

TECHNICAL APPENDIX 5

ENVIRONMENTAL JUSTICE ANALYSIS

All programs that receive funding from federal or state agencies require Environmental Justice consideration in accordance with federal or state law. Presidential Executive Order No. 12898 (1994) promotes nondiscrimination in federal programs substantially affecting human health and the environment. It also provides minority and low-income communities' access to public information on, and an opportunity for public participation in, matters relating to human health or the environment. The California Government Code Section 65040.12(c) provides for environmental justice considerations in state programs.

DEFINITIONS

Federal Definition

Federal programs define Environmental Justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Fair treatment means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or from the execution of federal, state, local, and tribal programs and policies.

Meaningful involvement means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision-making process; and (4) the decision-makers seek out and facilitate the involvement of those potentially affected.

State Definition

The California Government Code Section 65040.12(c) also defines environmental justice as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws and policies.

Social equity refers to benefits of government programs being shared equally, fairly, and with lack of prejudice among all the persons within the benefited community.

INTEGRATION INTO THE 2030 SAN DIEGO REGIONAL TRANSPORTATION PLAN: PATHWAYS FOR THE FUTURE (RTP)

The 2030 RTP acknowledges that the San Diego region now is an ethnically and racially diverse region, and by 2030 no one ethnic/racial group will represent a majority in the region.

The 2004 estimated data show that minorities currently comprise 48 percent of the region's population. Persons of Hispanic ethnicity represent 28 percent of the population, while 10 percent are Asian, 5 percent are African-American, and 1 percent is American Indian and Alaska Native. According to the 2000 census, the most detailed data currently available, approximately 9 percent of the region's families and more than 13 percent of the families with children qualify as low-income. Comparisons between the 2004 estimates and SANDAG's 2030 Regional Growth Forecast Update populations are shown below in Table 5.1.

As part of the analysis conducted for the 2030 RTP, SANDAG prepared a quantitative evaluation to understand the extent to which benefits or adverse impacts of proposed transportation projects and policies affect minority and low-income populations. Geographic information system (GIS) methods were used to analyze demographic, socioeconomic, and transportation data.

Some of the Mobility and Accessibility performance measures developed for the 2030 RTP alternatives analyses were calculated and compared for minority and non minority populations and for low-income and non low-income populations. The following measures were evaluated:

- ▶ Average travel time per trip
- ▶ Percent of work/school trips accessible in 30 minutes
- ▶ Percent of non work-related trips accessible in 15 minutes
- ▶ Percentage of homes within ½ mile of a transit stop

The methodology to prepare this evaluation is described below. Figure TA 5.1 displays minority and low-income populations in 2030.

DEFINITION OF MINORITY POPULATIONS

According to federal guidelines, minority groups include the following populations: Black or African American, Asian, American Indian or Alaskan Native, and Native Hawaiian or Other Pacific Islander, and/or Two or More Races. In addition, persons of Hispanic ethnicity also are considered a minority group.

SANDAG compiles data and prepares projections for the following groups: Hispanic, White, Black, and Asian and Other. Therefore, Hispanic, Black, Asian, and Other were classified as minority groups for this analysis. In 2030, 62 percent of the region's population is projected to be minority and 38 percent non-minority.

To summarize the output of the travel forecasting model, Trip Distribution Zones (TDZs) were classified into minority and non-minority TDZs. TDZs are geographic areas used in transportation forecasting that summarize socioeconomic and land use characteristics.

First, the percentage by TDZ of the projected minority population in 2030 was calculated. For this analysis, those TDZs with a minority population of at least 65 percent were classified as minority TDZs. This methodology captured 61 percent of the region's projected minority population in 2030.

DEFINITION OF LOW-INCOME POPULATIONS

The region’s median household income is projected at \$62,598 in 2030 in today’s dollars. Those households that are projected to have an income of less than \$30,000 per year in 2030 (also in today’s dollars) are considered low income for this analysis.

Low-income TDZs were defined as those where at least one-third of the households are projected to be low income, based on the definition above. This methodology resulted in approximately 17 percent of the households classified as low income in 2030.

FINDINGS OF THE ANALYSIS

The purpose of the analysis was to determine whether proposed 2030 RTP improvements would collectively result in disproportionate negative impacts to minority and low-income populations. Preliminary analysis shows no disproportionate effects when considering minority versus non-minority populations. When considering low income versus non low-income populations a slight difference of one minute in average regional travel times and a 2 percent difference in the percentage of non-work trips within 15 minutes is seen.

Additional analysis is shown in the 2030 RTP Technical Appendix 4 – Goals and Performance Measurement.

Appendix C of the 2030 RTP describes the public involvement program undertaken as part of the planning process. The public involvement program ensures that environmental justice issues are addressed and that interested members of the public have ample opportunity to provide meaningful input while the plan was in its draft form. Early public involvement and comment about the 2030 RTP was an important part of developing a transportation public policy blueprint that helps meet the travel needs of minority and low-income populations.

Table TA 5.1—Population by Race/Ethnicity for the 2030 Regional Growth Forecast Update

	YEAR			
	2004		2030	
	NUMBER	PERCENT	NUMBER	PERCENT
<i>Hispanic</i>				
Any Race	855,575	28	1,518,208	38
<i>Non-Hispanic</i>				
White	1,573,052	52	1,519,015	38
Black/African-American	159,790	5	192,748	5
Asian and Other	424,597	14	754,782	19
Total	3,013,014		3,984,753	100

SOURCE: SANDAG, 2007

[THIS PAGE INTENTIONALLY LEFT BLANK

