

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

---

Item 7 Background Information  
TPB Technical Committee  
September 9, 2016



# Title VI / Environmental Justice Federal Requirements for Analysis of the Long-Range Transportation Plan (CLRP)

---

- Ensure that the MPO transportation planning process does not have disproportionate and high adverse impacts on low-income and minority populations (**traditionally disadvantaged**)
  - Non-discrimination in all MPO programs and activities
- Inform regional transportation decision making about demographic trends and areas that may need special consideration
- No federally prescribed method; but required outcomes
  - Overlay of transportation improvements over areas with concentrations of **traditionally disadvantaged** populations
  - Identification of benefits and burdens of the transportation plan (CLRP)
  - Determination of any disproportionate burdens or lack of benefits for **traditionally disadvantaged** populations



## Background Info for Tech Committee Mailout:

For more details on Title VI/ Environmental Justice analysis requirements for Metropolitan Planning Organizations (MPO's) and the most recent analysis for the 2010 CLRP, visit:

<http://old.mwcog.org/clrp/performance/EJ/EJintro.asp>



# Best Practices - Comparative Scan

---

- TPB current approach - typical and compliant
- Best practices review among MPOs (eight)
- Including Atlanta, Boston, San Francisco, Southern California, and Baltimore
  - ✓ Access to jobs was often used as the factor for measuring benefits and burdens of the CLRP.
  - Most MPOs define “Environmental Justice” areas and compare travel characteristics between “EJ Areas” and “Non-EJ” areas.
  - Some MPOs compared the impact of the CLRP against different scenarios:
    - Do-nothing (“No-Build”)
    - Unconstrained-Vision Scenario
- **Result - TPB approach could be enhanced**



# TPB's Enhanced CLRP EJ Analysis Methodology

---

**Phase 1: Identify “Communities of Concern”** in the region: multiple and overlapping low-income and minority population groups based on Census data at the tract level

## **Phase 2: Examine impacts of CLRP transportation investments**

- Communities of Concern And Remaining Communities
- Measure changes in accessibility within 45 minutes by automobile and transit travel between 2015 and 2040 for:
  - Jobs (all)
  - Jobs (retail)
  - Educational Institutions
  - Hospitals
- Measure changes in average automobile and transit travel times to work between 2015 and 2040



## Wendy Klancher

TPB Principal Transportation Planner

(202) 962-3321

wklancher@mwkog.org

## Sergio Ritacco

TPB Transportation Planner

(202) 962-3232

sritacco@mwkog.org

[mwkog.org/tpb](http://mwkog.org/tpb)

---

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
Transportation Planning Board