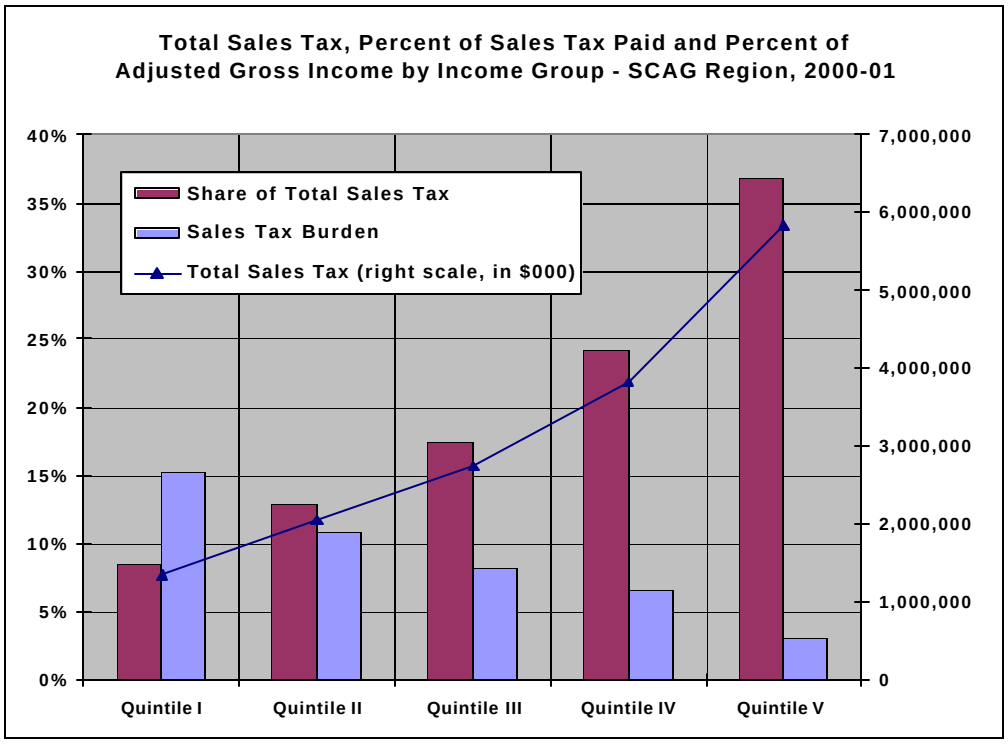


Figure G.8

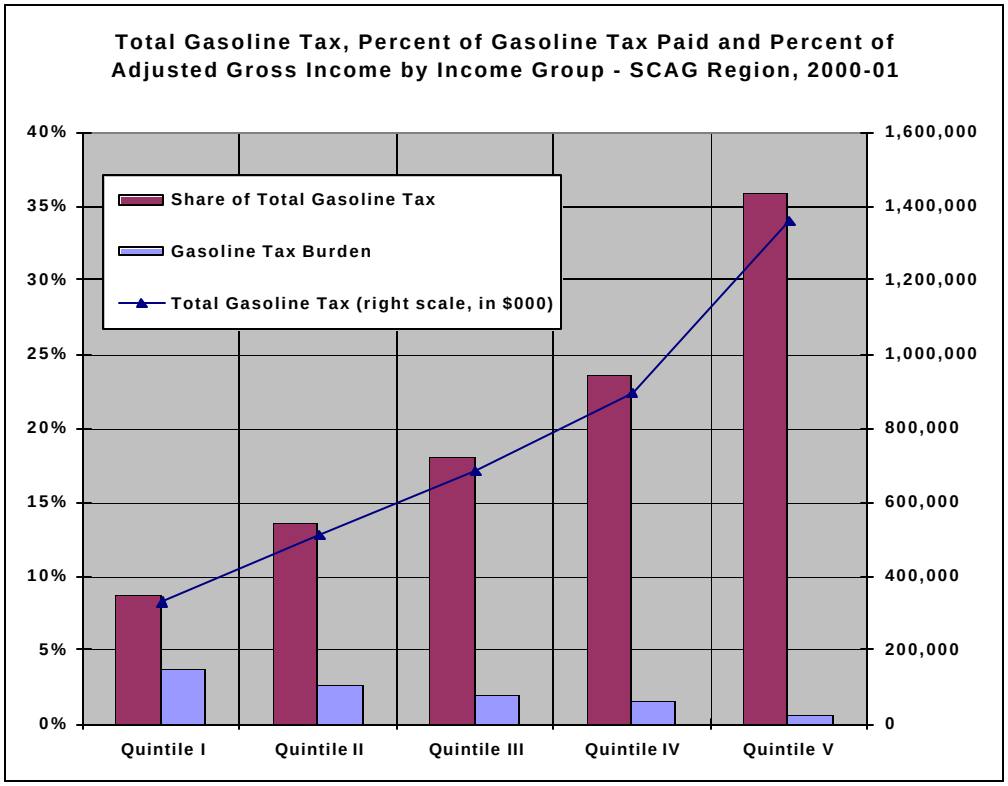
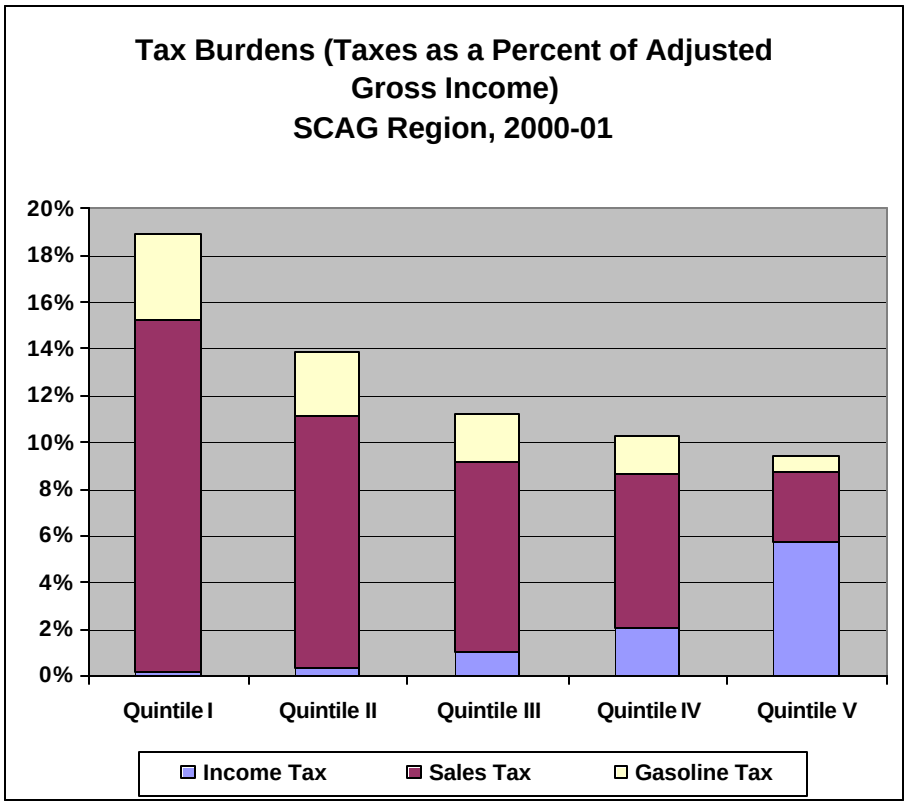


Figure G.9



It is important to remember that the tax burdens shown here are actual tax payments for the region as a whole. They are not the specific taxes that will directly fund the projects that comprise the 2004 RTP, though expenditures in the RTP can be expected to be funded at least in part by these taxes.

Distribution of Time Savings

For the 2004 RTP, transportation modeling results were used with data on mode usage by ethnic group and income group to determine travel time savings for these subpopulations. Results were calculated for trips made by automobile (the most common mode of travel) and for trips made by low-cost transit (such as bus and urban rail). (Note that the share of total taxes paid is the same in each figure; the tax burdens were not separated by mode.) Figures G.10a and G.10b show the analysis results for low-cost transit modes, such as local bus and urban rail, for the five income groups and the racial and ethnic groups, respectively.

Transit users in the two lowest income quintiles pay just over 20% of total sales and gasoline taxes collected in the region, but will enjoy over 50% of the time savings realized from the 2004 RTP investments in local transit systems. As shown in Figure G.10b, the Hispanic segment of the region's 2030 population will enjoy 79% of local transit time savings under the 2004 RTP.

Figure G.10a

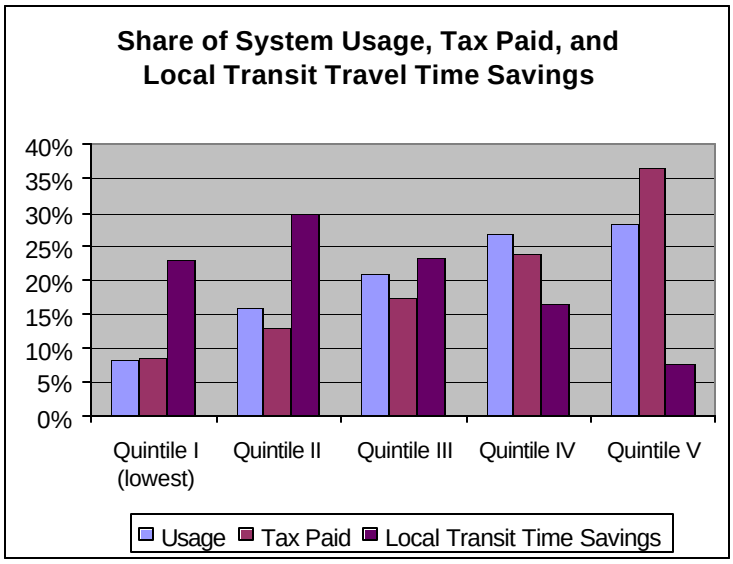
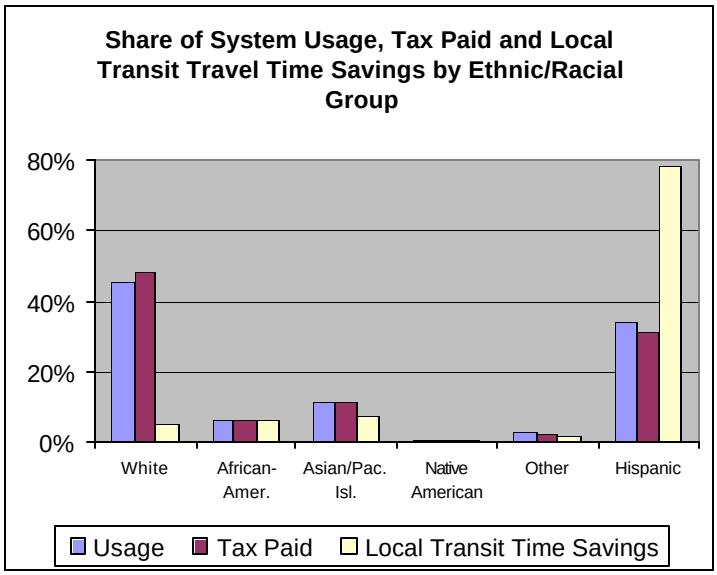


Figure G.10b



The analysis for automobile use shows generally comparable shares of system usage and time savings for all income and ethnic groups (see Figures G.11a and G.11b, respectively).

Figure G.11a

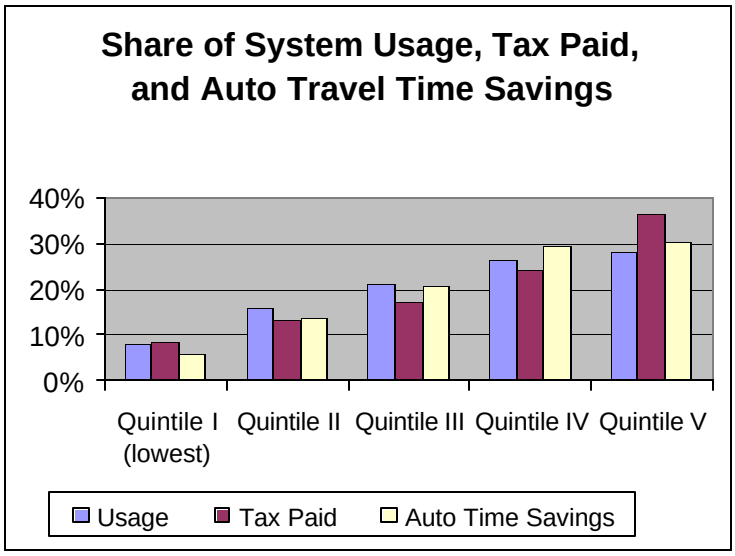
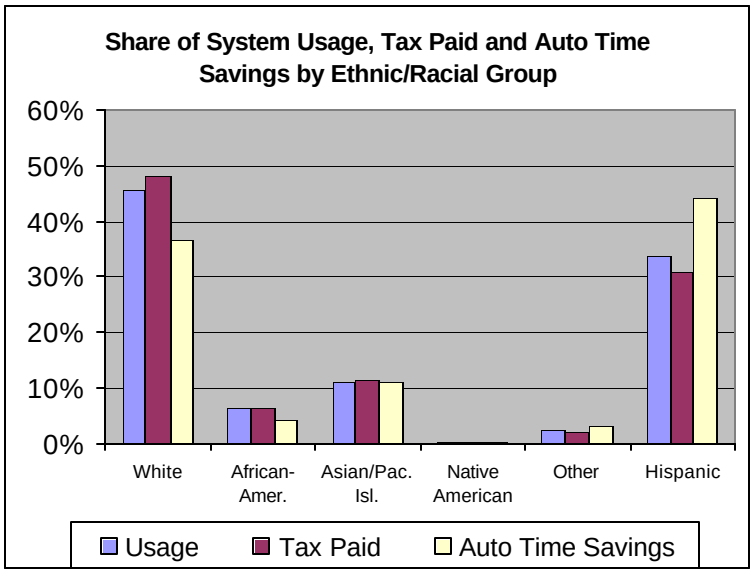


Figure G.11b



To summarize, the foregoing analysis of benefits and burdens of the 2004 RTP generally indicates that benefits (in the form of time savings) are in line with burdens (in the form of taxes paid) for the demographic groups of concern from an environmental justice perspective. The following sections of the technical appendix address the distribution of additional RTP benefits (specifically, accessibility to opportunity) and RTP burdens (environmental impacts).

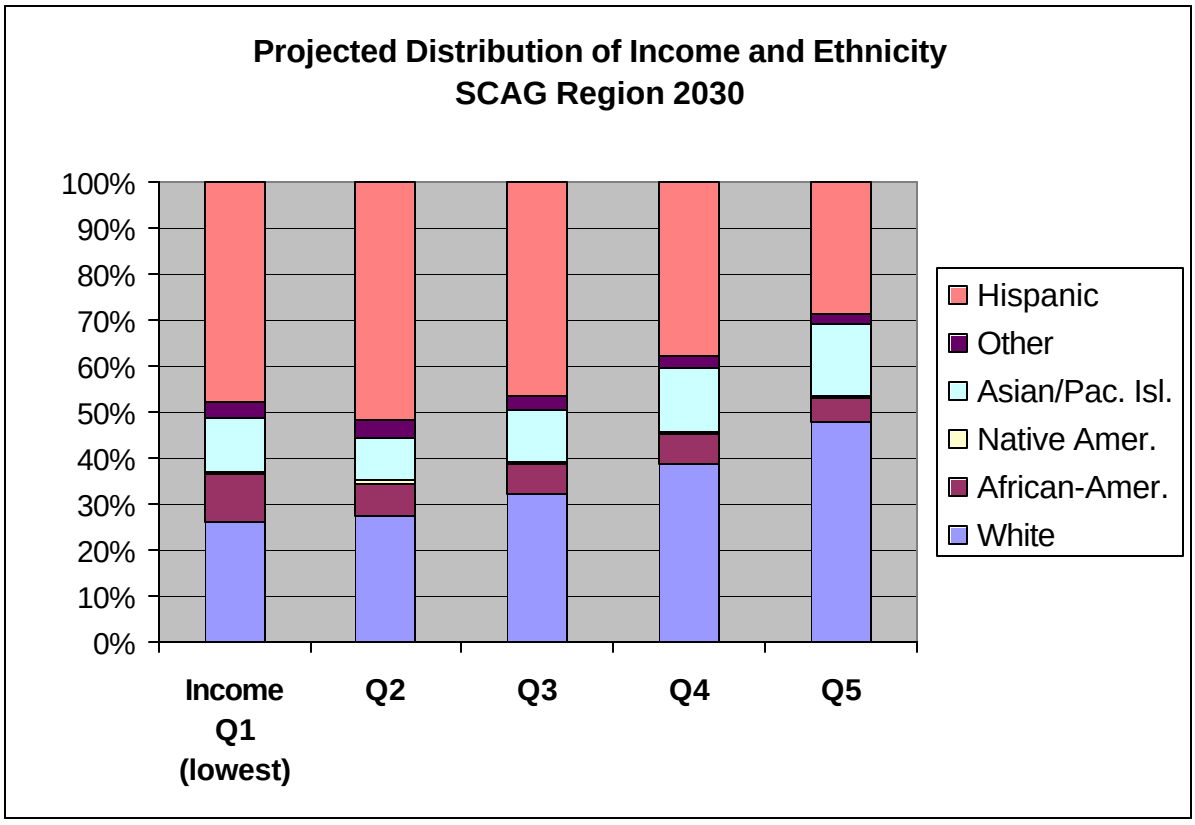
III. Accessibility Analysis

One finding of the equity analyses conducted for the 1998 RTP was that the value of time saved as a result of the Plan investments was expected to be much greater for high-income groups than for low-income groups. This was a natural outcome of the assumption that travel time should be valued in proportion to the wage rate, and led to the question: is the inequity in plan benefits due only to this assumption about the value of time, or is it a real inequity in terms of time itself?

To address this question, SCAG designed an analysis of how the RTP improved accessibility: how easily people can reach destinations such as work, school, shopping, or essential services. In this analysis, time was held constant so that any differences could be seen in the accessibility enjoyed by different population groups.

Work by SCAG in previous Regional Transportation Plans indicates that travel behavior is determined primarily by income, not by ethnicity. However, even in 2030, disparities will persist in the ethnic makeup of the income categories. SCAG's demographic projections for the plan year show that minorities may still be disproportionately represented in the lower income categories (see Figure G.12[3]).

Figure G.12



In light of this outlook, efforts to assess equity on the basis of income categories are still important. SCAG's accessibility analysis (for both income and ethnic groups) is described below.

[3] Based on SCAG household count forecast for 2030.

Accessibility – A Discussion

Access or accessibility refers to the opportunity to reach a given destination within reasonable time and costs, or without being impeded by physical, social or economic barriers. Accessibility represents the potential for both social and economic interaction. It is determined by the spatial distribution of potential destinations, the ease of reaching each destination, and the magnitude, quality and character of the activities at the destination sites.

Travel costs are central: the less travel costs in time and money, the more places can be reached within a certain budget and the greater the accessibility. Having a choice of destinations is also crucial: the more destinations, and the more varied the types of destinations, the higher the level of accessibility. Ideally, transportation and land use[4] measures should be combined to ensure minimal travel time and cost.

Accessibility is determined by both patterns of land use and the nature of the transportation system. The concept of accessibility acknowledges that the demand for travel is derived from the demand for activities.

In contrast, mobility is the ability to travel and the potential for movement. It reflects the spatial structure of the transportation network and the level and quality of its service. Mobility is determined by such characteristics as road capacity and designed speed and, in the case of automobile mobility, by how many other people are using the roads.

As a planning goal, accessibility has two crucial advantages over mobility. First, it allows for evaluation of trade-offs between land use and transportation policies and focuses attention on the level-of-service of the metropolitan system as a whole, rather than just the transportation system. Policies designed to increase the mixing of land uses can be compared to policies designed to increase the capacity of an intersection, for example, by answering the question: what effect does each have on accessibility?

Second, accessibility as a planning goal provides clear direction for policy makers. While increased mobility may be a good thing, higher levels of accessibility are inherently a good thing.

If our goal changes, then the measures by which we monitor our progress must change as well. Because mobility has been so central to transportation planners, they almost universally use performance measures that reflect the ease with which vehicles can get through the transportation system — measures like freeway and intersection level-of-service, or volume-to-capacity ratios, or vehicle-miles-traveled. If the goal is accessibility, then one must start to develop new measures that reflect the spatial distribution of activities and the ease of travel between them.

If we start thinking about accessibility rather than mobility, we will begin to envision all kinds of new possibilities, new approaches and new solutions. Instead of fighting endless conflicts between maintaining mobility and controlling the negative effects of transportation, we can move on to constructive discussion of alternatives that enhance accessibility while protecting the environment and improving the quality of life in our communities.

How can increases in accessibility be measured? There are several possible ways: actual use of the transportation system by different segments of the population[5]; the spatial distribution of activities and the "ease" of travel between them; opportunities available within a given time range — to show people how

[4] The analysis discusses land use only in relationship to accessibility in general. The focus is on how transportation improvements can increase accessibility to activities and opportunities within a reasonable time of travel by transit and by auto.

5 "Equity in Transportation Investment," by Hank Ditmar and Don Chen, Surface Transportation Policy Project (STPP), background papers presented at the conference on Transportation: Environmental Justice and Social Equity, Sponsored by Federal Transit Administration (FTA) and Surface Transportation Policy Project, held in Chicago, November 1994.

many jobs or shopping opportunities are available within a thirty minute walk, transit trip or drive from their homes; and finally, the physical access to the transportation system.[6]

Accessibility Analysis and Results

The accessibility measure chosen for the balance of this analysis is similar to the third one described above: what percentage of work or service opportunities are reachable within a given time range. In this case, SCAG analyzed the percentage of retail jobs and service jobs accessible within 45 minutes. The locations of service jobs should generally be indicative of the locations of essential services, such as banking, health services, auto repair, police and fire protection, and social services.

The analysis further examined accessibility by any transit regardless of cost, or only by low-cost transit such as bus and urban rail. This distinction is made because the fares and service of some of the region's commuter rail may not be accessible by low-income riders. The following sections describe the methodology used to calculate the accessibility results.

Socioeconomic and transportation data are all held at the transportation analysis zone (TAZ) level, which is consistent with the analysis unit used by SCAG staff. Currently, there are 3,191 TAZ's in the SCAG region modeling area.

Socioeconomic data used in this analysis include the income quintiles and ethnic groups described in Section I of this Appendix. These counts are disaggregated to the TAZ level. SCAG's Community Development staff forecast the numbers of jobs in each county for 2030. These estimates are disaggregated to the TAZ level.

The transportation modeling data are prepared for both 2030 baseline and 2030 plan. The ratio of trip-making rate by income and by mode (auto and transit) is calculated at the county level based on Public Use Microdata Samples from the U.S. 2000 Census. This ratio is applied to all TAZ's within the county on the assumption that trip making rates are the same for people living in the same county with the same income level.

Trip tables — trip distribution from each TAZ to all other TAZ's — are separated by auto and transit. Transit is further separated into "All Transit" and "Local Transit." All Transit includes all transit modes, while Local Transit is defined as all transit modes excluding express bus and commuter rail.

As mentioned above, the accessibility measurement is defined as the percent of total available regional job opportunities within 45 minutes. For instance, if a particular group in a specific TAZ can reach 50,000 job opportunities within a 45-minute bus ride, while the total SCAG regional jobs are 1,000,000, the job accessibility for this group of bus riders is calculated as 50,000 ÷1,000,000 = 5%. Accessibility is calculated at the TAZ level, and can be aggregated to any larger geographical area, such as cities, subregions, counties, and region.

The travel time matrix is processed using a 45-minute travel time criterion, and then total trips within 45 minutes in the trip tables are summarized. In addition, the numbers of jobs that can be reached within 45-minute travel time from each TAZ are summarized. The accessibility for each TAZ is calculated by dividing the total regional jobs by the number of jobs within a 45-minute travel time. This process is repeated for transit travel time matrices.

SCAG also calculates accessibility by income. The ratios of trip making by income groups are calculated at the county level based on Public Use Microdata Samples from the U.S. 2000 Census. As for ethnicity, accessibility for each income group is calculated by weighting trip making by each income group, assuming that all groups with the same income level have the same travel behavior (trip making rate).

6 Requirements under the Americans with Disabilities Act are not covered by this analysis.

The trip making of any ethnic group is assumed to be proportional to its representation within that income quintile (as summarized in Figure G.12).

The analysis results show that, given the transportation system investments and policies in the 2004 RTP, accessibility to jobs is slightly higher for lower-income groups and for most minority groups than for higher-income and for whites (see Figures G.13a and G.13b for results by income and racial or ethnic group, respectively). Overall, most groups will see very similar results in terms of job accessibility under the 2004 RTP. As in the 2001 RTP, accessibility by car remains much higher than accessibility by transit in the SCAG region.

Figure G.13a

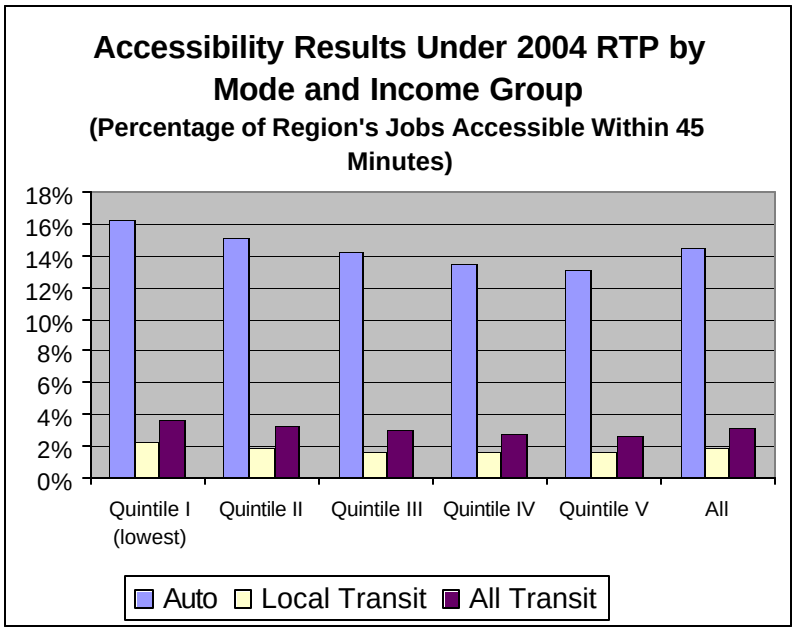
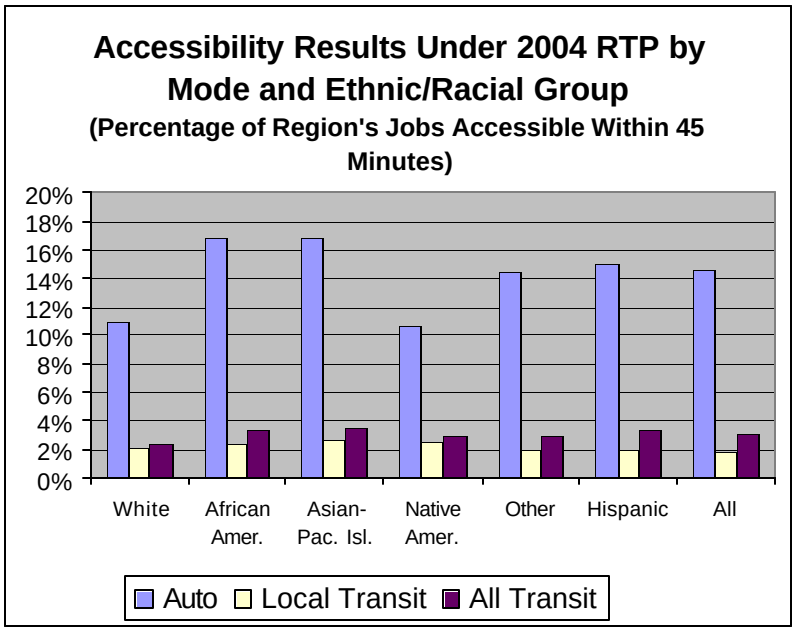


Figure G.13b



In addition to overall job accessibility to, SCAG also analyzed accessibility to retail and service jobs, which are more often entry-level, lower-paying jobs. The results for retail and service jobs are very similar to those for total jobs, again showing better accessibility for lower income groups and most minority groups (see Figure G.14 for an example by income group; complete data at the end of this Appendix).

Figure G.14

The analysis further shows that all ethnic and income groups should benefit about equally from improvements in accessibility due to the 2004 RTP (see Figure G.15a). Improvements in accessibility to jobs via all modes – auto, local transit, and all transit – between the 2004 RTP and the baseline conditions are very similar for all the income quintiles, averaging about 12% and ranging from a high of just over 30% (the gain for the lowest income quintile when using all transit) to a low of about 7%.

The gains in accessibility for ethnic and racial groups show more variation, but still show relatively equitable gains for all groups (see Figure G.15b). Gains for auto usage range from about 7% to 12%, while gains for local transit usage range from 9% for White to nearly 21% for Hispanic. Gains for all transit show the most variability, ranging from a high of 24% (African-American) to a low of 9% (Native American).

Figure G.15a

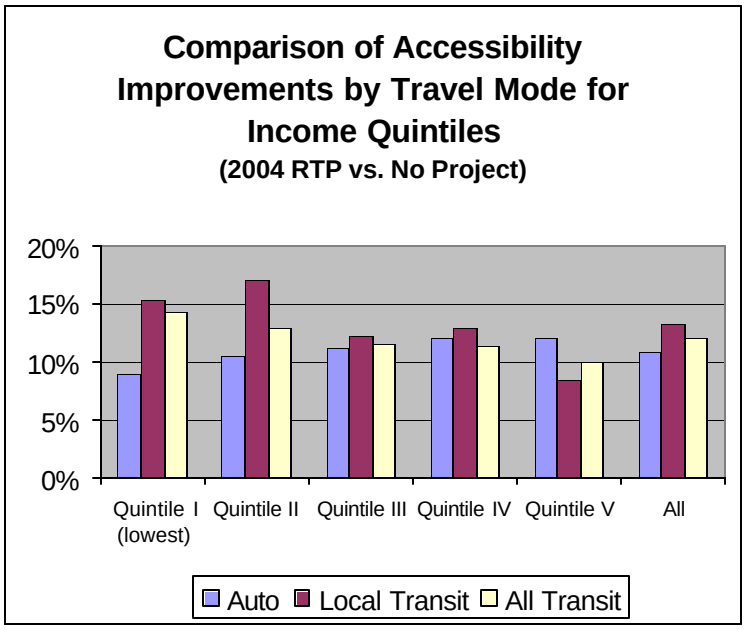
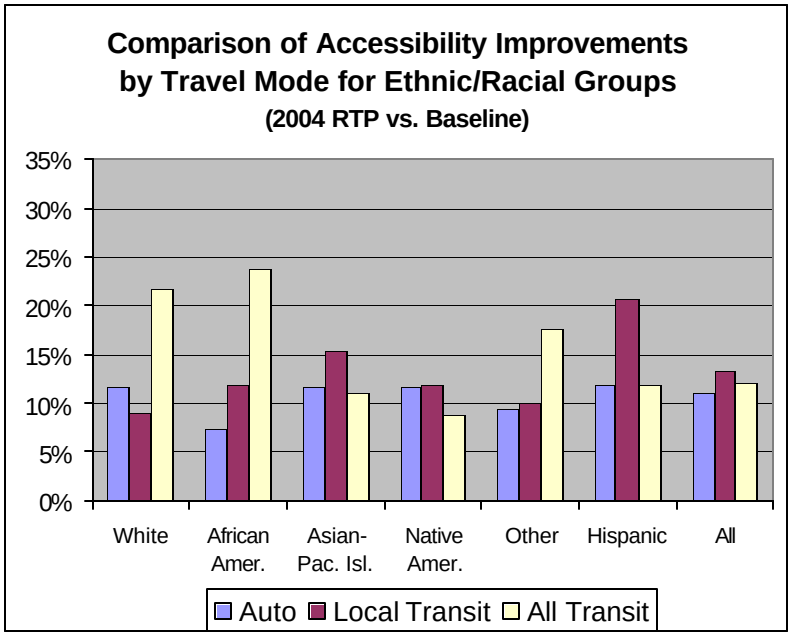


Figure G.15b

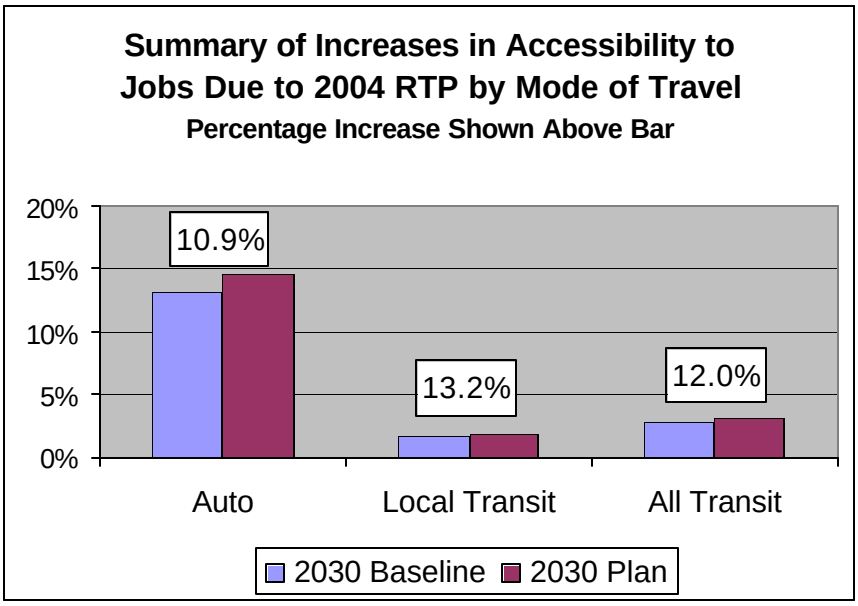


In general, the foregoing analysis has shown that there are no dramatic disparities in accessibility between income groups and ethnic groups in the region within a given mode and time of travel. Recall that the analysis was designed to determine whether accessibility under the plan differed by race or income, since the original time savings analysis (based on wage rate) showed that most benefits would accrue to higher income groups. This analysis has shown that, when the travel mode and time are held constant for all groups, generally there are no major differences in accessibility by race or by income.

However, there are disparities between modes. The overall results of the accessibility analysis are summarized in Figure G.16. The Plan will result in about a 12% overall improvement in accessibility, with

similar increases among all modes. However, accessibility via low-cost transit still amounts to only about 2% of the region's opportunities within a 45-minute trip – clearly an issue for those who are restricted by their resources to using this mode of travel. This result is likely a reflection of the region's past land use and transportation investment choices. SCAG's policy committees and transportation planning task forces continue to address this disparity in their work.

Figure G.16



Supporting data for this analysis are provided at the end of this Technical Appendix.

IV. Environmental Impact Analyses

In addition to the analyses of economic costs, benefits, and accessibility gains arising from the 2004 Plan, SCAG also assesses the distribution of the projected environmental impacts of the Plan. The key analyses described here are focused on air emissions and noise. Generally, the analyses discussed here compare the impacts of the Plan with the baseline impacts – those that would occur in the plan horizon year of 2030 if the Plan were not enacted.

Air Emissions

It is important to note that total emissions of all pollutants (except SO_x and PM_{10}) in the region will decrease substantially compared to existing conditions with or without the Plan, due to the combination of measures being taken to meet air quality standards. Since the Plan must demonstrate conformity with regional air quality management plans that call for reductions in emissions of air pollutants, the Plan itself will likewise result in reductions of pollutant emissions. This is generally because the Plan investments will alleviate roadway congestion and provide a greater range of alternatives to the use of a car. The following analysis, however, is based on a comparison of Plan to Baseline conditions, rather than a comparison of Plan to current conditions.

SCAG faced several difficulties in assessing the air quality impacts of the 2004 RTP. Most notable is the fact that SCAG did not have the tools necessary to estimate ambient concentrations of air pollutants. These concentrations are a more accurate indicator of human exposure and potential health effects of air pollutants, since pollutants are dispersed by weather patterns after being emitted, often traveling many miles from their source. Since it was not possible to model this pollutant transport, the analysis is based on modeled emissions only.

Since pollutant concentration levels could not be estimated, the geographic emissions distribution analysis presented here focuses on pollutants that tend to have localized effects which are generally proportionate to emissions – carbon monoxide (CO) and fine particulate matter (PM_{10}). The analysis does not cover pollutants that do not have localized effects proportionate to emissions, but are regionally distributed as a result of chemical interactions, photochemical reactions and meteorology (VOC, NO_x, and SO_x).

In addition to not being based on concentrations, this methodology assumes that all residents in a given transportation analysis zone (TAZ) are equally exposed. Generally both CO and PM_{10} tend to impact those located closest to the source of emissions. Thus, in a TAZ containing a roadway, those closest to the roadway would experience greater emissions and potential health impacts than those located further away. This differential as it might exist within TAZ's is not addressed by this analysis: only differences between the aggregate demographic totals of (different) TAZ's are addressed. Notwithstanding these assumptions, the methodology presents a reasonable gross measure of air quality impacts of mobile sources in the region.

As mentioned above, the analysis of the distribution of impacts was based on the difference between Plan and Baseline emissions. Emissions estimates for the Plan and Baseline were generated using the Direct Travel Impact Model (DTIM), which processes data produced by SCAG's regional transportation model. The data is produced at the transportation analysis zone (TAZ) level. Since the emissions data is derived from the transportation model, only the SCAG five-county modeling area is covered by this analysis. Imperial County is not included in the analysis.

Criteria Pollutants

Impacts for criteria pollutants (PM_{10} and CO) were determined as follows:

1. DTIM modeling results were obtained for these two pollutants for the 2030 Plan and 2030 Baseline at the TAZ level. These results express emission rates in kg/day.

2. The difference between Plan and Baseline emissions for each TAZ was calculated (Plan minus Baseline for each TAZ). In most cases this is a negative number – i.e., emissions in most TAZ's will be lower with the Plan than without it.
3. The result for each TAZ was divided by the land area of that TAZ in square kilometers (km^2). This was done to "normalize" emissions for land mass – in other words, to account for the fact that the same amount of emissions could affect residents of a large TAZ differently from those of a small TAZ. These results are expressed in kg/day/km^2.
4. The regional change in emissions exposure was calculated for each pollutant by computing a regional average of the emissions changes (again, mostly negative) for all TAZ's, weighted by the population in each TAZ. This was done in total (for all persons) and individually for each demographic group included in the environmental justice analysis to detect any differences in the emissions exposure. For example, for all persons the calculation was as follows ("Σ" indicates the sum over all TAZ's):

$$\frac{\Sigma \text{ (Number of persons in TAZ) x (emissions exposure in TAZ [kg/day/km}^2\text{])}}{\text{(Total number of persons in all TAZ's)}}$$

For any given demographic group, e.g., Hispanic, the calculation was as follows:

$$\frac{\Sigma \text{ (Number of Hispanic persons in TAZ) x (emissions exposure in TAZ [kg/day/km}^2\text{])}}{\text{(Total number of Hispanic persons in all TAZ's)}}$$

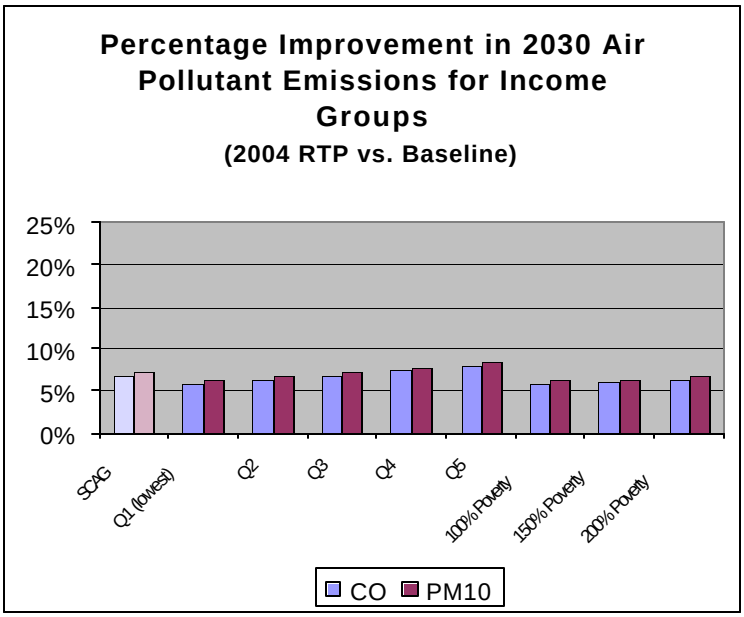
These calculations produced estimates of the change in regional average emissions exposure due to the 2004 RTP, in kg/day/km^2, that could be compared for various demographic groups.

Overall, the region will experience a decrease in CO emissions and in vehicular PM_{10} emissions.[7] The region will experience an increase in emissions of roadway dust that is entrained by moving vehicles, and in emissions from the aviation system. Roadway dust will not be reduced by improvements to automobile and fuel technology. However, the effect of the investments and policies in the 2004 RTP will be to reduce these emissions compared to Baseline conditions (conditions in 2030 without the Plan). Emissions from aviation are projected to be higher under the 2004 RTP than under Baseline or no-project conditions. PM_{10} emissions from aviation represent only 2% of regional total emissions and thus would not affect this analysis significantly. CO emissions from aviation represent about 20% of the regional total and have not been included in this analysis.

All groups in the region will also experience a decrease in CO and vehicular PM_{10} and there is no significant impact, in the sense indicated by environmental justice guidance. Generally, the decreases experienced by the demographic groups of concern for environmental justice are about the same as those experienced by all persons in the SCAG region. Figure G.17a compares the percentage improvement in emissions of CO and PM_{10} experienced by various income groups, while Figure G.17b shows the comparison for racial/ethnic groups, age, and disability.

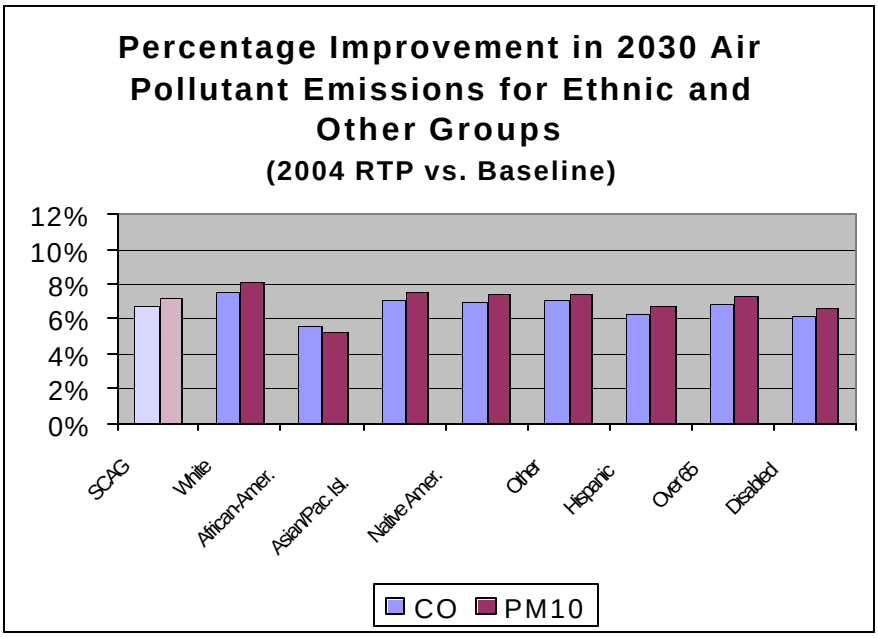
Figure G.17a

7 Emissions of dust associated with roadway use were not included as part of this analysis. However, these emissions will be distributed according to vehicle miles traveled, and would change only the magnitude of the changes calculated. It would not change the relative impacts on the various demographic groups.



For definitions of income Q1-Q5, refer to Table G.1.

Figure G.17b



As mentioned above, the region as a whole will generally experience an improvement in air quality via reductions in transportation-related emissions. However, even with the policies in the 2004 RTP, emissions of CO and PM_{10} in some TAZ's will increase under the Plan compared to the Baseline conditions. To examine equity impacts in these areas, the above analysis was repeated just for those TAZ's that are projected to experience an increase in CO and PM_{10} emissions under the Plan compared to the Baseline. This analysis did not show that there would be a disproportionate impact on minority or low-income populations even in these areas (see Figure G.18a for income groups and Figure G.18b for racial, ethnic, and other groups).

Figure G.18a

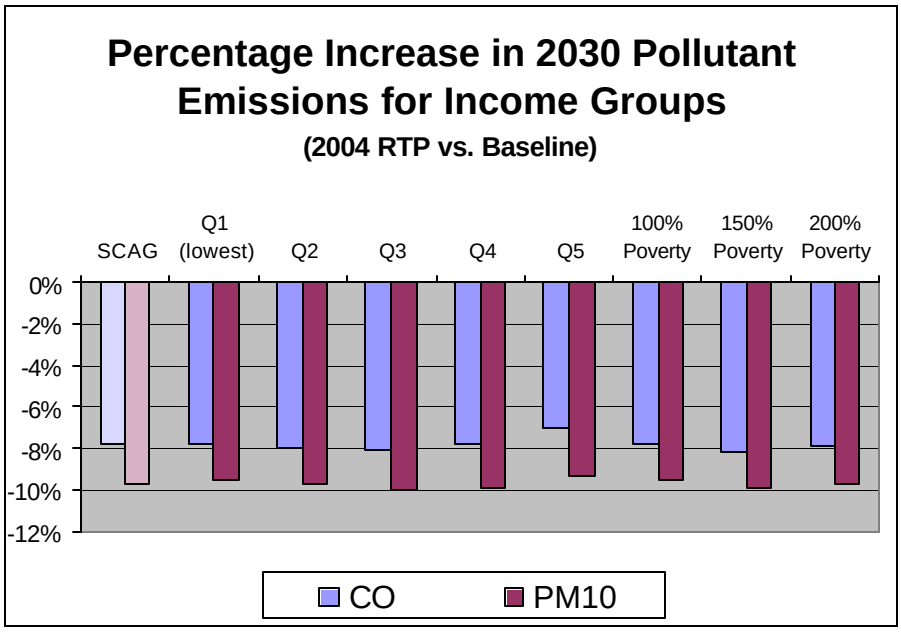
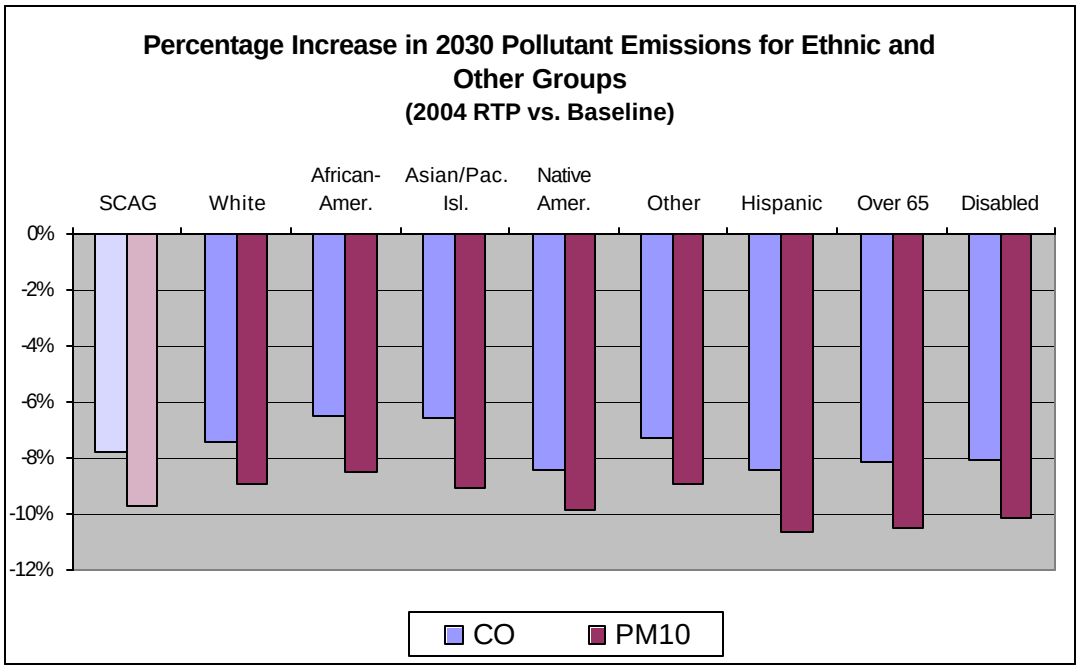


Figure G.18b



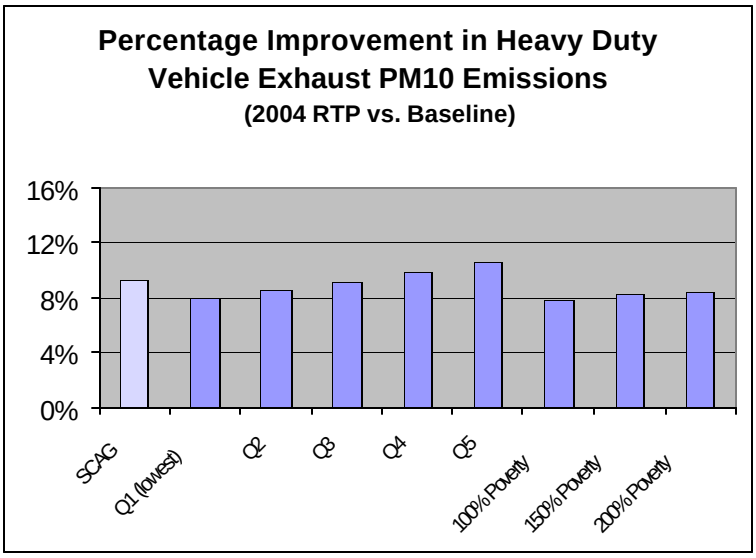
Toxic Air Contaminants

Also of interest are potential health effects resulting from toxic air contaminants, which have been defined in state and local regulations as "air pollutants which may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health." Unlike criteria pollutants, toxic air contaminants are not regulated by federal or state air quality standards, but many are emitted by mobile sources and have the potential to have localized health effects. A recent modeling and monitoring study by the South Coast Air Quality Management District indicated that 90% of cancer risk

from air pollutants in the air basin arises from mobile source emissions. Furthermore, the study found that 70% of cancer risk is attributable to diesel particulate.[8]

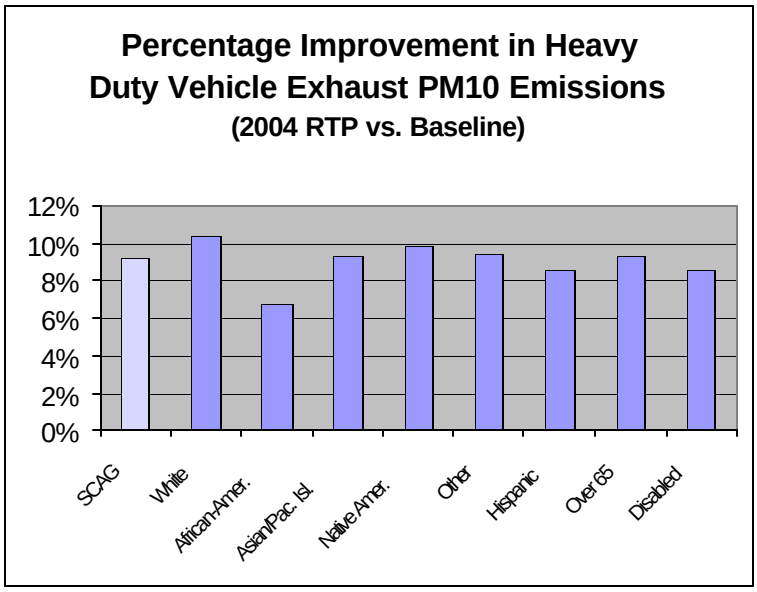
SCAG's DTIM modeling results allow the separate estimation of particulate exhaust emissions from heavy-duty vehicles. Considering this data to be the closest approximation to the diesel particulate implicated in the SCAQMD's study, the above analysis was repeated using only the particulate exhaust emissions from heavy-duty vehicles. The results are very similar to those found for the CO and vehicular PM_{10} analyses: all groups will experience a similar magnitude of decrease in emissions exposure (see Figures G.19a and G.19b).

Figure G.19a



8 Final Report, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-II), South Coast Air Quality Management District, March 2000, pp. ES-3, ES-9.

Figure G.19b



As with CO and total PM_{10} emissions, there are parts of the region where emissions will increase under the 2004 RTP. Analysis of the distribution of exposure to heavy duty vehicle PM_{10} exhaust emissions just in these areas does not show a disproportionate increase for any income, ethnic, racial, or other group of concern (see Figures G.20a and G.20b).

Figure G.20a

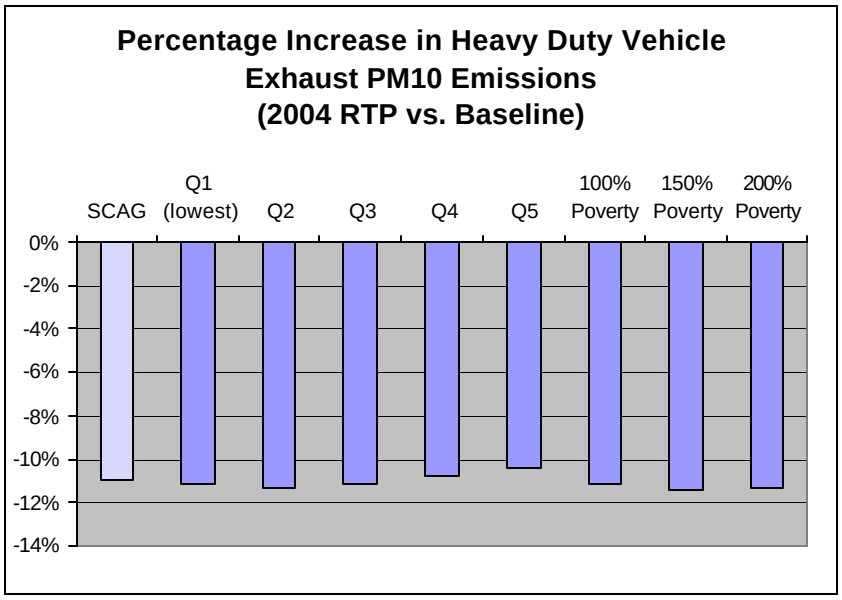
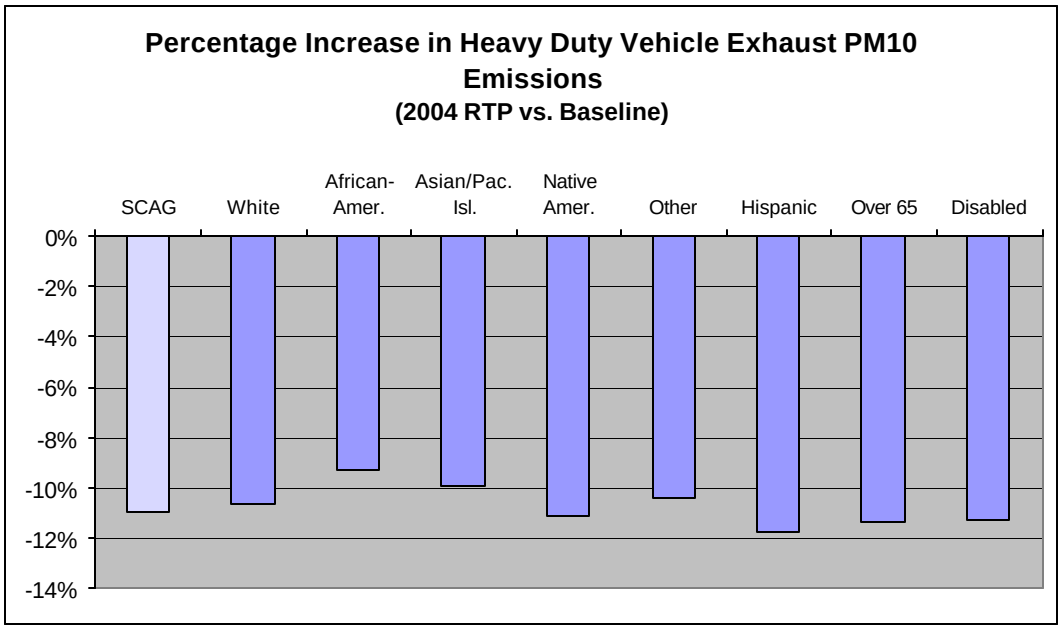


Figure G.20b



Noise

SCAG's analysis of noise considers two sources: aviation noise (from aircraft at the region's airports) and highway noise. While other transportation modes, such as trains, also create noise, insufficient data was available to analyze these impacts. Because of differences in the data sources, and varying standards used to regulate the different sources, SCAG's analysis takes a different approach for aviation noise than for highway noise. Given the metrics used for the noise analyses, it is not appropriate to combine the data to estimate aggregate noise impacts of the Plan.

Aviation Noise

Projected noise impacts from aircraft operations at the region's airports in 2030 were modeled for inclusion in the PEIR for the RTP. For each airport, modeling produced a contour or isoline for the 65 decibel (dB) Community Noise Equivalent Level (CNEL), a measure of noise that takes into account both the number and the timing of flights as well as the mix of aircraft types. The Federal Aviation Administration (FAA) considers residences to be an "incompatible land use" with noise at or above this CNEL level.

To identify potentially impacted populations, the anticipated population within the 65 dB CNEL contour was calculated by the following steps:

1. Calculating the percentage of residentially zoned land (as identified by applicable General Plans) in any TAZ that would lie within a 65 dB CNEL contour.
2. Assigning the SCAG projected population for each TAZ to the residential area, assuming that the population would be distributed evenly across the residentially-zoned land and that no population would occur in non-residentially zoned land.
3. Applying the demographic breakdown of the TAZ as a whole to the population within the 65 dB CNEL contour.

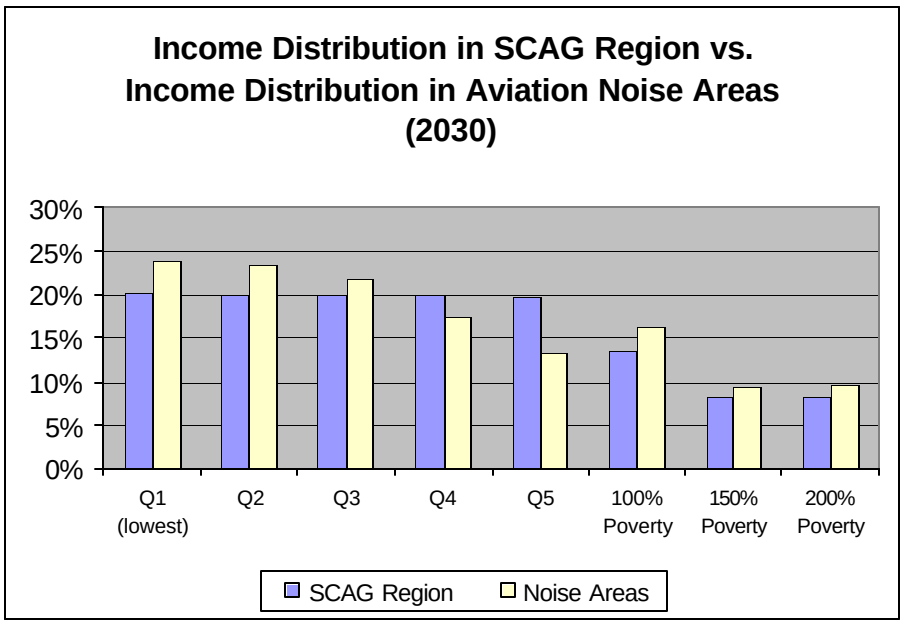
For example, consider a TAZ 100 acres in size with a 2030 forecast population of 200, where half the total TAZ area falls within the 65 dB CNEL. If 50 acres of the TAZ is residentially zoned, and all 50 residentially zoned acres were within the 65 dB CNEL, then 100% of the projected population of that TAZ (200 people) would be counted as being within the 65 dB CNEL contour. If, however, only 20% of the

residentially zoned land were within the 65 dB CNEL contour, then 20% of the TAZ's projected population (40 people) would be counted as being within the contour.

Continuing, if 75% of the TAZ's entire population were non-white, then 75% of the TAZ population within the 65 dB CNEL contour would be assumed to be non-white. The total population in each demographic category was added up for all TAZ's affected by the 65 dB CNEL contour at all of the airports in each scenario to produce a system-wide total.

The results summarized in Figures G.21a and G.21b indicate that the 2004 RTP is projected to have a disproportionate aviation noise impact on minority and low-income groups. Although non-whites are expected to comprise 66% of the region's population in 2030[9], they will make up 84% of those affected by the 65 dB CNEL contour under the RTP (see Figure G.21b). In particular, while African-Americans are predicted to represent 7% of the region's population in 2030, they will comprise over 30% of those affected by aviation noise. This impact is likely due to the influence of the ethnic composition of neighborhoods around Los Angeles International Airport (LAX), even though no increase in the capacity of LAX is included in the 2004 RTP. There is a slight disproportionate impact indicated for income groups (see Figure G.21a), with the representation of lower income quintiles and those below 100% of the poverty level exceeding that projected for the SCAG region as a whole in 2030.

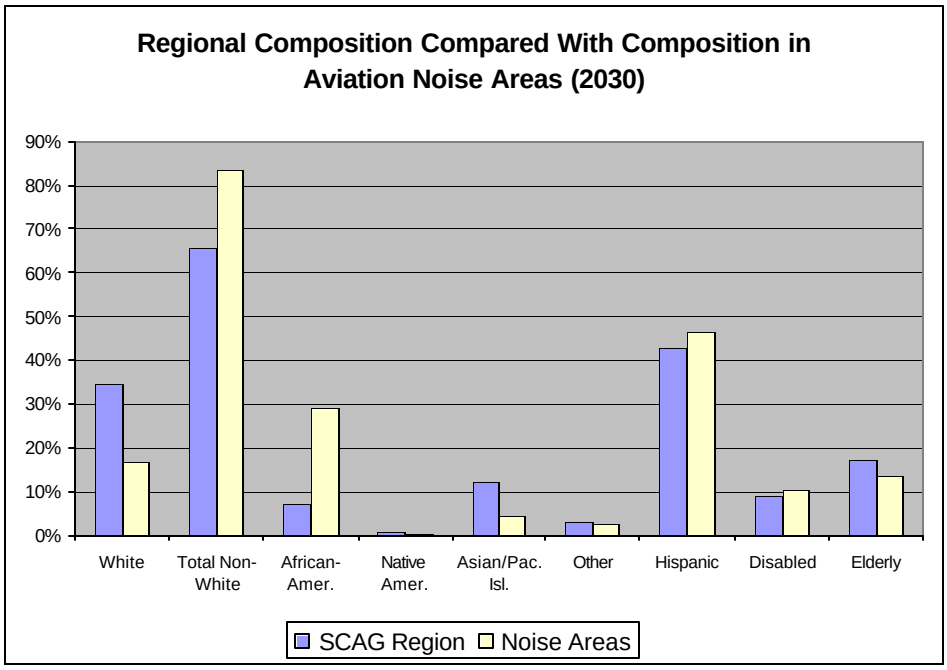
Figure G.21a



For definitions of poverty level and income Q1-Q5, refer to Table G.1.

[9] Regional demographics are computed on a householder basis.

Figure G.21b



Highway Noise

Noise associated with highway traffic depends on traffic volumes, vehicle speed, vehicle fleet mix (cars, trucks), as well as the location of the highway with respect to sensitive receptors. According to Federal Highway Administration (FHWA) guidance, noise impacts occur when noise levels increase substantially when compared to existing noise levels. For purposes of this analysis (consistent with FHWA guidance), noise increases of 3 dB along highways where noise levels are currently, or would be in the future, above 66 dB, are considered to be significant (regardless of adjacent land use).

Highways that would be expected to have an increase of 3 dB or more include those where any of the following would occur: (1) the total traffic volumes increase by 100 percent compared to existing conditions; (2) the medium/heavy truck traffic volumes increase by 130 percent compared to existing conditions; or (3) the medium/heavy truck traffic volumes increase by 100 percent and there is an increase in other traffic volumes by 50 percent. These highway segments were identified using the results of SCAG's regional transportation model.

On some highways, there is no potential for noise levels to reach 66 dB. To eliminate these from the analysis, the following criteria were applied: (1) arterials where the FHWA's Traffic Noise Model (TNM) indicated that the motor vehicle volume (and the percentage of medium/heavy trucks) would result in traffic noise levels less than 66 dB; (2) arterials where the calculated motor vehicle speed was less than 17 mph; or (3) freeways where the average volume-to-capacity ratio was equal to or greater than 1.0, which would result in vehicle speeds of less than 30 mph. If a highway met any one of these criteria, it was eliminated from further consideration.

For each highway segment where a significant increase in noise would occur, a 150-foot impact zone was determined to either side. Using GIS, the percentage of each affected TAZ's land area that fell within this zone was identified, and this percentage was applied to the demographic data forecast for this TAZ. This contrasts with the 2001 analysis, where no impact zone was identified and the entire affected TAZ was included, even though noise impacts occur adjacent to the freeway. This change in methodology made the analysis more precise. Also, in contrast to the aviation impact analysis, no percentage was applied for residential zoning, so the analysis identifies an impact even when a land use not sensitive to noise (for example, industrial) is located adjacent to a highway.

The demographic characteristics of each impacted TAZ portion were aggregated and compared with the regional demographics to determine if there would be any disproportionate impacts to any of the EJ demographic groups identified in Section I of this Appendix. With the difference in analytical approach, the 2004 analysis identified a moderate disproportionate impact to low-income and non-white residents of the region in 2030 (see Figure G.22a for income groups and Figure G.22b for ethnic, racial and other groups). The 2001 analysis did not identify any disproportionate highway noise impact.

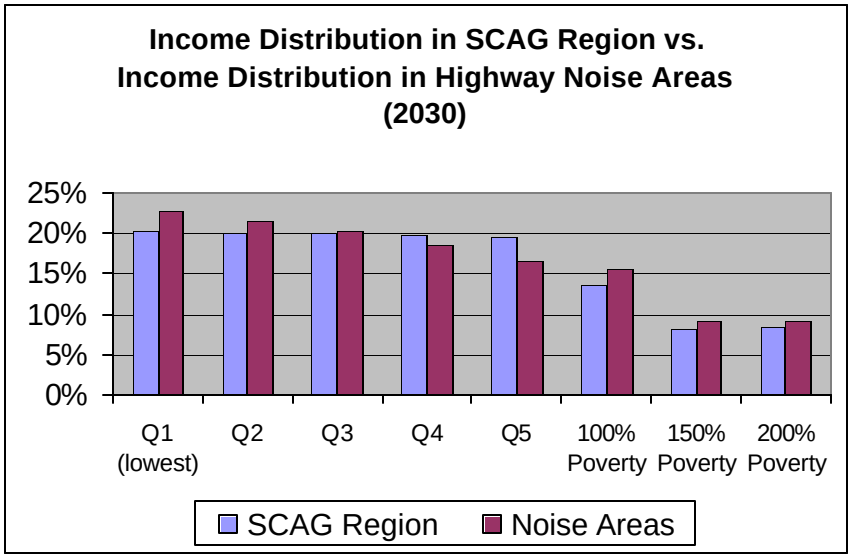
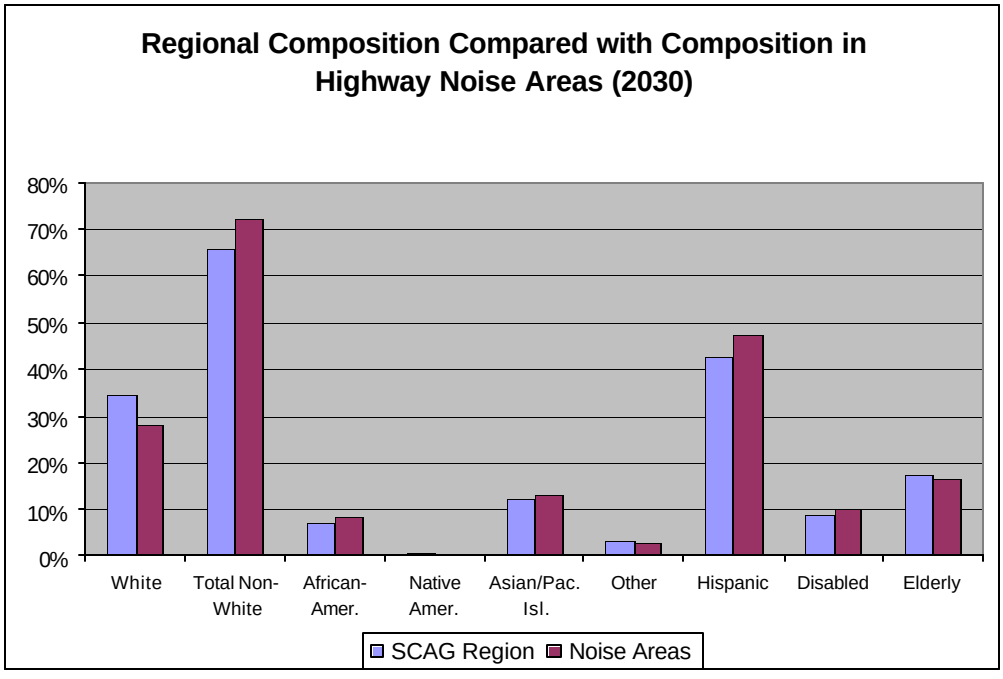


Figure G.22a

Figure G.22b



Disproportionate highway noise impacts are also found in the base year 2000, and in fact, the disparities are projected to be less severe in 2030 than they are in 2000. The disparity between white and non-white representation in noise areas in 2000 is nearly 10 percentage points, while in 2030 it is projected to be

approximately six percentage points. The disparity between the highest and lowest income quintiles in 2000 is also nearly ten percentage points, dropping to an estimate of about six percentage points in 2030.

The identification of these disparate highway noise impacts at the regional level highlights the importance of soundwalls and similar noise mitigation measures for individual transportation projects, which are incorporated in the 2004 RTP.

V. Conclusions

This analysis has presented a number of different views of the distribution of the benefits, costs, and impacts of the 2004 Regional Transportation Plan. Generally, most of the analyses have shown that there will be a disproportionate benefit on low-income groups or that benefits will be distributed evenly across income or racial groups. Costs and impacts generally will not disproportionately affect low-income and minority populations, the elderly or the disabled, with the exception of aviation and highway noise.

For example, Plan expenditures by travel mode, including baseline expenditures, are such that the lowest three income groups (representing 60% of households in the region) would enjoy close to that share (57%) of the 2004 RTP expenditures. Plan funding, however, comes largely from more regressive sales and gasoline taxes, though the specific source of the funding for Plan projects cannot be identified for analysis.

The benefit of time savings resulting from the Plan would track very closely the share of trip making, regardless of mode (auto or transit). The Plan also will improve accessibility to jobs within 45 minutes to about the same extent regardless of income category or ethnicity for any given travel mode. These analyses indicate that the plan investments will not have a disparate impact in terms of their benefits to various income groups or ethnic groups using the same mode of travel. However, the plan by itself will not address the disparity between accessibility by low-cost transit modes, such as local bus and urban rail, and accessibility by car, which is much greater. This disparity will continue to be examined and addressed by SCAG in future.

Environmental impact analyses show that air emissions will generally not disproportionately affect minorities, low-income, the elderly, or the disabled. Again, it is important to keep in mind that the region as a whole will generally experience air quality improvements due to ongoing mobile source emission controls and investments in the Plan. Only the aviation and highway noise analyses indicate that minority and low-income persons may be disproportionately affected, based on a system-wide analysis. The recommended adoption of a regional aviation scenario that distributes (decentralizes) aviation demand to all the region's airports will minimize the disproportionate aviation noise impact. The 2004 RTP contains projects that include highway noise mitigation measures.

When all the analyses are considered together, the Plan appears to do a reasonably good job of meeting the environmental justice constraints: not placing a disproportionate burden of impact or cost on those least able to afford it. Again, environmental justice does not create an entitlement, but it does attempt to assure that the Plan will not have a discriminatory effect on minorities, low-income, the elderly, or the disabled. The analyses presented here show that the Plan has largely met these expectations.

SUMMARY OF 2004 RTP EJ ANALYSIS RESULTS -- PLAN EXPENDITURES, TIME SAVINGS, ACCESSIBILITY

2004 RTP Environmental Justice Analysis Results

	Baseline Expenditure	Plan Expenditure	Usage	Tax Paid	Auto Time Savings	Auto PMT Savings	Local Transit PHT Savings	Auto Accessibility Improvement	Local Transit Accessibility Improvement	All Transit Accessibility Improvement
Quintile I	15.7%	10.5%	8.2%	8.5%	5.9%	8.2%	23.0%	9.0%	15.3%	14.2%
Quintile II	22.6%	17.7%	15.9%	13.1%	13.7%	17.7%	29.8%	10.5%	17.1%	13.0%
Quintile III	21.7%	21.0%	21.0%	17.6%	20.7%	24.0%	23.1%	11.2%	12.1%	11.6%
Quintile IV	21.8%	25.2%	26.7%	24.1%	29.5%	24.3%	16.4%	11.9%	13.0%	11.3%
Quintile V	18.1%	25.7%	28.3%	36.7%	30.2%	25.8%	7.6%	12.0%	8.4%	9.9%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	10.9%	13.2%	12.0%

	Baseline Expenditure	Plan Expenditure	Usage	Tax Paid	Auto Time Savings	Auto PMT Savings	Local Transit PHT Savings	Auto Accessibility Improvement	Local Transit Accessibility Improvement	All Transit Accessibility Improvement
NH White	26.4%	39.6%	45.6%	48.3%	36.6%	16.7%	5.3%	11.8%	9.1%	21.7%
NH Black	9.0%	7.5%	6.4%	6.5%	4.4%	3.8%	6.4%	7.2%	11.9%	23.7%
NH Asian	9.0%	10.5%	11.2%	11.5%	11.3%	25.2%	7.4%	11.6%	15.4%	10.9%
NH Native American	0.4%	0.4%	0.4%	0.4%	0.6%	0.4%	0.3%	11.6%	11.8%	8.7%
NH Others	2.2%	2.4%	2.6%	2.3%	3.1%	1.1%	1.9%	9.5%	9.9%	17.6%
Hispanic	53.1%	39.6%	33.9%	31.0%	44.1%	52.8%	78.6%	11.8%	20.7%	11.8%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	10.9%	13.2%	12.0%

Note: PMT-Person Mile Travel
PHT-Person Hour Travel

Any questions related to overall methodology should be directed to Frank Wen at 213-236-1854 or His-Hwa Hu at 213-236-1834.
Any questions Census data processing and methodology related to EJ data sets should be directed to Ying Zhou at 213-236-1943 or Simon Choi at 213-236-1849.
Any questions related to SCAG Regional Transportation Modeling should be directed to Deng Bang Lee at 213-238-1855, Teresa Wang at 213-236-1842, or Guoxiong Huang at 213-236-1947.
Any citation and quote not related to 2004RTP and future publications and citation should obtain permission from all above authors.

Source: SCAG Transportation Model Outputs, 2000 Census data, PUMS data, and CA State Taxable Sales data, processed by SCAG Community Development staff.

File name: 2004RTP EJ Results.xls in Frank Wen's E Drive.

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- 2000 CENSUS INCOME QUINTILE RANGES

county	p52_1	p52_2	p52_3	p52_4	p52_5	p52_6	p52_7	p52_8	p52_9	p52_10	p52_11	p52_12	p52_13	p52_14	p52_15	p52_16	p52_17
	Households: Total	Households: Household income; Less than $10;000	Households: Household income; $10;000 to $14;999	Households: Household income; $15;000 to $19;999	Households: Household income; $20;000 to $24;999	Households: Household income; $25;000 to $29;999	Households: Household income; $30;000 to $34;999	Households: Household income; $35;000 to $39;999	Households: Household income; $40;000 to $44;999	Households: Household income; $45;000 to $49;999	Households: Household income; $50;000 to $59;999	Households: Household income; $60;000 to $74;999	Households: Household income; $75;000 to $99;999	Households: Household income; $100;000 to $124;999	Households: Household income; $125;000 to $149;999	Households: Household income; $150;000 to $199;999	Households: Household income; $200;000 or more
25	39,433	5,540	3,566	3,538	3,337	2,745	2,310	2,251	2,059	1,933	3,173	3,355	2,805	1,458	609	391	363
37	3,136,279	330,000	203,819	196,731	201,561	191,887	189,179	169,484	162,317	140,505	253,707	304,843	318,521	181,732	95,240	87,864	108,889
59	936,154	45,705	35,871	37,794	43,413	43,993	48,359	47,744	46,709	42,770	83,551	109,828	130,633	83,992	46,305	44,399	45,088
65	506,781	43,183	32,150	33,301	34,145	31,484	31,317	29,953	27,786	24,961	45,469	55,371	56,058	29,391	12,562	9,840	9,810
71	528,839	47,943	34,849	33,237	35,517	32,988	33,525	31,472	30,436	26,331	49,067	58,622	56,907	28,231	13,102	9,619	6,993
111	243,503	11,934	9,383	9,846	10,721	10,610	12,357	12,255	11,785	10,996	22,454	29,131	36,546	22,797	11,803	11,284	9,601
	5,390,989	484,305	319,638	314,447	328,694	313,707	317,047	293,159	281,092	247,496	457,421	561,150	601,470	347,601	179,621	163,397	180,744
		I	II	III	IV	V		I	**Below $19,360**								
	1,078,198	1,078,198	1,078,198	1,078,198	1,078,198	1,078,198		II	**$19,361 to $36,340**								
		$19,360	$36,340	$57,323	$91,402			III	**$36,341 to $57,323**								
	0.872182	0.26797	0.732386	0.656118				IV	**$57,324 to $91,402**			$14,915					
	0.127818	0.73203	0.267614	0.343882				V	**Above $91,402**								
	1	1	1	1													

	I	II	III	IV	V	
Imperial	12,192	9,447	7,964	6,045	3,786	39,433
Los Angeles	705,404	653,189	612,701	581,726	583,259	3,136,279
Orange	114,539	153,390	185,621	217,898	264,706	936,154
Rivertside	104,378	109,229	107,974	104,320	80,880	506,781
San Bernardino	111,781	114,712	115,741	109,091	77,514	528,839
Ventura	29,905	38,230	48,197	59,118	68,053	243,503
SCAG Region	1,078,198	1,078,198	1,078,198	1,078,198	1,078,198	5,390,989

I	P2+P3+0.872182*P4
II	0.127818*P4+P5+P6+P7+0.26797*P8
III	0.73203*P8+P9+P10+0.732386*P11
IV	0.267614*P11+P12+0.656118*P13
V	0.343882*P13+P14+P15+P16+P17

	Quintile I	Quintile II	Quintile III	Quintile IV	Quintile V	
Imperial	30.9%	24.0%	20.2%	15.3%	9.6%	100.0%
Los Angeles	22.5%	20.8%	19.5%	18.5%	18.6%	100.0%
Orange	12.2%	16.4%	19.8%	23.3%	28.3%	100.0%
Rivertside	20.6%	21.6%	21.3%	20.6%	16.0%	100.0%
San Bernardino	21.1%	21.7%	21.9%	20.6%	14.7%	100.0%
Ventura	12.3%	15.7%	19.8%	24.3%	27.9%	100.0%
SCAG Region	20.0%	20.0%	20.0%	20.0%	20.0%	100.0%

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- DETAIL OF EXPENDITURE ANALYSIS

	Baseline Expenditure	Plan Expenditure	Total Expenditure	
Quintile I	15.7%	10.5%	14.5%	Quintile I
Quintile II	22.6%	17.7%	21.5%	Quintile II
Quintile III	21.7%	21.0%	21.6%	Quintile III
Quintile IV	21.8%	25.2%	22.6%	Quintile IV
Quintile V	18.1%	25.7%	19.9%	Quintile V
	100.0%	100.0%	100.0%	

	Baseline Expenditure	Plan Expenditure	Total Expenditure		System Usage	Total Expenditure
White	26.4%	39.6%	29.5%	White	45.6%	29.5%
African-Amer.	9.0%	7.5%	8.6%	African-Amer.	6.4%	8.6%
Asian-Pac. Isl.	9.0%	10.5%	9.3%	Asian-Pac. Isl.	11.2%	9.3%
Native Amer.	0.4%	0.4%	0.4%	Native Amer.	0.4%	0.4%
Other	2.2%	2.4%	2.3%	Other	2.6%	2.3%
Hispanic	53.1%	39.6%	49.9%	Hispanic	33.9%	49.9%
	100.0%	100.0%	100.0%		100.0%	100.0%

Total $$ $ 115,400,000,000 $ 35,667,000,000
Provided by Frank Wen 9/22/03

SCAG Region Workers Communting by Mode and by Ethnicity and by Income Quintile

Race/Ethnicity	Auto-Drive Alone	Auto-Carpool	Bus	Streetcar	Subway/Elevated	Urban Rail Usage	Urban Rail Percent	Rail	Walk	Work at Home	Others	Sum	Auto Mode	Transit Limit Mode	Total Transit Mode
NH White	2,461,536	304,157	35,214	860	2,680	3,540	34%	7,528	51,215	158,560	40,285	3,062,035	2,765,693	38,754	46,282
NH Black	309,766	62,304	29,376	453	831	1,284	12%	1,891	7,818	11,843	4,768	429,050	372,070	30,660	32,551
NH Asian	565,233	120,821	20,046	263	952	1,215	12%	2,000	15,129	21,242	7,639	753,325	686,054	21,261	23,261
NH Indian	17,900	4,079	1,047	33	0	33	0%	50	669	605	413	24,796	21,979	1,080	1,130
NH Other	127,399	23,509	5,738	121	245	366	4%	311	4,567	6,329	3,109	171,328	150,908	6,104	6,415
Hispanic	1,395,946	508,662	191,541	1,270	2,726	3,996	38%	3,689	75,518	41,915	54,615	2,275,882	1,904,608	195,537	199,226
Sum	4,877,780	1,023,532	282,962	3,000	7,434	10,434	100%	15,469	154,916	240,494	110,829	6,716,416	5,901,312	293,396	308,865

Race/Ethnicity	Auto-Drive Alone	Auto-Carpool	Bus	Streetcar	Subway/Elevated	Urban Rail Usage	Urban Rail Percent	Rail	Walk	Work at Home	Others	Sum	Auto Mode	Transit Limit Mode	Total Transit Mode
1. <=19360	321,264	92,895	61,889	151	1,182	1,333	13%	495	32,005	23,787	14,987	548,655	414,159	63,222	63,717
2.19361-36340	699,949	188,095	79,628	711	1,194	1,905	18%	1,340	38,802	33,398	22,372	1,065,489	888,044	81,533	82,873
3.36341-57323	999,785	237,450	63,726	707	1,520	2,227	21%	2,685	35,810	41,800	25,152	1,408,635	1,237,235	65,953	68,638
4.57324-91402	1,355,578	272,662	49,821	962	1,810	2,772	27%	4,876	27,426	54,477	25,913	1,793,525	1,628,240	52,593	57,469
5. >=91403	1,501,204	232,430	27,898	469	1,728	2,197	21%	6,073	20,873	87,032	22,405	1,900,112	1,733,634	30,095	36,168
Sum	4,877,780	1,023,532	282,962	3,000	7,434	10,434	100%	15,469	154,916	240,494	110,829	6,716,416	5,901,312	293,396	308,865

Income Quintile	Auto-Drive Alone	Auto-Carpool	Bus	Streetcar	Subway/Elevated	Rail	Walk	Work at Home	Others	Sum	Auto Mode	Transit Limit Mode	Total Transit Mode
Quintile I	6.6%	9.1%	21.9%	5.0%	15.9%	3.2%	20.7%	9.9%	13.5%	8.2%	7.0%	21.5%	20.6%
Quintile II	14.3%	18.4%	28.1%	23.7%	16.1%	8.7%	25.0%	13.9%	20.2%	15.9%	15.0%	27.8%	26.8%
Quintile III	20.5%	23.2%	22.5%	23.6%	20.4%	17.4%	23.1%	17.4%	22.7%	21.0%	21.0%	22.5%	22.2%
Quintile IV	27.8%	26.6%	17.6%	32.1%	24.3%	31.5%	17.7%	22.7%	23.4%	26.7%	27.6%	17.9%	18.6%
Quintile V	30.8%	22.7%	9.9%	15.6%	23.2%	39.3%	13.5%	36.2%	20.2%	28.3%	29.4%	10.3%	11.7%
Sum	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Race/Ethnicity	Auto-Drive Alone	Auto-Carpool	Bus	Streetcar	Subway/Elevated	Rail	Walk	Work at Home	Others	Sum	Auto Mode	Transit Limit Mode	Total Transit Mode
NH White	12.4%	29.7%	12.4%	28.7%	36.1%	48.7%	33.1%	65.9%	36.3%	45.6%	46.9%	13.2%	15.0%
NH Black	10.4%	6.1%	10.4%	15.1%	11.2%	12.2%	5.0%	4.9%	4.3%	6.4%	6.3%	10.5%	10.5%
NH Asian	7.1%	11.8%	7.1%	8.8%	12.8%	12.9%	9.8%	8.8%	6.9%	11.2%	11.6%	7.2%	7.5%
NH Indian	0.4%	0.4%	0.4%	1.1%	0.0%	0.3%	0.4%	0.3%	0.4%	0.4%	0.4%	0.4%	0.4%
NH Other	2.0%	2.3%	2.0%	4.0%	3.3%	2.0%	2.9%	2.6%	2.8%	2.6%	2.6%	2.1%	2.1%
Hispanic	67.7%	49.7%	67.7%	42.3%	36.7%	23.8%	48.7%	17.4%	49.3%	33.9%	32.3%	66.6%	64.5%
Sum	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

NOTE:

1. Any questions related to overall methodology should be directed to Frank Wen at 213-236-1854 or His-Hwa Hu at 213-236-1834.
2. Any citation and quote not related to 2004RTP and future publications and citation should obtain permission from Community and Economic Development Division (CED).
3. The data and tabulation were developed to meet the 2004 RTP EJ requirements and CED work program re Hispanic Socioeconomic Status and Implications on Regional Planning.

Source: 2000 Census data, PUMS data processed by SCAG Community Development staff.

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- DETAIL OF PLAN EXPENDITURES

	Arterials	Auxiliary	HOT Lanes	HOV	Mixed Flow	Interchange/ Ramps	Corridors	Grade Crossing	O&M
Sum	5,831,200,000	391,210,000	329,000,000	1,888,500,000	3,714,800,000	977,421,000	1,199,000,000	1,997,395,000	6,597,700,000
Quintile I	409,238,481	27,455,444	10,527,830	171,398,850	244,666,940	68,596,221	84,146,820	140,178,848	463,032,091
Quintile II	877,493,373	58,870,247	28,499,580	347,050,612	533,064,334	147,084,725	180,428,480	300,572,931	992,838,186
Quintile III	1,222,535,723	82,018,830	57,105,501	438,114,612	761,412,224	204,920,443	251,375,417	418,762,303	1,383,235,687
Quintile IV	1,608,895,291	107,939,348	103,704,441	503,083,623	1,032,375,621	269,681,720	330,817,920	551,104,303	1,820,381,476
Quintile V	1,713,037,132	114,926,131	129,162,648	428,852,303	1,143,280,882	287,137,890	352,231,362	586,776,616	1,938,212,560
Sum	5,831,200,000	391,210,000	329,000,000	1,888,500,000	3,714,800,000	977,421,000	1,199,000,000	1,997,395,000	6,597,700,000

	Arterials	Auxiliary	HOT Lanes	HOV	Mixed Flow	Interchange/ Ramps	Corridors	Grade Crossing	O&M
NH White	2,732,834,499	183,343,426	160,108,087	561,194,466	1,874,646,649	458,075,495	561,920,113	936,093,765	3,092,060,326
NH Black	367,649,530	24,665,279	40,218,437	114,955,960	235,910,340	61,625,115	75,595,381	125,933,141	415,976,352
NH Asian	677,903,165	45,479,918	42,536,686	222,924,597	430,467,866	113,629,577	139,389,130	232,206,131	767,012,230
HN Native America	21,717,873	1,457,033	1,063,417	7,526,088	13,632,210	3,640,332	4,465,587	7,439,150	24,572,646
NH Others	149,115,100	10,003,999	6,614,455	43,376,022	97,024,016	24,994,552	30,660,757	51,077,266	168,715,993
Hispanic	1,881,979,833	126,260,346	78,458,918	938,522,867	1,063,118,919	315,455,928	386,969,032	644,645,546	2,129,362,454
Sum	5,831,200,000	391,210,000	329,000,000	1,888,500,000	3,714,800,000	977,421,000	1,199,000,000	1,997,395,000	6,597,700,000

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- DETAIL OF PLAN EXPENDITURES

TDM/Non-Motorized	Bus	Commuter Rail	Heavy/Light Rail	Truck Climbing Lanes	Other	Total		Baseline Expenditure	Plan Expenditure
2,114,900,000	6,166,706,000	1,930,800,000	1,871,000,000	179,300,000	478,097,000	35,667,029,000			
209,182,459	1,348,772,159	61,784,601	409,222,154		64,651,307	3,712,854,206		15.7%	10.5%
293,701,424	1,735,365,404	167,255,285	526,515,886		96,508,911	6,285,249,377		22.6%	17.7%
367,588,464	1,388,806,647	335,134,656	421,368,756		108,501,347	7,440,880,611		21.7%	21.0%
479,069,778	1,085,769,325	608,609,529	329,426,181		111,784,168	8,942,642,723		21.8%	25.2%
765,357,875	607,992,465	758,015,929	184,467,024		96,651,267	9,106,102,084		18.1%	25.7%
2,114,900,000	6,166,706,000	1,930,800,000	1,871,000,000		478,097,000	35,487,729,000	35,667,029,000	100.0%	100.0%

TDM/Non-Motorized	Bus	Commuter Rail	Heavy/Light Rail	Truck Climbing Lanes	Other	Total		Baseline Expenditure	Plan Expenditure
1,394,373,847	767,433,030	939,625,212	232,841,844		173,782,473	14,068,333,233		26.4%	39.6%
104,147,133	640,203,121	236,029,659	194,239,848		20,568,321	2,657,717,619		9.0%	7.5%
186,801,774	436,870,634	249,634,753	132,548,067		32,953,315	3,710,357,845		9.0%	10.5%
5,320,359	22,817,697	6,240,869	6,922,968		1,781,610	128,597,838		0.4%	0.4%
55,657,115	125,050,569	38,818,204	37,940,777		13,411,684	852,460,508		2.2%	2.4%
368,599,772	4,174,330,949	460,451,303	1,266,506,496		235,599,596	14,070,261,958		53.1%	39.6%
2,114,900,000	6,166,706,000	1,930,800,000	1,871,000,000		478,097,000	35,487,729,000	35,667,029,000	100.0%	100.0%

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- DETAIL OF PLAN EXPENDITURES

	Highway	Arterial	Bus	Heavy/Light Rail	Commuter Rail	Total	Baseline Expenditure		Plan + Baseline Expenditures	Share by Income and Ethnicity
	19,097,247,822	16,748,121,363	47,558,495,844	11,814,386,525	4,105,259,120	99,323,510,674			134,990,539,674	
Quintile I	1,340,260,786	1,175,397,131	10,401,918,806	2,584,023,889	131,366,169	15,632,966,781	15.7%	Quintile I	19,345,820,987	14.4%
Quintile II	2,873,801,003	2,520,298,654	13,383,379,772	3,324,672,466	355,617,507	22,457,769,402	22.6%	Quintile II	28,743,018,778	21.3%
Quintile III	4,003,818,712	3,511,314,422	10,710,670,359	2,660,723,333	712,561,946	21,599,088,771	21.7%	Quintile III	29,039,969,382	21.5%
Quintile IV	5,269,150,791	4,620,999,725	8,373,604,305	2,080,154,053	1,294,023,109	21,637,931,983	21.8%	Quintile IV	30,580,574,706	22.7%
Quintile V	5,610,216,530	4,920,111,431	4,688,922,601	1,164,812,785	1,611,690,390	17,995,753,737	18.1%	Quintile V	27,101,855,821	20.1%
Sum	19,097,247,822	16,748,121,363	47,558,495,844	11,814,386,525	4,105,259,120	99,323,510,674	100.0%		134,811,239,674	100.0%

	Highway	Arterial	Bus	Heavy/Light Rail	Commuter Rail	Total	Baseline Expenditure		Plan + Baseline Expenditures	Share by Income and Ethnicity
NH White	8,950,064,769	7,849,129,485	5,918,550,451	1,470,274,479	1,997,827,310	26,185,846,493	26.4%	NH White	40,254,179,726	29.9%
NH Black	1,204,056,487	1,055,947,138	4,937,335,663	1,226,523,062	501,845,303	8,925,707,653	9.0%	NH Black	11,583,425,272	8.6%
NH Asian	2,220,140,751	1,947,044,260	3,369,207,200	836,971,722	530,772,399	8,904,136,331	9.0%	NH Asian	12,614,494,176	9.4%
HN Native American	71,126,287	62,377,139	175,973,258	43,714,925	13,269,310	366,460,920	0.4%	HN Native American	495,058,758	0.4%
NH Others	488,353,687	428,281,965	964,407,409	239,576,162	82,535,108	2,203,154,330	2.2%	NH Others	3,055,614,838	2.3%
Hispanic	6,163,505,841	5,405,341,377	32,193,021,863	7,997,326,176	979,009,690	52,738,204,947	53.1%	Hispanic	66,808,466,905	49.6%
Sum	19,097,247,822	16,748,121,363	47,558,495,844	11,814,386,525	4,105,259,120	99,323,510,674	100.0%		134,811,239,674	100.0%

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- DETAIL OF EXPENDITURE ANALYSIS

	Bus	HOT/HOV/HOV Connectors	Commuter Rail	Highways/ Arterials	Light/Heavy Rail	TDM/Non-Motorized	
Quintile I	1,348,772,159	181,926,680	61,784,601	1,501,966,153	409,222,154	209,182,459	
Quintile II	1,735,365,404	375,550,192	167,255,285	3,186,861,187	526,515,886	293,701,424	
Quintile III	1,388,806,647	495,220,113	335,134,656	4,432,761,974	421,368,756	367,588,464	
Quintile IV	1,085,769,325	606,788,064	608,609,529	5,832,979,846	329,426,181	479,069,778	
Quintile V	607,992,465	558,014,950	758,015,929	6,232,253,841	184,467,024	765,357,875	
Sum	6,166,706,000	2,217,500,000	1,930,800,000	21,186,823,000	1,871,000,000	2,114,900,000	35,487,729,000
NH White	767,433,030	721,302,553	939,625,212	10,012,756,746	232,841,844	1,394,373,847	
African-Amer.	640,203,121	155,174,397	236,029,659	1,327,923,460	194,239,848	104,147,133	
Asian-Pac. Isl.	436,870,634	265,461,283	249,634,753	2,439,041,333	132,548,067	186,801,774	
Native Amer.	22,817,697	8,589,505	6,240,869	78,706,440	6,922,968	5,320,359	
Other	125,050,569	49,990,477	38,818,204	545,003,367	37,940,777	55,657,115	
Hispanic	4,174,330,949	1,016,981,785	460,451,303	6,783,391,654	1,266,506,496	368,599,772	
Sum	6,166,706,000	2,217,500,000	1,930,800,000	21,186,823,000	1,871,000,000	2,114,900,000	

	Plan	Baseline	Total
Bus	$6,166.71	$47,558.50	$53,725.20
HOT/HOV/HOV Connectors	$2,217.50	*	$2,217.50
Commuter Rail	$1,930.80	$4,105.26	$6,036.06
Highways/Arterials	$21,366.12	$35,845.37	$57,211.49
Light/Heavy Rail	$1,871.00	$11,814.39	$13,685.39
TDM/Non-Motorized	$2,114.90	*	$2,114.90
Total	$35,667.03	$99,323.51	$134,990.54

* Included in Highways/Arterials

	Quintile I	Quintile II	Quintile III	Quintile IV	Quintile V	
Bus	22%	28%	23%	18%	10%	100%
Carpool	9%	18%	23%	27%	23%	100%
Commuter Rail	3%	9%	17%	32%	39%	100%
Drive Alone	7%	14%	20%	28%	31%	100%
Urban Rail	13%	18%	21%	27%	21%	100%
Walk	21%	25%	23%	18%	13%	100%

	White	African-Amer.	Asian-Pac. Isl.	Native Amer.	Other	Hispanic	
Bus	12%	10%	7%	0.4%	2%	68%	100%
Carpool	30%	6%	12%	0.4%	2%	50%	100%
Commuter Rail	49%	12%	13%	0.3%	2%	24%	100%
Drive Alone	49%	12%	13%	0.3%	2%	24%	100%
Urban Rail	34%	12%	12%	0.3%	4%	38%	100%
Walk	33%	5%	10%	0.4%	3%	49%	100%

2004 RTP EJ Tax Analysis

All in $1,000	Quintile I	Quintile II	Quintile III	Quintile IV	Quintile V	Total	
Adjusted Gross Income (1999 CA Adjusted Gross Personal Income)	8,877,441	19,035,941	33,710,382	57,912,614	196,060,001	315,596,380	
Total Income Tax Assessed (right scale, in $000)	11,922	63,696	339,663	1,209,562	11,288,940	12,913,784	
Total Gasoline Tax	329,047	514,573	682,597	896,127	1,359,872	3,782,216	
Total Sales Tax	1,343,534	2,049,476	2,753,949	3,814,039	5,830,857	15,791,856	
	Quintile I	**Quintile II**	**Quintile III**	**Quintile IV**	**Quintile V**	**Total**	
Share of Total Adjusted Gross Income	2.8%	6.0%	10.7%	18.4%	62.1%	100.0%	
Share of Total Income Tax Assessed	0.1%	0.5%	2.6%	9.4%	87.4%	100.0%	
Share of Total Gasoline Tax	8.7%	13.6%	18.0%	23.7%	36.0%	100.0%	
Share of Total Sales Tax	8.5%	13.0%	17.4%	24.2%	36.9%	100.0%	
Share of Total Gasoline and Sales Tax	8.5%	13.1%	17.6%	24.1%	36.7%	100.0%	
	TAX BURDEN ANALYSIS						
Income Tax Burden	0.1%	0.3%	1.0%	2.1%	5.8%	4.1%	Income Tax
Gasoline Tax Burden	3.7%	2.7%	2.0%	1.5%	0.7%	1.2%	Gasoline Tax
Sales Tax Burden	15.1%	10.8%	8.2%	6.6%	3.0%	5.0%	Sales Tax
Total Tax Burdens	19.0%	13.8%	11.2%	10.2%	9.4%	10.3%	

Any questions related to overall methodology should be directed to Frank Wen at 213-236-1854.
Any citation and quote not related to 2004RTP and future publications and citation should obtain permission from Frank Wen at 213-236-1854.

Source: CA State Taxable Sales data, Franchise Tax Board Data, and BLS Consumer Expendicyure Data processed by SCAG Community Development staff.

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- DETAIL OF TIME SAVINGS RESULTS

2030 Final Plan

Mobility Saving

Income Quintile

Income	Auto-Total	PMT-Auto	PHT-TL	Auto-Total	PMT-Auto	PHT-TL
1	10,006,269	-155,677	1,156,645	5.7%	5.9%	23.1%
2	23,316,038	-381,516	1,503,917	13.4%	14.4%	30.1%
3	35,609,523	-564,756	1,160,133	20.4%	21.3%	23.2%
4	51,366,636	-713,165	809,319	29.4%	27.0%	16.2%
5	54,257,795	-830,849	366,742	31.1%	31.4%	7.3%
	174,556,260	-2,645,964	4,996,756	100.0%	100.0%	100.0%

Race/Ethnicity

Race	Auto-Total	PMT-Auto	PHT-TL	Auto-Total	PMT-Auto	PHT-TL
White	63,022,752	-129,857	248,000	36.1%	4.9%	5.0%
Afican Am.	7,636,951	-113,662	335,897	4.4%	4.3%	6.7%
Asian Am.	20,776,605	-717,974	361,393	11.9%	27.1%	7.2%
Am. Indian	1,037,556	765	16,516	0.6%	0.0%	0.3%
Other Race	5,519,966	-59,015	89,715	3.2%	2.2%	1.8%
Hispanic	76,562,430	-1,626,221	3,945,235	43.9%	61.5%	79.0%
	174,556,260	-2,645,964	4,996,756	100.0%	100.0%	100.0%

* The number is the result of BASELINE (no project) minus PLAN

** PHT: in minutes

*** PMT: in miles

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- ACCESSIBILITY RESULTS

	No Project Auto Accessibility		Plan Auto Accessibility		Improvement	
Accessibility by Income Quintile						
Income	Auto - All Jobs	Auto - Retail/Service Jobs	Auto - All Jobs	Auto - Retail/Service Jobs	Auto - All Jobs	Auto - Retail/Service Jobs
Quintile I (lowest)	14.9%	14.6%	16.2%	16.0%	9.0%	10.2%
Quintile II	13.8%	13.4%	15.2%	14.9%	10.5%	11.2%
Quintile III	12.8%	12.5%	14.3%	13.9%	11.2%	11.5%
Quintile IV	12.0%	11.7%	13.5%	13.1%	11.9%	12.0%
Quintile V	11.8%	11.6%	13.2%	13.0%	12.0%	12.1%
All	13.1%	12.7%	14.5%	14.2%	10.9%	11.4%
Accessibility by Race/Ethnicity						
Race	Auto - All Jobs	Auto - Retail/Service Jobs	Auto - All Jobs	Auto - Retail/Service Jobs	Auto - All Jobs	Auto - Retail/Service Jobs
White	9.8%	9.7%	11.0%	10.9%	11.8%	11.7%
African Amer.	15.7%	15.4%	16.8%	16.6%	7.2%	8.0%
Asian-Pac. Isl.	15.0%	14.6%	16.7%	16.4%	11.6%	11.7%
Native Amer.	9.6%	9.3%	10.7%	10.4%	11.6%	11.4%
Other	13.2%	13.1%	14.4%	14.5%	9.5%	10.3%
Hispanic	13.4%	12.9%	15.0%	14.5%	11.8%	12.4%
All	13.1%	12.7%	14.5%	14.2%	10.9%	11.4%

	No Project Local Transit Accessibility		Plan		Improvement	
Accessibility by Income Quintile						
Income	Local Transit - All Jobs	Local Transit - Retail/Service Jobs	Local Transit - All Jobs	Local Transit - Retail/Service Jobs	Local Transit - All Jobs	Local Transit - Retail/Service Jobs
Quintile I (lowest)	2.0%	1.6%	2.3%	1.8%	15.3%	13.7%
Quintile II	1.6%	1.3%	1.9%	1.5%	17.1%	14.3%
Quintile III	1.5%	1.2%	1.7%	1.4%	12.1%	13.9%
Quintile IV	1.5%	1.2%	1.7%	1.3%	13.0%	6.8%
Quintile V	1.6%	1.3%	1.8%	1.4%	8.4%	7.7%
All	1.7%	1.3%	1.9%	1.5%	13.2%	11.3%
Accessibility by Race/Ethnicity						
Race	Local Transit - All Jobs	Local Transit - Retail/Service Jobs	Local Transit - All Jobs	Local Transit - Retail/Service Jobs	Local Transit - All Jobs	Local Transit - Retail/Service Jobs
White	1.9%	1.5%	2.1%	1.60%	9.1%	6.4%
African Amer.	2.1%	1.6%	2.3%	1.70%	11.9%	5.6%
Asian-Pac. Isl.	2.3%	1.8%	2.7%	2.10%	15.4%	15.5%
Native Amer.	2.3%	1.8%	2.6%	1.90%	11.8%	5.2%
Other	1.8%	1.5%	2.0%	1.60%	9.9%	7.2%
Hispanic	1.7%	1.3%	2.0%	1.60%	20.7%	19.5%
All	1.7%	1.3%	1.9%	1.5%	13.2%	11.3%

	No Project All Transit Accessibility		Plan		Improvement	
Accessibility by Income Quintile						
Income	All Transit - All Jobs	All Transit - Retail/Service Jobs	All Transit - All Jobs	All Transit - Retail/Service Jobs	All Transit - All Jobs	All Transit - Retail/Service Jobs
Quintile I (lowest)	3.2%	2.5%	3.6%	3.3%	14.2%	30.5%
Quintile II	3.0%	2.3%	3.4%	3.0%	13.0%	29.0%
Quintile III	2.7%	2.1%	3.0%	2.7%	11.6%	27.5%
Quintile IV	2.5%	1.9%	2.8%	2.5%	11.3%	27.5%
Quintile V	2.4%	1.9%	2.7%	2.4%	9.9%	27.1%
All	2.8%	2.2%	3.1%	2.8%	12.0%	28.3%
Accessibility by Race/Ethnicity						
Race	All Transit - All Jobs	All Transit - Retail/Service Jobs	All Transit - All Jobs	All Transit - Retail/Service Jobs	All Transit - All Jobs	All Transit - Retail/Service Jobs
White	2.0%	1.7%	2.5%	2.3%	21.7%	38.8%
African Amer.	2.7%	2.1%	3.4%	3.0%	23.7%	42.9%
Asian-Pac. Isl.	3.2%	2.6%	3.6%	3.3%	10.9%	27.0%
Native Amer.	2.7%	2.2%	3.0%	2.7%	8.7%	24.9%
Other	2.5%	2.0%	3.0%	2.8%	17.6%	34.8%
Hispanic	3.0%	2.3%	3.3%	2.9%	11.8%	27.5%
All	2.8%	2.2%	3.1%	2.8%	12.0%	28.3%

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AIR EMISSIONS RESULTS

2030 Emission Saving
- baseline (no project) - Plan (hybrid 3 plus jump start)

Emission Saving

If emission increased (baseline - plan <0)

Income Quintile Income	CO	PM10	Exhaust PM10	TW_BW	CO	PM10	PMEX	TW_BW
Q1 (lowest)	6%	6%	8%	5%	-7.8%	-9.5%	-11.1%	-11.3%
Q2	6%	7%	8%	5%	-8.0%	-9.8%	-11.3%	-11.6%
Q3	7%	7%	9%	5%	-8.1%	-10.0%	-11.1%	-11.9%
Q4	7%	8%	10%	6%	-7.8%	-9.9%	-10.8%	-11.7%
Q5	8%	8%	11%	6%	-7.1%	-9.4%	-10.4%	-11.1%

Race/Ethnicity	CO	PM10	Exhaust PM10	TW_BW	CO	PM10	PMEX	TW_BW
SCAG	7%	7%	9%	5%	-7.8%	-9.7%	-10.96%	-11.5%
White	8%	8%	10%	6%	-7.5%	-9.0%	-10.6%	-10.5%
African-Amer.	6%	5%	7%	4%	-6.5%	-8.5%	-9.3%	-10.5%
Asian/Pac. Isl.	7%	8%	9%	6%	-6.6%	-9.1%	-9.9%	-11.1%
Native Amer.	7%	7%	10%	5%	-8.5%	-9.9%	-11.1%	-11.2%
Other	7%	7%	9%	6%	-7.3%	-8.9%	-10.4%	-10.7%
Hispanic	6%	7%	9%	5%	-8.5%	-10.7%	-11.8%	-12.7%

elderly/disabled/poverty	CO	PM10	PMEX	TW_BW	CO	PM10	PMEX	TW_BW
Over 65	7%	7%	9%	5%	-8.2%	-10.5%	-11.3%	-12.3%
Disabled	6%	7%	9%	5%	-8.1%	-10.2%	-11.3%	-12.1%
non-elderly 64-	7%	7%	9%	5%	-7.8%	-9.6%	-11.1%	-11.1%
non-disabled	7%	7%	9%	5%	-8.1%	-10.4%	-11.3%	-12.1%
100% Poverty	6%	6%	8%	5%	-7.8%	-9.5%	-11.1%	-11.3%
150% Poverty	6%	6%	8%	5%	-8.1%	-9.9%	-11.4%	-11.7%
200% Poverty	6%	7%	8%	5%	-8.0%	-9.8%	-11.3%	-11.5%
non-poverty	7%	8%	10%	6%	-7.7%	-9.8%	-10.8%	-11.6%

* income/race weighted by no-project households
* elderly/disabled by no-project population
* poverty weighted by no-project households

Alternative	Percent of Ethnic Group in Aviation-Noise Affected Area									
2000	**White**	**Total Non-White**	**African-American**	**Native American**	**Asian/Pac. Islander**	**Other**	**Hispanic**	**Total**	**Disabled**	**Elderly**
SCAG Region	**51%**	**49%**	**8%**	**0.4%**	**10%**	**2%**	**29%**	100%	**8%**	**10%**
Noise Areas	40%	60%	26%	0.3%	5%	3%	26%	100%	8%	10%
2030	**White**	**Total Non-White**	**African-American**	**Native American**	**Asian/Pac. Islander**	**Other**	**Hispanic**	**Total**	**Disabled**	**Elderly**
SCAG Region	**34%**	**66%**	**7%**	**0.6%**	**12%**	**3%**	**43%**	100%	**9%**	**17%**
Noise Areas (Preferred Alt.)	17%	83%	29%	0.3%	4%	3%	46%	100%	10%	13%
Base Line	21%	79%	30%	0.3%	6%	3%	40%	100%	10%	15%

	Percent of Income Quintile in Aviation-Noise Affected Area					Percent of Poverty Group			
2000	**Q1 (lowest)**	**Q2**	**Q3**	**Q4**	**Q5**	**100% Poverty**	**150% Poverty**	**200% Poverty**	**Total**
SCAG Region	**20%**	**20%**	**20%**	**20%**	**20%**	**14.3%**	**8.6%**	**8.8%**	100%
Noise Areas	20%	22%	22%	20%	16%	13.7%	8.7%	8.8%	100%
2030	**Q1 (lowest)**	**Q2**	**Q3**	**Q4**	**Q5**	**100% Poverty**	**150% Poverty**	**200% Poverty**	**Total**
SCAG Region	**20%**	**20%**	**20%**	**20%**	**20%**	**13.6%**	**8.2%**	**8.4%**	100%
Noise Areas (Preferred Alt)	24%	23%	22%	18%	13%	16.3%	9.4%	9.6%	100%
Base Line	24%	21%	20%	19%	16%	18.1%	9.3%	9.3%	100%

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE BASE YEAR 2000 -- ETHNICITY/INCOME

NAME	TAZ%	W100	W200	W300	W400	W500	W Total	W Total %	B100	B200	B300	B400	B500	B Total	B Total %	AMI100	AMI200
Burbank	20%	265	222	203	182	132	**1004**	**201**	23	37	43	16	9	**128**	**26**	0	0
Burbank	14%	95	84	58	47	28	**312**	**44**	52	10	4	6	0	**72**	**10**	2	5
Burbank	91%	91	199	189	194	138	**811**	**738**	2	7	2	2	3	**16**	**15**	1	1
Burbank	9%	158	130	207	229	126	**850**	**77**	0	0	5	15	0	**20**	**2**	0	0
LAX	34%	0	17	8	3	0	**28**	**10**	284	318	386	456	175	**1619**	**550**	2	0
LAX	53%	320	418	567	859	830	**2994**	**1587**	30	41	53	76	59	**259**	**137**	3	2
LAX	63%	66	92	68	68	42	**336**	**212**	57	131	102	84	20	**394**	**248**	5	0
LAX	37%	34	36	31	46	34	**181**	**67**	274	243	154	96	24	**791**	**293**	0	0
LAX	25%	36	51	29	73	85	**274**	**69**	2	4	2	7	5	**20**	**5**	0	0
LAX	4%	102	50	59	104	58	**373**	**15**	4	16	9	10	7	**46**	**2**	1	0
LAX	6%	66	159	166	278	484	**1153**	**69**	0	0	0	14	27	**41**	**2**	0	0
LAX	8%	13	2	5	0	0	**20**	**2**	344	195	286	238	156	**1219**	**98**	1	1
LAX	38%	6	10	0	0	4	**20**	**8**	162	107	210	187	135	**801**	**304**	0	1
LAX	35%	1	1	1	1	1	**5**	**2**	181	155	56	27	10	**429**	**150**	0	0
LAX	13%	51	14	21	23	12	**121**	**16**	342	317	349	440	324	**1772**	**230**	1	1
LAX	21%	13	1	5	10	0	**29**	**6**	183	175	176	194	128	**856**	**180**	0	0
LAX	3%	19	11	9	10	10	**59**	**2**	177	170	187	166	178	**878**	**26**	1	1
LAX	14%	44	8	11	10	2	**75**	**11**	352	181	183	92	54	**862**	**121**	3	0
LAX	47%	30	40	0	20	4	**94**	**44**	328	300	268	223	96	**1215**	**571**	0	5
LAX	14%	14	26	3	1	16	**60**	**8**	240	139	123	69	24	**595**	**83**	0	0
LAX	82%	65	0	0	22	11	**98**	**80**	249	192	174	79	70	**764**	**626**	2	0
LAX	38%	18	44	49	28	21	**160**	**61**	305	300	230	85	36	**956**	**363**	0	0
LAX	39%	35	32	49	24	13	**153**	**60**	47	28	35	26	6	**142**	**55**	1	1
LAX	44%	23	5	10	4	7	**49**	**22**	102	75	55	32	4	**268**	**118**	1	0
LAX	30%	225	290	499	631	691	**2336**	**701**	0	8	11	9	10	**38**	**11**	0	0
LAX	61%	253	425	658	803	868	**3007**	**1834**	0	16	14	17	0	**47**	**29**	0	0
Long_Beach	2%	191	259	241	266	427	**1384**	**28**	24	114	78	42	34	**292**	**6**	0	0
Ontario	1%	25	7	9	15	3	**59**	**1**	7	0	0	0	0	**7**	**0**	1	0
Ontario	4%	73	130	112	109	50	**474**	**19**	8	8	23	4	11	**54**	**2**	0	2
John_W	1%	45	56	59	92	394	**646**	**6**	3	0	0	0	0	**3**	**0**	0	0
John_W	11%	156	147	234	191	231	**959**	**105**	18	0	0	0	0	**18**	**2**	0	0
March	1%	128	206	374	741	798	**2247**	**22**	20	42	66	113	71	**312**	**3**	0	0
March	51%	36	48	58	143	111	**396**	**202**	1	0	0	3	0	**4**	**2**	0	0
March	25%	170	237	305	243	113	**1068**	**267**	164	116	147	107	29	**563**	**141**	8	1
Palm_Spings	5%	140	154	230	150	137	**811**	**41**	11	10	0	12	0	**33**	**2**	0	0
Total		**3007**	**3611**	**4527**	**5620**	**5881**	**22646**	**6633**	**3996**	**3455**	**3431**	**2947**	**1705**	**15534**	**4414**	**33**	**21**

NAME	W100	B100	AMI100	AS100	OT100	HIS100	1 Total	1 Total %	W200	B200	AMI200	AS200	OT200	HIS200	2 Total	2 Total %	W300
Burbank	265	23	0	6	28	387	**709**	**142**	222	37	0	36	39	428	**762**	**152**	203
Burbank	95	52	2	40	22	494	**705**	**99**	84	10	5	10	16	470	**595**	**83**	58
Burbank	91	2	1	0	4	30	**128**	**116**	199	7	1	0	8	60	**275**	**250**	189
Burbank	158	0	0	7	4	34	**203**	**18**	130	0	0	7	9	46	**192**	**17**	207
LAX	0	284	2	1	8	60	**355**	**121**	17	318	0	0	15	91	**441**	**150**	8
LAX	320	30	3	72	36	89	**550**	**292**	418	41	2	61	16	44	**582**	**308**	567
LAX	66	57	5	52	19	68	**267**	**168**	92	131	0	20	29	123	**395**	**249**	68
LAX	34	274	0	26	11	50	**395**	**146**	36	243	0	7	20	79	**385**	**142**	31
LAX	36	2	0	0	0	17	**55**	**14**	51	4	0	3	1	5	**64**	**16**	29
LAX	102	4	1	0	4	9	**120**	**5**	50	16	0	23	2	7	**98**	**4**	59
LAX	66	0	0	0	0	6	**72**	**4**	159	0	0	0	1	9	**169**	**10**	166
LAX	13	344	1	0	9	0	**367**	**29**	2	195	1	0	0	7	**205**	**16**	5
LAX	6	162	0	1	14	18	**201**	**76**	10	107	1	1	1	5	**125**	**48**	0
LAX	1	181	0	0	7	174	**363**	**127**	1	155	0	0	3	103	**262**	**92**	1
LAX	51	342	1	3	20	14	**431**	**56**	14	317	1	2	12	9	**355**	**46**	21
LAX	13	183	0	1	1	29	**227**	**48**	1	175	0	1	1	11	**189**	**40**	5
LAX	19	177	1	3	17	43	**260**	**8**	11	170	1	0	9	20	**211**	**6**	9
LAX	44	352	3	4	24	41	**468**	**66**	8	181	0	4	4	25	**222**	**31**	11
LAX	30	328	0	34	15	141	**548**	**258**	40	300	5	3	17	144	**509**	**239**	0
LAX	14	240	0	10	13	104	**381**	**53**	26	139	0	4	7	113	**289**	**40**	3
LAX	65	249	2	10	7	298	**631**	**517**	0	192	0	9	5	272	**478**	**392**	0
LAX	18	305	0	14	11	175	**523**	**199**	44	300	0	3	13	159	**519**	**197**	49
LAX	35	47	1	5	4	167	**259**	**101**	32	28	1	2	6	261	**330**	**129**	49
LAX	23	102	1	16	6	316	**464**	**204**	5	75	0	15	6	302	**403**	**177**	10
LAX	225	0	0	0	9	8	**242**	**73**	290	8	0	72	12	34	**416**	**125**	499
LAX	253	0	0	0	18	51	**322**	**196**	425	16	0	28	26	46	**541**	**330**	658
Long_Beach	191	24	0	13	10	29	**267**	**5**	259	114	0	37	9	67	**486**	**10**	241
Ontario	25	7	1	0	1	220	**254**	**3**	7	0	0	0	1	175	**183**	**2**	9
Ontario	73	8	0	0	5	100	**186**	**7**	130	8	2	0	3	87	**230**	**9**	112
John_W	45	3	0	0	0	0	**48**	**0**	56	0	0	1	0	0	**57**	**1**	59
John_W	156	18	0	33	4	11	**222**	**24**	147	0	0	0	8	13	**168**	**18**	234
March	128	20	0	14	2	34	**198**	**2**	206	42	0	21	3	34	**306**	**3**	374
March	36	1	0	0	1	3	**41**	**21**	48	0	0	0	0	0	**48**	**24**	58
March	170	164	8	32	14	329	**717**	**179**	237	116	1	10	28	616	**1008**	**252**	305
Palm_Spings	140	11	0	5	3	85	**244**	**12**	154	10	0	12	6	89	**271**	**14**	230
Total	**3007**	**3996**	**33**	**402**	**351**	**3634**	**11423**	**3390**	**3611**	**3455**	**21**	**392**	**336**	**3954**	**11769**	**3624**	**4527**

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE BASE YEAR 2000 -- ETHNICITY/INCOME

AMI300	AMI400	AMI500	AMI Total	AMI Total %	AS100	AS200	AS300	AS400	AS500	AS Total	AS Total %	OT100	OT200	OT300	OT400	OT500
0	0	11	**11**	**2**	6	36	46	24	21	**133**	**27**	28	39	23	12	4
0	0	0	**7**	**1**	40	10	7	2	0	**59**	**8**	22	16	8	4	1
1	1	1	**5**	**5**	0	0	2	42	39	**83**	**76**	4	8	6	5	2
2	0	0	**2**	**0**	7	7	0	36	13	**63**	**6**	4	9	7	6	3
0	0	0	**2**	**1**	1	0	1	1	1	**4**	**1**	8	15	8	0	1
2	1	1	**9**	**5**	72	61	81	117	65	**396**	**210**	36	16	20	37	35
0	0	0	**5**	**3**	52	20	25	24	21	**142**	**89**	19	29	24	6	3
0	1	1	**2**	**1**	26	7	16	13	3	**65**	**24**	11	20	11	5	0
0	0	0	**0**	**0**	0	3	8	7	14	**32**	**8**	0	1	3	2	3
0	0	0	**1**	**0**	0	23	0	21	0	**44**	**2**	4	2	7	2	0
0	0	0	**0**	**0**	0	0	10	14	23	**47**	**3**	0	1	8	2	12
1	1	0	**4**	**0**	0	0	0	6	0	**6**	**0**	9	0	8	3	1
0	1	0	**2**	**1**	1	1	1	1	1	**5**	**2**	14	1	4	0	5
0	0	0	**0**	**0**	0	0	0	0	0	**0**	**0**	7	3	2	1	0
1	0	0	**3**	**0**	3	2	2	3	3	**13**	**2**	20	12	13	4	5
0	0	0	**0**	**0**	1	1	1	1	1	**5**	**1**	1	1	3	4	2
1	0	0	**3**	**0**	3	0	0	1	0	**4**	**0**	17	9	5	3	4
0	0	0	**3**	**0**	4	4	4	4	4	**20**	**3**	24	4	6	0	0
0	0	0	**5**	**2**	34	3	0	0	0	**37**	**17**	15	17	9	4	1
0	0	0	**0**	**0**	10	4	8	0	0	**22**	**3**	13	7	4	1	0
1	0	0	**3**	**2**	10	9	0	0	0	**19**	**16**	7	5	6	3	1
0	3	2	**5**	**2**	14	3	11	13	5	**46**	**17**	11	13	10	4	2
3	0	0	**5**	**2**	5	2	11	8	2	**28**	**11**	4	6	8	4	2
0	0	0	**1**	**0**	16	15	0	0	0	**31**	**14**	6	6	3	2	1
0	6	3	**9**	**3**	0	72	48	35	33	**188**	**56**	9	12	17	12	17
10	3	0	**13**	**8**	0	28	41	49	56	**174**	**106**	18	26	30	15	4
5	2	1	**8**	**0**	13	37	43	13	56	**162**	**3**	10	9	13	11	3
1	0	0	**2**	**0**	0	0	0	0	0	**0**	**0**	1	1	1	0	0
0	0	0	**2**	**0**	0	0	16	6	0	**22**	**1**	5	3	3	4	1
0	0	1	**1**	**0**	0	1	4	0	29	**34**	**0**	0	0	0	0	6
0	4	2	**6**	**1**	33	0	0	11	33	**77**	**8**	4	8	8	3	0
10	8	2	**20**	**0**	14	21	36	92	57	**220**	**2**	2	3	19	19	26
0	0	0	**0**	**0**	0	0	0	3	0	**3**	**2**	1	0	0	1	2
4	6	0	**19**	**5**	32	10	78	20	3	**143**	**36**	14	28	23	9	2
10	6	0	**16**	**1**	5	12	5	32	17	**71**	**4**	3	6	7	3	3
52	**43**	**25**	**174**	**46**	**402**	**392**	**505**	**599**	**500**	**2398**	**758**	**351**	**336**	**327**	**191**	**152**

B300	AMI300	AS300	OT300	HIS300	3 Total	3 Total %	W400	B400	AMI400	AS400	OT400	HIS400	4 Total	4 Total %	W500	B500
43	0	46	23	288	**603**	**121**	182	16	0	24	12	182	**416**	**83**	132	9
4	0	7	8	201	**278**	**39**	47	6	0	2	4	88	**147**	**21**	28	0
2	1	2	6	106	**306**	**278**	194	2	1	42	5	67	**311**	**283**	138	3
5	2	0	7	75	**296**	**27**	229	15	0	36	6	46	**332**	**30**	126	0
386	0	1	8	25	**428**	**146**	3	456	0	1	0	0	**460**	**156**	0	175
53	2	81	20	43	**766**	**406**	859	76	1	117	37	101	**1191**	**631**	830	59
102	0	25	24	139	**358**	**226**	68	84	0	24	6	65	**247**	**156**	42	20
154	0	16	11	36	**248**	**92**	46	96	1	13	5	33	**194**	**72**	34	24
2	0	8	3	25	**67**	**17**	73	7	0	7	2	5	**94**	**24**	85	5
9	0	0	7	17	**92**	**4**	104	10	0	21	2	18	**155**	**6**	58	7
0	0	10	8	18	**202**	**12**	278	14	0	14	2	14	**322**	**19**	484	27
286	1	0	8	20	**320**	**26**	0	238	1	6	3	7	**255**	**20**	0	156
210	0	1	4	6	**221**	**84**	0	187	1	1	0	0	**189**	**72**	4	135
56	0	0	2	68	**127**	**44**	1	27	0	0	1	30	**59**	**21**	1	10
349	1	2	13	8	**394**	**51**	23	440	0	3	4	6	**476**	**62**	12	324
176	0	1	3	13	**198**	**42**	10	194	0	1	4	8	**217**	**46**	0	128
187	1	0	5	5	**207**	**6**	10	166	0	1	3	6	**186**	**6**	10	178
183	0	4	6	15	**219**	**31**	10	92	0	4	0	3	**109**	**15**	2	54
268	0	0	9	128	**405**	**190**	20	223	0	0	4	43	**290**	**136**	4	96
123	0	8	4	47	**185**	**26**	1	69	0	0	1	42	**113**	**16**	16	24
174	1	0	6	220	**401**	**329**	22	79	0	0	3	93	**197**	**162**	11	70
230	0	11	10	143	**443**	**168**	28	85	3	13	4	115	**248**	**94**	21	36
35	3	11	8	237	**343**	**134**	24	26	0	8	4	154	**216**	**84**	13	6
55	0	0	3	180	**248**	**109**	4	32	0	0	2	83	**121**	**53**	7	4
11	0	48	17	67	**642**	**193**	631	9	6	35	12	54	**747**	**224**	691	10
14	10	41	30	63	**816**	**498**	803	17	3	49	15	69	**956**	**583**	868	0
78	5	43	13	38	**418**	**8**	266	42	2	13	11	61	**395**	**8**	427	34
0	1	0	1	98	**109**	**1**	15	0	0	0	0	53	**68**	**1**	3	0
23	0	16	3	26	**180**	**7**	109	4	0	6	4	64	**187**	**7**	50	11
0	0	4	0	7	**70**	**1**	92	0	0	0	0	0	**92**	**1**	394	0
0	0	0	8	61	**303**	**33**	191	0	4	11	3	32	**241**	**27**	231	0
66	10	36	19	123	**628**	**6**	741	113	8	92	19	176	**1149**	**11**	798	71
0	0	0	0	1	**59**	**30**	143	3	0	3	1	1	**151**	**77**	111	0
147	4	78	23	499	**1056**	**264**	243	107	6	20	9	230	**615**	**154**	113	29
0	10	5	7	71	**323**	**16**	150	12	6	32	3	53	**256**	**13**	137	0
3431	**52**	**505**	**327**	**3117**	**11959**	**3664**	**5620**	**2947**	**43**	**599**	**191**	**2002**	**11402**	**3373**	**5881**	**1705**

OT Total	OT Total %	HIS100	HIS200	HIS300	HIS400	HIS500	HIS Total	HIS Total %
106	21	387	428	288	182	92	1377	275
51	7	494	470	201	88	56	1309	183
25	23	30	60	106	67	57	320	291
29	3	34	46	75	46	16	217	20
32	11	60	91	25	0	10	186	63
144	76	89	44	43	101	86	363	192
81	51	68	123	139	65	28	423	266
47	17	50	79	36	33	9	207	77
9	2	17	5	25	5	16	68	17
15	1	9	7	17	18	21	72	3
23	1	6	9	18	14	26	73	4
21	2	0	7	20	7	9	43	3
24	9	18	5	6	0	10	39	15
13	5	174	103	68	30	2	377	132
54	7	14	9	8	6	12	49	6
11	2	29	11	13	8	5	66	14
38	1	43	20	5	6	2	76	2
34	5	41	25	15	3	0	84	12
46	22	141	144	128	43	25	481	226
25	4	104	113	47	42	7	313	44
22	18	298	272	220	93	61	944	774
40	15	175	159	143	115	58	650	247
24	9	167	261	237	154	96	915	357
18	8	316	302	180	83	50	931	410
67	20	8	34	67	54	72	235	71
93	57	51	46	63	69	76	305	186
46	1	29	67	38	61	51	246	5
3	0	220	175	98	53	29	575	6
16	1	100	87	26	64	16	293	12
6	0	0	0	7	0	15	22	0
23	3	11	13	61	32	15	132	15
69	1	34	34	123	176	183	550	6
4	2	3	0	1	1	1	6	3
76	19	329	616	499	230	80	1754	439
22	1	85	89	71	53	58	356	18
1357	424	3634	3954	3117	2002	1350	14057	4393

AMI500	AS500	OT500	HIS500	5 Total	5 Total %
11	21	4	92	269	54
0	0	1	56	85	12
1	39	2	57	240	218
0	13	3	16	158	14
0	1	1	10	187	64
1	65	35	86	1076	570
0	21	3	28	114	72
1	3	0	9	71	26
0	14	3	16	123	31
0	0	0	21	86	3
0	23	12	26	572	34
0	0	1	9	166	13
0	1	5	10	155	59
0	0	0	2	13	5
0	3	5	12	356	46
0	1	2	5	136	29
0	0	4	2	194	6
0	4	0	0	60	8
0	0	1	25	126	59
0	0	0	7	47	7
0	0	1	61	143	117
2	5	2	58	124	47
0	2	2	96	119	46
0	0	1	50	62	27
3	33	17	72	826	248
0	56	4	76	1004	612
1	56	3	51	572	11
0	0	0	29	32	0
0	0	1	16	78	3
1	29	6	15	445	4
2	33	0	15	281	31
2	57	26	183	1137	11
0	0	2	1	114	58
0	3	2	80	227	57
0	17	3	58	215	11
25	500	152	1350	9613	2616

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE BASE YEAR 2000 -- POVERTY/ELDERLY/DISABLED

NAME	TAZ%	TAZ	SCAGTAZ	CNTY00	AGE 65-	AGE 65+	DISABLED	NONDIS_00A	POVERTY1	POVERTY2	POVERTY3	NONPOV_00A
Burbank	20%	459	112310200	37	8157	879	1157	7880	539	267	329	1862
Burbank	14%	460	112320100	37	6844	741	655	6930	494	338	325	810
Burbank	91%	504	131110000	37	3487	376	352	3511	85	72	136	1077
Burbank	9%	505	131120000	37	2758	298	300	2756	137	99	95	952
LAX	34%	829	123800000	37	5408	583	532	5459	307	111	205	1407
LAX	53%	893	127660200	37	7284	785	316	7753	421	214	245	3644
LAX	63%	896	127720000	37	3392	369	332	3428	155	172	168	1004
LAX	37%	897	127740000	37	3208	348	350	3206	358	112	155	776
LAX	25%	900	127800003	37	1040	113	77	1076	31	31	24	358
LAX	4%	901	127800004	37	1201	130	81	1250	74	76	51	398
LAX	6%	902	127810000	37	2592	280	37	2836	60	25	55	1312
LAX	8%	911	160040000	37	3825	413	364	3873	318	114	96	896
LAX	38%	914	160060100	37	2358	254	313	2299	138	86	52	689
LAX	35%	915	160060200	37	2964	323	312	2975	318	106	138	333
LAX	13%	916	160070100	37	4365	470	273	4562	352	133	130	1572
LAX	21%	917	160070200	37	2732	295	253	2773	170	84	67	729
LAX	3%	919	160080200	37	2492	269	211	2550	169	147	99	733
LAX	14%	923	160100100	37	1993	215	246	1962	402	136	101	534
LAX	47%	924	160100200	37	4993	539	641	4891	338	294	232	1177
LAX	14%	927	160121100	37	2624	283	329	2579	355	101	113	534
LAX	82%	928	160121200	37	5898	638	621	5915	462	278	201	1069
LAX	38%	932	160140100	37	5669	612	530	5751	422	201	222	1170
LAX	39%	933	160140200	37	4878	527	678	4727	188	128	126	935
LAX	44%	938	160190000	37	5727	621	483	5866	356	191	216	645
LAX	30%	969	162000001	37	6514	702	401	6815	154	151	187	2627
LAX	61%	971	162010000	37	8034	866	256	8645	198	185	211	3358
Long_Beach	2%	1119	157190000	37	4803	518	281	5040	215	115	240	1754
Ontario	1%	1972	400160002	71	2850	267	336	2781	189	84	74	322
Ontario	4%	1980	400180301	71	2363	220	370	2213	139	62	84	604
John_W	1%	2581	206300900	59	1508	166	67	1607	40	12	16	644
John_W	11%	2583	206310100	59	2568	281	119	2730	143	68	54	951
March	1%	2924	304200102	65	10598	1552	463	11687	132	92	142	3250
March	51%	2932	304210001	65	627	92	101	618	24	28	23	365
March	25%	2982	304260300	65	12743	1866	1221	13388	473	358	456	2547
Palm_Spings	5%	3130	304460004	65	3721	545	411	3855	121	150	84	1030
TOTAL												
Percent of Total												

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE 2030 (CONSTRAINED/BASELINE) -- ETHNICITY/INCOME

REGIONAL TOTAL			103,571				7%	100%	
county	AIRPOR	TAZ	Q1	Q2	Q3	Q4	Q5		w130
REGIONAL SUM			24,592	22,156	20,580	19,406	16,837		
REGIONAL PERCENTAGE			24%	21%	20%	19%	16%		
37	LAX	123800000	492	588	503	524	269		0
37	LAX	123810000	603	301	431	415	212		7
37	LAX	123820000	957	512	512	299	234		8
37	LAX	124020000	583	431	356	194	86		2
37	LAX	124030000	924	575	259	95	73		4
37	LAX	124040000	724	703	299	203	67		0
37	LAX	124050000	841	591	236	179	49		4
37	LAX	124060000	594	355	239	82	62		0
37	LAX	127660100	195	166	368	398	799		96
37	LAX	127660200	977	812	1029	1711	1517		292
37	LAX	127720000	422	589	585	361	182		41
37	LAX	127740000	585	569	350	271	91		22
37	LAX	127800003	87	71	126	105	169		28
37	LAX	127800004	124	145	124	207	137		80
37	LAX	127810000	101	212	315	451	845		73
37	BUR	131110000	147	300	408	394	348		59
37	LGB	157150100	655	794	487	773	741		129
37	LGB	157190000	324	663	550	508	704		146
37	LAX	160010000	944	668	339	134	72		6
37	LAX	160020100	545	362	235	136	51		0
37	LAX	160020200	949	657	301	161	94		7
37	LAX	160040000	440	237	389	309	245		8
37	LAX	160060100	269	142	264	223	229		4
37	LAX	160060200	491	318	171	79	15		0
37	LAX	160070100	546	432	478	586	534		32
37	LAX	160070200	301	226	239	259	195		8
37	LAX	160080100	245	258	338	370	219		3
37	LAX	160080200	361	259	237	223	269		11
37	LAX	160100100	617	288	274	131	86		26
37	LAX	160100200	736	641	540	331	181		16
37	LAX	160110000	849	643	376	266	150		12
37	LAX	160121100	496	383	231	155	55		7
37	LAX	160121200	790	634	526	239	204		28
37	LAX	160140100	712	635	554	354	202		9
37	LAX	160140200	314	424	419	272	185		13
37	LAX	160190000	588	517	310	148	96		9
37	LAX	162000001	232	561	794	841	991		186
37	LAX	162010000	412	627	929	1060	1119		205
59	SNA	206300900	56	65	96	102	554		50
59	SNA	206310100	249	164	349	262	279		129
65	MAR	304200102	440	644	1500	2741	2835		194
65	MAR	304210001	122	124	161	457	350		91
65	MAR	304210002	215	66	60	353	178		35
65	MAR	304260300	838	1233	1246	674	262		97
71	ONT	400150000	979	1049	773	379	153		85
71	ONT	400160001	261	274	186	139	52		42
71	ONT	400160002	271	199	113	67	36		11
71	ONT	400180100	743	796	804	579	281		68
71	ONT	400180301	246	253	171	206	80		50

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE BASE YEAR 2000 -- POVERTY/ELDERLY/DISABLED

PCT_AGE 65-	PCT_AGE 65+	PCT_NONDIS	PCT_DISABLED	PCT_NONPOV	PCT_POVERTY1	PCT_POVERTY2	PCT_POVERTY3	
1,631	176	1,576	231	372	108	53	66	
958	104	970	92	113	69	46	46	
3,173	342	3,195	320	980	77	124	124	
248	27	248	27	86	12	9	9	
1,839	198	1,856	181	478	104	70	70	
3,861	416	4,109	167	1,931	223	130	130	
2,137	232	2,160	209	633	98	106	106	
1,187	129	1,186	130	287	132	57	57	
260	28	269	19	90	8	6	6	
48	5	50	3	16	3	2	2	
156	17	170	2	79	4	3	3	
306	33	310	29	72	25	8	8	
896	97	874	119	262	52	20	20	
1,037	113	1,041	109	117	111	48	48	
567	61	593	35	204	46	17	17	
574	62	582	53	153	36	14	14	
75	8	77	6	22	5	3	3	
279	30	275	34	75	56	14	14	
2,347	253	2,299	301	553	159	109	109	
367	40	361	46	75	50	16	16	
4,836	523	4,850	509	877	379	165	165	
2,154	233	2,185	201	445	160	84	84	
1,902	206	1,844	264	365	73	49	49	
2,520	273	2,581	213	284	157	95	95	
1,954	211	2,045	120	788	46	56	56	
4,901	528	5,273	156	2,048	121	129	129	
96	10	101	6	35	4	5	5	
29	3	28	3	3	2	1	1	
95	9	89	15	24	6	3	3	
15	2	16	1	6	0	0	0	
282	31	300	13	105	16	6	6	
106	16	117	5	33	1	1	1	
320	47	315	52	186	12	12	12	
3,186	467	3,347	305	637	118	114	114	
186	27	193	21	52	6	4	4	
44,528	4,955	45,484	4,000	12,484	2,481	1,578	1,591	18,134
	10.0%		**8.1%**		**13.7%**	**8.7%**	**8.8%**	

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE 2030 (CONSTRAINED/BASELINE) -- ETHNICITY/INCOME

w230	w330	w430	w530	b130	b230	b330	b430	b530	ami130	ami230
9	5	2	0	336	351	429	520	238	3	0
0	2	0	0	475	267	322	260	212	0	0
5	0	0	0	838	388	355	249	155	2	0
0	1	0	0	313	109	55	39	21	0	0
0	0	2	0	376	149	44	21	27	1	1
0	0	5	0	340	281	124	69	44	0	5
4	0	0	0	456	203	77	60	26	0	0
0	0	4	0	295	119	71	35	35	0	1
105	142	201	459	0	8	39	41	11	2	2
369	504	780	728	57	71	94	138	127	6	6
55	41	42	25	72	155	121	103	29	8	0
23	20	29	21	363	300	191	122	37	0	0
38	22	56	62	4	6	3	11	9	1	1
38	45	81	44	6	24	13	15	13	2	0
171	179	306	516	0	0	0	31	70	1	1
125	119	124	86	2	9	2	3	5	2	2
129	152	181	153	173	179	170	121	111	7	6
192	180	202	314	37	167	115	64	61	0	0
2	7	0	0	586	256	107	53	41	0	9
0	2	0	0	330	85	60	59	14	1	0
0	0	0	0	617	283	94	75	39	1	1
1	3	0	0	417	220	325	278	217	2	1
6	0	0	2	199	122	242	220	190	0	1
0	0	0	1	167	133	48	24	10	0	0
8	13	15	7	438	378	419	543	476	1	1
1	3	6	0	222	198	200	226	178	0	0
13	0	0	0	204	188	301	364	219	2	0
6	5	6	5	215	192	213	194	248	1	1
5	6	6	1	439	210	215	110	77	5	0
20	0	10	2	349	297	267	228	117	0	6
4	3	4	2	290	175	158	76	56	0	10
12	2	1	8	247	133	118	68	28	0	0
0	0	9	5	220	158	144	68	71	2	1
21	24	14	10	312	285	221	84	42	0	0
12	18	9	5	36	20	26	20	5	1	1
2	4	1	3	78	53	40	23	4	0	0
232	402	519	549	0	12	17	14	19	0	0
333	519	647	676	0	25	22	27	0	0	0
62	65	102	423	6	0	0	0	0	0	0
119	189	156	184	26	0	0	0	0	0	0
308	592	1265	1412	58	120	191	336	211	0	0
120	154	409	327	5	2	0	15	1	0	0
46	58	154	122	49	18	0	138	10	3	2
135	183	157	76	182	126	162	120	33	9	1
111	78	37	6	96	76	63	15	0	4	3
26	14	10	2	3	9	0	0	0	0	0
3	4	7	1	6	0	0	0	0	0	0
55	51	40	34	87	16	45	17	18	0	5
88	77	76	35	11	10	28	5	13	0	2

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE 2030 (CONSTRAINED/BASELINE) -- ETHNICITY/INCOME

ami330	ami430	ami530	as130	as230	as330	as430	as530	ot130	ot230	ot330
0	0	0	1	1	1	1	1	12	22	12
0	0	0	0	0	0	12	0	19	6	6
0	0	0	0	6	9	0	0	5	4	11
0	0	0	4	5	0	0	0	2	2	2
1	0	0	4	3	3	0	1	10	9	4
0	0	0	7	0	0	0	0	7	9	3
0	0	0	2	2	2	2	2	6	5	2
0	2	0	0	4	0	0	0	6	5	2
2	1	1	13	24	98	53	140	16	20	24
5	4	3	206	170	224	335	182	88	38	47
0	0	0	100	37	47	47	40	31	46	39
0	2	1	51	14	31	26	5	18	33	18
0	0	0	1	7	18	17	32	0	3	7
0	0	0	0	56	0	51	0	8	5	14
1	0	0	0	0	35	47	80	0	3	23
2	1	1	0	0	5	85	76	6	13	11
0	0	0	61	65	52	275	218	32	40	17
11	3	2	31	85	101	32	133	21	19	27
0	0	0	0	0	0	0	0	11	12	8
0	0	0	2	1	1	2	2	6	8	5
1	1	1	4	0	3	6	0	14	16	6
1	1	1	0	0	0	10	0	13	0	13
0	2	0	2	1	1	1	1	22	1	7
0	0	0	0	0	0	0	0	8	4	3
1	1	1	5	4	4	5	5	33	19	22
0	0	0	1	1	1	1	1	2	2	4
2	1	0	0	12	0	0	0	8	18	12
1	1	1	6	0	0	3	0	26	13	7
0	0	0	8	7	7	8	8	38	7	10
0	0	0	55	4	0	0	0	20	23	12
0	0	0	11	13	0	23	5	14	12	6
0	0	0	15	7	13	0	0	17	9	5
2	0	0	13	12	0	0	0	8	6	7
0	4	2	22	4	16	20	8	15	16	13
3	0	0	6	2	13	10	2	4	5	8
0	0	0	19	17	0	0	0	6	6	3
0	13	7	0	181	122	92	85	20	27	37
22	7	0	0	68	101	125	138	39	55	65
0	0	2	0	3	9	0	63	0	0	0
0	6	3	58	0	0	18	53	7	12	13
30	24	7	47	70	124	338	218	7	9	64
0	0	0	0	1	1	21	2	6	0	1
2	2	1	0	0	0	40	0	28	0	0
5	6	0	42	13	103	28	4	17	33	29
0	0	0	12	7	26	32	2	16	19	14
0	0	0	3	2	0	4	1	3	4	3
0	0	0	0	0	0	0	0	1	1	1
0	0	0	5	26	16	17	3	4	5	5
0	0	0	0	0	17	8	0	6	3	3

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE 2030 (CONSTRAINED/BASELINE) -- ETHNICITY/INCOME

ot430	ot530	his130	his230	his330	his430	his530
1	2	140	205	56	0	28
14	0	102	28	101	129	0
3	4	104	109	137	47	75
1	0	262	315	298	154	65
1	0	529	413	207	71	45
2	0	370	408	172	127	23
1	0	373	377	155	116	21
1	1	293	226	166	40	26
13	13	68	7	63	89	175
89	102	328	158	155	365	375
10	5	170	296	337	159	83
8	0	131	199	90	84	27
5	7	53	16	76	16	59
3	0	28	22	52	57	80
5	41	27	37	77	62	138
9	5	78	151	269	172	175
25	20	253	375	96	171	239
22	8	89	200	116	185	186
2	1	341	389	217	79	30
2	1	206	268	167	73	34
4	1	306	357	197	75	53
4	1	0	15	47	16	26
0	9	42	11	14	0	27
1	0	316	181	120	54	4
7	11	37	22	19	15	34
7	3	68	24	31	19	13
5	0	28	27	23	0	0
5	8	102	47	11	14	7
0	0	101	59	36	7	0
6	1	296	291	261	87	61
4	1	522	429	209	159	86
2	1	210	222	93	84	18
3	2	519	457	373	159	126
5	3	354	309	280	227	137
4	2	254	384	351	229	171
2	1	476	439	263	122	88
26	46	26	109	216	177	285
33	10	168	146	200	221	295
0	15	0	0	22	0	51
5	0	29	33	147	77	39
65	103	134	137	499	713	884
5	11	20	1	5	7	9
19	45	100	0	0	0	0
11	3	491	925	764	352	146
6	2	766	833	592	289	143
2	1	210	233	169	123	48
0	0	253	195	108	60	35
4	1	579	689	687	501	225
4	1	179	150	46	113	31

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE 2030 (CONSTRAINED/BASELINE) -- ETHNICITY/INCOME

REGIONAL TOTAL			103,571						
county	AIRPOR	TAZ	White	African-Amer.	Native Amer.	Asian/Pac. Islander	Other	Hispanic	
REGIONAL SUM			21,316	31,445	345	6,262	2,936	41,267	
REGIONAL PERCENTAGE			21%	30%	0.3%	6%	3%	40%	100%
37	LAX	123800000	16	1874	3	5	49	429	
37	LAX	123810000	9	1536	0	12	45	360	
37	LAX	123820000	13	1985	2	15	27	472	
37	LAX	124020000	3	537	0	9	7	1094	
37	LAX	124030000	6	617	3	11	24	1265	
37	LAX	124040000	5	858	5	7	21	1100	
37	LAX	124050000	8	822	0	10	14	1042	
37	LAX	124060000	4	555	3	4	15	751	
37	LAX	127660100	1003	99	8	328	86	402	
37	LAX	127660200	2673	487	24	1117	364	1381	
37	LAX	127720000	204	480	8	271	131	1045	
37	LAX	127740000	115	1013	3	127	77	531	
37	LAX	127800003	206	33	2	75	22	220	
37	LAX	127800004	288	71	2	107	30	239	
37	LAX	127810000	1245	101	3	162	72	341	
37	BUR	131110000	513	21	8	166	44	845	
37	LGB	157150100	744	754	13	671	134	1134	
37	LGB	157190000	1034	444	16	382	97	776	
37	LAX	160010000	15	1043	9	0	34	1056	
37	LAX	160020100	2	548	1	8	22	748	
37	LAX	160020200	7	1108	5	13	41	988	
37	LAX	160040000	12	1457	6	10	31	104	
37	LAX	160060100	12	973	3	6	39	94	
37	LAX	160060200	1	382	0	0	16	675	
37	LAX	160070100	75	2254	5	23	92	127	
37	LAX	160070200	18	1024	0	5	18	155	
37	LAX	160080100	16	1276	5	12	43	78	
37	LAX	160080200	33	1062	5	9	59	181	
37	LAX	160100100	44	1051	5	38	55	203	
37	LAX	160100200	48	1258	6	59	62	996	
37	LAX	160110000	25	755	10	52	37	1405	
37	LAX	160121100	30	594	0	35	34	627	
37	LAX	160121200	42	661	5	25	26	1634	
37	LAX	160140100	78	944	6	70	52	1307	
37	LAX	160140200	57	107	5	33	23	1389	
37	LAX	160190000	19	198	0	36	18	1388	
37	LAX	162000001	1888	62	20	480	156	813	
37	LAX	162010000	2380	74	29	432	202	1030	
59	SNA	206300900	702	6	2	75	15	73	
59	SNA	206310100	777	26	9	129	37	325	
65	MAR	304200102	3771	916	61	797	248	2367	
65	MAR	304210001	1101	23	0	25	23	42	
65	MAR	304210002	415	215	10	40	92	100	
65	MAR	304260300	648	623	21	190	93	2678	
71	ONT	400150000	317	250	7	79	57	2623	
71	ONT	400160001	94	12	0	10	13	783	
71	ONT	400160002	26	6	0	0	3	651	
71	ONT	400180100	248	183	5	67	19	2681	
71	ONT	400180301	326	67	2	25	17	519	

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE 2030 (CONSTRAINED/BASELINE) -- POVERTY/ELDERLY/DISABLED

county	airport	TAZ	disable	elder	populatio	poverty1	poverty2	poverty3	household
37	LAX	123800000	445	975	4284	223	81	150	1473
37	LAX	123810000	437	802	3882	344	135	79	1434
37	LAX	123820000	401	737	2962	379	129	97	1232
37	LAX	124020000	14	6	64	5	2	2	17
37	LAX	124030000	81	50	689	73	31	27	193
37	LAX	124040000	760	681	5676	442	208	295	1656
37	LAX	124050000	401	247	2258	234	73	99	625
37	LAX	124060000	74	95	670	59	30	21	186
37	LAX	127660100	2	11	45	1	1	0	19
37	LAX	127660200	333	1256	7216	434	222	254	4654
37	LAX	127720000	383	172	3708	186	208	203	1797
37	LAX	127740000	352	201	3061	353	111	154	1382
37	LAX	127800003	64	187	810	23	23	17	323
37	LAX	127800004	46	211	649	37	39	26	301
37	LAX	127810000	8	89	494	10	4	10	250
37	BUR	131110000	54	102	503	13	11	21	207
37	LGB	157150100	11	15	96	5	2	3	34
37	LGB	157190000	8	29	130	5	3	6	55
37	LAX	160010000	65	68	565	60	26	24	173
37	LAX	160020100	520	312	4326	420	156	135	1197
37	LAX	160020200	148	135	1228	125	62	51	368
37	LAX	160040000	81	130	811	62	22	19	276
37	LAX	160060100	265	470	1907	102	64	38	710
37	LAX	160060200	268	108	2417	241	81	105	679
37	LAX	160070100	190	923	2859	212	80	79	1314
37	LAX	160070200	158	327	1613	91	45	36	562
37	LAX	160080100	180	335	1372	63	27	25	529
37	LAX	160080200	134	319	1503	93	82	55	634
37	LAX	160100100	109	333	841	158	54	40	461
37	LAX	160100200	693	543	5137	323	282	223	1946
37	LAX	160110000	20	14	149	12	6	6	46
37	LAX	160121100	187	276	1420	178	51	57	554
37	LAX	160121200	842	535	7596	550	333	241	2391
37	LAX	160140100	431	463	4371	309	148	164	1475
37	LAX	160140200	375	276	2573	91	62	61	662
37	LAX	160190000	485	233	5449	311	168	190	1229
37	LAX	162000001	167	474	2563	52	52	64	1059
37	LAX	162010000	190	855	5591	123	115	132	2447
59	SNA	206300900	12	70	250	5	1	2	78
59	SNA	206310100	20	93	378	16	8	6	130
65	MAR	304200102	20	40	481	6	4	6	163
65	MAR	304210001	256	1107	1654	38	45	37	730
65	MAR	304210002	19	81	111	2	3	2	44
65	MAR	304260300	495	390	5329	168	126	163	1403
71	ONT	400150000	67	31	510	24	18	18	133
71	ONT	400160001	32	17	283	13	8	8	64
71	ONT	400160002	405	332	3098	196	86	76	681
71	ONT	400180100	228	206	1936	78	39	52	449
71	ONT	400180301	118	178	684	34	15	20	211
Total			11054	15540	106202	6982	3582	3599	38636
Percent			**10%**	**15%**		**18%**	**9%**	**9%**	

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE PLAN 2030 -- ETHNICITY/INCOME

REGIONAL TOTAL			24291				11%	100%			
county	airport	TAZ	Q1	Q2	Q3	Q4	Q5		w130	w230	w330
REGIONAL SUM			5818	5692	5307	4254	3220				
REGIONAL PERCENTAGE			24%	23%	22%	18%	13%				
37	BUR	112210000	8	7	7	4	3		1	0	0
37	BUR	112300000	21	22	18	17	8		1	0	1
37	BUR	112320100	30	25	11	5	3		1	1	1
37	LAX	123800000	229	274	234	242	125		0	4	2
37	LAX	127720000	225	311	308	190	98		22	30	22
37	LAX	127740000	447	434	267	207	70		17	18	16
37	LAX	127800003	26	22	38	32	52		9	12	7
37	BUR	131110000	84	170	232	225	200		34	72	68
37	LGB	157150100	7	8	6	8	7		1	1	2
37	LGB	157190000	7	13	11	10	14		3	4	4
37	LAX	160020200	9	7	3	2	1		0	0	0
37	LAX	160040000	67	36	59	49	37		1	0	0
37	LAX	160060100	157	84	155	130	135		2	3	0
37	LAX	160060200	281	181	99	45	9		0	0	0
37	LAX	160070100	255	203	224	272	251		15	4	6
37	LAX	160070200	62	46	51	53	41		2	0	1
37	LAX	160080200	26	18	17	15	19		1	0	0
37	LAX	160100100	66	31	30	15	9		3	1	1
37	LAX	160100200	626	547	461	283	155		13	17	0
37	LAX	160120200	16	18	14	14	14		1	0	1
37	LAX	160121100	34	27	16	11	4		0	1	0
37	LAX	160121200	807	647	537	245	208		29	0	0
37	LAX	160140100	236	211	185	119	68		3	7	8
37	LAX	160140200	181	244	241	156	108		8	7	11
37	LAX	160190000	404	354	212	102	67		6	1	3
37	LAX	162000001	60	142	200	212	252		48	59	102
37	LAX	162010000	232	352	521	597	628		116	188	293
59	SNA	206300900	6	6	9	10	52		5	6	6
59	SNA	206310100	33	22	46	34	37		17	16	25
65	MAR	304200102	9	12	31	55	56		4	6	12
65	MAR	304210001	75	77	100	285	220		56	74	95
65	MAR	304260300	338	484	492	270	104		38	53	73
71	ONT	400150000	60	63	47	22	9		5	7	5
71	ONT	400160001	28	29	20	14	5		5	3	2
71	ONT	400160002	414	300	169	102	57		17	5	6
71	ONT	400180100	161	171	171	125	63		15	12	11
71	ONT	400180301	91	94	65	77	31		19	33	29

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE PLAN 2030 -- ETHNICITY/INCOME

w430	w530	b130	b230	b330	b430	b530	ami130	ami230	ami330	ami430	ami530	as130	as230
0	0	0	0	0	0	0	0	0	0	0	0	1	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0	0	0	0	2	0
1	0	156	163	200	241	111	1	0	0	0	0	0	0
22	14	37	80	63	54	15	5	0	0	0	0	54	20
23	16	273	227	144	92	28	0	0	0	2	1	41	11
17	19	1	2	1	3	3	0	0	0	0	0	0	2
72	49	1	5	2	2	3	1	1	1	1	1	0	0
2	2	2	2	2	1	1	0	0	0	0	0	1	1
4	6	1	3	2	1	1	0	0	0	0	0	1	2
0	0	6	3	1	1	0	0	0	0	0	0	0	0
0	0	64	34	50	43	33	0	0	0	0	0	0	0
0	1	116	72	142	128	111	0	1	0	1	0	1	1
0	1	94	75	28	13	6	0	0	0	0	0	0	0
7	4	204	177	196	253	224	0	0	0	0	0	3	2
1	0	46	41	42	47	37	0	0	0	0	0	0	0
0	0	15	14	15	14	18	0	0	0	0	0	0	0
1	0	46	22	23	12	8	1	0	0	0	0	1	1
9	2	293	251	227	193	100	0	6	0	0	0	49	3
1	1	1	3	1	1	0	0	0	0	0	0	0	0
0	1	17	9	8	5	2	0	0	0	0	0	1	0
10	5	221	160	146	68	72	2	1	2	0	0	14	12
5	3	102	94	73	27	14	0	0	0	2	1	8	1
5	3	20	11	15	11	3	1	1	2	0	0	4	1
1	2	52	36	27	16	3	1	0	0	0	0	13	12
132	139	0	3	4	4	5	0	0	0	3	2	0	46
366	379	0	14	12	15	0	0	0	12	4	0	0	38
10	40	1	0	0	0	0	0	0	0	0	0	0	0
20	24	3	0	0	0	0	0	0	0	1	1	8	0
25	29	1	2	4	7	4	0	0	1	1	0	1	1
255	206	3	1	0	10	1	0	0	0	0	0	0	1
63	31	73	52	66	50	13	4	1	2	3	0	19	6
2	0	6	5	4	1	0	0	0	0	0	0	1	0
1	0	0	1	0	0	0	0	0	0	0	0	0	0
11	2	9	0	0	0	0	1	0	1	0	0	0	0
9	8	19	4	10	4	4	0	1	0	0	0	1	6
29	14	4	4	11	2	5	0	1	0	0	0	0	0

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE PLAN 2030 -- ETHNICITY/INCOME

as330	as430	as530	ot130	ot230	ot330	ot430	ot530	his130	his230	his330	his430	his530
1	0	0	0	0	0	0	0	6	7	6	4	3
0	2	0	0	0	0	0	0	20	22	17	14	8
0	0	0	1	1	0	0	0	25	23	10	4	3
0	0	0	6	11	6	0	1	66	96	26	0	13
25	25	22	17	25	21	5	3	90	156	177	84	44
24	20	4	15	26	14	6	0	101	152	69	64	21
5	5	10	0	1	2	2	2	16	5	23	5	18
3	48	44	3	7	6	5	3	45	85	152	97	100
1	3	2	0	0	0	0	0	3	4	1	2	2
2	1	3	0	0	1	0	0	2	4	2	4	4
0	0	0	0	0	0	0	0	3	4	2	1	1
0	2	0	2	0	2	1	0	0	2	7	3	4
1	1	1	13	1	4	0	6	25	6	8	0	16
0	0	0	5	2	2	1	0	182	104	69	31	2
2	2	2	16	9	11	3	5	17	11	9	7	16
0	0	0	0	0	1	1	1	14	5	7	4	3
0	0	0	2	1	1	0	1	8	3	1	1	0
1	1	1	4	1	1	0	0	11	6	4	1	0
0	0	0	17	20	11	5	1	254	250	223	76	52
0	1	0	0	0	0	0	0	14	15	12	11	13
1	0	0	1	1	0	0	0	15	16	7	6	1
0	0	0	8	6	7	3	2	533	468	382	164	129
6	7	3	5	6	5	2	1	118	103	93	76	46
7	6	1	2	3	4	2	2	146	221	202	132	99
0	0	0	5	4	2	1	1	327	301	180	84	61
31	23	22	5	7	9	6	12	7	27	54	44	72
57	70	78	22	31	36	19	6	94	81	111	123	165
1	0	6	0	0	0	0	1	0	0	2	0	5
0	2	7	1	2	2	1	0	4	4	19	10	5
3	7	4	0	0	1	1	2	3	3	10	14	17
1	13	1	4	0	1	3	7	12	1	3	4	5
42	11	2	7	13	11	5	1	197	359	298	138	57
2	2	0	1	1	1	0	0	47	50	35	17	9
0	0	0	0	0	0	0	0	23	25	18	13	5
0	1	1	1	1	1	0	0	386	294	161	90	54
4	4	1	1	1	1	1	0	125	147	145	107	50
7	3	0	2	1	1	2	0	66	55	17	41	12

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE 2030 PLAN -- ETHNICITY/INCOME

REGIONAL TOTAL			24291						
county	airport	TAZ	White	African-Amer.	Native Amer.	Asian/Pac. Islander	Other	Hispanic	
REGIONAL SUM			4083	7121	75	1093	646	11273	
REGIONAL PERCENTAGE			17%	29%	0.3%	4%	3%	46%	100%
37	BUR	112210000	1	0	0	2	0	26	
37	BUR	112300000	3	0	0	2	0	81	
37	BUR	112320100	4	1	0	2	2	65	
37	LAX	123800000	7	871	1	0	24	201	
37	LAX	127720000	110	249	5	146	71	551	
37	LAX	127740000	90	764	3	100	61	407	
37	LAX	127800003	64	10	0	22	7	67	
37	BUR	131110000	295	13	5	95	24	479	
37	LGB	157150100	8	8	0	8	0	12	
37	LGB	157190000	21	8	0	9	1	16	
37	LAX	160020200	0	11	0	0	0	11	
37	LAX	160040000	1	224	0	2	5	16	
37	LAX	160060100	6	569	2	5	24	55	
37	LAX	160060200	1	216	0	0	10	388	
37	LAX	160070100	36	1054	0	11	44	60	
37	LAX	160070200	4	213	0	0	3	33	
37	LAX	160080200	1	76	0	0	5	13	
37	LAX	160100100	6	111	1	5	6	22	
37	LAX	160100200	41	1064	6	52	54	855	
37	LAX	160120200	4	6	0	1	0	65	
37	LAX	160121100	2	41	0	2	2	45	
37	LAX	160121200	44	667	5	26	26	1676	
37	LAX	160140100	26	310	3	25	19	436	
37	LAX	160140200	34	60	4	19	13	800	
37	LAX	160190000	13	134	1	25	13	953	
37	LAX	162000001	480	16	5	122	39	204	
37	LAX	162010000	1342	41	16	243	114	574	
59	SNA	206300900	67	1	0	7	1	7	
59	SNA	206310100	102	3	2	17	6	42	
65	MAR	304200102	76	18	2	16	4	47	
65	MAR	304210001	686	15	0	16	15	25	
65	MAR	304260300	258	254	10	80	37	1049	
71	ONT	400150000	19	16	0	5	3	158	
71	ONT	400160001	11	1	0	0	0	84	
71	ONT	400160002	41	9	2	2	3	985	
71	ONT	400180100	55	41	1	16	4	574	
71	ONT	400180301	124	26	1	10	6	191	

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- AVIATION NOISE 2030 PLAN -- POVERTY/ELDERLY/DISABLED

county	airport	TAZ	disable	elder	populatio	poverty1	poverty2	poverty3	household
37	BUR	112210000	22	11	118	6	3	4	30
37	BUR	112300000	38	34	364	15	11	9	88
37	BUR	112320100	26	11	263	19	13	13	76
37	LAX	123800000	315	693	3043	169	61	113	1108
37	LAX	127720000	258	116	2505	118	131	128	1131
37	LAX	127740000	369	212	3218	365	115	159	1424
37	LAX	127800003	32	96	414	12	12	9	171
37	BUR	131110000	260	496	2449	57	48	91	909
37	LGB	157150100	11	15	95	5	2	3	35
37	LGB	157190000	8	29	129	5	3	6	56
37	LAX	160020200	9	8	72	7	4	3	22
37	LAX	160040000	72	115	719	56	20	17	250
37	LAX	160060100	244	433	1757	95	59	36	661
37	LAX	160060200	239	96	2160	220	73	95	616
37	LAX	160070100	170	829	2566	196	74	72	1208
37	LAX	160070200	70	146	721	41	21	16	255
37	LAX	160080200	20	49	229	15	13	9	98
37	LAX	160100100	34	105	264	51	17	13	147
37	LAX	160100200	728	572	5412	345	301	237	2072
37	LAX	160120200	41	31	302	9	10	5	76
37	LAX	160121100	31	47	239	30	9	10	94
37	LAX	160121200	851	543	7701	564	340	246	2444
37	LAX	160140100	240	258	2437	172	82	91	817
37	LAX	160140200	520	384	3579	128	87	85	929
37	LAX	160190000	441	212	4968	288	155	175	1137
37	LAX	162000001	135	382	2066	43	43	53	868
37	LAX	162010000	181	819	5350	117	110	126	2330
59	SNA	206300900	12	67	240	5	1	2	82
59	SNA	206310100	25	119	486	21	10	8	169
65	MAR	304200102	20	40	469	6	4	6	162
65	MAR	304210001	216	940	1396	40	47	38	758
65	MAR	304260300	576	462	6206	203	151	194	1685
71	ONT	400150000	98	45	746	37	27	28	203
71	ONT	400160001	46	24	411	21	13	13	98
71	ONT	400160002	587	486	4526	302	131	116	1045
71	ONT	400180100	331	301	2829	120	60	79	692
71	ONT	400180301	181	276	1058	57	25	34	358
Total			7457	9502	71507	3960	2286	2342	24304
Percent			**10%**	**13%**		**16%**	**9%**	**10%**	

SUMMARY OF FINAL 2004 HIGHWAY NOISE EJ ANALYSIS RESULTS

Alternative	Percent of Ethnic Group in Highway-Noise Affected Area									
2000	White	Total Non-White	African-American	Native American	Asian/Pac. Islander	Other	Hispanic	Total	Disabled	Elderly
SCAG Region	**51%**	**49%**	**8%**	**0.4%**	**10%**	**2%**	**29%**	100%	**8%**	**10%**
Noise Areas	41%	59%	10%	0.2%	12%	2%	35%	100%	9%	9%
2030	White	Total Non-White	African-American	Native American	Asian/Pac. Islander	Other	Hispanic	Total	Disabled	Elderly
SCAG Region	**34%**	**66%**	**7%**	**0.6%**	**12%**	**3%**	**43%**	100%	**9%**	**17%**
Noise Areas	28%	72%	8%	0.4%	13%	3%	47%	100%	10%	16%
Base Line	28%	72%	9%	0.4%	13%	3%	47%	100%	10%	17%

200	9.52%
203	6.43%

	Percent of Income Quintile in Highway-Noise Affected Area					Percent of Poverty Group			
2000	Q1 (lowest)	Q2	Q3	Q4	Q5	100% Poverty	150% Poverty	200% Poverty	Total
SCAG Region	**20%**	**20%**	**20%**	**20%**	**20%**	**14.3%**	**8.6%**	**8.8%**	100%
Noise Areas	25%	22%	20%	18%	15%	17.4%	9.6%	9.4%	100%
2030	Q1 (lowest)	Q2	Q3	Q4	Q5	100% Poverty	150% Poverty	200% Poverty	Total
SCAG Region	**20%**	**20%**	**20%**	**20%**	**20%**	**13.6%**	**8.2%**	**8.4%**	100%
Noise Areas	23%	22%	20%	19%	17%	15.7%	9.1%	9.1%	100%
Base Line	23%	22%	20%	19%	16%	15.8%	9.1%	9.1%	100%

2000	9.65%
2030 Plan	6.38%
2030 BL	6.59%

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE BASE YEAR 2000 -- ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

REGIONAL TOTAL		646,246				100%		
scagtaz	cnty00	Q1	Q2	Q3	Q4	Q5	w100	w200
REGIONAL SUM		160,852	143,561	129,161	114,180	98,492		
REGIONAL PERCENTAGE		25%	22%	20%	18%	15%		
110110000	37	1	1	2	2	2	1	1
110120000	37	50	47	38	19	8	29	26
110130000	37	2	5	5	9	8	2	5
110140000	37	19	32	39	30	34	16	23
110210100	37	2	1	2	2	3	1	1
110210200	37	20	19	27	42	45	14	12
110310200	37	13	18	20	19	12	11	11
110320001	37	4	4	5	5	4	3	3
110320002	37	2	1	3	8	9	2	1
110330000	37	9	11	14	24	35	8	10
110340000	37	49	51	63	56	51	34	35
110410100	37	28	39	57	65	49	8	5
110410200	37	20	26	20	13	9	2	3
110420100	37	30	25	34	27	18	0	0
110420200	37	43	39	44	27	17	3	5
110430000	37	57	47	56	42	22	0	0
110440100	37	37	43	60	44	25	0	7
110440200	37	54	65	73	35	20	5	5
110450000	37	33	46	42	50	14	1	6
110460000	37	22	27	21	14	9	1	2
110470100	37	2	1	1	0	0	0	0
110470200	37	7	8	8	4	1	1	2
110480000	37	95	101	87	65	34	11	15
110600000	37	26	41	59	52	55	9	11
110610200	37	76	87	89	98	50	26	26
110611200	37	6	10	17	18	11	3	5
110640100	37	2	2	2	1	0	1	0
110640200	37	30	40	55	52	31	11	20
110650000	37	45	66	63	69	61	22	21
110660100	37	75	61	93	92	85	20	7
110660200	37	5	4	8	10	18	4	4
110660300	37	0	0	1	5	9	0	0
110664200	37	1	2	3	6	8	1	2
110664300	37	0	0	0	1	2	0	0
110700000	37	7	15	15	17	7	2	2
110810100	37	3	7	11	13	18	3	5
110810200	37	2	5	11	11	30	2	3
110810300	37	0	0	0	2	6	0	0
110820000	37	1	2	3	6	16	1	1
110910000	37	9	20	15	16	24	4	3
110920000	37	9	18	21	32	32	7	13
110930000	37	39	83	72	132	77	33	60
110940000	37	55	50	82	110	50	27	23
110950000	37	32	28	38	25	18	2	0
110960200	37	5	9	6	11	9	3	5

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE BASE YEAR 2000 -- ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

w300	w400	w500	b100	b200	b300	b400	b500	ami100	ami200
2	2	2	0	0	0	0	0	0	0
21	12	3	1	1	3	0	1	0	0
5	8	7	0	0	0	0	0	0	0
27	26	29	0	0	1	0	0	0	0
2	2	2	0	0	0	0	0	0	0
18	29	30	0	0	0	0	2	0	0
14	13	9	0	0	0	0	0	0	0
4	4	3	0	0	0	0	0	0	0
2	6	5	0	0	1	1	1	0	0
12	21	29	0	0	0	1	0	0	0
50	42	43	2	2	0	0	0	0	0
13	16	14	9	12	14	15	13	0	0
3	2	1	7	3	3	3	3	0	0
0	0	1	9	4	6	8	6	0	0
6	2	2	14	9	6	4	3	0	0
3	0	0	19	5	6	9	2	1	0
0	0	2	0	1	1	1	1	0	0
3	3	1	0	0	0	0	0	0	0
2	4	2	2	0	0	1	0	0	0
0	1	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
1	1	0	1	1	2	1	0	0	0
5	7	4	1	3	0	2	0	0	1
20	20	23	1	3	5	3	3	0	0
18	29	17	9	3	8	5	1	1	1
7	6	5	0	0	1	1	1	0	0
0	0	0	0	0	0	0	0	0	0
28	27	16	2	1	3	2	1	0	0
22	32	29	0	4	1	3	5	0	0
19	29	22	1	0	5	7	3	1	0
4	7	15	0	0	0	0	0	0	0
1	3	7	0	0	0	0	0	0	0
2	5	6	0	0	0	0	1	0	0
0	1	2	0	0	0	0	0	0	0
3	1	1	0	0	0	1	0	0	0
8	8	14	0	0	0	0	0	0	0
8	9	20	0	0	0	0	1	0	0
0	1	4	0	0	0	0	0	0	0
2	4	9	0	0	0	0	0	0	0
2	3	5	0	0	0	1	2	0	0
12	20	13	0	0	1	1	3	0	0
48	58	48	0	1	5	4	1	0	1
19	31	14	1	0	6	3	3	1	0
5	0	1	0	0	2	0	0	0	0
3	5	4	0	0	0	1	1	0	0

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE BASE YEAR 2000 -- ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

ami300	ami400	ami500	as100	as200	as300	as400	as500	ot100	ot200
0	0	0	0	0	0	0	0	0	0
0	0	0	2	1	2	2	2	3	3
0	0	0	0	0	0	0	0	0	0
0	0	0	0	2	2	1	3	1	2
0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	3	4	5	1	1
0	0	0	1	1	1	2	1	0	1
0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0	0
0	0	0	1	0	0	1	1	0	0
0	1	0	1	3	2	5	2	1	2
0	0	0	0	0	3	6	7	1	1
0	0	0	0	1	1	1	1	0	0
1	0	0	0	0	0	0	0	0	0
0	0	0	2	1	1	2	1	1	1
0	0	0	4	0	0	1	0	0	1
0	0	0	0	0	0	1	1	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	1	0	0
0	0	0	0	0	0	0	1	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	13	5	2	2	4	0	1
1	0	0	1	1	0	4	3	1	1
0	0	0	2	2	2	5	0	1	1
0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	1	0	2	0	2	2	1	1	1
0	1	1	0	3	0	1	3	1	1
1	0	0	4	4	7	6	15	2	2
0	0	0	0	0	1	2	2	0	0
0	0	0	0	0	0	2	2	0	0
0	0	0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0	0
0	0	0	0	1	3	3	4	0	0
0	0	0	0	2	3	1	7	0	0
0	0	0	0	0	0	1	2	0	0
0	0	0	0	1	1	2	6	0	0
0	0	0	0	0	1	2	4	0	0
0	0	0	0	1	0	4	10	0	0
0	2	0	3	4	3	18	9	0	1
0	0	0	6	2	6	10	3	1	1
0	0	0	0	1	1	0	1	0	0
0	0	0	0	2	1	1	1	0	0

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE BASE YEAR 2000 -- ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

ot300	ot400	ot500	his100	his200	his300	his400	his500
0	0	0	0	0	0	0	0
1	1	0	15	16	11	4	2
0	0	0	0	0	0	1	1
3	0	0	2	5	6	3	2
0	0	0	1	0	0	0	1
1	1	0	5	5	5	8	8
1	1	0	1	5	4	3	2
0	0	0	0	1	1	1	1
0	0	0	0	0	0	1	2
0	0	1	0	1	2	1	4
2	1	0	11	9	9	7	6
1	1	0	10	21	26	27	15
0	0	0	11	19	13	7	4
0	0	0	21	21	27	19	11
1	0	0	23	23	30	19	11
1	0	0	33	41	46	32	20
0	0	0	37	35	59	42	21
0	0	0	49	60	70	32	19
0	0	0	29	40	40	45	11
0	0	0	21	25	21	13	8
0	0	0	2	1	1	0	0
0	0	0	5	5	5	2	1
1	0	0	70	76	79	54	26
1	1	1	14	25	32	24	25
1	1	0	37	54	60	58	32
0	0	0	2	5	9	11	5
0	0	0	1	2	2	1	0
1	1	0	14	18	21	19	13
1	1	0	22	37	39	31	23
2	2	1	47	48	59	48	44
1	0	0	1	0	2	1	1
0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1
0	0	0	0	0	0	0	0
0	0	0	5	13	12	15	5
0	1	0	0	1	0	1	0
0	0	0	0	0	0	1	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1
0	0	0	5	17	12	10	13
1	1	1	2	4	7	6	5
0	2	0	3	16	16	48	19
1	1	1	19	24	50	65	29
0	0	0	30	27	30	25	16
0	0	0	2	2	2	4	3

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE BASE YEAR 2000 -- ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

REGIONAL TOTAL		646,246						
scagtaz	cnty00	White	African-A	Native A	Asian/Pac	Other	Hispanic	
REGIONAL SUM		266,027	64,419	1,489	74,691	15,761	223,859	
REGIONAL PERCENTAGE		41%	10%	0.2%	12%	2%	35%	100%
110110000	37	8	0	0	0	0	0	
110120000	37	91	6	0	9	8	48	
110130000	37	27	0	0	0	0	2	
110140000	37	121	1	0	8	6	18	
110210100	37	8	0	0	0	0	2	
110210200	37	103	2	0	13	4	31	
110310200	37	58	0	0	6	3	15	
110320001	37	17	0	0	1	0	4	
110320002	37	16	3	0	1	0	3	
110330000	37	80	1	0	3	1	8	
110340000	37	204	4	1	13	6	42	
110410100	37	56	63	0	16	4	99	
110410200	37	11	19	0	4	0	54	
110420100	37	1	33	1	0	0	99	
110420200	37	18	36	0	7	3	106	
110430000	37	3	41	1	5	2	172	
110440100	37	9	4	0	2	0	194	
110440200	37	17	0	0	0	0	230	
110450000	37	15	3	0	2	0	165	
110460000	37	4	0	0	1	0	88	
110470100	37	0	0	0	0	0	4	
110470200	37	5	5	0	0	0	18	
110480000	37	42	6	1	26	2	305	
110600000	37	83	15	1	9	5	120	
110610200	37	116	26	2	11	4	241	
110611200	37	26	3	0	1	0	32	
110640100	37	1	0	0	0	0	6	
110640200	37	102	9	1	7	4	85	
110650000	37	126	13	2	7	4	152	
110660100	37	97	16	2	36	9	246	
110660200	37	34	0	0	5	1	5	
110660300	37	11	0	0	4	0	0	
110664200	37	16	1	0	1	0	2	
110664300	37	3	0	0	0	0	0	
110700000	37	9	1	0	1	0	50	
110810100	37	38	0	0	11	1	2	
110810200	37	42	1	0	13	0	3	
110810300	37	5	0	0	3	0	0	
110820000	37	17	0	0	10	0	1	
110910000	37	17	3	0	7	0	57	
110920000	37	65	5	0	15	3	24	
110930000	37	247	11	3	37	3	102	
110940000	37	114	13	1	27	5	187	
110950000	37	8	2	0	3	0	128	
110960200	37	20	2	0	5	0	13	

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE BASE YEAR 2000 -- POVERTY/ELDERLY/DISABLED (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

Percent		9%	9%		17%	10%	9%	
Total		195705	196466	2117363	120731	66412	65056	693026
county	TAZ	disable	elder	populatio	poverty1	poverty2	poverty3	household
37	110110000	1	3	30	1	1	1	11
37	110120000	39	27	488	39	21	20	177
37	110130000	9	16	95	2	2	3	36
37	110140000	38	57	453	11	13	13	167
37	110210100	3	5	35	1	1	1	11
37	110210200	41	62	482	15	10	8	170
37	110310200	18	29	250	10	5	7	88
37	110320001	3	10	69	4	2	2	26
37	110320002	3	11	80	2	1	1	27
37	110330000	15	34	268	6	6	5	100
37	110340000	42	94	757	27	30	23	294
37	110410100	113	80	1144	18	15	18	259
37	110410200	44	17	391	15	10	12	98
37	110420100	86	46	823	20	17	15	148
37	110420200	72	50	855	30	21	21	185
37	110430000	178	95	1249	44	27	20	245
37	110440100	149	72	1214	15	30	13	226
37	110440200	149	81	1423	35	32	26	273
37	110450000	74	69	1048	20	20	21	203
37	110460000	56	39	513	15	11	12	104
37	110470100	4	1	28	2	1	1	6
37	110470200	12	7	128	5	5	4	33
37	110480000	204	130	1902	65	49	42	416
37	110600000	73	59	885	19	15	20	253
37	110610200	106	125	1630	54	33	31	437
37	110611200	29	31	277	4	3	6	69
37	110640100	4	3	42	2	1	1	10
37	110640200	57	83	716	23	15	18	227
37	110650000	126	105	1315	29	27	29	332
37	110660100	124	164	1804	54	31	31	440
37	110660200	8	23	149	3	2	2	52
37	110660300	3	7	62	0	1	0	20
37	110664200	3	10	66	1	1	0	23
37	110664300	1	2	20	0	0	0	6
37	110700000	51	19	326	6	3	7	70
37	110810100	13	20	166	2	2	2	57
37	110810200	11	28	185	2	3	3	65
37	110810300	2	4	39	0	0	0	12
37	110820000	4	7	96	1	1	1	32
37	110910000	47	53	381	6	5	7	93
37	110920000	32	50	407	7	4	8	120
37	110930000	77	262	1346	24	25	38	438
37	110940000	112	159	1366	42	24	23	376
37	110950000	51	52	669	25	12	15	155
37	110960200	12	16	131	5	2	3	42
37	110970000	61	88	717	13	12	12	240

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE 2030 BASELINE -- ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

REGIONAL TOTAL		807,544				100%					
scagtaz	cnty00	Q1	Q2	Q3	Q4	Q5	w130	w230	w330	w430	w530
REGIONAL SUM		185,780	174,317	163,830	151,080	132,537					
REGIONAL PERCENTAGE		23%	22%	20%	19%	16%					
110110000	37	25	33	33	27	25	11	13	14	15	13
110120000	37	366	340	260	126	63	96	83	68	41	11
110130000	37	24	35	41	67	54	11	24	24	37	34
110140000	37	17	31	39	26	30	10	14	16	16	17
110210100	37	15	11	9	12	16	4	3	6	7	5
110210200	37	42	38	52	79	87	14	12	18	29	29
110310100	37	4	8	11	12	15	2	3	6	6	7
110310200	37	8	17	16	16	9	5	5	7	6	4
110320001	37	10	10	13	14	11	5	4	6	6	5
110320002	37	3	5	7	17	28	3	1	3	9	7
110330000	37	19	20	31	46	75	12	14	17	31	41
110340000	37	73	73	81	74	64	29	28	40	35	35
110410100	37	24	41	55	61	49	3	2	5	6	5
110410200	37	91	121	91	58	43	3	4	4	3	2
110420100	37	51	44	59	44	33	0	0	0	0	0
110420200	37	106	93	110	75	49	3	4	5	1	1
110430000	37	81	74	84	62	44	0	0	1	0	0
110440100	37	68	65	105	78	47	0	3	0	0	1
110440200	37	65	75	87	41	28	2	1	1	1	0
110450000	37	44	58	58	67	21	0	2	1	1	0
110460000	37	74	88	72	47	37	1	2	0	1	0
110470100	37	89	49	29	16	5	0	0	0	0	0
110470200	37	38	37	38	18	6	2	2	1	1	0
110480000	37	76	74	73	52	32	3	3	1	1	1
110600000	37	30	46	62	52	62	4	4	7	8	8
110610200	37	136	169	183	192	118	17	17	12	20	11
110611100	37	3	4	12	13	13	1	1	2	3	2
110611200	37	6	13	23	29	18	1	3	3	3	2
110640100	37	90	117	104	71	25	9	5	5	5	4
110640200	37	81	93	126	118	88	12	19	28	27	16
110650000	37	48	77	76	70	67	9	9	9	13	12
110660100	37	100	91	124	109	123	8	3	8	12	9
110660200	37	10	10	22	26	40	5	6	6	10	21
110660300	37	2	2	6	14	20	1	0	1	4	9
110664100	37	2	1	5	6	11	1	1	2	3	5
110664200	37	4	9	20	34	36	4	5	8	16	17
110664300	37	2	1	5	5	18	1	1	1	3	8
110700000	37	24	57	57	66	25	2	2	3	1	1
110810100	37	16	24	43	63	67	7	13	20	22	35
110810200	37	15	27	47	51	159	6	9	22	25	57
110810300	37	4	7	6	20	56	2	1	2	7	19
110810400	37	1	2	3	6	23	1	0	2	4	10
110820000	37	2	3	4	9	27	1	1	1	3	7
110910000	37	13	35	28	27	41	2	2	1	2	2
110920000	37	10	19	25	35	42	4	7	7	11	7
110930000	37	37	93	86	218	114	22	39	31	39	31
110940000	37	78	76	152	203	104	17	14	12	19	8
110950000	37	57	50	58	46	36	1	0	2	0	0
110960100	37	10	15	36	53	37	3	4	5	6	4
110960200	37	24	28	19	49	41	6	8	4	9	6
110970000	37	42	64	83	134	79	11	13	28	37	20
110980000	37	57	95	123	124	69	17	26	21	29	25
111110000	37	36	42	96	134	106	14	18	27	37	28
111120100	37	21	63	50	69	81	11	24	18	34	39
111120200	37	34	62	62	77	75	18	29	22	29	31
111120300	37	38	71	66	148	130	21	21	24	60	63
111120400	37	33	28	48	57	295	14	19	28	39	123
111130100	37	106	127	137	109	90	34	38	38	40	28
111130200	37	84	111	112	100	115	21	37	45	43	43

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE 2030 BASELINE -- ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

b130	b230	b330	b430	b530	ami130	ami230	ami330	ami430	ami530	as130	as230	as330
1	0	1	0	0	0	0	0	0	0	3	2	2
10	9	20	0	5	0	2	2	2	1	26	7	16
0	0	0	1	0	0	0	0	0	0	3	4	7
0	0	1	1	0	0	0	0	0	0	0	3	3
1	0	0	0	0	0	0	0	0	0	0	2	1
0	1	1	1	4	1	1	1	0	0	1	3	9
0	0	0	0	0	0	0	0	0	1	0	0	1
0	0	0	0	0	0	0	0	0	0	2	1	1
0	1	0	0	1	0	0	0	0	0	2	1	1
0	0	3	2	5	0	0	0	0	0	0	2	1
0	0	0	2	1	0	2	0	0	0	3	0	0
3	3	0	0	0	0	0	0	2	1	2	7	5
6	8	10	10	11	0	0	0	0	0	0	0	3
22	9	9	8	11	0	0	0	0	0	2	3	6
9	4	6	7	7	0	0	1	0	0	0	0	0
23	14	10	7	6	0	0	0	0	0	4	3	2
16	4	5	7	2	1	0	0	0	0	6	0	0
0	0	0	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0	0	0	1	0	0
0	0	0	0	0	0	1	0	0	1	0	0	0
5	1	0	0	0	0	0	0	0	0	0	0	0
2	4	4	4	2	1	0	0	0	0	1	0	1
0	1	0	1	0	0	0	0	0	0	9	3	2
1	2	4	2	3	0	0	2	0	0	2	1	0
13	4	9	7	2	1	2	0	0	0	4	4	4
0	0	1	1	1	0	0	0	0	0	0	1	1
0	0	1	1	1	0	0	0	1	0	1	0	0
4	4	6	3	0	0	0	0	0	0	0	5	6
5	1	7	4	3	0	1	0	2	0	6	0	7
0	3	1	3	5	0	0	0	1	1	0	4	0
1	0	4	6	3	1	0	1	0	0	6	5	9
0	0	1	1	1	0	0	0	0	0	1	1	5
0	0	0	0	1	0	0	0	0	0	1	1	2
0	0	0	0	1	0	0	0	0	0	1	0	1
0	0	0	1	4	0	0	0	0	0	0	0	1
0	0	0	0	1	0	0	0	0	0	1	0	2
0	0	1	1	0	0	0	0	0	0	0	0	2
0	0	0	2	1	0	0	0	0	0	4	4	21
0	0	0	0	7	0	0	0	0	0	2	14	23
0	0	0	1	0	0	0	0	0	0	2	3	4
0	0	0	0	0	0	0	0	0	0	0	2	1
0	0	0	0	1	0	0	0	0	0	1	2	3
0	0	0	1	2	0	0	0	1	0	0	0	2
0	0	1	1	4	0	0	0	0	0	0	2	0
0	2	6	6	2	0	2	0	3	0	7	7	6
1	0	7	3	4	1	0	0	0	0	11	3	10
0	0	2	0	0	0	0	0	0	0	0	2	1
1	0	1	2	2	0	0	0	0	0	2	0	2
1	1	0	3	3	0	0	0	0	0	2	8	3
2	3	6	1	3	0	1	0	0	0	3	6	16
5	2	6	2	0	1	0	0	1	0	10	10	16
0	0	2	11	2	1	1	1	0	0	10	10	14
3	2	2	1	1	0	0	0	0	0	0	6	15
2	3	0	2	3	0	1	0	1	1	11	16	10
0	2	0	2	10	0	1	0	0	0	12	24	24
1	0	3	2	11	0	0	0	0	0	13	4	15
8	13	6	4	6	0	1	0	0	1	35	34	31
14	4	3	5	3	1	0	0	2	0	19	27	25

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE 2030 BASELINE -- ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

as430	as530	ot130	ot230	ot330	ot430	ot530	his130	his230	his330	his430	his530
2	5	1	2	2	1	1	9	16	14	9	6
21	18	29	27	12	5	2	205	212	142	57	26
7	6	2	1	3	4	1	8	6	7	18	13
1	7	1	2	4	1	1	6	12	15	7	5
1	1	1	0	0	0	1	9	6	2	4	9
14	15	3	1	2	3	2	23	20	21	32	37
2	3	0	1	1	0	0	2	4	3	4	4
3	1	0	1	1	1	0	1	10	7	6	4
1	1	1	0	1	0	0	2	4	5	7	4
1	2	0	0	0	1	1	0	2	0	4	13
4	3	1	0	1	0	5	3	4	13	9	25
13	4	3	4	5	2	1	36	31	31	22	23
6	7	1	1	1	1	1	14	30	36	38	25
4	5	1	1	1	1	0	63	104	71	42	25
0	0	0	0	0	0	0	42	40	52	37	26
6	2	1	1	1	1	0	75	71	92	60	40
2	1	0	1	1	0	0	58	69	77	53	41
2	1	0	0	0	0	0	68	62	105	75	45
0	0	0	0	0	0	0	63	74	86	40	28
1	1	0	0	0	0	0	42	56	57	64	20
0	3	0	0	0	0	0	73	85	72	46	33
0	0	0	0	0	0	0	84	48	29	16	5
0	0	1	1	1	0	0	31	30	31	13	4
1	3	0	0	0	0	0	64	67	70	49	28
5	4	1	1	1	1	1	22	38	48	36	46
10	1	1	2	2	2	1	100	140	156	153	103
1	1	0	0	0	0	0	2	2	8	8	9
0	1	0	0	0	0	0	4	10	19	24	14
2	0	1	1	1	1	0	76	102	86	60	21
7	4	2	2	2	2	1	56	70	82	76	64
1	4	1	1	1	1	0	38	60	65	51	45
8	20	2	2	2	2	1	82	81	100	81	90
8	10	1	0	2	1	1	3	3	8	6	7
7	7	0	0	1	0	1	0	1	2	3	2
2	2	0	0	1	0	1	0	0	1	1	2
11	3	0	1	2	1	1	0	3	9	5	11
1	5	0	0	0	0	1	0	0	2	1	3
0	2	0	1	1	1	0	22	54	50	63	22
22	30	0	1	2	7	1	5	6	0	10	0
14	62	3	1	0	2	3	4	3	2	10	30
11	27	0	1	0	1	2	0	2	0	0	8
2	7	0	0	0	0	1	0	0	0	0	5
5	16	0	0	0	0	0	0	0	0	1	3
3	7	0	0	0	0	0	11	33	25	20	30
7	17	0	1	1	1	1	6	9	16	15	13
39	19	0	2	1	3	1	8	41	42	128	61
20	5	1	1	2	2	1	47	58	121	159	86
1	1	0	0	0	0	0	56	48	53	45	35
11	5	0	0	1	1	0	4	11	27	33	26
7	3	1	0	0	1	1	14	11	12	29	28
26	24	1	1	2	3	2	25	40	31	67	30
31	11	1	3	4	3	1	23	54	76	58	32
23	22	1	1	4	4	2	10	12	48	59	52
11	23	0	5	1	2	1	7	26	14	21	17
12	13	1	1	5	3	2	2	12	25	30	25
50	19	1	4	4	4	3	4	19	14	32	35
15	78	1	0	2	1	8	4	5	0	0	75
21	32	5	8	5	6	2	24	33	57	38	21
27	31	6	12	3	8	2	23	31	36	15	36

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE 2030 BASELINE -- ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

REGIONAL TOTAL		807,544						
scagtaz	cnty00	White	African-A	Native A	Asian/Pac	Other	Hispanic	
REGIONAL SUM		223,362	68,778	2,893	106,169	23,700	382,642	
REGIONAL PERCENTAGE		28%	9%	0.4%	13%	3%	47%	100%
110110000	37	66	2	0	14	7	54	
110120000	37	299	44	7	88	75	642	
110130000	37	130	1	0	27	11	52	
110140000	37	73	2	0	14	9	45	
110210100	37	25	1	0	5	2	30	
110210200	37	102	7	3	42	11	133	
110310100	37	24	0	1	6	2	17	
110310200	37	27	0	0	8	3	28	
110320001	37	26	2	0	6	2	22	
110320002	37	23	10	0	6	2	19	
110330000	37	115	3	2	10	7	54	
110340000	37	167	6	3	31	15	143	
110410100	37	21	45	0	16	5	143	
110410200	37	16	59	0	20	4	305	
110420100	37	0	33	1	0	0	197	
110420200	37	14	60	0	17	4	338	
110430000	37	1	34	1	9	2	298	
110440100	37	4	1	0	3	0	355	
110440200	37	5	0	0	0	0	291	
110450000	37	4	2	0	3	0	239	
110460000	37	4	0	2	3	0	309	
110470100	37	0	6	0	0	0	182	
110470200	37	6	16	1	2	3	109	
110480000	37	9	2	0	18	0	278	
110600000	37	31	12	2	12	5	190	
110610200	37	77	35	3	23	8	652	
110611100	37	9	3	0	4	0	29	
110611200	37	12	3	1	2	0	71	
110640100	37	28	17	0	13	4	345	
110640200	37	102	20	3	24	9	348	
110650000	37	52	12	2	9	4	259	
110660100	37	40	14	2	48	9	434	
110660200	37	48	3	0	25	5	27	
110660300	37	15	1	0	18	2	8	
110664100	37	12	1	0	6	2	4	
110664200	37	50	5	0	15	5	28	
110664300	37	14	1	0	9	1	6	
110700000	37	9	2	0	4	3	211	
110810100	37	97	3	0	81	11	21	
110810200	37	119	7	0	115	9	49	
110810300	37	31	1	0	47	4	10	
110810400	37	17	0	0	12	1	5	
110820000	37	13	1	0	27	0	4	
110910000	37	9	3	1	12	0	119	
110920000	37	36	6	0	26	4	59	

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE 2030 BASELINE -- POVERTY/ELDERLY/DISABLED (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

Percent		**10%**	**17%**		**16%**	**9%**	**9%**	
Total		248688	411838	2491782	128088	73578	73605	809470
county	TAZ	disable	elder	populatio	poverty1	poverty2	poverty3	household
37	110110000	21	69	395	16	10	12	144
37	110120000	263	283	2834	251	139	131	1152
37	110130000	66	166	602	10	13	16	221
37	110140000	38	85	390	9	11	11	144
37	110210100	17	51	197	7	6	3	65
37	110210200	79	177	800	27	17	14	297
37	110310100	14	35	150	2	3	3	51
37	110310200	16	39	195	8	4	6	68
37	110320001	9	38	155	9	4	4	58
37	110320002	7	42	178	4	2	2	61
37	110330000	35	115	521	11	11	10	190
37	110340000	59	193	901	33	38	29	363
37	110410100	118	130	1025	16	14	16	231
37	110410200	193	117	1483	63	42	50	404
37	110420100	160	136	1314	32	28	23	235
37	110420200	190	207	1931	72	49	50	435
37	110430000	286	237	1738	61	38	29	345
37	110440100	275	210	1935	25	49	21	365
37	110440200	186	159	1523	38	35	29	299
37	110450000	105	151	1275	25	25	26	251
37	110460000	199	212	1553	46	32	37	317
37	110470100	126	64	843	54	41	21	189
37	110470200	55	51	498	20	20	17	136
37	110480000	172	170	1374	49	37	32	310
37	110600000	83	104	858	19	15	20	252
37	110610200	214	386	2804	98	62	58	798
37	110611100	12	19	155	3	2	2	45
37	110611200	44	71	365	6	3	8	90
37	110640100	169	205	1526	62	45	35	407
37	110640200	147	317	1576	51	35	42	506
37	110650000	153	195	1365	30	27	30	340
37	110660100	179	359	2224	68	39	39	550
37	110660200	19	82	311	6	5	3	107
37	110660300	8	27	143	1	1	1	44
37	110664100	3	18	77	1	1	0	25
37	110664200	16	75	307	2	5	2	103
37	110664300	6	19	110	1	1	1	32
37	110700000	192	113	1071	18	11	25	232
37	110810100	58	133	637	9	7	8	213
37	110810200	60	207	820	7	12	12	301
37	110810300	20	55	314	2	3	1	93
37	110810400	6	15	114	1	0	0	36
37	110820000	6	18	142	1	1	1	47
37	110910000	86	143	600	9	8	12	144
37	110920000	42	97	458	8	5	8	131
37	110930000	116	545	1714	30	31	48	550

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE 2030 PLAN - ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

REGIONAL TOTAL							**831,469**	
scagtaz	cnty00	w130p	w230p	w330p	w430p	w530p	**White**	b130p
REGIONAL SUM							**233,221**	**22,375**
REGIONAL PERCENTAGE							**28%**	**3%**
110110000	37	3	3	4	4	3	**17**	0
110120000	37	27	23	19	11	3	**83**	3
110130000	37	9	19	20	30	27	**105**	0
110140000	37	16	22	26	26	28	**118**	0
110210100	37	4	3	6	7	5	**25**	1
110210200	37	11	9	14	23	23	**80**	0
110310100	37	0	0	0	0	0	**0**	0
110310200	37	4	3	4	4	3	**18**	0
110320001	37	2	2	3	3	2	**12**	0
110320002	37	4	1	4	9	8	**26**	0
110330000	37	11	12	15	28	37	**103**	0
110340000	37	27	26	37	32	32	**154**	2
110410100	37	5	3	7	9	8	**32**	10
110410200	37	2	4	3	2	1	**12**	17
110420100	37	0	0	0	0	0	**0**	10
110420200	37	2	3	4	1	1	**11**	18
110430000	37	0	0	1	0	0	**1**	15
110440100	37	0	3	0	0	1	**4**	0
110440200	37	2	2	1	1	0	**6**	0
110450000	37	1	3	1	2	1	**8**	1
110460000	37	1	1	0	0	0	**2**	0
110470100	37	0	0	0	0	0	**0**	1
110470200	37	2	2	1	1	0	**6**	2
110480000	37	2	3	1	1	1	**8**	0
110600000	37	4	5	9	9	10	**37**	1
110610200	37	15	14	10	17	9	**65**	10
110611100	37	1	1	2	3	2	**9**	0
110611200	37	2	3	4	4	3	**16**	0
110640100	37	5	3	3	3	2	**16**	2
110640200	37	12	20	28	28	16	**104**	5
110650000	37	9	8	9	13	11	**50**	0
110660100	37	9	3	8	12	9	**41**	1
110660200	37	7	8	7	13	27	**62**	0
110660300	37	1	0	2	5	10	**18**	0
110664100	37	1	1	2	4	5	**13**	0
110664200	37	4	5	8	18	18	**53**	0
110664300	37	1	1	1	3	8	**14**	0
110700000	37	1	1	1	1	1	**5**	0
110810100	37	6	10	15	17	27	**75**	0
110810200	37	7	10	23	26	58	**124**	0
110810300	37	1	1	1	4	11	**18**	0
110810400	37	1	0	3	6	14	**24**	0
110820000	37	1	1	2	4	9	**17**	0
110910000	37	2	2	1	2	2	**9**	0
110920000	37	6	11	10	18	11	**56**	0

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE 2030 PLAN - ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

b230p	b330p	b430p	b530p	African-A	ami130p	ami230p	ami330p	ami430p	ami530p
14,499	**12,947**	**11,312**	**9,045**	**70,178**	**784**	**679**	**649**	**563**	**382**
2%	**2%**	**1%**	**1%**	**8%**	**0%**	**0%**	**0%**	**0%**	**0%**
0	0	0	0	**0**	0	0	0	0	0
3	5	0	1	**12**	0	0	1	0	0
0	0	1	0	**1**	0	0	0	0	0
0	2	1	0	**3**	0	0	0	0	0
0	0	0	0	**1**	0	0	0	0	0
1	1	1	3	**6**	0	0	0	0	0
0	0	0	0	**0**	0	0	0	0	0
0	0	0	0	**0**	0	0	0	0	0
0	0	0	0	**0**	0	0	0	0	0
0	3	2	5	**10**	0	0	0	0	0
0	0	1	1	**2**	0	1	0	0	0
3	0	0	0	**5**	0	0	0	2	1
13	15	16	18	**72**	1	1	1	0	0
8	7	6	9	**47**	0	0	0	0	0
4	6	8	8	**36**	0	0	1	0	0
12	8	5	5	**48**	0	0	0	0	0
4	5	7	2	**33**	1	0	0	0	0
0	0	1	0	**1**	0	0	0	0	0
0	0	0	0	**0**	0	0	0	0	0
0	0	1	0	**2**	0	0	0	0	0
0	0	0	0	**0**	0	1	0	0	1
0	0	0	0	**1**	0	0	0	0	0
3	3	3	1	**12**	0	0	0	0	0
1	0	1	0	**2**	0	0	0	0	0
3	4	2	4	**14**	0	0	2	0	0
4	8	6	1	**29**	1	2	0	0	0
0	1	1	1	**3**	0	0	0	0	0
0	1	1	1	**3**	0	0	0	1	0
2	3	2	0	**9**	0	0	0	0	0
1	7	4	3	**20**	0	1	0	2	1
3	1	3	5	**12**	0	0	0	1	1
0	4	6	3	**14**	1	0	1	0	0
0	1	2	1	**4**	0	0	0	0	0
0	0	0	2	**2**	0	0	0	0	0
0	0	0	1	**1**	0	0	0	0	0
0	0	1	4	**5**	0	0	0	0	0
0	0	0	1	**1**	0	0	0	0	0
0	0	0	0	**0**	0	0	0	0	0
0	0	2	1	**3**	0	0	0	0	0
0	0	0	7	**7**	0	0	0	0	0
0	0	0	0	**0**	0	0	0	0	0
0	0	0	0	**0**	0	0	0	0	0
0	0	0	1	**1**	0	0	0	0	0
0	0	1	2	**3**	0	0	0	1	0
0	1	1	5	**7**	0	0	0	0	0

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE 2030 PLAN - ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

Native A	as130p	as230p	as330p	as430p	as530p	**Asian/Pac**	ot130p	ot230p	ot330p
3,057	**24,056**	**18,087**	**20,156**	**23,198**	**22,983**	**108,480**	**6,189**	**6,226**	**5,376**
0.4%	**3%**	**2%**	**2%**	**3%**	**3%**	**13%**	**1%**	**1%**	**1%**
0	1	1	1	1	1	**5**	0	0	0
1	7	2	4	6	5	**24**	8	7	3
0	3	4	6	6	5	**24**	2	1	3
0	0	5	5	2	11	**23**	2	4	7
0	0	2	1	1	1	**5**	1	0	0
0	1	2	7	11	12	**33**	2	1	2
0	0	0	0	0	0	**0**	0	0	0
0	1	1	1	2	0	**5**	0	1	1
0	1	0	1	0	1	**3**	0	0	0
0	0	2	1	1	3	**7**	0	0	0
1	2	0	0	4	3	**9**	1	1	1
3	1	6	4	12	4	**27**	3	3	5
3	0	0	5	10	12	**27**	1	1	2
0	2	2	5	3	4	**16**	1	1	1
1	0	0	0	0	0	**0**	0	0	0
0	4	3	2	5	2	**16**	1	1	1
1	6	0	0	2	1	**9**	0	1	1
0	0	0	0	2	1	**3**	0	0	0
0	1	0	0	1	1	**3**	0	0	0
0	1	0	1	1	1	**4**	0	0	0
2	0	0	0	0	2	**2**	0	0	0
0	0	0	0	0	0	**0**	0	0	0
0	0	0	1	0	0	**1**	0	0	0
0	7	3	1	1	3	**15**	0	0	0
2	2	1	0	6	5	**14**	1	1	2
3	4	3	4	9	0	**20**	1	2	1
0	0	1	1	1	1	**4**	0	0	0
1	1	0	0	0	1	**2**	0	0	0
0	0	3	3	1	0	**7**	1	1	1
4	6	0	8	7	4	**25**	2	2	2
2	0	4	0	1	4	**9**	1	1	1
2	6	6	9	8	21	**50**	2	2	3
0	1	2	6	11	13	**33**	1	0	3
0	1	1	2	7	8	**19**	0	0	1
0	1	0	2	2	2	**7**	0	0	1
0	0	0	1	12	4	**17**	0	1	2
0	2	0	2	1	6	**11**	0	0	0
0	0	0	1	0	1	**2**	0	0	0
0	3	3	16	17	23	**62**	0	1	1
0	2	15	24	14	63	**118**	3	1	0
0	1	2	2	6	15	**26**	0	1	0
0	0	3	1	3	11	**18**	0	0	0
0	2	3	4	6	20	**35**	0	0	0
1	0	0	2	3	7	**12**	0	0	0
0	0	4	0	11	26	**41**	0	1	1

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE 2030 PLAN - ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

ot430p	ot530p	**Other**	his130p	his230p	his330p	his430p	his530p	**Hispanic**	
3,933	**2,572**	**24,296**	**97,797**	**99,870**	**84,396**	**64,679**	**45,495**	**392,237**	
0%	**0%**	**3%**	**12%**	**12%**	**10%**	**8%**	**5%**	**47%**	100%
0	0	**0**	2	4	4	2	2	**14**	
1	0	**19**	56	58	39	16	7	**176**	
4	1	**11**	6	5	5	14	11	**41**	
1	1	**15**	9	19	24	11	9	**72**	
0	1	**2**	9	5	2	4	9	**29**	
3	1	**9**	18	16	16	25	30	**105**	
0	0	**0**	0	0	0	0	0	**0**	
0	0	**2**	1	7	4	4	3	**19**	
0	0	**0**	1	2	2	3	2	**10**	
1	2	**3**	0	2	0	4	14	**20**	
0	4	**7**	2	3	12	8	23	**48**	
2	1	**14**	33	28	28	20	21	**130**	
2	1	**7**	23	48	59	63	41	**234**	
0	0	**3**	52	86	59	34	21	**252**	
0	0	**0**	45	42	55	39	28	**209**	
1	0	**4**	62	59	76	50	34	**281**	
0	0	**2**	55	65	74	51	39	**284**	
0	0	**0**	62	56	95	68	41	**322**	
0	0	**0**	83	96	112	52	37	**380**	
0	0	**0**	57	76	76	87	27	**323**	
0	0	**0**	42	49	42	27	19	**179**	
0	0	**0**	20	12	7	4	1	**44**	
0	0	**0**	23	22	23	9	3	**80**	
0	0	**0**	53	55	57	40	23	**228**	
1	1	**6**	27	45	57	43	55	**227**	
2	1	**7**	84	117	130	128	86	**545**	
0	0	**0**	2	2	9	8	10	**31**	
0	0	**0**	5	12	24	29	17	**87**	
0	0	**3**	45	61	51	36	13	**206**	
2	1	**9**	57	71	83	77	66	**354**	
1	1	**5**	36	57	61	49	43	**246**	
2	1	**10**	82	80	100	81	90	**433**	
1	1	**6**	4	3	11	7	9	**34**	
0	1	**2**	0	1	3	3	2	**9**	
0	1	**2**	0	0	1	1	3	**5**	
1	1	**5**	0	3	10	5	12	**30**	
0	1	**1**	0	0	2	1	3	**6**	
0	0	**0**	9	22	20	25	9	**85**	
6	1	**9**	4	4	0	7	0	**15**	
2	3	**9**	4	4	2	10	31	**51**	
1	1	**3**	0	1	0	0	5	**6**	
0	1	**1**	0	0	0	0	8	**8**	
0	1	**1**	1	0	0	1	3	**5**	
0	0	**0**	12	36	27	22	33	**130**	
1	2	**5**	9	14	24	22	20	**89**	

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE 2030 PLAN - ETHNICITY/INCOME (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

REGIONAL TOTAL		831,469				100%
scagtaz	cnty00	Q1	Q2	Q3	Q4	Q5
REGIONAL SUM		190,448	178,964	168,790	155,833	137,434
REGIONAL PERCENTAGE		23%	22%	20%	19%	17%
110110000	37	6	8	9	7	6
110120000	37	101	93	71	34	16
110130000	37	20	29	34	55	44
110140000	37	27	50	64	41	49
110210100	37	15	10	9	12	16
110210200	37	32	29	40	63	69
110310100	37	0	0	0	0	0
110310200	37	6	12	10	10	6
110320001	37	4	4	6	6	5
110320002	37	4	5	8	17	32
110330000	37	16	17	28	41	68
110340000	37	66	66	74	68	59
110410100	37	40	66	89	100	80
110410200	37	74	101	75	45	35
110420100	37	55	46	62	47	36
110420200	37	87	78	91	62	42
110430000	37	77	70	81	60	42
110440100	37	62	59	95	71	43
110440200	37	86	98	113	54	38
110450000	37	60	79	78	91	29
110460000	37	43	51	42	27	22
110470100	37	21	12	7	4	1
110470200	37	27	27	28	13	4
110480000	37	62	62	59	43	27
110600000	37	35	55	74	61	75
110610200	37	115	142	153	162	97
110611100	37	3	4	13	13	14
110611200	37	8	15	29	35	22
110640100	37	53	70	61	42	15
110640200	37	82	95	128	120	91
110650000	37	46	73	72	68	65
110660100	37	101	91	125	109	124
110660200	37	13	13	28	34	51
110660300	37	2	2	8	15	23
110664100	37	2	1	6	7	12
110664200	37	4	9	21	37	39
110664300	37	3	1	5	5	19
110700000	37	10	23	22	26	11
110810100	37	13	18	32	49	52
110810200	37	16	30	49	52	162
110810300	37	2	5	3	11	32
110810400	37	1	3	4	9	34
110820000	37	4	4	6	11	34
110910000	37	14	38	30	29	44
110920000	37	15	30	36	53	64

FINAL 2004 RTP ENVIRONMENTAL JUSTICE ANALYSIS -- HIGHWAY NOISE 2030 PLAN - POVERTY/ELDERLY/DISABLED (SAMPLE OF DATA -- NOT ALL TAZ'S INCLUDED)

Percent		**10%**	**16%**		**16%**	**9%**	**9%**	
Total		248830	411989	2511161	130994	75700	75534	833442
county	TAZ	disable	elder	populatio	poverty1	poverty2	poverty3	household
37	110110000	5	17	99	4	3	3	38
37	110120000	74	79	795	70	39	36	318
37	110130000	51	128	465	8	11	13	180
37	110140000	57	128	588	15	19	18	232
37	110210100	16	47	181	7	6	3	63
37	110210200	60	136	617	21	14	11	235
37	110310100	0	0	1	0	0	0	0
37	110310200	10	25	121	5	3	4	44
37	110320001	4	17	68	4	2	2	27
37	110320002	7	43	180	4	3	2	64
37	110330000	29	98	441	10	10	9	172
37	110340000	53	172	804	31	35	27	334
37	110410100	181	201	1579	26	22	26	377
37	110410200	158	97	1219	52	35	41	333
37	110420100	159	136	1313	34	29	24	248
37	110420200	153	168	1561	60	41	41	361
37	110430000	256	213	1560	59	36	27	329
37	110440100	233	179	1643	23	45	19	330
37	110440200	233	200	1918	50	46	38	392
37	110450000	136	196	1649	34	34	35	339
37	110460000	109	116	849	27	19	22	185
37	110470100	30	15	199	13	10	5	46
37	110470200	40	37	358	15	14	12	101
37	110480000	135	134	1083	40	30	26	255
37	110600000	94	119	982	22	17	23	300
37	110610200	176	318	2309	83	52	48	669
37	110611100	12	19	153	3	2	2	47
37	110611200	52	83	426	7	4	10	112
37	110640100	99	121	901	37	27	21	242
37	110640200	142	306	1519	52	35	42	516
37	110650000	134	172	1201	28	26	29	324
37	110660100	168	339	2096	68	39	39	550
37	110660200	23	100	378	8	7	4	138
37	110660300	9	28	148	1	2	1	48
37	110664100	3	18	76	1	1	0	26
37	110664200	16	75	305	3	5	2	109
37	110664300	6	19	109	1	1	1	35
37	110700000	72	43	404	7	4	10	93
37	110810100	41	96	456	7	5	6	163
37	110810200	59	207	818	8	12	12	307
37	110810300	11	29	166	1	2	1	52
37	110810400	8	21	160	1	1	0	54
37	110820000	6	18	138	1	2	1	57
37	110910000	88	148	619	10	9	13	157
37	110920000	59	139	656	12	7	13	200
37	110930000	114	536	1685	32	33	50	573