

BRIEFING ON PROPOSED ENHANCEMENTS TO THE TITLE VI/ENVIRONMENTAL JUSTICE ANALYSIS OF THE CLRP

PHASE 1: “COMMUNITIES OF CONCERN” METHODOLOGY AND MAP

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Item 7
TPB Technical Committee
October 7, 2016



Purpose of Briefing

- Last month, the Technical Committee was briefed on Federal requirements for Title VI/Environmental Justice (EJ) Analyses and an outline of the proposed enhancements to the CLRP EJ analysis
- **This month the Tech Committee is being asked to provide feedback on the methodology and resulting map of Phase 1: “Communities of Concern”**
- A key enhancement of the EJ Analysis is the Identification of the “Communities of Concern”
 - On 9-16, TPB staff briefed the Planning Directors Committee (local land use planning agencies)
 - Send comments to Wendy Klancher (wklancher@mwkog.org) by October 21



Structure of Presentation

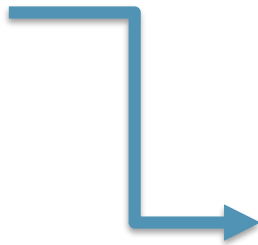
- Title VI and EJ requirements for analysis of the CLRP
- Enhancing the TPB's EJ Analysis
- Overview of Phase 1: Methodology and Map of “Communities of Concern”
 - Solicit Committee feedback
- Plans for Phase 2: Examine the CLRP for Disproportionate Impacts on “Communities of Concern”



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**

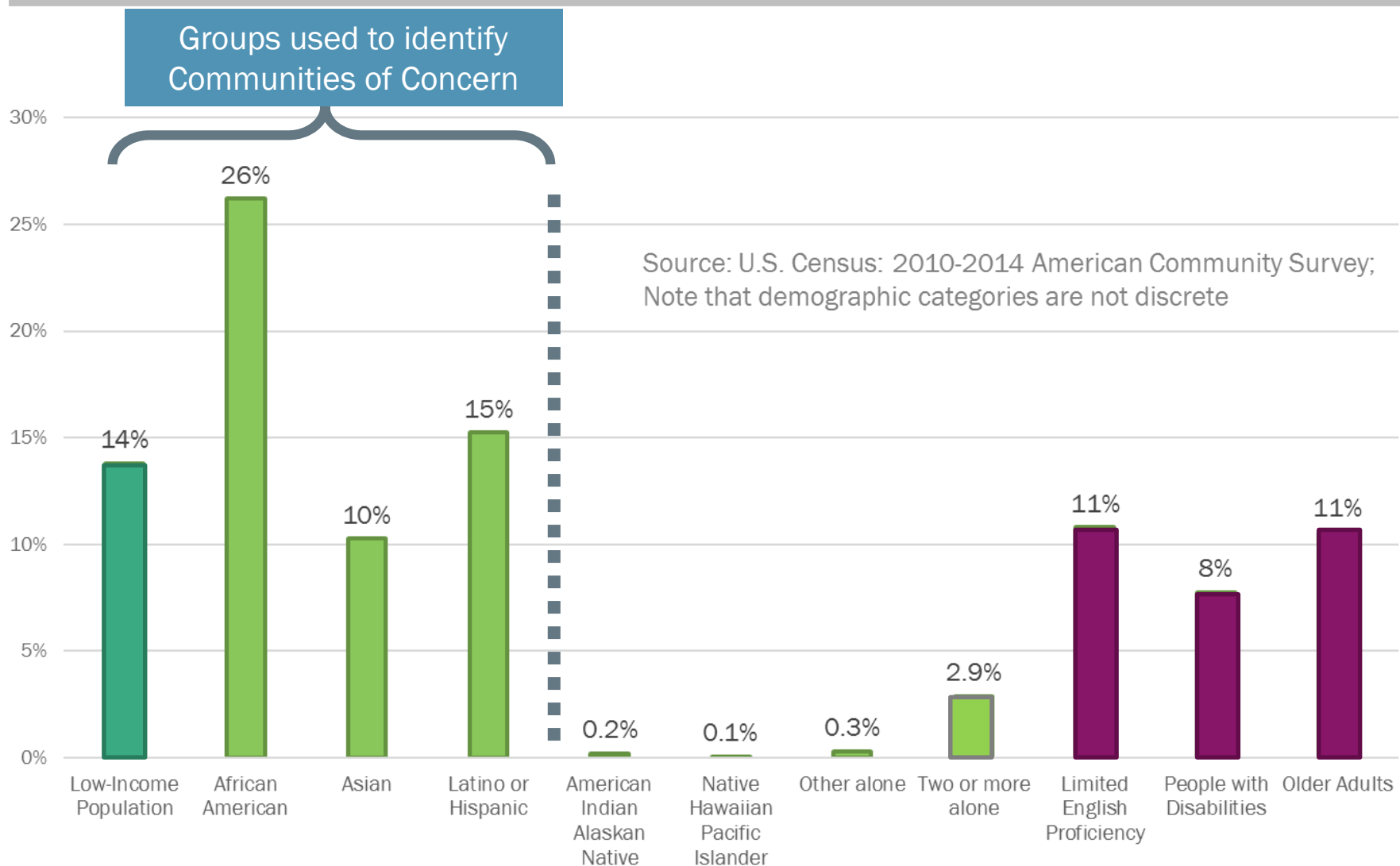


Purpose of Title VI/EJ Analysis

- Federal requirement:
The “benefits and burdens” of the Financially Constrained Long-Range Transportation Plan (CLRP) must be examined for **disproportionately high and adverse impacts** on low-income and minority populations
 - Must also ensure non-discrimination in all MPO programs and activities
 - MPO decides how to perform the analysis
- Inform regional transportation decision making:
 - Identify demographic trends and areas that may need special consideration




Demographic Profile of the Region



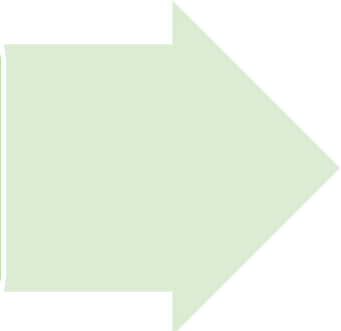
Enhancing the TPB Approach to EJ Analysis

- **Past Approach:** Identified transportation impacts at the regional level using a single measure (*Accessibility to jobs*)
- National scan of best practices among metropolitan planning organizations' (MPOs) analyses found:

The TPB's approach is typical and compliant but could be enhanced...



Many MPOs – Identify (“EJ Areas”) and use multiple transportation measures to examine impacts



TPB's Enhanced EJ Analysis: A Two-Phased Process

• Phase 1: Identification of “Communities of Concern”

New

- Develop and test methodology
- Briefings to and feedback from land-use Planning Directors
- Additional Stakeholder Briefings (Planning Directors in region 9/16/16; Technical Committee 10/7/16; AFA Advisory Committee 10/27/16)
- Briefing to TPB in November/December 2016

• Phase 2: Examine the CLRP for Disproportionate Impacts on “Communities of Concern”

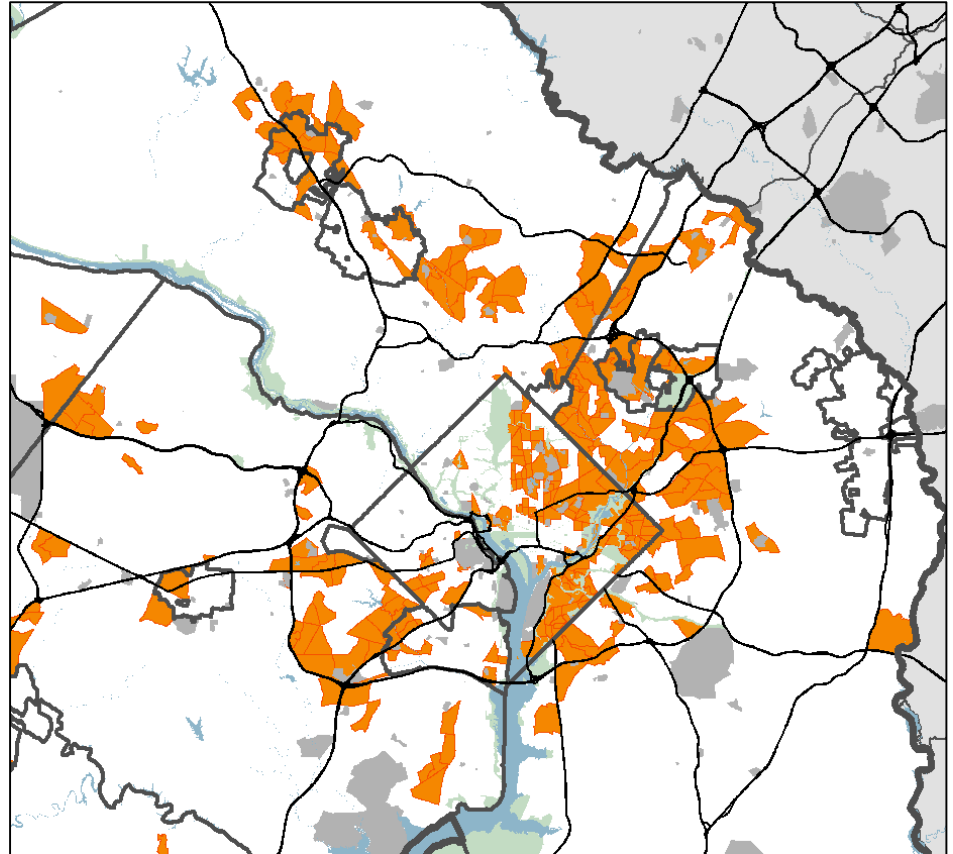
Additional measures

- For the 2016 CLRP Amendment, and then for every major plan update (next one is the 2018 CLRP)
- “Communities of Concern” will be used in other TPB and COG planning activities, and can be tailored by local jurisdictions for their purposes



What are “Communities of Concern”?

- Small geographic areas that have significant concentrations of low-income or minority populations
- Identified using an index based on demographic data from the U.S. Census 2010-2014 American Community Survey at the tract-level



Identifying “Communities of Concern”

- Determine the percentage** of each Census tract’s population that falls into each of the following four groups:
 - Low Income**
 - African American**
 - Asian**
 - Hispanic or Latino**
- Calculate the “Ratio of Concentration”** for each group in each Census tract. (“Ratio of Concentration” is the tract-level percentage divided by the total regional percentage.)
- Use Index Scoring methodology** to designate as Communities of Concern any tract with high concentration of low-income populations and more than one minority group.

“Low-income” is defined as individuals with household income less than 1.5 times the Federal poverty level, depending on size.



Index Scoring Methodology

RATIO OF CONCENTRATION (times regional average)	INDEX SCORE
Less than 1.5	Zero
Between 1.5 and 3.0	Low Income: Score twice the Ratio of Concentration*
	Minority: Score equal to Ratio of Concentration
Greater than 3.0	Low Income: Score twice the Ratio of Concentration capped at 6.0
	Minority: Capped at 3.0

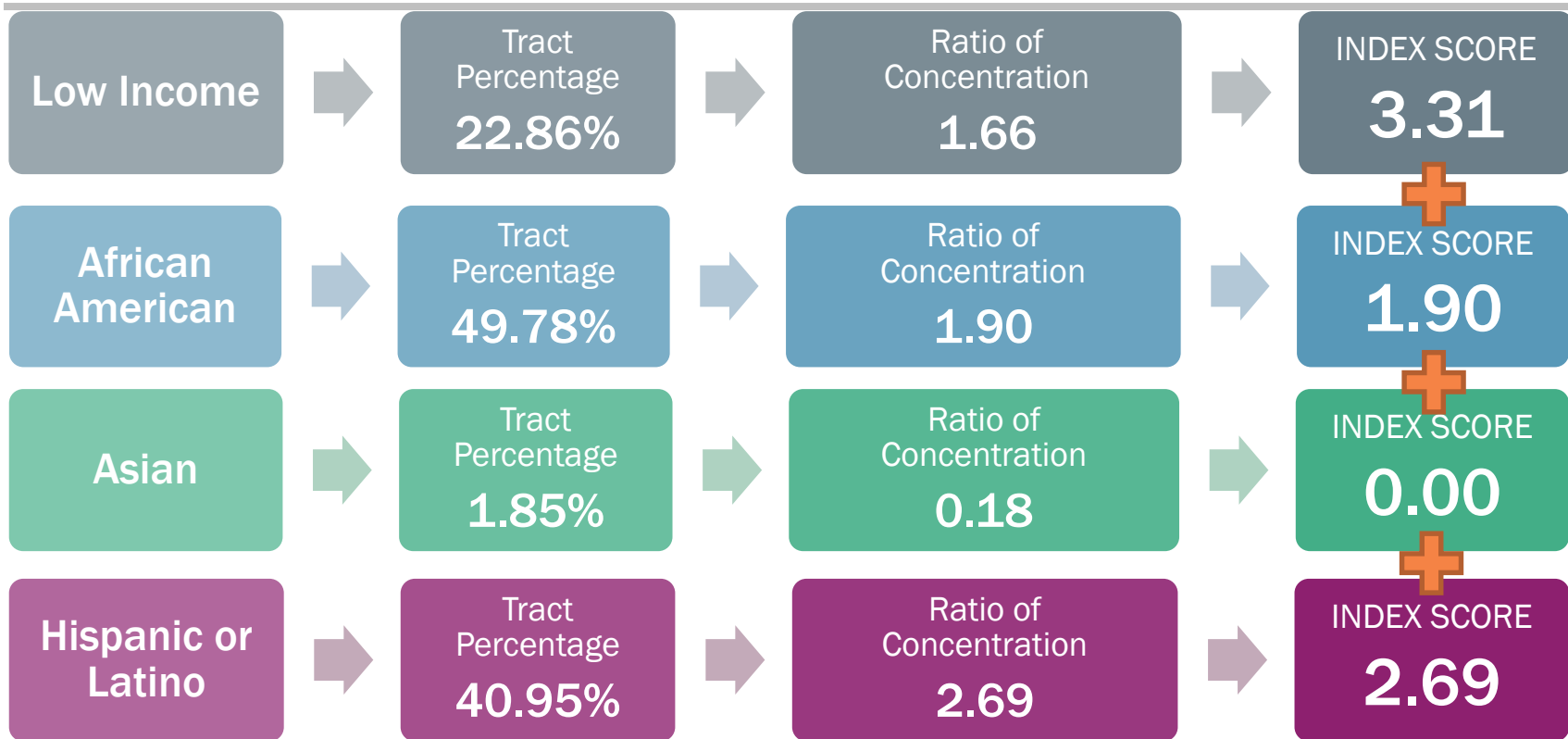
- Each of the four population groups receive an Index Score depending on the “Ratio of Concentration”
- The Index Scores for the four groups are summed for a Total Index Score ranging from 0 to 15.
- **Tracts with a Total Index Score greater than 3.0 identified as “Communities of Concern”.**

** Higher index score ensures that low income criteria alone identifies tracts as Communities of Concern.*



Scoring Example: Census Tract 8038.01

(in Prince George's County, MD)



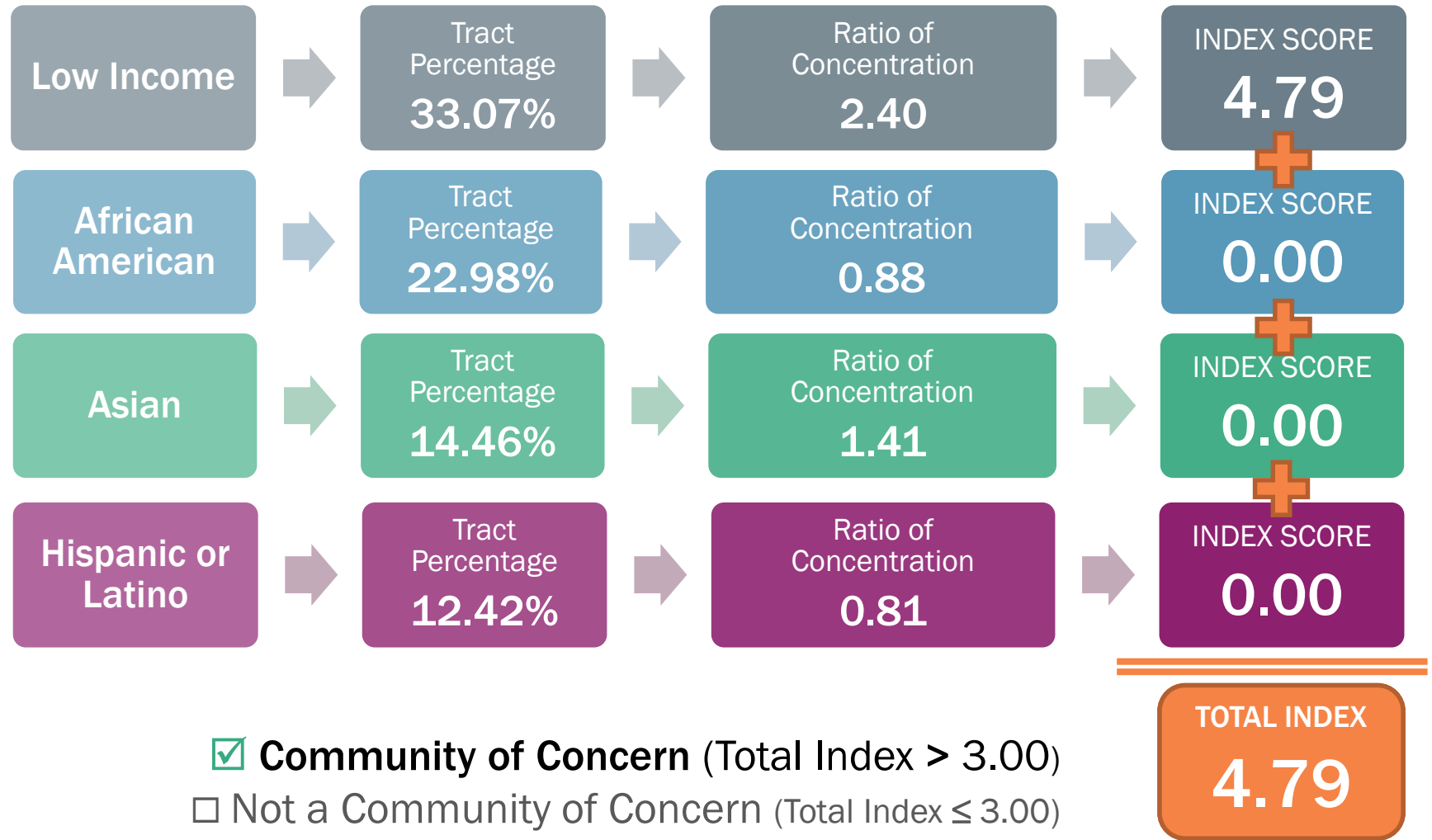
- Community of Concern** (Total Index > 3.00)
- Not a Community of Concern (Total Index ≤ 3.00)

TOTAL INDEX
7.90

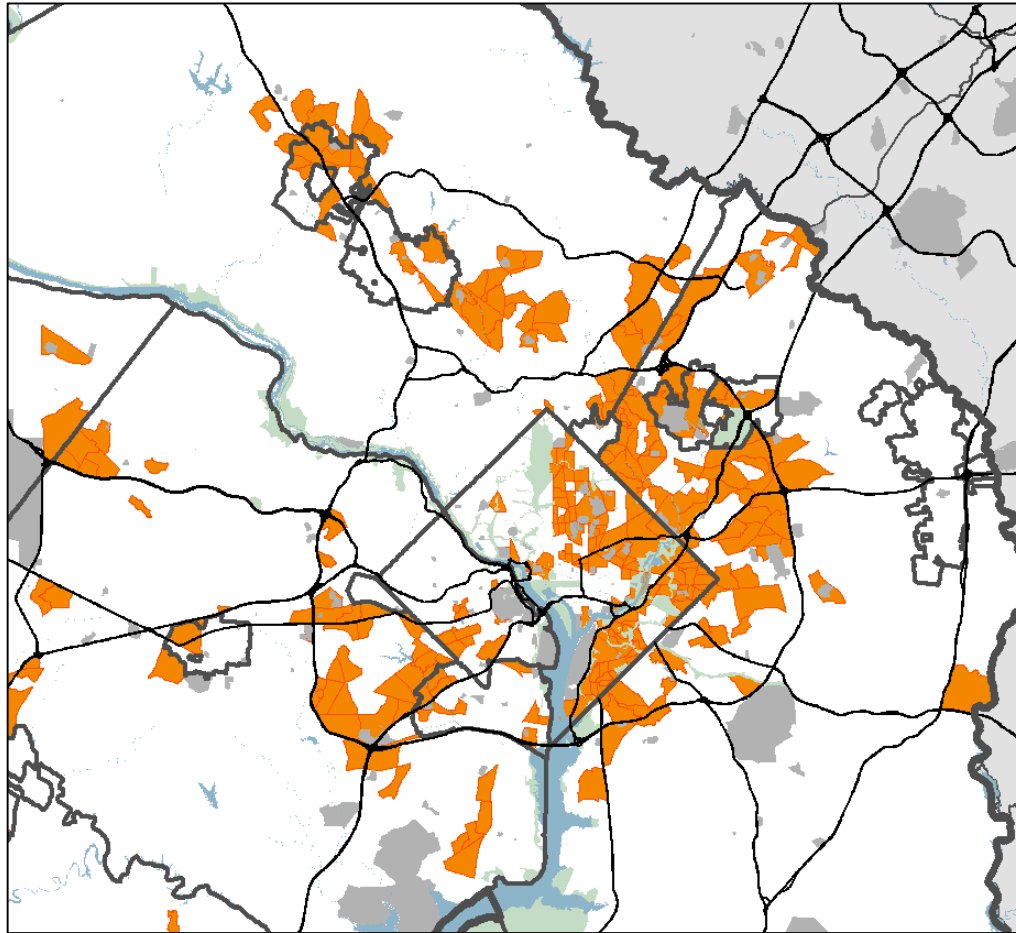


Scoring Example: Census Tract 4528.01

(in Fairfax County, VA)



Proposed Communities of Concern



Note for Tech Mailout:

Maps and tables of the proposed “Communities of Concern” for each TPB member jurisdiction have been created to facilitate the Technical Committee’s review, and are posted along with the regional maps and tables here:

http://old.mwcog.org/clrp/performance/EJ/EJ_CoC.asp

Interactive map: <https://gis.mwcog.org/webmaps/tpb/clrp/ej/>

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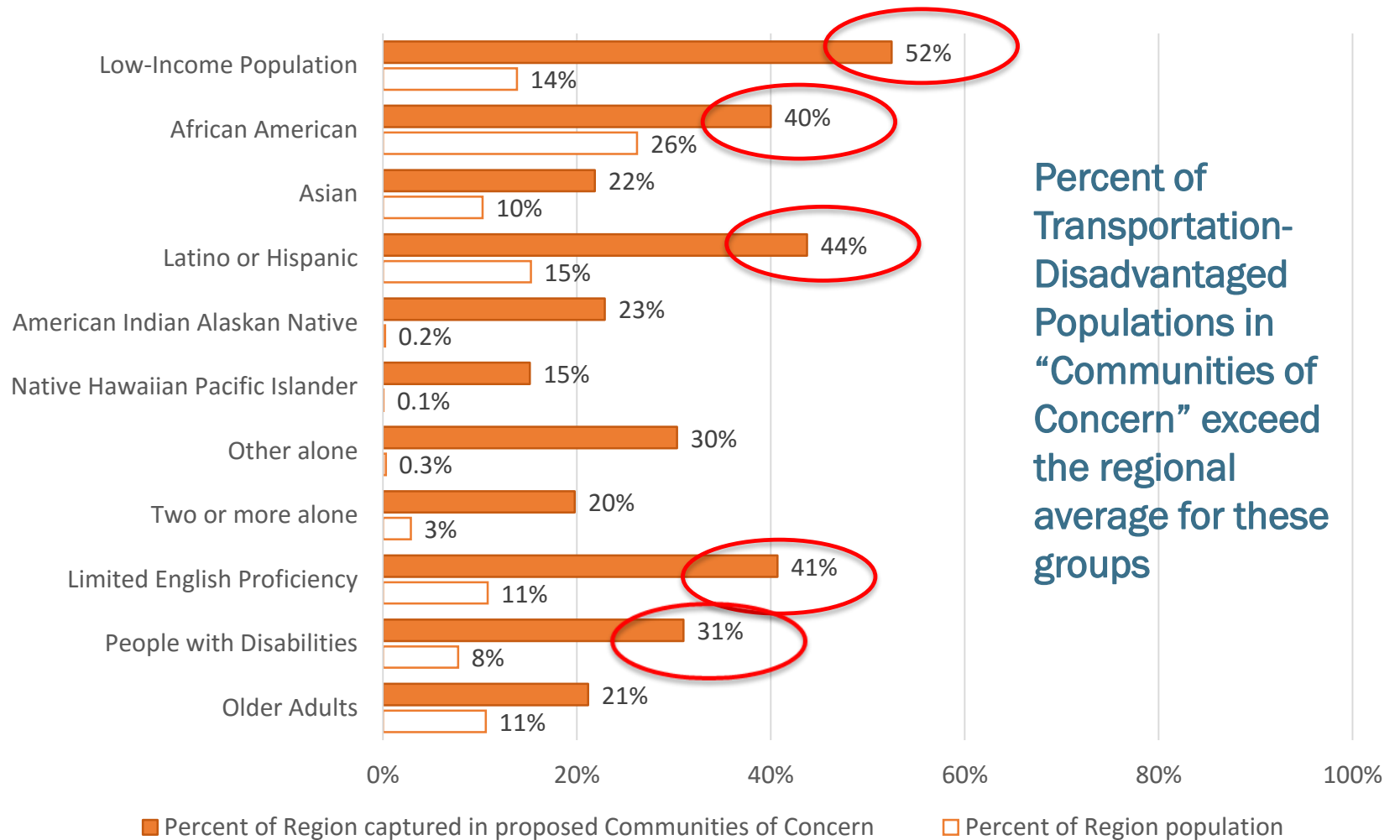
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National Capital Region
Transportation Planning Board

“Communities of Concern” for TPB EJ Analysis
October 7, 2016

The “Communities of Concern” represent multiple Transportation-Disadvantaged Populations



Phase 1: “Communities of Concern” Completion

- Phase 1 **will be completed after** the Planning Directors, the Technical Committee and the TPB have had the opportunity to provide feedback; and
- The **TPB concurs** with the “Communities of Concern”

Phase 2: Examine the CLRP for Disproportionate Impacts on “Communities of Concern”

- Compare forecast changes in accessibility and travel times for **Communities of Concern** versus the rest of the region:
 - Existing (2016) and Future (2040)
 - **No Build and Planned Build**
- Accessibility: Change in accessibility within 45 minutes by automobile and transit:
 - All Jobs
 - **Retail Jobs**
 - **Educational Institutions**
 - **Hospitals**
- **Travel Time:** Changes in average travel time to work by automobile and transit

Major Caveat
Locations of population groups in the future are unknown



Phase 2: Examining the CLRP

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



Phase 2: Examining the CLRP

Distribution of Benefits and Burdens in the Region

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



Next Steps

Phase 1: Identification of the “Communities of Concern”

- Ensure comfort level among Planning Directors and Technical Committee
- Presentation to TPB (November/December)

Phase 2: Examine the 2016 CLRP Amendment for Disproportionate Impacts

- Late 2016/Early 2017: Staff will conduct the CLRP analysis
- February/March 2017: Present results to Technical Committee and TPB

Questions or Comments?

*Comments can also be sent to Wendy Klancher
(wklancher@mwkog.org) and are due by October 21*



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National Capital Region
Transportation Planning Board



Methodology for Communities of Concern

9/14/2016

The proposed Communities of Concern were developed using tract-level Census data to identify communities that have concentrations of low-income populations and minority populations. The methodology used to identify these communities focuses on four population groups:

- Low-Income¹
- African American,
- Asian, and
- Hispanic or Latino populations.

Data from the 2010-2014 American Community Survey for each of the four population groups was used. To identify concentration, the tract percent for each group was divided against its respective regional average.² This resulted in a tract-level Ratio of Concentration, or the number of times the regional average, for each population group. The maximum and minimum Ratio of Concentrations are provided in this summary of the 1,222 tracts analyzed in the region:

Regional Averages and Maximum and Minimum Ratios of Concentrations

	Regional Average	Tract-Level Ratio of Concentration (times regional average)		
		Min	Max	Average
Low-Income	13.80%	0.00	7.27	1.05
African American	26.20%	0.00	3.82	1.07
Asian	10.26%	0.00	5.89	0.93
Hispanic or Latino	15.24%	0.00	5.84	0.93

To identify tracts with significant concentrations of low-income and minority population groups, as well as to normalize and compare results across the four groups, an Index Score was calculated based on each groups' Ratio of Concentration for every tract in the region. Tracts must have at least one-and-a-half times the regional average of any one population group in order to be considered a "community of concern". For minority populations, the Index Score for each population group was capped at 3.00.

Index Scores for each population group were aggregated to reach an uncapped Total Index Score. Total Index Scores greater than 3.00 are considered Communities of Concern.

Rules for Ratio of Concentration and Index Scores

Ratio of Concentration	Index Score
Less than 1.50	Zero
Between 1.50 and 3.00	Low-Income: Score twice the Ratio of Concentration Minority: Score equal to Ratio of Concentration
Greater than 3.00	Low-Income: Score twice the Ratio of Concentration capped at 6.00 Minority: Capped at 3.00

A greater weight was placed on low-income populations in the methodology because income is a predominate demographic factor in the ability to access transportation. Tracts with low-income concentrations greater than one-and-a-half times the regional average received a *doubled* Index Score, which was capped at 6.00. This step ensures all tracts with a concentration of low-income populations are considered Communities of Concern.

The example below shows how the methodology is applied for Tract 28.01 located in the District of Columbia.

¹ A person is considered low-income if their household income is less than one-and-a-half times the federal government's official poverty threshold which varies by household size.

² Region is defined as the TPB Planning Area: <http://www.mwcog.org/transportation/tpb/jurisdictions.asp>.

Example of Methodology Applied to Tract 28.01 in the District of Columbia

		Low-Income	African American	Asian	Hispanic or Latino
Tract: 28.01	Tract Percent	30.88%	37.51%	3.64%	40.02%
	Regional Average	13.80%	26.20%	10.26%	15.24%
	Ratio of Concentration <i>(times Regional Average)</i>	2.24	1.43	0.36	2.63
	Index Score	4.48	0.00	0.00	2.63
	Total Index:	7.10			

In summary, the methodology identifies 27 percent of the 1,222 tracts in the region as Communities of Concern. Together these tracts account for 52 percent of Low-Income persons, 40 percent of African Americans, 22 percent of Asian populations in the region, and 44 percent of Hispanic or Latino populations.