

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 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 Census 2000 data show that minorities currently comprise 43 percent of the region's population. Persons of Hispanic ethnicity represent 27 percent of the population, while nine percent are Asian, six percent are African-American, and one percent is American Indian and Alaska Native. Approximately nine percent of the region's families and more than 13 percent of the families with children qualify as low-income. Comparisons between the 2000 Census and SANDAG's Preliminary 2030 Forecast 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 and college trips accessible in 30 minutes
- Percent of non work related trips accessible in 15 minutes

The methodology followed 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. 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, and Asian and Other were classified as minority groups for this analysis. In 2030, 59 percent of the region's population is projected to be minority and 41 percent non-minority.

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

First, the percentage by TAZ of the projected minority population in 2030 was calculated. For this analysis, those TAZs with a minority population of at least 65 percent were classified as minority TAZs. 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 \$70,500 in 2030 in today's dollars. Those households that are projected to have an income of less than \$35,000 per year in 2030 (also in today's dollars) are considered low income for this analysis.

Low income TAZs 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 25 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. But, they show slight differences in average regional travel times – of less than one minute – when considering low income versus non-low income populations.

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

Appendix B 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 PRELIMINARY 2030 CITIES/COUNTY FORECAST

		YEAR			
		2000		2030	
		NUMBER	PERCENT	NUMBER	PERCENT
Hispanic	Any Race	762,300	27%	1,505,980	39%
Non-Hispanic	White	1,628,850	57%	1,598,488	41%
	Black/African-American	160,950	6%	191,367	5%
	Asian & Other	304,210	11%	593,769	15%
Total		2,856,310		3,889,604	100%

SOURCE: SANDAG, 2002

