



**TRANSPORTATION COMMITTEE  
MARCH 2, 2018**

**ACTION REQUESTED: INFORMATION**

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**SAN DIEGO FORWARD: THE 2019-2050 REGIONAL  
PLAN – SOCIAL EQUITY ANALYSIS OVERVIEW**

File Numbers 3102000, 7300600

**Introduction**

Public transit, freeways, local streets and roads, and other transportation infrastructure have a significant effect on the quality of life for a region's residents by shaping access to jobs, education, housing, services, and recreational opportunities. Achieving social equity in the development of the transportation network is vital to the region's sustainability goals. It requires making investments that provide everyone – regardless of age, race, color, national origin, income, or physical ability – with opportunities to work, shop, study, be healthy, and play.

Consistent with past practice and state and federal laws, SANDAG will conduct a social equity analysis as part of the development of San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) to assess the distribution of benefits and burdens of the transportation network. This report provides an overview of the proposed approach for the social equity analysis.

**Discussion**

The social equity analysis for the 2019 Regional Plan will look at the benefits and burdens resulting from SANDAG projects and programs on the region's low income, minority, and senior populations to ensure that there is no disparate impact or disproportionate effect on these focused populations in relation to the rest of the population. This social equity analysis is required by Title VI of the Civil Rights Act. The analysis will draw upon several resources, including the 2019 Performance Measures currently under development, a new Social Equity Analysis Tool (SEAT), and input from the newly-formed SANDAG 2019 Regional Plan Community-Based Organizations Working Group (CBO Working Group). The two elements of a social equity analysis involve identifying the populations to be examined and then using performance measures to evaluate the impacts of the transportation network on those populations.

As required by Assembly Bill 805 (AB 805) (Gonzalez Fletcher, 2017), the 2019 Regional Plan also will identify disadvantaged communities in the region, pursuant to Health and Safety Code Section 39711. These provisions in state law require SANDAG to identify certain communities that are considered disadvantaged communities due to higher pollution exposure, and require SANDAG to include transportation strategies in the Regional Plan to reduce pollution exposure.

## ***Defining the San Diego Region's Social Equity Focus Populations and Disadvantaged Communities***

### *Social Equity Focus Populations*

San Diego Forward: The Regional Plan identifies three social equity focus (SEF) populations: (1) minorities<sup>1</sup>, (2) low-income populations, and (3) seniors. For the 2019 Regional Plan, the travel patterns of minorities will be analyzed through the SANDAG Activity-Based Model. For the other two populations, the Regional Plan sets the threshold for low-income populations at 200 percent of the federal poverty level and reflects the higher cost of living in the San Diego region as compared to other areas of the state and nation. The threshold for the senior population consists of those 75 years and older, the age at which seniors are still mobile, but may become transit-dependent. The characteristics of these three population groups can be forecasted with SANDAG modeling tools.

### *Disadvantaged Communities*

In accordance with AB 805, SANDAG also will identify the location of disadvantaged communities as designated pursuant to Section 39711 of the Health and Safety Code. The California Office of Environmental Health Hazard Assessment has developed a screening tool for designating these communities, called the California Communities Environmental Health Screening Tool, or CalEnviroScreen for short. This statewide tool evaluates multiple pollutants and stressors at the census tract level. CalEnviroScreen provides a snapshot of existing conditions based on historical data; it does not predict future conditions for disadvantaged communities. In accordance with AB 805, SANDAG will use this data to develop strategies for reducing pollution exposure for these affected communities.

### *Performance Measures and Social Equity Analysis Tool*

On February 2, 2018, the Transportation Committee discussed the [Performance Measures](#)<sup>2</sup> for the 2019 Regional Plan, which will be used to evaluate the overall performance of the transportation networks. A subset of the Performance Measures was identified for inclusion in the social equity analysis, as marked in Attachments 1 and 2 of the link above. The analysis will compare the performance of the networks for the three SEF populations against their respective 'non'-populations (meaning minority versus non-minority populations; low-income versus non-low-income populations; and senior versus non-senior populations).

In addition, SANDAG recently completed the development of an analytical tool for social equity analysis. The new SEAT includes some of the social equity performance measures used in the Regional Plan, as well as new measures. SEAT was developed in collaboration with small and large Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) in California with the goal of developing a more consistent analytic method for assessing whether

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<sup>1</sup> Minority is defined as a person who is: Black (having origins in any of the black racial groups of Africa); Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition). Source: USDOT FTA Circular 4702.1B – Title VI Requirements and Guidelines for Federal Transit Administration Recipients.

<sup>2</sup> The draft Performance Measures are scheduled for recommendation by the Regional Planning Committee on March 2, 2018, and by the Transportation Committee on March 16, 2018.

there will be an equitable distribution of the positive or negative consequences on SEF populations resulting from a proposed network of transportation projects.

The SEAT measures, shown in Table 1 below, have two tiers. Tier 1 measures have readily available data, with methods that can be carried out by all California MPOs and RTPAs with existing data and resources. Tier 2 measures include additional methods and measures within the existing capabilities of larger MPOs, like SANDAG. The tool allows the MPOs and RTPAs to calculate the performance measures included the table for the SEF and non-SEF populations, as relevant to the goals and characteristics of their regions.

**Table 1: Performance Measures Available in the SEAT**

<b>Tier</b>	<b>Equity Area</b>	<b>Measure</b>
1	Mobility	<ul style="list-style-type: none"> <li>• <b>Near transit:</b> Living within a user-specified distance of transit stops.</li> <li>• <b>Travel time:</b> Average weekday travel time, weighted by time of day and mode.</li> </ul>
	Accessibility/Benefits	<ul style="list-style-type: none"> <li>• <b>Distribution of investments:</b> Average per capita spending, relying on the user to specify the dollars invested in each area unit.</li> <li>• <b>Access to community resource</b> (e.g., employment, medical care, parks, and education): Relative access to resources, based on average weekday travel time and time thresholds specified by users.</li> </ul>
	Health/Environment/Burdens	<ul style="list-style-type: none"> <li>• <b>Near road population</b> (for air and noise): Living within 500 feet, or other user-specified distance, of major roadways.</li> </ul>
2	Affordability	<ul style="list-style-type: none"> <li>• <b>Transportation affordability</b> (with housing affordability available): Living in unaffordable locations, defined as user-specified ratio of cost of housing and transportation to income.</li> </ul>
	Health Benefits	<ul style="list-style-type: none"> <li>• <b>Minutes of physical activity:</b> Average physical activity minutes, relying on user to upload minutes by area unit.</li> </ul>

Work remains to be done to finalize which performance measures from both the subset of the 2019 Regional Plan and those available in the SEAT will provide the most meaningful results from a social equity perspective.

### *2019 Regional Plan Community-Based Organizations Working Group*

On February 2, 2018, the Regional Planning Committee approved the formation of the 2019 Regional Plan CBO Working Group to provide ongoing public input from disadvantaged or underrepresented communities in the region on key activities associated with developing the 2019 Regional Plan and related planning activities with a focus on the social equity perspective. The group consists of 13 representatives from CBOs or community collaboratives serving underserved/ disadvantaged communities throughout the region that were selected through a competitive Request for Proposals process by SANDAG. In addition to their public involvement role, key tasks for the group in the coming months will be to weigh in on the social equity performance measures, and identifying other additional or alternative measures that could be considered in the analysis.

#### **Next Steps**

SANDAG will work with the CBO Working Group to refine the draft social equity performance measures and identify potential strategies for the reduction of pollution exposure. The preferred social equity performance measures will be provided to the Policy Advisory Committees and Board of Directors for consideration this spring. The results of the social equity analysis will be presented this summer, in conjunction with the results of the overall Performance Measures for the 2019 Regional Plan. Once the preferred network is selected, pollution-reduction strategies for disadvantaged communities will be considered for incorporation into the 2019 Regional Plan.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

Key Staff Contact: Jane Clough, (619) 699-1909, [jane.clough@sandag.org](mailto:jane.clough@sandag.org)