

# 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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TPB Citizens Advisory Committee  
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## 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

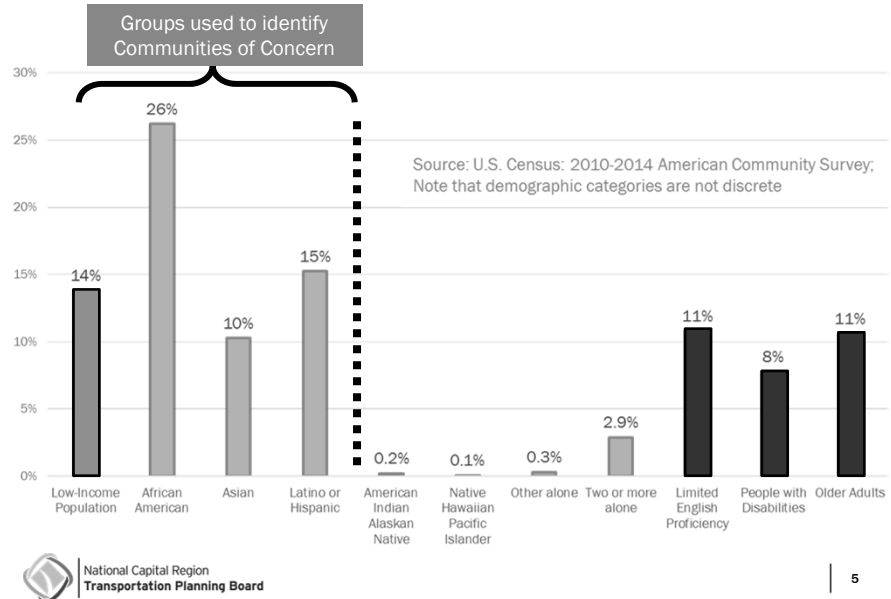
- **Federal requirement:**

The “benefits and burdens” of the Financially Constrained Long-Range Transportation Plan (CLRPP) 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



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## 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

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

New

- **Phase 1: Identification of “Communities of Concern”**

- Develop and test methodology
- Briefings to and feedback from stakeholders.
- Briefing to TPB in December 2016

Additional measures

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

- 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



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## 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

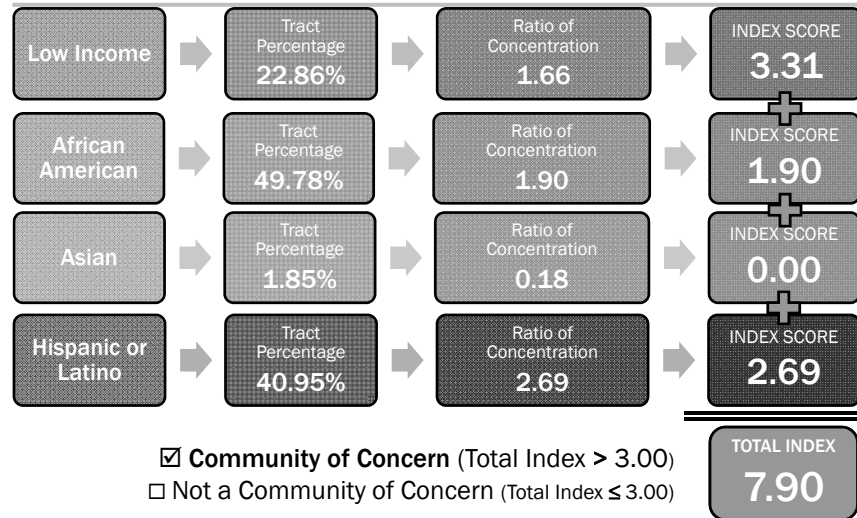


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# Scoring Example: Census Tract 8038.01

(in Prince George's County, MD)



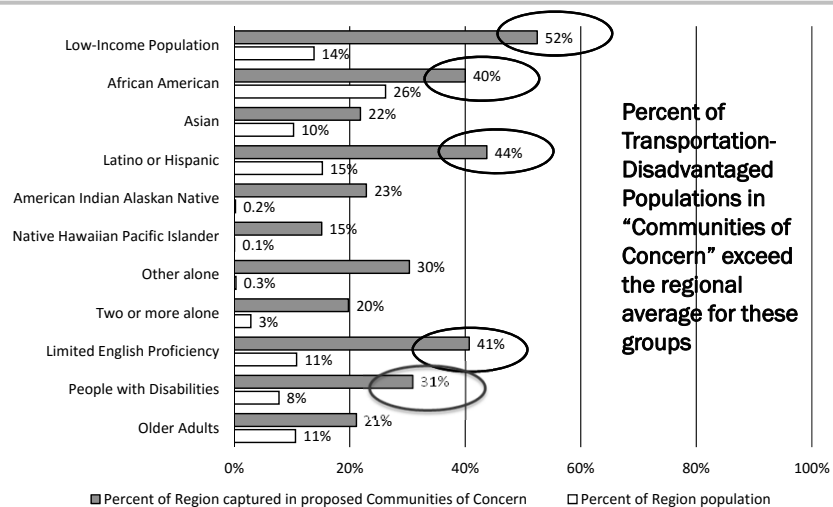
## Proposed Communities of Concern



Maps and tables of the proposed "Communities of Concern" for each TPB member jurisdiction have been created and are posted along with the regional maps and tables here:  
[http://old.mwcog.org/clrp/performance/EJ/EJ\\_CoC.asp](http://old.mwcog.org/clrp/performance/EJ/EJ_CoC.asp)

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

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



## Phase 1: “Communities of Concern” Completion

- Phase 1 will be completed after TPB Committees 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
- 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

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### 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

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### Phase 1: Identification of the “Communities of Concern”

- Ensure comfort level among stakeholders
- Presentation to TPB (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?



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## 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 or minority populations. The methodology used to identify these communities focuses on four population groups:

- Low-Income<sup>1</sup>
- 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.<sup>2</sup> 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
<b>Low-Income</b>	13.80%	0.00	7.27	1.05
<b>African American</b>	26.20%	0.00	3.82	1.07
<b>Asian</b>	10.26%	0.00	5.89	0.93
<b>Hispanic or Latino</b>	15.24%	0.00	5.84	0.93

To identify tracts with significant concentrations of low-income or 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 <b>twice</b> the Ratio of Concentration Minority: Score <b>equal</b> to Ratio of Concentration
Greater than 3.00	Low-Income: Score <b>twice</b> the Ratio of Concentration capped at <b>6.00</b> Minority: Capped at <b>3.00</b>

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.

<sup>1</sup> 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.

<sup>2</sup> 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
<b>Tract: 28.01</b>	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
	<b>Total Index:</b>	<b>7.10</b>			

In summary, the methodology identifies 27 percent of the 1,222 tracts analyzed 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.