



National Capital Region
Transportation Planning Board

BRIEFING ON ENVIRONMENTAL JUSTICE ANALYSIS REQUIREMENTS FOR METROPOLITAN PLANNING ORGANIZATIONS (MPO'S)

Technical Committee

Item 7

September 9, 2016

Structure of Presentation

- Overview of Title VI and Environmental Justice (EJ) Requirements for MPO Analysis
- TPB's Past Approach to EJ Analysis of the Financially Constrained Long-Range Transportation Plan (CLRP)
- Proposed Enhanced Approach



Overview of the Title VI & Environmental Justice Federal Requirements for MPO's



Title VI and Environmental Justice

Title VI: Civil Rights Act of 1964

Prohibit discrimination based on **race, color, or national origin** under any program or activity receiving Federal financial assistance

Environmental Justice

Executive Order 12898 (1994): Recipients of Federal funds must identify and avoid disproportionately high and adverse effects on **minority and low-income populations**



Identification of Potential Disparate Impact in Long-Range Transportation Plans

Federal guidance to conduct an analysis not prescriptive, but must include:

Mapping of transportation improvements in the CLRP with locations of low-income and minority populations;

Identification of benefits and burdens of the CLRP; and

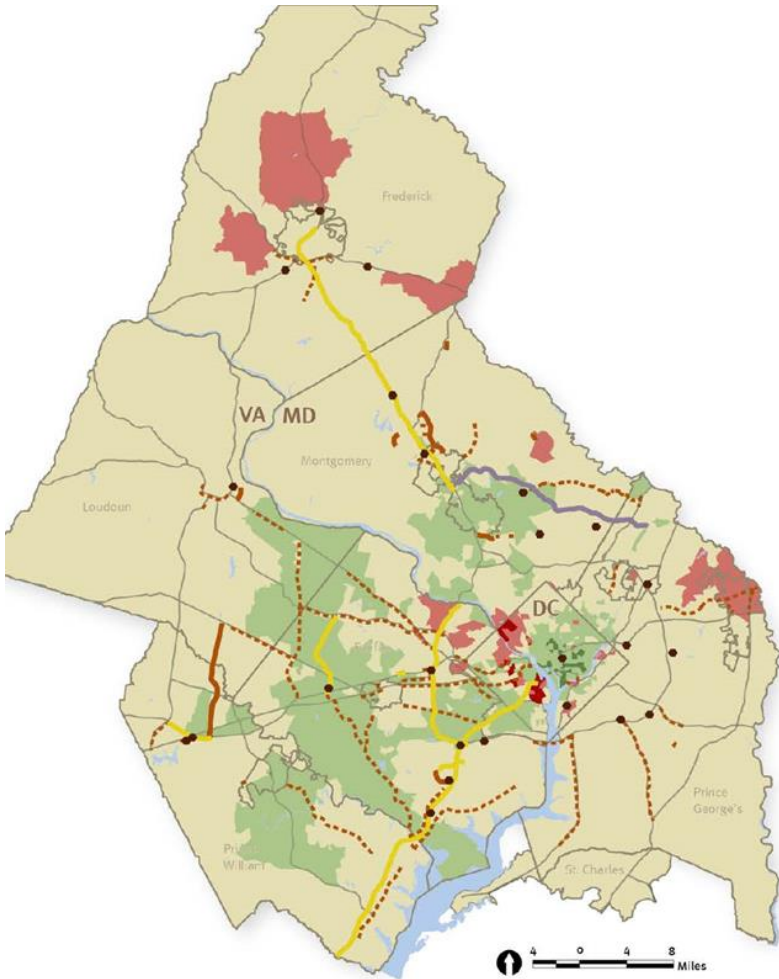
Analyze benefits and burdens for high and adverse disproportionate impacts.



TPB's Past Approach to the EJ Analysis of the CLRP



Past Approach: Identification of Benefits and Burdens



BENEFITS:

Increases in the accessibility to jobs

BURDENS:

Decreases in accessibility to jobs

TEST:

Are benefits and burdens distributed fairly among all populations?



Limits to the Past Approach

- Benefits and burdens were measured by only accessibility to jobs (by auto and transit)
- Difficult to determine if accessibility to jobs results are from forecast land-use patterns or transportation network changes (there wasn't a no-build scenario)

Major Caveat of any EJ analysis:
Locations of population groups
in the future are unknown



Proposed Enhanced Approach to the EJ Analysis of the CLRP



Enhanced Approach: Phase 1

Methodology for “Communities of Concern”

Purpose of “Communities of Concern”

- Allows for comparison of travel demand to analyze for disparate impact of the CLRP
- Inform the region about demographics and areas that may need special consideration

Methodology

- Using Census data at the tract level, identify concentrations of low-income and minority populations at the tract level (2010-2014 American Community Survey)
- The resulting Census tracts are the “Communities of Concern”
- Concentration is based on the regional averages of low-income and minority populations

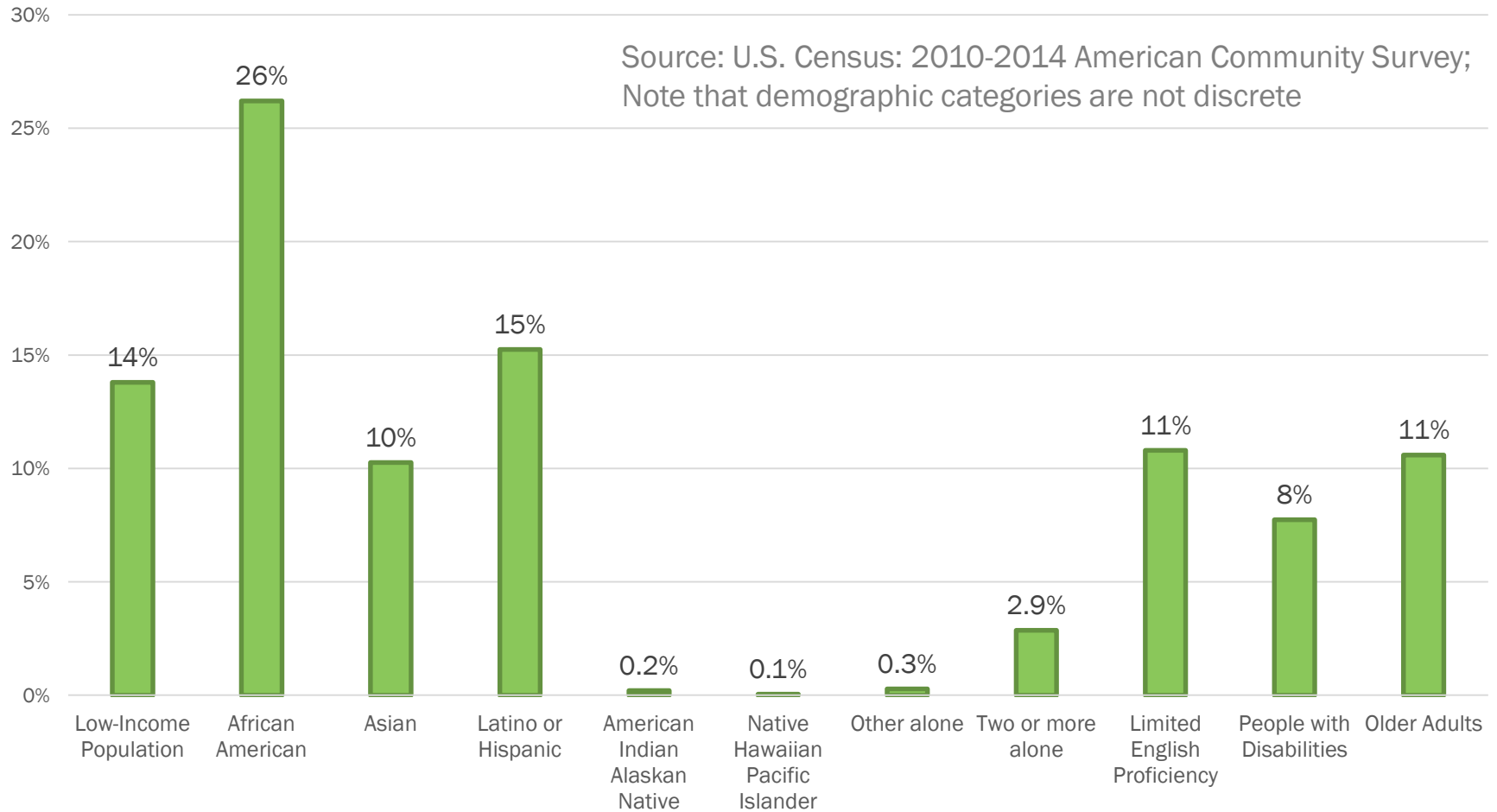


Enhanced Approach: Status of Phase 1 Methodology for “Communities of Concern”

- Methodology and map are under review by Land Use Planners in the region
- Jurisdictional meetings
- September 16: Presentation to Planning Directors Committee
- If concurrence, presentation to Tech and TPB in October or November



Demographic Profile in the National Capital Region



Enhanced Approach:

Phase 2: Examine the CLRP for Disparate Impact on “Communities of Concern”

- Compare forecast travel demand changes for Communities of Concern versus the rest of the region based on the 2016 CLRP Amendment
- Examine changes in accessibility within 45 minutes by automobile and transit:
 - Jobs (all)
 - Jobs (retail)
 - Educational Institutions
 - Hospitals
- Examine changes in average automobile and transit travel times to work
Between 2016, 2040 (Plan Build) and 2040 (No Build)
By Transit and Auto



Enhanced Approach: Identification of Benefits and Burdens

BENEFITS:

Increases in accessibility to jobs, hospitals and educational institutions;
Decrease in travel time

BURDENS:

Decreases in accessibility to jobs, hospitals and educational institutions;
Increase in travel time

Between 2016, 2040 (Plan Build) and 2040 (No Build)
By Transit and Auto Within 45 Minutes



Enhanced Approach: Distribution of Benefits and Burdens

TEST:

Are the Benefits and Burdens fairly distributed between “Communities of Concern” and the rest of the region?

Between 2016, 2040 (Plan Build) and 2040 (No Build)
By Transit and Auto



Timeframe and Next Steps

- **Phase 1: Methodology for Identification of “Communities of Concern”**
 - Sept 16: Presentation to Planning Directors
 - Oct/November: Presentation to Tech and TPB
- **Phase 2: Examine the 2016 CLRP Amendment for Disparate Impact on “Communities of Concern”**
 - Late 2016/Early 2017: Staff will conduct the CLRP analysis
 - Feb or March 2017: Present results to Tech and TPB
- While the **Communities of Concern will be used in other planning activities**, the Title VI/EJ Analysis will be conducted for every major CLRP update (every four years)



Questions or Comments?



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