



MEMORANDUM

TO: TPB's Access for All Advisory Committee
FROM: Sergio Ritacco, Transportation Planner
SUBJECT: Results of the Environmental Justice analysis of Visualize 2045 (2022)
DATE: February 27, 2023

The 2022 update to Visualize 2045 (Visualize 2045) must be analyzed at the regional level for compliance with federal Environmental Justice (EJ) requirements. The EJ analysis is conducted to examine if the impact of Visualize 2045 and the projects in it would have a disproportionately high and adverse impact on two required demographics: individuals with income reported as “low-income” or racial and ethnic “minority” populations. After examining thirty-five measures on mobility and accessibility, this analysis determined that Visualize 2045 would not have a disproportionately high and adverse impact on “low-income” and racial and ethnic “minority” populations. Further, after examining the impact of the two primary elements within Visualize 2045 (the planned projects and forecast change in land use), this analysis finds that the project themselves have a positive impact on mobility and accessibility that would otherwise not exist.

The determination of this analysis is based on the TPB-approved EJ Analysis phase 2 methodology (see enclosed “Visualize 2045: Appendix N Environmental Justice Analysis” for methodology and full technical documentation) which found that the identified benefits and burdens in Equity Emphasis Areas (EEAs) would not be predominately borne nor appreciably more severe or greater in magnitude than the burdens experienced by persons in the rest of the region. When examining the impact of the planned projects and land use changes, twelve measures had results identified as marginal or within the travel demand models margin of error (defined as +/- 1% change between Today and 2045), seventeen measures identified benefits for both EEAs and the rest of the region (a positive plan impact), and six identified similar burdens for EEAs and the rest of the region (a negative plan impact).

This analysis does identify notable equity findings, particularly on the interrelationship of land use changes and the transportation investments, for the TPB to consider as it prepares for the next long-range metropolitan transportation plan, Visualize 2050. More of the new jobs we be in western portions of the region, further away from our larger EEA clusters, and the share of jobs in Activity Centers are more likely to be in the western side of the region and in non-EEAs rather than the eastern side or in EEAs. These changes in the location of people and jobs lead to a condition where job accessibility and mobility measures decline due to needing longer commutes through more congested roadways, even after accounting for the benefits associated from new transportation projects. For auto-based travel, plan forecasts of more people and jobs locating in the region increases congestion and delay and impacts EEAs ability to access and travel to where jobs are increasing. For transit-based travel, accessibility and mobility improve as the region maximizes the use of the existing system and benefits from new transit projects.

Consistent with its commitment to establish equity as a fundamental value and integral part of all its work activities, the TPB will continue to provide a forum to further explore the findings of this analysis, through ongoing consultation with member jurisdictions, to enhance the equitable distribution of benefits and elimination of any burdens to “low-income” and racial and ethnic “minority” populations groups.