# Slide 1: Visualize 2045 Logo. National Capital Region Transportation Planning Board

# Presentation Title: Visualize 2045 Environmental Justice Analysis, Update to the Equity Emphasis Areas

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Access for All Advisory Committee

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Item #4

Slide 2: Purpose

* Briefing on updated Equity Emphasis Areas (EEAs); and
* How the EEAs will be used in the Enhanced Mobility grant selection process

Slide 3: Background

* The TPB adopted EEA methodology in March 2017 to enhance how the long-range plan is analyzed for Title VI and Environmental Justice (EJ) considerations
* Using the TPB-approved methodology, the EEAs were updated with the most recent American Community Survey data
* The EEA’s will be used to analyze Visualize 2045 for disproportionate impacts on low-income and minority populations
* TPB staff will update the EEAs with the latest data in conjunction with each major plan update (every 4 years)

Slide 4: TPB Approved Methodology

 Image: Snapshot of Methodology document

* American Community Survey data by Census tract for 4 groups: Low-Income, African-American, Asian, and Hispanic/Latino
* Index scores determined for every tract based on regional averages for the 4 groups
* Index scores are totaled and a tract is an EEA if the total score exceeds established thresholds
* Income is weighted more heavily than race or ethnicity
* For more detail: https://www.mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/equity-emphasis-areas/

Slide 5: Changes in Regional Average, between American Community Survey datasets

Chart: 2010-2014 versus 2012-2016 American Community Survey 5-Year Estimates

Low-Income

 2012-2016: 13.9%

 2010-2014: 13.8%

African-American

 2012-2016: 26.2%

 2010-2014: 26.2%

Asian

 2012-2016: 10.5%

 2010-2014: 10.3%

Hispanic or Latino

 2012-2016: 15.7%

 2010-2014: 15.2%

Slide 6: Change to the EEAs

* Between Original and Updated EEAs

A map is presented that identifies new EEAs, existing EEAs, and removed EEAs.

In the District of Columbia, the EEAs predominate on the eastern side of the region including many areas east of 16th Street, NW and north of H St., NE and Benning Rd, NE. Then, throughout all areas east of the Anacostia River.

Of the removed EEAs, most were removed in the North East part of the city.

In Maryland, the EEAs predominate in Prince George’s County, Montgomery County, and less so in Frederick County and Charles County. The neighborhoods in Prince George’s County include many inside the I-495 beltway including College Park, Chillum, Langley Park, Hyattsville, Bladensburg, Glenarden, New Carrollton, Capitol Heights, Suitland, and Oxon Hill. There are additional areas near Laurel and Upper Marlboro. A handful of new tracts were identified and removed in and around these neighborhoods.

The neighborhoods in Montgomery County include areas east of I-270 including Wheaton, Glenmont, near White Oak, small areas in Rockville, and the northern portions of Gaithersburg. Most of the new tracts were in these areas too, including Silver Spring.

In Frederick County, there is an area near Brunswick, southern portions of the City of Frederick, and Emmitsburg.

In Charles County, a couple areas in near Indian Head and Waldorf continue to be EEAs. La Plata, along Route 301, was removed as an EEA while the southernmost portion, Newburg and its surroundings, was added.

In Virginia, the EEAs include portions of Arlington County, City of Alexandria, Fairfax County, Prince William County, and a couple in Loudoun County.

In Arlington County, areas include a couple tracts near Route 50 and Glebe Road, the western portion of Columbia Pike, and Nauck. Additions and removals were around these areas as well.

In the City of Alexandria, EEAs include the western portion of the City west of Van Dorn Street around Beauregard St. Two areas near and around Old Town were removed.

In Fairfax County, areas include portions of Seven Corners continuing west on Route 50 towards Merrifield, sections of Baileys Crossroads and Lincolnia, Annandale, North Springfield, Springfield, Franconia, sections of Route 1 near Hybla Valley and Mount Vernon, and then in the western portion of the county including near Oakton, Centreville, Herndon, and Chantilly. Additions and removals of EEAs followed these trends and clusters as well.

In Prince William County, areas include portions of Woodbridge, Dale City, and Dumfries along Route 1, and Manassas. Additions and removals of EEAs followed these trends and clusters as well.

In Loudoun County, areas include a tract near Herndon in Fairfax and near central Leesburg.

Slide 7: Updated EEAs

* Based on 2012- 2016 ACS 5-Year Estimates and TPB-Approved Methodology

A map is presented that identifies the 2012-2016 EEAs. The areas are those identified and described above.

Slide 8: EEA’s and Visualize 2045 Analysis

Image: Screen snapshot of the online interactive webpage map. The image is of a map that identifies Equity Emphasis Areas throughout the region

* Staff will revise the online interactive map
* Staff will conduct the analysis of Visualize 2045 and compare regional accessibility and mobility in EEA’s versus the rest of the region
* TPB will be briefed on the results in the Oct/Nov/Dec timeframe followed by AFA
* Online interactive map: [gis.mwcog.org/webmaps/tpb/clrp/ej/](http://gis.mwcog.org/webmaps/tpb/clrp/ej/)

Slide 9: EEA’s and Enhanced Mobility

* EEAs in the Washington DC-VA-MD Urbanized Area

Another version of the map presented in slide 6 is included, however, an additional layer is included that shows the Washington DC-MD-VA Urbanized Area used for Enhance Mobility grant applications. This area closely mimics the locations the U.S. Census considers urbanized and account for most of the central part of the region. Urbanized Areas lessen in the outer portions of the region, including, much of Charles County, MD and Frederick County, MD. Some of southern portion of Prince George’s County and northern Montgomery County, MD are not identified as urbanized. In Virginia, the western portion of Loudoun County and Prince William County is not considered urbanized, while a small portion of western Fairfax is not considered as well. All of DC is considered urbanized.

Slide 10: Enhanced Mobility Grant Selection Criteria

* Maximum Points = 100
	+ Coordination Among Agencies - 25
	+ Responsiveness to Coordinated Plan - 20 (Applications that are Priority Projects can score up to 12 points; Strategies up to 8 points)
	+ Institutional Capacity to Manage & Administer an FTA grant - 20
	+ Project Feasibility - 15
	+ Regional Need – 10 (Applications that propose to serve more than one jurisdiction can score up to 5 points and those that serve Equity Emphasis Areas up to 5 points)
	+ Customer Focus - 10

Slide 11: Contact Information

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