

PRESENTATION OF THE “COMMUNITIES OF CONCERN” MAP

for the TPB’s Title VI / Environmental
Justice Analysis of the CLRP

Sergio Ritacco
TPB Transportation Planner

Access for All Advisory Committee
December 15, 2016

Purpose of Briefing

- Receive briefing on the methodology and provide feedback on how the “Communities of Concern” can be presented and shared for other planning efforts.
- A key enhancement of the EJ Analysis is the Identification of the “Communities of Concern”



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”
- Next Steps

Title VI and Environmental Justice

Title VI: Civil Rights Act of 1964

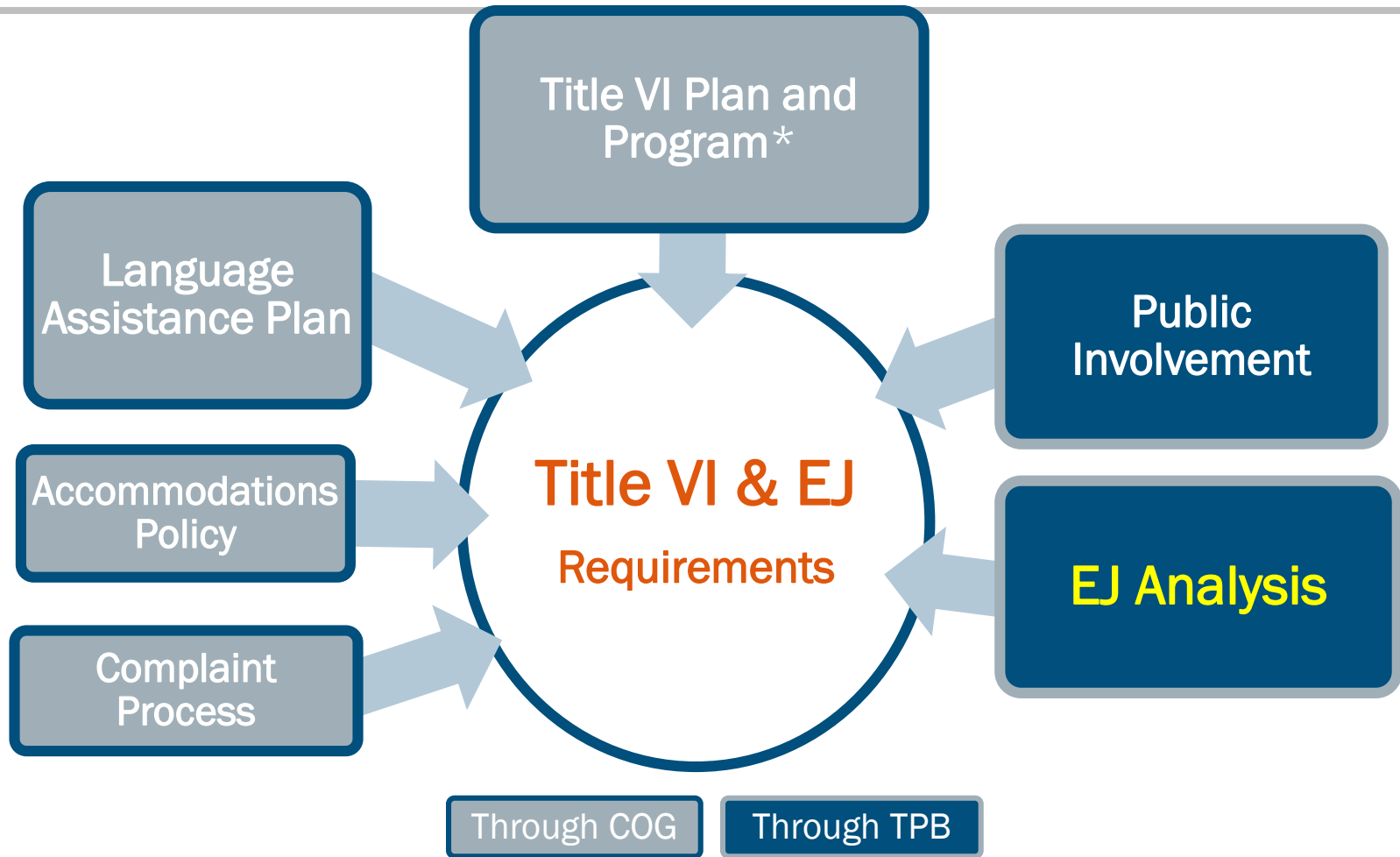
Prohibit discrimination based on **race, color, or national origin** under any program or activity receiving Federal financial assistance

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**



TPB Compliance with Title VI and EJ



*Includes Equal Employment Opportunity and Disadvantage Business Enterprise Policies



Purpose of Title VI/EJ Analysis

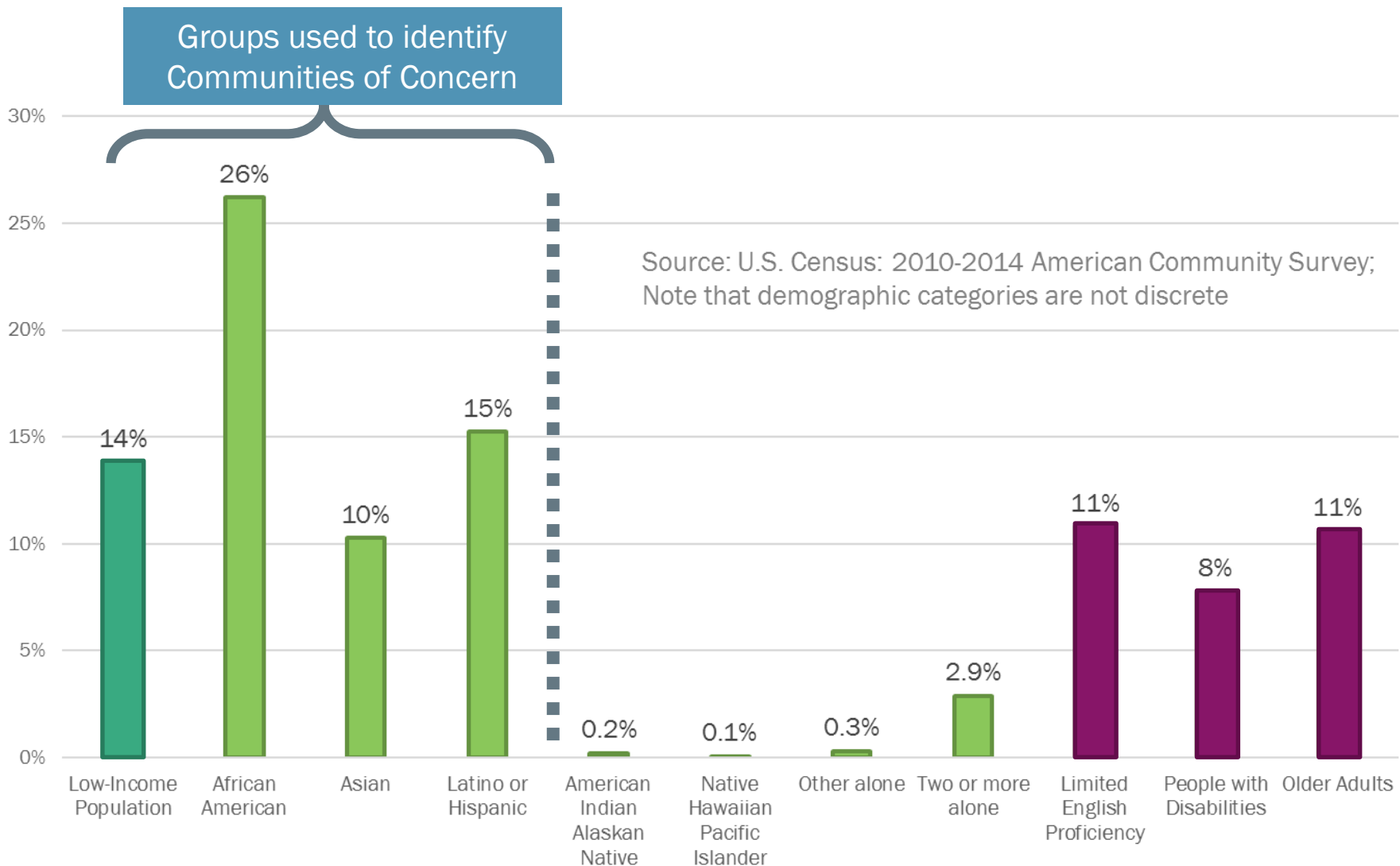
- Federal requirement:

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



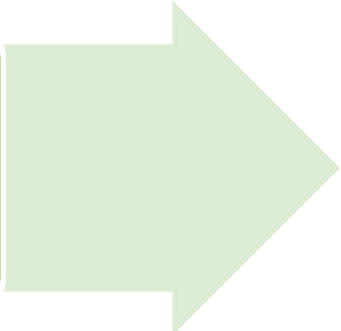
Enhancing the TPB Approach to EJ Analysis

- **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 stakeholders.
- Briefing to TPB in December 2016

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

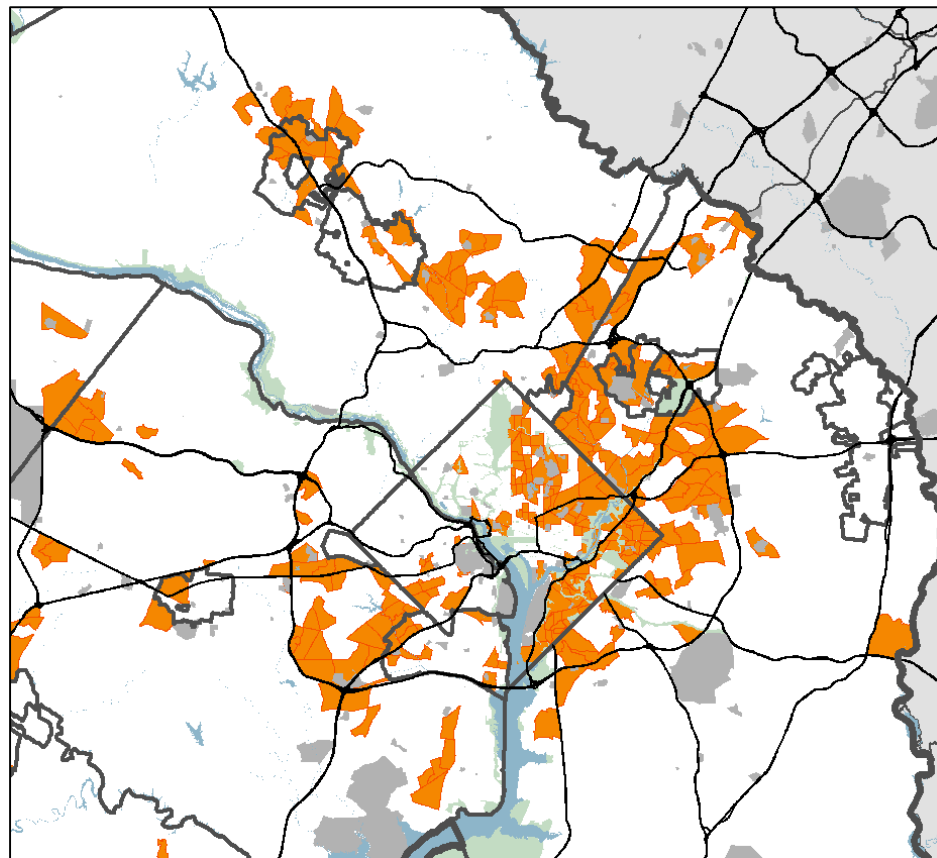
Additional measures

- 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 with a higher than average concentration of low-income and/or minority populations



Scoring Example: Census Tract 8038.01

(in Prince George's County, MD)

	Tract Percent	Ratio of Concentration	Index Score
Low Income	22.86%	1.7	3.4
African American	49.78%	1.9	1.9
Asian	1.85%	0.2	0.0
Hispanic or Latino	40.95%	2.7	2.7

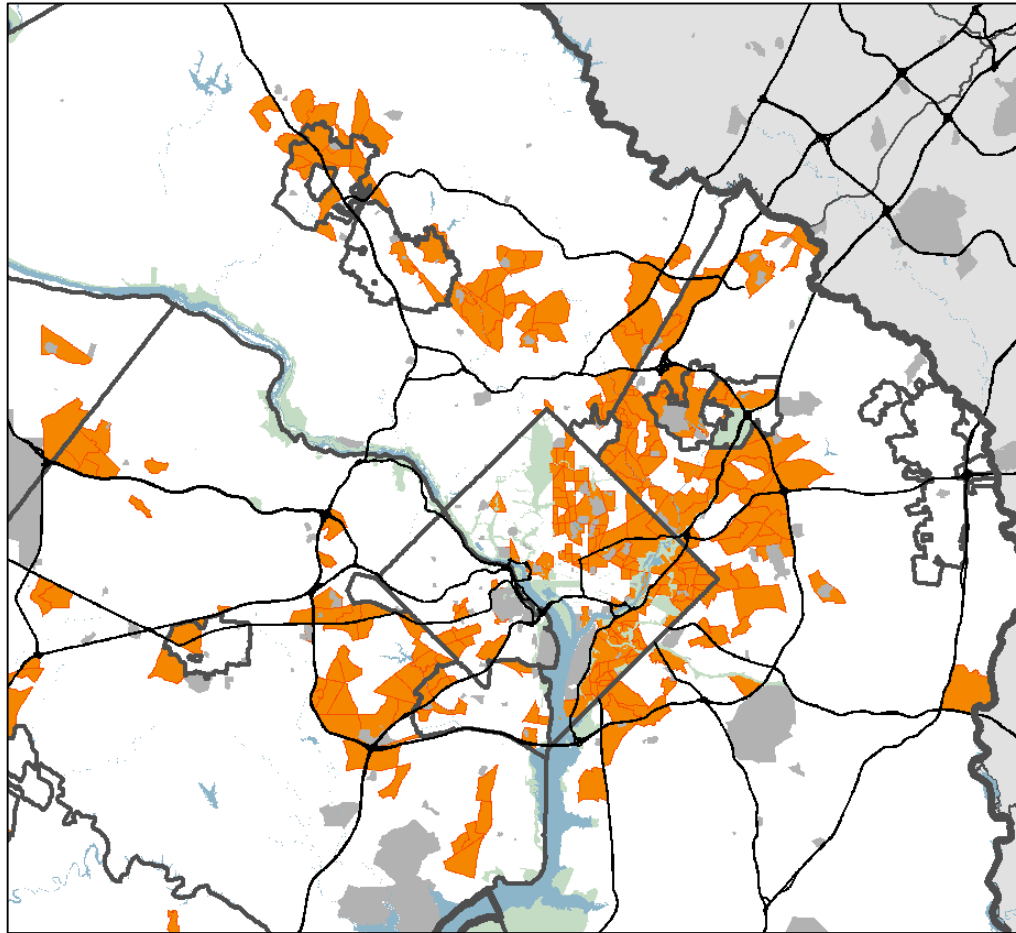
Total Index Score
8.0

Community of Concern (Total Index > 3.00)

Not a Community of Concern (Total Index ≤ 3.00)



Proposed Communities of Concern



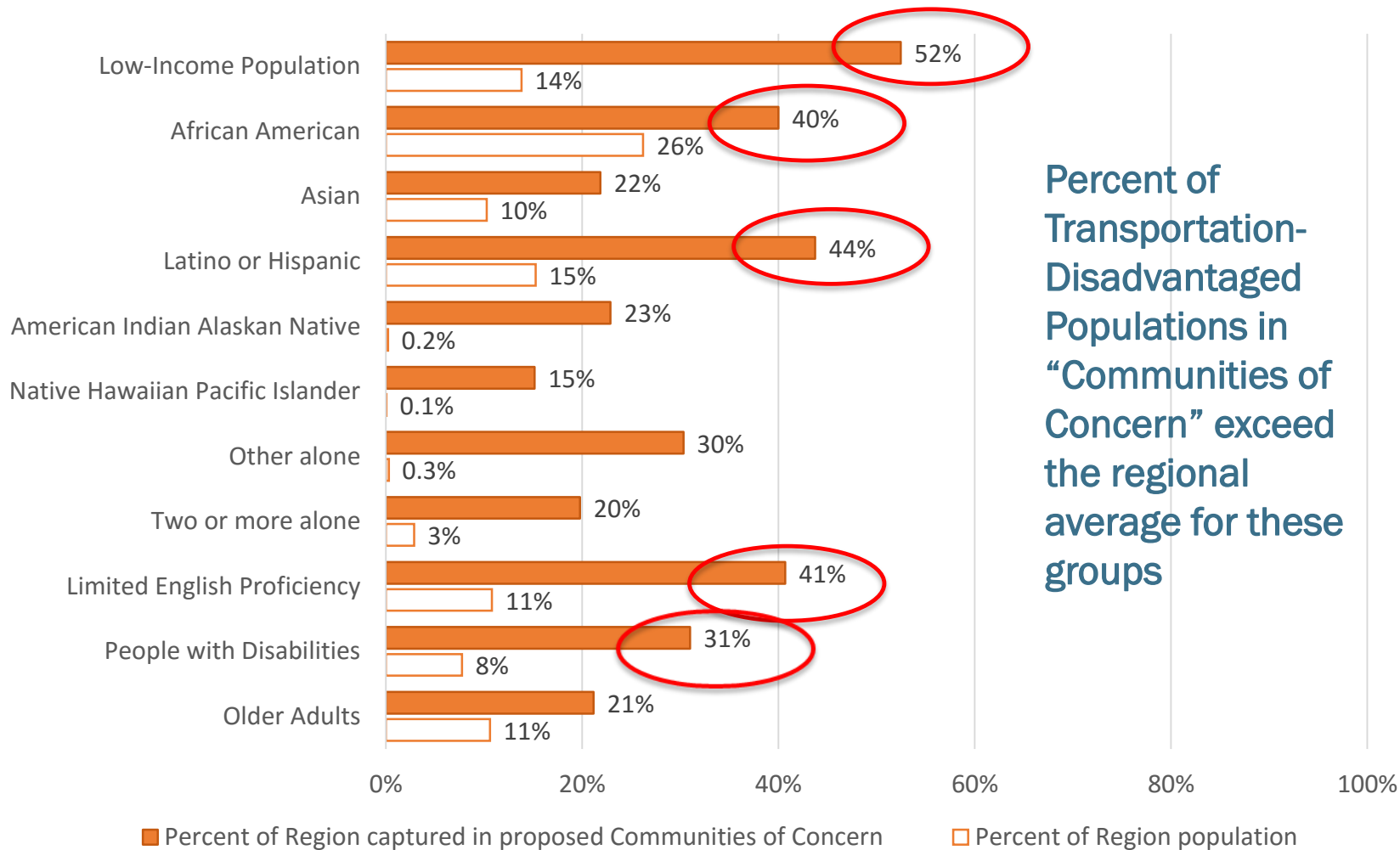
Maps and tables of the proposed “Communities of Concern” for each TPB member jurisdiction have been created to facilitate briefing and are posted along with the regional maps and tables here:

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

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



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



Percent of Transportation-Disadvantaged Populations in “Communities of Concern” exceed the regional average for these groups



Phase 1: “Communities of Concern” Completion

- Phase 1 **will be completed after** TPB Committees have had the opportunity to provide feedback; and
- The **TPB adopts** 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

Next Steps

TPB asked to adopt the regional map displaying the “Communities of Concern”

- **January 2017**

TPB staff conducts EJ analysis of the 2016 CLRP using the “Communities of Concern”

- **Feb - April 2017**

Committees and Board briefed on findings of EJ Analysis

- **May – June 2017**

Questions or Comments?



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

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board